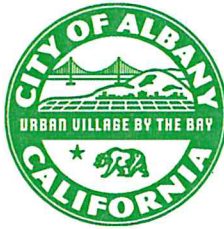


EMAILS RECEIVED REGARDING AGENDA ITEMS

CITY OF ALBANY, CALIFORNIA



ALBANY CITY HALL
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706

*Item 10-1:
Review and Policy Direction on
Draft Solano Avenue Complete Streets Plan*

CITY COUNCIL MEETING
MAY 20,, 2019

From: [Eileen Harrington](mailto:Eileen.Harrington@sonic.net)
To: [Eileen Harrington](mailto:Eileen.Harrington@sonic.net)
Subject: FW: FW: CAC Agenda item 6-4 Solano Complete Streets
Date: Thursday, May 16, 2019 1:53:15 PM
Attachments: [CAC Complete Streets letter 3 20 2019.docx](#)
[City of Albany Complete Streets Resolution 2013.pdf](#)

From: Ian MacLeod <ian_macleod@sonic.net>
Sent: Tuesday, March 19, 2019 11:51 PM
To: Claire Griffing <cgriffing@albanyca.org>
Subject: CAC Agenda item 6-4 Solano Complete Streets

Dear Ms. Griffing,

Please forward my comments to the Climate Action Committee regarding the March 20, 2019 agenda item 6-4 Solano Complete Streets. My comments are also copied below. Please acknowledge receipt.

Sincerely,
Ian MacLeod

Dear Climate Action Committee members,

I am writing to urge you to embrace a protected cycle track version of the Complete Streets plan as recommended by the Traffic & Safety Commission. The current draft plan does not meet the goal of the Complete Streets program: "The Complete Streets movement supports **active transportation**, community development, local economy, and public health **by encouraging the use of alternative modes of transportation**."

Here is the City of Albany's **VISION STATEMENT** for Complete Streets adopted in 2013:

Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit. In addition, in 2011, the City approved an Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany's Complete Street policy is:

In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities

It is worth re-reading the City's Complete Streets Resolution in its entirety to see how much of a failure the current plan is in terms of conforming to the goals above. I see zero bike infrastructure in the current plan, and it will do just about nothing to get more people on bikes on Solano other than those who currently use it.

How is this current Solano Complete Streets plan getting us any closer to the City of Albany's stated Greenhouse Gas Reduction Targets? In light of recent reports in the news that carbon emissions are climbing faster and higher

than ever, why isn't cycling, as a **zero carbon transportation** option, getting better support and better infrastructure? The City's 2nd Climate Action Plan goal is to: "Meet the City's new reductions targets by focusing on **innovative and bold policies** that address **deep decarbonization principles**." Our Complete Streets designs are an opportunity to take this to heart and put it into practice.

The Complete Streets draft plan as is essentially ignores the Complete Streets mandate to "make cycling safer for cyclists of all ages and abilities", does not address Albany's Climate Action Plan's greenhouse gas reduction goals, and does not support the Albany Active Transportation Plan goals of "reducing automobile trips in the City by encouraging non-automobile modes". Do all these official City of Albany plans, goals, and policies just become irrelevant when it comes to changes for Solano Avenue? The current plan also does not address in the least the coming impact of ride sharing services, automated vehicles, bike shares, scooter shares, etc. We are going to need less parking in the future and more drop off/pickup zones. The current plan is essentially a backward looking confirmation of a 20th century auto-dominant model.

I urge you to reject the draft plan and to request the City Council re-open to the design process to look at better multi-modal active transportation plans appropriate to the 21st century such as the one proposed by the Traffic & Safety Commission.

Sincerely,

Ian MacLeod

700 block Spokane Ave.

March 19, 2019

Dear Climate Action Committee members,

I am writing to urge you to embrace a protected cycle track version of the Complete Streets plan as recommended by the Traffic & Safety Commission. The current draft plan does not meet the goal of the Complete Streets program: "The Complete Streets movement supports **active transportation**, community development, local economy, and public health **by encouraging the use of alternative modes of transportation**."

Here is the City of Albany's **VISION STATEMENT** for Complete Streets adopted in 2013: *Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit. In addition, in 2011, the City approved an Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany's Complete Street policy is:*

In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities

It is worth re-reading the City's Complete Streets Resolution in its entirety to see how much of a failure the current plan is in terms of conforming to the goals above. I see zero bike infrastructure in the current plan, and it will do just about nothing to get more people on bikes on Solano other than those who currently use it.

How is this current Solano Complete Streets plan getting us any closer to the City of Albany's stated Greenhouse Gas Reduction Targets? In light of recent reports in the news that carbon emissions are climbing faster and higher than ever, why isn't cycling, as a **zero carbon transportation** option, getting better support and better infrastructure? The City's 2nd Climate Action Plan goal is to: "Meet the City's new reductions targets by focusing on **innovative and bold policies** that address **deep decarbonization principles**." Our Complete Streets designs are an opportunity to take this to heart and put it into practice.

The Complete Streets draft plan as is essentially ignores the Complete Streets mandate to "make cycling safer for cyclists of all ages and abilities", does not address Albany's Climate Action Plan's greenhouse gas reduction goals, and does not support the Albany Active Transportation Plan goals of "reducing automobile trips in the City by encouraging non-automobile modes". Do all these official City of Albany plans, goals, and policies just become irrelevant when it comes to changes for Solano Avenue? The current plan also does not address in the least the coming impact of ride sharing services, automated vehicles, bike shares, scooter shares, etc. We are going to need less parking in the future and more drop off/pickup zones. The current plan is essentially a backward looking confirmation of a 20th century auto-dominant model.

I urge you to reject the draft plan and to request the City Council re-open to the design process to look at better multi-modal active transportation plans appropriate to the 21st century such as the one proposed by the Traffic & Safety Commission.

Sincerely,

Ian MacLeod

700 block Spokane Ave.

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RESOLUTION NO. 2013-4

**A RESOLUTION OF THE ALBANY CITY COUNCIL ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS, the City of Albany recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability;

WHEREAS, the City of Albany acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

1 **WHEREAS**, the California Global Warming Solutions Act of 2006 (known as
2 AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and
3 the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375)
4 requires emissions reductions through coordinated regional planning that integrates
5 transportation, housing, and land-use policy, and achieving the goals of these laws will
6 require significant increases in travel by public transit, bicycling, and walking:
7

8 **WHEREAS**, the Metropolitan Transportation Commission, through its One Bay
9 Area Grant (OBAG) program, described in Resolution 4035, requires that all
10 jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at
11 the local level through the adoption of a complete streets policy resolution or through a
12 general plan that complies with the California Complete Streets Act of 2008:
13

14 **WHEREAS**, the Alameda County Transportation Commission, through its
15 Master Program Funding Agreements with local jurisdictions, requires that all
16 jurisdictions must have an adopted complete streets policy, which should include the
17 "Elements of an Ideal Complete Streets Policy" developed by the National Complete
18 Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration
19 Fund funding:
20

21 **WHEREAS**, the City of Albany therefore, in light of the foregoing benefits and
22 considerations, wishes to improve its commitment to Complete Streets and desires that its
23 streets form a comprehensive and integrated transportation network promoting safe and
24 convenient travel for all users while preserving flexibility, recognizing community
25 context, and using design guidelines and standards that support best practices:
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29

1 **WHEREAS**, on December 3, 2012, the City of Albany Traffic and Safety
2 Commission reviewed a draft resolution and Complete Streets Policy and approved a
3 motion recommending the City Council adopt the policy.
4


5 **NOW, THEREFORE, BE IT RESOLVED**, by the City Council of the City of
6 Albany, State of California, as follows:

7 1. That the City of Albany adopts the Complete Streets Policy attached hereto as
8 Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and
9 adopted.
10

11 2. That the next substantial revision of the City of Albany's General Plan
12 circulation will incorporate Complete Streets policies and principles consistent with the
13 California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy
14 adopted by this resolution.

15 **PASSED AND ADOPTED** by City Council of the City of Albany, State of
16 California, on January 22, 2013, by the following vote:

17
18
19 Attachment: Exhibit A
20
21

22
23 
24 _____
25 PEGGY THOMSEN, MAYOR
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EXHIBIT A
COMPLETE STREETS POLICY OF THE CITY OF ALBANY

This Complete Streets Policy was adopted by Resolution No. 2013-4 by the City Council of the City of Albany on January 22, 2013.

VISION STATEMENT

Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit. In addition, in 2011, the City approved an Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany’s Complete Street policy is:

In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities.

A. COMPLETE STREETS PRINCIPLES

1. Complete Streets Serving All Users and Modes.

The City of Albany expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and

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across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including but not limited to pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

2. Context Sensitivity.

In planning and implementing street projects, departments and agencies of the City of Albany will maintain sensitivity to local conditions in both residential and business districts and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as identified in the adopted City of Albany Active Transportation Plan.

3. Complete Streets Routinely Addressed by All Departments.

All relevant departments and agencies of the City of Albany will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

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4. All Projects and Phases.

Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. IMPLEMENTATION

1. Design.

The City of Albany will generally follow its own accepted or adopted policies and design standards, including the adopted City of Albany Climate Action Plan and City of Albany Active Transportation Plan. In addition, the City will use planning and engineering design standards published by national, state or regionally recognized organizations, with a goal of providing for and balancing all user and travel mode needs. Design of transportation improvements shall be sensitive to the quality of life of nearby residents, the function and vitality of nearby businesses and institutions, and enhance the urban design of the surrounding area. The City will consider innovative or non-traditional design options where a comparable level of safety can be provided.

2. Network/Connectivity.

City of Albany will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of

1 users, and increasing connectivity across jurisdictional boundaries and for
2 anticipated future transportation investments.

3
4 **3. Implementation Next Steps.**

5 City of Albany will take the following specific next steps to implement this
6 Complete Streets Policy:

7 A. Plan Consultation and Consistency: Maintenance, planning, and design of
8 projects affecting the transportation system will be consistent with local bicycle,
9 pedestrian, transit, multimodal, and other relevant plans.

10 B. Stakeholder Consultation: Develop a public process to allow for
11 stakeholder involvement on projects and plans including, but not limited to, the
12 Traffic and Safety Commission to support implementation of this Complete
13 Streets policy by the City of Albany.

14
15 **4. Performance Measures.**

16 All relevant agencies or departments will perform evaluations of how well the
17 streets and transportation network of City of Albany are serving each category of
18 users by collecting baseline data and collecting follow-up data on a regular basis.

19
20 **C. EXCEPTIONS**

21
22 **1. Exception Approvals.**

23 A process will be developed for approving exceptions, including who is allowed
24 to sign off on exceptions. Written findings for exceptions must be included in a
25 memorandum, signed off by a high level staff person, such as the Public Works
26 Director, or senior-level designee, and made publicly available. Exceptions must
27 explain why accommodations for all users and modes were not included in the
28 plan or project.



City of Albany

1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2013-4

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

The 22nd day of January, 2013, by the following votes:

AYES: Council Members Atkinson, Barnes, Maass, Vice Mayor Wile & Mayor Thomsen

NOES: none

ABSENT: none

ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 23rd

Day of January, 2013.

Eileen Harrington
DEPUTY CITY CLERK

The City of Albany is dedicated to maintaining its small town ambiance, responding to the needs of a diverse community, and providing a safe, healthy and sustainable community.

Eileen Harrington

From: Harry Chomsky <harry@chomsky.net>
Sent: Thursday, May 16, 2019 9:54 PM
To: citycouncil
Cc: albany strollers & rollers core group
Subject: Comment on Solano Complete Streets

Dear Albany City Council,

Please do not approve the draft Solano Avenue Complete Streets Plan in its current form. With a climate crisis looming, in a town filled with progressive energy, it would be shameful to move forward with a redesign of our main street where the most consequential change is an increase in the amount of unpriced car parking, bicycling is made more dangerous, and sidewalk widths are left barely adequate for a busy commercial district. As the Climate Action Committee has urged, the City should make another attempt to come up with a true Complete Streets plan, turning our valuable public space over to a full range of mobility modes instead of continuing to prioritize private car travel.

I urge you to adopt staff's Option 3, "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan."

Sincerely,
Harry Chomsky
1127 Curtis St.
Albany

Eileen Harrington

From: amy s <calamari@alumni.duke.edu>
Sent: Friday, May 17, 2019 11:34 AM
To: citycouncil
Subject: Comment on City Council Item #10-1, Solano Avenue Complete Streets

To Albany City Council

On Monday you are considering the mid-Solano Avenue Complete Streets Plan. I am asking that you select staff's Option 3, "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan." Per the National Complete Streets Coalition, the purpose of "Complete Streets" is to "enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations." To put it quite simply, this draft plan has no safety or convenience improvements whatsoever on Solano Avenue for bicyclists of any age or ability. If you want to ride a bike, this plan is completely incomplete.

As everyone who lives or works in Albany knows, Solano Avenue is our city's de facto "Main Street," with restaurants, cafes & bars, retail establishments, health & medical practitioners, law offices and all sorts of services from top to bottom. To paraphrase the Solano Avenue Association, it's where Albany residents and visitors eat, shop, play, work and live. So it's the most important corridor in our town to make safe for bicycling.

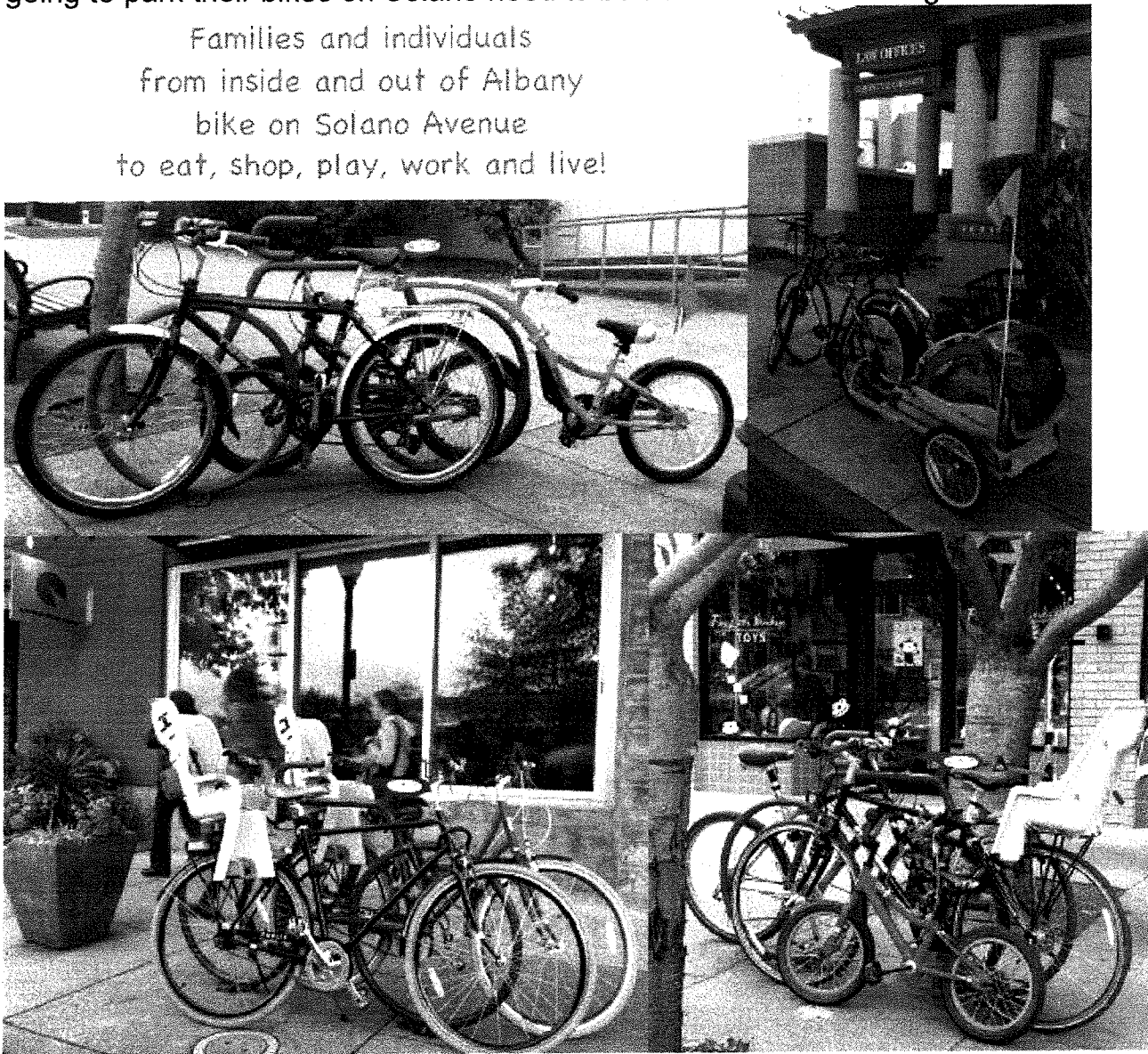
The Economic Development Committee understood this, and recommended taking the time to study other design ideas that have come forward. Study after study has shown that people on bikes spend more money than people in cars, and that safe bicycling facilities attract more bicyclists...and their business. Why is that? If you've ridden a bicycle you understand that the way people notice the world from their bikes is quite different than the way we notice it when we drive. Our slower speed facilitates awareness of our surroundings. We're not encased in metal so we smell and hear things. I'll notice a display in the Gathering Tribes window...see a friend on the patio of Schmidt's Pub...smell something delicious at Kim's Cafe...hear the music at Britt-Marie's. When you're riding your bike you can instantly stop and change plans, and that often results in spending money locally.

The idea that we should ride on a parallel road, then cross back over, a detour of 2 long north-south blocks, to access our destination is neither practical nor reasonable. Not only is that inconvenient, but it ignores the fact that when you travel, you don't necessarily determine beforehand where you want to go.

Luckily for Albany, many local business owners DO realize that investing in bicycling makes financial sense. In 2012 I started Albany Strollers & Rollers' "Bike Bike Rack" program through which businesses share the cost of bike racks with our non-profit organization. They understand that it makes business sense to provide bicycle parking in front of their locations

for customers, clients, patients and staff. In less than 7 years we have 66 Bike Bike Racks, **53 of them on or within a block of Solano Avenue.** That's more than 200 bike parking spaces on or within a block of Solano Avenue. These people of all ages and abilities who are going to park their bikes on Solano need to be able to feel safe riding on Solano.

Families and individuals
from inside and out of Albany
bike on Solano Avenue
to eat, shop, play, work and live!



Albany City officials and staff have expressed a desire to reduce carbon emissions. But where is the commitment to do so? 50% of those emissions come from transportation sources. So clearly, the way to reduce emissions is to take measures to transition people from single use cars to other transportation such as bikes, feet, scooters and transit.

Yet this "Complete Streets" Plan adds car parking spaces and has no existing or additional bicycle parking or bike corrals noted on the plan. Why not ask drivers to park on a side street and walk to their destinations? Why is motor vehicle parking being prioritized over people?

It's hard for me to believe that a plan with no bicycling safety or facility improvement could bear the moniker "Complete Streets." Please adopt staff's Option 3, "Continue the Plan

Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan." to make it truly complete for all users, while contributing to Albany's economic vitality.

Sincerely,

Amy Smolens
Albany Strollers & Rollers
943 Kains Avenue (1/2 block south of Solano Avenue)

Eileen Harrington

From: Harry Chomsky <harry@chomsky.net>
Sent: Friday, May 17, 2019 2:32 PM
To: citycouncil
Cc: albany strollers & rollers core group
Subject: Letter regarding Solano Complete Streets from Albany Strollers & Rollers
Attachments: Solano AS&R letter.pdf; Solano car parking inventory.xlsx

To the Albany City Council: please see the attached letter regarding Solano Complete Streets from Albany Strollers & Rollers, as well as an Excel workbook with related information.



17 May 2019

Re: 5/20 Item 10-1, Solano Avenue

To the Albany City Council-

Albany Strollers & Rollers' (AS&R's) position regarding planning for Solano Avenue is relayed in the joint letter from various organizations. To reiterate, it requests you direct staff to pursue the third option in its recommendations, which is not approve the current plan. Rather continue the process to determine how to make cycling safer rather than more dangerous on Solano in accord with the commitment in Albany's Active Transportation Plan. This extension would also provide for planning in coordination with Berkeley as its elected leaders and advisory bodies were left out of the process (from the Berkeley staff report for May 28th provided to you by Berkeley Councilmember Hahn: "Due to an oversight, Berkeley's City Manager, Mayor and members of the City Council were not apprised of Albany's planning effort at the outset, and their visioning process has progressed without the City of Berkeley's participation.")

The purpose of this letter is to correct some errors and omissions in materials provided to you and to convey AS&R's organizational history on this issue.

At no time and in no document in this process has Albany's Active Transportation Plan (ATP) with respect to Solano Avenue been completely quoted or accurately portrayed. Even now, the provision of attachment 3 containing maps of Albany's planned cycling routes seeks to continue the narrative that ignores the Plan's commitment on page 6-107 to "enhance the streetscape design to include . . . bicycling safety improvements." Images of this page are attached for your convenience. Adopting the current plan would violate Albany's ATP because it would not make bicycling on Solano safer. Worse, it would make it more dangerous by adding more pull-in angled car parking and by creating narrow, constricted lanes at the pedestrian islands where cyclists would have conflicts with buses, trucks, and distracted motorists.

A further part of this narrative is that people biking should just ride Washington or Marin Avenues. These require a quarter mile detour for each stop on Solano. In the case Washington, its bike route does not even extend the length of Solano considered in the plan, as shown in the attached image, let alone to the eastern end of Solano in Berkeley. In the case of Marin, its use involves left turns onto an arterial at uncontrolled intersections and a 6% slope on some detours.

The timeline of the consideration of converting pull-in angled car parking to back-in/pull-out is germane to why this process has become so fraught at the end. Every document leading up to this planning process indicated this change parking configuration would be given serious consideration: the grant application, the RFP, the winning consultant team's proposal, and that team's scope of work all reference this parking configuration, and the later documents indicated it would be included as a component of the demonstration project. This was the one and only means put forward to fulfill the ATP's commitment to improve bicycling safety on Solano.

Only late in the process last fall did it become apparent that this parking configuration would not be given a serious test or consideration and that the plan would actually make bicycling on Solano more dangerous. Once the consultant and staff realized this parking configuration was not feasible, they should have looked to other means to fulfill the ATP commitment to improving bicycling safety on Solano Avenue rather than seeking to ignore it.

Given these actions and their timing and taking into account the opposition to this car parking configuration that appeared to lead to this outcome, Traffic and Safety Commissioner Jordan out of necessity developed a proposed configuration that balanced stakeholder input at the end of the process. This configuration demonstrates it is possible to increase bicycling safety without requiring back-in/pull-out angled car parking or decreasing car parking. It also provides for sidewalks of an appropriate width for Solano as a main street, as compared to the too-narrow sidewalks proposed by the consultant in favor of adding more car parking.

The memo "Evaluation of Bicycle Facility Options for Mid-Solano Avenue" provided to you misrepresents the car parking loss of the option developed by Commissioner Jordan and unanimously recommended for inclusion in the final report by the Commission (which includes a professional transportation planner and a professional transportation engineer). This option, termed 1 in the memo, is characterized as requiring a 10%-40% loss of car parking spaces. Yet, page 8 of the staff report states car parking quantification was not performed by the consultant. Commissioner Jordan prepared and provided a quantification workbook to staff over two months ago and requested review. This found a loss of one out of 185 car parking spaces (workbook attached). Staff never responded. While the results of that analysis are certainly not precise, the methodology employed makes it unlikely the result is so inaccurate as to understate the loss by 18 spaces. In contrast the memo provides no methodology or calculations to back up its assertion that option 1 requires a loss of at least 10% of the car parking spaces.

Remarkably, the memo does not compare the options with cycling facilities to the proposed primary plan with no such facilities. If it did, the primary plan would have to be shown as decreasing cycling safety and increasing stress. Rather the memo takes the unprecedented approach of grouping cycling facility types into two bins. Even CalTrans recognizes four cycling facility classes and the general trend is toward using four categories of bicycling stress. By using two bins, the memo characterizes almost any improvement in cycling facilities as no improvement at all. Using this system, Albany would not have just spent a million dollars

completing the cycling lanes on Marin because the categorization put forward by the consultants would characterize them as useless.

A direct comparison would also find both option 1 and the main proposed plan to have high construction costs and impacts because they both require moving all or almost all the curblin.

Lost among the shuffle of words, links, facilities and plans is the simple fact that people do bike on Solano Avenue, Albany's "Main Street." Of the 66 Bike Bike Racks that AS&R has co-funded with businesses, 53 of them are on or within a block of Solano. So it's clear that businesses, residents and visitors value bicycle access - let's make it safe and practical for people to bike where they already go.

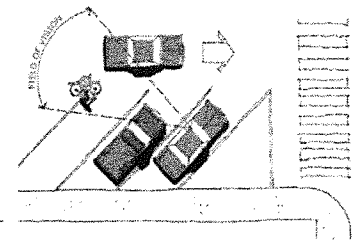
In closing, please note that the memo "Evaluation of Bicycle Facility Options for Mid-Solano Avenue" was not reviewed by any advisory body. This is odd in the least for a project of this importance. AS&R asks you to view it skeptically given this lack of review and strongly recommends continuing the process of fairly and rigorously evaluating and comparing all the options on the table.

Sincerely,

Harry Chomsky

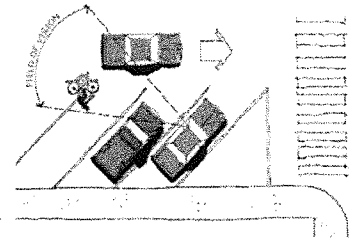
Albany Strollers & Rollers

Relative Project Priority:	Tier 1	<p>9. Solano Avenue Streetscape, Greening, and Pedestrian Safety Project</p> <p>Solano Avenue is the City of Albany's primary neighborhood commercial district. The City envisions the street as a walking-oriented "Main Street" that is safe for cyclists, pedestrians, and motorists, builds foot traffic for local businesses, encourages interaction in public spaces, and adds vibrancy to the community. This project would extend the existing walking-oriented streetscape design features located west of Masonic Avenue easterly towards the City's border with Berkeley at Peralta Avenue. The project would enhance the streetscape design to include green urban design features, such as natural bio-swales and natural landscaping, and walking and bicycling safety improvements, such as enhanced crosswalks and back-in angled parking.</p> <p>Background</p> <p>Solano Avenue, which connects the Albany Hill residential area in the west to the Berkeley foothills in the east, bisects Albany into two roughly equal halves. Due to the small size of the City and the length of the street, the Solano Avenue commercial corridor is located within 1/2 mile of nearly all of Albany's residents, making it well-positioned to serve as a walkable and vibrant "downtown" commercial district.</p> <p>Currently, the street has one travel lane and front-in angled parking in each direction between San Pablo Avenue and the City of Berkeley. West of San Pablo Avenue, Solano Avenue is primarily a residential street with one travel lane and parallel parking in each direction. In general, the only traffic control for vehicle traffic on Solano Avenue is at the traffic signals at San Pablo, Masonic and Santa Fe Avenues; the remaining intersections are side-street stop controlled. Solano Avenue also serves as a bus route, and is a truck route.</p> <p>In 1998, the City constructed streetscape enhancements along Solano Avenue between San Pablo Avenue and Masonic Avenue (Solano Avenue Streetscape Improvement Project Phase I). The proposed project in this Plan would extend the existing streetscape design elements along the western portion of Solano Avenue easterly towards the Berkeley border. Additionally, this project would address walking safety and accessibility issues along the entire corridor, including upgrading curb ramps, improving sight distance at intersections, and enhancing the visibility of crosswalks. To improve bicycling safety, the existing angled parking would be converted to back-in angled parking.</p> <p>Issues and Opportunities</p> <ul style="list-style-type: none"> ○ Heavy traffic volumes at the intersection of San Pablo Avenue/Solano Avenue limit the breadth of future walking enhancements. ○ Unsignalized crosswalks across Solano Avenue are difficult crossing points for the visually-impaired. ○ Vehicle yielding rates to pedestrians at unsignalized crosswalks was observed to be high. ○ The configuration of existing curb extensions make conversion to back-in angled parking more challenging. Additionally, this is the second location in the Active Transportation Plan where
	Tier 2	
	Tier 3	
	Tier 4	
	Tier 5	

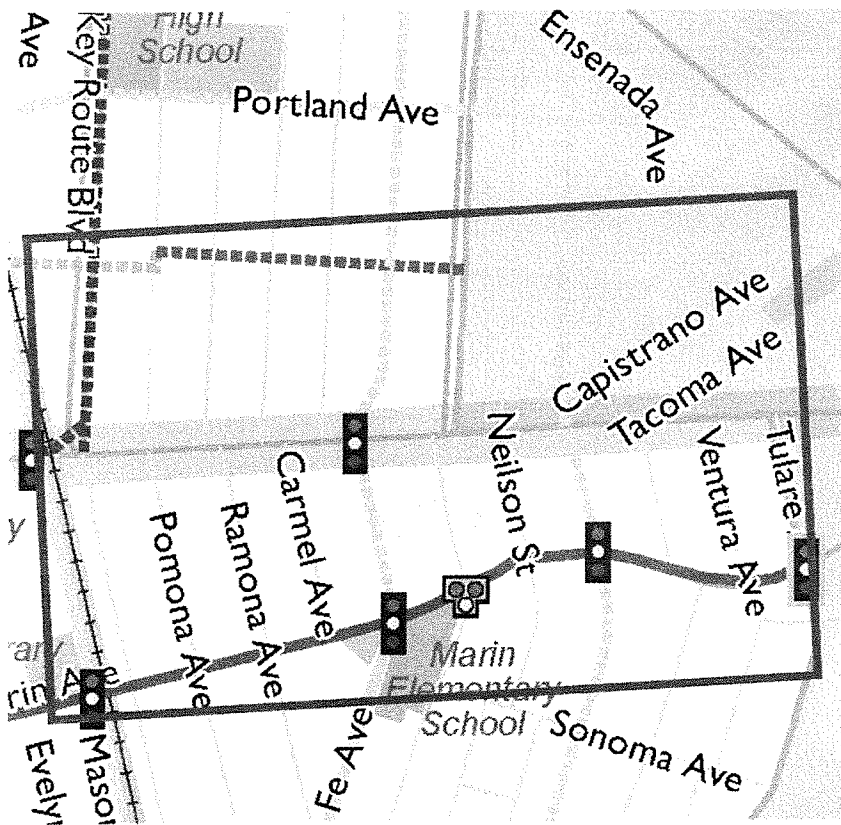


From top: Back-in Angled Parking Diagram; Back-in Angled Parking in Tucson, Arizona.

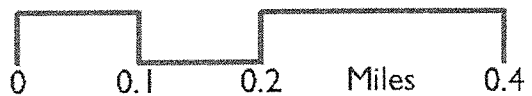
Relative Project Priority:	9.	Solano Avenue Streetscape, Greening, and Pedestrian Safety Project
	Tier 1	<p>Solano Avenue is the City of Albany's primary neighborhood commercial district. The City envisions the street as a walking-oriented "Main Street" that is safe for cyclists, pedestrians, and motorists, builds foot traffic for local businesses, encourages interaction in public spaces, and adds vibrancy to the community. This project would extend the existing walking-oriented streetscape design features along the street to the Berkeley border. The project would enhance the streetscape design to include enhanced crosswalks and back-in angled parking.</p>
	Background	<p>Solano Avenue, which connects the Albany Hill residential area in the west to the Berkeley foothills in the east, bisects Albany into two roughly equal halves. Due to the small size of the City and the length of the street, the Solano Avenue commercial corridor is located within ½ mile of nearly all of Albany's residents, making it well-positioned to serve as a walkable and vibrant "downtown" commercial district.</p> <p>Currently, the street has one travel lane and front-in angled parking in each direction between San Pablo Avenue and the City of Berkeley. West of San Pablo Avenue, Solano Avenue is primarily a residential street with one travel lane and parallel parking in each direction. In general, the only traffic control for vehicle traffic on Solano Avenue is at the traffic signals at San Pablo, Masonic and Santa Fe Avenues; the remaining intersections are side-street stop controlled. Solano Avenue also serves as a bus route, and is a truck route.</p> <p>In 1998, the City constructed streetscape enhancements along Solano Avenue between San Pablo Avenue and Masonic Avenue (Solano Avenue Streetscape Improvement Project Phase I). The proposed project in this Plan would extend the existing streetscape design elements along the western portion of Solano Avenue easterly towards the Berkeley border. Additionally, this project would address walking safety and accessibility issues along the entire corridor, including upgrading curb ramps, improving sight distance at intersections, and enhancing the visibility of crosswalks. To improve bicycling safety, the existing angled parking would be converted to back-in angled parking.</p>
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	Tier 1	<p>Issues and Opportunities</p>



From top: Back-in Angled Parking Diagram; Back-in Angled Parking in Tucson, Arizona.



Bikeway Type	Existing	Proposed
Class I Path		
Class II Lane		
Class II Buffered Lane		
Class III Boulevard		
Class III Route		
Bridge		
Traffic Signal		
Ped Hybrid Beacon		
Partial Closure		



The ATP commits to cycling improvements on Solano

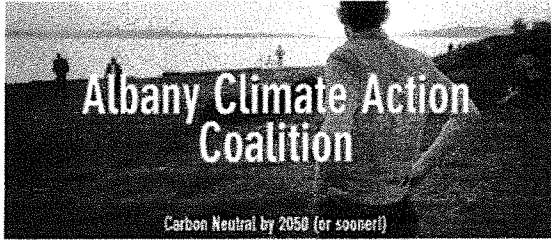
- Washington is not a designated cycling route the length of Solano due to its alignment and geometry east of Neilson
- Marin requires a quarter mile detour, an elevation change of as much as 35' over 600 (6%), and left turns onto an arterial

	#	Disabled
Existing	185	5
Proposed	198	10
Complete	184	10

Eileen Harrington

From: Harry Chomsky <harry@chomsky.net>
Sent: Friday, May 17, 2019 2:32 PM
To: citycouncil
Cc: albany strollers & rollers core group
Subject: Letter regarding Solano Complete Streets from multiple East Bay organizations
Attachments: Complete Solano joint letter.pdf

To the Albany City Council: please see the attached letter regarding Solano Complete Streets from multiple East Bay organizations.



17 May 2019

Re: **5/20 Item 10-1, Solano Avenue**

To the Albany City Council-

Monday night you are asked to make a decision on the planning for mid-Solano Avenue. Your choices are to 1) approve the consultant's draft plan from February, 2) do so and direct study of cycling facilities as part of the unfunded future ATP update process, or 3) direct further study of options including cycling facilities now, which will require additional funding. We ask you to choose the last option in coordination with Berkeley's potential study. That study will include consideration of cycling facilities on its segment of Solano in accord with its Bicycle Master Plan. This is the most efficient approach that will provide resources appropriate the task.

No advisory body has recommended approving the current plan, which would be required to follow option 1 or 2 above. The three bodies that made a recommendation (Traffic and Safety, Climate Action, Economic Development) were each unanimously against adopting the plan in its current form. The Economic Development Committee recommended taking the time to study other design ideas that have come forward. The future study proposed by option 2 would not be sufficiently resourced to meaningfully analyze new designs for Solano. The history of the Kains and Adams bikeway planning provides an analog. The Active Transportation Plan designated them likely biking facilities but left the planning for those facilities to a future project focused on those streets.

The unanimity of the advisory bodies against adopting the current plan is understandable because its primary design is predominantly a look back to 20th century motorist-centric engineering. This leaves the sidewalks too narrow in favor of adding more car parking. Several advisory body

members commented that they had a difficult time discerning how the consultant's primary design was substantially different from what exists now. Solano Avenue does not and cannot compete primarily on car parking. There are other destinations near and far that will forever dominate in that regard. In contrast, worldwide experience and peer-reviewed research finds that improving access to streets like Solano for people using sidewalks and biking increases economic activity more than further optimizing them for motorists. This is also evident from the Berkeley staff report relaying that Solano is underperforming economically.

Transportation is currently responsible for approximately two thirds of the non-embodied greenhouse pollution produced by Albany each year. The current draft plan would exacerbate rather than ameliorate this pollution by not accommodating non-polluting and least energy intensive modes, but rather making those modes more difficult to use. This contradicts strategies in the Albany Climate Action and Adaptation Plan currently in development.

Our organizations support the Economic Development Committee's recommendation. Following this recommendation will require you to find and allot funds for continued planning. While it is unfortunate the process so far has expended the full \$200,000 made available, it would be penny-wise and pound foolish to let that control the future of Solano Avenue. In addition, Albany is likely to have a partner in Berkeley in funding and carrying out this effort.

The option of approving the consultant's plan without modification will result in a design that is unlikely to successfully compete for grant funding because it is motorist-centric rather than truly "Complete." Granting agencies are generally not inclined to fund such projects anymore. Our organizations will not support or endorse any grant application to fund engineering and construction of the proposed plan further decreasing the likelihood of receiving those funds.

In closing, the primary plan proposed by the consultants violates a decade of policies adopted by the Council, as detailed below. Approval of that plan requires overturning those policies first. The draft plan fails to accurately and fully represent the policy context at the outset of its development, and fails to comport with that context.

Sincerely,

Harry Chomsky

Albany Strollers & Rollers

Nick Peterson

Albany Climate Action Coalition

Ben Gerhardstein

Walk Bike Berkeley

Dave Campbell

Advocacy Director

Bike East Bay

Albany Complete Streets Policy

Although the title of the plan includes “complete streets”, it does not mention or quote Albany’s Complete Streets Policy. This Policy states, “In order to promote public health and reduce the production of greenhouse gases, **all transportation improvements** in the City of Albany **will be planned and implemented to provide safe access for children and adults** to walking, **biking**, and public transit facilities.” (emphases added) The primary design by the consultant does not provide safe access for children and adults biking. Rather it makes biking more dangerous by adding more pull-in angled car parking.

Albany Parking Management Plan

The proposed plan does not take into consideration the Albany Parking Management Plan. This states: “Future short-term and long-term parking occupancies are anticipated to remain below practical capacity for both midweek and weekend days at the midday peak hour and evening hour for Albany for both in the San Pablo Avenue and Solano Avenue areas. This indicates **existing [parking] supply is and would continue to be sufficient for short-term and long-term future development.**” (emphasis added) So even though a professional car parking management consultant recommended not adding more car parking, the planning consultant for mid-Solano has proposed just that as one of the primary benefits of the design they have put forward.

The Parking Management Plan further states:

“Guiding Principle: Make Solano Avenue and San Pablo Avenue accessible to all users through multiple modes

- **Increasing trips via transit, bicycling, walking, and ridesharing (as feasible and appropriate) can create significant benefits for the public parking system.**
- **A balanced and multi-modal system of transportation access increases overall ‘person carrying capacity’ to the business districts** and supports efficient visitor-prioritized parking systems.” (emphases added)

Rather than recommending adding car parking, the Parking Management Plan recommends improving conditions for biking in recognition that this mode makes substantially better use of space (ten bikes can be parked in the space for one car).

Further, an appendix to that plan contains intercept survey results finding almost half of people on Solano and San Pablo arrived other than in a car. The results for Solano and San Pablo are not broken out. Given the mix of uses on each street, it is likely the percentage arriving other than by car is even higher on Solano.

Albany Active Transportation Plan

The plan does not cite relevant commitments in Albany's Active Transportation Plan (ATP) in full. The first page of the Solano Avenue project description in that document states the project will **"enhance the streetscape design to include** green urban design features, such as natural bioswales and natural landscaping, and walking and **bicycling safety improvements**, such as enhanced crosswalks and back-in angled parking." (emphases added) The ATP commits Albany to include bicycling safety improvements in any Solano upgrade. It offers back-in angled car parking as one means to do so, but does not absolve the City of the commitment to biking safety if that means is found unworkable. Rather the City has to come up with other means.

The commitment to improving biking safety on Solano was reiterated in the planning grant application, the request for proposals, the winning team's proposal, and the scope of work for that team. So it was with considerable surprise we found the primary design put forward by the consultant violates all this.

Albany Climate Action Plan

One of the measures in this Plan is "TL 1.1: Create complete streets throughout the City." The first action listed to implement this measure is **"Revise standard street cross-sections** within the General Plan Circulation Element **to ensure that all roads accommodate the needs of** pedestrians, **bicyclists**, public transit riders, and automobile drivers." (emphases added) The primary design put forward by the consultant does not implement this measure or action.

Albany General Plan

Albany's General Plan contains policy "T-1.3: Complete Streets Operating Procedures: Incorporate Complete Streets practices as a routine part of City operations. The planning, design, funding, and implementation of any construction, reconstruction, maintenance, alteration, or repair of the transportation network should consider ways to make streets safer and easier to navigate for all users." The consultant's primary design does not comport with this policy but rather makes bicycling on Solano more dangerous.

Berkeley Bicycle Plan

The Berkeley Bicycle Plan commits Berkeley to studying the addition of cycletracks to its portion of Solano Avenue. If it were to determine cycletracks could be added, as it has done on numerous other streets already, this would be disjoint with the primary design put forward for Albany's adjoining portion of Solano. Review of Berkeley Transportation Commission agendas finds Albany has not taken its plans for mid-Solano to that body for input, which is at least poor planning practice.

From: [Britt Tanner](#)
To: [citycouncil](#)
Subject: Solano Complete Street Plan - pick option 3
Date: Sunday, May 19, 2019 9:38:14 PM

Dear City Council,

Regarding the Solano Complete Streets Plan, I urge you to vote for Option 3 - "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan." There are many flaws with the report that was produced, and the subsequent memo of alternative options warranting further analysis before a plan can be adopted.

The proposed cross section is essentially the status quo with the same 15' for front-in angled parking and 15' traffic lanes. The plan does propose adding median islands at intersections, which would narrow the traffic lanes to 11' at intersections, as the only pedestrian improvement. However, my professional expertise makes me skeptical that that design would allow for fire trucks, garbage trucks, or UPS to turn onto Solano. I have developed the traffic engineering/roadway conceptual design of over a dozen corridors across San Francisco, and I have had a couple initial concepts that included splitter islands with 12' lanes. I had to eliminate those proposals due to truck-turning radii analyses, and those lanes were wider than those proposed for Solano. Has the consultant performed analysis to prove that 11' lanes are feasible at intersections for a fire truck turning onto Solano from a narrow cross street?

Let's assume they did, and the analysis found it was possible to install the median islands and maintain access for deliveries and fire trucks. The median islands would create a hazardous choke point for cars and bikes on Solano. Currently, there are 14-15' traffic lanes by the bulb-outs at intersections, which allows for a person on a bike and a car to be side-by-side. In the proposal, there would still be 15' for cars and bikes to be side-by-side midblock. However, the lane narrows to 11' at intersections, forcing people biking to merge into the traffic lane at every intersection, or not use Solano at all.

My kids go to daycare on Solano, and bike is my primary form of transportation, so not biking on Solano isn't an option.... And as biking is my primary mode of transportation, I also bike when I shop or dine on Solano. **I want a design for Solano that at least maintains the existing level of safety for people biking, particularly if it's called a "Complete Streets" plan.** The proposed plan reduces safety.

The design as proposed may work (with some tweaks) to maintain the existing level of safety if there were back-in angled parking, and WITHOUT the median islands. However, the Draft Complete Streets Plan lacks any plan-view of back-in angled parking nor any analysis of the parking impacts of back-in angled parking. The plan view is required to understand the feasibility, and the parking analysis would be a key consideration for businesses and residents on/near Solano. Thus, there is not enough information in the Draft Plan to make a determination.

The Solano Complete Streets Plan decreases safety for people biking on Solano, and therefore is not a "Complete" street. The proposal may not even be feasible. Therefore your only option is to defer adoption of the plan until a feasible, "Complete Street" plan is developed.

Sincerely,
Britt Tanner, PE (Civil and Traffic)
Senior Transportation Engineer

p.s. Here's a concept to get the creative juices flowing: 10' sidewalks, 15' BACK-in angled parking on both sides / 14-15' bulb outs at intersections, 13' downhill lane with a sharrow, and an 11' uphill traffic lane with 6' bike lane.

From: [Adam Prost](#)
To: [citycouncil](#); [AS&R Core](#)
Subject: Solano Complete Streets input Inbox x
Date: Saturday, May 18, 2019 11:11:00 PM

Council members,

I urge you to select Option 3 - "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan."

I support the letter signed by AS&R, Walk-Bike Berkeley, and other organizations, and I would emphasize the following.

We have about 20,000 people living within 3000 ft. of Solano Ave. Heavy car traffic and car storage on Solano *are a barrier* to these people conveniently accessing the Main Street on foot or bike, and a barrier to creating an enriched Solano Ave. We need to beat back the cars to unlock Solano's potential!

Car-oriented development creates a self-limiting economic condition that is killing Albany.

The parklets on Solano demonstrate that space used for car storage can have much higher economic value when used for people.

Respectfully,

Adam Prost
c. 415.967.8788
e. adamprost01@gmail.com
a. 545 Pierce Street Apt 2207, Albany, CA 94706

From: [Dan Johnson](#)
To: [citycouncil](#); [AS&R Core](#)
Subject: Solano Complete Streets input
Date: Saturday, May 18, 2019 10:14:47 AM

Council members,

I urge you to select Option 3 - "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan."

I support the letter signed by AS&R, Walk-Bike Berkeley, and other organizations, and I would emphasize the following.

We have about 20,000 people living within 3000 ft. of Solano Ave. Heavy car traffic and car storage on Solano *are a barrier* to these people conveniently accessing the Main Street on foot or bike, and a barrier to creating an enriched Solano Ave. We need to beat back the cars to unlock Solano's potential!

Car-oriented development creates a self-limiting economic condition that is killing Albany.

The parklets on Solano demonstrate that space used for car storage can have much higher economic value when used for people.

The Plan should have a goal to remove, say, 20% of car storage and replace it with economically productive uses of the public space.

Drivers do not have a preemptive right to occupy space and endanger other travelers in the public right of way. Drivers are not "more equal" than other modes. Storage and throughput of cars must not preempt social gathering and safe, active travel, which allows people to access Solano at lower cost, while also making each square foot of space more valuable.

We are publicly subsidizing the most wasteful and dangerous mode; this is upside down. If drivers had to bear their own costs, driving would be pointlessly expensive. The car stuff has zero return, it's a hole for money. It's uncritical 20th-century habits of mind that prevent many people from seeing this clearly.

Perhaps most people in restaurants and theaters smoked cigarettes before this was banned? We already know how to build safe, healthy, economically strong towns, and cars detract from all of this. We didn't ask smokers where they should be allowed to smoke. We don't need permission from drivers to improve our town!

Respectfully,

Dan Johnson
907 Ramona
510-325-5672 mobile

From: [Vanessa Segovia](#)
To: [citycouncil](#)
Subject: Solano Street Plans
Date: Friday, May 17, 2019 5:04:34 PM

Dear City Council Members,

My family and friends ride their bicycles in Albany, including Solano Ave. However, it can be scary at times when cars are backing up. This is a great opportunity to make changes that would keep everyone on bicycles safer. I would appreciate if you could select option 3 to further discuss how to make the street safer. It is not just about riding bicycles, it is about living in a safe community that supports practices for healthy living (ex. walking, jogging and cycling), which improves life expectancy. That is the bigger picture and that is why I chose to live in the beautiful city of Albany.

Thank you,
Vanessa Segovia

From: [Jessica Day](#)
To: [citycouncil](#)
Subject: Re: 5/20 Item 10-1, Solano Avenue
Date: Friday, May 17, 2019 4:02:25 PM

To the Albany City Council-

Monday night you are asked to make a decision on the planning for mid-Solano Avenue. Your choices are to 1) approve the consultant's draft plan from February, 2) do so and direct study of cycling facilities as part of the unfunded future ATP update process, or 3) direct further study of options including cycling facilities now, which will require additional funding. We ask you to choose the last in coordination with Berkeley's potential study that will include considering cycling facilities on its segment of Solano in accord with its Bicycle Master Plan. This is the most efficient approach that will provide resources appropriate the task.

No advisory body has recommended approving the current plan, either under option 1 or 2 above. The three bodies that made a recommendation (Traffic and Safety, Climate Action, Economic Development) were each unanimously against adopting the plan in its current form. The Economic Development Committee recommended taking the time to study other design ideas that have come forward. The future study proposed by option 2 would not be sufficiently resourced to meaningfully analyze new designs for Solano. The history of the Kains and Adams bikeway planning provides an analog. The Active Transportation Plan designated them likely biking facilities but left the planning for those facilities to a future project focused on those streets.

The unanimity of the advisory bodies against adopting the current plan is understandable because its primary design is predominantly a look back to 20th century motorist-centric engineering. This leaves the sidewalks too narrow in favor of adding more car parking. Several advisory body members commented that they had a difficult time discerning how the consultant's primary design was substantially different from what exists now. Solano Avenue does not and cannot compete primarily on car parking. There are other destinations near and far that will forever dominate in that regard. In contrast, worldwide experience and peer-reviewed research finds that improving access to streets like Solano for people using sidewalks and biking increases economic activity more than further optimizing them for motorists. This is also evident from the Berkeley staff report relaying that Solano is underperforming economically.

Our organizations support the Economic Development Committee's recommendation. Following this recommendation will require you to find and allot funds for continued planning. While it is unfortunate the process so far has expended the full \$200,000 made available, it would be penny-wise and pound foolish to let that control the future of Solano Avenue. In addition, Albany is likely to have a partner in Berkeley in funding and carrying out this effort.

The option of approving the consultant's plan without modification will result in a design that is unlikely to successfully compete for grant funding because it is motorist-centric rather than truly "Complete." Granting agencies are generally not inclined to fund such projects anymore. Our organizations will not support or endorse any grant application to fund engineering and construction of the proposed plan further decreasing the likelihood of receiving those funds.

In closing, the primary plan proposed by the consultants violates a decade of policies adopted by the Council, as detailed below. Approval of that plan requires overturning those policies first.

--

Jessica Day
1064 Talbot Ave
Albany, CA 94706

From: [Bryan Marten](#)
To: [citycouncil](#)
Subject: Solano complete streets item 10-1
Date: Monday, May 20, 2019 7:43:49 AM

Dear City Council Members,

I am writing to request the city council reject the bulk of the plan proposed by the consultant group for Solano Ave east of the BART tracks and to choose option 3 presented by staff:

3. Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan.

What the consultants were tasked with was supposed to be a plan for multimodal transportation but after seeing their presentation to a city committee and reading its documents I see its substantive, non-aesthetic changes are focused on an increase in parking spaces and constrictions at intersections for pedestrian street-crossing both to the detriment of bikes, scooters, and other wheeled transport of the coming decades.

The parking spaces are more of the type that is dangerous to bikes and motorists alike - back-out angled parking - and the street-crossing "improvements" only help bicyclists who get off and walk their bike across Solano. And due to the overly constricted island + bulb-outs, those street-crossing "improvements" actually represent an increased hazard to bicyclists riding up or down Solano.

I do like parts of the consultants' plan including some of the aesthetic choices and the proposal to shut down the end of south-bound Key Route lanes to broaden that area.

But I agree with the Albany committees and commissions who had unanimous votes to reject the consultants' plan and to instead advance an alternative, multimodal plan that includes a bike lane on the uphill side of Solano and preserves today's number of parking spaces.

So I ask that you to hold off on approving this once-in-a-generation plan until bikes can be fully incorporated into it. I believe this will improve our chances of getting transportation infrastructure money in the 21st century and meaningfully improve transportation for all modes of transportation on this key corridor.

Thanks,

Bryan Marten
Albany resident

From: [Anne Hersch](#)
To: [Eileen Harrington](#); [Anne Hsu](#)
Subject: FW: Comments on Item 10-1 Review of Draft Solano Ave. Complete Streets Plan
Date: Monday, May 20, 2019 10:12:26 AM

Please forward to Council.

Thanks!

ANNE L. HERSCH, AICP
PLANNING MANAGER | CITY OF ALBANY, CA
(510) 528-5765 direct
(510) 524-9359 fax
E-Mail: ahersch@albanyca.org
<http://www.albanyca.org/>

From: Clay Larson <clayl@comcast.net>
Sent: Monday, May 20, 2019 9:51 AM
To: Anne Hersch <ahersch@albanyca.org>; Jeff Bond <jbond@albanyca.org>
Subject: Comments on Item 10-1 Review of Draft Solano Ave. Complete Streets Plan

Anne, Jeff;

I would like to offer my comments regarding the proposed bicycle facilities on Solano included in the Traffic and Safety Commission's proposed revisions to the Solano Avenue Complete Streets Plan. I don't believe that the proposals here are necessary or desirable for the following reasons:

1) The City (or the consultants, advocates, etc.) have not provided any data to support a need for the addition of any new bicycle facilities on Solano Avenue.

The proposed bicycle enhancements to Solano Ave. should be based on a demonstrated need; real numbers. How many bicycle trips are made on Solano Ave? How many trips are made on the immediately adjacent Washington and Marin Ave bike routes? There are no data here! The lack of any data demonstrating the need for bicycle routes has been a long-standing problem with bicycle planning in Albany, including the ATP. Albany's *if we build it, maybe they will come* approach is wasteful of public monies. It is especially troublesome with the Solano Avenue plan because many of the needed pedestrian enhancements are in direct conflict with the proposed bicycle enhancements. The proposed bicycle facilities will also reduce parking and potentially implement a bizarre new parking scheme. Parking is already at a problem on Solano. Absent any evidence that there is a real demand for the proposed new bicycle route, we should drop this from the Solano Ave. plan and emphasize improvements in the walkability of upper Solano Ave.

2) Bicycle travel on Solano is inherently dangerous in comparison with immediately adjacent, existing East-West routes.

Solano Ave. is a high traffic volume street. It is a busy truck route for the delivery of goods to Solano

Avenue business. It is serviced by local and trans-bay bus routes. Many of the intersections are skewed. As a consequence, the street is dangerous for bicycle travel except perhaps for the most experienced and capable riders. The dangers here will only get worse with the proposed enhancements (bulb outs, refuge islands) designed to improve the walkability of the street. It is certainly appropriate to enhance the safety of cyclists crossing Solano. Once on Solano, we should provide adequate parking, so the cyclists can park their bikes and become pedestrians (“strollers”).

3) The proposed bicycle facilities on Solano Ave. are inconsistent with Albany’s Active Transportation Plan.

Albany’s Active Transportation Plan (ATP) does not include any proposed bicycle facilities along Solano Avenue. Instead, the ATP provides safer, more efficient East-West bicycle corridors on Washington and Marin Avenues, which are respectively one block North and [one block south of Solano Ave. Washington Ave.](#) in particular offers low speeds and low traffic volumes and is an appropriate cross-town bicycling route. The City of Berkeley has not designated upper Solano as a bicycle corridor. Accordingly, the bicycle facilities proposed in the current Solano Ave. plan would create a bicycle route going from and to nowhere!

Clay Larson

Sent from my iPhone

Eileen Harrington

From: ian_macleod@sonic.net
Sent: Tuesday, March 19, 2019 11:51 PM
To: Claire Griffing
Subject: CAC Agenda item 6-4 Solano Complete Streets
Attachments: CAC Complete Streets letter_3 20 2019.docx; City of Albany_Complete Streets Resolution_2013.pdf

Dear Ms. Griffing,

Please forward my comments to the Climate Action Committee regarding the March 20, 2019 agenda item 6-4 Solano Complete Streets. My comments are also copied below. Please acknowledge receipt.

Sincerely,
Ian MacLeod

Dear Climate Action Committee members,

I am writing to urge you to embrace a protected cycle track version of the Complete Streets plan as recommended by the Traffic & Safety Commission. The current draft plan does not meet the goal of the Complete Streets program: "The Complete Streets movement supports **active transportation**, community development, local economy, and public health **by encouraging the use of alternative modes of transportation**."

Here is the City of Albany's **VISION STATEMENT** for Complete Streets adopted in 2013:

Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit. In addition, in 2011, the City approved an Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany's Complete Street policy is:

In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities

It is worth re-reading the City's Complete Streets Resolution in its entirety to see how much of a failure the current plan is in terms of conforming to the goals above. I see zero bike infrastructure in the current plan, and it will do just about nothing to get more people on bikes on Solano other than those who currently use it.

How is this current Solano Complete Streets plan getting us any closer to the City of Albany's stated Greenhouse Gas Reduction Targets? In light of recent reports in the news that carbon emissions are climbing faster and higher than ever, why isn't cycling, as a **zero carbon transportation** option, getting better support and better infrastructure? The City's 2nd Climate Action Plan goal is to: "Meet the City's new reductions targets by focusing on **innovative and bold policies** that address **deep decarbonization principles**." Our Complete Streets designs are an opportunity to take this to heart and put it into practice.

The Complete Streets draft plan as is essentially ignores the Complete Streets mandate to "make cycling safer for cyclists of all ages and abilities", does not address Albany's Climate Action Plan's greenhouse gas reduction goals, and does not support the Albany Active Transportation Plan goals of "reducing automobile trips in the City by encouraging non-automobile modes". Do all these

official City of Albany plans, goals, and policies just become irrelevant when it comes to changes for Solano Avenue? The current plan also does not address in the least the coming impact of ride sharing services, automated vehicles, bike shares, scooter shares, etc. We are going to need less parking in the future and more drop off/pickup zones. The current plan is essentially a backward looking confirmation of a 20th century auto-dominant model.

I urge you to reject the draft plan and to request the City Council re-open to the design process to look at better multi-modal active transportation plans appropriate to the 21st century such as the one proposed by the Traffic & Safety Commission.

Sincerely,

Ian MacLeod

700 block Spokane Ave.

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RESOLUTION NO. 2013-4

**A RESOLUTION OF THE ALBANY CITY COUNCIL ADOPTING
A COMPLETE STREETS POLICY**

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, and families;

WHEREAS, the City of Albany recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, and environmental sustainability;

WHEREAS, the City of Albany acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it “views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system”;

1 **WHEREAS**, the California Global Warming Solutions Act of 2006 (known as
2 AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and
3 the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375)
4 requires emissions reductions through coordinated regional planning that integrates
5 transportation, housing, and land-use policy, and achieving the goals of these laws will
6 require significant increases in travel by public transit, bicycling, and walking:
7

8 **WHEREAS**, the Metropolitan Transportation Commission, through its One Bay
9 Area Grant (OBAG) program, described in Resolution 4035, requires that all
10 jurisdictions, to be eligible for OBAG funds, need to address complete streets policies at
11 the local level through the adoption of a complete streets policy resolution or through a
12 general plan that complies with the California Complete Streets Act of 2008:
13

14 **WHEREAS**, the Alameda County Transportation Commission, through its
15 Master Program Funding Agreements with local jurisdictions, requires that all
16 jurisdictions must have an adopted complete streets policy, which should include the
17 "Elements of an Ideal Complete Streets Policy" developed by the National Complete
18 Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration
19 Fund funding:
20

21 **WHEREAS**, the City of Albany therefore, in light of the foregoing benefits and
22 considerations, wishes to improve its commitment to Complete Streets and desires that its
23 streets form a comprehensive and integrated transportation network promoting safe and
24 convenient travel for all users while preserving flexibility, recognizing community
25 context, and using design guidelines and standards that support best practices:
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WHEREAS. on December 3, 2012, the City of Albany Traffic and Safety Commission reviewed a draft resolution and Complete Streets Policy and approved a motion recommending the City Council adopt the policy.

NOW, THEREFORE, BE IT RESOLVED. by the City Council of the City of Albany, State of California, as follows:

- 1. That the City of Albany adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
- 2. That the next substantial revision of the City of Albany's General Plan circulation will incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by City Council of the City of Albany, State of California, on January 22, 2013, by the following vote:

Attachment: Exhibit A


PEGGY THOMSEN, MAYOR

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EXHIBIT A
COMPLETE STREETS POLICY OF THE CITY OF ALBANY

This Complete Streets Policy was adopted by Resolution No. 2013-4 by the City Council of the City of Albany on January 22, 2013.

VISION STATEMENT

Over the past several years, the City of Albany has prepared and adopted two significant policy documents that provide the vision for the Complete Streets Policy. In 2010, the City approved a Climate Action Plan, which included a vision for an interconnected transportation system and land use pattern that shifts travel from autos to walking, biking, and public transit. In addition, in 2011, the City approved an Active Transportation Plan, which was based on a vision of a community in which adults and children can walk or bike to meet their travel needs and improve their health and the environment. Using these adopted policies as a foundation, the vision statement for the City of Albany’s Complete Street policy is:

In order to promote public health and reduce the production of greenhouse gases, all transportation improvements in the City of Albany will be planned and implemented to provide safe access for children and adults to walking, biking, and public transit facilities.

A. COMPLETE STREETS PRINCIPLES

1. Complete Streets Serving All Users and Modes.

The City of Albany expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and

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across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including but not limited to pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

2. Context Sensitivity.

In planning and implementing street projects, departments and agencies of the City of Albany will maintain sensitivity to local conditions in both residential and business districts and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, such as identified in the adopted City of Albany Active Transportation Plan.

3. Complete Streets Routinely Addressed by All Departments.

All relevant departments and agencies of the City of Albany will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.

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4. All Projects and Phases.

Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

B. IMPLEMENTATION

1. Design.

The City of Albany will generally follow its own accepted or adopted policies and design standards, including the adopted City of Albany Climate Action Plan and City of Albany Active Transportation Plan. In addition, the City will use planning and engineering design standards published by national, state or regionally recognized organizations, with a goal of providing for and balancing all user and travel mode needs. Design of transportation improvements shall be sensitive to the quality of life of nearby residents, the function and vitality of nearby businesses and institutions, and enhance the urban design of the surrounding area. The City will consider innovative or non-traditional design options where a comparable level of safety can be provided.

2. Network/Connectivity.

City of Albany will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of

1 users, and increasing connectivity across jurisdictional boundaries and for
2 anticipated future transportation investments.

3
4 ***3. Implementation Next Steps.***

5 City of Albany will take the following specific next steps to implement this
6 Complete Streets Policy:

7 A. Plan Consultation and Consistency: Maintenance, planning, and design of
8 projects affecting the transportation system will be consistent with local bicycle,
9 pedestrian, transit, multimodal, and other relevant plans.

10 B. Stakeholder Consultation: Develop a public process to allow for
11 stakeholder involvement on projects and plans including, but not limited to, the
12 Traffic and Safety Commission to support implementation of this Complete
13 Streets policy by the City of Albany.

14
15 ***4. Performance Measures.***

16 All relevant agencies or departments will perform evaluations of how well the
17 streets and transportation network of City of Albany are serving each category of
18 users by collecting baseline data and collecting follow-up data on a regular basis.

19
20 **C. EXCEPTIONS**

21
22 ***1. Exception Approvals.***

23 A process will be developed for approving exceptions, including who is allowed
24 to sign off on exceptions. Written findings for exceptions must be included in a
25 memorandum, signed off by a high level staff person, such as the Public Works
26 Director, or senior-level designee, and made publicly available. Exceptions must
27 explain why accommodations for all users and modes were not included in the
28 plan or project.



City of Albany

1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2013-4

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

The 22nd day of January, 2013, by the following votes:

AYES: Council Members Atkinson, Barnes, Maass, Vice Mayor Wile & Mayor Thomsen

NOES: none

ABSENT: none

ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 23rd

Day of January, 2013.

Eileen Harrington
DEPUTY CITY CLERK

The City of Albany is dedicated to maintaining its small town ambiance, responding to the needs of a diverse community, and providing a safe, healthy and sustainable community.

*Emails Rec'd after
12 noon —
To be posted 9/21/19*

Government

City Council

City Council Meetings

The Council meets the first and third Monday of the month at 7:30 pm. Should there be a legal holiday on Monday, then the meeting will be on Tuesday. Should there be any change, the City Clerk will post a notice. If you have any questions, or wish to verify if a meeting has been rescheduled, please contact the City Clerk at 1 + (510) 528-5710. Current Council Meeting Schedule.

Rules of Procedure and Order & City Council Administrative Policies

Communications to the City Council are public record and will become part of the City's electronic records. Albany City Government is open and transparent. To send in a comment regarding a matter that is on a City Council agenda, please be sure it's received prior to 12 noon of the Council Meeting day to ensure your communication is included as part of the agenda record. Please see contact methods below. **Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the City Council, will become part of the public record.** If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in-person to the City Hall at 1000 San Pablo Avenue, Albany, CA 94706

Excerpt from: <https://www.albanyca.org/government/city-council>

Eileen Harrington

From: cityofalbany@enotify.visioninternet.com on behalf of City of Albany
<cityofalbany@enotify.visioninternet.com>
Sent: Monday, May 20, 2019 12:53 PM
To: citycouncil
Subject: Gave wrong information at last city council

Message submitted from the <City of Albany, CA> website.

Site Visitor Name: Margie Marks
Site Visitor Email: Myflobby@sbcglobal.net

Hello Councilmembers

Still so very proud of you for housing project. I stated some information incorrectly at the last city council meeting. I stated there were only 3 people on Section 8 in Albany. My information was not correct. There are 15 Section 8 people living in Albany. Better than 3, but that number is pathetic.

I want to find out how we can get more in our City.

I see the opposition to the SAHA project and the organizer in me wants to start organizing Albany . Do we need a citizens in favor ?

I would willingly volunteer to take this issue.

Eileen Harrington

From: Isabelle Leduc
Sent: Monday, May 20, 2019 1:26 PM
To: Eileen Harrington; Jeremy Allen
Subject: ENews next steps

Jeremy & Eileen,
Here are next steps regarding eNews that we talked about this morning:

When Eileen collects information for Nicole to share at Council meetings, when applicable, she will add information to the eNews editorial calendar Google Sheet document.

Jeremy will send link to the google sheet document and show Eileen and Mariana how to access it.

Every Friday Eileen/Mariana will send an email reminder to the eNews contributor group that items for the following week's eNews are due by end of the day Monday. Eileen/Mariana will also send a final reminder on Monday.

Jeremy will provide link to the eNews form submission to include in the reminder email.

Isabelle will confirm with Department Heads staff to be included in the reminders (eNews contributor group).

Jeremy will send the eNews to Eileen and Isabelle for review mid-day on Wednesday.

Eileen & Isabelle will provide feedback by end of the day Thursday.

As we discussed, let's put the pieces together this week so that Eileen/Mariana can send out the first reminder email on Friday.

Thanks!
Isabelle

Isabelle Leduc
Assistant City Manager
1000 San Pablo Avenue, Albany, CA 94706
(510) 528-5718

Eileen Harrington

From: Michael Hyatt <mjhyatt@gmail.com>
Sent: Monday, May 20, 2019 2:18 PM
To: citycouncil
Subject: Solano Complete Streets Plan

To the Albany City Council,

At the City Council Meeting tonight, please select Option 3 - "Continue the Plan Preparation to reach consensus regarding bicycle facilities in the Draft Complete Streets Plan."

I'm fairly new to Albany, I've lived here for just over two years, but I have found it to be a wonderful place to raise my now almost two year old toddler. I regularly bike with him down Washington to his daycare across San Pablo and to the playground and other destinations. It took me a long time to get comfortable biking with him and I still won't bike with him on Solano. Despite living a half a block away, I will often drive to Solano destinations that are too far away to walk to because I don't feel comfortable biking with him and taking a parallel street like Washington often involves some really uncomfortable navigation at intersections and/or back tracking to get to the right place on Solano. Having some accommodation, even just a protected climbing lane on Solano, would make a tremendous difference and allow us to expand our range of exploration and shopping much farther up and down the street.

Overall I'm excited about the increased safety and pedestrian considerations, but please don't cut short the planning process and allow accommodations for bikes to be fully considered!

Thanks,
Michael Hyatt
815 Ramona Ave

Eileen Harrington

From: Solano Avenue Association <info@solanoavenue.org>
Sent: Monday, May 20, 2019 2:17 PM
To: citycouncil
Subject: TONIGHT: Bike lanes and less parking on Solano Avenue?

We need your voice tonight to support parking on Solano Avenue!

The city of Albany has been developing a plan to modernize Solano Avenue from the BART tracks to the city border at Ventura. There has been a lot of outreach to the residents and business community, including public meetings, various types of communications, and more.

The plan that came out of this process adds features to make the street more attractive, pedestrians safer, and even adds a small number of parking spaces.

A vocal group of (mostly) residents have presented an alternative plan that would sacrifice some parking to make room for a new separate bike path between the road and the sidewalk.

It is the position of the Solano Avenue Association that the City Council should approve the initial plan. **We categorically oppose anything that involves a reduction in parking.** We consider the last minute proposal compromising parking for bicycle infrastructure to be an effort to force the businesses to gamble on a plan that was drawn up by amateur planners.

A decision about how to move forward will be made at City Council TONIGHT (Mon, 5/27, 7:30pm, 1000 San Pablo Avenue). We expect the opponents of the current plan to be out in numbers, so are asking our business community to have their voices heard. **PLEASE COME TO THE MEETING TONIGHT, or SEND AN EMAIL TO CITY COUNCIL at citycouncil@albanyca.org**

[Click here for the agenda and details](#)

Solano Avenue Association info@solanoavenue.org (510-527-5358)

EAT
SHOP
PLAY
LIVE

do it here



onSolano

Solano Avenue Association and Stroll
1569 Solano Avenue #101 Berkeley CA 94707



You are part of the SAA on-Solano email group

[Preferences](#) | [Unsubscribe](#)

Eileen Harrington

From: Melinda White <mwhite@berkeleytherapist.net>
Sent: Monday, May 20, 2019 2:21 PM
To: citycouncil
Subject: bike lanes

I am a business owner on Solano and live nearby on The Alameda in Berkeley. I drive and walk on Solano a lot. I am very much against adding bike lanes to Solano as that will remove parking spaces that are sorely needed. Being able to park on this street is part of what keeps the area vital. I know I avoid downtown Berkeley often because parking is so difficult. Let's not make it any harder to park in Albany and Berkeley. It is not fair to our local businesses. Thank you.
Melinda White

Melinda White, MFT
Certified Cognitive Behavioral Therapist and Founding Fellow, Academy of Cognitive Therapy
Certified CBT Trainer/Consultant, Academy of Cognitive Therapy
1635 Solano Ave., Berkeley, CA 94707
510-526-8208

Eileen Harrington

From: Mary Shilman <maryshilman@yahoo.com>
Sent: Monday, May 20, 2019 2:31 PM
To: citycouncil
Subject: Bike lanes on Solano

There are bike lanes on Marin and a designated "bicycle boulevard" one block north of Solano. Beyond the parking issue, what about the buses that use Solano too? I think that this is a bad idea Mary Shilman Albany resident

Eileen Harrington

From: albanycointexchange <albanycointexchange3@gmail.com>
Sent: Monday, May 20, 2019 3:42 PM
To: citycouncil
Subject: Reduction parking on Solano Ave.

Please don't take any more parking on Solano Ave.

Albany Coin Exchange

Eileen Harrington

From: Andrew Condey, PhD <drcondey@aol.com>
Sent: Monday, May 20, 2019 3:23 PM
To: citycouncil
Cc: Info@SolanoAvenue.org
Subject: proposed changes on Solano Ave.

As a long-term Albany business owner, property owner, and resident, I am writing to express my concerns for any plans which will reduce already limited parking on Solano Ave. I am a biker and bike enthusiast, but feel that alternative routes on Thousand Oaks, Washington, and Marin should be sufficient in our area, without reducing parking and delivery accessibility to businesses in the area.

Kindly support whatever changes continue to support our local businesses. I will be unable to attend this evening's Council meeting, but thank you for listening to my and others' concerns.
Sincerely, Andrew Condey

Andrew Condey, PhD, Licensed Psychologist
Co-founder, The Solano Center
1496 Solano Ave.
Albany, CA 94706
510-525-5660, X-#1
DrCondey.com, DrCondey@aol.com

NORTHERN ALAMEDA COUNTY GROUP
Alameda Albany Berkeley Emeryville
Oakland Piedmont San Leandro
2530 San Pablo Avenue, Suite I
Berkeley, California 94702
510-848-0800

May 20, 2019

Mayor Rochelle Nason and Members of Albany City Council
1000 San Pablo Ave.
Albany, CA 94706

RE: Mid-Solano Plan

Dear Mayor and Councilmembers,

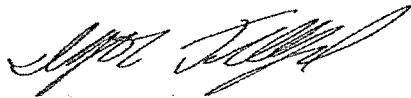
The Sierra Club applauds you for your commitment to the principles of sustainable communities and urges you to approve a Solano Plan that improves the pedestrian and bicyclist experience and enhances their safety. While we do not take a position on the alternatives that have been proposed, we believe that the alternative approved by the Albany Traffic and Safety Commission provides a cogent and well-crafted complete streets approach – in particular the attention that it pays to the safety and comfort of bicyclists as they traverse this part of Solano Avenue. We appreciate that this alternative would maintain the current car parking inventory, provide a cycle track uphill, increase cycling safety downhill, and also provide wider sidewalks for pedestrians to enjoy.

We also recognize and appreciate the intent of the Albany City Council to request that the consultant provide a pedestrian-oriented plan – billed as one of the key priorities based on community surveying conducted upon receipt of the Sustainable Communities Planning grant. While some of the objectives were achieved through the consultant's alternative, it appears that the plan retains a vehicle-centric orientation and is therefore not consistent with the Sierra Club's greenhouse gas emission reduction goals.

We urge the City Council to consider the submitted plan (or a hybrid plan that implements the best features of each of the plans that have been submitted) to achieve the stated objectives of reducing greenhouse gas emissions while promoting a safer and more enjoyable experience for pedestrians and bicyclists travelling through this part of the Solano Corridor. We also note that the City of Berkeley has recently submitted a proposal for an Upper Solano plan that can serve as a complement to this effort. An integrated plan for Solano Avenue would be optimal, allowing seamless transitions for pedestrians and bicyclists when they cross city lines.

We would be glad to be available to you for consultation as you take further steps toward adopting the Mid-Solano Plan. Thank you for your consideration!

Sincerely,



Igor Tregub
Conservation Chair, Sierra Club Bay Chapter Northern Alameda County Group

Eileen Harrington

From: Igor Tregub <itregub@gmail.com>
Sent: Monday, May 20, 2019 4:39 PM
To: citycouncil
Subject: Sierra Club Comments on Mid-Solano Plan
Attachments: Albany - Solano Plan - Sierra Club Letter - 2019 - 05 - 20 - FINAL.pdf

Dear Mayor Nason and Members of the City Council,

Please find attached our letter on the aforementioned subject. Thank you for your consideration and good work!

Respectfully,
Igor Tregub for the
Sierra Club Northern Alameda County Group

Eileen Harrington

From: matsu-store <info@matsu-store.com>
Sent: Monday, May 20, 2019 5:05 PM
To: citycouncil
Cc: 'Solano AVE Association & Stroll'
Subject: Reg:developing a plan to modernize Solano Avenue from the BART tracks to the city border at Ventura

Dear City Council,

My name is Betty Yu ,(owner of Matsu on Solano Ave)

I am writing to give our voice to the developing plan to Solano Ave.

Due to the limited parking space on Solano ave , we strongly against adding bike lane (we already have bike lanes on Washington and Marin Ave that are both parralle to Solano Ave and very easy to connect with solano Ave)

Don't think that is necessary to have more bike lanes on Solano Ave (more business means more income for city as well).

As retail business owner on Solano Ave for over 24 years, We know how important is to bring more business from other area/cities to Solano Ave!

and most of those people need to travel here by car, we will definitely need to street parking space to attract those outsider.

Hope your meeting will add this important part as consideration: WE NEED MORE ST PARKING!

Thank you!

Betty

Matsu

1519 Solano Ave

Berkeley, CA 94707

Eileen Harrington

From: Diane Deutsche <dianedeutsche@aol.com>
Sent: Monday, May 20, 2019 5:12 PM
To: citycouncil
Subject: Solano Avenue meeting tonight City Council (Albany)

Hello,
It's Diane Sindel-Deutsche from Jeans Realty located at 1484 Solano Avenue Albany.
I strongly want to say as a business owner, PLEASE save the PARKING on Solano Avenue! My office has been on Solano since 1962. The parking is so limiting now, I can't imagine more parking being reduced. I do not feel the need to create a separate bike path between the Road and the Sidewalk. I'm sorry I'm not able to make the meeting tonight, so thank you for allowing my email to be heard.
Sincerely,

Diane Sindel-Deutsche
Jeans Realty, Inc.
Broker/Owner
510-406-6991
DRE#01065823
Selling 30 years of Real Estate 1989-2019

Eileen Harrington

From: Sue Johnson <blueheronsue@gmail.com>
Sent: Monday, May 20, 2019 5:34 PM
To: citycouncil
Subject: Parking on Solano Ave.

Dear Albany City Council:

Sufficient parking is foundational for healthy businesses on Solano Avenue.

Please do not allow the amount of parking on Solano to be reduced!

Thank you!

Sue Johnson: Forty- seven years of beautiful lamps for happy customers who could park on Solano Avenue.

Eileen Harrington

From: Gjergji Zyba <gjzyba@gmail.com>
Sent: Monday, May 20, 2019 7:41 PM
To: citycouncil
Subject: Mid-Solano Plan comments: Request to continue further study

Dear Albany City Council,

Today, Monday 5/20, you're asked to decide on the mid-Solano Avenue infrastructure improvement plan. We ask that you dismiss the existing plan and instead continue with further study to find an option that better meets the needs of our current community and the community we hope to create for the future.

The proposed consultant's plan does add more consideration for pedestrians compared to the existing layout, however it remains car-centric. The proposed car parking space is effectively increased while eco-friendly modes of transportation (like bicycles/scooters) are further restricted (e.g. the bulbouts at intersections would force these travelers to merge into ongoing vehicular traffic).

As a family with a 3yo toddler, we strongly value pedestrian and bicyclist safety. One of the reasons we chose to move to Albany was specifically because this community allows us to (predominately) lead a car-free lifestyle. Every weekday we bike commute with our son to his preschool and most of our errands are done by foot or bicycle. It is important to us that our community continues to strive to make ALL our streets (not just "alternate bike routes") more safe for these modes of transportation, especially as our son transitions from a passenger to a bicyclists himself.

This infrastructure improvement plan is a unique opportunity for Albany to think ahead and design a space that will serve the needs of our community for many years to come. Right now, the plan feels more like a design for the car-centric 1990's, with bicyclist safety as an afterthought, rather than something that will show our neighboring cities what innovators we are.

Sarah and Gjergji Zyba
Albany Garfield Neighborhood residents

Eileen Harrington

From: Lauren Childs <loquatree@comcast.net>
Sent: Monday, May 20, 2019 6:56 PM
To: citycouncil
Subject: Plan for Solano Ave

I work for Sue Johnsons Custom Lamps and Shades. Although I am very supportive of bicyclists (my husband bikes up and down Solano often) I don't think a separate bike path is necessary. Maybe just a green line is needed as a visual buffer behind the angled parking sections. There are many elderly who depend on parking on Solano to visit the shops. We depend on their business as well. There are so many bicycle friendly roads paralleling Solano. I favor pedestrians and transit improvements above a separate bike path.

Thank you,
Lauren Childs

Eileen Harrington

From: Victor Smith <victasty53@gmail.com>
Sent: Monday, May 20, 2019 6:46 PM
To: citycouncil
Subject: parking

To the members of the City Council:

We strongly oppose the alternative parking plan for Solano Avenue. To have any reduction in the available parking spaces would be a severe blow to small businesses. With the upcoming construction scheduled for this summer on Solano, our parking will again be impacted as it was last winter, resulting in a significant loss of income. Toy Go Round has been on Solano Avenue for 43 years, and like many others here we are facing increased competition from big box stores and internet sales.

Decreased parking equals decreased revenues, and Solano Avenue could see many more small businesses close.

Thank you,

Gail Carby Smith

CEO Toy Go Round

Eileen Harrington

From: Dashal Moore <dashal@growfamilyacupuncture.com>
Sent: Tuesday, May 21, 2019 8:22 AM
To: citycouncil
Subject: Solano Avenue upgrade plan

Dear City Council Members,

I'm a co-owner of Grow Family Acupuncture on Solano Ave. I can't be at the city council meeting tonight so I'm writing to voice my opinion about the plan for updating Solano Ave. While parking is always a concern as a business owner, I strongly support a plan that will do the most to "green" Solano. I believe that business owners and residents alike benefit from a commercial district that is beautiful and welcoming to people whether they arrive via walking, bike, or car. By creating a street that is truly mixed use, we will be projecting an image of Albany as a forward thinking city, which will certainly booster Solano Ave as a destination neighborhood. Solano Ave should be the kind of street that welcomes strolling, biking and slow driving.

Thank you for your good work supporting an awesome city!

Warm regards,
Dashal Moore

