



City of Albany Active Transportation Plan (ATP)

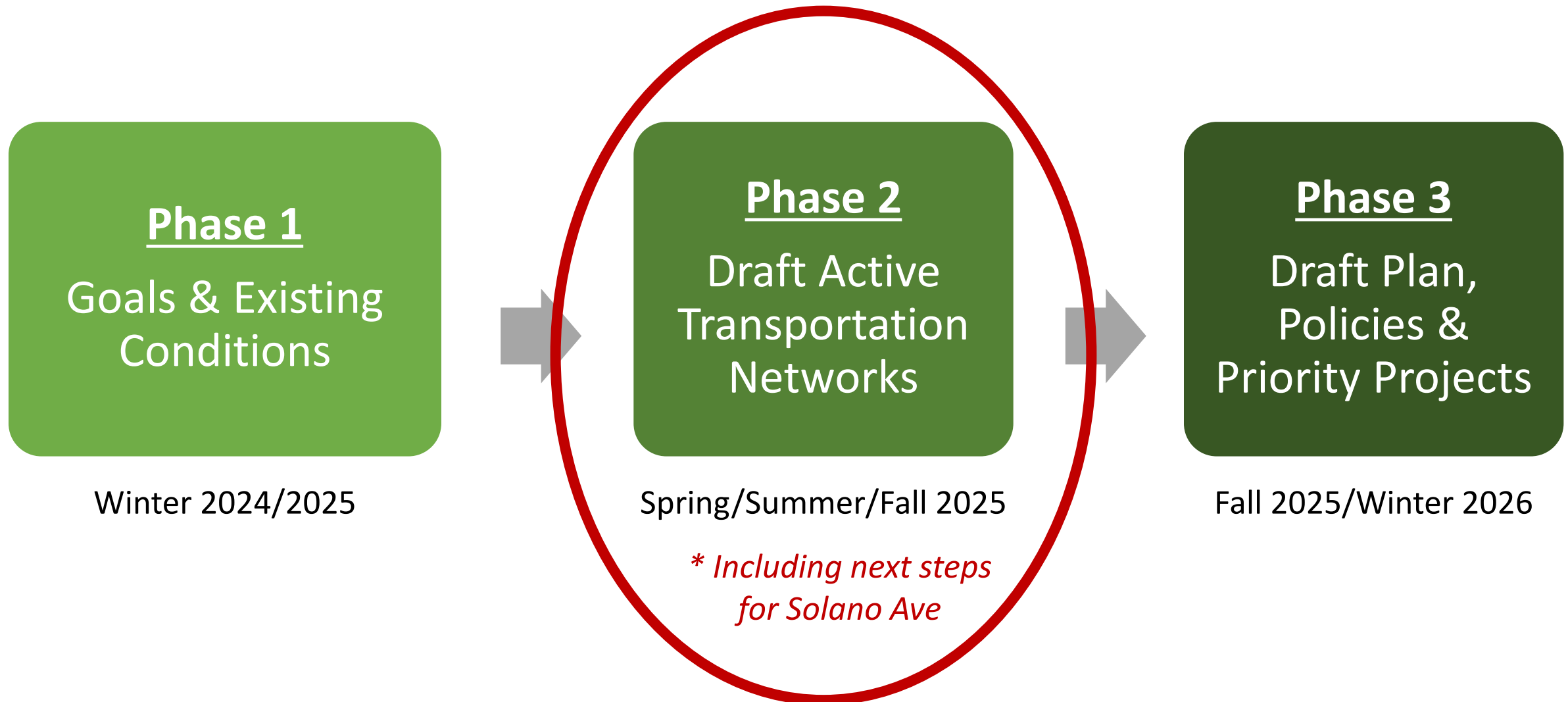
City Council Meeting
October 20, 2025

Presentation Agenda

- 
- Updates Since Our Last Briefing
 - Summary of Community & Stakeholder Input
 - Draft Networks
 - Network Quality Standards
 - Next Steps

Updates Since Our Last Briefing

ATP Update Process



Current Progress

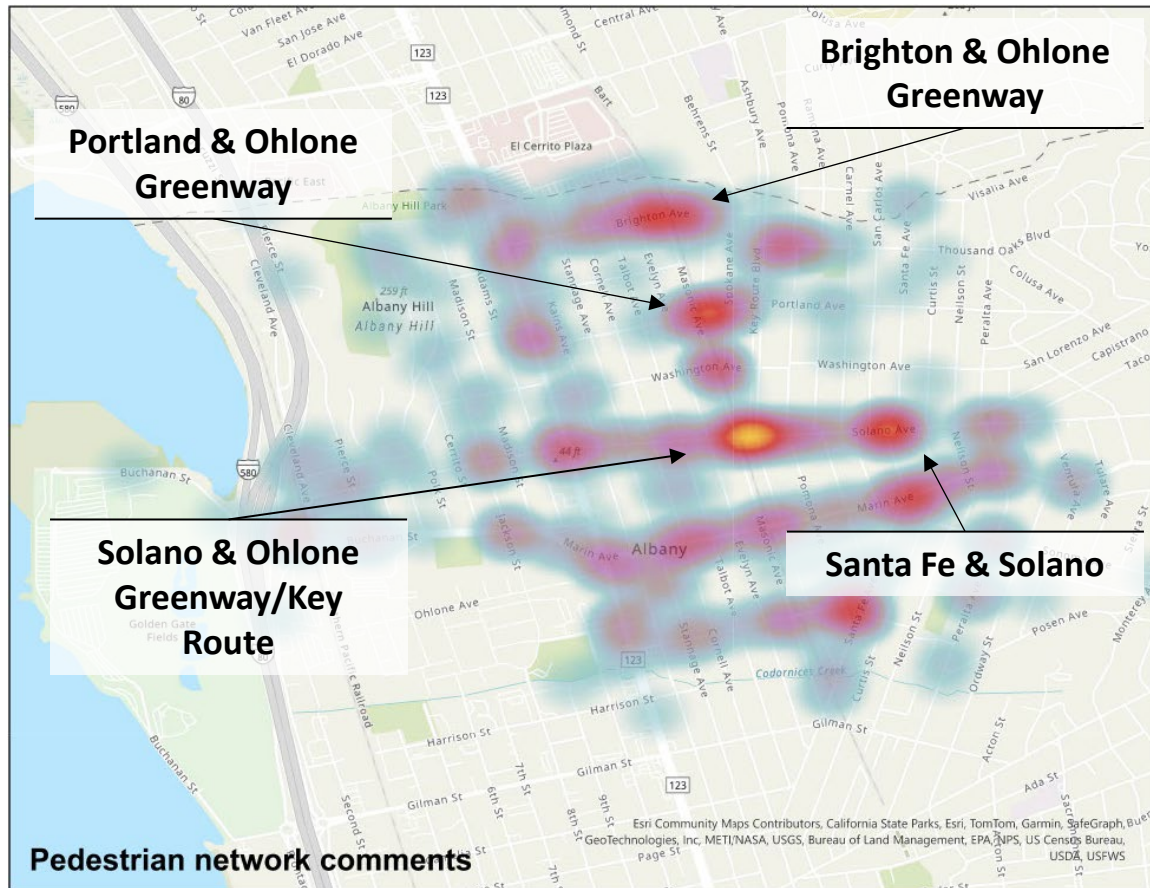
What have we been up to in this phase?

- Developed active transportation networks, quality standards & potential improvement options (*today's topic*)
- Drafted policies to support ATP goals & networks (*in progress*)
- Developed & analyzed conceptual design options for Solano Ave (*separate task in progress*)
- Conducted extensive stakeholder engagement:
 - **April 23:** Technical Advisory Meeting #2
 - **May 5:** City Council update on Solano Ave
 - **May 20:** Planning Expo event with ATP focus
 - **May-July:** Online comment period for ATP
 - **June 26:** Transportation Commission #2
 - **August 4:** Technical Advisory Meeting #3



Summary of Community & Stakeholder Input

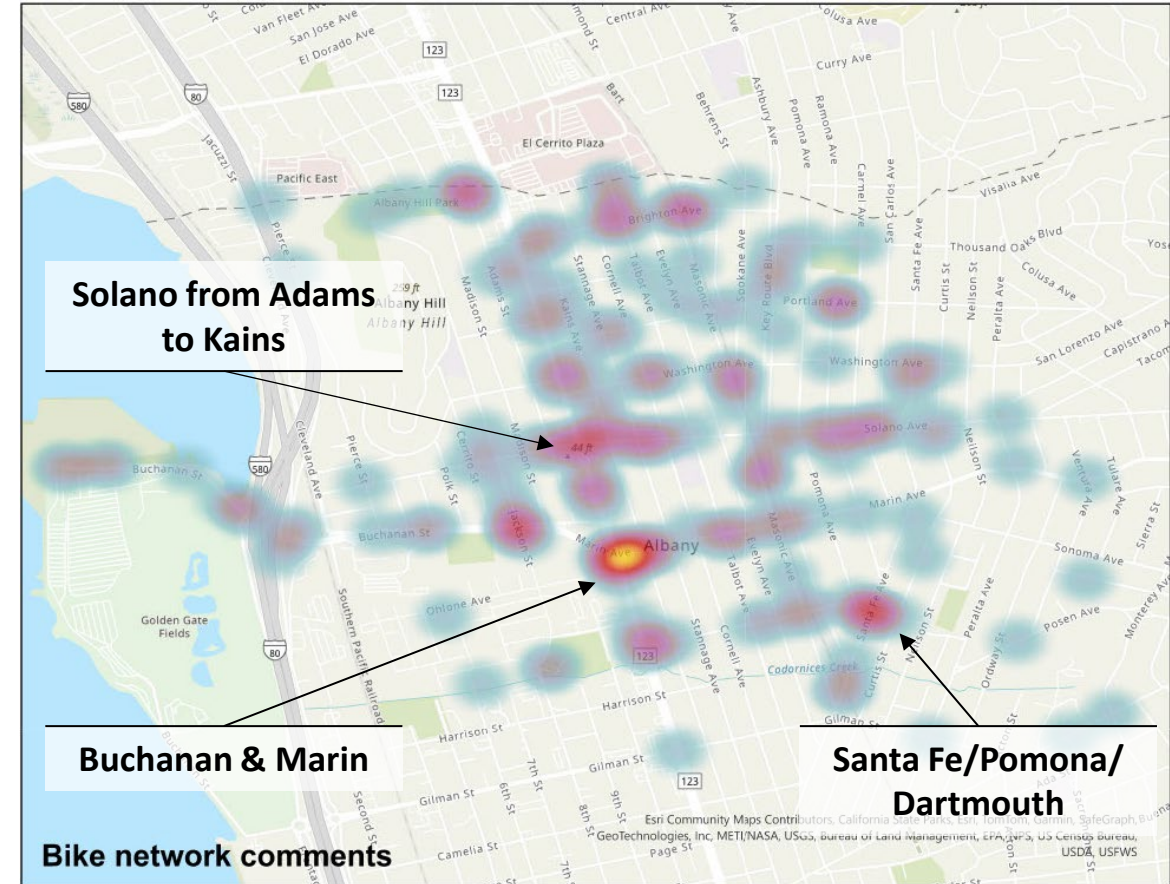
Comment Themes: Pedestrian/Walking



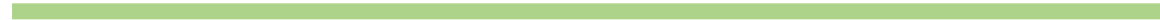
- Pedestrian network gaps
- Upgrades at intersections & crossings
- Traffic calming for pedestrian safety
- Sidewalk quality & maintenance
- School zone safety
- Widening sidewalks near activity areas
- Better lighting on sidewalks & paths

Comment Themes: Biking/Rolling

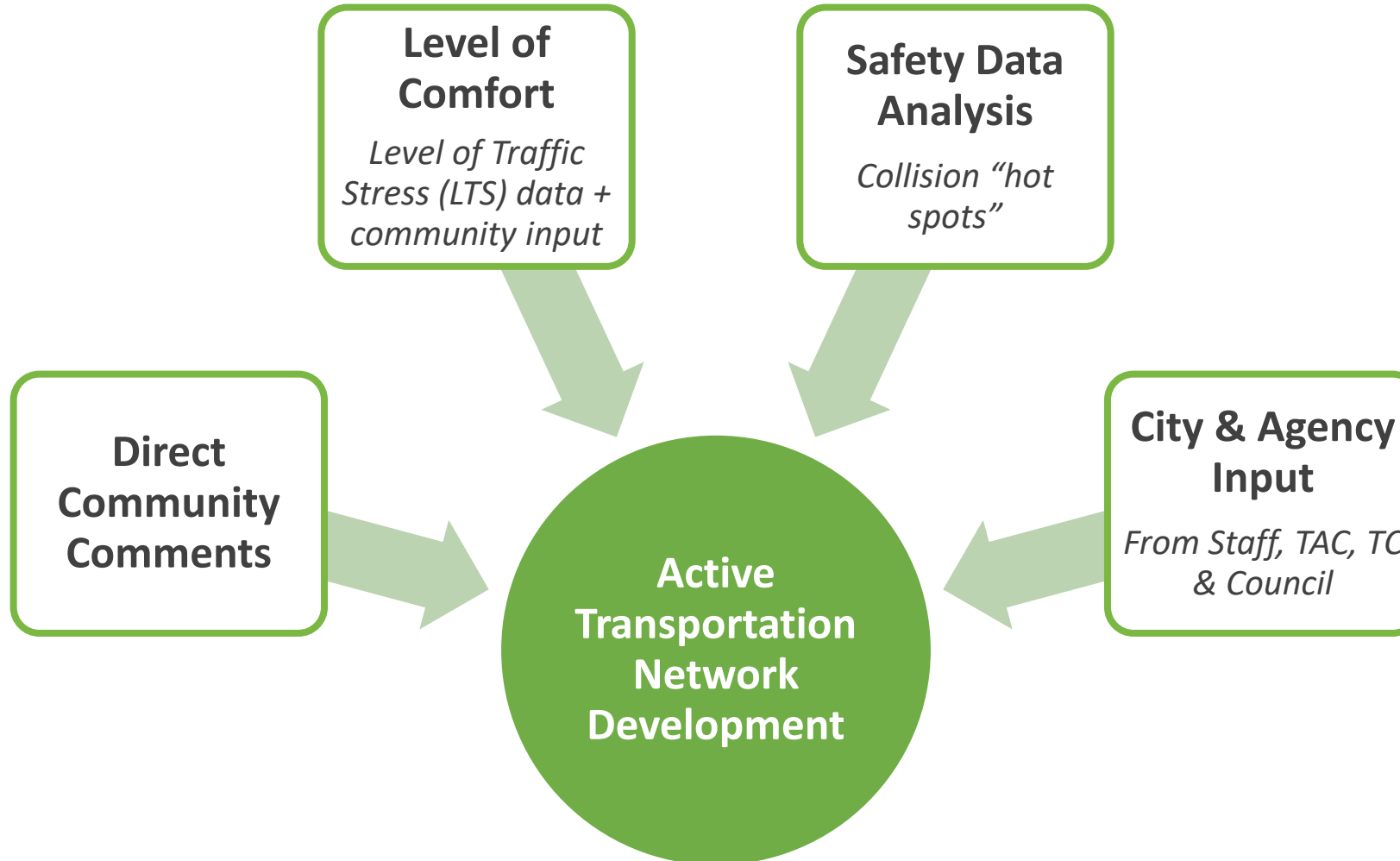
- Connectivity and network gaps
- Bike infrastructure enhancements & quality improvements
- Intersection safety & signalization
- Traffic calming & enforcement



Draft Networks



Many Sources of Input

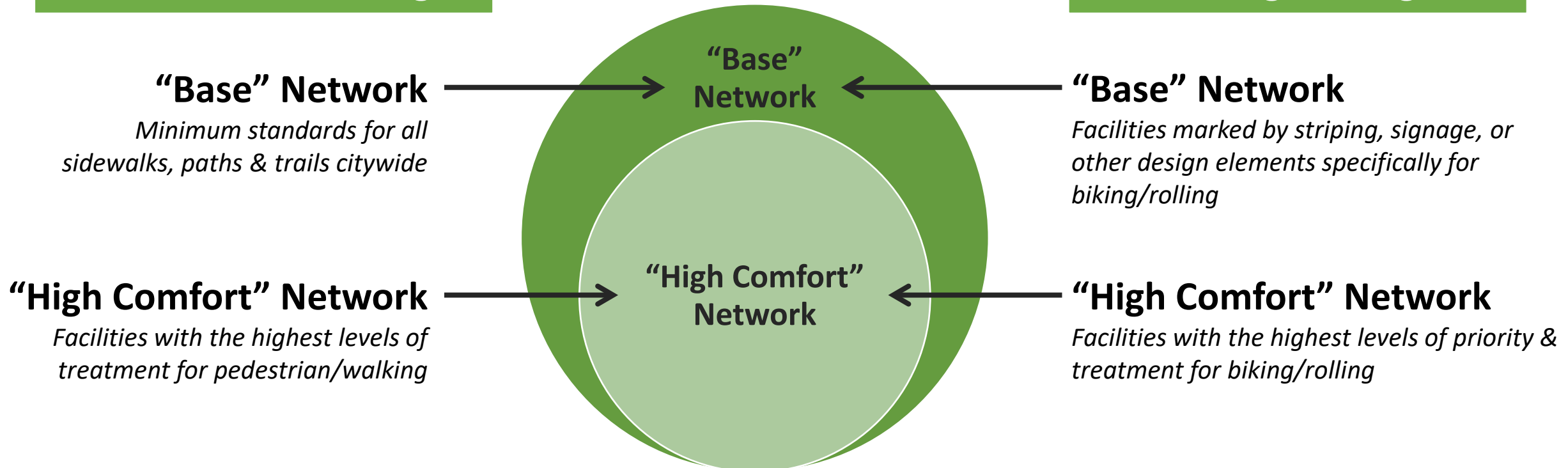


Active Transportation Networks

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

Pedestrian/Walking

Biking/Rolling



Pedestrian/Walking Network



Biking/Rolling Network



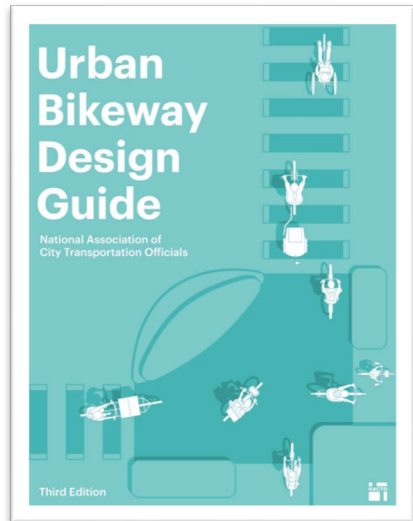
Network Quality Standards

(What Do the Lines Mean?)

Network Quality Standards

Quality standards are how we define the specific facilities in each network.

They are developed from the latest guidance and best practices at state and national levels, including:

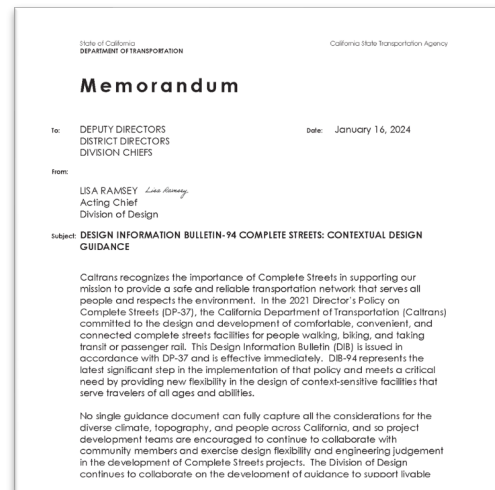


NACTO Urban Bikeway Design Guide (3rd Ed.)



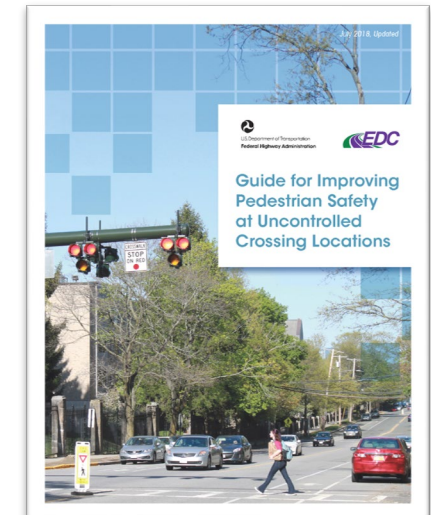
NACTO Urban Street Design Guide

Caltrans Design Information Bulletin (DIB)-94 Complete Streets: Contextual Design Guidance



AASHTO Guide for the Development of Bicycle Facilities (5th Ed.)

FHWA Guide for Improving Pedestrian Safety



Network Quality Standards

Two networks:

- Pedestrian/Walking
- Biking/Rolling

Two quality standards for each network:

- “Base” network: Minimum standard
- “High comfort” network: Higher standard for key focus areas

Many tools to achieve those standards:

- NACTO & other guidance
- Various “menus” of treatments for segments vs. intersections

Quality Standards: Ped/Walking Network

First we'll look at standards for the pedestrian/walking network, which are relatively straightforward:

Network Element	Base Standard	High Comfort Standard
Pedestrian/Walking	• Sidewalk or path with ample width & no obstructions	• Sidewalk or path with ample width & no obstructions • Additional enhancements to be determined case-by-case based on context, such as: • Additional width, lighting, trees/landscaping, shade, furniture, commercial kiosks, art, etc. • Improved crossing facilities (next slide)

Toolbox: Ped/Walking Network

Here are some examples of streets with higher levels of pedestrian amenities:



Burlingame Ave, Burlingame CA



B Street, Hayward CA

Toolbox: Ped/Walking Network



Pedestrian Hybrid Beacon



Leading Pedestrian Interval



Curb Extension



Rectangular Rapid Flashing Beacon



High-Visibility Crosswalk



Median Refuge Islands



ADA Ramps



Accessible Pedestrian Signals (APS)

**Non-comprehensive list of treatments.*

Key Findings: Ped/Walking Network

- Base pedestrian network is in fairly good shape. Few areas of missing sidewalks
- Key needs include:
 - Upgrades at intersections & crossings
 - Installing missing sidewalks
 - Widening sidewalks near schools, parks & commercial areas
 - Improved sidewalk maintenance
 - Better lighting on sidewalks & paths

Quality Standards: Biking/Rolling Network

The biking/rolling network is more complex, but also gives us more detailed guidance to work with:

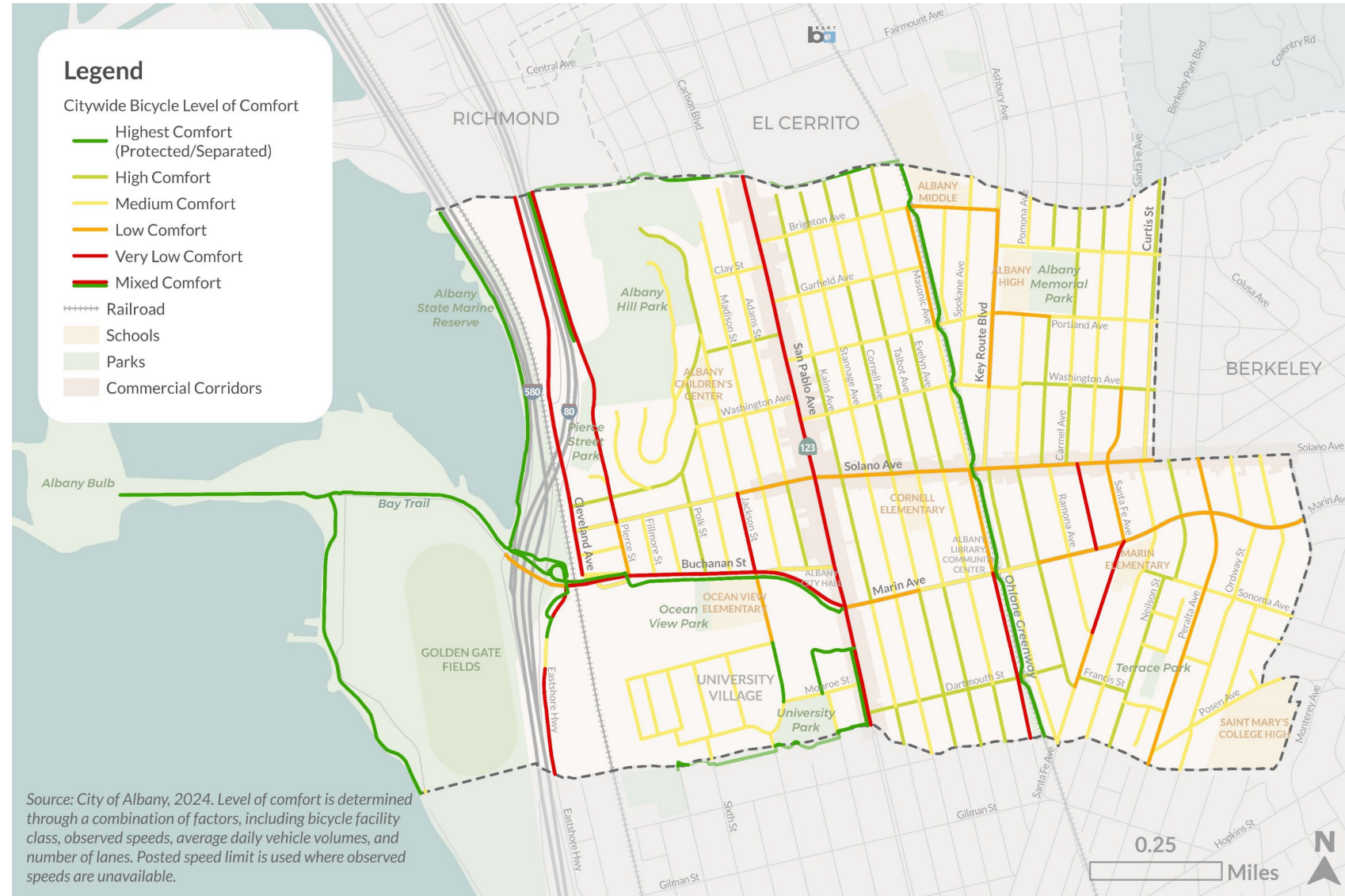
Network Element	Base Standard	High Comfort Standard
Biking/Rolling	• NACTO minimum guidance for biking/rolling facilities • City Comfort Level 3 (Medium) or better	• NACTO guidance for All Ages & Abilities (AAA) bikeways • City Comfort Level 1 (Highest) or Level 2 (High)

Bicycle Level of Comfort: Citywide

Developed during Phase 1.

Based on “Level of Traffic Stress” metric + extensive input from stakeholders, TC & Council.

- **Highest Comfort:** Separated, suitable for all ages & abilities
- **High Comfort:** Suitable for most ages and 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



Quality Standards: Base Network

First looking at the **Base Network**, the guidance provides **3 primary tools** to achieve our desired level of quality:

1. Construct bikeways of various types
2. Regulate motor vehicle speed
3. Regulate motor vehicle volume

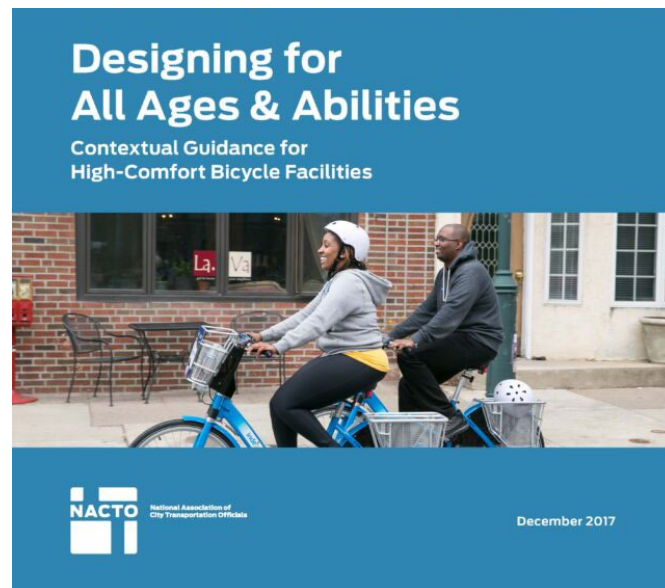
Guidance for Selecting Bikeways (Minimum Standard)

NACTO Urban Bikeway Design Guide (3rd Edition)

Bikeway Type	Target Motor Vehicle Speed	Motor Vehicle Volume per Day
Protected Bike Lane	Any	Any
Shared Spaces	N/A (All Ages & Abilities Standard Only)	N/A (All Ages & Abilities Standard Only)
Bicycle Boulevard	≤25 MPH	≤3,000
Advisory Bike Lane	≤25 MPH	≤3,000
Constrained (Striped) Bike Lane	≤25 MPH	≤8,000
Constrained (Striped) Bike Lane with Buffer	≤25 MPH	≤12,000

All Ages & Abilities (AAA) Bikeways

- NACTO's **All Ages & Abilities (AAA)** guidance is the gold standard for **high-comfort** bikeway selection.
- AAA is adopted as **policy** by both Alameda CTC & MTC:
 - Alameda CTC *Local Bicycle Master Plan Guidelines*
 - MTC *Complete Streets Policy*



ALL AGES AND ABILITIES BIKEWAYS

Countywide Bikeways Facilities should incorporate All Ages and Abilities (AAA) design principles defined in the [National Association of City Transportation Officials \(NACTO\) Contextual Guidance for Selecting All Ages and Abilities Bikeways](#).

All ages and abilities network

In addition to identifying facility type, jurisdictions should identify an “all ages and abilities” network as part of network mapping. Jurisdictions may identify this network using another name in local plans (e.g. family network, low-stress network, 8-to-80 network, etc.). This should be identified as an overlay and may consist of a mix of facility types such as trails, on-street protected bikeways, and traffic calmed neighborhood streets. The network may have specific performance metrics associated with it, such as maximum traffic volumes or speeds for on-street segments, and jurisdictions are encouraged to identify such metrics in their local plans.

Quality Standards: High Comfort Network

Similar to the Base Network, the **High Comfort Network** guidance offers **3 primary tools** to achieve our desired level of quality:

1. Construct bikeways of various types
2. Regulate motor vehicle speed
3. Regulate motor vehicle volume

Guidance for Selecting All Ages & Abilities Bikeways

NACTO Urban Bikeway Design Guide (3rd Edition)

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

Toolbox: Biking/Rolling Network



Shared Use Path



Separated Bikeway



Bike Lane



Speed Bumps



Traffic Diverters



Bike Boulevard



Bike Route



Mixed Bikeway Types



Bike Signal



Protected Intersection

Toolbox: Biking/Rolling Network

How to control motor vehicle speed and volume?

- Enforcement
- Education
- Engineering – *sample tools below*

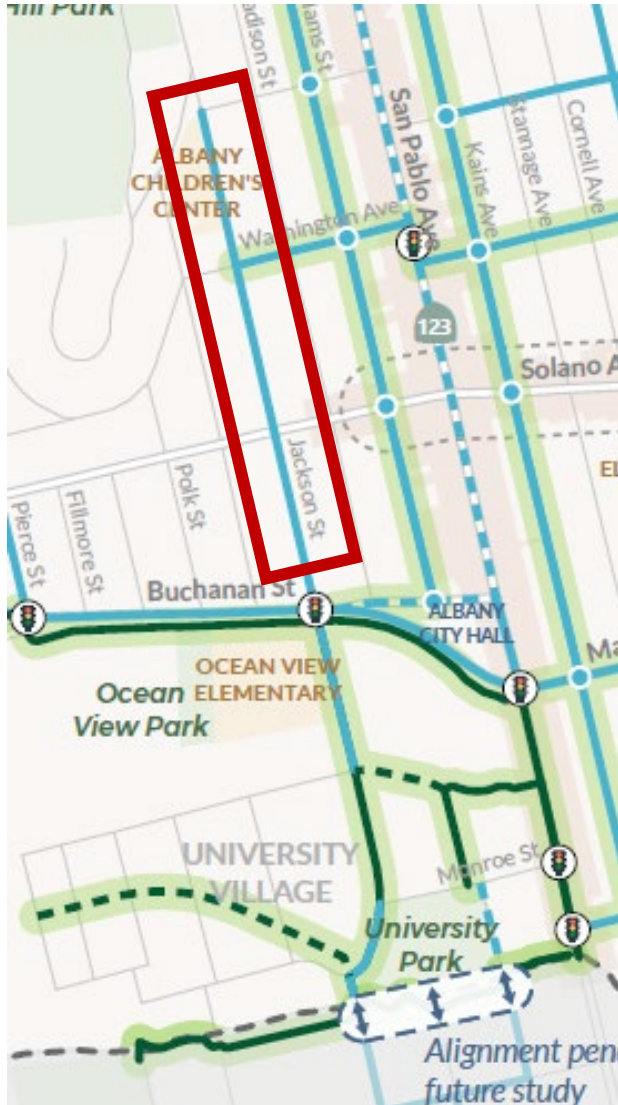


**Speed Regulation Example:
Speed Bumps**



**Volume Regulation Example:
Traffic Diverters**

Base Network Example: Jackson St. (Castro St. to Buchanan St.)

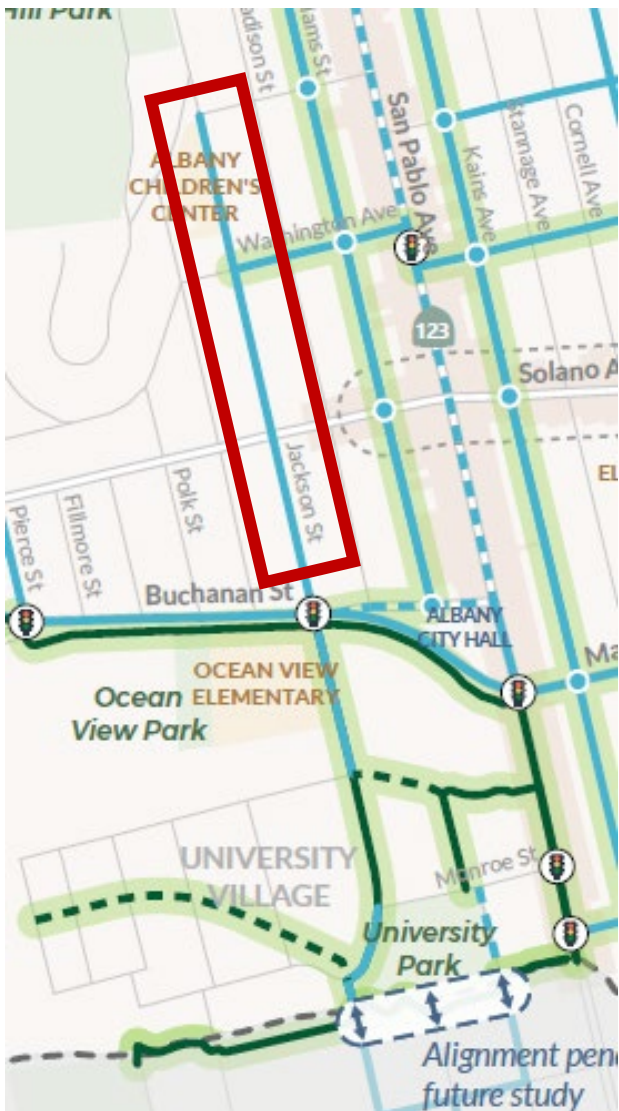


Key Characteristics:

- 64' total ROW, 30' curb-to-curb
- 1 travel lane in each direction
- Comfort level 2 (Castro to Solano) & 5 (Solano to Buchanan)
- Similar in nature to many other corridors such as Adams St



Base Network Example: Jackson St. (Castro St. to Buchanan St.)



What is our vision for this street in the ATP network?

Proposed Biking/Rolling Network: Base network

Network Element	Base Standard	High Comfort Standard
Biking/Rolling	• 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)

Base Network Example:

Jackson St. (Castro St. to Buchanan St.)

Existing Facility	Existing Motor Vehicle Speed	Existing Motor Vehicle Volume per Day
Bicycle Boulevard/Bike Lane	26-31 MPH	1,150-3,418

Do existing conditions meet NACTO non-AAA facility standards?

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per day
Protected Bike Lane	Any ✓	Any ✓
Bicycle Boulevard	≤25 MPH ✗	≤3,000 ✗
Advisory Bike Lane	≤25 MPH ✗	≤3,000 ✗
Constrained Bike Lanes	≤25 MPH ✗	≤8,000 ✓
Constrained Bike Lane with Buffer	≤25 MPH ✗	≤12,000 ✓

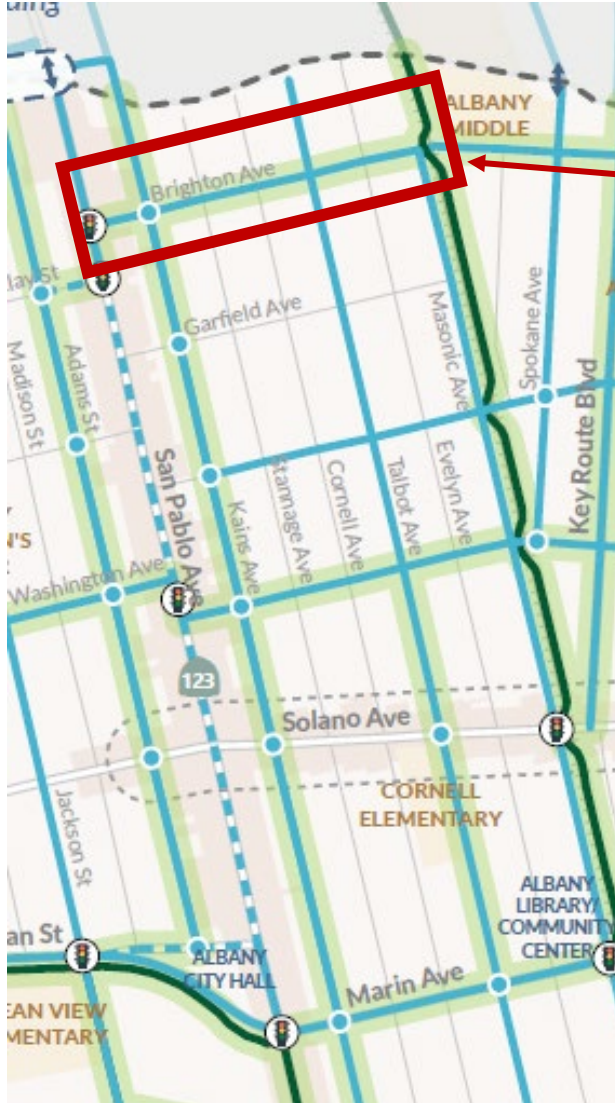
Base Network Example: Jackson St. (Castro St. to Buchanan St.)

Options to Meet Standard for Base Network:

- Designate as advisory bike lane or bike boulevard with traffic calming to slow vehicle speeds ≤ 25 MPH and reduce vehicle volumes $\leq 3,000$ daily
- Implement non-buffered or buffered bike lanes (with parking impacts) and traffic calming to slow vehicle speeds ≤ 25 MPH
- Implement as protected bikeway (with parking implications)



High Comfort Network Example: Brighton Ave. (San Pablo Ave. to Masonic Ave.)

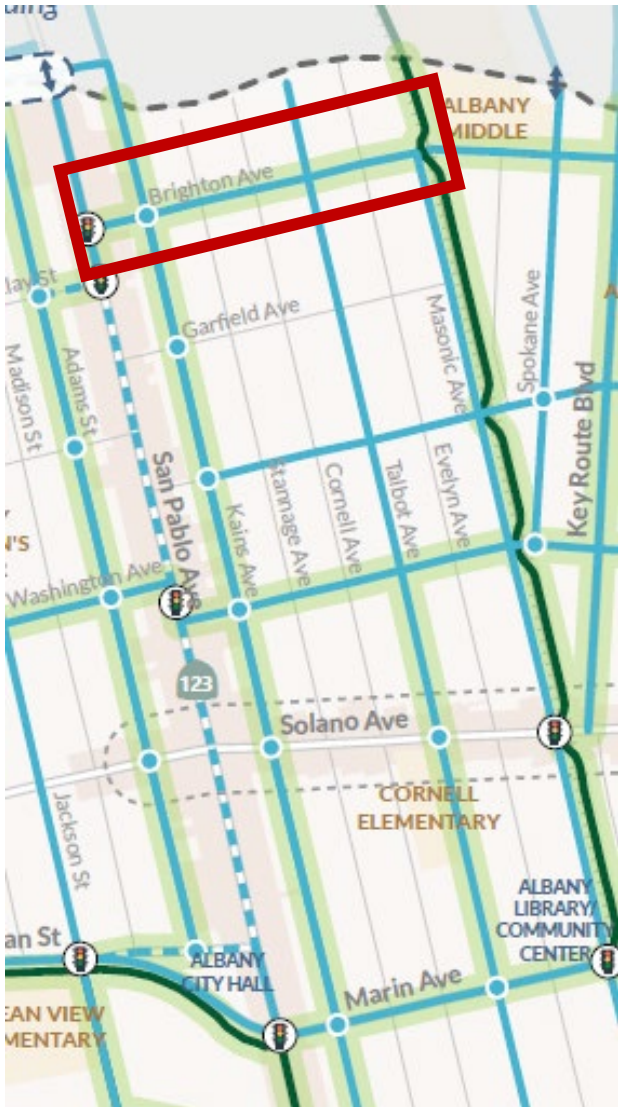


Key Characteristics:

- 60' ROW, 36' curb-to-curb
- 1 travel lane in each direction
- Comfort level 2



High Comfort Network Example: Brighton Ave. (San Pablo Ave. to Masonic Ave.)



What is our vision for this street in the ATP network?

Proposed Biking/Rolling Network: High Comfort network

Network Element	Base Standard	High Comfort Standard
Biking/Rolling	• 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)

High Comfort Network Example: Brighton Ave. (San Pablo Ave. to Masonic Ave.)

Existing Facility	Existing Motor Vehicle Speed	Existing Motor Vehicle Volume per Day
None	23 – 24 MPH	4,422 – 4,531

Do existing conditions meet NACTO AAA facility standards?

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per day
Protected Bike Lane	Any ✓	Any ✓
Shared Spaces	≤10 MPH ✗	≤1,000 ✗
Bicycle Boulevard	≤20 MPH ✗	≤500 – 2,000 ✗
Advisory Bike Lane	≤20 MPH ✗	≤500 – 2,000 ✗
Constrained Bike Lanes	≤20 MPH ✗	≤1,500 – 3,000 ✗
Constrained Bike Lane with Buffer	≤25 MPH ✓	≤6,000 ✓

High Comfort Network Example: Brighton Ave. (San Pablo Ave. to Masonic Ave.)

Options to Meet Standard for High Comfort/AAA Network:

- Implement as constrained bikeway with buffer (with parking implications)
- Implement as protected bikeway (with parking implications)

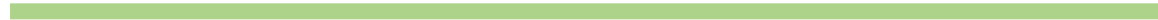


Key Focus Areas for More Attention

Two corridors offer unique challenges for bikeway planning:

- **Solano Ave:** Separate task in progress to evaluate options
- **San Pablo Ave:** TC recommended inclusion in the High Comfort Network as a long-term vision, as opportunities arise & in coordination with other ongoing projects

Next Steps



Next Steps



- Prioritize projects needed to build full networks
- Finalize policies to support ATP goals & network build-out
- Continue Solano Ave design & engagement process
- Develop draft ATP document
- Conduct final round of stakeholder engagement



Thank You

City Council Meeting
October 20, 2025