



City of Albany Active Transportation Plan (ATP)

Community Open House
October 24, 2024

Agenda

- What is an Active Transportation Plan?
- Background, process & schedule
- Active Transportation Plan goals
- Facility types & existing conditions

What is an Active Transportation Plan?

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

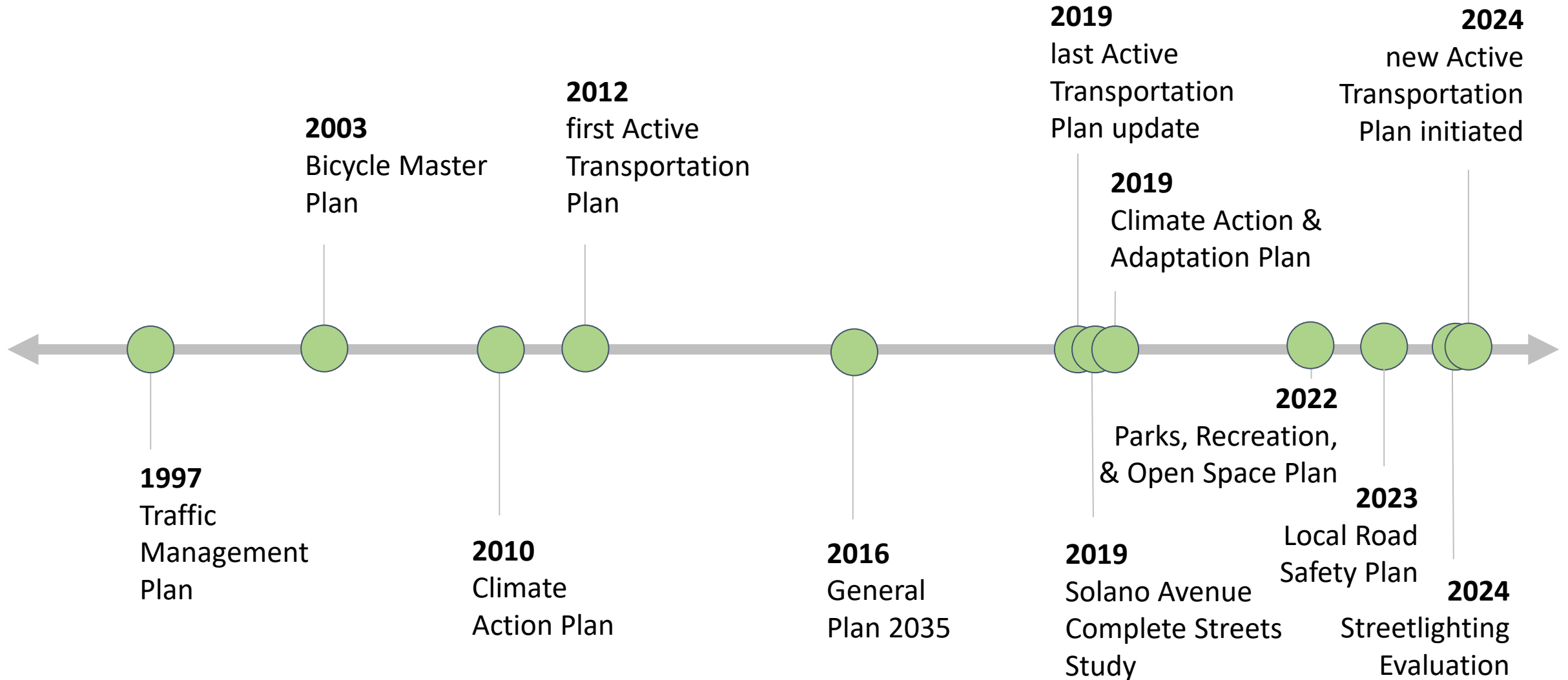


- Guides the development of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling
- Serves as pedestrian and bicycle master plans
- Informs street design, capital project prioritization, and supportive policies and programs
- Current ATP was developed in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

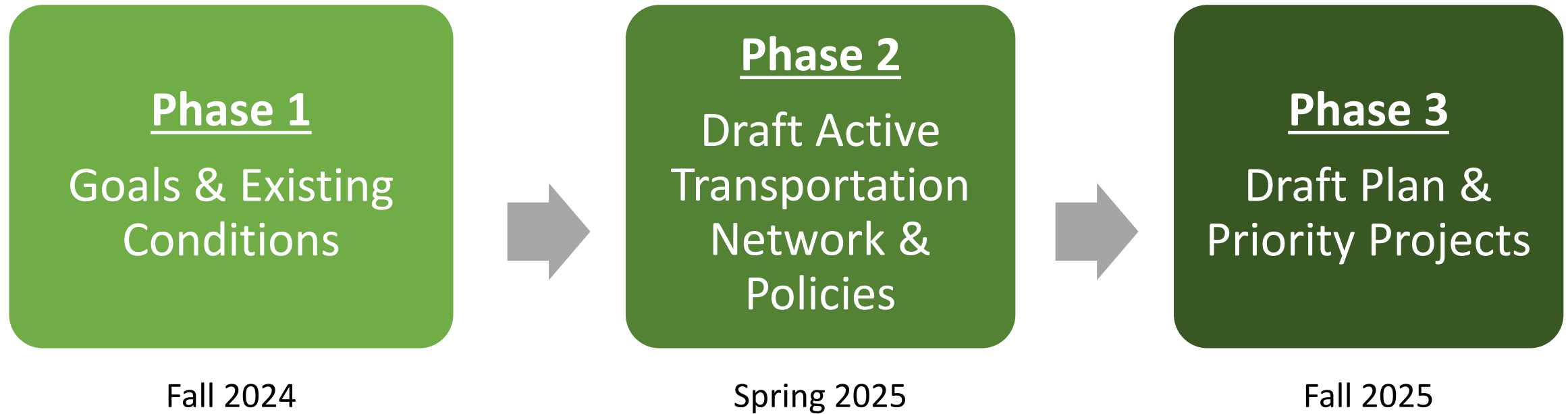


Background, Process & Schedule

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Background, Process & Schedule



Active Transportation Plan Goals

Active Transportation Plan Goals

Centered around four areas of emphasis & shared values:



Access & connectivity



Safety & comfort



Equitable outcomes



Implementation & funding

Active Transportation Plan 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.



Goal 2: Safety & Comfort

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

Active Transportation Plan Goals



Goal 3: Equitable Outcomes

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



Goal 4: Implementation & Funding

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

Facility Types & Existing Conditions

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



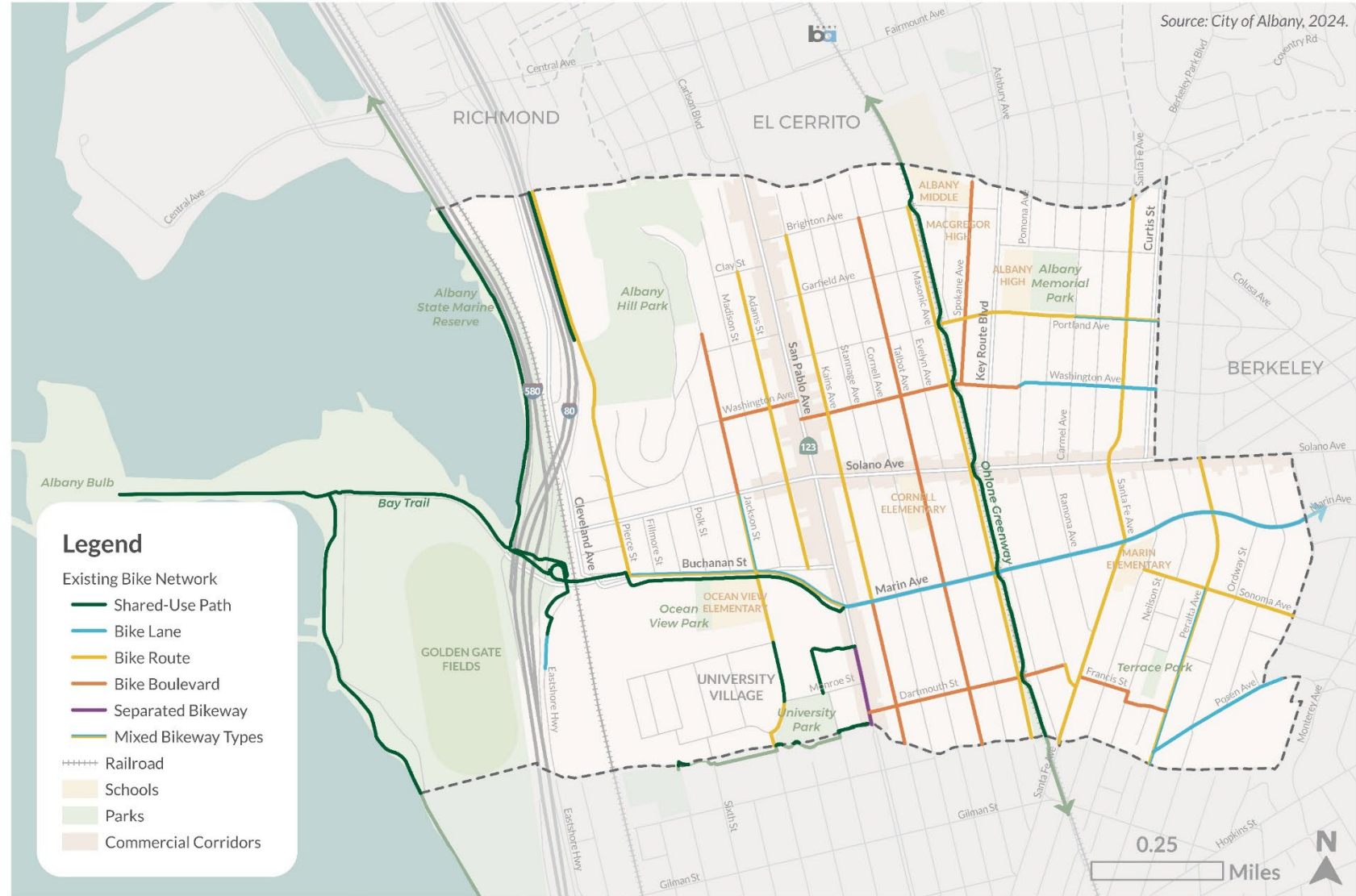
Bike Route



Mixed Bikeway Types

Existing Bicycle Network

- Where do you like walking/biking/rolling?
- Where do you find walking/biking/rolling challenging, would like improvement, or do not use at all due to the challenges?



Bicycle Level of Traffic Stress (LTS)

What is Bicycle Level of Traffic Stress?



1

Strong separation except at low speed, low volume traffic. Suitable for children.



2

Except in low speed and volume, people biking have their own place to ride. Most adults can tolerate.



3

Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic.



4

Involves interaction with higher speed traffic. A level of stress only acceptable to those “strong and fearless.”

Bicycle Level of Traffic Stress (LTS)

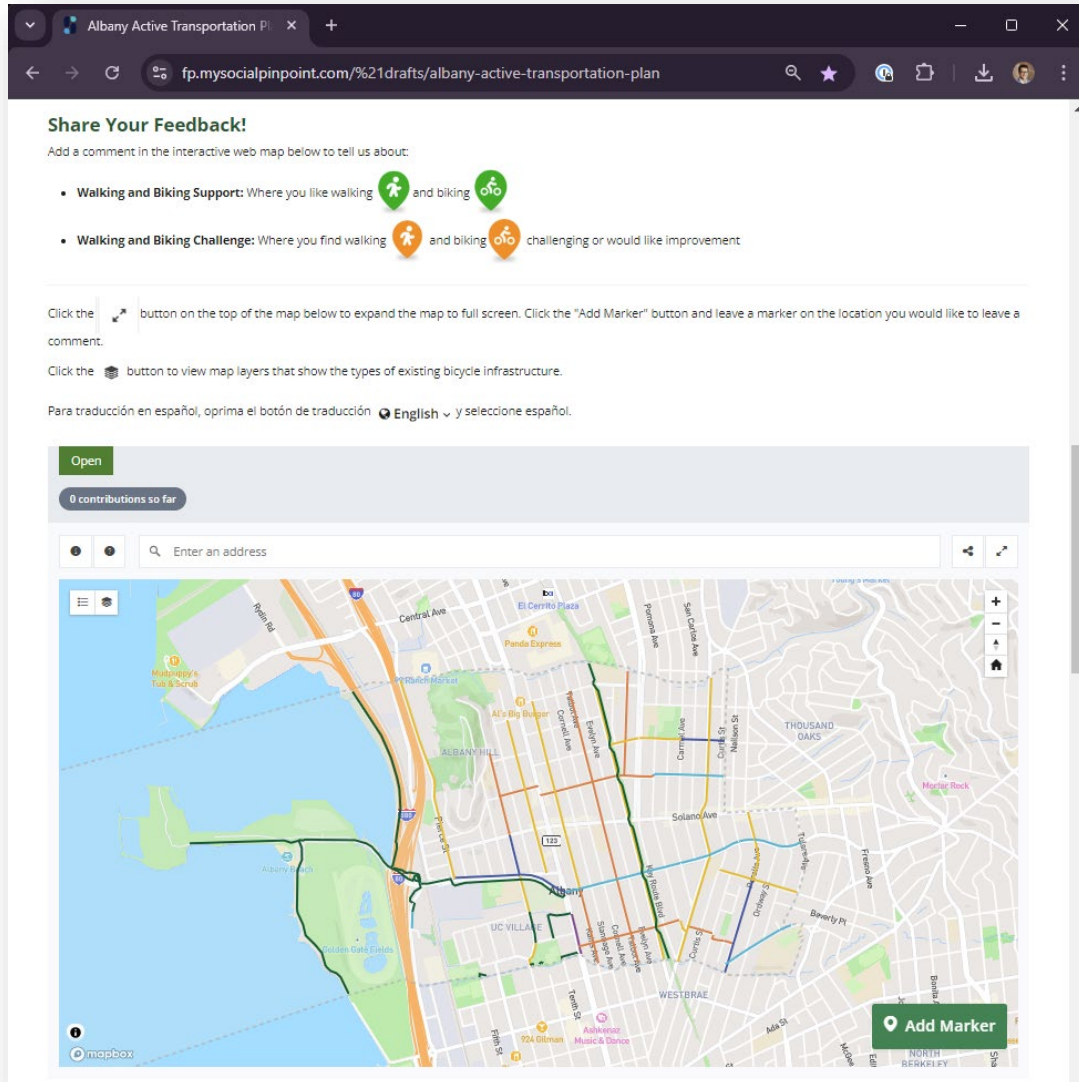
Datasets don't always tell the whole story:

- Does this map reflect your comfort level when biking/rolling?
- Are there any locations where this does not reflect your experience?



Project Website

- Provide your input here tonight, or on our website
- Includes survey & interactive mapping tool



bit.ly/AlbanyATP





Thank You

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