

From:

Sent: Monday, May 5, 2025 1:35 AM

To: citycouncil <citycouncil@albanyca.org>

Subject: 10-1. Active Transportation Plan for Bicycle Facilities on Solano Avenue

Dear Council Members,

I am writing to support protected bike lanes on Solano Avenue. If the question before the council as written by staff and presented in Item 10.1 is simply whether to include the study of dedicated cycling facilities on Solano Avenue in the future cycling network analysis for the new Active Transportation Plan or not, then absolutely, yes, include future dedicated protected cycling facilities on Solano Avenue in the ATP. Excluding dedicated protected bike facilities on Solano Avenue in the upcoming ATP would be absurd and a total denial of our active transportation and climate action goals for the City Albany, and not be good for Solano Avenue or the City of Albany.

Regarding the two alternatives for cycling facilities on Solano Avenue as presented in the Staff Memo of May 5, 2025, I strongly support and urge you to adopt alternative 2 with protected bike lanes and parallel parking on both sides of the street. In the words of the consultants from the April 30, 2019 memo:

This option provides the highest quality bicycle facilities, with significant safety enhancements and very high comfort facilities. This is the only option of those listed in this memo that would be considered a “low stress” facility.

It is the only option that can be considered a true Complete Streets plan, providing equal access to both sides of the street, and equal access to users of all ages and abilities. It also enhances the pedestrian environment. Per the consultant report of 4/30/2019, *“the one-way separated bike lanes further separate pedestrian space from vehicle space, serving as a de facto buffer that creates a more attractive pedestrian realm.”*

Creating an attractive pedestrian and cycling street will bring far more customers to a small scale commercial street such as Solano Avenue than the number of customers that come by car with a limited and finite number of parking spaces ever will. From a report titled **Bike Lanes Mean Business**, *“When people use bikes for errands, they’re the ideal kind of retail customers: regulars. They stop by often and spend as much or more per month as people who arrive in cars. Plus, ten customers who arrive by bike fit in the parking space of one customer who arrives by car.”* Multiple studies from the last decade using before and after sales tax comparisons have uniformly shown that commercial streets with protected bike lanes do as well or in most cases better than before and better than comparable adjacent commercial streets without protected bicycle facilities. Please see this web page with links to multiple studies: <https://bikeeastbay.org/people-mean-business/>

As to Alternative 1, why would we do a Complete Streets plan on only one side of the street? This is difficult to understand and justify when all NACTO and other national guidelines call for protected cycle tracks on a street of this type. The downhill portion of a sharrows is not a complete street solution in any sense, especially on Solano Avenue with its chaotic vehicle environment. “Sharrows” in this case is just paint on asphalt with no real protections for cyclists and not true bicycle infrastructure at all. This design still gives up too much space overall to motor vehicles, puts riders in the same lane with buses and trucks and at risk of being hit by motorists pulling into or out of parking spaces. Solano Avenue with a downhill “sharrows” will still be a chaotic and dangerous roadway environment, not safe for kids and parents riding together (i.e. not family friendly), not safe for riders of all ages and abilities, does not provide equal access to each side of the street for cyclists and families who want to access goods

and services on both sides of the street. For cyclists and families who want to go up the street on a protected bike lane and then come back down the street to other shops or stores, but are uncomfortable with the dangerous sharrows, what are their options? Go down a side street, down a parallel street, and then return to Solano Avenue near their intended destination on another side street? This is just impractical and absurd. I don't see how anyone can justify this as an equitable approach. Furthermore, treating each side of the street differently is just patently unfair giving merchants on one side a much better sidewalk and pedestrian environment and better access to customers who come by bike, with a much less favorable environment for merchants on the other side. It is just bad urban design to do that.

From the Consultant Report of 4/30/19 on this alternative: ***It is important to create a consistent user experience and comfort level along a bicycle corridor, regardless of the direction of travel. Without consistency, less confident bicyclists may find themselves “stranded” at one end of a corridor because they are not comfortable returning on a shared street after riding on a high-comfort bicycle facility for the original outbound trip. This effect is particularly concerning for children, older adults, and slower riders who will be comfortable in a fully separated bikeway but would never consider riding their bicycle in lane with motorized traffic... Shared lane markings are not considered bicycle facilities and create no benefit to cyclist comfort in the westbound direction. Because of the slope of Solano Avenue is less than five percent, and due to the sizable imbalance of bicyclist comfort levels in opposing directions, this arrangement faces the challenges identified above and is not considered “all ages and abilities” option for the corridor.***

As we will inevitably be building more housing on Solano Avenue to achieve our required Housing Element goals, residents on each side of the street should have equal access to protected bike lanes. Solano Avenue lends itself to housing developments that will have minimal to no on-site parking provided. See the project at 1600 Solano Ave. for example. We will need to provide walking, cycling, and transit alternatives to car use for all our residents. This is not trivial. It is an essential element of climate action and is part of a holistic urban plan, integrating housing, active transportation, equal accessibility, a road diet to reduce car demand with fewer cars on our street, improving local shopping and our local economic resiliency, etc.

From **Caltrans Main Street, California**: *Main streets that support sustainable transportation systems encourage low carbon or carbon-neutral travel options to reduce emissions and vehicle miles traveled (VMT). Providing comfortable conditions for biking, walking, and taking public transit gives people the freedom to forgo a motor vehicle trip when they choose. Since many daily trips are 2 miles or less, creating infrastructure that supports nonmotorized options close to homes and main street locations is a powerful mechanism for achieving sustainability and climate-related goals.*

This is all part of Transit-Oriented Development (TOD) or what is more currently called Transit-Oriented Communities (TOC). All this will have a meaningful impact on climate action by reducing vehicle miles traveled and reducing air pollution, making our city healthier, quieter, and safer and will lead to a more vibrant and people-friendly city.

The ultimate goal is to create a complete, continuous, and connected network of protected bike lanes throughout the city, on all our main streets, connecting to all our schools, linking to similar networks in other cities at our borders to create a regional system. Solano Avenue protected bike lanes should be connected to the Greenway and to San Pablo Avenue as a key part of this system. Cities all over the world are creating these walking, cycling, and transit networks with great success and creating thriving commercial streets at the same time. The City of Albany should be doing the same. We are depending on a high level of urban design vision and understanding and real leadership from all council members to achieve these goals. Please include protected bike lanes on Solano Avenue in the upcoming ATP.

Thank you,

Ian MacLeod

Planning & Zoning Commission Chair

Writing on my own behalf

From:

Sent: Monday, May 5, 2025 6:45 AM

To: citycouncil <citycouncil@albanyca.org>

Subject: Agenda item 10-1., Active Transportation Plan Network Parking Analysis for Potential Bicycle Facilities on Solano Avenue

Mayor Lopez and members of the City Council,

The Council should reject any proposal to install dedicated bicycle facilities on Solano Ave. While it's appropriate for Albany to create a network of safe and accessible bicycle infrastructure, it is foolhardy to pursue a goal of making every street safe and comfortable for all "All Ages & Abilities". Vehicle travel remains the primary mode of transportation, with Solano Ave being a major motor vehicle thoroughfare. As noted in the staff report, there are four East West corridors, which provide both slow and fast bikeways. There are a number of North South streets designed to facilitate bike travel, including the nonsensical bikeways on Kains and Adams. Bicyclists can easily and safely travel, to Solano, park their bicycles using the plethora of bicycle racks provided by Strollers and Rollers, and then "stroll" along Solano to their destinations.

The city can proceed to develop the future cycling network for the new Active Transportation Plan without dedicated cycling facilities on Solano Avenue.

Clay Larson

From:

Sent: Monday, May 5, 2025 8:00 AM

To: citycouncil <citycouncil@albanyca.org>

Subject: 10-1. Active Transportation Plan for Bicycle Facilities on Solano Avenue

Dear Council members,

While I am a member of the Climate Action committee, and a member of the Chamber of Commerce, I am writing on my own behalf here.

I just want to say that I agree with Ian's analysis and also support protected bike lanes on both directions for Solano Avenue.

Transportation is the city's largest source of emissions. And improving that will not be based on small changes like adding yellow flags at crosswalks. We need actual infrastructure for people to feel safe bicycling more. For those with a real need for disabled parking, who drive with a placard, I believe that can be addressed separately from making parking the default.

I was going to share similar data on how bicycle-based customers spend more money per month than car based customers due from Portland, Oregon, but he has put the argument for two protected bike lanes more eloquently so for brevity I will just say that I agree with his email.

Best,

Katharine

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

Subject:10-1. Active Transportation Plan for Bicycle Facilities on Solano Avenue

Date:2025-05-05 01:34

From:

To: citycouncil@albanyca.org

Dear Council Members,

I am writing to support protected bike lanes on Solano Avenue. If the question before the council as written by staff and presented in Item 10.1 is simply whether to include the study of dedicated cycling facilities on Solano Avenue in the future cycling network analysis for the new Active Transportation Plan or not, then absolutely, yes, include future dedicated protected cycling facilities on Solano Avenue in the ATP. Excluding dedicated protected bike facilities on Solano Avenue in the upcoming ATP would be absurd and a total denial of our active transportation and climate action goals for the City Albany, and not be good for Solano Avenue or the City of Albany.

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From the Consultant Report of 4/30/19 on this alternative: ***It is important to create a consistent user***

experience and comfort level along a bicycle corridor, regardless of the direction of travel. Without consistency, less confident bicyclists may find themselves “stranded” at one end of a corridor because they are not comfortable returning on a shared street after riding on a high-comfort bicycle facility for the original outbound trip. This effect is particularly concerning for children, older adults, and slower riders who will be comfortable in a fully separated bikeway but would never consider riding their bicycle in lane with motorized traffic... **Shared lane markings are not considered bicycle facilities and create no benefit to cyclist comfort in the westbound direction.** Because of the slope of Solano Avenue is less than five percent, and due to the sizable imbalance of bicyclist comfort levels in opposing directions, this arrangement faces the challenges identified above **and is not considered “all ages and abilities” option for the corridor.**

As we will inevitably be building more housing on Solano Avenue to achieve our required Housing Element goals, residents on each side of the street should have equal access to protected bike lanes. Solano Avenue lends itself to housing developments that will have minimal to no on-site parking provided. See the project at [1600 Solano Ave.](#) for example. We will need to provide walking, cycling, and transit alternatives to car use for all our residents. This is not trivial. It is an essential element of climate action and is part of a holistic urban plan, integrating housing, active transportation, equal accessibility, a road diet to reduce car demand with fewer cars on our street, improving local shopping and our local economic resiliency, etc.

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Thank you,

Ian MacLeod

Planning & Zoning Commission Chair

Writing on my own behalf

From:

Sent: Monday, May 5, 2025 11:42 AM

To: citycouncil <citycouncil@albanyca.org>

Subject: RE: Plans for Bike Lanes on Solano

Dear Council members,

I am a disabled business owner in the City of Albany and I already have a hard time accessing businesses on Solano due to the lack of parking that already exists. I think any plan that is going to reduce the amount of parking spots on Solano is a bad idea. There is already a bike lane on Marin Ave. I would imagine that bikers could use Marin and just cross over the 1 block on to Solano when needed.

Denise Grimshaw

Arrow Glass Company

A Certified Woman Owned Business

640 San Pablo Ave

Albany, CA 94706

510-525-2118

fax 510-525-4265

arrowglassco@yahoo.com

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From:

Sent: Monday, May 5, 2025 1:18 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Item 10-1 on the 5/5 Agenda

Happy Cinco de Mayo!

I support safe space on Solano for all users. Separating out cyclists from larger motor vehicles and pedestrians is key to providing safe access without endangering cyclists or pedestrians. This is an equity access issue and an opportunity to provide additional customers for business on Solano. One option even projects doing so with the loss of only one parking space! A cycle track on one side of Solano would allow moving between businesses easily, while low-stress side streets and the Ohlone Greenway allow calm access to and from Solano.

Individuals, families, teenagers, food workers who don't own a car, and more have shown that they want to access Solano by riding on it as-is. Please increase their safety and welcome some of the up to 75% of folks who are bike-curious* but will not ride to Solano without more comfortable, all ages and abilities facilities.

I hope you'll support separated cycling on Solano!

Yours,

Ken

Ken McCroskey

Speaking for myself

kenmccroskey@gmail.com

510 334-9444

* Only two-thirds of Americans have a driver's license. Teens are getting their licenses later these days. Studies have shown that only 5-10% of people in American communities are willing to ride a bike on the street. About 50-75% of people say they would ride a bike if facilities like the Ohlone Greenway or cycle tracks connected to their regular destinations.

From:

Sent: Monday, May 5, 2025 2:52 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Item 10-1 In support of protected bike lanes on Solano

Hello Dear Council Members,

I am writing to voice my support for two-way protected bike lanes on Solano.

I am aware that this will be unpopular with advocates for car parking, but I believe this type of change is where we're headed as a culture, and the question is whether Albany will lead or be led on this issue.

My own experience riding a family bike (kids on the back) is that Solano is dangerous for two reasons: (1) shared lanes with drivers; (2) drivers back out of parking spaces blindly, nearly hitting our family bike. Providing a two-way protected bike lane would correct both of these problems.

I and many, many other cyclists and pedestrians patronize and enjoy the Solano businesses. I would like to correct the running misconception that it is chiefly drivers who do business at the shops. Walkers and cyclists also deserve safety and access to our neighborhood stores.

Thank you kindly,

Katy Vigil-McClanahan

Chair of the Climate Action Committee, but writing as myself

member of the Walking School Bus and Familias Latinas de Albany

--

(530) 207-9047

katy.l.vigil@gmail.com

From:

Sent: Monday, May 5, 2025 3:24 PM

To: citycouncil <citycouncil@albanyca.org>; Solano Avenue Association <info@solanoavenue.org>

Subject: meeting tonight re active transportation plan

Hello, I am not going to be able to make it to the meeting tonight so I wanted to reiterate my perspective again regarding the current active transportation plan. It is my sincere hope the council will decide to scrap the current plan to incorporate bike lanes on Solano, and work on a plan that incorporates protected lanes on Washington and Marin, with lanes that cross the avenue to better connect designated routes and make Solano more accessible to bikes coming from northern and southern directions via those (perpendicular to solano) arteries. Incorporating bike lanes on the avenue is adding another very complicated layer of travel to an already overly stressed artery which supports deliveries and visitors via car to the avenue. Having even one designated lane heading east will make it more complicated for customers and deliveries to park and cross that bike lane safely. It will also make it more difficult, complicated, and potentially dangerous for vehicles to turn right off of the avenue. Please make the health and vitality of the commercial district priority in whatever the future plan may be. I have made my points in detail in prior letters. The avenue is supported by customers coming from all areas of the bay and beyond. Parking on side streets is already tight. Eliminating more parking and crowding the avenue further with protected bike lanes will make the avenue less attractive to customers arriving via car. Please don't attempt to apply an ideal to the avenue without practical solutions.

Sincerely,

Carly

--

Carly Dennett
Flowerland Nursery and Store
1330 Solano Avenue, Albany CA 94706
(510) 526-3550

From:**Sent:** Monday, May 5, 2025 3:31 PM**To:** citycouncil <citycouncil@albanyca.org>**Subject:** 5 May 2025 Council Meeting Agenda Item 10-1

I am writing to city council members to urge a NO vote on proceeding with the Agenda Item 10-1 cycle track study and/or changes proposed for Solano Ave between Key Rote Blvd. and the eastern city limit at Ventura Ave.

The proposed cycle track will cause loss of parking, reduce pedestrian access and safety and will be detrimental to the Solano businesses. The business situation along Solano is already under stress, do not make the situation harder for our local businesses.

Solano is not a major bicycle corridor that needs fixing, despite the bicycle activist lobbying.

Battery electric bicycles are heavy and are frequently operated at much higher speeds than human powered bicycles. Electric bikes in the curb lane cycle track will be a danger to pedestrians.

I am age 72, my spouse and I still routinely use our conventional bicycle for trips around the area. The steeper uphill grade from Key Route to Santa Fe does require a bit of effort, but it is not worth destroying street parking, vital for businesses, to benefit such sparse bicycle traffic. I ride Solano Ave maybe twice a month on errands. I do not use Solano as a through route, there are better alternatives such as parallel routes Marin or Washington. My biggest safety concerns riding Solano are sharing the narrow travel lanes with large vehicles at the sidewalk bulb-outs, and staying vigilant for backing out vehicles. As both a bike rider and a pedestrian, I use the Ohlone Path to El Cerrito Plaza and south to Berkeley on a weekly or more frequent basis. In my experience, the increasing high-speed electric cycle operation is making the Ohlone less safe. Do not allow this to happen to pedestrians on Solano.

Greg Lunkes
1059 Curtis St.

From:

Date: May 5, 2025 at 4:24:01 PM PDT

To: citycouncil <citycouncil@albanyca.org>

Subject: Bike lanes on Solano vs parking

Hello, I received the email updating residents on the two options regarding bike lanes on Solano. As a current resident and someone who frequently shops and dines on Solano, I definitely think you need to keep the parking spots. I also bike on Solano and haven't found it to be a problem without designated lanes, but lack of parking will deter me as well as others from frequenting the businesses.

I urge you to keep all the parking.

thank you,

-Rebecca Kuo

1179 Santa Fe Ave

Albany, CA

From:

Sent: Monday, May 5, 2025 4:43 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Fwd: Solano Ave bicycle alternatives #1-5 reviewed 2/18/25

Hello City Council,

Regarding the presentation at tonight's meeting about Solano Avenue alternatives, I want to point out that **the "bike lanes on both sides" option meets the objective Complete Streets criteria given in NACTO and FHWA.** The "single bike lane" option does not meet these objective Complete Streets criteria. This option does not meet Albany's requirements from the 2013 Complete Streets Resolution No. 2013-4, based on these objective contextual guides from NACTO and FHWA.

An explanation of these objective, contextual Complete Streets criteria is given below, in my letter to the Council following the 2/18/25 meeting about Solano Ave.

Kind regards,
Dan Johnson

Dan Johnson
510-325-5672 mobile

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

From:

Date: Wed, Feb 19, 2025 at 10:45 AM

Subject: Solano Ave bicycle alternatives #1-5 reviewed 2/18/25

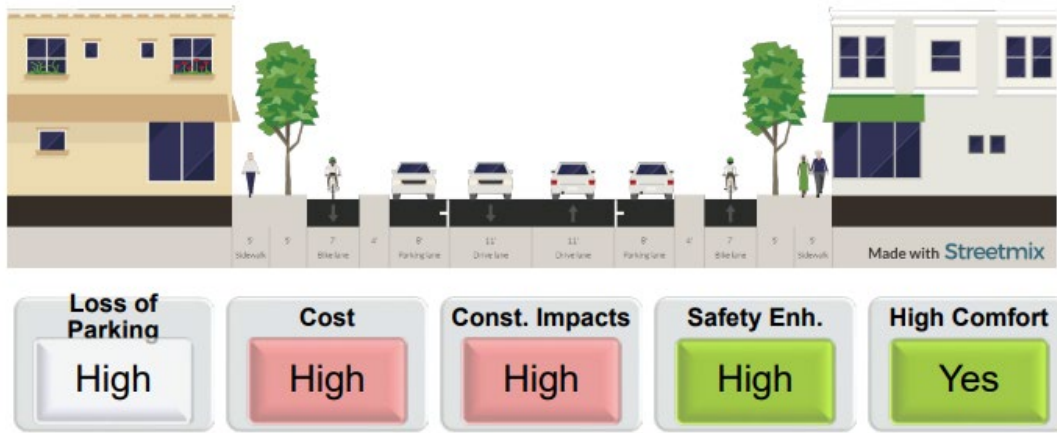
To: <citycouncil@albanyca.org>

Cc:

Councilmembers,

Thank you for reviewing public input.

Of the options presented, **Option #5 is the only Complete Street.** (A screenshot of this section is pasted below, for convenience.) The other options are disqualified.



What is a Complete Street? Complete Streets are streets that are designed to be **safe for all users, and inclusive of all modes and age groups**.^[1]

Albany's 2013 Complete Streets Resolution No. 2013-4 says that "all transportation improvements in the City of Albany will be planned and implemented to provide **safe access for children and adults to walking, biking, and public transit facilities**."^[2]

*Complete Streets Serving All Users and Modes. The City of Albany expresses its commitment to creating and maintaining Complete Streets that provide **safe, comfortable, and convenient travel along and across streets... that serves all categories of users... seniors, children, youth, and families**.*

Why are Options 1-4 disqualified? Why is Option 5 the only Complete Street that is inclusive of all categories of users?

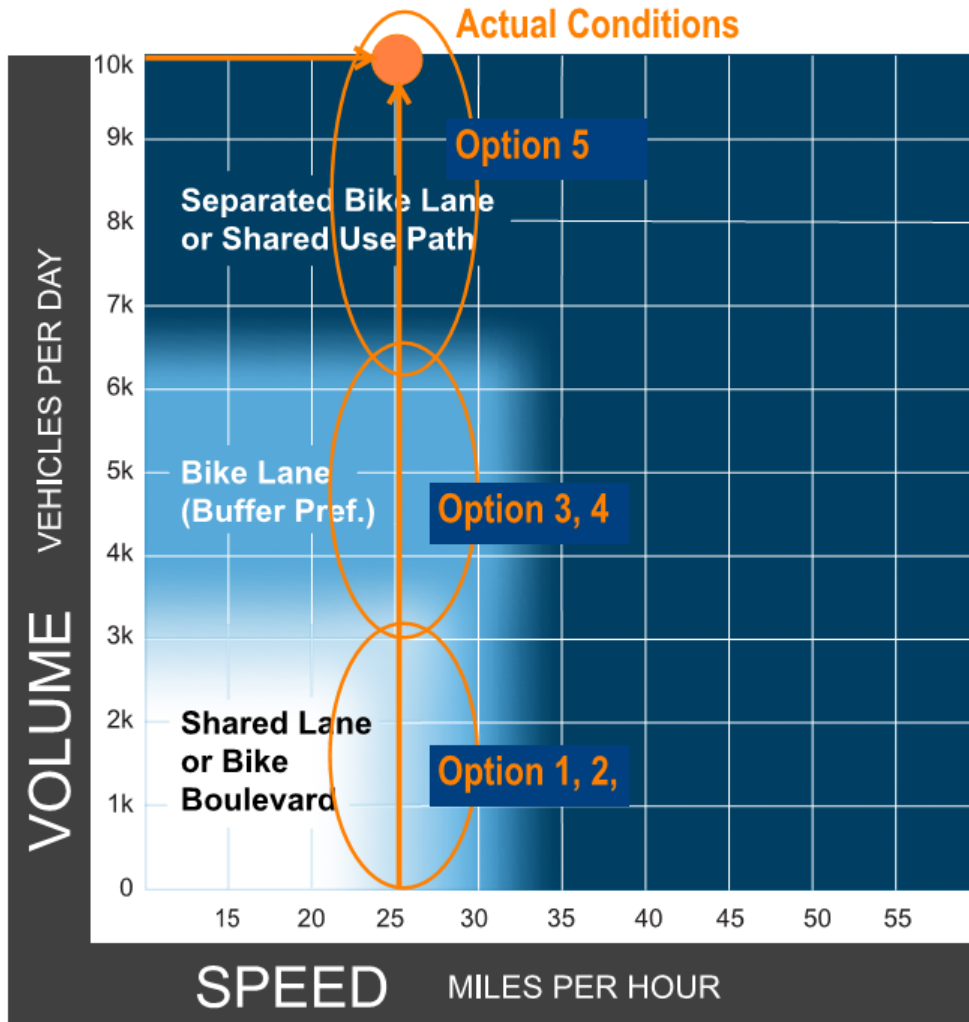
The NACTO Guide "[Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#)" (2017) is a consensus national standard. Page 4 provides Contextual Guidance for Selecting All Ages & Abilities Bikeways. Analyzing Solano Avenue, the motor speeds and volume (~10,000/day)^[3] as well as frequent buses, high curbside activity, and congested turning at intersections **are conditions that require protected bike lanes** (Option #5). A screenshot of this table is annotated below:

Contextual Guidance for Selecting All Ages & Abilities Bikeways				
Roadway Context				All Ages & Abilities Bicycle Facility
Target Motor Vehicle Speed	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	
Any		Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts†	Protected Bicycle Lane
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway	Shared Street
≤ 20 mph	≤ 1,000 – 2,000		< 50 motor vehicles per hour in the peak direction at peak hour	Bicycle Boulevard
≤ 25 mph	≤ 500 – 1,500			
	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way		Conventional or Buffered Bicycle Lane, or Protected Bicycle Lane
	≤ 3,000 – 6,000		Low curbside activity, or low congestion pressure	Buffered or Protected Bicycle Lane
	Greater than 6,000			Protected Bicycle Lane
	Any	Multiple lanes per direction		

NACTO doesn't prohibit other designs, but **these don't meet the consensus criteria for All Ages & Abilities. Therefore they don't meet Albany's Complete Streets policy.**

What about other National Standards? [FHWA Bikeway Selection Guide](#) (2019), page 23, provides a table similar to NACTO, pasted below. Based on 10,000/day traffic volume alone, **FHWA requires a separated bike lane:**

Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



This table shows that Options 3 & 4 would be appropriate for 5k/day vehicles, and Options 1 & 2 would be appropriate for 2k/day vehicles.

Albany's Climate Action & Adaptation Plan (CAAP, 2019), page 34, calls for 25% reduction in miles traveled (VMT) by passenger vehicles by 2045. Even if we mode-shift 20% of Solano vehicle trips to micro-mobility or walking, we still have 8000 vehicles/day, which still requires separated bike lanes. **Unless vehicle trips are cut by half, Options 1-4 are inappropriate according to both national standards.**

Some large percentage replacement of vehicle storage on Solano seems commensurate with a 25% reduction in VMT and an equivalent mode-shift to active transportation, right?

Based on context, and national standards, Option #5 is the only option presented that meets Albany's Complete Streets policy.

If the Council is aware that Options 1-4 are inappropriate for the context and implements these anyway, does this expose the City to liability for injuries caused by the inappropriate design? How would an expert witness evaluate the material presented above?

Perhaps a modified version of Option #5 can be selected, which makes everyone happy and meets national standards.

Thank you for your attention and consideration. Kind regards, Dan

Dan Johnson
510-325-5672 mobile

References:

1. Staff Report, Resolution No. 2013-4 adopting a Complete Streets Policy for the City of Albany
2. 2013 Complete Streets Resolution No. 2013-4
3. <https://www.albanyca.org/home/showdocument?id=28181>, Albany 2035 Plan, Transportation Element, Table 4-2

From:

Sent: Monday, May 5, 2025 4:58 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Active Streets 5.5.25 Agenda Item - Support for Option 1: Continued Study of Dedicated Cycling on Solano Ave.

Hello Albany Council Members:

While I don't have a strong opinion on which of the cycling options illustrated in the complete streets plan is better or even the right one, I'm writing to express support for continued study of dedicated cycling infrastructure on Solano Ave.

A thriving urban street supports every means of getting shoppers and patrons to it, and while parking for cars can be included, more people can be served when it is safe and convenient for people to get there without a car, and often (as observed by the Late Allan Jacobs, author of Great Streets), the best districts are those where it's nearly impossible to park a car, yet people find a way to get there.

Solano Ave. in Albany is already popular, and has the potential to be a Great Street. Safe cycling and pedestrian crossings will help ensure this.

Thanks for your consideration and service to our community,

David Arkin, AIA
former Albany Planning & Zoning Commissioner

* * * * *

Arkin Tilt Architects
Ecological Planning & Design

David Arkin, AIA, Architect
LEED Accredited Professional
CA #C22459/NV #5030/OR #6738

1101 8th St. #180, Berkeley, CA 94710
510/528-9830 ext. 202
www.arkintilt.com

"There is no way to peace. Peace is the way."
— A. J. Muste

From:

Sent: Monday, May 5, 2025 5:04 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Argument Against Protected Bike Lanes on Solano Avenue

Dear Council Members,

While the idea of protected bike lanes on Solano Avenue aligns with broader goals of promoting active transportation, it is imperative to consider the practical implications of such a change on businesses, traffic flow, and the overall economic viability of the corridor. Solano Avenue is a well-established and bustling commercial hub that relies on accessibility for customers coming from outside Albany, including those arriving via cars and buses. The introduction of protected bike lanes would significantly impact traffic patterns, limiting vehicular flow and ultimately affecting the number of potential customers who frequent local businesses.

Traffic Congestion & Accessibility Concerns

Solano Avenue is already a heavily trafficked corridor, serving as a vital connection for residents and commuters. Any reconfiguration that reduces space for cars and buses will exacerbate congestion, making it more difficult for people to reach businesses efficiently. While cycling is an important mode of transport, the reliance on bicycles alone will not suffice to sustain the volume of customers needed to support thriving businesses.

Albany's economic health depends on attracting patrons from surrounding areas, many of whom rely on vehicles due to distance or convenience. Implementing protected bike lanes would likely lead to parking reductions, discouraging customers who prefer or require vehicle access—such as families, elderly individuals, and those making large purchases. The loss of convenient parking could result in decreased foot traffic and economic hardship for business owners.

Impact on Public Transit

Protected bike lanes could also interfere with bus routes, potentially disrupting public transit efficiency. Bus stops may need to be relocated or reduced to accommodate the new bike infrastructure, inconveniencing transit users, particularly those who rely on buses for their daily commute or shopping trips. Studies show that high-frequency transit service, rather than cycling alone, is crucial for ensuring accessibility and economic vibrancy in commercial districts. Reducing transit efficiency by prioritizing bike lanes over dedicated bus lanes could negatively affect ridership and contribute to

longer commute times.

The Economic Reality: Customers Need Access

Research suggests that while bike-friendly streets can contribute to pedestrian-friendly atmospheres, they do not necessarily translate into better business revenue in all areas. The assumption that businesses will thrive due to increased foot and bicycle traffic overlooks the reality that the majority of retail spending still comes from those who drive. In cities where dedicated bike lanes have replaced vehicular lanes, some businesses have suffered from revenue declines due to decreased accessibility and parking limitations.

Furthermore, Albany is in a critical phase of economic recovery and growth, making it essential to prioritize strategies that encourage maximum customer footfall, not restrict it. Implementing policies that limit vehicular access could unintentionally drive consumers to neighboring commercial districts where parking and traffic flow are more accommodating.

Alternative Solutions for Bicycle Access

Instead of protected bike lanes, alternative solutions could be explored that balance accessibility for all modes of transport. Enhancing shared lane markings, improving secondary bike routes parallel to Solano Avenue, and expanding safe bike parking options could maintain the ability for cyclists to navigate the area without imposing undue hardship on businesses.

Conclusion: While bicycle-friendly policies are commendable, the economic and traffic realities of Solano Avenue must be carefully considered. Businesses depend on a steady stream of customers who rely on vehicular access. Introducing protected bike lanes risks increasing congestion, reducing transit efficiency, and limiting parking availability, all of which could harm the financial stability of local merchants and reduce overall economic activity in Albany. It is crucial to prioritize an approach that maintains a balanced transportation network, ensuring accessibility for all while fostering economic resilience.

Regards,

Anderson S.

From:

Sent: Monday, May 5, 2025 5:07 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Support 10-1 Active Transportation Plan for Bicycles on Solano

Dear City Council,

As a long-time resident of Albany and a member of the Albany Climate Action Coalition, I urge you to support protected bike lanes on Solano Ave as written & presented by staff in Item 10.1. Excluding protected bike facilities on Solano Ave would be contrary to our city's Climate Action & Adaptation Plan goals and to the well-being of our city. Concerning the two alternatives as presented by staff, I encourage your adoption of Alternative 2 which provides for protected bike lanes on both sides of the street.

As you probably know, transportation is responsible for roughly one-half of our city's greenhouse gas pollution, with the majority of that from private cars. At last month's Climate Action Committee meeting Michelle Plouse presented a report on the progress the city is making to achieve its climate goals. Although the city is doing well on some of its targets, transportation is the area that has made the least progress and needs the most attention. The CAAP calls for a 20% reduction in vehicle miles traveled, but we're not on target to reach that. The Climate Action Committee agreed on the need to focus on ways to reduce vehicle miles traveled, & is exploring ways to encourage transportation other than private car, such as ebike rebates and public transit vouchers. Safe bicycle infrastructure is essential to achieve the needed reduction in vehicle miles traveled. Without safe bicycle routes, people will travel by car instead of bicycle.

Providing bicycle access is an equity issue also. I recently read that owning and maintaining a car costs on average almost \$1000 a month without considering the purchase price. The cost of car insurance alone has sky-rocketed with the average now being around \$2500 annually. Many people can no longer afford to own a car and are opting for traveling by bicycle & public transit as an affordable option.

I ask you to show the vision shown by many other cities around the world that have created walking, cycling, & public transit networks in vibrant commercial districts. Please include protected bike lanes in the ATP.

Lucinda Young

Albany resident

Albany Climate Action Coalition Member

From:**Sent:** Monday, May 5, 2025 8:40 PM**To:** citycouncil <citycouncil@albanyca.org>**Subject:** Solano Ave agenda item 10.1

I am writing to echo the comments of Clay Larson, Denise Grimshaw, Carly Bennett, and Greg Lunkes regarding two lanes of bike pathways on Solano. There is no reasonable way to have a two lane bike travel option without losing all the current business advantages of the current configuration on Solano.

There are streets adjacent to Solano that provide comfortable bike access in Washington and Marin. The loss of public safety access along Solano is key. There is no need to have every street in Albany designated as a bike route. There is false messaging in the notion that pedestrian and bike access are linked. They are not.

Say no to this proposal. It is not logical. It is expensive. It drives the timeline of improvements out beyond reason and it delays imperative pedestrian improvements.

Judy Kerr

653 Spokane

From:

Sent: Tuesday, May 6, 2025 12:10 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Following up on 10-1

Dear Council Members,

I have now caught up on yesterday's meeting, during which I was out with my kiddo at volleyball practice.

I appreciate the respect with which this contentious matter was handled by the Council, and in that vein I will only comment on where I felt disrespected, as a resident who cycles, walks, and even occasionally drives on Solano Ave.

I felt disrespected when council members and commenters placed drivers' *convenience* over cyclist and pedestrian *safety*.

I think we're all in agreement that emergency vehicles require access. I hope we are also all in agreement that we never want an emergency call *as a result of* decisions we make in the planning process. I felt disrespected when council members posted emergency services in opposition to pedestrian and cyclist safety; that felt like a red herring. Albany's transportation planning has, as far as I've lived here, always included emergency services---that's a baseline part of the job.

I felt disrespected when the roving dirt bike gang was brought into the conversation! Dirt bikes are motorcycles. E-bikes typically have speed governors set to 20mph. While I do feel very gangster on my e-bike, I assure you I will not be hosting any sideshows on Solano Ave.

Finally, as a mom who bikes, I felt disrespected when public commenters and one member of the council posited that I "could not possibly" do so much in a day, on a bike. Well, I do. I invite you to ride alongside me sometime.

Yours with respect,

Katy

--

(530) 207

katy.l.vigil@gmail.com



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From: Marcus Eichenberg <mbeichenberg@icloud.com>
Sent: Tuesday, May 6, 2025 8:36 PM
To: citycouncil <citycouncil@albanyca.org>
Subject: I support bike lanes on Solano

Marcus Eichenberg
717 Adams St
Sent from my iPhone

From:

Sent: Tuesday, May 6, 2025 8:57 PM

To: citycouncil <citycouncil@albanyca.org>

Subject: Solano Avenue bike Lane

I understand that the Albany City Council will be discussing adding bike lanes to Solano Avenue tonight. To me, this is a very bad idea. Both Marin Avenue and Washington Avenue are both bike friendly, and because they are parallel to Solano, why disrupt traffic on Solano? Also, where will visitors park for the many businesses on the street? I live 1/2 block north of Solano and my your taking parking away from Solano, this will drive visitors to park on my street. That's not a pleasant thought for me or my neighbors.

Please do not disrupt Solano in this way. Thank you.

Todd K. Wagner, Sr, via iPhone

From:

Sent: Wednesday, May 7, 2025 8:22 PM

To: citycouncil <citycouncil@albanyca.org>

Subject:

I think adding those bike lanes on Solano Avenue is a bad idea. won't be good for the business owners and business. there will be no parking on Solano Avenue and no way. it's a waste of money. Y'all should fix the pavement road on Solano Ave instead of that.