

Albany Active Transportation Plan 2026



Parametrix

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EXECUTIVE SUMMARY

The Albany Active Transportation Plan (ATP) sets the City's direction for walking, biking, and rolling over the coming years. It updates and consolidates prior planning work, identifies the networks and projects that will guide future investments, and recommends the programs and policies needed to support them. This Executive Summary briefly walks through each chapter, with the most detail given to the network, project, and program recommendations that most readers will care about most.

CHAPTER 1: INTRODUCTION

Chapter 1 introduces the ATP, its connection to other plans and policies, and its four fundamental goals:

- **Access and 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 and Comfort.** Design and construct high-quality facilities and consistently enforce traffic regulations to make Albany a safe and comfortable place to walk, bike, and roll.
- **Positive Outcomes for All Users.** Ensure the needs of all users are integral factors in project prioritization and development, with equitable distribution of facilities and resources for all members and areas of the community.
- **Implementation and Funding.** Thoughtfully integrate active transportation projects and programs Citywide, prioritize based on need, opportunity, and cost effectiveness, and develop resilient funding strategies for ongoing implementation and maintenance.

ATP Recommendations at a Glance

The ATP's recommendations come together as four complementary pieces that work as a package to advance Albany's active transportation goals:

- **Recommended Networks.** The proposed pedestrian and biking networks, each organized as a citywide "base" network for broad coverage and a smaller "high comfort" network of priority corridors and intersections.
- **Priority Projects.** The highest-priority facilities for the City to implement continue building out the active transportation networks, such as sidewalks, paths, crossings, and bikeways.
- **Priority Programs.** Ongoing City efforts such as lighting upgrades, safety education, and speed management and enforcement that complement the physical networks and help achieve the ATP's goals and policies.



CHAPTER 2: PLAN DEVELOPMENT

Chapter 2 describes the process used to develop the ATP. Plan development followed a three-phase technical process that was paired with ongoing community and stakeholder engagement. Input came from an agency-focused Technical Advisory Committee, community meetings and online comment periods, the Transportation Commission, and the City Council. Focused engagement also occurred with the Albany Unified School District as well as businesses along Uptown Solano Avenue.

CHAPTER 3: EXISTING CONDITIONS

Chapter 3 describes Albany's current walking and biking environment. Overall network coverage is good, but the chapter identifies sidewalk gaps and obstructions, comfort challenges along major corridors and near schools, and a limited set of high-comfort bike facilities on commercial streets. The safety analysis confirms the findings of other recent safety studies that San Pablo Avenue, Solano Avenue, and Marin Avenue experience the highest concentrations of pedestrian and bicyclist injuries.

CHAPTER 4: POLICY AND PROGRAM RECOMMENDATIONS

Chapter 4 recommends policies and programs to support the ATP. Policies are City directives that guide ATP development, organized under each of the ATP goals. Programs are ongoing City activities such as enforcement, maintenance, and longer-term infrastructure upgrades that complement active transportation facilities. Policies and programs work together with the active transportation networks to fulfill the goals of the ATP.

CHAPTER 5: NETWORK RECOMMENDATIONS

Chapter 5 presents the recommended pedestrian and biking networks. The ATP uses a nested network approach for each mode. A “base” network covers the full set of streets, paths, and trails where people walk, bike, and roll throughout Albany. Within that base, a smaller “high comfort” network contains the priority corridors and intersections where the City will focus on enhancements to serve a wide range of potential users:

- **Pedestrian Network.** The base pedestrian network includes sidewalks, paths, and trails citywide. The high comfort pedestrian network identifies priority corridors and intersections for enhanced treatments such as improved crossings, lighting, wider walkways, and pedestrian amenities.
- **Biking Network.** The base biking network includes shared-use paths and on-street bikeways throughout the city. The high comfort biking network follows NACTO's All Ages and Abilities (AAA) guidance and relies upon a combination of physically protected facilities plus speed and volume management on shared streets where physical separation is not feasible.





Figure ES-1. Proposed Pedestrian Network



Figure ES-2. Proposed Biking Network



Figure ES-3. Bike Facility Recommendations

CHAPTER 6: IMPLEMENTATION RECOMMENDATIONS

Based on a prioritization process weighing multiple criteria, Chapter 6 recommends a set of priority projects and priority programs that the City should pursue first. A larger list of projects needed to achieve full network buildout is provided in Appendix A.

Priority Project Recommendations

The ATP identifies priority projects in several categories, listed below by type, not in prioritized order. Full project descriptions are provided in Appendix A.

Priority Projects Under Development

These projects are actively being scoped, designed, or pursued for funding.

- Santa Fe Avenue Pedestrian Corridor
- Thousand Oaks Blvd Sidewalk
- Uptown Solano Avenue ADA Curb Ramps
- Adams-Clay Bikeway
- Kains Ave Bikeway
- Pierce-Cleveland Connector Path

Priority Projects Not Yet Initiated

These projects have been identified as priorities through the ATP process and will move forward as funding and capacity allow.

- Garfield Ave-Ohlone Crossing and Sidewalk Gap
- Key Route Blvd Streetscape Improvements
- Lower Marin Ave Streetscape Improvements
- Mid-Marin Ave Streetscape Improvements

- Uptown Solano Ave Streetscape Improvements
- Cerrito Creek Pedestrian Connection
- Hillside Ave Sidewalk Gap
- Pierce St South Pedestrian Corridor
- Adams-Carlson Bikeway Connection
- Jackson-Adams Bikeway Connection
- San Pablo Ave Cycle Track and Marin Ave Intersection
- Bay Trail Junctions
- Ohlone Greenway Expansion
- Albany High School Access Improvements
- Cornell Elementary School Access Improvements
- Albany Middle School Access Improvements



Priority Program Recommendations

Priority Programs. Out of the fourteen programs evaluated in Chapter 4, the ATP recommends five as priorities based on their benefits, costs, and stakeholder input. These programs are intended to advance alongside the priority projects to deliver near-term safety and comfort improvements.

- **Intersection Safety and Visibility.** Develop a program to address smaller-scale intersection safety and accessibility needs. Priorities may include installation of new crosswalk markings at unsignalized intersections on the high comfort pedestrian network, installation of curb ramps at priority locations, installation of raised elements at intersection red zones in high-activity areas, or the adoption of more restrictive “no right on red” policies.
- **Lighting.** Continue to implement recommendations of the City of Albany Street Lighting Evaluation (2024).
- **Railroad Safety.** Coordinate with rail operators, public agencies, schools, and relevant property owners to support existing safety programs, improve crossing visibility and treatments, harden barriers that discourage illegal crossings, and increase public awareness of safe behaviors near rail facilities.
- **Speed Management and Enforcement.** Update the traffic calming and speed management program to implement measures proactively through an evaluation process.

Next Steps

Chapter 6 concludes with recommendations on next steps. Implementation will occur over time as funding, staff capacity, and partner coordination allow. A typical corridor-scale project takes three to eight years to move from planning through construction. The ATP recommends three guiding practices to keep implementation on track:

1. **Maintain the project list in Appendix A** as a working list that staff update as projects advance.
2. **Advance projects opportunistically** when funding becomes available, when regional partners are coordinating nearby work, or when overlapping capital projects create efficiencies.
3. **Track and report progress** through the City’s Capital Improvement Program (CIP), the Transportation Commission, and City Council updates.

Funding

Funding is expected to come from a mix of local, regional, state, and federal sources, including the City’s CIP, Alameda CTC, MTC regional programs, the state Active Transportation Program, and other sources.





Priority Projects

- 1 Santa Fe Ave Pedestrian Corridor
- 2 Thousand Oaks Blvd Sidewalk
- 3 Uptown Solano Ave ADA Curb Ramps
- 4 Adams-Clay Bikeway
- 5 Kains Ave Bikeway
- 6 Pierce-Cleveland Connector Path
- 7 Garfield Ave-Ohlone Crossing & Sidewalk Gap
- 8 Key Route Blvd Streetscape Improvements
- 9 Lower Marin Ave Streetscape Improvements
- 10 Mid-Marin Ave Streetscape Improvements
- 11 Uptown Solano Ave Streetscape Improvements
- 12 Hillside Ave Sidewalk Gap
- 13 Pierce St South Pedestrian Corridor
- 14 Adams-Carlson Bikeway Connection
- 15 Jackson-Adams Bikeway Connection
- 16 San Pablo Ave Cycle Track & Marin Intersection
- 17 Bay Trail Junctions
- 18 Ohlone Greenway Expansion
- 19 Cerrito Creek Pedestrian Connection
- 20 Albany High School Access Improvements
- 21 Albany Middle School Access Improvements
- 22 Cornell Elementary School Access Improvements

Figure ES-4. Priority Projects

1. INTRODUCTION AND GOALS



1. INTRODUCTION AND GOALS

Purpose

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

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

At the same time, people walking, biking, and rolling are among the most vulnerable roadway users. Improving safety, comfort, and connectivity for these users is critical to reducing injuries and

fatalities, supporting public health, and ensuring that Albany's streets are accessible to people of all ages and abilities. Investments in active transportation also help reduce greenhouse gas emissions, improve air quality, support local businesses, and enhance neighborhood livability.

The ATP:

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



A Note on ‘Rolling’ and Other Terminology in this Document

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

Throughout this document, the term “pedestrian” refers to the pedestrian network and its range of users, including those who walk and use assisted mobility devices on sidewalks and shared-use paths. “Cyclist” refers to the range of users of the biking network, and “biking” and “rolling” are used interchangeably to convey the wide range of users of the biking network.

GOALS

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

Goal 1: Access and 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 and Comfort



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

Goal 3: Positive Outcomes for All Users



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

Goal 4: Implementation and Funding



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

Related Documents and Guidance

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

CITY OF ALBANY

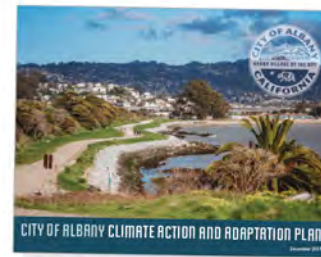
Relevant ATP guidance documents from the City of Albany include:

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

REGIONAL AND STATE AGENCIES

Relevant ATP guidance documents from regional agencies include:

- *Alameda County Transportation Commission (CTC) Countywide Active Transportation Plan (2019)*
- *Alameda CTC Countywide Transportation Plan (2020)*
- *Alameda CTC Local Bicycle Master Plan Guidelines (2015)*
- *Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)*
- *Metropolitan Transportation Commission (MTC) Plan Bay Area 2050+ (2021)*
- *MTC Complete Streets Policy (2022)*
- *MTC Regional Safety/Vision Zero Policy (2020)*
- *MTC Transit Priority Policy for Roadways (2026)*
- *Alameda-Contra Costa Transit District (AC Transit) Transit-Supportive Design Guidelines (2025)*



2. PLAN DEVELOPMENT



2. PLAN DEVELOPMENT

Technical Development

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

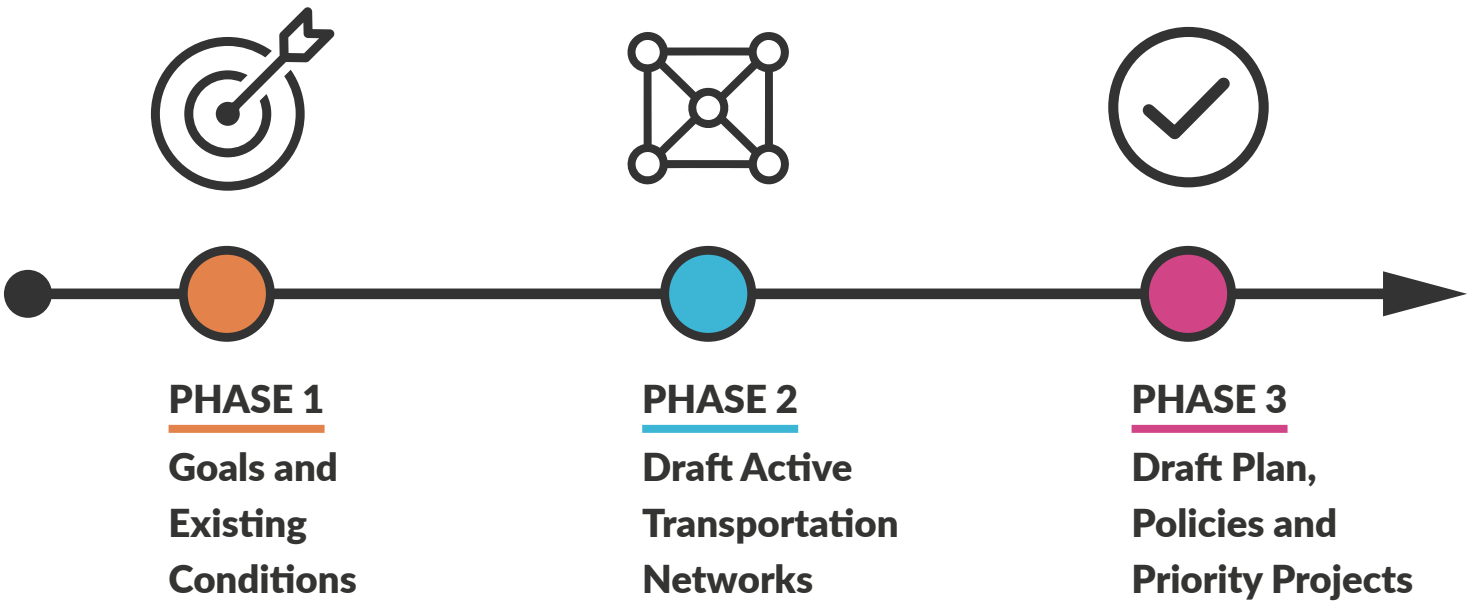


Figure 1: ATP Technical Development Process

Stakeholder Engagement

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

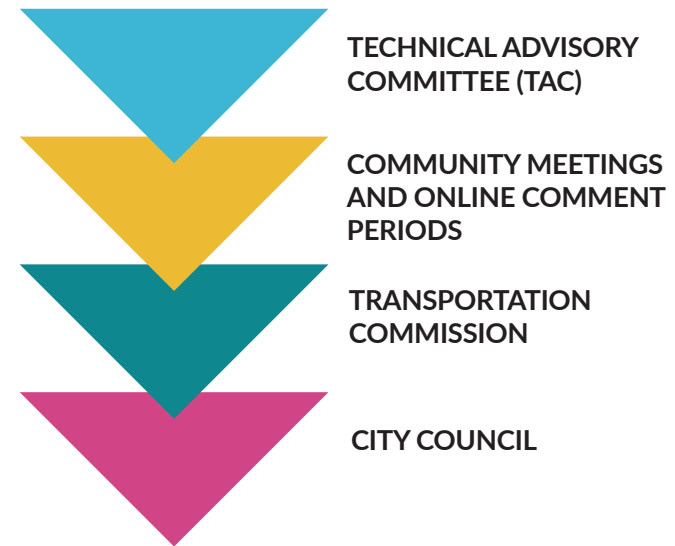


Figure 2: Stakeholder Engagement Sequence

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 bike 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



3. EXISTING CONDITIONS REVIEW



3. EXISTING CONDITIONS REVIEW

Demographics

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

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

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

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

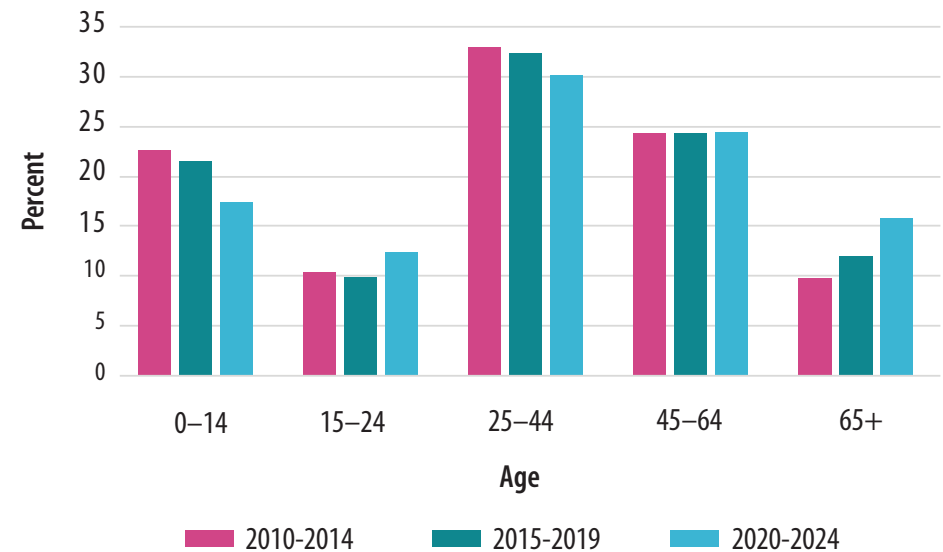


Figure 3: Population Aging Over Time

Source: US Census American Community Survey (ACS)
5-Year Estimates

Land Use and Major Destinations

The City of Albany consists predominantly of residential neighborhoods interspersed with commercial corridors and recreational destinations as mapped in Figure 4. The mix of residential, commercial, institutional, and recreational areas is segmented by major corridors including San Pablo Avenue, Buchanan Street/Marin Avenue, and the Ohlone Greenway/Bay Area Rapid Transit (BART) elevated structure. Solano Avenue, a key neighborhood commercial corridor, features retail establishments and services.

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

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

Commercial activity is concentrated along Solano Avenue and San Pablo Avenue, which serve as primary corridors for neighborhood businesses. Additional commercial areas are in the city's west side

near I-80/I-580 along Cleveland Avenue and Eastshore Highway, plus shopping opportunities in nearby El Cerrito, Richmond, and Berkeley attract trips from Albany.

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

Recreational facilities including city parks, Albany Bulb, and the Bay Trail are also important destinations for a wide range of activities.



Albany Bulb (Photo: Google Earth)

Transportation Mode Share

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

Commute patterns in Albany have shifted substantially over the last two decades. In the 2006-2010 ACS, the share of workers who commuted alone by car was 53%, which had decreased to 39% by the 2015-2019 ACS. This occurred alongside increases in public transit (from 22% to 29%), biking (from 5% to 7%), and working from home (from 6% to 8%), indicating a substantial shift away from driving alone to other modes.

Beginning in 2020, the stark increase in working from home (from 8% in the 2015-2019 ACS to 38% in the 2020-2024 ACS) reflects broader regional and national trends surrounding the COVID-19 pandemic. Notably, however, driving alone did not significantly decrease over the same period (declining only slightly from 39% to 37%) while substantial decreases occurred in commuting by transit (from 29% to 12%), carpooling (from 9% to 3%), and biking (from 7% to 4%).

Post-pandemic data is limited to determine how strongly these trends are holding. While working from home may reduce the number of

motor vehicle commute trips, it also creates the opportunity for numerous home-based trips throughout the day (e.g. neighborhood errands or exercise) that may be relatively short distances and good candidates for mode shift away from motor vehicles.

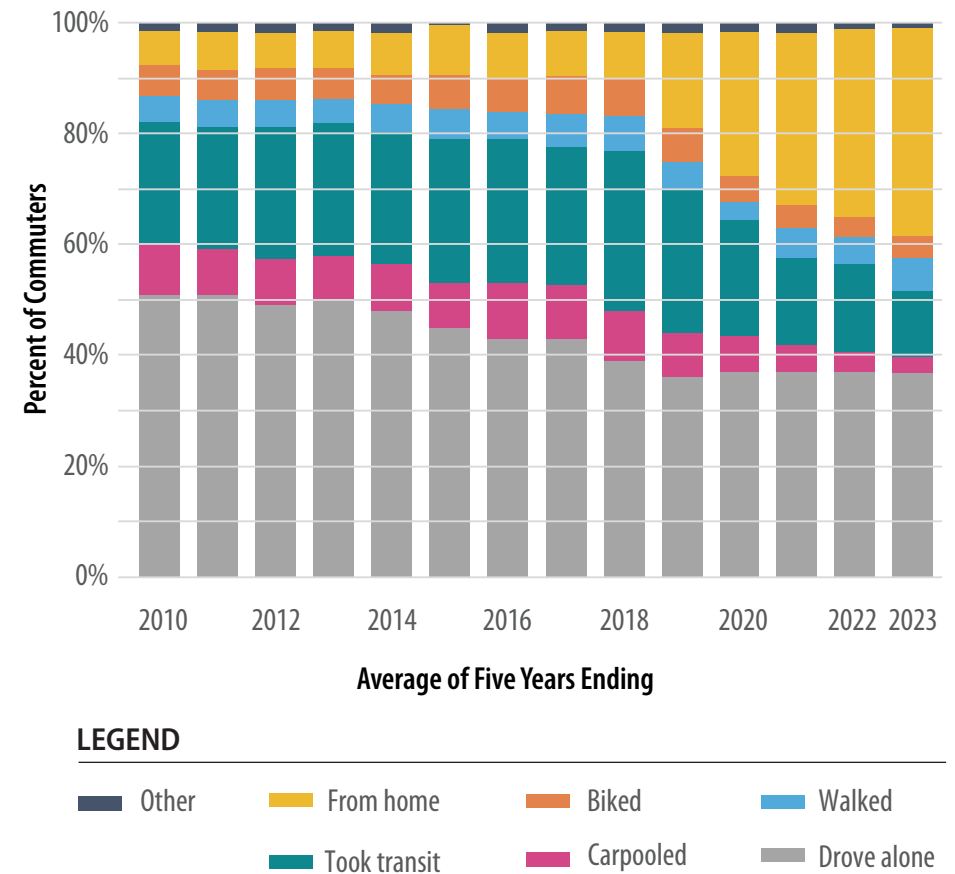


Figure 5: Transportation Mode Share Over Time

Source: US Census American Community Survey (ACS)
5-Year Estimates



Pedestrian and Bike Counts

Alameda CTC estimates that approximately 13% of all trips county-wide are made on foot or by bike. Alameda CTC’s Bicycle/Pedestrian Count Program records manual two-hour observation counts at intersections across the county, biennially in September or October. In Albany, counts are taken at two locations: the intersection of Buchanan Street and Jackson Avenue, and the intersection of Ohlone Greenway/Masonic Avenue and Solano Avenue.

The four-cycle moving average of afternoon sidewalk counts at Greenway/Masonic/Solano has held steady at roughly 800 to 900 people per two-hour count. At Buchanan/Jackson, sidewalk counts

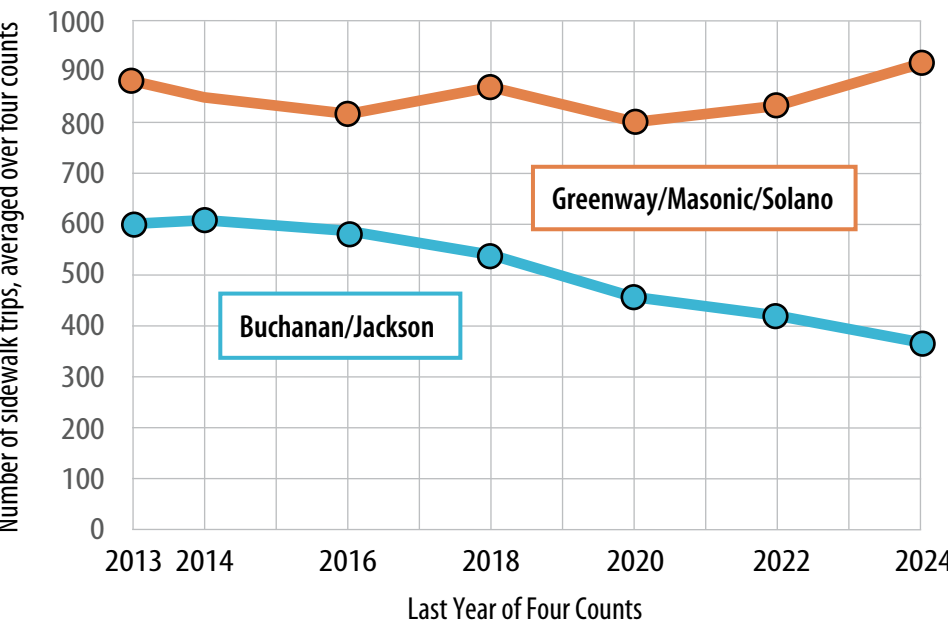


Figure 6: Pedestrian Counts

declined from about 600 in 2014 to about 370 in 2024, with most of the drop occurring in conjunction with the COVID-19 pandemic and subsequent construction of a larger motor-vehicle pickup/drop-off area at adjacent Ocean View Elementary school.

For bikes, the four-cycle moving average of afternoon counts at Greenway/Masonic/Solano grew from about 300 in 2013 to about 350 in 2024. At Buchanan/Jackson, bike counts held steady at roughly 100 to 120. Together with the commute mode share described above, these counts indicate that biking in Albany has held constant or grown modestly over the past decade.

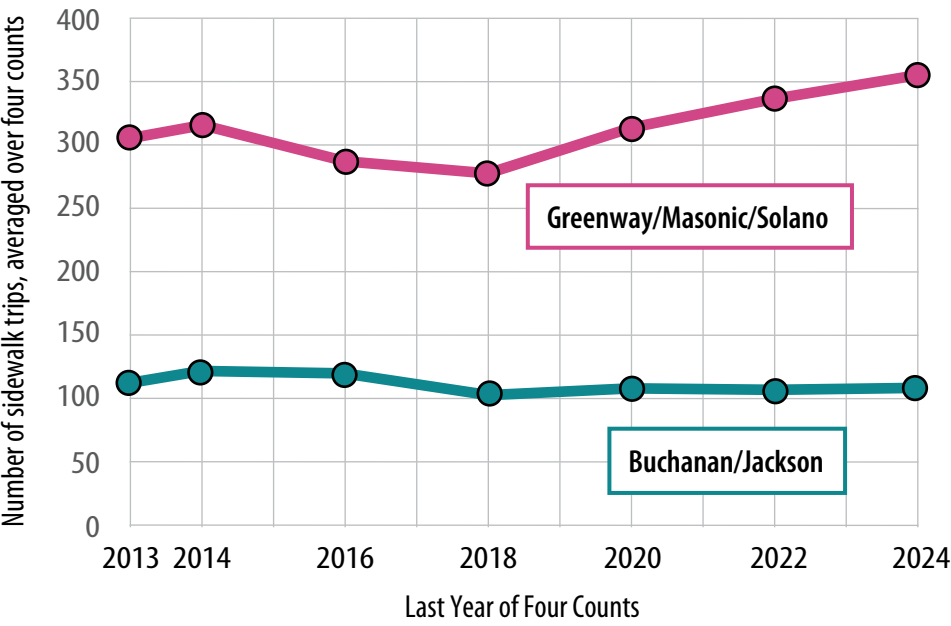


Figure 7: Bike Counts



Existing Mobility Networks

Roadway Network

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

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



The I-80/I-580 freeways separate much of the city from its bayfront area. (Photo: Google Earth)

Public Transit Network

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

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

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

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

The City's roadway and public transit networks are mapped in Figure 8.



Figure 8: Existing Roadway and Public Transit Networks

Active Transportation: Pedestrian Network

The majority of Albany's street network is equipped with sidewalks, plus various types of roadway crossing facilities as pictured below. Pedestrians also use the City's shared-use paths.

SHARED-USE PATHS

Shared-use paths can be used by both pedestrians and cyclists, and are completely separated from the roadway. As mapped in Figure 9, Albany's shared-use paths predominantly consist of the Bay Trail to the west, Buchanan Bikeway from the Bay Trail to San Pablo Avenue, and the Ohlone Greenway running north-south through the center of the City along the BART right-of-way.



HIGH-VISIBILITY CROSSWALKS are more visible to drivers through the use of bold striping patterns such as ladder-style striping or the “triple four” pattern used in Albany.



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



RECTANGULAR RAPID FLASHING BEACONS (RRFBS) are installed at uncontrolled crossings to increase driver awareness of pedestrians at crosswalks. Pedestrians can activate the flashing signal by pushing a button.



PEDESTRIAN HYBRID BEACONS are an intermediate option between a flashing beacon and full pedestrian signal. They help pedestrians safely cross higher-speed roadways by assigning right of way and providing positive stop control upon activation.



LEADING PEDESTRIAN INTERVALS at signalized intersections provide pedestrians with their own dedicated phase before turning vehicles. This improves visibility of pedestrians.

Active Transportation: Biking Network

Albany's biking network contains many facility types, including shared-use paths (described above) and many on-street facilities pictured here and mapped in Figure 9. These on-street facilities vary primarily by their degree of separation from motor vehicles.



PROTECTED BIKEWAYS are on-street bikeways with vertical, physical separation from the adjacent lane; physical separation can be provided by a combination of raised curbs, bollards, or motor-vehicle parking.



BUFFERED BIKE LANES are painted on the street alongside a painted buffer to provide additional spacing from motor-vehicle lanes.



STRIPED BIKE LANES are painted on the street but do not include an additional buffer from motor vehicles.



BIKE BOULEVARDS are shared-lane bikeways accompanied by traffic calming measures such as signage, speed humps, traffic diverters or neighborhood traffic circles to limit motor-vehicle volumes and speeds.



SHARED BIKE ROUTES are shared-lane bikeways that are not accompanied by traffic calming measures, and may have higher motor-vehicle volumes or speeds than bike boulevards.



MIXED BIKEWAY TYPES are used on streets that accommodate different types of facilities for each direction of travel.



Figure 9: Existing Biking Network

Bike Parking

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

As mapped in Figure 10, Albany's publicly accessible bike parking is concentrated near key destinations including commercial corridors Solano Avenue and San Pablo Avenue, University Village, schools, and parks. Albany has expanded its bike parking supply significantly over the past decade, with the 2025 inventory documenting approximately 1,795 bike parking spaces citywide compared to 630 spaces in 2012.

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

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



Bike Parking Partnerships

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



Figure 10: Existing Bike Parking

Recent Active Transportation Projects and Expenditures

The City of Albany has made significant progress on transportation improvements since the adoption of the first *Albany Active Transportation Plan* in 2012 with more projects currently underway. The Active Transportation Plan will build on this work. Table 2 summarizes the City's expenditures on active transportation in recent years and Figure 11 maps some of the recent and in-progress projects.

For the pedestrian network, the City has invested significantly in sidewalk accessibility over the last decade through sidewalk shaving and repair programs and curb ramp upgrades tied to paving and active transportation projects. The City also conducted a citywide

streetlighting evaluation and implemented an intersection red curb policy to improve visibility for pedestrians. Recent projects added curb extensions (bulb outs) and flashing beacons at intersections that have historically been challenging to navigate, including on San Pablo Avenue and Marin Avenue.

The City has also expanded its bike facilities and shared-use path system. Completed and funded projects since 2020 include new and upgraded on-street bikeways, signalized intersection and lighting improvements along the Ohlone Greenway, shared-use path renewal and extensions, and pedestrian and bike improvements along the San Pablo Avenue corridor in coordination with Alameda CTC.



Adams Street

Table 2: Expenditures

COMPLETED PROJECTS	TOTAL PROJECT EXPENDITURES*
Talbot Pedestrian Beacon (2020)	27,000
Albany Hill Access Improvements (2020)	1,181,000
Washington Avenue Access and Traffic Calming (2020)	108,000
ATP Signage and Striping (2022)	165,000
Kains and Adams Bikeway Pilot (2023) and Evaluation (2024)	160,000
Marin Avenue Pavement Project Phase 1 (2023)	2,500,000
Ohlone Greenway Signalized Intersection Improvements (2024)	1,100,000
Codornices Creek Path, 8th to 10th (2024)	1,636,000
TOTAL	\$6,877,000

FUNDED PROJECTS UNDERWAY	TOTAL PROJECT EXPENDITURES*
Marin Avenue Pavement and Curb Ramp Rehabilitation Phase 2	7,750,000
Cleveland Avenue Pavement Rehabilitation and Bikeway	2,015,000
Pierce-Cleveland Bikeway Connection Project	350,000
Shared Use Path Renewal	800,000
Jackson Bikeway Phase 2	900,000
Critical Intersection Lighting Upgrades	200,000
San Pablo Pedestrian Improvements	1,772,000
TOTAL	12,015,000

*Rounded to nearest \$1,000





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)

Figure 11: Recent Projects

Safety and Comfort Analyses

Safety Review

From 2013–2022 there were 87 pedestrian injury collisions in Albany involving motor vehicles, including one fatality and 13 severe injury collisions, mapped in Figure 12. High numbers occurred on San Pablo Avenue, Solano Avenue, and Marin Avenue. Intersections were the sites of many collisions, particularly San Pablo Avenue at Brighton Avenue and San Pablo Avenue at Garfield Avenue; since 2022, additional crossing infrastructure has been installed at both intersections. The fatal collision occurred at the intersection of Solano Avenue and Jackson Street.

During the same period there were 69 motor vehicle collisions resulting in injury involving bikes, mapped in Figure 13. While none were fatal, four resulted in serious injury. Like the pedestrian collisions, San Pablo Avenue, Solano Avenue, and Marin Avenue were the sites of high numbers of bike injury collisions. Two of the four serious injury collisions occurred on San Pablo Avenue; the others were located on Marin Avenue and Santa Fe Avenue.

The safety analysis conducted for this ATP is broadly consistent with the findings of the *Albany Local Roadway Safety Plan (2023)*. Alameda CTC's *High-Injury Network and Proactive Safety Network Report (2024)* also includes Solano and San Pablo Avenues.

Current best practices in transportation safety, endorsed by guiding agencies including the U.S. Department of Transportation and Alameda CTC, are based around a Safe System Approach. This is a

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

VISION ZERO

Vision Zero and Safe Systems

The international Vision Zero program encourages governments to set explicit policy goals to eliminate all roadway fatalities and serious injuries. MTC adopted its Regional Safety/Vision Zero Policy in 2020 to establish “a region-wide policy of intent to work with our partner agencies to encourage and support actions towards eliminating traffic fatalities and serious injuries in the Bay Area by 2030.” Both MTC and Alameda CTC endorse Vision Zero as an overarching goal and the Safe System Approach as a framework for effective implementation.



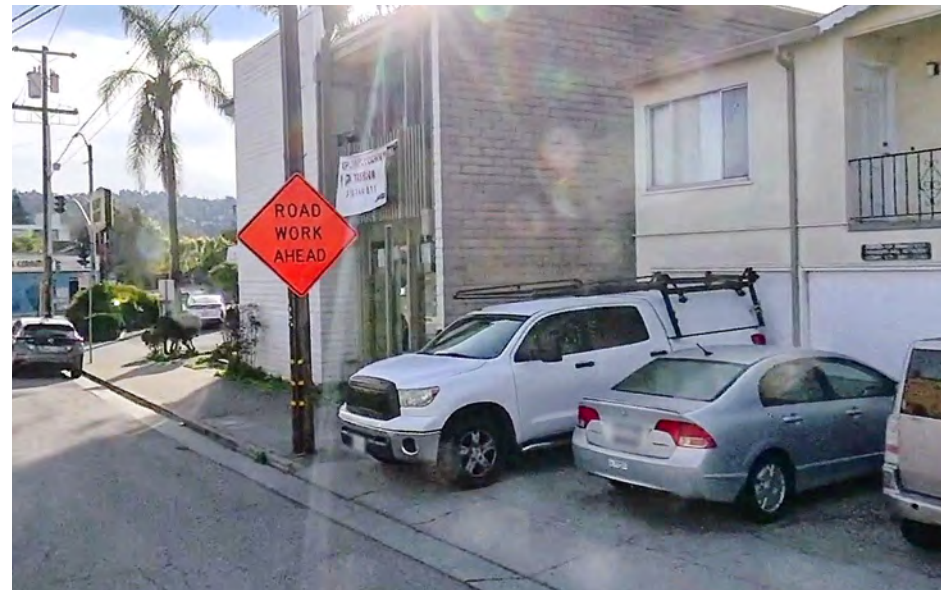


Figure 13: Bike Collisions Resulting in Injury, 2013-2022

Pedestrian Comfort

Figure 14 shows sidewalk gaps and other challenges in the existing pedestrian network. Key issues identified by the project team, City staff, and stakeholders include:

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



*Sidewalk obstructions on Pierce Street (above) and Clay Street (below).
(Photos: Google Earth)*



Figure 14: Existing Pedestrian Network

Bike Comfort

Albany's streets have a range of comfort levels for biking, which the project team evaluated across multiple factors listed in Figure 15. This tailored, four-stage analysis began with the traditional Level of Traffic Stress methodology, originally developed by the Mineta Institute of Transportation, which considers vehicle volume and number of lanes. To enhance the analysis, the project team then applied additional factors including vehicle speed and the existence of marked centerlines and medians, all of which contribute to user comfort and are consistent with refined measures of comfort employed by peer agencies across the nation.

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

Figure 16 shows the existing bike level of comfort for each road segment in Albany. Please note this initial comfort evaluation is based on the methodology described above and is not part of the network recommendations or quality standards presented later in this plan.

COMFORT LEVEL 5

Clear physical separation from motor vehicles and suitable for nearly all cyclists. Includes shared-use paths and protected bikeways.



COMFORT LEVEL 4

Generally suitable for most users, but may not have full physical separation from motor-vehicle traffic and may not be suitable for children cycling alone. Includes streets with buffered bike lanes, and striped bike lanes, or shared facilities with relatively low motor-vehicle volumes and speeds.



COMFORT LEVEL 3

Low traffic interaction and suitable for most adult cyclists. Includes streets with buffered or striped bike lanes or shared facilities, but with higher motor-vehicle speeds and/or volumes than Comfort Level 4.



COMFORT LEVEL 2

Moderate traffic interaction and suitable for some adults, but high motor-vehicle volumes and/or speeds reduce comfort and deter some potential users.



COMFORT LEVEL 1

High traffic interaction and appropriate only for "strong and fearless" adults, characterized by high volumes of fast-moving vehicles in shared spaces.



Figure 15: Levels of Bike Comfort



Figure 16: Existing Bike Level of Comfort

Summary of Challenges and Opportunities

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

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



4. POLICY AND PROGRAM RECOMMENDATIONS



4. POLICY AND PROGRAM RECOMMENDATIONS

Policy Recommendations

The following policies support implementation of the ATP and guide coordinated action across programs, projects, and decision-making. The policies are organized in Tables 3 through 6 by the corresponding ATP goal..

Goal 1: Access and Connectivity



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

Table 3: Policy Recommendations, Goal 1: Access and Connectivity

POLICY	TOPIC	DESCRIPTION
Policy 1.1	Interconnected Active Transportation System	Develop a continuous, interconnected system of facilities for walking, biking, and rolling that provide access to destinations throughout Albany. Where possible, widen high-demand facilities to provide separation between modes and users traveling at different speeds.
Policy 1.2	Complete Streets	Design the street right-of-way to accommodate all users, particularly active transportation modes, consistent with the MTC <i>Complete Streets Policy</i> .
Policy 1.3	Mode Shift	Promote “mode shift” from automobile travel to walking, biking, and rolling by developing high-quality facilities and amenities to attract new users and trips. Beyond mobility benefits, mode shift also will help to achieve Albany’s complementary goals for safety, public health, and climate action.

POLICY	TOPIC	DESCRIPTION
Policy 1.4	Context-Sensitive Network Design	Design networks to reflect context-sensitive design and integration with adjacent land uses.
Policy 1.5	Regional Mobility and Public Transit Integration	Coordinate with partner agencies to provide connections to regional mobility resources such as trails and bikeways, facilities in adjacent jurisdictions, and connections to AC Transit and BART. Encourage mutual benefits between active transportation and public transit by improving active transportation access to transit stops and incorporating AC Transit multimodal design guidelines into projects.
Policy 1.6	Navigation and Wayfinding	Provide resources for navigation and wayfinding, both on location and online, that are accessible to a variety of audiences including multilingual and other special-needs populations.
Policy 1.7	Education and Enforcement Programs	Develop and maintain educational programs that promote safe, confident, and courteous use of the mobility system by all users and modes. Strictly enforce the rights and responsibilities of all street users, including automobile users, public transit riders, and people walking, biking, and rolling. Partner with regional agencies, schools, community organizations, and advocacy groups to increase awareness of traffic laws, encourage mode shift to active transportation, and foster a culture of respect for all in the mobility system.
Policy 1.8	Leverage Public Right-of-Way and New Development	Utilize existing City rights-of-way and public spaces, and leverage opportunities created through public and private development, to establish new active transportation facilities. Integrate these improvements into development review and capital project processes to expand network connectivity and accessibility over time.



Goal 2: Safety and Comfort



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

Table 4: Policy Recommendations, Goal 2: Safety and Comfort

POLICY	TOPIC	DESCRIPTION
Policy 2.1	Safety for All	Prioritize safety for all users of the mobility system through a combination of design, enforcement, and education, with particular emphasis on the High Injury Network as identified in the <i>Albany Local Roadway Safety Plan (2023)</i> and the <i>Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)</i> . Employ the federally recognized Safe System Approach to evaluate a wide range of safety factors. Consider formal adoption of the goals and practices of the international Vision Zero program that seeks to eliminate all roadway fatalities and serious injuries.
Policy 2.2	High-Comfort Facilities for All	Provide comfortable, high-quality facilities for users of all ages and abilities, drawing upon guidance from the National Association of City Transportation Officials (NACTO), AASHTO, the California Department of Transportation, and other organizations at the forefront of active transportation design and best practices. Consistent with policy guidance from the Alameda CTC, apply NACTO's "Designing for All Ages and Abilities" guidelines as a foundational standard for facility selection and design on Albany's biking and rolling network, particularly for the designated "high comfort" biking network.

POLICY	TOPIC	DESCRIPTION
Policy 2.3	Street Design for Calmer Traffic	Employ design features intended to slow traffic to safe operating speeds and encourage non-automobile modes. On the designated “high comfort” biking network, implement measures to reduce automobile volume and speed in accordance with NACTO’s “All Ages and Abilities” guidance. Adopt a programmatic approach to traffic calming that addresses communitywide considerations, including the provision of emergency services, rather than relying on block requests per the <i>Albany Traffic Calming Policy</i> .
Policy 2.4	Speed Management and Enforcement	Maintain and enforce speed limits that provide for the safety of all mobility modes, including both motor vehicles and active transportation vehicles, with emphasis on the following measures: ■ Evaluate and, where appropriate, reduce speed limits on key corridors to achieve comfortable speeds for active transportation users, including consistency with NACTO’s “All Ages & Abilities” guidance for the designated “high comfort” biking network, consistent with authority granted by California Assembly Bill 43 (2021). ■ Focus particularly on the high-injury networks identified in the <i>Albany Local Roadway Safety Plan (2023)</i> and <i>Alameda CTC High-Injury Network and Proactive Safety Network Report (2024)</i>, and locations that generate high active transportation demand such as schools, commercial areas, and recreation facilities. ■ Work with state and regional agencies to investigate options for remote speed enforcement, including demonstration projects.
Policy 2.5	Lighting	Install and maintain ample lighting for active transportation facilities, drawing upon guidance and strategies from the <i>City of Albany Citywide Street Lighting Evaluation (2024)</i> .



POLICY	TOPIC	DESCRIPTION
Policy 2.6	Bike Parking and Support Facilities	Install parking facilities for biking and rolling in high-demand locations such as commercial corridors, recreational areas, and public transit stops. Consider the needs of cargo bikes, e-bikes, scooters and other "micromobility" modes as well as traditional bikes. Encourage the provision of end-of-trip biking/rolling facilities such as secure parking, showers, lockers, and repair stations at employment centers, schools, and public destinations. Maintain best practices in regulations for facilities in new developments and significant renovations.
Policy 2.7	Pedestrian Amenities and Support Facilities	Supplement the pedestrian network with high-quality amenities and support facilities such as street furniture, water fountains, shade structures, landscaping, street trees, public art, and flexible space for community-focused activities. Maintain best practices in regulations for facilities in new developments and significant renovations.
Policy 2.8	Sidewalk Obstruction Management and Maintenance	Ensure all sidewalks, paths, bikeways, and other active transportation facilities remain clear of parked vehicles, vegetation, and other obstructions through a combination of enforcement, education, and design measures. Encourage and support property owners in proactive maintenance and clearance of sidewalks.



POLICY	TOPIC	DESCRIPTION
Policy 2.9	Intersection Treatments and Standards	Prioritize improvements at intersections to increase comfort for active transportation users and optimize operations for all modes. Draw upon the wide range of intersection treatments and best practices summarized in this plan and published in more detail by NACTO, the California Department of Transportation, the Federal Highway Administration, and other transportation agencies. Consider developing programmatic guidelines for the implementation of intersection treatments including "No Right on Red" restrictions.
Policy 2.10	Safe Routes to Schools	Apply the principles and measures of the nationally recognized Safe Routes to Schools program, including specific guidance provided by Alameda CTC, to guide the selection and design of active transportation facilities near schools. Prioritize measures that enhance safety, comfort, and accessibility for users of all ages who walk, bike, or roll to school. Coordinate active transportation improvements near schools with school administrators and the community.
Policy 2.11	Pedestrian Visibility at Corners	Maintain clear visibility at intersections, driveways, and other corners to ensure adequate sight lines and safety for all mobility modes. Review regulations and enforcement practices for fencing and landscaping to ensure adequate sight lines are maintained on all facilities.
Policy 2.12	Ongoing Safety Monitoring	Establish a formal program to monitor and evaluate active transportation collisions and other reported safety incidents. Consistent with the <i>Albany Local Roadway Safety Plan (2023)</i> , use collected data to identify high-risk locations, track trends over time, and inform the prioritization of safety improvements and education efforts.



POLICY	TOPIC	DESCRIPTION
Policy 2.13	Micromobility Safety	Consider adopting regulations governing the use of micromobility devices, including privately owned e-bikes and scooters, with an emphasis on safe speed and user behavior on shared-use paths to ensure comfort and safety for all. Establish clear and enforceable operating standards such as speed limits, yield requirements, age regulations, prohibitions on reckless or stunt riding, and, where feasible, separation or delineation of space for users traveling at different speeds. Apply consistent signage, education, and enforcement to support compliance.
Policy 2.14	Railroad Safety	Promote safety around the railroad right-of-way through design, education, and enforcement strategies. Coordinate with rail operators, public agencies, and schools to support and expand existing safety programs and increase public awareness of safe behaviors near rail facilities.



Goal 3: Positive Outcomes for All Users



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

Table 5: Policy Recommendations, Goal 3: Positive Outcomes for All Users

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

Goal 4: Implementation and Funding



Integrate active transportation projects and programs into development Citywide and allocate sufficient resources for their ongoing implementation and maintenance.

Table 6: Policy Recommendations, Goal 4: Implementation and Funding

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

Program Recommendations

In collaboration with stakeholders, the project team drew upon ATP goals and policies to identify the programs shown in Table 7. These programs complement the active transportation networks to support the achievement of ATP goals and policies.

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

Table 7: Program Recommendations

TOPIC	DESCRIPTION
Accessibility Upgrades	Continue ongoing ADA program upgrades.
Bike and Micromobility Sharing	Implement a bike-sharing or micromobility program, including potential partnerships with regional or neighboring jurisdictions.
Bike Parking	Install additional bike parking at high-activity locations citywide.
Educational Programs	Continue to support traffic-safety educational programs including micromobility education. Continue to leverage existing partnerships with Alameda County, AUSD, and other stakeholders.
Intersection Safety and Visibility	Develop a program to address smaller-scale intersection safety and accessibility needs. Priorities may include installation of new crosswalk markings at unsignalized intersections on the high comfort pedestrian network, installation of curb ramps at priority locations, installation of raised elements at intersection red zones in high-activity areas, or the adoption of more restrictive “no right on red” policies.

TOPIC	DESCRIPTION
Intersection Treatment Guidelines	Develop programmatic guidelines for the implementation of intersection treatments.
Lighting	Continue to implement recommendations of the City of Albany <i>Street Lighting Evaluation (2024)</i> .
Navigation and Wayfinding	Improve navigation and wayfinding resources, including accessible, multilingual physical signage and online and printed resources.
Railroad Safety	Coordinate with rail operators, public agencies, schools, and relevant property owners to support existing safety programs, improve crossing visibility and treatments, harden barriers that discourage illegal crossings, and increase public awareness of safe behaviors near rail facilities.
Reduce Posted Speed Limits	Conduct a citywide speed study and evaluate potential speed limit reductions permitted under recent state law.
Speed Management and Enforcement	Update the traffic calming and speed management program to implement measures proactively through an evaluation process.
Traffic Safety	Establish dedicated traffic safety funding, distinct from maintenance and capital project funding, to address traffic safety issues based on regular collision safety analysis and monitoring.
Transportation Demand Management	Identify and implement transportation demand management strategies to support mode shift with new development.



5. NETWORK RECOMMENDATIONS



5. NETWORK RECOMMENDATIONS

Active Transportation Networks

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

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

The full active transportation network is categorized into the pedestrian network and the biking network. Each is further divided into a “base” network and a smaller “high comfort” network, as mapped in Figure 17 and Figure 18. Priority intersections were identified as locations of particular importance to each network, including key network junctions, school-area crossings, and intersections where high-comfort bikeways cross streets without controls for cross-traffic.

“BASE” NETWORK

- Minimum standards for pedestrian/walking on all streets, paths and trails citywide; plus facilities specifically designated for biking

“HIGH COMFORT” NETWORK

- Facilities with the highest levels of priority and treatment for active transportation modes





Figure 17: Proposed Pedestrian Network

All Ages and Abilities Guidance for the High Comfort Biking Network

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

- Alameda CTC: *Local Bicycle Master Plan Guidelines*
- MTC: *Complete Streets Policy for Regional Bikeways*

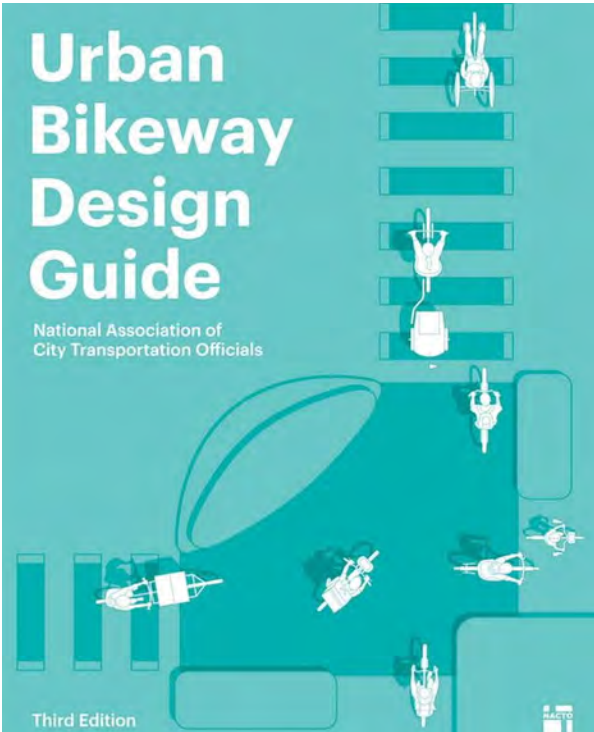


Table 8 shows current NACTO guidance to achieve the AAA standard with various types of biking/rolling facilities. As the table demonstrates, there are three main categories of tools to achieve the AAA standard:

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

Table 8: NACTO Facility Selection Guidance for All Ages and Abilities Bikeways

Bikeway	Target Motor Vehicle Speed	Motor Vehicle Volume per Day	Motor Vehicle Volume Peak Hour in Peak Direction
Protected Bike Lanes	Any	Any	Any
Buffered Bike Lanes (NACTO: Constrained Bike Lanes with Buffer)	≤25 mph ≤40 km/h	≤6,000	≤600
Striped Bike Lanes (NACTO: Constrained Bike Lanes)	≤20 mph ≤30 km/h	≤1,500–3,000	≤300
Bike Boulevard	≤20 mph ≤30 km/h	≤500–2,000	≤50–150

Network Quality Guidelines

Network quality guidelines, shown in Table 9, are how specific facilities are defined in each network and can help identify the need for improvement projects. The project team drew from the latest guidance and best practices at state and national levels to develop these quality guidelines, including but not limited to:

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

Table 9: Network Quality Guidelines

NETWORK	BASE NETWORK GUIDELINES	HIGH COMFORT NETWORK GUIDELINES
Pedestrian	■ Sidewalk or path with ample width, no obstructions, and full accessibility including curb ramps	■ Sidewalk or path with ample width, no obstructions, and full accessibility including curb ramps ■ Marked or otherwise improved crossing facilities at intersections ■ Additional enhancements to be determined case-by-case based on context, such as additional width, lighting, trees/ landscaping, shade, furniture, commercial kiosks, or art
Biking	■ NACTO minimum guidance for biking/rolling facilities	■ NACTO guidance for All Ages and Abilities (AAA) bikeways

Biking Network Facility Recommendations

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

Figure 19 shows preliminary facility recommendations for each corridor on the proposed biking network. The corridors marked “multiple options to be evaluated” may be able to achieve the desired

quality and level of comfort in more than one way. However, each option generally involves some trade-offs and decisions that will need to be weighed carefully in future project development.

Shared bike routes marked as “challenging corridors” have relatively high motor-vehicle volumes and/or speeds which result in a lower level of comfort. These “challenging corridors” for stronger, more confident users are adjacent to parallel high-comfort corridors suitable for all ages and abilities.



San Pablo Avenue (Photo: Google Earth)

6. IMPLEMENTATION RECOMMENDATIONS



6. IMPLEMENTATION RECOMMENDATIONS

Priority Projects

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

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

Following project identification, the project team then evaluated and prioritized the suite of potential projects against the criteria shown in Table 10, which were drawn from ATP goals and stakeholder input.

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

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

Table 10: Project Prioritization Criteria

ACCESS AND CONNECTIVITY	SAFETY AND COMFORT	STAKEHOLDER INPUT
■ Closes substantial gap in network likely to have high user demand ■ Improves capacity of high-demand facility	■ Significantly improves substandard facility ■ Low existing comfort rating (1-3) ■ High collision rate	■ Large number of “top 3” rankings from community outreach ■ City Council and TC recommendations

Fully Funded and In Progress Capital Projects

Table 11 lists projects that are already funded and in progress. They were initiated under the prior *Active Transportation Plan (2019)*, and as they are projected for completion soon after ATP adoption, this list is provided for context but the projects are not included in the current ATP project recommendations.

Table 11: Fully Funded and In Progress Capital Projects

TYPE	PROJECT
Pedestrian and Biking	Marin Ave Paving (Key Route Blvd to Tulare Ave)
Biking	Cleveland Cycle Track (Washington Ave to Cleveland Ave)
Biking	Jackson Bikeway (Buchanan St to Ohlone Ave)



Priority Projects: Under Development

Table 12 lists priority projects that are already under development, meaning they have completed at least some project-specific planning and conceptual design activities. Projects are listed by type and then alphabetically and are not in prioritized order.

Table 12: Priority Projects, Under Development

TYPE	PROJECT	BEGIN/END	BRIEF DESCRIPTION (Full Project List in Appendix A)
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
Pedestrian	Thousand Oaks Blvd Sidewalk	Pomona Ave/ Carmel Ave	Install 5' sidewalks where missing north of Memorial Park
Pedestrian	Uptown Solano Ave ADA Curb Ramps	Key Route/ 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
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
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



Priority Projects: Not Yet Initiated

Table 13 lists priority projects that have not yet been initiated. Projects are listed by type and then alphabetically and are not in prioritized order.

Table 13: Priority Projects, Not Yet Initiated

TYPE	PROJECT	BEGIN/END	BRIEF DESCRIPTION (Full Project List in Appendix A)
Pedestrian and Biking	Garfield Ave-Ohlone Crossing and Sidewalk Gap	Ohlone Greenway/ Masonic Ave	Pedestrian and biking/rolling crossing connecting Garfield Ave to Ohlone Greenway across Masonic Ave
Pedestrian and 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 Albany High School for student use; protected bikeway OR buffered bike lanes OR median path
Pedestrian and Biking	Lower Marin Ave Streetscape Improvements	San Pablo Ave/ Masonic Ave	Improve pedestrian experience; intersection improvements at San Pablo Ave/Marin Ave and Marin Ave/Talbot Ave; protected bikeway
Pedestrian and Biking	Mid-Marin Ave Streetscape Improvements	Masonic Ave/ Tulare Ave	Protected bikeway; improve pedestrian experience; crossing enhancements



TYPE	PROJECT	BEGIN/END	BRIEF DESCRIPTION (Full Project List in Appendix A)
Pedestrian and 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
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	Hillside Ave Sidewalk Gap	Jackson St/Taft St	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 ROW modifications
Biking	Adams-Carlson Bikeway Connection	North City Limit/ Clay St	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



TYPE	PROJECT	BEGIN/END	BRIEF DESCRIPTION (Full Project List in Appendix A)
Biking	San Pablo Ave Cycle Track and 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
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
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
School Access	Albany High School Access Improvements		Intersection improvements at Key Route Blvd/Portland Ave, Portland Ave/Ramona Ave, Portland Ave/Pomona Ave, and Thousand Oaks Blvd/Key Route Blvd; mid-block pedestrian crossing and traffic calming along Key Route Blvd
School Access	Albany Middle School Access Improvements		Direct bike/ped connection between Ohlone Greenway and Albany Middle School; improve vehicle loading and circulation, including potential changes/restrictions along Brighton Ave and San Gabriel Ave
School Access	Cornell Elementary School Access Improvements		Intersection improvements at Solano Ave/Talbot Ave with Solano Ave/Cornell Ave, and Marin Ave/Talbot Ave; improve vehicle circulation and bike/ped school access





Priority Projects

- 1 Santa Fe Ave Pedestrian Corridor
- 2 Thousand Oaks Blvd Sidewalk
- 3 Uptown Solano Ave ADA Curb Ramps
- 4 Adams-Clay Bikeway
- 5 Kains Ave Bikeway
- 6 Pierce-Cleveland Connector Path
- 7 Garfield Ave-Ohlone Crossing & Sidewalk Gap
- 8 Key Route Blvd Streetscape Improvements
- 9 Lower Marin Ave Streetscape Improvements
- 10 Mid-Marin Ave Streetscape Improvements
- 11 Uptown Solano Ave Streetscape Improvements
- 12 Hillside Ave Sidewalk Gap
- 13 Pierce St South Pedestrian Corridor
- 14 Adams-Carlson Bikeway Connection
- 15 Jackson-Adams Bikeway Connection
- 16 San Pablo Ave Cycle Track & Marin Intersection
- 17 Bay Trail Junctions
- 18 Ohlone Greenway Expansion
- 19 Cerrito Creek Pedestrian Connection
- 20 Albany High School Access Improvements
- 21 Albany Middle School Access Improvements
- 22 Cornell Elementary School Access Improvements

Figure 20: Priority Projects

Priority Programs

The project team evaluated fourteen ATP programs listed in Chapter 4 using the prioritization criteria listed in Table 14 covering cost, benefit, and community input. Out of those four priority programs were selected.

Table 14: Program Prioritization Criteria

BENEFIT	COST	STAKEHOLDER INPUT
Relatively high benefit to achieve ATP goals	Relatively low cost to implement and maintain	Many supportive votes and comments

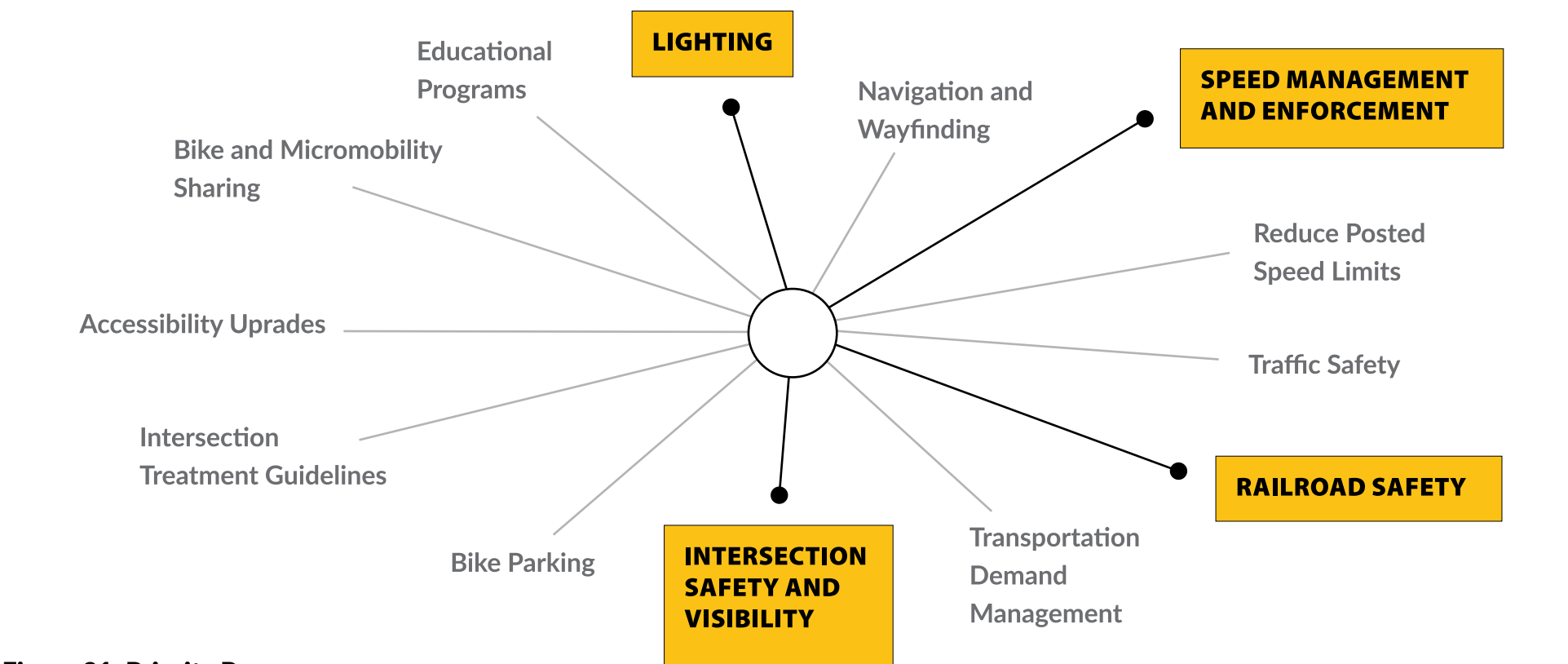


Figure 21: Priority Programs

Table 15 shows the four highest-priority programs resulting from the prioritization process. Programs are listed alphabetically and are not in prioritized order.

Table 15: Priority Programs

TOPIC	DESCRIPTION
Intersection Safety and Visibility	Develop a program to address smaller-scale intersection safety and accessibility needs. Priorities may include installation of new crosswalk markings at unsignalized intersections on the high comfort pedestrian network, installation of curb ramps at priority locations, installation of raised elements at intersection red zones in high-activity areas, or the adoption of more restrictive “no right on red” policies.
Lighting	Continue to implement recommendations of the <i>City of Albany Street Lighting Evaluation (2024)</i> .
Railroad Safety	Coordinate with rail operators, public agencies, schools, and relevant property owners to support existing safety programs, improve crossing visibility and treatments, harden barriers that discourage illegal crossings, and increase public awareness of safe behaviors near rail facilities.
Speed Management and Enforcement	Update the traffic calming and speed management program to implement measures proactively through an evaluation process.

Implementation Next Steps

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

Three broad guidelines for effective ATP implementation are listed below, and Table 16 on the following page presents a sample timeline for typical project implementation. Actual schedules will vary depending on project-specific factors such as complexity, prior work completed, funding availability, and interagency and stakeholder coordination. In general, the full process of planning, designing, permitting, and constructing an active transportation project, particularly at the corridor level, can take 3–8 years.

- 1. Maintain an Ongoing Implementation List:** The project list in Appendix A should be maintained as the working implementation list for ATP projects and programs. Keep it updated as priorities, status, cost estimates, funding, and delivery details change.
- 2. Advance Projects Opportunistically:** Use the prioritization evaluation in this ATP as a baseline, while continuing to monitor potential opportunities that may arise to advance specific projects or programs through funding availability, regional coordination, or overlap with other projects and maintenance activities.
- 3. Track and Report Progress:** Provide periodic updates through the City's budget, Capital Improvement Program, Transportation Commission, or City Council processes.

Consider supplementing the ongoing implementation list with metrics to track progress. Some potential metrics could include:

- Number or percentage of priority projects advanced and/or completed
- Miles of high-comfort bikeways completed
- Number of intersection safety treatments installed
- Number of bike parking spaces installed
- Number of school access improvements completed
- Number or percentage of programs initiated
- Changes in collision trends involving active transportation modes
- Grant dollars secured

Overlapping Opportunities

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

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



Table 16: Sample Project Implementation Timeline

DEVELOPMENT ACTIVITY	TYPICAL DURATION	TYPICAL ACTIVITIES AND OUTCOMES
Grant Applications and Funding Requests	6–9 months per request (ongoing)	Prepare funding application materials, cost estimates, cost-benefit analyses, letters of support letters, and resolutions as needed for multiple sources. Timing depends on grant cycles as outlined in Funding section and ideally occurs concurrently with other activities.
Conceptual Planning and Agency Coordination	6–12 months	Conduct initial study to define project goals and evaluate potential design options, benefits, constraints, costs, and impacts, including initial coordination and review with agency partners and community stakeholders.
Preliminary Engineering	6–12 months	Advance conceptual plans into more detailed design to better define project features, costs, impacts, and information needed to support environmental review.
Environmental Review	3–12 months	Complete environmental requirements including any technical studies. (While many active transportation projects qualify for exemptions that can be processed quickly, some projects may have additional requirements depending on complexity, funding sources, or special conditions.)
Final Design (Plans, Specifications and Estimates)	6–12 months	Prepare bid-ready documents, technical specifications, engineer's estimate, and permitting materials.
Right-of-Way and Easement Agreements	3–18 months	Complete any agreements required for property access or maintenance. (While only needed for some projects, this can significantly affect project schedule.)



DEVELOPMENT ACTIVITY	TYPICAL DURATION	TYPICAL ACTIVITIES AND OUTCOMES
Construction Procurement	3–6 months	Advertise, bid, award, and execute construction contract.
Construction	3–18 months	Construct project. Timeline is highly dependent on project scale, utility conflicts, traffic control, phasing, and seasonal constraints.
Post-Construction Monitoring	6–12 months after completion	Evaluate operations, safety, user comfort, maintenance needs, and potential refinements after project is open to the public.

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

Funding

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

Table 17 on the following page lists the most viable funding sources for active transportation at the time of ATP adoption. Several strategies can help maximize funding opportunities across many of these programs:

1. Monitor and Pursue Multiple Funding Sources: Building on the information in **Table 16**, regularly review available opportunities and match projects to the most appropriate potential funding

sources. Given the uncertainty of many discretionary programs and the highly competitive nature of grant programs, Albany should pursue funding opportunities from multiple potential sources.

2. Pursue High-Priority, High-Benefit Projects: High-benefit projects tend to be the most competitive in grant programs, especially given their typically strong results in the benefit-cost analyses required in many grant applications. To maximize funding opportunities for active transportation, emphasize funding programs that support positive outcomes related to mobility, safety, equity, school access, transit connections, climate goals, and regional connectivity.



3. Leverage Local Funds: Beyond directly funding smaller projects and programs, local funds can create a “multiplier effect” by preparing larger projects for grant eligibility. The most competitive grant applications typically result from locally funded planning efforts that develop conceptual options, planning-level cost estimates, and support from community and agency stakeholders.

4. Partner with Stakeholder Agencies: Partnering with neighboring jurisdictions or regional agencies to jointly pursue funding can greatly strengthen applications for competitive funding. This could include co-authoring grant applications or more formalized memoranda of understanding to share the costs of planning, design, construction, or operations for projects with mutual benefits.

Table 17: Potential Funding Sources for Active Transportation

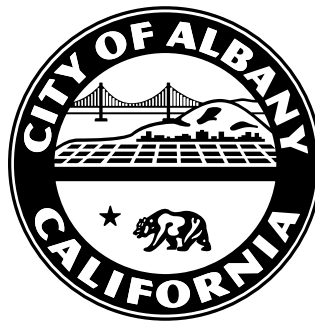
FUNDING SOURCE	ADMINISTERING AGENCY	CYCLE/FREQUENCY	POTENTIAL ATP USES
Capital Improvement Program	City of Albany	Reviewed through City’s annual budget process	General project development, design and construction activities
Development Review and Capital Facilities Impact Fee	City of Albany	Varies by development activity and budget constraints	General project development, design and construction activities
Alameda CTC Comprehensive Investment Plan	Alameda CTC	Five-year programming period with full updates generally every two years	General project development, design and construction activities
One Bay Area Grant Program (OBAG)	Metropolitan Transportation Commission (MTC)	Multi-year funding cycles; OBAG 3 covered 2023-2026 and OBAG 4 covers 2027-2030	General project development, design and construction activities



FUNDING SOURCE	ADMINISTERING AGENCY	CYCLE/FREQUENCY	POTENTIAL ATP USES
California Active Transportation Program	California Transportation Commission (CTC)	Generally multi-year competitive cycles, with Cycle 7 covering FY 2025/26-2028/29	General project development, design and construction activities
Caltrans Sustainable Transportation Planning Grants	Caltrans	Generally annual grant cycle	Planning, feasibility studies, engagement, and conceptual design
Local Highway Safety Improvement Program	Caltrans	Generally every 1-2 years	Collision-reduction and systemic safety improvements
Office of Traffic Safety Grants	California Office of Traffic Safety	Generally annual grant cycle	Education, encouragement, enforcement, and traffic safety campaigns
Urban Greening Grants	California Natural Resources Agency	Two competitive cycles, with first cycle beginning in 2026	Green streets, shade, urban greening, pedestrian, bike and trail-related projects
Transportation Fund for Clean Air – Regional Fund	Bay Area Air Quality Management District	Generally annual; Alameda CTC coordinates with the biennial CIP and may program off-cycle as needed	Bike facilities, bike parking, first- and last-mile connections, and trip-reduction projects



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