

Accomplishments Since 2020 & Projects Underway

Over the past five years, the City of Albany has made significant progress on transportation improvements, and there are more projects currently underway that have secured funding. The Active Transportation Plan will build on this work.



Completed Projects

- 1 Albany Beach Trail (2020, by East Bay Regional Parks District)
- 2 Talbot Pedestrian Beacon (2020)
- 3 Albany Hill Access Improvements (2020)
- 4 Washington Avenue Access and Traffic Calming (2020)
- 5 ATP Signage and Striping (2022)
- 6 Kains and Adams Bikeway Pilot (2023) and Evaluation (2024)
- 7 Marin Avenue Pavement Project Phase 1 (2023)
- 8 Ohlone Greenway Signalized Intersection Improvements (2024)
- 9 Codornices Creek Path, 8th to 10th (2024)
- 10 Jackson Street Bikeway Phase 1 (2024)

Funded Projects Underway

- 11 San Pablo Pedestrian Improvements
- 12 Marin Pavement & Curb Ramp Rehabilitation
- 13 Cleveland Avenue Pavement Rehabilitation and Bikeway
- 14 Shared Use Path Renewal
- 15 Jackson Bikeway Phase 2
- 16 Critical Intersection Lighting Upgrades
- 17 San Pablo Avenue Parallel Bike Improvements (by Alameda CTC)
- 18 San Pablo Avenue Safety Enhancements (by Alameda CTC)

Prioritizing Pedestrian & Trail Projects

Pedestrian and trail projects are projects that make it safer and more comfortable to walk or use a mobility device in Albany. This includes projects that improve sidewalks, pedestrian crossings, and staircases, as well as shared-use trails that may also be used by bicyclists.



Proposed Pedestrian & Trail Projects



Which pedestrian & trail projects should the City prioritize? Vote for your top three!

Refer to the paper survey to learn more about each project and tell us what you think.

Please share additional thoughts you have about the proposed pedestrian & trail projects. Are there any projects we're missing?

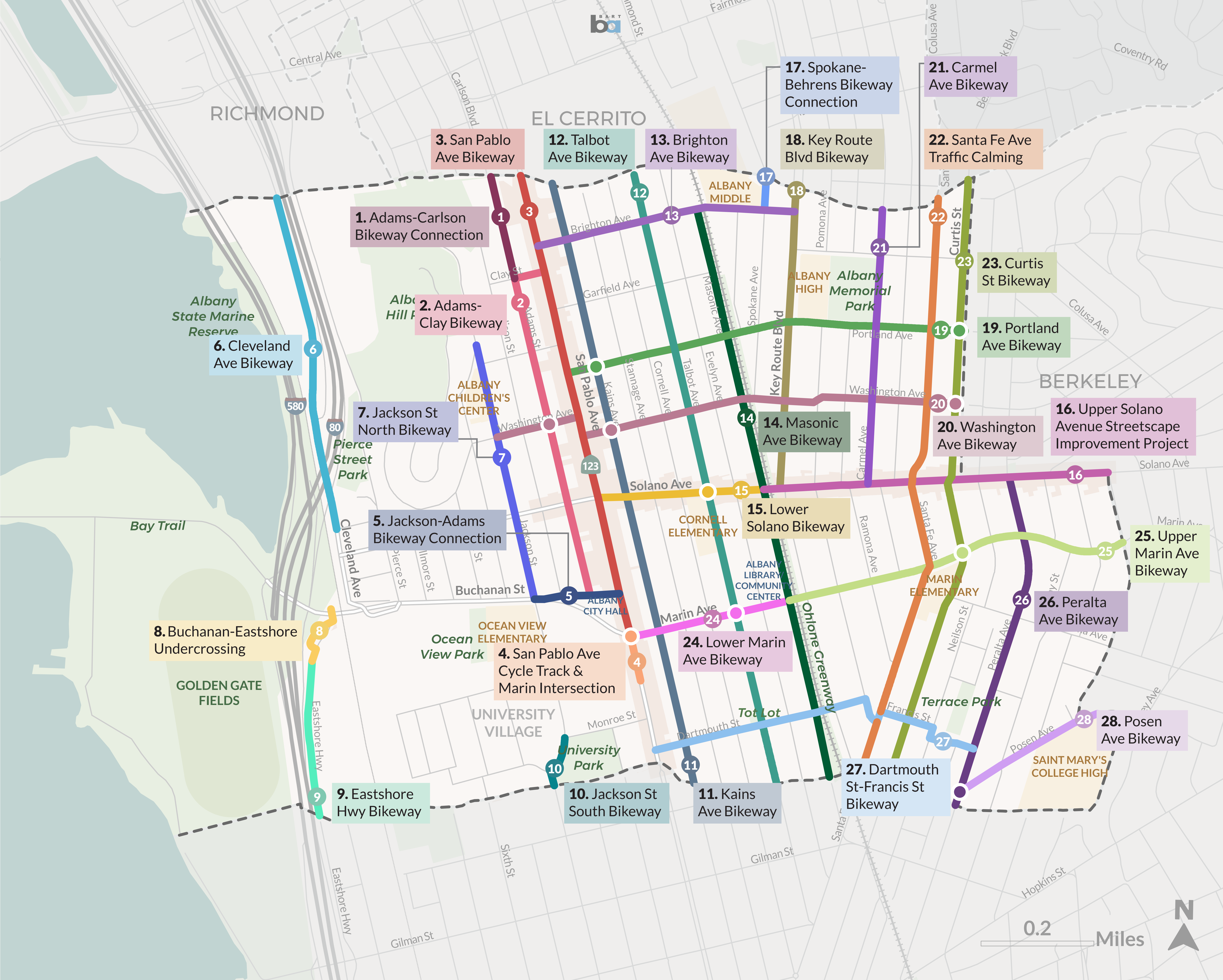
Place your sticky notes here.

Prioritizing Biking & Rolling Projects

Biking and rolling projects are projects that make it safer and more comfortable to ride a bike, scooter, or other micromobility device in Albany. This includes projects that implement bicycle boulevards, separated bike lanes, striped/buffered bike lanes, traffic calming, and intersection improvements.



Proposed Biking & Rolling Projects



Which biking & rolling projects should the City prioritize? Vote for your top three!

Refer to the paper survey to learn more about each project and tell us what you think.

Please share additional thoughts you have about the proposed biking & rolling projects. Are there any projects we're missing? Place your sticky notes here.

Weighing Project Tradeoffs

Every project has tradeoffs that the City of Albany has to carefully weigh. Different streets serve different purposes, which informs which tradeoffs are worth making on each street. Resources are also limited, so the City needs your help prioritizing which streets and intersections receive certain improvements!



High-Impact Treatments

Projects can include high-impact improvements that make it comfortable for people of all ages and abilities to walk, bike, and roll. However, these projects can be **costly** and result in **substantial impacts to vehicle traffic and parking**.



Traffic calming and diversion

- ✓ **Benefit:** Reduces cut-through traffic and motor vehicle speeds, making it safer for people walking, biking, and rolling.
- **Impact:** Reduces access for motor vehicles.



Widened sidewalks

- ✓ **Benefit:** Creates a more comfortable and enjoyable experience for people walking, and can include added landscaping.
- **Impact:** Reduces room for parking. In some cases, widening requires paving over existing landscaping.



Protected bikeways

- ✓ **Benefit:** Physically separates people biking and rolling from motor vehicle traffic, improving safety for all ages and abilities.
- **Impact:** Reduces room for on-street parking and travel lanes.

Where do you want to prioritize high-impact treatments, even if it impacts parking or traffic?

Place stickers on the map that correspond with the treatments on the left.



Place your sticky notes here to elaborate on your priorities.

Are there any other improvements you want to see?

Place your sticky notes here.

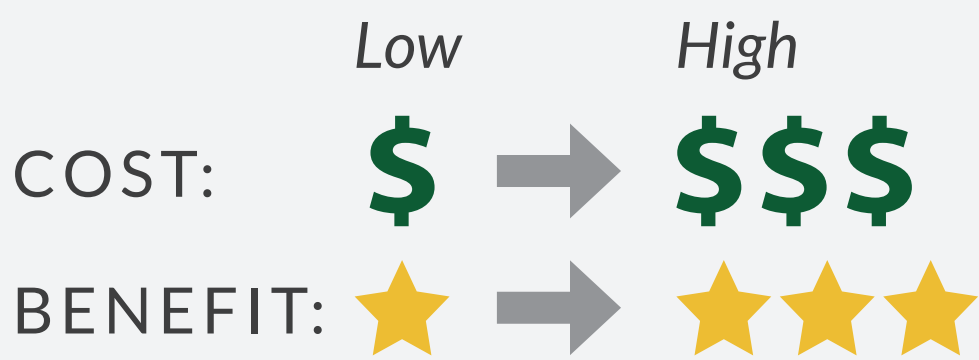
Prioritizing Active Transportation Programs & Policies



In addition to on-the-ground projects, the Active Transportation Plan includes programs and policies that will help further the Plan’s four goals of Access & Connectivity, Safety & Comfort, Equitable Outcomes, and Implementation & Funding. These include actions that will be implemented as part of staff workplans, such as education and outreach, maintenance, and citywide upgrades.

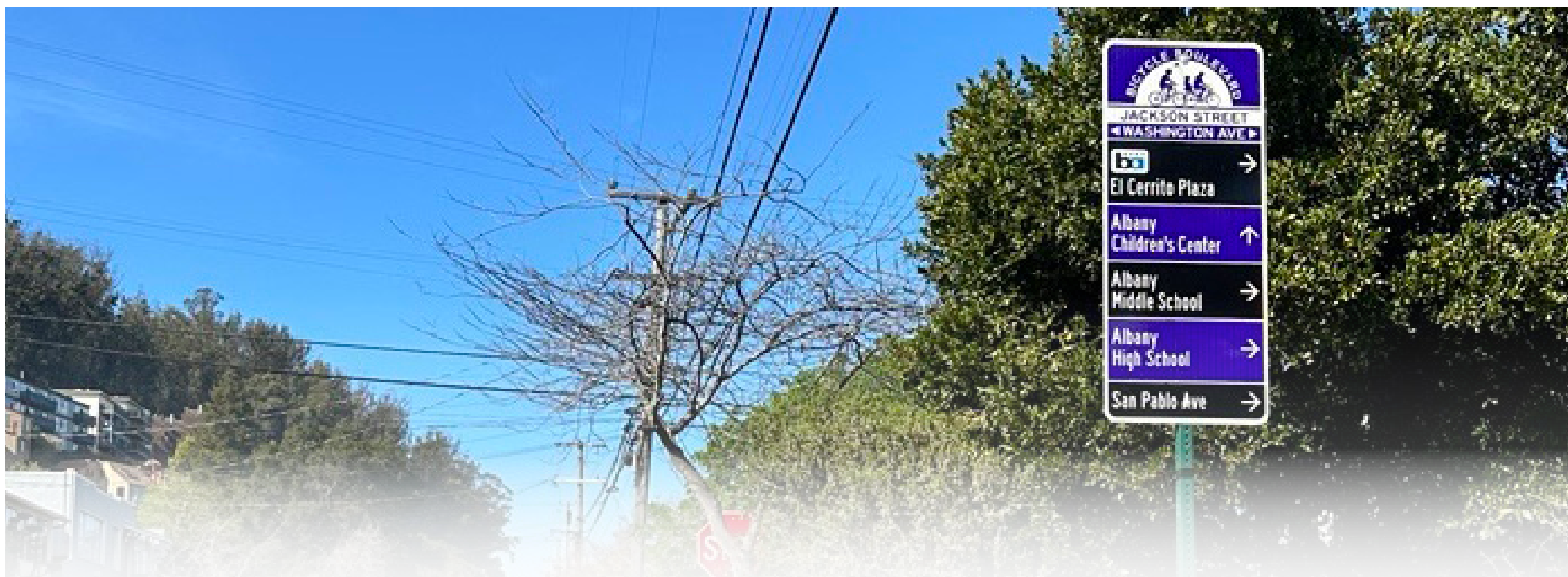
Which programs and policies should the City prioritize? Vote for your top three!
Fill out the paper survey to tell us what you think.

The City estimated each program and policy’s magnitude of cost (funding and staff time) and the magnitude of benefit it would provide to active transportation.



Transportation Demand Management

Identify and implement transportation demand management strategies to support mode shift with new development.
COST: \$\$ BENEFIT: ★★



Navigation & Wayfinding

Improve navigation and wayfinding resources, including physical signage and online resources.

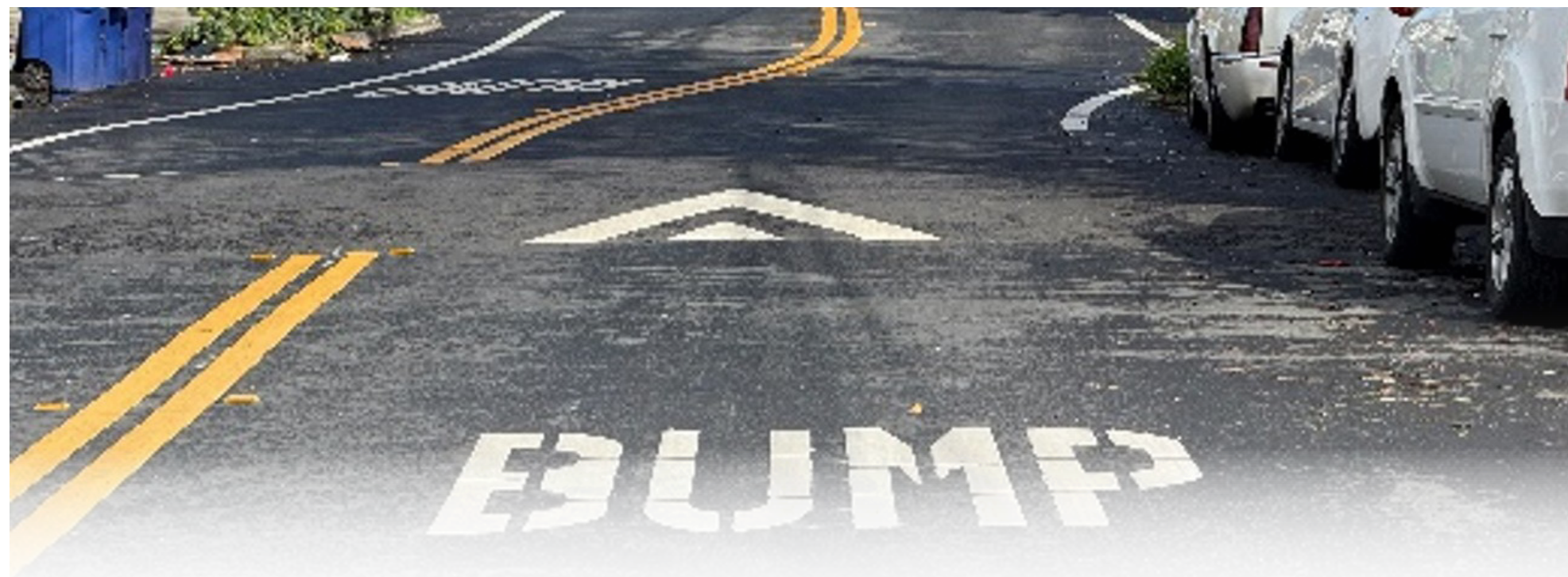
COST: \$\$\$ BENEFIT: ★★



Educational Programs

Continue to support traffic-safety educational programs, including existing partnerships with Alameda County, AUSD, and other stakeholders.

COST: \$\$\$ BENEFIT: ★★



Speed Management & Enforcement

Update the traffic calming and speed management program to implement improvements proactively through an evaluation process.
COST: \$\$\$ BENEFIT: ★★



Reduce Posted Speed Limits

Conduct a citywide speed study and evaluate potential speed limit reductions permitted under recent state law.

COST: \$\$\$ BENEFIT: ★★



Lighting

Continue to implement recommendations of the City of Albany Street Lighting Evaluation (2024).

COST: \$\$\$ BENEFIT: ★★



Bike Parking

Install additional bike parking at high-activity locations citywide.

COST: \$\$\$ BENEFIT: ★



Intersection Treatment Guidelines

Develop programmatic guidelines for the implementation of intersection treatments including “No Right on Red” restrictions.
COST: \$\$\$ BENEFIT: ★★



Pedestrian Visibility

Maintain clear visibility at intersections and driveways through installation of raised elements (curbs, posts, bumps) in high-activity areas to ensure adequate sightlines.

COST: \$\$\$ BENEFIT: ★★



Traffic Safety Program

Establish dedicated traffic safety funding, distinct from maintenance and capital project funding, to address traffic safety issues based on regular collision safety analysis and monitoring.

COST: \$\$\$ BENEFIT: ★★



Accessibility Upgrades

Continue ongoing ADA program upgrades.

COST: \$\$\$ BENEFIT: ★★



Bikeshare & Micromobility

Implement a bikesharing or micromobility program, including potential partnerships with regional or neighboring jurisdictions.

COST: \$\$\$ BENEFIT: ★★