



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 Vacant  
Member Eric Markley  
Member David Raymond  
Member Natalie Stich  
Member John Suter  
Member Jordan Wax

## BICYCLE / PEDESTRIAN ADVISORY COMMITTEE

Special Meeting

Civic Center, Council Chambers  
1333 Park Avenue, Emeryville, CA 94608  
**September 8, 2025 – 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](http://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 Phillip Toste, Committee Secretary, at 510-596-4340 or [phillip.toste@emeryville.org](mailto:phillip.toste@emeryville.org) / [bpac@emeryville.org](mailto:bpac@emeryville.org). The next regular meeting is scheduled for October 6, 2025, at 5:30PM.

**DATED: SEPTEMBER 3, 2025**

Post On: SEPTEMBER 5, 2025  
Post Until: SEPTEMBER 9, 2025

  
Lorrayne Leong, Deputy City Clerk

1. Call to Order
2. Roll Call
3. Public Comment
  - 3.1 *Submit a written comment card at [www.emeryville.org/advisorybodies](http://www.emeryville.org/advisorybodies).*
4. Approval of July 14, 2025, Special Meeting Action Minutes
5. Action Items
  - 5.1 Bike Detection Confirmation Light Location (O'Connell, 15 min)
6. Information Items
  - 6.1 Greenway Safety Updates (Iteris, 30 min)
  - 6.2 Sidewalk Maintenance Program (Toste, 30 min)
  - 6.3 Planning Updates (Chung, 5 min)
  - 6.4 Public Works Update (Toste, 5 min)
7. Future Agenda Items
8. Announcements / Member Comments
9. Adjournment

## BICYCLE / PEDESTRIAN ADVISORY COMMITTEE

### Special Meeting

July 14, 2025

### Draft Minutes

1. Call to Order

Meeting called to order at 5:31 pm.

2. Roll Call

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

3. Public Comment

One Public Comment.

4. Welcome New Members

Members Stich and Raymond introduced themselves to the committee and staff present.

5. Approval of June 2, 2025 Regular Meeting Action Minutes

**BPAC Move/Second/Pass (M/S/P)** Cohen/Suter 6-0-0-2 (Aye/Nay/Abstain/Absent) to approve the May 5, 2025 regular meeting action minutes.

6. Action Items

6.1. Election of Bicycle/Pedestrian Advisory Committee Chair & Vice-Chair

**M/S/F** Cohen/Wax 4-0-2-2 (Aye/Nay/Abstain/Absent) to elect Member Olsen and Member Cohen as Chair and Vice-Chair, respectively. **Motion Failed**

Committee members discussed the vote and held another.

**M/S/P** Cohen/Suter 5-0-1-2 (Aye/Nay/Abstain/Absent) to elect Member Olsen and Member Cohen as Chair and Vice-Chair, respectively.

6.2. Reschedule September Meeting

**M/S/P** Olsen/Wax 6-0-0-2 (Aye/Nay/Abstain/Absent) to reschedule the September 1, 2025 meeting to September 8, 2025.

7. Information Items

7.1. Powell Street Redesign

MIG Consultants presented on the Powell Street redesign project concepts they have developed. BPAC members asked clarifying questions and provided feedback and comment on the presentation.

One Public Comment.

7.2. Planning Updates

Staff Chung reintroduced themselves to the committee for the benefit of the new members, but did not have any updates to share.

One Public Comment.

7.3. Public Works Updates

Staff Toste and Staff O'Connell provided updates on ongoing public works projects. BPAC members asked clarifying questions.

No Public Comment.

8. Future Agenda Items

Member Suter requested "Adopt-a-Sidewalk" as a future agenda item.

Vice-Chair Cohen requested an ACTC presentation about the San Pablo Avenue project as a future agenda item.

Member Wax requested Peladeau Park improvements as a future agenda item.

9. Announcements / Member Comments

None.

10. Adjournment

Meeting adjourned at 6:51 pm.

# Bike Detection Confirmation Light

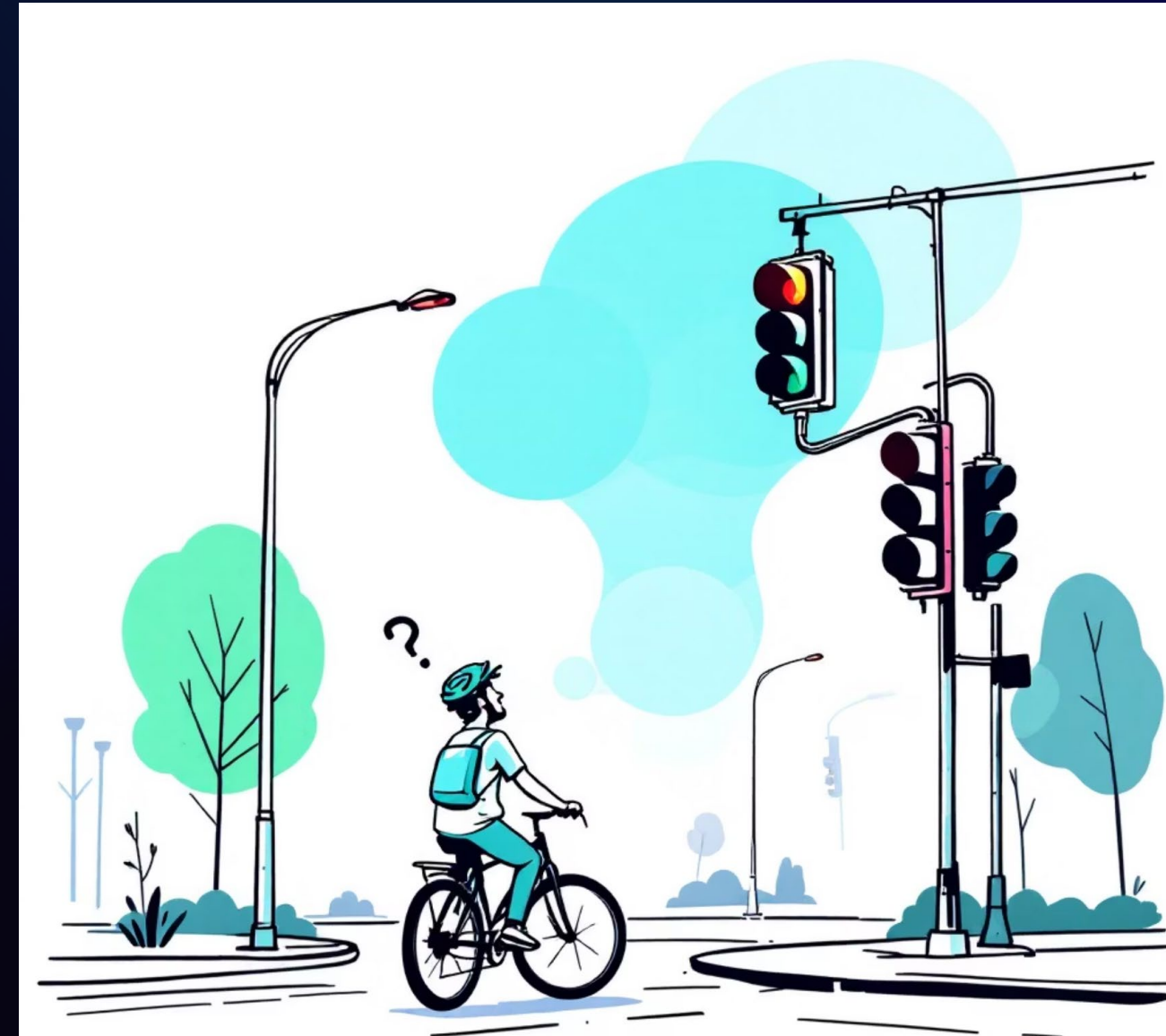
Improving safety and certainty at intersections in Emeryville  
through innovative detection feedback systems

Bicycle / Pedestrian Advisory Committee Presentation  
September 8, 2025



# The Challenge: Detection Anxiety

- **Uncertainty at intersections**  
Cyclists and pedestrians can't tell if traffic signals have detected their presence
- **Risky behaviors**  
Frustration leads to crossing against signals and unnecessary delays
- **Poor user experience**  
Lack of feedback creates stress and reduces confidence in our infrastructure





# Where Will This Make the Biggest Impact?

## High Volume Locations

Intersections with significant bicycle and pedestrian traffic

## Complex Layouts

Four-leg intersections with multiple bike lane approaches

## Detection Issues

Known problem areas where cyclists report being "skipped" by signals

**BPAC Input Needed:** Which Emeryville intersection would be the ideal pilot location?



# Message Options: What's the Clearest Way to Communicate?

Portland State University found that "**DETECTED**" can be unclear to users. Help us choose the most intuitive message:

## Option 1: The Standard

"BICYCLE DETECTED WHEN ILLUMINATED"

## Option 2: Simple & Direct

"DETECTED WHEN BLUE LIGHT ON"

## Option 3: Action-Oriented

"Bike Seen: Wait for Green"

## Option 4: Friendly & Reassuring

"Signal Sees You! Green on the Way"



City of Emeryville  
CALIFORNIA

Public Works Department

# Greenway Safety Updates

Item 6.1  
Bicycle/Pedestrian Advisory Committee  
September 8, 2025





### Purpose

- Evaluating Stop Control as an Alternative to Existing RRFBs
- Identifying Opportunities for Additional Safety Improvements





## RRFB VS. STOP SIGN CONTROL

Category	RRFBs	Stop Control
Effectiveness	Up to 98% driver yielding at marked crosswalks	Clear legal requirement to stop; useful in low-visibility or high-crash areas
Crash Reduction	Up to 47% reduction in pedestrian crashes	Up to 25% reduction with advance stop signs; less than RRFBs
Best Use Cases	Uncontrolled, mid-block crossings under 40 mph	Multi-way intersections, assigning right-of-way from minor approaches, and where driver expectancy is high
User Experience	Allows continuous trail flow; passive detection enhances usability	Limited safety if drivers ignore signs
Limitations	Effectiveness may diminish with overuse; not compatible with other traffic controls	Compliance varies; may be ignored if perceived as unnecessary





## Existing Conditions

All three crossings are currently equipped with:

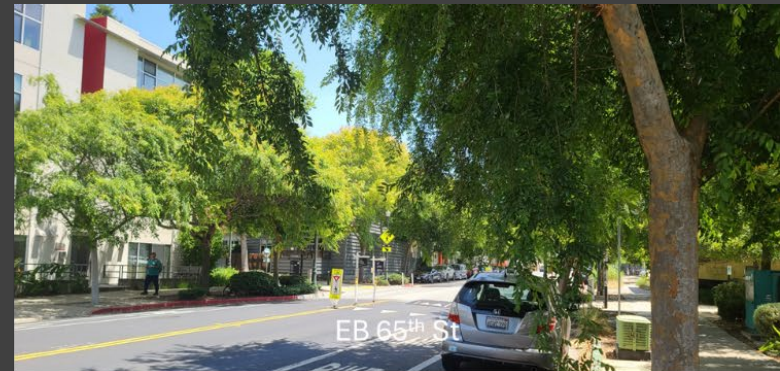
- RRFBs
- Passive pedestrian detection
- Pedestrian safety signage
- Cross Traffic Ahead signage
- Raised crosswalks
- Speed cushions at the 65<sup>th</sup> St crossing





### Field Review

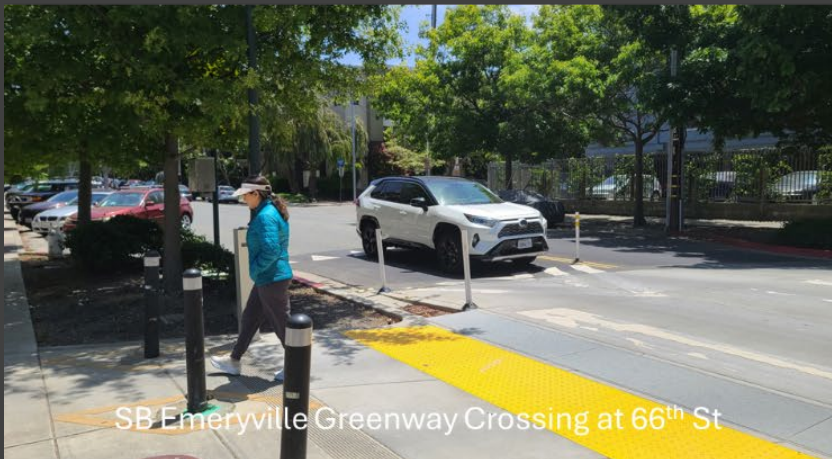
- 65<sup>th</sup> Street/Emeryville Greenway







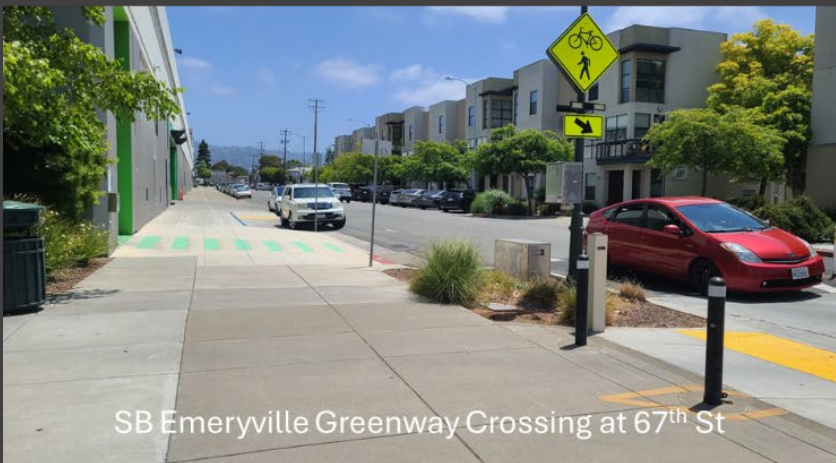
### ■ 66<sup>th</sup> Street/Emeryville Greenway







### ■ 67<sup>th</sup> Street/Emeryville Greenway





### Stop Warrant Analysis

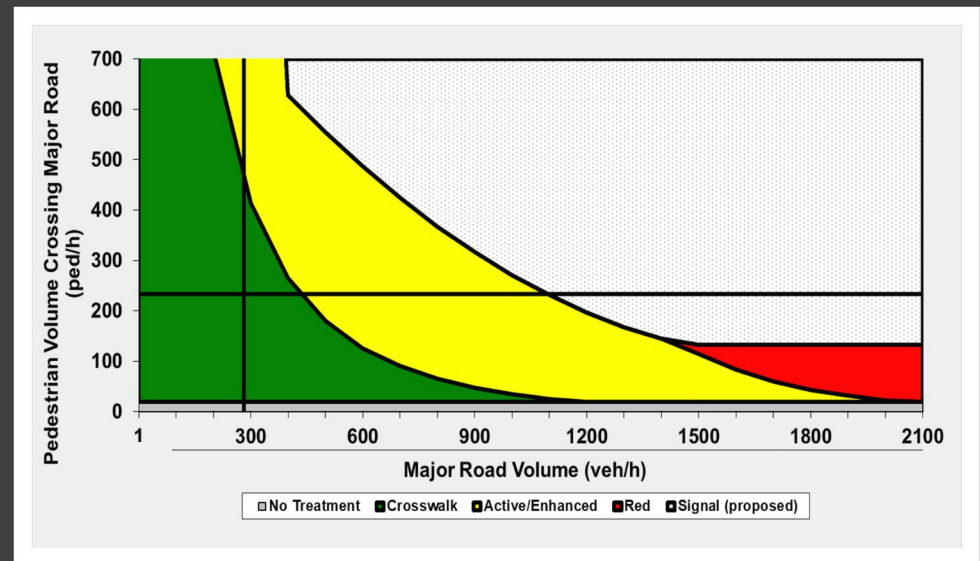
- CA MUTCD, Revision 9, Section 2B.06, Stop Sign Application
- Data Collection:
  - 24-Hour ADT Counts
  - Pedestrian and Bicycle Counts using Eco-counter Data
  - Collision Data from May 2019 through June 2025

Criteria	Findings	Result
Traffic Volume	2,745 vpd (below 6,000 vpd threshold).	Not Met
Sight Distance	No visibility issues at the crossing, but parked cars and trees may limit visibility farther from the site.	Not Met
Crash History	No reported crashes in the past 6 years	Not Met



## Alternative Safety Treatments Evaluation









- NCHRP Report 562: Improving Pedestrian Safety at Unsignalized Crossings







## Recommendations

- **65th Street:**
  -  Tree Trimming: Prune branches to improve RRFB and crosswalk visibility.
  -  Parking Adjustment: Remove one parking space on each approach.
  -  Red Curb Extension: Additional Daylighting. Add/Extend red curb by 20–25 feet on both approaches.
- **66th Street:**
  -  Tree Trimming: Trim trees to improve crosswalk and RRFB visibility.
  -  Parking Reduction: Remove one diagonal parking space on each side.
  -  Red Curb Extension: Additional Daylighting. Add/Extend red curbs by ~20 feet.
- **67th Street:**
  -  Tree Trimming: Trim tree near RRFB sign at southwest corner.
  -  Red Curb Extension: Additional Daylighting. Add/Extend red curb at northeast corner (~20 feet).



# Trail Safety & Bicycle Speed Limit Policy Review

- Reviews existing conditions and speed limit policies to guide safe biking on the Emeryville Greenway.
- Speed contributes to 63% of bike-pedestrian collisions on shared-use paths.
- Proposes a context-sensitive speed limit, given high pedestrian volumes.



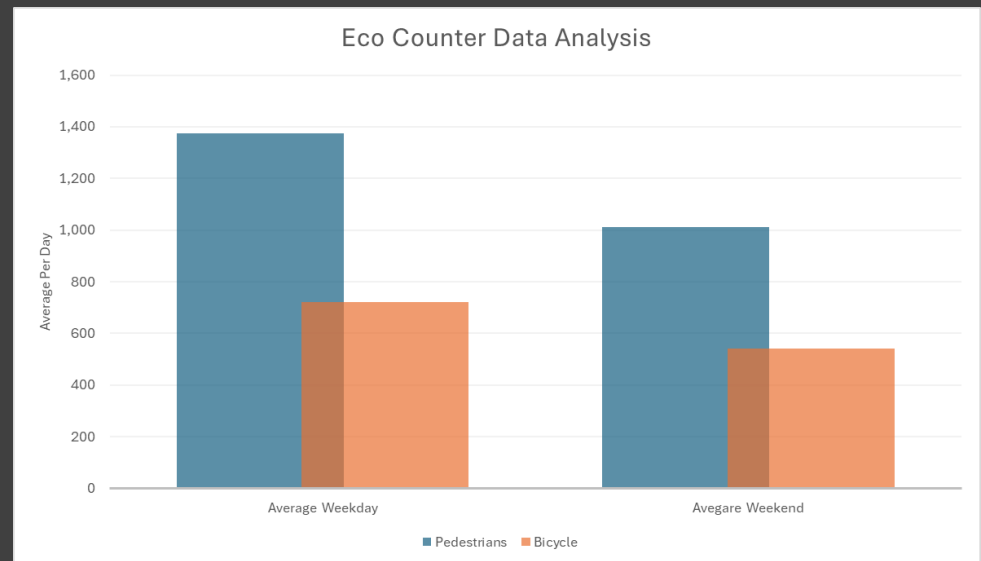
Location: Cedar River Trail, Renton, WA

Source: [Biking Bis](#)



# Trail Characteristics and Observed Use Patterns

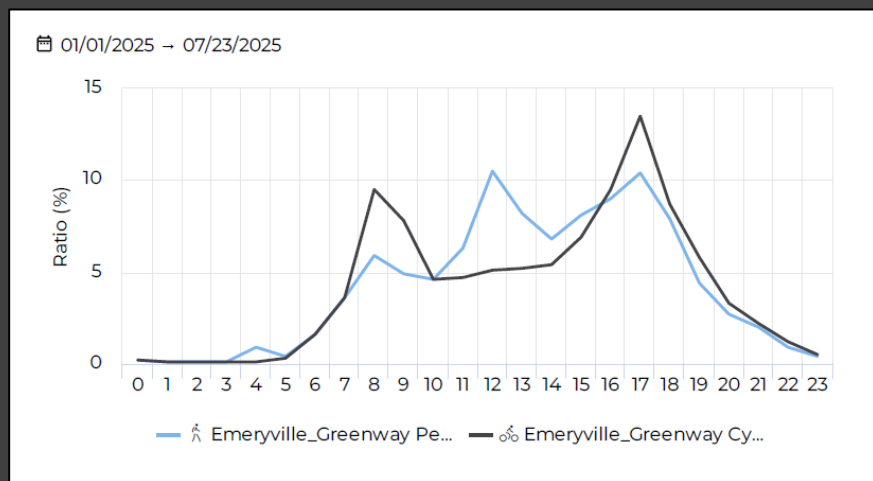
- Trail Length – 1.3 miles  
(Berkeley's 9th Street Bike Boulevard to the Bay Trail in Oakland)
- Collisions & Field Review: No reported collisions (2019–2025); field observations show high pedestrian activity, especially midday.
- Weekday Avg.: 1,373 pedestrians vs 722 bicycles
- Weekend Avg.: 1,012 pedestrians vs 541 bicycles





# Observed Use Patterns

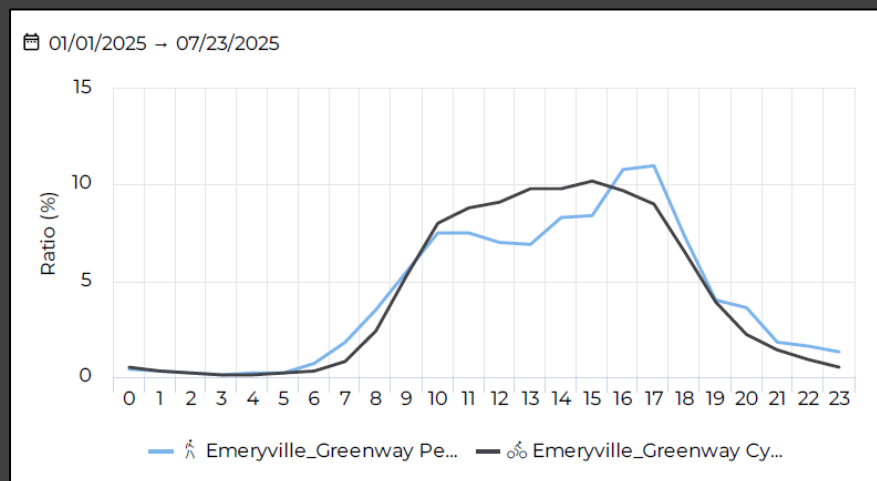
### Weekday Hourly Trends by Mode



Peak Pedestrian  
Use: Midday

Peak Bicycle Use:  
Commute Hours

### Weekend Hourly Trends by Mode



Peak Pedestrian Use:  
Late Afternoon/Early  
Evening

Peak Bicycle Use:  
Between 9:00AM –  
3:00PM








## Policy Guidance


 **CA MUTCD, CVC Section 21206:** Allows regulatory speed signs (e.g., R2-1) on shared-use paths, if local agencies determine a need.

 **NACTO** recommends 10 – 15 mph on shared-use paths.

 **Caltrans HDM, AASHTO** recommend 12 – 30 mph, with e-scooters prohibited or permitted on shared –se paths.

 **Emeryville and Alameda County Municipal Codes** have not codified any bicycle speed limits for facilities under its jurisdiction

 **Marin County Survey:** Many trails use 8–15 mph limits; 10 mph proposed in high-pedestrian areas.

 **Oakland:** 15 mph, reduced to 5 mph near pedestrians/equestrians or blind turns.










## Comparative Speed Limits on Multi-Use Paths

Jurisdiction / Trail	Standard Limit	Reduced Limit	Conditions for Reduction
Marshall Gold Sector, CA State Parks	15 mph	5 mph	Near hikers, equestrians, or blind turns.
City of Oakland (CA)	15 mph	5 mph	Near blind turns or when passing pedestrians or equestrians.
City of Orange, CA	10 mph (e-bikes)	5 mph (sidewalks)	10 mph on trails for e-bikes; 5 mph on sidewalks.
City of Long Beach, CA	15 mph (sidewalk)	5 mph	5 mph where pedestrians are present.
Santa Monica Mountains National Recreation Area, CA	15 mph	Context-sensitive	May be reduced based on trail conditions; speed must be safe and prudent.
City of San Marcos, CA	15 mph	5 mph	Within 50 feet of other trail users.
East Bay Regional Park District (CA)	15 mph	Context-sensitive	Emphasizes safe speeds and yielding; no posted reductions.
SF Bay Bridge Trail (Regional), CA	15 mph (advisory)	Not enforced	Advisory only; varies by segment and jurisdiction.
Folsom Lake State Recreation Area, CA State Parks	15 mph	5 mph	When passing hikers or equestrians or on blind turns.



## Recommended Policy Action

-  **12 mph speed limit** proposed based on trail usage and safety.
-   **High pedestrian volumes** during midday and weekends increase conflict risk.
-  **Peer agencies** use limits ranging from **5–15 mph** depending on congestion.
-  **No reported collisions**, but dense pedestrian activity warrants proactive speed management.
-  Enables **signage and outreach** to reinforce safe behavior during peak activity periods.
-  Promotes **trail etiquette**, safe speeds near pedestrians, and aligns with best practices for inclusive, active transportation.



City of Emeryville  
CALIFORNIA

Public Works Department

# Bicycle/Pedestrian Advisory Committee

- Feedback from BPAC
- Next Steps and Implementation





# City of Emeryville Sidewalk Maintenance Program

Overview of our sidewalk maintenance policies, responsibilities, and improvement initiatives.

**Bicycle / Pedestrian Advisory Committee**  
**September 8, 2025**



# Sidewalks: We All Use Them

- 19.9 miles of public streets
- 33.4 miles of public sidewalks
- City requires five-foot sidewalk min., 1.5% x-slope
- Typical thickness is four inches
- Wide range of materials



# How Work Gets Done

## 01 Capital Improvement Program

Five-year infrastructure modernization plan

## 02 Sidewalk Shaving Program

“Make safe” fixes for trip and fall hazards.

## 03 Maintenance & Operations

Temporary “make safe” repairs and asset management (see click fix).

## 04 Private Property Ownership

Private development applications and encroachment permits.





# Who is Responsible?

## City is Responsible at:

- City-owned facilities
- Lower density residential neighborhoods (RM zoning – yellow)

## Private Property Owner is Responsible at:

- Commercial/Industrial properties
- Mixed-use developments
- Higher density residential neighborhoods



City of Emeryville Zoning Map

# The City's Role

## Design & Planning

Sidewalk design standards and project planning

## Inspection & Management

Assessments and maintenance scheduling

## Implementation

Oversight of right-of-way infrastructure projects

Coordination between City departments and members of the public or private entities helps identify deficiencies and prescribe appropriate repairs.





# Tree Damage & Urban Forestry



## Urban Forestry Ordinance Guidelines

Title 7, Chapter 10 of the Emeryville Municipal Code establishes clear protocols for tree-related sidewalk damage.

- Tree removal permit requirements
- Replacement tree planting obligations
- Fee structure for tree removals
- Property owner responsibilities



# Code Enforcement Process



## Inspection

Code Enforcement Division identifies hazards or maintenance violations



## Notification

Property owners receive formal notices for compliance



## Compliance

Enforcement ensures safe and orderly property conditions

The Code Enforcement Division actively monitors residential and commercial properties to maintain community safety standards.



# Penalties & Fee Structure

## Urban Forestry Ordinance - Plant Appraisal Guide

Standards and Process for cost assessments on violations related to tree damage

## Master Fee Schedule

Current permit fees including tree removal and encroachment

## Administrative Penalties\*

\*Needs update for sidewalks. Planned updates for clearer process and fine schedules in FY25/26



# Moving Forward

## Develop clearer penalties

Refining penalty structures and enforcement processes for sidewalk management

## Questions?

Our commitment to maintaining safe, accessible sidewalks continues through collaborative efforts between city departments, BPAC, and community stakeholders.

