

PLEASE POST

City of Emeryville

INCORPORATED 1896

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

Member David Mourra
Member Matthew Solomon

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.

TRANSPORTATION AND SUSTAINABILITY COMMITTEE

Regular Meeting
Civic Center, Garden Level
1333 Park Avenue. Emeryville, CA 94608
February 10, 2026 – 4:00 PM

AGENDA

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 January 13, 2026, Regular Meeting Action Minutes
5. Action Items
 - 5.1 Elect Committee Chair (Solomon)
 - 5.2 Yellow Curb Request at 4045 Horton Street (Toste)
 - 5.3 2026 Citywide Speed Limit Changes (O'Connell/Iteris)
 - 5.4 Powell Street Redesign Project - 10% Concept Design (MIG)
6. Information Items
 - 6.1 Sea Level Rise Adaptation Strategies (Rice/Evans)
 - 6.2 Environmental Programs Updates (Anderson)
 - 6.3 Capital Improvement Program Tracking Spreadsheet (O'Connell)
7. Future Agenda Items
 - 7.1 See Click Fix Streamlining, Ashby Interchange Bike Ped Overcrossing, Grant Requirements, ETMA Planning Item, Parking Permit Requirements, No-Smoking Signage, and Raptor/Owl Programs
8. Announcements / Member Comments
9. Adjournment

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 Ryan O'Connell, Committee Secretary, at 510-596-4346 or roconnell@emeryville.org / public_works@emeryville.org. The next regular meeting is scheduled for March 10, 2026, at 4:00 PM.

DATED: FEBRUARY 4, 2026

Post On: FEBRUARY 6, 2026
Post Until: FEBRUARY 13, 2026


Lorrayne Leong, Deputy City Clerk



**Action Minutes for
City of Emeryville
Transportation and Sustainability Committee, Special Meeting
January 13, 2026 – 4:03 PM to 5:19 PM**

Members:

Matthew Solomon (Solomon), Chair
David Mourra (Mourra), Mayor

Staff/Consultants Present:

Mohamed Alaoui (Alaoui)
Pedro Jimenez (Jimenez)
Ryan O'Connell (O'Connell)
Phillip Toste (Toste)
Matt Anderson (Anderson)
Violet Rice (Rice)
Miroo Desai (Desai)
Amber Evans (Evans)

1. **Call to order:** This meeting was called to order at 4:03 PM and held in the Council Chambers.
2. **Roll Call:** See above.
3. **Public Comment:**

Seven Public Comments.

4. **Approval of Action Minutes**

4.1 Approval of December 9, 2025 Regular Meeting Action Minutes

No public comment.

Motion for Approval: Mourra / Second: Solomon / Vote: Unanimous approval.

5. **Action Items:**

5.1 Wayfinding and Public Art – 40th Street (Evans)

Staff Evans presented the final design for the 40th Street wayfinding and public art project, detailing signage, logo, and art installations, and sought committee recommendations for City Council approval, discussing technical details, community

engagement, and the selection of an iconic logo. Mourra and Solomon asked clarifying questions.

One public comment. **Mourra and Solomon made comments.**

A motion was made to forward the overall final art design package for adoption at City Council along with option #3 of the iconic logos as preferred option.

Motion for Approval: Solomon / Second: Mourra / Vote: Unanimous approval.

6. Information Items

6.1 Environmental Programs Update (Rice)

Staff Anderson provided updates the newly hired Environmental Programs Technician (Violet Rice), tree planting progress, legislative changes regarding recyclable materials (SB 54), and the success of the e-bike program (AVA E-bike rebates). Solomon asked a clarifying question.

No public comment. **Solomon and Mourra made comments.**

6.2 Capital Improvement Program Tracking Spreadsheet (O'Connell)

Staff O'Connell provided updates on the City's Capital Improvement projects. Solomon and Mourra asked clarifying questions.

No public comment. **Solomon and Mourra made comments.**

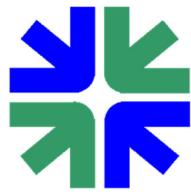
7. Future Agenda Items:

- Mourra added item for Non-smoking signs to Greenway and Park spaces.
- Staff mentioned 2026 Citywide Speed Limits.
- Future – See Click Fix Streamlining, Ashby Interchange Bike Ped Overcrossing, Grant Requirements, ETMA Planning Item, Parking Permit Requirements, Raptor Program & Owl Boxes

8. Announcements/ Member Comments:

- Staff Alaoui announced new Management Analyst was hired, Jeff Jelsma.

9. Adjournment: This meeting was adjourned at 5:19 PM.



City of Emeryville

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

Date: February 10, 2026

To: Transportation and Sustainability Committee

From: Phillip Toste, Associate Engineer, Public Works Department

Subject: **Item 5.2 – Yellow Curb at 4045 Horton Street**

BACKGROUND:

The Public Works Department received a request to add a commercial loading zone to a portion of the curb along the frontage of 4045 Horton Street. The proposal converts sixty feet (60') of standard parking south of the existing driveway into yellow curbed "commercial loading zone".

Yellow Curb Requests

Per the Emeryville Municipal Code (EMC), the Transportation Committee is authorized to designate any part of any City street or publicly controlled off-street parking facility as a loading zone.

The EMC 4-9.17(b) identifies Commercial Loading Zones as follows:

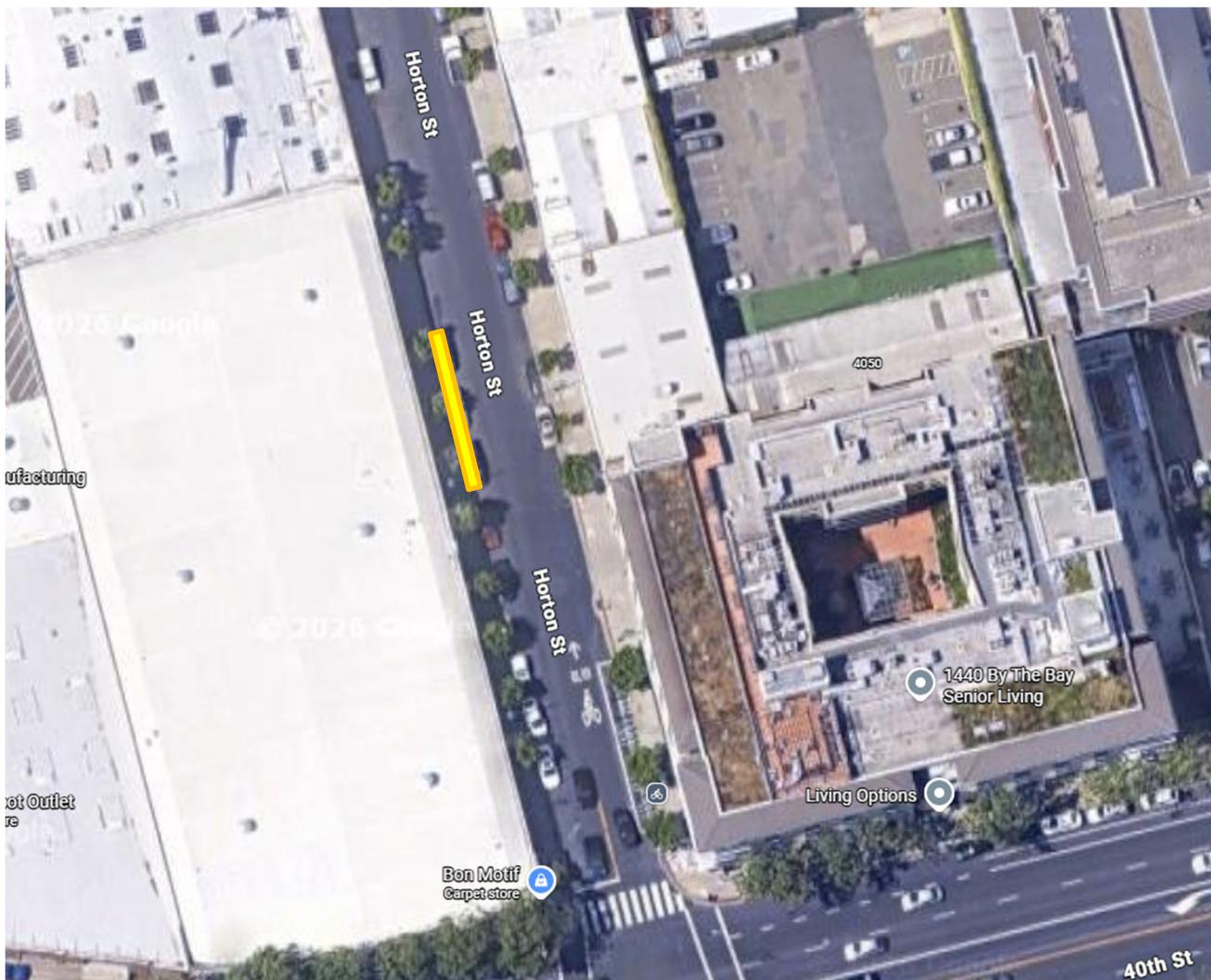
- "The Transportation Committee is authorized to designate any part of any City street or publicly controlled off-street parking facility as a loading zone. The curbs of loading zones shall be marked yellow by the City Department of Public Works to alert the public that parking is permitted for the loading and unloading of persons or property only."
- "It shall be unlawful for any operator to stop or park any vehicle in a designated loading zone for purposes other than the loading or unloading of persons or property or to remain in excess of ten (10) minutes unless another time limit for loading is posted."

DISCUSSION:

Staff received a yellow curb request from Deborah Cohen, the owner of Bon Motif, the business at 4045 Horton Street. The request was to convert approximately sixty feet (60') of standard parking on the west side of Horton Street, immediately south of the warehouse loading dock driveway into a commercial loading zone yellow curb. Since Horton Street sidewalks were installed (2008 – 2011) and Horton Street was narrowed to its current configuration, the loading docks are difficult to back into without multi-point turns. Trucks need to block traffic for extended periods to complete deliveries to the business,

interrupting the traffic flow on Horton Street, further creating potentially hazardous conditions for vehicles and cyclists on this designated Bicycle Boulevard. In the past decade and more, Bon Motif has transitioned to delivering on Hubbard Street only where they own an adjacent parcel (4056 Hubbard Street), but they would like to re-activate the loading doors on Horton Street.

Staff have reviewed the request in the field and recommend installing yellow curb immediately south of the loading dock, for sixty feet (60'). The recommendation will convert approximately three standard parking spots into yellow curb (commercial loading zone), as shown in the following aerial photograph. This configuration will allow for parallel parking of trucks on Horton Street which gives room for loading from curbside, from rear of parked truck, or provides easier maneuverability into the loading docks by creating additional clear space adjacent to the loading docks for backing in. Currently, the only parking restriction at this location is for street sweeping; the addition of the proposed yellow curb will not conflict with this restriction.



RECOMMENDATION:

Staff recommend for the Transportation and Sustainability Committee members to review the Curb Color Exhibit and approve the yellow curb at 4045 Horton Street.

Attachments:

Exhibit A – Street Level View of the Yellow Curb Location at 4045 Horton Street

Exhibit A – Street Level View of the Yellow Curb at 4045 Horton Street

Street View of space in question facing southwest



Public Works staff recommend converting sixty feet (60') of standard parking into yellow curb to allow the business at 4045 Horton Street to receive deliveries without impeding motorists and cyclists traveling along Horton Street.



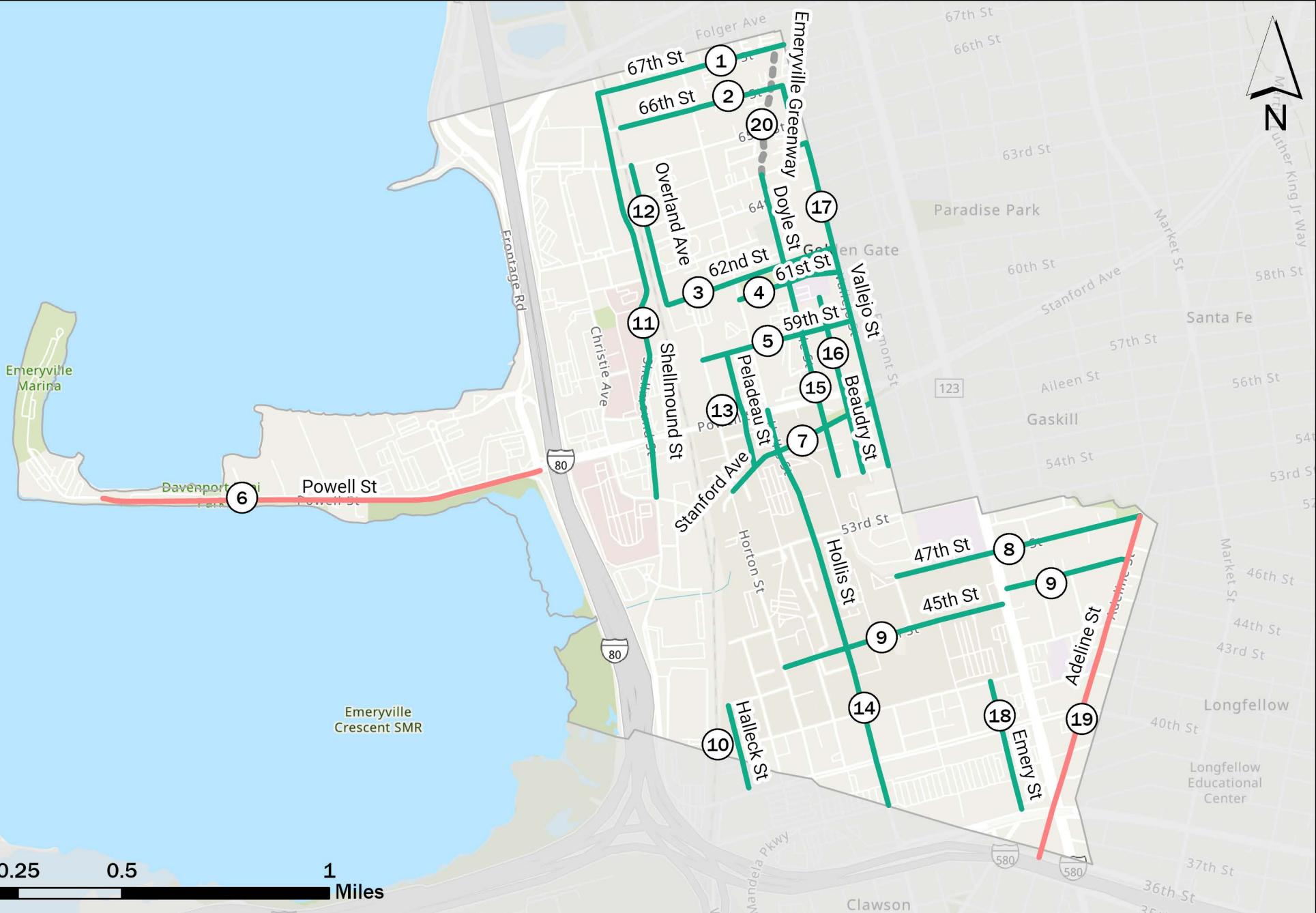
City of Emeryville
2026 Engineering and Traffic Survey
Recommended Speed Limit Analysis

#	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, 2023)	Speeding Related	Pedestrian/Bicycle Related	MVM	Crash Rate	Statewide Collision Rate (2023)	Crash Rate lower than Statewide Average?	Speed Reduction based on E&TS	Eligible for 5-mph Speed Reduction	Recommended Speed Limit	City Feedback	Recommended Speed Limit Analysis		Analysis Comment
																					2026 Speed Limit	2026 Speed Limit Change	
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	20	20	There are no ped/bike generators along this section of 62nd Street. The existing landuse is industrial and commercial. Hence, this segment is not eligible for the additional 5-mph speed reduction.		
3.2	62nd St	Hollis St to Vallejo 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	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 Vallejo 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 Vallejo St	Local Street	Transit Street; Bike Boulevard from Horton Street to Doyle Street; Local Street from Doyle Street to Vallejo Street	0.29	25	26	558	2025	6	2	1	0.18	33.86	1.27	No	20	Yes	20	20	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. However, speed survey profiles suggest speeds clustering around 19-20 mph, hence no additional AB43 reduction is applied.		
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 Streets; Bike Boulevard from Horton Street to Doyle Street	0.22	25	26	1,208	2025	1	0	1	0.29	3.44	1.27	No	20	Yes	20	20	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. However, speed survey indicates a stable speed profile near 19-20 mph, hence no additional AB43 reduction applied.		
7.2	Stanford Av	Doyle St to Vallejo St	Local Street	Local Street from Doyle Street to Vallejo Street	0.10	25	26	762	2025	1	0	0	0.08	11.98	1.27	No	20	Yes	15	15	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	20	20	Though there are some employment centers, they do not appear to be high ped/bike generators, and most entrances are not street facing. This corridor does not qualify for speed reductions under CVC Sections 22358.7 & 22358.9. However, given that this street is a bike boulevard with connection to high ped/bike activity generators, a 20mph speed is recommended based on Caltrans Manual for Setting Speed Limits, March 2025, Section 2.12.		
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 Huchin 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	20	-	Though there are some employment centers, they do not appear to be high ped/bike generators, and most entrances are not street facing. This corridor does not qualify for speed reductions under CVC Sections 22358.7 & 22358.9. Classified as a bike boulevard per City's general plan.		
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	3,095	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	Vallejo 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/CRS, 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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City of Emeryville Existing Speed Limit Map

Item 5.3 - Page 3 of 3

Legend



City Boundary

Segment Number (#)

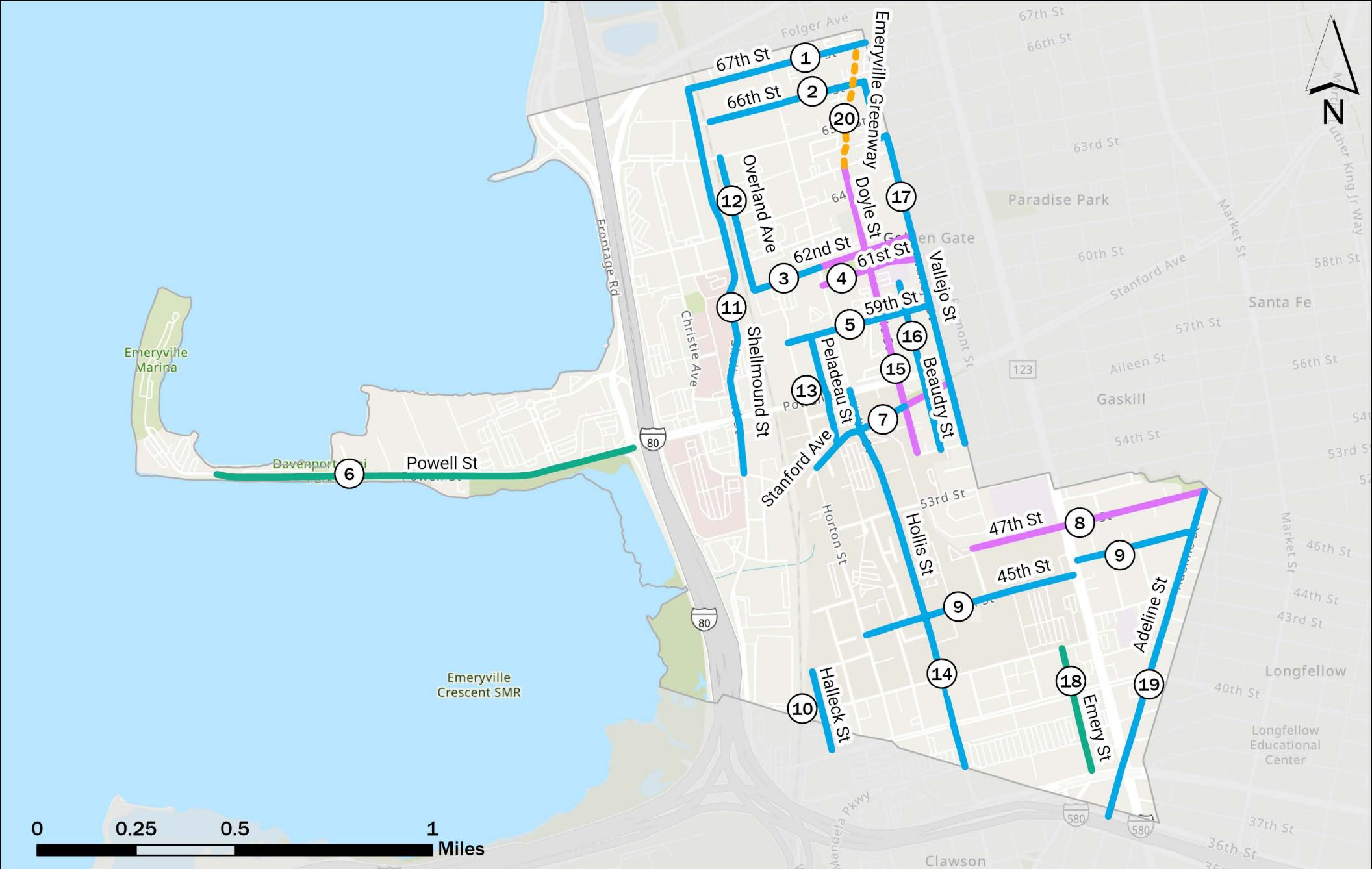


No Existing Speed Limit (Emeryville Greenway)

25 MPH Speed Limit



30 MPH Speed Limit



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City of Emeryville Proposed Speed Limit Map

Legend

- City Boundary
- Segment Number (#)

- 12 MPH Speed Limit (Emeryville Greenway)
- 15 MPH Speed Limit
- 20 MPH Speed Limit
- 25 MPH Speed Limit



Powell Street Project

Sustainability and Transportation Committee Presentation

Feb 10th, 2026



PROJECT AREA

2



PROJECT GOALS & SCHEDULE

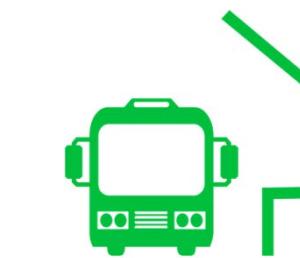
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**Equitable
Access**



**Safety and
Comfort**



**Multi-Modal
Enhancements**



Place Making



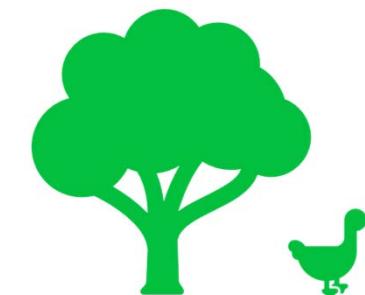
**Rest and
Contemplation**



Gateway



**Recreation and
Play**



Habitat Creation

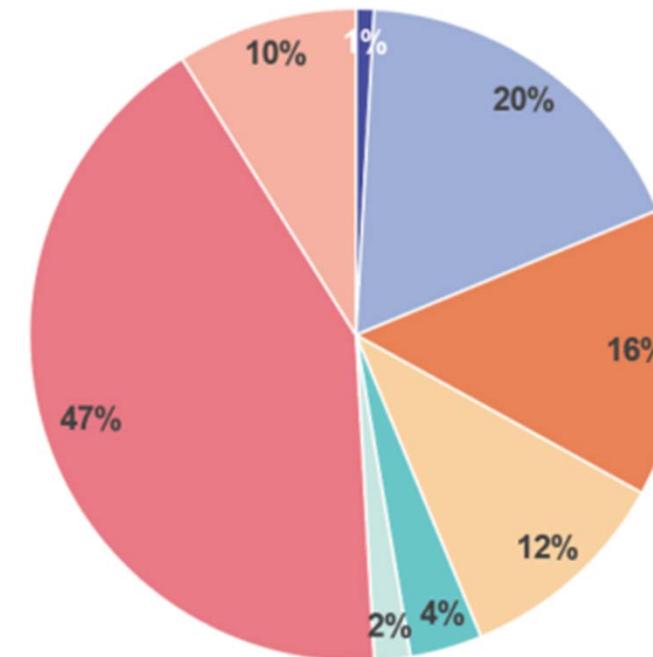
Project Timeline



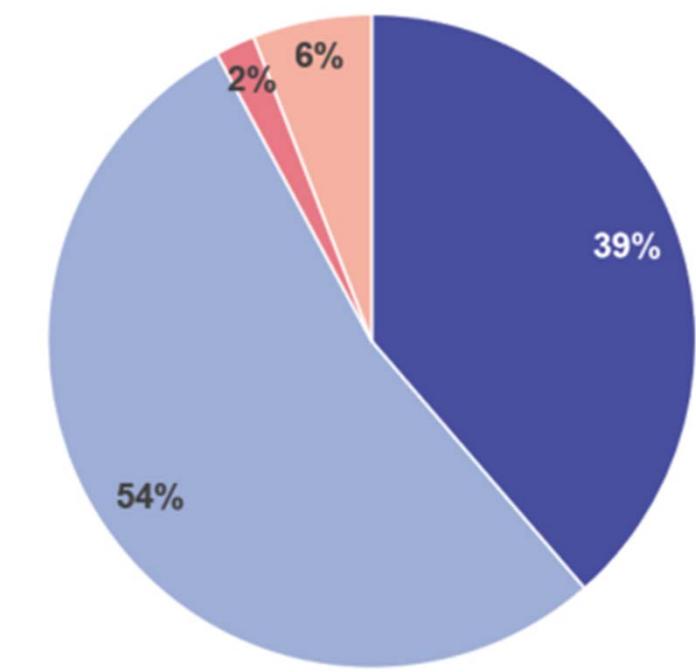
Multi-Lingual On-Line and In-Person Community Survey

- Over 5 months long
- Over 520+ respondents*
 - English: 504
 - Spanish: 13
 - Cantonese: 7
- On-line and In-Person
 - Virtual: 474
 - Hand recorded: 50

Race and Ethnicity



Gender



- Alaska Native
- Middle Eastern/ North African
- First Nation/American Indian
- Pacific Islander
- Asian, Asian American, or South Asian
- Black or African American
- I prefer not to answer
- White/ European American
- Non-Binary
- I prefer not to answer

COMMUNITY ENGAGEMENT AND OUTREACH

• Multiple Stakeholder Meetings:

- City departments and agencies
- Emery Cove, Safe Harbor, Hilton, Hong Kong East, Watergate Towers
- Neighborhood groups: Watergate

The project and survey were promoted at schools, parks, retail businesses, and community events.

• Intercept Surveys:

- Local businesses: Shell, UPS, Randy's Market, Hilton, Hong Kong East, Trader Vic's
- Emeryville Businesses: Los Moles, Powell St. Plaza Shopping Center businesses, Hidden Spot Restaurant,
- Parks: Emeryville Marina Park, Doyle Hollis Park, Huchiun Park, Emeryville Greenway, Bay Trail
- Emery Go-Around Shuttle Stops

• Pop Up Tabling Events:

- Bay Street Emeryville Film Festival
- Emery High School

Intercept and Online Surveys



Pop Up Tabling Event at Emeryville Film Festival



Pop Up Event at Emery High School



COMMUNITY ENGAGEMENT AND OUTREACH

Watergate Community Open House Sep 6th 2025



Community Open House (at Emeryville PD) Oct 8th 2025



COMMUNITY VISION

7

83%



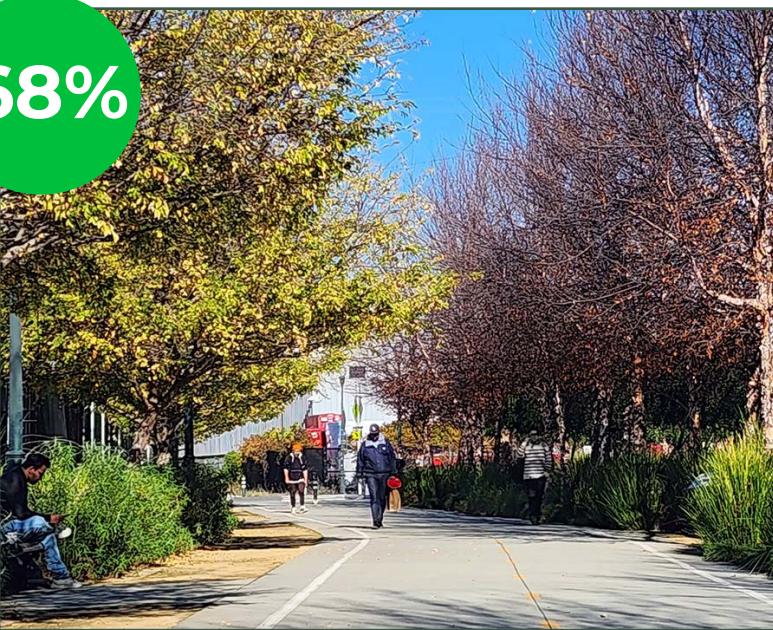
Ensure comfort, safety, and access for all

65%



Provide a range of public amenities and spaces

68%



Enhance streetscape character

40%



Ensure equitable community engagement

Total number of respondents who answered this question – **460+**
Respondents were able to choose more than 1 answer choice

Other Community Feedback



“Ensure safety and security while walking, driving, biking”



“Improve coastal restoration and plant low maintenance native vegetation”



“Introduce traffic calming measures like speed bumps, speed cameras to improve driver behavior”



“Improve bike and transit access to the rest of the city”



“Get more public amenities like restrooms, trash cans, benches”



“Maintain the views of the bay”

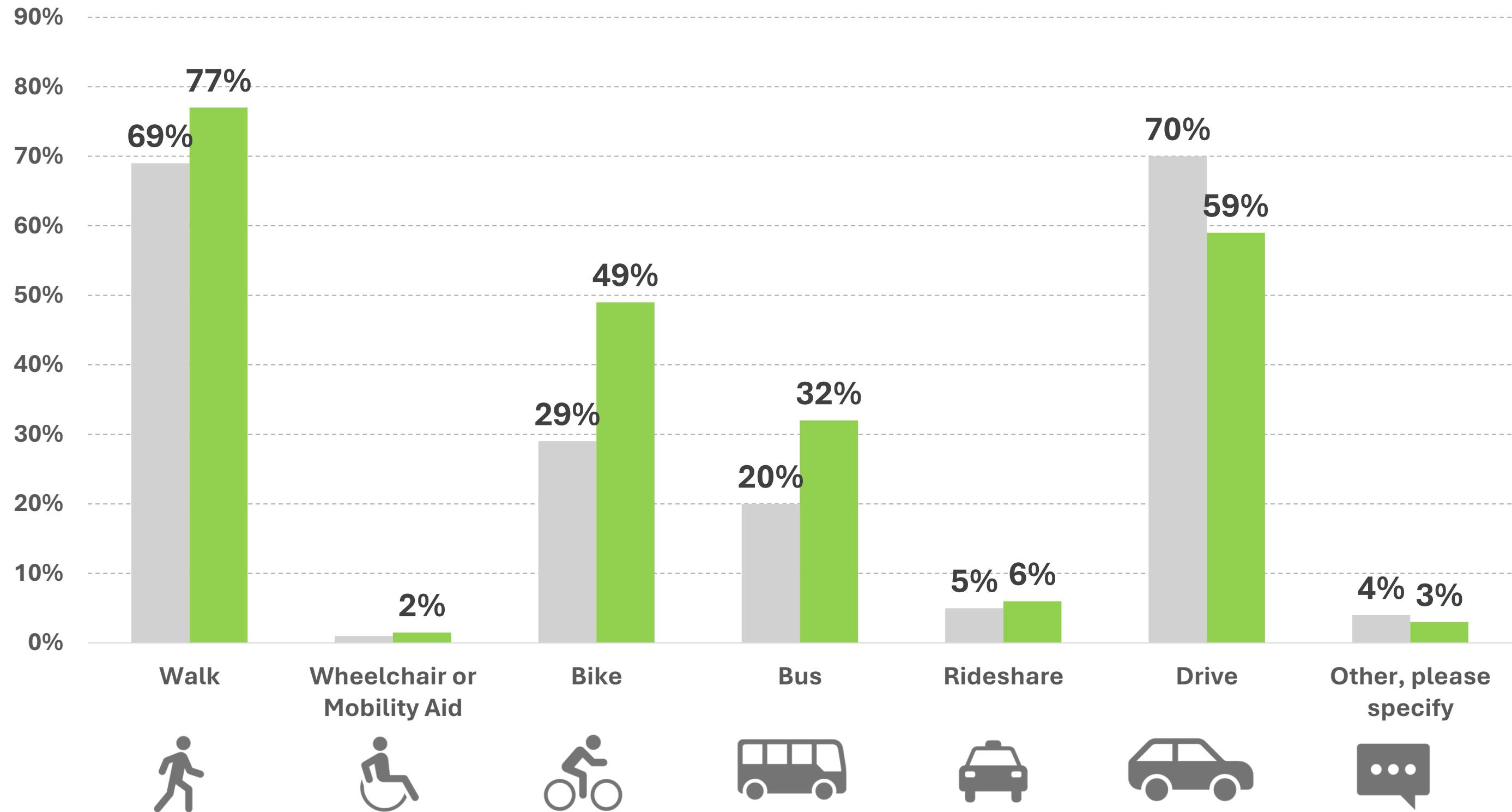


BETTER MOBILITY CHOICES

8

Community Survey Responses to the question:

“Once all improvements are in place along Powell Street, how would you usually travel along Powell Street?”



*Respondents were able to choose more than 1 answer choice

Future mode of travel Existing mode of travel

URBAN DESIGN FRAMEWORK MAP WITH DISTINCT STREET SEGMENTS

9

Concepts for Powell Street were developed for five (5) different segments of the street, to respond to distinct built and open space conditions.



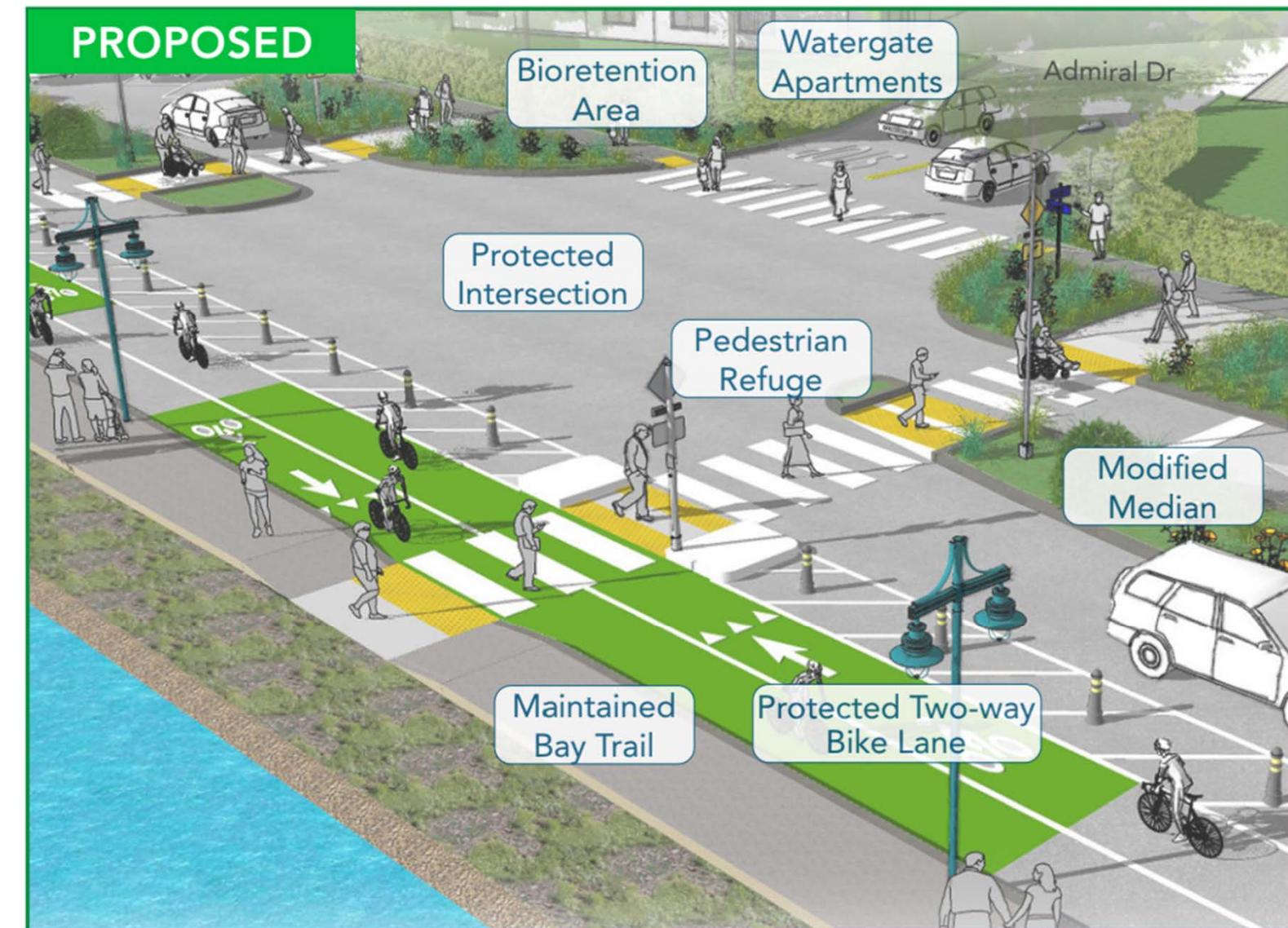
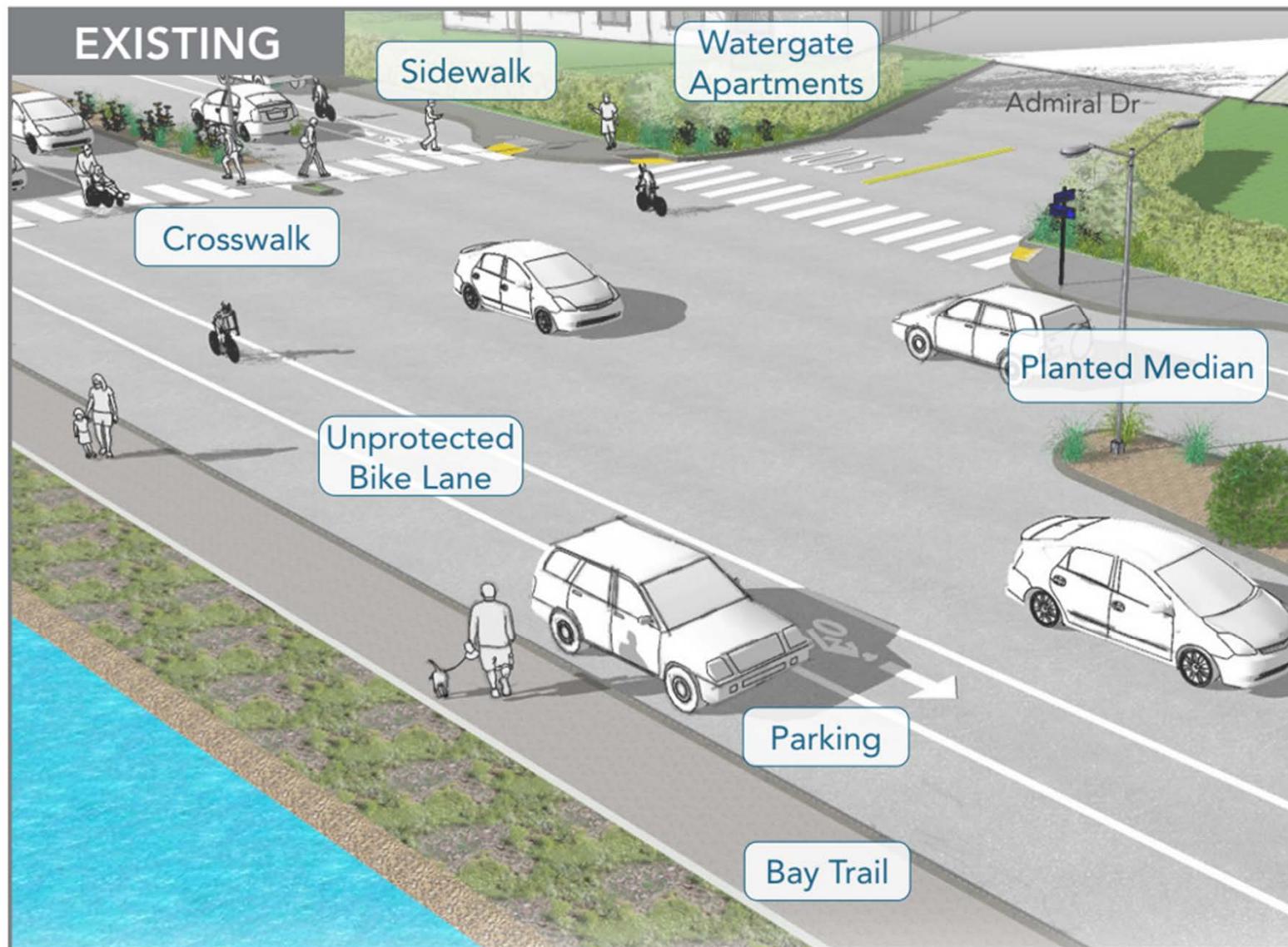
Legend

- Existing Bay Trail and Sidewalk
- Existing/Improved Bay Trail and Sidewalk
- New/Proposed Two-way Protected Bike Lane
- Enhanced Existing Crosswalk
- Enhanced Existing Crosswalk with Emergency Access Safety Beacon
- New/Proposed Crosswalk
- Existing/Improved Transit Stop
- Travel Lane

Existing Vehicular Speed Limit: \leftarrow MPH →

New/Proposed Vehicular Speed Limit: ← MPH →

BIRD'S EYE VIEW FACING NORTHWEST ALONG POWELL STREET



10% DESIGN

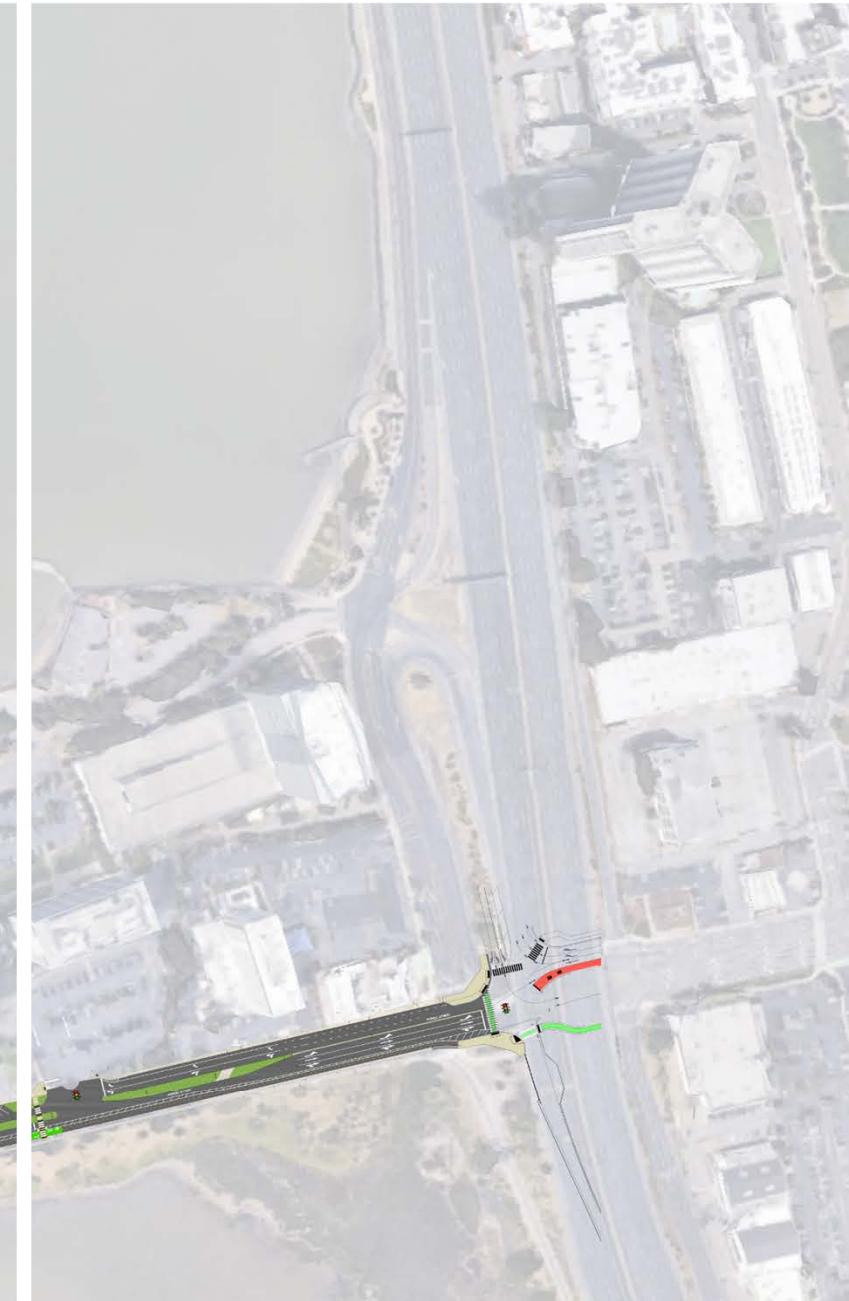
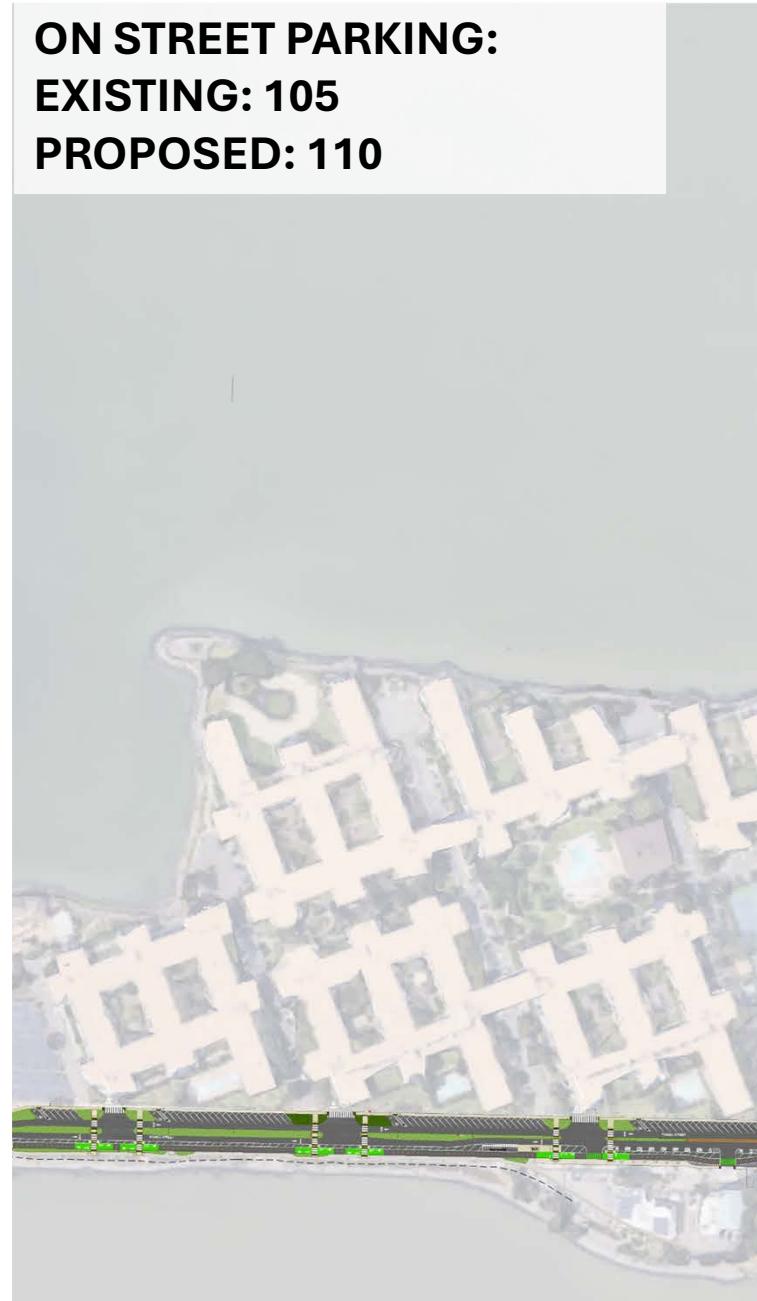
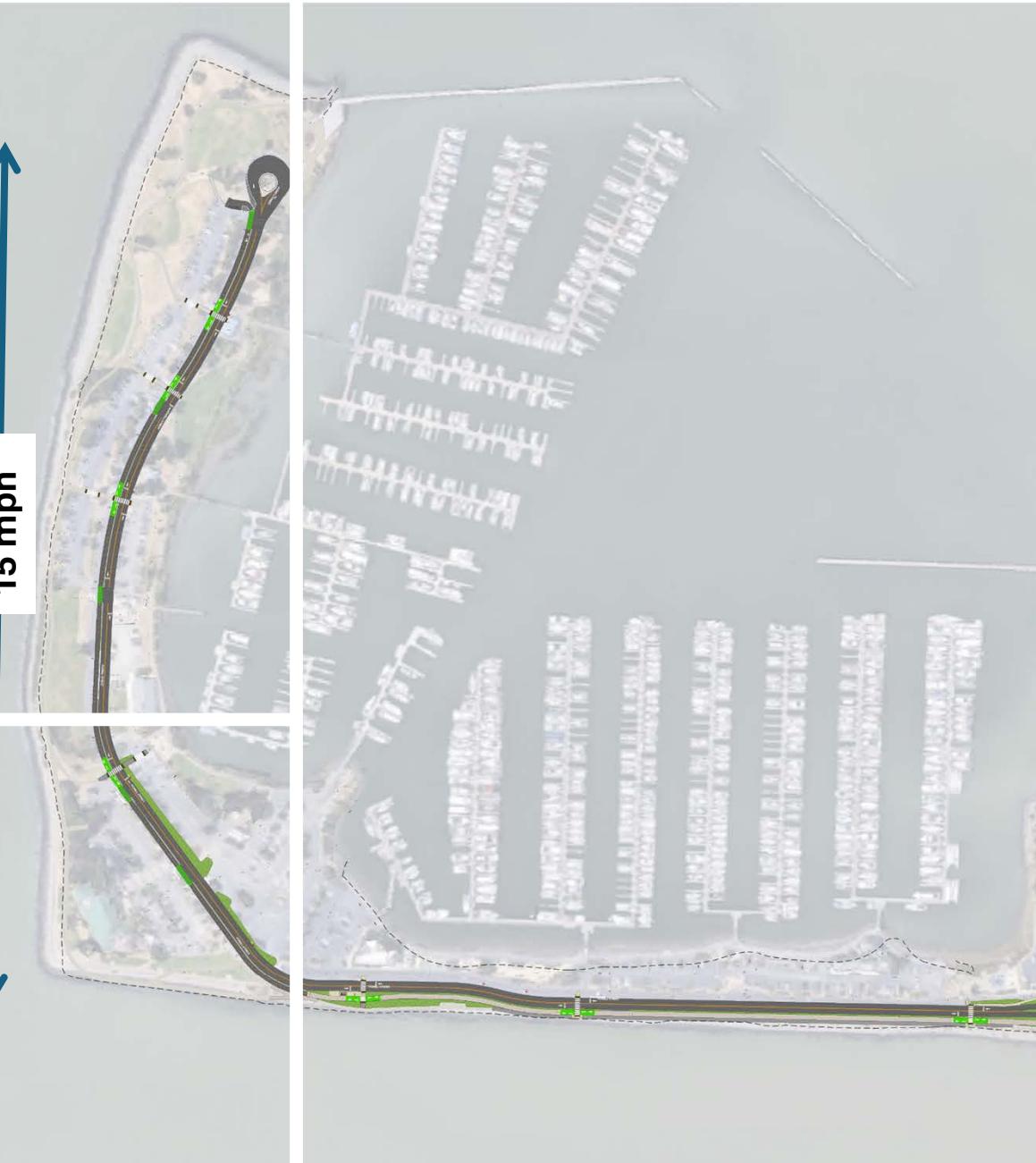
M I G



10% DESIGN KEY PLAN

12

SEGMENT E- PARK STREETSCAPE



SEGMENT D- MARINA STREETSCAPE

SEGMENT C- PORT VIEW STREETSCAPE

SEGMENT B- WATERGATE STREETSCAPE

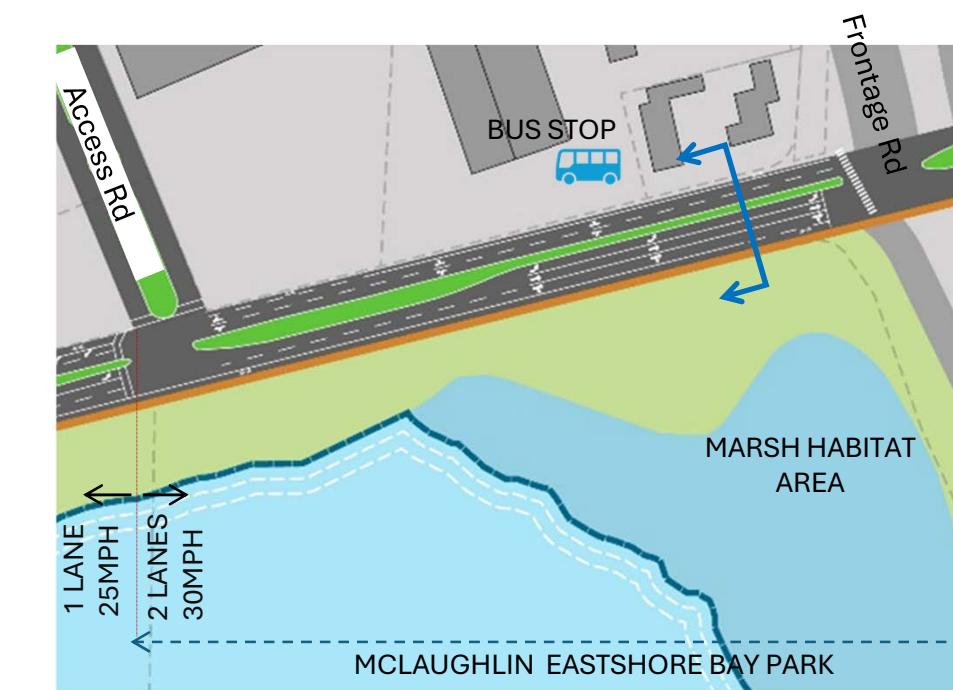
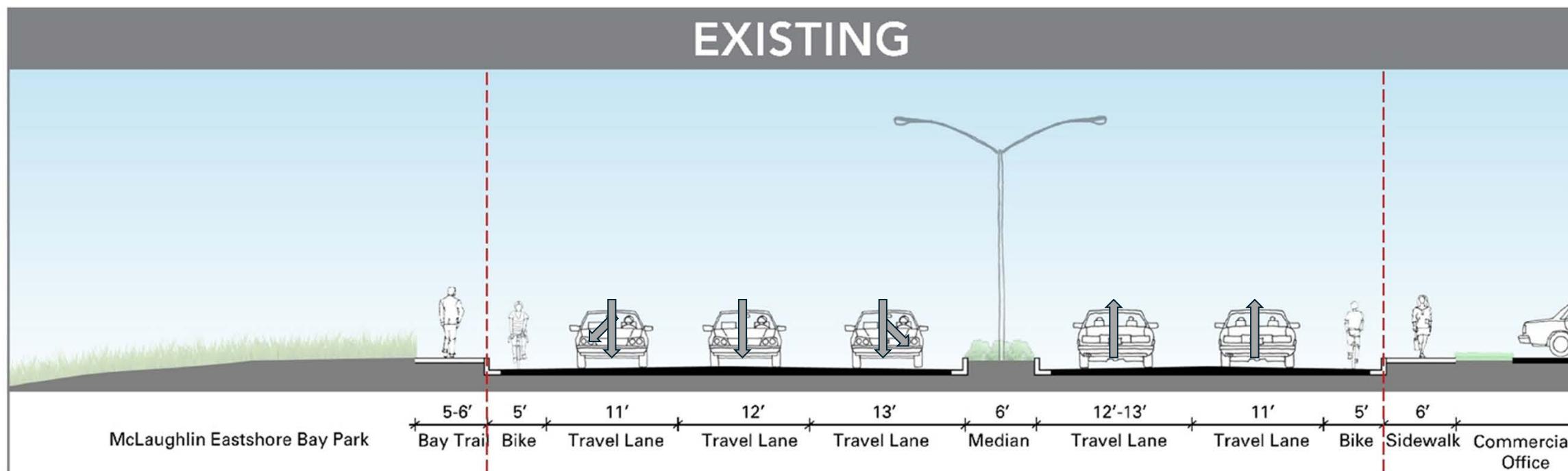
SEGMENT A- GATEWAY STREETSCAPE

← 15 mph → 20 mph → 25 mph →

SEGMENT A: GATEWAY – EXISTING CONDITIONS (Near Frontage Road)

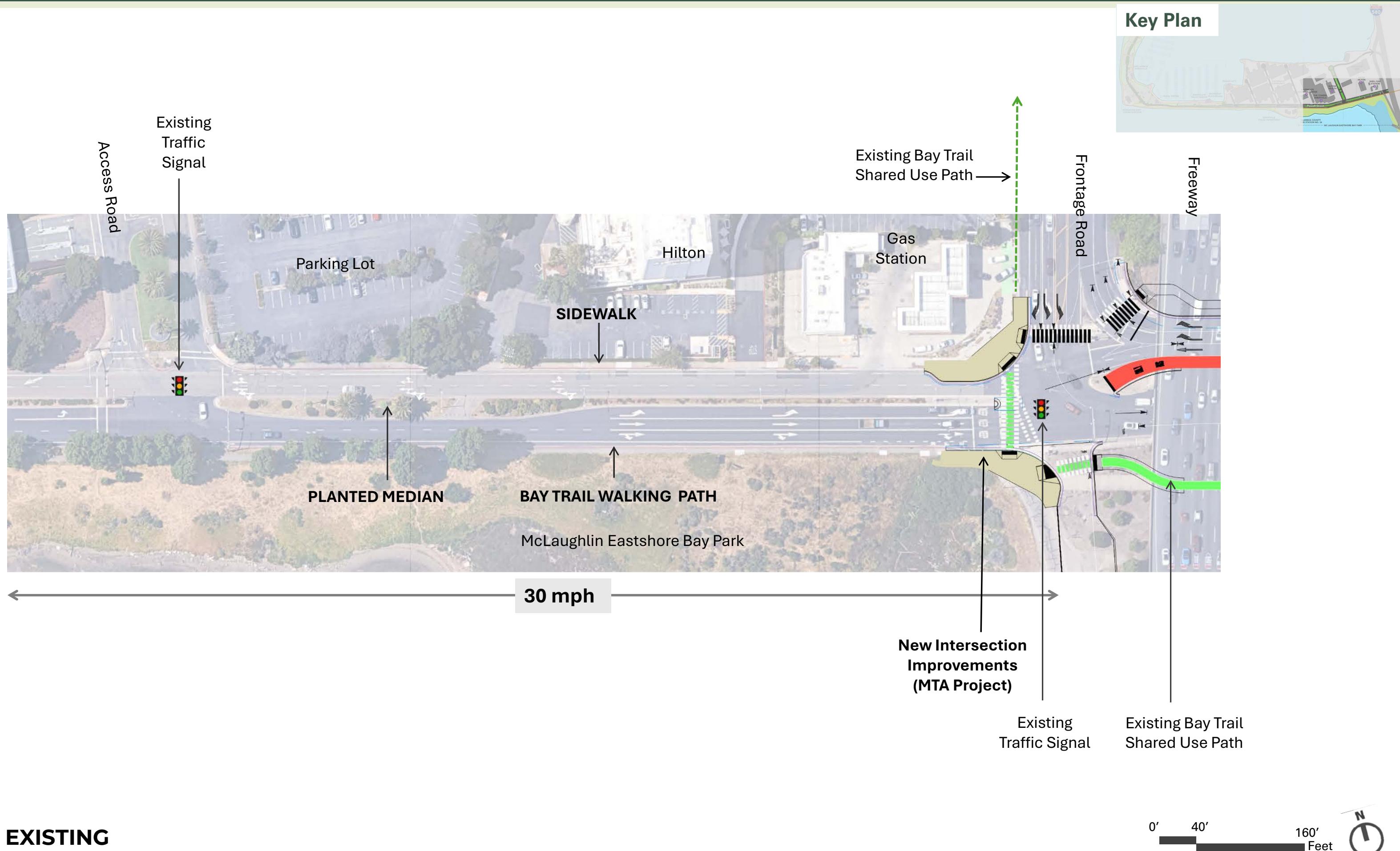
13

- **Pedestrians:** Bay trail runs along south edge of the street. Continuous sidewalk along North edge. Signalized intersections with crosswalks.
- **Bicyclists:** Striped, unprotected bike lane (Class II).
- **Automobiles:** Two (Westbound) and Three (Eastbound) travel lanes, red curb, no parking.

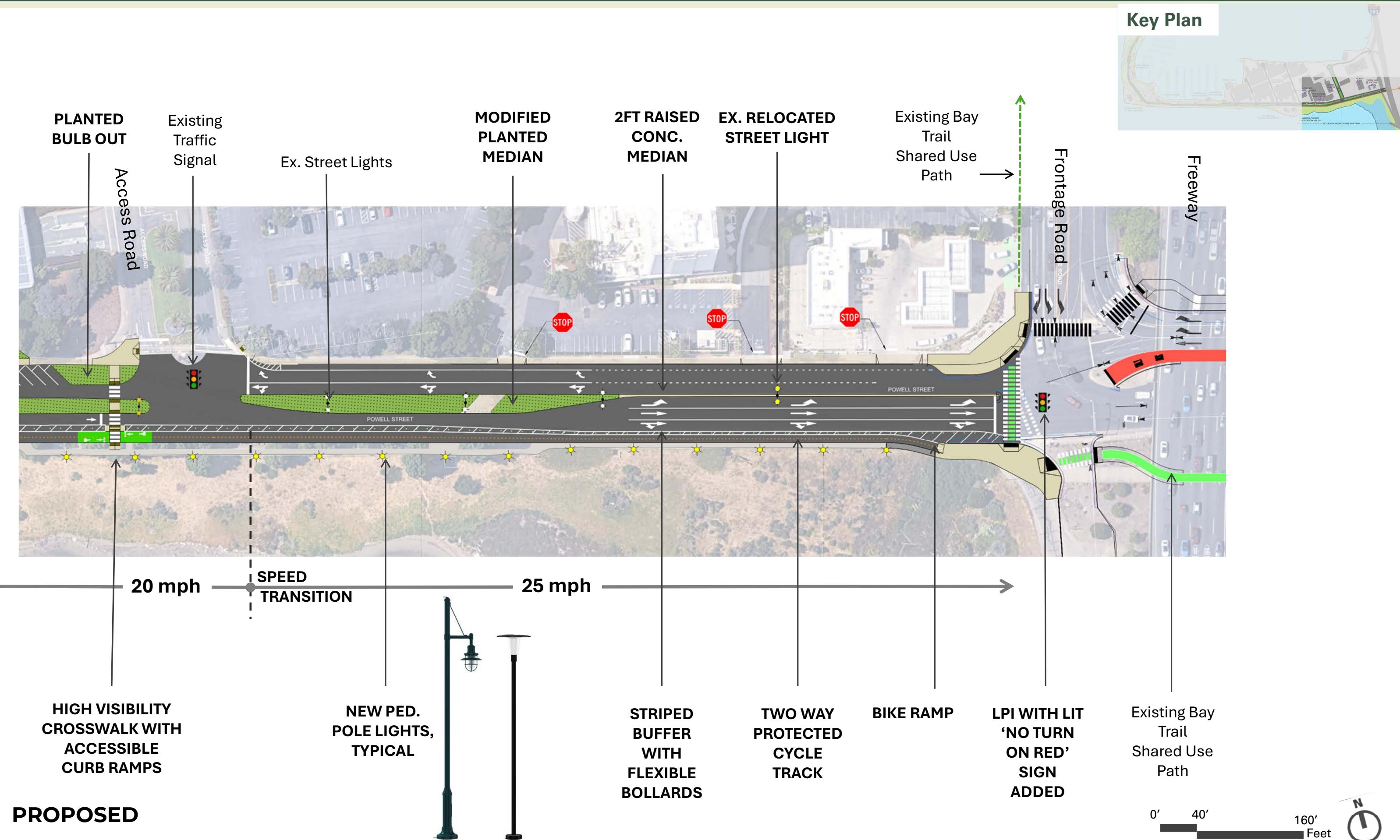


0' 5' 10' Feet

SEGMENT A – GATEWAY STREETSCAPE



SEGMENT A – GATEWAY STREETSCAPE

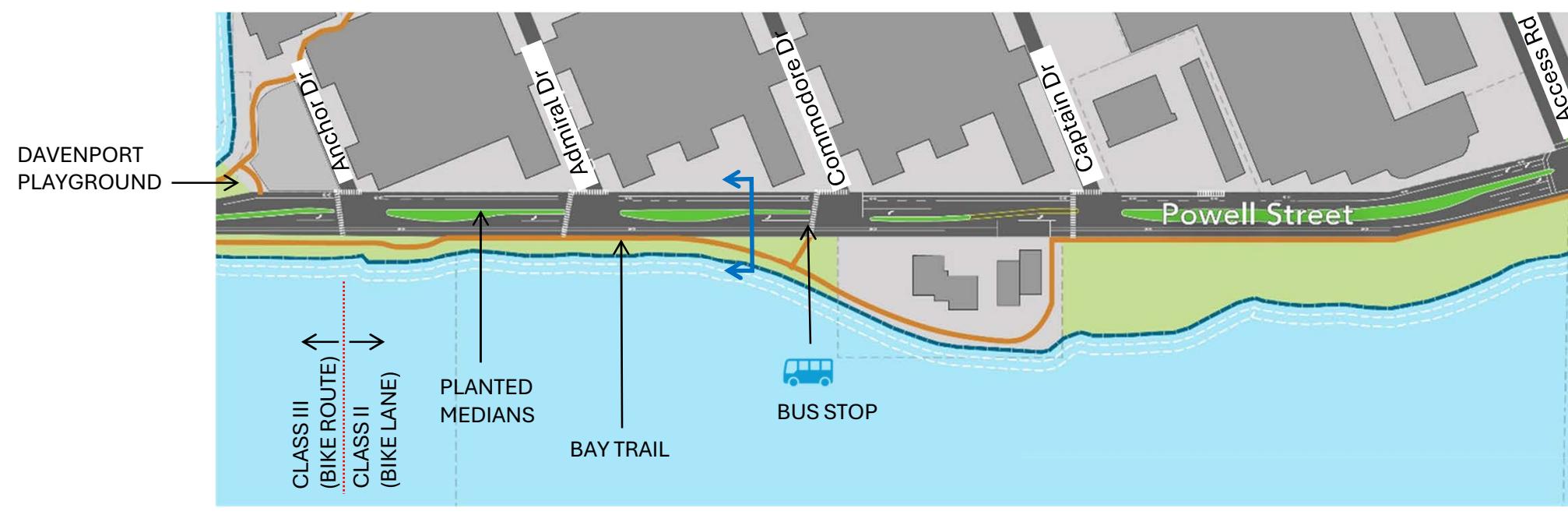
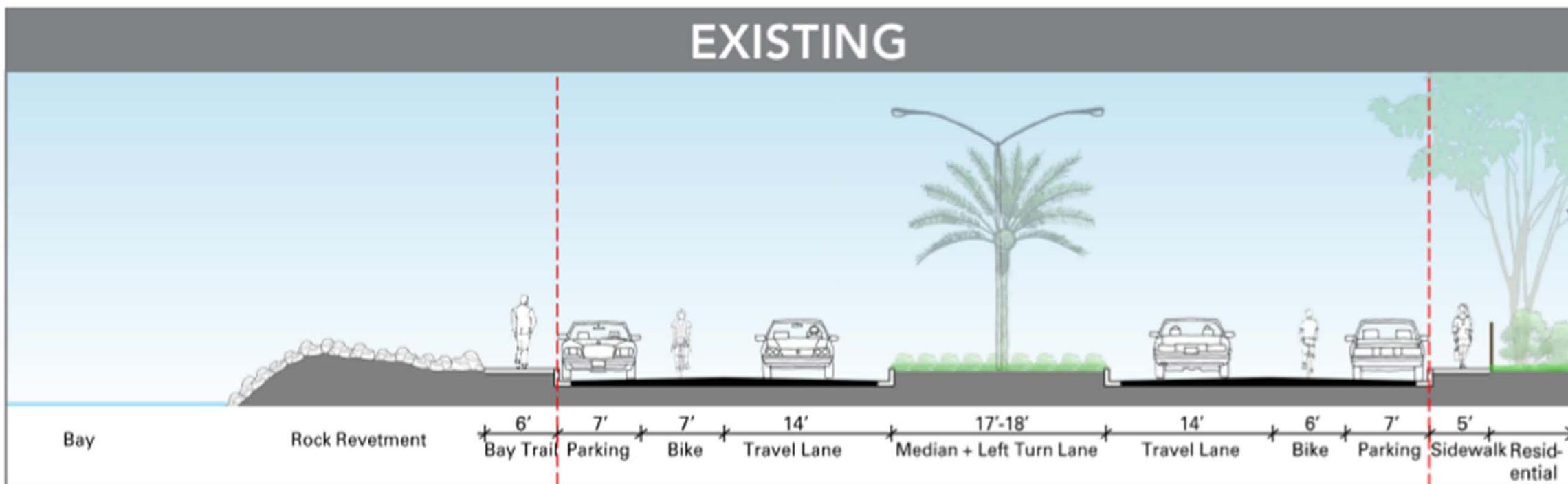


SEGMENT B: WATERGATE STREETSCAPE – EXISTING CONDITIONS

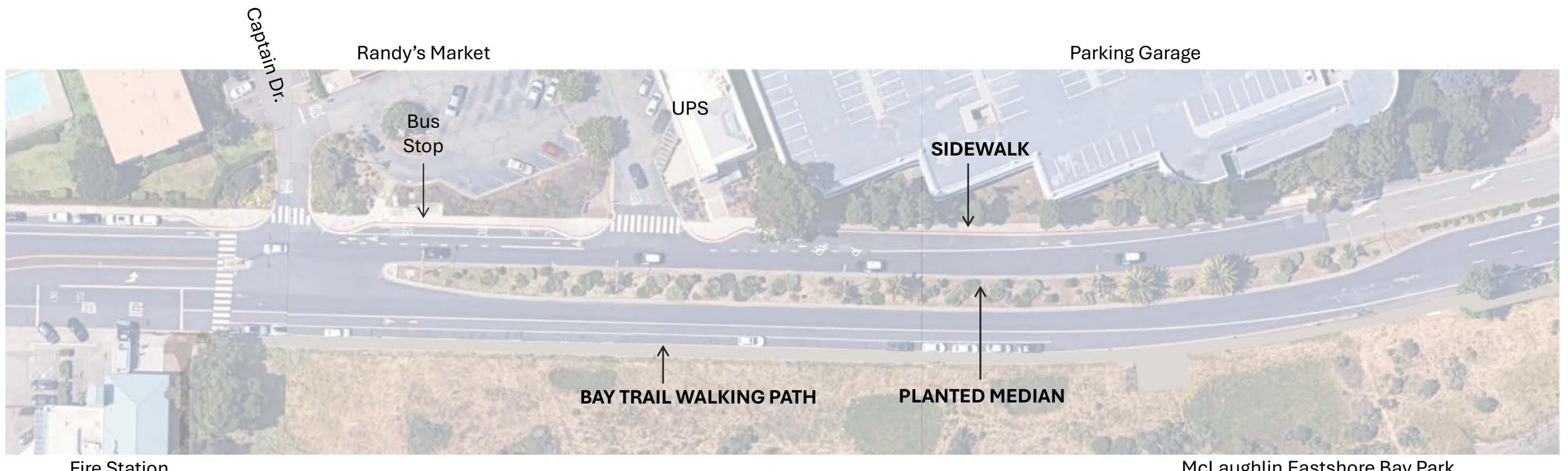
16

- **Pedestrians:** Meandering Bay trail along South edge, continuous sidewalk along North edge. Existing crosswalks at each street intersection
- **Bicyclists:** Striped, unprotected bike lane (Class II)
- **Automobiles:** One lane each way separated by median with parking

Key Plan



SEGMENT B1 – WATERGATE STREETSCAPE

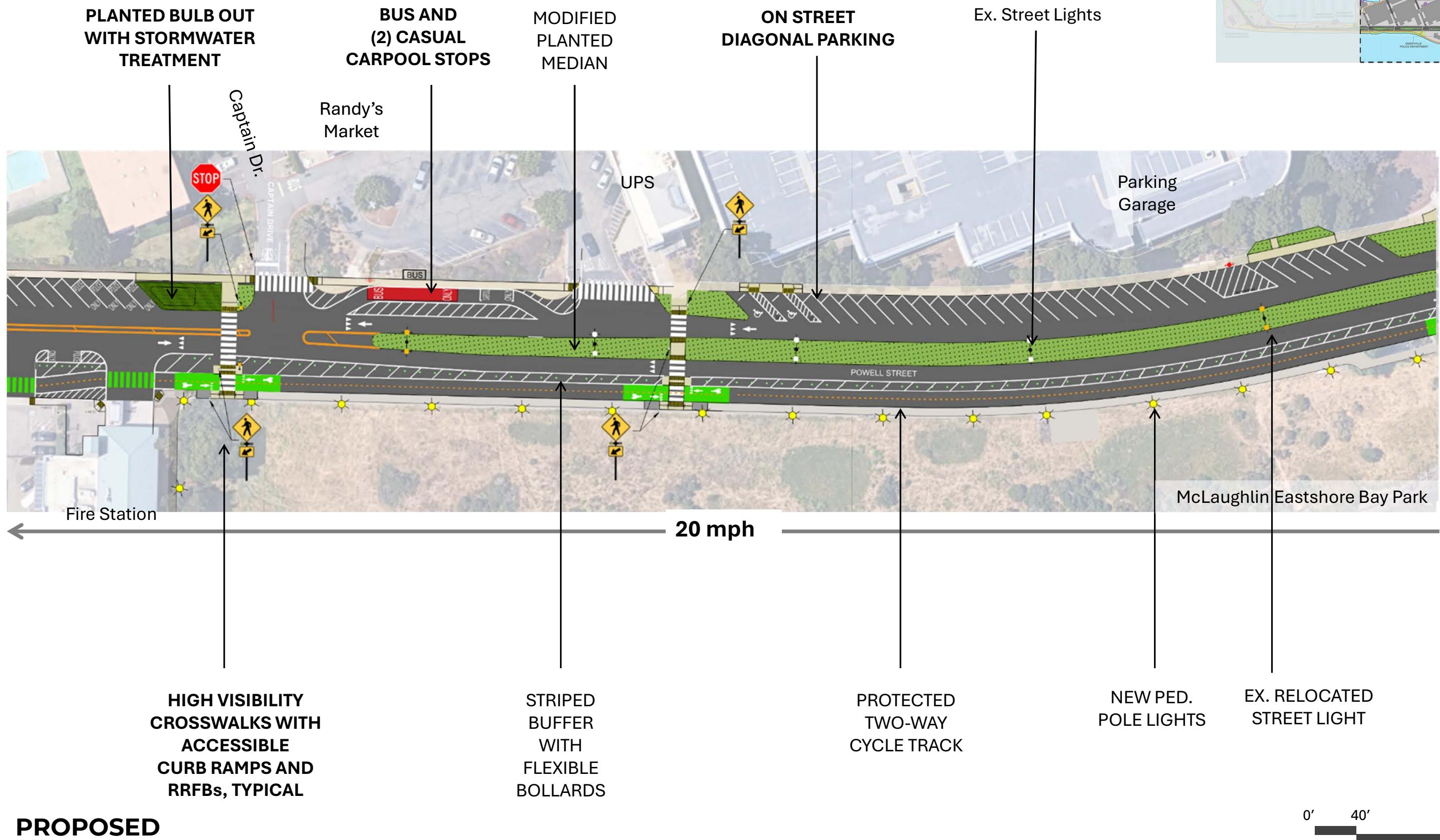


25 mph

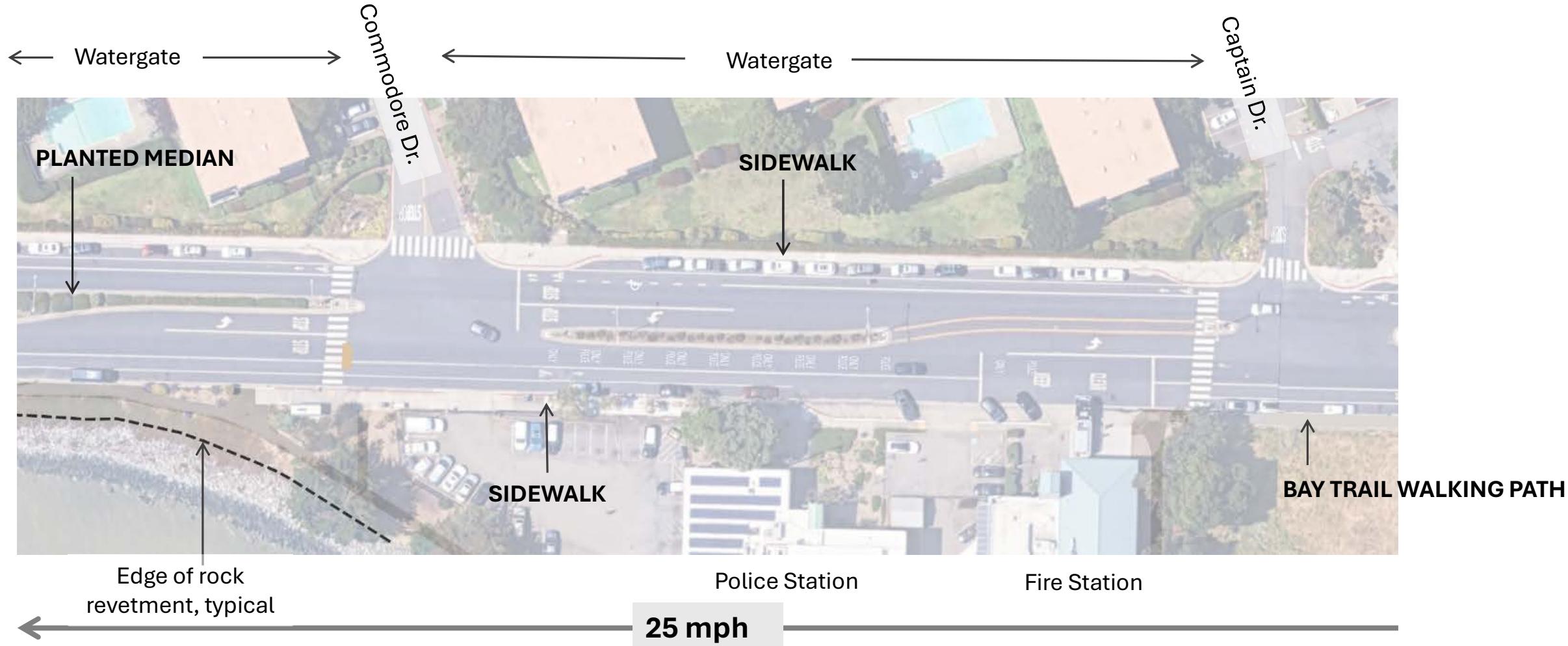
EXISTING

0' 40' 160' Feet
N

SEGMENT B1 – WATERGATE STREETSCAPE

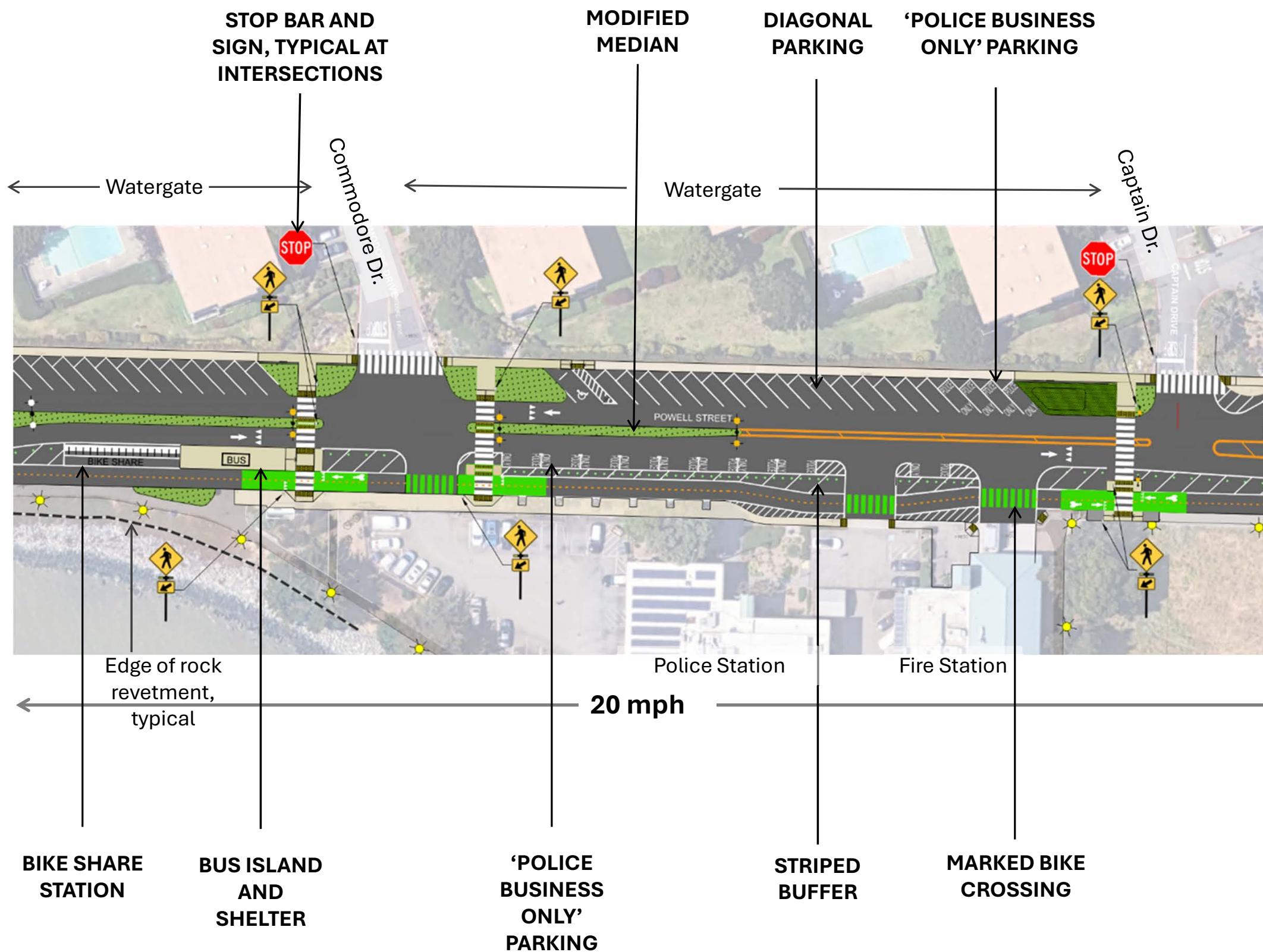


SEGMENT B2 – WATERGATE STREETSCAPE



SEGMENT B2 – WATERGATE STREETSCAPE

20

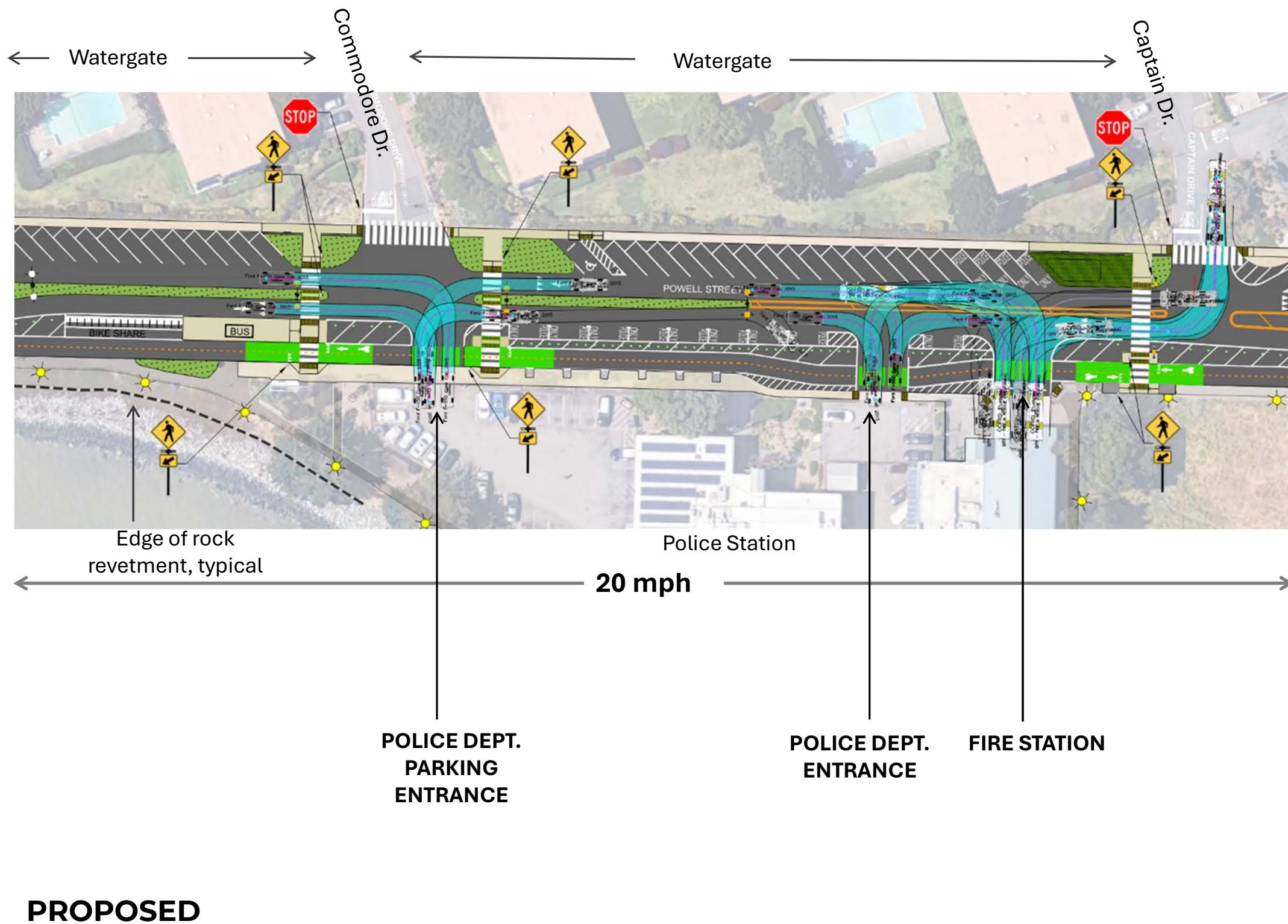


0' 40' 160' Feet



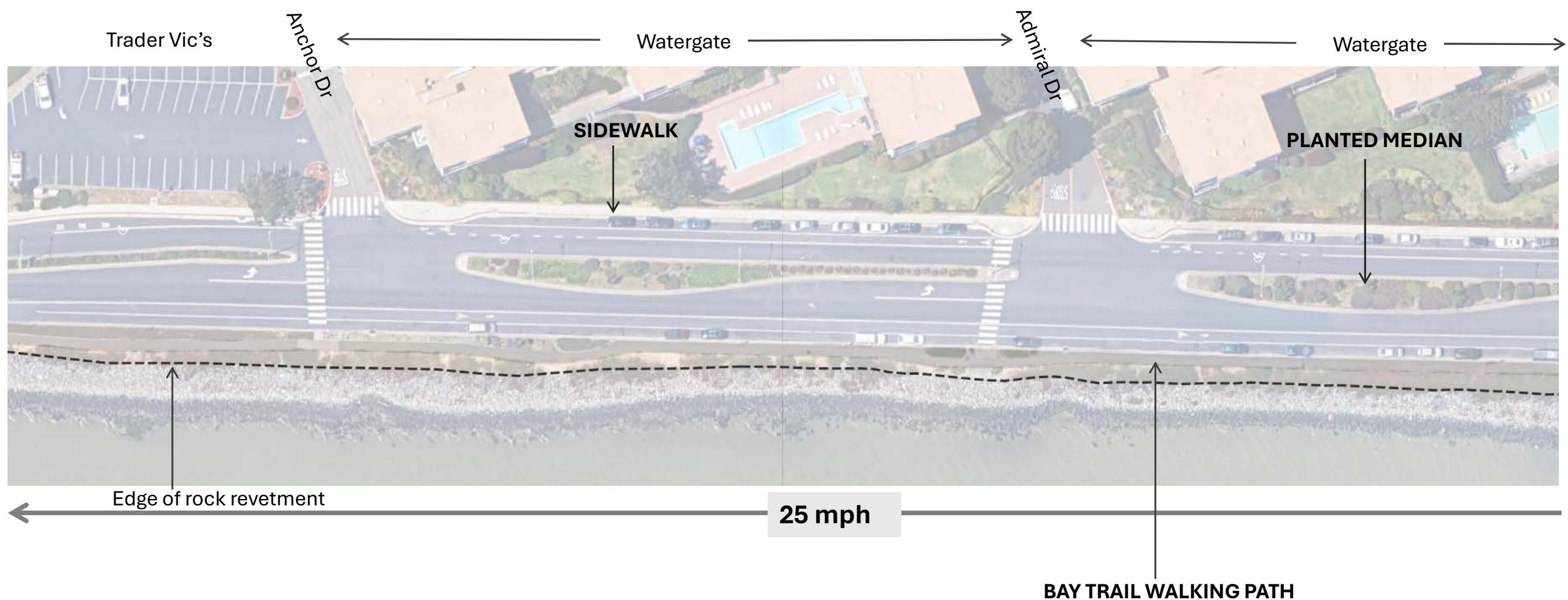
SEGMENT B2 – WATERGATE STREETSCAPE

Key Plan



SEGMENT B3 – WATERGATE STREETSCAPE

22

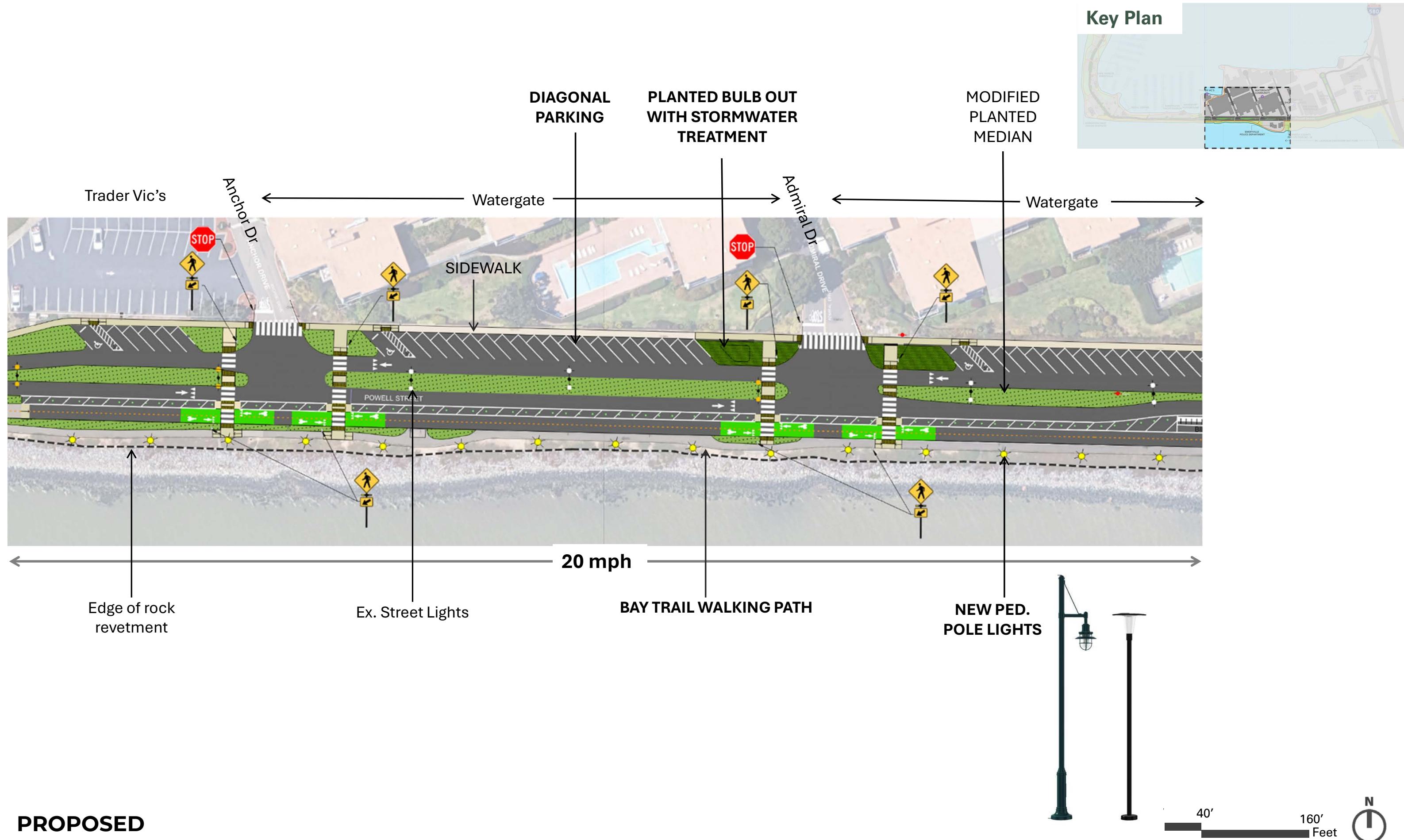


EXISTING

0' 40' 160' Feet

N

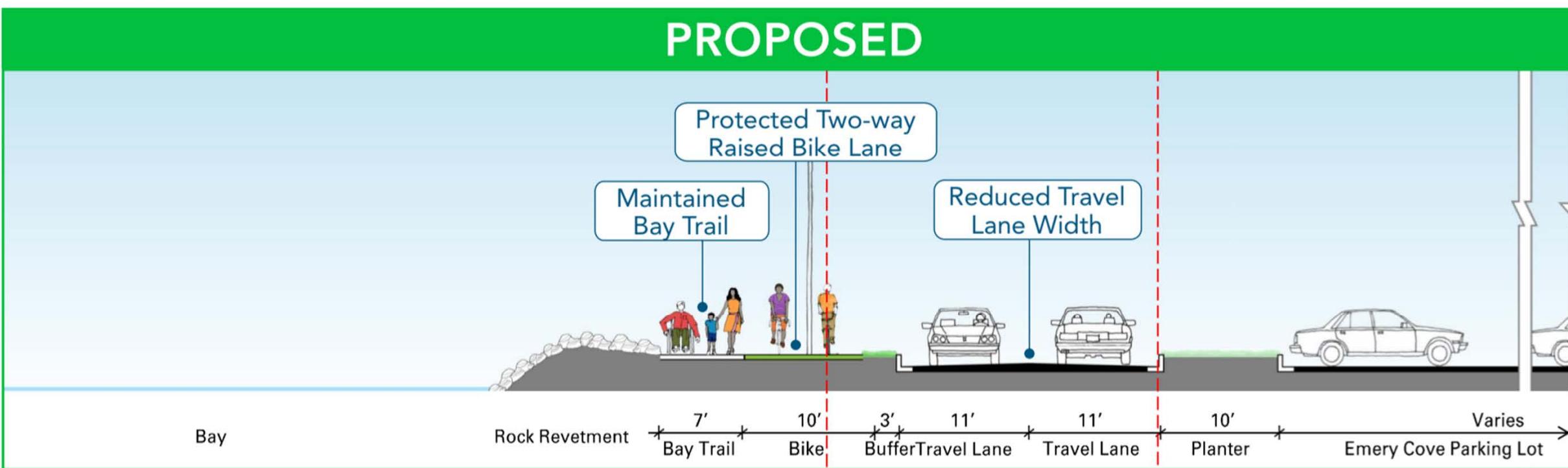
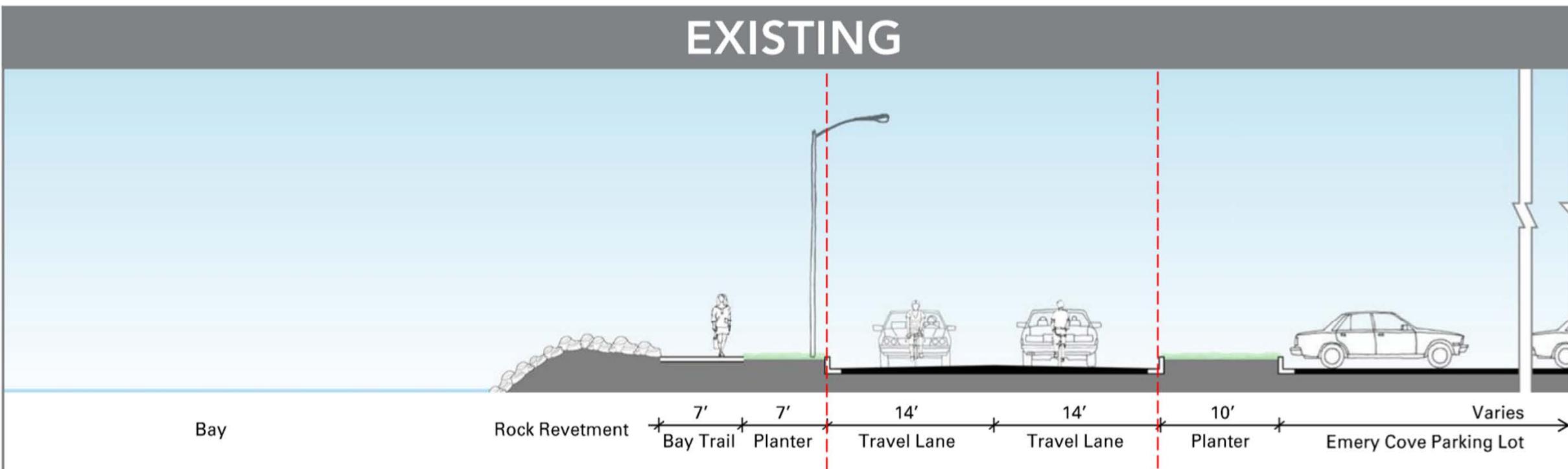
SEGMENT B3 – WATERGATE STREETSCAPE



SEGMENT C: PORT VIEW STREETSCAPE – EXISTING CONDITIONS

24

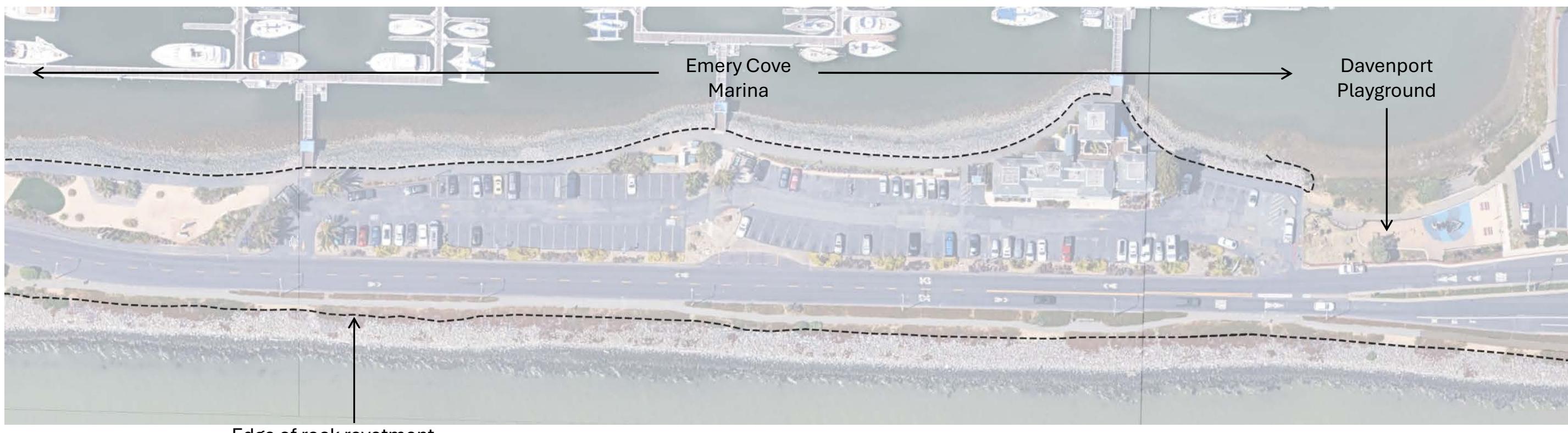
- **Pedestrians:** Bay trail is the primary public pedestrian access. Private/ discontinuous sidewalk along Emery Cove property. No crosswalks in this segment.
- **Bicyclists:** Bikes sharing the street with vehicles.
- **Automobiles:** One travel lane each way, with no parking on either side



0' 5' 10' Feet



SEGMENT C – PORT VIEW STREETSCAPE

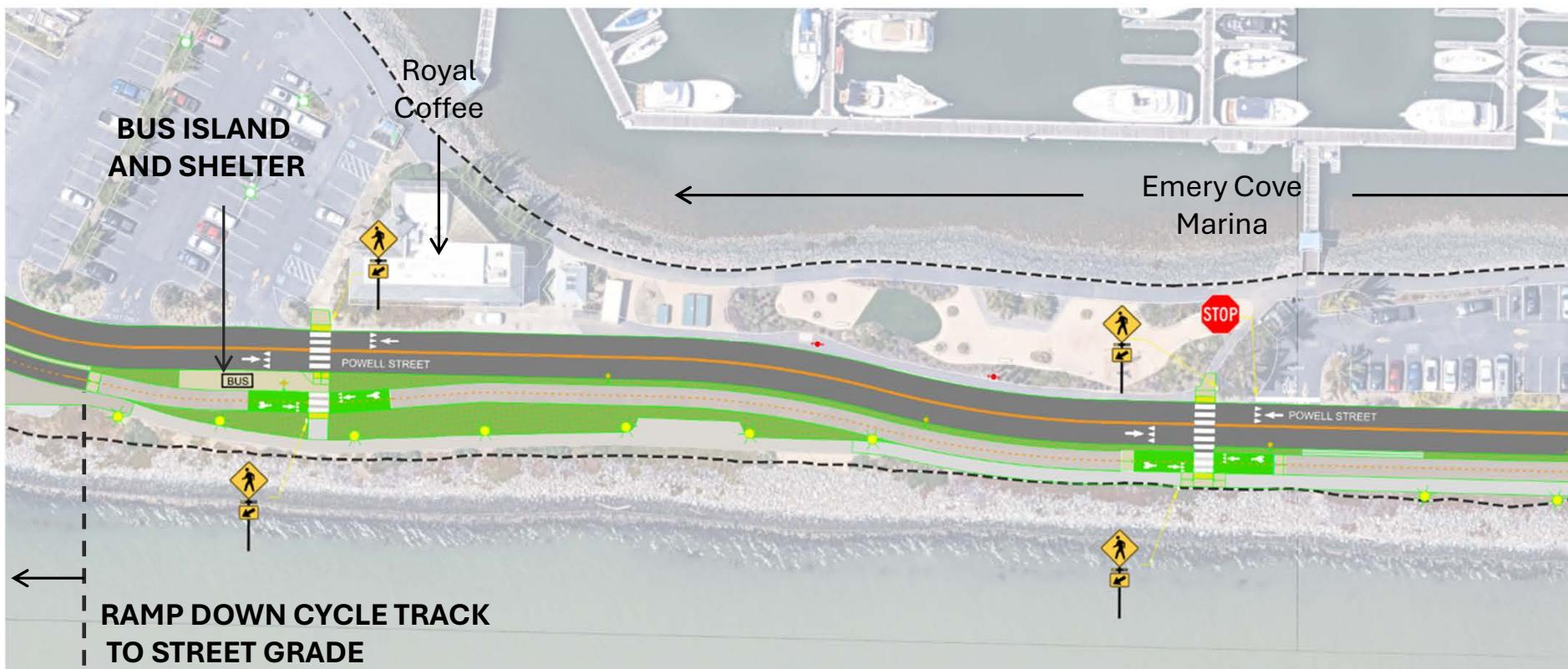


EXISTING

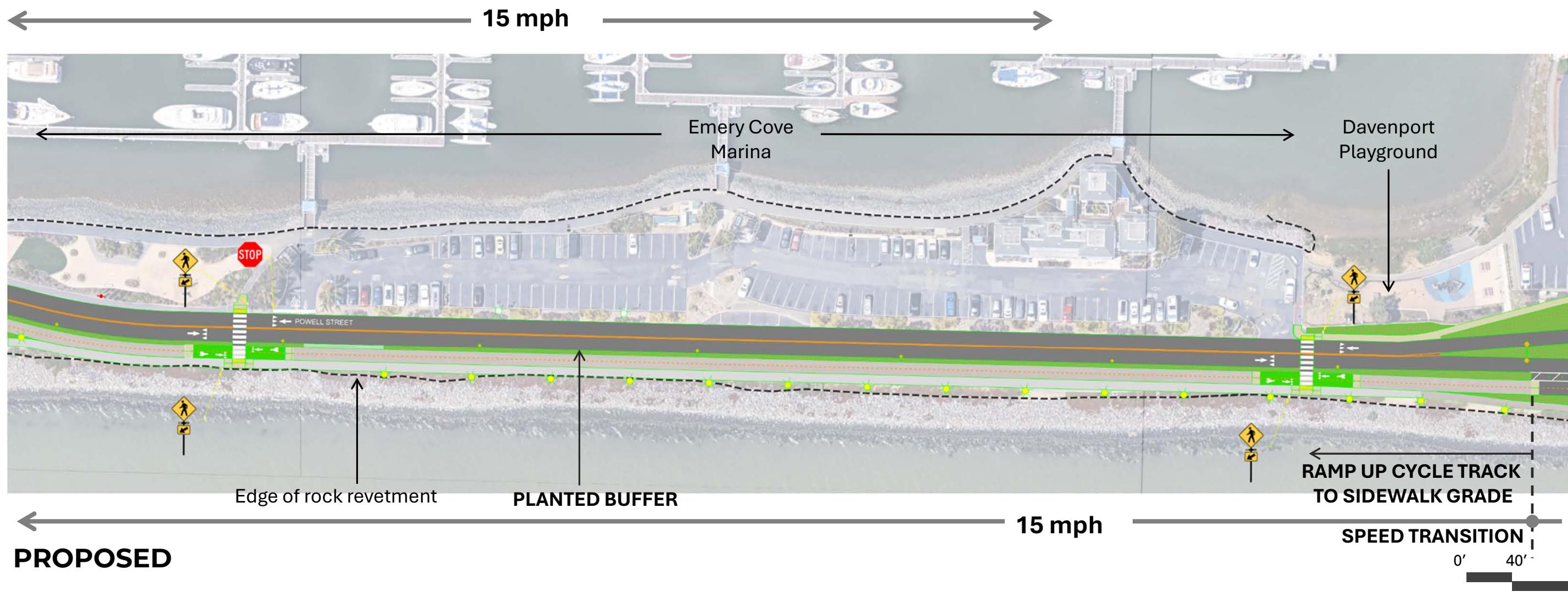


SEGMENT C – PORT VIEW STREETSCAPE

26



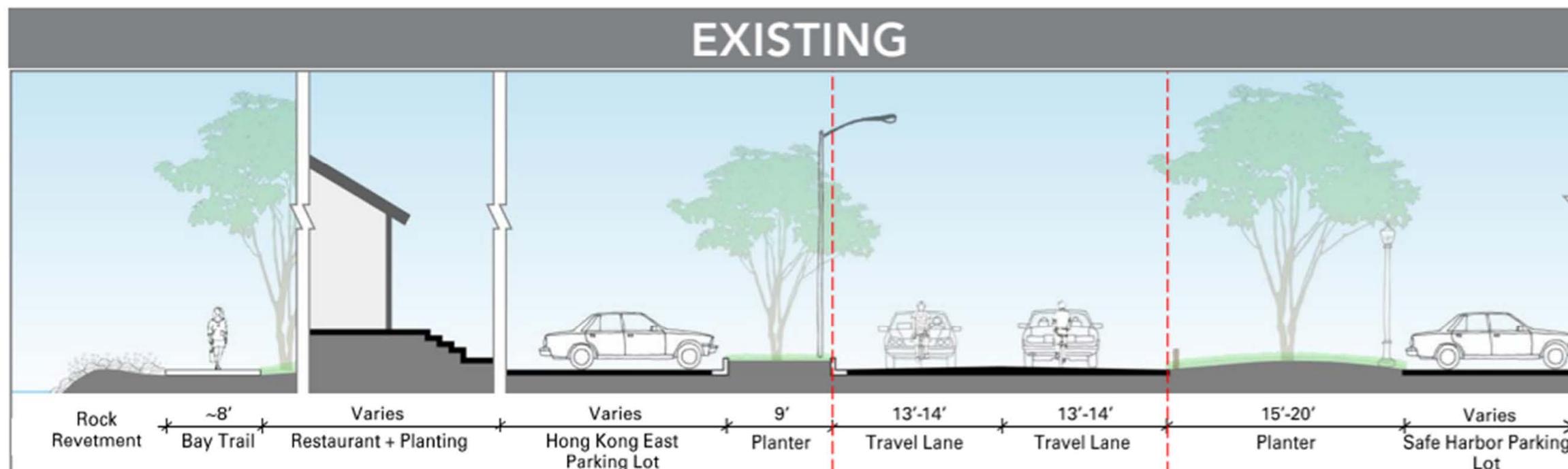
Key Plan



SEGMENT D: MARINA STREETSCAPE – EXISTING CONDITIONS

- **Pedestrians:** No sidewalks; Bay trail is the primary pedestrian access. No crosswalk in this segment.
- **Bicyclists:** Shared bike route
- **Automobiles:** 13 to 14ft travel lanes, primary Marina and Boat Launch access. Three parking lot entrances/ wide driveways.

Key Plan



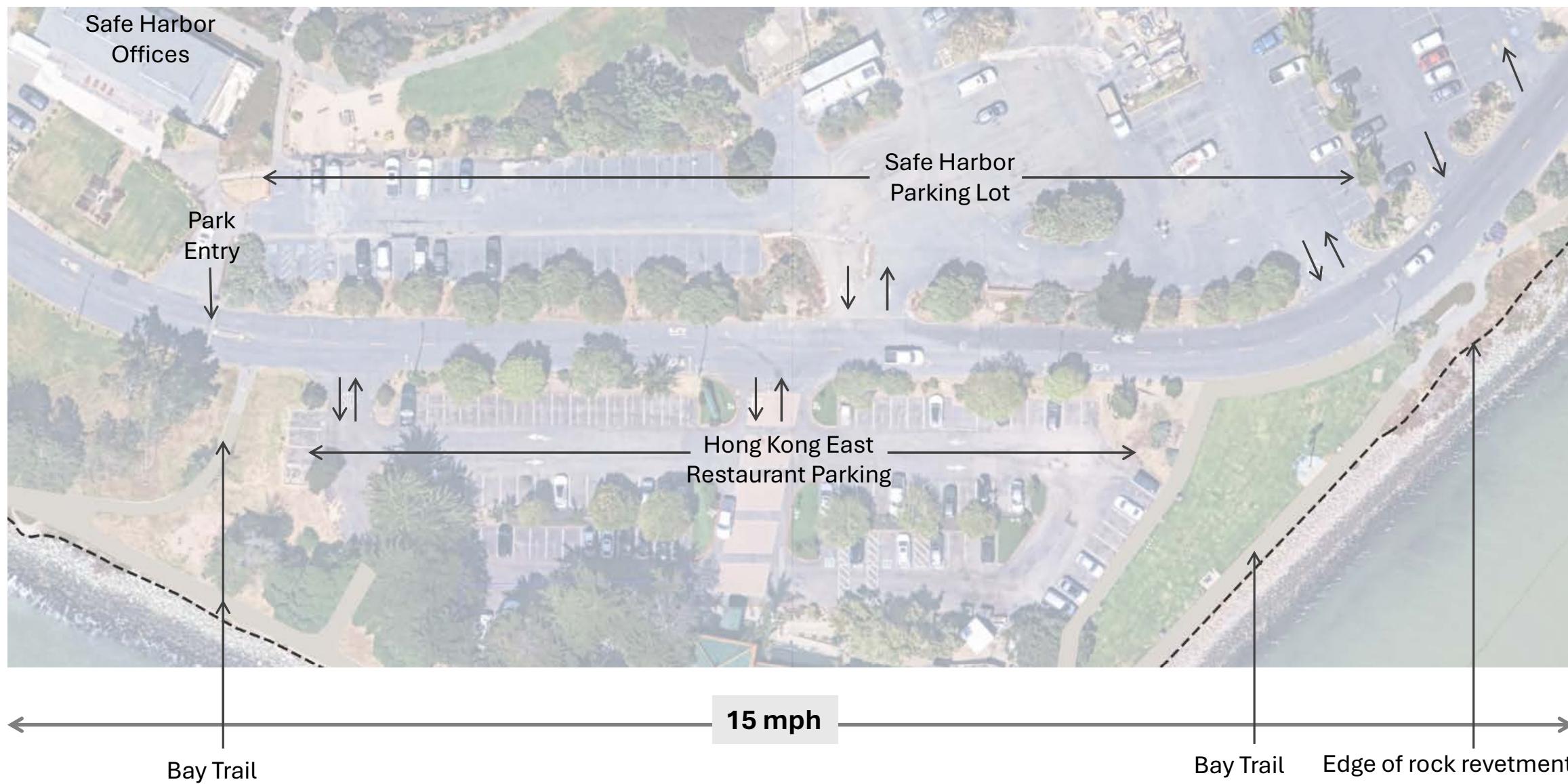
27



SEGMENT D – MARINA STREETSCAPE

28

Key Plan

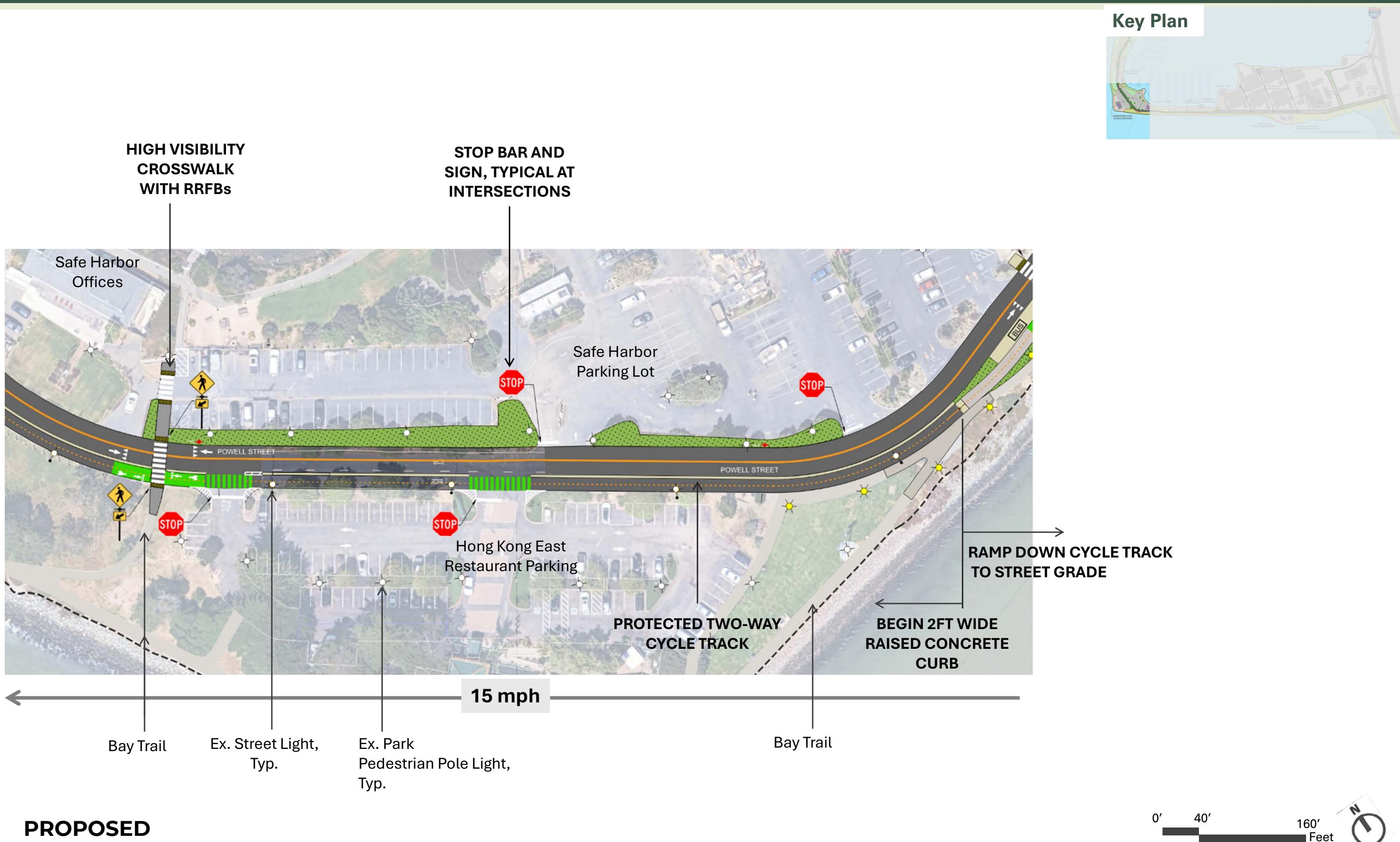


EXISTING

0' 40' 160' Feet

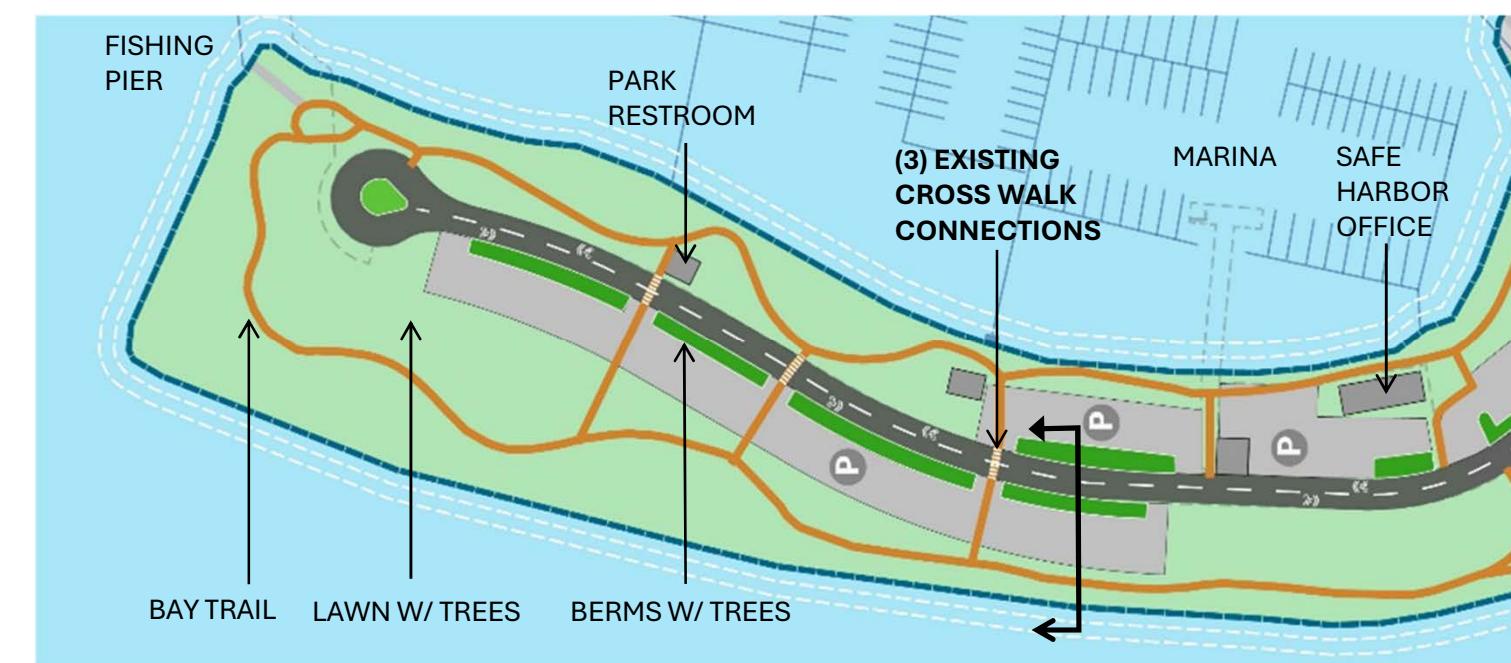
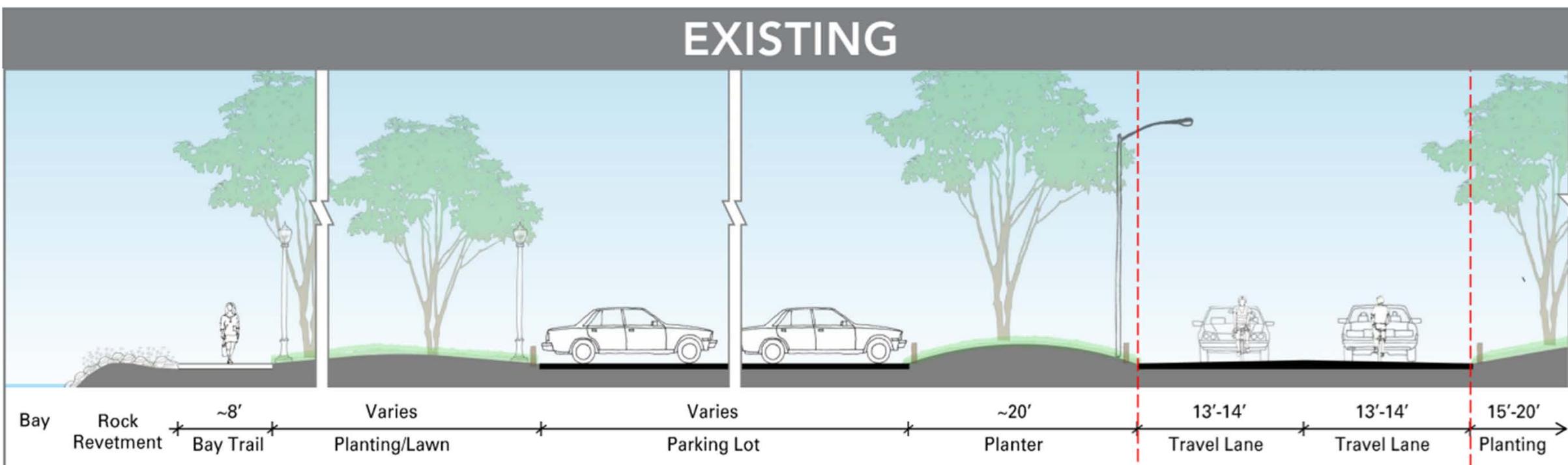
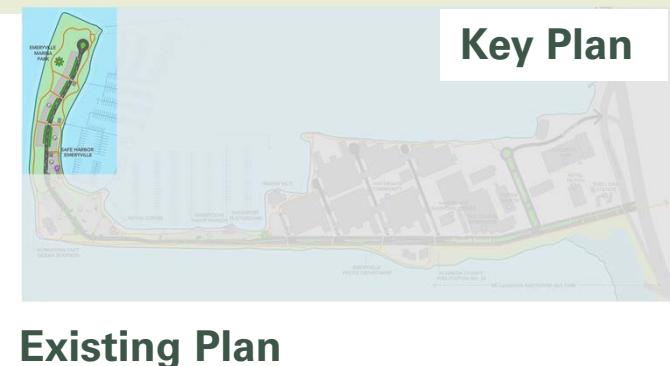


SEGMENT D – MARINA STREETSCAPE

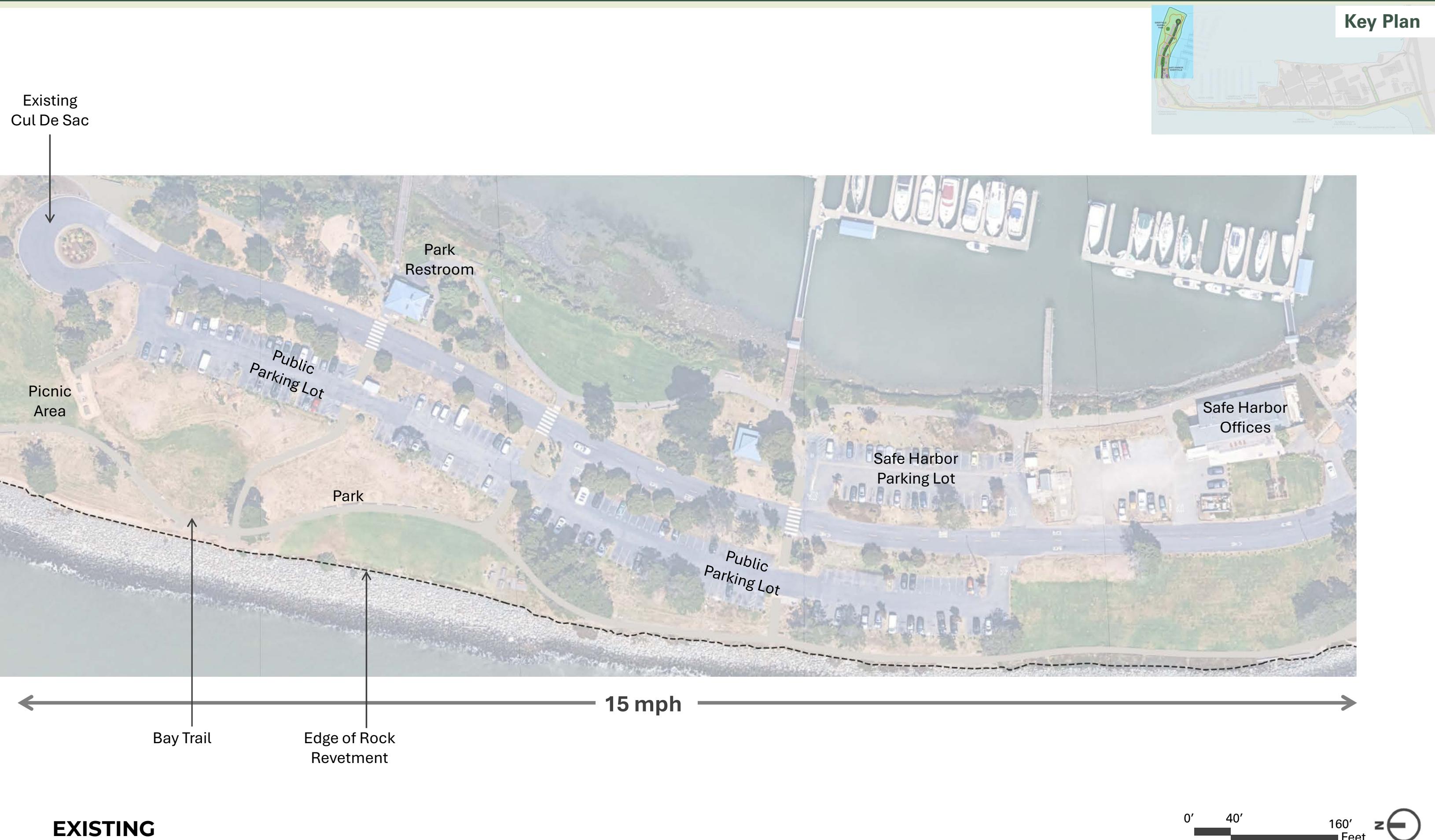


SEGMENT E: PARK STREETSCAPE – EXISTING CONDITIONS

- **Pedestrians:** No sidewalks, no curbs, Bay trail is primary pedestrian access. Existing Crosswalks to parking lots
- **Bicyclists:** Class III Shared bike route
- **Automobiles:** 13 to 14ft approx. travel lanes; no parking

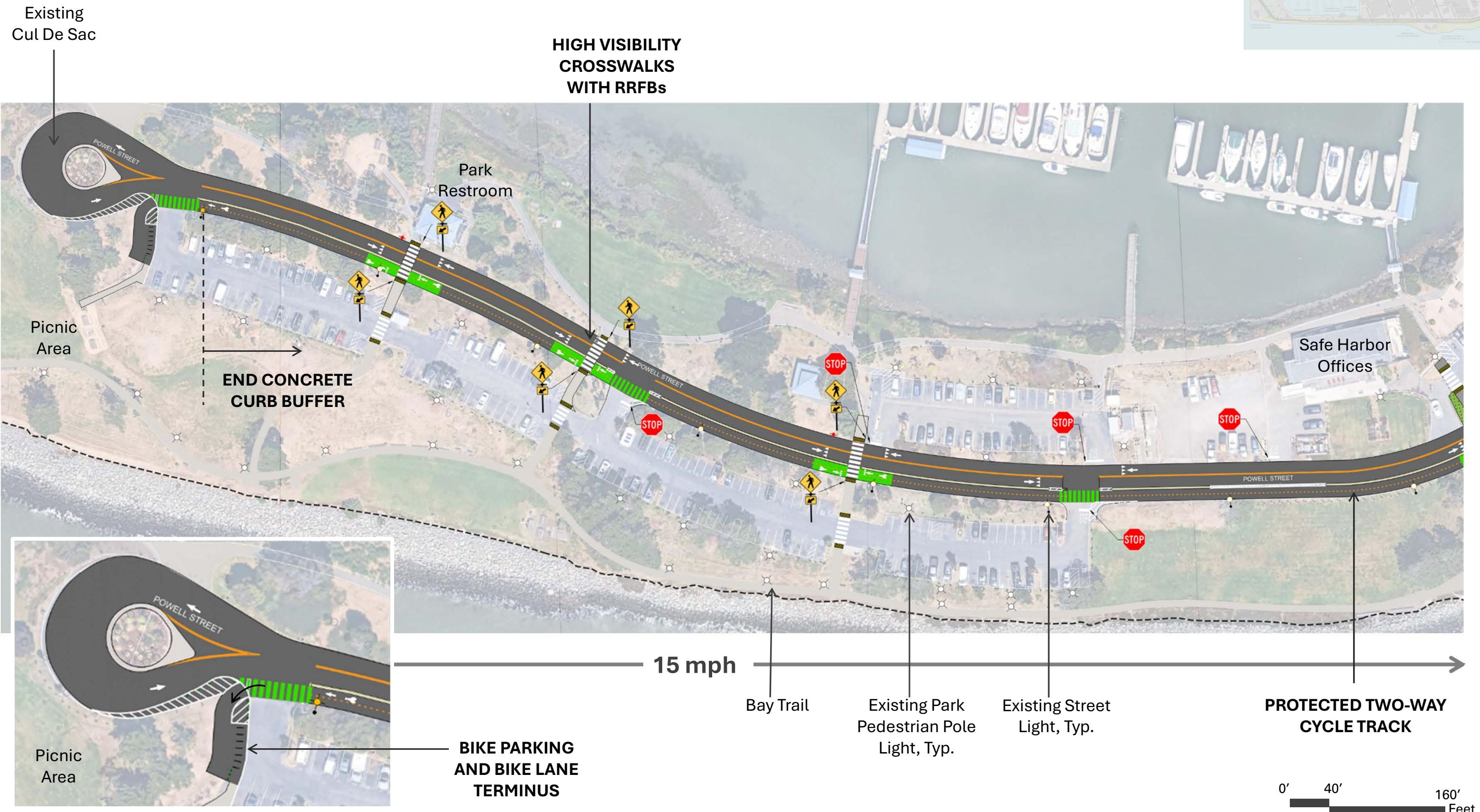
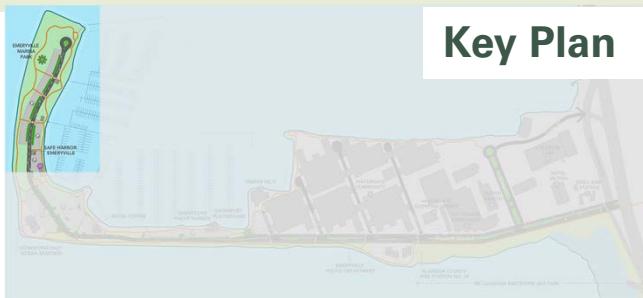


SEGMENT E – PARK STREETSCAPE



SEGMENT E – PARK STREETSCAPE

32



10% DESIGN ROM COST ESTIMATES

33

SEGMENT E PARK STREETSCAPE

\$2.7Mil



\$1.4Mil



SEGMENT D MARINA STREETSCAPE

\$4.1Mil



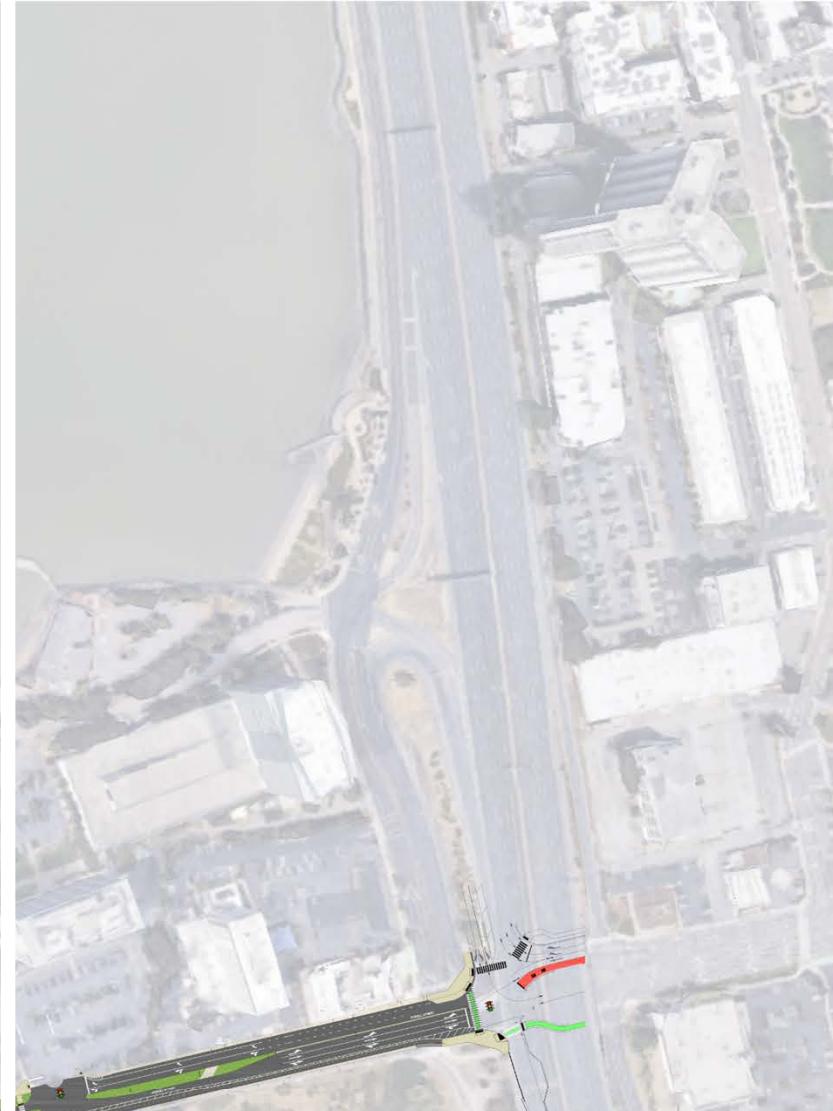
SEGMENT C PORT VIEW STREETSCAPE

\$10.1Mil



SEGMENT B WATERGATE STREETSCAPE

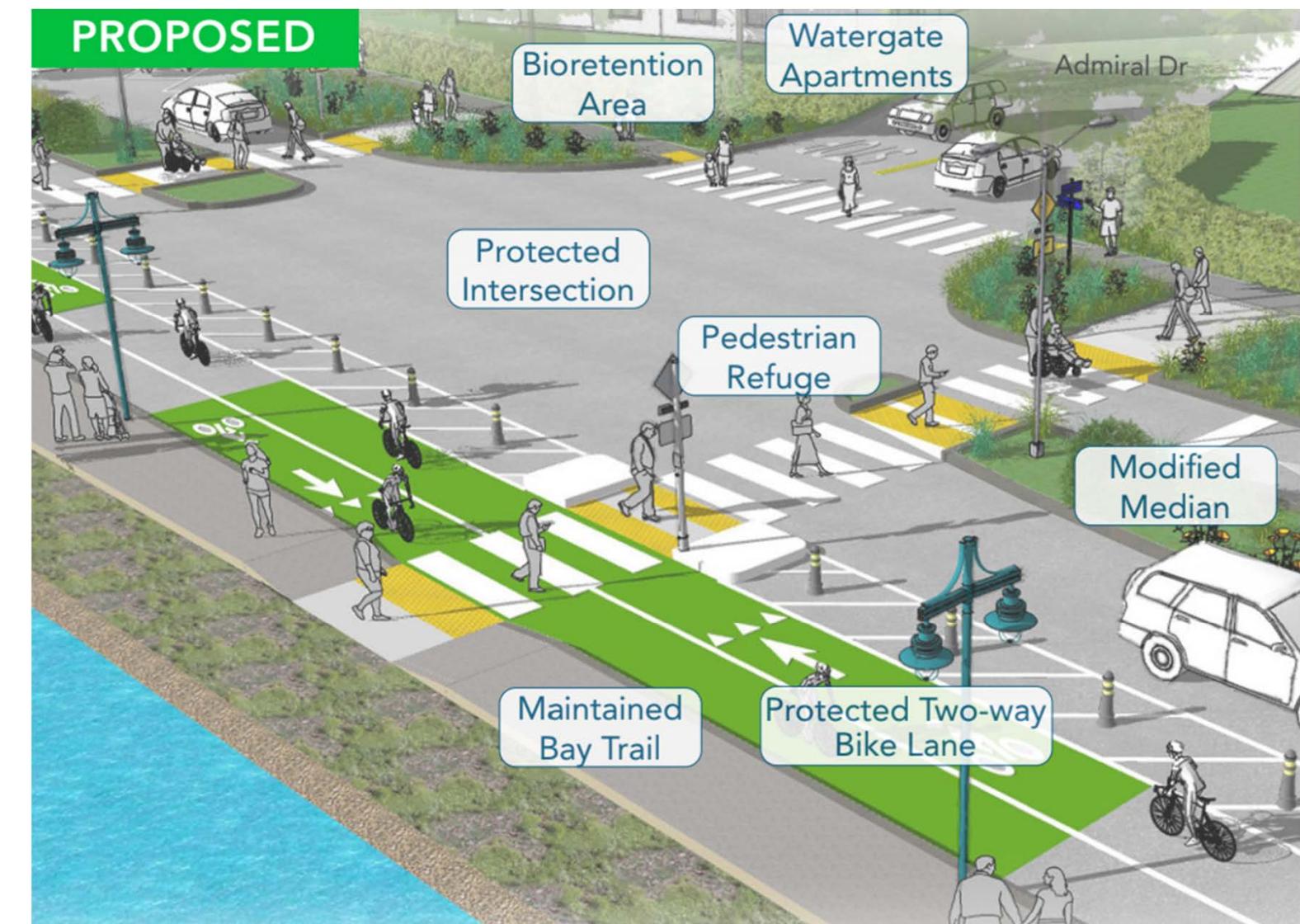
\$2.6Mil



SEGMENT A GATEWAY STREETSCAPE

TSC ACTION ITEM:

RECOMMENDATION TO MOVE THE 10% DESIGN CONCEPT TO CITY COUNCIL FOR APPROVAL





Powell Street Project

Sustainability and Transportation Committee Presentation

Feb 10th, 2026





Sea Level Rise Planning Update

TRANSPORTATION & SUSTAINABILITY COMMITTEE FEBRUARY 2026

Agenda

- **Context**
- **Overview of Projects in Emeryville**
- **Project Specifics**
- **Next Steps**
- **Questions**



Context

- Previously at TSC → Threats
 - *Sea level rise inundation*
 - *King Tides*
 - *Storm Surges*
 - *Groundwater Emergence*
- Regional Shoreline Adaptation Plan (RSAP) → *Guides local governments in sea level rise adaptation planning, due in 2034*

Many Projects + One Area

=

Overwhelming Outreach

Projects in Emeryville: Overview

CITY OF EMERYVILLE

- Powell Street Redesign
- McLaughlin Eastshore State Park Cobbleswale
- Marina Park Improvements
- Groundwater Upwelling Toxin Characterization & Vulnerability Assessment

SAN FRANCISCO ESTUARY PARTNERSHIP

- Emeryville Crescent Community Visioning & Climate Adaptation
- East Bay Crescent Regional Shoreline Adaptation Plan
- Emeryville Crescent & Radio Beach Horizontal Levee

OTHER

- SF-Oakland Bay Bridge Adaptation Study
- Climate Adaptation Planning for Oakland's Frontline Communities
- Shallow Water Sediment Placement
- Sediment Study: Temescal Creek, Lake Temescal & Emeryville Crescent
- Regionally Advancing Living Shorelines
- Emeryville North Sewage Interceptor Pipeline Rehabilitation

City of Emeryville Projects

- Powell Street Redesign
 - *Phase: Planning*
- McLaughlin Eastshore State Park Cobbleswale
 - *Stormwater & Park Improvements: Rehabilitate existing outfall and install a cobbleswale as a secondary path of stormwater escape in addition to a bird viewing platform and new walking path*
 - *Phase: Design*
- Marina Park Improvements
 - *May include a new playground, nature based exploration elements, bird sanctuary, undeveloped piece of Davenport Park, and habitat improvements*
 - *Phase: Planning*
- Groundwater Upwelling Toxin Characterization & Vulnerability Assessment
 - *Data Collection: Characterize toxins present in Emeryville groundwater & conduct a vulnerability assessment*
 - *Phase: Initiation*

San Francisco Estuary Partnership (SFEP) Projects

Emeryville Crescent Community Visioning & Climate Adaptation

LEAD AGENCY	San Francisco Estuary Partnership
PROJECT GOAL	Gather representative feedback, thoughts, ideas, and insights on the future of the Emeryville Crescent from a wide range of community members through workshops, surveys, interviews, and other outreach mechanisms.
PHASE	Finalization
OUTCOME	Community Vision Plan



East Bay Crescent Sub-regional Vulnerability Assessment and Shoreline Adaptation Planning (RSAP)



Oceans Protection Council SB 1 Funding → \$2.24 million

LEAD AGENCY	San Francisco Estuary Partnership
PROJECT GOAL	Completion of the RSAP & shoreline vulnerability assessment in the East Bay Crescent Operational Landscape Unit (OLU) with Albany, Berkeley, Emeryville, and Oakland including formation of a working group and equity committee, public engagement, creation of a vision & goals, creation of an existing conditions GIS database, exploration of adaptation strategies, and creation of a land use & policy plan, implementation plan, funding strategy, and monitoring plan.
PHASE	Initiation
OUTCOME	City Council adoption of RSAP



(East Bay Crescent OLU)

Emeryville Crescent & Radio Beach Horizontal Levee Feasibility Study

LEAD AGENCY	San Francisco Estuary Partnership
PROJECT GOAL	Assess the feasibility of a horizontal levee along a portion of the Emeryville Crescent & Radio Beach. A horizontal levee is a nature-based adaptation measure that uses gradual, natural slopes & vegetation to break waves.
PHASE	Initiation
OUTCOME	Report Recommendations



(Emeryville Crescent & Radio Beach Horizontal Levee, SFEP)

Context

Overview

Specifics

Next Steps

Questions

Other Projects

San Francisco-Oakland Bay Bridge (SFOBB) Sea Level Rise Adaptation Study

LEAD AGENCY	CalTrans
PROJECT GOAL	Address vulnerabilities of the SFOBB eastern approach and toll plaza to sea level rise and storm surge through development of feasible design concepts. The project will include coastal hazard projection & modelling, stakeholder workshops, corridor vision selection methodology development, and public engagement.
PHASE	Initiation
OUTCOME	Vulnerability Assessment



(Bay Bridge Flooding West of the Toll Plaza, January 2026)

Climate Adaptation Planning for Oakland's Frontline Communities

LEAD AGENCY	Port of Oakland
PROJECT GOAL	Address sea level rise and groundwater emergence threats to the Port of Oakland and adjacent Oakland communities through creation of an asset inventory, projected liquefaction modelling, exploration of adaptation strategies, and a vulnerability assessment.
PHASE	Model Development & Outreach Kickoff
OUTCOME	Vulnerability Assessment + Adaptation Strategies



(Port of Oakland)

Shallow Water Strategic Sedimentation: Emeryville Crescent

LEAD AGENCY	US Army Corps of Engineers
PROJECT GOAL	Increase the resiliency of natural marsh habitats to flooding by enhancing habitat and increasing elevation. This is accomplished through sediment dredging at Port of Oakland, deposition offshore, and reliance on natural tidal action to carry sediment into the Emeryville Crescent.
PHASE	Planned for 2028 (pending funding)
OUTCOME	Pilot Implementation



Sediment Study: Lake Temescal, Temescal Creek & Emeryville Crescent

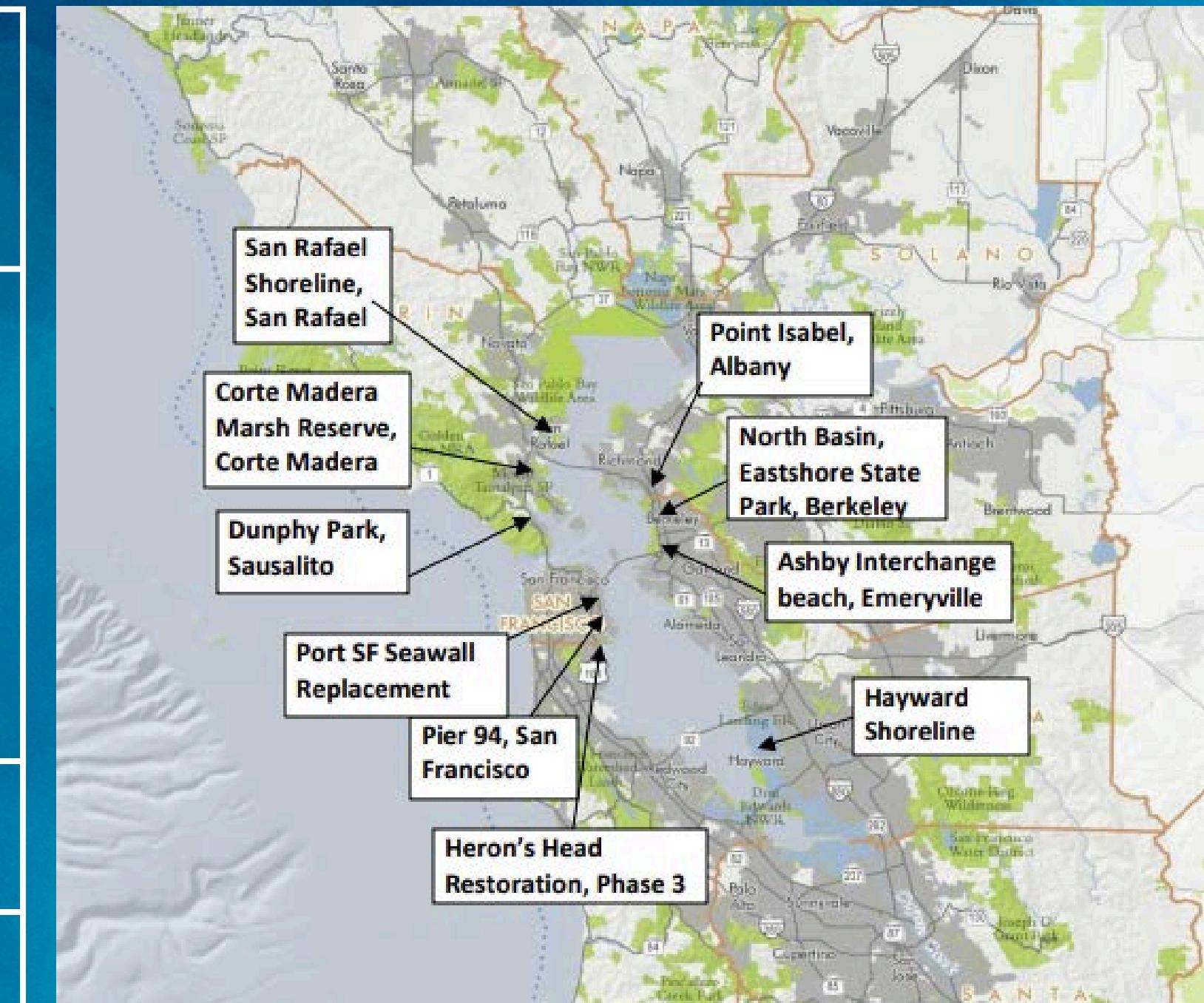
LEAD AGENCY	East Bay Regional Park District
PROJECT GOAL	Water quality improvements and restoration of Lake Temescal through dredging for sediment characterization studies and exploration of potential upland or shoreline reuse, bathymetric surveys, and identification of conceptual designs for a variety of restoration options including but not limited to wetland construction.
PHASE	Feasibility Assessment (completed)
OUTCOME	Implementation of EBRPD Local Hazard Mitigation Plan



(Lake Temescal Proposal, EBRPD)

Regionally Advancing Living Shorelines: Emeryville

LEAD AGENCY	California Coastal Conservancy
PROJECT GOAL	Prepare multi-habitat and multi-objective nature-based designs for sea level rise adaptation at Point Emery through sub and intertidal data collection ranging from topography & bathymetry to wave attenuation and water quality changes.
PHASE	Initiation (Emeryville)
OUTCOME	60% Design of Sub & Intertidal Nature-based Solutions



(Map of Bay Area RALS Sites, California Coastal Conservancy)

Next Steps: What's coming to TSC?

1

Ocean Protection
Council SB 1 Funding
Agreement between
City of Emerville and
SFEP

*East Bay Crescent Awarded
\$2.24 mil in September, 2025*

2

Regional Shoreline
Adaptation Plan:
Workplan

3

Sea Level Rise
Adaptation
Strategies

Context

Overview

Specifics

Next Steps

Questions

Questions?



Project	Project Number	CIP Book Label	Project Phase	Project Status	Last Update
Community Facilities					
Facility Resiliency Upgrades	24650009	COF-01	Construction	Five EV chargers installed to support fleet electrification resiliency, including three single-port 30kW chargers at City Hall and two dual-port 8.3kW chargers at Emeryville Police Department. Solar panel inverters replaced at City Hall to improve system functionality.	Oct-23
Civic Center HVAC	15650018	FM-06	Construction	SYSERCO started working in the building on 2/11/25. Programmed BMS software, Installed New VAV Controller and new wiring. New Thermostat units are installed throughout the building. The contractor also air balanced VAVs. Installed IntelicLOUD software to improve HVAC system performance and optimizing energy consumption. Legacy installed new boiler for the HVAC System.	May-25
Civic Center Exterior Painting	16650015	FM-04	Construction	Renovation and replacement of exterior wood windows at the Old City Hall Building began on August 4, 2025. A total of 42 windows were replaced in the building, including the City Council Chambers and offices on the second floor, offices on the first floor and the garden level. Window installation was completed on October 3, 2025.	Oct-25
Emergency Operations Center (EOC)	16475004	CF-10	Pre-Planning	Project is not activated.	Aug-23
Corporation Yard Improvements/Maintenance Yard Relocation	15475010	CF-05	Planning	FMW site remediation and construction is on-going	Sep-25
Essential Infrastructure					
Stormwater Management	24475011	ESI-01	Planning	Staff has completed an Asset Management Plan with survey and analysis anticipated to begin mid-2026.	Dec-25
Bridge Maintenance Program	24475012	ESI-02	Planning	Award Inspection and Design Contract at February 3, 2026 Council meeting	Jan-26
Powell Street Sewer	24511013	ESI-03	Pre-Planning	Civil Engineering Consultant and City staff are evaluating design alternatives.	Jan-26
Hydraulic Separator Units	24254014	ESI-04	Planning	Coordinating with other stakeholders; plan to accept Caltrans funding at Council in October 2024.	Oct-24
Climate Action Plan Implementation	20475005	CF-17	Planning	Planning initiated for spring events including Earth Day Shoreline Cleanup (Saturday, April 25) and Bike to Wherever Day (Thursday, May 14)	Feb-26
McLaughlin Powell Bioswale	16475010	CF-01	Planning	Avian Assessment is in the preliminary phase of contract execution.	Jan-26
Rehabilitation of City Sewer Laterals	20650006	FM-15	Construction	Bids for project have been received and analyzed. Lowest responsive bidder is being contacted for contract execution.	Jan-26
Sanitary Sewer Rehabilitation Program	15511005	SS-01	Construction	Ongoing project.	Apr-24
North Hollis Undergrounding District	19475007	ST-14	Pre-Planning	Class 5 estimate performed by PG&E resulted in determination that insufficient funds are available to proceed with project. EPW to review and consider options of providing additional funding via City funding or interagency work credit purchase, selling work credits to another agency, or no-build option. 2026 Update: No change in status, insufficient funding to proceed with PG&E minimum project.	Jan-26

Sustainable Transportation

Sustainable Streetscapes	24221005	SUT-01	Construction	Sustainable Streetscapes construction continues with work along the Hollis Street corridor set to be completed in Winter 2026. Mainline paving on Hollis Street, utility adjustments to the new pavement grade, and five new bus pads and transit bulbout areas are complete. Striping and signal turn-ons are expected to be complete in February 2026. New benches, bus stop lighting, curb ramps and speed humps are also being installed at various locations around the City as part of this project. This work is expected to be completed in March 2026.	Jan-26
ATP Studies	24475018	SUT-02	Planning	Public survey for Powell Street Redesign Project was open from mid-December 2024 to mid-February 2025 and the consultants are working on synthesizing community input to inform 10% design. Presentations were made at TSC in June 2025 and BPAC in July 2025. Project will return to TSC and Council in February - May 2026 timeframes.	Feb-26
Traffic Signals and Street Lights	24250019	SUT-03	Construction	The City has completed an upgrade to all video detection cameras on Hollis Street Traffic Signals. Bicycle detection will be more reliable, and new passive pedestrian detection will be installed to allow for crosswalk activation without pressing the button. Animal Prints have been installed city-wide at locations that have passive pedestrian detection.	Feb-26
				BPAC approved 59th/Hollis as the pilot location for a bike detection confirmation light at their September 2025 meeting. The new bike light and pedestrian lights were installed in early February 2026	
The Emeryville Loop	new	SUT-04	Planning	Project is being completed through Planning Department/ Public Works Department through COA of 5801 Christie Avenue. Consultant scope is finalized in July 2025. Design and early analysis will be completed up to 35% level by Summer 2026.	Jul-25
40th Street Multimodal Project	22242002	T-13	Design	The 40th Street Multimodal Project has reached a major milestone, with the final design for Part 1 (40th Street) and Part 2 (Shellmound Street) at 95%. Based on this advanced design and the completion of key technical studies in August 2025, the project is now moving into its formal public environmental review phase. The City Council approved the official project description for the environmental document on November 18, 2025, after which a draft CEQA Environmental Document will be released for a 45-day public comment period starting in late November and will close on January 7, 2026. Concurrently, the public art component is progressing, with community input on the artwork anticipated this Fall/Winter 2025-2026. On the funding front, the project has been exceptionally successful, securing a total of \$34 million in available funding to date from a combination of federal, state, regional, and local sources.	Jan-26
40th Street Multimodal Project Phase 2	TBD	SUT-05	Design	See above.	Jan-26
Sidewalk Rehabilitation Project	15475023	PB-01	Ongoing	Staff has recently dispatched maintenance teams to address concerns about lifted sidewalk slab edges on Powell St west of the Sep-24 freeway.	Sep-24

Urban Greening

Street Tree Study	18254016	FM-13	Design	100% Plans Completed. Target for first plantings is FY2025/2026. See Project URG-04.	Nov-25
Parks Projects	24650010	URG-01	Planning	Developing scope to include Doyle Hollis and Davenport Parks.	Jan-26
Park Studies	24475020	URG-02	Planning	Public Works and Community Services staff are reviewing the 2011 Parks and Recreation Strategic Plan and assessing what updates need to be made.	Sep-23
Northwest Linear Park	TBD	URG-03	Pre-Planning	Planning entitlements for funding source have been renewed through 2027. Project inactive and on hold. In association with Ashby Interchange bike-ped overcrossing consider street closure and minor bikeway improvements if private development no longer supports park project.	Jan-26

Urban Tree Planting Program	24251004	URG-04	Planning	Contractor has planted total of 90 trees at the Marina Park with remaining 10 to be completed shortly. Concrete demolition has begun for plantings east of the freeway.	Feb-26
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Project	Project Number	CIP Book Label	Project Phase	Project Status	Last Update
Completed Projects					
Quiet Zone Safety Engineering Measures	19475008	T-04	Complete	Ribbon cutting took place in August! Council accepted project as complete on Setpember 3.	Oct-24
Marina Dredging	19495003	M-01	Complete	Dredging was completed November 2023.	Nov-23
Annual Street Rehabilitation/Preventative Maintenance	17240005	T-01B	Complete	Final bike lane work completed on Adeline Street in September/October 2023. FY21/22 Project to be accepted as complete by City Council in November 2023.	Oct-23
Marina Park and Powell Street Lighting	17495012	M-03	Construction	Project is Complete. Accepted as complete at May City Council Meeting.	Jun-25
40th Street Bridge Rail Painting / Lumec Streetlight Pole Painting	15475028 / 15475015	ST-01 / ST-04	Construction	Project is Complete	May-25
Large Trash Separator in Storm Drain Line	18475009	ST-13	Complete	Construction is complete and the equipment is functioning. The contract was accepted by City Council in September 2023.	Oct-23