

**City of Emeryville
Bicycle Pedestrian Advisory Committee
Minutes for Special Meeting
Bike/WalkTour
Saturday, July 21, 2018**

1. Call to Order at 10:04 a.m.
2. Roll Call: Members present: Arias, Burrows, Lovett-Harris, McCamy, Modic, Scheuerman. Staff: Clough, Greenhut, O'Connell, Oaks, Roberts. Councilmember Medina at Stanford/Hollis bicycling segment.
3. Public Comment: none
4. Action/Discussion Items:

4.1 Walking Portion Meet at 4.1.a location, below:

4.1.a Under Overpass of I-80, north side of Powell St. No action taken.

Suggestions included:

- 1) Move pedestrian sidewalk on north side of Powell under the overpass north, so that it is inside the pillars and further from traffic lane;
- 2) At on-ramp add pedestrian-actuated green crossing signal while vehicles have red, no turn-on-red signal signage;
- 3) Improve informal dirt pedestrian path between the west side of Denny's and the east side of the I-80 on-ramp, leading to parking lot behind Denny's, and Christie Ave.

4.1.b Christie Ave. at Powell St. northwest corner: No action taken.

Suggestions included:

- 1) Lengthen pedestrian crossing time, crossing Powell St.;
- 2) Add visible wayfinding signage for cyclists, standardized white print on green background, on the southeast corner, facing west, across Christie directing cyclists to the cycletrack/separated path continuing the Bay Trail to Shellmound St. from the southeast corner;
- 3) Remove one right-hand turn lane on east-bound Powell St. onto s/b Christie and s/b Christie onto w/b Powell St.;
- 4) Eliminate green signal for motor vehicles during pedestrian walk phase; all-red phase, in all directions, with green signal for pedestrians;
- 5) Denny's on-ramp: run the walk signal when all cars have a red light, except the off ramp.

4.1.c Four Points Sheraton parking lot (1603 Powell St.). No action taken.

Suggestions included:

- 1) At Shellmound St. crossing from Fourpoints property, to the east side of Shellmound, install a crosswalk at this frequently crossed section of Shellmound (for example F-Bus stop users);

4.1.d Stairway under Powell St. overcrossing of Shellmound St. No action taken.

Suggestions included:

1) Install wayfinding signage on Shellmound St. showing the way to the stairway below the Powell St. overpass off of Shellmound St., up to Powell St.

2) Install bollards to prevent vehicle overhanging the sidewalk on the approach to the stairway under Powell St. overpass.

4.1.e Peladeau Greenway Powell St. at Hollis. No action taken.

Suggestions included:

1) Redesign of Powell St./Hollis St. intersection to remove the “slip” right-hand turn lane on east bound Powell to southbound Hollis;

2) Increase length of time for pedestrian crossing in all directions; or

3) Design “scramble”, or red signal in all directions to allow for pedestrian crossing.

4.2 Bicycling Portion Meet at 4.2.a location, below:

4.2.a Stanford Ave. Bike Share Station near Hollis St. No action taken.

Suggestions included:

1) Ask private property owner to add a ramp for bicycles from the small parking area leading onto Spur Alley, just east of the Stanford intersection with Hollis St.

4.2.b Bicycle on Spur Alley to 45th St. No action taken.

Suggestions included:

1) Add wayfinding signage for cyclists at all entrances to Spur Alley;

2) Ask private property owner to shorten (cut) the draw-arm at 53rd St. to improve access for cyclists;

3) Ask private property owner to add signage for perpendicular parking not to overhang the sidewalk on private property, north of 45th St. behind gymnastics business.

4.2.c 47th St. West side of ECCL near Pool. No action taken, nor suggestions made.

4.2.d 47th St. to Adeline, to 40th St. Bike Share Station. No action taken, nor suggestions made.

4.2.e San Pablo at 40th St. northwest corner. No action taken.

Comments were made that San Pablo Ave. does not feel safe as it goes through Emeryville. *Announcement by Councilmember Medina that improvements to San Pablo Ave are being considered and discussed as part of Alameda County Transportation Commission’s project to study and suggest improvements for entire length of San Pablo Ave.*

4.2.f 40th St. and Horton St. No action taken.

Suggestions included:

1) Make Target store parking lot entrance on 40th safer for cyclists coming down e/b 40th St. bridge, to prevent/avoid right-turning vehicle crash. *It was announced by staff that future improvements are planned, include squaring off the entry driveway into the parking lot, forcing vehicles to slow down;*

2) Improve intersection on e/b 40th at Horton to protect straight-moving cyclists from right-turning vehicles;

3) Make signs more visible that say “No through traffic” on north/bound Horton, crossing 40th St.;

4) Figure out way to make north-south connection to Mandela easier for cyclists;

5) General comments: The entire length of 40th St. does not feel safe and part of bike lane on the south side of 40th St. is the gutter. *Announcement by staff that 40th St. is being studied for various improvements for transit, cyclists and pedestrians as part of the Transit Hub study between Adeline and San Pablo Ave, which has been expanded to include the entire length of 40th St. in Emeryville. The Bay Bridge, as a destination was mentioned, with the expectation that more cyclist traffic will be generated, of all ages.*

4.2.g Park Ave. at Horton, West to Halleck, under 40th St. Bridge to Target parking lot. No Action taken. Tour group stayed at Park and Halleck for discussion.

Suggestions included:

- 1) Improvement of access for cyclists suggested along Halleck, where more traffic is anticipated from the future Sherwin Williams project area.
- 2) Improve linkage from Emeryville along this corridor to points north, examples being Mandela Parkway, Oakland, and West Oakland BART.

4.2.h Pathway sidewalk up 40th to Hollis, Rudy's Can't Fail Café, at Park Ave. Tour group traveled from Halleck @ Park Ave., east on Park to Hollis St. and reconvened inside Rudy's Can't Fail Café.

5. Adjournment at 1:00 p.m.