

## **Appendix F. Status of the 1998 Plan**

### Emeryville Pedestrian and Bicycle Plan

May 2012

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# Status of the 1998 Plan

## Changes to Bikeway Network since 1998 Bicycle and Pedestrian Plan

Emeryville’s bicycle network was laid out in the City’s 1998 Bicycle and Pedestrian Plan. The City has constructed many of the bikeways identified in that plan, though some bikeways have been constructed as a different type of bikeway than indicated in the plan. The City’s General Plan, adopted in 2009, incorporates the bicycle network identified in the 1998 plan, with some additions and modifications.

The status of bikeways proposed in the 1998 Bicycle and Pedestrian Plan are summarized in the following tables:

- Table 1 lists bikeways proposed in the 1998 Bicycle and Pedestrian Plan that were not included in the City’s 2009 General Plan. These bikeways are no longer being pursued by the City.
- Table 2 lists bike lanes proposed in the 1998 Bicycle and Pedestrian Plan that were constructed as a different class.
- Table 3 lists bikeways that were not in the 1998 Bicycle and Pedestrian Plan, but were added to the General Plan.
- Table 4 lists the status of bikeways from the 1998 Bicycle and Pedestrian Plan that were included in the General Plan but are not yet completed.

**Table 1: Bikeways Proposed in the 1998 Bicycle and Pedestrian Plan that Were Not Included in General Plan**

Bikeways Not Included in 2009 General Plan			
Type/Classification Identified in 1998 Plan	Description	Status	Notes
Class I Path	from 1-80 to Police Station south of Powell Street	Included as pedestrian-only trail in General Plan	
Class II Bike Lanes	67th Street from Shellmound Street to Oakland border	Not included in plan as bikeway.	Long term, bike lanes possible when uses change; General Plan kept industrial
Class III Bike Route	36th Street from Peralta Street to San Pablo Avenue	Not included in plan, as it lies entirely in Oakland.	36 <sup>th</sup> Street is a one-way street

**Table 2: Bikeways Identified in 1998 Bicycle and Pedestrian Plan That Have Been Constructed as a Different Class**

Bikeways Constructed as Different Class			
Type/Classification Identified in 1998 Plan	Description	Status	Notes
Class II Bike Lanes	Horton Street from 53rd Street to 40th Street	Constructed as bike boulevard with no bike lanes	Street too narrow for parking and bike lanes

**Bikeways Constructed as Different Class**

Class II Bike Lanes	Emery Street from Park Avenue to 45th Street	Constructed as Class I path	Emery Street vacated as part of Pixar development. New path constructed.
Class II Bike Lanes	Overland Avenue from 64th Street to 65th Street	Constructed as bike boulevard with no bike lanes	Street built too narrow for lanes
Class III Bike Route	Overland Avenue from 62 <sup>nd</sup> Street to 64 <sup>th</sup> Street	Constructed as bike boulevard	

**Table 3: New Bikeways Included in the 2009 General Plan**

Class	Alignment	Extents	Notes
Class I Path	To Bay Bridge East Span	From south IKEA entrance at Shellmound Way to Bay Bridge East Span	
Class I Path	Parallel to and east of I-80	From south of Christie/Shellmound Intersection to Lacoste/64th Intersection	
Ped-Bike Bridge	Over Powell Street east of I-80		
On-street	Lacoste Street	From 64th to 65th	
Ped-Bike Bridge	Over I-80 just south of Ashby	From 65th Street to Bay Trail/Frontage Road	Design finalized
Bicycle Boulevard	65th Street	From Lacoste Street to Christie Avenue	
Class I Path	Through Ex'pression College	From Christie/65th intersection to Shellmound/66th intersection	
Bicycle Boulevard	66th Street	From Shellmound Street to Oakland	
On-street	65th Street	From Greenway to Oakland	Requires coordination with Oakland, San Pablo signal, Oliver Lofts
Class I Path	Parallel to and west of San Pablo Avenue	53rd to 47th	
Class I Path		47th to Spur Alley and 47th to Hollis	
Class I Path	Parallel to and west of San Pablo Avenue	Park Avenue to 47th Street	Section between Park Avenue and 45th Street under construction
On Street	Adeline Street	40th Street to Oakland	
Bicycle Boulevard	53rd Street	From Horton Street to San Pablo Avenue	General Plan extended 53rd bikeway to San Pablo Ave
On-street	Sherwin Ave/Halleck St/Beach St	From Horton Street to end of Beach	

Class	Alignment	Extents	Notes
On Street	Hollis Street	40th Street to Oakland	

\* General plan does not differentiate between Class II Bike Lanes and Class III Bike Routes. This table uses the generic term on-street bikeway to indicate Class II or III.

**Table 4: Status of Bikeways Proposed in 1998 Bicycle and Pedestrian Plan**

Included in General Plan but Not Yet Completed			
Type/Classification Identified in 1998 Plan	Description	Status	Notes
Ped-Bike Bridge	South Bayfront Bridge: Ped-bike bridge over railroad tracks from Horton Street to Bay Street at 53rd Street	Designed	
Class I Path	From Horton Street to South Bayfront Bridge	Designed	Alignment modified for General Plan. Horton Landing Park will include bike path connection to South Bayfront Bridge
Class II Bike Lanes	Overland 65th to 67th	Street not built with development	GP designates a Class I path as a replacement
Class III Bike Route	59th from Doyle to Vallejo	Proposed	GP designates as bike boulevard
Class III Bike Route	Emery-Peralta from Park to Oakland	Proposed	
Class III Bike Route	Doyle-47th from 45th to San Pablo	Proposed	
Class III Bike Route	Doyle from 59th to 55th	Proposed	General Plan designates as bike boulevard
Ped-Bike Route	53rd to 55th path	Proposed	May not be feasible
Ped-Bike Route	Spur Alley from Hollis/Stanford to 53rd	Proposed	Need to acquire easement
Wider Bus-Bike Lane	40th from San Pablo to Oakland	Proposed	Working with Oakland and BART
Class II Bike Lanes	45th from Horton to just west of San Pablo Avenue	Street too narrow for parking and bike lanes	General Plan designates as bike boulevard, extends to San Pablo Ave
Class I Path	Through parking lot from Amtrak bridge to Shellmound	Preliminary plans for Marketplace PUD include "dismount and walk" bike path.	Not yet constructed.
Class I Path	From Horton Street to Amtrak bridge	Approved plans for Emery Station West do not include path to bridge.	Not yet constructed.
Class III Route	Spur Alley from 53 <sup>rd</sup> to Hollis		

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