CONSULTANT NOTES

1. Speed
2. Cut-through traffic
3. Question about whether a bikeway can calm traffic
4. Question about whether a bikeway can include physical separation
5. Question about bicycle demand, e.g., bicycle counts on San Pablo, Kains and Adams
6. Concern about residents backing out of driveways and issues with adequate sight lines. Cars are parked closely to driveways impede sight lines.
7. Question about whether the roadways are too narrow for a contra-flow lane bikeway.
8. Suggestion to keep bikeways one-way
9. Comment that bicyclists are not following the rules of the road
10. Suggestion to move bikeways one block away from San Pablo (Stannage and Madison)
11. Concern about left turns from San Pablo
12. Question about the number of bike-involved crashes at Kains / Dartmouth, comment that Dartmouth has poor sight lines due to parked cars
13. Commenter did not like bike lanes next to parked cars
14. Comment about difficult crossing at Castro and Washington
15. Suggestion for speed bumps but concern that they’re noisy
16. Comment that there is wasted space without parking T’s and lack of parking enforcement against driveway blocking
17. Suggestion that the bikeway needs to be well-marked
18. Comment that there are wrong-way drivers, particularly deliveries, non-residents, garbage collection and residential shortcuts
19. Observation that bicyclists don’t stop at stop signs, kids riding on the sidewalk, bicyclists travel against traffic (Adams), some residents take short-cuts going against traffic
20. Comment that 15 mph speed limits are not effective
21. Comment that parked cars block intersection sight-lines at Portland / Evelyn
22. Comment that 900 block of Kains is very congested due to the YMCA, with wrong-way bicycle traffic and morning cut-through traffic

23. Suggestion to alternate one-way directions on Kains / Adams

24. Observation about morning cut-through traffic on Kains

25. Comment about not wanting to remove stop signs on Kains / Adams

26. Comment about lack of traffic enforcement on Kains / Adams

27. Observation that two-way traffic can increase traffic “friction” and therefore slow traffic

28. Comment that paratransit access can be difficult for streets without sidewalk access

29. Suggestion to improve vehicular safety

30. Suggestion of mid-block bulb-outs

31. Suggestion to look at previous plans for traffic calming on Brighton, which has difficult crossings due to oncoming traffic

32. Question about off-site school drop-off along Kains

33. Suggestion to look at speed bumps on Kains like in Berkeley

34. Question about project cost and funding

35. Question about implementing a residential parking permit due to San Pablo corridor employees

36. Question about how many people will use the bikeway

CITY STAFF NOTES

1. No need for more bikeways on Kains + Adams

2. Cut-through traffic problem on Adams.

3. Bikeways should not negatively impact streets.

4. Is it still legal to provide a two-way bikeway on one-way streets?

5. Speeding on Kains.

6. Speeding on 1000 block of Kains

7. Want diverters.

8. Why do you pick two one-way streets instead of one two-way street?

9. How would a bike lane look like on a 30' wide roadway?

10. You have to allow 3' to pass a bike.
11. Separated bikeways (physical separation) are safer for bikers.

12. Provide stats on how many cyclists on SP Ave.

13. When backing out it’s hard b/c lack of visibility for cyclists (cannot be seen).

14. Let’s talk about the actual possibilities … 30’ of R/W instead of wasting another month.

15. Go one block further each way and explore adding bikeways on Madison and Stannage.


17. Cyclists next to packed cars are dangerous. Visibility lines are not the best at Adam/Castro.

18. One-way streets have higher speeds than two-way streets.

19. Parking is tight (700 Kains), drivers park badly. Parking T’s are needed, but need to be enforced.

20. Bike lane must be clearly marked. Oakland uses green paint.

21. Do people drive wrong way?

22. Cyclist don’t stop, ride on the sidewalk (kids), go wrong way on Kains + Adams.


24. Portland and Evelyn have new red markings to preclude car from parking @ intersection.

25. (Parisi) Some cities adopt guidance, but it depends on speed and traffic controls, but generally 20’ red zone is what is required.

26. 900 block of Kains – congestion with the YMCA.

27. ATP suggested to eliminate stop signs. Residents oppose this approach.

28. Put bike lanes on SP Ave.

29. We want a win-win – safety for all solution, not only for cyclists.

30. How many collisions? Cyclists counts?

31. (Parisi) We have limited scope – we cannot collect data.

32. Interested in knowing more about the two way with barriers approach.
   a. Reduced speeds, and want to be able to go either way when exiting my driveway.

33. Make it less easy to drive = increase safety for bikes and everybody.
a. Install mid block crosswalks or bulb out

34. What happened to the mini circles proposed for Brighton Ave. and the traffic mitigation plan? When school is in session, it is difficult to cross Brighton.

35. We heard that the 500 block of Kains would be a drop off zone for middle school. That is non-sense

36. Compare speed hump effects on speeds vs no humps

37. How to fund this project? Implement 2 hour residential parking on 1000 block of Kains

38. How many people will use the bike facility? I stood at a corner and did not see a cyclist.

39. Next step

   a. Walking audit

40. Meeting notifications section in new website.
APPENDIX B: SITE WALK NOTES, SATURDAY, JUNE 24, 2017

ADAMS CORRIDOR GROUP

1. Notes collected from group of approximately seven community members
2. No Xwalk at Buchanan
3. Fast turns onto Adams from Buchanan
4. Complains for fast police traffic near police station
5. Suggestion for partial blockages
6. Desire for congestion to slow traffic
7. Question about how parking will be arranged with two-way traffic
8. Concern about sight lines and trees
9. Parking Ts deployed between Buchanan and Solano are generally helpful
10. Some red curbs deployed at driveways, but not regularly enforced
11. Garbage pickup can cause backups
12. Corridor subject to parking congestion, concern about non-resident parking
13. Suggestion that two-way traffic will require training and education
14. Intersection at Solano is tough for through movements. There is traffic traveling from the highway, requires slow movement into the intersection
   a. Signage at times is inadequate to indicate one-way traffic – signs placed too high, no pavement arrows
   b. Existing bulb-outs good for ped safety
15. Intersection at Washington observation of many crashes.
   a. Valley gutter acts as an inverted speed bump
   b. Subject to bypass from Solano, has fast downhill traffic
   c. Needs traffic calming on Washington
16. Intersection at Castro – hard to see oncoming vehicles with existing sight lines
   a. Observation of near-hit with wrong-way bicyclist when pulling out of driveway
   b. Street is a community route to school across San Pablo
17. General comment – overhead lighting is important for bicycle visibility

**KAINS CORRIDOR GROUP**

1. El Cerrito Plaza has 128 units.

2. Residents believe Kains is the busiest residential street in Albany and has the highest residential density along it.

3. Kains in Berkeley has speed humps; please review Kains in Berkeley.

4. Perhaps we could measure speeds on Kains and Adams, as one-way streets, and compare to same width two-way streets.

5. Consider cross-street stop signs and/or staggered stop signs with other roadways.

6. Move all-way stop signs from Stannage to Kains instead?

7. Provide consistent red curb at corners.

8. Access to Villa d'Albany is via Kains.

9. In the morning southbound San Pablo is stacked up, so cars use Kains at a cut-through.

10. In the 600 blocks of Kains and Adams the neighbors requested no street sweeping signs; self-impose parking restrictions.

11. Some participants felt that the double wrong way pavement arrows are effective.

12. Participated believe that no matter what happens with the infrastructure, education will be needed.