BACKGROUND

The City of Albany is working with Toole Design, Opticos Design, and Local Government Commission to develop the Solano Avenue Complete Streets and Corridor Revitalization Plan. The Plan’s focus is Upper Solano Avenue (from Masonic Avenue to Tulare Avenue) and includes streetscape and mobility improvements that address four main themes: Safety and Accessibility, Parking, Stormwater Management, and Streetscape and Placemaking.

DRAFT CORRIDOR DESIGN

Since the June presentation to the Traffic & Safety Commission, Toole Design developed a draft concept design for Upper Solano Avenue (see Attachment 1). This concept design was developed based on public input from the April 2018 Community Advisory Group meeting and May 2018 Design Workshop and charrette; meetings and input from City staff; and an analysis of existing conditions.

The following outlines how each theme is addressed in the concept design.

SAFETY AND ACCESSIBILITY

Table 1 details how the recommendations for safety and accessibility for all users (including pedestrians, bicyclists, transit riders, and motorists) are incorporated into the design.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Recommendations Incorporated into the Concept Design</th>
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</thead>
</table>
| Improving pedestrian safety and comfort by: | • Installing crosswalks with high-visibility markings  
• Adding corner curb bulb-outs and crossing islands to shorten pedestrian crossing distances, minimize pedestrian exposure time to vehicles, narrow travel lanes, and reduce vehicle speeds  
• REALIGNING AND UPGRADING CURB RAMPS TO PROVIDE BETTER ACCESS FOR PEOPLE USING WHEELCHAIRS, PUSHING STROLLERS, ETC.  
• Increasing visibility at corners by removing and relocating parking, signs, and site furnishings within 15 feet of crossings  
• Installing rectangular rapid flashing beacons (RRFBs) at the Curtis Street intersection to enhance the safety of the school crossings  
• Adding pedestrian-scale lighting along the corridor, especially at crossings |
| Improving bicyclist | • Improving bicycle connections across Solano Avenue by narrowing travel lanes and installing RRFBs at the Peralta Avenue intersection  
• Installing wayfinding signs for bicyclists on and off the Solano Avenue corridor |
Objective | Recommendations Incorporated into the Concept Design
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safety and comfort by: | • Increasing available space for off-street bicycle parking
Slowing vehicle speeds by: | • Reducing curb radii at corners to decrease vehicle turning speeds
| • Installing colored, textured paving material for on-street parking to further reduce the perceived width of travel lanes
Reducing conflicts between users by: | • Simplifying intersection configurations
| • Employing access management strategies (e.g., closing the western driveway from the Safeway parking lot onto Solano Avenue)
| • Realigning irregular or complex intersections into 90-degree three- or four-way junctions (e.g., “square up” the Tacoma Avenue intersection)

**PARKING**

The existing parking configuration (pull-in angle) was maintained; however, the parking stall angle was adjusted so that all stalls are consistently 45-degrees (currently, the parking stalls have inconsistent angles throughout the corridor).

The concept design adds nine additional parking spaces (see Table 2). Spaces are added due to the closure and conversion of the bus stops at Tacoma Avenue and Ventura Avenue into additional on-street angled parking. Restriping the parking stalls to 45-degrees also creates consistent parking width and curb lines throughout the corridor.

**Table 2. Comparison of Existing and Proposed Parking**

<table>
<thead>
<tr>
<th></th>
<th>Existing Parking</th>
<th>Proposed Parking</th>
<th>Number of Spaces Added</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular vehicle spaces</td>
<td>179</td>
<td>185</td>
<td>6</td>
</tr>
<tr>
<td>Accessible vehicle spaces</td>
<td>6</td>
<td>9</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total vehicle spaces</strong></td>
<td><strong>185</strong></td>
<td><strong>194</strong></td>
<td><strong>9</strong></td>
</tr>
<tr>
<td>Motorcycle/Bike Corral*</td>
<td>1</td>
<td>19</td>
<td>18</td>
</tr>
</tbody>
</table>

*These on-street spaces are in addition to the 194 on-street vehicle parking spaces and are smaller than standard vehicle parking spaces. The spaces could be allocated to either motorcycle spaces or bicycle parking spaces, such as an on-street bike corral. This would supplement the existing off-street bicycle racks which are located throughout the corridor.

**STORMWATER MANAGEMENT**

The concept design maintains the existing stormwater management system and recommends installing valley gutters between the travel and parking lanes. Flows in valley gutters will be conveyed into existing inlets or into proposed landscaping at base of each block.

**STREETSCAPE AND PLACEMAKING**

Enhancing the streetscape is also a key component of this concept design. The design creates:

• Expanded bulb-outs which can be programmed with placemaking elements like benches, landscaping, parklets, and public art
• Areas for co-locating transit stops and pedestrian amenities to create additional bus parklets
• Spaces for adding landmark or gateway features, such as medians, iconic transit stops, gathering spaces, etc.
• Open space opportunities and areas for landscaping and stormwater plantings

NEXT STEPS

Toole Design will further refine the concept design based on community input received through October, including during the September 21st Community Advisory Group meeting, the September 22nd Design Preview and Pop-Up event, at the September 27th Traffic & Safety Commission meeting, and at the October 10th Planning & Zoning Commission meeting.

Toole Design will then draft the Plan document and will be returning once more to the Traffic & Safety Commission to present the draft plan. This is planned for the November/December meeting.