



TRANSPORTATION COMMISSION – MINUTES

City Hall Council Chambers
1000 San Pablo Avenue, Albany, CA
Thursday, May 23, 2024

MINUTES OF THE REGULAR MEETING THURSDAY, MAY 23, 2024, 7:00 P.M.

1. CALL TO ORDER / ROLL CALL / LAND ACKNOWLEDGEMENT

Present: Barnes, Chomsky, Javandel, McCroskey, Vigil-McClanahan
Absent: Peng, Von Nydeggen
Staff Present: Justin Fried, Transportation and Sustainability Manager
Ben Matlaw, Associate Transportation Planner

The Albany Land Acknowledgement Statement as adopted by the City Council per City of Albany Minute Action, November 15, 2021, was read.

2. PUBLIC COMMENT

None.

3. PRESENTATIONS

3-1. Monthly Police Data on Collisions and Citations

Fried reported data for April 2024.

The Commission requested the following clarifications:

- Albany Police Department has provided additional resources for traffic enforcement.

3-2. Shared Mobility Data

Fried reported data for the first quarter of 2024.

The Commission requested the following clarifications:

- Vehicles picked up in Albany may be dropped off anywhere in the blue zone/service area.
- Vehicles may be driven any distance in a day, but additional fees are incurred for trips longer than 150 miles.
- The service area changes slightly over time.
- The member data is active users.

3-3. AC Transit Board Policy 501 Bus Stop Guidelines Update

Samah Itani, AC Transit Transportation Planner, presented the policy update.



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The Commission requested the following clarifications:

- The policy should inform future decisions regarding bus stop placement.
- Community input has a significant role in determining the placement of a stop, especially stops in front of a business or residence.

4. CONSENT CALENDAR

4-1. Transportation Commission Meeting Minutes of April 25, 2024

Recommendation: That the Transportation Commission approve the meeting minutes for the regular meeting of April 25, 2024.

Barnes/McCroskey: Moved to approve the consent calendar.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Vigil-McClanahan

Noes: None

Abstain: None

Absent: Peng, Von Nydeggen

5. DISCUSSION & POSSIBLE ACTION ON MATTERS RELATED TO THE FOLLOWING ITEMS:

Chair Vigil-McClanahan announced Item 5-3 would be heard next.

5-3. Update on AC Transit Realign Draft Plan – Staff will provide the Commission with an update on the AC Transit Realign service planning process and changes to the revised draft plan and timeline.

Recommendation: Provide comments to staff.

Matlaw presented the staff report.

The Commission requested the following clarifications:

- The routes of lines 72 and 72M are essentially the same through Albany; buses on the lines should be timed to function as stopping every 15 minutes. Line 72R does not deviate to the BART station or El Cerrito Plaza and does not stop at every stop.
- Staff will check on the impacts, if any, of route and frequency changes on local zoning regulations.
- In general, ridership on transbay routes is about 25% of pre-pandemic levels. Lines G and L, both of which are transbay lines, are performing well and will not be affected.
- More resources are needed to maintain headways on long routes; resources for Line 33 will be transferred to Line 18 when Line 33 ceases operation.



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- Drivers will be instructed to obey the speed limit of 20 mph on Solano Avenue.
- Thirty-foot buses operate primarily on Lines 65 and 67 in Berkeley.

The Commission made the following comments:

- Zoning regulations are applied at the time a development project is reviewed for approval; schedule changes and project approvals that occur at the same time could be a problem.
- Concern about the lack of local service on the west side of Albany.

- 5-1. Proposed Red Curb Restricted Parking at the Washington and Pierce Intersection and Relocation of AC Transit Line LA Northbound Bus Stop from the Near Side of the Pierce and Washington Intersection to the Far Side of the Pierce and Solano Intersection** – Review of a proposal to extend restricted vehicle parking on the west side of Pierce Street along the southbound approach to Washington Avenue and to relocate the northbound AC Transit Line LA bus stop from Pierce and Washington to Pierce and Solano to facilitate safety for motorists and transit riders.

Recommendation: That the Commission recommend that staff install approximately 37 feet of additional red curb on the west side of Pierce Street north of Washington Avenue adjacent to 764 Pierce Street and permit AC Transit to relocate the bus stop from the southeast corner of Pierce and Washington to the northeast corner of Pierce and Solano adjacent to 801 Solano Avenue.

Commissioner Javandel recused himself as he owns real property located within 500 feet of the project.

Fried presented the staff report.

Commissioner McCroskey shared the Transportation Commission's (TC) previous consideration of relocating the bus stop.

The Commission requested the following clarifications:

- The property owner of 801 Solano Avenue could install a fence along Pierce Street, but the fence would be subject to a height limit and possibly other restrictions.
- A few buses will utilize the bus stop in the morning and the afternoon.
- The previous owner of 801 Solano Avenue objected to bus riders loitering around his property if the TC agreed to moving the bus stop.
- The red curb was installed at the proposed bus stop location in anticipation of the relocation.



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- The sidewalk is closed on the north side of Washington east of Pierce, and motorists mount the curb to park. The sidewalk on the south side of Washington is open, and motorists park in the street.
- The approach to Pierce is red curbed because the street is narrow.
- The bus stop on the southbound side of Pierce Street will not be relocated.
- Staff has not received any public comment on this item.
- The existing red curb adjacent to 764 Pierce Street is 20 feet long, and the proposal is to extend the red curb 37 feet for a total distance of 57 feet. Extending the red curb would remove two parking spaces.
- An alternative proposal is to extend the red curb 17 feet and remove one parking space.

The Commission made the following comments:

- The southbound bus stop is located at a driveway; therefore, there is no space for a shelter.
- Drivers traveling eastbound on Washington appear to stop at the intersection with Pierce to observe traffic and pull forward slightly to observe traffic again before crossing Pierce. Extending the red curb is not needed for visibility; however, it may be needed to prevent future collisions.
- A traffic survey on Pierce north of Washington revealed the average vehicle speed is 28 mph, but the speed limit is 25 mph.
- A preference not to extend the red curb.
- Cars parked at the curb on both sides of the street could impact the angle of visibility.
- If the distance for visibility is 51 feet and a car is traveling 35 mph, a driver has 1 second to react and avoid a collision.
- Concern that extending the red curb would create the illusion of a wider road and result in higher vehicle speed.
- Adding red curbs does not seem to solve a problem.
- A preference to extend the red curb 17 feet.

McCroskey/Chomsky: Moved to recommend provisionally that staff 1) install approximately 37 feet of additional red curb on the west side of Pierce Street north of Washington Avenue adjacent to 764 Pierce Street and 10 feet of additional red curb on the southwest departure; 2) agendaize a final decision for the next available meeting of the Transportation Commission; and 3) re-notice the item and post notices at the locations.

Ayes: Barnes, Chomsky, McCroskey, Vigil-McClanahan

Noes: None

Recused: Javandel

Absent: Peng, Von Nydeggen



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The Commission made the following additional comments:

- The proposed location for the bus stop would be safer and more convenient than the existing location.

McCroskey/Barnes: Moved to recommend that staff relocate the northbound AC Transit Line LA bus stop from Pierce and Washington to Pierce and Solano to facilitate safety for motorists and transit riders.

Ayes: Barnes, Chomsky, McCroskey, Vigil-McClanahan

Noes: None

Recused: Javandel

Absent: Peng, Von Nydeggen

5-2. Proposed Red Curb Restricted Parking within the Washington/Polk and Washington/Cerrito Intersections – Review of a proposal to restrict vehicle parking on the north side of Washington Avenue at Polk Street and at Cerrito Street to facilitate safety for pedestrians and motorists within these intersections.

Recommendation: That the Commission recommend that staff install approximately 22 feet of red curb on the north side of Washington Avenue at Polk Street adjacent to 855 Washington Avenue and approximately 18 feet of red curb on the north side of Washington Avenue at Cerrito Street adjacent to 885 Washington Avenue.

Fried presented the staff report.

The Commission requested the following clarifications:

- The sidewalk is open on both sides of Washington Avenue between Gateview and Polk.
- There is no parking lane striping in the Washington and Polk intersection; it starts east of the eastern crosswalk.
- Parking is not allowed west of the Washington and Polk intersection; the red curb between the crosswalks is a new addition.
- Allowing parking on the north sidewalk between the crosswalks would, in effect, limit pedestrians trying to access Catherine's Walk to one crosswalk.
- Extending sidewalk parking on the north side of Washington to the western crosswalk may improve visibility in the intersection, but closing additional pedestrian facilities may be a concern for the City.
- Parking is not allowed in a crosswalk.
- Staff does not have any collision data.
- Striping the travel lanes to guide motorists around the two parking spaces in the intersections is not possible because the street is not wide enough.



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The following PUBLIC COMMENTS were offered by Michael Gold:

- New red curbs have increased the average vehicle speed at the intersection of Cerrito and Washington.

The Commission made the following comments:

- Closing the sidewalk was a successful compromise after many years of debate.
- Pedestrians can traverse intersections if sidewalk parking is expanded, but they may have to utilize more than one crosswalk at each intersection.
- Eliminating the parking space in the Washington/Cerrito intersection would likely be good, but it would probably increase vehicle speed.
- A car parked in the intersection is an informal traffic calming device.
- Opposition to artificial diversions of traffic patterns that act as traffic calming measures.
- Speeding has historically been an issue in the neighborhood.
- Removing the traffic-calming effect of the parking spaces is not the worst alternative.
- Changes to the intersections can be reversed in the future.

McCroskey/Javandel: Moved to recommend that staff 1) install approximately 22 feet of red curb on the north side of Washington Avenue at Polk Street adjacent to 855 Washington Avenue and approximately 18 feet of red curb on the north side of Washington Avenue at Cerrito Street adjacent to 885 Washington Avenue and 2) return to the Transportation Commission with any collision data available for the period of one year following implementation.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Vigil-McClanahan

Noes: None

Abstain: None

Absent: Peng, Von Nydeggen

Chomsky/Barnes: Moved to extend the meeting to 9:45 PM.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Vigil-McClanahan

Noes: None

Abstain: None

Absent: Peng, Von Nydeggen

5-4. Electric Bicycle and Motorized Scooter Regulation – Staff will provide the Commission with an overview of state regulations regarding the operation of electric bicycles and motorized scooters.

Recommendation: Provide comments to staff.

Matlaw presented the staff report.



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The Commission requested the following clarifications:

- The City has restricted the use of e-bikes and motorized scooters at Albany Hill and the Waterfront.

The Commission made the following comments:

- The People for Bikes chart conflicts with the presentation regarding pedal assist for Class 2 e-bikes.
- Visually identifying the class of an e-bike for enforcement purposes will not be easy.
- A suggestion to focus on behavior and education and use explicit language for facilities and speeds.
- Walking advocates have expressed concern about the speed of bikes and e-bikes on paths.
- E-bikes are useful tools when used properly.

Barnes/Vigil-McClanahan: Moved to extend the meeting to 10:00 PM.

Ayes: Barnes, Chomsky, Javandel, McCroskey, Vigil-McClanahan

Noes: None

Abstain: None

Absent: Peng, Von Nydeggen

The Commission made the following additional comments:

- A suggestion to begin with education, information, and feedback before utilizing enforcement.
- A speed feedback sign placed on the Ohlone Greenway could be useful and informative.
- Perhaps articles can be included in the City's eNews.
- A suggestion for staff to work with Albany Unified School District.

6. ANNOUNCEMENTS

Matlaw reported staff plans to present a contract to update the Active Transportation Plan (ATP) to the Council in June 2024. The Council approved changes to the Kains Avenue/Adams Street Bicycle Boulevard Pilot Project and the submission of a grant application for the project.

7. FUTURE AGENDA ITEMS

Fried advised that traffic calming measures on Santa Fe should be ready for the TC to consider at its June 2024 meeting.

8. NEXT MEETING – Thursday, June 27, 2024, 7:00 PM



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9. ADJOURNMENT

The meeting adjourned at approximately 9:58 p.m.