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EXECUTIVE SUMMARY



INTRODUCTION

Emeryville has become one of the Bay Area's top places to bike, walk, or roll due to the City's investment in comfortable and connected infrastructure. The city's location, small size, dense development patterns, mix of land uses, and access to local and regional transit also contribute to using sustainable forms of transportation. Emeryville benefits from connected sidewalks and an evolving network of bikeways, including the Bay Trail, Emeryville Greenway, and Doyle Street Greenway. Physical barriers such as the railroad tracks, Interstate 80, narrow sidewalks, superblocks, and busy arterial roads like San Pablo Avenue and Powell Street remain barriers for many to walk, bike, and roll comfortably and directly. The City is committed to developing pedestrian and bicycle infrastructure, investing in infill developments, and engaging with the community to support biking, walking, and

rolling in Emeryville and to neighboring cities. In the past 10 years, the City has completed the South Bayfront Bridge to provide another crossing over the railroad tracks. It has also designed and built several separated bikeways, with more on the way.

This Plan was developed at a time of racial and environmental crisis compounded by the COVID-19 pandemic. Commuting patterns have been altered due to greater work-from-home flexibility during the pandemic, but it is unclear whether they will be permanently changed. Bicycling and walking are low-cost and healthy transportation options that provide economic and livability benefits to communities. When Emeryville residents or visitors choose to walk or bicycle, the number of cars on the road is reduced, congestion is alleviated, and greenhouse

gas (GHG) emissions are reduced. Families that can replace some of their driving trips with active modes of transportation reduce their household expenses.

Through the sustained investment in projects and programs included in this *Active Transportation Plan*, Emeryville has the potential to further encourage residents and visitors to bike, walk, and roll to and through the city for work, shopping, school, and recreational trips. Ultimately, this Plan will help the City meet its environmental and economic goals and create a higher quality of life for its residents.

PURPOSE OF THE ACTIVE TRANSPORTATION PLAN

The *Active Transportation Plan* is a guide for improving the quality of life for every resident, worker, and visitor by providing not just safe, but joyful experiences on its streets, sidewalks, and trails.

This Plan is a blueprint for improving active transportation infrastructure and programs in Emeryville over the next 10 years. The City has a long history of supporting human-powered or active forms of transportation. Active transportation encompasses a number of different modes in addition to walking and bicycling, including rolling devices such as wheelchairs, scooters, skateboards, and rollerblades. This Plan seeks to accommodate the various ways in which people get around. Walking, riding bicycles, and now rolling on electric scooters and other new personal mobility devices provides non-polluting transportation options for residents and visitors. Many of the projects recommended in the City's Bicycle and Pedestrian Master Plans from 1998 and 2012 have been

constructed or are in development. This *Active Transportation Plan* leverages the work completed to date and provides newly revised recommendations based on an analysis of recent data and community input. The Plan enables the City to focus on projects that will have the most impact on improving safety, comfort, and mobility for all. Recommendations in the *Active Transportation Plan* take their first step toward becoming a reality when the City's Transportation Committee nominates projects to advance. Recommendations then move through the Capital Improvement Program (CIP) budget process. Once the City secures funding for the recommendation, and staff capacity is available, it will move through the project delivery process (outlined in Chapter 5). Some recommendations may be implemented opportunistically and integrated into other projects such as street resurfacing or private development projects. The document complements the Emeryville General Plan and guides the implementation of general plan policies that support active forms of transportation.



Bicyclists riding on the San Francisco Bay Trail next to Marshall's Department Store.

WHAT'S IN THE PLAN?

CHAPTER 2: Plan Vision and Goals (page 16) outlines the vision, goals, and policies that guide this *Active Transportation Plan*. By establishing consensus around a vision for how the City's active transportation network should operate, the City can prioritize investments that help realize its goals.

CHAPTER 3: Biking, Walking, and Rolling in Emeryville Today (page 25) describes the active transportation landscape in Emeryville, including a discussion of related themes that inform the recommended infrastructure projects, programs, and policies in the community. Understanding Emeryville's current travel patterns, strengths, and challenges will inform which types of projects and programs the City needs to thrive.

CHAPTER 4: Policies, Programs, and Projects (page 57) introduces the different types of biking, walking, and rolling projects and supporting amenities recommended for implementation. This chapter presents potential investments for the City to make that will respond to the transportation needs identified in previous chapters.

CHAPTER 5: Implementation and Funding (page 149) outlines a strategy for the implementation of the proposed infrastructure projects as well as the recommended best practices for biking, walking, and rolling programs and policies. Public resources are limited and the City needs a strategy for assembling funding from internal and external sources.

By the numbers

PARTICIPATION



13 engagement activities held



Over 1,300 people participated



10 meetings with the Bicycle and Pedestrian Advisory Committee

INFRASTRUCTURE



16.7 miles of new bikeways recommended



5.9 miles of separated bikeways recommended



38 crossing improvements recommended

MAJOR PROJECTS AND STUDIES

The *Active Transportation Plan* includes many important projects. These five major projects include a suite of multimodal improvements that will transform the City's transportation network.

1) Bay Trail Access Improvements [\(page 113\)](#)

The Plan includes infrastructure recommendations such as new shared-use path connections, the Ashby Interchange Overcrossing, trail rehab projects, trail widening studies, and crossing improvements that will improve access to and along the Bay Trail.

2) Alameda CTC San Pablo Avenue Corridor Project [\(page 115\)](#)

The Alameda CTC San Pablo Avenue Corridor Project will include the addition of separated bikeways on San Pablo Avenue as well as improved crossings at key intersections in Emeryville.

3) 40th Street Multimodal Project [\(page 118\)](#)

The 40th Street Multimodal Project includes transit improvements along the entire east-west corridor as well as biking, walking, and rolling improvements.

4) 40th Street Multimodal Phase II: Bay Trail Gap Closure [\(page 122\)](#)

The 40th Street Multimodal Project Phase II includes intersection upgrades and a two-way separated bikeway on the west side of Shellmound Street from Christie Avenue to the Bay Trail path at the 40th Street bridge.


5) Emeryville Loop Multimodal Project [\(page 128\)](#)

The Emeryville Loop Multimodal Project is located in central Emeryville and provides safe crossings and improved biking, walking, and rolling connections to the surrounding commercial areas.

6) Powell Street Separated Bikeway Study [\(page 138\)](#)

A number of biking, walking, and rolling improvements are recommended as part of the Powell Street Study, including separated bikeways, improved biking, walking, and rolling connections at the I-80 Undercrossing, and improved crossings at intersections.


Major Projects

-  40th Street Multi-Modal Project
-  Alameda CTC San Pablo Avenue Corridor Project
-  Emeryville Loop Multi-Modal Project
-  40th Street Multi-modal Phase II: Bay Trail Gap Closure

Multi-Modal Study Areas

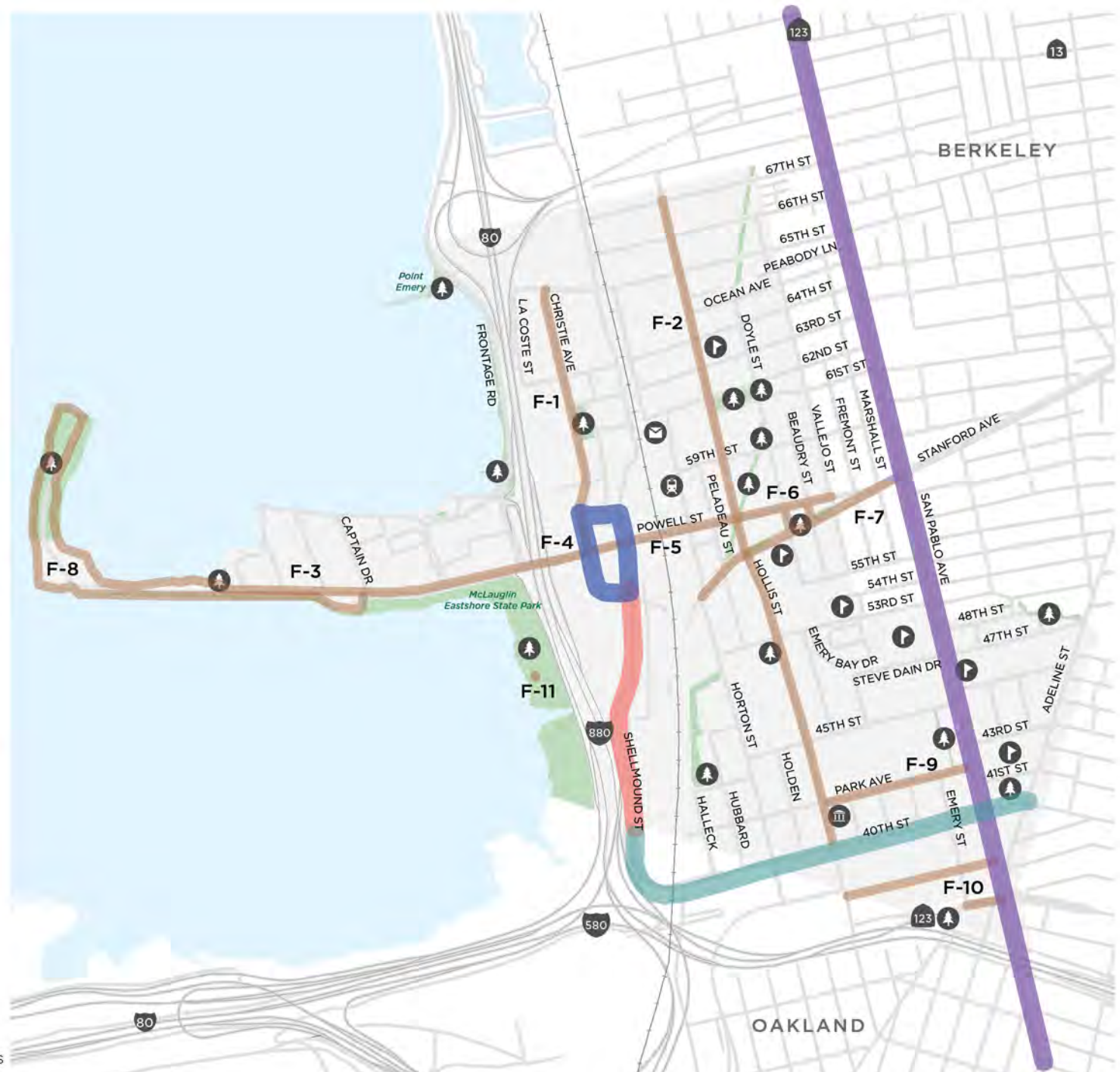
- F1** Christie Avenue Separated Bikeway Study
- F2** Hollis Street Transit Corridor and Bike Lane Study
- F3** Powell Street Study Segment 1
- F4** Powell Street Study Segment 2
- F5** Powell Street Study Segment 3
- F6** Powell Street Study Segment 4
- F7** Stanford Avenue Multi-Modal Study
- F8** Bay Trail Widening Study
- F9** Park Avenue Multi-Modal Study
- F-10** Mandela Parkway Extension / East Bay Bridge Shopping Center Connection
- F-11** Emeryville Crescent Trail

Destinations + Boundaries

-  Park
-  School
-  City Hall
-  Post Office
-  Amtrak Station
-  Railroad Track
-  Park
-  City Boundary



0 0.25 0.5 MILES



Proposed Pedestrian Improvements

- New Sidewalk / Pedestrian Path
- Improve Existing Sidewalk
- - - Class I Shared-Use Path
- ... Study

*Design features may be adjusted during design development.

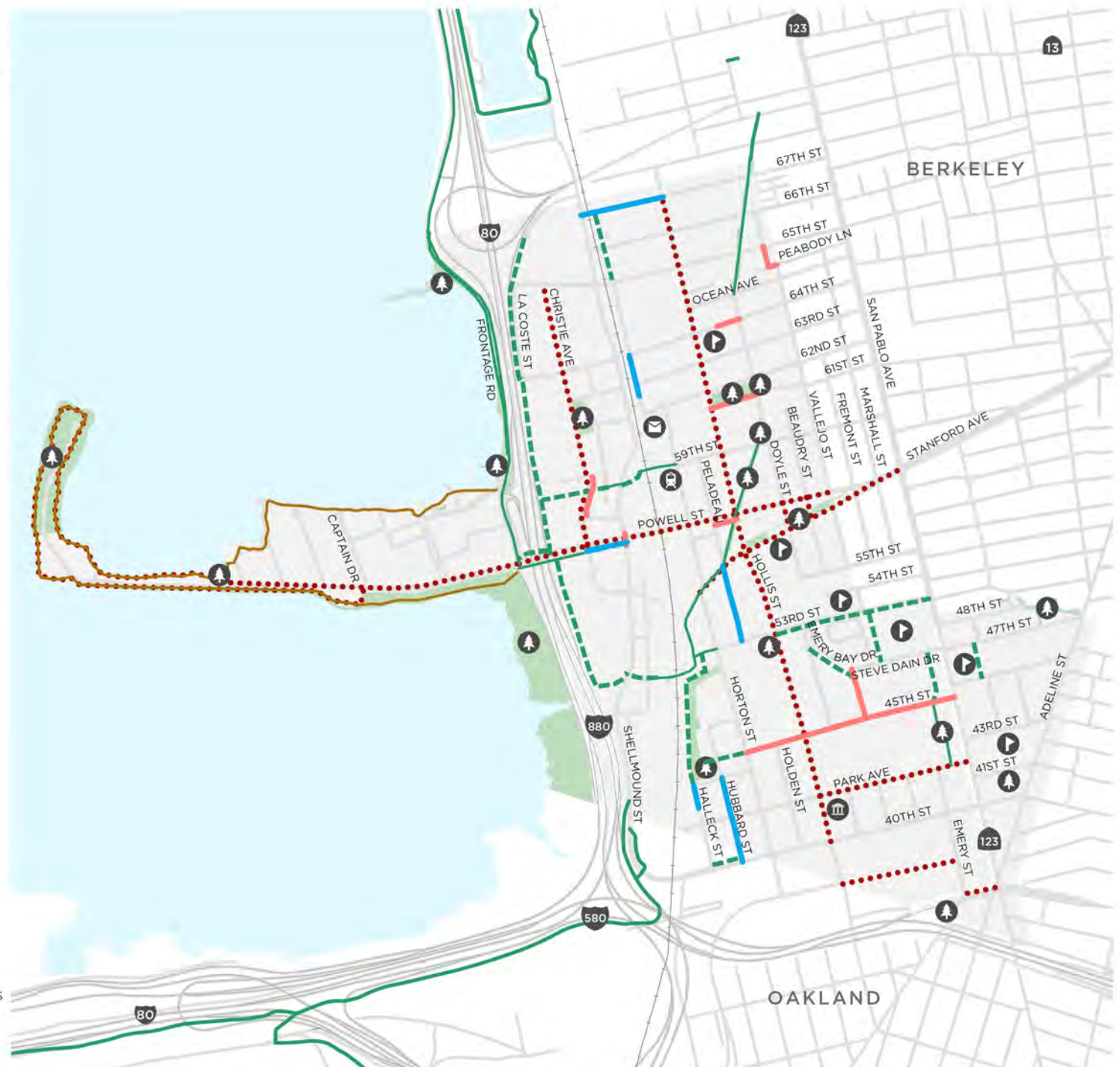
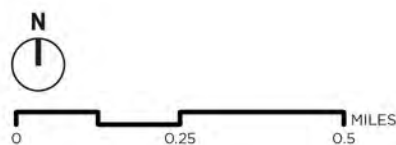
Existing Pedestrian Paths

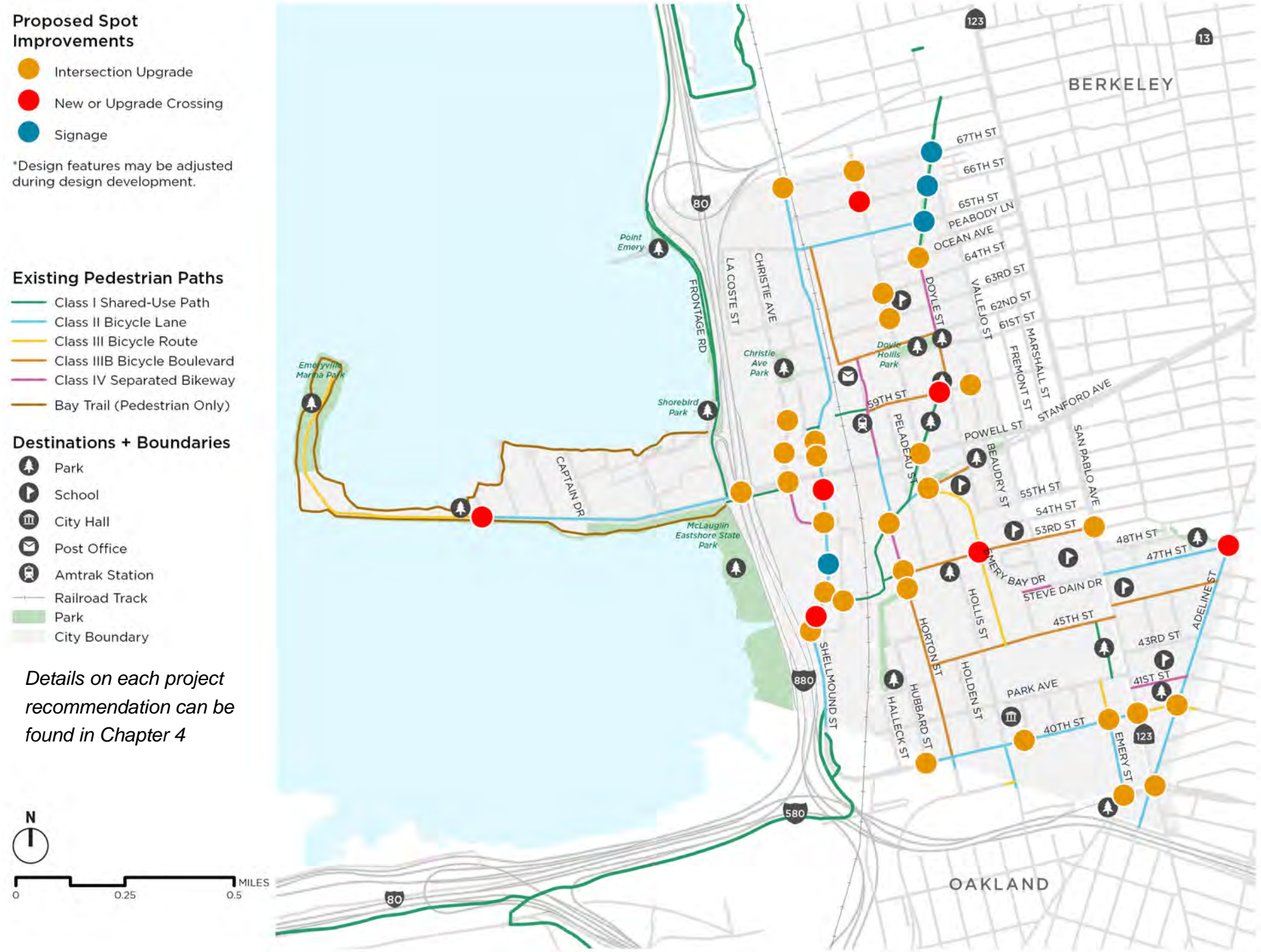
- Class I Shared-Use Path
- Bay Trail (Pedestrian Only)

Destinations + Boundaries

- Park
- School
- City Hall
- Post Office
- Amtrak Station
- Railroad Track
- Park
- City Boundary

Details on each project recommendation can be found in Chapter 4





Proposed Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Study
- Trail Rehab Project

*Design features may be adjusted during design development. Bikeway design can be context-sensitive. Some Class II Bikeways may be upgraded to Class IV Bikeways in certain street contexts.

Existing Bikeways

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bike Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway

Destinations + Boundaries

- Park
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