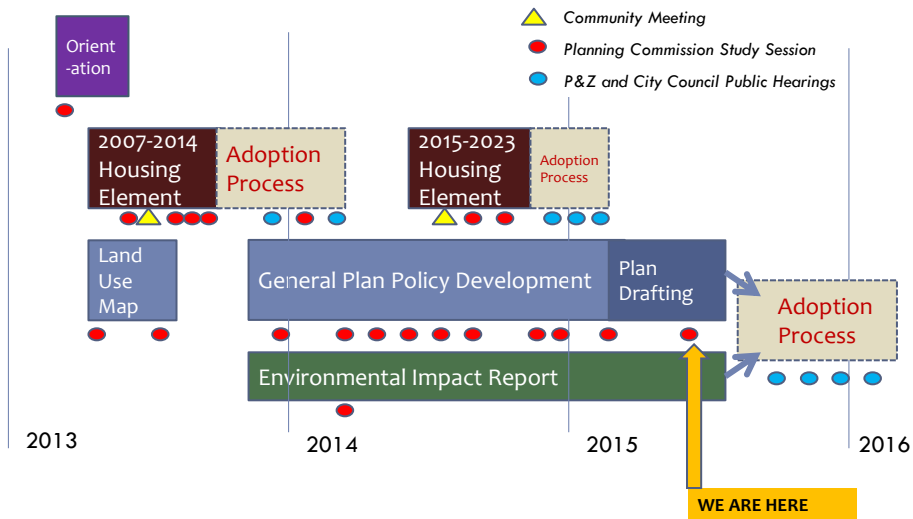


ALBANY 2035 GENERAL PLAN

PLANNING AND ZONING COMMISSION
GENERAL PLAN PREVIEW AND POLICY WRAP-UP

June 24 2015

Timeline



Plan Structure



Slide 3

1. Introduction
2. Framework
3. **Land Use**
4. **Transportation**
5. **Housing**
6. Parks, Recreation and **Open Space**
7. **Conservation/ Sustainability**
8. Environmental Hazards (**Safety and Noise**)
9. Community Services and Facilities
10. Waterfront
11. Implementation

Element Contents



Slide 4

- Introduction
- Narrative (Existing conditions, major issues, trends and forecasts, proposals)
- Maps and tables
- Goals, Policies, and Actions

Plan Format



Slide 5

CHAPTER
4
TRANSPORTATION
ELEMENT

A. INTRODUCTION

The Transportation Element provides policies and actions to maintain and improve Albany's transportation network. The Element establishes policies to expand transportation choices, improve traffic safety, and make transportation more sustainable. These policies emphasize focus on safer streets and use, air quality, greenhouse gas reduction, and public health. Recognizing the unique challenges of expanding transportation choices and the need to improve mobility for all Albany residents.

Requirements for the Transportation Element are established by Government Code Section 65302(b). The Element must identify general locations and extent of existing and proposed transportation facilities, including transit, bicycle, and pedestrian facilities, and must be consistent with the Land Use Element. Since 2011, the Government Code has required the element to consider the needs of all users of roads and highways, rather than just motor vehicles. This change is part of a statewide movement to plan for "complete streets" which balance the needs of motorists with those of pedestrians, bicyclists, transit users and persons with limited mobility.

Most of Albany's street system was laid out just as the automobile was becoming the dominant mode of travel in the Bay Area. The legacy of this design is that Albany is more pedestrian-friendly than many cities in the region, with a concentrated grid of streets that supports walking, bicycling, and public transit use. As the region has grown, Albany has faced the dual challenge of expanding to higher rates of vehicle ownership among its own residents and large increases in pass-through traffic with origins and destinations in other cities. Albany is encircled by freeways and arterial serving local, regional, and even interstate traffic, including some of the busiest and most congested routes in California. Traffic management is not just a mobility issue—it is an environmental issue, an economic issue, and a quality of life issue.

Chapter 4: TRANSPORTATION ELEMENT Albany 2035 General Plan

Photo Courtesy: Bicycle and pedestrian paths

B. MOBILITY PROFILE

Regional Context

Albany is connected to the region by a complex network of freeways, highways, bridges, railroads, rapid transit lines, trails, and paths. The planning, development, operation, and funding of these facilities is extensive by multiple agencies. The US Department of Transportation (DOT) assesses the safety and efficiency of the nation's highways, airports, and ports. The California Department of Transportation (Caltrans) manages more than 45,000 miles of highway and freeway lanes as well as other transportation facilities across the state. At the regional level, the Metropolitan Transportation Commission (MTC) is the transportation planning and financing agency for the Bay Area. Other agencies providing regional transportation services include Area Rapid Transit (ART) and the Alameda County Coast Transit District (ACT District).

Plan Format



Slide 6

Chapter 4: TRANSPORTATION ELEMENT Albany 2035 General Plan

How Albany Measures Up

Percentage of Employed Residents Commuting by Public Transit **24%**

City/County	Percentage
Albany	24%
Berkeley	18%
Emeryville	15%
Oakland	12%
Fremont	10%
Alameda County	8%
El Cerrito	7%
Richmond	5%

Percent of Employed Residents Who Drive Alone to Work **48%**

City/County	Percentage
Albany	48%
Berkeley	42%
Emeryville	38%
Oakland	35%
Fremont	32%
Alameda County	28%
El Cerrito	25%
Richmond	22%

Households with Three or More Vehicles **14.8%**

City/County	Percentage
Albany	14.8%
Berkeley	12%
Emeryville	10%
Oakland	8%
Fremont	7%
Alameda County	6%
El Cerrito	5%
Richmond	4%

Source: 2007-2011 American Community Survey

Chapter 4: TRANSPORTATION ELEMENT Albany 2035 General Plan

C. LOCAL TRANSPORTATION SYSTEM

Overview

Albany's transportation network is comprised of:

- a roadway system that includes travel lanes for motorized vehicles and bicycles, and sidewalks for pedestrians;
- a network of off-road paths designed for use by bicyclists and pedestrians;
- railroad and elevated rail transit lines that pass through the city but without direct access within Albany;

The roadway system supports a variety of travel modes, including cars, taxis, buses, bicycles, and pedestrians. These modes sometimes operate on separate portions of the right-of-way (for example, sidewalks and overpasses) in the same space (for example, lanes and east).

For much of the 20th Century, road design in California focused on automobile speed and convenience. During the last 20 years or so, a more balanced approach has been taken, looking at the needs of all travel modes equally. In 2005, Albany adopted a Traffic Management Plan which explicitly stated its intent in providing solutions with "rights to an equal share of mobility." The impetus of that plan was increasing safety, reducing the effects of traffic on neighborhoods, and supporting bicycling, walking, and public transit use.

Albany's current transportation focus is on the creation of "complete streets" for all users. The basic concept is that streets should be designed for all travel modes, and not just for cars. A complete street is designed and operated to enable safe, efficient, and comfortable multi-modal access and travel for all users, including pedestrians, bicyclists, motorists, and public transport users of all ages and abilities. Design criteria now reflect factors such as safety, environmental quality, climate change, public health, and access for persons with mobility limitations.

Moving Towards Complete Streets

In 2013, the City of Albany officially adopted a Complete Streets policy, including a vision to gain and implement all future transportation projects in a manner that provides safe access for walking, bicycling, and public transit modes. Other components of the policy include context-sensitive design, creating more usable public spaces, and promoting the quality of life.

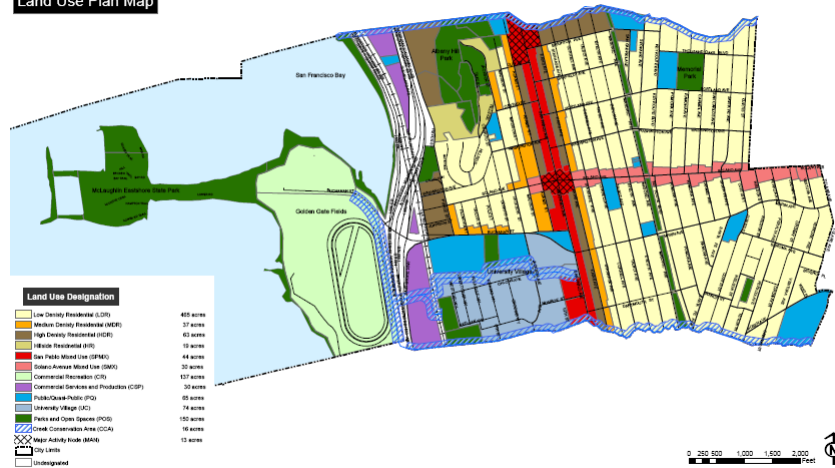
The Complete Streets policy emphasizes sidewalks, bike lanes, street trees, landscaping, crosswalks, street furniture, better transit stops, and other improvements that make it easier to travel without a car. It further requires that every City department look for opportunities to harmonize the City's interests through its standard operating procedures. The policy also stresses the safety and connectivity of the bicycle and pedestrian network.

Land Use Map

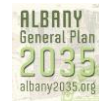


Slide 7

City of Albany Land Use Plan Map



General Plan EIR



Slide 8

- Evaluates impact of General Plan 20-year “buildout” on roads, environment, services, aesthetics, etc.
 - Focuses on land use map changes
 - Includes setting, impacts, mitigation measures
 - Considers alternatives to the proposed Plan, including “no project”
 - General Plan is designed to be “self-mitigating”
- EIR Topics
 - Aesthetics
 - Air Quality
 - Biologic Resources
 - Cultural Resources
 - Geology and Soils
 - Greenhouse Gases
 - Hazardous Materials
 - Hydrology
 - Land Use
 - Noise
 - Population/ Housing
 - Public Services/Rec
 - Transportation
 - Utilities

Major Changes to Policies



Slide 9

- **Land Use**
 - ▣ Incorporate P&Z feedback from March-April 2014
- **Transportation**
 - ▣ Incorporate P&Z feedback from May 2014
 - ▣ Incorporate Traffic/Safety feedback from May 2014 and subsequent input regarding traffic calming and street closure
- **Parks, Rec, Open Space**
 - ▣ Incorporate P&Z feedback from June 2014
 - ▣ Incorporate P&R feedback from June 2014

Major Changes to Policies



Slide 10

- **Conservation and Sustainability**
 - ▣ Incorporate P&Z feedback from July 2014
 - ▣ Incorporate Sustainability Committee feedback from July 2014 and subsequent feedback from later in 2014
 - ▣ Goals reorganized and policies/actions edited to incorporate Sustainability Committee feedback and new GHG target
- **Environmental Hazards**
 - ▣ Incorporate P&Z feedback from November 2014

Major Changes to Policies



Slide 11

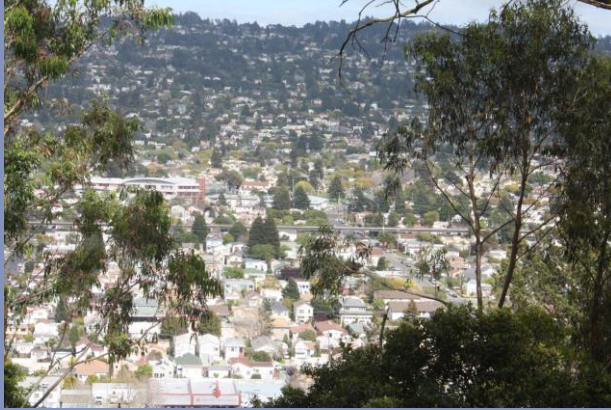
- **Community Services and Facilities**
 - ▣ Incorporate P&Z feedback from December 2014
 - ▣ Incorporate feedback from other departments and agencies
- **Waterfront**
 - ▣ Incorporate P&Z feedback from March 2015
 - ▣ Incorporate feedback from public comments (written and oral) at March meeting

Next Steps



Slide 12

- Final edits to goals, policies, actions
- Admin (Staff) review of Draft Plan and EIR
- Release of Public Review Plan and EIR
- P&Z hearing(s) on Plan and EIR
- Response to comments and Final Plan / EIR
- P&Z hearing(s) to recommend adoption
- City Council hearing(s) to adopt



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