

Transportation Commission

January 22, 2014

Item 4A

Action

Transportation Commission Minutes: Wednesday, October 23, 2013

Commissioner Jesus Vargas called the Transportation Commission to order at 7:00 p.m.

1. Roll Call

Roll was called and the following was recorded:

Members Present:

Jesus Vargas (Chair)

Michele Bellows

Thomas G. Bertken

Sandy Wong

Eric Schatmeier

Gregory Morgado

Members Absent:

Christopher Miley (Vice Chair)

Staff Present:

Staff Payne, Transportation Coordinator

Staff Ta, Assistant Engineer

Staff Nguyen, Assistant City Manager

Staff Patel, Transportation Engineer

2. Agenda Changes

None.

3. Announcements / Public Comments

None.

4. Consent Calendar

4A. Meeting Minutes – July 24, 2013

Commissioner Vargas called for a motion to approve the Consent Calendar.

Commissioner Bellows moved to approve the Consent Calendar. *Commissioner Bertken* seconded the motion. The motion was approved 5-0; 1 abstention.

5. New Business

5A. AC Transit Fare Increases

Commissioner Schatmeier explained that he produced a memo on his recommendations dated October 14th and discussed the objections raised at the Inter-Agency Liaison Committee (ILC) meeting. He said since the meeting, *Staff Payne* received a notice from AC Transit staffer *Nathan Landau* that transfers for transbay riders would continue. He felt his major objection is the elimination of transfers on the system and the fact that passengers located near the worse service would receive a fare increase and that seems inequitable. He noted that the memo says that service speeds would increase due to the elimination, but to him that does not make sense because passengers would have to come up with cash each time they board. Moreover, he believed the change is convenient for the operating department and not for the passengers, and the policy will increase the fare on the least efficient service. Thus, his recommendation is for AC Transit to provide every passenger with a 90-minute transfer, similar to MUNI, as proof of payment.

Commissioner Bellows said she commended *Commissioner Schatmeier's* research and she agreed with his recommendations.

Commissioner Vargas opened the floor to public comments.

Commissioner Bertken said he rode MUNI three times a week and he felt their program was good. Furthermore, he liked the implementation of the transfer policy onto the Clipper card and their ability to provide paper transfers.

Commissioner Schatmeier said AC Transit provided examples of other transit agencies implementing a similar transit policy, but the policy still represents a trend for favoring the operating department rather than the customers' needs.

Commissioner Vargas asked AC Transit staff about the time savings once the transfer policy is eliminated.

Robert del Rosario, AC Transit Director of Service Development, replied that staff analyzed the boarding times and cash paying passengers took eight seconds, Clipper passengers took four seconds and simply walking on board took three seconds. Thus, he said the transfer would be around the four seconds range. So, he said elimination of paying cash is the key.

Commissioner Bertken said he was somewhat familiar with MUNI's system since he has been using it for some time and the biggest delay is inserting cash into the farebox. However, he felt the operators could easily generate a transfer pass within seconds.

Robert del Rosario said AC Transit use to have paper transfers back in the 1990s and they changed over in early 2000 when new fareboxes were installed. Overall, he said the paper transfers were surrounded by fraud and it was hard to determine the transfer's time limit rip. Basically, the agency wanted to move away from the paper transfers, so they converted to magnetic strip transfers and passengers had to dump the pass into the farebox. This procedure took anywhere between four to eight seconds per passenger.

Commissioner Schatmeier replied the SFMTA inspectors enforce the proof of payment system on MUNI more than the drivers. He explained the proof of payment policy speeds up the process, but AC Transit may not be ready to implement such a process.

Commissioner Vargas requested a motion from the Commission.

<p><i>Commissioner Schatmeier</i> moved to insert the recommendations from his October 14, 2013 memo and asked AC Transit for clarification on the transbay transfer policy. <i>Commissioner Bertken</i> seconded the motion. The motion was approved 6-0.</p>
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Commissioner Schatmeier asked *Staff Nguyen* if there is an appropriate way to communicate the Commission's motion to AC Transit.

Staff Nguyen replied for the record staff would give the motion to AC Transit directly.

5B. AC Transit Line 51

David Fyfe, URS Consulting Engineer for AC Transit, presented the report.

Commissioner Vargas opened the floor to public comments.

Vincent Wu, engineer and Alameda resident, said he resides on the corner of Santa Clara Avenue and Caroline Street, and he opposed the relocation of the bus stop from the southwest corner to the southeast corner. He said years ago, the owner of 1000 Santa Clara Avenue repaired the storefront because the store was damaged by a car. He felt the relocation is dangerous because of the setback from the curb.

John Brennan spoke on behalf of Christ Episcopal Church. They are supportive of the overall plan, but do not support the stop relocation in front of the church on Santa Clara Avenue at Grand Street. He explained that there is a lot of pedestrian and vehicular activity in front of the church. Additionally, there is handicap access to the church to accommodate services, weddings and funerals. They proposed a number of alternatives such as moving the stop in front of the dentist office at Union Street or leave it where it is.

Sheri Stock said she wanted to make additional comments to *John Brennan's* comments. She said there are many studies on this transit line, but when she sat on the church steps and watched the traffic flow go by she found not much of a savings of time. She saw the bus stop after loading passengers on numerous occasions. Also, she noticed that while the bus would be in front of the church, motorists could not easily make a free right turn and that would lead to traffic congestion.

Harry Reppert, parishioner of Christ Church, said there is a 60 foot white zone in front of the church for easy drop off of passengers. He mentioned that the church's activities would be impacted if the drop off zone is eliminated.

Commissioner Vargas asked where the location of the drop off zone was specifically located.

Harry Reppert replied that the loading zone is on the Santa Clara Avenue side and right in front of the church.

Dennis Yee, parishioner of Christ Church, said he opposed the bus stop relocation on Santa Clara Avenue at Grand Street because the church hosts many activities and a large number of youth and elderly visit the church. The church has a small parking lot and only one handicap space. The drop off curb area serves as the handicap space. Furthermore, the church conducts many weddings and funerals and the majority of the events come from non-members of the church. He also said the relocation would displace motorists who would have to park further down the street. Every Tuesday, the church serves a food pantry for over 100 clients, which is the same morning for street cleaning on Grand Street.

Genevieve Monterrosa, resident of 1716 Santa Clara Avenue, said she lives two doors down from Christ Church and opposed the bus stop relocation primarily because of parking. There are only three residences on the block, so parking is already challenging. Having two bus stops on the same block would cause cars to go around both buses and increase the risk of accidents. AC Transit wants to be consistent of the running times, but the running time only changes by less than one minute. The areas that are more challenged are in Oakland and Berkeley and this stop is not in the top 20 locations listed in the relocation list. She read a letter from her neighbor, *Laurie Harper*, who said that she does not want the bus stop moved because it would place a stop in front of the church and there is no evidence supporting the need for the change. Ultimately, congestion and noise would be generated from the relocation.

Pam Cowart, parishioner of Christ Church, said she opposed the relocation of the bus stop.

Norbert Scheunemann, parishioner of Christ Church, said he opposed the relocation of the bus stop. He said the Girls Inc. facility next to Christ Church have a lot of youth activity that increases potential accidents. He noted that service delays are related to Oakland and Berkeley and will not save time in Alameda. Additionally, he asked the Commission to review the activity next time they drive by the church because there is a lich gate that is an integral part of the Anglican tradition and the relocation would obstruct its use.

Maria Phraner, resides across from Christ Church, and agreed with the parishioners and constantly observed traffic and pedestrian activities. She felt the relocation would hinder the activity because there would be two bus stops across from each other and that would increase congestion, noise and pollution.

Michael Cordell, resident of Santa Clara Avenue and Willow Street, said he opposed the bus stop relocation because the stop would be directly in front of his house. He stated there is already a parking problem on the block and the relocation could cause potential accidents from

children attending Henry Haight Elementary School and Little Seeds Children's Center. He explained that two stops would be on the same block (Santa Clara Avenue/Chestnut Street and Santa Clara Avenue/Willow Street). He felt AC Transit and the City will compound traffic congestion rather than negate the issue.

David Baker, resident near Caroline Street and Santa Clara Avenue, wanted to focus on the delay issue and the bus lane extension specifically within the Santa Clara Avenue corridor. He suggested staff think outside the box and study a bus only lane in two directions on Lincoln Avenue to reduce the load on Santa Clara Avenue.

Frank D. Valenzuela, owner of Dan Francisco Salon, opposed the bus relocation because his patrons can access his salon easily, but the relocation would displace them. He explained that loading and unloading passengers in front of the entrance door with a 15-foot setback from the curb would affect the privacy of the 27-units surrounding the stop. Additionally, the placement of the bus stop in front of the salon would be far less safe than the current location and there is a utility post at the corner of the relocated stop, so if a bus hits the post it would be disastrous.

Lance Russum said he is familiar with the intersection of Santa Clara Avenue and Caroline Street. He worked near there for over 47 years and witnessed accidents and near accidents. There is no reason why the bus should be moved to the southeastern side. He believed the relocation would create more congestion and blockage. He also suggested eliminating the stop on Santa Clara Avenue at Everett Street.

Carolyn Pounds, resident near Eighth Street and Santa Clara Avenue, said she opposed the bus stop relocation near her area. She mentioned that Eighth Street and Santa Clara Avenue is a busy intersection and she does not see the benefit from the relocation.

Lesley V. Gustafson said she opposed the relocation near Santa Clara Avenue and Caroline Street, and felt it would be unsafe for the businesses and the 27-unit residents. Furthermore, parking would be impacted by the relocation.

Dan Thuzon, resident of 1645 Broadway and an engineer, opposed the bus stop relocation onto Broadway and Buena Vista Avenue. He said working as an engineer he must produce the following outcomes: 1. faster; 2. cheaper; and 3. better. He believed that moving the stop does not address those issues. He noted that there are three houses on the corner that do not have off-street parking and street cleaning further displaces cars. He mentioned that Edison School (2700 Buena Vista Avenue) is a block away and the children cross the intersection in the early morning and afternoon. The bus would impact the visibility of motorists and cause pedestrian accidents. He also carried a letter from his neighbor, *Karen Pierce*, at 1647 Broadway Avenue. His neighbor is a bed ridden senior, and wrote the noise and smoke would disrupt her health, remove parking for her caretaker and decrease her property value.

Letty Soogian explained that moving the Santa Clara Avenue and Caroline Street bus stop would be detrimental for residents and business owners. She pointed out that parking is already limited and that would further hurt senior residents and visitors in the area. She said now is not the time to threaten businesses and employees' incomes.

Leanne Corrie, patron of Dan Francisco Salon, opposed moving the bus stop at Santa Clara Avenue and Caroline Street. She said there has always been an issue with parking and traffic and crossing Santa Clara Avenue is already dangerous. She recommended installing a cross walk at the intersection.

Mike Tuttle, resident of 787 Santa Clara Avenue, opposed the relocation at Eighth Street and Santa Clara Avenue because the stop is close to his house and it would create additional traffic and noise. He said, in the past, he called the police several times to have a person removed because she was screaming at the top of her lungs while waiting for the bus and that goes on all the time. He suggested moving the stops to Santa Clara Avenue at Ninth Street where the transbay bus stop and 5-6 businesses are located. He had additional concerns with the relocation during the 8 am and 5 pm peak hour because children are picked up and dropped off. The result creates double parking at the elementary school, so that is why they need a consolidated bus stop to open up parking spaces and a loading zone. He mentioned that *Officer Jones* is at the intersection every weekday since the beginning of September to issue parking citations.

Pedro Marquez said he opposed the relocation at Santa Clara Avenue and Caroline Street because he does not find anything wrong with the existing stop.

Matt Valenzuela, employee of Dan Francisco Salon, said he opposed the Santa Clara Avenue and Caroline Street stop relocation. He recognized the issue of buses stopping within proximity to the salon's windows. Additionally, he felt the fumes would enter the salon, which would be detrimental for the patrons. He added that patrons do not have an area to wait if the stop is relocated and the new stop may bring loiterers. Furthermore, the relocated bus stop is near a driveway that is frequently used and when that driveway is being used, it would be an issue of visibility to the street.

Jane Sullwold said *Frank Valenzuela* came to her and asked for her help. She referred to AC Transit's letter dated June 25, which noted the delays at Santa Clara Avenue and Caroline Street. She received the study from Fehr Peers and found no delays in that area. She said public comments sent to AC Transit were never published to the Commission. She brought copies of the letter submitted by her and *Mr. Valenzuela*. She also mentioned that *Mr. Valenzuela* collected over 100 signatures of people opposed to the bus stop relocation. She said AC Transit's initial goal was to reduce service delays, but at the community workshop many have said that there are no delays. Now, AC Transit has shifted its goal to resolving the safety issue.

Reverend Stephen McHale, Christ Church, said his primary role is to make the space open and welcoming to the community. He felt the relocation would limit access to the front of the church and that would deter visitors attempting to come to a number of events that are hosted by the church. He mentioned the delicate lich gate has architectural significance and the relocation would make the gate a defacto bus stop. Moreover, he has seen an uptick of theft in the church and he does not want trash increased near the church.

Bryan Sperry, Oakland resident, felt that moving the bus stop at the front of Christ Church would not help increase service speeds. He would like the relocations focused in Oakland. He believed the lich gate at Christ Church would be subject to graffiti and the City would eventually request the gate be removed because of safety reasons.

Deborah Hoffman, employee of Dan Francisco Salon, said she is personally building a clientele. She sat with a bird's eye view of the bus stop and counted the buses for 2.5 days from 10 am to 6 pm. She counted 46 buses that crossed the intersection of Santa Clara Avenue and Caroline Street and she opposed moving the bus stop. She also counted 11 people out of the 46 buses boarding the bus; 16 people off boarding the bus; and 19 buses were empty and went through the intersection at 35-45 miles per hour.

Randie Pellettieri said she joined *Mr. Valenzuela* to oppose the move at Santa Clara Avenue and Caroline Street. She recently became disabled and said moving the bus stop in front of the salon would eliminate four parking spaces. She pointed out that the Dan Francisco space is kept in pristine condition, he employs Alameda residents, and it would be unfair to move the stop in front of his salon.

Yosan Gebremarian, resident of 2201 Santa Clara Avenue, said she approved the move to Santa Clara Avenue and Walnut Street, and the picture showed that it is a blind point for motorists. She attended Alameda High School and the pedestrian landscape was always dangerous when walking from the high school, traveling two blocks and crossing Walnut Street at Santa Clara Avenue. She also explained that motorists have a difficult time entering out of Walnut Street and Santa Clara Avenue and making a left because they do not know if a car is coming when the bus is at the stop.

Donna Conde, resident near Santa Clara Avenue and Walnut Street, said she agreed with relocating the bus stop based on safety reasons. She pointed out that Alameda High School is close to the intersection, so possibly eliminating the stop at Santa Clara Avenue and Willow Street would increase service time.

Eleanor Wiley, resident of 1402 Santa Clara Avenue, said she opposed all bus stops relocating and felt Alameda is being painted with the same brush as Berkeley and Oakland.

Alex Helperin, resident of 1705 Broadway, said he opposed the Broadway and Buena Vista Avenue relocation and the existing stop has a large setback and less parking issues.

Jon Spangler, Alameda resident and a League of American Cycling Instructor, said at the July 9 meeting a lot of people commented about the wrong type of people are being attracted to bus stops. He lives three blocks from the Santa Clara Avenue corridor and said not everyone who rides the bus is homeless or starting trouble. That night he rode his bike down Santa Clara Avenue and he never worried about AC Transit buses hitting him. They are the safest drivers on the street. However, he felt motorists tend to cause pedestrian accidents overall. He also pointed out that buses do not stop at the Dan Francisco Salon for more than 15 seconds and they are gone. Yet, he did hear legitimate transit-related conflicts such as the Broadway and Buena Vista Avenue stop and he hoped they could fix the service between downtown and Fruitvale BART Station. Overall, he approved of the incremental stop changes because every second is essential.

Louie Martinez, Line 51A passenger, said he is in favor of moving the bus stop to Ninth Street and Santa Clara Avenue because of the current location's safety issues.

Alan Pryor, resident of 1009 Santa Clara Avenue, said that moving the stop in front of Dan Francisco Salon would be detrimental and he felt Christ Church made valid points about not having the stop close to their location.

Jim Strehlow, Alameda resident and local employee, said the Santa Clara Avenue section between Everett Street and Broadway does not need a stop at Everett Street because Park Street and Broadway are good enough as they are. He felt the relocation stop at Buena Vista Avenue and Broadway did not make sense. In addition, he wanted to see Broadway and Santa Clara Avenue kept as a stop and the City should paint the stop so it is clearly marked as a bus stop.

Cynthia Landry said she travels on the bus down at Webster Street to downtown Oakland for work. She is not clear of all the existing issues, but the bus worked fine for her. She felt everything should stay as it is.

Commissioner Schatmeier said the Everett Street and Santa Clara Avenue speakers mentioned there is one stop on Everett and not on the westbound side. He felt that is a prime candidate for elimination.

Sean Diest Lorgion, AC Transit Senior Transportation Planner, said a few years ago they did remove the westbound stop, but the current spacing in the eastbound direction between Park Street and Santa Clara Avenue at Broadway is roughly 1,600 feet. He noted that AC Transit has an 800-1,300 foot spacing guideline and they would like to keep the policy with regards to Everett Street.

Commissioner Schatmeier asked AC Transit staff if the parking spaces in front of Dan Francisco Salon are designated for disabled people.

David Fyfe replied the parking spaces are not disabled spaces.

Commissioner Schatmeier wondered why the Ninth Street and Santa Clara Avenue bus stop was not shown in the presentation map.

Sean Diest Lorgion replied that the current bus stop on Ninth Street and Santa Clara Avenue is used for the Transbay Line O only and the Line 51 stops at Eighth Street and Santa Clara Avenue.

Commissioner Schatmeier asked AC Transit staff if they examined consolidating the lines.

Sean Diest Lorgion replied that staff discussed the option and they are willing to consolidate both lines onto Eighth Street and Santa Clara Avenue. They chose Eighth Street and Santa Clara Avenue because the intersection is signalized and Ninth Street and Santa Clara Avenue has an uncontrolled intersection.

Commissioner Schatmeier said there are safety conflicts between traffic and pedestrians, especially when buses pick up at the near side and far side of an intersection.

Robert del Rosario replied that a stop sign controlled intersection if on the far side had to stop at

the sign and then pull into the stop. However, the near side is substandard because the bus often does not have enough space and must pull into the stop at an angle. The far side approach takes up less parking and allows the bus to go through the intersection and pull into the stop.

Commissioner Wong referred to the Santa Clara Avenue and Morton Street bus stop proposal. She noticed that moving the stop on the far side would create conflict with an existing fire hydrant shown in the staff presentation on page 18. She is wondering about the impact of it.

David Fyfe replied that the fire hydrant would be moved.

Robert del Rosario said they would not want the bus to dwell near a hydrant for long periods, but the driver could move out of the way if there was an emergency.

Commissioner Wong replied so there is not a code or regulation of distance for placing a bus stop near a fire hydrant.

Robert del Rosario said not for a bus stop.

William Buller, AC Transit Traffic Engineer, said the back end of the bus would be 10 feet away from the ramp and the hydrant.

Commissioner Wong asked staff for the approximate distance needed between bus stops.

William Buller replied 800 to 1,300 feet.

Commissioner Wong referred to the Santa Clara Avenue and Eighth Street bus stop, and she wanted to know the location of the Ninth Street and Santa Clara Avenue stop.

Robert del Rosario replied that the Ninth Street stop is on the west side near the corner store.

Commissioner Wong said since it is in front of the corner store, which is the same distance as Maya Lin School, then there are two bus stops on each corner even if the stops are not used by the same bus route.

Robert del Rosario replied the bus stops have different routes that pick up and drop off and the policy of distance is based on the same route.

Commissioner Wong said when consolidating the stops down to Ninth Street and Santa Clara Avenue and then Webster Street and Santa Clara Avenue there would be two bus stops on the same block by Maya Lin School and another by the corner store.

Robert del Rosario replied they would consider removing the Ninth Street bus stop and the stop sign per route policy. However, the point of the policy is to have access to a line for all passengers and not the fact that there are two bus stops on one block. Otherwise, their passengers have to walk further to access the service.

Commissioner Morgado asked staff if they contacted the Alameda Police Department when

conducting the report. The reason he asked was that he had *Sergeant Simmons* attend the meeting to comment about general crime around bus stops within the Santa Clara Avenue corridor.

Sergeant Simmons, Alameda Police Department Traffic Division, said over his 23-year history he has seen graffiti, loitering and occasional theft of cell phones or personal property at bus stops.

Commissioner Vargas asked *Sergeant Simmons* about accident data along Santa Clara Avenue. He specifically wanted to know about the number of speeding buses and parking or drop off concerns.

Sergeant Simmons replied that the drop off at Eighth Street and Santa Clara Avenue concerned him because the stop is right in front of the library. He said if the relocation were to happen, the City would lose around seven parking spaces on that block. Moreover, the area near Maya Lin School is one of the worst areas for picking and dropping off passengers and many motorists double park or encroach in the bicycle lanes. Regarding speeding buses, he routinely receives calls about this issue, and he is armed with a radar gun to check AC Transit buses, but he does not see many speeding buses. He stated that he does not have all of the accident data for Santa Clara Avenue, but he recalled the last collision was at Grand Street and Santa Clara Avenue involving a motorist running a red light and hitting a car.

Commissioner Bellows told *Sergeant Simmons* that every time she drove near Eighth Street and Santa Clara Avenue it is impacted in all directions. She avoids the area because it is such a tough intersection. Also, she wanted to know his opinion about relocating the bus stop from Eighth Street to Ninth Street.

Sergeant Simmons said he was concerned with the Ninth Street and Santa Clara Avenue intersection because the heaviest crossings involve Maya Lin students. Additionally, he said that they deploy a crossing guard at the intersection, adding extra activity would hinder the children's safety.

Commissioner Morgado asked *Sergeant Simmons* if lighting was an important element to stopping crime.

Sergeant Simmons replied lighting is an important factor to reducing crime. Yet, he does not know if he could make a fair assessment about the lighting at the bus stops along Santa Clara Avenue because he has not worked night shifts in a long time. However, he would ask the night time officers and come back to the Commission with an answer.

Commissioner Schatmeier said it would be good to know how the proposed moves would be impacted by the presence or absence of lighting.

Commissioner Bertken asked AC Transit staff for clarification of the route 51A when discussing service delays in the staff presentation.

Robert del Rosario replied the 51A line runs through Fruitvale BART Station and into

Broadway, through Santa Clara Avenue and up Webster Street. The bus goes into downtown Oakland and up Broadway in Oakland and terminates at the Rockridge BART Station.

Commissioner Bertken said the staff presentation displayed a one-way savings of 17 minutes. He questioned the amount of delay within the Webster Street and Broadway section.

William Buller replied there would be 3-5 minutes time savings through Webster Street, Santa Clara Avenue, Broadway and back.

Commissioner Bertken asked if AC Transit has kept records on accidents around the bus stops and pedestrian crosswalks.

Robert del Rosario replied AC Transit has the data, but he does not have it currently. He went on to say there were some significant incidents that have occurred such as the case at Frick Middle School in Oakland along Foothill Boulevard. He pointed out that AC Transit does not want pedestrian incidents to occur because the liability to them and their customer base is huge.

Commissioner Bertken said a number of public speakers presented their input this evening. He wanted to know how AC Transit staff incorporated community input.

Robert del Rosario replied that the safety issues that were mentioned are taken very seriously. In addition, AC Transit has the County sheriff officers who work with the agency to address the safety issues and the agency worked with the police department to coordinate ways to make bus stops safe. He noted that there are opportunities for grants to incorporate more lighting and other enhancements around bus stops.

Commissioner Bertken asked AC Transit staff if they made any changes since the first proposal based on community input.

Robert del Rosario replied that three months ago they had a community meeting that was well attended and based on that they went back and conducted field work to see if there were parking issues and ways to mitigate those issues along Santa Clara Avenue. Staff then came up with two tiered recommendations. The priority recommendations were for bus stop locations that are labeled tier 1 for the agency and City staff agreed. The second tier is high priority, but they have some discretion to postpone the implementation.

Commissioner Bertken asked about the basic locations and the changes that are not associated with a traffic signal.

Robert del Rosario said he does not have the exact details, but they could pull up the list. He emphasized the safety benefits from near side to far side at uncontrolled intersections.

Commissioner Bellows wondered why several locations are moving from near side to far side, but others are not.

Robert del Rosario replied he would have his team talk more about that because obstacles such as traffic signal cabinets and driveways prevent the agency from moving the bus stops.

Sean Diest Lorgion explained that there are a couple of locations where they would like to move the bus stops, but sometimes there are multiple driveways that would not allow them to install a bus stop and they do not want to move a stop midblock.

Commissioner Bellows asked staff if they would consider a controlled intersection a stop sign or only a stoplight.

William Buller replied when the side street is stopped that is a semi-controlled intersection. However, when all directions are stopped that is an all way controlled intersection. The reason they call the intersection controlled and uncontrolled is that they are focusing on the main route.

Commissioner Wong said she understood the benefits of locating the bus stops, but she wanted clarification on whether the agency's goal for moving the locations was for safety or time savings.

Robert del Rosario replied the goal is for both safety and time savings. However, the far side has an accessibility advantage, so there would be some time saving and safety in all situations.

David Fyfe explained that the far side bus stop could also minimize parking removal. He explained that a bus could easily pull over to the far side bus stop and maneuver through the intersection, but the near side bus stop would eliminate more parking spaces.

Commissioner Wong replied that it is a 2.5-minute savings total.

David Fyfe said the time savings preliminary estimate is 3 minutes in Alameda in each direction.

Commissioner Wong referred to the bus location on Santa Clara Avenue in front of the library. She felt moving the stop in front of Maya Lin School could pose potential problems like loitering and graffiti. Moreover, there is a school gate nearby the bus stop and that is a safety issue.

Commissioner Schatmeier wondered if there were available funds to upgrade the relocated bus stops with shelters, benches or lighting.

Robert del Rosario replied that the primary purpose of the project was to increase speed and reliability and that is what the Metropolitan Transportation Commission (MTC) approved and funded. Alternatively, staff could look into small spot treatments and the agency recently applied for a Safe Routes to Transit Grant with Alameda.

William Buller replied that they are also tasked with being accessible and some amenities could fall under the heading of accessibility, especially under ADA.

Commissioner Schatmeier was concerned that the amenities at the existing bus stops would not be available at the relocated stops.

Sean Diest Lorgion explained that as part of the project if there was an existing shelter or bench it would be relocated.

Commissioner Wong asked AC Transit staff if the preferred relocation recommendations were a package deal or could the Commission approve them separately.

David Fyfe said it is not a package deal.

Commissioner Wong explained that she found value of relocating some of the bus stops but for the others she did not see intended service or safety improvements.

Robert del Rosario explained that the relocation's objective is to improve the time savings to load the passenger quickly.

Commissioner Vargas asked AC Transit staff how they addressed bus stop relocations around schools in other cities that they serve.

William Buller said they work with the schools and attempt to find a solution either by shifting the bus stop or working around established equipment that impedes on relocating the stop. Ultimately, they work around the obstacles to find a solution.

Commission Bellows would like to make separate motions.

Commissioner Schatmeier felt the Commission would review the first and second tiers. There should be discussion on prioritizing the locations for the second tier.

Commission Vargas requested clarification on whether the first tier was priority deployment and the second tier would need further discussion.

David Fyfe said staff evaluated the technical basis for operational benefits and safety concerns. The first tier does not have a traffic signal and the second tier is all traffic signal controlled. Thus, all locations give operational benefits, but the first tier is not traffic signal controlled.

Commission Vargas asked AC Transit staff if they were looking for a package approval to move the project along quickly.

Staff Payne directed the Commission to pages 26-27 of the staff report. The pages illustrate all the items needed for approval.

Commissioner Vargas called for a motion

<p><i>Commissioner Bertken</i> moved to endorse the five items found on page 26 of the staff report. <i>Commissioner Bellows</i> seconded the motion. The motion was approved 6-0.</p>
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Commissioner Bellows made a motion to approve the intersection relocations separately.

<p><i>Commissioner Bellows</i> moved to approve the relocation at Santa Clara Avenue and Mozart Street. <i>Commissioner Bertken</i> seconded the motion. The motion was approved 6-0.</p>

Commissioner Bellows moved to deny the relocation at Santa Clara Avenue and Caroline Street. *Commissioner Wong* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to approve the relocation at Santa Clara Avenue and Morton Street. *Commissioner Schatmeier* seconded the motion. The motion was approved 4:2.

Commissioner Bellows moved to approve the relocation at Santa Clara Avenue and Chestnut Street. *Commissioner Bertken* seconded the motion. The motion was approved 5:1.

Commissioner Bellows moved to approve the relocation at Santa Clara Avenue and Willow Street. *Commissioner Schatmeier* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to approve the relocation at Santa Clara Avenue and Walnut Street. *Commissioner Wong* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to require further analysis on Santa Clara Avenue and Everett Street. *Commissioner Schatmeier* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to approve the relocation at Buena Vista and Webster Street. *Commissioner Bertken* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to deny the relocation at Santa Clara Avenue and Eighth Street. *Commissioner Wong* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to deny the relocation at Santa Clara Avenue and Grand Street. *Commissioner Wong* seconded the motion. The motion was approved 6:0.

Commissioner Bellows moved to deny the relocation at Broadway, Tilden Way, and Eagle Avenue. *Commissioner Wong* seconded the motion. The motion was approved 5:1.

Commissioner Bertken asked City staff what would be the consequence of the action taken by the Commission.

Staff Nguyen replied that they need to hear from AC Transit staff because they have a 24 month time horizon and that would frame how they go forward.

David Fyfe said that they were conducting public outreach until December 2013, and the design consultant will continue to work with the community. They expected the design process to conclude by the end of the year and they would start construction by early 2014.

Commissioner Bertken asked if they would review the bus stops that were of concern to the community and the Commission.

Robert del Rosario replied that the relocation stops that were of concern would be put on hold until further analysis.

David Fyfe said all votes for no's would be dropped out of the proposal.

Staff Nguyen replied that the Commission took the vote and anyone who disagreed with the decision could appeal to the City Council within ten days. He also mentioned that there is a fee to file an appeal.

Robert del Rosario replied staff would continue moving forward with the bus stops that are approved because of the deadline set by MTC.

Commissioner Wong asked for clarification on the final motion for Santa Clara Avenue and Caroline Street.

Commissioner Vargas called for the Commission to make another motion for Santa Clara Avenue and Caroline Street.

<p><i>Commissioner Wong</i> moved to keep the bus stop at Santa Clara Avenue and Caroline Street. <i>Commissioner Bellows</i> seconded the motion. The motion was approved 6-0.</p>

Michael Cordell asked the Commission for a re-vote on the Santa Clara and Willow Street relocation because the new location contains a fire hydrant, school and daycare center. He also asked about the appeals process.

Staff Payne replied that an appeal could be submitted with the City Council within ten days.

5C. San Jose Avenue at Regent Street All-Way Stop Appeal – Report

Staff Ta presented the report.

Commissioner Vargas opened the floor to public comments.

Neil Heyden, resident of 2500 San Jose Avenue, said he was glad the issue was being addressed. He has experienced five accidents in the last couple of years at the corner and constant honking horns. He pointed out that motorists traveling along Regent Street do not realize that the other motorists do not have a stop sign. Thus, the proposal will not address the issue. Additionally, he felt the height of the parked cars comes into question because the signage may not be visible to oncoming traffic. He proposed Regent Street to include a sign that says "Cross Traffic Does Not Stop." He explained that congestion and speed around San Jose Avenue is high in the morning and around 100 cars pass around the area during the peak hours.

Mary Claire Neumann, resident of 2504 San Jose Avenue, composed the letter for the appeal. She said everyone in the neighborhood was concerned about this issue. She stated that every other day she hears shrieking tires and honking horns, and she does not understand why an all-way stop sign would not resolve the issue. Moreover, she noted that parking may be available at 1:30 pm, but not at 5 pm and on. Usually, she has to park three blocks away from her house and

it is getting worse. However, she was okay with losing one parking space in exchange for more visibility.

Jon Spangler said that since 2002 he was concerned that Alameda does not measure up to the Caltrans' recommendation to paint one parking space red at all intersection corners for visibility. His experience living over in the Gold Coast entails terrible sight lines at St. Charles or Ninth Street as he bikes or drives along Central Avenue.

Commissioner Wong asked staff if "Cross Traffic Does Not Stop" signs warrant or meet the standard of the signage installed.

Staff Ta replied that the "Cross Traffic Does Not Stop" sign is typically placed where stop signs are new or orientation has been changed. However, they could put them in if the Commission requested.

Commissioner Bellows asked *Sergeant Simmons* if it is possible to get more surveillance within that area.

Sergeant Simmons replied yes it is and he was going to pass his business card to offer a Neighborhood Speed Watch program. The program arms community members with radar guns and helps them to accurately gauge the speed of the vehicles.

Commissioner Vargas asked staff what are the fiscal implications of moving the recommendations forward.

Staff Ta replied that there are none. The review is part of the traffic operations program, and are programmed under the maintenance budget.

Commissioner Schatmeier moved to amend the recommendation to include the City actively solicit the Neighborhood Speed Watch program.

Commissioner Bellows moved to also include "Cross Traffic Does Not Stop" signs in both directions.

Sergeant Simmons replied that the program is only as effective as the participation of the volunteers. So, if they find that there is no participation then there is not much they can do about it.

Commissioner Vargas asked *Sergeant Simmons* about enforcement of the signage height.

Sergeant Simmons replied that he arms his parking technicians with every tool that they need to enforce the signs and the technicians have tape measures to measure the height of vehicles.

Commissioner Vargas requested a motion from the Commission to approve the staff recommendations with two amendments to actively solicit residents to participate in the Neighborhood Speed Watch program and to add "Cross Traffic Does Not Stop" signs in both directions. *Commissioner Bertken* seconded the motion. The motion was approved 6:0.

Commissioner Schatmeier asked staff if the neighborhood appealed the decision would it come back to the Commission for consideration.

Commissioner Vargas replied that the appeal would go to the City Council.

5D. Planned Construction of Class I Bike Path on Ron Cowan Parkway

Hugh Johnson, Port of Oakland Project Manager, presented the report.

Commissioner Bellows asked if the project is a Class II bicycle lane and ultimately if it would be a Class I path.

Hugh Johnson replied that they are building a Class I path, and it currently has a side of road bike lane from Harbor Bay Parkway to Air Cargo Road. Currently, there is a Class I path from Air Cargo Road to Airport Drive.

Commissioner Schatmeier asked if this would be a gap closure.

Hugh Johnson replied yes.

Commissioner Vargas asked if the letter received from Bike Walk Alameda made it to the Port of Oakland.

Hugh Johnson replied yes.

Staff Payne replied that the two organizations had a nice exchange and after the exchange they received the letter.

Commissioner Vargas requested a motion from the Commission.

<p><i>Commissioner Bellows</i> moved to accept staff recommendations. <i>Commissioner Schatmeier</i> seconded the motion. The motion was approved 6:0.</p>
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5E. Estuary Crossing Shuttle Proposed Route Change

Staff Payne presented the report.

Commissioner Schatmeier said he liked the idea in principal, he but wondered how the shuttle would proceed if an AC Transit line #51 needed to pull in when the bus stop was occupied.

Staff Payne replied that it is a long stop and fits multiple buses. So, depending on where the AC Transit bus is at the time, the shuttle could go before the bus or after it.

Commissioner Vargas requested a motion from the Commission.

Commissioner Bellows moved to accept staff recommendations. *Commissioner Bertken* seconded the motion. The motion was approved 6:0.

Staff Nguyen explained that there were comments opposing staff recommendations and the comments are included in the staff report. Additionally, he said staff made an effort to reach out to the College of Alameda who opposed the change, but were unsuccessful in doing so. He went on to say that a faculty member at College of Alameda proposed a different route to maintain the stop in front of the college. He mentioned that there would be an Estuary Crossing Shuttle Task Force meeting the next day and a representative from the college would be there.

Commissioner Bellows asked if the time-related issue occurred because of the service area's size. She asked about the distance between the shuttle stops.

Staff Nguyen replied that the service had to meet the standard of the grants. So, there is a 30 minute loop requirement and people were complaining about the fact that we are taking the college stop away rather than the Wind River stop. However, Wind River pays into the service and the new objective is to eventually create a second shuttle.

Commissioner Schatmeier pointed out this is a special purpose shuttle and the service is designed to serve specific clientele at specific stops.

Commissioner Vargas said the conclusion would be to eventually discuss establishing dialogue with the college and possible funding for a second shuttle to accommodate students.

6. Staff Communications

6A. Transit Line 631 Changes

- Changed to meet the Academy schedule.

6B. BART Service to Alameda Request

- The mayor sent a letter to consider BART service within the City.

6C. Bicycle Rack Voucher Project – Call for Projects

- Staff will submit a bike parking grant and staff solicited suggestions from the Commission on bike rack locations.

6D. Potential Future Agenda Items

- Park Street Pedestrian Safety Project
- Jean Sweeney Open Space – Preliminary Conceptual Layout
- Transportation Priority List Update
- Quarterly Report
- Alameda Point Draft TDM Plan

Commissioner Schatmeier pointed out that last month he requested a discussion on the City's ferry service, and he would like the item placed on the agenda.

Jon Spangler explained that the next day at 9 am BART Board would vote on staff recommendations under item 5a to make bikes on board a permanent policy.

Commissioner Wong asked about the supplementary bus service at the Academy of Alameda, and wondered if the schedule for the #631 line presented pick up and arrival times.

Staff Payne said the bus would leave Encinal High School at 3:30 pm, and would then leave the Academy at 3:35 pm.

7. Announcements/ Public Comments

Jim Strehlow spoke about the traffic light at Webster Street and Pacific Avenue, and over a year ago he asked how this signal is going to be timed for Webster Street. Staff replied that it would be timed along with the other traffic lights on Webster Street. Currently, he found the intersection's traffic signal produced traffic back up and now wondered if the signal is on demand. Overall, he was concerned that the public did not get what was promised and requested a review of the signals as a future agenda item.

Staff Patel, Transportation Engineer, replied that the Webster Street project was still under construction and the signal has not yet been set. The timing would occur at the end of the year, and staff would give the Commission an update at the beginning of this year.

Jon Spangler said he also had feedback on the light at Webster Street and Pacific Avenue. He was glad to see the light at the intersection. Furthermore, he does not mind seeing the traffic at Webster Street slow down a little bit. However, he wanted the City to de-emphasize auto convenience in favor of pedestrian crossing and bicycle safety.

8. Adjournment

10:46 pm