



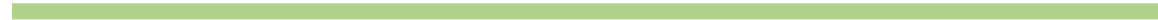
City of Albany Active Transportation Plan (ATP)

Transportation Commission Meeting
June 26, 2025

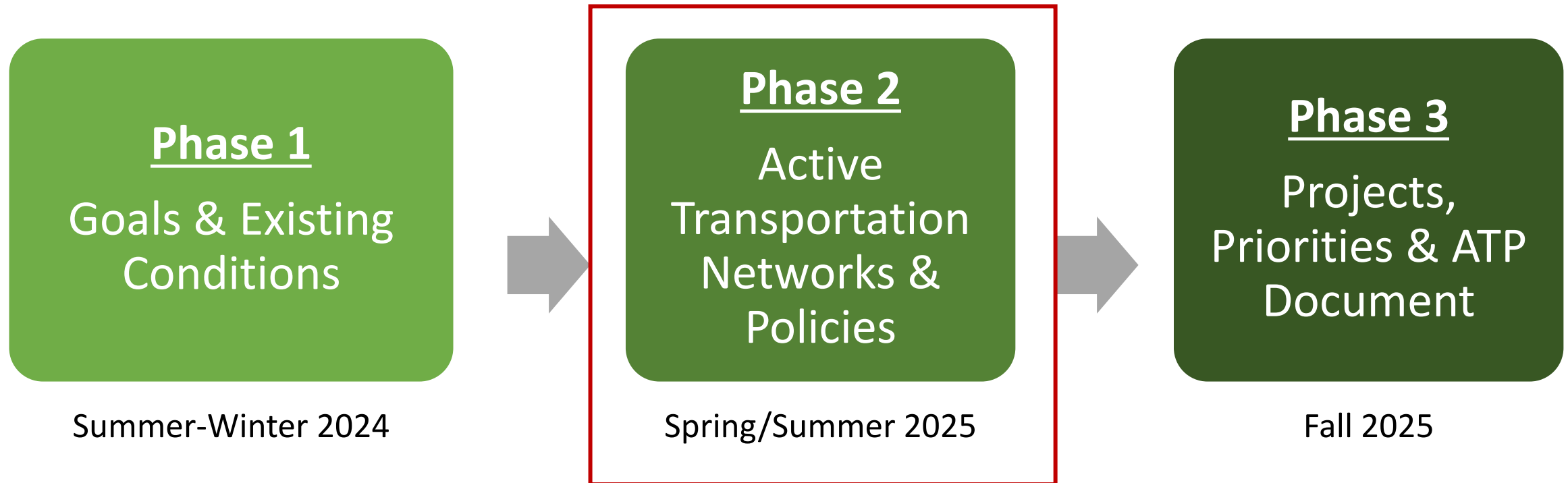
Agenda

- Recap of Recent Activities
- Draft Active Transportation Networks
- Stakeholder Review of Draft Networks
- Items for Further Discussion
- Next Steps

Recap of Recent Activities



ATP Process



Recap of Recent Activities



- Completed existing conditions analyses & briefed City Council (Feb 18)
- Developed draft active transportation networks
- Reviewed draft networks with agency stakeholders (Apr 23) & community (May-June)
- Continued analyses & conceptual designs for Solano Ave, including separate City Council briefing (May 5)

Draft Active Transportation Networks

Network Development Process

1. Identified gaps & opportunities to complete the City's active transportation networks based on:
 - ATP goals
 - Analysis of existing conditions, needs & opportunities
 - Network connectivity to origins & destinations across the city
 - Extensive review with agency & community stakeholders
 - Policy guidance from City of Albany, Alameda CTC, MTC & Caltrans
 - Current best practices in active transportation & multimodal design
2. Refined draft networks based on stakeholder review
3. Next steps: Review networks with TC (tonight!) & City Council (TBD)

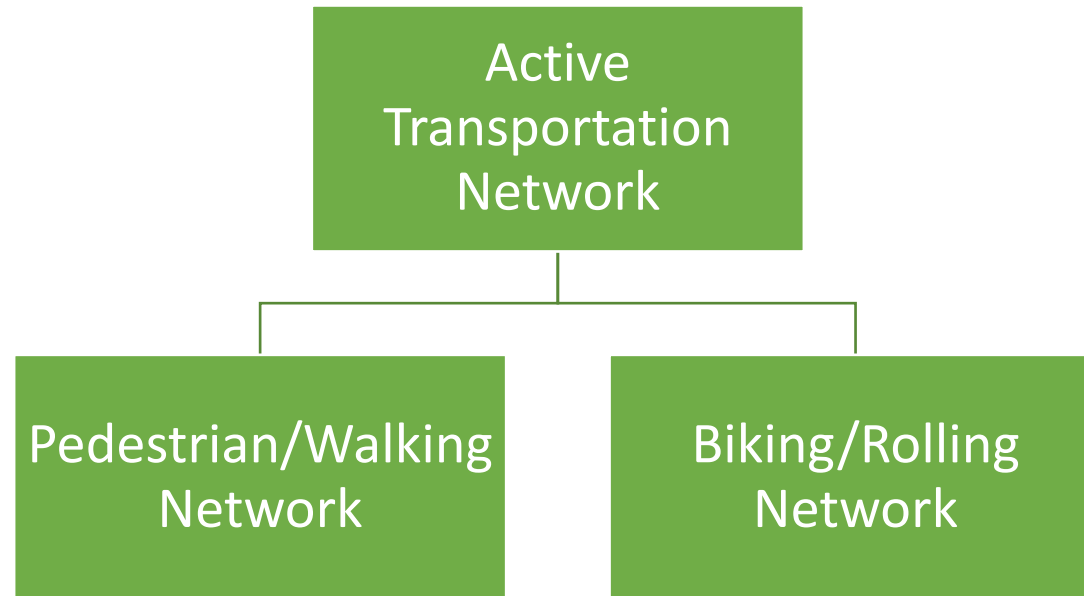
Network Development Approach

Specific focus areas included:

- **Improve the comfort level of bicycle & pedestrian facilities including:**
 - North-south bike boulevards
 - East-west connections
 - School drop zones
 - Major arterials & intersections
 - Solano Avenue
- **Address specific issues identified in community input & technical analyses:**
 - Areas of community concern heard in engagement
 - Facility gaps & crossing needs
 - Improvements at collision “hot spots”

Active Transportation Networks

The full active transportation network is categorized into the **pedestrian/walking network** and the **biking/rolling network**.



Active Transportation Networks

Within each network, a series of “**nested**” networks help us understand where to prioritize each mode.

Pedestrian/Walking Network

Full Network

All sidewalks, paths & trails citywide

Priority or “High Comfort” Pedestrian/Walking Network

Facilities with the highest levels of priority & treatment for pedestrian/walking

Biking/Rolling Network

Full Network

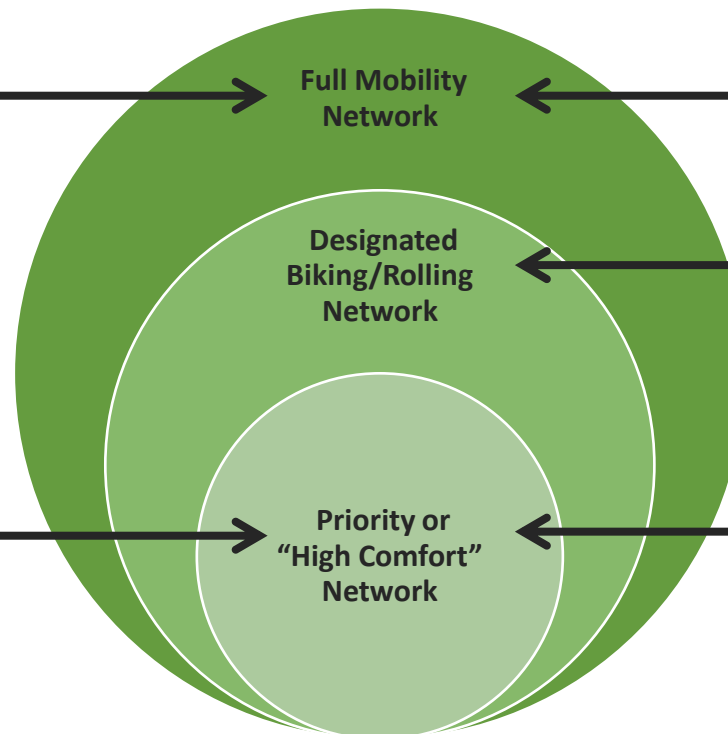
All streets, paths & trails citywide

Designated Biking/Rolling Network

Facilities marked by striping, signage, or other design elements specifically for biking/rolling

Priority or “High Comfort” Biking/Rolling Network

Facilities with the highest levels of priority & treatment for biking/rolling



Priority or “High Comfort” Networks

The **priority or “high comfort”** network is a subset of the larger network with the highest levels of priority & treatment.

Pedestrian/Walking Network

Full Network

All sidewalks, paths & trails citywide

Priority or “High Comfort” Pedestrian/Walking Network

Facilities with the highest levels of priority & treatment for pedestrian/walking

Biking/Rolling Network

Full Network

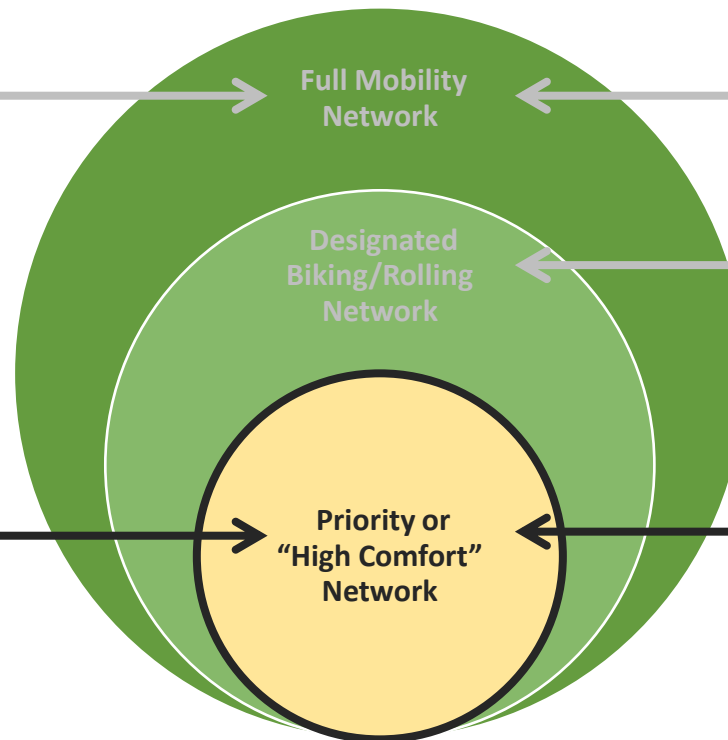
All streets, paths & trails citywide

Designated Biking/Rolling Network

Facilities marked by striping, signage, or other design elements specifically for biking/rolling

Priority or “High Comfort” Biking/Rolling Network

Facilities with the highest levels of priority & treatment for biking/rolling



What is “High Comfort” for Pedestrian/Walking?

- Special focus on crossings & conflict points
- Potential additional width, landscaping, lighting or other amenities
- Specific treatments/facilities to be decided on a project-by-project basis



Curb Extension



Rectangular Rapid Flashing Beacon



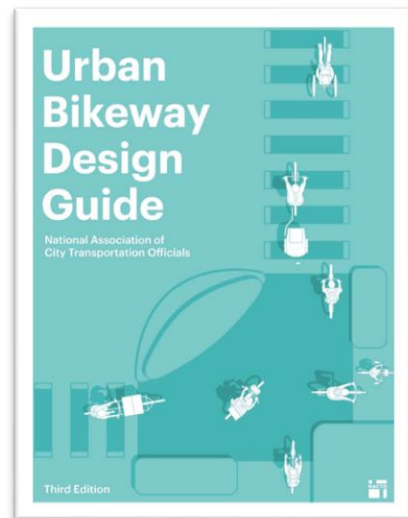
High-Visibility Crosswalk



Median Refuge Islands

What is “High Comfort” for Biking/Rolling?

- Meeting or exceeding NACTO & Alameda CTC “All Ages & Abilities” standard (or similar)
- Specific treatments/facilities to be decided on a project-by-project basis

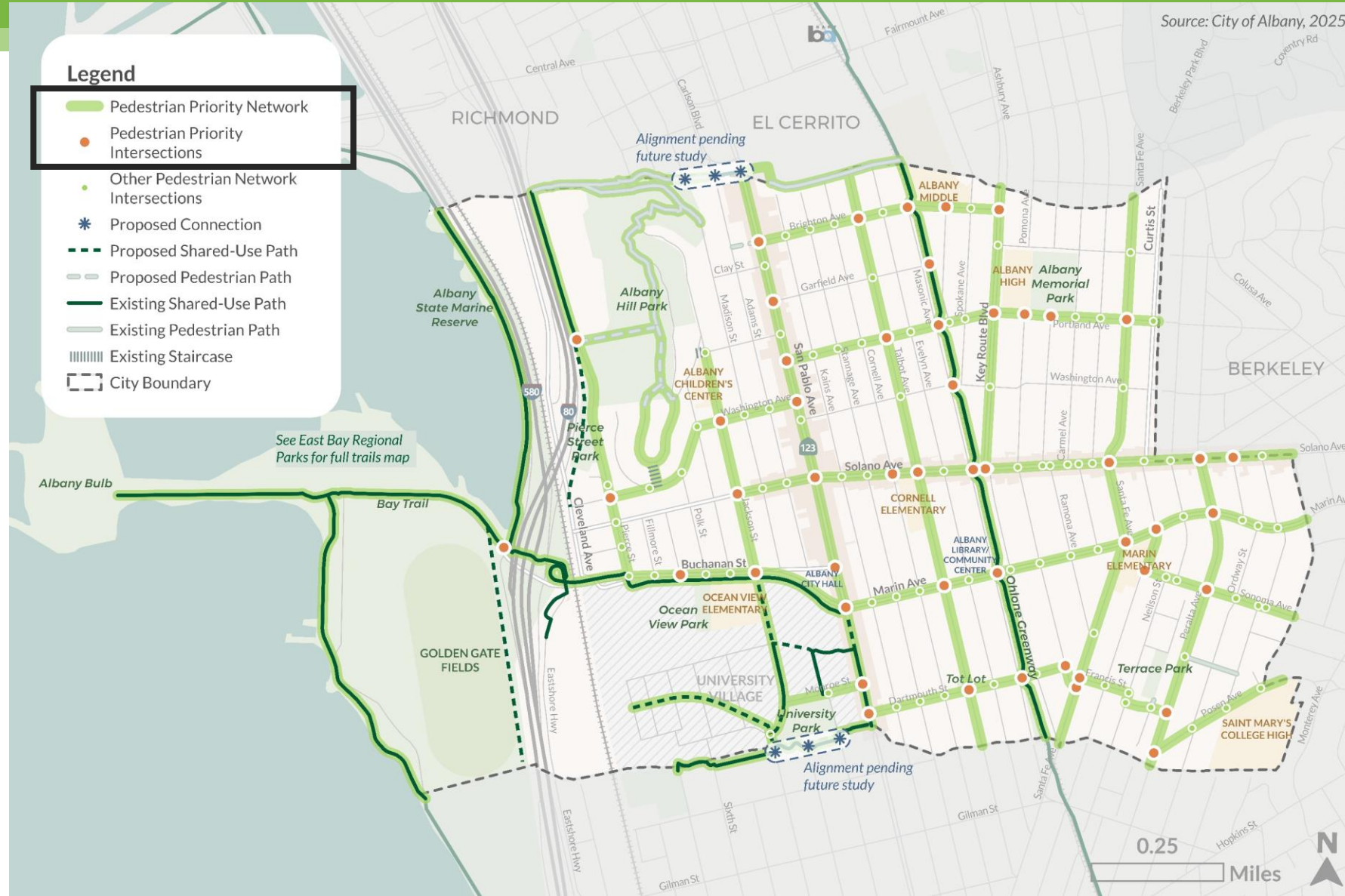


GUIDANCE FOR SELECTING ALL AGES & ABILITIES BIKEWAYS

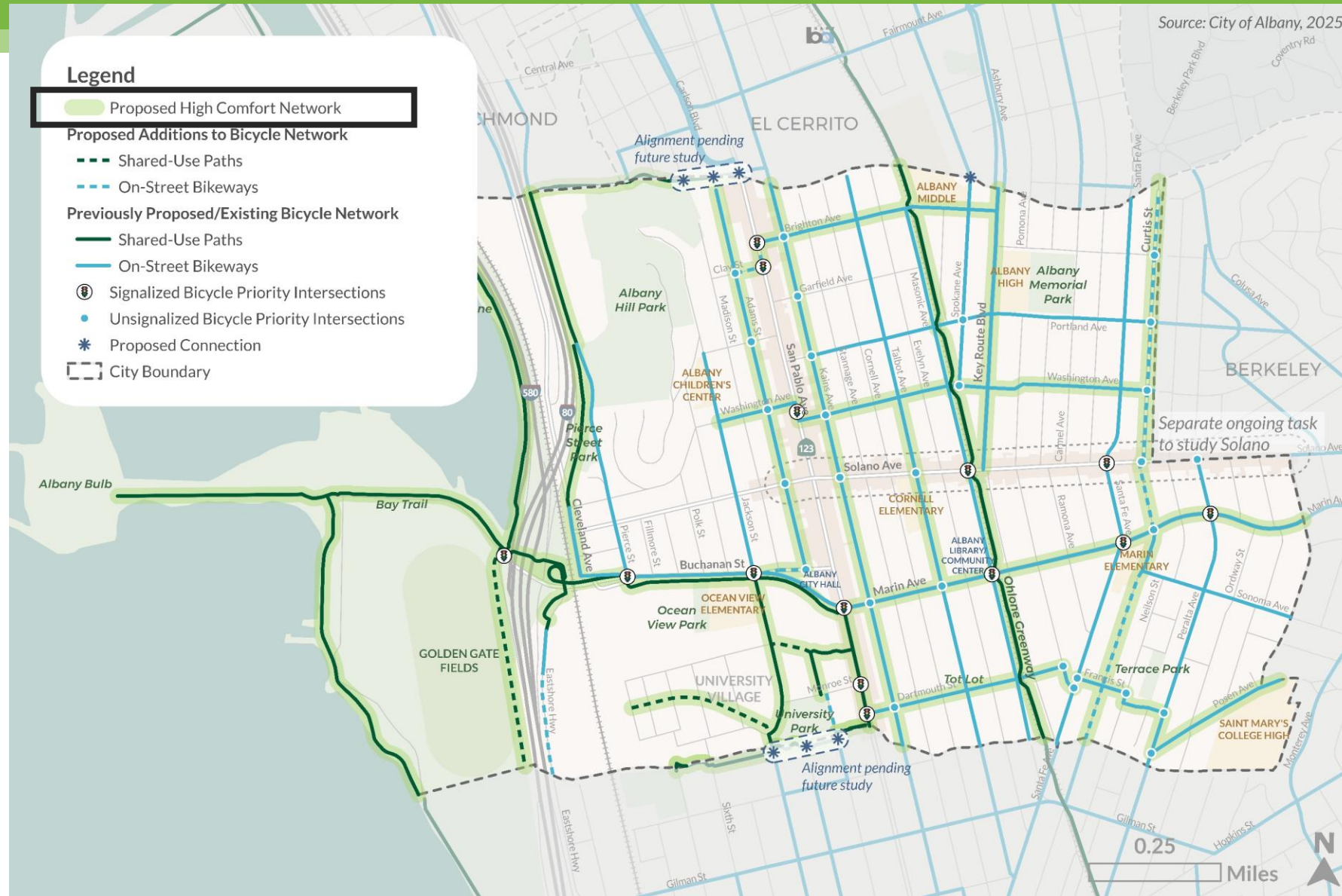
Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per day	Motor Vehicle Volume Peak Hour in Peak Direction
Protected Bike Lane	Any	Any	Any
Shared Spaces	≤10 mph ≤15 km/h	≤ 1,000	≤60
Bicycle Boulevard	≤ 20 mph ≤ 30 km/h	≤ 500 - 2,000	<50-150
Advisory Bike Lane	≤ 20 mph ≤ 30 km/h	≤ 500-2,000	<50-150
Constrained Bike Lanes	≤ 20 mph ≤ 30 km/h	≤ 1,500-3,000	≤ 300
Constrained Bike Lane with Buffer	≤ 25 mph ≤ 40 km/h	≤ 6,000	≤ 600

NACTO Urban Bikeway Design Guide, 3rd Edition

Draft Pedestrian/Walking Network



Draft Biking/Rolling Network



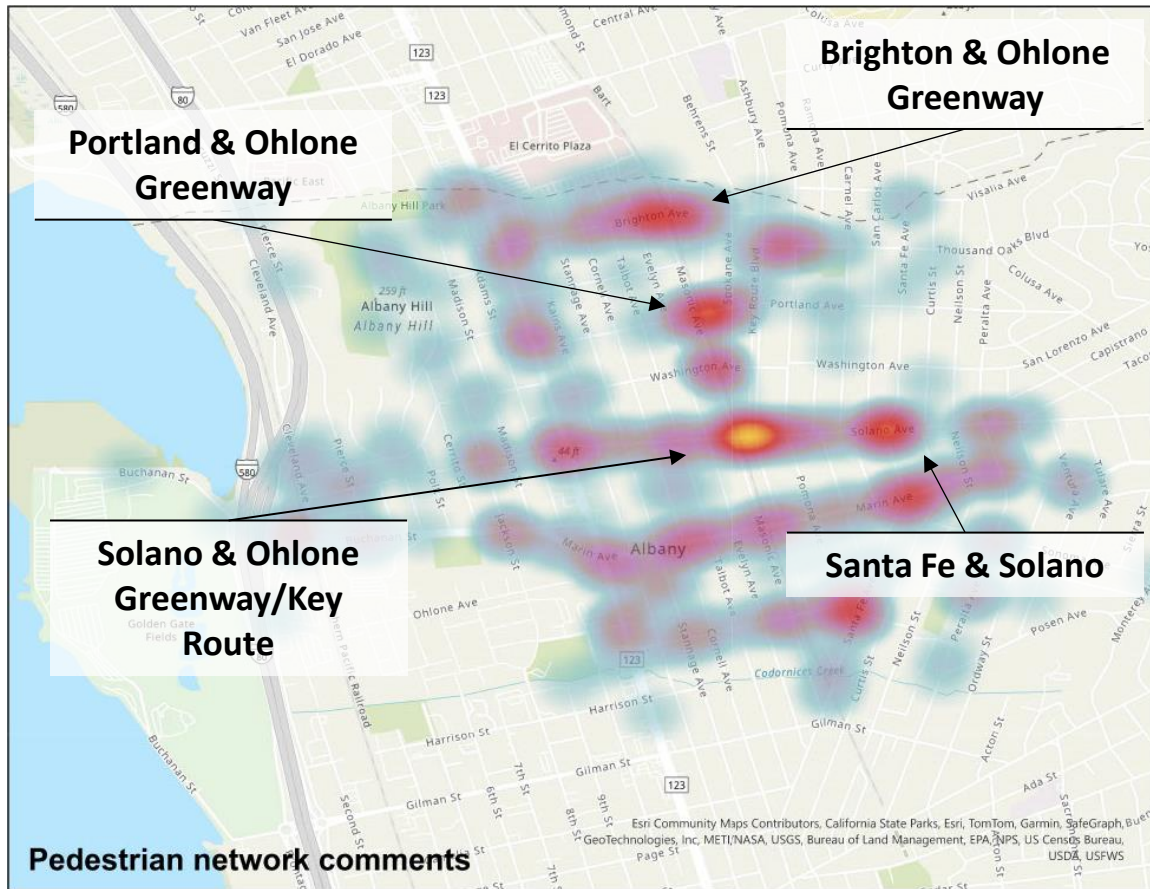
Stakeholder Review of Draft Networks

Stakeholder Review of Draft Networks

Draft networks were reviewed by a series of stakeholders:

- **Technical Advisory Committee (TAC):** Agency stakeholders met on April 23 and submitted written comments.
 - **City of Albany:** Community Development, Public Works, Police, Fire
 - **Neighboring Jurisdictions:** Berkeley, Richmond, El Cerrito
 - **Regional Agencies & Partners:** Caltrans, MTC, Alameda CTC, AC Transit, AUSD
- **Community:** Planning Expo on May 22, plus three-week online comment period.

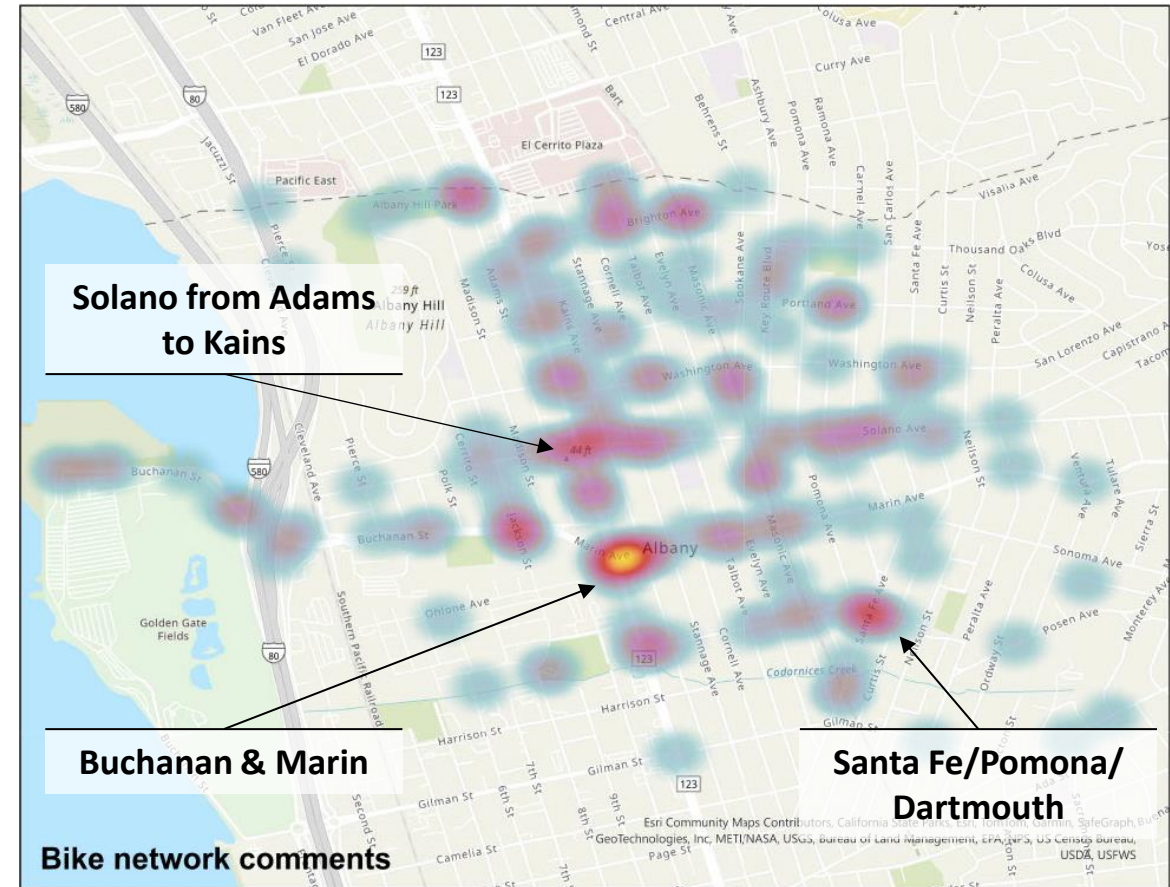
Pedestrian/Walking Network Comments



- **308 public comments + TAC comments**
- Pedestrian network gaps
- Crosswalks and signals
- Sidewalk quality and obstructions
- School zone safety
- Traffic calming for pedestrian safety
- Lighting

Biking/Rolling Comment Themes

- **172 public comments + TAC comments**
- Connectivity and network gaps
- Bike infrastructure enhancements
- Intersection safety and signalization
- Traffic calming and enforcement



Stakeholder Review of Draft Networks

- Project team assessed all feedback & updated networks to include:
 - Additional segments in both the Pedestrian/Walking & Biking/Rolling networks
 - Additional intersections in the Pedestrian/Walking priority network
 - Multimodal connections to adjacent jurisdictions along Cerrito Creek (El Cerrito) & Codornices Creek (Berkeley)
- Many location-specific comments & suggestions flagged for review in the next phase when developing specific projects.

Items for Further Discussion

- Solano Avenue
- San Pablo Avenue
- Santa Fe Avenue vs. Curtis Street
- Portland Avenue vs. Washington Avenue

Solano Avenue

Key Question: How should we balance various modes on Solano Ave including pedestrian/walking, biking/rolling, and autos/parking?

Current Status: Part of separate task in progress to evaluate multimodal options.

- City Council provided direction on May 5 to develop concepts
- Currently analyzing options to improve the ped/walking & biking/rolling experience
- Will hold TAC meeting with agency partners & bring forward updated concepts in next phase



San Pablo Avenue

Key Question: Should San Pablo Ave include designated biking/rolling facilities as requested by some stakeholders?

Recommendation: Rather than San Pablo Ave, provide parallel high-comfort facilities on Adams St & Kains Ave:

- San Pablo is a highly constrained corridor
- Want to ensure seamless connectivity across jurisdictions
- Parallel alternate facilities are consistent with latest guidance from:
 - **Alameda CTC:** San Pablo Avenue Parallel Bike Improvements Project
 - **Alameda CTC:** San Pablo Avenue Safety Enhancement Project
 - **NACTO:** Urban Bikeway Design Guide, 3rd Edition



Santa Fe Avenue vs. Curtis Street

Key Question: Which street should be on the priority or “high comfort” biking/rolling network as an all ages & abilities (AAA) facility?

Santa Fe Avenue

- *Daily volume:* 3,500-4,500 *85% speed:* 29-30mph
- Currently a shared street (Class III or “sharrows”) with parking & signals/all-way stops
- Options for AAA facility with current volume:
 - Protected bike lanes (Class IV or “cycle track”)
 - Buffered bike lanes with traffic calming & enforcement to reduce speed <25mph

Both options likely require parking removal & intersection treatments

Curtis Street

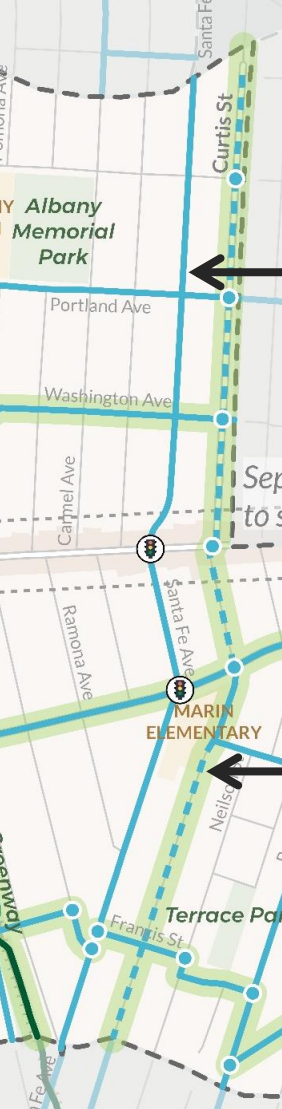
- *Daily volume:* 700-1,200 *85% speed:* 25-26mph
- Slightly more slope/elevation gain (approx. 10') than Santa Fe Ave
- Options for AAA facility with current volume:
 - Bike boulevard
 - Advisory bike lanes

Both options require traffic calming, enforcement & intersection treatments to reduce speed <20mph



Santa Fe Avenue vs. Curtis Street

Key Question: Which street should be on the priority or “high comfort” biking/rolling network as an all ages & abilities (AAA) facility?

A map showing the intersection of Santa Fe Avenue and Curtis Street. Santa Fe Avenue is highlighted in blue and runs vertically. Curtis Street is highlighted in green and runs horizontally. Other streets shown include Portland Ave, Washington Ave, Carmel Ave, Ramona Ave, and Francis St. Albany Memorial Park is located to the west of Santa Fe Avenue, and Terrace Park is to the east. A school labeled 'MARIN ELEMENTARY' is located near the intersection of Santa Fe Avenue and Ramona Ave. Arrows point from the text labels to the respective streets on the map.

Santa Fe Avenue

Recommendation:

- Keep as shared street (“sharrows”) for biking/rolling
- Implement traffic calming & enforcement to reduce auto speeds <25mph

Curtis Street

Recommendation:

- Develop as AAA facility – bike boulevard or advisory bike lanes
- Implement traffic calming & enforcement to reduce auto speeds <20mph
- Implement high-comfort intersection treatments (e.g. neighborhood traffic circles)

Portland Avenue vs. Washington Avenue

Key Question: Which street should be on the priority or “high comfort” biking/rolling network as an all ages & abilities (AAA) facility?

Portland Avenue

- *Daily volume:* 2,600-2,900 *85% speed:* 21-23mph
- School & park result in high auto volume including pickup/dropoff & parking demand
- Option for AAA facility with current volume:
 - Protected bikeway (Class IV or “cycle track”)

↖ *Likely requires parking removal & intersection treatments*



Washington Avenue

- *Daily volume:* 1,900-2,100 *85% speed:* 20-21mph
- Lower auto volume & similar speed compared to Portland Avenue
- Options for AAA facility with current volume:
 - Bike boulevard
 - Advisory bike lanes

↖ ↗ *Both options require traffic calming to reduce speed <20mph & potential diversion to keep volumes <2,000*

Portland Avenue vs. Washington Avenue

Corridor-Specific Survey Question

(n = 35 respondents)

Potential Improvement	Result
Bicycle boulevard on Washington Ave with traffic calming & vehicle restrictions; no substantial change on Portland Ave	20%
Protected biking/rolling facility on Washington Ave including protected intersections; no substantial change on Portland Ave	23%
Biking/rolling facilities on both Washington Ave & Portland Ave, with one as a bicycle boulevard & the other as a protected facility	51%
None selected	6%

Additional comment themes:

- Some comments requested a physically protected bike facility for Portland Ave due to high pedestrian & youth activity near parks, schools etc.
- However, other comments noted that preserving parking & designating space for auto pickup/dropoff also is a concern near these activity centers on Portland Ave.
- Many comments emphasized that traffic enforcement on both streets is needed to ensure that drivers stop at stop signs & obey traffic laws.

Portland Avenue vs. Washington Avenue

Key Question: Which street should be on the priority or “high comfort” biking/rolling network as an all ages & abilities (AAA) facility?

Portland Avenue

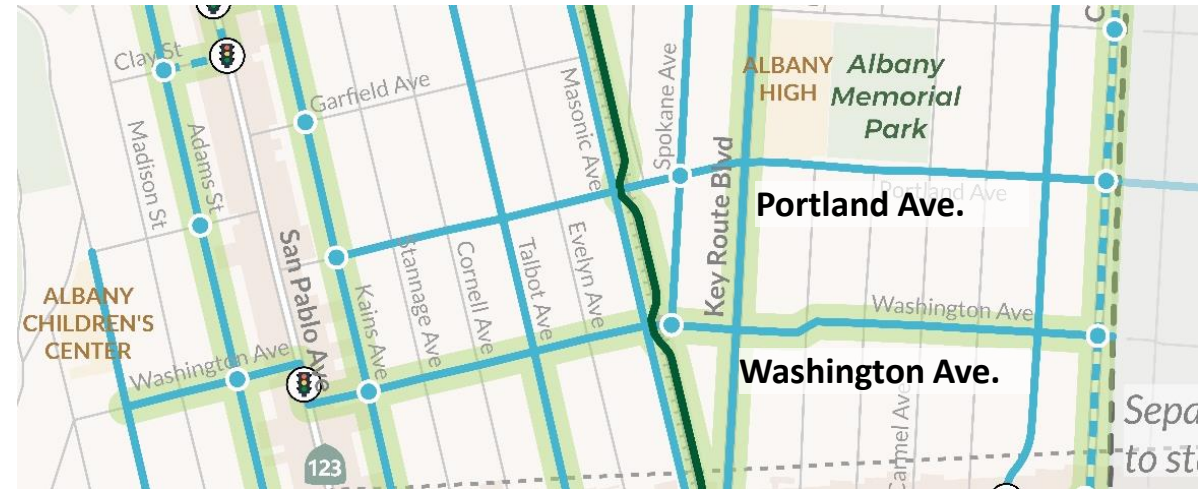
Recommendations:

- Include in designated network (but not in “high comfort” network) as bike boulevard
 - *Daily traffic volume meets base requirement for bike boulevard (<3,000) but not AAA standard (<2,000)*
- Implement traffic calming & enforcement to reduce speed <20mph

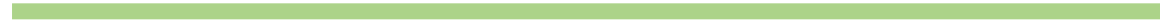
Washington Avenue

Recommendations:

- Add to priority/high comfort network as AAA facility – bike boulevard
- Implement high-comfort intersection treatments
- Implement traffic calming & enforcement to reduce speed <20mph
- Consider diversion to keep volumes <2,000



Next Steps

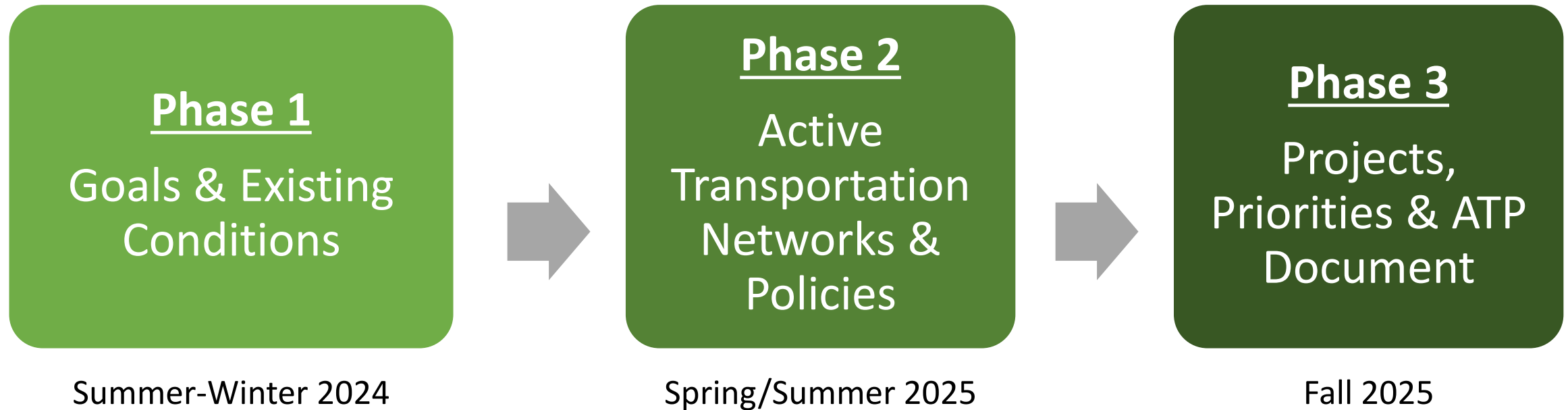


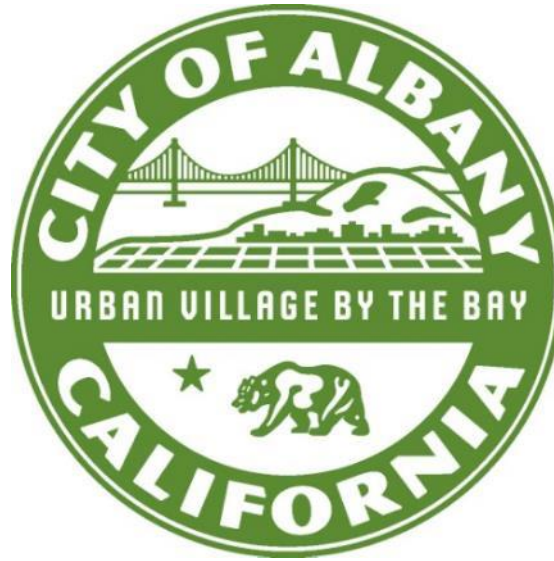
Next Steps



- Finalize active transportation networks
- Identify & prioritize projects needed to build full networks
 - Including facility design recommendations/ options for key corridors
- Develop policies to support ATP goals & network build-out
- Continue Solano Ave design & engagement process
- Develop draft ATP document
- Conduct final round of stakeholder engagement

ATP Process





Thank You

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