

## APPENDIX A: DRAFT General Plan Transportation Element Goals and Policies

### Goal 1: COMPLETE STREETS

**Create and maintain a street network that accommodates all modes of travel, meets the mobility needs of all travelers, and enhances Albany's sense of place.**

**Policy 1.1: Balancing the Needs of All Users.** Create and maintain “complete streets” that provide safe, comfortable, and convenient travel for all users, including pedestrians, bicyclists, transit users, motorists, movers of commercial goods, emergency responders, persons with disabilities, seniors, children, youth, and families. *(adapted from Complete Streets policy, Principle 1)*

**Policy 1.2: Context-Sensitive Design.** Require City departments and other agencies responsible for the design and operation of the street system to be sensitive to the needs of nearby residents, businesses, and institutions. The design of the street network should respect the local physical context, improve the safety of all travelers, and contribute to the city's identity. *(adapted from Complete Streets policy, Principle 2)*

**Policy 1.3: Complete Streets Operating Procedures.** Incorporate Complete Streets practices as a routine part of City operations. The planning, design, funding, and implementation of any construction, reconstruction, maintenance, alteration, or repair of the transportation network should consider ways to make streets safer and easier to navigate for all users. Exceptions to this policy may be considered, consistent with the Complete Streets Resolution adopted by the City Council in January 2013. *(adapted from Complete Streets policy, Principles 3 and 4)*

**Policy 1.4: Complete Streets Design.** Follow locally adopted policies and standards in the design of City streets, including the Active Transportation Plan and the Climate Action Plan, as well as the General Plan. All roadway planning, design, and maintenance projects should be consistent with local bicycle, pedestrian, and transit plans. National, state, or other recognized standards may also be used if the outcome is improved safety, health, vitality, sense of place, and a more balanced transportation system. *(adapted from Complete Streets policy, Implementation 1 and 3-A)*

**Policy 1.5: Connecting the City.** Ensure that the design of streets and other transportation features helps to connect the city and facilitate safer and more convenient travel between Albany and surrounding communities. *(adapted from Complete Streets policy, Implementation 2)*

**Policy 1.6: Accessibility.** Improve access throughout the City for persons with disabilities, seniors, and others with mobility limitations. Repairs or improvements to City streets, sidewalks, pathways and trails should include curb cuts and other improvements which remove barriers to mobility. *(adapted from Active Transportation Plan, Goal 2)*

**Policy 1.7: Development Review.** Require that future development projects address bicycling and walking access in their project plans, and include provisions to accommodate access by all modes of travel. *(adapted from Active Transportation Plan, 2.1.B)*

Possible Implementing Actions

**Action 1.A: NACTO Standards.** Revise the City's street design standards to incorporate the National Association of City Transportation Officials (NACTO) recommendations for complete streets, thereby ensuring that road improvements accommodate the needs of all travelers. *(adapted from CAP, Action TL-1.1.A)*

**Action 1.B: Review Process.** Continue to provide a public process, including regular meetings of the Albany Traffic and Safety Commission, to solicit public input on the implementation of Complete Streets policies. *(adapted from Complete Streets policy, Implementation 3).*

**Action 1.C: Data Collection.** Perform periodic evaluations of how well Albany's transportation network is serving each category of users. Baseline data should be collected and periodically monitored so that progress may be measured. *(adapted from Complete Streets policy, Implementation 4)*

**Action 1.D: Exceptions to Complete Streets Requirements.** Develop a process for approving exceptions to Complete Streets procedures, including who is allowed to sign off on such exceptions. Written findings for exceptions must be documented in a publicly available memorandum explaining why accommodations for all modes and users were not included. *(adapted from Complete Streets policy, Implementation 5)*

**Goal 2: SUSTAINABLE TRANSPORTATION**

**Reduce the consumption of non-renewable resources and the emission of greenhouse gases related to transportation.**

**Policy 2.1: Transit-Oriented Development.** Encourage land use patterns which support walking, bicycling, and public transit use, thereby reducing greenhouse gas emissions and fossil fuel consumption. Future land use and development choices should maximize opportunities to travel without a car by focusing new growth along walkable, transit-served corridors such as Solano and San Pablo Avenues. *(adapted from Active Transportation Plan, Pol 4.2, CAP Obj TL-3, CAP Action TL-3.1.C)*

*See also Land Use Element policies on achieving a jobs-housing balance and promoting mixed use development combining commercial and residential uses.*

**Policy 2.2: Connectivity.** Improve the ability to travel within Albany and between Albany and other cities using multiple modes of travel (e.g., bicycle and bus, walking and BART, etc.). Barriers to non-auto travel in the City should be reduced and the ability to easily transfer between modes should be improved. *(adapted from CAP goal)*

**Policy 2.3: Low-Emission Vehicles.** Encourage the use of low emission or zero emission vehicles, along with the infrastructure to support such vehicles, such as electric vehicle charging stations. *(adapted from CAP Measure TL-4.3)*

**Policy 2.4: Carpools, Vanpools, and Shuttles.** Encourage measures to reduce single passenger auto travel, such as carpools and vanpools, BART shuttles or circulators,, and transit passes for City employees. *(Adapted from CAP Measures TL-2.3 and TL-4.4)*

**Policy 2.5: Carsharing and Bike Sharing.** Support car sharing and bike sharing programs and consider incentives for establishing and expanding such programs in Albany. *(new)*

**Policy 2.6: Reducing Peak Hour Traffic.** Reduce peak-hour traffic through such measures as flex-time by local employers, safe routes to school programs for local students, allowances for home-based business and telecommuting, support for shared offices and incubators, and creating opportunities for residents to work and shop near their homes. *(new)*

**Policy 2.7: Evaluating GHG Emissions.** Evaluate transportation-related greenhouse gas emissions associated with development proposals and work with applicants to reduce such emissions. *(adapted from CAP Measure TL-3.3)*

**Policy 2.8: Public Health.** Recognize the benefits of a more balanced transportation system, especially more convenient walking and bicycling, for the health and wellness of Albany residents. *(adapted from Active Transportation Plan, Goal 4)*

**Policy 2.9: Leadership.** Take a leadership role in working with other agencies and jurisdictions regarding sustainable transportation improvements and initiatives to reduce transportation-related greenhouse gas emissions. *(adapted from 2000 Transportation Management Plan, Goals 5 and 7)*

### Possible Implementing Actions

**Action 2.A: Funding.** Pursue grants and explore other funding sources which support multi-modal transportation improvements and other measures to reduce transportation emissions. *(adapted from Active Transportation Plan Goal 5, Action 5.1.B)*

**Action 2.B: Outreach and Education.** Develop community outreach and education programs which inform residents on ways they can reduce greenhouse gas emissions through their transportation choices. This should include the use of social media and other internet networking platforms to encourage community participation in carpools, vanpools, ridesharing, and other alternative travel modes. *(adapted from CAP Measure TL-3.1, Action TL-3.1.B, TL-4.4.C, TL-4.4.F)*

**Action 2.C: Trip Reduction Ordinance.** Update the City's Trip Reduction Ordinance to reflect current conditions. Consistent with the Ordinance, continue to develop programs and incentives for the use of carpools, staggered work hours, bicycling, walking, and increased use of public transit. *(adapted from 1992 General Plan Policy Circ-4.3)*

**Action 2.D: TDM Ordinance.** Create and implement a transportation demand management (TDM) ordinance to reduce peak commute trips and encourage alternatives to solo passenger driving. *(adapted from Active Transportation Plan, Action 3.1.F)*

**Action 2.E: City Vehicle Fleet.** Improve the fuel efficiency of the City's vehicle fleet by purchasing low or zero emissions vehicles as gasoline-engine vehicles are retired from service. *(adapted from CAP Measure TL-4.2)*

**Action 2.F: 511.org Program.** Continue to support the "511.org" program and other regional initiatives that help residents and workers find carpools, rides home from work, and other alternatives to driving alone. *(new)*

**Action 2.G: Transportation Management Association.** Facilitate the establishment of an Albany Transportation Management Association (TMA) for local employers. *(adapted from CAP Measure TL-4.4.B)*

*See the Land Use Element for discussion of a possible "walk-up" BART station at Solano Avenue.*

### **Goal 3: TRANSPORTATION CHOICE**

**Provide the opportunity to safely and conveniently travel through Albany using a variety of travel modes, including walking, bicycling, and public transportation.**

**Policy 3.1: Bikeway System.** Support development of a bikeway system that meets the needs of commuters and recreation users, reduces vehicle trips, and links residential neighborhoods with BART and regional destinations. Bicycling in Albany should be a viable alternative to driving for most short-distance trips. *(adapted from 2000 Transportation Management Plan goals, 1992 Circulation Element Goal 6)*

- Policy 3.2: Designated Bike Network and Improvements.** Designate a network of bike paths, lanes, and routes as the primary system for bicyclists traveling through Albany. Improvements to this system, such as bike lanes and signage, should be made in accordance with an official plan for the Albany bicycle system. *(adapted from Active Transportation Plan)*
- Policy 3.3: Intergovernmental Coordination.** Coordinate development of Albany's bike network with plans for adjacent cities in order to improve the functionality of the system and create seamless connections across jurisdictional lines. *(adapted from 1992 Circulation El, Pol 6.1)*
- Policy 3.4: Bike Route Maintenance.** Regularly maintain bicycle routes and paths through sweeping, pavement repairs, and vegetation trimming. Encourage public reporting of facilities needing repair or clean-up. *(adapted from Active Transportation Plan, Action 2.2.A and 2.2.B)*
- Policy 3.5: Bicycle Parking.** Install additional bike racks and bike parking facilities in commercial and civic areas and in other locations where such facilities would help support bicycle use. The need for bicycle parking facilities should be periodically evaluated and at minimum should include locations along Solano and San Pablo Avenues and at high activity bus stops. *(adapted from CAP Measure TL-1.2, Action TL-1.2A and 1.2B, Action 3.2.B)*
- Policy 3.6: Sidewalks and Paths.** Improve Albany's network of sidewalks and paths to make the city safer and easier to travel on foot. Priority walking corridors should be identified and targeted for improvements such as wider sidewalks, enhanced crosswalks, curb ramp upgrades, sidewalk parking enforcement, and routine maintenance. *(adapted from Active Transportation Plan).*
- Policy 3.7: Bicycle and Pedestrian Access to Open Space.** Maintain and enhance trails through open space areas, including the Bay Trail along the shoreline, recreational trails on Albany Hill, and the Ohlone Greenway Trail in the BART Right-of- Way. Where appropriate, developers should be required to dedicate public access easements for trails through designated private open space areas. *(adapted from Active Transportation Plan Actions 3.1.D, 4.1.B and C, and 1992 General Plan Pol Circ 5.2 and 6.2)*
- See the Recreation and Open Space Element for additional policies on recreational trails.*
- Policy 3.8: Bicycle and Pedestrian Connectivity.** Improve the connectivity of Albany's pedestrian and bicycle networks by removing obstacles to pedestrian travel and linking major pathways such as the BART linear park and the Bay Trail to each other and to community facilities. *(adapted from Active Transportation Plan Goal 3, 1992 General Plan, Pol. 3.5 and CAP Measure TL-1.3)*

**Policy 3.9: Bicycle Programs.** Undertake programs and activities to encourage bicycle use and bicycle safety in the city, including bicycle “rodeos,” “Bike to Work Day” events, and programs which stress the health benefits of bicycling. *(new)*

**Policy 3.10: Public Transit Service.** Improve public transportation service and transit amenities in Albany so that transit becomes a more reliable alternative to driving. The City will work with AC Transit to provide safe, accessible, convenient bus stops that can be easily accessed on foot or by bicycle. The City will also encourage investment in exclusive transit lanes, synchronization of traffic signals, signal pre-emption devices, curb extensions for bus stops, enforcement of parking rules in bus stops, posting of route information at bus stops, and other measures which increase the attractiveness and comfort of public transportation. *(adapted from Active Transportation Plan Pol 3.3, 2000 Transportation Management Plan Goal 4, 1992 Plan Circ El. Goal 4, CAP Obj TL-2, Measure TL-2.2)*

**Policy 3.11: Transit and Streetscapes.** Incorporate provisions for public transit when undertaking streetscape improvements, including bike lanes, curb extensions, landscaping, benches, and crosswalks. *(adapted from Active Transportation Plan, Action 3.3.A)*

**Policy 3.12: Monitoring Transit Needs.** Work with AC Transit to monitor and periodically adjust transit service and bus stop locations. A particular emphasis should be placed on feeder service between Albany and the BART stations at North Berkeley and El Cerrito Plaza. *(adapted from 1992 Plan Circ El Pol 4.1, Active Transportation Plan Action 3.1.E)*

**Policy 3.13: UC Village Service.** Encourage AC Transit to continue to provide a route that connects UC Village family student housing and the UC Campus *(adapted from 1992 GP Circ Pol 4.4)*

**Policy 3.14: Paratransit.** Support the provision of para-transit services for seniors and persons with disabilities, and others with special needs *(adapted from 1992 GP Pol Circ-4.2)*

#### Possible Implementing Actions

**Action 3.A: Active Transportation Plan Implementation.** Implement the pedestrian and bicycle projects in the Active Transportation Plan through the City’s Capital Improvements Program, specific transportation funding sources, and the General Fund budget for maintenance and operations. *(adapted from Active Transportation Plan Action TL-1.3.C and 4.1.A, 2000 Transportation Management Plan Imp 9-1, and 1992 Circulation El, Pol 6.1)*

**Action 3.B: Bike Parking Ordinance.** Adopt an ordinance that requires new development to provide adequate bike parking for tenants and customers and requires businesses with more than 50 employees to provide end of trip facilities, including showers, lockers, and bike storage facilities. Encourage existing establishments to add such facilities in order to make bicycling a more convenient alternative to driving. *(adapted from CAP Action TL-1.2.C, Active Transportation Plan Policy 3.2, Action 3.2.A)*

**Action 3.C: Bicycle and Pedestrian Access to the Waterfront.** Pursue the long-term development of a grade-separated bicycle and pedestrian crossing of the Union Pacific Railroad and Interstate 80 to better connect Albany to its waterfront *(adapted from Active Transportation Plan)*

**Action 3.D: Signage System.** Develop a coordinated citywide signage system for the pedestrian and bicycle network. *(adapted from Active Transportation Plan, Action 3.1.B)*

**Action 3.E: Sidewalk Improvements.** Upgrade sidewalks and curb ramps that do not meet current standards. Where appropriate, the City will require sidewalks to be upgraded as part of the development approval process. Other sidewalks should be upgraded as streets and utilities are improved or as funding allows, with a focus on the priority sidewalk and path network designated by the Active Transportation Plan. *(Adapted from Active Transportation Plan Action 2.1.D and 2.1.E)*

**Action 3.F: Bike-Ped Coordinator.** As funding allows, hire a part-time Bicycle and Pedestrian Coordinator to manage all non-motorized transportation projects and ongoing route maintenance programs. *(Adapted from Active Transportation Plan, Action 5.1.A)*

**Action 3.G: Transit Gap Study.** Conduct a public transit gap study that evaluates local transit needs, analyzes strategies for increasing transit use, and identifies funding sources for transit improvements. Consideration should be given to the feasibility of a local circulator that connects destinations within Albany to nearby BART stations. *(Adapted from CAP Measure TL-2.1)*

**Action 3.H: Bus Stop Improvements.** Work with AC transit to ensure that bus waiting areas are located in appropriate locations and are designed to maximize rider comfort and safety. Waiting areas should be improved, especially in high activity locations such as San Pablo Avenue and Solano Avenue. Additional investment should be made in bus shelters in these locations, providing transit riders with shade, weather protection, seating, lighting, bike parking, and route information. *(Adapted from CAP Action TL-2.2.A, Active Transportation Plan Action 3.1.E)*

**Action 3.I: Bus to BART.** Work with AC Transit and BART to reduce the waiting time associated with transferring from AC Transit buses to BART, and vice versa, and to make trips using the two systems as seamless as possible. *(new)*

**Action 3.J: Active Transportation Plan Updates.** Update the Active Transportation Plan every five years, as required by Caltrans, to reflect new policies and ensure continued eligibility for funding. *(Adapted from Active Transportation Plan, Action 5.1.C)*

**Goal 4: SAFETY**

**Improve the safety of all modes of travel, taking particular care to reduce the rate of injury accidents for bicycles and pedestrians.**

**Policy 4.1: Accident Data.** Collect and analyze data on traffic accidents. When prioritizing capital improvement projects, place the highest priority on those that would reduce the potential for such accidents, particularly those involving pedestrians or bicycles. *(Adapted from Active Transportation Plan Policy 1.1 and Action 1.1.B)*

**Policy 4.2: Enforcement.** Strictly enforce traffic safety and speed laws for all modes of travel, taking special care to protect the rights of pedestrians and bicyclists on local streets. *(Adapted from Active Transportation Plan, Policy 1.2, CAP measure TL-1.4)*

**Policy 4.3: Preventive Maintenance.** Undertake preventive maintenance activities on sidewalks, streets, paths, and bike routes and ensure that such facilities are kept in a condition that minimizes accident risks. This should include trimming of trees and other vegetation along local streets to address visibility constraints. *(Adapted from Active Transportation Plan, Policy 1.2.B)*

**Policy 4.4: Crosswalks.** Designate, stripe, and maintain a system of pedestrian crosswalks, and take appropriate enforcement measures to ensure the safety of persons using these crosswalks *(Adapted from 2000 Transportation Plan, Imp 2-1)*

**Policy 4.5: Education on Safety Laws.** Provide educational opportunities for Albany staff and residents to better understand the legal rights and responsibilities of motorists, bicyclists and pedestrians. *(Adapted from Active Transportation Plan, Action 1.2.D)*

**Policy 4.6: School Safety.** Work with the Albany Unified School District to identify key improvements and initiatives that would facilitate safer walking and bicycling to school. *(Adapted from 2000 Transportation Management Plan, Goal 3, Objective 1, CAP Action TL-4.4.E)*

**Policy 4.7: Pedestrian-Vehicle Interface.** Design the pedestrian circulation system to minimize the number of times that walkers, runners, and strollers need to stop for cross traffic. *(Adapted from Active Transportation Plan, Policy 4.1)*

**Policy 4.8: Security.** Enhance security for pedestrians by providing adequate lighting along walkways and keeping vegetation properly trimmed. *(UC Village Master Plan, Policy Circ-5.7)*

**Policy 4.9: Street Lighting.** Periodically assess street lighting needs and maintenance of street light facilities to ensure a high level of safety for all travelers. Funds for new and replacement street lights should be set aside as part of the Capital Improvement Program *(adapted from 2000 Transportation Management Plan, Obj 3, Imp 3-1)*



**Policy 4.10: Emergency Vehicles.** Provide adequate access for emergency vehicles as development takes place and as road modifications are completed. The Albany Police and Fire Departments should participate in development review and transportation planning to ensure that adequate access is provided. *(new)*

Possible Implementing Actions

**Action 4.A: Annual Safety Report.** Annually evaluate pedestrian and bicyclist collision data to determine trends and potential improvements. Produce an annual report that summarizes the data, identifies “hot spots,” and includes recommendations to improve safety. *(Adapted from Active Transportation Plan, Action 1.1.A)*

**Action 4.B: Parking on Sidewalks.** Enforce ordinances prohibiting the parking of vehicles on sidewalks *(Adapted from Active Transportation Plan Action 1.2.A)*

**Action 4.C: Safety Education.** Work with the school district, parents, businesses, and other community institutions to enhance awareness of pedestrian safety laws and modify driver behavior. *(Adapted from 2000 Transportation Plan Imp 8-1)*

**Action 4.D: School Pick-Up and Drop-Off.** Continue to study and implement programs which reduce conflicts associated with drop off/ pick-up of children at local schools, including private schools and child care facilities as well as public schools. *(Adapted from 2000 Transportation Management Plan Imp 1-2 and 1-3)*

**Action 4.E: Safe Routes to School.** Pursue funding for Safe Routes to School programs. *(new)*

**Action 4.F: Pedestrian Crossings.** Consider funding and implementation of demonstration projects for new pedestrian crossing treatments on San Pablo Avenue, Solano Avenue, and Marin Avenue/Buchanan Street *(Adapted from 2000 Transportation Management Plan Imp 2-2)*

**Goal 5: MANAGING TRANSPORTATION IMPACTS**  
**Minimize the adverse effects of vehicle traffic on Albany’s neighborhoods.**

**Policy 5.1: Residential Arterials and Collectors.** Recognize the dual function of arterial streets such as Buchanan Street and Marin Avenue to carry relatively high traffic volumes while also providing access to individual homes. Use landscaping, speed controls, and other streetscape improvements to create a more attractive environment, facilitate pedestrian crossings, and mitigate the impacts of vehicle traffic in such locations. *(Adapted from 92 Circ El Goals 1 and 5)*

**Policy 5.2: Kains and Adams Access.** Ensure that development along the San Pablo Avenue corridor is designed to minimize adverse traffic, parking, and circulation impacts on Kains Avenue and Adams Street. *(Adapted from 92 Circ El Pol 1.1)*

*See also Land Use Policy 2.7 regarding access limitations from Kains Avenue and Adams Street to non-residential uses.*

**Policy 5.3: Regional Cut-Through Traffic.** Discourage regional “cut-through” traffic resulting from vehicles exiting Interstate 80 onto Albany surface streets, including San Pablo Avenue. Encourage traffic to and from major employment centers such as the University of California and Downtown Berkeley to stay on I-80 to the appropriate exit. *(new)*

**Policy 5.4: Local Cut-Through Traffic.** Discourage local “cut-through” traffic between Albany neighborhoods and the freeway, particularly along Portland Avenue, Washington Avenue, and Pierce Street. East-west traffic should be focused on Marin/Buchanan and Solano Avenue *(adapted from 92 Circ El Pol 1.4)*

**Policy 5.5: Streetscape Improvements.** Undertake streetscape improvement programs to beautify the city and reduce the degree to which major streets create real or perceived barriers within the community. *(adapted from 92 Circ El Goal 5)*

**Policy 5.6: Traffic Calming.** Consider the use of road features such as speed humps, speed trailers, traffic diverters, and other methods to limit through-traffic and reduce speeds on residential streets. Implementation of such measures should be subject to a public process and should consider the potential impacts to adjacent streets due to changed travel patterns. *(adapted from 92 Circ El Pol 1.7, 2000 Transportation Management Plan Imp 6-1)*

**Policy 5.7: Truck Routes.** Limit the intrusion of truck traffic into residential areas by designating and signing specific streets as truck routes and enforcing weight limits on all City streets. *(adapted from 2000 Transportation Management Plan, Imp 4-1)*

**Policy 5.8: Sidewalk Cafes.** Maintain Municipal Code provisions allowing outdoor seating on public sidewalks, provided that seating does not interfere with pedestrian movement and that the approval is subject to a revocable encroachment permit and applicable zoning clearance requirements. *(adapted from Municipal Code)*

**Policy 5.10: Hillside Sidewalks.** On streets that traverse the slopes of Albany Hill, discourage sidewalks and instead support pedestrian walkways and trails that can be incorporated into an overall circulation plan. *(adapted from Municipal Code)*

**Policy 5.11: UC Village Circulation.** Provide a safe, pedestrian-oriented circulation system within UC Village that emphasizes walking, bicycling, and transit use; decreases internal vehicle traffic, accommodates recreational trips, and reinforces a sense of community. *(UC Village Master Plan)*

Possible Implementing Actions

**Action 5.A: Traffic Calming Procedures.** Maintain and periodically update a formal process for residents to initiate traffic calming requests for local streets. The process should include a series of steps which include evaluation of the street against specific physical design criteria, consultation with the Traffic and Safety Commission, volume and speed surveys, resident petitions, and post-improvement evaluations *(adapted from City traffic calming policy)*

**Action 5.B: Washington Avenue Cut-Through Traffic.** Evaluate the degree to which vehicles from areas east of San Pablo Avenue are using Washington Avenue as a “short-cut” to the Buchanan/I-80 interchange. *(new)*

**Goal 6: VEHICLE FLOW**

**Provide for the safe and efficient flow of vehicle traffic.** *(new)*

**Policy 6.1: Road Hierarchy.** Maintain a network of arterial, collector, and local streets that safely and efficiently moves vehicle traffic through Albany. Engineering and design standards for each road type should reflect function, road volumes, and the characteristics of adjacent uses, and should be consistent with the Complete Streets policies in Goal 1. *(new)*

**Policy 6.2: Monitoring Road Performance.** Monitor critical road segments and intersections to determine where traffic improvements may be needed. When such locations are identified, develop plans to address them and incorporate them into the City's Capital Improvement Program. *(1992 Circ El, Pol 3.1)*

**Policy 6.3: Transportation Efficiency.** Undertake improvements which manage lane capacity more efficiently and avoid the need to widen roads or add lanes. Examples of such projects include signal interconnect projects, directional signage, and “intelligent transportation systems” providing real-time information on congestion and travel conditions. *(new)*

**Policy 6.4: Interstate Improvements.** Coordinate with Caltrans on future planning, construction, repair, and maintenance activities along I-80, I-580, and around the Buchanan Street/ I-580 interchange. *(Adapted from 92 Circ El Pol 1.3 and Pol 5.1)*

**Policy 6.5: Development-Related Improvements.** Require the completion of traffic studies to address the effects of new development, including the improvements needed to accommodate increased traffic or changes in traffic patterns. Based on the findings, collect the appropriate fees needed to complete the improvements and maintain satisfactory operating conditions. *(92 Circ El. Pol 3.2)*

**Policy 6.6: Maintenance.** Provide adequate funding to maintain pavement, curbs, signage, signals, and other transportation facilities in good operating condition. *(new)*

**Policy 6.7: Signal Timing and Lane Configurations.** Consider modifications to signal timing and turning lanes as necessary to maintain traffic flow through Albany's signalized intersections. *(new)*

**Policy 6.8: Construction Traffic.** Require traffic management plans for major construction projects, and ensure that those plans address bicyclists and pedestrians. *(Active Transportation Plan Action 2.1.C)*

**Policy 6.9: Levels of Service.** On major corridors such as San Pablo Avenue and Solano Avenue, evaluate the performance of the transportation network using metrics that not only consider automobile speed and delay but other factors, such as the volume of transit passengers, bicyclists and pedestrians.

**Policy 6.10: Coordination with Berkeley, Richmond, and El Cerrito.** Coordinate traffic planning and road improvements with the cities of Berkeley, Richmond, and El Cerrito. Work collaboratively to manage congestion that may impact Albany streets as a result of development in these cities. *(new)*

Possible Implementing Actions

**Action 6.A: Integrated Ramp Management.** Participate in the integrated ramp management program planned by Caltrans for the I-80 / Buchanan Street interchange. *(replaces 92 Circ El Pol 5.3)*

**Action 6.B: Multi-Modal Levels of Service.** Establish multi-modal level of service (MMLOS) standards for arterial streets, and apply these standards in the evaluation of future development proposals and planning studies. *(new)*

*Additional actions may be identified as mitigation measures in the General Plan EIR.*

**Goal 7: PARKING**

**Balance the need for vehicle parking with the goal of reducing auto dependence and achieving more sustainable development.** *(replaces 1992 Plan Goal Circ-6)*

**Policy 7.1: Parking Management.** Develop comprehensive parking management strategies which maximize the efficient use of available on-street and off-street parking spaces. *(new)*

**Policy 7.2: Balancing Supply and Demand.** Consider timed parking limits, residential parking permits, parking benefit districts, paid public parking, more stringent parking regulation, and other methods to address parking in locations where demand exceeds supply during all or part of the day. When modifying parking regulations, consider the potential impact on adjacent residential streets. *(adapted from Pol Circ-2.1 and 2.2)*

**Policy 7.3: Parking Standards.** Adopt residential parking standards which consider factors such as the number of bedrooms in the unit, proximity to transit, the availability of on-street parking, and the characteristics of occupants (e.g., seniors, families, etc.), rather than applying a “one-size-fits-all” standard. *(new)*

**Policy 7.4: Shared Parking.** Encourage shared parking agreements so that adjacent or nearby uses with different demand characteristics can utilize the same parking spaces. *(new)*

**Policy 7.5: Mechanical Lifts.** Allow innovative methods of accommodating parking demand such as mechanical parking lifts. *(new)*

**Policy 7.6: Car-Share Parking.** Consider incentives or requirements to include parking for car-share vehicles in new mixed use development. *(new)*

**Policy 7.7: Design of Surface Parking.** On larger development sites where off-street surface parking lots are required, parking should be located to the rear or side of the building rather than between the building and the street. Site plans in which surface parking dominates the site or the street frontage are strongly discouraged. *(new)*

**Policy 7.8: Unbundling.** Allow unbundled multi-family parking, so that owners or buyers of multi-family units may opt out of having their own parking space and pay a lower rent or sales price. *(Measure D Working group)*

Possible Implementing Actions

**Action 7.A: Citywide Parking Analysis.** Conduct a comprehensive analysis of parking supply and demand in Albany. This analysis should become the foundation for new parking standards which are more responsive to actual conditions and needs.

*(Measure D Working Group)*

**Action 7.B: Parking Ballot Initiative.** Support and advance a ballot measure to modify Albany Measure D so that parking standards are consistent with other City goals, including the goal of reducing auto use and increasing housing affordability. A variety of options for modifying the parking standards should be considered, based on public opinion and data collection on parking supply and demand..

*(Measure D Working Group)*

*See the Housing Element for policies on the use of State Density Bonus parking standards for affordable housing development.*

**Action 7.C: Measure D Working Group.** Consider additional recommendations of the Measure D Working Group regarding parking, including the possibility of a fee for parking exceptions and waivers, allowing parklets in commercial areas, and the use of metered or time-restricted parking in high demand areas. *(Measure D Working Group)*

**Action 7.D: Commercial Parking Standards.** Evaluate Albany's commercial parking requirements relative to best practices around the country and determine whether changes to these requirements should be considered. *(replaces CAP Action TL-3.2.B).*

**Action 7.E: Municipal Parking.** Explore funding possibilities for acquisition and development of municipal parking facilities in the Solano and San Pablo Avenue commercial districts. Funding sources could include creation of a parking district, and an in-lieu fee to be collected for new development, major changes of use, and expansion of existing uses. *(adapted from 92 Plan Circ Pol 3-3)*

**Action 7.F: Second Units.** Consider creating a category of second units in which occupancy is deed-restricted to tenants without cars as a way to permit additional second units without providing off-street parking. *(new)*