

Albany Active Transportation Plan 2026



*Review Draft
May 2026*



ACKNOWLEDGEMENTS

This Review Draft is provided for initial review of document structure and content. It is primarily text-based and is not the final document layout. Additional graphics and photos will be added in conjunction with revisions based upon review draft comments.



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1. INTRODUCTION & GOALS

Purpose

The Active Transportation Plan (ATP) provides a comprehensive framework to improve walking, bicycling, and rolling throughout Albany. The ATP establishes a shared vision and a coordinated set of strategies to guide future investments in infrastructure, programs, and policies that support safe, convenient, and comfortable active transportation.

Walking, bicycling, and rolling are everyday ways people in Albany move through their city and access jobs, schools, transit, and community destinations. In a compact, urban city like Albany, these active modes are often the most efficient, affordable, and convenient ways to travel for short trips. Nearly every trip begins or ends on foot, making pedestrian infrastructure an essential component of a safe and functional transportation system. The City of Albany *Climate Action and Adaptation Plan (2019)* specifically recommended this update of the ATP to enhance new transportation options and help achieve a citywide goal of a 25% reduction in passenger vehicle miles traveled by 2045.

At the same time, people walking, biking, and rolling are among the most vulnerable roadway users. Improving safety, comfort, and connectivity for these users is critical to reducing injuries and fatalities, supporting public health, and ensuring that Albany's streets are accessible to people of all ages and abilities. Investments in active transportation also help reduce greenhouse gas emissions, improve air quality, support local businesses, and enhance neighborhood livability.

The ATP:

- Updates and expands upon Albany's previous bicycle planning efforts
- Serves as a comprehensive guide for pedestrian improvements citywide
- Identifies priority pedestrian and bicycling networks and safety improvements
- Recommends supportive programs and policies to encourage active transportation
- Provides an implementation framework to guide project delivery over time

A Note on 'Rolling' and Other Terminology in this Document

This document is intended to serve the needs of a wide range of users of the active transportation networks. It details pedestrian and bicycle networks and encompasses the range of users of both these networks, such as wheelchair users, electric bikes and scooters, and the expanding range of personal mobility or micromobility devices.

Pedestrian refers to the range of users of the pedestrian network. Bicycle and Cyclist refer to the range of users of the bicycle network, which can vary by facility type.

Walking, biking, and rolling is used to convey this expanded range of users of the often – but not always – distinct pedestrian and bicycle network facilities.



Goals

The ATP's recommendations are guided by four core goals that were developed with stakeholders early in the planning process. These goals are drawn from Albany's *General Plan Transportation Element*, the previous Active Transportation Plan (adopted in 2012, amended 2014 and 2019), the *Alameda Countywide Active Transportation Plan*, and a review of recently adopted ATPs from peer cities across California.

Goal 1: Access & Connectivity

Provide an active transportation network that encourages people of all ages and abilities to walk, bike, and roll to meet their daily needs, including access to transit, work, school, commerce, and recreation.

Goal 2: Safety & Comfort

Design and construct high-quality facilities and consistently enforce traffic regulations to make Albany a safe and comfortable place to walk, bike, and roll.

Goal 3: Positive Outcomes for All Users

Ensure the needs of all users are integral factors in project prioritization and development, with equitable distribution of facilities and resources for all members and areas of the community.

Goal 4: Implementation & Funding

Thoughtfully integrate active transportation projects and programs Citywide, prioritize based on need and opportunity, and develop resilient funding strategies for ongoing implementation and maintenance.



Related Documents & Guidance

Albany has a long history of recognizing the importance of walking, bicycling, and rolling as integral components of its transportation system. The ATP builds this long-standing commitment to active transportation and updates prior planning efforts using current data, best practices, and community guidance. It is guided by an integrated framework of policies and plans from the City of Albany and stakeholder agencies.

City of Albany

Relevant ATP guidance documents from the City of Albany include:

- *Complete Streets Policy (2013)*
- *2035 General Plan (2016)*
- *Active Transportation Plan (2019)*
- *Climate Action and Adaptation Plan (2019)*
- *Solano Avenue Complete Streets and Corridor Revitalization Study (2019)*
- *Traffic Calming Policy (2021)*
- *San Pablo Avenue Specific Plan (2022)*
- *Local Roadway Safety Plan (2023)*
- *Citywide Streetlighting Evaluation (2024)*

Regional Guidance

Relevant ATP guidance documents from regional agencies include:

- Alameda County Transportation Commission (CTC) *Countywide Active Transportation Plan (2019)*
- Alameda CTC *Countywide Transportation Plan (2020)*
- Alameda CTC *Local Bicycle Master Plan Guidelines (2015)*
- Alameda CTC *High-Injury Network and Proactive Safety Network Report (2024)*
- Metropolitan Transportation Commission (MTC) *Plan Bay Area 2050+ (2021)*
- MTC *Complete Streets Policy (2022)*
- Alameda-Contra Costa Transit District (AC Transit) *Transit-Supportive Design Guidelines (2025)*

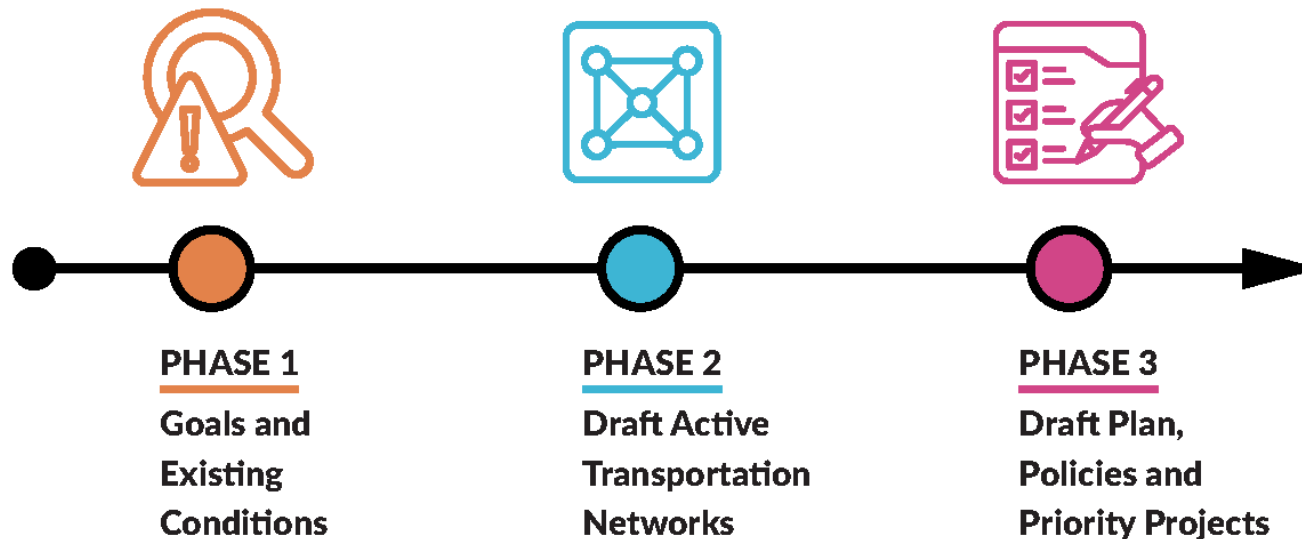


2. PLAN DEVELOPMENT

Technical Development

The ATP was developed through a multi-phase planning process shown in Figure 1 that combined technical analysis, collection of existing information from a range of sources, and multiple opportunities for stakeholder input as described in the following section.

Figure 1: ATP Technical Development Process



Stakeholder Engagement

Stakeholder engagement was central to the development of the ATP. Engagement activities occurred across three primary phases corresponding with the technical development phases shown in Figure 1, ensuring that stakeholder perspectives informed all decisions and milestones. Multiple meetings and engagement activities occurred within each phase to provide ongoing opportunities for participation and feedback.

As depicted in Figure 2 and detailed in Table 1, each project phase included a full cycle of stakeholder engagement with a consistent sequence of meetings among the following stakeholder groups:

- Technical Advisory Committee
- Community Meetings & Online Comment Periods
- Transportation Commission
- City Council

Technical Advisory Committee (TAC)

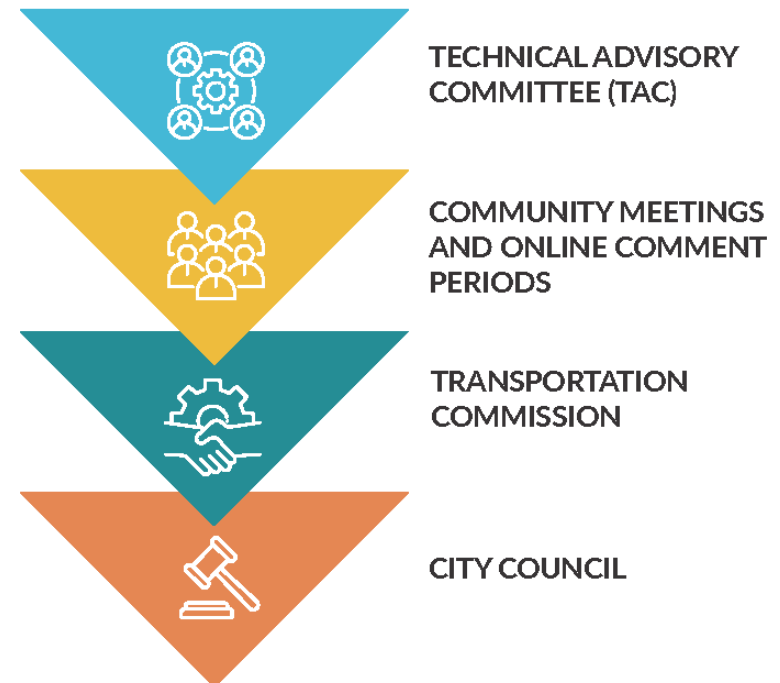
The project team appointed a Technical Advisory Committee (TAC) to guide the ATP's technical development, findings, and decisions. The TAC included representatives from the City of Albany, neighboring cities, and stakeholder agencies as listed on the next page. TAC meetings occurred in each project phase as listed in Table 1.

Community Meetings & Online Comment Periods

Community meetings occurred during each engagement phase as listed in Table 1. Each phase of community engagement included both an in-person meeting and a multi-week online comment period featuring the same materials as the in-person meeting in an interactive online format. The materials included display boards, slide presentations, and maps to share information and gather input.

Beyond serving as a platform to receive public feedback, the project website also provided a central hub for project information including draft materials and schedules of upcoming activities.

Figure 2: Stakeholder Engagement Sequence



Transportation Commission

The project team presented to the Transportation Commission on the dates listed in Table 1., corresponding to each phase of technical work. Commissioners provided technical and policy feedback that helped shape project decisions and prepare for City Council briefings.

City Council

The project team presented to the City Council on the dates listed in Table 1, corresponding to each phase of technical work, plus an additional meeting in summer 2026 for final adoption of the ATP.

Focused Engagement with Businesses & Albany Unified School District

Throughout the project, City staff also conducted focused outreach meetings with representatives from the Albany business community and Albany Unified School District to discuss their priorities and review draft findings. This included a business survey addressing multimodal and parking issues near commercial corridors, as well as individual meetings with school principals, staff, students, and parents to discuss access considerations specific to each school.

Focused Engagement on Uptown Solano Avenue

Beyond the standard three-phase structure of ATP engagement, the project team also met with stakeholders specifically to review potential concepts for Uptown Solano Avenue (between Masonic Avenue and Tulare Avenue) as part of a longer-term effort to develop new active transportation facilities and balance the needs of all modes. This engagement included focused meetings with the TAC, Transportation Commission, and City Council, as well as broader community review during the ATP engagement activities listed in Table 1, particularly during the second phase focused on draft networks and potential projects.

TAC Membership

- **City of Albany**
 - City Administration
 - Albany Fire Department
 - Albany Police Department
 - Albany Public Works Department
- **Neighboring Cities**
 - City of Berkeley
 - City of El Cerrito
 - City of Richmond
- **Local Stakeholder Agencies**
 - Albany Unified School District
 - UC Berkeley/University Village
- **Regional Stakeholder Agencies**
 - Alameda CTC
 - MTC
 - AC Transit
 - East Bay Regional Parks District
 - Caltrans



Table 1: Stakeholder Engagement Activities by Phase

Activity	Phase 1	Phase 2	Phase 3
Topics for Stakeholder Input	Goals & existing conditions assessment	Draft networks & potential projects	Project & program prioritization
TAC	September 30, 2024	April 23, 2025	December 18, 2025
Community Meeting	October 24, 2024	May 20, 2025	January 22, 2026
Online Comment Period	October 2024 – November 2024	May 2025 – July 2025	January 2026 – February 2026
Transportation Commission	December 5, 2024	June 26, 2025	February 26, 2026
City Council	February 18, 2025	October 20, 2025	April 20, 2026

Appendix A contains more details on the community input collected. Many comments shared common themes, which helped to inform the project team’s existing conditions findings and recommendations for policies, projects, and priorities detailed throughout this ATP. Some of the key themes were:

- While the active transportation networks are good overall, many facilities remain challenging for both walking and biking
- Intersections and pedestrian crossings are key areas for improvement
- More bicycle infrastructure is needed, especially separated/protected bikeways
- More traffic calming and enforcement are needed
- Lighting and visibility should continue to be improved
- School pickup/drop zones are very challenging at peak times



3. EXISTING CONDITIONS REVIEW

Demographics

Albany, with a population of approximately 20,000 residents, has a median age of 38 years per the U.S Census 2020-2024 American Community Survey (ACS) estimates.

Albany's population is dominated by working-age adults, with ages 25-44 (30%) and 45-64 (24%) making up the largest shares, while seniors (65+) have grown to a meaningful 16% of the population. Since the 2010 ACS estimates, the most significant shift has been population aging, with the 65+ group increasing by over 6%, alongside declines in both children (0-14) and prime working-age adults (25-44).

This shows a gradual transition toward an older population, with fewer young households and a growing share of long-term residents aging in place. This trend is likely to increase demand for safer and more accessible walking and rolling environments, including wider sidewalks, smoother surfaces, ample lighting, and more frequent crossing opportunities.

Albany is a racially and ethnically diverse community, with no single group comprising a majority. The 2020-2024 ACS estimated that the largest groups were White (43%), Asian (31%), and Hispanic/Latino (12%). Approximately 38% of Albany residents speak a language other than English at home, underscoring the importance of multilingual resources for transportation.



Land Use & Major Destinations

The City of Albany consists predominantly of residential neighborhoods interspersed with commercial corridors and recreational destinations as mapped in Figure 3. The mix of residential, commercial, institutional, and recreational areas is segmented by major corridors including San Pablo Avenue, Buchanan Street/Marin Avenue, and the Ohlone Greenway/Bay Area Rapid Transit (BART) elevated structure. Solano Avenue, a key neighborhood commercial corridor, features retail establishments and services.

The residential areas to the north west surround Albany Hill, a natural feature with a hilltop park and several informal trail connections. Institutional uses dominate the southwestern quadrant, which houses Albany City Hall, the USDA Western Regional Research Center, Ocean View Elementary School, and UC Berkeley's University Village, a family and graduate housing complex. Albany's bayfront area west of I-80/I-580 includes the Albany Bulb and Golden Gate Fields, offering substantial recreational opportunities.

The City's housing stock is varied. Approximately 55% of the City's dwelling units are single-family homes, per the 2020-2024 ACS. Multifamily housing makes up 45% of the City's housing stock, with 17% of units located in buildings with two to nine units and 28% in larger complexes with ten or more units. Approximately 15% of units are located within University Village and another 10% are in located larger complexes along Pierce Street on the west side of Albany Hill.

Commercial activity is concentrated along Solano Avenue and San Pablo Avenue, which serve as primary corridors for neighborhood businesses. Additional commercial areas are in the city's west side near I-80/I-580 along Cleveland Avenue and Eastshore Highway, plus shopping opportunities in nearby El Cerrito and Berkeley attract trips from Albany.

Schools are a primary destination within Albany's transportation network, attracting a significant amount of pedestrian and bicycle traffic. Albany contains five public schools—Cornell Elementary School, Marin Elementary School, Ocean View Elementary School, Albany Middle School, and Albany High School—plus the Albany Children's Center preschool and several private schools including Saint Mary's College High School.



Figure 3: Land Use



Transportation Mode Share

The 2020-2024 ACS estimated that approximately 40% of Albany workers commuted by car, truck, or van, including 37% who drove alone and 3% who carpooled. A substantial share of workers, approximately 38%, reported working from home, reflecting reduced reliance on traditional commuting especially during the COVID-19 pandemic. Approximately 12% of workers used public transportation for their commutes, while 6% walked and 4% biked as their primary commute mode.

Commute patterns in Albany have shifted substantially over the last two decades. Compared to 2006-2010 ACS data, the share of workers who drive alone declined from approximately 53% to 37%, while the share of workers working from home increased from approximately 10% to 38%. Public transit use declined modestly over the same period, while walking and bicycling remained relatively stable as a share of commute modes, together continuing to account for roughly 10% of worker trips.

The stark increase in working from home reflects broader regional and national trends surrounding the COVID-19 pandemic, and post-pandemic data is limited to determine how strongly this trend is holding. While working from home may reduce the number of motor vehicle commute trips, it also creates the opportunity for numerous home-based trips throughout the day (e.g. neighborhood errands or exercise) that may be relatively short distances and good candidates for mode shift away from motor vehicles.



Existing Mobility Networks

Roadway Network

Albany's roadway network is shaped by several major transportation corridors, interspersed with local streets with lower traffic volumes and slower speeds. The largest roadways help connect Albany to the region, but they also create barriers for people walking, biking, and rolling.

San Pablo Avenue is a state highway (SR 123) that connects residents and nearby cities and serves as a “through” route for regional trips not beginning or ending in Albany. Santa Fe Avenue is a parallel north-south corridor to the east along with a combination of Key Route Boulevard and Masonic Avenue serving mostly local traffic. The I-80/I-580 freeways separate much of the city from its bayfront area, with Buchanan Street/Marin Avenue providing the main freeway access. Marin Avenue and Solano Avenue serve as primary east-west corridors and intercity routes.

Designated truck routes in Albany (for the movement of vehicles exceeding a maximum weight limit of five tons) are Cleveland Avenue; Buchanan Street and Marin Avenue west of San Pablo Avenue; and Solano Avenue east of San Pablo Avenue.

Public Transit Network

Albany is served by both regional and local transit primarily from AC Transit and Bay Area Rapid Transit (BART).

AC Transit provides local bus service on key streets such as San Pablo Avenue and Solano Avenue. These routes connect Albany to nearby communities, regional transit, and major destinations. Several routes also connect University Village to the UC Berkeley campus. AC Transit also operates several “transbay” bus routes that provide direct service from Albany to San Francisco, including the L and G lines primarily along Pierce Street and Solano Avenue. Transit stops in Albany include signs, marked stops, and, in some locations, shelters or seating.

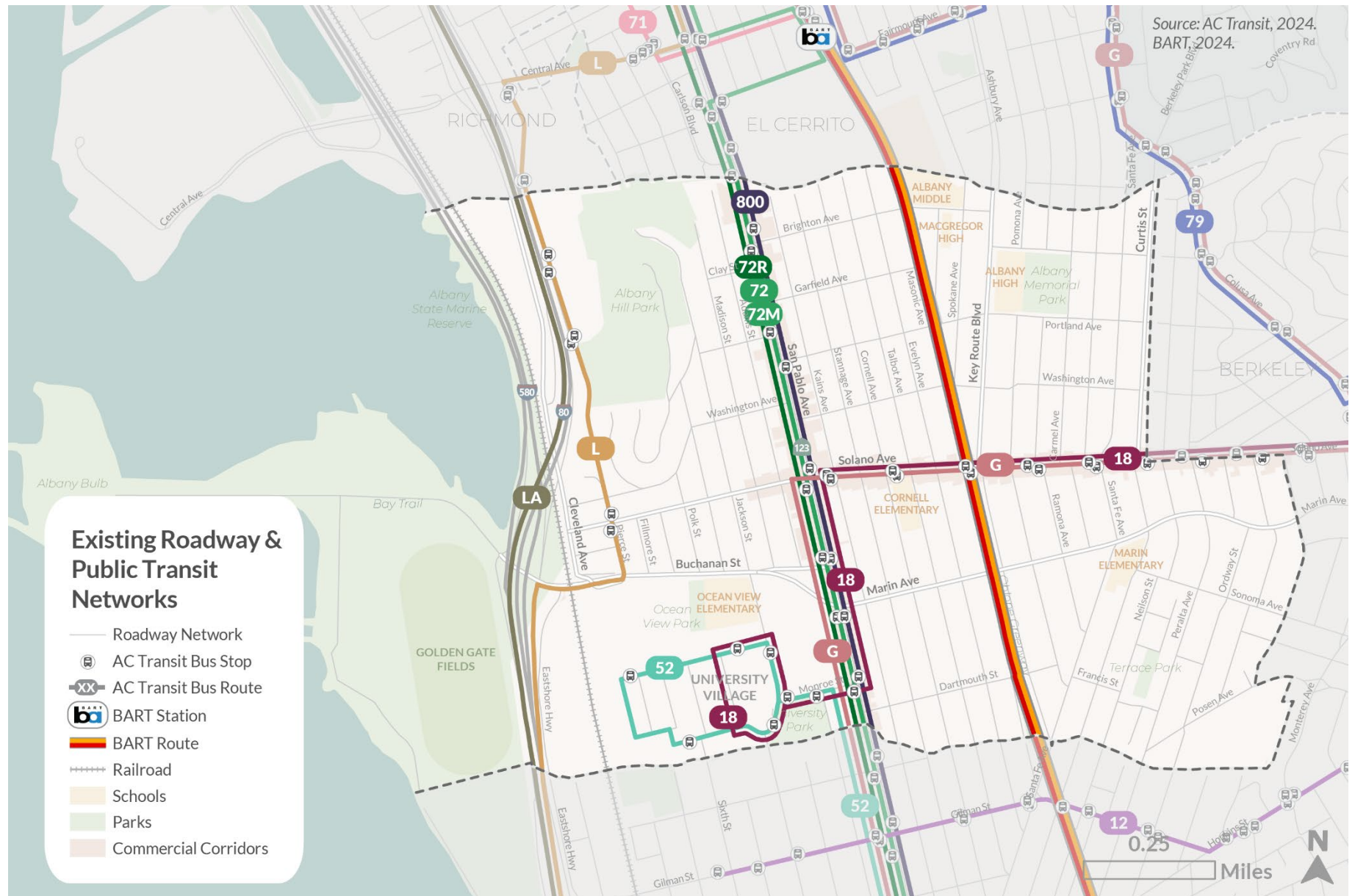
BART provides rail service throughout the Bay Area. While Albany does not have a BART station within city limits, the El Cerrito Plaza and North Berkeley stations are nearby.

Albany is also served by paratransit programs for seniors and people with disabilities. These services help support access for people who may not be able to drive or use fixed-route transit.

The City's roadway and public transit networks are mapped in Figure 4.



Figure 4: Existing Roadway & Public Transit Networks



Active Transportation: Pedestrian Network

The majority of Albany's street network is equipped with sidewalks. Pedestrians also use the City's shared-use paths, described at right.

Albany has made strides in the pedestrian network improvements. The City has invested significantly in sidewalk accessibility in the last decade with sidewalk shaving and sidewalk repair programs, as well as upgrades to curb ramps in conjunction with paving projects, and through separate improvement projects.

Additionally, in recent years the City has conducted a citywide streetlighting evaluation and has implemented an intersection red curb policy to improve visibility for pedestrians at intersections. Recent projects have also added pedestrian improvements such as curb extensions (bulb outs) and flashing beacons at intersections that have historically been challenging to navigate, including on San Pablo Avenue and Marin Avenue. Figure 5 shows examples of enhanced pedestrian facilities.

- **Curb extensions** extend the sidewalk or curb line out into the parking lane, reducing the effective street width and crossing distance.
- **Rectangular rapid flashing beacons (RRFBs)** are installed at uncontrolled crossings to increase driver awareness of pedestrians at crosswalks. Pedestrians can activate the flashing signal by pushing a button.
- **High-visibility crosswalks** are ladder-style crosswalks that are more visible to drivers, increasing their awareness of pedestrians.
- **Pedestrian hybrid beacons** are an intermediate option between a flashing beacon and full pedestrian signal. They help pedestrians safely cross higher-speed roadways by assigning right of way and providing positive stop control upon activation.
- **Leading pedestrian intervals** at signalized intersections provide pedestrians with their own dedicated phase before turning vehicles. This improves visibility of pedestrians.

Shared-Use Paths

Shared use paths can be used by both bicyclists and pedestrians, and are completely separated from the roadway. As mapped in Figure X and pictured in Figure X, Albany's shared-use paths predominantly consist of the Bay Trail to the west, Buchanan Bikeway from the Bay Trail to San Pablo Avenue, and the Ohlone Greenway running north-south through the center of the City along the BART right-of-way.



Active Transportation: Biking Network

Albany's bicycle network contains shared-use paths, separated bikeways, bicycle lanes, bicycle boulevards, and bicycle routes (typical examples are pictured in Figure 5 and mapped in Figure 6). These facility types vary primarily by their degree of separation from motor vehicles and are defined as follows:

- **Separated bikeways** are on-street bikeways with vertical, physical separation from the adjacent lane; these are most common on high-speed arterials.
- **Bicycle lanes** are lanes that are painted on the street and can sometimes include a painted buffer from vehicle lanes.
- **Bicycle boulevards** are shared-lane bikeways accompanied by traffic calming measures such as speed humps or neighborhood traffic circles.
- **Shared bicycle routes** are shared-lane bikeways that are not accompanied by traffic calming measures; they may have higher vehicle volumes and speeds than bicycle boulevards.
- **Mixed bikeway types** are seen on streets with different types of bicycle facilities in each direction.

Albany's sole separated bikeway is located on the west side of San Pablo Avenue adjacent to Belmont Village and extending to Sprouts Farmers Market. Several streets in Albany feature bicycle lanes, including Marin Avenue, Washington Avenue, and Posen Avenue.

Most of the City's bicycle facilities are made up of bicycle boulevards and bicycle routes. Albany's bicycle boulevards largely traverse low-volume residential streets and do not currently feature additional calming measures. The primary north-south bicycle boulevard runs on Talbot Street, while Washington Avenue and Dartmouth Street provide east-west access. Bicycle routes are primarily oriented in the north-south direction and include Santa Fe Avenue, Masonic Avenue, Pierce Street, Kains Avenue, and Adams Street.



Figure 5: Examples of Typical Active Transportation Facilities



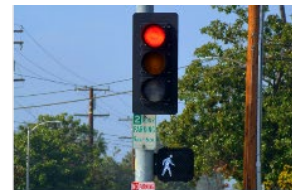
Curb extension
Source: LAist.



Rectangular rapid flashing beacon and High Visibility crosswalk
Source: Federal Highway Administration.



Pedestrian Hybrid Beacon
Source: City of El Cerrito.



Leading pedestrian interval
Source: City of Long Beach.



High-visibility crosswalks in Albany

(left also includes curb extension & rectangular rapid flashing beacon)



Shared Use Path



Separated Bikeway



Bike Lane



Bike Boulevard



Bike Route



Mixed Bikeway Types

Figure 6: Existing Biking Network



Bicycle Parking

Bicycle and micromobility parking is an essential end-of-trip facility that supports Albany's active transportation network. Even high-comfort bikeways are less useful if people do not have secure, convenient, and visible places to park at key destinations.

As mapped in Figure 7, Albany's publicly accessible bicycle parking is concentrated near key destinations including commercial corridors Solano Avenue and San Pablo Avenue, University Village, schools, and parks. Albany has expanded its bicycle parking supply significantly over the past decade, with the 2025 inventory documenting approximately 1,795 bicycle parking spaces citywide compared to 630 spaces in 2012.

The city's bicycle parking network includes a range of facility types designed to serve different users and trip purposes. Standard short-term parking facilities, such as inverted U-racks and circular racks, are the most common. Other facility types include wave racks, decorative bicycle-shaped racks, and secure lockers that provide longer-term storage opportunities. Different rack designs accommodate varying numbers of bicycles and provide different levels of convenience and security, though most publicly accessible racks are intended to support short-duration parking needs.

In addition to maintaining and expanding publicly accessible bicycle parking, private development standards play an important role in supporting active transportation mode choice. The City has adopted regulations to require bicycle parking facilities in both new developments and significant renovations.

Bicycle Parking Partnerships

The City of Albany partners with merchants and the Albany Strollers and Rollers for the installation of additional bike racks in the commercial district in Albany. These bicycle-shaped racks have added color to the urban environment and carry a strong message that Albany is a community that promotes bicycling.



Figure 7: Existing Bicycle Parking



Safety & Comfort Analyses

Safety Review

From 2013-2022 there were 69 motor vehicle collisions resulting in injury that involved a bicyclist, mapped in Figure 8. While none were fatal, four resulted in serious injury. San Pablo Avenue, Solano Avenue, and Marin Avenue were the sites of high numbers of bicycle injury collisions. Two of the four serious injury collisions occurred on San Pablo Avenue; the others were located on Marin Avenue and Santa Fe Avenue.

During the same period there were 87 pedestrian injury collisions involving motor vehicles, including one fatality and 13 severe injury collisions, mapped in Figure 9. Like the bicyclist collisions, high numbers occurred on San Pablo Avenue, Solano Avenue, and Marin Avenue. Intersections were the sites of many collisions, particularly San Pablo Avenue at Brighton Avenue and San Pablo Avenue at Garfield Avenue. The fatal collision occurred at the intersection of Solano Avenue and Jackson Street.

The safety analysis conducted for this ATP is broadly consistent with the findings of both the *Albany Local Roadway Safety Plan (2023)* and the *Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)*, highlighting many of the same major corridors and intersections of concern.

Current best practices in transportation safety, endorsed by guiding agencies including the U.S. Department of Transportation and Alameda CTC, are based around a Safe System Approach. This is a safety framework that considers the realities of both human mistakes and human vulnerability in the transportation system, seeking to design a system that minimizes collisions and their most serious impacts. This emphasizes shared responsibility and layered protection through a combination of safer speeds, safer roads, safer vehicles, safer behavior, and post-incident care. For active transportation projects, a Safe System Approach can help substantiate the need for investments that better protect all users such as separated facilities, enhanced crossings and intersections, traffic calming, improved visibility, and designs that reduce conflict exposure and collision severity.



Pedestrian Collisions Resulting in Injury, 2013-2022

- Pedestrian Fatality
- Severe Pedestrian Injury
- Other Pedestrian Injury Collision
- Trails
- Railroad
- Schools
- Parks
- Commercial Corridors

0.25 Miles

Source: SWITRS via Transportation Injury Mapping System, 2013-2022.

Source: SWITRS via Transportation Injury Mapping System, 2013-2022.

Bicycle Collisions Resulting in Injury, 2013-2022

- Severe Bike Injury
- Other Bike Injury Collision
- Trails
- Railroad
- Schools
- Commercial Corridors
- Parks

0.25 Miles

Pedestrian Comfort

Figure 10 shows sidewalk gaps and other challenges in the existing pedestrian network. Key issues identified by the project team, City staff, and stakeholders include:

- Several sidewalk gaps exist along sections of Hillside Avenue, Thousand Oaks Boulevard, and Cleveland Avenue.
- Some sidewalks are partially obstructed by infrastructure or tree roots or were constructed to a narrower width than the current five-foot standard.
- Some sidewalks on narrower streets, particularly Hillside Avenue and Pierce Street, are routinely blocked by parked cars.
- Lighting is limited along pedestrian corridors and intersections.
- Commercial corridors, particularly San Pablo Avenue and Solano Avenue, can benefit from additional amenities and support facilities to enhance the pedestrian realm such as street furniture, public art, or trees and landscaping.



Figure 10: Existing Pedestrian Network Sidewalk Gaps & Other Challenges



Bicycle Comfort

Albany's streets have a range of comfort levels for bicyclists, which the project team evaluated across multiple factors listed in Figure 11. This tailored, four-stage analysis began with the traditional Level of Traffic Stress methodology, originally developed by the Mineta Institute of Transportation, which considers vehicle volume and number of lanes. To enhance the analysis, the project team then applied additional factors including vehicle speed and the existence of marked centerlines and medians, all of which contribute to bicycle comfort and are consistent with refined measures of comfort employed by peer agencies across the nation.

Following these quantitative analyses, the project team shared its findings with a wide array of stakeholders, including City staff and the public, to collect feedback on how these metrics compare to real-world experience. Based on this feedback, the project team then applied additional qualitative refinements, adjusting the comfort level downward to reflect the challenges of high-activity school/commercial areas as well as locations where bicycle facilities are stop-controlled but cross-traffic is free-flowing.

Figure 12 shows the bicycle level of comfort for each road segment in Albany. The five levels of comfort are:

- **Highest Comfort:** These facilities have clear physical separation from motor vehicles and are appropriate for bicyclists of all ages and abilities. Ocean View Elementary School and Albany Middle School are both located along these highest comfort level facilities.
- **High Comfort:** This designation includes street segments suitable for bicyclists of most ages and abilities, but may not be suitable for children cycling alone. Streets that are designated as high comfort include the portion of Washington Avenue that has a bicycle lane, Dartmouth Street, and select blocks of Talbot Avenue and Francis Street, which are bicycle boulevards. A relatively high number of high comfort streets do not have any bicycle facilities but have low enough volumes and speeds to ensure comfort for most bicyclists.
- **Medium Comfort:** Most of Albany's streets carry this designation, featuring low traffic interaction and streets that are suitable for most adult bicyclists. Examples include Posen Avenue and part of Marin Avenue, which have bicycle lanes but relatively high vehicle speeds and/or volumes.
- **Low Comfort:** These segments have more traffic interaction than the previous category and are suitable for some adult bicyclists. Much of Marin Avenue falls into this category; despite having bicycle lanes, high vehicle volumes and speeds reduce comfort and deter some adults from using this facility. Most of Solano Avenue, which lacks bicycle facilities, is also designated as low comfort.
- **Very Low Comfort:** Segments with this designation are considered appropriate only for "strong and fearless" adult bicyclists as they require sharing the road with high volumes of fast-moving vehicles. Some of the City's streets with bicycle facilities, such westbound Buchanan Street west of San Pablo Avenue, have very low comfort levels. Additionally, San Pablo Avenue, Pierce Street, and Cleveland Avenue fit this designation.



Figure 11: Bicycle Levels of Comfort

HIGHEST COMFORT



These facilities have clear physical separation from motor vehicles and are appropriate for bicyclists of all ages and abilities. Ocean View Elementary School and Albany Middle School are both located along these highest comfort level facilities.

HIGH COMFORT



This designation includes street segments suitable for bicyclists of most ages and abilities, but may not be suitable for children cycling alone. Streets that are designated as high comfort include the portion of Washington Avenue that has a bicycle lane, Dartmouth Street, and select blocks of Talbot Avenue and Francis Street, which are bicycle boulevards. A relatively high number of high comfort streets do not have any bicycle facilities but have low enough volumes and speeds to ensure comfort for most bicyclists.

MEDIUM COMFORT



Most of Albany's streets carry this designation, featuring low traffic interaction and streets that are suitable for most adult bicyclists. Examples include Posen Avenue and part of Marin Avenue, which have bicycle lanes but relatively high vehicle speeds and/or volumes.

LOW COMFORT



These segments have more traffic interaction than the previous category and are suitable for some adult bicyclists. Much of Marin Avenue falls into this category; despite having bicycle lanes, high vehicle volumes and speeds reduce comfort and deter some adults from using this facility. Most of Solano Avenue, which lacks bicycle facilities, is also designated as low comfort.



VERY LOW COMFORT
Segments with this designation are considered appropriate only for “strong and fearless” adult bicyclists as they require sharing the road with high volumes of fast-moving vehicles. Some of the City's streets with bicycle facilities, such westbound Buchanan Street west of San Pablo Avenue, have very low comfort levels. Additionally, San Pablo Avenue, Pierce Street, and Cleveland Avenue fit this designation.

Figure 12: Citywide Bicycle Level of Comfort



Summary of Challenges & Opportunities

The existing conditions analysis found that Albany's existing and planned active transportation network provides relatively good coverage across the City's various land uses and travel patterns, connecting many origins and destinations for many people who walk, bike, and roll. However, the network still has numerous challenges and areas for improvement, including:

- Some planned facilities are not yet constructed, leaving gaps in the network.
- Some existing facilities have challenging sections such as intersections or high-traffic areas that limit overall comfort for users.
- Most schools are located along busy corridors with challenging facilities for both pedestrians and bicycles.
- For both pedestrians and bicycles, higher-comfort routes to parks and recreation areas are discontinuous and many users must navigate lower-comfort facilities to reach them.
- Some pedestrian corridors are challenged by sidewalk obstructions including parked cars.
- Improvements aimed at traffic calming typically rely on case-by-case requests.
- Lighting can be improved in many corridors, particularly within the pedestrian realm and at intersections.
- The City's ongoing work to improve pedestrian crossings is making steady progress, including the installation of ADA-compliant curb ramps, crosswalks, and curb extensions.
- Albany's primary commercial streets, San Pablo Avenue and Solano Avenue, currently lack bicycle facilities and present challenges to many potential users.
- Many bicycle facilities, including most north-south routes across the City, contain intersections where the bicycle facility is stop-controlled but cross-traffic is uncontrolled (lacking a stop sign or signal to stop traffic), which decreases convenience, comfort, and perceived safety.
- Some designated bike boulevards and shared bike routes (both of which share lanes with automobile traffic) have low traffic volumes but are only able to reach medium comfort level, largely due to traffic speeds above 25 mph and intersections with uncontrolled cross-traffic.
- Many north-south bicycle routes do not connect to the northern City limits, creating a disconnected intercity network.



4. POLICY & PROGRAM RECOMMENDATIONS

Policy Recommendations

The following policies support implementation of the ATP and guide coordinated action across programs, projects, and decision-making. The policies are organized by the ATP goals in Table 2 through Table 5.

Goal 1: Access & Connectivity

Goal 1: Access & Connectivity Provide an active transportation network that encourages people of all ages and abilities to walk, bike, and roll to meet their daily needs, including access to transit, work, school, commerce, and recreation.

Table 2: Policy Recommendations for Goal 1: Access & Connectivity

Policy	Topic	Description
Policy 1.1	Interconnected Active Transportation System	Develop a continuous, interconnected system of facilities for walking, biking, and rolling that provide access to destinations throughout Albany. Where possible, widen high-demand facilities to provide separation between modes and users traveling at different speeds.
Policy 1.2	Complete Streets	Design the street right-of-way to accommodate all users, particularly active transportation modes, using the MTC Complete Streets Policy as a guide to prioritization and implementation.
Policy 1.3	Mode Shift	Promote "mode shift" from automobile travel to walking, biking, and rolling by developing high-quality facilities and amenities to attract new users and trips. Beyond mobility benefits, mode shift also will help to achieve Albany's complementary goals for safety, public health, and climate action.
Policy 1.4	Context-Sensitive Network Design	Design networks to reflect context-sensitive design and integration with adjacent land uses.



Policy	Topic	Description
Policy 1.5	Regional Mobility Integration	Coordinate with partner agencies to provide connections to regional mobility resources such as trails and bikeways, facilities in adjacent jurisdictions, and connections to AC Transit and BART.
Policy 1.6	Navigation & Wayfinding	Provide resources for navigation and wayfinding, both on location and online, that are accessible to a variety of audiences including multilingual and other special-needs populations.
Policy 1.7	Educational Programs	Develop and maintain educational programs that promote safe, confident, and courteous use of the mobility system by all users and modes. Partner with regional agencies, schools, community organizations, and advocacy groups to increase awareness of traffic laws, encourage mode shift to active transportation, and foster a culture of respect for all in the mobility system.
Policy 1.8	Public Transit Access & Design Integration	Encourage mutual benefits between active transportation and public transit by improving active transportation access to transit stops and incorporating AC Transit multimodal design guidelines into projects.
Policy 1.9	Leverage Public Right-of-Way & New Development	Utilize existing City rights-of-way and public spaces, and leverage opportunities created through public and private development, to establish new active transportation facilities. Integrate these improvements into development review and capital project processes to expand network connectivity and accessibility over time.



Goal 2: Safety & Comfort

Goal 2: Safety & Comfort

Design and construct high-quality facilities and consistently enforce traffic regulations to make Albany a safe and comfortable place to walk, bike, and roll.

Table 3: Policy Recommendations for Goal 2: Safety & Comfort

Policy	Topic	Description
Policy 2.1	Safety for All	Prioritize safety for all users of the mobility system through a combination of design, enforcement, and education, with particular emphasis on the High Injury Network as identified in the <i>Albany Local Roadway Safety Plan (2023)</i> and the <i>Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)</i> . Employ the federally recognized Safe System Approach to evaluate a wide range of safety factors. Consider formal adoption of the goals and practices of the international Vision Zero program that seeks to eliminate all roadway fatalities and serious injuries.
Policy 2.2	High-Comfort Facilities for All	Provide comfortable, high-quality facilities for users of all ages and abilities, drawing upon guidance from NACTO, AASHTO, the California Department of Transportation, and other organizations at the forefront of active transportation design and best practices. Consistent with policy guidance from Alameda CTC, apply NACTO's "Designing for All Ages & Abilities" guidelines as a foundational standard for facility selection and design on the biking network, particularly for the designated "high comfort" biking network.
Policy 2.3	Traffic Calming & Street Width	Employ design features intended to slow traffic to safe operating speeds and encourage non-automobile modes such as reducing curb-to-curb street width where feasible. Adopt a programmatic approach to traffic calming and speed management that addresses communitywide considerations, including the provision of emergency services, rather than relying on block requests per the <i>Albany Traffic Calming Policy (2013)</i> .
Policy 2.4	Enforcement of Rights & Responsibilities	Strictly enforce the rights and responsibilities of all street users, including automobile users, public transit riders, and people walking, biking, and rolling.



Policy	Topic	Description
Policy 2.5	Speed Management & Enforcement	Maintain and enforce speed limits that provide for the safety of all mobility modes, including both motor vehicles and active transportation vehicles, with emphasis on the following measures: • Evaluate and, where appropriate, reduce speed limits on key corridors to achieve comfortable speeds for active transportation users, consistent with authority granted by California Assembly Bill 43 (2021). • Focus particularly on the high-injury networks identified in the <i>Albany Local Roadway Safety Plan (2023)</i> and <i>Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)</i>, and locations that generate high active transportation demand such as schools, commercial areas, and recreation facilities. • Work with state and regional agencies to investigate options for remote speed enforcement, including demonstration projects.
Policy 2.6	Lighting	Install and maintain ample lighting for active transportation facilities, drawing upon guidance and strategies from the <i>Citywide Streetlighting Evaluation (2024)</i> .
Policy 2.7	Bicycle Parking & Support Facilities	Install parking facilities for biking and rolling in high-demand locations such as commercial corridors, recreational areas, and public transit stops. Consider the needs of cargo bikes, e-bikes, scooters and other "micromobility" modes as well as traditional bikes. Encourage the provision of end-of-trip biking/rolling facilities such as secure parking, showers, lockers, and repair stations at employment centers, schools, and public destinations. Maintain best practices in regulations for facilities in new developments and significant renovations.
Policy 2.8	Pedestrian Amenities & Support Facilities	Supplement the pedestrian/walking network with high-quality amenities and support facilities such as street furniture, water fountains, shade structures, landscaping, street trees, public art, and flexible space for community-focused activities. Maintain best practices in regulations for facilities in new developments and significant renovations.
Policy 2.9	Sidewalk Obstruction Management	Ensure all sidewalks, paths, bikeways, and other active transportation facilities remain clear of parked vehicles and other obstructions through a combination of enforcement, education, and design measures.



Policy	Topic	Description
Policy 2.10	Intersection Treatments & Standards	Prioritize improvements at intersections to increase comfort for active transportation users and optimize operations for all modes. Draw upon the wide range of intersection treatments and best practices summarized in this plan and published in more detail by NACTO, the California Department of Transportation, the Federal Highway Administration, and other transportation agencies. Consider developing programmatic guidelines for the implementation of intersection treatments including "No Right on Red" restrictions.
Policy 2.11	Safe Routes to Schools	Apply the principles and measures of the nationally recognized Safe Routes to Schools program, including specific guidance provided by Alameda CTC, to guide the selection and design of active transportation facilities near schools. Prioritize measures that enhance safety, comfort, and accessibility for users of all ages who walk, bike, or roll to school.
Policy 2.12	Pedestrian Visibility at Corners	Maintain clear visibility at intersections, driveways, and other corners to ensure adequate sight lines and safety for all mobility modes. Review regulations and enforcement practices for fencing and landscaping to ensure adequate sight lines are maintained on all facilities.
Policy 2.13	Ongoing Safety Monitoring	Establish a formal program to monitor and evaluate active transportation collisions and other reported safety incidents. Consistent with the <i>Albany Local Roadway Safety Plan (2023)</i> , use collected data to identify high-risk locations, track trends over time, and inform the prioritization of safety improvements and education efforts.
Policy 2.14	Micromobility Safety	Consider adopting regulations governing the use of micromobility devices, including privately owned e-bikes and scooters, with an emphasis on safe speed and user behavior on shared-use paths to ensure comfort and safety for all. Establish clear and enforceable operating standards such as speed limits, yield requirements, age regulations, prohibitions on reckless or stunt riding, and, where feasible, separation or delineation of space for users traveling at different speeds. Apply consistent signage, education, and enforcement to support compliance.
Policy 2.15	Railroad Safety	Promote safety around the railroad right-of-way and at railroad crossings through design, education, and enforcement strategies. Coordinate with rail operators, public agencies, and schools to support and expand existing safety programs and increase public awareness of safe behaviors near rail facilities.



Goal 3: Positive Outcomes for All Users

Goal 3: Positive Outcomes for All Users Ensure the needs of all users, including disadvantaged populations, are integral factors in project prioritization and development.

Table 4: Policy Recommendations for Goal 3: Positive Outcomes for All Users

Policy	Topic	Description
Policy 3.1	Inclusive Facilities for All	Provide high-quality facilities for all users regardless of age, ability, socioeconomic status, or demographic background.
Policy 3.2	Accessibility Standards & Best Practices	Incorporate the latest accessibility standards and best practices into project design, such as the Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG).
Policy 3.3	Equity-Focused Investments	Prioritize investments in areas with the highest need for active transportation investment, including schools, senior populations, equity priority communities, historically underserved areas, and other areas of concern.
Policy 3.4	Healthy Communities	Develop, improve, and maintain active transportation facilities that encourage healthy communities and outdoor physical activity, including connections to recreational opportunities and sources of healthy foods.
Policy 3.5	Bike/Micromobility Sharing Program	Support bike-sharing and other shared micromobility programs and consider incentives for establishing and expanding such programs in Albany. Ensure shared-mobility programs include strict regulations for operators to manage all storage, maintenance, and enforcement needs.



Goal 4: Implementation & Funding

Goal 4: Implementation & Funding Integrate active transportation projects and programs into development Citywide and allocate sufficient resources for their ongoing implementation and maintenance.

Table 5: Policy Recommendations for Goal 4: Implementation & Funding

Policy	Topic	Description
Policy 4.1	CIP Priorities for Active Transportation	Align project planning, the Capital Improvement Program (CIP), and funding sources to implement active transportation priority projects.
Policy 4.2	Funding Commitment & Budget	Maintain reliable and sustained funding sources to ensure the safe and efficient operation of the active transportation system, including for new projects, ongoing maintenance, education, and enforcement.
Policy 4.3	Integration with New Projects	Consider active transportation needs in all transportation and development projects per the <i>Albany Complete Streets Policy (2013)</i> , and ensure alternative routing for active transportation users during all construction projects or other facility closures.
Policy 4.4	Maintenance & State of Good Repair	Regularly inspect and maintain public rights-of-way and infrastructure in a manner that provides safe conditions, keeps paved areas clear for all modes, minimizes long-term maintenance and rehabilitation costs, and generally maintains a state of good repair.



Program Recommendations

In collaboration with stakeholders, the project team drew upon ATP goals and policies to identify the programs shown in Table 6. These programs complement the active transportation networks to support the achievement of ATP goals and policies.

The highest-priority programs are summarized in Chapter 6 and will be recommended for inclusion in the City's future work program.



Table 6: Program Recommendations

Topic	Description
Accessibility Upgrades	Continue ongoing ADA program upgrades.
Bike & Micromobility Sharing	Implement a bike-sharing or micromobility program, including potential partnerships with regional or neighboring jurisdictions.
Bike Parking	Install additional bike parking at high-activity locations citywide.
Educational Programs	Continue to support traffic-safety educational programs including micromobility education. Continue to leverage existing partnerships with Alameda County, AUSD, and other stakeholders.
Intersection Safety & Visibility	Develop program to address smaller-scale intersection safety and accessibility needs. Priorities may include installation of new crosswalk markings at unsignalized intersections on the high comfort pedestrian network, installation of curb ramps at priority locations, and installation of raised elements at intersection red zones in high-activity areas.
Intersection Treatment Guidelines	Develop programmatic guidelines for the implementation of intersection treatments including "No Right on Red" restrictions.
Lighting	Continue to implement recommendations of the City of Albany Street Lighting Evaluation (2024).
Navigation & Wayfinding	Improve navigation and wayfinding resources, including accessible, multilingual physical signage and online and printed resources.
Railroad Safety	Coordinate with rail operators, public agencies, schools, and relevant property owners to support existing safety programs, harden barriers that discourage illegal crossings, and increase public awareness of safe behaviors near rail facilities.
Reduce Posted Speed Limits	Conduct a citywide speed study and evaluate potential speed limit reductions permitted under recent state law.
Speed Management & Enforcement	Update the traffic calming and speed management program to implement improvements proactively through an evaluation process.
Traffic Safety	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.
Transportation Demand Management	Identify and implement transportation demand management strategies to support mode shift with new development.



5. NETWORK RECOMMENDATIONS

Active Transportation Networks

The project team analyzed gaps and opportunities to complete the City’s active transportation networks based on:

- ATP goals
- Analysis of existing conditions, needs, and opportunities
- Network connectivity to origins and destinations across Albany
- Extensive engagement with agency and community stakeholders
- Plans & policy guidance from City of Albany, state/regional agencies, and neighboring cities
- Current best practices in active transportation and multimodal design

The full active transportation network is categorized into the pedestrian network and the biking network. Each is further divided into “nested” networks that establish a framework for prioritization of those modes, as depicted conceptually in Figure 13:

- **“Base” Network:** Minimum standards for pedestrians on all streets, paths & trails citywide; plus facilities specifically designated for biking
- **“High Comfort” Network:** Facilities with the highest levels of priority and treatment for active transportation modes

These are mapped for the pedestrian and biking networks in Figure 14 and Figure 15.

For the proposed pedestrian network (Figure 14) all streets are part of the base network. The map identifies streets proposed for the high comfort pedestrian network and shared-use paths. It also identifies intersections along the high comfort network and pedestrian priority intersections, which are locations prioritized based upon network crossings, safety analysis, and public engagement.

The map of the proposed biking network (Figure 15) identifies shared-use paths and on-street bikeways. It also identifies facilities proposed for the high comfort network and bicycle priority intersections where existing intersection controls do not facilitate bicycle crossings.



Figure 13: "Nested" Networks

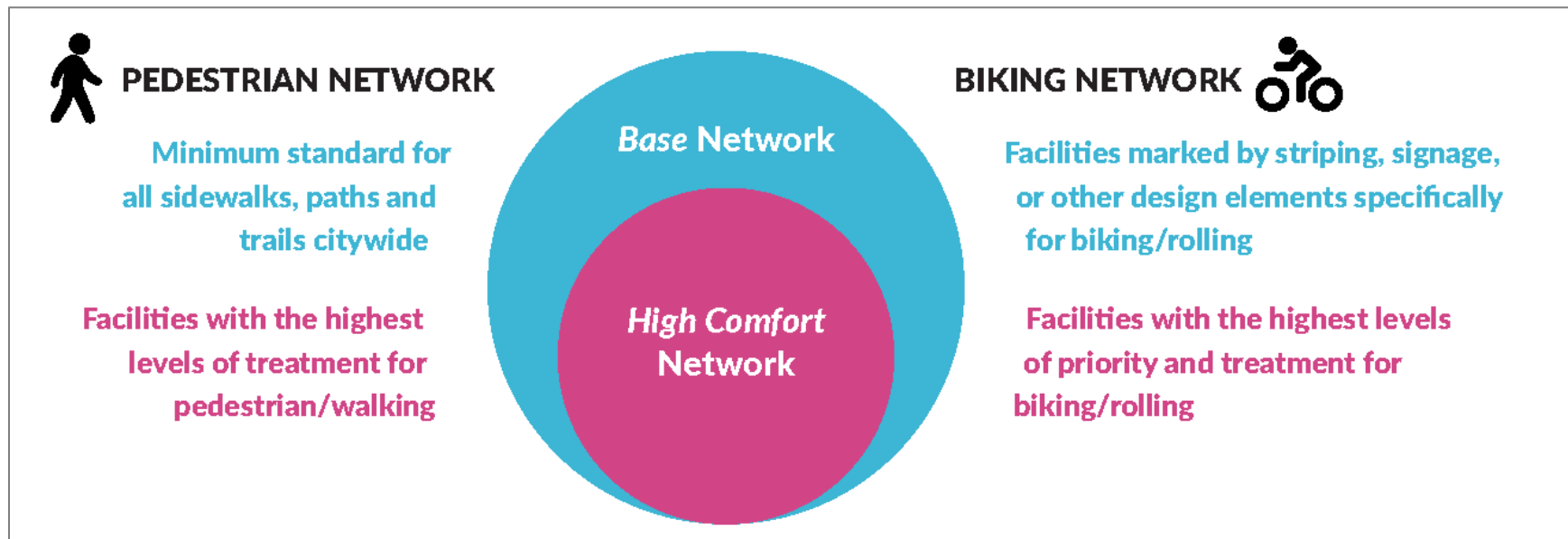


Figure 14: Proposed Pedestrian Network



Proposed Biking Network

- Shared-Use Paths
- On-Street Bikeways
- High Comfort Network
- Signalized Intersection
- Bicycle Priority Intersection

Source: City of Albany, 2026.

The map displays the proposed biking network in Albany, California, showing various bike routes and landmarks. Key features include:

- Shared-Use Paths:** Represented by dark green lines, including the Bay Trail and paths along the Albany Hill and Golden Gate Fields.
- On-Street Bikeways:** Represented by blue lines, showing routes along major streets like Cleveland Ave, Solano Ave, and Marin Ave.
- High Comfort Network:** Represented by light green shaded areas, indicating zones with high-quality bike infrastructure.
- Signalized Intersections:** Marked with a circular icon containing a traffic light symbol.
- Bicycle Priority Intersections:** Marked with a blue circular icon.
- Landmarks and Schools:** Labeled include Albany Children's Center, Cornell Elementary, Albany Library Community Center, Ocean View Elementary, University Village, Albany Middle, Albany High, and Saint Mary's College High.
- Geographic Features:** Albany Hill Park, Albany Bulb, and Golden Gate Fields are shown.
- Transportation Corridors:** Major roads like Highway 580, Highway 80, and Highway 123 are indicated.
- Scale and Orientation:** A scale bar shows 0.25 miles, and a north arrow is located in the bottom right corner.

All Ages & Abilities Guidance for the High Comfort Biking Network

The “high comfort” network for biking/rolling relies on NACTO’s All Ages & Abilities (AAA) guidance, which is a nationally accepted best practice for bikeway selection. It is adopted as policy by both Alameda CTC and MTC:

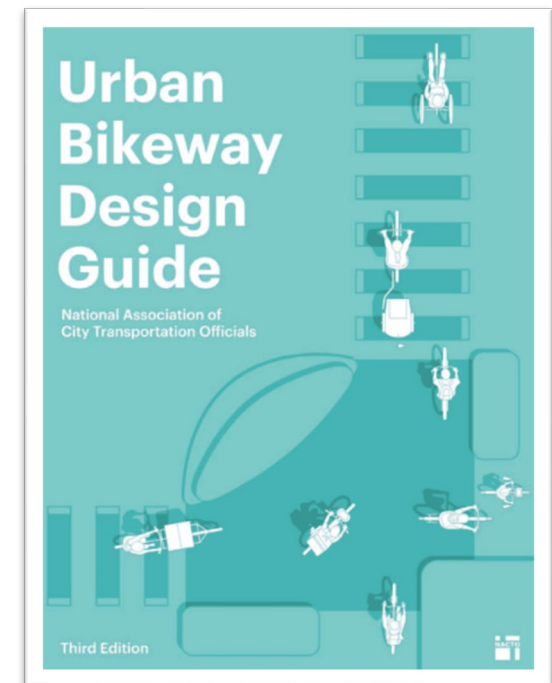
- **Alameda CTC:** *Local Bicycle Master Plan Guidelines*
- **MTC:** *Complete Streets Policy* for regional bikeways

Table 7 shows current NACTO guidance to achieve the AAA standard with various types of biking/rolling facilities. As the table demonstrates, there are three main categories of tools to achieve the AAA standard:

- Construct bike facilities of various types
- Regulate motor vehicle speed
- Regulate motor vehicle volume

Table 7: NACTO Facility Selection Guidance for All Ages & Abilities Bikeways

 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



Network Quality Guidelines

Network quality guidelines, shown in Table 8, are how specific facilities are defined in each network and can help identify the need for improvement projects. The project team drew from the latest guidance and best practices at state and national levels to develop these quality guidelines, including but not limited to:

- NACTO *Urban Bikeway Design Guide (3rd Ed.)*
- NACTO *Urban Street Design Guide*
- NACTO *Designing for All Ages & Abilities*
- Caltrans *Design Information Bulletin (DIB)-94 Complete Streets: Contextual Design Guidance*
- American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities (5th Ed.)*
- Federal Highway Administration (FHWA) *Guide for Improving Pedestrian Safety*

Table 8: Network Quality Guidelines

Network	Base Network Guidelines	High Comfort Network Guidelines
Pedestrian	• Sidewalk or path with ample width, no obstructions, and full accessibility including curb ramps	• Sidewalk or path with ample width & no obstructions • Marked or otherwise improved crossing facilities at intersections • Additional enhancements to be determined case-by-case based on context, such as additional width, lighting, trees/landscaping, shade, furniture, commercial kiosks, or art.
Biking	• NACTO minimum guidance for biking/rolling facilities • City Comfort Level 3 (Medium) or better	• NACTO guidance for All Ages & Abilities (AAA) bikeways • City Comfort Level 1 (Highest) or Level 2 (High)

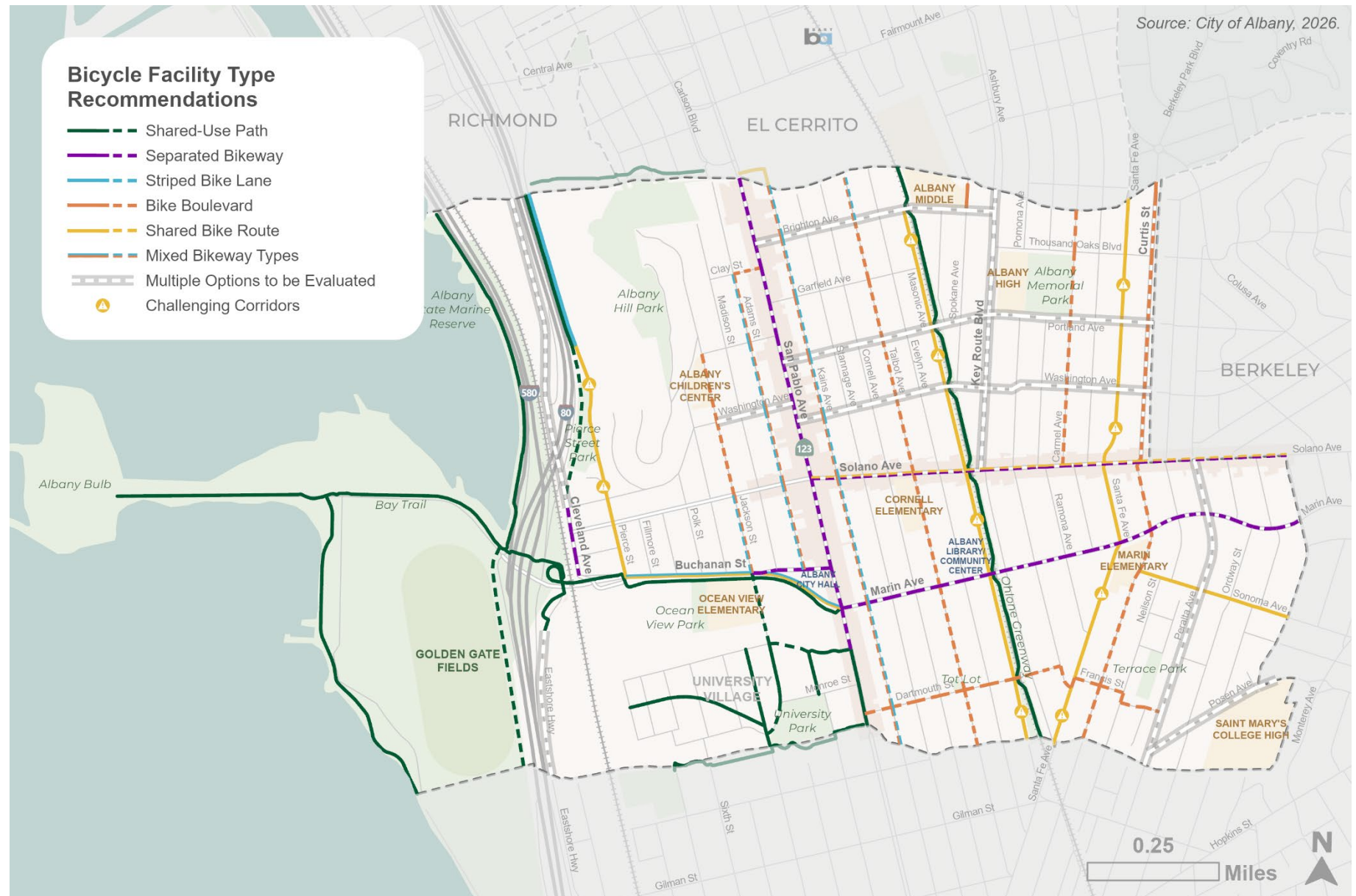
Bicycle Facility Type Recommendations

For on-street bikeways, specific roadway characteristics including the available width, motor vehicle speed, and motor vehicle volume help determine the potential options for facility types. For some roadways, NACTO guidance offers several options to achieve the desired quality and level of comfort.

Figure 16 shows preliminary facility recommendations for each corridor on the proposed biking network. The corridors marked “multiple options to be evaluated” may be able to achieve the desired quality and level of comfort in more than one way. However, each option generally involves some trade-offs and decisions that will need to be weighed carefully in future project development.



Figure 16: Bicycle Facility Type Recommendations



6. IMPLEMENTATION RECOMMENDATIONS

Priority Projects

Drawing upon the ATP networks, quality guidelines, and best practices, the project team applied the following process to identify ATP projects:

- Compared existing conditions to the draft networks & associated quality guidelines
- Identified gaps, corridors, and intersections that do not currently meet the desired quality guidelines
- Identified potential projects to achieve the desired quality guidelines

Following project identification, the project team then evaluated and prioritized the suite of potential projects against the criteria shown in Table 9, which were drawn from ATP goals and stakeholder input.

Table 9: Project Prioritization Criteria

Access & Connectivity	Safety & Comfort	Stakeholder Input
• Closes substantial gap in network likely to have high user demand • Improves capacity of high-demand facility	• Significantly improves substandard facility • Low existing comfort rating (1-2) • High collision rate	• Large number of “top 3” rankings from community outreach • City Council & TC recommendations

The full project list with descriptions and other details is included as Appendix B. The following sections summarize the priority projects across these categories:

- Fully Funded & In Progress Capital Projects (*initiated under prior ATP with implementation ongoing*)
- Priority Projects: Under Development
- Priority Projects: Not Yet Initiated



Fully Funded & In Progress Capital Projects

Table 10 lists projects that are already funded and in progress. They were initiated under the prior *Active Transportation Plan (2019)*, and as they are projected for completion soon after ATP adoption, this list provided for context but the projects are not included in the current ATP project recommendations.

Table 10: Fully Funded & In Progress Capital Projects

Type	Project
Pedestrian & Biking	Marin Ave Paving (Key Route Blvd to Tulare Ave)
Biking	Cleveland Cycle Track (Washington Ave to Cleveland Ave)
Biking	Jackson Bikeway (Buchanan St to Ohlone Ave)

Priority Projects: Under Development

Table 11 lists priority projects that are already under development. Projects are listed by type and then alphabetically and are not in prioritized order.

Table 11: Priority Projects, Under Development

Type	Project	Brief Description (<i>Full Project List in Appendix B</i>)
Pedestrian	Santa Fe Ave Pedestrian Corridor	Intersection improvements at Santa Fe Ave/Key Route Blvd and Santa Fe Ave/Marin Ave; traffic signal improvements at Santa Fe Ave/Solano Ave
Pedestrian	Thousand Oaks Blvd Sidewalk	Install 5' sidewalks where missing north of Memorial Park
Pedestrian	Uptown Solano Ave ADA Curb Ramps	Upgrade curb ramps between Key Route Blvd and Tulare Ave
Biking	Adams-Clay Bikeway	One-way motor vehicle traffic, contraflow bike lane with intersection treatments to facilitate through movements
Biking	Kains Ave Bikeway	One-way motor vehicle traffic, contraflow bike lane with intersection treatments to facilitate through movements
Shared-Use Path/Trail	Pierce-Cleveland Connector Path	Shared-use path connecting Cleveland Ave to Pierce St via Pierce St Park



Priority Projects: Not Yet Initiated

Table 12 lists priority projects that have not yet been initiated. Projects are listed by type and then alphabetically and are not in prioritized order.

Table 12: Priority Projects, Not Yet Initiated

Type	Project	Brief Description <i>(Full Project List in Appendix B)</i>
Pedestrian & Biking	Garfield Ave-Ohlone Crossing & Sidewalk Gap	Pedestrian and biking/rolling crossing connecting Garfield Ave to Ohlone Greenway across Masonic Ave
Pedestrian & Biking	Key Route Blvd Streetscape Improvements	Improve pedestrian experience; median stops for cross-streets where missing; mid-block crossing between street median and Albany High School for student use; protected bikeway OR striped/buffered bike lanes OR median path
Pedestrian & Biking	Lower Marin Ave Streetscape Improvements	Improve pedestrian experience; intersection improvements at San Pablo Ave/Marin Ave and Marin Ave/Talbot Ave; protected bikeway
Pedestrian & Biking	Mid-Marin Ave Streetscape Improvements	Improve pedestrian experience; intersection improvements at Marin Ave/Santa Fe Ave & Marin Ave/Curtis St; protected bikeway
Pedestrian & Biking	Uptown Solano Ave Streetscape Improvements	Streetscape improvement project (including pavement, drainage, lighting, green infrastructure); eastbound/uphill protected bikeway; westbound/downhill shared lane with parking converted to parallel; traffic signal improvements at Solano Ave/Santa Fe Ave; consider signal at Solano Ave/Peralta Ave
Pedestrian	Hillside Ave Sidewalk Gap	Install 5' sidewalks where missing
Pedestrian	Pierce St South Pedestrian Corridor	Address parking on sidewalk and provide an accessible path for pedestrians which may include new parking lanes, parking restrictions and/or ROW modifications
Biking	Adams-Carlson Bikeway Connection	Biking/rolling connection across Cerrito Creek connecting to Carlson St in El Cerrito
Biking	Jackson-Adams Bikeway Connection	Two-way separated bikeway along Buchanan St between Jackson St and Adams St; intersection improvements at Buchanan St/Jackson St



Type	Project	Brief Description <i>(Full Project List in Appendix B)</i>
Biking	San Pablo Ave Cycle Track & Marin Intersection	Extension of two-way cycle track along San Pablo Ave from southern end of Gill tract to Marin Ave; intersection improvements at San Pablo Ave/Marin Ave
Shared-Use Path/Trail	Bay Trail Junctions	Improve trail junctions at Albany Bulb entrance and I-580 off-ramp intersection
Shared-Use Path/Trail	Ohlone Greenway Expansion	Widen facility and better separate modes; combine with improvements to Masonic Ave; create direct connection to Albany Middle School
School Access	Albany High School Access Improvements	Intersection improvements at Key Route Blvd/Portland Ave, Portland Ave/Ramona Ave, Portland Ave/Pomona Ave, and Thousand Oaks Blvd/Key Route Blvd; mid-block pedestrian crossing and traffic calming along Key Route Blvd
School Access	Albany Middle School Access Improvements	Direct bike/ped/ADA connection between the Ohlone Greenway, Albany Middle School, and Cougar Field; improve vehicle loading and circulation, including potential changes/restrictions along Brighton Ave and San Gabriel Ave
School Access	Cornell Elementary School Access Improvements	Intersection improvements at Solano Ave/Talbot Ave and Solano Ave/Cornell Ave; improve vehicle circulation and bike/ped school access



Priority Programs

The project team evaluated the thirteen ATP programs listed in Chapter 4 (Table 6) using the prioritization criteria shown in Table 13 covering cost, benefit, and community input.

Table 13: Program Prioritization Criteria

Benefit	Cost	Stakeholder Input
Relatively high benefit to achieve ATP goals	Relatively low cost to implement & maintain	Many supportive votes & comments

Table 14 shows the four highest-priority programs resulting from the prioritization process. Programs are listed alphabetically and are not in prioritized order.

Table 14: Priority Programs

Topic	Description
Intersection Safety & Visibility	Develop program to address smaller-scale intersection safety and accessibility needs. Priorities may include installation of new crosswalk markings at unsignalized intersections on the high comfort pedestrian network, installation of curb ramps at priority locations, and installation of raised elements at intersection red zones in high-activity areas.
Lighting	Continue to implement recommendations of the City of Albany Street Lighting Evaluation (2024).
Railroad Safety	Coordinate with rail operators, public agencies, schools, and relevant property owners to support existing safety programs, harden barriers that discourage illegal crossings, and increase public awareness of safe behaviors near rail facilities.
Speed Management & Enforcement	Update the traffic calming and speed management program to implement measures proactively through an evaluation process.



Implementation Next Steps

The ATP provides Albany with a framework to be used in CIP planning, development review, grant applications, roadway resurfacing, traffic calming, and regional agency coordination. Implementation will occur over time as funding, staff capacity, and coordination opportunities allow.

Three broad guidelines for effective ATP implementation are listed below, and Table 15 on the following page presents a sample timeline for typical project implementation. Actual schedules will vary depending on project-specific factors such as complexity, prior work completed, funding availability, and interagency and stakeholder coordination. In general, the full process of planning, designing, permitting, and constructing an active transportation project, particularly at the corridor level, can take 3-8 years.

1. **Maintain an Ongoing Implementation List:** The project list in Appendix B should be maintained as the working implementation list for ATP projects and programs. Keep it updated as priorities, status, cost estimates, funding, and delivery details change.
2. **Advance Projects Opportunistically:** Use the prioritization evaluation in this ATP as a baseline, while continuing to monitor potential opportunities that may arise to advance specific projects or programs through funding availability, regional coordination, or overlap with other projects and maintenance activities.
3. **Track & Report Progress:** Provide periodic updates through the City's budget, Capital Improvement Program, Transportation Commission, or City Council processes. Consider supplementing the ongoing implementation list with metrics to track progress. Some potential metrics could include:
 - Number or percentage of priority projects advanced and/or completed
 - Miles of high-comfort bikeways completed
 - Number of intersection safety treatments installed
 - Number of bike parking spaces installed
 - Number of school access improvements completed
 - Number or percentage of programs initiated
 - Changes in collision trends involving pedestrians and bicyclists
 - Grant dollars secured

Overlapping Opportunities

Some projects can be implemented more efficiently or quickly when coordinated with other adjacent work, such as:

- Street resurfacing and maintenance
- Utility work
- Improvements to schools and civic facilities
- Transit projects and related access improvements
- Regional and partner agency projects
- Private development projects with frontage improvements



Table 15: Sample Project Implementation Timeline

Development Activity	Typical Duration	Typical Activities & Outcomes
Grant Applications & Funding Requests	6–9 months per request (<i>ongoing</i>)	Prepare funding application materials, cost estimates, cost-benefit analyses, support letters, and resolutions as needed for multiple sources. Timing depends on grant cycles and ideally occurs concurrently with other activities.
Conceptual Planning & Agency Coordination	6–12 months	Conduct initial study to define project goals and evaluate potential design options, benefits, constraints, costs, and impacts, including initial coordination and review with agency partners and community stakeholders.
Preliminary Engineering	6–12 months	Advance conceptual plans into more detailed design to better define project features, costs, impacts, and information needed to support environmental review.
Environmental Review	3–12 months	Complete environmental requirements including any technical studies. (While many active transportation projects qualify for exemptions that can be processed quickly, some projects may have additional requirements depending on complexity, funding sources, or special conditions.)
Final Design (Plans, Specifications & Estimates)	6–12 months	Prepare bid-ready documents, technical specifications, engineer’s estimate, and permitting materials.
Right-of-Way & Easement Agreements	3–18 months	Complete any agreements required for property access or maintenance. (While only needed for some projects, this can be a major schedule driver.)
Construction Procurement	3–6 months	Advertise, bid, award, and execute construction contract.
Construction	3–18 months	Construct project. Timeline is highly dependent on project scale, utility conflicts, traffic control, phasing, and seasonal constraints.
Post-Construction Monitoring	6–12 months after completion	Evaluate operations, safety, user comfort, maintenance needs, and potential refinements after project is open to the public.

NOTE: Actual schedules will vary depending on factors such as project complexity, prior work completed, funding availability, and interagency and stakeholder coordination.



Funding

Implementation of the ATP will require a combination of funding sources from all levels, including ongoing monitoring of the ever-evolving landscape of funding programs and eligibility requirements.

Table 16 on the following page lists the most viable funding sources for active transportation at the time of ATP adoption. Several strategies can help maximize funding opportunities across many of these programs:

- 1. Monitor & Pursue Multiple Funding Sources:** Building on the information in Table X, regularly review available opportunities and match projects to the most appropriate potential funding sources. Given the uncertainty of many discretionary programs and the highly competitive nature of grant programs, Albany should pursue funding opportunities from multiple potential sources.
- 2. Pursue High-Priority, High-Benefit Projects:** High-benefit projects tend to be the most competitive in grant programs, especially given their typically strong results in the benefit-cost analyses required in many grant applications. To maximize funding opportunities for active transportation, emphasize funding programs that support positive outcomes related to mobility, safety, equity, school access, transit connections, climate goals, and regional connectivity.
- 3. Leverage Local Funds:** Beyond directly funding smaller projects and programs, local funds can create a “multiplier effect” by preparing larger projects for grant eligibility. The most competitive grant applications typically result from locally funded planning efforts that develop conceptual options, planning-level cost estimates, and support from community and agency stakeholders.
- 4. Partner with Stakeholder Agencies:** Partnering with neighboring jurisdictions or regional agencies to jointly pursue funding can greatly strengthen applications for competitive funding. This could include co-authoring grant applications or more formalized memoranda of understanding to share the costs of planning, design, construction, or operations for projects with mutual benefits.



Table 16: Potential Funding Sources for Active Transportation

Funding Source	Administering Agency	Cycle/Frequency	Potential ATP Uses
Capital Improvement Program (link)	City of Albany	Reviewed through City's budget process	General project development, design & construction activities
Development Review & Capital Facilities Impact Fee	City of Albany	Varies by development activity and budget constraints	General project development, design & construction activities
Alameda CTC Comprehensive Investment Plan (link)	Alameda CTC	Five-year programming period with full updates generally every two years	General project development, design & construction activities
One Bay Area Grant Program (OBAG) (link)	Metropolitan Transportation Commission (MTC)	Multi-year funding cycles; OBAG 3 covered 2023-2026 and OBAG 4 covers 2027-2030	General project development, design & construction activities
California Active Transportation Program (link)	California Transportation Commission (CTC)	Generally multi-year competitive cycles, with Cycle 7 covering FY 2025/26-2028/29	General project development, design & construction activities
Caltrans Sustainable Transportation Planning Grants (link)	Caltrans	Generally annual grant cycle	Planning, feasibility studies, engagement, and conceptual design
Local Highway Safety Improvement Program (link)	Caltrans	Generally every 1-2 years	Collision-reduction and systemic safety improvements
Office of Traffic Safety Grants (link)	California Office of Traffic Safety	Generally annual grant cycle	Education, encouragement, enforcement, and traffic safety campaigns
Urban Greening Grants (link)	California Natural Resources Agency	Two competitive cycles, with first cycle beginning in 2026	Green streets, shade, urban greening, pedestrian, bicycle and trail-related projects



Funding Source	Administering Agency	Cycle/Frequency	Potential ATP Uses
Transportation Fund for Clean Air – Regional Fund (link)	Bay Area Air Quality Management District	Generally annual; Alameda CTC coordinates with the biennial CIP and may program off-cycle as needed	Bicycle facilities, bike parking, first- and last-mile connections, and trip-reduction projects



Albany Active Transportation Plan 2026

Appendix B: Project List



*Review Draft
May 2026*



Albany Active Transportation Plan - Project List (Review Draft, May 2026)

Project Type	Name	Brief Description	Detailed Project Elements (May Contain Multiple Options)
Priority Projects: Under Development			
Pedestrian	Santa Fe Ave Pedestrian Corridor	Intersection improvements at Santa Fe/Key Route and Santa Fe/Marin; traffic signal improvements at Santa Fe/Solano	- Widen sidewalks to 5' standard - Pedestrian improvements at Key Route intersection - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Consider additional elements listed in Marin Elementary School Access Improvements project
Pedestrian	Thousand Oaks Blvd Sidewalk	Install 5' sidewalks where missing (north side of Memorial Park)	- Install 5' sidewalks where missing along north side of Memorial Park
Pedestrian	Uptown Solano Ave ADA Curb Ramps	Upgrade curb ramps between Key Route and Tulare	- Upgrade curb ramps between Key Route and Tulare
Biking	Adams-Clay Bikeway	One-way motor vehicle traffic, contraflow bike lane with intersection treatments to facilitate through movements	- Revert to one-way motor vehicle traffic with contraflow bicycle lane - Intersection treatments, potentially including new intersection controls, to facilitate through movements across larger streets such as Washington & Solano; traffic calming to limit vehicle speed <20 MPH to supplement striping
Biking	Kains Ave Bikeway	One-way motor vehicle traffic, contraflow bike lane with intersection treatments to facilitate through movements	- Revert to one-way motor vehicle traffic with contraflow bicycle lane - Intersection treatments, potentially including new intersection controls, to facilitate through movements across larger streets such as Brighton, Portland, Washington; traffic calming to limit vehicle speed <20 MPH to supplement striping
Shared-Use Path/Trail	Pierce-Cleveland Connector Path	Multi-use path connecting Cleveland Ave to Pierce St via Pierce St Park	- Multi-use path connecting Cleveland Ave to Pierce St via Pierce St Park including sections of existing path
Priority Projects: Not Yet Initiated			
Pedestrian & Biking	Garfield Ave-Ohlone Crossing & Sidewalk Gap	Pedestrian and biking/rolling crossing connecting Garfield Ave to Ohlone Greenway across Masonic Ave	- Pedestrian and biking/rolling crossing connecting Garfield Ave to Ohlone Greenway across Masonic Ave
Pedestrian & Biking	Key Route Blvd Streetscape Improvements	Improve pedestrian experience; median stops for cross-streets where missing; mid-block crossing between street median and High School for student use; protected bikeway OR striped/buffered bike lanes OR median path	- Widen sidewalks to 5' standard - Consider median path and/or median changes - Consider east-west median stop controls, potentially in coordination with east-west corridor projects - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Protected bikeway or striped/buffered bike lanes (likely parking impact) - Consider additional elements listed in Albany Middle School Access Improvements & Albany High School Access Improvements project
Pedestrian & Biking	Lower Marin Ave Streetscape Improvements	Improve pedestrian experience; intersection improvements at San Pablo/Marin and Marin/Talbot; protected bikeway	- Protected intersection or other crossing treatments at Marin/San Pablo & Marin/Talbot - Consider additional sidewalk width, crossing treatments, lighting & other amenities as ped priority corridor - Protected bikeway including parking-protected options
Pedestrian & Biking	Mid-Marin Ave Streetscape Improvements	Improve pedestrian experience; intersection improvements at Marin/Santa Fe & Marin/Curtis; protected bikeway	- Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Protected bikeway including parking-protected options - Intersection controls at Marin/Curtis & Marin/Santa Fe to facilitate north-south bikeway movement - Consider additional elements listed in Marin Elementary School Access Improvements project
Pedestrian & Biking	Uptown Solano Ave Streetscape Improvements	Streetscape improvement project (including pavement, drainage, lighting, green infrastructure), eastbound/uphill protected bikeway, westbound/downhill shared lane with parking converted to parallel, traffic signal improvements at Solano/Santa Fe, consider signal at Solano/Peralta	- Streetscape improvement project including pavement, drainage, lighting, green infrastructure, bicycle and pedestrian improvements - Parallel parking on north side of street and uphill cycletrack between angled parking and sidewalk on south side of street - Traffic signal improvements at Solano/Santa Fe - Consider signal at Solano/Peralta

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Project Type	Name	Brief Description	Detailed Project Elements (May Contain Multiple Options)
Pedestrian	Hillside Ave Sidewalk Gap	Install 5' sidewalks where missing	- Install 5' sidewalks where missing
Pedestrian	Pierce St South Pedestrian Corridor	Address parking on sidewalk and provide an accessible path for pedestrians which may include new parking lanes, parking restrictions and/or ROW modifications	- Address parking on sidewalk to provide an accessible path for pedestrians which may include new parking lanes, parking restrictions and/or ROW modifications - Widen sidewalk to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Biking	Adams-Carlson Bikeway Connection	Biking/rolling connection across Cerrito Creek connecting to Carlson St in El Cerrito	- Biking/rolling connection between Adams St & Carlson St bikeway (El Cerrito), including potential connections to Cerrito Creek Path and/or San Pablo Ave
Biking	Jackson-Adams Bikeway Connection	Two-way separated bikeway along Buchanan between Jackson and Adams, intersection improvements at Buchanan/Jackson	- Two-way separated bikeway along north side of Buchanan between Jackson and Adams, using space from realigning Buchanan/Marin merge identified in 2013 Complete Streets report and subsequent design development - Intersection improvements at Buchanan/Jackson, potentially including updated signage, right turn on red restrictions, a protected left-turn phase, leading pedestrian and bicycle intervals, and wider shared-use path ramps per Complete Streets design - Consider additional elements listed in Ocean View Elementary School Access Improvements project
Biking	San Pablo Ave Cycle Track & Marin Intersection	Extension of two-way cycle track along San Pablo from southern end of Gill tract to Marin, intersection improvements at San Pablo/Marin	- Extension of two-way cycle track along west side of San Pablo from current terminus at southern end of Gill tract (between Monroe & Marin) to Marin - Protected intersection treatments at San Pablo/Marin intersection
Shared-Use Path/Trail	Bay Trail Junctions	Improve trail junctions at Albany Bulb entrance and I-580 off-ramp intersection	- Improve junctions of path segments at Albany Bulb entrance and at I-580 off-ramp intersection
Shared-Use Path/Trail	Ohlone Greenway Expansion	Widen facility and better separate modes, combine with improvements to Masonic Ave, create direct connection to Albany Middle School	- Widen facility & consider separating uses among high-speed biking/rolling, low-speed biking/rolling & pedestrian/walking, potentially combined with improvements to Masonic - Create direct connection from Greenway to Middle School parking lot - Consider additional elements listed in Albany Middle School Access Improvements project
School Access	Albany High School Access Improvements	Intersection improvements at Key Route/Portland, Portland/Ramona, Portland/Pomona, and Thousand Oaks/Key Route, mid-block pedestrian crossing and traffic calming along Key Route	- Intersection crossing treatments at Key Route/Portland, Portland/Ramona, Portland/Pomona & Thousand Oaks/Key Route to support safe routes to Albany High, which may include median stop control (along Key Route), striping, crosswalk enhancements, curb extensions, lighting & signage. - New mid-block pedestrian crossing along Key Route which may include crosswalk striping & enhancements, traffic calming (speed bumps/tables, raised crosswalks), RRFBs, lighting & signage. - Consider additional elements listed in Key Route, Portland & Thousand Oaks corridor projects
School Access	Albany Middle School Access Improvements	Direct bike/ped/ADA connection between the Ohlone Greenway, Albany Middle School, and Cougar Field; improve vehicle loading and circulation, including potential changes/restrictions along Brighton and San Gabriel	- Circulation and access improvements to support safe routes to Albany Middle, including evaluating a new direct connection between the Ohlone Greenway & parking lot behind AMS for bicycle & ADA access to Cougar Field; additional intersection crossing treatments and/or measures to prevent use of red zones for loading - Evaluate vehicle circulation changes or movement restrictions on Brighton & San Gabriel corridors - Consider additional elements listed in Masonic, Brighton, Spokane, Key Route & Ohlone Greenway corridor projects
School Access	Cornell Elementary School Access Improvements	Intersection improvements at Solano/Talbot and Solano/Cornell, improve vehicle circulation and bike/ped school access	- Intersection crossing treatments at Solano/Talbot & Solano/Cornell to support safe routes to Cornell Elementary, which may include crosswalk enhancements, RRFBs, lighting & signage - Evaluate vehicle circulation changes & additional bike/ped improvements, including sidewalk widening, along Talbot & Cornell - Consider additional elements listed in Solano, Talbot & Cornell corridor projects

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Project Type	Name	Brief Description	Detailed Project Elements (May Contain Multiple Options)
Other Identified Projects on High Comfort Networks			
Pedestrian	Brighton St Pedestrian Corridor	Improve pedestrian access routes, improve pedestrian experience, particularly on school side; school-time traffic restrictions OR other circulation changes by Albany Middle School	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, particularly on school side - Consider additional elements listed in Albany Middle School Access Improvements project
Pedestrian	Buchanan Complete Streets Improvements	Intersection improvements at Buchanan/Pierce, Buchanan/Jackson and Buchanan/Taylor; improve pedestrian experience	- Improve pedestrian crossings at Buchanan/Pierce & Buchanan/Jackson - Add new pedestrian crossings at Taylor and/or Polk - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Consider additional elements listed in Ocean View Elementary School Access Improvements project
Pedestrian	Cerrito Creek Pedestrian Connection	Pedestrian path connecting from Orientation Center path at Adams to Albany Hill Trails along south side of Cerrito Creek	-Pedestrian path connecting from Orientation Center path at Adams to Albany Hill Trails along south side of Cerrito Creek
Pedestrian	Dartmouth St-Francis St Corridor	Improve pedestrian access routes, improve pedestrian experience, include short segments on Santa Fe and Pomona	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Include short segments on Santa Fe & Pomona (also listed as separate project corridors)
Pedestrian	Downtown Solano Ave Pedestrian Corridor	Intersection improvements at Solano/Jackson; evaluate potential closure of motor vehicles between Adams and San Pablo	- Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, including ramp & striping upgrades at Solano/Jackson intersection & crossing treatments at San Pablo, Cornell, Talbot & Masonic intersections - Adams to San Pablo: Consider closure to motor vehicles - Consider additional elements listed in Cornell Elementary School Access Improvements project
Pedestrian	Jackson St North Pedestrian Corridor	Improve pedestrian access routes, crossing improvements at Jackson/Solano, improve pedestrian experience, particularly near Albany Children's Center	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, particularly on school side
Pedestrian	Peralta Ave Pedestrian Corridor	Improve pedestrian access routes, improve pedestrian experience, consider signal at Solano/Peralta	- Widen sidewalks to 5' standard - Consider additional sidewalk width, crossing treatments, lighting & other amenities as ped priority corridor
Pedestrian	Pierce St North Pedestrian Corridor	Improve pedestrian access routes, improve pedestrian experience	- Widen sidewalks to 5' standard - Add new crossings and/or crossing improvements to enhance access to path on west side of street - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Pedestrian	Portland Ave Pedestrian Corridor	Improve pedestrian access routes, improve pedestrian experience	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Consider additional elements listed in Albany High School Access Improvements project
Pedestrian	Posen Ave Pedestrian Corridor	Improve pedestrian access routes, improve pedestrian experience	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, particularly on school side
Pedestrian	Sonoma Ave Pedestrian Corridor	Intersection improvements at Sonoma/Curtis	- Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Pedestrian	Talbot Ave Pedestrian Corridor	Intersection improvements at Talbot/Marin and Talbot/Solano; widen sidewalks and/or loading areas around school	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, particularly on school side - Consider additional elements listed in Cornell Elementary School Access Improvements project
Pedestrian	Washington Ave Pedestrian Corridor	Address parking on sidewalk by establishing new parking lanes and/or restrictions	- Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, including prevention of sidewalk parking

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Project Type	Name	Brief Description	Detailed Project Elements (May Contain Multiple Options)
Biking	Brighton St Bikeway	Protected bikeway OR striped/buffered bike lanes	- San Pablo to Masonic: Protected bikeway or striped/buffered bike lanes (likely parking impact); Consider intersection controls at Kains to facilitate north-south bikeway movement - Masonic to Key Route: Consider additional elements listed in Albany Middle School Access Improvements project
Biking	Curtis St Bikeway	Bike boulevard treatments including intersection treatments to facilitate through movements across larger streets	- Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT. - Bike Blvd in downhill/direction and striped bike lanes in uphill/direction - Intersection treatments, potentially including new intersection controls, to facilitate through movements across larger streets such as Thousand Oaks, Portland, Washington, Solano & Marin - Consider additional elements listed in Marin Elementary School Access Improvements project
Biking	Dartmouth St-Francis St Bikeway	Bike boulevard treatments	- Bike Blvd with traffic calming to limit vehicle speed <20 MPH to supplement existing striping - Intersection bicycle crossing treatments, which may include stop control changes and striping - Include short segments on Santa Fe & Pomona (also listed as separate project corridors)
Biking	Jackson St South Bikeway	Two-way protected bikeway along Jackson St, connection to Codornices Creek Path, biking/rolling connection to Berkeley bike network	- Two-way protected bikeway/multi-use path along east side of Jackson St - Multi-use path connection to Codornices Creek Path - Connection to Berkeley via 8th St Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Consider alternate multi-use path connection to Berkeley at 9th St Bike Blvd - Consider additional elements listed in Ocean View Elementary School Access Improvements project
Biking	Posen Ave Bikeway	Traffic calming to limit vehicle speeds; coordinate with Berkeley on facility connections	- Pending speed/volume data - likely needs reductions to achieve high comfort - Coordinate with Berkeley to transition biking/rolling facilities through Monterey Ave intersection
Biking	San Pablo Ave Bikeway	Protected bikeway along extent of San Pablo Avenue	- Long-term vision for protected bikeway (likely traffic/parking impacts) to achieve high-comfort status, balanced with transit priority and other roadway functions
Biking	Talbot Ave Bikeway	Contraflow bike lane (North of Brighton); school-time traffic restrictions OR other circulation changes (between Solano and Marin)	- North City Limit to Brighton: SB Bike Blvd with sharrow striping & traffic calming; Contra-flow constrained buffered bike lane - Brighton to South City Limit: Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <20 MPH; protected bikeway or striped/buffered bike lanes (likely parking impact); Consider school-time traffic restrictions or other circulation changes between Solano & Marin - Intersection treatments, potentially including new intersection controls, to facilitate through movements across larger streets such as Solano & Marin - Consider additional elements listed in Cornell Elementary School Access Improvements project
Biking	Washington Ave Bikeway	Bike boulevard treatments OR protected bikeway OR striped/buffered bike lanes; improvements at intersections where bicycle facilities intersect	- Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Protected bikeway or striped/buffered bike lanes (likely parking impact) - Consider intersection controls at Adams, Kains & Curtis to facilitate north-south bikeway movement
Shared-Use Path/Trail	Village Creek Path	Multi-use path connecting Jackson St to existing path adjacent to Sprouts grocery	- Multi-use path connecting Jackson St to existing segments linking San Pablo & Monroe
School Access	Marin Elementary School Access Improvements	Intersection improvements at Marin/Santa Fe, Marin/Curtis, and Curtis/Sonoma, improve pedestrian experience, improve vehicle loading and bike/ped school access	- Intersection crossing treatments at Marin/Santa Fe, Marin/Curtis & Curtis/Sonoma to support safe routes to Marin Elementary, which may include a pedestrian scramble, leading pedestrian indicator, no right turns on red, crosswalk enhancements, curb extensions, lighting & signage - Evaluate additional loading delineation to improve bike/ped access to school - Consider additional elements listed in Marin, Santa Fe & Curtis corridor projects
School Access	Ocean View Elementary School Access & Buchanan Crossing Improvements	Intersection improvements at Buchanan/Pierce, Buchanan/Taylor, Buchanan/Jackson, Jackson/Solano	- Intersection crossing treatments at Buchanan/Pierce, Buchanan/Taylor, Buchanan/Jackson & Jackson/Solano to support safe routes to Ocean View Elementary, which may include crosswalk enhancements, curb extensions, lighting & signage.

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Project Type	Name	Brief Description	Detailed Project Elements (May Contain Multiple Options)
Other Identified Projects			
Pedestrian	Clay Connection	Trail/stairs connecting Jackson to Madison via public right-of-way	- Trail/stairs connecting Jackson to Madison via public right-of-way
Pedestrian	Cleveland Ave Pedestrian Corridor	Install 5' sidewalks where missing, address parking on sidewalk through enforcement	- Install 5' sidewalks where missing - Address parking on sidewalk through enforcement
Biking	Buchanan-Eastshore Undercrossing	Improved connection between Buchanan path and Eastshore (e.g. lighting, motor vehicle access restrictions, wayfinding)	- Improve cyclist connection between Buchanan path and Eastshore, including lighting, motor vehicle access restrictions, and wayfinding
Biking	Carmel Ave Bikeway	Bike boulevard treatments	- Bike boulevard striping and signage, potential traffic calming to limit vehicle speed <20 MPH
Biking	Cleveland Ave Bikeway	Two-way protected bikeway OR striped bike lane	- Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Two-way protected bikeway/multi-use path along west side or striped bike lanes (likely parking impact)
Biking	Downtown Solano Ave Bikeway	Eastbound/uphill protected bikeway, westbound/downhill shared lane with parking converted to parallel, intersection improvement at Solano/Talbot	- Extend asymmetrical bikeway configuration analyzed for Upper Solano Ave (Masonic to Tulare) - Consider intersection controls at Talbot to facilitate north-south bikeway movement - Consider additional elements listed in Cornell Elementary School Access Improvements project
Biking	Eastshore Hwy Bikeway	Protected bikeway OR striped bike lanes	Protected bikeway or striped bike lanes (likely parking impact)
Biking	Jackson St North Bikeway	Bike boulevard treatments; potential northbound bike lane (Solano to Buchanan)	- Hillside/Castro to Solano: Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <25 MPH & volume <3000 ADT - Solano to Buchanan: NB Bike Blvd with sharrow striping & traffic calming to limit vehicle speed <25 MPH & volume <3000 ADT to supplement existing NB sharrow striping & SB striped bike lane - Consider NB striped bike lane to supplement existing SB striped bike lane (parking impact)
Biking	Peralta Ave Bikeway	Traffic calming for shared facility; protected bikeway OR striped bike lanes between Francis & Posen with intersection improvements at Peralta/Posen	- Traffic calming to limit vehicle speed <25 MPH to supplement existing sharrow striping (one direction) & striped bike lane (one direction) - Protected bikeway or striped bike lanes (likely parking impacts) between Francis & Posen, with intersection controls at Peralta/Posen
Biking	Portland Ave Bikeway	Bike boulevard treatments OR protected bikeway OR striped/buffered bike lanes, intersection improvements at Portland/Kains and Portland/Curtis	- Bike Blvd with sharrow striping & traffic calming (between Carmel & Curtis, WB only to supplement existing EB striped lane) - Protected bikeway or striped/buffered bike lanes (likely parking impact) - Carmel to Curtis: WB striped/buffered bike lane to pair with existing eastbound lane (likely parking impact) - Consider intersection controls at Kains & Curtis to facilitate north-south bikeway movement - Consider additional elements listed in Albany High School Access Improvements project
Biking	Spokane-Behrens Bikeway Connection	Biking/rolling connection between Spokane and Behrens St (in coordination with El Cerrito)	- Improve biking/rolling connection to Behrens St in coordination with the City of El Cerrito - Consider additional elements listed in Albany Middle School Access Improvements project