

## 5. PROPOSED ACTIVE TRANSPORTATION NETWORK

While all streets should be designed to safely accommodate all who use them, the proposed active transportation network consists of walking-priority streets and bicycling routes that are designed to be the primary system for active transportation within, to, and from Albany.

The Priority Sidewalk and Pathway Network and the Bikeway Network are the primary tools that allow the City to focus and prioritize implementation efforts where they will provide the greatest community benefit. Streets or corridors selected for inclusion in the networks are targeted for specific improvements in this Plan, such as the installation of bicycling lanes, off-street paths, signage, traffic calming, or sidewalk improvements. Combined, these two networks form the Citywide active transportation network. The individual projects in this Plan represent specific improvements considered necessary to help Albany meet its goals and objectives for active transportation.

Once completed, the active transportation network will provide safer and more direct travel paths throughout the City for those who prefer to walk or bike. The proposed system was developed according to the following criteria:

**Connection to Activity Centers:** Schools, community facilities, the library, the community center, the waterfront, parks, open space, and neighborhood commercial districts should be accessible by foot or bicycle. Residents should be able to walk or bike from home to both local and regional destinations.

**Comfort & Access:** The system should provide safe and equitable access from all areas of the City to both commute and recreation destinations, and should be designed for people of all levels of ability.

**Purpose:** Each link in the system should serve one or a combination of these purposes: encourage bicycling for recreation, improve facilities for commuting, and provide a connection to the Citywide bike network. On-street facilities should be continuous and direct, and off-street facilities should have a minimal number of arterial crossings and uncontrolled intersections.

**Connection to Regional Networks:** The system should provide access to regional bikeways, regional trails, and routes in adjacent communities.



**Image 5-1.** Walking School Bus (Source: K. McCroskey)



## 5-1 PROPOSED SIDEWALK AND PATHWAY NETWORK

The proposed sidewalk and pathway network consists of street segments, shared-use paths, and walking-only paths. The purpose of this priority network is to create a comprehensive system of walking routes that provide accessible and safe walking connections between destinations within the City. While nearly all of Albany’s streets have sidewalks and accommodate pedestrians, the priority walking corridors should be targeted for enhanced walking treatments, including wider sidewalks and enhanced crosswalks. These streets should also be prioritized for spot enhancements, such as curb ramp upgrades, sidewalk parking enforcement, and routine maintenance.

**Figure 5-1** illustrates the Citywide Sidewalk and Pathway Network. **Figure 5-2** illustrates the proposed skeleton sidewalk network. The proposed system includes the following streets in the priority network:

**Brighton Avenue**  
**Portland Avenue**  
**Solano Avenue (east of Jackson)**  
**Marin Avenue**  
**Dartmouth Street**  
**Sonoma Avenue**  
**Francis Street**  
**Posen Avenue**  
**Monroe Street**  
**Washington Avenue (west of San Pablo)**

**Pierce Street**  
**Polk Street**  
**Jackson Street**  
**San Pablo Avenue**  
**Talbot Avenue (north of Dartmouth)**  
**Key Route Boulevard (north of Solano)**  
**Santa Fe Avenue (south of Portland)**  
**Curtis Street (north of Portland)**  
**Peralta Avenue**

Walking-only paths complement shared-use paths (Class I paths). Not only do these facilities reduce bicyclist-pedestrian conflicts on shared-use paths, they also create new areas for recreation (walking and jogging) and can be incorporated as “cut-through” routes where streets or bike paths might not fit. The following pathways are included in the priority network:

**Ohlone Greenway**  
**Catherine’s Walk**  
**Codornices Creek Path**  
**Manor Way Path**  
**Castro Street Stairs**  
**Cerrito Creek Path**  
**Albany Hill Trails**  
**Buchanan Path**

A primary goal is to provide continuous walking facilities with the greatest degree of comfort possible. These facilities will provide local and regional access across the city and to neighboring jurisdictions.

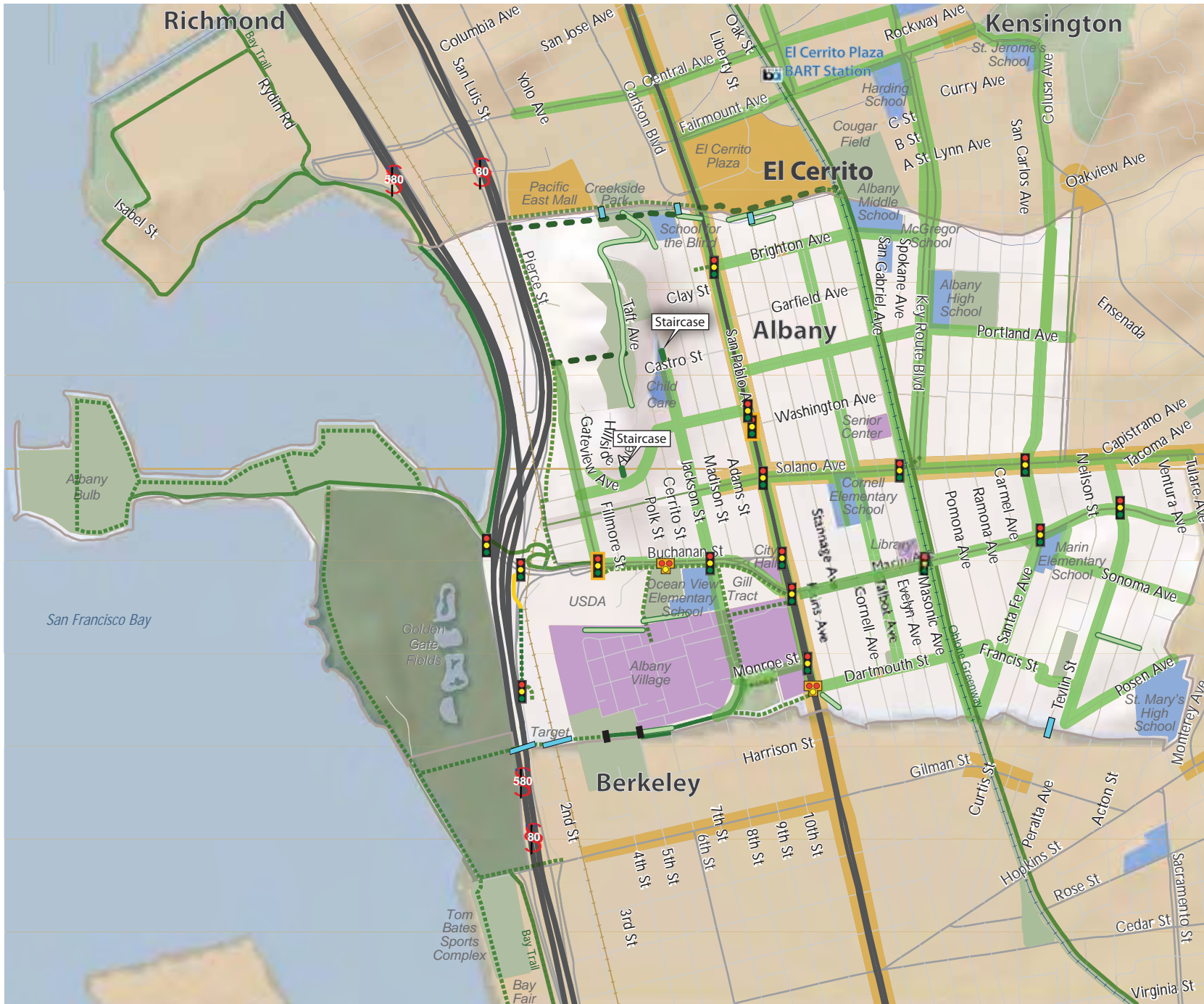


**Image 5-2.** Existing Pedestrian Path

### Skeleton Sidewalk and Crosswalk Network

The proposed Citywide sidewalk and pathway network includes many streets in Albany. Within this list, there are several streets that form a basic “skeleton” network of key walking routes. The routes on the skeleton network should be those on which walking improvements, especially accommodations for disabled pedestrians, are prioritized (See Figure 5-2).

- Solano Avenue (Jackson Street to Berkeley border)
- Ohlone Greenway
- San Pablo Avenue
- Buchanan Street
- Portland Avenue (from Ohlone Greenway to Berkeley border)
- Cerrito Creek Path (Pierce Street to San Pablo Avenue)
- Santa Fe Avenue
- Pierce Street
- Sonoma Avenue (and the sidewalk around Marin Elementary)
- Brighton Avenue (from San Pablo Avenue to the Ohlone Greenway)

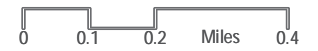


### Albany

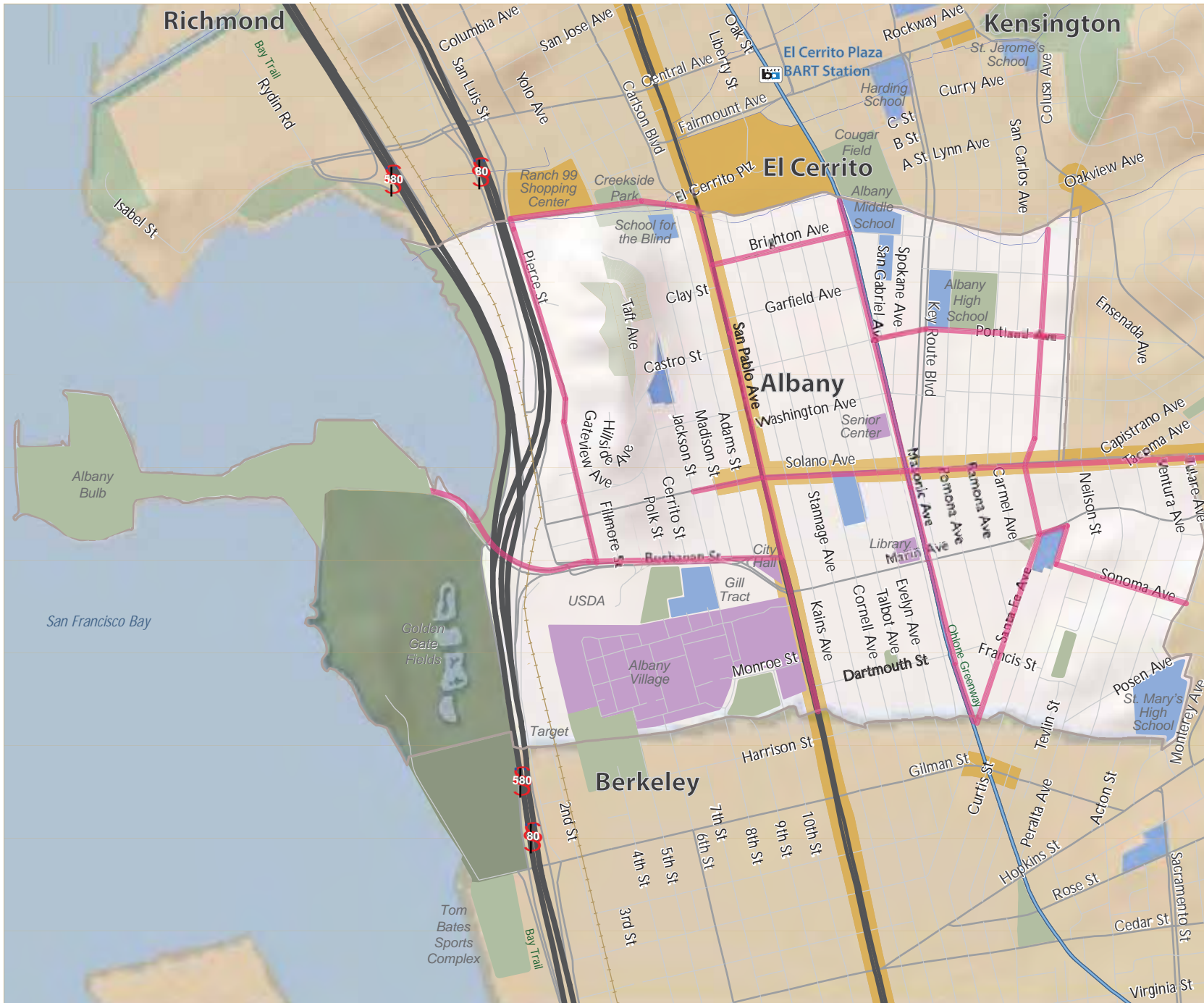
- Proposed Pedestrian Priority Network
- Class I Shared Use Path (Pedestrian & Bikes Permitted)
- Pedestrian Only Path
- Proposed Class I Shared Use Path (Ped & Bikes Permitted)
- Proposed Pedestrian Only Path
- Albany City Limits
- BART Station
- BART Line
- Schools
- Points of Interest
- Commercial District
- Parks
- Racetrack
- Existing Signal
- Proposed Signal
- Proposed Ped Hybrid Beacon
- Proposed Pedestrian/Bicycle Bridge
- Existing Pedestrian/Bicycle Bridge

**Notes:**

1. Location of Creekside trails is not precise.
2. Proposed Pedestrian Priority Network in El Cerrito is from the El Cerrito Pedestrian Master Plan.

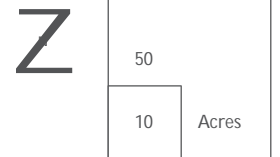
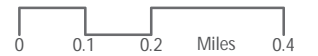






- Skeleton Sidewalk Network
- Albany City Limits
- BART Station
- BART Line
- Schools
- Points of Interest
- Commercial District
- Parks
- Racetrack

Source: City of Albany



## 5-2 PROPOSED BICYCLING NETWORK

To be eligible for grant funds under Caltrans' Bicycle Transportation Account, a city or county must adopt a bicycle plan that includes certain components outlined in Section 891.2 of the Streets and Highways Code. This section addresses the components required under Sections 891.2 (a), (b), (c), (d), (e) and (f).

Similar to the proposed sidewalk and pathway network, the proposed bikeway network consists of routes that are designed to be the primary system for bicyclists traveling through Albany. Streets or corridors selected for inclusion in the network are targeted for specific improvements in this Plan, such as the installation of bicycling lanes, off-street paths, or signage. By law, unless explicitly prohibited (as they are on I-580 and I-80), bicyclists are allowed on all streets and roads regardless of whether the streets and roads are a part of the bikeway network.

**Figure 5.3** illustrates the Citywide Existing and Proposed Bikeway Network. **Figure 5.4** and **5.5** illustrate the proposed slow and fast bicycle networks, respectively. The proposed system includes a total of approximately 20 miles of new bikeway facilities in addition to the four miles currently in place. The table to the right shows the number of proposed miles for each bikeway classification.

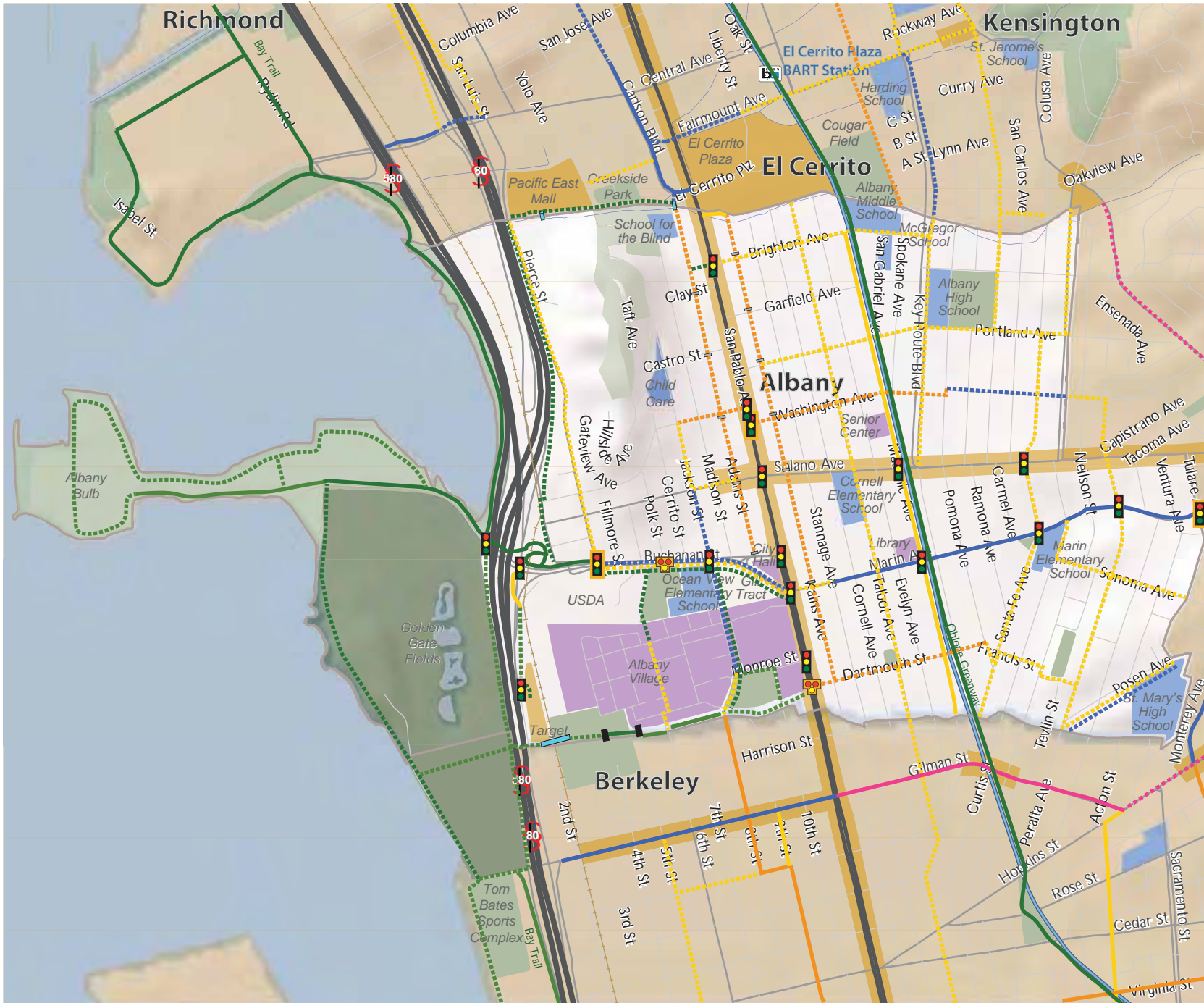
**TABLE 5.1. LENGTH OF BICYCLING NETWORK**

Bikeway Classification	Caltrans Classification <sup>1</sup>	Existing	Proposed
Shared-Use Bicycling and Walking Path	Class I	3.5 miles	7.2 miles
On-Street Bicycling Lane	Class II	1.5 miles	3.5 miles
Bicycling Boulevard	Class III	--	2.75 miles
Bicycling Route (Signed and Marked)	Class III <sup>2</sup>	1.3 miles <sup>3</sup>	6.75 miles
<b>Total</b>	--	6.3 miles	20.2 miles

Notes:

1. Based on Caltrans Highway Design Manual
2. The Caltrans definition of Class III includes only bicycling route signs; however, all bicycling routes in Albany are proposed with both signage and shared lane (sharrow) markings. The City of Berkeley refers to signed and sharrowed Class III bicycling routes as Class II.5.
3. Albany currently has two Class III bicycling routes, Santa Fe Avenue between Berkeley and Marin, and Pierce Street between Albany Hill and Buchanan. These existing routes are signed, but not marked with sharrows. This plan proposes to install sharrows on these existing routes.

Source: Bicycle Solutions and Fehr & Peers, 2011



### Albany

- Albany City Limits
- BART Station
- BART Line
- Schools
- Points of Interest
- Commercial District
- Parks
- Racetrack

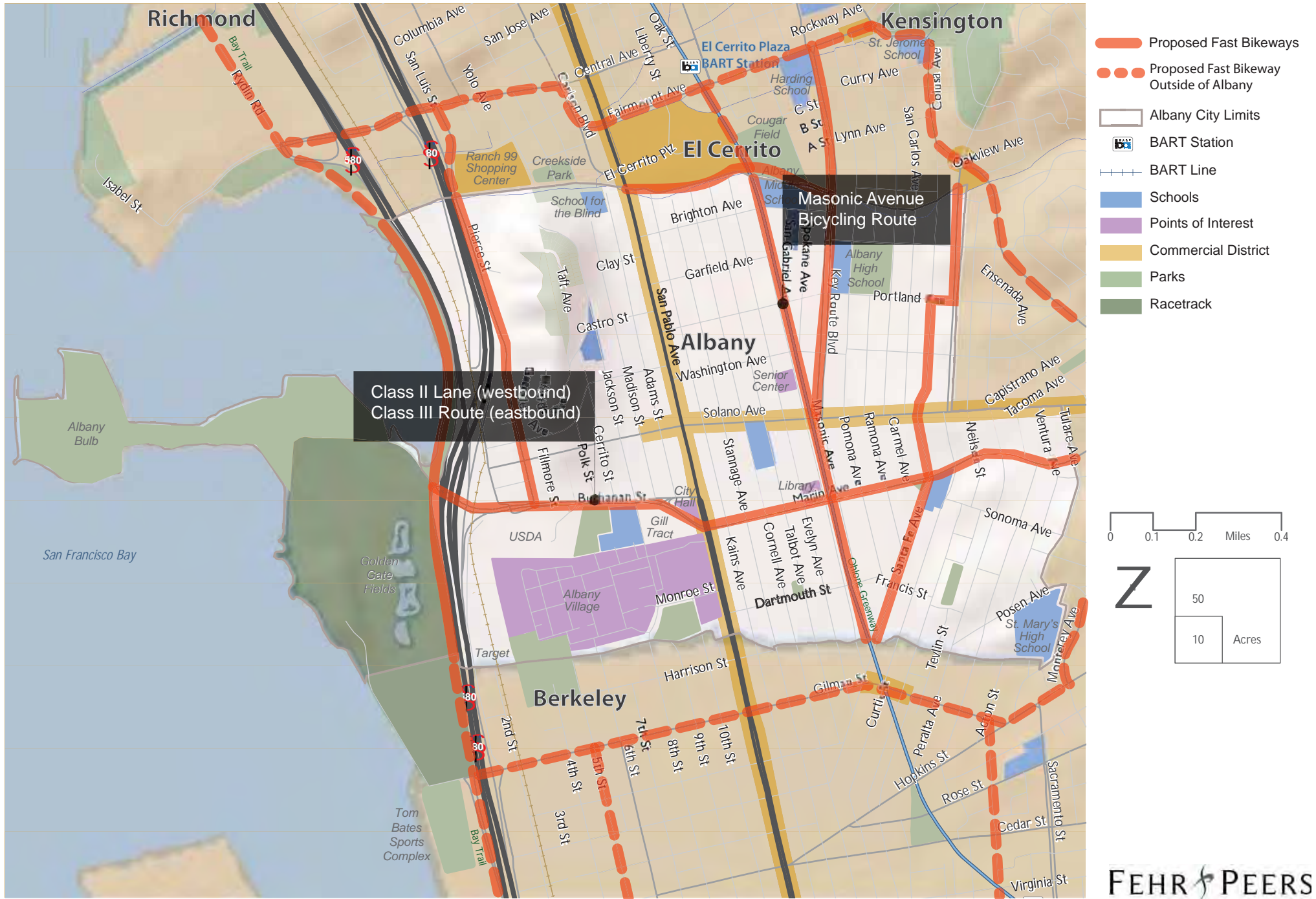
Bikeway Type	Existing	Proposed
Class I Path		
Class II Lane		
Class II.5 Berkeley Route <sup>2</sup>		
Class III Boulevard <sup>1</sup>		
Class III Route <sup>2,3</sup>		
Bridge		
Traffic Signal		
Ped Hybrid Beacon		
Partial Closure		



- Notes:
- Bicycle boulevard should be designed with special large "BIKE BLVD" sharrows, special signage, and traffic calming and traffic control devices that give preference to bicyclists.
  - All Class III routes in Albany should be indicated with signage and sharrows. This designation is similar to Berkeley's Class II.5 designation.
  - Carmel Street in El Cerrito is a signed-only Class III bicycle route. Other Class III bicycle routes in El Cerrito and shown on the map are treated or proposed to be treated with signage and sharrow markings.
  - Curtis Class III bicycle route chosen to provide direct connect into Oakview Commercial District.









### *General Design Guidance*

The City of Albany has a street grid that is well suited for a robust bicycling and walking network. To accommodate a wide range of bicyclists, this network should be designed to facilitate commute bicycling trips and recreational and casual bicycling. The first group can be accommodated on a “utilitarian” network, which would typically be direct on-street routes with fewer stops. The second group can be accommodated on an “experiential” network, which may include more shared-use paths and separated bicycling routes. Regardless, some design features may be universally applied to many bicycling facilities. This section summarizes some basic design features of standard Class I (shared-use paths), Class II (bicycling lanes), and Class III (bicycling routes). More detailed bicycling facility design guidelines are provided in the Design Guidelines section (Appendix H).

Shared-use Paths (Class I), including the Ohlone Greenway, Buchanan Path, Cerrito Creek Path, Codornices Creek Path, and Pierce Street Path, should be designed to separate bicycle and pedestrian traffic as much as possible. The bicycling path portion should be a minimum of ten feet wide, with a preferred width of fourteen feet. Adjacent to bicycling paths, a separately designated walking path constructed with decomposed granite is preferable. Signage or stencils should indicate bicycling and walking only paths, as well as portions of paths that are shared. Paths should be continuous and have as few stops and crossings as are practical and safe.

Bicycling lanes (Class II) should be a minimum of five feet wide with a preferred width of six feet, measured from the face of the curb with a minimum area outside of the gutter pan of four feet (three feet for a five-foot bicycling lane). A four-foot lane may be provided where there is no on-street parking and no gutter. When necessary to provide this width, curbside vehicle lanes should be narrowed to 10 feet. Parking lanes can be narrowed to seven feet. In all cases, bicycling lanes should be striped and marked on both sides of the roadway at the same time to provide continuity and discourage wrong-way riding. If shorter segments of the corridors have insufficient width for bicycling lanes, on-street signage or stencils to raise the visibility of bicyclists and alert motorists that they are likely to encounter cyclists may be appropriate.

All bicycling routes (Class III) should be marked with signage and stencils to raise the visibility of bicyclists to motorists. In addition to standard bicycling lanes and bicycling routes, several bicycling design and traffic calming treatments should be considered to enhance the comfort and safety along specific routes.



### Recommended Bicycling Facilities for Key Corridors

The following bicycling-friendly treatments may be considered along bicycling routes. These treatments are described in detail in the Design Guidelines (Appendix I).

- 6' bicycling lanes
- Physically separated bicycling lanes with buffer
- Colored bicycling lanes
- Bicycle loop detection
- Bike boxes
- Super Sharrows
- Accommodation at large intersections and freeway interchanges
- Signage & Wayfinding

### Walking Facility Design Guidance

Walking design and treatments can be classified into three groups based on general levels of walking activity.

- Enhanced Neighborhood Commercial/Downtown: Improved street crossings, wider sidewalks, streetscape design amenities. Examples: Solano Avenue, San Pablo Avenue



- Neighborhood Zone: Wider sidewalks, improved crossings. Examples: Near schools, Brighton Avenue, Santa Fe Avenue, Jackson Street



- Basic Zone: Sidewalks upgraded to meet current standards for width and curb ramps.

These treatments are described in detail in the Design Guidelines (Appendix G).