

## **1. INTRODUCTION**

This Bicycle Master Plan has been prepared by the City of Albany Bicycle Advisory Committee (BAC). It represents the Committee's recommendation for bicycle enhancements within Albany and reflects the Committee's belief that bicycles play a major role in the movement of people throughout Albany and the Bay Area. Through physical improvements, education programs and public outreach, bicycles can play an even larger role in moving people, thus reducing potential traffic congestion, air quality impacts, and noise impacts, and leading to an improved quality of life.

Albany is an ideal location for bicycling. The terrain is predominantly flat with grades on most streets of less than one percent. The climate of the area is also optimal with annual average temperatures of about 65 degrees Fahrenheit and infrequent rainfall. The city is fairly dense with a land area of approximately one square mile supporting 17,300 persons; this population is projected to grow to 18,000 by the year 2015. The city also supports 4,260 jobs with job growth projected to grow to 6,820 by the year 2015. In Alameda County, 35 percent of the population is under the age of 24 years and 69 percent is under the age of 44 years. Within Albany, it is likely that an even larger percentage of the population consists of younger adults due to the attractiveness of the public schools, which attract young families to the city. These relatively young people represent a large pool of potential bicycle riders.

The BAC recommends that this Plan be incorporated into the Circulation Element of the City's General Plan and the City's Citywide Transportation Analysis. These actions will encourage the development of a comprehensive bicycle network with safe and convenient bikeways and bicycle parking facilities.

A major component of the Plan is education. One of the keys to increasing bicycle ridership and the safety of bicyclists will be to educate the riding public on the "rules of the road" for cyclists and proper precautions for cyclists. The Committee believes that this education should begin in the school systems and continue through public outreach efforts.

This Plan seeks to identify opportunities to maximize the use of bicycling for local-area and longer trips. A key strategy to maximize local trip potential is the provision of safe and convenient bicycle parking at major destinations. A key to maximizing longer trips is to integrate local bikeways into the regional bikeway system. Therefore, both parking and regional connections are key elements of this Plan.

## **2. EXISTING SETTING AND CONSTRAINTS**

### *A. Existing Setting*

Albany is a largely residential, bayside community located in Alameda County, bordered on its south and east sides by the city of Berkeley and the cities of El Cerrito and Richmond to the north. The community's most striking physical characteristic is Albany Hill, a tree-

covered hill that rises up on the west side of town from mostly flat immediate surroundings. Cerrito Creek and Codornices Creek trace the north and south city limits, respectively. Albany is located within convenient proximity to the University of California at Berkeley.

The major surface roadways in Albany are San Pablo Avenue, running north-south and Solano Avenue, Marin Avenue and Buchanan Street, running east-west. Most of the city's other roadways cross these streets in a roughly grid-like pattern, connecting with surrounding communities. Secondary streets are Masonic Avenue, Washington Street, Santa Fe Avenue, and Pierce Street.

The elevated Bay Area Rapid Transit (BART) line runs north-south through Albany, although there are no stations in the city. The interstate 80/580 interchange is also within the Albany city limits, and it, together with the freeways, is a barrier between most of Albany and the San Francisco Bay front. The Southern Pacific Railroad roughly parallels these freeways in Albany.

Figure 1 shows major bicycling destinations in Albany as identified by the Bicycle Advisory Committee. There are five public schools in the Albany Unified School District. Three are elementary schools, one is a middle school, and one is a high school. Private St. Mary's High School is also in Albany. There are several public parks and open space areas in the city, as well as the open space atop Albany Hill. Other important public and quasi-public facilities within the city limits include the Veterans Memorial Building, a library and community center, a YMCA, the Post Office and City Hall.

The city's major retail and commercial areas are largely clustered along the Solano and San Pablo Avenue corridors. The San Pablo Avenue commercial corridor is anchored on its north and south ends, respectively, by El Cerrito Plaza, a major shopping center in El Cerrito, and University Village, a housing development for UC Berkeley students with families. Smaller commercial areas in and around Albany occur along Cleveland Avenue and Eastshore Highway and just northeast of the city limits in Kensington. Golden Gate Fields, a horse-racing track, is along the waterfront.

### *B. Bicycling Constraints*

Figure 2 shows existing constraints for bicyclists in Albany. These have been identified by the City's Bicycle Advisory Committee, and other residents at public cycling workshops, and through community surveys.

#### 1. Vehicle Hazard.

There are a number of locations throughout Albany where bicyclists face considerable risks due to hazards from motor vehicles. Identified locations and hazards are as follows:

- The 580-80 Highway interchange coupled with the Buchanan Street freeway on-ramp creates a very difficult passage for bicyclists trying to reach the bay front.

- The corner of San Pablo Avenue and Solano Avenue is a heavily traveled intersection, making bicycle transportation difficult.
- High traffic volumes and speeds on Marin Avenue, Buchanan Street, San Pablo Avenue, Pierce Street, and Santa Fe Avenue present safety risks for bicyclist.
- Unlike parallel parking, diagonal parking reduces the motorists' ability to see oncoming bicyclists, since, with diagonal parking, motorists back directly out into traffic. There is diagonal parking in Albany on Solano Avenue west of San Pablo Avenue. This presents a constraint to safe bicycle transportation.

## 2. Design and Connectivity.

The following roadways and streetscapes in Albany are designed in ways that impede or complicate bicycle transportation:

- BART trail crossings at Portland Avenue and Washington Avenue are designed poorly, creating an unsafe crossing for trail users.
- Sidewalks on parts of Solano Avenue east of Masonic Avenue are too narrow to safely accommodate cyclists. Although cyclists are discouraged from using sidewalks, they sometimes use them on Solano Avenue because of the street's high traffic volumes and diagonal parking. With the existing narrow sidewalks, this situation can be dangerous for both pedestrians and cyclists.

## 3. Roadway Conditions Hazard.

The following physical conditions of some roadways in Albany make those roadways inconvenient or unsafe for bicycle traffic:

- The segment of Solano Avenue between Key Route Boulevard and Pomona Avenue has rough pavement.
- There is inadequate lighting on the BART trail, making it dangerous for bicycling or walking at night.

## 4. Hills.

Albany Hill creates steep grades that may be difficult for the average bicyclist. These grades occur at the tops of Gateview and Hillside Avenues, at the intersection of Madison and Clay Streets, and along a large portion of the westernmost part of Solano Avenue.

5. Long Signals.

Long traffic signals can make bicycle travel difficult. Efficient bicycle travel is predicated on the idea of maintaining momentum. Places where bicyclists are forced to slow to a complete stop present constraints to improved bicycle circulation. In Albany, no signals are activated by bicycles, which can lead to long waits for bicyclists.

### 3. GOALS, OBJECTIVES AND STANDARDS

This Chapter contains the recommended policy framework for bicycle planning in Albany. It includes nine bicycle transportation goals, each of which are followed by specific proposed objectives that should be carried out by the City. The final section of this chapter includes recommended implementation standards for bicycle facilities, maintenance programs, and bicycle education efforts.

#### A. Transportation Goals and Objectives

***Goal 1: Support bicycling and the development of a comprehensive bicycle transportation system as a viable alternative to the automobile.***

Objectives:

- 1.1 Evaluate the Plan regularly (every two to five years), and update it as necessary.
- 1.2 Continue to ensure that the Plan is consistent with all existing regional, state, and federal policy documents.
- 1.3 Incorporate this Bicycle Master Plan into the City's General Plan.
- 1.4 Encourage infill development concepts whose goal is the reduction of automobile use for short commute, shopping, and recreation trips.

***Goal 2: Use available state and federal funding for bicycle improvements in Albany.***

- 2.1 Identify current regional, state, and federal funding programs, along with specific funding requirements and deadlines.
- 2.2 Pursue multi-jurisdictional funding applications with neighboring cities.
- 2.3 Maintain a prioritized list of desired bicycled improvements and their estimated costs, and identify appropriate funding sources for each proposal.
- 2.4 Include the identified bikeway and pedestrian improvements in the City's Capital Improvement Plans.
- 2.5 Encourage the maintenance of reliable local, regional, and state funding sources, which can be used to leverage federal funds.

***Goal 3: Improve upon existing bikeway facilities and programs in Albany.***

- 3.1 Develop the system of bike paths, lanes and routes proposed in this Plan.
- 3.2 Encourage the use of existing natural and manmade corridors such as creeks, railroad right of ways, and other open space corridors for bike path and trail alignments, as shown in this Plan.
- 3.3 Maintain and improve existing bicycle education programs in Albany.
- 3.4 Conduct bicycle counts and other surveys whenever needed to gauge the effectiveness of various improvements and programs.

***Goal 4: Develop a bicycle system that meets the needs of commuter and recreation users, helps reduce vehicle trips, and links residential neighborhoods with regional destinations.***

Objectives:

- 4.1 Develop a commuter route system connecting residential neighborhoods and regional employment areas, multi-modal terminals, schools, and shopping areas.
- 4.2 Develop a recreational system that uses lower volume streets, off-street bike paths, and serves recreational destinations.
- 4.3 Develop incentives that will encourage people to bicycle to work.
- 4.4 Balance the needs for user convenience and user safety in bikeway design. Where needed, develop a dual system, which serves both the experienced and inexperienced bicyclist and separates pedestrians, roller bladers, and bicyclists.
- 4.5 Emphasize Class I (bike paths) and Class II (bike lanes) over Class III (bike routes) wherever feasible.<sup>1</sup>
- 4.6 Continue to work to address barriers to bicycling, such as the lack of secure bicycle parking and signals that do not detect bicycles.
- 4.7 Encourage development concepts and standards such as mixed-use and neighborhood-serving retail and employment opportunities.

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<sup>1</sup> Note: These types of bikeways are defined in Chapter 4.

***Goal 5: Maximize multi-modal connections to the bicycle system.***

Objectives:

5.1 Develop bikeways that are consistent with and complement Albany's Transit First Policy.

***Goal 6: Improve bicycle safety in Albany.***

Objectives:

6.1 Monitor bicycle and pedestrian-related accident levels annually, and target a ten percent reduction over the next 20 years.

6.2 Develop a comprehensive bicycle education program that is taught to all school children in Albany.

6.3 Maintain systems for reporting and responding to maintenance problems on the existing bikeway, trail and pedestrian system.

6.4 In applications for funding, incorporate lighting and emergency call boxes along Class I bike paths carrying high numbers of commuters.

6.5 Maintain a schedule for maintenance and cleaning (street sweeping) of bicycle facilities.

***Goal 7: Develop detailed bicycle facility improvement proposals.***

Objectives:

7.1 Develop detailed implementation information on each recommended project in this Plan, including length, classification, adjacent traffic volumes and speeds, environmental impact, activity centers served, cost, and overall feasibility.

7.2 Develop cross sections and plans for the design of trails, sidewalks, bike paths and lanes that meet state and federal standards (including ADA requirements). Develop street cross sections, which show how bike lanes may be placed on streets.

***Goal 8: Encourage public participation and creation of an ongoing Advisory Committee.***

Objectives:

8.1 Maintain the Albany Bicycle Advisory Committee (BAC) as a forum for ongoing discussions concerning bicycle issues. The BAC should be involved in monitoring implementation, funding, and updating the Plan on a regular basis.

8.2 Identify a Bicycle/Pedestrian Coordinator in Albany whose responsibility is to (a) provide support to the BAC, (b) act as a liaison to the City, (c) complete funding applications, and (d) provide interdepartmental coordination.

8.3 Maximize public involvement in the planning process through workshops and other means.

***Goal 9: Develop a coordinated strategy to encourage bicycling in Albany.***

9.1 Develop and update a user-friendly bikeway map for public distribution that shows existing bicycle facilities.

9.2 Sponsor annual bicycle events such as Bike-to-Work Day and adult safety courses in conjunction with other regional efforts.

9.3 Provide information about the advantages and opportunities afforded by the Bicycle Transportation System to promotion groups that may help publicize the system.

9.4 Coordinate efforts with the Chamber of Commerce, Solano Avenue Association, neighborhood associations, and local media.

***B. Implementation Standards and Actions***

**Bicycle Facility Design**

1. All new bicycle facilities should conform to Caltrans Design Manual Chapter 1000 standards, unless superseded by City or County guidelines (on non-state facilities).
2. All bike paths (Class I) should be designed to meet minimum Caltrans standards, which are 12 feet, but may be reduced to 8 feet in constrained areas.
3. All bike lanes (Class II) should be designed to meet minimum Caltrans standards, which are minimum of 4 feet with 6 feet desirable for high trafficked and/or high speed streets.
4. All bike routes (Class III) should be improved to provide, at a minimum, a 12 foot wide curb lane on collectors and a 14 foot wide curb lane on arterials. If this is not feasible, speed limits should be a maximum of 35 miles per hour. If this is not feasible, an alternate route for less experienced bicyclists should be provided and signed.
5. Bicycle loop detectors should be installed on the bikeway system at all arterial/arterial and arterial/collector signalized intersections.
6. Where bicycle and pedestrian traffic is expected to exceed 200 persons/hours, encourage a minimum width of 12 feet on multi-use trails and a combined width of 12 feet for bicycle lanes and sidewalks.

### Bicycle Parking

7. All public facilities such as libraries, government centers, parks, schools, and transit centers should provide bike racks, preferable in a covered location.
8. An ad-hoc bicycle committee should be established to review the planned improvements to Solano Avenue and San Pablo Avenue with regard to bicycle parking. The ad-hoc committee's involvement is expected to take place during the design phases of the project, prior to final design approval.
9. Covered bike racks, or bicycle lockers should be provided at all places of employment at the rate of one space per 30 full-time employees.

### Showers

10. Any development or redevelopment over 50,000 square feet of gross leasable area (GLA) or 150 employees should be required to provide one shower and locker facility per 100 employees.

### Maintenance

11. The bikeway maintenance and improvement log should be maintained in the Public Works Department where all observed hazardous conditions are recorded and scheduled for replacement or repair.

### Education

12. The City should maintain examples of bicycle education plans at the Community Development Department at City Hall and at the public library. These reference materials would be available for use by city employers and the public at-large.
13. Bicycle education courses should be provided for all elementary school children.
14. The City should work with the Albany Unified School District to develop a bicycle program.



## 4. PROPOSED BICYCLE SYSTEM

### A. Bikeways

This Plan proposes a system of Class I, II, and III bicycle facilities that would provide bikeways throughout Albany, in addition to connecting bikeways of surrounding communities, as shown in Figure 3. The city's bicycling network is also proposed to provide safe links to area schools and civic facilities.

#### 1. Class I Bike Paths

Under this Plan, there would be four major Class I alignments. Class I bikeways, also known as bicycle paths, have exclusive rights-of-way separated from roads.

- An existing Class I trail already runs beneath the BART line and provides a largely unimpeded north-south route for bicyclists. Lighting should be added to this path to make nighttime bicycling more safe. In addition, the trail's crossings at Washington and Portland Avenues should be improved.
- The Class I bikeway along the Waterfront provides a unique opportunity for bicyclists. Access to this portion of the Bay Trail should be improved by adding a pedestrian traffic signal phase and adding a Class I bikeway under the I-80 and I-580 Caltrans ramps.
- Two additional Class I bikeways should run alongside Cerrito and Codornices Creek, providing bicyclists with a valuable connection to these natural features.

#### 2. Class II Bike Lanes

Marked by stripes on the street, Class II bikeways lie within the paved area of roadways and provide preferred, but not exclusive use to bicyclists. In Albany, Class II facilities should run north-south the length of Key Route Boulevard, as well as the portion of Jackson Street from the Berkeley border to Solano Avenue, and Peralta Avenue from the Berkeley border to Sonoma Avenue. Washington Avenue, from the east border with Berkeley to Pomona Avenue, and Marin Avenue should accommodate east-west Class II facilities. In the event that street widths do not meet Class II bikeway standards, these should be Class III bike routes.

To accommodate Class II bike lanes, Marin Avenue should be converted from two lanes of traffic in each direction to one eleven-foot travel lane each way, provided that traffic operation studies prove this feasible. A shared left turn lane should also be added. On either side of the street, a seven-foot parking aisle would be retained. This would leave room for six-foot bike lanes on both sides of the street. A conceptual drawing is shown in Figure 4.

#### 3. Class III Bike Routes

Class III facilities share traffic lanes with motor vehicles and are designated only by signs, not stripes. The following Class III facilities should be created to provide marked, through access in areas with little vehicle traffic.

- Three Class III bike routes should run north-south along Cornell Avenue, Santa Fe Avenue, and Peralta Avenue from Sonoma Avenue north to the Berkeley border.
- Another route should begin at Jackson Street and Solano Avenue and run north to Washington Avenue. It should connect via Washington Avenue to bike boulevard on Adams Street.
- A Class III facility should run east-west along Francis Street from Peralta Avenue to Pomona Avenue. At Pomona and Dartmouth Avenues, it should run west to San Pablo Avenue, bear north for approximately a half a block, and connect to the new Class I bike trail along Codornices Creek.
- A final Class III facility is proposed to connect to the Washington Avenue and Peralta Avenue facilities. It would occur outside the Albany city limits in Berkeley.

#### 4. Bike Boulevards

Bike boulevards are streets that have low vehicle traffic and are designed to give preference to bicycles over motor vehicles. They can be developed either as Class II facilities with striped bike lanes or as Class III facilities without lanes. In either case, the key attribute of bike boulevards is that they are designed in such a way that motor vehicles do not use it in high volumes or at high speeds.

A bike boulevard is proposed under this Plan for the section of Adams Street between Washington Street and the city's northern border with El Cerrito. This Facility, the Adams Street Bike Boulevard, would connect to a new bicycle bridge over Cerrito Creek, linking Albany to Carlson Boulevard.

The new bridge would also facilitate a connection between the School for the Blind in Albany and El Cerrito Plaza. The details and location of the Cerrito Creek path may be refined through further trail studies.

#### *B. Connections to Other Communities*

Proposed new facilities under this Bicycle Master Plan will facilitate better bicycle connections from Albany to the communities surrounding it. These connections are indicated with bold arrowheads on Figure 3 and are described as follows:

- The Class I BART bicycle trail already connects to El Cerrito to the north and Berkeley to the South.
- The planned Class I Bay Trail facility running along the bayfront will create linkages between Albany and Richmond to the north and Berkeley to the south.
- Improvements on Marin Avenue would connect to Berkeley, where similar improvements could also occur.

- The Class II facility along Jackson Street would run through University Village to Eighth Street in Berkeley. A new bridge would cross Codornices Creek at the city limits.
- The proposed bike boulevard along Adams Street and possible new bridge over Cerrito Creek would facilitate linkages between Albany and El Cerrito to the north.
- The Class II facility proposed for Peralta Avenue would continue into Berkeley.
- The Santa Fe Avenue Class III bike route would create a direct connection between Albany and El Cerrito/Kensington to the north and Berkeley to the south.
- Further study is needed in order for a Pierce Street Class II or III bike lane or route to connect Albany bicyclists from Buchanan Street north to Richmond.
- The Cornell Avenue Class III bike route would provide a direct connection from Albany north to El Cerrito Plaza and south to Berkeley.

### *C. System Improvements*

A number of improvements are proposed under the Bicycle Master Plan to make bicycle transportation in Albany safer and easier. These improvements would come in the form of bicycle bridges, bicycle-actuated traffic signals, modified BART trail street crossings, trail lights, and other location specific modifications. Specifically, improvements under the Plan are as follows:

- A bicycle bridge should be built at the north end of Adams Street to span Cerrito Creek and open that route up to bicyclists traveling to and from El Cerrito.
- Bicycle-actuated signals that would activate when bicyclists reached the intersection should be added at the following intersections:
  - Peralta and Marin Avenues,
  - Santa Fe and Marin Avenues,
  - Key Route Boulevard and Marin Avenue,
  - San Pablo and Marin Avenue,
  - San Pablo Avenue and Dartmouth Street (merging into the Class I facility along Codornices Creek),
  - Santa Fe and Solano Avenues,
  - Key Route Boulevard and Solano Avenue, and
  - San Pablo and Washington Avenues.

A bicycle actuated left-turn signal should also be provided for the left-turn movement from eastbound Buchanan Street to northbound Pierce Street. A signal should also be provided at the crossing under the 580/80 interchange.

- The intersection of Washington Street and San Pablo Avenue should be signalized and modified in order to facilitate bicycle traffic moving between the two disconnected parts of Washington Street on either side of San Pablo. With the proposed changes, eastbound bicycles traveling on Washington Street would be able to make a right turn onto San Pablo and proceed to the signalized intersection. The new signal should be bicycle actuated, and new crosswalk should be added to the south side of the intersection to create a safe crossing for bicyclists wanting to continue traveling east on Washington. Westbound bicyclists on Washington Street would be able to take advantage of the new signal and the existing crosswalk on the north side of the intersection. This should be further evaluated through a special study.

#### *D. Bicycle Parking*

Bicycle parking facilities should be provided in commercial areas. Secure bicycle parking can encourage the use of bicycles, reducing the risk of theft for potential bicycle commuters and recreationists. At a minimum, installation of new bicycle parking is recommended along the major commercial corridors of Solano Avenue and San Pablo Avenue. Additional locations where increased bicycle parking facilities could be provided include; employment centers, transit centers, and park and recreation facilities. Though exact locations for bicycle parking are not mandated under this Plan, potential locations for new facilities are provided in Appendix B.

#### *E. Education and Encouragement*

Education goes hand-in-hand with encouraging cycling. For example, a bicycle commute day encourages more people to ride for commute purposes, and programs can also teach urban riding skills and the importance of wearing a helmet. Teaching children cycling skills builds their confidence as riders and encourages them to ride both now and in the future.

The following are ideas that could be implemented to raise awareness and educate the community. Many of these methods have proven successful in other Bay Area communities. As suggested in Chapter 3, Section C, the City should develop a coordinated bicycle education program in conjunction with the Albany Unified School District. The elements described below could be incorporated into such program.

##### **1. Youth Education**

- Develop elementary, middle, and high school curricula to ensure that all school age children receive cycling education and encouragement.
- Ensure that all cycling children in Albany under the age of 16 have access to approved bicycle helmets at a nominal cost, or free of charge.
- Promote and encourage bicycle-related education including repair and maintenance classes, safe bicycle handling classes, and fun and educational field trips.

- Distribute appropriate informational materials to all schools in conjunction with bicycle educational campaigns during the year.
- Develop and implement a bicycle safety component for incorporation into high school driver education programs.

## **2. Adult Education**

- Encourage and support local bicycle shops in promoting bicycle related classes such as repair and maintenance, effective cycling skills, and rides.
- Publicize behaviors that can help cyclists avoid common crashes.
- Publicize the importance of wearing a bicycle helmet to adults.
- Develop a “Share the Road” campaign where motorists and bicyclists publicly pledge to share the road.
- Distribute informational brochures regarding bicycle safety to bicycle shops and at public events.
- Develop a public service advertising campaign that targets cyclists with bicycle safety messages.
- Publicize information regarding bicycle security measures, such as proper locking techniques.

## **3. Motorist Education**

- Work with utility companies to provide an insert into mailing describing cyclists’ right to the road and describing how motorists should safely operate vehicles around cyclists.
- Work for inclusion of motorist-bicyclist safety information in defensive driving courses.
- Create a public service campaign that focuses on courtesy when operating around bicyclists.
- Develop a “Share the Road” campaign where motorists and bicyclists publicly pledge to share the road.

## **4. Other Education**

- Implement Bicycle Friendly Businesses Program.
- Enforce traffic rules for bicyclists and motorists.

- Work with City maintenance and utility crews so they better understand the needs of bicyclists.

## **5. Encouragement**

- Create events such as “bicycle to the grocery store” days, when cyclists get vouchers for, or coupons off items in the store, or “bicycle to the movies” days, when cyclists receive free popcorn or a discount on a movie or refreshments.
- Create public service announcements on Albany cable channel to promote the health and livability benefits of bicycling.
- Hold an annual Bike Fest as an event to encourage residents to replace one car trip a week with a bicycle trip.
- Promote and publicize new and existing education and cycling encouragement efforts by community groups and businesses.
- Develop and implement a public education campaign to encourage bicycling, such as ads on movie screens, city benches, videos on Albany cable channel, and signs along bike routes.
- Develop measures to reduce bicycle theft, such as a program to subsidize the purchase of locks and provide instructions for proper locking techniques.

## **5. IMPLEMENTATION**

### *A. Funding Sources*

In order to implement the improvements recommended in the Bicycle Master Plan, a combination of federal, state, and local funds could be utilized. The primary local funds available to the City of Albany are Transportation Development Act (TDA) Article 3 funds, which are distributed by the Alameda County Congestion Management Agency. The amount the City of Albany can expect from this and other local funding sources is expected to be approximately \$50,000 per year.

In addition to TDA funds, there are a variety of federal, state, and other local sources which can be utilized for the project. These include Intermodal Surface Transportation Efficiency Act (ISTEA) funds, or its equivalent, which constitute the major federal funding source, and several state sources, including California Bicycle Transportation Act (BTA) funds and California Energy Commission Transportation Demand Management Program funds. Further detail on these funding sources can be found in the *Guide to Bicycle Program Funding in California*, which is published by the Planning and Conservation League Foundation.

Most of the federal or state funding sources require the implementing agency to provide a funding “match.” That is, the City would need to provide a percentage of the funds for a given project in order to qualify for the programs. In most cases, the required “match” is 20 percent. Matching funds could be taken from the TDA Article 3 funds described above. Thus, with \$50,000 in TDA funds assumed to be available, matched with \$200,000 from outside sources, the total amount that could be available to the City of Albany for bicycle system improvements could be \$250,000 per fiscal year.

*B. Costs and Priorities*

This section identifies the projects foreseen in this Plan by cost and priority. In the following tables, individual improvements are grouped into projects, with costs assigned to them. The projects are prioritized based on their importance as identified by the Bicycle Advisory Committee.

Table 1 provides a listing of projects that should be sponsored by the City of Albany using the funding sources described above. The fiscal year that these projects could be funded, if grant applications are successful, is also shown. The estimated project dates have been calculated assuming that the City would annually appropriate \$50,000 from TDA and other local funds and would acquire matching funds from various federal and state sources, for a total of \$250,000 each fiscal year. If the assumed local TDA funds could not be used within a given fiscal year, it is assumed that these funds would roll-over and be available as match for projects in the next fiscal year.

Table 1 assumes that the first year for bicycle projects will be fiscal year 2003-2004. Because the top priority project costs more than \$250,000, these funds would be rolled over in the first year in order to secure enough funding for project implementation.

Table 2 describes projects that are not prioritized because they are anticipated to be included in projects that would not be funded by the City. The estimated costs of these projects, and the responsible agency for each project, are also given in Table 2.

**TABLE 1 BICYCLE SYSTEM IMPROVEMENTS AND PRIORITIES**

<i>Priority</i>	<i>Description</i>	<i>Total Length (in feet)</i>	<i>Projected Total Cost</i>	<i>Local Funding (20%)</i>	<i>Projected Fiscal Year</i>
1	Marin Avenue Enhancements; Buchanan Street Class II Lane; and Bike Detector at Marin and San Pablo	8,000	Refer to Traffic Management Plan	Refer to Traffic Management Plan	2003-2004
2	BART Trail Improvements (including lighting, bike detectors at Marin and Solano, and reconfigured offsets at, Portland and Washington	7,600	Refer to TMP	Refer to TMP	2004-2005
3	Jackson and Adams Street Cross-Town Bikeway (including Adams Street Bike Boulevard, Jackson Street Class II Lanes and Class III Route enhancements, and Cerrito Creek and Codornices Creek bicycle bridges)	6,700	\$176,000	\$35,200	Requires further public review
4	Santa Fe Avenue Class III route; and Bike Detectors at Marin and Solano Avenues	5,700	\$62,000	\$12,400	2004-2005
5	Washington Street Class II Lane; and San Pablo Avenue and Washington Street Reconfiguration (including new signal)	4,800	\$191,000	\$38,200	2005-2006
6	Peralta Avenue Class II and III; and Bike Detectors at Peralta and Marin	3,200	\$34,000	\$6,800	2004-2005
7	Cornell Avenue Class III Route	5,900	\$19,000	\$3,800	2004-2005
8	Pierce Street Class II or III Lane (per further study); and Bike Detectors at Pierce and Buchanan Signal	3,900	Refer to TMP	\$7,800	2004-2005



**TABLE 2 UN-PRIORITIZED BICYCLE SYSTEM IMPROVEMENTS**

<i>Description</i>	<i>Responsible Agency</i>	<i>Status</i>	<i>Length (in feet)</i>	<i>Project Cost</i>
Codornices Creek Class I Path; Dartmouth and Francis Class III Route; and New Signal at Dartmouth Street and San Pablo Avenue.	UC Berkeley	To be implemented as part of the UC Village project	7,000	Refer to Lower Codornices Creek Plan
Cerrito Creek Class I Path	Future El Cerrito Plaza Developer	To be implemented as part of the El Cerrito Plaza project	3,800	\$471,000
Bay Front Class I Path	State of California, Golden Gate Fields, and/or Magna Entertainment Corporation	Contingent on the future of Golden Gate Fields	10,000	\$1.2 million

## **APPENDIX A: COMPLIANCE WITH STATE BICYCLE LAND ACCOUNT REQUIREMENTS**

California law requires that bicycle plans prepared by local jurisdictions include eleven distinct components in order to qualify for funding from the State Bicycle Lane Account (BLA) under the California Bicycle Transportation Act. This appendix details how this plan conforms to the State's requirements.

### *a. Estimated Number of Existing and Proposed Bicycle Commuters*

The number of commuters in Albany was quantified by the 1990 Census as approximately 8,300 persons. The census also shows a 5% mode share for bicycles, which means that Albany is estimated to have 415 bicycle commuters. Through current planning efforts and encouragement of bicycle commuting, the City could hope to increase the bicycle commuting percentage to ten percent. With this increase, and assuming the total number of commuters within the city will not dramatically change, Albany would have approximately 830 future bicycle commuters.

### *b. Land Use and Population Density (map and description)*

The City of Albany General Plan includes a map and description of land uses, in addition to information on population and density. The General Plan is hereby incorporated into the City's Bicycle Plan by reference.

### *c. Existing and Proposed Bikeways (map and description)*

The existing bikeways within the Albany are described in Chapter 2 and Figure 1 of this Plan. Proposed bikeways are described in Chapter 4, and shown in Figure 3.

### *d. Existing and Proposed End-of-Trip Bicycle Parking Facilities (map and description)*

Bicycle parking facilities are currently provided in Albany in various locations, including some of the major destinations shown in Figure 1. This Plan includes standards for development of additional bicycle parking, and outlines potential locations for these facilities. Specifically, the Plan suggests that covered bike racks or bicycle lockers should be provided at all places of employment at the rate of one space per 30 fulltime employees. Additionally, it is suggested that bicycle parking facilities are to be provided in areas with the potential for high volumes of bicycle use, including along Solano Avenue and San Pablo Avenue. Specific locations where bicycle parking facilities could be located are outlined in text and graphic form in Appendix B.

*e. Existing and Proposed Bicycle Transport and Parking Facilities for Transportation Connections (map and description)*

No BART station or other form of transportation (beyond buses) are within the city limits of Albany. With regards to buses, bicycle parking is proposed at bus stops along San Pablo Avenue and Solano Avenue, as detailed in Appendix B.

*f. Existing and Proposed Shower Facilities (map and description)*

There are currently no major shower facilities for bicycle commuters within the City of Albany. As suggested in Chapter 2, the City could require that any development or redevelopment over 50,000 square feet of gross leasable area or 150 employees provide one shower and locker facility per 100 employees. The location of the facilities is not known at this time. This Plan does not map proposed shower facilities because they would be developed in conjunction with the development of future major employers within the City.

*g. Bicycle Safety and Education Programs (description)*

Bicycle safety and education programs are encouraged by this Plan as described in chapters 2 and 3. A detailed description of possible education programs that could be incorporated into the City's coordinated strategy to encourage bicycling in Albany is provided under Section 4.E. of this Plan.

*h. Citizen and Community Participation*

This Plan was developed by the City of Albany Bicycle Advisory Committee, which is a citizen's advisory committee appointed by the Albany City Council. The Committee held over ten meetings to develop this Plan. Additionally, a community survey and two public workshops were conducted, and the Plan was publicized for public input. Notices of these events were provided through City notification processes, in addition to postings along the Solano Avenue stroll.

*i. Consistency with Long-Range Transportation, Air Quality and Energy Plans*

This Bicycle Plan is consistent with the Albany General Plan. The Circulation Element of the City's General Plan states that a bikeway system should be established based upon the following considerations: the points of likely destination such as schools, parks, etc; through streets providing the greatest safety; routes north, south, east, and west; connections to the Berkeley system; and flat terrain to enable as many cyclists as possible to use the system. More specifically, General Plan Policy 4.3 mandates continuing to work with the City's Trip Reduction Ordinance and continue to develop programs and incentives for the use of trip reduction strategies including bicycling. Additionally, Goal CIRC-6 of the General Plan is to "improve and enhance the City's bicycle route and path system." The policies to implement this

goal include the development of a bicycle plan, and to work to obtain funding sources for the Bay Trail in Albany. The Bicycle Plan is consistent with these policy directions.

*j. Project Descriptions and Priority Listings*

Descriptions of projects anticipated in the Plan are provided in Chapter 4. Priorities of these projects are provided in Chapter 5.

*k. Past Expenditures and Future Financial Needs Description*

The City of Albany has not spent any significant funds on bicycle facility improvements. The City has shared grant with the cities of Berkeley and Emeryville for bicycle signage. Additionally, this Bicycle Plan was funded through two years of TDA Article 3 funds totaling \$20,000 (\$10,000 in fiscal year 1995-96, and \$10,000 in fiscal year 1996-97). The future financial requirements for bicycle facilities are detailed in Chapter 5 of the Plan, which provides the expected costs of individual project, their priorities, and anticipated funding, including a discussing of funding sources.

## **APPENDIX B: POTENTIAL BICYCLE PARKING LOCATIONS**

Installation of new bicycle parking along Solano Avenue and San Pablo Avenue would be important steps toward making Albany more bicycle-friendly. The Bicycle Advisory Committee has considered potential locations for bicycle parking on these streets, which are indicated in Figure B-1.

Members of the Bicycle Advisory Committee hope to work with City staff and other oversight committees to ensure that future improvements on Solano Avenue and San Pablo Avenue include adequate bicycle parking. This appendix includes a list and map of potential locations for bicycle parking on Solano Avenue and San Pablo Avenue, which may be considered when parking locations are chosen.

### **1. Class I Bicycle Parking**

Class I bicycle parking facilities are secure bike lockers. They could be placed in the following locations:

- One high use facility (six-bicycle capacity) at the corner of Solano Avenue and Curtis Street;
- One medium use facility (four-bicycle capacity) at the corner of Solano Avenue and Kains Avenue; and
- Two medium use facilities on either side of Solano Avenue under the BART tracks.

### **2. Class II Bicycle Parking**

Class II facilities are characterized as either clustered or linear. “Clustered” facilities would group parked bicycles together in a designated bulb along roadways. The following “clustered” facilities could be considered for Solano Avenue:

- One high use facility (six-bicycle capacity) at the corner of Peralta Avenue;
- One high use facility (four-bicycle capacity) at the corner of San Carlos Avenue;
- One high use facility (two bicycle capacity) at the corner of Pomona Avenue;
- Two high use facilities (each with ten-bicycle capacity) between Cornell and Stannage Avenues;
- One high use facility (ten-bicycle capacity) at the corner of Kains Avenue;
- One medium use facility (four-bicycle capacity) at the corner of Ordway Street;
- One medium use facility (six-bicycle capacity) at the corner of Neilson Street;

- Two medium use facilities (each with four-bicycle capacity) at opposite corners of Curtis Street;
- Four medium use facilities (two with four-bicycle capacity, one with six-bicycle capacity, and the other with two-bicycle capacity) around the intersection of Santa Fe Avenue;
- One medium use facility (four-bicycle capacity) at the corner of Carmel Avenue;
- One medium use facility (six-bicycle capacity) at the corner of Pomona Avenue;
- Two medium use facilities (each with four-bicycle capacity) between Masonic and Evelyn Avenues;
- One medium use facility (ten-bicycle capacity) at the corner of Cornell Avenue;
- Two medium use facilities (each with four-bicycle capacity) between Cornell and Stannage Avenues;
- One medium use facility (four-bicycle capacity) at the corner of Adams Avenue;
- One low use facility (four-bicycle capacity) at the entrance to the Solano Avenue tunnel;
- One low use facility (four-bicycle capacity) at the corner of Ventura Avenue;
- One low use facility (four-bicycle capacity) at the corner of Pomona Avenue;
- One low use facility (four-bicycle capacity) at the corner of Key Route Boulevard;
- Two low use facilities (four-bicycle capacity) between Masonic and Evelyn Avenues;
- Two low use facilities (each with four-bicycle capacity) between Evelyn and Talbot Avenues; and
- One low use facility (four-bicycle capacity) at the corner of Stannage Avenue.

“Linear” Class II facilities align parked bicycles end to end on the sidewalk at the foot of automobile parking spaces. “Linear” facilities that could be considered along Solano Avenue are as follow:

- Two medium use facilities (each with six-bicycle capacity) on opposite sides of Solano Avenue between Curtis Street and Santa Fe Avenue;

- One medium use facility (six-bicycle capacity) at the corner of Carmel Avenue;
- One medium use facility (six-bicycle capacity) at the corner of Ramona Avenue;
- Two facilities, one low use and the other medium use (each with four-bicycle capacity), on opposite sides of Solano Avenue between Pomona Avenue and Key Route Boulevard; and
- One medium use facility (four-bicycle capacity) between Evelyn and Talbot Avenues.

“Clustered” bicycle parking should also be added along San Pablo Avenue. The following locations could be considered:

- One low use facility (four-bicycle capacity) at the corner of Brighton Avenue (500 San Pablo Avenue);
- One medium use facility at the corner of Clay Street (505 San Pablo Avenue);
- One heavy use facility (six-bicycle capacity) at the corner of Garfield Avenue (540 San Pablo Avenue);
- One low use facility (two-bicycle capacity) at the corner of Washington Avenue (801n San Pablo Avenue);
- One heavy use facility (eight-bicycle capacity) between Washington and Solano Avenues (811-827 San Pablo Avenue);
- One medium use facility (three-bicycle capacity) between Washington and Solano Avenues (865 San Pablo Avenue);
- One heavy use facility (eight-bicycle capacity) between Solano and Marin Avenues (962 San Pablo Avenue); and
- One medium use facility at the corner of Marin Avenue (1019-1035 San Pablo Avenue).