



PLEASE POST

City of Emeryville

INCORPORATED 1896

1333 Park Avenue. Emeryville, CA 94608-3517
t (510) 596-4300 | f (510) 596-4389

Chair Jesse Olsen
Vice Chair Joshua Cohen
Member Jeffrey Banks
Member Lev Lazinskiy
Member Eric Markley
Member David Raymond
Member Natalie Stich
Member John Suter
Member Jordan Wax

BICYCLE / PEDESTRIAN ADVISORY COMMITTEE

Regular Meeting

Civic Center, Garden Level

1333 Park Avenue. Emeryville, CA 94608

April 6, 2026 – 5:30 PM

AGENDA

Actions taken by Advisory Bodies are not official actions of the City Council, but must be considered and potentially ratified at a regular City Council meeting.

All writings that are public records and relate to an agenda item, which are distributed to a majority of the legislative body less than 72 hours prior to the meeting is noticed, will be made available via email by request to the Committee Secretary. In compliance with the Americans with Disabilities Act, a person requiring an accommodation, auxiliary aid, or service to participate in this meeting should contact the Committee Secretary as far in advance as possible, but no later than 72 hours prior to the scheduled event. The best effort to fulfill the request will be made. Assistive listening devices will be made available for anyone with hearing difficulty and must be returned to the Committee Secretary at the end of the meeting. All documents are available in alternative formats upon request. No animals shall be allowed at, or brought in to, a public meeting by any person except (i) as to members of the public or City staff utilizing the assistance of a service animal, which is defined as a guide dog, signal dog, or other animal individually trained to provide assistance to an individual with a disability; or (ii) as to police officers utilizing the assistance of a dog(s) in law enforcement duties.

Public comment for agenda items can be submitted online via a written comment card at www.emeryville.org/advisorybodies, or submitted by email to the Committee Secretary. If you would like to support, oppose, or otherwise comment on an upcoming agenda item, please send in your comments prior to the meeting.

FURTHER INFORMATION may be obtained by contacting Jeff Jelsma, Committee Secretary, at 510-596-4334 or jeff.jelsma@emeryville.org / bpac@emeryville.org. The next regular meeting is scheduled for May 4, 2026, at 5:30PM.

DATED: APRIL 1, 2026

Post On: APRIL 3, 2026
Post Until: APRIL 7, 2026

1. Call to Order
2. Roll Call
3. Public Comment
 - 3.1 *Submit a written comment card at www.emeryville.org/advisorybodies.*
4. Approval of March 2, 2026, Regular Meeting Action Minutes
5. Action Items
 - 5.1 Citywide Speed Limit Update (Toste)
6. Information Items
 - 6.1 BORP Adaptive Sports & Recreation (BORP)
 - 6.2 City of Emeryville American League of Cyclists Application (Markley)
 - 6.3 Bike to Wherever Day Ad-Hoc Committee updates (BPAC)
 - 6.4 Planning Updates (Chung)
 - 6.5 Public Works Updates (Jelsma)
7. Future Agenda Items
8. Announcements / Member Comments
9. Adjournment


Lorryne Leong, Deputy City Clerk

BICYCLE / PEDESTRIAN ADVISORY COMMITTEE

Regular Meeting

March 2, 2026

Draft Minutes

1. Call to Order

Meeting called to order at 5:34 pm.

2. Roll Call

Members present: Markley, Raymond, Suter, Wax, Cohen, Olsen

3. Public Comment

One public comment total.

4. Approval of Action Minutes

Approval of February 2, 2026 Regular Meeting Action Minutes

No public comment.

BPAC Move/Second/Pass (M/S/P) Cohen/Markley 6-0-0-3 (Aye/Nay/Abstain/Absent) to approve the February 2, 2026 regular meeting action minutes.

Chair Olsen moved Information Item 6.1 to be heard ahead of the action items.

6.1 San Pablo Parallel Bicycle Improvements Project

Alameda County Transportation Commission Staff presented on the San Pablo Parallel Bicycle Improvements Project, including improvements in the City of Emeryville. BPAC members asked clarifying questions and made comments.

One public comment.

5. Action Items

5.1. Bicycle and Pedestrian Advisory Committee Annual Report

Staff Toste and Chair Olsen presented the draft BPAC Annual Report to be presented to City Council in April. BPAC members asked clarifying questions and made comments.

One public comment.

M/S/P Markley/Olsen 6-0-0-3 to 1) approve the report with changes discussed to the accomplishments and priorities sections and 2) forward the 2025 BPAC Annual Report to City Council for approval.

6. Information Items

6.2. Bicycle Lights Installation Update

Staff O'Connell presented an update on the bicycle lights installation on 59th and Hollis Streets. BPAC members asked clarifying questions and made comments.

One public comment.

6.4 Planning Updates

Staff Chung provided updates on current and upcoming Planning projects, in particular the Benihana and Rivian building permits, Sutter Health timeline and updates, Lime Scooter contract update, and update on the ATP update. Update on permit application system for the City of Emeryville. BPAC members asked clarifying questions and made comments.

No public comment.

6.5 Public Works Updates

Staff Toste provided updates on Public Works projects. BPAC members asked clarifying questions and made comments.

One public comment.

7. Future Agenda Items

Member Markley requested to add American League of Bicyclists City of Emeryville application as a future agenda item.

Member Wax requested an item to discuss a future bridge crossing across the train tracks south of Powell.

8. Announcements / Member Comments

Member Suter thanked Public Works for the recent tree maintenance behind the Police station.

Member Markley mentioned faded paint on the traffic diverter curb at 53rd and Horton and it being hard to see for people biking.

9. Adjournment

Meeting adjourned at 7:21 pm.



City of Emeryville
CALIFORNIA

Public Works Department

Item 5.1

2026 Citywide Speed Limit Changes (Engineering & Traffic Survey (E&TS) Recommendations)

Bicycle/Pedestrian Advisory Committee

April 6, 2026



Why are we doing this?

- Speed limits must be supported by an E&TS study.
- Emphasizes community feedback and fair enforcement.
- Assembly Bill 43 (AB 43) allows greater flexibility in setting speed limits.
- Reassessed three extended speed limit segments (2025 E&TS) for AB 43 eligibility.
- Several new segments included with the passing of AB 43 Bill.





AB 43 Provisions

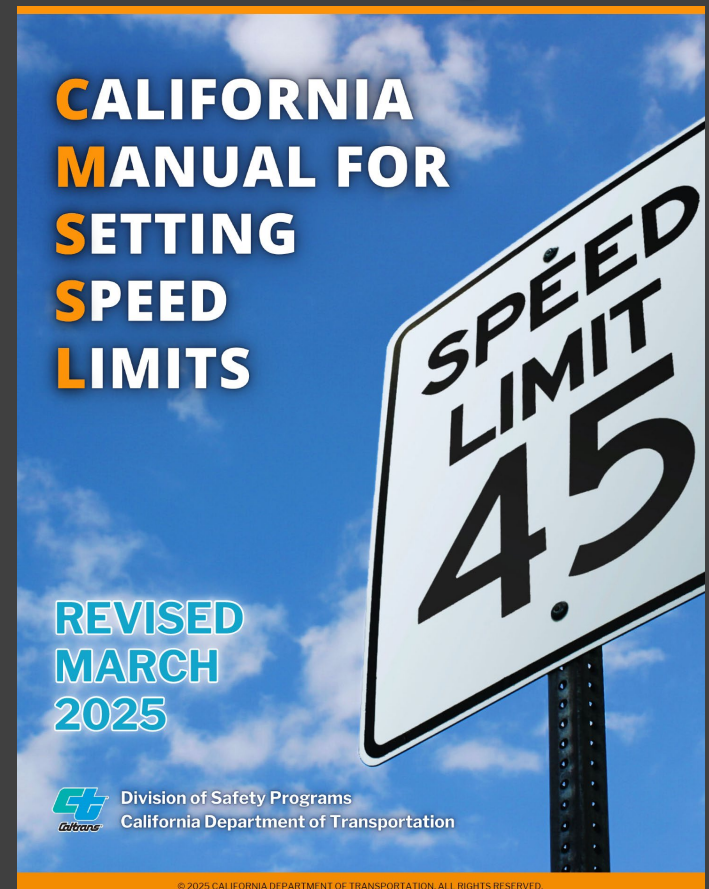
- Allows permanent 15- and 20-mph speed limits.
- Permits 20- or 25-mph limits on roads adjacent to business districts.
- Prioritizes safety for pedestrians and bicyclists on safety corridors or streets with high ped/bike activity.





Caltrans Speed Limit Setting

- California Manual for Setting Speed Limits, March 2025, Section 2.12, allows local agencies to establish speed limits without an E&TS study on roads classified as “local” in the California Road System without conducting an engineering and traffic survey.





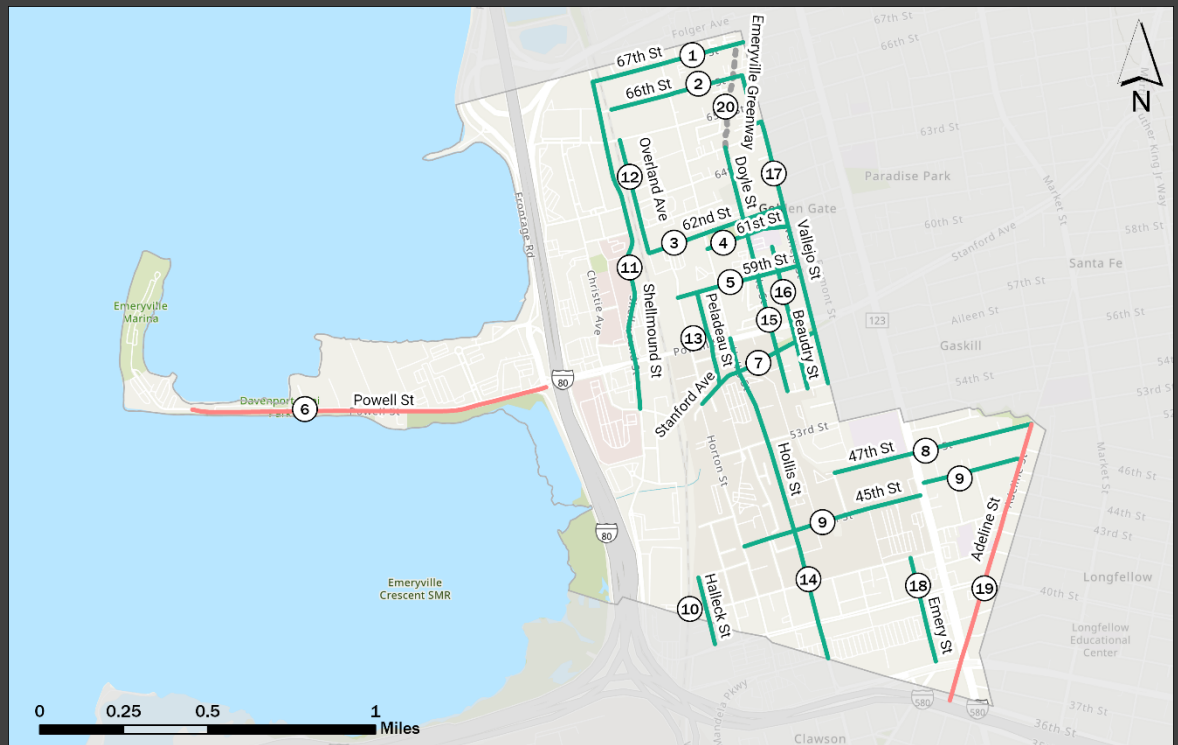
What we did?

- Surveyed twenty (20) street corridors.
- Reviewed AB 43 eligibility for further 5-mph speed reduction.
- Reviewed a context-sensitive bicycle speed limit on the **Emeryville Greenway** to improve pedestrian safety based on usage patterns, policy guidance, and peer trail practices.



Existing Speed Limits

- # of Segments with existing speed limit:
 - 25-MPH = 18
 - 30-MPH = 2



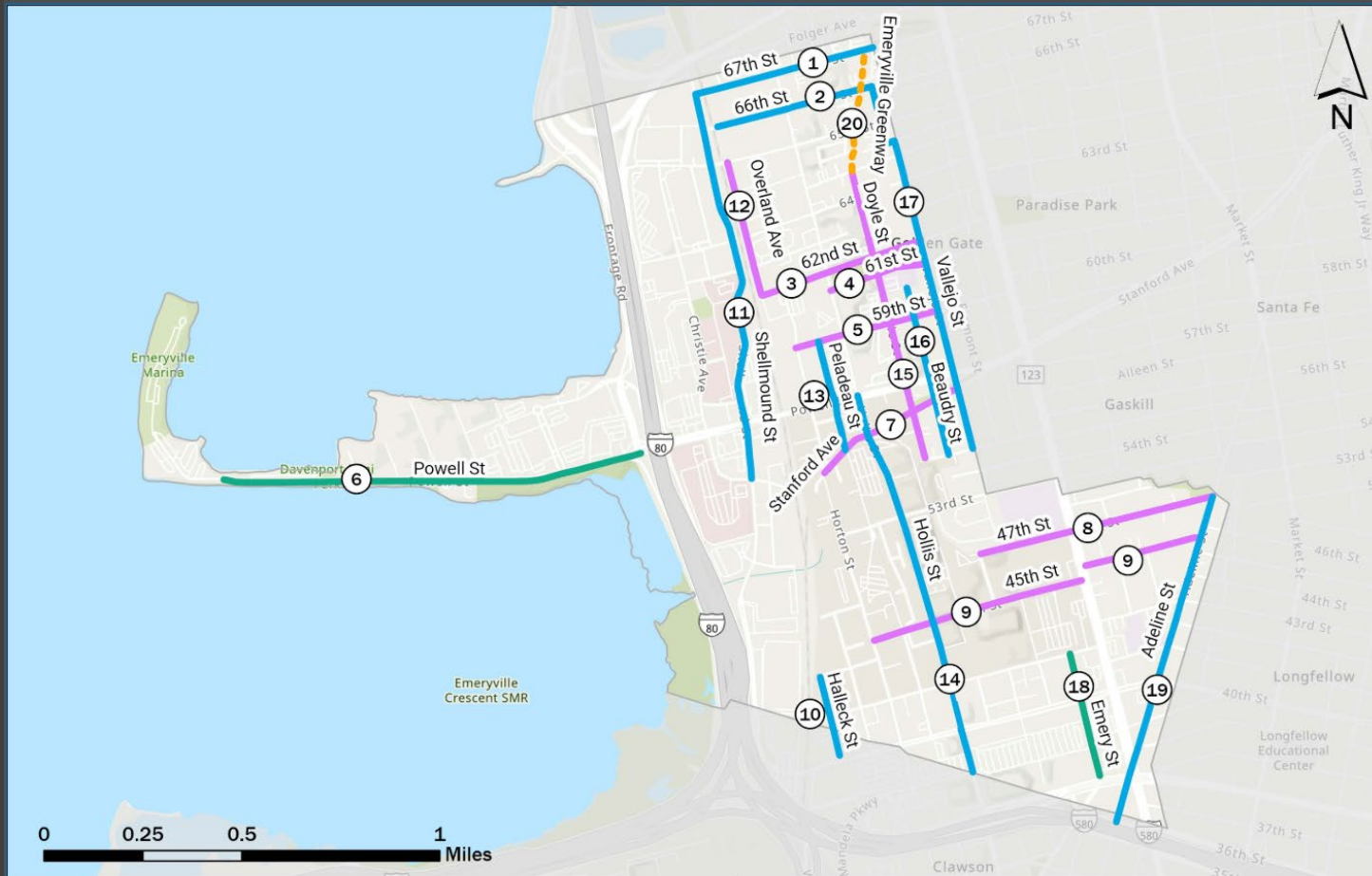
City of Emeryville
Existing Speed Limit Map

Legend

- City Boundary
- Segment Number (#)
- No Existing Speed Limit (Emeryville Greenway)
- 25 MPH Speed Limit
- 30 MPH Speed Limit



Results



City of Emeryville Proposed Speed Limit Map

Legend

- City Boundary
- 12 MPH Speed Limit (Emeryville Greenway)
- 15 MPH Speed Limit
- 20 MPH Speed Limit
- 25 MPH Speed Limit
- Segment Number (#)



Action Item #1 from March 10th TSC

- A motion was passed to forward the proposed speed limits to City Council and recommend that City Council enact an ordinance adopting the associated Engineering and Traffic Survey.
- The City Council is conducting a public hearing to adopt an ordinance with the proposed speed limits on April 7, 2026.

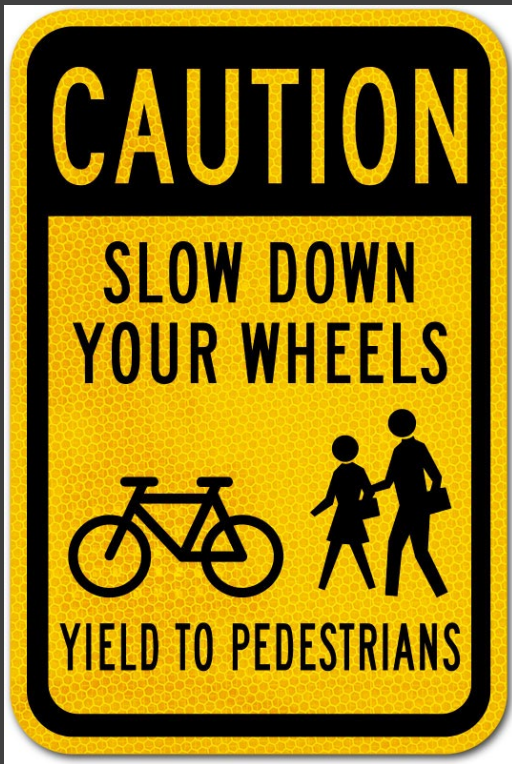


Action Item #2 from March 10th TSC

- A motion was passed to recommend that the Public Works Department implement new trail etiquette signage on sections of the Greenway as part of the speed limit signage installations, with signage selected by BPAC.



Trail Etiquette Signage





Trail Etiquette Signage





Trail Etiquette Signage





Trail Etiquette Signage





Trail Etiquette Messaging

Paths are for Everyone

STAY RIGHT, PASS LEFT

Ring your bell or call out "on your left" when passing.



GO A SAFE SPEED

10-12 MPH when others are present and 20 MPH MAX when clear.



SHARE THE PATH

Don't use more than your half of the path.



More at eugene-or.gov/trafficsafety



SLOW YOUR ROLL!

Share the Trails & Ride Safely



Enjoying your e-bike? Awesome. Go easy on that throttle and remember these trail-friendly tips:



Slow down! It's 15 mph max. Slow to 5 mph when passing others.



Helmet on. Protect your head. It's the law for riders under age 18.



Stay on designated trails. Wildlife and plants appreciate it.



Class 1 e-bikes are allowed where regular bikes are.



Class 2 e-bikes are permitted only on paved Regional Trails.



Class 3 e-bikes and e-scooters are not permitted.

East Bay
Regional Park District

Ordinance 38
section 409.h





BPAC Action Item

- A motion to recommend new trail etiquette signage for the Greenway as part of upcoming speed limit signage installation by Public Works.



City of Emeryville
CALIFORNIA

Public Works Department

Questions?



**City of Emeryville
2026 Engineering and Traffic Survey
Recommended Speed Limit Analysis**

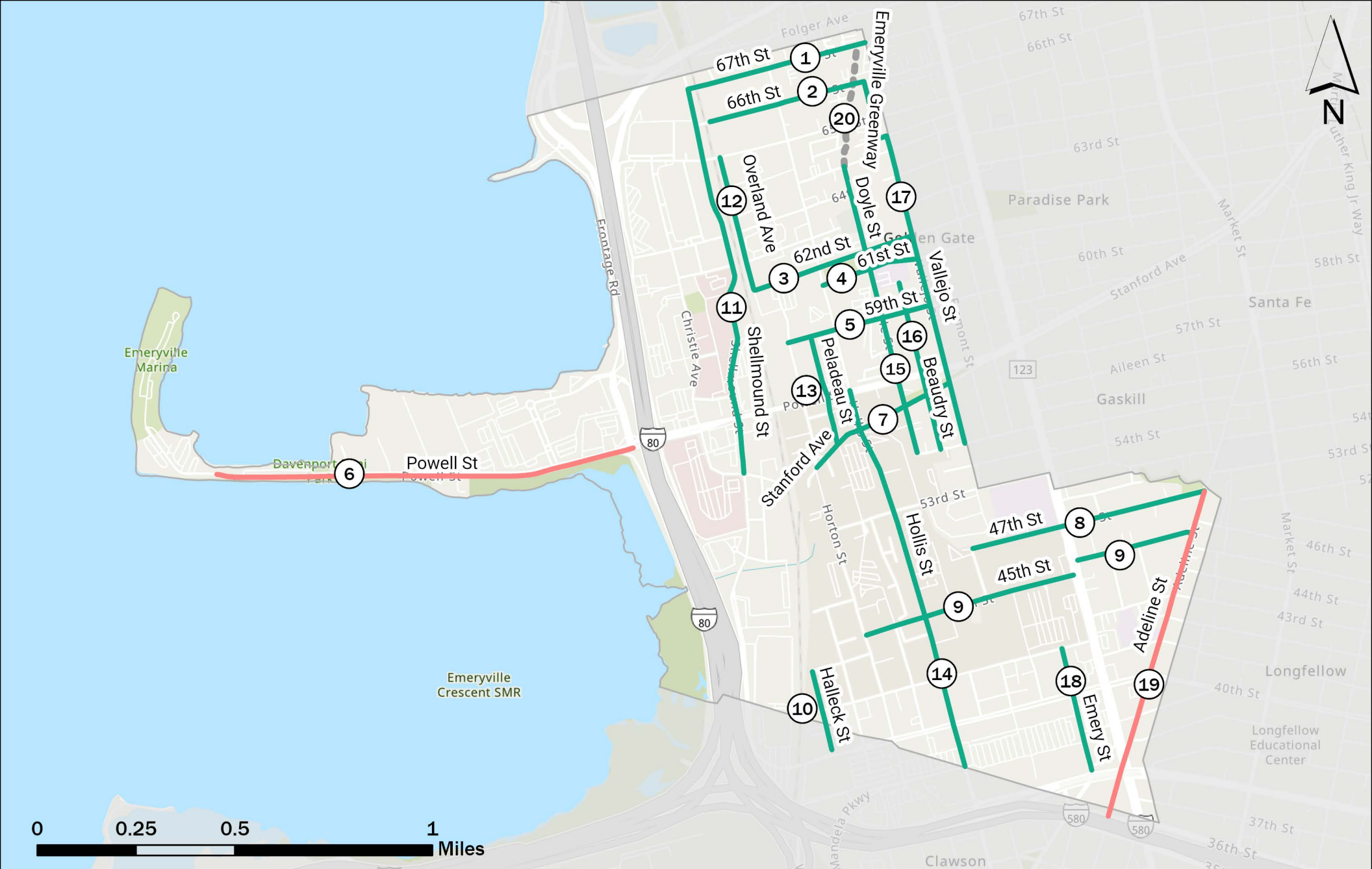
Recommended Speed Limit Analysis

#	Street	Survey Limits	Caltrans Roadway System Functional Classification	City of Emeryville General Plan Classification	Length of Roadway Segment (mi)	Existing Speed Limit	85th Percentile Speed	ADT	Year Data Collection	Total Collisions (November 1, 2022 - October 31, 2025)	Speeding Related	Pedestrian/Bicycle Related	MVM	Crash Rate	Statewide Collision Rate (2023)	Crash Rate lower than Statewide Average?	Speed Reduction based on E&T5	Eligible for 5-mph Speed Reduction	Recommended Speed Limit	City Feedback	Analysis Comment
1	67th St	Shellmound St to Emeryville Greenway	Local Street	Local Street	0.34	25	26	2,903	2025	2	1	0	1.08	1.85	1.27	No	20	No	20	-	Though there are some employment centers, they do not appear to be high ped/bike generators. The Emeryville Greenway Trail Crossing which is a high ped/bike generator is not within 1320ft of another. This corridor does not qualify for speed reductions under CVC Sections 22358.7 & 22358.9.
2	66th St	Cul De Sac to Emeryville Greenway	Local Street	Local Street	0.29	25	25	1,308	2025	2	0	0	0.42	4.82	1.27	No	20	No	20	-	While 66th St provides access to the Emeryville Trail Crossing, it is the only high Ped/Bike generator along this corridor. Hence, it does not qualify for additional speed reduction.
3.1	62nd St	Overland Av to Hollis St	Local Street	Local Street	0.14	25	23	653	2025	0	0	0	0.10	0.00	1.27	Yes	20	No	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City.
3.2	62nd St	Hollis St to Valjejo St	Local Street	Local Street	0.19	25	23	653	2025	0	0	0	0.14	0.00	1.27	Yes	20	Yes	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City. Additionally, this section of the corridor fronts the Doyle Hollis Park which covers the entire segment from Hollis St to Doyle St and is a ped/bike generator. Additionally, this segment has a school crossing at Doyle St. Hence, it is eligible for the additional 5-mph speed reduction.
4	61st St	Hollis St to Valjejo St	Local Street	Local Street	0.20	25	24	695	2025	1	0	1	0.15	6.57	1.27	No	20	Yes	15	-	High ped/bike generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
5	59th St	Horton St to Valjejo St	Local Street	Transit Street from Horton Street to Hollis Street; Bike Boulevard from Horton Street to Doyle Street; Local Street from Doyle Street to Valjejo Street	0.29	25	26	558	2025	6	2	1	0.18	33.86	1.27	No	20	Yes	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City. Additionally, 59th Street meets Business Activity District Requirements and High Ped/Bike Generators within 1320 ft throughout the corridor. This corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
6	Powell St	Emery Cove Yacht Harbor to I-80 Frontage Rd	Local Street	Transit Street; Class II & Class III Bike Lanes	0.89	30	34	3,639	2023	18	8	3	3.55	5.08	1.27	No	30	Yes	25	-	There are several high pedestrian and bicycle activity generators located within 1,320 feet along the corridor, including the trail, yacht harbor, and children's park, making this area a popular recreational destination. As such, the corridor qualifies for a 5-mph speed limit reduction under California Vehicle Code (CVC) Section 22358.7.
7.1	Stanford Av	Horton St to Doyle St	Local Street	Transit Street from Horton Street to Hollis Street; Bike Boulevard from Horton Street to Doyle Street;	0.22	25	26	1,308	2025	1	0	1	0.29	3.44	1.27	No	20	Yes	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City. Additionally, Stanford Av provides access to Emeryville Greenway, fronts Stanford Park, and classified in part as a bike boulevard. It also has High Ped/Bike Generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
7.2	Stanford Av	Doyle St to Valjejo St	Local Street	Local Street from Doyle Street to Valjejo Street	0.10	25	26	762	2025	1	0	0	0.08	11.98	1.27	No	20	Yes	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City. Additionally, Stanford Av in this section is a one-way street and provides access to Emeryville Greenway, fronts Stanford Park, and classified in part as a bike boulevard. High Ped/Bike Generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
8	47th St/Steve Dain Dr	Doyle St to Adeline St	Local Street	Local Street	0.47	25	26	655	2025	1	0	0	0.34	2.97	1.27	No	20	Yes	15	-	High Ped/Bike Generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7. 47th St, east of San Pablo Ave, includes school crossings.
9	45th St	Horton St to Adeline St	Local Street	Bike Boulevard	0.68	25	28	1,768	2025	10	3	1	1.32	7.60	1.27	No	25	No	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City.
10	Halleck St	Sherwin Ave to Beach St	Major Collector	Connector Street from Park Avenue to Beach Street; Local Street from Sherwin Avenue to Park Avenue; Class II & III Bike Lanes	0.16	25	24	1,944	2025	0	0	0	0.34	0.00	1.27	Yes	20	No	20	-	There are no additional ped/bike generators along this corridor except for the Huchian Park at Halleck St & Sherwin Av, and there are no potential ped/bike generators south of this location, it is not eligible for the additional 5-mph speed reduction.
11	Shellmound St	67th St to Christie Avenue	Local Street	Transit Street, Class II & III Bike Lanes	0.79	25	23	4,530	2025	29	7	1	3.92	7.40	1.27	No	20	Yes	20	20	This section of the corridor is eligible for 5-mph speed reduction per CVC Section 22358.7 due to high ped/bike generators. However, majority of vehicles cluster around 20mph based on the speed survey conducted. Hence the additional reduction through AB43 is not applied.
12	Overland Av	65th St to 62nd St	Local Street	Bike Boulevard	0.27	25	26	768	2025	0	0	0	0.23	0.00	1.27	Yes	20	No	15	15	Based on City direction and applicable CVC sections, 15-mph speed limit is proposed along all bike boulevards in the City.
13	Peladeau St	59th St to Stanford Av	Local Street	Local Street	0.12	25	24	1,867	2025	1	0	0	0.25	4.08	1.27	No	20	Yes	20	20	Peladeau St & Stanford Av provides access to Emeryville Greenway and there are several employment centers including a research institute north of Powell St. High Ped/Bike Generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7. However, majority of vehicles cluster around low to mid-20mph speeds, hence the additional speed reduction through AB43 is not applied.
14	Hollis St	Powell St to Yerba Buena Av	Minor Arterial	Transit Street	0.78	25	28	3,995	2022	13	6	0	3.41	3.81	0.97	No	25	Yes	20	-	High ped/bike generators south of 45th St. Hence, this section of the corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
15.1	Doyle St	Ocean Av to 62nd St	Local Street	Bike Boulevard	0.17	25	18	333	2025	0	0	0	0.06	0.00	1.27	Yes	15	Yes	15	-	High ped/bike generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
15.2	Doyle St	61st St to 55th St	Local Street	Bike Boulevard	0.38	25	20	1,353	2025	4	1	0	0.56	7.11	1.27	No	15	Yes	15	-	High ped/bike generators within 1320 ft throughout the corridor. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.
16	Beaudry St	59th St to 55th St	Local Street	Local Street	0.28	25	25	352	2025	1	0	1	0.11	9.27	1.27	No	20	Yes	20	20	While there are no additional ped/bike generators along this corridor except for the Stanford Av Park at Beaudry St & Stanford Av, since this is a short segment and has a school crossing at Powell St, it is eligible for the additional 5-mph speed reduction. However, majority of vehicles cluster around 18-20mph based on the speed survey conducted. Hence the additional reduction through AB43 is not applied.
17	Valjejo St	66th St to 55th St	Local Street	Local Street	0.76	25	27	513	2025	2	1	0	0.43	4.68	1.27	No	20	No	20	-	This corridor is mainly a residential corridor with no prominent bike/ped generators, and hence does not qualify for the 5-mph additional speed reduction.
18	Emery St	Park St to Peralta St	Local Street	Connector Street; Class II & III Bike Lanes	0.26	25	30	5,612	2025	9	2	1	1.60	5.63	1.27	No	25	No	25	-	Though there are several retail businesses, they do not appear to be high ped/bike generators, and the entrances are not street facing. This corridor does not qualify for speed reductions under CVC Sections 22358.7 & 22358.9.
19	Adeline St	47th St to 36th St	Minor Arterial	Connector Street	0.67	30	30	5,693	2025	6	4	0	4.18	1.44	1.27	No	25	Yes	20	-	This corridor has a high school at 41st St, a senior housing apartment complex fronting San Pablo between 39th St and Yerba Buena Av, an Elementary school at 42nd St, and Linden Park adjacent to it. It also has retail and entertainment centers - Martial Arts School, north of 43rd St. High Ped/Bike Generators within 1320 ft. Hence, this corridor is eligible for 5-mph speed reduction per CVC Section 22358.7.



City of Emeryville
2026 Engineering and Traffic Survey
Emeryville Greenway Bicycle Speed Limit Analysis

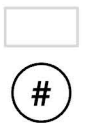
#	Facility	Segment Limits	Facility Type / Classification	Length (mi)	Existing Posted Speed Limit	Speed Study Metric	Volume Metric (counts)	Data Source / Year	Collision History (period)	Recommended Speed Limit	Key Operational Notes / Comment
20	Emeryville Greenway	Ocean Avenue to 67th Street (North City Limits)	Shared-Use Path	0.27	None / not codified in Emeryville Municipal Code	Applicable policy guidance, and a peer review of speed management practices from other jurisdictions.	Avg Daily Volumes (Eco Counter): Weekday: 1,373 peds/day; 722 bikes/day. Weekend: 1,012 peds/day; 541 bikes/day	Eco Counter (January 2025 - July 2025)	No reported pedestrian/bicycle collisions (TIMS/CCRS, May 2019-Jun 2025)	12 mph (context-sensitive bicycle speed limit)	A 12-mph bicycle speed limit was recommended for the Emeryville Greenway due to consistently high pedestrian volumes, which often exceed bicycle volumes and create frequent pedestrian-bicyclist interactions, particularly during weekday midday and weekend periods. Although no collisions were reported between 2019 and 2025, observed use patterns indicate a proactive need to manage speeds on this shared-use facility. The recommended speed aligns with peer agency practices for high-conflict multi-use paths and balances pedestrian safety, trail comfort, and bicycle mobility.



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ALMAVIVA GROUP

City of Emeryville Existing Speed Limit Map

Legend



City Boundary



Segment Number (#)



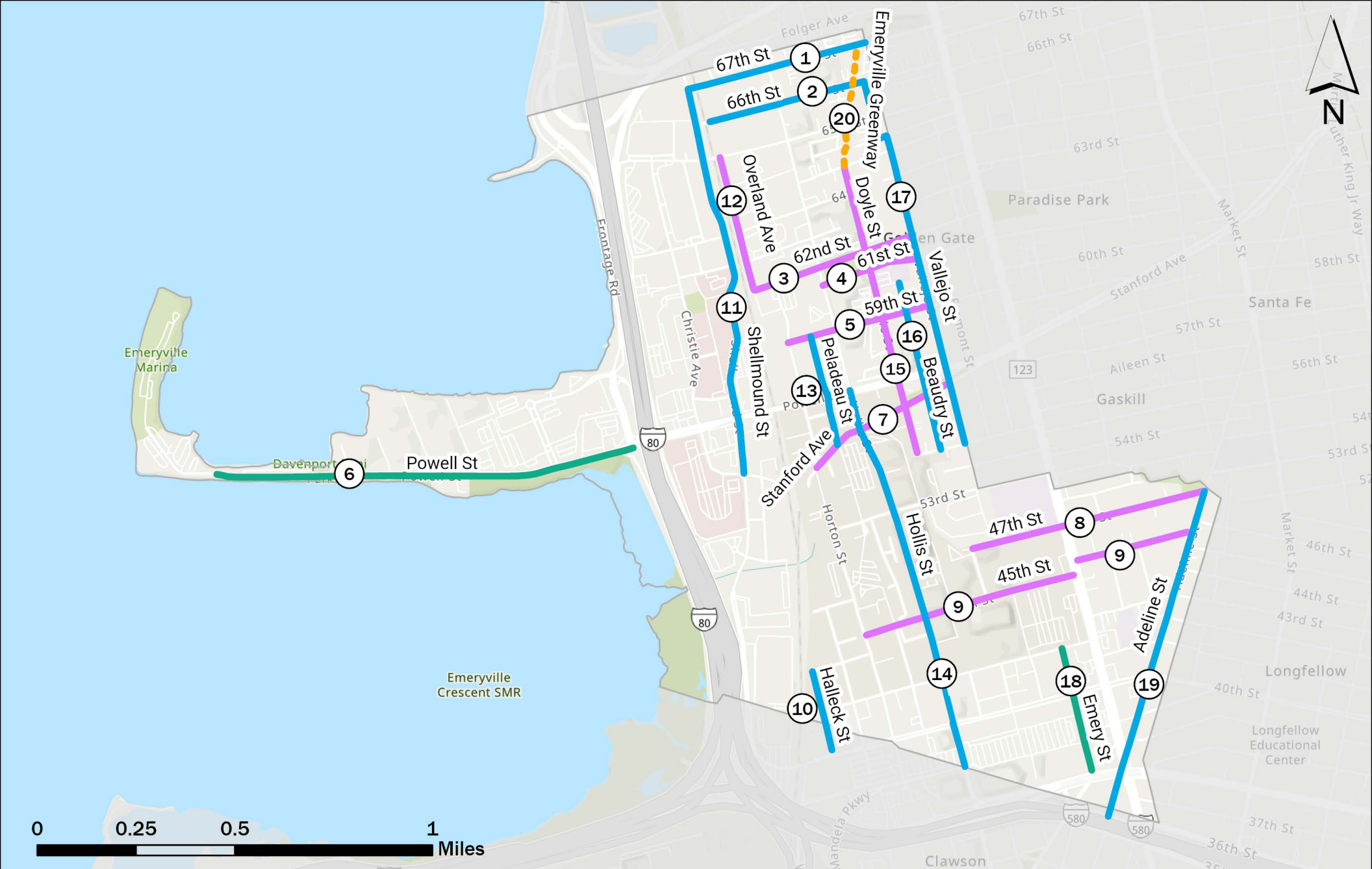
No Existing Speed Limit
(Emeryville Greenway)



25 MPH Speed Limit



30 MPH Speed Limit



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ALMAVIVA GROUP

City of Emeryville Proposed Speed Limit Map

Item 5.1 - Page 4 of 4

Legend

City Boundary

Segment Number (#)

12 MPH Speed Limit
(Emeryville Greenway)

15 MPH Speed Limit

20 MPH Speed Limit

25 MPH Speed Limit