



TO: ALBANY TRANSPORTATION COMMISSION

FROM: JUSTIN FRIED, TRANSPORTATION & SUSTAINABILITY MANAGER

SUBJECT: COMPLETE STREETS CHECKLIST FOR THE PIERCE STREET PATH
SEGMENT II PROJECT

AGENDA DATE: JULY 25, 2024

STAFF RECOMMENDATION

That the Commission (Bicycle and Pedestrian Advisory Committee) review the Complete Streets Checklist for the Pierce Street Path Segment II Project and provide any comments to staff.

BACKGROUND

The City of Albany adopted a Complete Streets Resolution on January 22, 2013. In March 2022, the Metropolitan Transportation Commission (MTC) adopted Resolution 4493 updating the Bay Area's regional Complete Streets (CS) Policy, first adopted in 2006. The goal of MTC's Complete Streets (CS) Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance Plan Bay Area 2050 objectives of achieving mode shift, safety, equity, and vehicle miles traveled and greenhouse gas emission reductions, as well as state & local compliance with applicable CS-related laws, policies, and standards, specifically the California Complete Street Act of 2008 (Gov. Code Sections 65040.2 and 65302) and locally adopted Complete Streets resolutions.

Projects funded all or in part with regional discretionary funding or receiving MTC endorsements shall adhere to the policy. MTC's CS Policy is made up of two main components:

1. All projects must implement CS as recommended in adopted local and countywide plans, such as bicycle, pedestrian, active transportation, Vision Zero or other systemic safety plan, transit plans, and MTC-funded Community-Based Transportation Plans.
2. Projects on the AT Network shall incorporate design principles based on designing for "All Ages and Abilities," contextual guidance provided by the National Association of City Transportation Officials (NACTO), and consistent with state and national best practices. A facility that serves "all ages and abilities" is one that effectively serves the mobility needs of children, older adults, and people with disabilities and in doing so, works well for everyone else. Design best practices for safe street crossings, pedestrian, and Americans with Disabilities(ADA) accessibility at transit stops, and bicycle/micromobility facilities on the AT Network should be incorporated throughout the entire project. The Public Rights-of-Way Accessibility Guidelines (PROWAG) by the U.S. Access Board should also be referenced during design.

Complete Streets Checklist Overview

CS Policy requires that all projects with a total project cost of \$250,000 or more applying for regional discretionary transportation funding or endorsement from MTC (such as, but not limited to, the One Bay Area Grant program (OBAG) or the Active Transportation Program (ATP)) submit a Complete Streets Checklist. The Complete Streets Checklist (Checklist) is a form to help ensure local compliance with CS Policy and applicable laws. It is submitted to MTC online as part of a grant application process.

The Checklist requires project collaboration with affected transit agencies and review by a local (city or county) Bicycle and Pedestrian Advisory Committee (BPAC).

The Transportation Commission serves as Albany's Bicycle and Pedestrian Advisory Committee pursuant to MTC Resolution 4108 and City Council Resolution 2015-18.

DISCUSSION

Draft checklist responses are provided below for Commission review.

Complete Streets Checklist

1: Bicycle, Pedestrian and Transit Planning

Does Project implement relevant Plans, or other locally adopted recommendations? Please provide detail on Plan recommendations affecting Project area, if any, with Plan adoption date.

This Project implements a named project in the Albany Active Transportation Plan (ATP), adopted on April 16, 2012, and most recently amended on September 16, 2019. Pierce Street Path Segment I Path / Segment II Path is a top tier project in the ATP. Phase 1 of the path was constructed and included a shared use path on the 500 block of Pierce Street along with bus pull-outs and raised crosswalks. The project description for Segment II in the ATP details a shared-use path continuing south parallel to the roadway and through the property that was acquired by the City from Caltrans (now Peggy Thomsen Pierce Street Park and a housing development site), connecting to Cleveland Avenue and continuing south to Buchanan Street.

2: Active Transportation (AT) Network

Does the project area contain segments of the regional Active Transportation Network? If yes, describe how project adheres to the NACTO All Ages and Abilities Design Guidelines.

This project is a connector to the Bay Trail, identified in the MTC Bay Trail and Connector Prioritization Study. It is within 1000 feet of the Bay Trail, El Cerrito Plaza BART to Bay Trail, and Buchanan Bikeway corridors. As a Class 1 separated facility the Project is designed to serve all ages and abilities.

3: Safety and Comfort

A. Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/pedestrian-involved crashes within the project area? Please summarize the traffic safety conditions and describe Project's traffic safety measures.

Pedestrian and bicycle injury collisions have been documented along this corridor however it is not on the City's High Injury Network, which is dominated by major arterial roadways. As a minor arterial with relatively high motor vehicle volumes and speeds, along with freeway, rail, and geographic barriers, the lack of a viable off-street facility provides low comfort for cyclists severely limiting who currently utilizes active transportation modes in this area. This Project will provide a separated facility for cyclists and pedestrians between the residents of the 500 block, the highest-density residential area in the city, and the broader active transportation network.

B. Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS) or similar user experience analysis conducted? Describe how project seeks to provide low-stress transportation facilities or reduce a facility's LTS.

This project provides a fully separated facility, significantly lowering the traffic stress compared to the current shared lane on a minor arterial roadway.

4: Transit Coordination

A. Are there existing public transit facilities (stop or station) in the project area? List transit facilities (stop, station, or route) and all affected agencies.

AC Transit Transbay Bus Line L currently serves Pierce Street and stop improvements were included in Segment I. No stops are in the project area for Segment 2.

B. Have all potentially affected transit agencies had the opportunity to review this project?

Yes.

C. Is there a MTC Mobility Hub within the project area?

No, but the project area is within mobility hub buffer areas.

5: Design

Does the project meet professional design standards or guidelines appropriate for bicycle and/or pedestrian facilities? Please provide Class designation for bikeways. Cite design standards used.

The Project is anticipated to meet design standards for Class 1 facility. There is significant elevation change along the facility route; grading evaluation is underway to evaluate feasible options.

6: Equity

Will Project improve active transportation in an Equity Priority Community? Please list EPC(s) affected.

Project is outside of EPC's but does improve all ages and abilities active transportation access to EPC in El Cerrito via BART to Bay Trail route.