

Albany Active Transportation Plan 2026 APPENDIX

Parametrix

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APPENDIX A: PROJECT LIST



APPENDIX A: PROJECT LIST

The priority projects summarized in ATP Chapter 6 are a subset of the larger list of projects required for full buildout of the pedestrian and biking networks. Provided on the following pages, the full project list is divided into four categories by project priority and status:

- Priority Projects: Under Development
- Priority Projects: Not Yet Initiated
- Other Identified Projects on High-Comfort Network
- Other Identified Projects

The three projects listed below were fully funded and in progress at the time of ATP adoption. They are listed here for context, but are not included in the current ATP project recommendations or project list:

- Marin Ave Paving (Key Route Blvd to Tulare Ave)
- Cleveland Cycle Track (Washington Ave to Cleveland Ave)
- Jackson Bikeway (Buchanan St to Ohlone Ave)

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
Pedestrian	**Santa Fe Ave Pedestrian Corridor**	North City Limit	Key Route Blvd	Traffic calming; intersection improvements at Santa Fe Ave/Key Route Blvd; traffic signal improvements at Santa Fe Ave/Solano Ave and Santa Fe Ave/ Marin Ave	- Widen sidewalks to 5' standard - Pedestrian improvements at Santa Fe Ave/Key Route Blvd intersection - Traffic calming such as speed humps mid-block & mini traffic circles at stop-controlled intersections - Traffic signal improvements at Santa Fe Ave/Solano Ave and Santa Fe Ave/Marin Ave - Consider additional width, crossing treatments, lighting, and other amenities as ped priority corridor - Consider additional elements listed in Marin Elementary School Access Improvements project
Pedestrian	**Thousand Oaks Blvd Sidewalk**	Pomona Ave	Carmel Ave	Install 5' sidewalks where missing north of Memorial Park	- Install 5' sidewalks where missing north of Memorial Park
Pedestrian	**Uptown Solano Ave ADA Curb Ramps**	Key Route Blvd	Tulare Ave	Upgrade curb ramps between Key Route Blvd and Tulare Ave	- Upgrade curb ramps between Key Route Blvd and Tulare Ave
Biking	**Adams-Clay Bikeway**	San Pablo Ave-Clay St	Buchanan St	One-way motor vehicle traffic and contraflow bike lane with intersection treatments to facilitate through movements by bike	- One-way motor vehicle traffic with contraflow bike lane - Intersection treatments, potentially including new intersection controls, to facilitate through movements by bike across larger streets such as Washington and Solano - Traffic calming to limit vehicle speed <20 MPH to supplement striping
Biking	**Kains Ave Bikeway**	North City Limit	South City Limit	One-way motor vehicle traffic and contraflow bike lane (North City Limit to Marin Ave) and two-way bike boulevard (Marin Ave to South City Limit) with intersection treatments to facilitate through movements by bike	- One-way motor vehicle traffic and contraflow bike lane (North City Limit to Marin Ave) and two-way bike boulevard (Marin Ave to South City Limit) - Intersection treatments, potentially including new intersection controls, to facilitate through movements by bike 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**	Cleveland Ave	Pierce St	Shared-use path connecting Pierce St to Cleveland Ave via Pierce St Park	- Shared-use path connecting Pierce St to Cleveland Ave via Pierce St Park including sections of existing path
Priority Projects: Not Yet Initiated					
Pedestrian & Biking	**Garfield Ave-Ohlone Crossing & Sidewalk Gap**	Ohlone Greenway/ Masonic Ave		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**	North City Limit	Solano Ave	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 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 buffered bike lanes (likely parking impact) - Consider additional elements listed in Albany Middle School Access Improvements & Albany High School Access Improvements projects
Pedestrian & Biking	**Lower Marin Ave Streetscape Improvements**	San Pablo Ave	Masonic Ave	Improve pedestrian experience; intersection improvements at Marin Ave/San Pablo Ave and Marin Ave/Talbot Ave; protected bikeway	- Protected bikeway including parking-protected options - Protected intersection or other crossing treatments at Marin Ave/San Pablo Ave and Marin Ave/Talbot Ave - Consider additional sidewalk width, crossing treatments, lighting & other amenities as ped priority corridor
Pedestrian & Biking	**Mid-Marin Ave Streetscape Improvements**	Masonic Ave	Tulare Ave	Protected bikeway; improve pedestrian experience; crossing enhancements	- Protected bikeway including parking-protected options - Intersection controls at Marin Ave/Santa Fe Ave and Marin Ave/Curtis St to facilitate north-south bike movement - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Consider additional elements listed in Marin Elementary School Access Improvements project

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
Pedestrian & Biking	**Uptown Solano Ave Streetscape Improvements**	Masonic Ave	Tulare Ave	Streetscape improvement project (including pavement, drainage, lighting, green infrastructure, improved sidewalks and curb extensions); 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; crossing improvements at Solano Ave/ Curtis St	- Streetscape improvement project including pavement, drainage, lighting, green infrastructure, bicycle and pedestrian improvements - Parallel parking on north side of street and uphill protected bikeway between angled parking and sidewalk on south side of street - Traffic signal improvements at Solano Ave/Santa Fe Ave - Consider signal at Solano Ave/Peralta Ave
Pedestrian	**Cerrito Creek Pedestrian Connection**	Adams St	Albany Hill Trails	Pedestrian path along south side of Cerrito Creek connecting Orientation Center path at Adams St to Albany Hill Trails	- Pedestrian path along south side of Cerrito Creek connecting Orientation Center path at Adams St to Albany Hill Trails
Pedestrian	**Hillside Ave Sidewalk Gap**	Jackson St	Taft St	Install 5' sidewalks where missing	- Install 5' sidewalks where missing
Pedestrian	**Pierce St South Pedestrian Corridor**	Midblock near Albany Hill	Buchanan St	Address parking on sidewalk and provide an accessible path for pedestrians which may include new parking lanes, parking restrictions and/or right-of-way modifications	- Address parking on sidewalk to provide an accessible path for pedestrians which may include new parking lanes, parking restrictions and/or right-of-way modifications - Widen sidewalk to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Biking	**Adams-Carlson Bikeway Connection**	North City Limit	Clay St	Biking/rolling connection across Cerrito Creek connecting to Carlson St in El Cerrito	- Biking/rolling connection across Cerrito Creek connecting to Carlson St in El Cerrito
Biking	**Jackson-Adams Bikeway Connection**	Pierce St	San Pablo Ave	Two-way separated bikeway along Buchanan St between Jackson St and Adams St; intersection improvements at Buchanan St/Jackson St	- Two-way separated bikeway along north side of Buchanan St between Jackson St and Adams St, using space from realigning Buchanan St/Marin Ave merge identified in 2013 Complete Streets report and subsequent design development - Intersection improvements at Buchanan St/Jackson St, potentially including updated signage & right turn on red restrictions per 2013 Complete Streets report - Consider additional elements listed in Ocean View Elementary School Access Improvements project
Biking	**San Pablo Ave Cycle Track & Marin Ave Intersection**	Marin Ave	Village Creek	Extension of two-way protected bikeway (cycle track) along San Pablo Ave from Village Creek to Marin Ave; intersection improvements at San Pablo Ave/Marin Ave	- Extension of two-way protected bikeway (cycle track) along west side of San Pablo Ave from current terminus on the south side of Village Creek to Marin Ave - Protected intersection treatments or other crossing treatments at San Pablo Ave/Marin Ave
Shared-Use Path/Trail	**Bay Trail Junctions**	Albany Bulb	I-580 Off Ramp	Improve trail junctions at Albany Bulb entrance and I-580 off-ramp intersection	- Improve trail junctions at Albany Bulb entrance and I-580 off-ramp intersection
Shared-Use Path/Trail	**Ohlone Greenway Expansion**	North City Limit	South City Limit	Widen facility and/or better separate modes; create direct connection to Albany Middle School	- Widen facility and/or consider separating uses among high-speed biking/rolling, low-speed biking/rolling, and pedestrian modes - Create direct connection to Albany 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 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	- Intersection crossing treatments at Key Route Blvd/Portland Ave, Portland Ave/Ramona Ave, Portland Ave/Pomona Ave, and Thousand Oaks Blvd/Key Route Blvd to support safe routes to Albany High School, which may include median stop control (along Key Route Blvd), striping, crosswalk enhancements, curb extensions, lighting, and signage - New mid-block pedestrian crossing along Key Route Blvd which may include crosswalk striping and enhancements, traffic calming (speed bumps/tables, raised crosswalks), RRFBs, lighting, and signage. - Consider additional elements listed in Key Route Blvd, Portland Ave & Thousand Oaks Blvd corridor projects

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
School Access	**Albany Middle School Access Improvements**			Direct bike/ped connection between Ohlone Greenway and Albany Middle School; improve vehicle loading and circulation, including potential changes/restrictions along Brighton Ave and San Gabriel Ave	- Circulation and access improvements to support safe routes to Albany Middle School, including evaluating a new direct connection between to Ohlone Greenway - Additional intersection crossing treatments and/or measures to prevent use of red zones for loading - Evaluate vehicle circulation changes or movement restrictions on Brighton Ave & San Gabriel Ave corridors - Consider additional elements listed in Spokane-Behrens Bikeway Connection project plus Brighton Ave, Key Route Blvd & Ohlone Greenway corridor projects
School Access	**Cornell Elementary School Access Improvements**			Intersection improvements at Solano Ave/Talbot Ave, Solano Ave/Cornell Ave, and Marin Ave/Talbot Ave; improve vehicle circulation and bike/ped school access	- Intersection crossing treatments at Solano Ave/Talbot Ave, Solano Ave/Cornell Ave, and Marin Ave/Talbot Ave to support safe routes to Cornell Elementary School, which may include crosswalk enhancements, RRFBs, lighting, and signage - Evaluate vehicle circulation changes & additional bike/ped improvements, including sidewalk widening, along Talbot Ave and Cornell Ave - Consider additional elements listed in Solano Ave & Talbot Ave corridor projects
Other Identified Projects on High Comfort Networks					
Pedestrian	**Brighton St Pedestrian Corridor**	San Pablo Ave	Key Route Blvd	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**	Pierce St	San Pablo Ave	Intersection improvements at Buchanan St/Pierce St, Buchanan St/Jackson St, and Buchanan St/ Taylor St; improve pedestrian experience	- Improve pedestrian crossings at Buchanan St/Pierce St, Buchanan St/Jackson St & Buchanan St/Taylor St - Add new pedestrian crossings at Taylor St and/or Polk St - 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	**Dartmouth St-Francis St Corridor**	San Pablo Ave	Peralta Ave	Improve pedestrian access routes; improve pedestrian experience; include short segments on Santa Fe Ave and Pomona Ave	- Widen sidewalks to 5' standard - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor - Include short segments on Santa Fe Ave & Pomona Ave (also listed as separate project corridors)
Pedestrian	**Downtown Solano Ave Pedestrian Corridor**	Jackson St	Masonic Ave	Intersection improvements at Solano Ave/Jackson St; evaluate potential closure to motor vehicles between Adams St and San Pablo Ave	- Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, including ramp & striping upgrades at Solano Ave/Jackson St intersection & crossing treatments at San Pablo Ave, Cornell Ave, Talbot Ave & Masonic Ave intersections - Adams St to San Pablo Ave: Consider closure to motor vehicles - Consider additional elements listed in Cornell Elementary School Access Improvements project
Pedestrian	**Jackson St North Pedestrian Corridor**	Hillside Ave/ Castro St	Buchanan St	Improve pedestrian access routes including crossing improvements at Jackson St/Solano Ave; improve pedestrian experience, particularly near Albany Children's Center	- Widen sidewalks to 5' standard - Crossing improvements at Jackson St/Solano Ave - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor, particularly on school side
Pedestrian	**Peralta Ave Pedestrian Corridor**	Solano Ave	South City Limit	Improve pedestrian access routes; improve pedestrian experience; consider signal at Solano Ave/Peralta Ave	- Widen sidewalks to 5' standard - Consider additional sidewalk width, crossing treatments, lighting & other amenities as ped priority corridor - Consider signal at Solano Ave/Peralta Ave

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
Pedestrian	**Pierce St North Pedestrian Corridor**	North City Limit	Midblock near Albany Hill	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**	San Pablo Ave	East City Limit	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**	Peralta Ave	East City Limit	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**	Curtis St	Tulare Ave	Intersection improvements at Sonoma Ave/Curtis St; improve pedestrian experience	- Intersection improvements at Sonoma Ave/Curtis St - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Pedestrian	**Taft St Pedestrian Corridor**	North Terminus	Hillside Ave	Improve pedestrian access routes; improve pedestrian experience	- Widen sidewalks to 5' standard - Address driveway slopes, obstructions, and other access issues
Pedestrian	**Talbot Ave Pedestrian Corridor**	North City Limit	South City Limit	Intersection improvements at Talbot Ave/Marin Ave and Talbot Ave/Solano Ave; widen sidewalks and/or loading areas around school	- Widen sidewalks to 5' standard - Intersection improvements at Talbot Ave/Marin Ave and Talbot Ave/Solano Ave - 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**	Pierce St	San Pablo Ave	Address parking on sidewalk by establishing new parking lanes and/or restrictions; improve pedestrian experience	- Address parking on sidewalk by establishing new parking lanes and/or restrictions - Consider additional width, crossing treatments, lighting & other amenities as ped priority corridor
Biking	**Brighton St Bikeway**	San Pablo Ave	Key Route Blvd	Protected bikeway OR striped/buffered bike lanes	- San Pablo Ave to Masonic Ave: Protected bikeway or striped/buffered bike lanes (likely parking impact); Consider intersection controls at Kains to facilitate north-south bikeway movement - Masonic Ave to Key Route Blvd: Consider additional elements listed in Albany Middle School Access Improvements project
Biking	**Curtis St Bikeway**	North City Limit	South City Limit	Bike boulevard treatments including intersection treatments to facilitate through movements across larger streets	- Bike boulevard striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Consider bike boulevard in downhill direction & striped bike lane in uphill direction - Intersection treatments, potentially including new intersection controls, to facilitate through movements across larger streets such as Thousand Oaks Blvd, Portland Ave, Washington Ave, Solano Ave & Marin Ave - Consider additional elements listed in Marin Elementary School Access Improvements project
Biking	**Dartmouth St-Francis St Bikeway**	San Pablo Ave	Peralta Ave	Bike boulevard treatments	- Bike boulevard striping & traffic calming to limit vehicle speed <20 MPH to supplement existing striping - Intersection bike crossing treatments, which may include stop control changes & striping - Include short segments on Santa Fe Ave & Pomona Ave (also listed as separate project corridors)

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
Biking	**Jackson St South Bikeway**	Buchanan St	South City Limit	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 - Shared-use path connection to Codornices Creek Path - Connection to Berkeley via 8th St Bike boulevard striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Consider alternate shared-use path connection to Berkeley at 9th St bike boulevard - Consider additional elements listed in Ocean View Elementary School Access Improvements project
Biking	**Posen Ave Bikeway**	Peralta Ave	East City Limit	Traffic calming to limit vehicle speeds; coordinate with Berkeley on facility connections	- Traffic calming to limit vehicle speed & volume near school - Coordinate with Berkeley to transition biking/rolling facilities through Monterey Ave intersection
Biking	**San Pablo Ave Bikeway**	North City Limit	South City Limit	Protected bikeway along extent of San Pablo Ave	- 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**	North City Limit	South City Limit	Contraflow bike lane (north City limit to Brighton Ave); school-time traffic restrictions OR other circulation changes (between Solano Ave and Marin Ave)	- North City Limit to Brighton Ave: Southbound bike boulevard striping & traffic calming; northbound contra-flow constrained buffered bike lane - Brighton Ave to South City Limit: Bike boulevard striping & traffic calming to limit vehicle speed <20 MPH; consider school-time traffic restrictions or other circulation changes between Solano Ave & Marin Ave - Intersection treatments, potentially including new intersection controls, to facilitate through movements by bike across larger streets such as Solano Ave & Marin Ave - Consider additional elements listed in Cornell Elementary School Access Improvements project
Biking	**Washington Ave Bikeway**	Jackson St	Curtis St	Bike boulevard treatments OR protected bikeway OR striped/buffered bike lanes; improvements at intersections where bicycle facilities intersect	- Bike boulevard striping & traffic calming to limit vehicle speed <20 MPH & volume <2000 ADT - Protected bikeway or striped/buffered bike lanes (likely parking impact) - Intersection treatments, potentially including new intersection controls, to facilitate through movements by bike across larger streets such as Adams St, Kains Ave & Curtis St
Shared-Use Path/Trail	**Village Creek Path**	Jackson St	Monroe St-San Pablo Ave	Shared-use path connecting Jackson St to existing segments of Village Creek path, San Pablo Ave & Monroe St	- Shared-use path connecting Jackson St to existing segments of Village Creek path, San Pablo Ave & Monroe St
School Access	**Marin Elementary School Access Improvements**			Signal improvements at Marin Ave/Santa Fe Ave and Marin Ave/Curtis St; intersection improvements at Curtis St/Sonoma Ave; improve pedestrian experience; improve vehicle loading and bike/ped school access	- Intersection crossing treatments and/or signal improvements at Marin Ave/Santa Fe Ave, Marin Ave/Curtis St & Curtis St/Sonoma Ave to support safe routes to Marin Elementary School, 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 Ave, Santa Fe Ave & Curtis St corridor projects
School Access	**Ocean View Elementary School Access & Buchanan Crossing Improvements**			Intersection improvements at Buchanan St/Pierce St, Buchanan St/Taylor St, Buchanan St/Jackson St, and Jackson St/Solano Ave	- Intersection crossing treatments at Buchanan St/Pierce St, Buchanan St/Taylor St, Buchanan St/Jackson St & Jackson St/Solano Ave to support safe routes to Ocean View Elementary School, which may include crosswalk enhancements, curb extensions, lighting & signage
Other Identified Projects					
Pedestrian	**Clay Connection**	Jackson St	Madison St	Trail/stairs connecting Jackson St to Madison St via public right-of-way	- Trail/stairs connecting Jackson St to Madison St via public right-of-way
Pedestrian	**Cleveland Ave Pedestrian Corridor**	North City Limit	Washington Ave	Install 5' sidewalks where missing; address parking on sidewalk through enforcement	- Install 5' sidewalks where missing - Address parking on sidewalk through enforcement

Type	Name	Bound 1	Bound 2	Brief Description	Detailed Description (May Contain Multiple Options)
Priority Projects: Under Development					
Biking	**Buchanan-Eastshore Undercrossing**	Path Switchback North of Bridge	Eastshore Hwy	Improved connection between Buchanan St path and Eastshore Hwy (e.g. lighting, motor vehicle access restrictions, wayfinding)	- Improve biking connection between Buchanan St path and Eastshore Hwy, which may include lighting, motor vehicle access restrictions, wayfinding, or other enhancements
Biking	**Carmel Ave Bikeway**	North City Limit	Solano Ave	Bike boulevard treatments	- Bike boulevard striping and signage, potential traffic calming to limit vehicle speed <20 MPH
Biking	**Cleveland Ave Bikeway**	North City Limit	Washington Ave	Two-way protected bikeway OR striped bike lane	- Two-way protected bikeway/multi-use path along west side or striped bike lanes (likely parking impact)
Biking	**Downtown Solano Ave Bikeway**	San Pablo Ave	Masonic Ave	Eastbound/uphill protected bikeway; westbound/ downhill shared lane with parking converted to parallel; intersection improvement at Solano Ave/ Talbot Ave	- Extend asymmetrical bikeway configuration analyzed for Uptown Solano Ave (Masonic Ave to Tulare Ave) - Consider intersection controls at Talbot Ave to facilitate north-south bikeway movement - Consider additional elements listed in Cornell Elementary School Access Improvements project
Biking	**Eastshore Hwy Bikeway**	Mid-block crosswalk	South City Limit	Protected bikeway OR striped bike lanes	Protected bikeway or striped bike lanes (likely parking impact)
Biking	**Jackson St North Bikeway**	Hillside Ave-Castro St	Buchanan St	Bike boulevard treatments; potential northbound bike lane (Solano Ave to Buchanan St)	- Hillside Ave/Castro St to Solano Ave: Bike boulevard striping & traffic calming to limit vehicle speed <25 MPH & volume <3000 ADT
Biking	**Peralta Ave Bikeway**	Solano Ave	South City Limit	Traffic calming for shared facility; protected bikeway OR striped bike lanes between Francis St & Posen Ave with intersection improvements at Peralta Ave/ Posen Ave	- 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 St & Posen Ave, with intersection controls at Peralta Ave/Posen Ave
Biking	**Portland Ave Bikeway**	San Pablo Ave	East City Limit	Bike boulevard treatments OR protected bikeway OR striped/buffered bike lanes, intersection improvements at Portland Ave/Kains Ave and Portland Ave/Curtis St	- Bike boulevard striping & traffic calming (westbound only between Carmel Ave & Curtis St to supplement existing eastbound striped lane) - Protected bikeway or striped/buffered bike lanes (likely parking impact) - Carmel Ave to Curtis St: Westbound striped/buffered bike lane to pair with existing eastbound lane (likely parking impact) - Consider intersection controls at Kains Ave/Curtis St to facilitate north-south bikeway movement - Consider additional elements listed in Albany High School Access Improvements project
Biking	**Spokane-Behrens Bikeway Connection**	North City Limit	Brighton Ave	Biking/rolling connection between Spokane Ave and Behrens St (in coordination with El Cerrito)	- Improve biking/rolling connection between Spokane Ave & Behrens St in coordination with the City of El Cerrito - Consider additional elements listed in Albany Middle School Access Improvements project

APPENDIX B: STAKEHOLDER ENGAGEMENT DETAILS



SUMMARY OF ENGAGEMENT ACTIVITIES

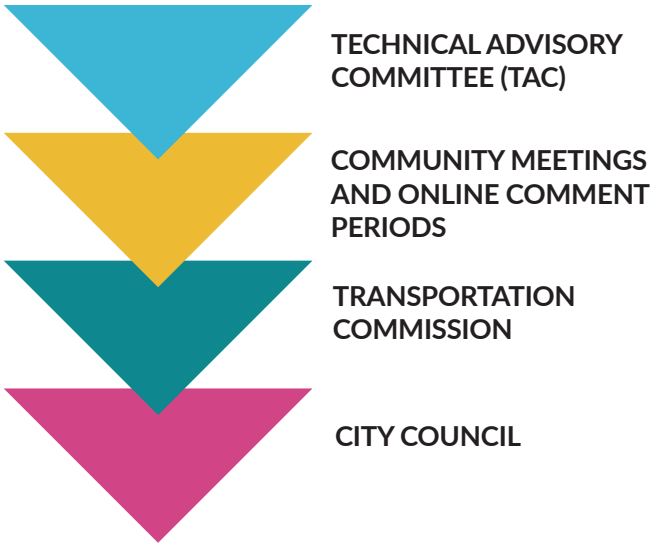
This appendix summarizes the stakeholder engagement activities completed during the development of the Active Transportation Plan (ATP).

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 on the right, 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. Appendix B contains more details on the stakeholder engagement process summarized in this chapter.

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 and 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 and 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.

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 Albany Unified School District

Throughout the project, City staff also conducted focused outreach meetings with representatives from the Albany Unified School District to discuss their priorities and review draft findings. As detailed in Appendix B, this included 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 Albany business community stakeholders specifically to review concepts for Uptown Solano Avenue (between Masonic Avenue and Tulare Avenue) as part of evaluating potential bicycle facilities for Solano Avenue. This engagement included focused meetings with the TAC, Transportation Commission, and City Council; a business survey addressing top priorities and concerns for streetscape improvements on Solano Avenue; and 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 and existing conditions assessment	Draft networks and potential projects	Project and 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

Stakeholder Input

Appendix B 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 biking 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

PHASE 1 ENGAGEMENT:

GOALS AND EXISTING CONDITIONS

Phase 1 Engagement: Goals & Existing Conditions

Phase 1 focused on introducing the ATP process, sharing draft ATP goals, and gathering input on existing conditions, opportunities, and challenges.

Engagement Activities

Phase 1 engagement activities included:

- **Technical Advisory Committee (TAC):** September 30, 2024
- **Community Meeting:** October 24, 2024
- **Online Comment Period:** October 2024 to November 2024
- **Transportation Commission:** December 5, 2024
- **City Council:** February 18, 2025

Summary of Key Themes

The existing conditions phase included a six-week comment period in which the project team received over 700 comments via in-person meetings and an online mapping tool. Many comments shared common themes, including:

- Many facilities remain challenging for walking, biking, and rolling (346 comments)
- Intersections and pedestrian crossings are key areas for improvement (232 comments)
- More bicycle infrastructure is needed (210 comments)
- More traffic calming and enforcement are needed (170 comments)
- Lighting and visibility should continue to be improved (81 comments)
- School pickup/drop zones are very challenging at peak times (66 comments)

The following pages contain a heatmap of community feedback received during this phase and samples of collateral materials from the engagement activities.

Comment Density Heat Map, Engagement Phase 1



Albany Active Transportation Plan

Welcome to the Community Open House

Please explore all stations

Ways to provide input:

- Leave comments on the maps or with staff
- Fill out the paper survey or identical survey online
- Place comments on the online map

https://bit.ly/AlbanyATP

What is the Albany Active Transportation Plan?

The Albany Active Transportation Plan guides the development of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling in Albany.

The City of Albany is currently updating its Active Transportation Plan, which was developed in 2012 and last updated in 2019. The update process is expected to last 12-15 months.

Active Transportation Plan: Project Timeline

Goals & Existing Conditions
Fall 2024

Draft Active Transportation Network and Policies
Spring 2025

Draft Plan and Priority Projects and Programs
Fall 2025

What is the Albany Active Transportation Plan?

Draft Goals



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.



Safety & Comfort

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



Equitable Outcomes

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



Implementation & Funding

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

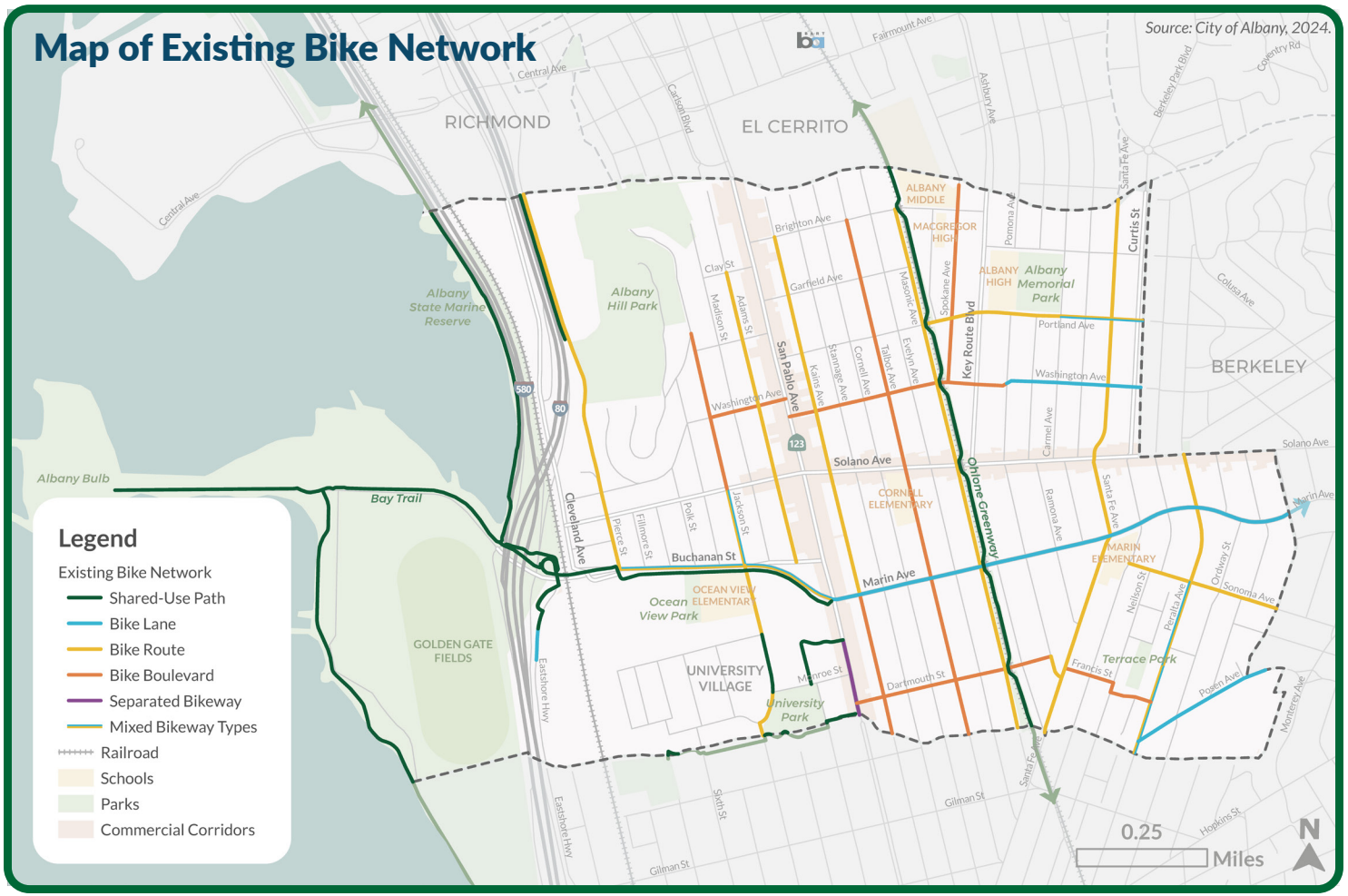
The draft goals are based on shared community values, including access, safety, and equity. What values would you like to see incorporated into the ATP goals?

Place sticky note comments here or on the map

Walking and Rolling in Albany Today

Where do you like walking/biking/rolling? Where are you hesitant to walk/bike/roll? How would you improve the experience?

Map of Existing Bike Network



Place sticky note comments here or on the map

Walking and Rolling in Albany Today

Existing Bikeway Types



Shared Use Path

Paths that can be used by both bicyclists and pedestrians and are completely separate from the roadway



Separated Bikeway

On-street bikeways with vertical, physical separation from the adjacent lane; most common on high-speed arterials



Bike Lane

Lanes that are painted on the street and can sometimes include a painted buffer from vehicle lanes



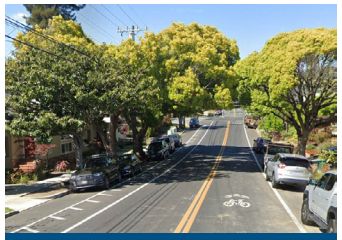
Bike Boulevard

Shared lane bikeways accompanied by speed calming measures like speed humps



Bike Route

Shared lane bikeways that are not accompanied by speed calming measures; may see higher vehicle volumes and speeds than bike boulevards



Mixed Bikeway Types

Streets with different types of bike facilities in each direction

Existing Pedestrian Infrastructure



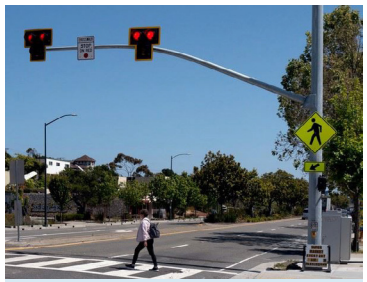
Curb Extension

Curb Extensions extend the sidewalk or curb line out into the parking lane, reducing the effective street width and crossing distance.



Rectangular Rapid Flashing Beacon and High Visibility Crosswalk

Rectangular Rapid Flashing Beacon (RRFB) installation at uncontrolled crossings to increase driver awareness of pedestrians at crosswalks. Pedestrians can activate the flashing signal with a button.



Pedestrian Hybrid Beacon

Pedestrian Hybrid Beacon is an intermediate option between a flashing beacon and full pedestrian signal. It helps pedestrians safely cross higher-speed roadways by assigning right of way and providing positive stop control.

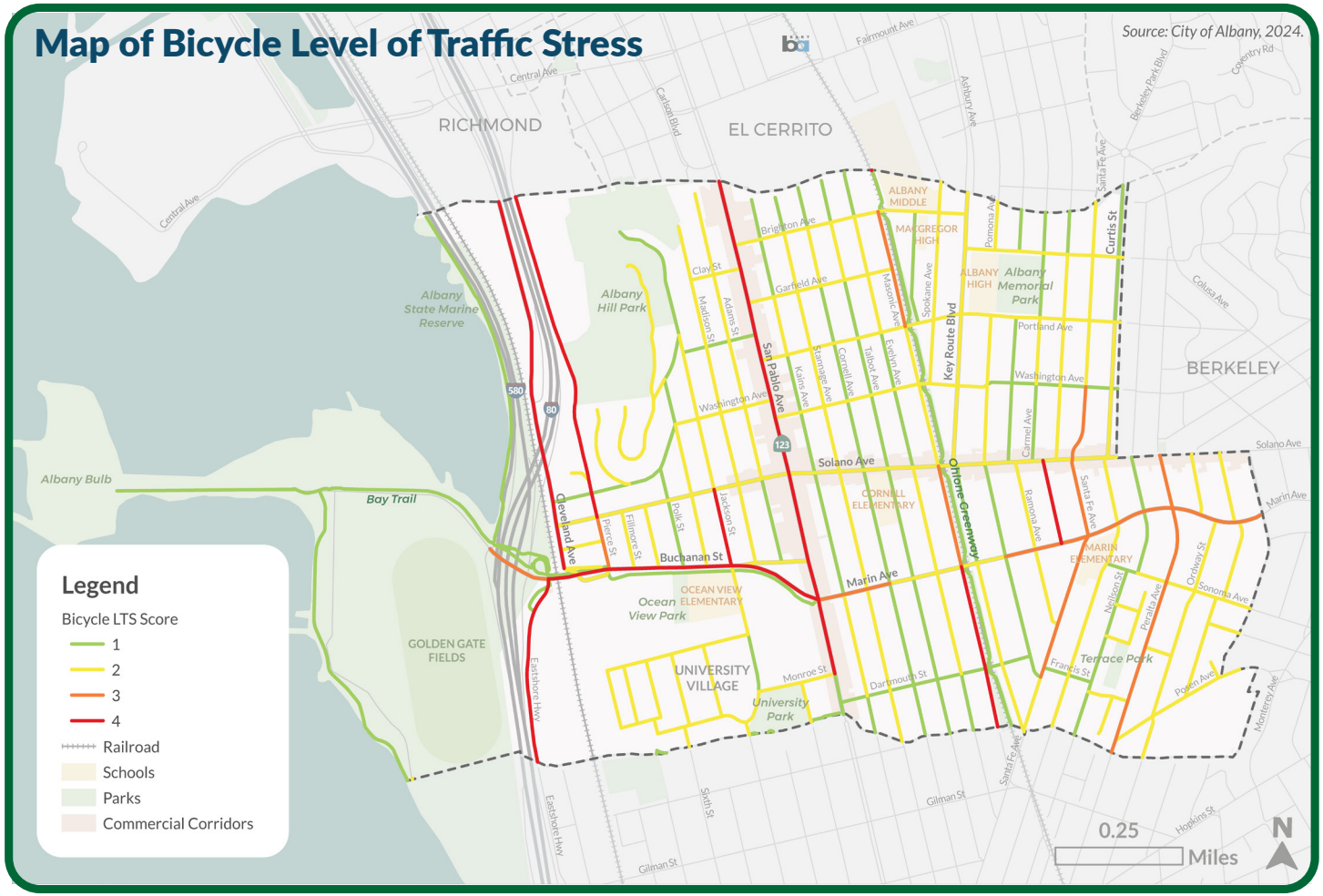


Leading Pedestrian Interval

Leading Pedestrian Intervals at signals to provide pedestrians with their own dedicated phase before turning vehicles. This improves visibility of pedestrians and reduces vehicle conflicts.

Walking and Rolling in Albany Today

Map of Bicycle Level of Traffic Stress



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

Place sticky note comments here or on the map

What is Bicycle Level of Traffic Stress (LTS)?
Level of Traffic Stress (LTS) is a rating given to a road segment or crossing indicating the traffic stress it imposes on bicyclists. LTS ranges from 1 to 4 as follows:

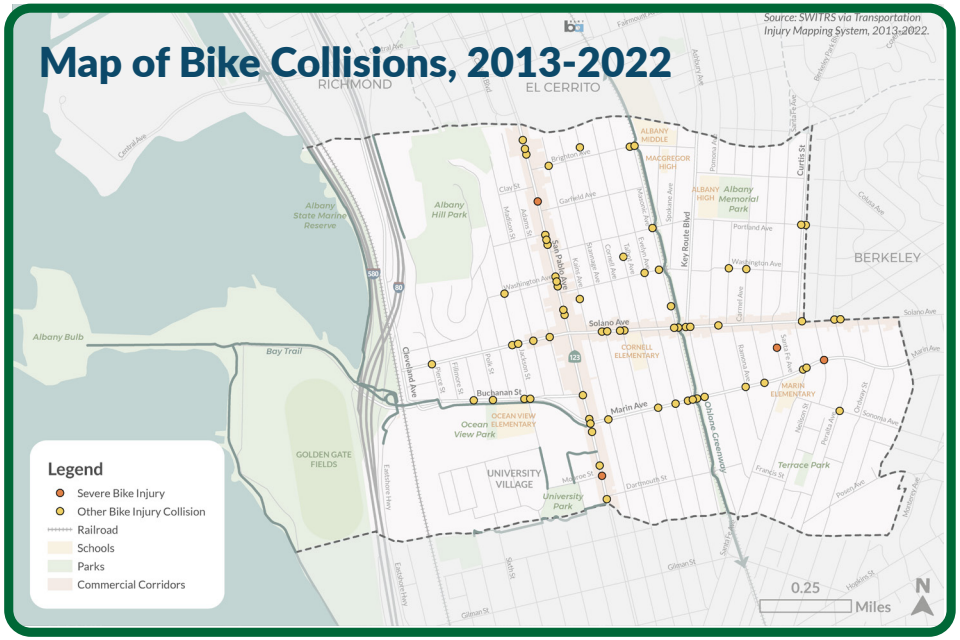
1 Strong separation except at low speed, low volume traffic. Suitable for children.

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."

Walking and Rolling in Albany Today



This map shows bike-involved collisions over the past 10 years that resulted in an injury. There were 69 bike injury collisions, with 0 fatal collisions and 4 severe injury collisions. Safety projects have been implemented in several locations where collisions are concentrated.



This map shows pedestrian-involved collisions over the past 10 years that resulted in an injury. There were 87 pedestrian injury collisions, with 1 fatal collision and 13 severe injury collisions. Safety projects have been implemented in several locations where collisions are concentrated.

Take the Albany ATP Survey!

Take this survey to let us know how you walk, bike, and roll in Albany.

1. How do you typically travel to or within Albany? (Check all that apply)

☐ Walking
☐ Biking
☐ Scooting
☐ Driving
☐ Bus
☐ Train/BART
☐ Other (please specify)

2. Where do you typically bike or roll? (Check all that apply)

☐ Work
☐ School/taking children to school
☐ Errands
☐ Accessing transit (e.g. BART)
☐ Exercise or leisure
☐ None
☐ Other (please specify)

3. Where do you typically walk? (Check all that apply)

☐ Work
☐ School/taking children to school
☐ Errands
☐ Accessing transit (e.g. BART)
☐ Exercise or leisure
☐ None
☐ Other (please specify)

4. What barriers do you experience to walking, biking, or rolling? (Check all that apply)

☐ Distance
☐ Traffic safety
☐ Personal security concerns
☐ Physical ability
☐ Infrastructure (lack of bike lanes, crosswalks, bike parking, etc.)
☐ Other (please specify)

5. What do you like about walking, biking, or rolling in Albany?

6. What would you like to see changed or improved?

7. How old are you?

☐ Under 18

☐ 18-25

☐ 26-30

☐ 31-50

☐ 51-70

☐ Over 70

8. What is your race or ethnicity? (Check all that apply)

☐ Work

☐ School/taking children to school

☐ Errands

☐ Accessing transit (e.g. BART)

☐ Exercise or leisure

☐ None

☐ Other (please specify)

9. What is your gender?

☐ Female

☐ Male

☐ Non -binary

☐ Other (describe)

City of Albany
Active Transportation Plan (ATP)

Community Open House
October 24, 2024

1

Agenda

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

2

What is an Active Transportation Plan?

3

What Is an Active Transportation Plan?



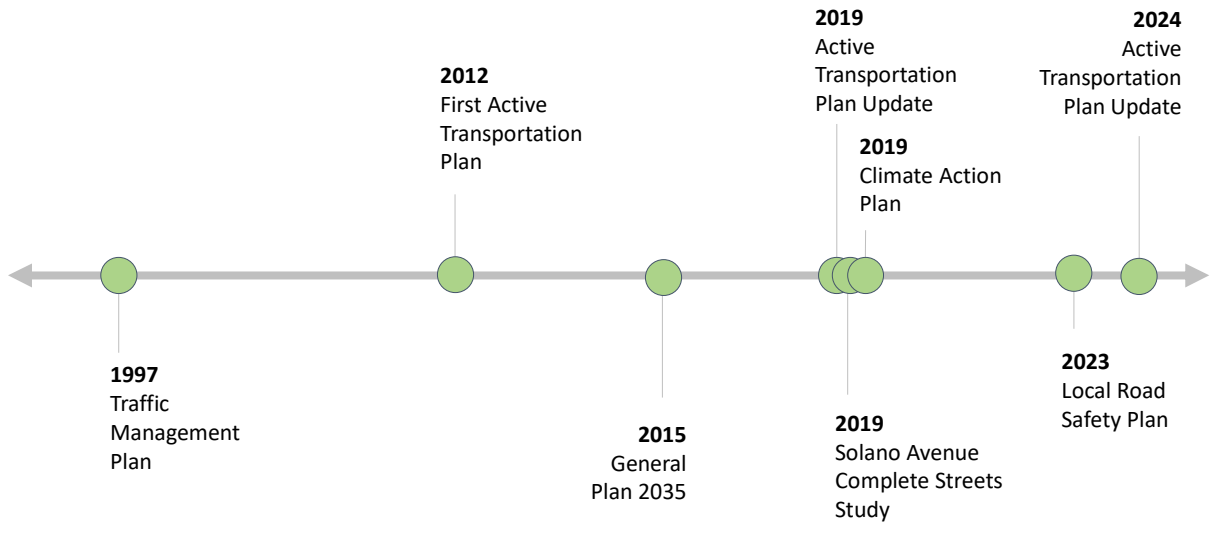
- Guides the development of infrastructure projects and programs to support safe and comfortable bicycling, walking, and rolling
- Serves as pedestrian and bicycle master plans
- Informs street design, capital project prioritization, and supportive policies and programs
- Current ATP was developed in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

4

Background, Process & Schedule

5

Background, Process & Schedule



6

Background, Process & Schedule

Phase 1
Goals & Existing Conditions

Fall 2024

Phase 2
Draft Active Transportation Network & Policies

Spring 2025

Phase 3
Draft Plan & Priority Projects

Fall 2025

7

Active Transportation Plan Goals

8

Active Transportation Plan Goals

Centered around four areas of emphasis & shared values:

- **Access & connectivity**
- **Safety & comfort**
- **Equitable outcomes**
- **Implementation & funding**

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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.

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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.

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Facility Types & Existing Conditions

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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.

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Recent Pedestrian Projects

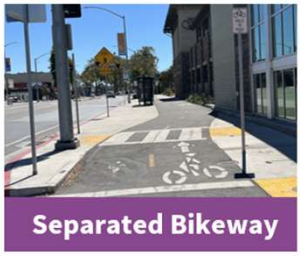
1. Buchanan Street Bikeway and Intersection Improvements (2014)
2. Marin Avenue/Curtis Street Safe Routes to Schools (2014)
3. San Pablo cycle track and Pedestrian Beacon (2017)
4. Washington Avenue Access and Traffic Calming (2020)
5. Talbot Pedestrian Beacon (2020)
6. Ohlone Greenway Signalized Intersection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



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Common Facility Types: Bicycle


Shared Use Path


Separated Bikeway


Bike Lane


Bike Boulevard

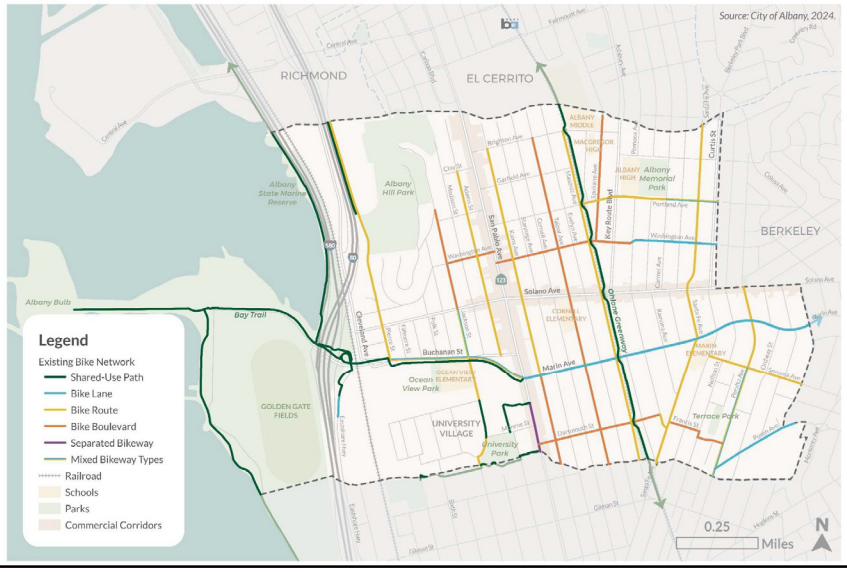

Bike Route


Mixed Bikeway Types

15

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?



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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."

17

Bicycle Level of Traffic Stress (LTS)

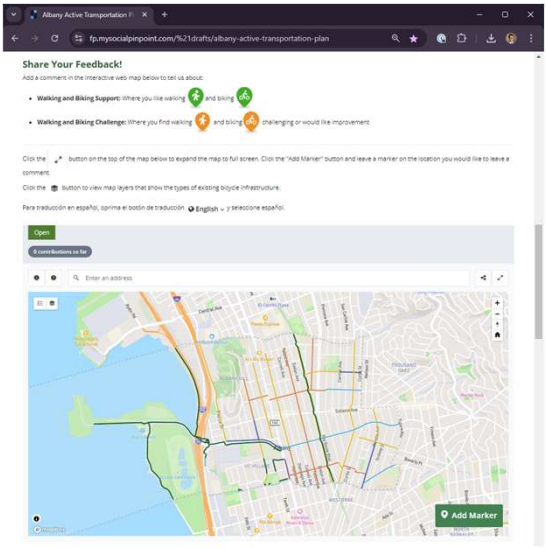
Datasets don't always tell the whole story:

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



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Project Website



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

bit.ly/AlbanyATP

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Thank You

Active Transportation Plan Community Open House
October 24, 2024

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PHASE 2 ENGAGEMENT:

ACTIVE TRANSPORTATION NETWORKS

Phase 2 Engagement: Active Transportation Networks

Phase 2 engagement focused on reviewing draft bicycle and pedestrian networks at the corridor level and gathering feedback on proposed improvements.

Engagement Activities

Phase 2 engagement activities included:

- **Technical Advisory Committee (TAC):** April 23, 2025
- **Community Meeting:** May 20, 2025
- **Online Comment Period:** May 2025 to July 2025
- **Transportation Commission:** June 26, 2025
- **City Council:** October 20, 2025

Summary of Key Themes: Pedestrian Network

The project team received 347 public comments (299 online, 48 in person) on the pedestrian/walking network. TAC members also submitted 7 comments on the pedestrian/walking network and another 18 comments that applied to both networks.

1. Pedestrian Network Gaps
    - Many specific locations identified (see detailed list of revisions).
    - Improve connections with transit hubs, especially for seniors and disabled residents.
2. Crosswalks & Signals
    - Unsafe or missing crosswalks, especially near schools and on the Ohlone Greenway. Suggested: new crossings, raised crosswalks, and better visibility.
    - Many crossings lack pedestrian signals, or existing signals have poor timing. Desire for countdowns, better walk indicators, and lighted “No Right on Red” signs.
    - Requests to adjust signal timing at intersections on San Pablo to reduce pedestrian wait time and people crossing at red lights.

3. Sidewalk Quality & Obstructions
    - Calls to fix narrow, uneven, or blocked sidewalks. Noted issues with trash bins, poles, overgrowth, and construction vehicles.
    - Many sidewalks near schools and commercial areas need widening and paving.
4. School Zone Safety
    - High volume of feedback concerned with school routes.
    - Requests for crossing guards, no-drive zones, slow streets, and buffer zones near campuses.
    - Common concern: drivers ignore signs, block crosswalks, or drive aggressively during pick-up/drop-off.
5. Traffic Calming for Pedestrian Safety
    - Recurring requests for bulb-outs, raised crossings, speed bumps, and enforcement.
    - Emphasis on high-traffic intersections and areas near Albany Hill, Cornell, and AMS/AHS.
6. Lighting
    - Lighting requested at many intersections and crossings.

Summary of Key Themes: Biking Network

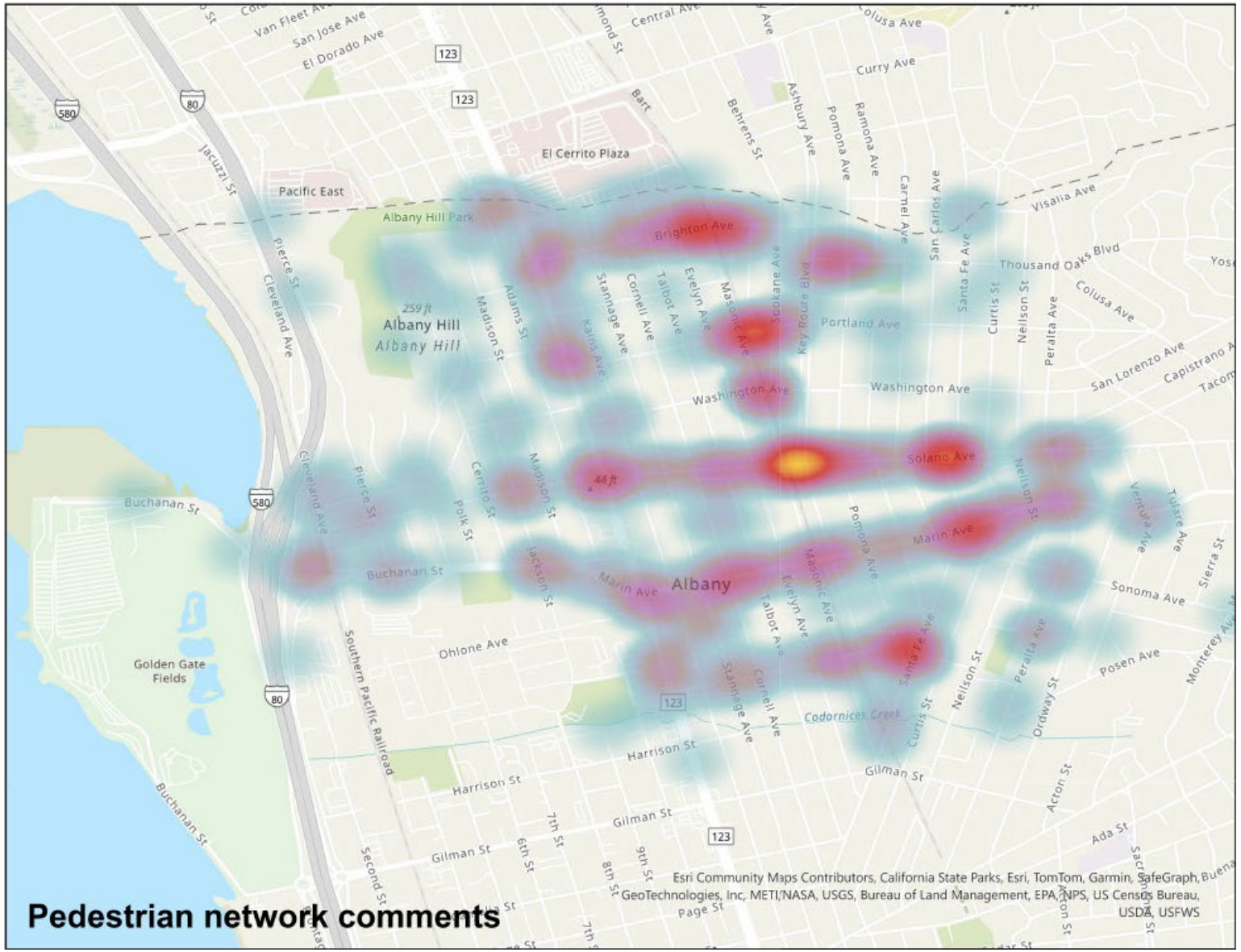
The project team received 214 public comments (152 online, 62 in person) on the biking/rolling network. TAC members also submitted 19 comments on the biking/rolling network and another 18 comments that applied to both networks

1. Connectivity & Network Gaps
    - Numerous suggestions call for connecting gaps in the bike network.
    - Strong desire for better connectivity to neighboring cities. Bridge connections proposed to enhance regional integration (El Cerrito, Richmond, Berkeley).
2. Bike Infrastructure Enhancements
    - Protected bike lanes are in high demand.
    - Calls to widen shared use paths, improve surface conditions, and enhance signage and visibility.

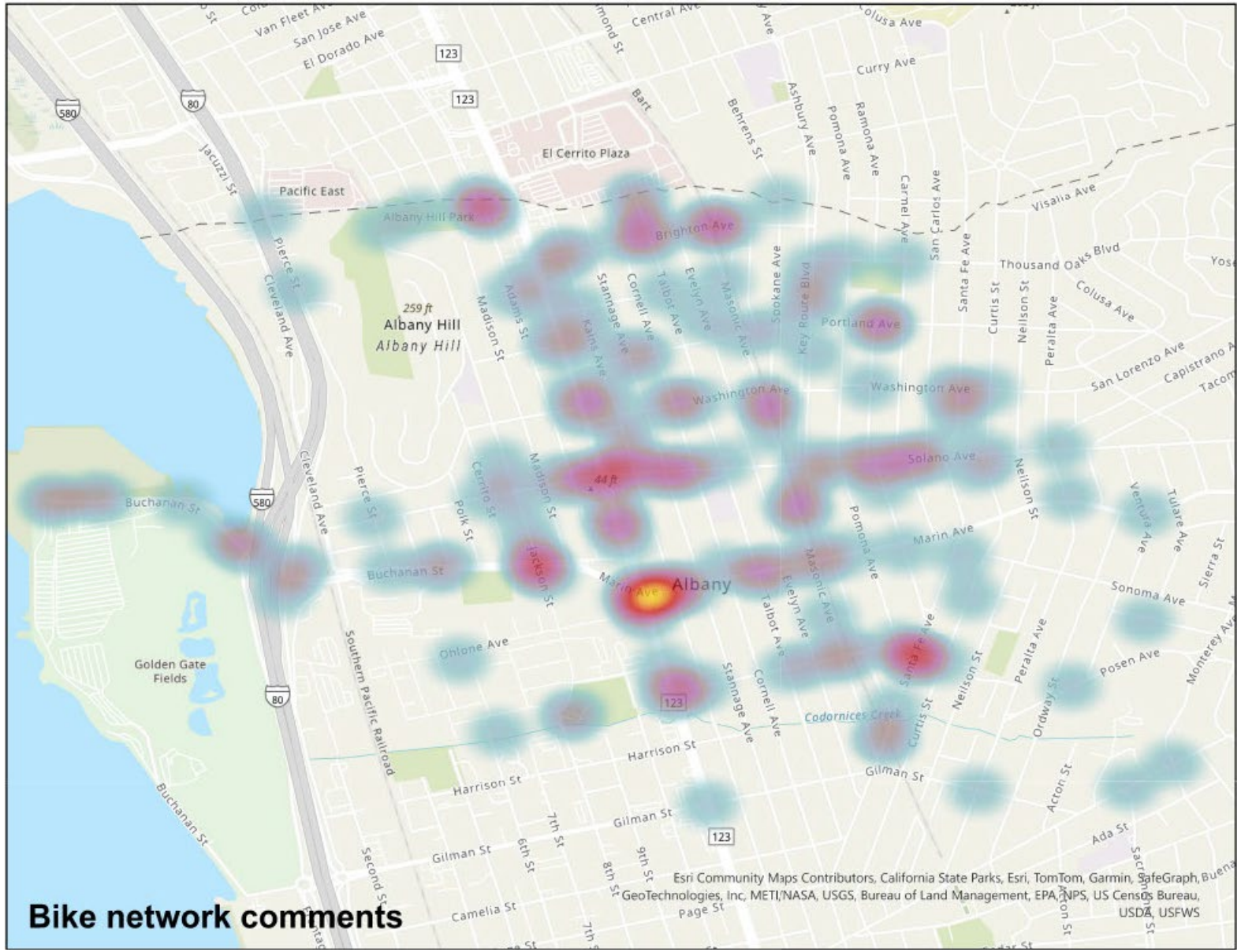
3. Intersection Safety & Signalization
    - Crossings at places like San Pablo, Marin, Santa Fe, and Kains were frequently cited.
    - Suggested improvements included bike signals, bike boxes, HAWKs, RRFBs, more intersection daylighting, raised crossings, and curb cuts.
4. Traffic Calming & Enforcement
    - Many respondents emphasized speeding as a top danger, especially around schools and commercial corridors. They cited a need for speed bumps, traffic circles, diverters, and no right on red signs.
    - Specific corridors called out include Masonic, Dartmouth, and Brighton.

The following pages contain heatmaps of community feedback received during this phase and samples of collateral materials from the engagement activities.

Comment Density Heat Map for Pedestrian Network, Engagement Phase 2

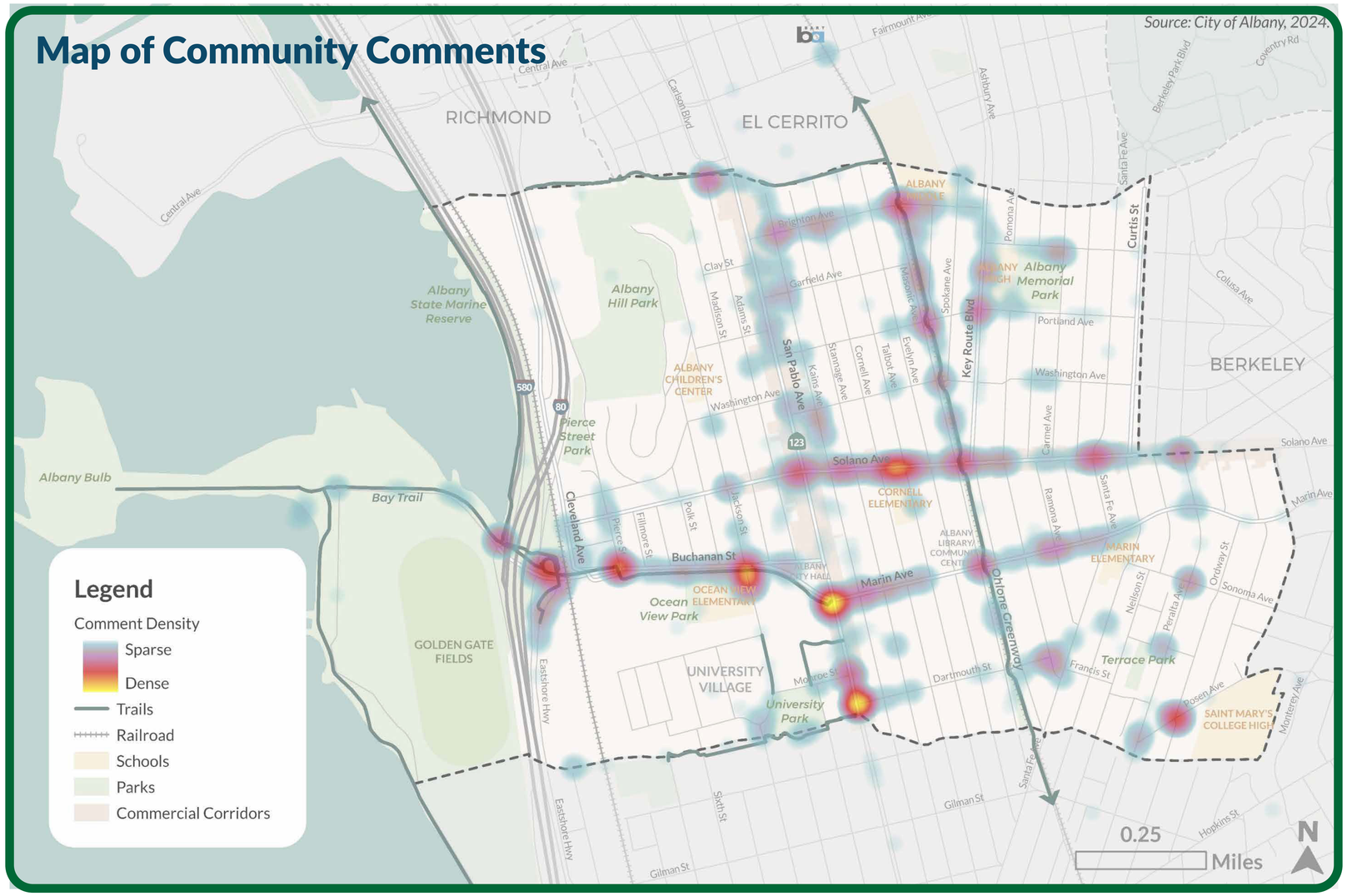


Comment Density Heat Map for Biking Network, Engagement Phase 2



Community Input & Key Findings

Map of Community Comments

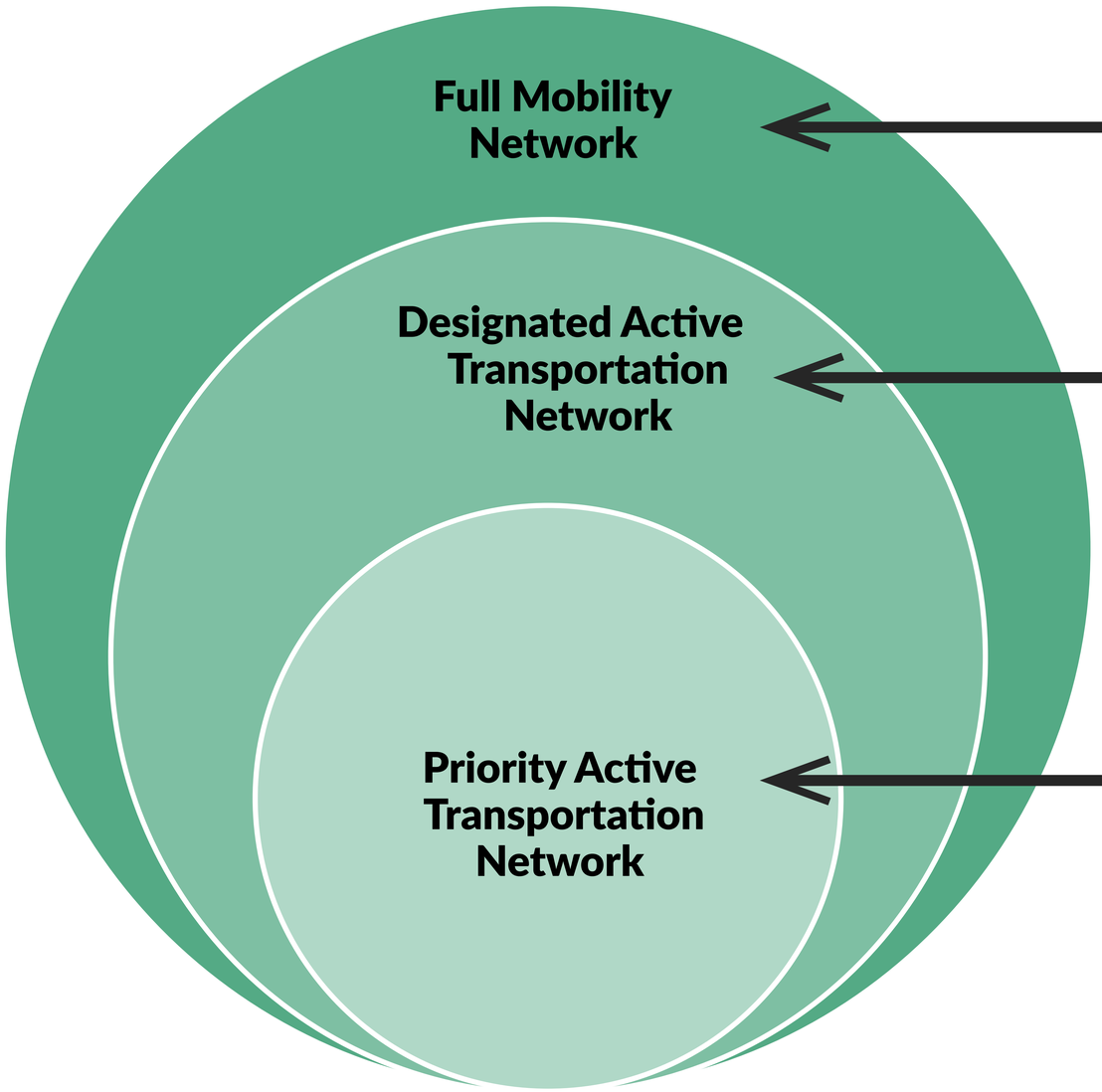


Gaps, challenges & areas for improvement:

- Collision hot spot locations
- North-south bike boulevards
- East-west connections
- School pickup/drop zones
- Commercial zones
- Major arterials and intersections
- Stop-controlled intersections
- Micromobility/personal electric vehicles

"Nested" Priority Networks

A series of "nested" networks helps us prioritize active transportation modes



Full Mobility Network

All streets, paths & trails citywide

Designated Active Transportation Network

Facilities specifically designated for active transportation:

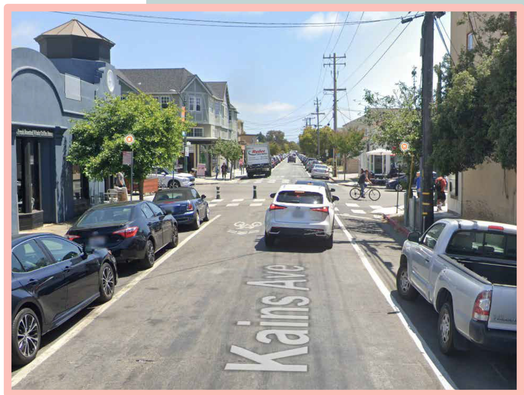
- *Pedestrian/walking network*
- *Biking/rolling network*

Priority Active Transportation Network

Facilities with the highest levels of priority & treatment for active transportation modes:

- *Pedestrian/walking **priority** network*
- *Biking/rolling **priority** network*

Biking/Rolling Corridor Types



Corridor Type #1: Narrower Local Street



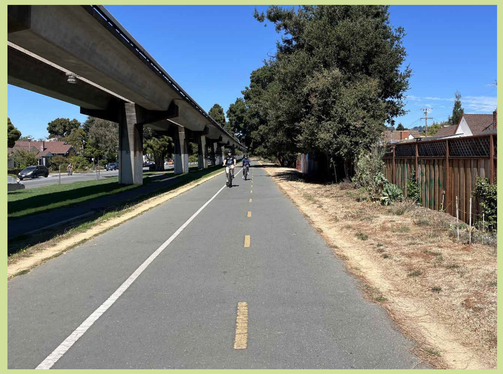
Corridor Type #2: Wider Local Street/Collector



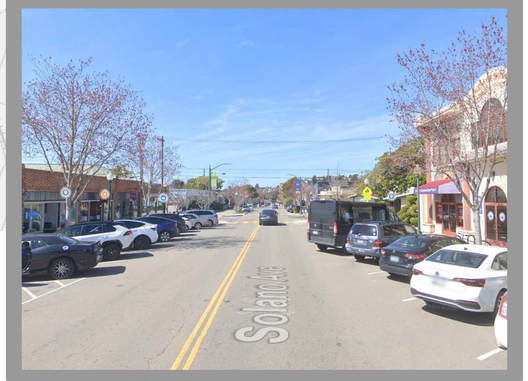
Corridor Type #3: Minor Arterial



Corridor Type #4: Major Arterial

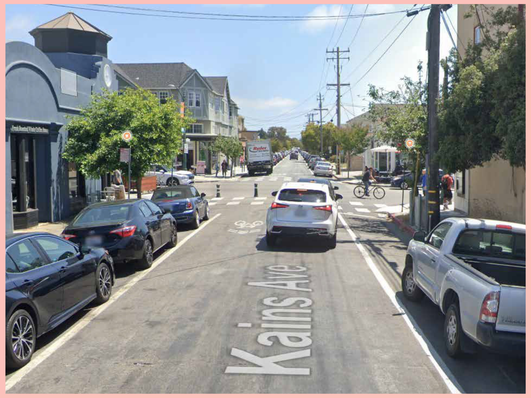


Corridor Type #5: Ohlone Greenway



Corridor Type #6: Solano Avenue

Some potential improvements for this corridor type are listed below, including likely benefits and tradeoffs. Which improvements, if any, would you prefer?



Corridor Type #1: Narrower Local Street

Example: Kains Ave, Curtis St, Adams St
Considerations:

- Traffic volumes are low, but speeds are higher than ideal
- Street width is narrow, requiring additional tradeoffs
- Street has multiple intersections where cross traffic does not stop, creating challenging bicycle crossings

Potential Improvement	*Place sticky note comments here*
Speed control measures (such as speed humps, striping, or signage) ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment ▪ Reduced use of street for non-local "cut through" trips ● ***Potential tradeoffs:*** ▪ Potential shift of some automobile trips to other streets ▪ Minor construction period (typically <1 year)	
Prioritize biking/rolling at uncontrolled crossings of busy streets by adding/relocating four-way stops or other controls ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment ▪ Improved ability to cross busy streets when biking/rolling ● ***Potential tradeoffs:*** ▪ Potential change in four-way stop locations (e.g. moving Washington/Stannage four-way stop to Washington/Kains) ▪ Minor construction period (typically <1 year)	
Traffic diversion to limit automobile traffic volumes ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment ▪ Reduced use of street for non-local "cut through" trips ● ***Potential tradeoffs:*** ▪ Circuitous travel for some automobile trips ▪ Potential shift of some automobile trips to ▪ other streets ▪ Minor construction period (typically <1 year)	
Other *(explain)*	



Corridor Type #2: Wider Local Street/Collector

Example: Portland Ave, Washington Ave *Considerations:*
●*Traffic volumes and speeds are higher than ideal* ●Identified need for a high-comfort, east-west bicycle route on Portland Ave and/or Washington Ave

Potential Improvement	*Place sticky note comments here*
Bicycle boulevard on Washington Ave with traffic calming & vehicle restrictions; no substantial change on Portland Ave ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment on Washington Ave, but without physical separation from automobiles ▪ Reduced use of street for non-local "cut through" trips ● ***Potential tradeoffs:*** ▪ Potential shift of some automobile trips to other streets ▪ 1-2 year construction period	
Protected biking/rolling facility on Washington Ave including protected intersections; no substantial change on Portland Ave ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment on Washington Ave via physical separation ● ***Potential tradeoffs:*** ▪ Significant reduction in on-street parking on Washington Ave ▪ 1-2 year construction period	
Biking/rolling facilities on both Washington Ave & Portland Ave, with one as a bicycle boulevard & the other as a protected facility ● ***Potential benefits:*** ▪ More comfortable biking/rolling environment on both streets ● ***Potential tradeoffs:*** ▪ Potential shift of some automobile trips from the street with the bicycle boulevard to other streets ▪ Significant reduction in parking on the street with protected facility ▪ 1-2 year construction period	
Other *(explain)*	



Corridor Type #3: Minor Arterial

Example: Key Route Blvd
Considerations:
●High volumes of school pick-up and drop-off traffic around Albany High ●Median currently used by students and residents as green space ●Connectivity to bicycle lanes in El Cerrito

Potential Improvement	*Place sticky note comments here*
Two-way protected cycle track adjacent to street median ● ***Potential benefits:*** ▪ More protection from automobiles for people biking and rolling ▪ Extends Ohlone Greenway-style facility north along Key Route ● ***Potential tradeoffs:*** ▪ Some reduction in on-street parking ▪ 1-2 year construction period	
One-way protected bicycle lanes in each direction ● ***Potential benefits:*** ▪ More protection from automobiles for people biking and rolling ● ***Potential tradeoffs:*** ▪ Significant reduction in on-street parking ▪ 1-2 year construction period	
Median shared-use path ● ***Potential benefits:*** ▪ No impact to on-street parking ▪ More protection from automobiles for people biking and rolling ● ***Potential tradeoffs:*** ▪ Reduction in grassy median space ▪ 1-2 year construction period	
Striped, buffered bicycle lanes in each direction ● ***Potential benefits:*** ▪ Minimal construction period ● ***Potential tradeoffs:*** ▪ Significant reduction in on-street parking ▪ Less protection from automobiles for people biking and rolling	
Other *(explain)*	

Pedestrian/Walking Priority Network

Pedestrian/Walking Priority Network

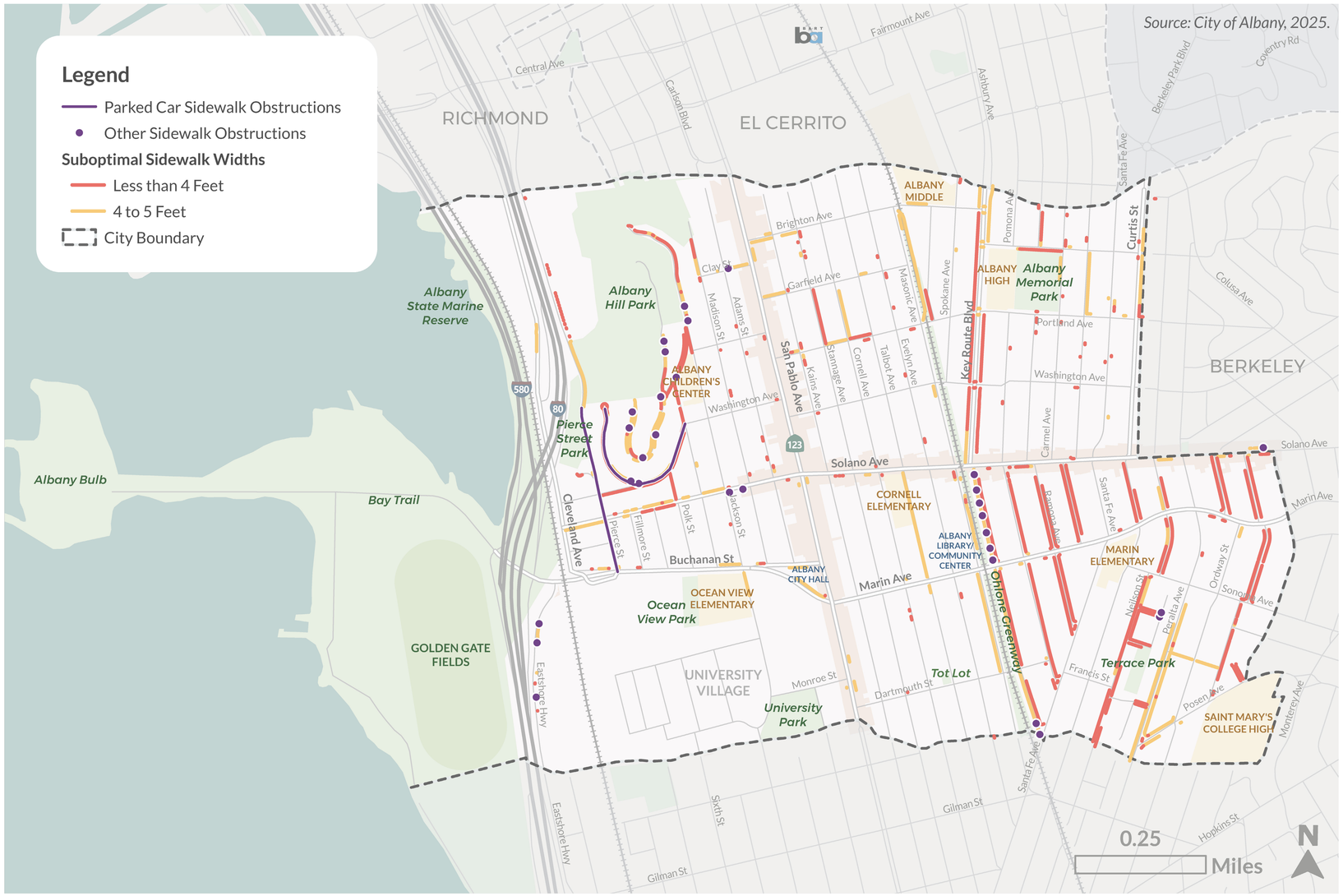


Are there other pedestrian facility gaps you would recommend adding?

Place sticky note comments here or on the map

Pedestrian/Walking Priority Network

Pedestrian/Walking Network Gaps



Are there corridors that should be added to/removed from the Pedestrian/Walking priority network?

Place sticky note comments here or on the map

Albany Active Transportation Plan

Biking/Rolling Network

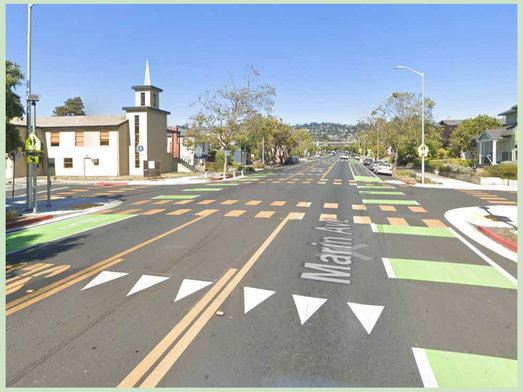
Biking/Rolling Priority Network



Are there corridors that should be added to/removed from the Biking/Rolling Network?

Place sticky note comments here or on the map

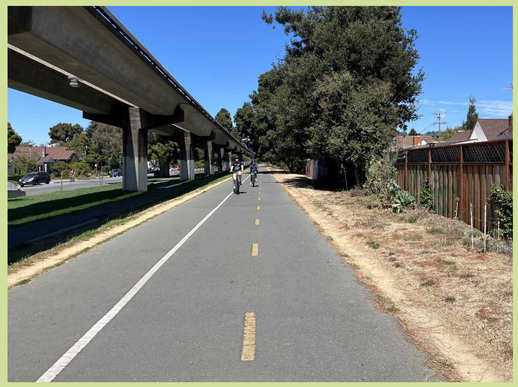
Some potential improvements for this corridor type are listed below, including likely benefits and tradeoffs. Which improvements, if any, would you prefer?



Corridor Type #4: Major Arterial

Example: Marin Ave
Considerations:
•*Highest traffic volumes and speeds* •Designated as a regional All Ages and Abilities bicycle route (Alameda CTC)
•Multiple intersections identified as collision hotspots

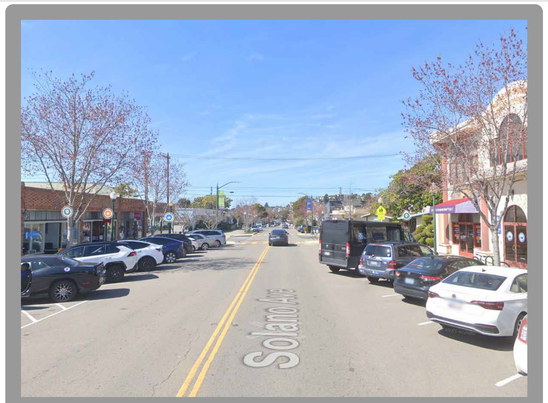
Potential Improvement	*Place sticky note comments here*
One-way parking-protected bicycle lanes in each direction • ***Potential benefits:*** ▪ Protection from automobiles for people biking and rolling • ***Potential tradeoffs:*** ▪ 1-2 year construction period	
Two-way protected cycle track on south side of street • ***Potential benefits:*** ▪ Protection from automobiles for people biking and rolling ▪ Strong connections to south side of street including Buchanan St path & Marin Elementary • ***Potential tradeoffs:*** ▪ 1-2 year construction period	
Two-way protected cycle track on north side of street • ***Potential benefits:*** ▪ Protection from automobiles for people biking and rolling ▪ Strong connections to north side of street including Community Center, Solano Ave & Cornell Elementary • ***Potential tradeoffs:*** ▪ 1-2 year construction period	
Other *(explain)*	



Corridor Type #5: Ohlone Greenway

Considerations:
•Used by people traveling at different speeds (e-bikes, regular bikes, and pedestrians)
• Safety challenges at intersections, where there are conflicts with vehicle traffic

Potential Improvement	*Place sticky note comments here*
Widen existing path to accommodate more & different types of users • ***Potential benefits:*** ▪ Accommodates more users while separating different modes/speeds • ***Potential tradeoffs:*** ▪ Reduction in green space near path ▪ 1-2 year construction period	
Improve separate path for pedestrians/walking alongside the existing path • ***Potential benefits:*** ▪ Accommodates more users while separating ▪ biking/rolling and pedestrians/walking • ***Potential tradeoffs:*** ▪ Does not increase capacity of shared-use path ▪ 1-2 year construction period	
Prioritize greenspace and amenities near the existing path, and focus on improving Masonic Ave for faster users • ***Potential benefits:*** ▪ Minimal construction period near existing path • ***Potential tradeoffs:*** ▪ Does not increase capacity of existing path	
Other *(explain)*	



Corridor Type #6: Solano Avenue

Considerations:
•Multiple intersections identified as collision hotspots
•Higher pedestrian volumes due to commercial destinations
•No separated biking/rolling facility
•Need to accommodate commercial activity, including deliveries and parking
•Transit corridor

Potential Improvement	*Place sticky note comments here*
Protected bike lane uphill (eastbound), shared bike/vehicle lane downhill (westbound) • ***Potential benefits:*** ▪ More protection from automobiles for biking/rolling uphill (eastbound) ▪ Preservation of angled parking on north side of street • ***Potential tradeoffs:*** ▪ Less protection from automobiles for biking/rolling downhill (westbound) ▪ Slight reduction in parking on south side of street via conversion from angled to parallel parking ▪ Asymmetrical street design (different bicycle facilities, parking configurations, and lane widths on each side) ▪ 1-2 year construction period	
Shared bike/vehicle lanes, conversion to parallel parking on one side of the street, and widened sidewalks in both directions • ***Potential benefits:*** ▪ More space for pedestrians and "placemaking" amenities like street furniture, art, lighting, and landscaping • ***Potential tradeoffs:*** ▪ Less protection from automobiles for biking/rolling ▪ Slight reduction in parking via conversion from angled to parallel parking on one side of the street ▪ 1-2 year construction period	
Shared bike/vehicle lanes in both directions (similar to existing conditions) with crossing enhancements & improved connections from other biking/rolling facilities • ***Potential benefits:*** ▪ Preservation of angled parking on both sides of street ▪ Flexibility in phasing improvements • ***Potential tradeoffs:*** ▪ Less protection from automobiles for biking/rolling ▪ Minimal construction period for shared vehicle/bike ▪ lanes; 1-2 year construction period for larger crossing enhancements/connections	
Other *(explain)*	

Biking/Rolling Network

Are there corridors that should be added to/removed from the Biking/Rolling Network?



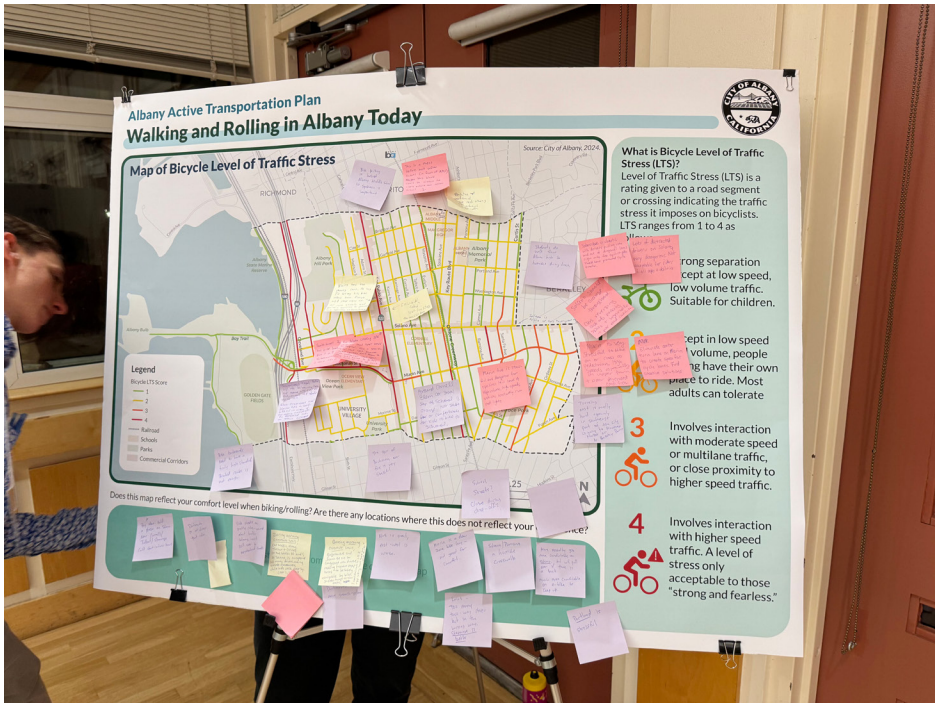
Pedestrian/Walking Priority Network

Are there other pedestrian facility gaps you would recommend adding?



OPEN HOUSE PHOTOS





PHASE 3 ENGAGEMENT: PROJECT AND PROGRAM PRIORITIZATION

Phase 3 Engagement: Project & Program Prioritization

Engagement during Phase 3 focused on prioritizing specific projects and programs.

Engagement Activities

Phase 3 engagement activities included:

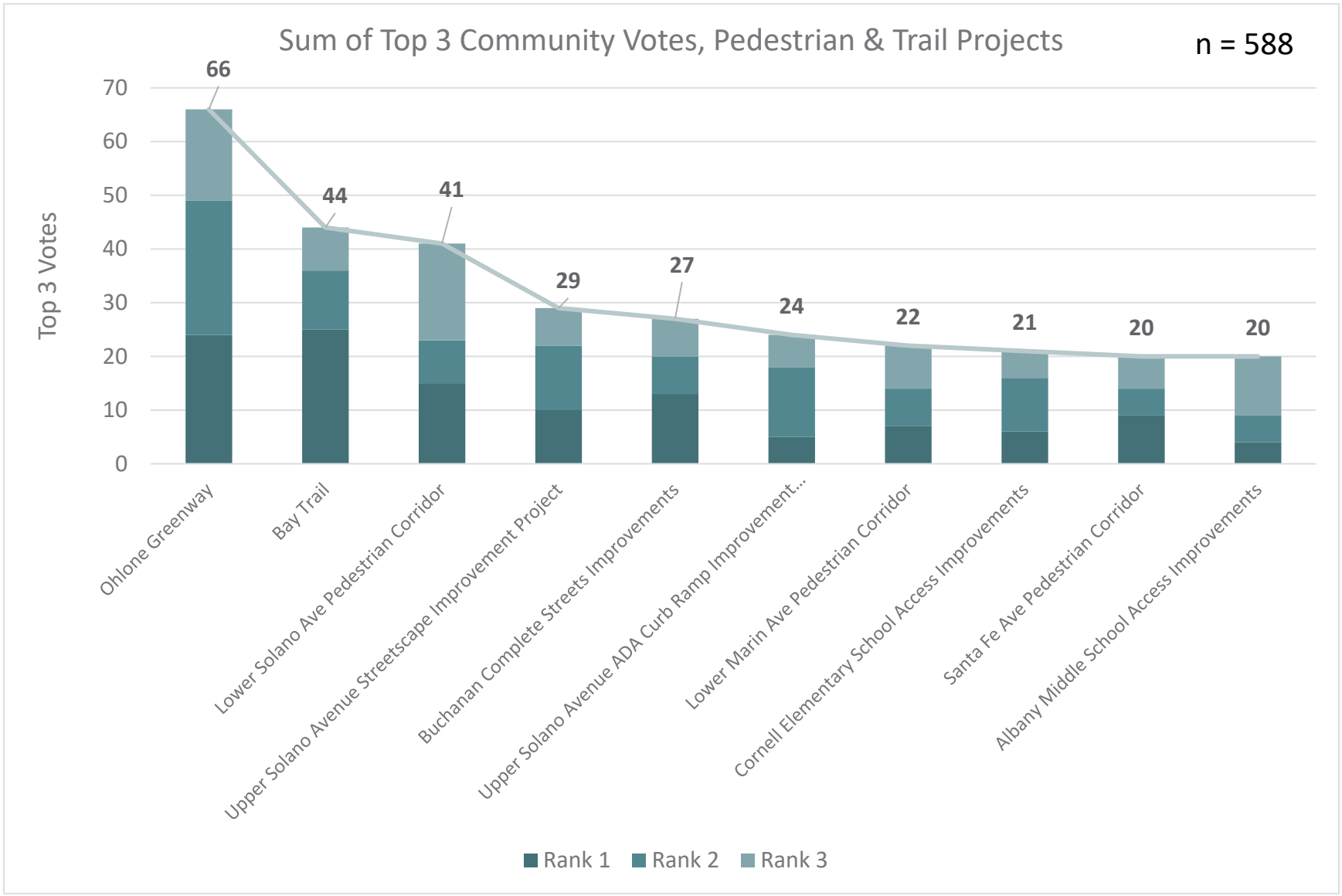
- **Technical Advisory Committee (TAC):** December 18, 2025
- **Community Meeting:** January 22, 2026
- **Online Comment Period:** January 2026 to February 2026
- **Transportation Commission:** February 26, 2026
- **City Council:** April 20, 2026

Summary of Prioritization Results

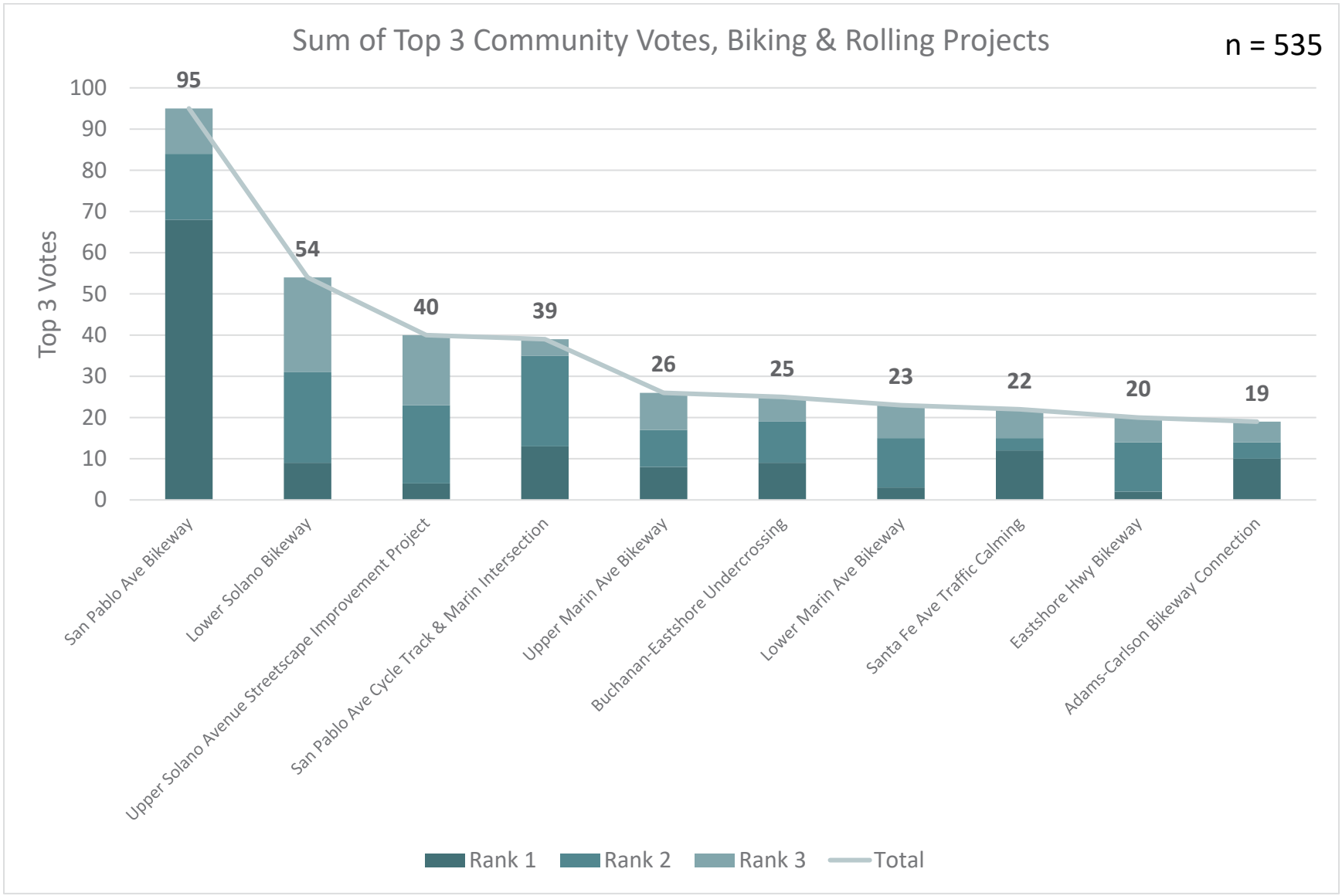
The charts on the following pages show the results of the community survey conducted during the in-person meeting and online comment period for pedestrian and trail projects, biking and rolling projects, and active transportation programs. While these results can be helpful indicators alongside other criteria, it is important to note that they have small sample sizes (under 600 responses to each question) and do not constitute a scientific sample of Albany residents and stakeholders.

The prioritization charts are followed by samples of collateral materials from the engagement activities.

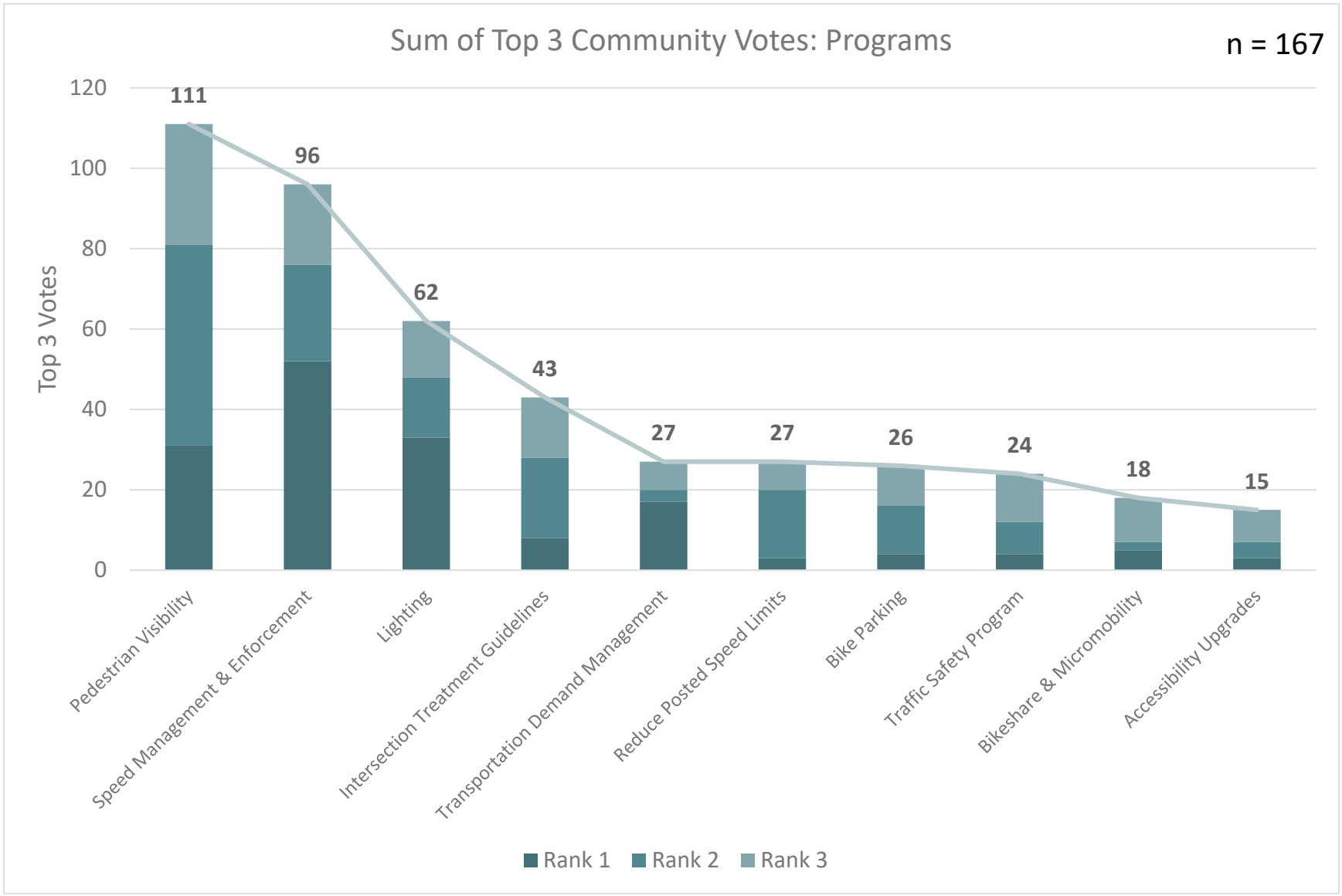
Community Votes on Priorities for Pedestrian & Trail Projects



Community Votes on Priorities for Biking & Rolling Projects



Community Votes on Priorities for Programs



Prefer to provide input online?

Scan the QR code to access the digital survey, or go to ***https://bit.ly/albany-atp-phase3-survey****.*

SCAN ME

Accomplishments Since 2020 & Projects Underway

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



Completed Projects

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

Funded Projects Underway

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

Prioritizing Pedestrian & Trail Projects

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

Proposed Pedestrian & Trail Projects



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

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

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

Place your sticky notes here.

Prioritizing Biking & Rolling Projects

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

Proposed Biking & Rolling Projects



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

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

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

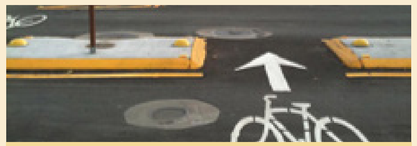
Place your sticky notes here.

Weighing Project Tradeoffs

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

High-Impact Treatments

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



Traffic calming and diversion

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

Impact: Reduces access for motor vehicles.



Widened sidewalks

Benefit: Creates a more comfortable and enjoyable experience for people walking, and can include added landscaping.

Impact: Reduces room for parking. In some cases, widening requires paving over existing landscaping.



Protected bikeways

Benefit: Physically separates people biking and rolling from motor vehicle traffic, improving safety for all ages and abilities.

Impact: Reduces room for on-street parking and travel lanes.

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

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



Place your sticky notes here to elaborate on your priorities.

Are there any other improvements you want to see?

Place your sticky notes here.

Prioritizing Active Transportation Programs & Policies

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

Which programs and policies should the City prioritize? Vote for your top three!

Fill out the paper survey to tell us what you think.

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

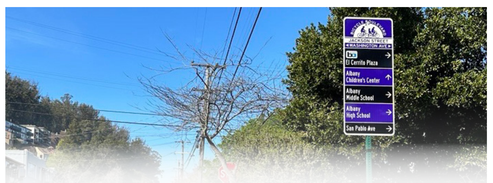
	Low		*High*
COST:	$	→	$$$
BENEFIT:	★	→	★★★



Transportation Demand Management

Identify and implement transportation demand management strategies to support mode shift with new development.

COST: $$ BENEFIT: ★★



Navigation & Wayfinding

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

COST: $ BENEFIT: ★★



Educational Programs

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

COST: $ BENEFIT: ★★



Speed Management & Enforcement

Update the traffic calming and speed management program to implement improvements proactively through an evaluation process.

COST: $$ BENEFIT: ★★★



Reduce Posted Speed Limits

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

COST: $$ BENEFIT: ★★



Lighting

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

COST: $$$ BENEFIT: ★★



Bike Parking

Install additional bike parking at high-activity locations citywide.

COST: $ BENEFIT: ★



Intersection Treatment Guidelines

Develop programmatic guidelines for the implementation of intersection treatments including "No Right on Red" restrictions.

COST: $$ BENEFIT: ★★



Pedestrian Visibility

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

COST: $$ BENEFIT: ★★★



Traffic Safety Program

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

COST: $$$ BENEFIT: ★★



Accessibility Upgrades

Continue ongoing ADA program upgrades.

COST: $$$ BENEFIT: ★★



Bikeshare & Micromobility

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

COST: $$ BENEFIT: ★★

CITY OF ALBANY

Active Transportation Plan Survey

CONTACT INFO (OPTIONAL)

Name: _____

Email: _____

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

Vote here!	ID	Project	Description	Status	Intersection Improvements	Improved School Connection	Potential Traffic Diversion	Potential Parking Impacts
☐	1	Adams-Carlson Bikeway Connection	Biking/rolling connection across Cerrito Creek connecting to Carlson St in El Cerrito	*Planning*				✓
☐	2	Adams-Clay Bikeway	One-way motor vehicle traffic, contraflow bike lane	*Design*	✓			
☐	3	San Pablo Ave Bikeway	Long-term vision for separated bikeway along extent of San Pablo Avenue	*Initiation*				✓
☐	4	San Pablo Ave Cycle Track & Marin Intersection	Extension of two-way cycle track along San Pablo from Sprouts to Marin, intersection improvements at San Pablo/Marin	*Design*	✓			✓
☐	5	Jackson-Adams Bikeway Connection	Two-way separated bikeway along Buchanan between Jackson and Adams	*Planning*	✓	✓		✓
☐	6	Cleveland Ave Bikeway	Two-way separated bikeway OR striped bike lane	*Initiation*				✓
☐	7	Jackson St North Bikeway	Bike boulevard treatments; potential northbound bike lane (Solano to Buchanan)	*Initiation*			✓	✓
☐	8	Buchanan-Eastshore Undercrossing	Improved connection between Buchanan path and Eastshore (e.g. lighting, motor vehicle access restrictions, wayfinding)	*Design*				
☐	9	Eastshore Hwy Bikeway	Separated bikeway OR striped bike lanes	*Initiation*				✓
☐	10	Jackson St South Bikeway	Two-way separated bikeway along Jackson St, providing connections to Codornices Creek Path and Berkeley bike network	*Initiation*		✓		✓
☐	11	Kains Ave Bikeway	One-way motor vehicle traffic, contraflow bike lane	*Design*	✓		✓	
☐	12	Talbot Ave Bikeway	Contraflow bike lane (North of Brighton); school-time traffic restrictions OR other circulation changes (between Solano and Marin)	*Initiation*	✓	✓		✓
☐	13	Brighton Ave Bikeway	Separated bikeway OR striped/buffered bike lanes	*Initiation*	✓	✓		✓

Vote here!	ID	Project	Description	Status	Intersection Improvements	Improved School Connection	Potential Traffic Diversion	Potential Parking Impacts
☐	14	Masonic Ave Bikeway	Separated bikeway OR striped/buffered bike lanes in relation to improvements to Ohlone Greenway separation of users	*Initiation*		✓		✓
☐	15	Lower Solano Bikeway	Eastbound/uphill protected bikeway, westbound/downhill shared lane with parking converted to parallel, intersection improvement at Solano/Talbot	*Initiation*	✓	✓		✓
☐	16	Upper Solano Avenue Streetscape Improvement Project	Streetscape improvement project (including pavement, drainage, lighting, green infrastructure), eastbound/uphill separated bikeway, westbound/downhill shared lane with parking converted to parallel	*Planning*	✓			✓
☐	17	Spokane-Behrens Bikeway Connection	Biking/rolling connection between Spokane and Behrens St (in coordination with El Cerrito)	*Initiation*				
☐	18	Key Route Blvd Bikeway	Separated bikeway OR striped/buffered bike lanes OR median path	*Planning*	✓	✓		✓
☐	19	Portland Ave Bikeway	Bike boulevard treatments OR separated bikeway OR striped/buffered bike lanes, intersection improvements at Portland/Kains and Portland/Curtis	*Initiation*	✓	✓		✓
☐	20	Washington Ave Bikeway	Bike boulevard treatments OR separated bikeway OR striped/buffered bike lanes; intersection improvements at Washington/Adams, Washington/Kains, and Washington/Curtis	*Initiation*	✓		✓	✓
☐	21	Carmel Ave Bikeway	Bike boulevard treatments	*Initiation*				
☐	22	Santa Fe Ave Traffic Calming	Traffic calming, intersection improvements	*Funding*	✓			
☐	23	Curtis St Bikeway	Bike boulevard treatments	*Initiation*	✓	✓	✓	
☐	24	Lower Marin Ave Bikeway	Separated bikeway; intersection improvements at Marin/San Pablo and Marin/Talbot	*Initiation*	✓	✓		✓
☐	25	Upper Marin Ave Bikeway	Separated bikeway; intersection improvements at Marin/Curtis	*Initiation*	✓	✓		✓
☐	26	Peralta Ave Bikeway	Traffic calming for shared facility; separated bikeway OR striped bike lanes between Francis & Posen with intersection improvements at Peralta/Posen	*Initiation*	✓			✓
☐	27	Dartmouth St-Francis St Bikeway	Bike boulevard treatments	*Initiation*	✓			
☐	28	Posen Ave Bikeway	Traffic calming to limit vehicle speeds; coordinate with Berkeley on facility connections	*Initiation*	✓			

CITY OF ALBANY

Active Transportation Plan Survey

CONTACT INFO (OPTIONAL)

Name: _____

Email: _____

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

Vote here!	ID	Project	Description	Status	Intersection Improvements	Improved School Connection	Potential Traffic Diversion	Potential Parking Impacts
☐	1	Bay Trail	Improve trail junctions at Albany Bulb entrance and I-580 off-ramp intersection	*Initiation*	✓			
☐	2	Cleveland Ave Pedestrian Corridor	Install 5' sidewalks where missing, address parking on sidewalk through enforcement	*Initiation*				
☐	3	Pierce St North Pedestrian Corridor	Improve pedestrian access routes and experience	*Initiation*	✓			
☐	4	Pierce St South Pedestrian Corridor	Address parking on sidewalk by establishing new parking lanes and parking restrictions	*Initiation*	✓			✓
☐	5	Cleveland-Pierce Path	Multi-use path connecting Cleveland Ave to Pierce St via Pierce St Park	*Design*				
☐	6	Washington Ave Pedestrian Corridor	Address parking on sidewalk by establishing new parking lanes and/or restrictions	*Initiation*	✓			✓
☐	7	Hillside Ave Sidewalk	Install 5' sidewalks where missing	*Initiation*				✓
☐	8	Clay Connection	Trail/stairs connecting Jackson to Madison via public right-of-way	*Initiation*				
☐	9	Jackson St North Pedestrian Corridor	Improve pedestrian access routes and experience, particularly near Albany Children's Center; crossing improvements at Jackson/Solano	*Initiation*	✓	✓		
☐	10	Buchanan Complete Streets Improvements	Intersection improvements at Buchanan/Pierce, Buchanan/ Jackson and Buchanan/Taylor; improve pedestrian experience	*Planning*	✓	✓		
☐	11	Village Creek Path	Multi-use path connecting Jackson St to existing path adjacent to Sprouts grocery	*Initiation*				
☐	12	Brighton St Pedestrian Corridor	Improve pedestrian access routes and experience, particularly on school side; school-time traffic restrictions OR other circulation changes by Albany Middle School	*Initiation*		✓		
☐	13	Talbot Ave Pedestrian Corridor	Intersection improvements at Talbot/Marin and Talbot/ Solano; widen sidewalks and/or loading areas around school	*Initiation*	✓	✓		

Vote here!	ID	Project	Description	Status	Intersection Improvements	Improved School Connection	Potential Traffic Diversion	Potential Parking Impacts
☐	14	Ohlone Greenway	Widen path and better separate modes, combine with improvements to Masonic Ave, create direct connection to Albany Middle School	*Initiation*		✓		
☐	15	Portland Ave Pedestrian Corridor	Improve pedestrian access routes and experience	*Initiation*	✓	✓		
☐	16	Solano Ave West Pedestrian Corridor	Intersection improvements at Solano/ Jackson; evaluate potential closure to motor vehicles between Adams and San Pablo	*Initiation*	✓		✓	✓
☐	17	Lower Solano Ave Pedestrian Corridor	Intersection improvements at Solano/ Cornell and Solano/Talbot	*Initiation*	✓	✓		
☐	18	Upper Solano Avenue ADA Curb Ramp Improvement Project	Upgrade curb ramps between Key Route and Tulare	*Design*				
☐	19	Upper Solano Avenue Streetscape Improvement Project	Streetscape improvement project, 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	*Planning*	✓			✓
☐	20	Key Route Blvd Pedestrian Corridor	Install median stops for cross-streets where missing; mid-block crossing between street median and High School for student use; improve pedestrian experience	*Planning*	✓	✓		
☐	21	Thousand Oaks Blvd Sidewalk	Install 5' sidewalks where missing (north side of Memorial Park)	*Design*				
☐	22	Santa Fe Ave Pedestrian Corridor	Intersection improvements at Santa Fe/Key Route and Santa Fe/Marin; traffic signal improvements at Santa Fe/Solano	*Funding*	✓	✓		
☐	23	Lower Marin Ave Pedestrian Corridor	Intersection improvements at San Pablo/Marin, additional intersection improvements at Marin/Talbot	*Initiation*	✓	✓		
☐	24	Upper Marin Ave Pedestrian Corridor	Intersection improvements at Marin/Santa Fe and Marin/Curtis	*Initiation*	✓	✓		
☐	25	Peralta Ave Pedestrian Corridor	Improve pedestrian access routes and experience; consider signal at Solano/Peralta	*Initiation*	✓			
☐	26	Sonoma Ave Pedestrian Corridor	Intersection improvements at Sonoma/Curtis	*Initiation*	✓			
☐	27	Dartmouth St-Francis St Corridor	Improve pedestrian access routes and experience, including short segments on Santa Fe and Pomona	*Initiation*				
☐	28	Posen Ave Pedestrian Corridor	Improve pedestrian access routes and experience	*Initiation*	✓	✓		
☐	29	Cerrito Creek Pedestrian Connection	Pedestrian path connecting from Orientation Center path at Adams to Albany Hill Trails along south side of Cerrito Creek	*Initiation*				

Vote here!	ID	Project	Description	Status	Intersection Improvements	Improved School Connection	Potential Traffic Diversion	Potential Parking Impacts
☐	30	Ocean View Elementary School Access Improvements	Intersection improvements at Buchanan/ Taylor and Buchanan/Jackson	*Initiation*	✓	✓		
☐	31	Marin Elementary School Access Improvements	Intersection improvements at Marin/Santa Fe, Marin/ Curtis, and Curtis/Sonoma, improve pedestrian experience; consider vehicle loading and bike/ped school access changes	*Initiation*	✓	✓		
☐	32	Cornell Elementary School Access Improvements	Intersection improvements at Solano/Talbot and Solano/Cornell; consider vehicle circulation and bike/ped school access changes	*Initiation*	✓	✓		
☐	33	Albany Middle School Access Improvements	Direct bike/ped/ADA connection between the Ohlone Greenway, Albany Middle Schoool, and Cougar Field; consider vehicle loading and circulation changes/restrictions along Brighton and San Gabriel; intersection improvements at Key Route/Brighton	*Initiation*	✓	✓		
☐	34	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	*Initiation*	✓	✓		

Which programs and policies should the City prioritize? Vote for your top three!

Vote here!	ID	Program
☐	1	Transportation Demand Management
☐	2	Navigation & Wayfinding
☐	3	Educational Programs
☐	4	Speed Management & Enforcement
☐	5	Reduce Posted Speed Limits
☐	6	Lighting

Vote here!	ID	Program
☐	7	Bike Parking
☐	8	Intersection Treatment Guidelines
☐	9	Pedestrian Visibility
☐	10	Traffic Safety Program
☐	11	Accessibility Upgrades
☐	12	Bikeshare & Micromobility

Please share additional thoughts you have about the proposed programs and policies. Are there any we're missing?

City of Albany
Active Transportation Plan (ATP)
Watershed Management Plan

Citywide Planning Expo
January 22, 2026

1

Active Transportation Plan

- ATP Update Process
- Engagement Objectives
  - Prioritization of pedestrian & trail projects
  - Prioritization of biking & rolling projects
  - Weighing project tradeoffs
  - Prioritization of programs & policies
- Next Steps

2

ATP Update Process

Phase 1
Goals & Existing Conditions

Winter 2024/2025

Phase 2
Draft Active Transportation Networks

Spring/Summer/Fall 2025

Phase 3
Projects & Priorities

ATP Document

Winter/Spring 2026

Including next steps for Solano Ave

3

Engagement Objectives

We are here to solicit community feedback on:

1. Prioritization of pedestrian & trail projects
2. Prioritization of biking & rolling projects
3. Weighing project tradeoffs
4. Prioritization of programs & policies

All feedback can be submitted via **paper survey tonight <u>or</u> online** through Sunday, February 16

https://bit.ly/albany-atp-phase3-survey



4

ATP Next Steps



- Continue to collect public feedback through Sunday Feb 16
- Continue to define, evaluate & prioritize projects, programs & policies
- Review draft results with:
  - Transportation Commission (Feb/Mar)
  - City Council (Mar/Apr)
- Develop ATP document
- Visit City Council for review & adoption (Apr/May)

5

Watershed Management Plan

6

Thank You

ATP Projects & Priorities Open House
January 22, 2026

7

ENGAGEMENT WITH ALBANY UNIFIED SCHOOL DISTRICT

Focused Look at Schools

- September 12, 2024 – City staff presents planning effort to AUSD Site Leadership and discusses strategies for engagement with school community
- May-June, 2025: City staff engaged with Albany Unified School District stakeholders through a series of engagement meetings discussing key issues of concern and the active transportation network and potential projects; meetings included one-on-ones with each principal, two elementary school ‘coffee with a principal’ parent meetings, and a discussion with AHS Leadership Advisory students
- Specific school access projects developed for Phase 3 project prioritization

City of Albany
2024 Active Transportation Plan

Presentation by Ben Matlaw and Justin Fried
Community Development Department, City of Albany

AUSD Site Leadership Meeting
September 12, 2024

Overview

1. What We're Trying to Do
2. How We're Going About It
3. How We Can Engage School Communities

What We're Trying to Do



Making A Plan

- Serves as pedestrian and bicycle master plans
- Informs street design, capital project prioritization, and supportive policies and programs

How We're Going About It

Phase 1

Vision & Goals + Existing Conditions

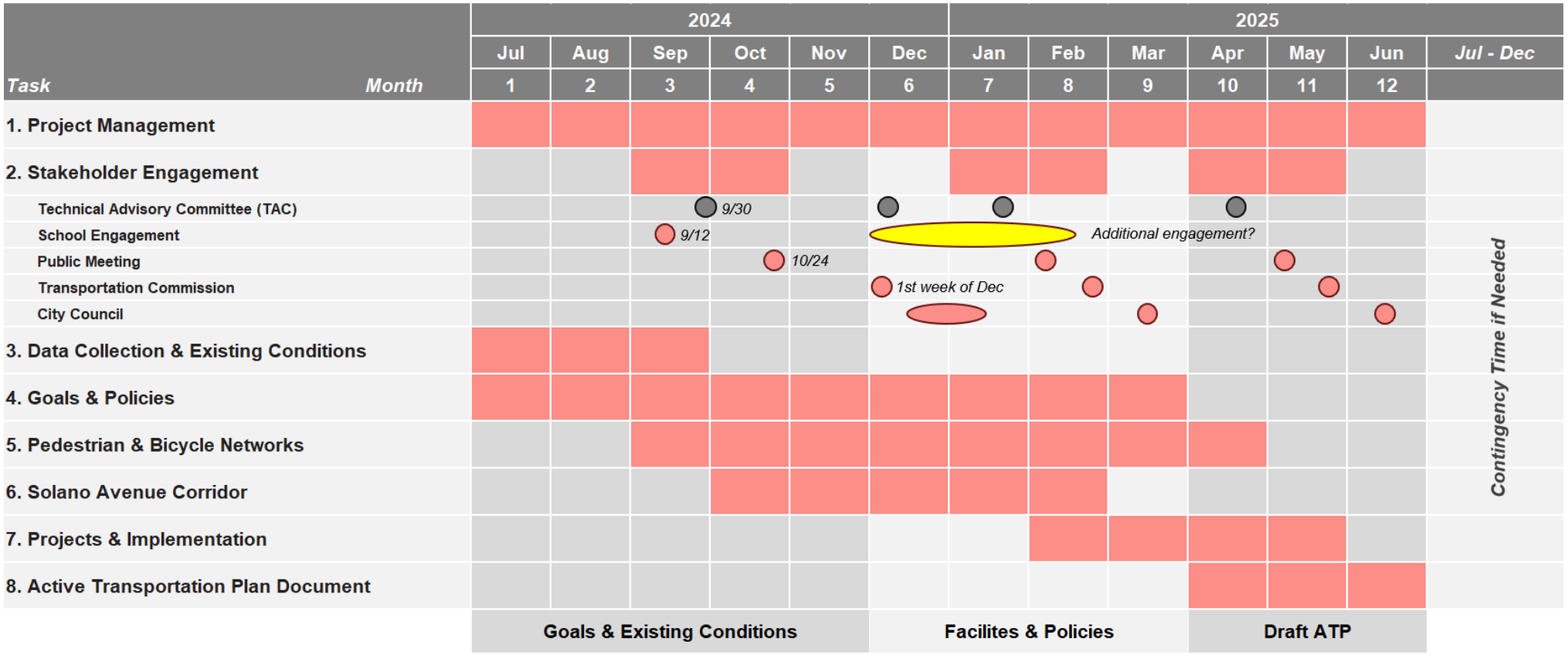
Phase 2

Facilities & Policies

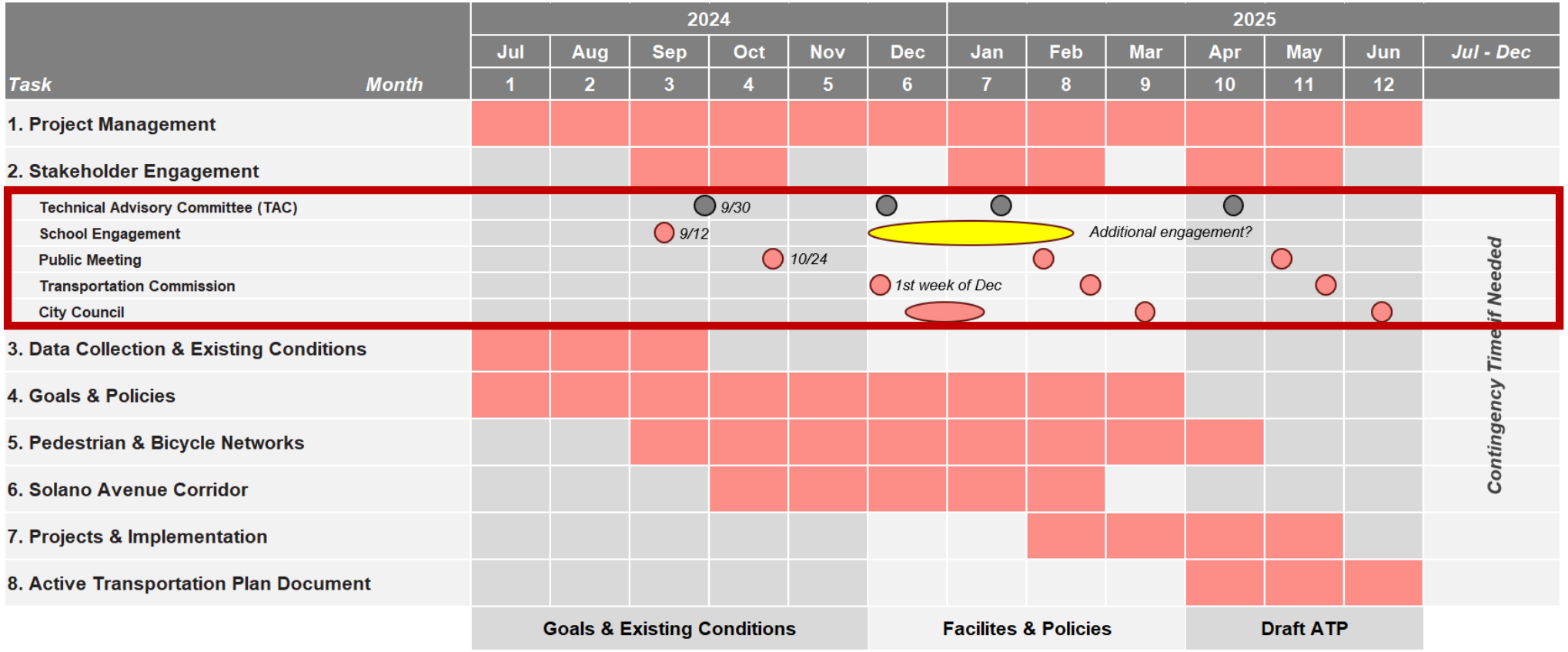
Phase 3

Prioritized Projects

How We're Going About It



How We're Going About It



How We Can Engage School Communities

1. Technical Advisory Committee meetings
2. Public workshops/open houses
3. Transportation Commission meetings
4. City Council meetings
5. AUSD-specific events/groups/opportunities

Engagement Opportunities Brainstorm

How to best engage the AUSD community in the Active Transportation Plan?

- Specific communities:
  - Faculty
  - Staff
  - Parents
  - Students (elementary, middle, high)
  - Affinity groups
- Existing meetings vs. new meetings
- Online vs. in-person



Thank You!



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ATP Phase 2 Feedback – All AUSD Meetings

Ocean View Coffee with a Principal (5.14.25)

Attendees

- Justin Fried, CDD
- Principal Ana Delgado, AUSD
- parents

Conversation

- Focus was on Jackson Street, proposed Jackson Street Bikeway and crosswalk location at southern end of campus
- Congestion and traffic flow for drop-off and pick-up; ways to move drop-off line quicker and reduce back-up into Jackson/Buchanan intersection
- Parking reduction of 9 spaces estimated for conversion of angled to parallel
- Any other tools/options to further improve drop-off capacity?

Suggestions/recommendations

- Minimize loss of parking
- General support for moving crosswalk north to southern leg of drop-off lane exit and Jackson
- Consider stop control or alternatives in terms of maximizing flow of traffic exiting lane
- Consider left-turn exit only so pedestrians in crosswalk do not slow drop-off lane

Meeting with Ocean View Principal Ana Delgado (5.14.25)

Attendees

- Justin Fried, CDD
- Ben Matlaw, CDD
- Principal Ana Delgado, AUSD
- Kim Trutane, AUSD

Conversation

- Focus was on Jackson Street, discussed other safety concerns and general campus access
- Most walkers come from north along Jackson, some but fewer approach along Buchanan Bikeway from west; UC Village residents primarily walk up along Jackson

- Most access campus from main entrance of Jackson, kids do not use side entrance / drive off of Buchanan
- Entering from Ocean View Park allowed but gate not always open
- Any way to improve vehicle circulation, with acknowledgement that Ocean View has more of a drop-off than other schools and not unique to this school or Albany

Suggestions/recommendations

- Support direction to move crosswalk in design revision for Jackson Street Bikeway; continue to think about how to best facilitate drop-off lane flow while improving safety and access for peds/bikes

Cornell Coffee with a Principal (5.16.25)

Attendees

- Justin Fried, CDD
- Principal Cat Floresca, AUSD
- Parents, including Transportation Commissioner Zyba

Conversation

- Congestion at pick-up and drop-off key safety concern
- Parents think they need to walk kids into campus; principal said that is not required and news to her; discussion of how to change practices
- Crossings at Talbot and Cornell dangerous, cars don't yield, too busy, lots of near misses

Suggestions/recommendations

- At Talbot and Cornell Solano crossings – make all way stops, add traffic lights, do something / more needed to improve drivers yielding to pedestrians crossing
- Successful walking school bus; second one could be formed at the Community Center as another vehicle kid-drop location if volunteers coordinated to then assist kids getting from there to the campus
- Encourage driving parents to drop-off and not walk into campus
- Look at changes to kindergarten yard to enable streetside drop-off
- Look at opening second gate to yard on Cornell to increase drop-off options
- Consider formalizing drop-off lane with attendees to ensure kid gets from car to entrance and parents stay in car and keep line moving; lane lines, posts look at Michelle Obama school in Richmond; Castro Valley middle school
- Look to formalize parent volunteers for this with PTA – end of July PTA prep meeting for upcoming school year
- Look to encourage and/or restrict drop-off to single direction on Cornell and Talbot
- Develop circulation/drop-off map; windshield card or handout for parents not complying to encourage desired flow behavior

- Review/refresh/increase drop-off zones to support this; start zone behind ramp on Cornell which also serves as bike access and forces kids to sidewalk sooner when blocked

Meeting with AHS Leadership Advisory Students (5.21.25)

Attendees

- Justin Fried, CDD
- Ben Matlaw, CDD
- Kim Trutane, AUSD
- Michelle Aselstine, AUSD
- Around 30 AHS Leadership Advisory students, including Transportation Commissioner Julian Baldwin

Conversation

- Key Route/Portland intersection is scary -hard to navigate as a cyclist, cars stuck in intersection waiting for pedestrians to clear crosswalk
- Insufficient crosswalks crossing Thousand Oaks to AHS/Memorial Park (@ Pomona, Ramona, Carmel)
- Most traffic comes from parents dropping their kids off at school and student drivers
- Traffic is particularly bad on Key Route between high school and middles school
- Key Route/Brighton is a scary intersection - kids hurrying to cross multiple crosswalks and lots of vehicles
- After school traffic / back up is due to students crossing the street and drivers trying to turn at intersections simultaneously
- It's scary to bike to school when you have to share the road with parents dropping their kids off
    - Parents drop their kids off right in front of school
    - Students don't have an easy way to bike up to the bike racks / bike parking zone
- Most leadership students either drive or walk to school (no one cycles daily)
- Question to students: Why do you travel to school in the mode you do / why don't you use other modes?
    - Crossing Marin feels scary / dangerous so it's just easier to drive
    - Don't like crossing Marin and Solano because they're wide and dangerous to cross (Key Route/Solano in particular)
    - Bike theft is an issue
    - Recommendation: More, better, and safer bike parking around the school
    - Driving is easiest to maximize time outside of school
    - Bags are heavy and difficult to bike with
    - Biking is hard if you want to do anything after school, less flexible to do things with other students
    - There are no protected bike facilities in Albany so it's scary to bike (especially the Marin/Pomona intersection, along Portland and Washington)

    - Recommendation: If the city/school made drop-off less appealing to parents, they would encourage their kids to bike or walk to school
- San Pablo/Washington light takes too long to cross
- Peralta is a nice street to walk along
- Middle school has morning classes at high school, and then middle school students have 5 minutes to get from class at high school to class at middle school so they run across Key Route because they don't want to be tardy, which is scary/dangerous

Suggestions/recommendations

- Add crossing guards at all intersections around schools
- Add traffic lights or flashing red or something at key intersections to control pedestrian and traffic flow
- Add a stop control at the Solano/Curtis intersection
- Add an RRFB at Washington/San Pablo
- Brighton/Key Route and Portland/Key route intersections should have an electronic traffic control (blinking red light?) to make it safer for pedestrians
- Install a midblock crossing connecting AHS to the Key Route median where students eat lunch
- Better connect key route walking/biking infrastructure to Ohlone Greenway

Meeting with AHS Principal Darren McNalley (5.22.25)

Attendees

- Justin Fried, CDD
- Ben Matlaw, CDD
- Darren McNalley, AUSD
- Kim Trutane, AUSD

Conversation

- Principal McNalley wants to set up a meeting with students with disabilities
    - Principal will reach out to students with mobility issues to organize a meeting
- Vast majority of students come from south and east of school
- Some middle school students have classes at AHS and travel between two campuses
- Not a lot of pick-up and drop-off because many kids walk to school
- Key Route/Portland and Key Route/Thousand Oaks get a LOT of pedestrian traffic and see bike/car collisions
- Emergency service vehicles make emergency visits to AHS every 2-3 weeks (on average)
- Traffic calming is a priority, particularly safe mid-block crossing of Key Route
- Use of Key Route at lunch is a post-COVID phenomenon
- No parking management, parking permits, or priority parking and no parking lot on site for school staff / visitors

- 15% of students are not Albany residents (mostly from El Cerrito / Richmond)
- Gets busy outside of school at 8am or 8:15am
- Flow in-out at end of school day is more measured because students / staff don't leave the school at the same time
- Portland and Thousand Oaks = overflow parking for staff / students
- Students biking have been hit by cars at Key Route/Thousand Oaks and Portland/Curtis intersections
- Parking in front of pool is usually occupied so school students and teachers don't park there
    - It also might be time-limited
- City installed no lighting along Key Route (on AHS side)
- Lots of students go to El Cerrito Plaza for lunch

Suggestions/recommendations

- Add midblock crossings on Key Route and Thousand Oaks to high school
    - Raised crossings (on both sides of the streets on Key Route)
- Speed humps for NB Key Route along school frontage
- Convert parallel parking to 45 degree angle parking alongside High School on Key Route to provide more parking
- Improve sidewalk along Thousand Oaks and complete sidewalk on Carmel to create a full loop around block for PE runs, school, field, and park access
- Install/improve crosswalks along Thousand Oaks (at Ramona, Pomona, and Curtis)
- Improve lighting on Thousand Oaks and Portland (especially on Thousand Oaks, which provides access to the gym; Key Route lighting was improved recently)
- Improve entire ped connection between high school and middle school

Meeting with AMS Principal Eric Mapes (5.27.25)

Attendees

- Justin Fried, CDD
- Eric Mapes, AUSD
- Kim Trutane, AUSD

Conversation

- Student safety concerns crossing Brighton at Ohlone Greenway/Masonic and at San Gabriel; drivers get impatient, Principal/staff attempt to do traffic control, pulse crossings and facilitate cars moving through safely
- Students ride on sidewalk to get to gate or to get to main entrance when gate is closed; not safe on street
- Lower speed limit? PD support has been great
- What age are helmets required? -> under 18 (CA); riding on sidewalk under 16 ok 'exercising due care and giving the pedestrian the right-of-way' (Albany Municipal Code)

Suggestions/recommendations

- City/school district conversations on training MS staff on traffic control
- Restrict turning movements at the intersections to make traffic control easier and reduce number of conflicts
- Maybe westbound only on Brighton, restrict entering eastbound at Masonic during drop-off/pick-up or during school hours
- Continue work to include bike/ped access to parking lot/bike parking area directly from Ohlone Greenway and avoid need for Brighton from the west for cyclist access in conjunction with Cougar Field ADA upgrades
- East of stop at San Gabriel extend drop off zone on north side
- Eliminate drop-off zone on San Gabriel, discourage use of San Gabriel
- Consider other ways to improve compliance at San Gabriel/Brighton where students cross all day between periods; raised crosswalk?
- Make sure students crossing to/from AHS and AMS have adequate time to safely walk between campuses and look at improvements at Brighton/Key Route to improve crossing safety

Meeting with Cornell Principal Cat Floresca (5.29.25)

Attendees

- Justin Fried, CDD
- Cat Floresca, AUSD
- Kim Trutane, AUSD

Conversation

- Walking school bus discussed at Coffee with a Principal, principal didn't know details but would be useful to circulate more widely and support
- Interest in suggestion of library as potential park and walk spot for drivers
- Revisit loading zones, extend primary ones, reduce congestion and poor behavior that have spillover walk/bike safety concerns
- TK/K drop-off on Talbot, K on Talbot line up in front of doors, outside, open to street; TK in little TK play yard on Talbot entered from gate to south, at 8:30 teacher brings them in, still a process, takes 5+ minutes, parents doing more than just dropping off from car
- 1-6th line up in main yard, entrance from southern yard gate on Talbot and northern yard gate on Cornell
- Dropping off on opposite side of street unsafe and narrow roads for busy loading behavior and two-way vehicle traffic

Suggestions/recommendations

- Green zone loading area on Talbot to match TK/K drop-off needs
- Focus bike/ped access to Talbot gate entrance

- Focus driving drop-off for 1-6th on Cornell northbound enter from Marin, expand white zone and remove second zone by second gate that is not opened to match current practice
- Messaging push to parents that bike route and ped route / crossing on Talbot; parents should drop off on Cornell entering northbound
- If parking and walking in, should be done from further away – walking school bus from north, suggest library park and walk location from south
- Solicit parent volunteers to support behavior push at beginning of school year
- Consider turn restrictions / reinforcement of one-way driving circulation at pick-up/drop-off

Meeting with Albany Children's Center (6.10.25)

Attendees

- Justin Fried, CDD
- Ben Matlaw, CDD
- Josh Reed, AUSD

Conversation

- Cars drive too fast on Jackson in front of the Children's Center
- 85 students attend Children's Center at peak of year (71 currently)
- Deliveries occur at the back of the school, which is difficult for trucks, which have to go up the hill (Hillside or Washington)
- No designated parking for school staff on premises
- 16 staff total (12 staff on site at any given time)
- Majority of students get dropped off via car (~5 students arrive via bike, ~5 students arrive via foot)
- People occasionally park in or in front of neighbors' driveways, but this has become less of an issue as of late
    - Mostly because Josh has reached out to neighbors and given them a number to contact if they're having an issue
- 20-minute parking zone outside of school
    - currently not enforced
    - Josh doesn't want it enforced because there is one staff member who is disabled and likes to park there
    - Potential to update signage to limit 20-minute parking to pick-up/drop-off hours and allow for longer-term parking during middle of school day
- There is talk about increasing enrollment at school
    - If this happens, the school may want to revisit 20-minute parking zone (extending and/or enforcing zone)
- Washington can get a little "dicey"
    - Street is too narrow for all modes that use it

Suggestions/recommendations

- Fix curb in front of school (currently falling apart)
- Update 20-minute parking zone outside of school to pick-up/drop-off hours and allow for longer-term parking during middle of school day
- Figure out way to slow down cars along Jackson Street (cars drive too fast)

Meeting with Marin Elementary Principal Melissa Pfohl (6.11.25)

Attendees

- Justin Fried, CDD
- Ben Matlaw, CDD
- Melissa Pfohl, AUSD
- Kim Trutane, AUSD

Conversation

- Loading zones = full-on brawls
- Easier in beginning of year when principal can direct traffic
    - Important for it to be principal for street cred
- Curtis is worse than Santa Fe because there's no traffic light
- Bike rodeo has been an amazing success
- Have a lot of bike parking but not a lot of demand
- Walking school bus was in effect for two years but didn't get many takers

Suggestions/recommendations

- Program lights to allow for diagonal crossing 15 minutes before and after bell at beginning and end of day
- Initiate a citywide effort to get parents to understanding what loading zones are for
- Support for Lt. Kurland's idea to put vertical delineators alongside loading zones
    - On Curtis and Santa Fe, but prioritizing Curtis
- Make Curtis look more like a loading zone/figure out a way to make sure folks know it's a loading zone
    - Replace planning strip with concrete/permeable pavement

ENGAGEMENT ON UPTOWN SOLANO AVENUE

Background & Prior Direction

Wide variation in priorities amongst pedestrian space, bicycle facilities, and vehicle access reflected in public and business discussions.



1: Lower Solano Extension



2: Eastbound Protected Bikeway



3: Extra Wide Northside Sidewalk



4: Wider North & South Sidewalks

	Phase 2	Business	Non-Bus
Extension of Lower Solano	13 (35%)	22 (65%)	16 (31%)
Eastbound Protected Bikeway	18 (49%)	6 (18%)	25 (49%)
Parking Reconfiguration for Wider Sidewalks	6 (16%)	6 (18%)	10 (20%)

Background & Prior Direction

Considerations raised during technical, public, and business discussions include:

- Parking and loading impacts
- Traffic flow impacts
- Construction cost, duration, and business impacts
- Parallel parking challenging for some
- Motorists needing to walk across bike path from parking spaces
- Disparate impacts to parking and access on north side versus south side
- Emergency response concerns, reduced flexibility of roadway use
- Changes necessary to existing parklets
- One-way bikeway compliance and operational questions

APPENDIX C: UPTOWN SOLANO AVENUE BIKE FACILITY ANALYSIS



Appendix C: Uptown Solano Avenue Bike Facility Analysis

This appendix provides a summary of analysis and discussion conducted as part of the development of the *Active Transportation Plan* (ATP) regarding bicycle facilities on Solano Avenue. This work was identified as a next step following conclusion of the *Solano Avenue Complete Streets Study* in 2019. This analysis informed the recommendation in the ATP for inclusion of the eastbound protected bikeway as a component of an Uptown Solano Avenue Streetscape Improvements project and will serve as a starting point as this project proceeds through project planning and design.

Summary

This appendix is divided into several sections, summarized below, reviewing a wide range of technical details and considerations.

Concept Overview. The Eastbound Protected Bikeway concept features an asymmetrical bikeway and parking layout consisting of a shared bicycle-vehicle lane in the westbound downhill direction (alongside parallel parking) and protected bicycle lane in the eastbound uphill direction (alongside angled parking). This is intended to provide improvement in safety and access for all modes of travel while minimizing the overall change to motor vehicle parking along the corridor. A sample cross-section and layout was prepared to analyze the concept. It does not reflect a proposed project design.

Guidance for Asymmetrical Bikeways. This is a recognized treatment to balance multimodal demands on constrained, sloped streets. The separated eastbound bikeway, characterized as a "climbing lane," would provide a more comfortable experience for uphill biking where speeds tend to be lower than motor vehicle traffic. The westbound direction would remain a shared lane, taking advantage of the fact that biking speeds in the downhill direction tend to approach motor vehicle speeds (around 15-25 mph, or Solano Avenue's 20 mph posted speed limit). However, the existing motor vehicle volume above 8,000 average daily traffic (ADT) exceeds the guidelines for shared lane facilities. As such, the westbound biking/rolling facility would be appropriate only for stronger, more confident riders.

Stakeholder Priorities. Stakeholder input reflects a clear split in priorities for Solano Avenue. Business respondents generally emphasized maintaining parking, loading access, and overall street function, with a preference for extending lower Solano-style improvements. Some resident respondents similarly emphasized maintaining vehicle access and a preference for retaining angled parking on both sides of Solano Avenue. Other respondents supported adding dedicated bicycle facilities, including the eastbound protected bikeway concept. Across all groups, there is no single preferred approach, and tradeoffs between access, safety, and use of limited street space remain a central

consideration.

Design Features and Considerations. This concept is consistent with applicable national and state design guidance. As drafted, the eastbound protected bikeway provides 7' of rideable width, and the buffer and angled parking create substantial separation from moving traffic while allowing space for turning vehicles to establish sightlines. The westbound shared lane is less comfortable due to high traffic volumes, but its downhill orientation makes it more appropriate for a shared facility than the eastbound side. Shared-lane markings and signage will support proper positioning for downhill cyclists traveling at speeds comparable to vehicles.

Some elements remain uncertain at this early stage and will require further evaluation. This includes parking, loading, and transit design, as well as user behavior that may not be fully understood until implemented. Potential issues include double-parking, wrongway riding in the protected bikeway, and other unpredictable responses to the new configuration. While the design aims to calm traffic and balance all modes, long-term outcomes will depend on real-world use and observation.

Parking, Loading, and Curb Management. The proposed concept results in an estimated net parking loss between 0% and 10% compared to current conditions. This net change will be affected by a variety of detailed design factors including intersection design, curb ramp locations, bus stop layout and areas needed to provide clearance from crosswalks and driveways. Future phases of the project may identify additional shortterm loading zones, accessible parking spaces, or time-limited spaces based on frontage conditions and user needs.

Public Transit Integration. The concept prepared includes bus stops that broadly conform to AC Transit design guidelines for in-lane stops, although further site-specific evaluation will be necessary to refine stop lengths, bus turning paths, accessibility features, and potential amenities. The concept also removes existing bus stops at several locations consistent with recommendations from the 2019 *Solano Avenue Complete Streets and Corridor Revitalization Study.*

Other Considerations. In addition to engineering factors, several broader considerations will influence future design decisions. These include emergency response needs, construction impacts, and flexibility for special events, deliveries, and day-to-day operations. The concept will also require coordination with transit operations, ADA requirements, and existing curbside uses such as parklets. These factors will be evaluated further as the project advances.

Examples of Similar Facilities. Many similar facilities have been implemented across California and Washington. This appendix concludes with brief summaries of eight such facilities.

Concept Overview

Uptown Solano Avenue is the 3,300-foot section between Masonic Avenue and Tulare Avenue. It serves multiple functions with a relatively narrow 80-foot right-of-way:

- A designated truck route for commercial truck activity in Albany and Berkeley
- An AC Transit bus route with local service (Line 18) and transbay service (Line G)
- A main street retail corridor with significant pedestrian activity

The Eastbound Protected Bikeway concept reorganizes parking to one side parallel and the other side 60-degree angle parking with approximately 11 feet of right-of-way provided to an uphill cycle track. A sample cross-section is shown in Figure 1.

Figure 1: Sample Cross-Section (Looking East)



The curb-to-curb cross-section from north to south (westbound to eastbound) for the concept is:

- 8' westbound parallel parking (modified from existing 45-degree angled parking)
- 11' westbound shared vehicle lane (bike route/Class III bikeway indicated with shared-lane marking or "sharrow")
- 16' eastbound vehicle lane
- 14' eastbound 60-degree angled parking (modified from existing 45-degree angled parking)
- 11' eastbound protected bikeway (4' buffer with parking stops and 7' bikeway)

The Eastbound Protected Bikeway concept would balance the interests of multiple modes and achieve several of the City's objectives:

- Maximize space efficiency within the corridor's constrained right-of-way
- Preserve a substantial amount of on-street parking compared to the current condition
- Provide new benefits for active transportation

Guidance for Asymmetrical Bikeways

This type of asymmetrical bikeway treatment is a recognized tool in urban design standards for hilly corridors, constrained streets, and mixed-use environments where available space or curbside demands prevent symmetrical facility placement. Two leading publications provide the most guidance for this type of asymmetrical bikeway facility:

- *NACTO Urban Bikeway Design Guide (3rd Edition):* Section 3.1.3: Bikeway Operations"Where necessary, the asymmetrical application of constrained bike lanes or protected bike lanes may still be appropriate, as these designs will improve safety for everyone on the street."
- *AASHTO Guide for the Development of Bicycle Facilities (5th Edition):* Section 9.10: Bicycle Lanes on One Side of a Two-Way Street

Additional guidance documents, including the *FHWA Separated Bike Lane Planning & Design Guide* and the *Caltrans HDM Chapter 1000*, emphasize the overall importance of a context-sensitive, flexible design approach for bikeways in constrained environments and the selection of facility types based on factors such as roadway conditions, traffic operations, and adjacent land uses. Taken together, these sources provide a clear foundation for the proposed asymmetrical bikeway layout. While empirical data on identical configurations may be limited, the frequency with which similar designs have been implemented in urban corridors across the U.S. supports the conclusion that this approach is reasonable and aligned with accepted standards.

A key characteristic that makes this layout advantageous for Solano Avenue is its slope. The 3,300' segment reviewed in this memorandum has an average slope of 3.1% uphill in the eastbound direction. The steepest portion is the 600' segment between Key Route Boulevard and Ramona Avenue where the maximum slope is 5-6%. In these types of conditions, uphill biking/rolling tends to travel at 5-10 mph while downhill riders often travel closer to 15-25 mph, more closely matching motor vehicle traffic.

Solano Avenue's existing motor vehicle volume above 8,000 ADT exceeds the guidelines for shared lane facilities. As such, the westbound biking/rolling facility would be appropriate only for stronger, more confident riders.

Stakeholder Priorities

Opinions on priorities for improvement on Solano Avenue are strong and varied. Different respondents to city engagement place different priorities amongst pedestrian space, bicycle facilities, and vehicle access. During the network development (Phase 2), an online survey included a question on the Solano corridor. Of the 80 respondents, approximately half responded to this question. Staff subsequently sent a survey to businesses along Solano to try and gather additional stakeholder feedback. This survey was eventually shared more broadly. Based upon survey responses identifying as a business owner or not, responses from this survey are presented in Table 1.

While none of these surveys are representative, they point to a preference for extending lower Solano style improvements amongst businesses and a preference for the eastbound protected bikeway among other survey respondents. Second place is tied amongst business responses between utilizing parking reconfiguration for wider sidewalks or an uphill bicycle facility; amongst others the second place preference is to extend lower Solano improvements over reconfiguring parking for wider sidewalks.

Table 1: Survey Response Summary

Improvement	Phase 2	Business Owner	Non-Business Owner
Extension of Lower Solano	13 (35%)	22 (65%)	16 (31%)
Eastbound Protected Bikeway	18 (49%)	6 (18%)	25 (49%)
Parking Reconfiguration for Wider Sidewalks	6 (16%)	6 (18%)	10 (20%)

Top business respondent priorities included parking and loading, lighting, street trees, and public art.

In one-on-one meetings with business owners, issues raised included: concern over construction duration, high overall cost, and construction impacts on businesses; high cost of the project for the benefit; parallel parking would discourage some vehicle users; and risks for pedestrians crossing bike path from parking spaces. Business owners also highlighted the differences in impacts on the north side of the street versus the south side. Business one-on-one recommendations for priorities included slowing vehicle speeds, addressing loading and delivery needs, improving sidewalks and addressing sidewalk pinch points, improving pedestrian safety, reducing vacant storefronts, and keeping parklets over widening sidewalks more generally. Multiple retailers that draw more out-of-town shoppers or that sell larger items highlighted high customer driving

needs that could not be easily substituted by other modes.

More broadly, responses continue to be split, with some strongly for facilitating cycling on Solano and others strongly for focusing on other modes on Solano with parallel facilities and cross-street access for cyclists. Many preferring bicycle facilities on Solano also want two-way protected facilities. Staff has also received a number of questions regarding the possibility to narrow the uphill bike facility in the concept for additional vehicle lane or sidewalk width.

Design Features and Considerations

Some elements of the concept remain uncertain at this early stage of development and will require further evaluation and refinement. This includes analyzing the potential impacts on biking/rolling comfort and traffic operations from westbound parallel-parking movements and potential double-parking. Additionally, a narrowed travel lane may require additional designated loading zones to allow access to the commercial district without disrupting traffic flow. This would require allocating additional space from general parking along Solano Avenue and/or on side-street approaches.

Table 2 summarizes the various considerations addressed in this analysis.

Table 2: Summary of Considerations

Category	Westbound	Eastbound
Biking/Rolling Conditions	Class III shared lane leverages natural downhill speeds, but lacks dedicated space for biking/rolling High motor vehicle volumes exceed guidelines, limiting biking/rolling to strong & confident riders only Potential for door-zone conflicts alongside parallel parking	Protected bikeway offers comfortable uphill biking/rolling experience Encroachment of ~1' gutter pan reduces rideable surface in some locations Potential for wrong-way riders due to lack of protected westbound facility, but 7' width plus 4' buffer provides passing space if needed

Category	Westbound	Eastbound
Pedestrian/ Walking Conditions	• Largely maintains sidewalks • Reduces size of curb extensions, increasing crossing distances	• Largely maintains existing sidewalks • Removes existing curb extensions • Additional design work needed to assess potential for pedestrian refuge islands to narrow crossing distances
Operations & Intersection Conflicts	• Double-parked vehicles may impede traffic flow or encourage users to encroach into opposing lane	• Potential visibility challenges • for entering/exiting vehicles; mitigated by 18' staging area & overall slow speeds
Drainage & Maintenance	• Requires re-establishment of inlets where curb extensions are modified • Standard sweepers can be used	• Requires re-establishment of inlets where curb extensions are removed • Consistent curb line simplifies flow • Requires compact sweepers
Parking, Loading & Curb Management	• Potential net loss of 0%-10% of parking spaces compared to current condition • Additional space for loading, ADA, or parklets will reduce general parking further	• Potential net loss of 0%-10% of parking spaces compared to current condition • Additional space for loading, ADA, or parklets will reduce general parking further • Conflicts may arise from loading activity crossing separated bikeway
Public Transit Integration	• Removes stop at Ramona Ave per Complete Streets study; removal of stop at Tacoma Ave requires further study • Requires further development of stop lengths, bus turning paths, ADA access & potential amenities	• Likely requires boardingislands between bikeway & bus stop • Removes stops at RamonaAve & Ventura Ave perComplete Streets study • Requires further development of stop lengths, bus turning paths, ADA access & potential amenities

Design Features and Considerations: Westbound (Downhill) Side

The proposed westbound configuration for Solano Avenue between Tulare Avenue and Masonic Avenue maintains a shared lane (Class III bikeway) for bicycles and motor vehicles. This configuration leverages the corridor's westward downslope, where riders naturally travel at speeds closer to motor vehicles (often 15-25 mph downhill), reducing the need for dedicated bike space while retaining curbside functions.

This design approach is consistent with guidance from NACTO, Caltrans, the *California Streets & Highways Code*, and emerging practices in constrained urban corridors with hilly topography. The key references for design guidance are:

NACTO Urban Bikeway Design Guide (3rd Edition)
Caltrans HDM Chapter 1000
California Manual on Uniform Traffic Control Devices (2026 draft)
California Streets & Highways Code §891.9

Cross-Section and Shared Lane Configuration

The westbound cross-section contains:

7-8' parallel parking lane along the north curb
11' shared motor vehicle/biking/rolling travel lane
Sidewalk maintained along the north side

This layout follows the Class III bikeway treatment with shared lane markings or "sharrows," which are one part of a larger toolkit for bike routes in urbanized settings. The *NACTO Urban Bikeway Design Guide*—which is the basis for most recommendations in the *Active Transportation Plan* update currently in progress—recommends speeds of no more than 25 mph for shared bike facilities with a maximum motor-vehicle volume of 3,000 average daily traffic (ADT). To achieve NACTO's highest "All Ages and Abilities" standard, the maximums are 20 mph (which matches the current posted speed limit) and 2,000 ADT.

The concept reviewed in this memorandum does not present an ideal condition for westbound biking/rolling, but rather is a compromise to balance multimodal demands. While Solano Avenue generally meets the speed guidelines above, its motor-vehicle volume above 8,000 ADT substantially exceeds the guidelines for shared-lane facilities—and therefore this westbound biking/rolling facility would be appropriate only for stronger, more confident riders.

The proposed 11' westbound lane would include shared lane markings (sharrows) and R9-20 "Bicycles May Use Full Lane" signage, in accordance with the draft 2026 *California Manual on Uniform Traffic Control Devices* and *California Streets & Highways Code §891.9*. Specific marking placement includes:

Initial sharrow within 50' of each intersection
Spacing of 50'-250' thereafter
Marking centered 13' from curb face where adjacent to parking

These markings support lateral positioning away from the door zone and discourage sidewalk or wrong-way riding, as affirmed by FHWA evaluations of shared lane markings.

Pedestrian/Walking Realm and Curb Extensions

With the exception of some corner treatments as described below, the concept presented in this memorandum fits within the street's existing curb-to-curb width. As such, it would preserve the existing pedestrian realm largely as-is, with little to no change in sidewalk widths and amenities.

To accommodate this cross-section at intersections, some existing curb extensions ("bulb-outs") at corners along the north side must be reduced in size at:

Ramona Avenue
Carmel Avenue
San Carlos Avenue
Santa Fe Avenue
Neilson Street
Peralta Avenue

These reductions are required to preserve a consistent 11' shared lane and parallel parking throughout the corridor. Although this slightly increases pedestrian crossing distances at these intersections, it preserves a consistent lane width and unobstructed path of travel for all users. Where feasible, future design refinements may consider offset or floating curb extensions that preserve pedestrian space without intruding into the travel lane.

Operations and Intersection Conflicts

By maintaining an 11' westbound lane, the concept encourages traffic calming, reinforcing the corridor's 20 mph posted speed limit. Downhill bicyclists, often traveling between 15-25 mph, are generally able to maintain pace with vehicle traffic, reducing overtaking conflicts. However, the narrowed lanes and conversion to parallel parking may encourage double-parking, which may impede traffic flow or encourage users to encroach into the eastbound travel lane.

At intersections and driveways, bicyclists benefit from clear sightlines and consistent lane control. Unlike protected lanes, which can introduce turning conflicts, the shared lane strategy places bicycles in a more visible position within the vehicular stream, improving mutual awareness.

However, the lack of dedicated bicycle space means that this treatment may feel less comfortable for less confident riders, especially during peak periods, in proximity to large vehicles, and when vehicles are double-parked or making parallel-parking maneuvers. Emphasis on signing, markings, enforcement, and driver education is essential to reinforce the shared lane environment.

Drainage and Maintenance

The modification of existing curb extensions and the re-establishment of a straight curb and gutter will alter existing drainage patterns. The concept reviewed in this memorandum assumes maintaining a continuous curb and gutter along the north side; however, design features such as inlet spacing likely will need to be adjusted to ensure proper stormwater collection. Westbound parallel parking runs next to the north curb, and stormwater runoff will follow that path. Key considerations include:

Ensuring existing inlets are re-established at the curb line where curb extensions are removed
Maintaining or adding catch basins at new low points
Preserving a consistent cross slope to support drainage and ADA compliance

From a maintenance standpoint, sweeping operations can occur within the shared lane using standard-width equipment. Sharrow markings and lane signage must be maintained and refreshed regularly.

Design Features and Considerations: Eastbound (Uphill) Side

The proposed eastbound bikeway on Solano Avenue is designed as a Class IV protected facility running along the south side of the street. The corridor rises at an average 3.1% grade, with sections approaching 5-6% in the eastern segment. These slope conditions justify separation between uphill bicyclists—typically traveling at 5-10 mph—and faster-moving vehicles. The key references for design guidance are:

Caltrans Design Information Bulletin (DIB) 89-01: Class IV Bikeway Guidance
Caltrans *Highway Design Manual (HDM) Chapter 1000*
FHWA *Separated Bike Lane Planning & Design Guide*
NACTO *Urban Bikeway Design Guide (3rd Edition)*

Cross-Section and Physical Separation

To create the protected bikeway within the constrained right-of-way, the corridor's eastbound cross-section is reconfigured to include:

16' eastbound travel lane
14' angled parking zone
4' painted buffer equipped with parking curb stops
7' bikeway, located curbside
Sidewalk along the southern curb, maintained in most locations

The bikeway itself provides 7' of clear width, meeting the *Caltrans DIB 89-01* preferred clear width for Class IV facilities. In some locations, a 1' gutter pan is included within this zone; however, even with this encroachment, the design maintains at least 6' of unobstructed, rideable surface, which is greater than the Caltrans minimum standard for rideable width of 5'. It is also advisable to be above the minimum standard of rideable width for this facility due to the potential for wrong-way cyclists to use the protected bikeway.

The adjacent 4' buffer exceeds the minimum width of 3' prescribed by the *Caltrans DIB 89-01* for parking-protected bikeways. This allows for overhang from parked vehicles and provides an additional safety factor appropriate for this preliminary level of design.

The resulting 18' separation between the vehicular travel lane and the bikeway— including angled parking and buffer—offers substantial protection for bicyclists. While vertical elements such as flexible delineators are not used, the striped buffer and physical curb stops between angled parking stalls and the bikeway create clear visual and spatial separation.

Pedestrian/Walking Realm and Curb Extensions

Similar to the westbound side—with the exception of curb extensions as described below—the concept presented in this memorandum fits within the street's existing curb-to-curb width. As such, it would preserve the existing pedestrian realm largely as-is, with little to no change in sidewalk widths and amenities.

The concept reviewed in this memorandum does require the removal of all existing curb extensions on the south side of Solano Avenue. These curb extensions—originally installed to improve pedestrian visibility and reduce crossing distances—obstruct the proposed alignment of the separated bikeway.

To maintain pedestrian safety and crossing visibility, future design development may incorporate floating curb extensions or pedestrian refuge islands that extend across the bikeway at intersections. These treatments would help shorten crossing distances and improve visibility while maintaining a continuous bikeway alignment. The feasibility and design of these elements will be evaluated during project development.

Operations and Intersection Conflicts

Parking-protected bikeways are a well-established tool in national and state-level bicycle design guidance, although the specific characteristics of the concept reviewed in this memorandum are somewhat unique. The *FHWA Separated Bike Lane Planning & Design Guide* defines separated (protected) bike lanes and explicitly identifies on-street parking as one of the acceptable forms of physical separation between bicyclists and motor vehicle traffic. Similarly, *Caltrans Design Information Bulletin (DIB) 89-01: Class IV Bikeway Guidance* defines Class IV separated bikeways as on-street bikeways separated from motor traffic by a physical barrier, including on-street parking. The NACTO *Urban*

BikewayDesign Guide (3rd Edition) further treats protected bike lanes (including parking-protected variants) as standard, context-sensitive tools for building high-comfort, all-ages and abilities bikeway networks on urban streets.

Notably, these design guidelines do not distinguish between parallel and angled parking configurations. As a result, the use of angled parking as the protecting element in the concept reviewed here reflects an application of professional engineering judgment and emerging case studies, rather than a prescriptive, angle-specific standard.

This deviation is mitigated by the corridor's design geometry and the typical behavior of users of slow-speed streets. On local streets like Solano Avenue, corner sight distance criteria from traditional highway design manuals are applied more flexibly than on high-erspeed arterials, with a greater emphasis on context-sensitive tools such as daylighting at crosswalks. In practice, drivers on constrained city streets often slowly encroach toward or partially into crosswalk areas to assess gaps and turning safety before entering the travel lane. This Solano Avenue concept relies on this operational behavior and the low posted speeds on the local main street as compared to highway-style sight distance tables.

Within this framework, the proposed parking-protected uphill bikeway on Solano Avenue creates approximately 18' of lateral separation between bicyclists and moving traffic. While the angled parking introduces additional visual clutter compared to parallel parking, the 18' envelope occupied by parked vehicles and the buffer provides a generous area for turning drivers space to slowly encroach, align themselves, and look for approaching traffic in the travel lanes. Similarly, vehicles entering intersections or driveways from the eastbound travel lane can turn across the 18' staging area at low speeds, allowing for visibility checks before crossing the bikeway. While this condition does not meet strict FHWA "daylighting" guidelines around driveways, the available maneuvering and staging space serves as a mitigation to enable safer interactions at driveways.

Additionally, because the parking-protected facility is located on the uphill side where biking/rolling users are expected to travel at relatively lower speeds (5-10 mph), this provides crossing vehicles more time to react as compared to a flat or downhill segment.

Taken together, the use of parking as a separating element, the 18' of staging space provided by the angled parking and buffer, and the anticipated lower speeds in the uphill direction support the conclusion that the proposed parking-protected bikeway conforms with prevailing design standards for sight distance and driveway operations on local streets. While detailed intersection and driveway design will still be required in later phases, the concept as currently shown is consistent with accepted guidelines for parking-protected bikeways.

Drainage and Maintenance

By keeping the bikeway at street level and removing curb extensions, existing drainage patterns will shift as surface runoff flows naturally along the curb line. As with the

westbound side, design should maintain adequate inlet spacing and evaluate locations for catch basins at low points.

From a maintenance standpoint, the inclusion of a buffer zone preserves access for service vehicles and personnel. However, the bikeway's narrower protected space will require compact sweepers to effectively clean the facility, and regular sweeping will be necessary to manage debris accumulation.

Parking, Loading, and Curb Management

The concept reviewed in this memorandum includes reconfiguration of on-street parking in both directions to accommodate multimodal improvements. Overall, the proposed concept is estimated to result in a net corridor-wide parking loss of 0%-10% compared to current conditions.

While a significant portion of existing parking is retained, the configuration, location, and total number of spaces will be adjusted to align with the proposed cross-sections and design constraints. Future phases of the project may identify additional short-term loading zones, accessible parking, or time-limited spaces based on frontage conditions and user needs. Additionally, side streets may offer supplemental parking or loading to offset localized reductions.

Westbound (Downhill) Parking

On the westbound side, the design proposes a conversion from 45-degree angled parking to parallel parking along the north curb. This change accommodates a shared lane (Class III bikeway) that enables downhill bicyclists—traveling at vehicle-comparable speeds of 15-25 mph—to share the lane with motor vehicles. Parallel parking presents competing benefits and tradeoffs compared to angled parking for both motor vehicles and biking/rolling:

Provides clearer sight lines of the adjacent eastbound travel lane for drivers exiting parking spaces.
Eliminates vehicle back-out conflicts into a shared bike lane.
Allows for better lane control and consistent lane width for cyclists.
May be more difficult for drivers to enter compared to angled parking.
Leaves less passing room in the event of double-parking.

Introduces a new risk to cyclists in the form of "dooring" (motor vehicle users opening doors into the bikeway).

Considering these factors and the overall goals of the project to balance competing multimodal demands, eastbound parallel parking provides a reasonable solution that minimizes potential tradeoffs. The City will need to set curb management policies governing on-street parking, loading, accessible parking, and other elements to maximize effective use of parking and other curb space.

Eastbound (Uphill) Parking

In the eastbound direction, the proposed design retains and slightly expands on-street parking along the south curb by changing the angled parking from an existing condition of approximately 45 degrees to 60 degrees. This angled parking not only serves commercial frontage and short-term curb use but also plays a critical role in buffering the Class IV bikeway.

The angled parking configuration maintains vehicular convenience while also calming eastbound traffic by visually narrowing the lane. In constrained commercial corridors, this combined function of parking as both an access feature and a protective element is an accepted practice.

Public Transit Integration

The project section of Solano Avenue is currently served by two AC Transit bus routes:

> **Line 18:** Local service connecting University Village, Berkeley, and Oakland. Generally operates at 15-minute service frequency all day in both directions.
> **Line G:** Commuter service connecting El Cerrito, Albany, and Berkeley to the San Francisco Salesforce Transit Center. Generally operates four morning trips to San Francisco in the 7-9am peak period and four afternoon trips from San Francisco in the 4-7pm peak period.

The concept under review in this technical memorandum removes an existing pair of bus stops at Ramona Avenue (in both directions) consistent with recommendations from the 2019 *Solano Avenue Complete Streets and Corridor Revitalization Study*. That study also recommended the removal of the existing bus stop pair at Tacoma Avenue/Ventura Avenue. The draft concept presented here removes the eastbound stop at Ventura Avenue, but does not modify the westbound stop at Tacoma Avenue as this requires further study of this unique intersection. If the Tacoma Avenue bus stop is removed, it could provide an additional two parallel parking spaces in the westbound direction, but this is not assumed in the current parking estimates.

All bus stops broadly conform to AC Transit's *Transit-Supportive Design Guidelines* and were reviewed by AC Transit staff. The draft concept assumes an in-lane boarding configuration for each stop, which minimizes curbside impacts and avoids the space and circulation challenges posed by pull-out bays in a constrained corridor. In-lane boarding also enables buses to stop directly in the travel lane without having to re-merge,improving efficiency and dwell time performance. On the eastbound side, where a protected bikeway is

proposed, this configuration will require boarding islands between the bikeway and travel lane to facilitate safe and accessible boarding.

These assumptions for the integration of public transit will require further development review as the project progresses. Specifically, additional design coordination should include more detailed site-specific evaluations of stop lengths, bus turning paths, ADA access, and potential transit-user amenities.

Other Considerations

In addition to considerations discussed above raised during public engagement and in the technical analysis, a number of non-engineering considerations have also been identified for the decision regarding bicycle facilities on Solano which will require additional study and consideration as part of future project development. These include:

- Albany Fire Department requires access to the sides of fire trucks when responding to calls on Solano Avenue. Maintaining 15 feet of width in either direction allows for a 'reasonably safe' work environment for AFD crews when parked in one of the lanes of travel. Future project development will need to look at options to maintain 15 feet in the westbound direction (for example, reducing the bikeway and buffer to 5 feet and 2 feet respectively) and/or operational changes closing Solano to traffic when AFD is responding to an incident on Solano Avenue to identify options and design direction.
- General concerns with narrowing the westbound vehicle travel lane by approximately 3-4 feet and overall curb-to-curb width by 11 feet. Additional loading and delivery management including siting of additional loading zone locations may be required in conjunction with the concept.
- Narrower lane and curb-to-curb widths also reduce flexibility with use of the roadway for construction, evacuation, and special events. This may require additional design or operational strategies.
- The concept provides minimum 11-foot travel lanes and in-lane boarding for AC Transit service. AC Transit multimodal design guidelines would inform future bike facility design at bus stop locations.
- Existing restaurant parklets and bus stop parklets would need to change to utilize the new parking configuration.
- With narrow sidewalks along Solano Avenue, pedestrians may utilize the bicycle lane when the sidewalk is congested. A one-way facility would also introduce potential use of the bicycle lane for travelling in the opposite direction of the design intent.
- Future project development will need to evaluate ADA parking requirements, bus stops, drainage needs, green infrastructure requirements, and ADA sidewalk and business access requirements.

Locations for additional study include the Masonic Avenue to Key Route Boulevard block (where there is an existing left-turn lane) and the Tacoma intersection (where there is a sharp angle intersection and Berkeley jurisdiction on the Tacoma approach).

Examples of Similar Facilities

To support the feasibility of the proposed concept for Solano Avenue, the project team conducted a brief review of other urban corridors where similar bicycle facility treatments have been implemented. These examples are not intended to be direct performance evaluations, as detailed before-and-after data on bicycle volumes, collision history, or user satisfaction was not available for most of the corridors reviewed. Instead, they serve as qualitative references, offering a comparative look at how other jurisdictions have applied similar design strategies in contextually relevant environments.

Each of the selected corridors shares key characteristics with Solano Avenue, such as mixed commercial and residential land uses, asymmetrical bikeway configurations, parking-protected bikeways, transit service, and constrained rights-of-way requiring creative curbside trade-offs. While the specific design details vary, these examples demonstrate that similar approaches have been successfully implemented in diverse urban settings.

The intent of including these examples is to show that the proposed concept for Solano Avenue is not unprecedented. Rather, it reflects an emerging design pattern in multimodal street planning. Given the number and diversity of comparable corridors where these treatments have been deployed, it is reasonable to conclude that the proposed bikeway concept—particularly the use of a protected climbing lane and shared downhill lane—has a practical foundation and is likely to function effectively in this context. Table 3 lists the example locations and some of their key characteristics, with further discussion on the following pages.

Table 3: Case Studies of Similar Facilities

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Polk Street San Francisco	Commercial/ residential mixed use	X		Parallel both sides
20th Avenue San Francisco	Residential	X		Parallel both sides
Fremont Avenue Seattle	Commercial/ residential mixed use	X		Parallel both sides
Voltaire Street San Diego	Commercial/ residential mixed use	X		Parallel both sides
Avenue 51 Los Angeles	Commercial; residential	X		Parallel both sides
Hearst Avenue Berkeley	Institutional; park	X		Reverse angle one side; parallel one side
Lincoln Boulevard San Francisco	Park	X		None
Bay Street San Francisco	Residential; park; school	X	X	Reverse angle one side; parallel one side

Polk Street, San Francisco

Between Union and California Streets, Polk Street in San Francisco (sometimes referred to as “Lower Polk”) features a downhill shared bike route (Class III bikeway) approximately 12-13’ wide paired with an uphill bike lane approximately 6-7’ wide without buffer. Both sides of the street have parallel parking, parklets, and curb extensions. The street also serves a local bus route operated by San Francisco MTA.

Table 4: Key Characteristics, Polk Street

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	OnStreet Parking
Polk Street San Francisco	Commercial/ residential mixed use	**X**		Parallel both sides

Figure 2: Polk Street, San Francisco



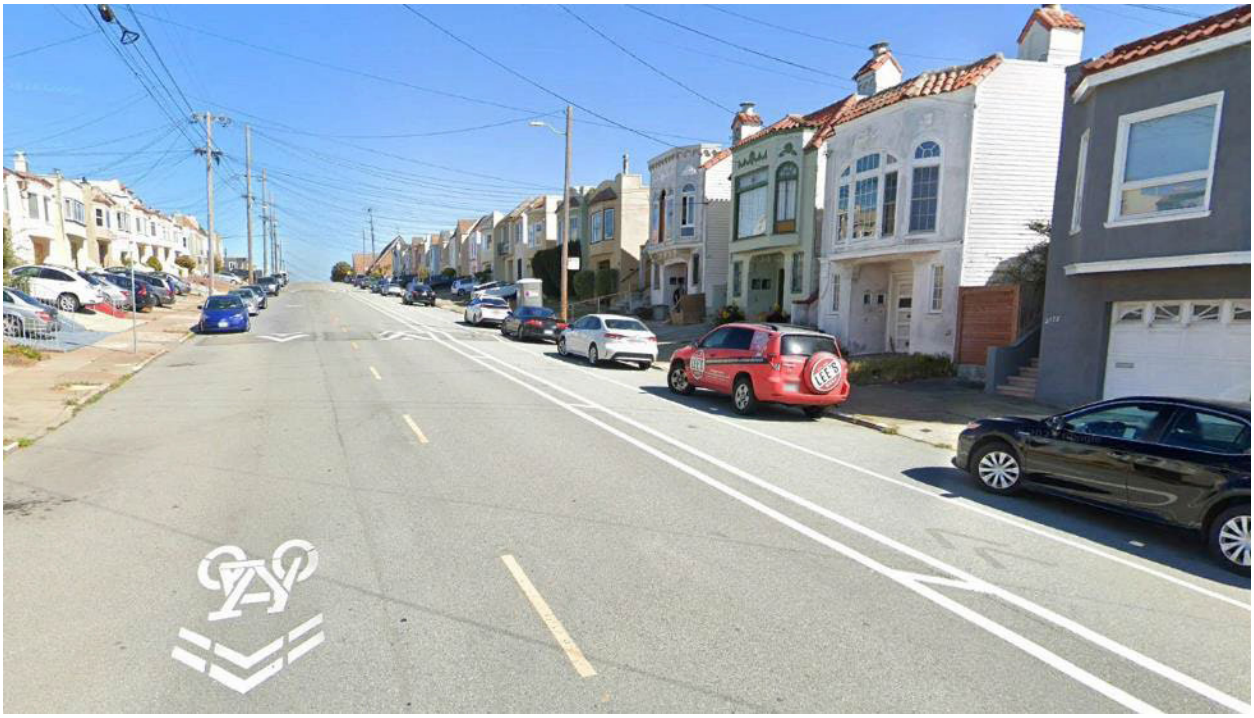
20th Avenue, San Francisco

20th Avenue in San Francisco's Sunset neighborhood features a shared bike route (Class III bikeway) approximately 12-13' wide paired with an uphill buffered bike lane approximately 8' wide (6' lane with 2' buffer). The street also includes speed humps and parallel parking on both sides.

Table 5: Key Characteristics, 20th Avenue

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
20th Avenue San Francisco	Residential	**X**		Parallel both sides

Figure 3: 20th Avenue, San Francisco



Fremont Avenue, Seattle

Fremont Avenue in Seattle's Fremont neighborhood features a downhill shared bike route (Class III bikeway) approximately 10-11' wide paired with an uphill bike lane approximately 5' wide without buffer. Both sides of the street have parallel parking, plus painted curb extensions with delineators near key intersections. The street also serves a local bus route operated by King County Metro.

Table 6: Key Characteristics, Fremont Avenue

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	OnStreet Parking
Fremont Avenue Seattle	Commercial/ residential mixed use	**X**		Parallel both sides

Figure 4: Fremont Avenue, Seattle



Voltaire Street, San Diego

Voltaire Street in San Diego's Point Loma neighborhood has a downhill shared bike route (Class III bikeway) approximately 11' wide paired with an uphill striped bike lane approximately 5.5'-6' wide without buffer. Both sides of the street have parallel parking, and the street also serves a local bus route operated by San Diego MTS.

Table 7: Key Characteristics, Voltaire Street

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Voltaire Street San Diego	Commercial/ residential mixed use	**X**		Parallel both sides

Figure 5: Voltaire Street, San Diego



Avenue 51, Los Angeles

Avenue 51 in Los Angeles's Highland Park neighborhood features a downhill shared bike route (Class III bikeway) approximately 10'-11' wide paired with an uphill bike lane approximately 5' wide without buffer. Both sides of the street have parallel parking.

Table 8: Key Characteristics, Avenue 51

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Avenue 51 Los Angeles	Commercial; residential	**X**		Parallel both sides

Figure 6: Avenue 51, Los Angeles



Hearst Avenue, Berkeley

Hearst Avenue in Berkeley, east of Oxford Street on the UC Berkeley campus, has a separated westbound and eastbound roadway due to existing grades. The downhill (westbound) side features a shared bike route (Class III bikeway) approximately 12'-13' alongside parallel parking and a loading zone. The uphill (eastbound) side features a buffered bike lane approximately 5'-6' wide with 1'-2' buffer, and no parking. The street also serves several local bus routes operated by AC Transit and UC Berkeley.

Table 9: Key Characteristics, Hearst Avenue

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Hearst Avenue Berkeley	Institutional; park	**X**		Reverse angle one side; parallel one side

Figure 7: Hearst Avenue, Berkeley



Lincoln Boulevard, San Francisco

Lincoln Boulevard in San Francisco's Presidio district features a downhill shared bike route (Class III bikeway) approximately 12' wide paired with an uphill buffered bike lane approximately 6'-8' wide (4'-6' lane plus 1'-2' buffer). The street does not include parking on either side.

Table 10: Key Characteristics, Lincoln Boulevard

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Lincoln Boulevard San Francisco	Park	**X**		None

Figure 8: Lincoln Boulevard, San Francisco



Bay Street, San Francisco

Bay Street in San Francisco, between Fillmore Street and Laguna Street, has an asymmetrical bikeway design that provides a different example than the previous cases. While Bay Street's curb-to-curb width of approximately 80' is not an apt comparison to Solano Avenue, its uphill side contains a bikeway protected by angled parking, similar to the proposed concept for eastbound Solano Avenue. The bikeway is approximately 12' wide (8' bike lane with a 4' buffer) and borders Moscone Park and a middle school, including several driveways. The parking is reverse-angle, which differs from the proposed Solano concept, but the two cases are functionally similar in terms of bikeway operation.

Table 11: Key Characteristics, Bay Street

Street	Land Use Context	Asymmetrical Bikeway	Parking Protected Bikeway	On-Street Parking
Bay Street San Francisco	Residential; park; school	**X**	**X**	Reverse angle one side; parallel one side

Figure 9: Bay Street, San Francisco



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