

**Approved Minutes
Transportation Commission
Special Meeting
Wednesday, October 27, 2021**

Time: Chair Samantha Soules convened the meeting at 6:30 p.m.

Location: Pursuant to Assembly Bill 361 codified at Government Code Section 54953, Transportation Commissioners can attend the meeting via teleconference. The City allows public participation via Zoom.

Legistar Link:

<https://alameda.legistar.com/MeetingDetail.aspx?ID=898688&GUID=FAAC6994-94BA-4EED-96B5-18C9183B36BD&Options=info|&Search=>

1. Roll Call

Present: Chair Soules, Vice Chair Yuen and Commissioners Nachtigall, Kohlstrand, Hans and Weitze.

Absent: Commissioner Randy Rentschler

2. Agenda Changes

None.

3. Staff Communications are as shown in the web link here:

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182984&GUID=3D056E3F-2689-40BE-8934-A82B73813818&FullText=1>.

4. Announcements / Public Comments

Yahav Kimel Green, a 9-year-old Alameda resident, expressed the need for more crosswalks or slow signs on Wood or Chapin Street to make it easier and safer for children walking to school.

Jill Staten brought up issues with the Slow Streets and did not feel that they were any safer.

5. Consent Calendar

5A. Approve Draft Meeting Minutes - September 22, 2021 (Action Item)

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182985&GUID=6CFE355D-9085-46A7-84A4-6FB800501F57&FullText=1>.

Commissioner Scott Weitze clarified his comments for Agenda item 6-C, his concern was for the scheduling, he felt the scheduling could be better.

Commissioner Rebecca Kohlstrand clarified her comments for Agenda item 6-B.

Commissioner Weitze made a motion to approve the minutes with these edits and Vice-Chair Tina Yuen seconded the motion. A vote was taken by a raise of hands and the motion passed 4-0, Commissioners Nachtigall and Hans abstained due to their absence at this meeting.

6. Regular Agenda Items

6A. Endorse the City Council's Adoption of the Vision Zero Action Plan (Lisa Foster, Senior Transportation Coordinator) (Action Item)

Lisa Foster, a Senior Transportation Coordinator, introduced the item and gave a presentation. The staff report and attachments can be found at:

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182986&GUID=2C8EE9A4-BCB9-4772-AAFD-3E9D1F4C119C&FullText=1>.

Commissioner Clarifying Questions for #6A

Commissioner Weitze asked about the socially vulnerable area around Webster and the Webster Tube since there was not much of a population there and asked if another analysis has been done since the map updates.

Staff Member Foster said they had not done another analysis since removing certain areas but they were planning on updating the Socially Vulnerable Map.

Commissioner Kohlstrand asked about the High-Injury Corridor Map and wanted to know why the number differed online from what was in the plan.

Staff Member Foster said she would double-check that information and make sure they had the most recent map.

Public Comments for #6A

Jay Garfinkle was concerned that the 2035 goal was too far away and that this plan removed personal responsibility and put too much emphasis on system changes. He wanted the staff and Public Works to look into the effect construction has on collisions.

Cyndy Johnsen, Bike Walk Alameda, expressed her support for the Vision Zero Plan. She discussed how for too long the emphasis had been on cars and thought this plan was a good move away from being a car-centric culture.

Carmen Reid brought attention to streets that needed repair, specifically on Lafayette between Clinton and Encinal, also portions of Encinal Avenue between Grand Street and Park Street. She suggested additional signage and lights to help with speeding. She also suggested a robust repainting campaign to make crosswalks more visible.

Karen Bey from the Fifth Street Neighborhood group was concerned that the plan did not address the car racing that was happening on the West End and Fifth Street. She discussed safety requests that would help tackle illegal racing.

Jim Strehlow believed that system changes would never be able to eliminate drunk driver/pedestrian/cyclist collisions. He also questioned and had issues about how they captured the data, he did not think it was the fault of the corridors but the people who used them instead.

Marilyn Alwan supported Karen Bey's comments and asked for proactive actions for Fifth Street.

Commissioner Comments and Discussions for #6A

Vice Chair Yuen pointed out that the High Injury Corridor Map from the plan was different than what was on the website. She asked that it be reconciled before the plan was finalized.

Staff Member Foster said that she would follow up to make sure which one was the correct one and would get that fixed.

Commissioner Kohlstrand thought the plan was a great effort and supported moving the goal to 2035 and cautioned the need for adequate budgeting. She also wanted staff to look into car racing on slow streets, design changes cannot change bad behavior but there were things they could do. She also discussed the High Injury Corridor Map, had questions about certain areas and wanted clarification on the findings and designations. She gave suggestions on areas that needed more attention and changes in designations. She felt strongly about these designations and wanted to make sure they got the appropriate attention.

Staff Member Foster addressed the car racing concerns, and said that the commission could direct them to add actions specific to car racing. She discussed that it was a data-based map and that she would double check the data.

Chair Soules discussed how the data had been collected and that it was dependent on the public input. She wanted to know if that was a fair assessment.

Staff Member Foster said that along with police reports for data they also were using See Click Fix. Since some people did not file police reports, they looked at other ways of collecting data.

Vice Chair Yuen recommended double-checking the data and how the high injury corridors were identified. She also wanted to see a separate map of the near misses.

Commissioner Alysha Nachtigall discussed her experience of living on Buena Vista and which areas needed attention.

Commissioner Weitze discussed improvements planned for city vehicles and felt that would require a lot of money with not much gain. He also felt that “alcohol adjacent areas” should also be included in the section about collisions. He wanted to see Alameda Police be on board and supportive of automatic speed readers and felt that staff had done a great job with outreach.

Commissioner Nachtigall thanked staff and everyone involved for their hard work on this plan. She was happy to see that equity had been included when discussing traffic safety and supported the time frame being reduced by five years. She looked forward to seeing the emphasis on education and the potential Infrastructure Rapid Response Program.

Chair Soules supported this bold and aggressive target to try to reach. She believed that design leveled the playing field and technology was a worthwhile investment, which would have long-term impacts. She also believed that data integrity was important because of environmental justice and would skew against disadvantaged communities.

Vice Chair Yuen thanked staff for their leadership on this great plan. She was excited to see the plan’s implementation to make Alameda safer.

Vice Chair Yuen made a motion to endorse the Vision Zero Plan for City Council to adopt with the amendments stated for speeding/racing, for focusing on enforcement near establishments that serve alcohol, and the recommendation that the High-Injury Corridor Map be checked for accuracy. Commissioner Weitze seconded the motion. A vote was taken by a raise of hands and the motion passed 6-0.

6B. Endorse the City Council’s Adoption of the Slow Streets Recommendations (Rochelle Wheeler, Senior Transportation Coordinator) (Action Item)

Rochelle Wheeler, a Senior Transportation Coordinator, introduced the item and gave a presentation. The staff report and attachments can be found at

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182987&GUID=6B504F66-005A-46C2-BEF4-BAA9D3A49881&FullText=1>.

Commissioner Clarifying Questions for #6B

Commissioner Weitze asked about the stats on the reduction of collisions. He also asked that staff clarify why Versailles was chosen and maintained as a Slow Street.

Staff Member Wheeler discussed the reduction in collision numbers. She then explained the criteria and reasons why Versailles was chosen as a Slow Street.

Chair Soules asked if the staff’s recommendation was an all-or-nothing endorsement. She reminded the commission that amendments could come after public comments.

Staff Member Wheeler said this was just the staff’s recommendation. The commission could modify this in any way, remove a street or change a street segment.

Commissioner Weitze wanted to know if Pearl Street could be an alternative choice to Versailles.

Staff Member Wheeler explained why Versailles was a better choice over Pearl Street.

Commissioner Michael Hans wanted to know why Orion had such negative feedback and what criteria would have to be met for a Slow Street to be removed.

Staff Member Wheeler discussed that given how short the Orion Slow Street is, few people are using it, and therefore there is not so much negative feedback as a lack of strong support to maintain it. For criteria, staff looked at the traffic statistics, plus public comment to make a determination.

Public Comments for #6B

Jay Garfinkle thought this study was scientifically unsound, the data was biased, the whole effort was misleading, and that the public was being manipulated.

Cyndy Johnson, Bike Walk Alameda, expressed her support for the staff's recommendation to extend and enhance the Slow Streets Program. She discussed all the ways this program had benefited Alameda and wanted the expansion of the program to include connections to Jean Sweeney Park (JSOSP).

Michael Sullivan was excited to hear that the program might expand. He suggested adding more barricades and wanted to see the slow streets connected to form a network.

Cameron Holland, Bike Walk Alameda, discussed what an asset this program had been for Alameda. She thought this program was a great way to combat speeding and wanted to see better signage on the Slow Streets. She urged the board to approve the staff's recommendation.

Carmen Reid expressed concern about San Jose, especially by Chestnut and Willow, and thought that the slow street should be removed.

Jill Staten wanted to see Versailles Street removed from the program. She cited that on the survey over 50 percent of residents on this street wanted it removed.

Denyse Trepanier, Bike Walk Alameda, thanked the staff and thought the program had been a success. She discussed how this program was in line with fighting climate change.

Jeanne Lahaie voiced her support for the Slow Streets Program. She also voiced her concern for the intersections at Bayview, Shoreline, and Broadway and wanted to see more barricades for the bike lanes.

Jim Strehlow thought this was a failed experiment and that the program encouraged bad habits on non-slow streets.

Jen Whatley doubted and had concerns about the survey results. She also felt that the barricades were a distraction and that there was more of an impact on side streets than acknowledged. She felt like the citizens of Alameda were being tricked.

Commissioner Comments and Discussions for #6B

Commissioner Kohlstrand said she supported this program and thought that it fit in with the city's overall objective of reducing greenhouse gases. She did have concerns about Versailles and San Jose after hearing the comments. She stated that since Versailles and Gibbons were used as collectors they needed to be evaluated as part of the street classifications in the General Plan update. She wanted staff to do more exploration in the neighborhoods around San Jose and Versailles, and to see if Pearl could be a better alternative to Versailles.

Commissioner Weitze wanted to see how this program would work in a post-COVID world for at least a year. He pointed out that it was confusing at the intersections where Slow Streets end and wanted to see better signage here.

Commissioner Nachtigall was in support of the Slow Streets Program. She also wanted to see signage that clarified where the slow streets began/ended and for them to connect to the Cross Alameda Trail in JSOSP.

Vice Chair Yuen supported the staff's recommendations and thanked everyone for their comments. She recommended that staff keep the survey open to gather additional comments for the remainder of the year.

Commissioner Weitze expressed concern for fatigue if people felt that a street was being cut off for them, and that frustrated drivers were not safe drivers.

Chair Soules supported the original concept but struggled with the extension due to the skewed data and issues with inequities. She wanted the parallel streets to be considered and wanted to follow established processes with more community outreach.

Commissioner Weitze wanted Pearl to be studied but did not want to remove Versailles.

Vice Chair Yuen wanted to see more data collected through the Active Transportation Plan (ATP) process to leverage the existing planning process and use the more traditional approach to outreach. She wanted to study Versailles as part of the ATP process.

Chair Soules made a motion to approve the staff's recommendation with the amendments to evaluate Pearl St as an alternative to Versailles and to have more community input specifically from parallel streets along with the ATP. Commissioner Weitze seconded the motion. A vote was taken by a raise of hands and the motion passed 6-0.

**Commissioner Weitze had to excuse himself. There was still a quorum to continue the meeting.*

6C. Review and Comment on the Draft Climate Adaptation and Hazard Mitigation Plan (Danielle Mieler, Sustainability, and Resilience Manager) (Discussion Item)

Danielle Mieler, Sustainability and Resilience Manager, introduced the item and gave a presentation. The staff report and attachments can be found at

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182988&GUID=446D7CFB-1B78-4177-819F-50203E0C9CA4&FullText=1>.

Public Comments for #6C

Jim Strehlow discussed the issues around tsunami evacuation planning for the island.

Chair Soules pointed out emergency planning tools and education that were available on the city's website.

Commissioner Comments and Discussion for #6C

Commissioner Kohlstrand wanted to know if currently there were no lifelines designated to get off the island.

Staff Member Mieler said as of now that was correct.

Commissioner Kohlstrand agreed with establishing lifelines as a high priority. She encouraged more planning for natural disasters and having different alternatives for getting off the island.

Staff Member Mieler discussed different scenarios and what had been planned.

Staff Member Payne noted that the state has modeled the ability to evacuate for a tsunami and showed it is possible within the timeframe needed.

Chair Soules was concerned about tsunamis and wanted more coordination with AC Transit, especially at Alameda Point. She also wants more outreach, especially to seniors.

6D. Endorse the City Council's Adoption of Parking Program and Fund Reorganization and Moving Parking Enforcement from Police to Public Works (Lisa Foster, Senior Transportation Coordinator) (Action Item)

Staff Member Foster introduced the item and gave a presentation. The staff report and attachments can be found at

<https://alameda.legistar.com/LegislationDetail.aspx?ID=5182989&GUID=FBA40E71-EB91-45E6-B7B4-1F790A336070&FullText=1>.

Commissioner Clarifying Questions for #6D

Chair Soules asked about parking enforcement at Harbor Bay Ferry and wanted to know if this would relieve APD and be more cost effective.

Staff Member Foster answered yes and that more staffing would help. Enforcing parking time limits by hand was difficult.

Public Comment for #6D

Carmen Reid was concerned about having paid parking at Seaplane Lagoon and wanted it to be free to address equity issues.

Carol Gottstein expressed concern for how ALPRs (Automated License Plate Readers) would look at the plates of cars that didn't have handicap plates but instead had a handicap placard in the window.

Christy Cannon promoted the new bus line, #78, that would serve the Seaplane Lagoon. It would go from Fruitvale BART through Alameda to the Seaplane Lagoon. She also pointed out that having paid parking would be a major motivation to use that bus.

Jim Strehlow felt that parking places were being reduced too much all over the island. He was also 100 percent against the use of ALPRs and wanted the police to continue to enforce parking rules.

Commissioner Comments and Discussion for #6D

Vice Chair Yuen endorsed the staff recommendation. She did want to focus on and tie in equity to make sure that low-income groups would not be disproportionately affected by parking fees or fines. She added that police focus should be on crime and that parking enforcement would not be the best use of their time.

Commissioner Kohlstrand discussed charging for parking at Seaplane Lagoon and wanted to make sure it was equal at the other ferries as well. She also agreed with separating parking enforcement from police duties and was ready to endorse this recommendation.

Staff Member Foster addressed the public comment about ALPRs reading window placards, this issue would not be a problem.

Chair Soules provided input on considerations for lower operations and maintenance costs, and to consider electrification and equity issues, especially with curb management. She wanted to see a privacy policy that reflected the city's values to not introduce risk and to offer a cost-effective parking payment program. She also wanted vendors to meet PII compliance and to look at San Francisco and BART for their privacy policy.

Commissioner Kohlstrand made a motion to endorse the City Council's Adoption of the Parking Program and Fund Reorganization and Moving Parking Enforcement from Police to Public Works. Chair Soules seconded the motion. A vote was taken by a raise of hands and the motion passed 5-0.

7. Announcements / Public Comments

Chair Soules reminded everyone to watch out for Trick or Treaters this Halloween and that APD would do a free car seat assessment.

8. Adjournment

Chair Soules adjourned the meeting at 10:22 p.m.