



Kains and Adams Bikeway Pilot Project

Albany City Council
May 20, 2024

City Goals

Climate & Mode Split Goals

2019 Climate Action & Adaptation Plan

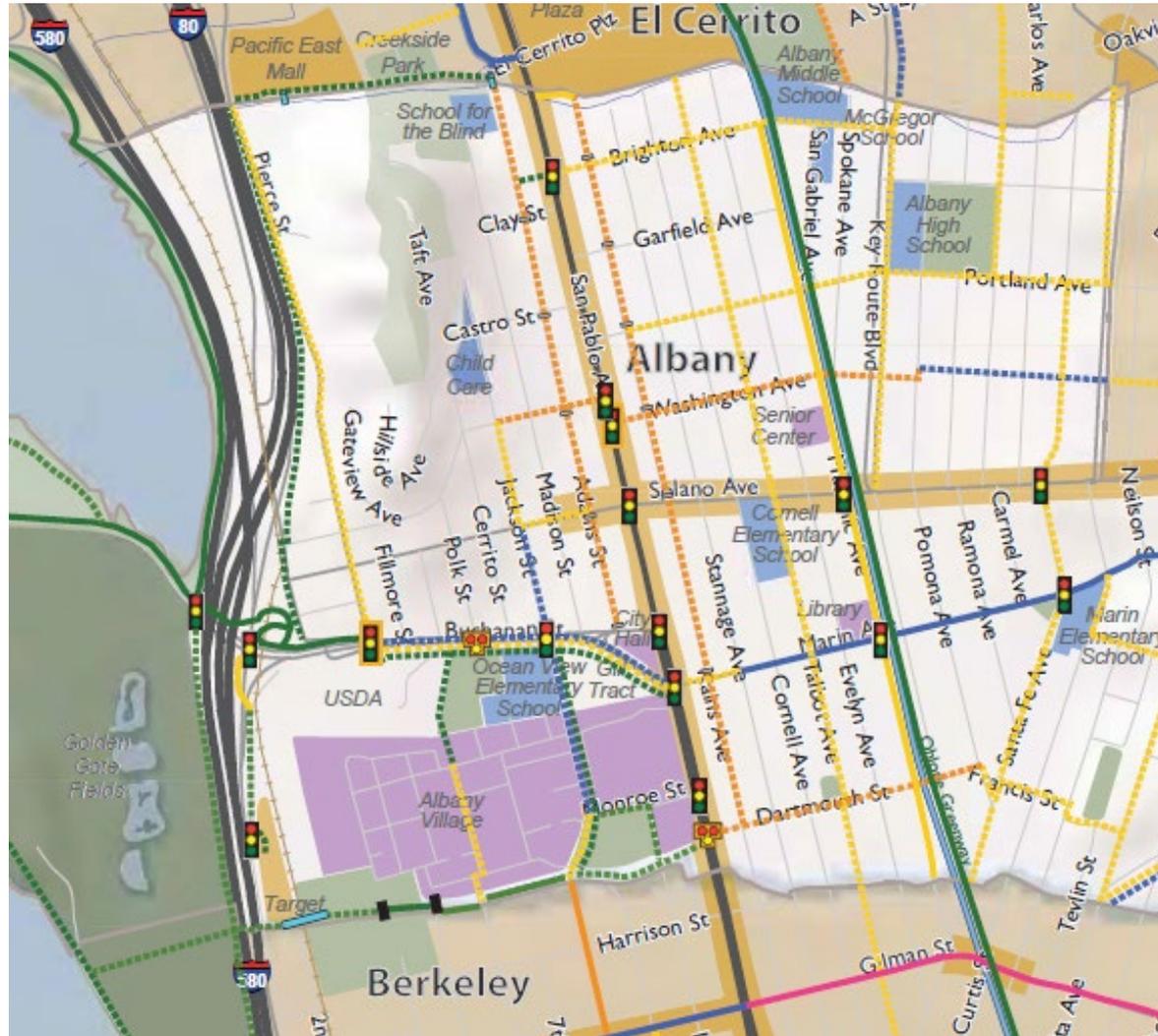
By 2035	By 2045
70% reduction in greenhouse gases	Carbon neutrality (100% reduction in greenhouse gases)
	25% reduction in miles traveled by passenger vehicles
	98% of passenger vehicles are electric
	90% of commercial vehicles are electric

*using a 2004 baseline emissions level

2012 Active Transportation Plan

Mode	2012 (Existing)	2020 (Goal)	Proposed Change
Drive	62%	51%	-18%
Transit	22%	22%	0%
Bicycle	6%	12%	100%
Walk	5%	10%	100%
Other	5%	5%	0%

Bicycle Network

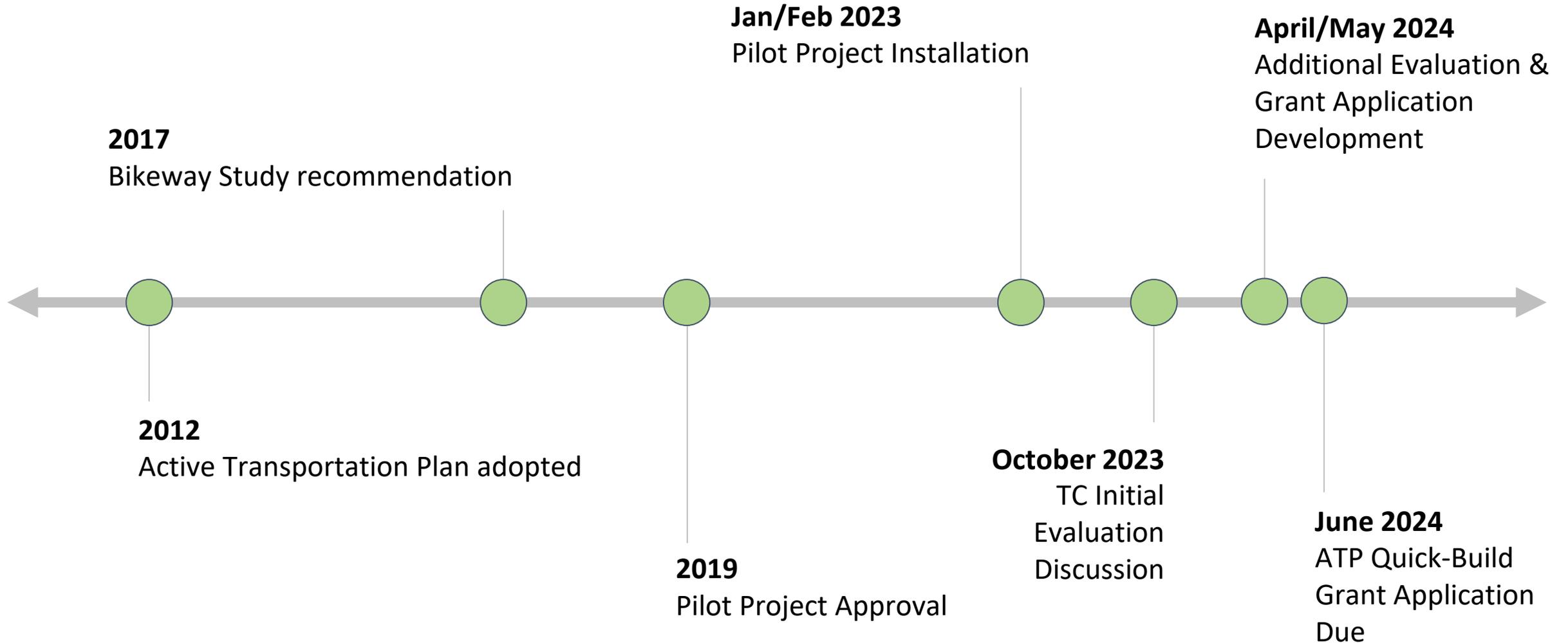


- Albany City Limits
- BART Station
- BART Line
- Schools
- Points of Interest
- Commercial District
- Parks
- Racetrack

Bikeway Type	Existing	Proposed
Class I Path		
Class II Lane		
Class II.5 Berkeley Route ₂		
Class III Boulevard ₁		
Class III Route _{2,3}		
Bridge		
Traffic Signal		
Ped Hybrid Beacon		
Partial Closure		

Project Background

Timeline



Grant Opportunity

Infrastructure



Quick-Build Projects

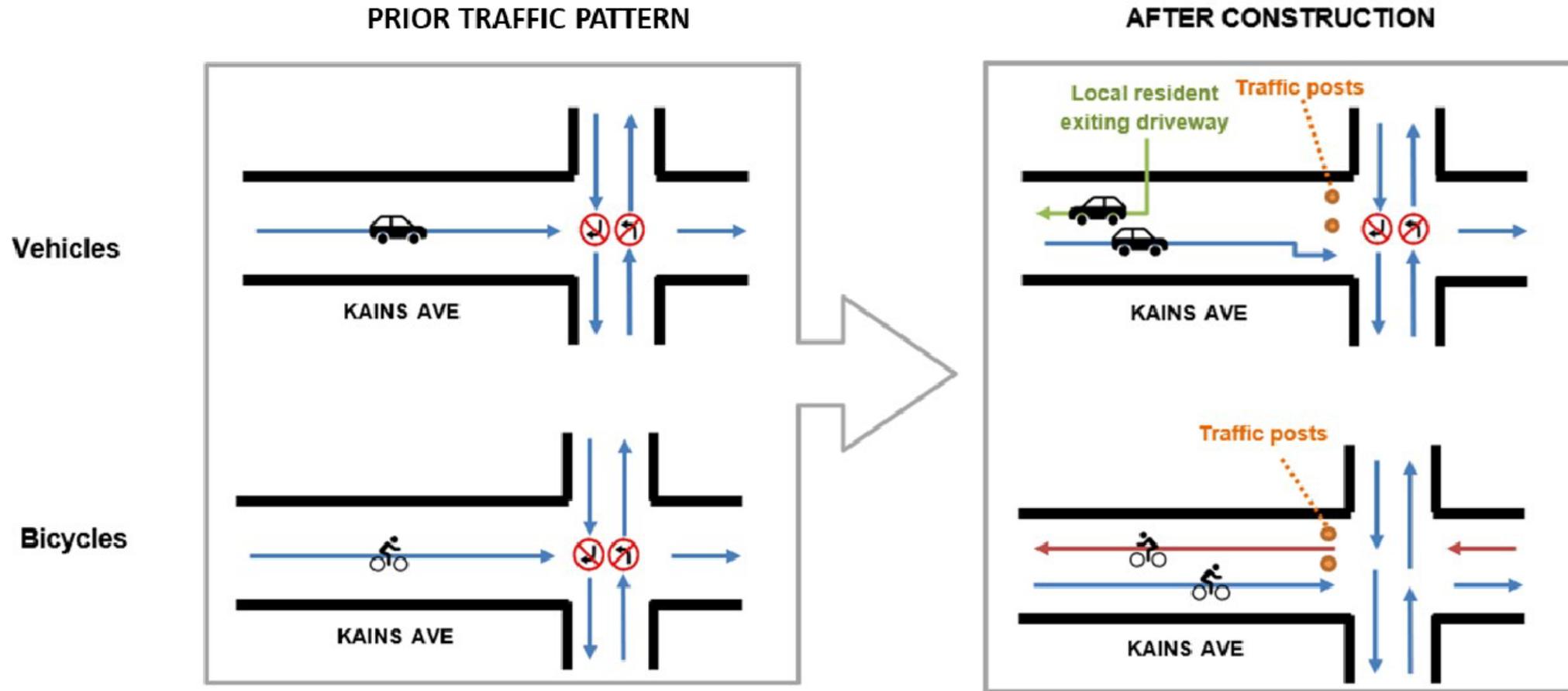
Purpose: To immediately implement safety needs, allowing a community to benefit quickly from improvements made, and allowing the people of a community affected by the project to provide input and test the project improvements before they are permanently constructed.

Details

1. **Timeframe:** Semi-Permanent 1-5 years
2. **Led by:** Local agencies or government/organizational leaders
3. **Materials:** Semi-permanent, low to mid-cost, medium to high durability
4. **Requires high level of public engagement**
5. **Flexibility:** Moderately flexible (can be adjusted based on public input)
6. **Data collection to refine approach for current/future projects is required**

Active Transportation Program Cycle 7
Quick-Build Grant Application
Deadline is **June 17, 2024**

Pilot Design



Pilot Design



Project Evaluation

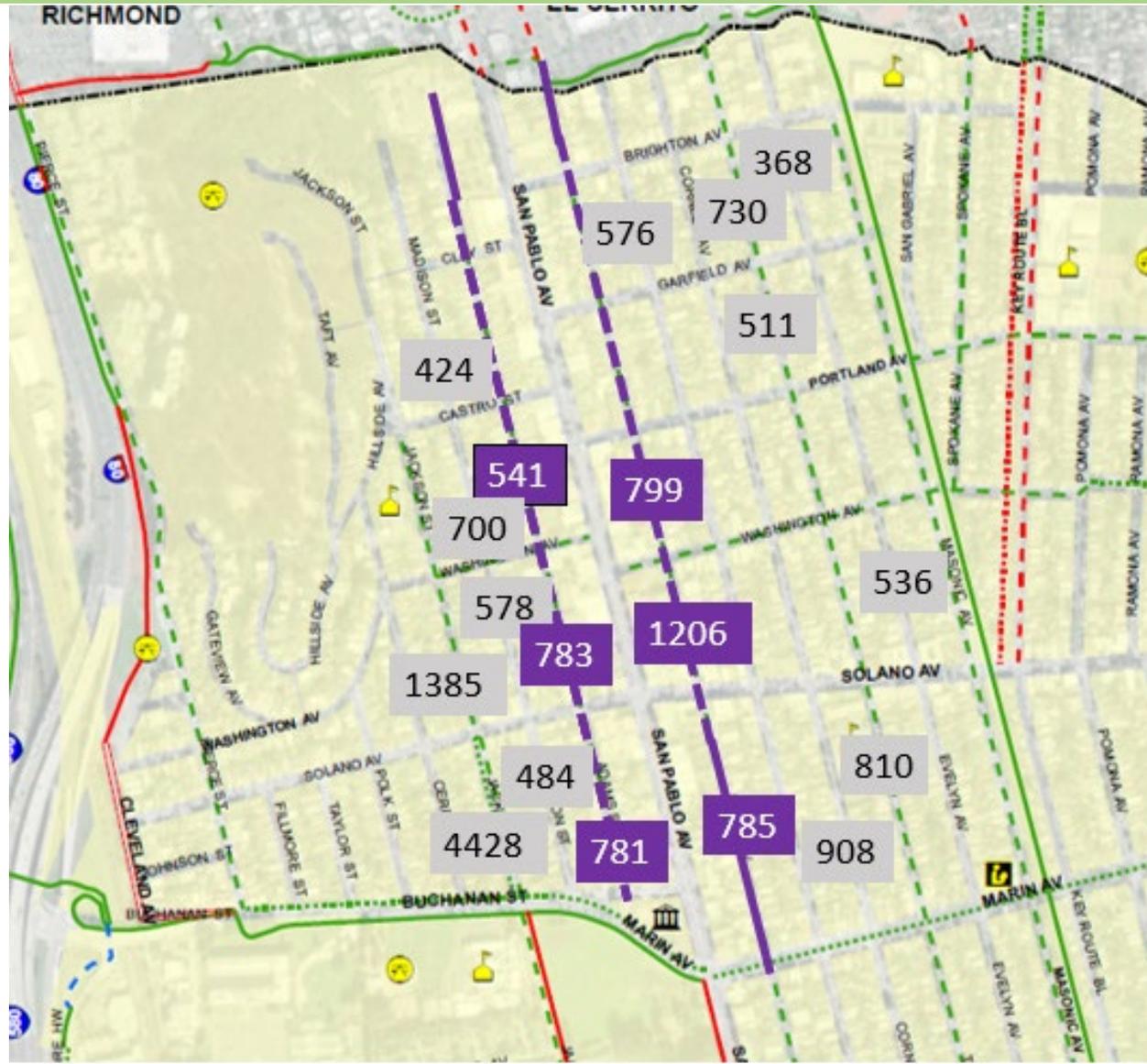
Bicycle Counts

24-Hour Bicycle Counts	Pre-Project (April 2022)	Mid-Project (May 2023)	Post-Project (March 2024)
665 San Pablo Ave	81	62	48
San Pablo @ Solano	78	100	109
708 Adams St	49	34	43
Adams @ Solano	21	22	27
635 Kains Ave	20	49	42
Kains @ Solano	61	69	86

Vehicle Counts

24-Hr Video - Vehicle Contraflow Direction	Pre-Project (April 2022)	Mid-Project (May 2023)	Post-Project (March 2024)
Adams/Solano			
Entering Intersection Southbound on Adams	8	15	20
Westbound Left Turn onto Adams	1	1	2
Eastbound Right Turn onto Adams	2	0	0
Kains/Solano			
Entering Intersection Northbound on Kains	11	37	49
Westbound Right Turn onto Kains	6	0	0
Eastbound Left Turn onto Kains	2	1	2
24-Hr Vehicle Volumes			
Adams (Northbound at Solano)	893	867	834
Kains (Southbound at Solano)	915	974	1206

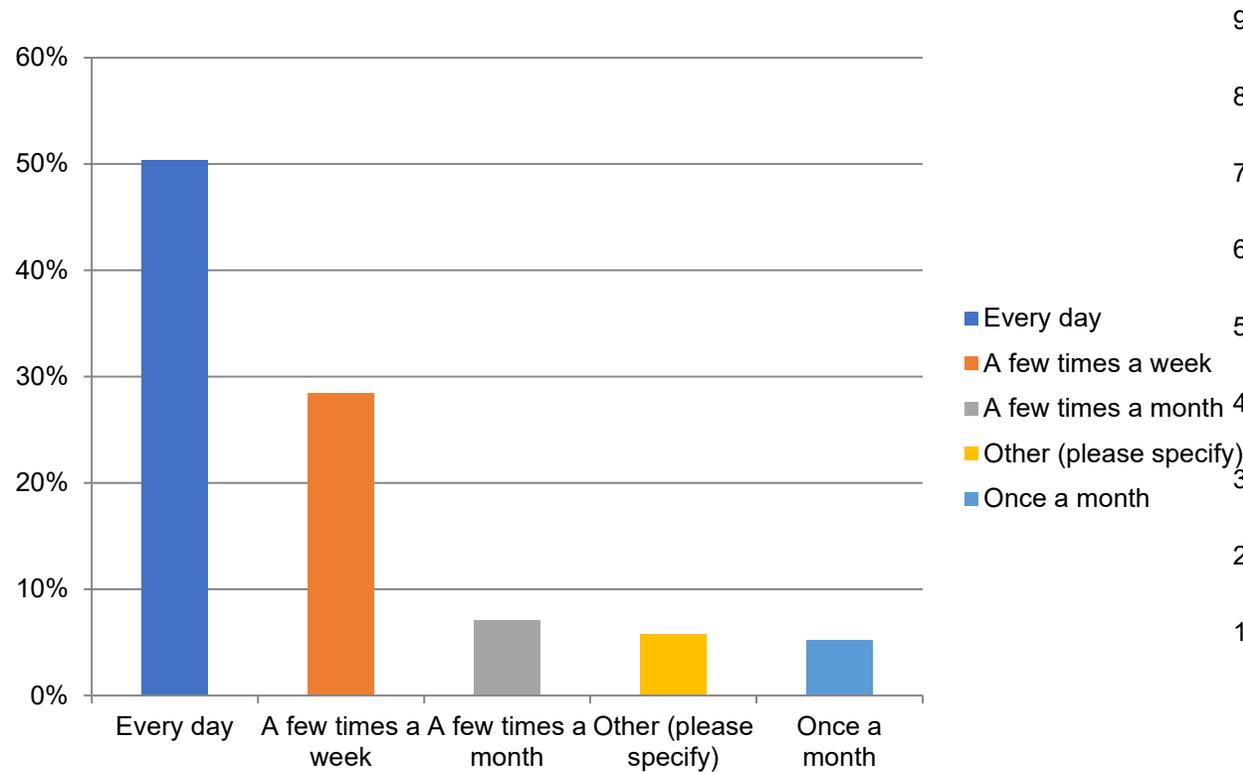
Vehicle Counts



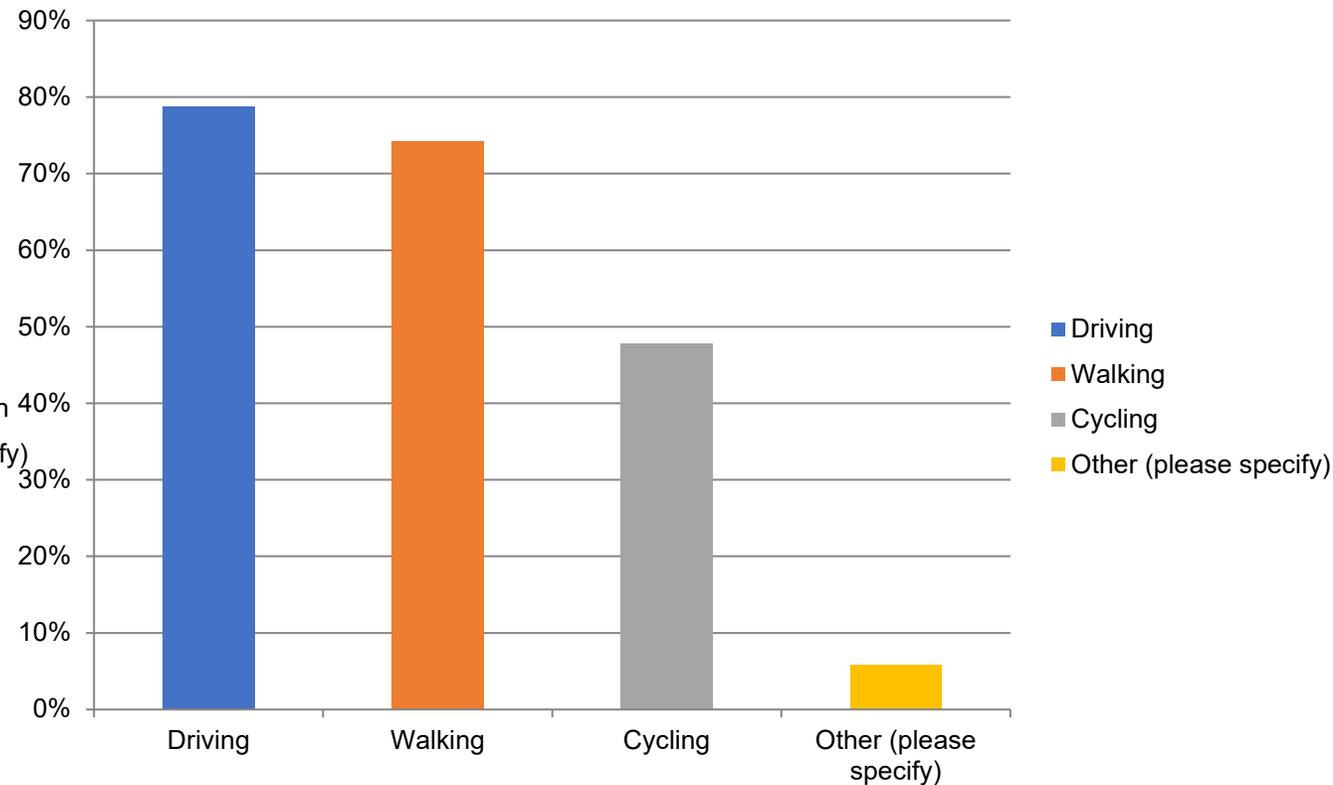
Average weekday daily volumes

Survey Results

Respondents



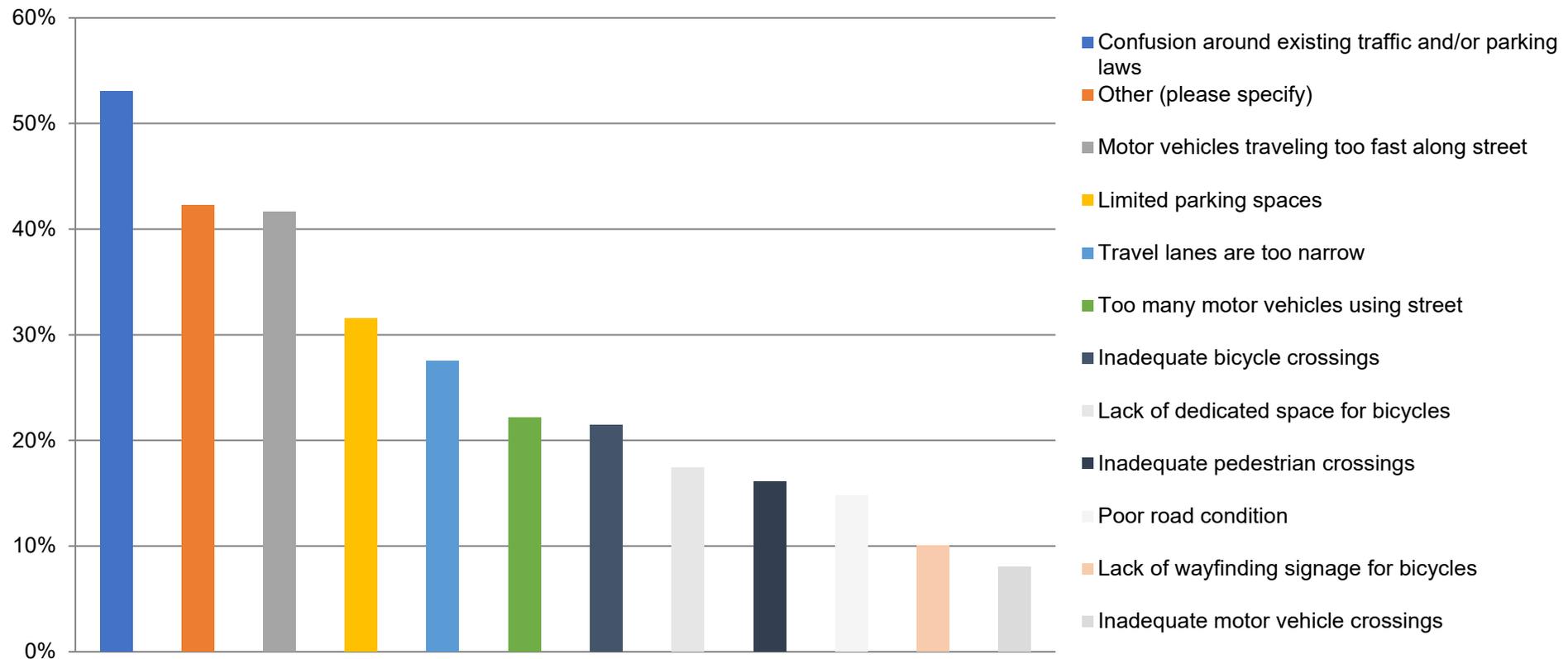
How frequently do you use the redesigned street?



Which modes of transportation do you use on the redesigned street?

Survey Results

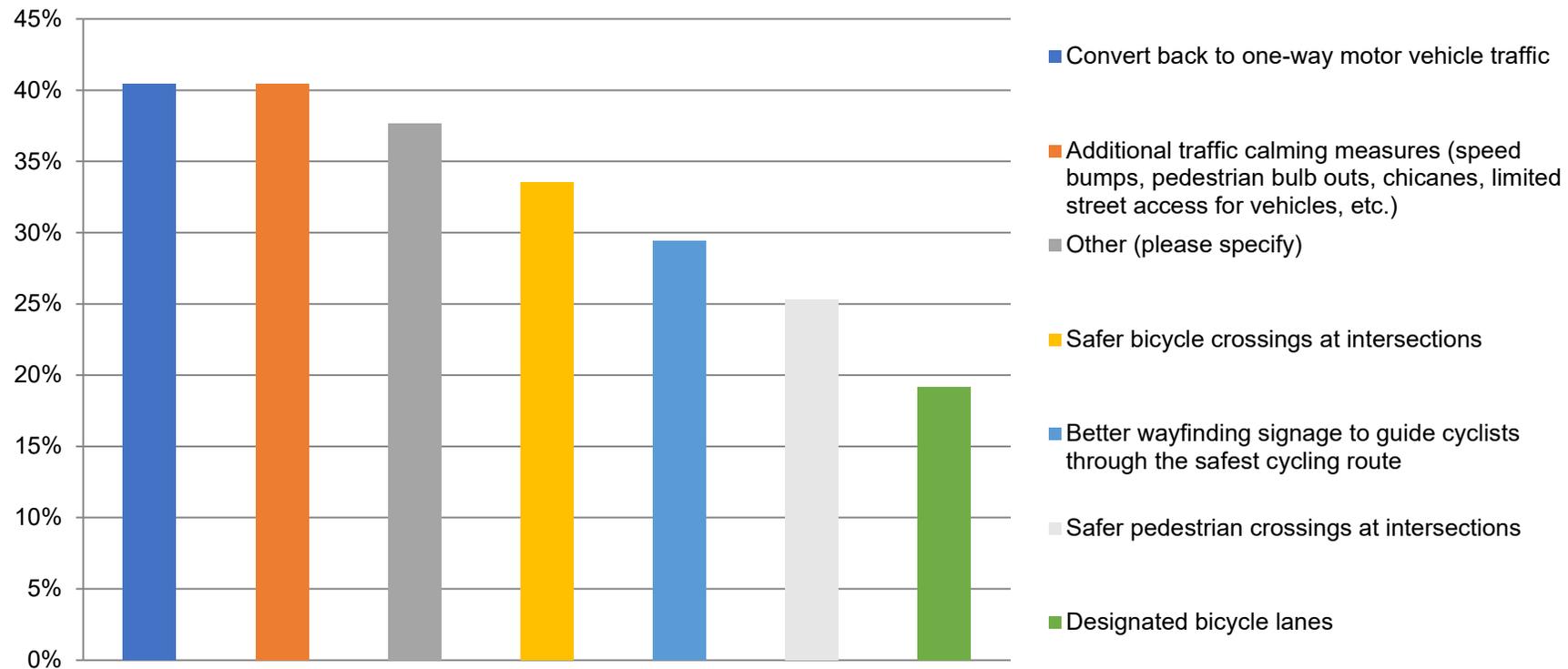
Existing Conditions and Challenges



What challenges or issues do you currently face with the existing street design?

Survey Results

Preferences for Future Changes



Which of the following improvements would you like to see on the redesigned street?

Street Design

Design Options

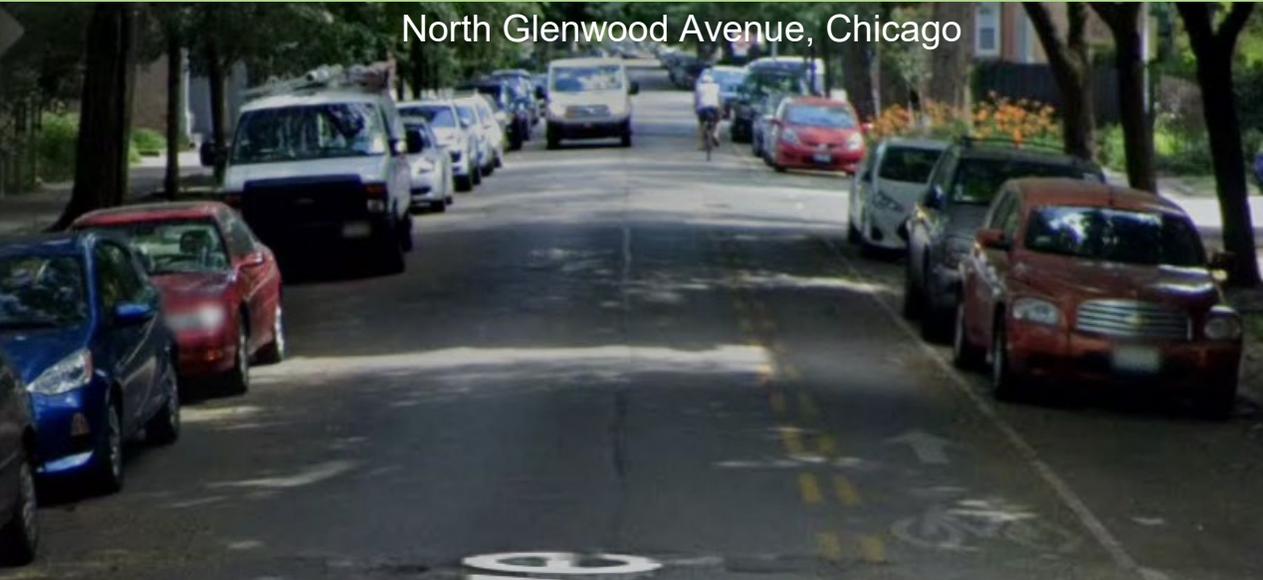
1. **Existing Pilot:** Continue current street configuration, pursue legislation to allow left-wheel to curb parking.
2. **Two-way Through Traffic with Forced Right Turns:** Continue the current street configuration, remove motor vehicle ingress restrictions, add forced right turns at egress.
3. **Chicago Contraflow:** Return to one-way vehicle traffic, maintain existing parking configuration, convert bicycle facility to a shared travel lane in one direction and a contraflow bicycle lane in the other.

Design Options

1. **Existing Pilot:** Continue current street configuration, pursue legislation to allow left-wheel to curb parking.
Leaves parking configuration unresolved
2. **Two-way Through Traffic with Forced Right Turns:**
Continue the current street configuration, remove motor vehicle ingress restrictions, add forced right turns at egress.
Introduces additional two-way motor vehicle circulation and changes to local circulation and access
3. **Chicago Contraflow:** Return to one-way vehicle traffic, maintain existing parking configuration, convert bicycle facility to a shared travel lane in one direction and a contraflow bicycle lane in the other.

Chicago Contraflow

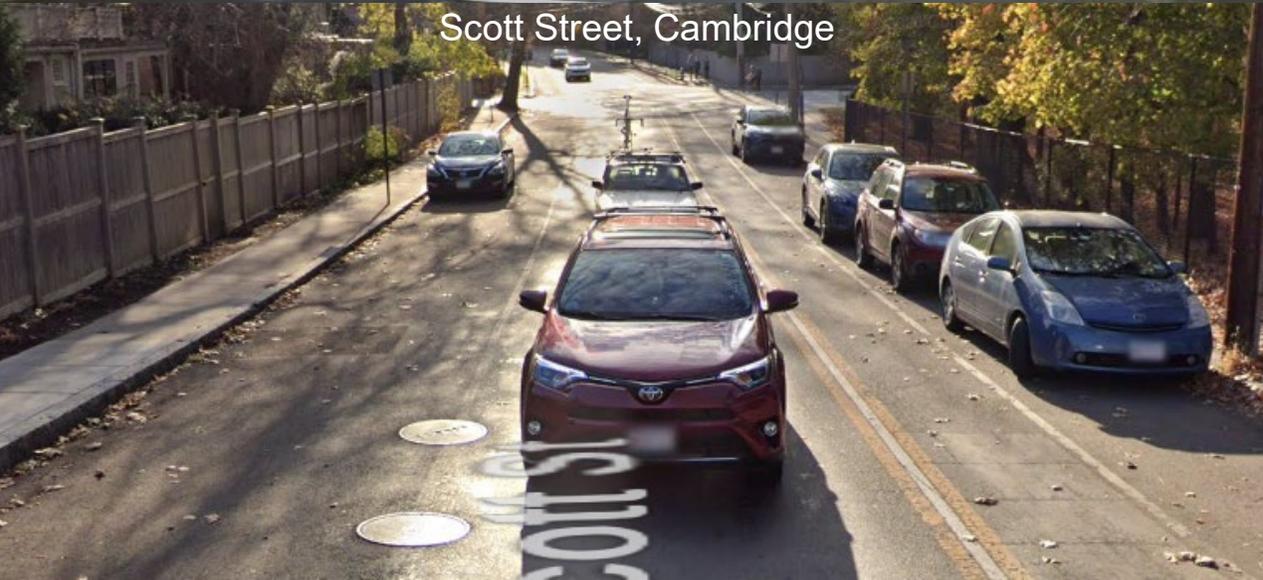
North Glenwood Avenue, Chicago



West Berwyn Avenue, Chicago



Scott Street, Cambridge



Pacific Ave, Santa Cruz



Chicago Contraflow

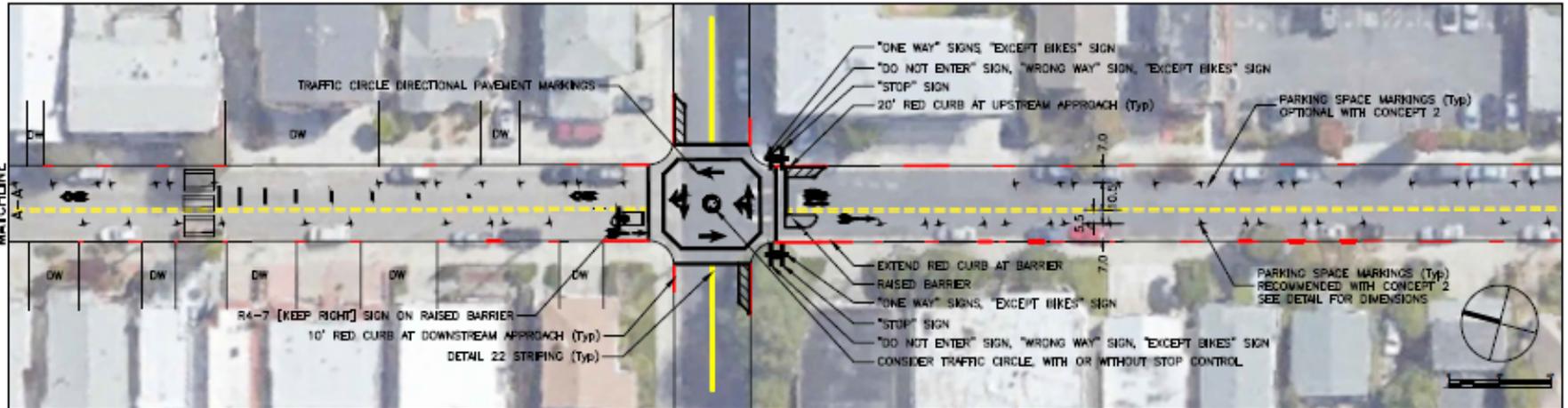
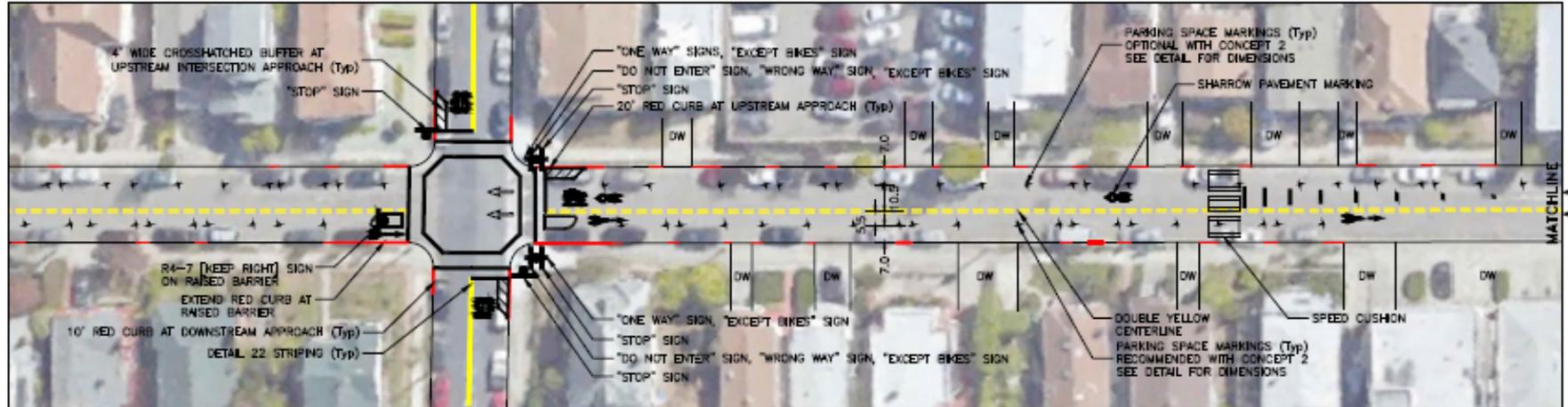
Pros

- Reverts Kains and Adams back to original motor vehicle travel pattern
- Narrows travel lane beyond current and original street configuration, potentially slowing traffic
- Retains existing curbside parking
- Provides dedicated space for cyclists in one direction of travel
- Speeds up emergency responders by limiting motor vehicle travel to one-way

Cons

- Places cyclists in a position where motorists do not expect to see them
- Requires motorists to drive across contraflow bicycle lane to parallel park
- Provides motorists with an opportunity to drive in contraflow bike lane to overtake cyclists traveling in same direction
- Limited visibility between left-hand side motorist exiting parking space or driveway and cyclist traveling in opposite direction

Chicago Contraflow



CITY OF ALBANY

Kains Avenue & Adams Street Traffic Calming and Bikeway Study

Prototypical Design Concept 2: Traffic Calming (Retain One-Way Traffic) with Contra-Flow Bike Lane

Chicago Contraflow

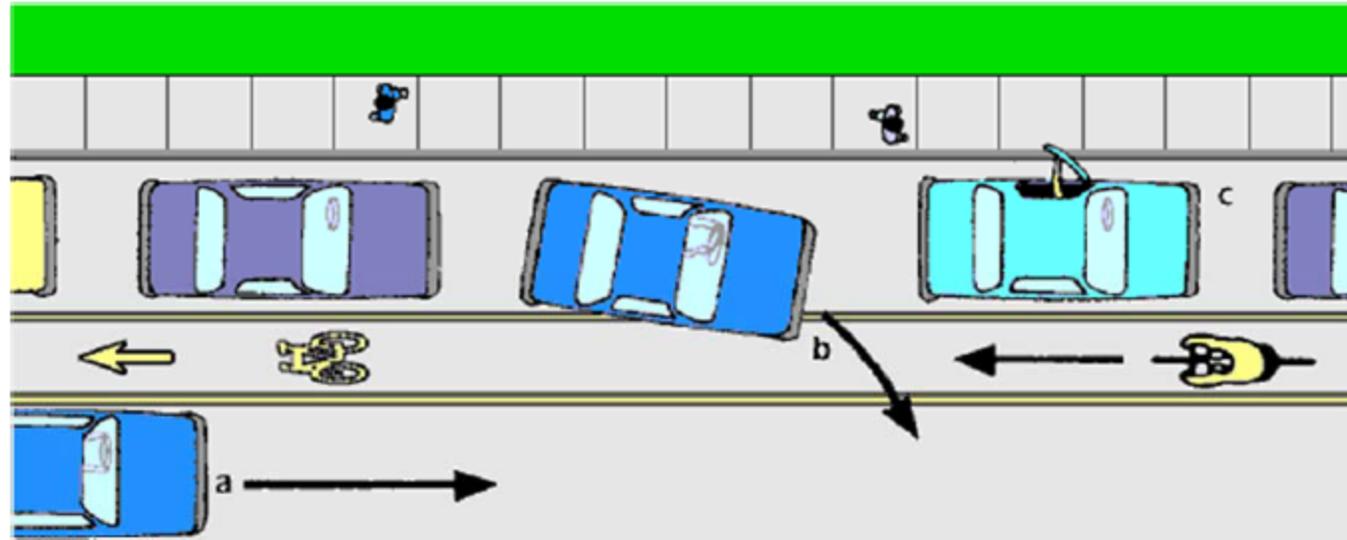


Figure 18 Issues with a Contraflow Bike Lane Adjacent to Parking

Source: <http://www.bikexpert.com/bikepol/facil/lanes/contraflow.htm> (John S. Allen)

Chicago Contraflow

Summary

Clarify Permitted Vehicle Movements and Parking

- Restricts vehicle movements to original one-way
- Permits left wheel to curb parking

Provide two-way cycling facility

- Provides dedicated space for cyclists in one direction of travel
- Reduces vehicle approach directions/potential conflicts

Improve Safety

- Narrower vehicle lane may help reduce speeds
- Speeds up emergency responders by limiting motor vehicle travel to one-way

Wayfinding Signage

Bicycle Wayfinding Signage

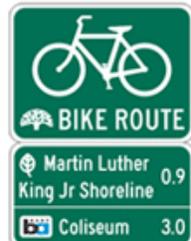
Confirmation Signage



Berkeley, CA



Chicago, IL



Oakland, CA

Turn Signage



Concept



Chicago, IL

MUTCD

Decision Signage



Oakland, CA



Concept



Portland Metro Cities, OR

Additional Signage

Advanced Crossing Signage

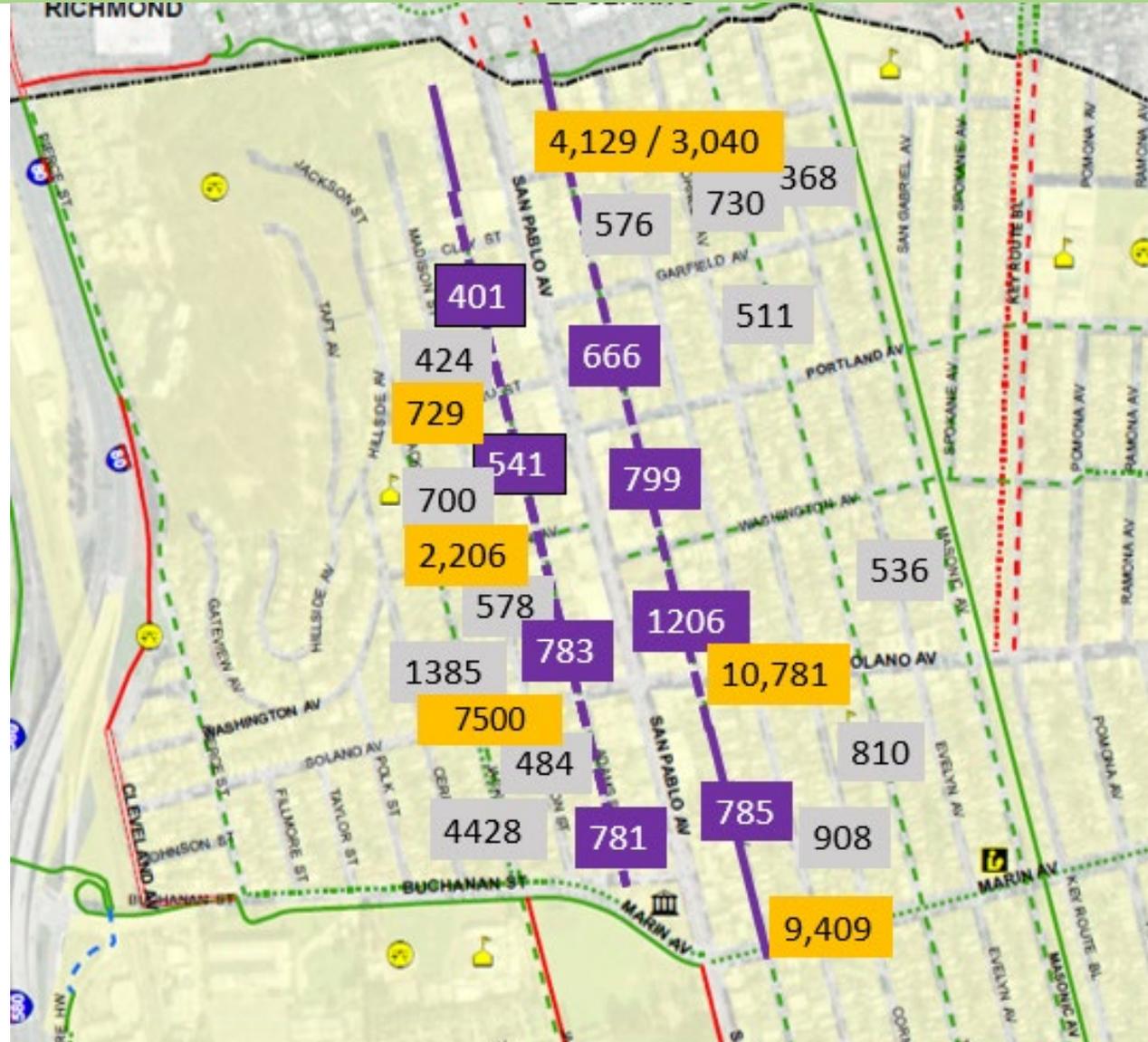


Vehicle Access Signage



Intersection Treatments & Other Traffic Calming Measures

Intersections & Traffic Calming



Average weekday daily volumes

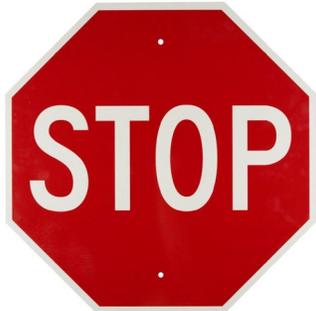
Intersections & Traffic Calming



Traffic Circles



Flashing Beacons



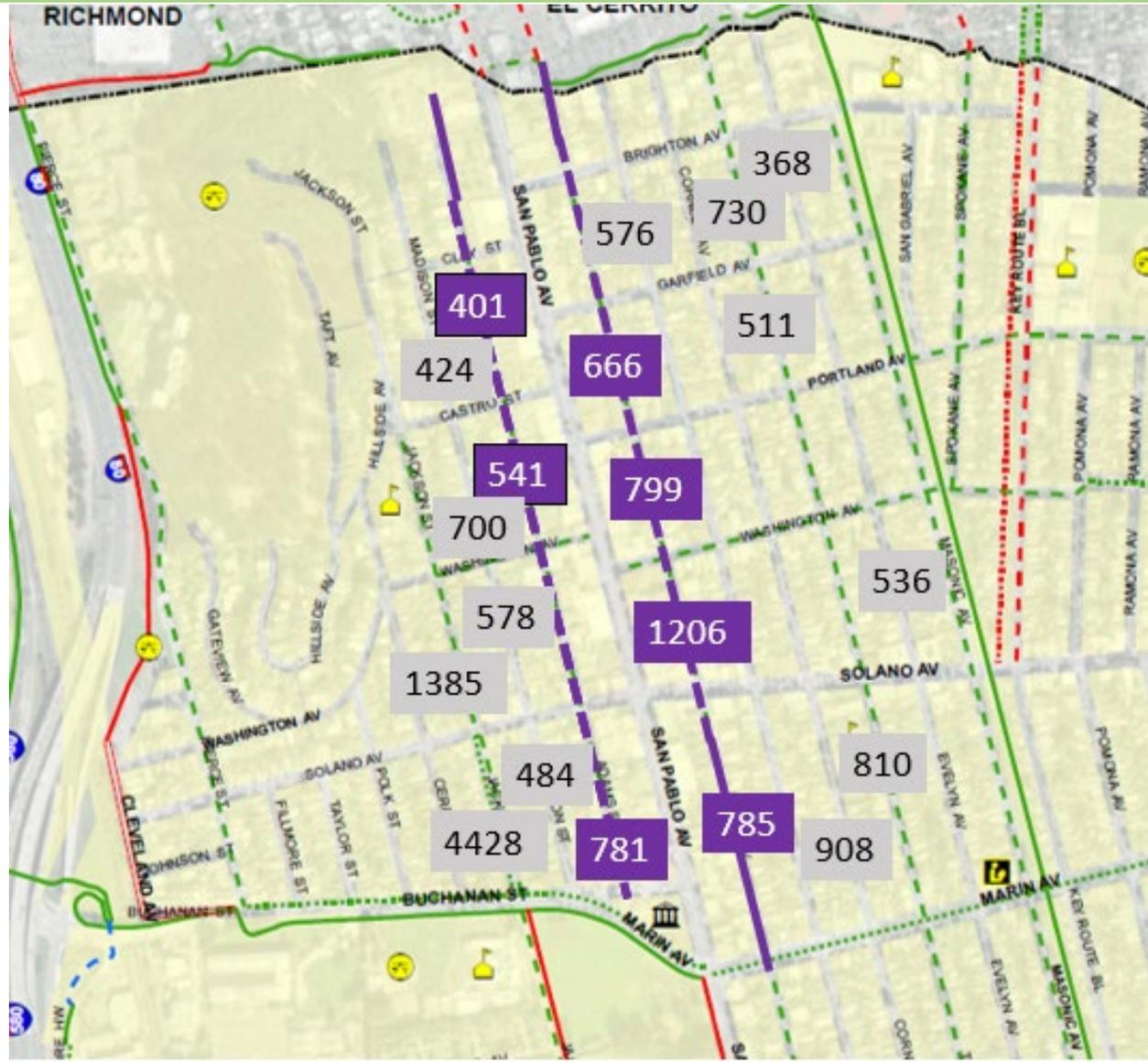
Stop Controls



Speed Tables

Traffic Volume Management

Traffic Volume Management



Traffic Volume Management

Median with Forced Right Turn for Motor Vehicles



NACTO Rendering

Alternating One-Way Streets



Staff Recommendation

That the Council adopt Resolution 2024-33:

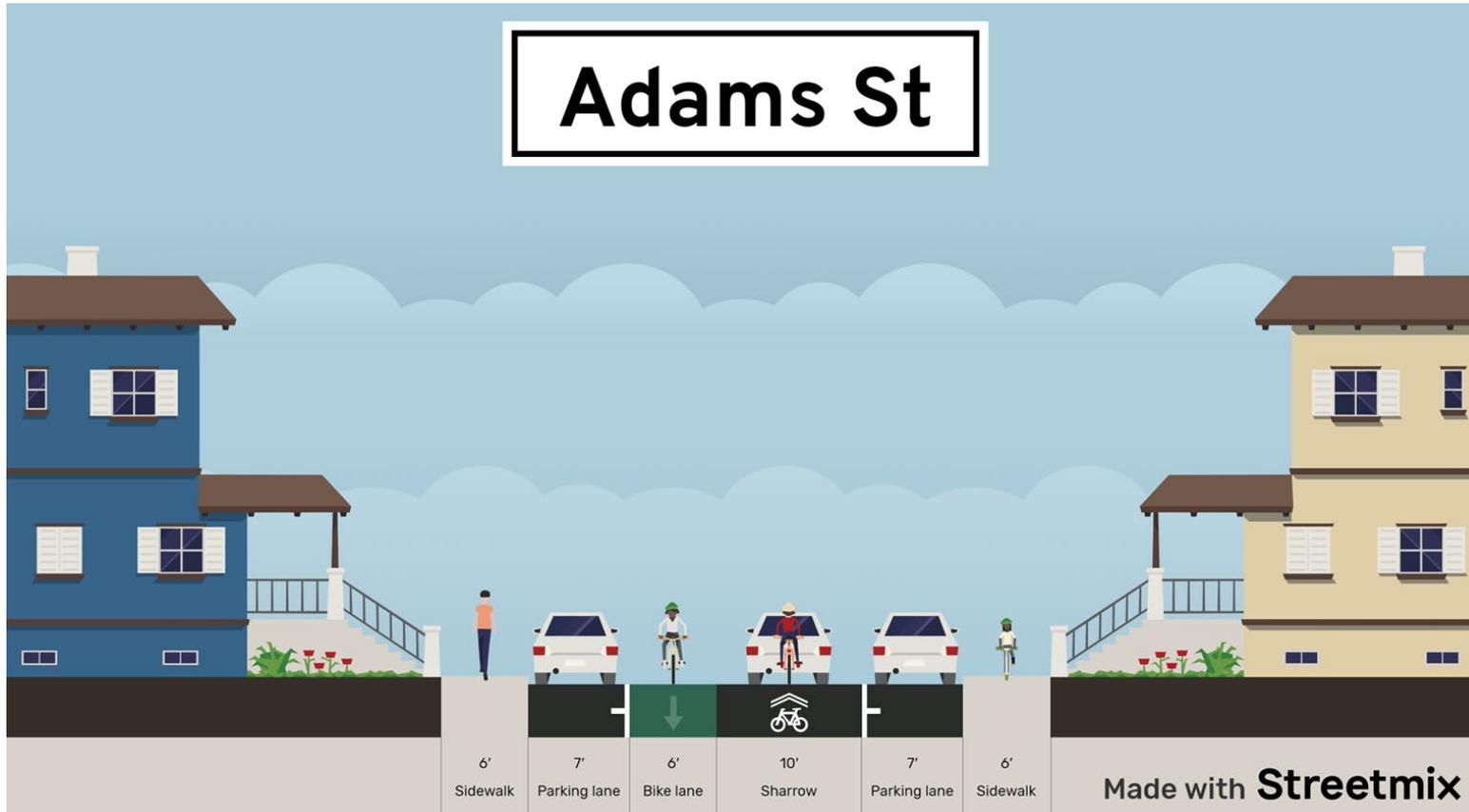
1. Directing staff to prepare designs for a revised layout that includes: 1-way motor vehicle traffic, a contraflow bicycle lane, parallel parking, wayfinding signage, additional intersection treatments to facilitate safer crossings at all intersections, and additional measures to address vehicle volumes on the 700 and 800 block of Kains and the 900 block of Adams; and
2. Authorizing the City Manager to submit a grant application for the Kains & Adams Bikeway to the California Active Transportation Program and enter into a funding agreement with Caltrans upon award of grant.



Discussion

Albany City Council
May 20, 2024

Chicago Contraflow



Cross Section

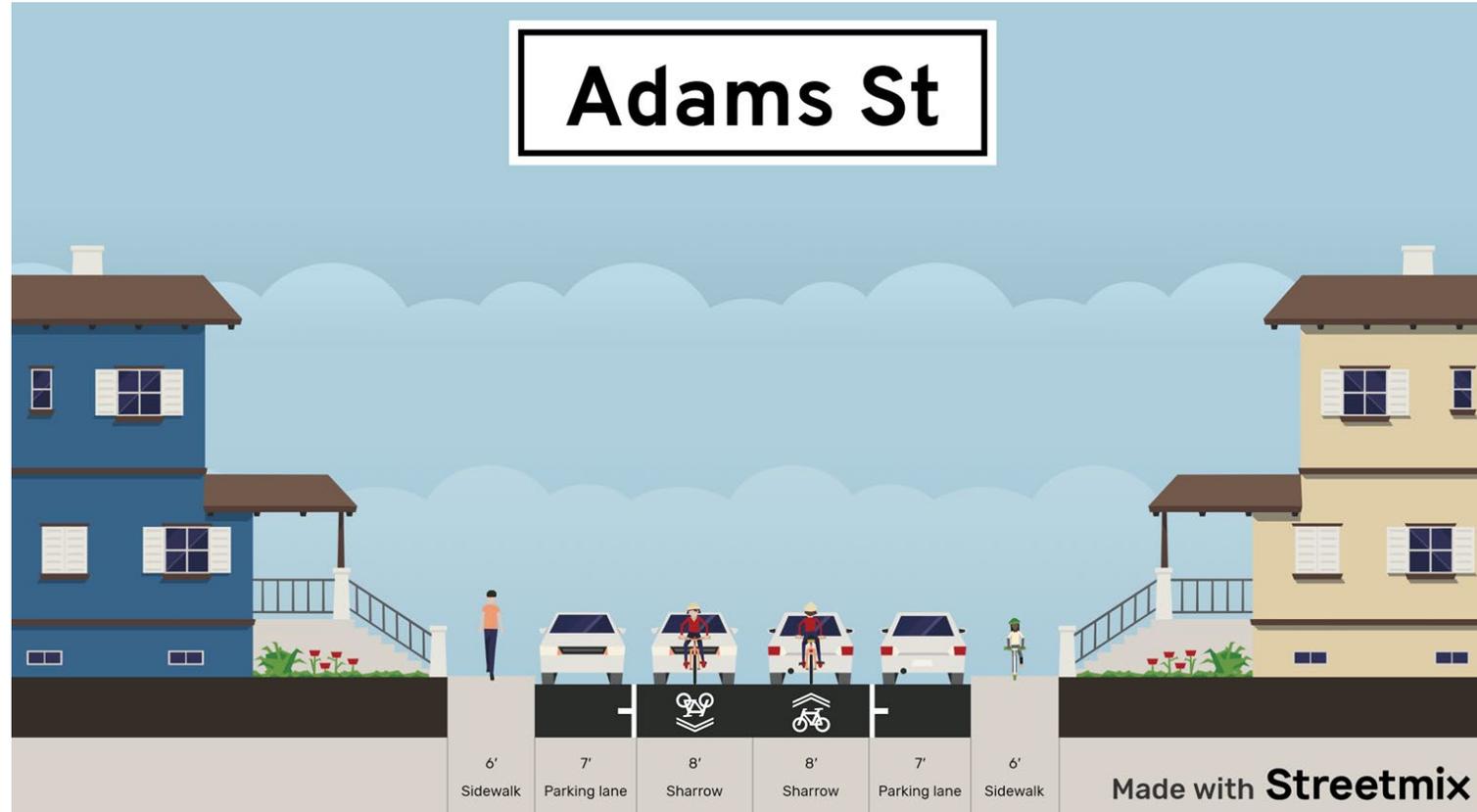
Chicago Contraflow



Option 3

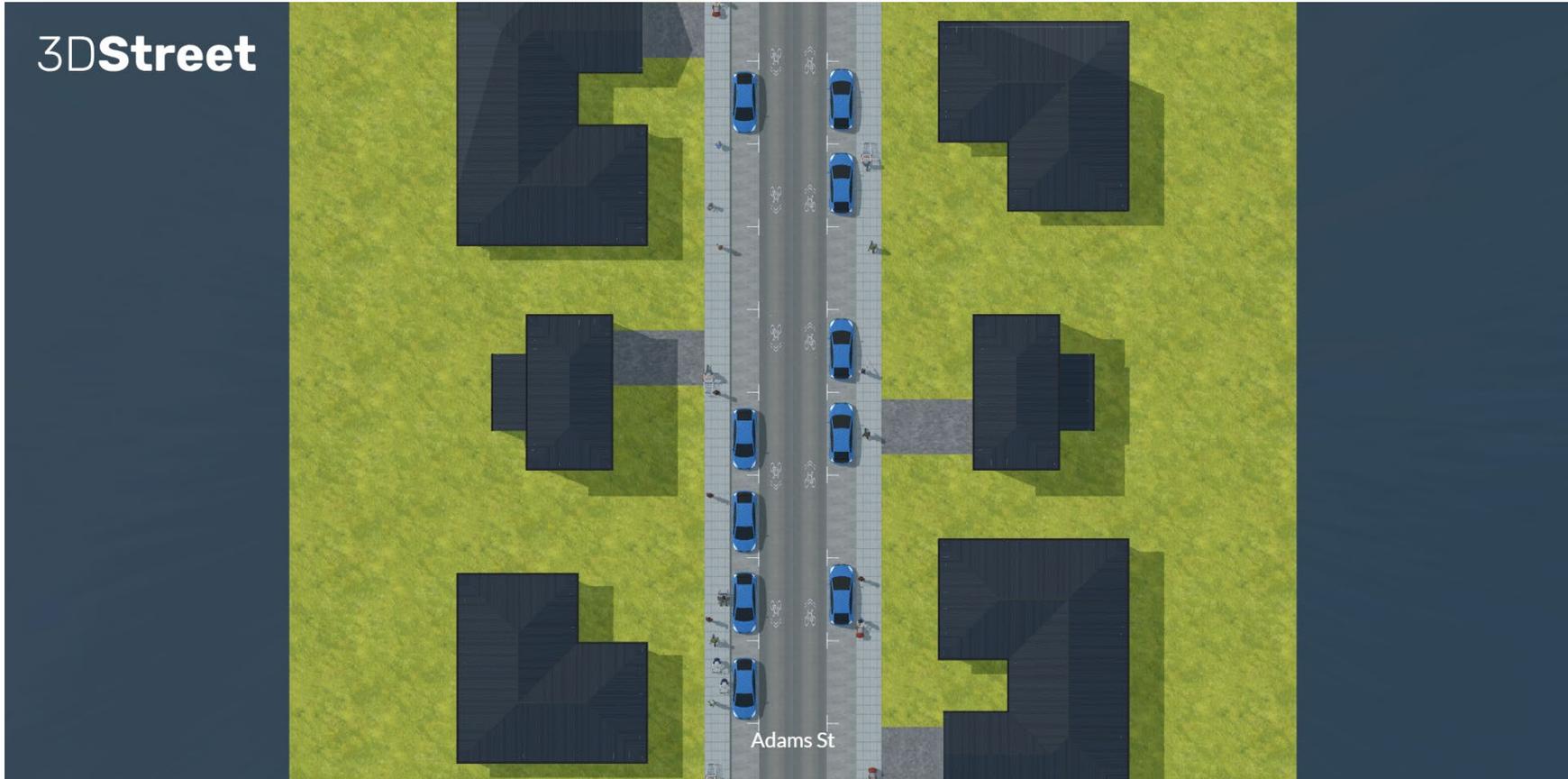


Option 1



Cross Section

Option 1



Plan View

Option 1

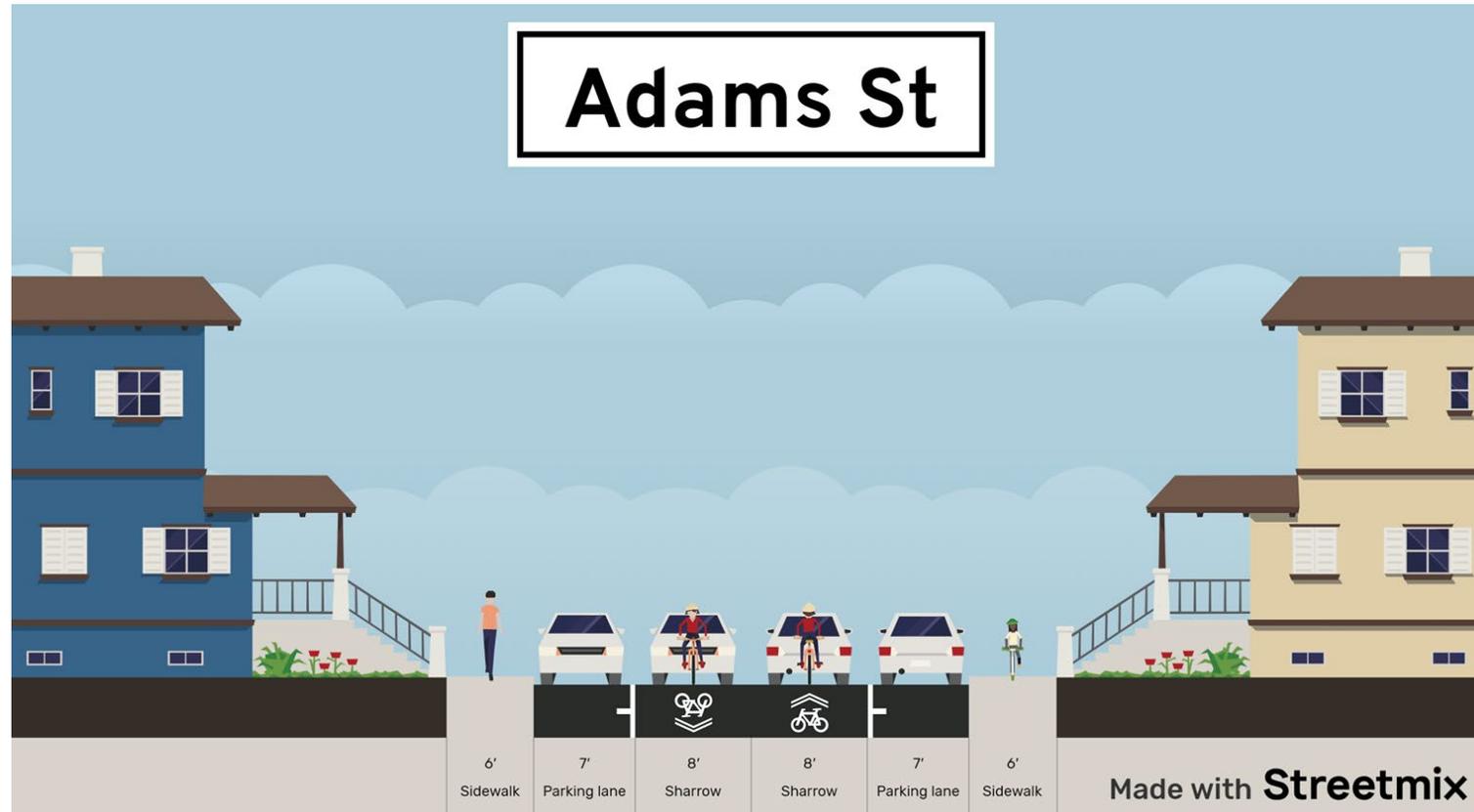


3D

Option 1

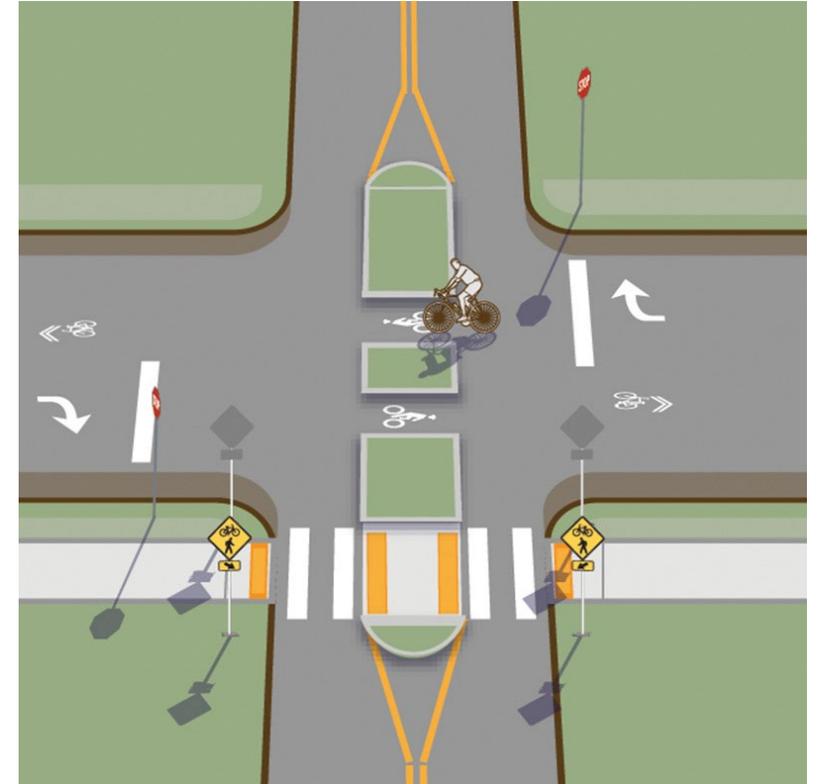
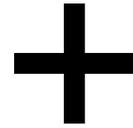
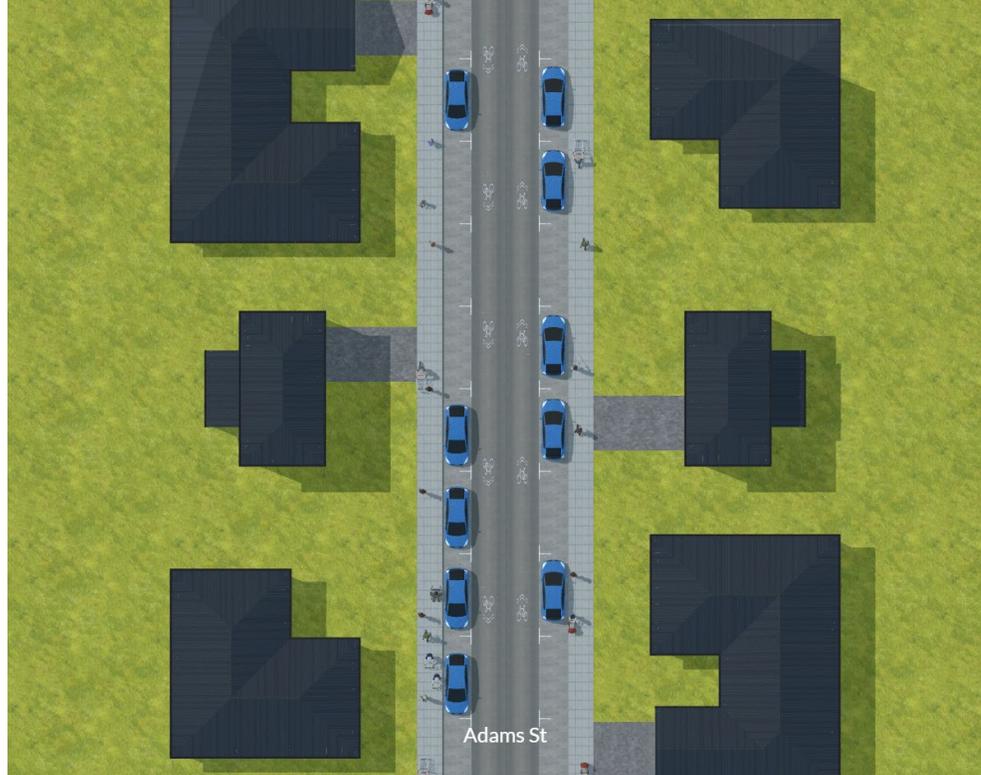
Pros	Cons
<ul style="list-style-type: none">● No changes to existing traffic circulation● No changes to existing parking configuration● Provides local vehicle exit options to both sides of each block● Potentially slows vehicle speeds due to two-way traffic on a narrow street	<ul style="list-style-type: none">● Legislative uncertainty● Visibility safety concern with parking left wheel to curb● Higher potential for cyclists to get “doored” by parked vehicles● Retaining one-way feel of roadway● Slows emergency responders by allowing two-way traffic on a narrow street

Option 2



Cross Section

Option 2



Plan View

Option 2



+



3D

Option 2

Pros	Cons
<ul style="list-style-type: none">● No changes to existing bicycle circulation● No changes to existing parking quantity● Provides local vehicle access from both sides of each block, increasing access by motor vehicle for some residents● Slows vehicle speeds due to two-way traffic on a narrow street● Reduces traffic volume by limiting cut-through option for motor vehicles● Potential for refuge islands at intersections to create safer experience for cyclists and pedestrians	<ul style="list-style-type: none">● Higher potential for cyclists to get “doored” by parked vehicles● Does not establish designated space for bicycles in either direction● Slows emergency responders by allowing two-way traffic on a narrow street● Changes to motor vehicle circulation may make it more difficult for some residents to access their street by motor vehicle