



524 Talbot Avenue  
Albany, CA 94706



Office: 466 Water Street, Jack London Square, Oakland  
Mail: PO Box 1736, Oakland, CA 94604

27 December 2016

Jeff Bond  
Community Development Director  
City of Albany  
1000 San Pablo Avenue  
Albany, CA 94706

Re: Cycling crossing at Dartmouth HAWK signal

Dear Mr Bond,

Albany Strollers and Rollers (AS&R) and Bike East Bay thank you and everyone else involved in the Community Development Department that has worked on the design of the active transportation features to be constructed by the University Village Mixed-Use Project, and for bringing the current engineering drawings to the Traffic and Safety Commission at its last meeting.

As you are aware, AS&R was surprised and disheartened to learn those plans do not include provision for people cycling across San Pablo Avenue at the HAWK signal to be installed at Dartmouth Avenue. Providing this crossing is a goal established by Mitigation Measure TRANS-12. In support of this goal, AS&R notes the planned crossing of San Pablo at Dartmouth is the critical link between the Ohlone Greenway and Bay Trail. This connection will consist of a quarter-mile long bike boulevard on Dartmouth, a quarter-mile long cycle track on San Pablo, and three-quarter mile long cycling path on Marin and Buchanan Avenues. When complete it will be the best connection between the Greenway and Bay Trail in the East Bay, providing access to more than 20 miles of motorist-separated cycling facilities, the largest such network in the East Bay north of Fremont.

AS&R's current understanding is that CalTrans did not approve a cycling crossing because it would not approve a cycling signal for crossing San Pablo during the appropriate HAWK phase, and without this people cycling are likely to perceive they can cross while the sidewalk user signal is flashing red. However during this period the HAWK signal is also flashing red, indicating to motorists on San Pablo that they can proceed after stopping, creating an unsafe

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condition for people cycling across San Pablo during this phase. CalTrans has not approved a cycling signal because it is not a potential component of HAWK signals in current engineering standards.

Based on our discussions, a cycling crossing could potentially be added at a later date by the successful pursuit of the FHWA's experimentation process. AS&R and Bike East Bay strongly encourage the City of Albany and CalTrans to pursue this. However in order to most efficiently do so, certain changes to the current design are recommended to prepare for this experiment. Inclusion of these changes will signal the seriousness of the City's and CalTrans' intent regarding eventually implementing a cycling crossing.

Drawing 0 attached shows the crossing as proposed in the plans shown at the last Traffic and Safety Commission meeting. Drawing 1 shows the recommended changes to the design for the upcoming construction. These recommendations also include placing call buttons in locations that will facilitate activation of the HAWK signal by people using the sidewalks. Drawing 2 shows the buildout of the cycling crossing.

The changes we propose are minimal in the scope of the larger project. In return, they have the potential to provide significant connectivity benefits for people on bikes, and will be cost effective in the long term when further improvements are put in.

Thank you for considering this input. Please keep AS&R and Bike East Bay informed regarding any changes to the design of this crossing by emailing [pdjordan@lbl.gov](mailto:pdjordan@lbl.gov). Please forward this letter to CalTrans staff involved in the design.

Respectfully,



Preston Jordan  
Co-founder  
Albany Strollers and Rollers

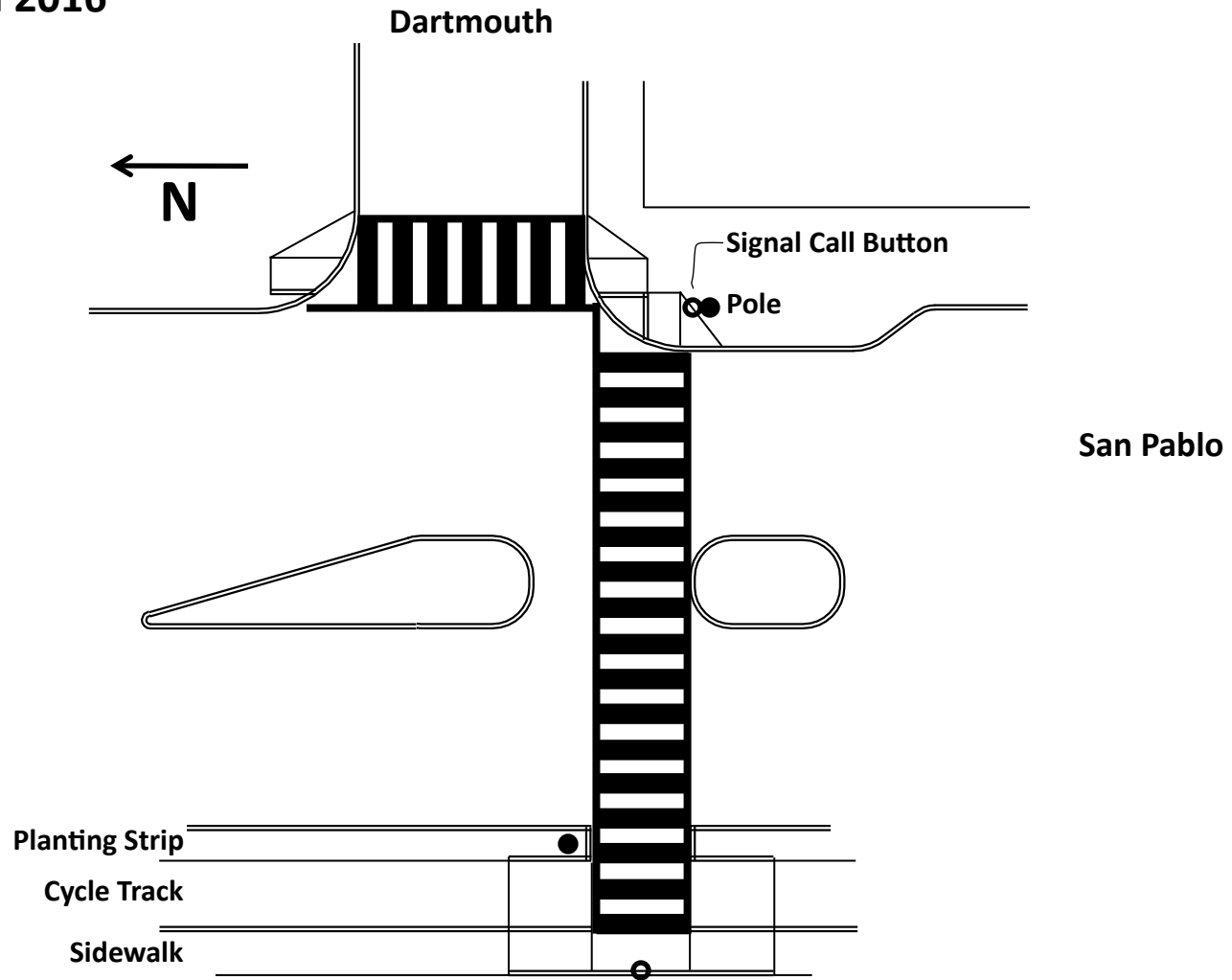
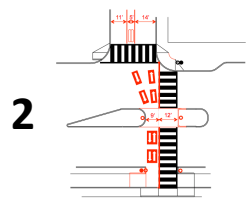
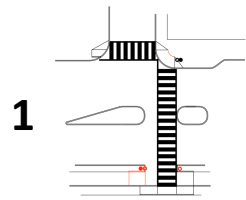
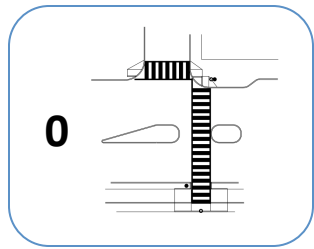


Cynthia Armour  
Advocacy Manager  
Bike East Bay

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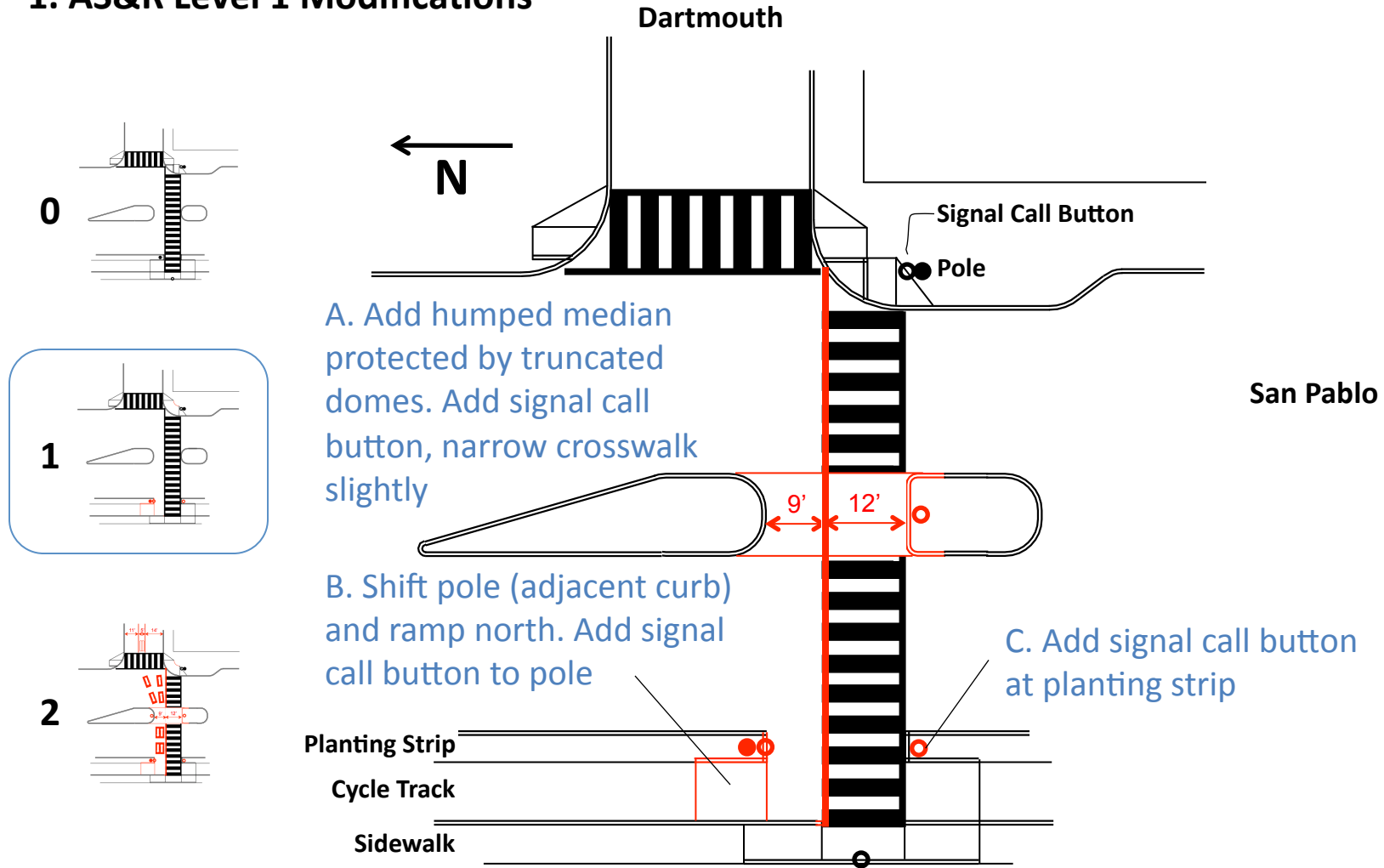
# Corner of Dartmouth and San Pablo, Albany CA

## 0. Proposed Fall 2016



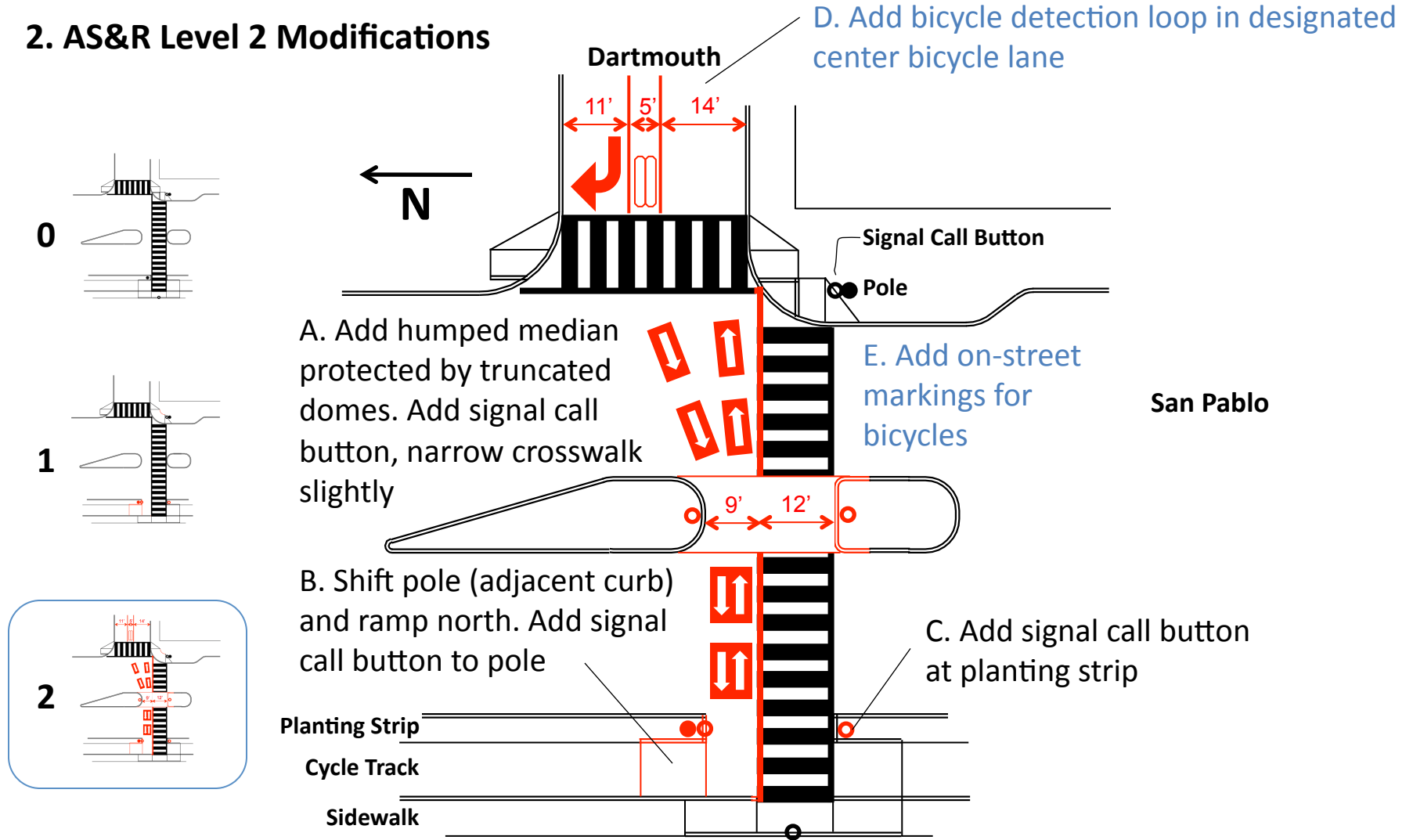
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## 1. AS&R Level 1 Modifications



# Corner of Dartmouth and San Pablo, Albany CA

## 2. AS&R Level 2 Modifications



# Corner of Dartmouth and San Pablo, Albany CA

