

EMAILS RECEIVED REGARDING AGENDA ITEMS

CITY OF ALBANY, CALIFORNIA



ALBANY CITY HALL
1000 SAN PABLO AVENUE
ALBANY, CALIFORNIA 94706

*Item 11-1:
Solano Avenue
Complete Streets Study*

CITY COUNCIL MEETING
JULY 15, 2019

From: [Sherie Reineman](#)
To: [citycouncil](#)
Cc: [AS&R Core](#)
Subject: DRAFT Solano Avenue Complete Streets plan and alternatives
Date: Sunday, July 14, 2019 2:02:17 PM

July 14, 2019

Mayor Rochelle Nason, Members of City Council
City of Albany, California
1000 San Pablo Avenue
Albany, CA 94706

Honorable Mayor and Members of City Council,

I am writing today as an Albany resident and citizen since 2003 (Albany homeowner since 2004), as well as a long-time pedestrian, bicyclist and fan of public transit (and yes, I drive a car, as well). There has been much discussion regarding the consultant's proposed Solano Avenue Complete Streets plan. It is my understanding that funding for this design is coming from a Complete Streets grant. The U.S. Transportation Department guidelines specify:

"Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." (see: <https://www.transportation.gov/mission/health/complete-streets>).

Therefore, the consultant's plan being considered does not appear to qualify for the grant funding for Complete Streets. That in itself is disturbing. I am also aware of an alternate plan submitted earlier and approved by our own Traffic & Safety Commission and other City advisory bodies, which includes a one-way bicycle cycletrack (in the eastbound/uphill direction) - or at a minimum, a marked bicycle-lane, sharrows on the westbound/downhill direction, improved sidewalk width, and consideration of back-in-angled-parking where feasible. This plan does consider Complete Streets guidelines and the City's Climate Action Plan.

As a pedestrian, I find the proposed pedestrian islands in the consultant's plan a rather surprising and notable defect. Solano Avenue is simply not wide enough to warrant such a feature, which would only introduce added danger and confusion to all users of Solano Avenue, contrary to its intention.

As a bicyclist, the lack of any bicycling infrastructure in the consultant's plan for our City's main east/west commercial avenue is a very sad statement indeed. While it is true that one can cycle on parallel streets (notably Washington, Portland and Marin), it is high time that the City recognize that bicycling is not just a frivolous recreational pastime, but a viable means of commuting and errand-running. For many people, bicycling is their primary means of transportation - often by choice - even for hauling bulky and heavy items the short distance along Solano Avenue and other commercial districts to/from home, for accompanying and/or transporting children to school. The City has already recognized the role of bicycle-transportation by contributing to the installation 66 BikeBike Racks (53 of which are located ON or within a block of Solano Avenue), so in its apparent decision to consider ONLY the

consultant's plan and not the alternate plan submitted and recommended, it is surprising that the Council does not appear to have acknowledged the inherent flaws in the current Draft Solano Avenue Complete Streets plan which does not address bicycle safety. Many cyclists choose bicycling over driving our own motor vehicles for local transportation and errands to actively reduce greenhouse emissions, while maintaining an athletic, purposefully healthy lifestyle, despite owning and maintaining motor vehicles. People do and will bicycle on Solano Avenue for transportation and also to support our many locally-owned shops and restaurants on a regular basis. It is also true that "if you build it, they will come".

People already bicycle on Solano Avenue. In considering a plan for Complete Streets on Solano Avenue, the primary draw of so many to our fine "main street" town, as homeowners, residents and visitors supporting our local businesses, I call on City Council to reject the current draft plan in favor of a plan which encompasses the needs of all users: including bicyclists. It is also true that many of us have deliberately chosen to make our homes adjacent to Solano Avenue, rather than seek locations with larger lots and/or more expansive views further afield, consciously, deliberately and specifically for the easy accessibility to Solano Avenue and its thriving commercial vibe. That, too, makes our voice count for something.

I feel strongly that the City not ignore bicycling as a way of life, but rather embrace bicycling as part of the general commercial landscape of our town. I encourage you to please reject the consultant's current plan and consider only an alternate plan which better addresses Complete Streets.

Respectfully,

/Sherie Reineman/

Sherie Reineman
834 Cornell Avenue
Albany, CA 94706

From: [Ian MacLeod](#)
To: [citycouncil](#)
Subject: Item 11-1. Solano Avenue Complete Streets Study
Date: Monday, July 15, 2019 8:12:38 AM

July 15, 2019

Dear Albany City Council Members,

Regarding the current Complete Streets planning process, I urge you to reject the current draft which fails in major respects. The most glaring flaw is that the draft plan does not contain any bicycle or other multimodal active transportation improvements along the length of the Solano Avenue corridor. As such, the draft plan fails to meet Complete Streets criteria as defined by US DOT, the State of California, Caltrans, or any other entity. Per Caltrans for example, a Complete Street is: A shift from focusing on automobile movement to moving people of all modes, including pedestrians, bicyclists, and transit. The goal is to make the street safer for users of all ages and abilities. The draft plan, by excluding active transportation users, also does not conform to official City of Albany policy in its adopted Vision for Complete Streets policy which has as its basis both the Active Transportation Plan and the Climate Action Plan.

Climate Action Plan recommendations to promote alternative non-carbon transportation options to reduce vehicle miles traveled and reduce greenhouse gas emissions are completely ignored in the draft plan and staff report. Climate change is not an abstract concept, but a very real crisis right here, right now which demands action and change by all of us. The status quo and old ways of doing things are no longer acceptable. Council Members should explain to the public why the Climate Action Plan and our greenhouse emission targets can be ignored when there is an actual project in front of us. A vote for the draft plan is essentially a vote that contradicts official City policy and goals in the Climate Action Plan and the Active Transportation Plan.

Other serious issues are that not only does the draft plan not make improvements, but it actually makes cycling less safe on Solano by unnecessarily constricting the travel lane at pedestrian islands, creating a dangerous choke point, very likely resulting in collisions between vehicles and cyclists and serious injury. I am puzzled why this is not noted as a con in the staff report as there could be major liability for the City by creating a hazardous condition on a designated truck route. There is also no safe space for e-scooters, e-skate boards, and other alternative wheeled forms of transportation which are very popular, are going to become more prevalent in the future, and whose use should be planned for. In the draft plan, scooters will use the sidewalk very likely with negative consequences. Perhaps Council can ask the consultants where in the draft plan e-scooter users are expected to ride, and how in other multi-modal spaces e-scooters have been successfully and safely accommodated. Finally, one of the most important points is that the draft plan does not provide a safe cycling space for families and children. Solano Avenue can and should become part of a protected Safe Routes to School network.

Any new plan for Solano Avenue should take into account the following considerations. Current studies and research that show that creating protected bike lanes in retail districts is actually the best business model that brings more people to the street to shop and dine, etc. The current and future development of ride-sharing services and automated vehicles which will not need parking but will need more drop off/pick up space. Future housing and business development on Solano that should be created with protected bicycle infrastructure already in place so that future development can be Transit-Oriented and Active Transportation ready, reducing parking requirements, lowering dependence on car travel, reducing congestion and pollution, etc. and making for a better and more livable urban environment.

The draft plan has a very low to non-existent probability of receiving outside grants or funding due to not meeting Complete Streets criteria. This information should have been provided by the consultants as part of their analysis of the draft plan and should be included in the analysis of any plan going forward. The idea that parallel streets are a sufficient substitute for bike infrastructure is not valid.

I am baffled by some of the statements and omissions in the Staff report, but especially that any bicycle infrastructure on this section of Solano will not connect to any current or planned bike networks. This is an obvious error, since the western end of the plan area at Masonic Avenue connects to the Ohlone Greenway with a direct link to Berkeley and to El Cerrito and BART, and at the eastern end to what is now in the preliminary planning stage by

the City of Berkeley (\$300k budget) for a Complete Streets plan with the very strong possibility of protected bicycle infrastructure on Upper Solano. The City of Berkeley is being very forward thinking on redesigning major streets to be multi-modal with protected bike lanes. See plans on Shattuck Avenue for example. Albany should be doing the same. We have a tremendous opportunity here to create a sustainable urban future. I encourage you to continue the Complete Streets planning process to look more seriously at the Traffic & Safety proposal, and at the option for a protected cycle track on each side of the street. Protected bike lanes on each side of the street would provide a safe space for cyclists and scooters and provide the best access to shops and amenities on both sides of the street. The consultants, in their analysis of additional options in the added memo, said this would be the safest option for cyclists, and, of all the proposed configurations, would also be the safest for pedestrians. That is a hugely important point that should not be ignored. For those who profess pedestrian safety as the highest priority, this option should be taken seriously.

I have heard it said many times now that Solano Avenue is unsafe for cyclists. The argument among some seems to be that it is unsafe, therefore it should remain unsafe and no improvements made. When, in the history of human progress, has that ever been an acceptable answer? It is also completely at odds with the Complete Streets mandate to make the street safe for all users.

The Complete Streets planning process should be continued to coordinate with the forthcoming CAP and ATP plans, including a new bicycle network plan (which was last done in 2012, so considerably out of date), and with City of Berkeley planning efforts for Upper Solano. All these policies and plans should be working together. Albany deserves a Complete Street design that is a better local resilient business model, creates a safer and more livable Main Street for all users, helps us meet our greenhouse gas reduction targets, and is a key part of a sustainable non-carbon transportation future for the 21st century

Thank you for your consideration.

Sincerely,
Ian MacLeod
P&Z Commissioner, writing on my own behalf.

From: [Bryan Marten](#)
To: [citycouncil](#)
Subject: Solano Complete Streets
Date: Monday, July 15, 2019 8:53:48 AM

Dear City Council,

Whereas the staff summary does not mention 2 of the 3 committees that voted on what to do about the Complete Streets Plan,

Whereas all 3 committees unanimously voted to adopt the alternative plan and reject the consultants' plan

Whereas Flowerland has written a very interesting document with interesting data indicating the importance of parking on Solano

Whereas no proposed plan presented to council reduces the current number of parking spaces

Whereas pull-out angled parking puts the trunk at the curb making it easier for people to load parcels from Flowerland and other business establishments

Whereas the staff summary points out in the Pros and Cons that in the consultants' plan there are no Pros for cyclists (except maybe for a few street crossings) but there are Cons for cyclists (overly constricted intersections) resulting in a net negative experience for cyclists in the consultants' plan

Whereas the U.S. Dept of Transportation says "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." <https://www.transportation.gov/mission/health/complete-streets>

Whereas this plan is funded with monies designated for Complete Streets

Whereas my family uses bikes, cars, our own 2 feet and buses to access shops on Solano

Whereas there are bike routes 1 block away on Washington and Marin but those are very long blocks which make completely unworkable eating or shopping up and down Solano by bike

Now, therefore, I ask that the city council to approve many of the aspects of the consultants' plan like aesthetic improvements, Key Route Blvd traffic flow changes, etc. but adopt the alternative plan unanimously endorsed by your committees and commissions for sidewalk improvements and east-west bicycle improvements.

Thank you,

Bryan Marten
Albany Resident

Eileen Harrington

From: Harry Chomsky <harry@chomsky.net>
Sent: Monday, July 15, 2019 9:45 AM
To: citycouncil
Cc: Albany Strollers & Rollers
Subject: Albany Strollers & Rollers comment on Item 11-1, Solano Complete Streets
Attachments: Letter from AS&R July 2019.pdf

To the Albany City Council:

Please see the attached comment letter from Albany Strollers & Rollers regarding Item 11-1, Solano Avenue Complete Streets Study. The text of the letter is also copied below.

July 15, 2019

To the Albany City Council:

While Albany Strollers & Rollers (AS&R) enthusiastically supports the idea of a Complete Street on Solano Avenue, we are concerned that the City may be following a path that does not live up to this standard.

The primary alternative in the current draft plan does not improve safety for people bicycling along the street. As such, it violates Albany's Active Transportation Plan (page 6-107). In fact, the primary alternative would degrade safety by maintaining back-out angled car parking, adding more of this parking, overly narrowing the road between bulbouts, and adding crosswalk islands. This is why our city's Active Transportation Advisory Committee, the Traffic & Safety Commission, did not recommend the plan as it stands. Instead, they unanimously recommended approving the plan only with the addition of a viable alternative it identified — an alternative which improves bicycle safety and the sidewalk environment while maintaining the current car parking inventory.

The draft plan's primary alternative also violates the Climate Action and Adaptation Plan in development. One of the four pillars of this plan is transitioning to pollution-free transportation, as this sector is responsible for most of Albany's greenhouse pollution. Adding car parking and degrading cycling safety is antithetical to this goal. This is why the Climate Action Committee unanimously recommended against approving the plan. Worldwide research and experience shows the plan will also do little to improve economic conditions on Solano as compared to a plan that improves cycling safety. The Economic Development Committee unanimously requested robust analysis of cycling-friendly alternatives.

Several ideas have been offered that could improve cycling safety. Two of the most promising ideas are reorienting the diagonal street parking so drivers pull forward out of their parking spaces (often called "back-in angled parking"), or converting some street parking to parallel to allow a physically separated bicycle lane in the uphill direction as proposed by the Traffic & Safety Commission. We are disappointed to see that the draft plan does not include the latter alternative and presents the former only as an optional extra to be considered later. We expected a plan that would take these ideas as seriously as the other proposals it offers, showing how they would work in the plan's block-by-block drawings and evaluating their impact on car parking supply. We also expected that the plan would seriously explore the possibility of protected cycle tracks on both sides of the street, as the consultants' analysis suggests this could offer the safest environment for cyclists and pedestrians of all the designs. Instead, the plan focuses on a primary design that offers no improvements for bicycling on Solano and in fact makes the street more dangerous for people who choose to ride nonetheless.

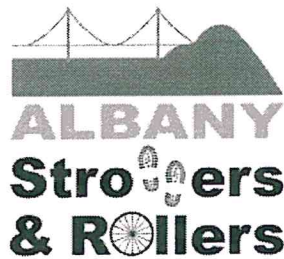
Regardless of what plan the Council ultimately approves, the subsequent process of engineering design and construction will require more planning and funding. AS&R would like to write letters supporting the City in allocating funds and applying for grants, as it has done for past projects, including the grant applications for this planning effort, improvements to the signals along the Ohlone Greenway at Solano and Marin, construction of the Buchanan path, and lighting along the Ohlone Greenway. However, if the City tries to move forward with a project that alters Solano Avenue without improving conditions for people bicycling on the corridor, AS&R will oppose the project: AS&R will write to funding agencies explaining why it does not qualify as a Complete Streets project, and will oppose any tax or bond measure to fund the

project. It is doubtful Albany could secure funding from any of these sources in the face of opposition from the community's main active transportation organization.

We urge the Council to consider what kind of project can bring in grant funding or pass a revenue measure in the age of climate change. We urge the Council to make sure Albany's project encourages all modes of travel on our city's main street.

Sincerely,

Harry Chomsky, on behalf of Albany Strollers & Rollers
1127 Curtis St.
Albany, California



July 15, 2019

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Sincerely,

Harry Chomsky, on behalf of Albany Strollers & Rollers
1127 Curtis St.
Albany, California

Eileen Harrington

From: Judy Kerr <ridleykerr@gmail.com>
Sent: Monday, July 15, 2019 9:47 AM
To: citycouncil; ridleykerr@gmail.com
Subject: July 15 Pubic Comment Solano Complete Streets
Attachments: Car_Bike Crash Statistics _ Bike SLO County _ Flickr.html; Provincetown-Bicycle-Committee-Types-of-bike-crashes-2015.jpeg

Solano Avenue Complete Streets

Public Comment July 15, 2019

Judy Kerr

My name is Judy Kerr. I am a 30 year resident of the San Gabriel neighborhood of Albany. I serve as a commissioner on the Social and Economic Justice Commission with a particular interest and focus on diversity and inclusion. I am a volunteer at the AlbanyCARES program and I am a retired RN with 30 years' experience working with adults and children with disabilities. I am also a bicycle enthusiast whose is one of the 700 names claimed the Albany Strollers and Rollers list serve--- and--- I count myself a bicycle enthusiast with a 60 year history of bike enjoyment. I mention all of these characteristics because they inform my thoughts but my comments are my own and do not represent any of the groups mentioned.

I strongly encourage each of you to support the Solano Ave plan as it is currently proposed and to move ahead without further delay or revision. I oppose back in parking and I oppose the addition of a buffered bike lane to the project. I support moving ahead with this project as it is currently designed. I'd like to tell you about the two primary reasons I support this plan.

In my nearly 60 years of bicycle riding I have been in 4 crashes with two broken bones and lots of ugly road burn but happily, thanks to helmets, nothing more serious than that. Remarkably NONE of those crashes involved a vehicle NONE. NOW before you join my family members and shake their head assuming that I am

a 2 wheeled menace on the road please know that my vehicle free crash experience is born out by overall statistics on bike crashes. In numerous reviews of bike crashes in cities across the country it is clear that the greatest numbers of bike crashes are solo crashes. Indeed consistently more than 50% of bike crashes are solo crashes caused by rider error. I have two charts demonstrating these findings and will leave them tonight.

I have looked but have not found verifiable evidence that all the stripes, and stencils, and buffered bike lanes in the rainbow of colors popping up everywhere on our streets have been proven to actually do anything to enhance bike rider safety. Again, as counter intuitive as it seems, the greatest danger to bicyclists does not come from motor-vehicles so it is not a great reach to conclude that rider comfort and rider safety are not one in the same. Painting street surfaces and creating bike lanes may make riding more comfortable for some but legally bicycle riders still have every right to be on the road and to take the lane if needed. In 2012 the City completed an extensive plan for active transportation. That plan has resulted in clearly marked routes of varying comfort levels for bike riders. The plan has made Albany a wonderful place to ride a bike.

Solano Avenue is a first and foremost a business district which also service as a truck and bus route. The proposed revisions to intersections at Peralta, Key Route, and Masonic will continue the already excellent and extensive enhancements that have been made for bike riders in the city. The proposed plan to recognize the inherent limitations of Solano as a relatively narrow bus and truck route while at the same time improve the primary purpose and enhancing pedestrian and bike safety.

My second reasoning in support of the plan as written relates to the shifting demographics and the aging population of Albany. In my volunteer work at the AlbanyCARES program I have met and talked to older residents and people with mobility issues who clearly need the kind of pedestrian focus design that is found in Solano Complete Streets in its current iteration. I have met seniors who live less than one block from the senior center and who will not cross Solano to access programming because they do not feel safe in the crosswalk. I have talked with wheelchair users who are frustrated and frightened on our sidewalks and in our crosswalks. We are seeing an increase of pedal bikes, electric bikes, scooters, electric driven wheeled single rider transport options. All of these are significant barriers to residents with mobility issues, to children, and

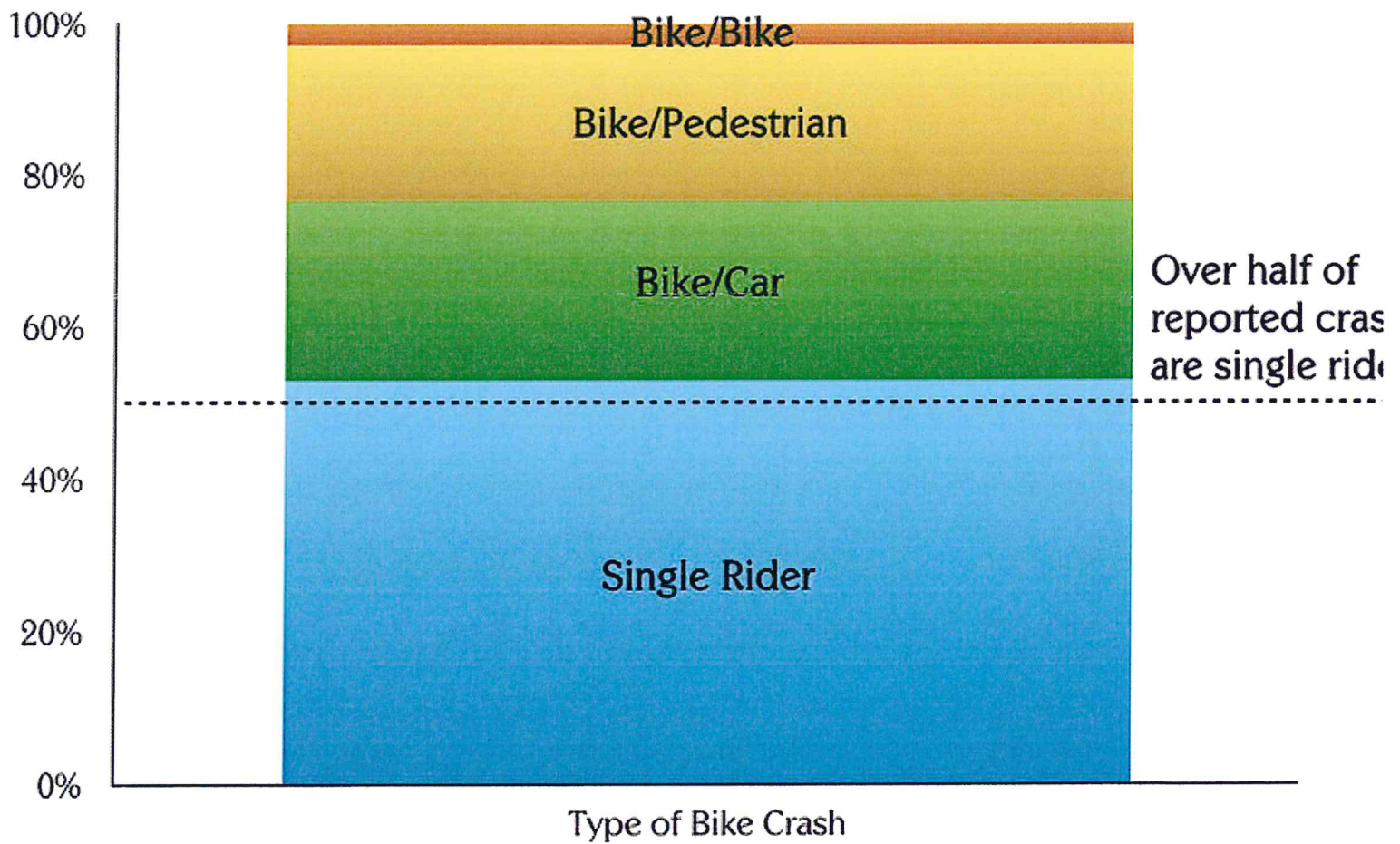
each and every-one of us whose agility will diminish with aging. We need to keep our focus on businesses and on pedestrians and elders and vote to support this plan as it is written without further delay.

Attachments 2



Virus-free. www.avast.com

Types of Bike Crashes 2015



Source: Provincetown Police Department; 34 total crashes reported

Bicycle Committee

Eileen Harrington

From: Eileen Harrington
Sent: Monday, July 15, 2019 10:37 AM
To: Eileen Harrington
Subject: FW: July 15, 2019 Public Comments (second attempt)
Attachments: Bike_Crash_Chart.jpg

From: Judy Kerr <ridleykerr@gmail.com>
Sent: Monday, July 15, 2019 10:33 AM
To: Eileen Harrington <EHarrington@albanyca.org>
Subject: July 15, 2019 Public Comments (second attempt)

Hello Eileen, I have slightly revised the text below and made a second attempt to attach the missing chart from the earlier version. Hope this works.

Solano Avenue Complete Streets

Public Comment July 15, 2019

Judy Kerr

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I have looked but have not found verifiable evidence to support the conventional group thinking that all of the stripes, and stencils, and buffered bike lanes in the rainbow of colors popping up everywhere on our streets have been proven to actually do anything to enhance bike rider safety. Again, as counter intuitive as it seems, the greatest danger to bicyclists does not come from motor-vehicles. It is reasonable and logical to conclude that rider comfort and rider safety must not be confused as one in the same. Painting street surfaces and creating bike lanes may make riding more comfortable for some riders. Regardless of comfort levels bicycle riders still have every legal right to be on the road and to take the lane if needed. In 2012 the City completed an extensive plan for active transportation. That plan has resulted in clearly marked routes of varying comfort levels for bike riders. The plan has made Albany a wonderful place to ride a bike. It is simply not a proven fact that the added expense of more bike lanes and markings will increase safety.

Solano Avenue is a first and foremost a business district which also service as a truck and bus route. The proposed revisions to intersections at Peralta, Key Route, and Masonic will continue the already excellent and extensive enhancements that have been made for bike riders in the city. The proposed plan to recognize the inherent limitations of Solano as a relatively narrow bus and truck route while at the same time improve the primary purpose and enhancing pedestrian and bike safety.

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BICYCLE CRASH STATISTICS

PEDESTRIAN 1%

PARKED CAR 4%

OTHER 7%

ANIMAL 8%

OTHER BICYCLE 17%

45% SOLO (FALL)

MOTOR VEHICLE 18%

5% UNDETERMINED

48% MOTORIST

47% CYCLIST



From: [Isabelle Leduc](#)
To: [Eileen Harrington](#)
Cc: [Anne Hsu](#)
Subject: FW: reminder
Date: Monday, July 15, 2019 11:16:57 AM

Eileen,

Can you please include the email below with the public comments received for the Complete Streets Agenda item.

Thanks,
Isabelle

-----Original Message-----

From: Bart Grossman <bg47@earthlink.net>
Sent: Saturday, July 13, 2019 2:50 PM
To: Isabelle Leduc <ileduc@albanyca.org>
Subject: reminder

Isabelle,

Would you please send the following to the commissioners:

I wanted to alert you that the the Solano Avenue Complete Streets Study is on the City Council agenda for Monday. Many of the issues we discussed at our last meeting with regard to the climate action plan are also at play in the Solano plan. The plan must recognize the needs of all citizens including those not able to travel and conduct their lives using bikes and public transportation. There will certainly be advocates for bikes and for business but our input may be critical with regard to the needs of disable persons, seniors with limited mobility, parents managing complex family schedules and young children negotiating complicated crossings.

Best,

Bart

Bart Grossman
bg47@earthlink.net

From: [Bryan Marten](#)
To: [Albany Strollers & Rollers Discussion List](#)
Cc: [citycouncil](#)
Subject: Re: [AS&R] Albany Strollers & Rollers comment on Item 11-1, Solano Complete Streets
Date: Monday, July 15, 2019 12:03:34 PM

Powerful statement with clear consequences for Complete Streets projects.

This is what I sent earlier today, before seeing the official AS&R missive. I may not be able to be at the meeting. After reading the AS&R statement I think I may have been a little off in characterizing what the Economic Development Committee's action was but I think I addressed the basic idea. -Bryan M.

Dear City Council,

Whereas the staff summary does not mention 2 of the 3 committees that voted on what to do about the Complete Streets Plan,

Whereas all 3 committees unanimously voted to adopt the alternative plan and reject the consultants' plan

Whereas Flowerland has written a very interesting document with interesting data indicating the importance of parking on Solano

Whereas no proposed plan presented to council reduces the current number of parking spaces

Whereas pull-out angled parking puts the trunk at the curb making it easier for people to load parcels from Flowerland and other business establishments

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Whereas my family uses bikes, cars, our own 2 feet and buses to access shops on Solano

Whereas there are bike routes 1 block away on Washington and Marin but those are very long blocks which make completely unworkable eating or shopping up and down Solano by bike

Now, therefore, I ask that the city council to approve many of the aspects of the consultants' plan like aesthetic improvements, Key Route Blvd traffic flow changes, etc. but adopt the alternative plan unanimously endorsed by your committees and commissions for sidewalk improvements and east-west bicycle improvements.

Thank you,

Bryan Marten
Albany Resident

On Mon, Jul 15, 2019 at 9:45 AM Harry Chomsky <harry@chomsky.net> wrote:

To the Albany City Council:

Please see the attached comment letter from Albany Strollers & Rollers regarding Item 11-1, Solano Avenue Complete Streets Study. The text of the letter is also copied below.

July 15, 2019

To the Albany City Council:

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We urge the Council to consider what kind of project can bring in grant funding or pass a revenue measure in the age of climate change. We urge the Council to make sure Albany's project encourages all modes of travel on our city's main street.

Sincerely,

Harry Chomsky, on behalf of Albany Strollers & Rollers
1127 Curtis St.
Albany, California

Albany Strollers & Rollers mailing list

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To change options, subscribe, unsubscribe, visit <http://lists.ebbc.org/listinfo.cgi/albany-ebbc.org>

Our main web page: <http://albanystrollroll.org>

From: [Bryan Marten](#)
To: [Albany Strollers & Rollers Discussion List](#)
Cc: [citycouncil](#)
Subject: Re: [AS&R] Albany Strollers & Rollers comment on Item 11-1, Solano Complete Streets
Date: Monday, July 15, 2019 12:07:39 PM

Oops. That was not meant for the city council but I do support the AS&R position as detailed in their letter and I do think I may have mis-stated to some extent what the Economic Development Committee's position on this was.

And I would add that what is now discussed as improved infrastructure for bikes will be used for decades and will likely support e-scooters and other modes of transportation to get them off the sidewalks, a problem SF and other cities have been wrestling with.

Bryan Marten

On Mon, Jul 15, 2019 at 12:03 PM Bryan Marten <bdmarten@gmail.com> wrote:

Powerful statement with clear consequences for Complete Streets projects.

This is what I sent earlier today, before seeing the official AS&R missive. I may not be able to be at the meeting. After reading the AS&R statement I think I may have been a little off in characterizing what the Economic Development Committee's action was but I think I addressed the basic idea. -Bryan M.

Dear City Council,

Whereas the staff summary does not mention 2 of the 3 committees that voted on what to do about the Complete Streets Plan,

Whereas all 3 committees unanimously voted to adopt the alternative plan and reject the consultants' plan

Whereas Flowerland has written a very interesting document with interesting data indicating the importance of parking on Solano

Whereas no proposed plan presented to council reduces the current number of parking spaces

Whereas pull-out angled parking puts the trunk at the curb making it easier for people to load parcels from Flowerland and other business establishments

Whereas the staff summary points out in the Pros and Cons that in the consultants' plan there are no Pros for cyclists (except maybe for a few street crossings) but there are Cons for cyclists (overly constricted intersections) resulting in a net negative experience for cyclists in the consultants' plan

Whereas the U.S. Dept of Transportation says "Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders." <https://www.transportation.gov/mission/health/complete->

[streets](#)

Whereas this plan is funded with monies designated for Complete Streets

Whereas my family uses bikes, cars, our own 2 feet and buses to access shops on Solano

Whereas there are bike routes 1 block away on Washington and Marin but those are very long blocks which make completely unworkable eating or shopping up and down Solano by bike

Now, therefore, I ask that the city council to approve many of the aspects of the consultants' plan like aesthetic improvements, Key Route Blvd traffic flow changes, etc. but adopt the alternative plan unanimously endorsed by your committees and commissions for sidewalk improvements and east-west bicycle improvements.

Thank you,

Bryan Marten
Albany Resident

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From: [Michael Hyatt](#)
To: [citycouncil](#)
Subject: Item 11-1: Solano Avenue Complete Streets Study
Date: Monday, July 15, 2019 2:36:18 PM

To the Albany City Council:

My wife and I live with our two year old a half a block away from Solano on Ramona. We love all the shops and events on Solano, it's a large part of the reason we moved to Albany in the first place. However, my biggest fear every morning when we choose to walk along Solano with our son to his daycare is getting hit by a car. Speeds are too fast, turns are too aggressive, and curb ramps are in dangerous locations. I was so excited to hear about the complete streets plan to address these problems and participated in the process! However, I had some feedback about the current state of the study that I'll hope you'll consider:

- Please don't wait until funding is in place years from now to make it safer! There are simple things that can be done with paint and posts to make it safer now and reduce the odds of a tragedy. These can also help develop designs before things are laid in stone(concrete). A good example from Oakland is here: <https://sf.streetsblog.org/2019/07/01/oakland-bollard-izes-protected-intersections-at-lake-merritt/>
- Please don't make Solano avenue worse for bikers with the proposed pinch points at intersections. Everyone wants traffic to slow down and crossing to be safer, but this can be done without endangering cyclists. The link above has a good example of that as well. I also frequently bike around town with my toddler, but I don't feel safe doing so on Solano. This really is a shame as we could go so much farther up and down the avenue if we could. Instead we will either drive or just not go. Parallel streets like Washington work for bypassing the area, but don't really work for trying to get to a destination on Solano.
- Please recommend for study as a capital project a one-way eastbound bicycle facility on Solano Avenue (as recommend by Traffic & Safety Commission) . It doesn't seem like this option has actually be studied in detail yet. Recommending against this option based on parking concerns without understanding what the true trade offs are seems premature. I also strongly disagree with the cons of this option as described - the point of a bike network is to connect to destinations of interest, lots of which are on Solano. If the bike network doesn't connect to these, than what is the point of the network? Plus the Ohlone bike path could easily be incorporated. Also downhill bike paths are inherently less stressful, adding an uphill bike lane would be a huge improvement.

Thank you for serving and for your consideration! I look forward to enjoying an improved Solano with my family for decades to come.

Sincerely,

Michael Hyatt - 815 Ramona Ave

From: [Dan Johnson](#)
To: [citycouncil](#)
Subject: Complete streets, please approve ALTERNATIVE plan
Date: Monday, July 15, 2019 6:31:44 PM

Council members,

Please reject the draft plan and please approve the ALTERNATIVE plan endorsed by three planning committees: Climate Action, Transportation Safety, Economic Development (if memory serves me).

None of these advisory bodies approved the draft plan without this qualifier.

Both plans have the same parking count as the current street.

The ALTERNATIVE plan better meets the requirements of the city's Climate Action Plan, the Active Transportation Plan, and the economic development plan, which calls for focusing on the slow, charming, and pedestrian-scale qualities of Solano that shoppers can't get at a suburban strip mall.

The intent of "Complete Streets" is to remove barriers to travel by active modes, to make the right-of-way safe for travelers of any mode, without bias or discrimination.

The draft plan is biased toward cars, as such I don't see how it qualifies for Complete Streets funding. It creates hazards for people traveling by bike (the pinch points at ped crossings); it adds a center median that would make the parade and Solano stroll quite dangerous; it doesn't facilitate Albany residents to make more trips by foot and bike, as the Climate Action plan requires.

Thank you for your consideration.

Sincerely,

Dan Johnson
510-325-5672 mobile

From: [amy_s](#)
To: [citycouncil](#)
Subject: Comment on City Council Item #11-1, Solano Avenue Complete Streets
Date: Monday, July 15, 2019 12:13:47 PM
Attachments: [KidBikesBBRSolanoMontageText.png](#)

Mayor, Vice Mayor and City Council members:

As an Albany resident since 1986, I walk, bike, drive and take the bus on Solano Avenue. It's hard for me to believe that a plan with no bicycling safety or facility improvement could bear the moniker "Complete Streets," which by definition means "streets designed and operated to enable safe use and support mobility for **all users**. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders."

50% of Greenhouse Gas emissions are due to transportation. Albany's Climate Action Plan recommends promoting alternative non-carbon transportation options to reduce vehicle miles traveled and reduce greenhouse gas emissions. Bike facilities on Solano Avenue are a means to follow that important directive.

I've heard some people say that nobody should ride on Solano Avenue. That's nonsensical. Solano Avenue is our city's de facto "Main Street," with restaurants, cafes & bars, schools, retail establishments, grocery stores, health & medical practitioners, law offices, gyms and all sorts of services from top to bottom. It's where Albany residents and visitors eat, shop, study, play, work, work out, spend money and live. So **it's the most important corridor** in our town to make safe for bicycling!

This is borne out by the results of Albany Strollers & Rollers' ongoing "Bike Bike Rack" program through which businesses share the cost of bike racks with our non-profit organization. In other words, businesses who realize that people will bike to their establishments invest to provide bike parking for customers, clients, patients, students and staff. In 7 years we have 66 Bike Bike Racks, **53 of them on or within a block of Solano Avenue. That's 80% of the businesses' bike parking, more than 200 bike parking spaces on or within a block of Solano Avenue.** Here are a few photos

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



, and you can see that there are kids' bikes, trailers, trail-a-bikes and kiddie seats among them. I have literally hundreds of photos of racks full of bikes of all kinds. That's because **Solano Avenue is our Main Street and that's our main destination! These people of all ages and abilities DO bike on Solano Avenue, so need to be able to feel safe riding on Solano.**

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 isn't practical or reasonable. Not only is that inconvenient, but it ignores the fact that when you are on Solano, you don't necessarily have one destination in mind...you roll or you stroll and you go with the flow!

Please insure that the Solano Avenue "Complete Streets" plan is actually complete for all users, whichever mode of transportation they choose. Options including a cycle track have been presented by the Traffic & Safety Commission, which serves as our Active Transportation Advisory Committee. I request that you select a version of the Plan which adds those features.

Thank you for your consideration.

Sincerely,
Amy Smolens
900 block of Kains Avenue

From: [Britt Tanner](#)
To: [citycouncil](#)
Subject: Concur with AS&R
Date: Monday, July 15, 2019 1:56:04 PM
Attachments: [Letter from AS&R July 2019.pdf](#)

Hello,

I am unable to make it to the meeting tonight. I wanted to state that I concur with the sentiments of AS&R's statement below.

In particular, I think that the Complete Streets Plan should have co-equal treatment of the back-in angled parking, with the same level of analysis as the base design.

I also continue to be skeptical of the design that narrows the traffic lane at intersections, creating a pinch point for people biking, making it less safe to bike on Solano. I also continue to be skeptical of the ability to add the pedestrian medians, or of their benefits.

Please make sure that any plan for Solano at least MAINTAINS the existing level of safety for people biking on Solano, or else it isn't a "Complete Street" plan.

-Britt

----- Forwarded message -----

From: **Harry Chomsky** <harry@chomsky.net>
Date: Mon, Jul 15, 2019 at 9:45 AM
Subject: [AS&R] Albany Strollers & Rollers comment on Item 11-1, Solano Complete Streets
To: <citycouncil@albanyca.org>
Cc: Albany Strollers & Rollers <albany@lists.ebbc.org>

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Thank you for serving and for your consideration! I look forward to enjoying an improved Solano with my family for decades to come.

Sincerely,

Michael Hyatt - 815 Ramona Ave

From: mattison.ly
To: citycouncil
Cc: asrcoregroup@googlegroups.com
Subject: Solano Avenue Complete Streets Proposal_alternative proposal
Date: Monday, July 15, 2019 8:09:06 PM
Attachments: [image.png](#)

Hello City Council Members,

My family and I are active daily bicyclists. Bicycling around town has been our main mode of transportation since we've been living here for over 20 years. I happy to see that the City is embarking on making pedestrian, scooter, bicycle and motor vehicular friendly accommodations so that we all can share the roads and sidewalks. I am in support of having a dedicated bicycle lane on Solano Avenue (see diagram below) as well as sharing it with motor vehicles. Solano is a very busy street and I've been in more than one situation where cars almost back into or zoom too fast by bicyclists making it unsafe. Having a dedicated green zone for bicycles will make it more safe, especially when biking with kids. My kids feel unsafe biking on Solano and will often times bike on the sidewalk (which isn't encouraged). Please consider the option below as you review the proposals.



Thank you for your consideration.
Mattison Ly