Albany Active Transportation Plan

Introduction to the Plan

Photo credit: www.albanystrollroll.org
Transportation and Land Use Strategies (T&LU) are projected to provide 30% of the overall reduction in carbon output.

50% of T&LU, or 15% of the total CAP carbon reductions, are expected through implementation of the Active Transportation Master Plan.
Albany Active Transportation Plan: Public Input
Albany Active Transportation Plan

- What makes a place walkable & bikable?
  - Good Streets
  - Good Intersections
  - Good Crossings
  - Good Access
Good Streets

- Include bike accommodations
- Have great sidewalk environments
- Keep lanes narrow
- Use medians whenever practical
- Keep number of lanes to a minimum
Good Intersections

- Are compact
- Use curb extensions
- Have crosswalks on all approaches
- Have short pedestrian crossings
Good Crossings

- Are highly visible
- Are marked and signed
- Use enhancements, where appropriate
Great Places

- Have street activity
- Are organized
- Are calmed
- Have links to transit
- Have medium to high density land use
- Have grid like street networks
- Have public art
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Draft Tier 0 Projects

- Funded or partially funded
- Designed or partially designed
Planned Projects

- Pierce Path
- Buchanan Path
- Bay Trail Alignment
- Codornices Creek Path
Buchanan Path and City Hall Pedestrian and Bicycle Improvements

- Signalize Pierce/Buchanan
- Realign USDA driveway
- Pedestrian Hybrid Beacon Two-Stage Crosswalk
- Polk Street Pedestrian Crossing is a separate project (see Project 20).

Intersection Improvements also identified in Project 5 ‘Jackson Street Safe Routes to School.’
Draft Tier 1 Projects
Jackson Street Safe Routes to School

- Curb Extensions into Solano Avenue
- Crosswalk improvements

- Bike Lane and Bike Directional Signage
- Class II Bike Lane (Solano to Monroe)
- Remove Center Line Striping

- Install Protected Left-Turn Phasing for Buchanan
- Install 4th Crosswalk
- Install advanced stop bars

- Connect path to road
- Provide bike box
- Class I Shared Use Path (Buchanan to Monroe)
- Southbound Bike Lane (Buchanan to 9th Street)
- Convert to back-in angled parking

- Planned Buchanan Street Class I Path

- Class III Bike Route (Jackson to San Pablo)
- Northbound Class III Bike Route (8th to Monroe)
- Future Codornices Creek Path

- Directional Bike Signage
Jackson Street Safe Routes to School
Adams Street Bike Route
Masonic Avenue Bike Route
Talbot Avenue Bike Boulevard

- Install neighborhood traffic circle
- Northbound and southbound stop signs to be removed
- Stop signs become yield signs at traffic circle

- Install neighborhood traffic circle
- Stop signs become yield signs at traffic circle

- Install neighborhood traffic circle
- Stop signs become yield signs at traffic circle

- Bike Route Directional Signage
- Provide Median and Bulbouts

- Install neighborhood traffic circle
- Stop signs become yield signs at traffic circle
Talbot Avenue Bike Boulevard
Solano Avenue Streetscape, Greening & Pedestrian Safety Project

- Install pedestrian recall phasing
- Extend Path to Solano
- Sharrow between Separated Bike Lane and Solano
- Realign Southbound Key Route and Install Pocket Park
- Bulbout & Realignment of Key Route/Solano Intersection
- San Pablo Avenue to Masonic Avenue:
  - Short Term: Install tactile domes on existing curb ramps (Kains to west side of Masonic)
  - Long Term: Convert to back-in angled parking
- Masonic Avenue to Tulare Avenue:
  - Short Term: Install new bulb outs and parklets
  - Upgrade curb ramps to meet current ADA standards
  - Install streetscape enhancements (furniture, lighting, signage)
  - Long Term: Convert to back-in angled parking

Restrict northbound traffic (right out only)
Kains Avenue Bike Route

Class III Bike Route (Typical - Brighton to Harrison)
Kains Avenue Bike Route
Ohlone Greenway Crossings

Prototypical Signalized Crossing of Ohlone Greenway

Prototypical Unsignalized Crossing of Ohlone Greenway
Ohlone Greenway Crossings
San Pablo Avenue Pedestrian Safety Project

- Planted Median
- High Visibility Striping and Advance Yield Lines ("shark teeth")
- Relocate Northern Crosswalk
- Two-way in-street path in place of Eastern Parking Lane
- Signalize Washington (S) and San Pablo
- Planted Median
- Install Pedestrian Recall within Signal Timing
- Bulb out
- Buchanan Path included as separate project (see project 1)
- Install Pedestrian Hybrid Beacon

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NOT TO SCALE
San Pablo Streetscape and Pedestrian Improvements
Eastshore Frontage Road Path

- Lighting Improvements along Path under Overpass
- Provide Wayfinding
- Planned Pierce Street Signal
- Planned Buchanan Street Class I Path
- New Sidewalk
- Existing Sidewalk
- Enhance Existing Crosswalk
- Extend Class I Path to Target Entrance
- More Crosswalks on North and South Legs

Class I Path:
- Short Term: Work with Target to widen the existing sidewalk along the west edge of the parking lot.

Long Term Vision:
- Extend path from the parking lot's west edge south to Codornices Creek, bridge the creek, and connect to the north end of 2nd Street in Berkeley
Draft Tier 2 Projects
Marin Ave Pedestrian & Bicycle Enhancements

- Install Median and Bulbouts
- Bike Route Directional Signage
- Install Bulbouts
- Reduce Corner Radii
- Planned Improvements
- Existing Signal
Dartmouth Street Shared Street Concept

- Install Pedestrian Hybrid Beacon
- Right-out only
- Install Traffic Circle
- Bicycle Boulevard (Typical - San Pablo to Pomona)
- Install Bulbouts
- Install Traffic Circles
- Double Yellow Centerline
- Bike Left-Turn Lane
- Install Median and Bulbouts
- Ohlone Greenway
Dartmouth Street Shared Street Concept
Cerrito Creek Path
Cerrito Creek Path

The Cerrito Creek multi-use trail segment will terminate at Pierce Street. Pedestrians will continue south on the existing sidewalk, a high visibility bicycle crossing is recommended at the northern end of the existing Pierce Street bridge. This will provide a safe trail path between the existing sidewalk and modified parking. See Detail C and Cross Section 3C.

The proposed multi-use trail adjacent to the Pacific East Mall is recommended to follow the alignment of the existing decomposed granite pathway, while avoiding the existing utility poles. The proposed pathway alignment will maintain the new trail outside of the existing parking area and within property owned by Bayshore Commons Limited, to be transferred to the City of Albany. The downslope side of the trail will require bank fill and stabilization. See Cross Section 3A to detail. NECESSITATION OF EASEMENT/PROPERTY BOUNDARY ADJUSTMENTS REQUIRED.

Trail from Cerrito Creek crossing west through Bayshore Commons property to be pedestrian only due to limited top of bank width available at western end of this trail segment. See Cross Section 3B for details.

Paving on the west side of Pierce Street from Cerrito Creek to Gilmore Concourse is recommended to be converted from asphalt to parallel. This will result in a loss of 3 parking spaces. See Cross Section 3C. The right of way width gained from this conversion will provide for a separated bicycle path to Pierce Street Park.

Existing sidewalk and parking on east side of Pierce Street is recommended to be retained without modification. Existing sidewalk will provide pedestrian connection to stay trail. Installing signage for directing pedestrian and cyclists is important to success of this design.

Lane narrowing is required to obtain adequate width for the proposed west side bikeway. This requires shifting the existing roadway center line to the east. Lane narrowing is recommended to allow traffic access providing a safety benefit to local residents accessing parking facilities and trail stops.
Santa Fe Bike Route
Washington Avenue Bike Boulevard

- Median Treatments along Crosswalks
- Provide leading pedestrian interval
- Two-way In-Street path in Place of Eastern Parking Lane
- Relocate Northern Crosswalk
- Signalize Washington (S) and San Pablo
- Class III Bike Route (Washington to Solano)
- Bike Boulevard (typ) (Jackson to Pomona)
- Provide Leading Pedestrian Interval
- Class II Bike Lanes (Pomona to Curtis)
- Sharrow through Intersection
Washington Avenue Bike Boulevard
Draft Tier 3 Projects
Key Route Boulevard Separated Bikeway and Median Path (2 Phases)

- Raised
- Pedestrian Path/Historical Walk in Median
- High Visibility Crosswalks at Intersection
- Separated On-Street Class II Bike Lane (Requires Parking Removal along Median)
- Sharrows between Separated Bike Lane and Solano
- In-street Yield (Paddle) Signs on Median Refuges
- Realign Southbound Key Route and Install Pocket Park
- Extend Path to Solano Sidewalk
- Bulbouts and Realignment of Key Route/Solano Intersection
Key Route Boulevard Separated Bikeway and Median Path
Key Route Boulevard: Near Term Bike Route
Peralta Bike Route
Portland Avenue Safe Routes to School
Portland Avenue Safe Routes to School
Francis Bike Route
Longer Term Project
UC Village/Eastshore Connection
Albany Active Transportation Plan

Questions or Comments?