



City of Albany Active Transportation Plan (ATP)

Transportation Commission Meeting
December 5, 2024

Agenda

- Introductions
- ATP background & process
- ATP goals
- Existing conditions review
- Network development approach
- Next steps

Introductions

Introductions



ParametriX

FEHR & PEERS

ATP Background & Process

What Is an Active Transportation Plan?

Albany Active Transportation Plan

April 2012, as amended November 2014, September 2019



Prepared for: City of Albany



Prepared by: Fehr & Peers, Bicycle Solutions, Questa Engineering

FEHR & PEERS

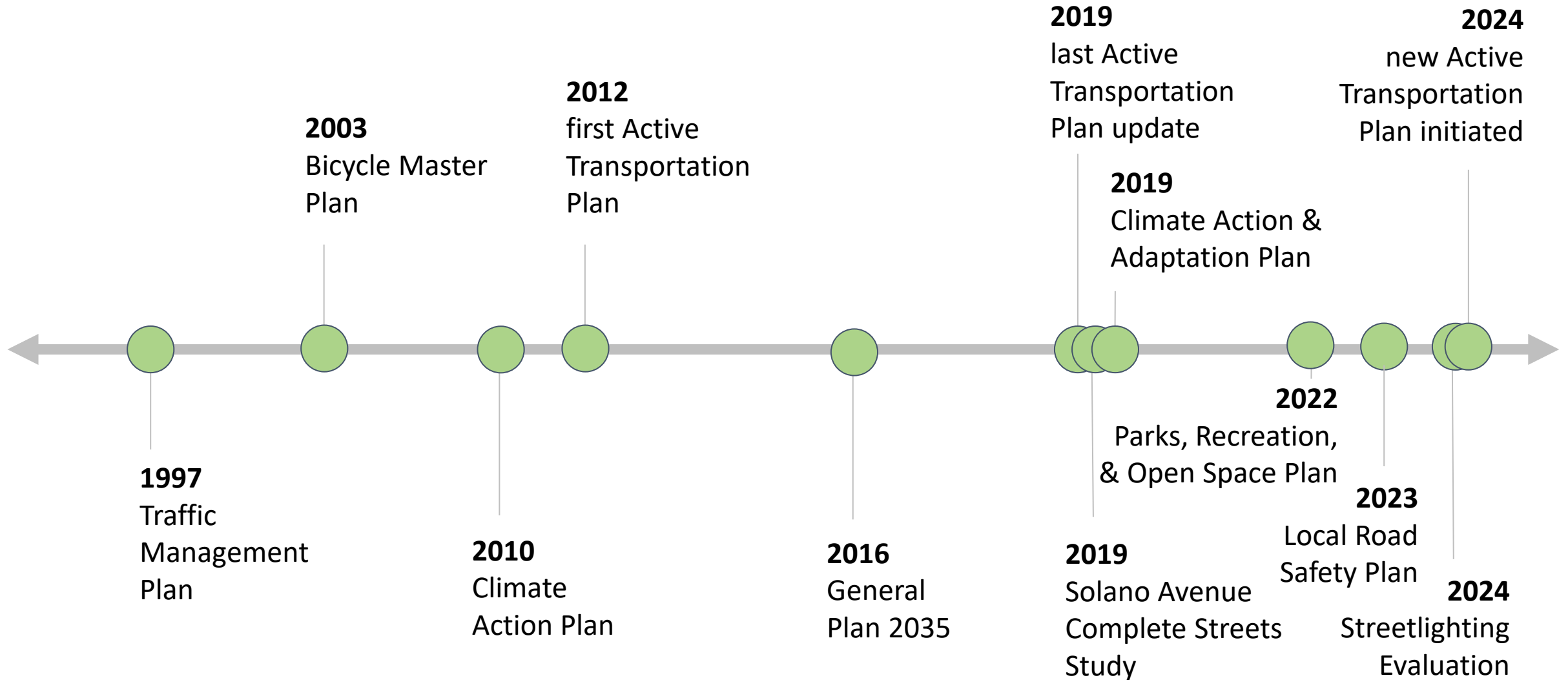
BICYCLE SOLUTIONS

QUESTA ENGINEERING

- Guides the development of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling
- Serves as pedestrian and bicycle master plans
- Informs street design, capital project prioritization, and supportive policies and programs
- Current ATP was developed in 2012, and last updated in 2019



Albany ATP Background



ATP Update Process



ATP Schedule

Task	Month	2024						2025						
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul - Dec
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8. Active Transportation Plan Document														
		Goals & Existing Conditions					Facilities & Policies				Draft ATP			

Contingency Time if Needed

9/30

9/12

10/24

12/5

Additional engagement?

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Contingency Time if Needed

Outreach & Engagement Opportunities

- 1 Technical Advisory Committee (TAC) meetings with agency staff
- 2 Public workshops/open houses/survey
- 3 Targeted meetings with relevant organizations
- 4 Transportation Commission (TC) meetings
- 5 City Council meetings

ATP Current Progress

What have we been up to thus far?

- **July 17:** Kick-off Meeting
- **Sept 11:** Meeting with AUSD Leadership
- **Sept 30:** First TAC meeting with agency staff
- **Oct 24:** First public open house
- **Dec 5:** First Transportation Commission meeting (**TODAY!**)
- **Ongoing:** Reviewing previous plans, developing existing conditions/facilities maps, creating website, planning meetings

ATP Goals

Active Transportation Plan Goals

Centered around four areas of emphasis & shared values:



Access & connectivity



Safety & comfort



Equitable outcomes



Implementation & funding

ATP Goals

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.

Potential objectives & policy areas:

- Develop a continuous, interconnected system of pedestrian facilities, paths, and bikeways that provide access to key destinations
- Design networks to reflect context-sensitive design and integration with adjacent land uses
- Connect to regional mobility resources such as AC Transit, BART, county bikeways, etc.
- Provide resources for navigation and wayfinding, both on location and online

ATP Goals

Goal 2: Safety & Comfort

Design and maintain high-quality facilities that make Albany a safe and comfortable place to walk, bike, and roll.

Potential objectives & policy areas:

- Reduce the number of injuries and fatalities involving people walking, biking, and rolling
- Provide comfortable facilities (consistent with NACTO best practices and/or as measured by LTS etc.) for users of all ages and abilities
- Incorporate design features to enhance safety, health, and user experience such as lighting, landscaping, cooling infrastructure, CPTED, etc.
- Supplement networks with high-quality support facilities and amenities such as street furniture, water fountains, bike parking, repair stations, etc.
- Actively maintain all facilities in a state of good repair

ATP Goals

Goal 3: Equitable Outcomes

Ensure the needs of all users, including disadvantaged populations, are integral factors in project prioritization and development.

Potential objectives & policy areas:

- Provide high-quality facilities for all users regardless of age, ability, socioeconomic status, or demographic background
- Prioritize investments in areas with the highest need, including equity priority communities, historically underserved areas, and other areas of concern per federal/state/regional/local measures
- Provide mobility connections between Albany and equity priority communities in neighboring jurisdictions
- Incorporate the latest accessibility standards and best practices (ADA, PROWAG, etc.) into project design

ATP Goals

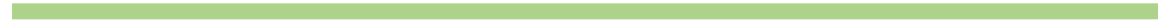
Goal 4: Implementation & Funding

Allocate sufficient resources to implement active transportation projects and programs on an ongoing basis.

Potential objectives & policy areas:

- Align the Capital Improvement Program (CIP) and funding sources to prioritize and implement ATP projects and programs, including applying for competitive grants
- Incorporate the needs and concerns of pedestrians and bicyclists into all transportation and development projects
- Support infrastructure investments with targeted education, encouragement, enforcement, and evaluation program

Existing Conditions Review



Common Facility Types: Pedestrian



Pedestrian Hybrid Beacon

Source: City of El Cerrito.



Leading pedestrian interval

Source: City of Long Beach.



Curb extension

Source: LAist.



**Rectangular rapid flashing beacon
and High Visibility crosswalk**

Source: Federal Highway Administration.

Recent Pedestrian Projects

1. Buchanan Street Bikeway and Intersection Improvements (2014)
2. Marin Avenue/Curtis Street Safe Routes to Schools (2014)
3. San Pablo cycle track and Pedestrian Beacon (2017)
4. Washington Avenue Access and Traffic Calming (2020)
5. Talbot Pedestrian Beacon (2020)
6. Ohlone Greenway Signalized Intersection Improvements (2024)
7. San Pablo Pedestrian Safety Phase 1 (2024)



Common Facility Types: Bicycle



Shared Use Path



Separated Bikeway



Bike Lane



Bike Boulevard

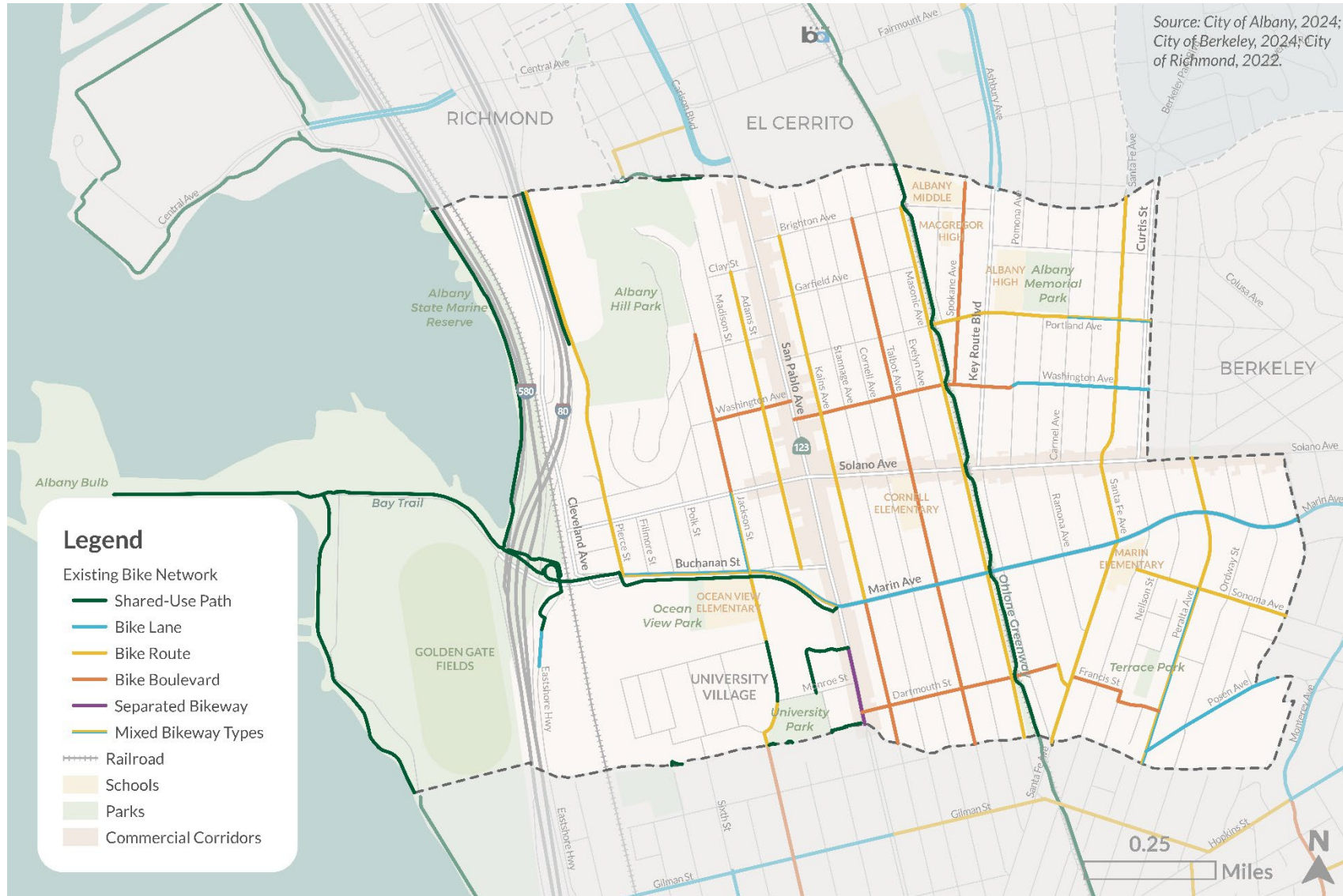


Bike Route

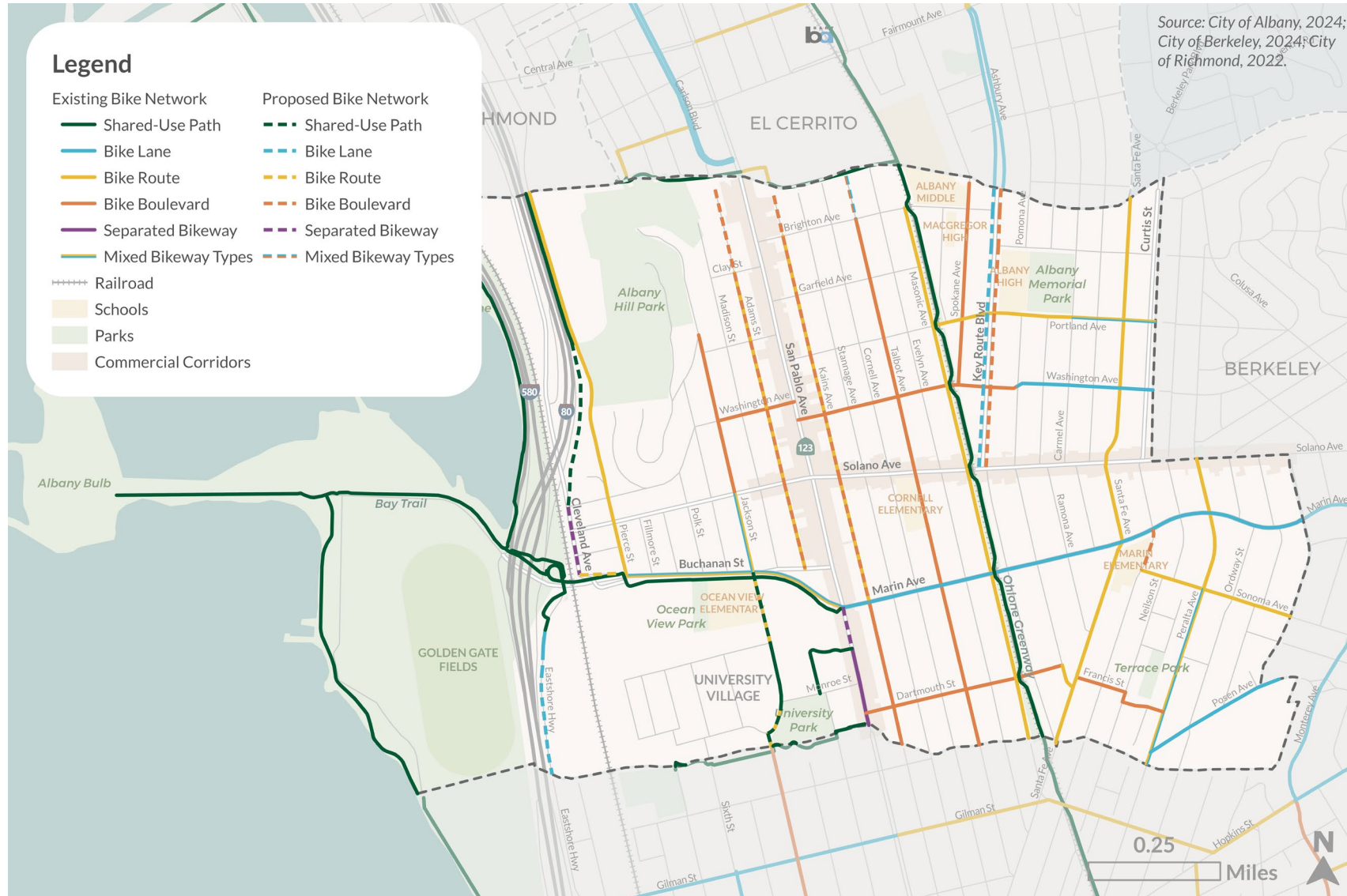


Mixed Bikeway Types

Existing Bike Network

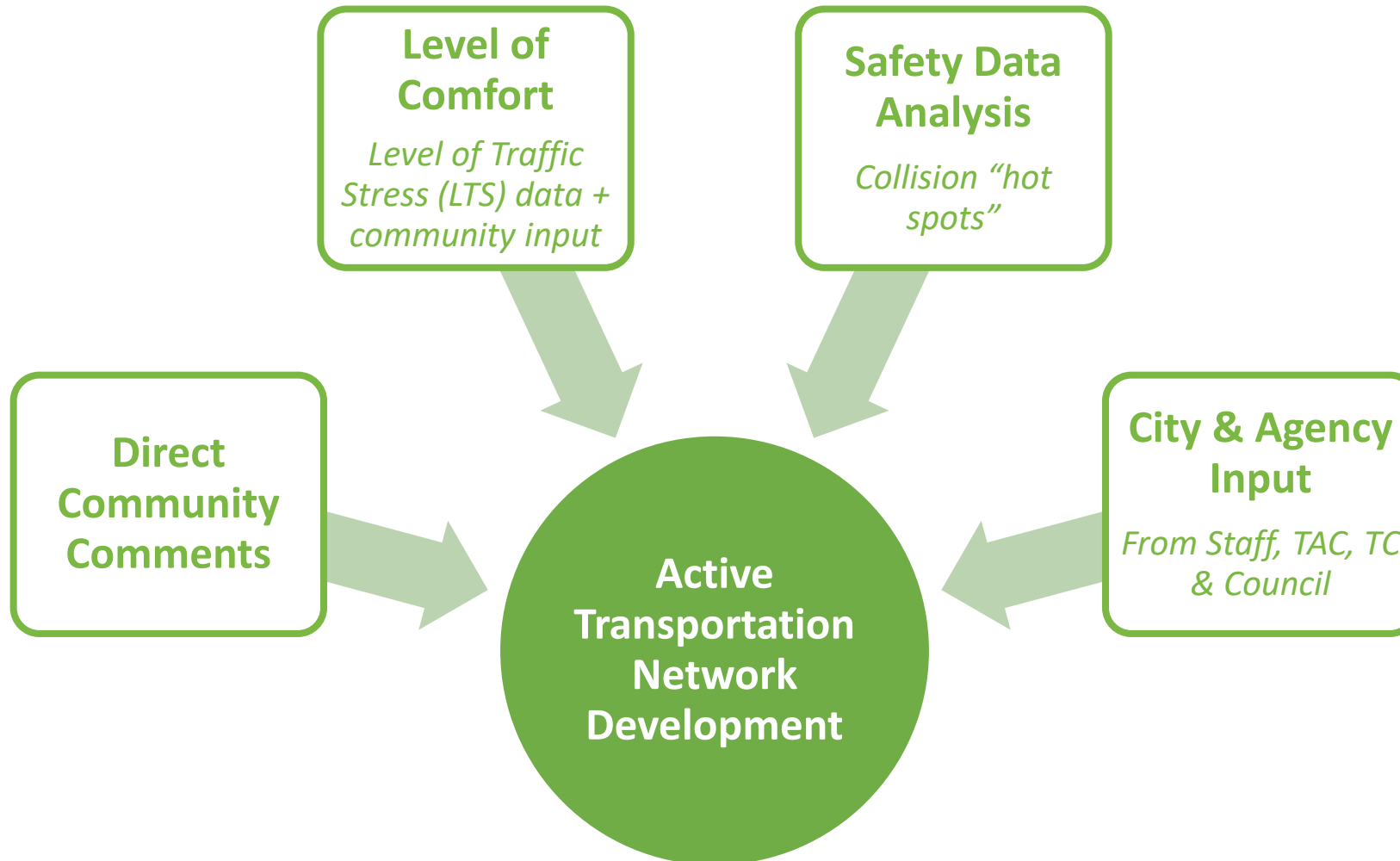


Proposed Bike Network (2012 ATP)



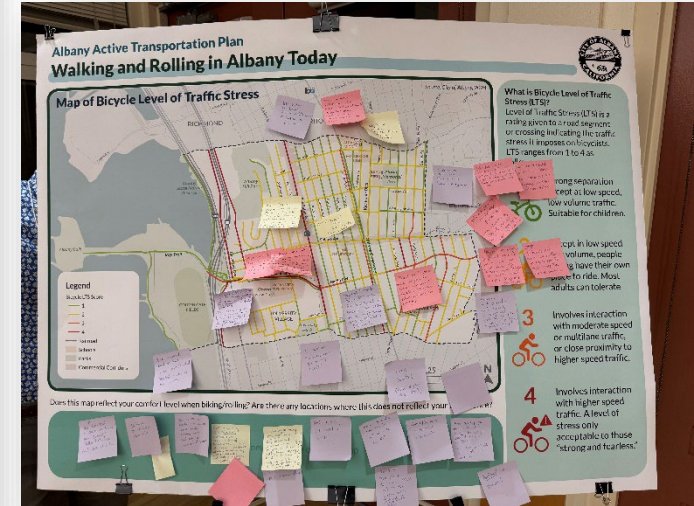
Network Development Approach

Many Sources of Input

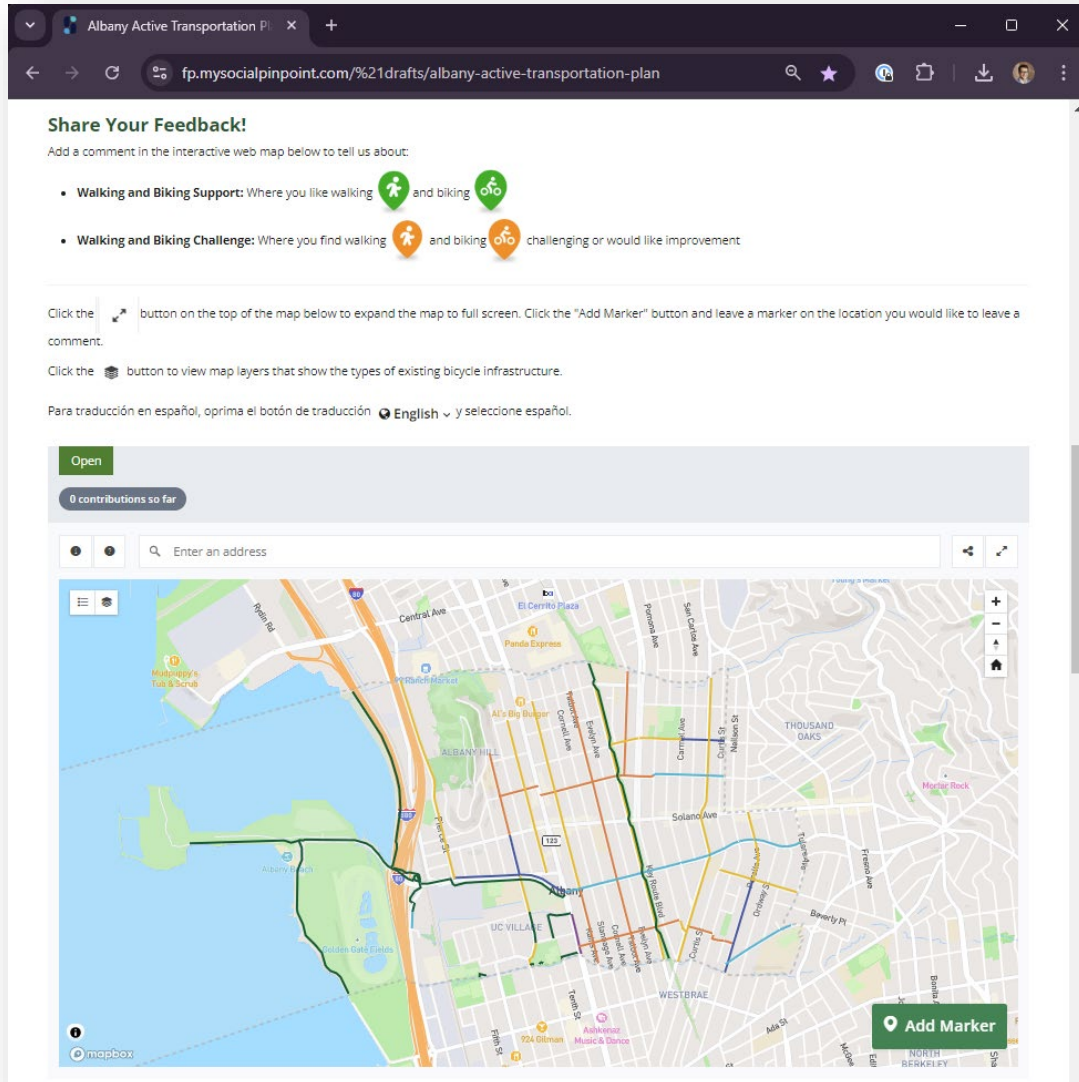


Community Open House

- Thursday Oct. 24 at Albany Community Center
- Approximately 40 attendees signed in
- Included interactive mapping exercise



Project Website



- Hosts all project materials
- Comment period through 11/26 included survey & interactive mapping tool

bit.ly/AlbanyATP



Community Comments

- 347 comments received as of Nov 19
- Heat map shows most-commented locations
- Main themes:
 - Many facilities remain challenging for walking, biking & rolling
 - Intersections & pedestrian crossings are key areas for improvement
 - More traffic calming & enforcement is needed
 - More bike infrastructure is needed
 - School drop zones are very challenging at peak times
 - Lighting & visibility should continue to be improved



What is Bicycle Level of Comfort?

Combines Level of Traffic Street (LTS) data analysis & community input to capture the biking experience:



High Comfort

Suitable for all ages & abilities



Medium Comfort

Low traffic interaction, suitable for most adults



Low Comfort

More traffic interaction, suitable for some adults



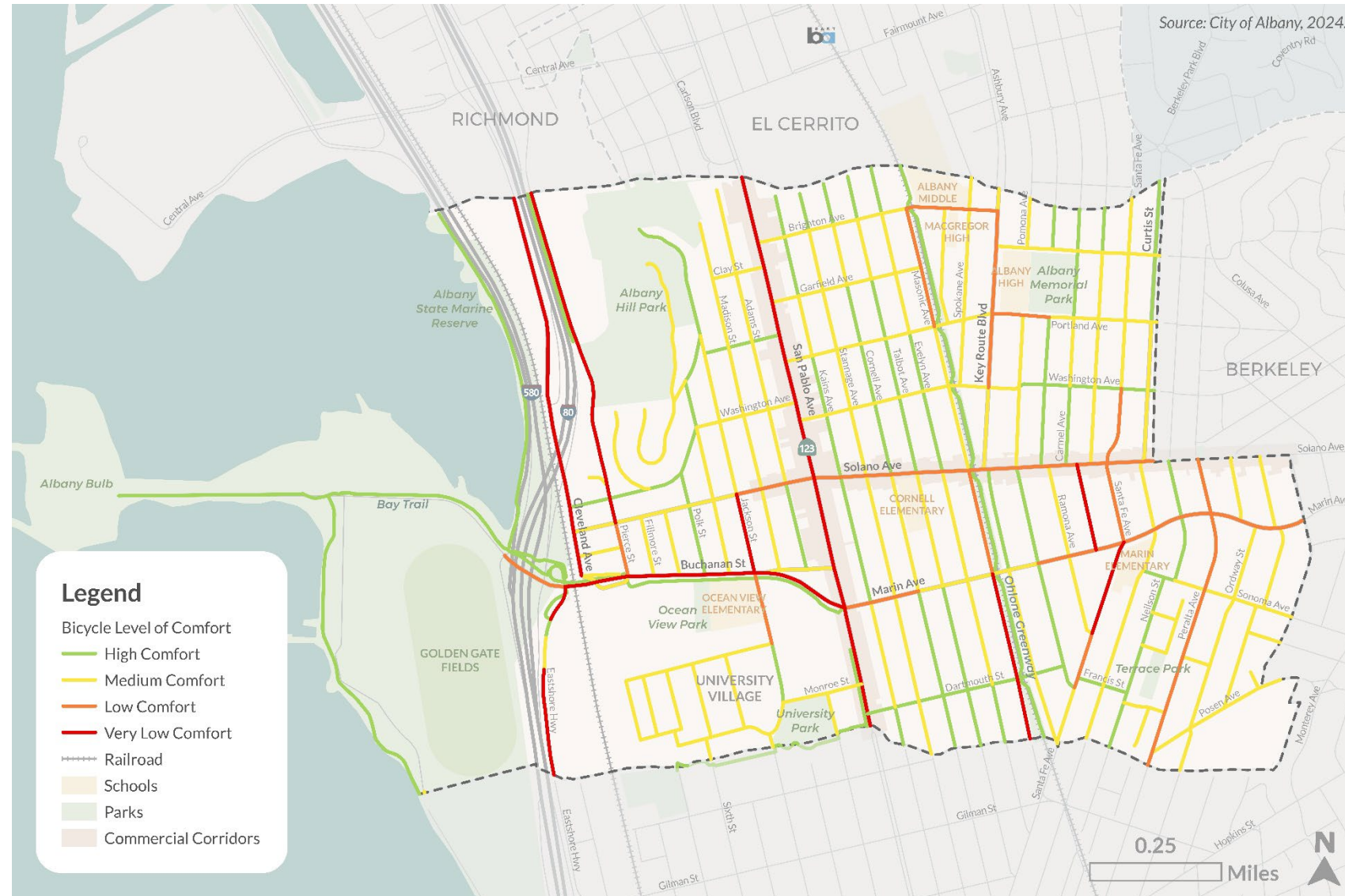
Very Low Comfort

Only for “strong & fearless” riders

Bicycle Level of Comfort – Citywide

Citywide, the lowest comfort levels tend to occur on streets with high traffic volumes & near school drop zones.

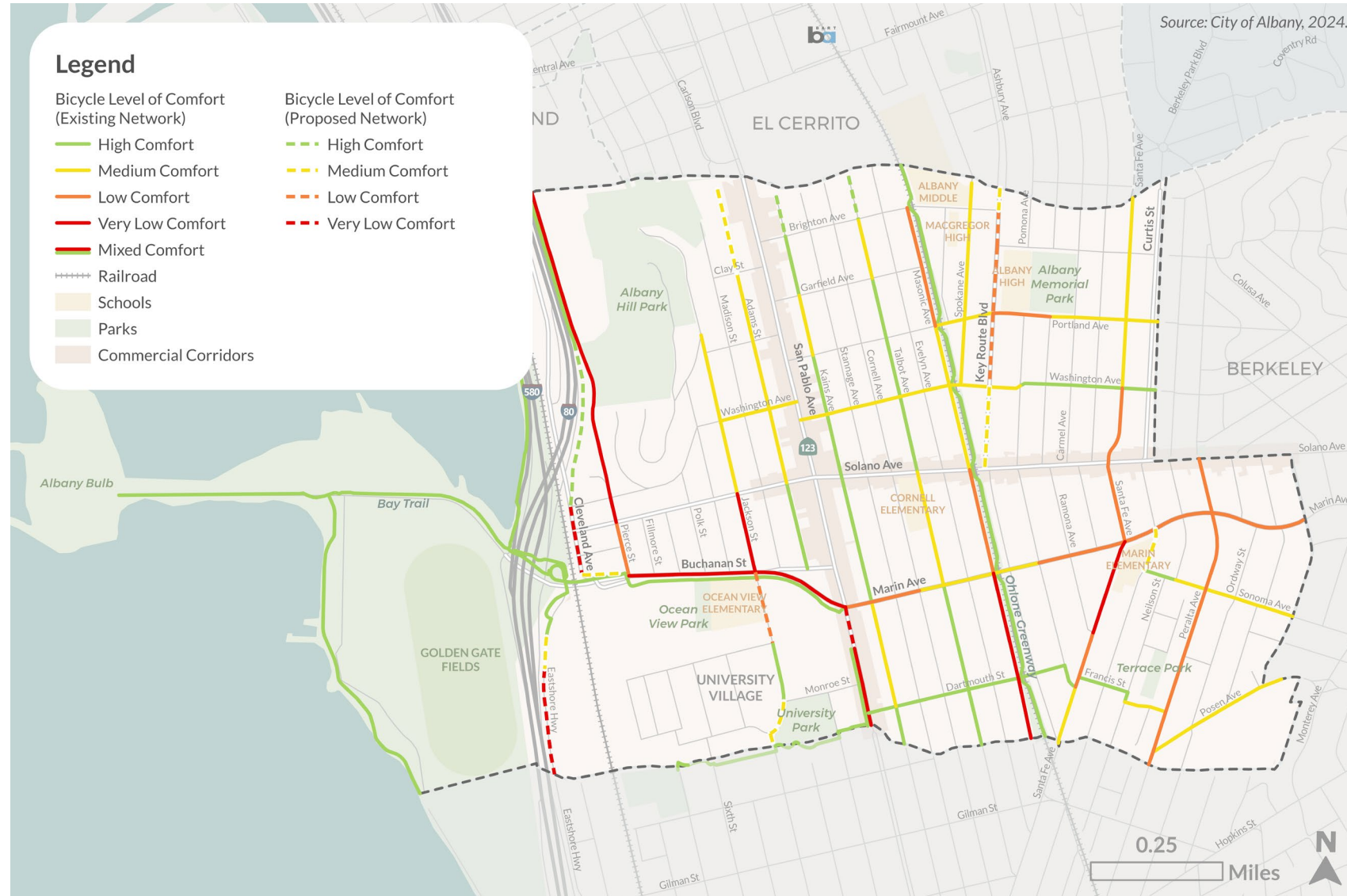
- **High Comfort:** Suitable for all ages & abilities
- **Medium Comfort:** Low traffic interaction, suitable for most adults
- **Low Comfort:** More traffic interaction, suitable for some adults
- **Very Low Comfort:** Only for “strong & fearless” riders



Level of Comfort – On the Bike Network

Even on the proposed bike network, many facilities still have lower comfort levels.

- **High Comfort:** Suitable for all ages & abilities
- **Medium Comfort:** Low traffic interaction, suitable for most adults
- **Low Comfort:** More traffic interaction, suitable for some adults
- **Very Low Comfort:** Only for “strong & fearless” riders



Collision “Hot Spots”

Top 11 locations for collisions based on safety data analysis for 2013-2022:

- San Pablo & Brighton
- San Pablo & Garfield
- San Pablo & Portland
- San Pablo & Washington
- San Pablo & Marin
- San Pablo & Monroe
- Solano & Jackson
- Solano & Cornell/Talbot
- Solano & Key Route/Masonic
- Solano & Peralta
- Marin & Ohlone Greenway



Collision “Hot Spots” – Progress Made

6 of the top 11 “hot spots” have had safety improvements in the last decade:

- **San Pablo & Brighton**
- **San Pablo & Garfield**
- **San Pablo & Portland**
- San Pablo & Washington
- San Pablo & Marin
- **San Pablo & Monroe**
- Solano & Jackson
- Solano & Cornell/Talbot
- **Solano & Key Route/Masonic**
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- **Marin & Ohlone Greenway**

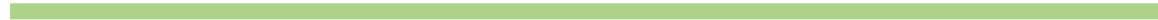


Network Development Approach

Based on the ATP goals & existing conditions analyses across multiple sources, identify gaps & opportunities to complete the City's high-comfort active transportation network. Specific focus areas include:

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

Next Steps



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Additional engagement?

Next Steps

- Present goals, existing conditions & community input to City Council
 - Target Jan/Feb 2025
 - Formally concludes Goals & Existing Conditions phase of project
- Develop draft active transportation network
- Develop draft policies & objectives to support each goal
- Begin planning for next phase of engagement activities in Feb/Mar 2025



Thank You

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