

From: [Dede Pansino](#)
To: [TRANSPORTATION COMMISSION](#)
Subject: Albany City Transportation Commission 12/4/25 - Agenda 4.2 Active Transportation Plan – Analysis of Solano Avenue Bicycle Facility Concept
Date: Thursday, December 4, 2025 11:15:36 AM

Dear Justin Fried and Albany City Transportation Commission,

Thank you for accepting input via email about the bike facility/bike lane on Solano. I am a long time Albany resident who is very involved in the Albany community (Friends of Albany Seniors VP, Friends of Albany Library VP and regular volunteer at both organizations events). I am quite concerned about the Solano avenue bike lane aka bike facility proposal.

My concerns and questions are as follows:

- Please do not use the term "bike facility" as ordinary people could easily be forgiven for thinking that it is a cute parklet for bike parking. I know it is a government term, but many of us ordinary people who are quite educated and hold or are retired from career work do/have not worked in government jobs and are unfamiliar with government terms. Do you know what DRaaS is good enough to vote on a proposal with no explanation/definition given? It is an IT term for Disaster Recovery as a Service or aka Redundancy which helps to restore data in the event of a server failure or natural disaster. Could you justify using that IT terminology without a common definition in a city proposal? Please replace the term bike facility with the clear, understandable to all term bike lane.
- Why is there a need for a bike lane on Solano for a few blocks (Tulare-Masonic) when there is an existing full length through bike lane on Marin (The Alameda-San Pablo)? I would assume that those who are fit and in good enough shape to ride a bike on Marin can easily walk/ride their bikes 1 block north to Solano.
- I don't know the state of Albany City finances, but given the expense of creating a new raised barrier bike lane aka bike facility, it seems rather silly and also financially irresponsible to spend the money on a short raised barrier bike lane on Solano (Tulare-Masonic).
- What is the purpose and who is the target audience/participants of the proposed bike lane? How often would they bike the 10 blocks or so? What is the ROI (return on investment) for the proposed bike lane? Out of towners coming to Solano for shopping and dining, are not likely to ride their bikes here from Walnut Creek, San Ramon, San Francisco, Hayward, San Jose to have the experience of riding their bikes for 10 blocks on Solano.
- While people like to enjoy Solano, it is also has a lot of businesses that local people use, Safeway, CVS, cleaners, etc. for everyday life that would be a challenge on a bicycle especially with several small children and/or picking up a weeks worth of groceries for those that dine at home or run errands as a family or those taking a baseball or soccer team out for post game ice cream. The ability to get to and easily park on Solano is needed in order for people of all abilities to shop and dine on Solano.
- Creating a raised bike lane (aka bike facility) and the associated loss and change to existing parking would cost Solano businesses in lost customers and less revenue, which will mean less tax revenue for the City of Albany. In these challenging financial times for everyone, including the City of Albany, why would we want to forgo obtaining city tax revenue funds by doing something that limits Solano business and dining access? What are the optics of this to Albany residents and businesses and Keeping it Local?
- Many Solano customers are seniors who are less mobile and require mobility aids, a raised barrier bike lane aka bike facility will make it more challenging than it needs to be for those who are seniors and/or those who are disabled and require accommodations to shop and dine on Solano. Not everyone is fit, healthy, able bodied and in the prime of life. The proposed changes are discriminatory to those who require mobility aids or can't walk as far but don't necessarily qualify for handicapped parking. Do we want to be the city that discriminates against those who aren't able bodied?
- The Richmond/San Rafael bridge bike lane has been changed to weekend use by the Bay Area Conservation and Development Committee after having done data collection on usage and determining that the bridge bike lane wasn't used as much as people thought it would be. Bay Area Council and CEO and President Jim Wunderman said in a press release "Common sense and fairness have prevailed to improve access to the bridge for all users..." What would the City of Albany do if we went to the expense of installing a bike facility aka bike lane from Tulare to Masonic that wasn't used as much as it was thought it would be? It would become a very visual reminder of an expensive project that was beneficial to a few at the expense of the many - not great optics especially during challenging budget times.

Thank you for your consideration,

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