



October 2023

# CITY OF EMERYVILLE ACTIVE TRANSPORTATION PLAN: APPENDICES

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# APPENDIX A: COMPLETE STREETS POLICY



## RESOLUTION NO. 13-03

### RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EMERYVILLE ADOPTING A COMPLETE STREETS POLICY.

**WHEREAS**, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, emergency responders, users and operators of public transportation, seniors, children, youth, and families; and

**WHEREAS**, the City of Emeryville recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability; and

**WHEREAS**, the City of Emeryville acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation; and

**WHEREAS**, the City of Emeryville utilizes the "complete streets" concept through its adopted General Plan policy T-P-2: "The design, construction, operation and maintenance of city streets shall be based on a 'complete streets' concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities"; and

**WHEREAS**, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system"; and

**WHEREAS**, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

**WHEREAS**, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

**WHEREAS**, the Metropolitan Transportation Commission, through its One Bay Area Grant (OBAG) program, described in Resolution 4035, requires that all jurisdictions, to



be eligible for OBAG funds, need to address complete streets policies at the local level through the adoption of a complete streets policy resolution or through a general plan that complies with the California Complete Streets Act of 2008; and

**WHEREAS**, the Alameda County Transportation Commission, through its Master Program Funding Agreements with local jurisdictions, requires that all jurisdictions must have an adopted complete streets policy, which should include the "Elements of an Ideal Complete Streets Policy" developed by the National Complete Streets Coalition, in order to receive Measure B pass-through and Vehicle Registration Fund funding; and

**WHEREAS**, the City of Emeryville therefore, in light of the foregoing benefits and considerations, wishes to enhance its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe and convenient travel for all users while preserving flexibility, recognizing community context, and using design guidelines and standards that support best practices; and

**WHEREAS**, the Planning Commission of the City of Emeryville approved the Complete Streets Policy Resolution CPC No.12-03 at the December 13, 2012 regular meeting and recommended approval to the City Council of the City of Emeryville; now, therefore, be it

**RESOLVED**, that the City Council hereby finds that, in accordance with the California Environmental Quality Act Guidelines Section 15162, no new or supplemental environmental review is required because the proposed Complete Streets Policy is consistent with the General Plan and does not present any new impacts, or increases to impacts previously identified in the certified General Plan Environmental Impact Report (EIR), and therefore, the General Plan EIR applies to the Complete Streets Policy; and, be it further

**RESOLVED**, that the City Council hereby approves and adopts the Complete Streets Policy as follows:

1. That the City of Emeryville adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the most recent revision of the City of Emeryville General Plan (2009) circulation element clearly specifies Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.



**ADOPTED**, by the City Council of the City of Emeryville at a regular meeting held Tuesday, January 15, 2013.



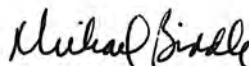
MAYOR

ATTEST:

APPROVED AS TO FORM:



CITY CLERK



CITY ATTORNEY



## Exhibit A

### COMPLETE STREETS POLICY OF THE CITY OF EMERYVILLE

*Vision: The City of Emeryville envisions a transportation system that encourages healthy, active living, promotes transportation options, reduces environmental impact, mitigates climate change, and supports greater social interaction and community identity by providing safe and convenient travel along and across streets through a comprehensive, integrated transportation network for pedestrians, bicyclists, public transportation riders, motorists, emergency responders, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities. All transportation improvements will be planned, funded, designed, constructed, operated, and maintained to provide safe mobility for all users appropriate to the function and context of the facility.*

#### A. Complete Streets Principles

**1. Complete Streets Serving All Users and Modes.** The City of Emeryville expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, children, youth, and families.

**2. Context Sensitivity.** In planning and implementing street projects, departments of the City of Emeryville will maintain sensitivity to local conditions in residential and business districts, as well as natural areas, such as the San Francisco Bay waterfront, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, and other features assisting in the provision of safe travel for all users, and those features identified in the Pedestrian and Bicycle Plan, Sustainable Transportation Plan, and General Plan.

**3. Complete Streets Routinely Addressed by All Departments.** All relevant departments of the City of Emeryville will work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation.



**4. All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in section C.1 of this policy.

## **B. Implementation**

**1. Design.** The City of Emeryville will generally follow its own accepted or adopted design standards, including, but not limited to, Emeryville Citywide Design Guidelines, Shellmound Design Guidelines, North Hollis Urban Design Program, Powell Street Urban Design Plan, San Pablo Urban Design Plan, and Park Avenue District Plan, and will also evaluate using the latest design standards and innovative design options, with a goal of balancing user needs.

**2. Network/Connectivity.** The City of Emeryville will incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments.

**3. Implementation Next Steps.** The City of Emeryville will take the following specific next steps to implement this Complete Streets Policy:

- A. **Plan Consultation and Consistency:** Maintenance, planning, and design of projects affecting the transportation system will be consistent with local bicycle, pedestrian, transit, multimodal, and other relevant plans, including, but not limited to, Emeryville General Plan, Sustainable Transportation Plan, and Pedestrian and Bicycle Plan.
- B. **Stakeholder Consultation:** The City of Emeryville will develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, the Emeryville Bicycle and Pedestrian Advisory Committee, and/or Transportation Committee, as deemed necessary to support implementation of this Complete Streets policy by the City of Emeryville.

**4. Performance Measures.** All relevant departments will perform evaluations of how well the streets and transportation network of the City of Emeryville are serving each category of users by collecting baseline data and collecting follow-up data on a regular

basis. The Pedestrian and Bicycle Plan states in section 1.1.2: "Collect and analyze pedestrian and bicycle data on an annual basis and utilize to improve the pedestrian and bicycle system. Continue to work with Alameda CTC and MTC on regional count efforts." The Public Works Department is responsible for these measurements. On a yearly basis, the following data should also be collected: bus ridership data from Alameda-Contra Costa Transit District (AC Transit) and Emery Go-Round (Emeryville Transportation Management Association), and motor vehicle traffic data from the California Department of Transportation (Caltrans) and/or the Statewide Integrated Traffic Records System (SWITRS). The combination of these sources should provide sufficient information to evaluate the overall system and ensure that our streets are as "complete" as possible at any given time.

### C. Exceptions

1. **Exception Approvals.** Any and all exceptions to the complete streets policy require a City Council resolution which includes the following findings:

That is not feasible to accommodate all users on the facility in question due to extenuating circumstances;

That adequate accommodations for those users are or will be available on nearby facilities; and

That the benefits of the improvements in question outweigh the inconvenience to those users not accommodated.

**Complete Streets Policy of the City of Emeryville**  
**City Council Resolution No. 13-03**

**Stakeholder Process**

From the adopted Complete Streets Policy of the City of Emeryville, Policy B.3.B.: Implementation: Next Steps: Stakeholder Consultation:

- A. Stakeholder Consultation: The City of Emeryville will develop and/or clearly define a process to allow for stakeholder involvement on projects and plans including, but not limited to, the Emeryville Bicycle and Pedestrian Advisory Committee, and/or Transportation Committee, as deemed necessary to support implementation of this Complete Streets policy by the City of Emeryville.

As required by the above policy section, the City of Emeryville Complete Streets Stakeholder Process is as follows:

The Stakeholder Process for the City of Emeryville exists in order to ensure multiple opportunities for public input in the process of designing, building and maintaining the public right of way and access to all forms of transportation that travel on it.

The City's Bicycle and Pedestrian Advisory Committee (BPAC) reviews larger development projects on both private and public property while still in the design phase. In the case of a private development, comments from the BPAC are incorporated into the staff report describing the project to the decision making body. In the case of a public project, the Public Works department presents directly to the BPAC and carries its recommendations to the Transportation Committee, where they are forwarded to the City Council for final approval. Both the BPAC and the Transportation Committee are public committees that meet monthly at the Emeryville Civic Center and are open to all members of the public.

In addition to this, every major private development requiring Planning Commission or City Council review is noticed to the surrounding property owners and residents within a 300 foot buffer of the project. The City also issues to subscribers a weekly list of streets and sidewalks closed for construction, in order to facilitate up to date trip planning for all modes.



# APPENDIX B: PUBLIC ENGAGEMENT DOCUMENTATION

# COMMUNITY ENGAGEMENT

**Purpose:** This chapter presents an overview of the outreach and public engagement strategies used in the plan, a summary of all outreach activities, and a summary of the feedback received.

**Why it matters:** Gathering input from a diversity of community voices centers this Plan on the challenges that are most pressing.

Engaging the Emeryville community is a core component of the *Active Transportation Plan's* efforts to understand biking, walking, and rolling needs throughout the city. Since the project kicked off in December 2020, a variety of outreach opportunities were used to seek input from a diverse range of Emeryville's residents, workers, and community members.

*Participants in a bike tour survey various bicycling facilities in Emeryville.*



## Outreach and Public Engagement Strategy

### OBJECTIVES

The fundamental objective of the Outreach and Public Engagement Strategy are to:

- ▶ Ensure that those with a stake in this *Active Transportation Plan* are identified
- ▶ Identify outreach techniques for engaging these stakeholders
- ▶ Ensure all stakeholders have open access to and input in the decision-making process and are provided with information about the project as it moves forward
- ▶ Provide reasonable public access to technical and other information about the project
- ▶ Ensure the concerns, issues and preferences of stakeholders are gathered, and are reflected in the final document

### AUDIENCE

- ▶ People who use active transportation (e.g., walk, bike, rolling, and mobility devices) or transit as a frequent mode of transportation, including:
  - » People who live in Emeryville
  - » People who work or study in Emeryville
  - » People who use Emeryville's recreation facilities (parks, Bay Trail, Bay Bridge Path)
  - » People who visit Emeryville to shop or dine
  - » People who travel through Emeryville
- ▶ People who are interested in biking but perceive barriers
- ▶ Households with zero or one vehicle
- ▶ Households with limited English-speaking proficiency
- ▶ Households with no or limited internet access



## Outreach Phases

### PHASE 1: LISTEN & LEARN

- ▶ Understand the unmet walking and bicycling needs for Emeryville's residents, commuters, and visitors.

### PHASE 2: BUILD CONSENSUS

- ▶ Provide opportunities for the public and stakeholders to refine project and program recommendations, and inform the prioritization and implementation process.

### PHASE 3: APPROVE & ADOPT

- ▶ Provide opportunities for the public and stakeholders to review the draft plan and environmental documents.
- ▶ Present the draft plan to City commissions, committees, and Council for review and formal approval/adoption.



*Participants in the walking tour utilizing a median refuge island when crossing the street.*

## Outreach Activities

Table A-1. **Summary of Outreach Activities**

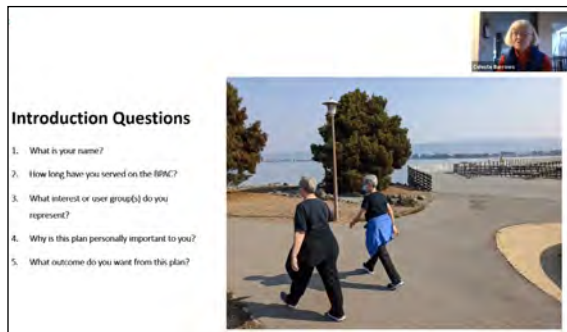
OUTREACH TYPE	FUNCTION AND ACTIVITIES
Bicycle and Pedestrian Advisory Committee Meetings (9)	The City's Bicycle and Pedestrian Advisory Committee (BPAC) is a critical partner in helping Emeryville develop a high-quality plan update that reflects the community's needs and vision. The project team collaborated with the BPAC to gather input, obtain feedback on goals, existing conditions and recommendations, and to discuss outreach methods and effective strategies.
Transportation Committee Meetings (3)	Emeryville's Transportation Committee is comprised of two City Council members who meet monthly to provide input and recommendations regarding City policies and priorities, and to assist the City Council as a whole in providing oversight related to the City's Public Works operations, the Emeryville Marina, vehicular traffic, and parking.
Listening Sessions (3)	The project team facilitated small focus group listening sessions to understand the biking, walking, and rolling needs of hotel and retail workers, community members with disabilities, and families with children.
Youth Outreach (1)	The project team conducted an interactive youth outreach event to understand the biking, walking, and rolling experiences of Emeryville's younger population.
Rolling Tour (1)	Building off the successful recent BPAC walking and biking tours, the project team led a small group on biking and rolling tour throughout Emeryville. Six stops along the route allowed participants to provide feedback on their experiences using various biking and rolling facilities.

OUTREACH TYPE	FUNCTION AND ACTIVITIES
Walking Tour (1)	Building off the successful recent BPAC walking and biking tours, the project team led a small group on a walking tour throughout Emeryville. The tour weaved from the Emeryville Greenway to the Emeryville Public Market, and then to Powell Street before looping back to the start. Four stops allowed participants to provide feedback on their walking experiences.
Community Meetings (3)	The project team conducted three community meetings throughout the planning process. The first meeting focused on gathering information on the strengths, weaknesses, opportunities, and barriers in the biking, walking, and rolling network. The second meeting provided a summary of findings from the existing conditions phase, and presented the proposed programs and infrastructure improvements for participant feedback. The third meeting presented the overall plan takeaways and refined infrastructure improvements for one final round of feedback from community members and residents.
Online Survey (1)	The project team created an online community survey to help establish and understand the communities' existing travel modes and frequencies, demographics, location-specific barriers, and issues preventing people from biking, walking, and rolling more.
Online Web Map (2)	In addition to the online survey, the project team also created a website with information about the plan as well as a mapping activity enabling users to provide feedback on their active transportation experiences and the proposed infrastructure improvements.



## Public Outreach

Emeryville held [virtual community workshops, listening sessions, and walking and rolling tours](#) during the existing conditions and recommendations phases of the plan. The city's Bicycle and Pedestrian Advisory Commission and Transportation Committees were also updated and consulted throughout the development process.



*Virtual BPAC meeting screen shot.*

### ***BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE MEETINGS***

#### **BPAC Meeting #1 March 1, 2021**

The project team presented the active transportation planning process to the Bicycle and Pedestrian Advisory Committee (BPAC) and met the BPAC members. BPAC members provided feedback on the direction of the plan and the plan's outreach strategy.

#### **BPAC Meeting #2 April 5, 2021**

The BPAC provided the project team with feedback on the walking tour route and the draft survey questions for the *Active Transportation Plan*.

#### **BPAC Meeting #3 June 7, 2021**

The project team presented the existing conditions and needs analysis results and BPAC members provided feedback.

#### **BPAC Meeting #4 July 12, 2021**

In the fourth BPAC meeting, the project team provided a summary of the completed outreach events including the listening sessions, community meeting, walking tour, and rolling tour.

#### **BPAC Meeting #5 August 2, 2021**

The project team conducted an active participation brainstorming session with members of the BPAC to envision the plan's vision and goals. BPAC members provided feedback on how the following words relate to a successful active transportation network: Livability, Connected Network, Comfortable, Implementation, Destinations, Equity, Sustainability, Bold Vision, and Safety.

#### **BPAC Meeting #6 November 1, 2021**

The project team presented the finalized visions, goals, and programs to the BPAC following feedback from the previous meeting's brainstorming session.

### **BPAC Meeting #7 December 6, 2021**

The project team provided an update to the BPAC on the development of biking, walking, and rolling recommendations and next steps in the planning process.

### **BPAC Meeting #8 May 2, 2022**

The project team presented policy recommendations for the plan and the process used to prioritize the infrastructure recommendations.

### **BPAC Meeting #9 July 10, 2023**

The project team presented the Draft Active Transportation Plan to the BPAC. The BPAC recommended the Draft Active Transportation Plan to City Council for approval.

## ***TRANSPORTATION COMMITTEE***

### **Transportation Committee Meeting #1 December 9, 2021**

The Transportation Committee received an update from the project team on the project timeline, outreach and engagement, needs assessment, and recommendations.

### **Transportation Committee Meeting #2 January 12, 2022**

The Transportation Committee provided input on project vision statement, goals, and recommendations.

### **Transportation Committee Meeting #3 July 10, 2023**

The Transportation Committee reviewed and recommended the Draft Active Transportation Plan to City Council for approval.

## ***COMMISSION ON AGING***

### **Commission on Aging Meeting November 10, 2021**

The Commission on Aging received an update on the project and provided input. Members placed emphasis on sidewalk obstructions and the quality of sidewalk pavement as challenges to active mobility.

## ***LISTENING SESSIONS***

### **Families and Parents Listening Sessions**

**June 3, 2021**

This listening session asked 7 participants about their walking and rolling experiences in Emeryville. Feedback from the session include a need for improved lighting and pedestrian safety on the Powell Street bridge, safer crossings at the intersections of San Pablo Avenue and 43rd Street and San Pablo Avenue and 40th Street, improved elevator experience at the Amtrak crossing, and improved biking and walking experience at Powell Street and Shellmound Street. Participants in this session were compensated for their time with grocery store gift cards.

### **Disability Community Listening Session**

**June 11, 2021**

The listening session asked 9 participants about their walking and rolling experiences in Emeryville. Feedback from the session include increased service for the EmeryGoRound, smoother sidewalks throughout the city especially on 65th Street, repairs to truncated domes that are in disrepair, leading pedestrian intervals implemented at larger intersections, and more space for wheelchairs and scooters at bus stop locations. Participants in this session were compensated for their time with grocery store gift cards.

### **Hotel/Retail/Restaurant Worker Listening Sessions**

**August 1, August 4, August 5, 2021**

Over three listening sessions, the project team met with 11 hotel, retail, and restaurant workers in Emeryville to understand their specific transportation needs. Feedback related to walking and rolling included improved the biking and walking experience along Mandela Parkway and 40th Street, continued maintenance of Slow Streets, and more frequent transit options in the early morning and late evening. Participants in this session were compensated for their time with grocery store gift cards.

## COMMUNITY MEETINGS

### Virtual Community Meeting #1 June 16, 2021

The project team hosted a virtual community workshop where they introduced the *Active Transportation Plan* to the community, led discussions on current walking and rolling experiences, and shared ways to further get involved with the plan. Thirty people participated in the first meeting.

### Community Meeting #2 March 30, 2022

Over 20 residents and community members attended the second community meeting to provide feedback on the types of infrastructure recommendations they would like to see implemented in Emeryville.

### Community Meeting #3 Coming Soon - Fall 2022

Meeting to be held to review the draft plan and gather community feedback.

Using three words, describe your vision for walking, bicycling and rolling in Emeryville



Participants in the first community meeting created a word cloud of their vision for biking, walking, and rolling in Emeryville.

Rank the following active transportation plan goals by what is most important to you:



Participants at the second community meeting were asked to rank which Active Transportation Plan goals are most important to them.

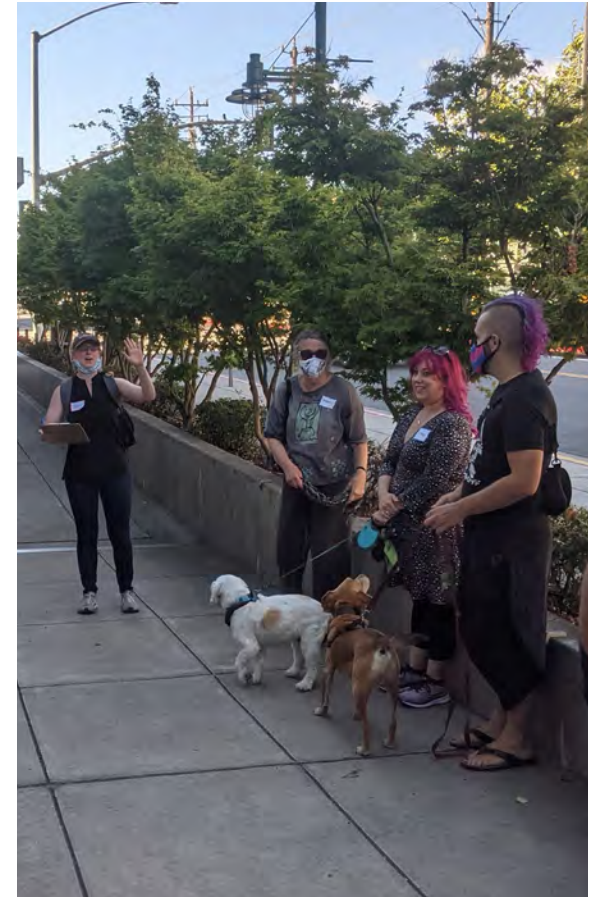


## TOURS

### Walking Tour June 22, 2021

The [walking tour](#) explored routes in the northern half of the city and included stops on Hollis Street, Christie Park, Powell Street, and the Emeryville Greenway. Participants found Hollis Street and Shellmound Street by the Emeryville Public Market to be the least stressful routes on the tour, while the segment of Powell Street east of the train tracks and under the freeway was most stressful. Overall, participants expressed a preference for wide sidewalks, art, trees and greenery, areas with a density of businesses and destinations, and automatic pedestrian recall. Areas of concern for participants included difficulty crossing the train tracks (including issues with the elevator being out of service or in a state of uncleanliness),

not feeling safe while crossing the Christie Ave/Powell St intersection, and vehicle encroachment on the sidewalk on the north side of Powell Street and on the west side of Christie Ave near the FedEx. Suggestions for improvement included a diagonal connection across the Powell/Hollis intersection to accommodate greenway traffic, improving the signage and crosswalks directing people to the Powell Street pedestrian bridge, striping a diagonal crossing at the Shellmound/Christie Ave intersection, and implementing more leading pedestrian intervals.



*Participants discussing walking experiences in Emeryville during the walking tour.*

## Rolling Tour

### June 26, 2021

The [Bicycle Tour](#) explored routes across the city and included stops on Adeline Street, Shellmound Street, Christie Park, the Emeryville Greenway, Hollis Street, and Park Street. The least stressful routes on the tour included the Emeryville Greenway, Doyle Street, Horton Street, and Adeline Street. The most stressful portions of the tour included 40th Street, Powell Street, Christie Ave, and San Pablo. Elements of the tour that the participants enjoyed included smooth pavement, wide bike lanes, green painted conflict zones and bike lanes, the two-way cycletrack on Christie Ave, art, lighting, the Emeryville Greenway, the Doyle Street Greenway (including the sharrow with a parent and child), traffic calming, and automatic RRFBs. Participants did not like broken glass in

the bike lane/on bike routes, bicycling on streets with fast-moving traffic, narrow bike lanes on 40th Street, vehicles double-parked in the bike lane, trash along bike lanes, “Bikes May Share Lane” signage, traffic signals failing to detect bicycles, and unsafe conditions on San Pablo Ave. Suggestions for improvement included a protected bike lane on the 40th Street overpass, improved signage and wayfinding for the Bay Trail bike route, and street signs at greenway intersections.



*Participants on the Rolling Tour explored a range of bikeway facility types.*

## YOUTH OUTREACH

### Summer Camp August 3, 2021

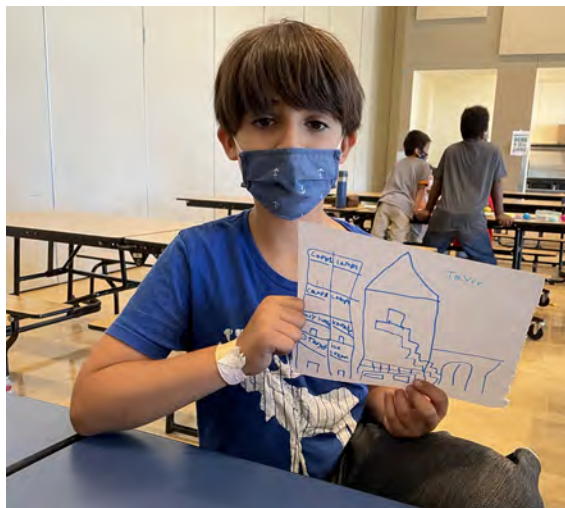
The project team brought arts and crafts items for 30 Emeryville “REC” Summer campers (ages 6-14) to engage in two activities over 90 minutes.

**Activity 1:** Youth designed their favorite mode of transportation (real or imaginary).

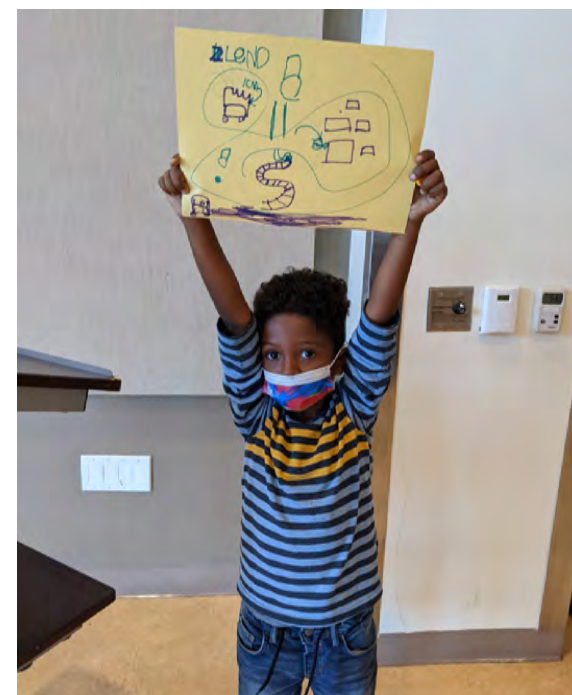
This warm-up activity helped uncover if walking, biking, or rolling were seen as recreational activities or as a way to move around Emeryville or surrounding areas with their family and friends. Feedback included sports cars, bicycles, and creative ideas like a hot air balloon, riding a giant frog, and putting on rocket-powered roller skates.

**Activity 2:** Youth designed their ideal street.

This activity revealed ways youth want their streets to better serve them. Feedback included more recreational activities like pools and ice cream vendors closer to their homes and bigger homes. One student, injured while biking across Vallejo Street, described the need for more marked crosswalks and slower drivers.



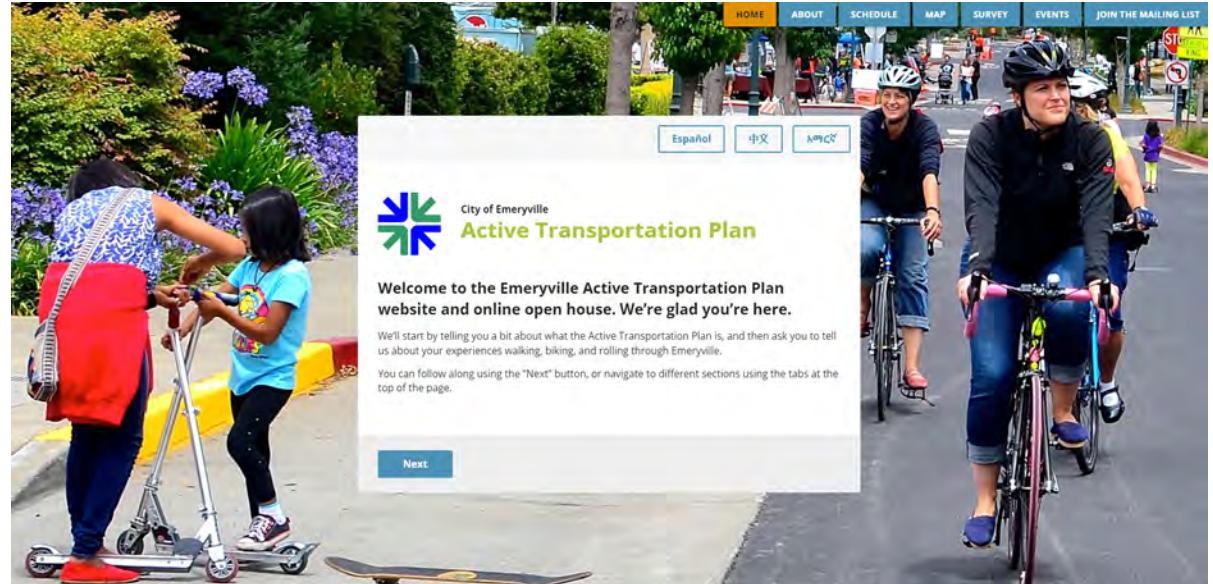
*Participants drew pictures related to active transportation.*





## ONLINE ENGAGEMENT AND PROMOTION

Online engagement was an important component of the planning process. In order to reach a wider audience and give community members the opportunity to provide feedback on their own time and schedule, the project team distributed an online survey and collected feedback via an online web map. The survey was available in English and Spanish and promoted by sending out 19,000 bilingual postcards to every residential and business address in the city. The City installed 20 bilingual sidewalk decals around town. The project team hand delivered bilingual flyers to retail businesses, hotels, and restaurants. Social media advertisements in English and Spanish were placed on Facebook, Instagram, and Google. The City also publicized the survey and community meetings through its website and email lists.



*The project website provided details on how to get involved with the planning process and opportunities to provide feedback on biking, walking, and rolling in Emeryville.*

### Phase 1

#### Online Survey

848 members of the Emeryville community participated in the online survey. The 25 question survey was made available online and promoted at community workshops and on social media. The survey inquired about the respondent's experiences biking and rolling in Emeryville today.

Key findings from the survey include:

Top walking concerns:

- ▶ Destinations are too far to walk.
- ▶ Walking is tough when carrying things.
- ▶ Perceived danger of walking at night.

#### Top rolling and biking concerns:

- ▶ People driving too fast.
- ▶ Bikeways not connecting to the destinations people are trying to go to.
- ▶ Lack of access to a bike or rolling device.

#### Online Web Map

An online map available on the project's website provided an opportunity for community members to identify barriers to walking and rolling, places they would like to walk or roll to, and routes in need of improvements. 595 points were added to the online map including 114 comments and 2,193 votes on others' suggestions.

Several geographic themes emerged from the web map feedback. Popular biking, walking, and rolling destinations include the Emeryville Marina, Shoreline Park, Amtrak Station, Doyle Slow Street, Emeryville Greenway, Berkeley Bowl, Emeryville Public Market, Bay Street Shopping, and Powell Street Plaza (**Map 15**). Low-stress connectivity to these areas will play a key role in the development of recommendations in this plan. The web map feedback also revealed barriers to people walking and rolling including San Pablo Avenue, 40th Street, Hollis Street north of Powell Street, Bay Trail access points at arterial intersections, and Powell Street (**Map 16**). Lastly, routes identified as "in need of improvement" include the marina access on Powell Street west of I-80 and San Pablo Avenue.

## Phase 2

### Online Web Map

An update to the online map following the development of recommendations allowed community members to like, dislike, and comment on the proposed infrastructure projects. A total of 885 likes were added to the proposed projects on the map. 44 proposed projects received comments.

The following bikeway projects received the most likes following the public comment period:

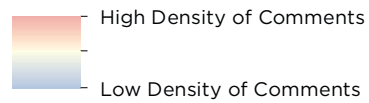
- ▶ Class IV Separated Bikeway on Shellmound Street from Powell Street to 67th Street (34 likes)
- ▶ Class I Shared-Use Path east of the railroad tracks from Sherwin Street to 53rd Street (33 likes)
- ▶ Class IV Separated Bikeway on San Pablo Avenue from 53rd Street to 36th Street (32 likes)

Map A-1. **Walking and Rolling Destinations**

# WALKING AND ROLLING DESTINATIONS

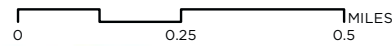
EMERYVILLE ACTIVE  
TRANSPORTATION PLAN

## Public Input Web Map Results

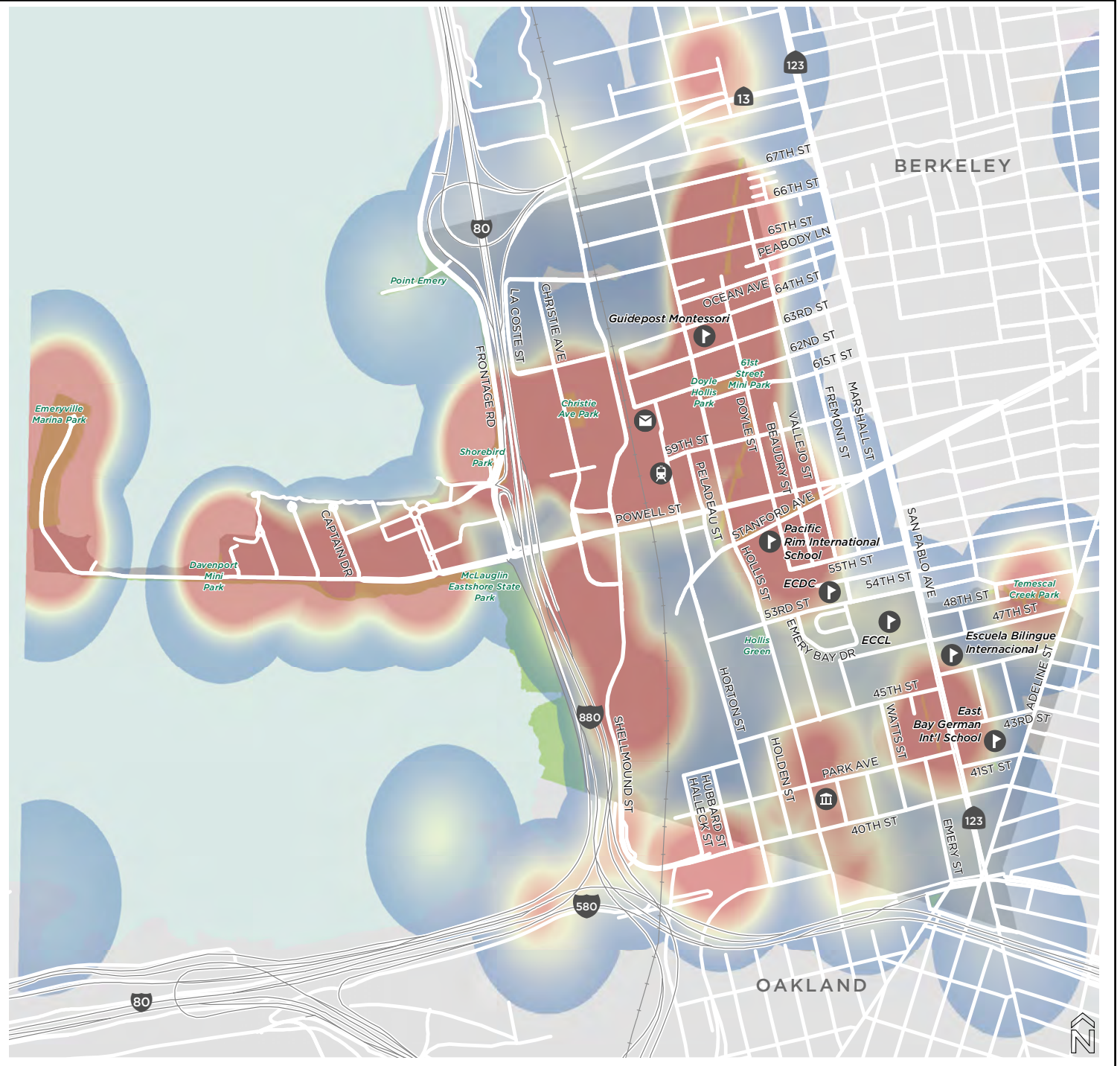


## Destinations + Boundaries

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



Data Source: City of  
Emeryville, July 2021.



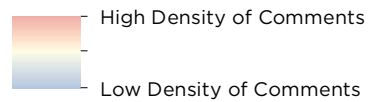


Map A-2. **Barriers to Walking and Rolling**

# BARRIERS TO WALKING AND ROLLING

EMERYVILLE ACTIVE  
TRANSPORTATION PLAN

## Public Input Web Map Results



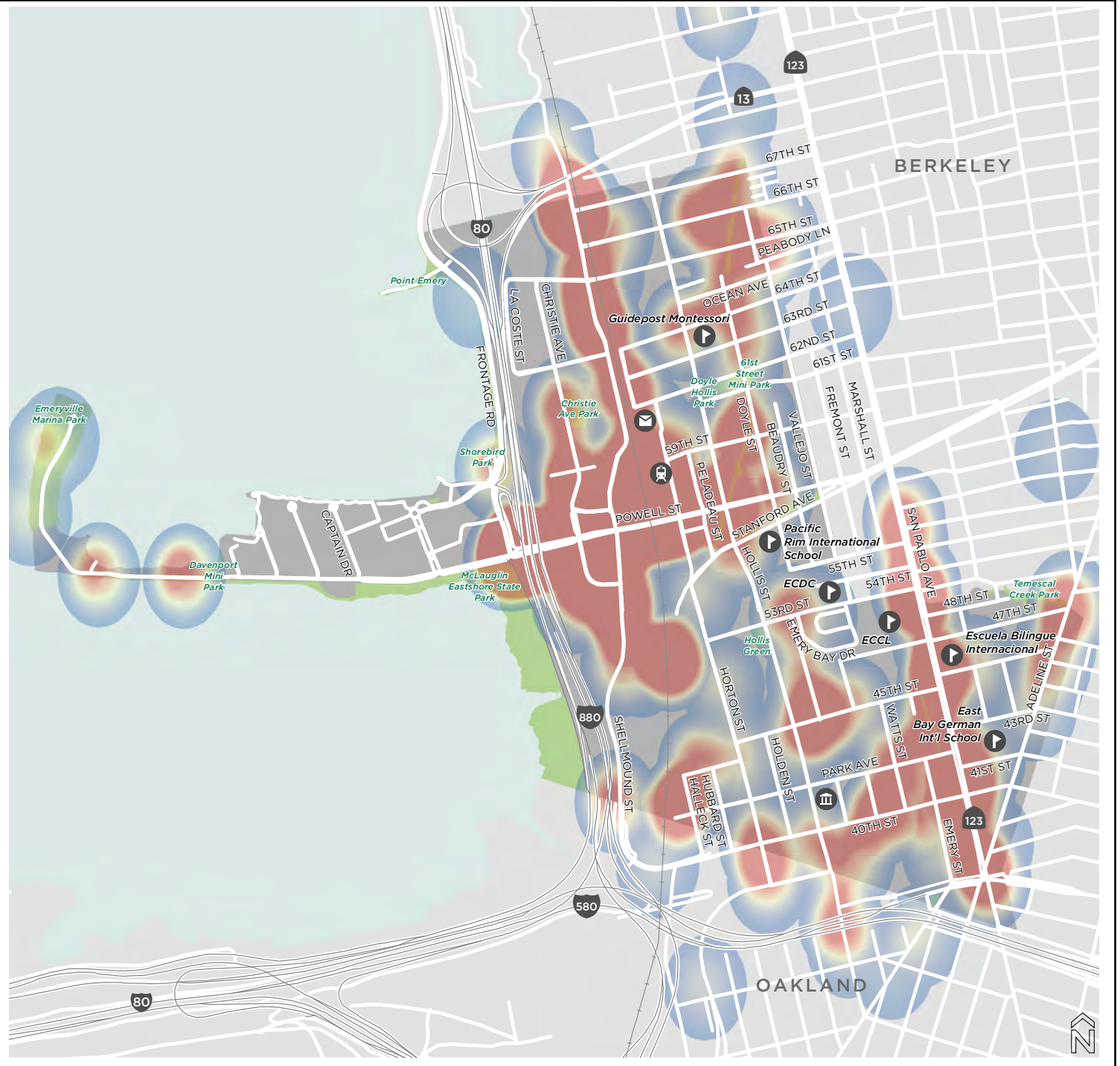
## Destinations + Boundaries

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

0 0.25 0.5 MILES

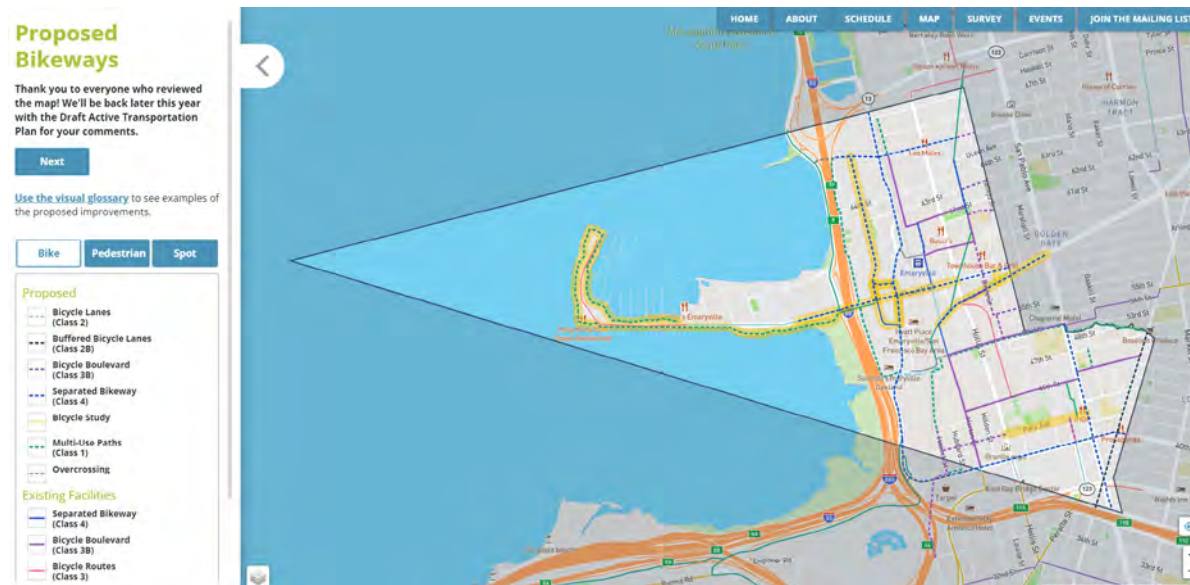


Data Source: City of  
Emeryville, July 2021.



The following pedestrian infrastructure projects received the most likes following the public comment period:

- ▶ Improve Sidewalk on Powell Street from Christie Avenue to Peladeau Street (31 likes)
- ▶ Class I/Trail Widening Study on the Pedestrian only Bay Trail segment that circumnavigates the Emeryville Peninsula (28 likes)
- ▶ Class I Shared-Use Path east of I-80 from Shellmound Street to Powell Street (26 likes)



*The Phase 2 web map allowed users to comment on and like or dislike the proposed projects.*

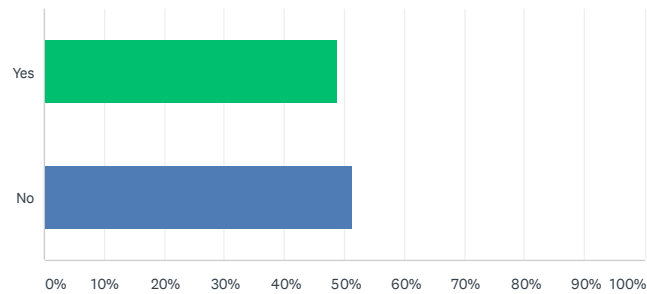
The following spot improvements received the most likes following the public comment period:

- ▶ New Midblock Crossing on Shellmound Street south of Powell Street (25 likes)
- ▶ Crossing Upgrade at the intersection of Shellmound Street and 67th Street (25 likes)
- ▶ Major Intersection Upgrade at the intersection of Powell Street and Frontage Road (23 likes)

# Community Survey Results

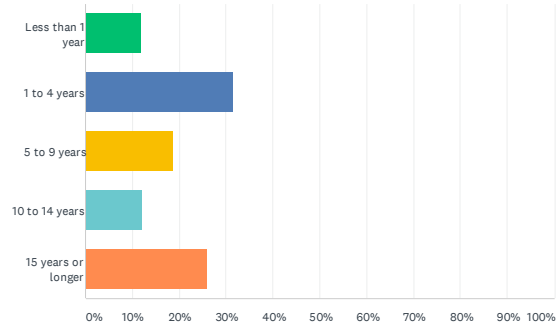
Q1 Do you live in Emeryville?

Answered: 868 Skipped: 0



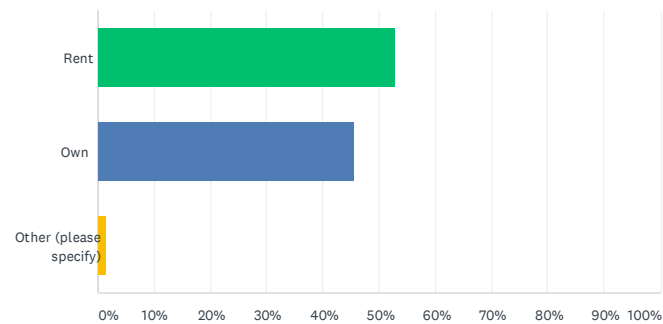
Q2 How long have you lived in Emeryville?

Answered: 404 Skipped: 464



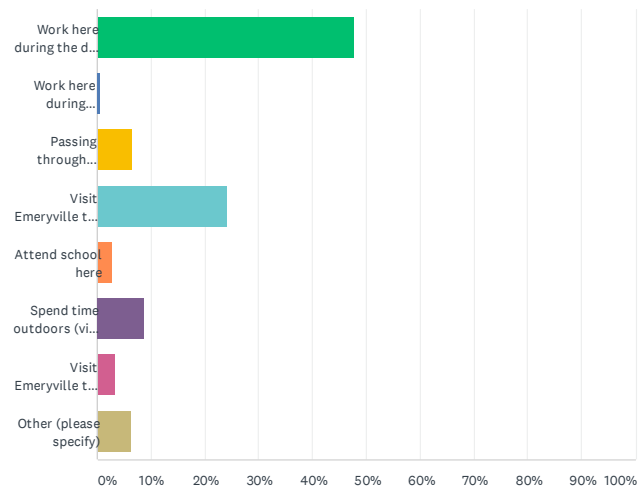
Q3 Do you rent or own your home?

Answered: 403 Skipped: 465



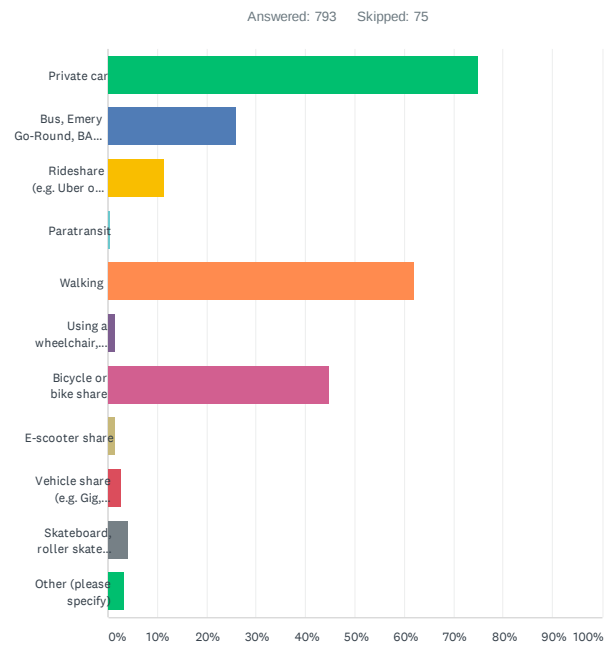
Q4 How do you spend most of your time in Emeryville? (choose one)

Answered: 419 Skipped: 449

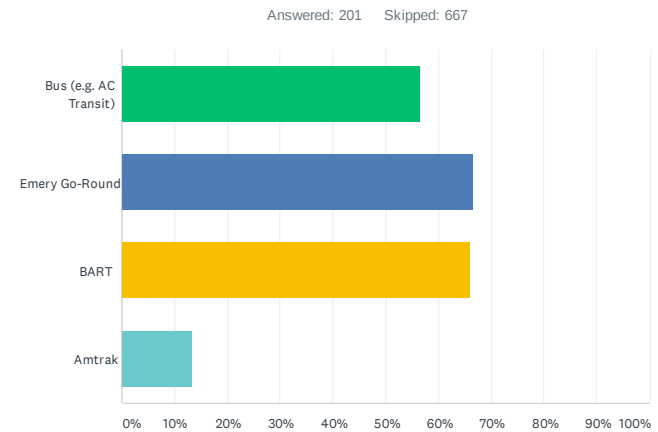




Q5 In the last two weeks, how have you traveled in Emeryville? (Select all that apply)

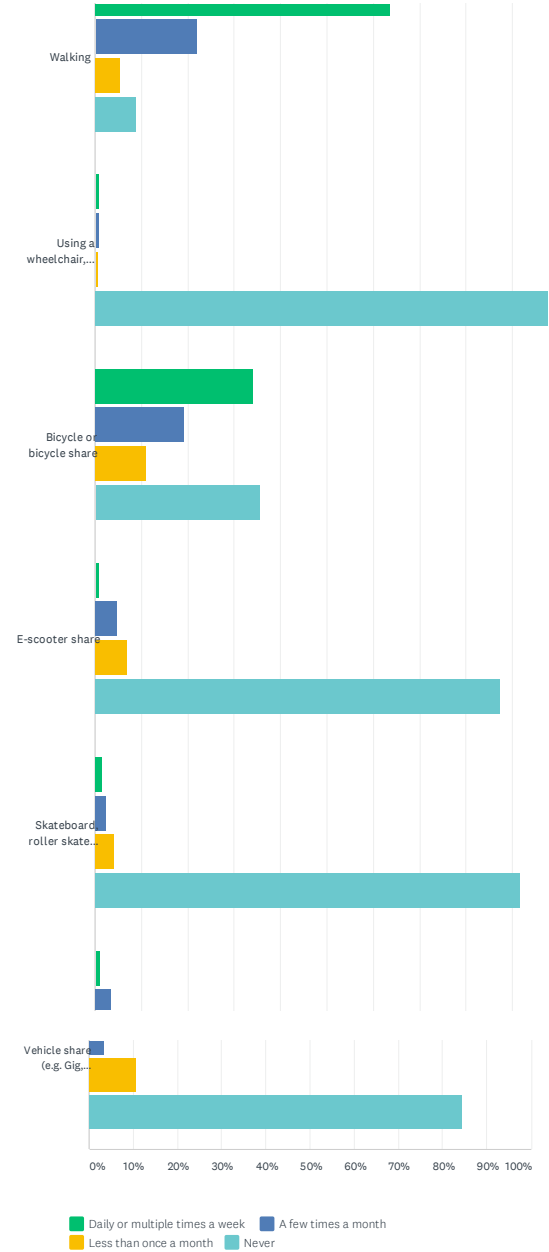
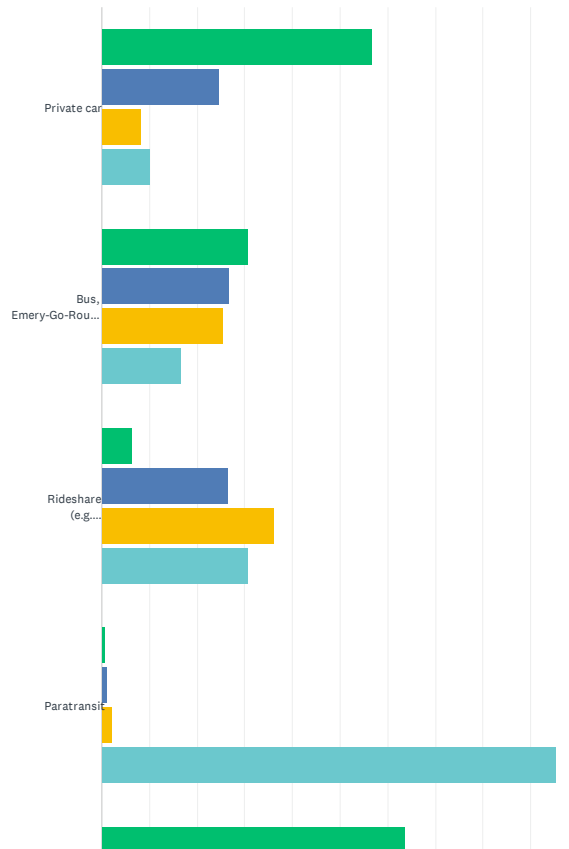


Q6 Which type of public transit did you take? (select all that apply)

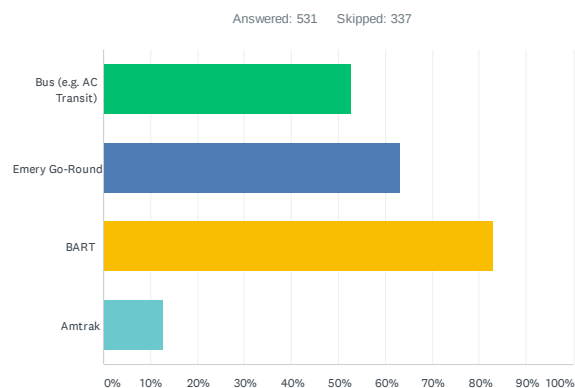


Q7 Before COVID, how frequently did you get around in each of the following ways? For each transportation option listed, select one frequency. For example, if you drove your car to work every day, select "Daily or multiple times a week." If you never rode an e-scooter, select "Never."

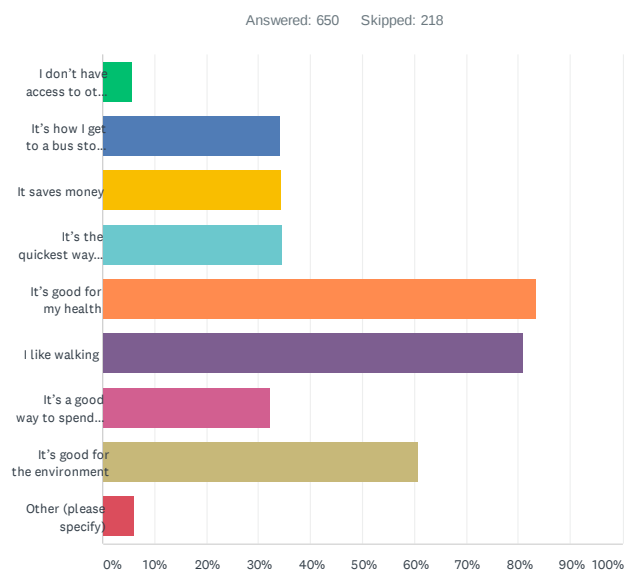
Answered: 765 Skipped: 103



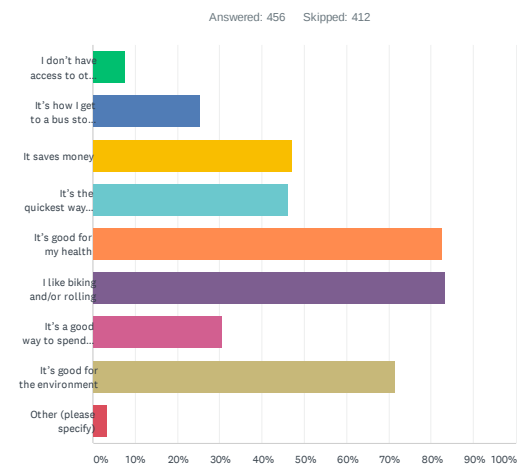
## Q8 What type of public transit did you use? (select all that apply)



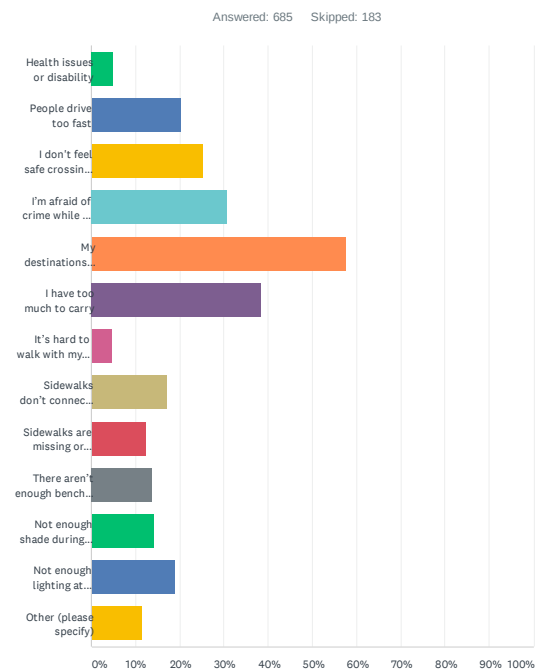
## Q9 Why do you walk?



## Q10 Why do you bike or roll (scooter, skateboard, etc)? (select all that apply)

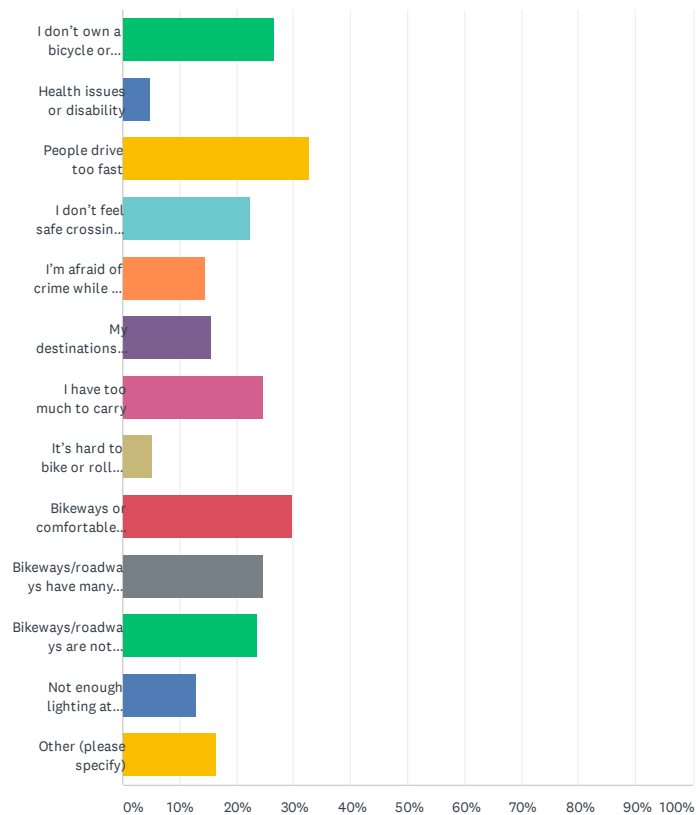


## Q11 What keeps you from walking more often in Emeryville? (select all that apply)



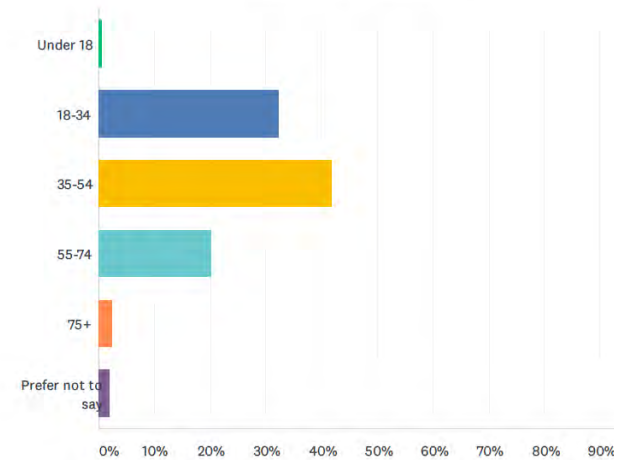
### Q12 What keeps you from biking or rolling (scooter, skateboard, etc.) more often in Emeryville? (select all that apply)

Answered: 655 Skipped: 213



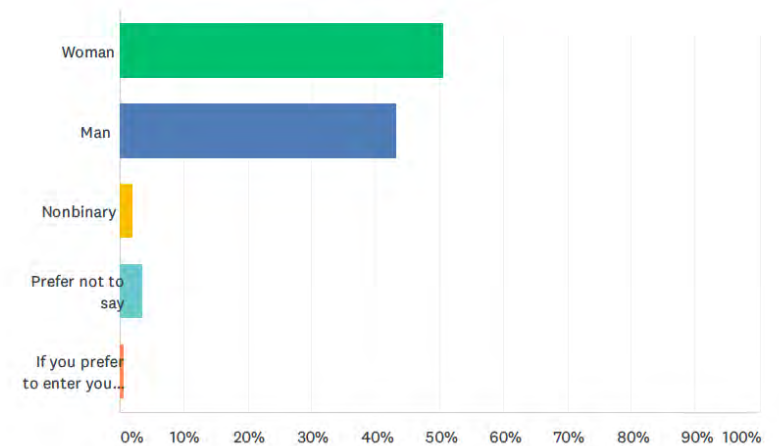
### Q15 How old are you?

Answered: 687 Skipped: 181



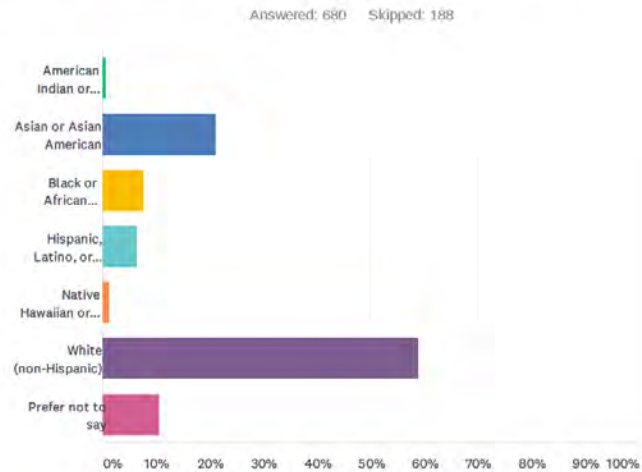
### Q16 What is your gender?

Answered: 684 Skipped: 184

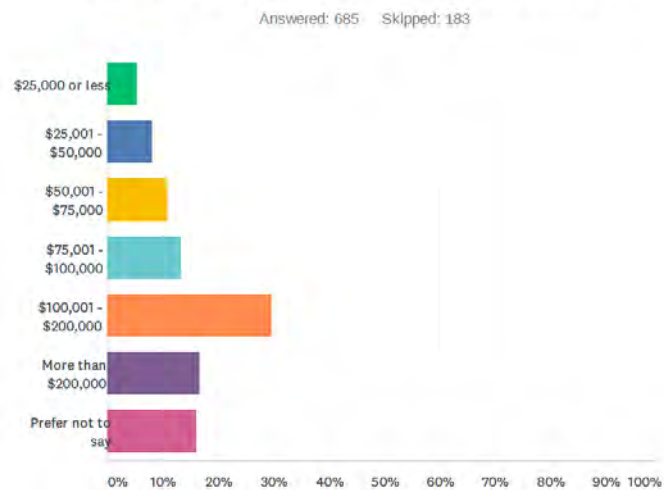




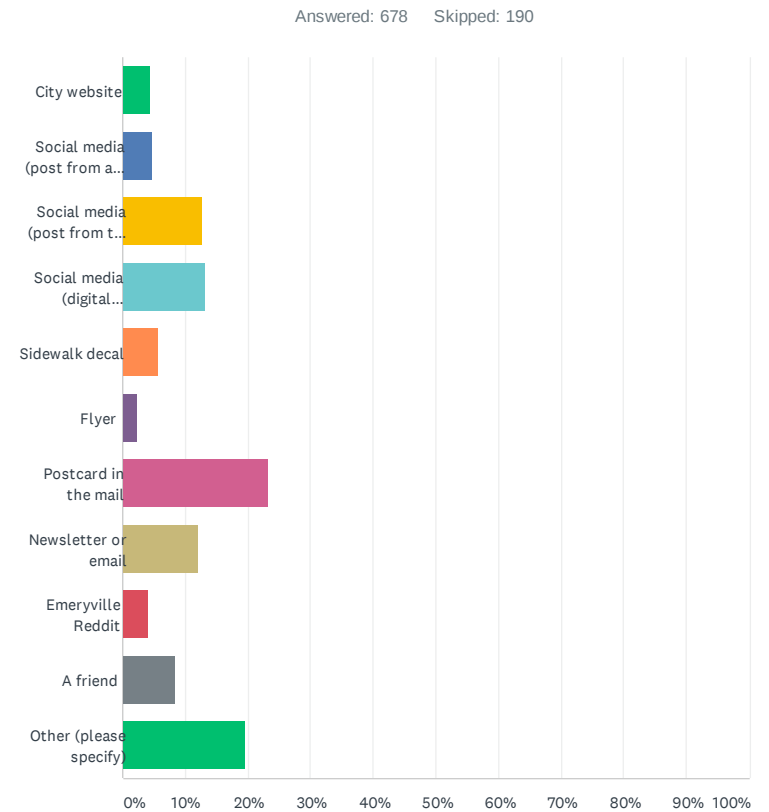
### Q17 With which racial or ethnic group(s) do you identify? (check all that apply)



### Q18 What is your annual household income?

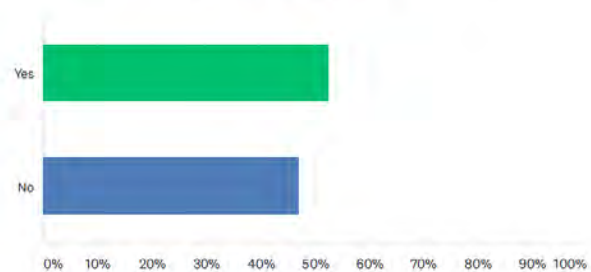


### Q20 How did you hear about this survey?



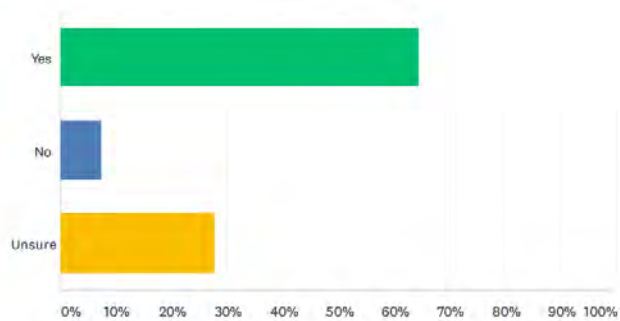
Q21 Have you walked, used mobility devices, biked, or rolled on the slow street temporary improvements made on Doyle Street?

Answered: 664 Skipped: 204



Q22 Would you like to see more slow streets around Emeryville in the future?

Answered: 663 Skipped: 205



## Workshop #1 Presentation

*JUNE 16, 2021: SLIDE 1*

# Emeryville Active Transportation Plan

Virtual Community Meeting | June 16, 2021



*JUNE 16, 2021: SLIDE 2*

INTRODUCTION



## HOW TO USE ZOOM

When participating, **rename yourself** on the participants tab.

*(First name with last initial is okay)*

Type questions and comments in the chat.

**Mute** your audio when you are not speaking.

**Raise your hand** if you would like to speak and **lower your hand** after speaking.

**PLEASE NOTE:** This meeting is being recorded and streamed to Facebook Live



JUNE 16, 2021: SLIDE 3

INTRODUCTION



## HOW TO USE ZOOM

Click **Participants** at the bottom center of your screen.

At the bottom of the window on the right side of the screen, click **Raise Hand**.



Turn your **camera** and **microphone** on and off here

Chat with everyone in the meeting. Click **Chat** to open the chat window and chat with project staff or view chat messages.

Invite Mute Myself Raise Hand

*JUNE 16, 2021: SLIDE 4*

AGENDA



## AGENDA

- Project Overview
- Emeryville Today
- Ways to Get Involved
- Raffle
- Discussion



*JUNE 16, 2021: SLIDE 5*

INTRODUCTION



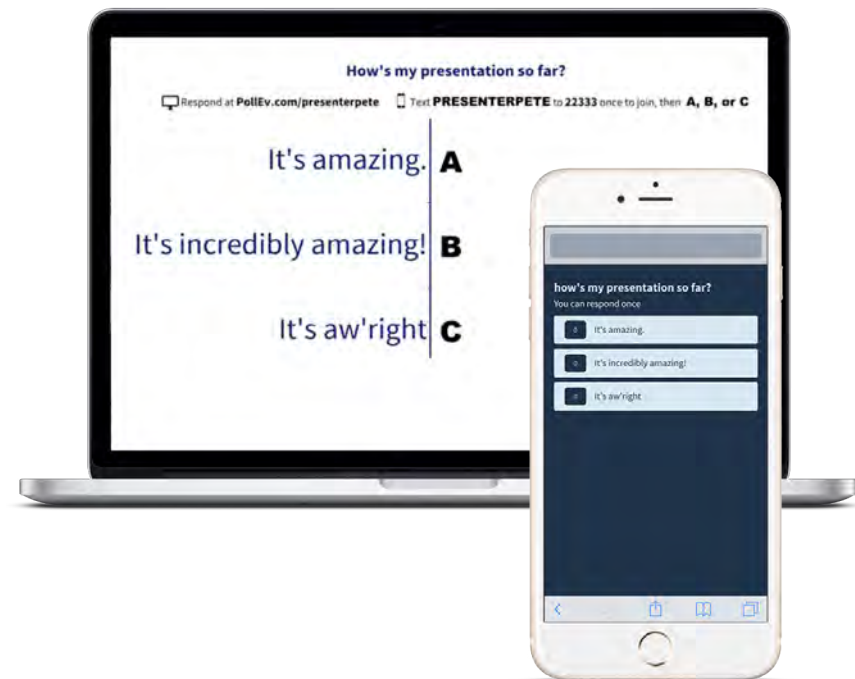
## POLL EVERYWHERE

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP)

Keep the page open – we will be turning on new polls throughout the presentation!

Alternatively:

Text ALTAPLANNING107 to  
22333



*JUNE 16, 2021: SLIDE 6*

# POLL 1

## TELL US ABOUT YOURSELF:

- Do you live in Emeryville?
  - How old are you?
- With which racial or ethnic groups do you identify?
- How have you traveled recently in Emeryville?

**[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333**



*JUNE 16, 2021: SLIDE 7*



**Tell us about yourself**

**When survey is active, respond at [pollev.com/altaplanning107](https://pollev.com/altaplanning107)**

**0 done**

**0 underway**

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

*JUNE 16, 2021: SLIDE 8*

When poll is active, respond at [pollev.com/altaplanning107](https://pollev.com/altaplanning107)

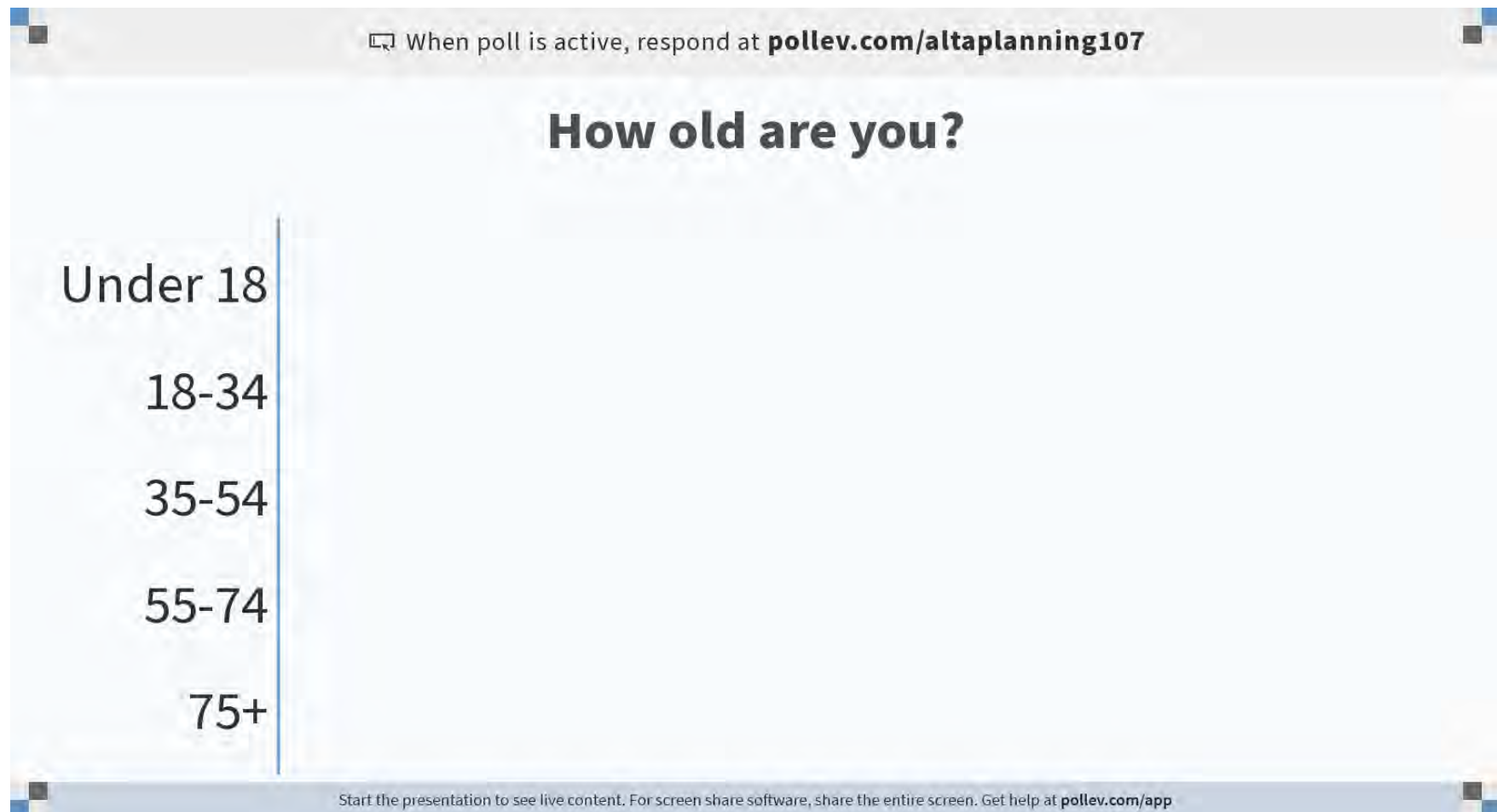
## Do you live in Emeryville?

Yes

No

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

*JUNE 16, 2021: SLIDE 9*



*JUNE 16, 2021: SLIDE 10*

When poll is active, respond at [pollev.com/altaplanning107](https://pollev.com/altaplanning107)

## With which racial or ethnic group(s) do you identify?

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic, Latino, or Spanish origin
- Native Hawaiian or other Pacific Islander
- White (non-Hispanic)
- Two or more

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)



*JUNE 16, 2021: SLIDE 11*

When poll is active, respond at [pollev.com/altaplanning107](https://pollev.com/altaplanning107)

## In the last two weeks, how have you primarily traveled in Emeryville?

- Private car
- Walking
- Bicycle or bike share
- Bus, Emery Go-Round, BART or Amtrak
- Rideshare (e.g. Uber or Lyft)
- Other

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

*JUNE 16, 2021: SLIDE 12*



*JUNE 16, 2021: SLIDE 13*

PROJECT OVERVIEW



## Project Summary

- Building on 2012 Citywide Pedestrian and Bicycle Plan to:
  1. Improve routes for people to walk, bike, and roll
  2. Fix areas that make it challenging to walk, bike, and roll
  3. Make walking and biking easier, safer, and more comfortable for people of all ages and abilities
- Plan will serve anyone who walks, bikes, or rolls in or through Emeryville
- Rolling might include: using a wheeled mobility device, stroller, scooter, skateboard, shopping cart, etc.





**JUNE 16, 2021: SLIDE 14**

PROJECT OVERVIEW

## Project Schedule

### Phase 1: Explore (Spring/Summer 2021)

- Analyze current conditions, including connections, safety, and equity
- Listen to your vision and needs

### Phase 2: Collaborate (Fall 2021)

- Propose projects (like bike lanes and sidewalks) and programs (like education campaigns) to improve walking, biking, and rolling in Emeryville
- Get your feedback on proposed projects and programs

### Phase 3: Refine (Winter 2021-2022)

- Share draft Active Transportation Plan
- Hear from you: Did we get it right?

### Phase 4: Approve (Spring/Summer 2022)

- Finalize Active Transportation Plan
- Present to Emeryville City Council for approval and adoption





*JUNE 16, 2021: SLIDE 15*

PROJECT OVERVIEW

## ENGAGEMENT OVERVIEW

- Community meetings (3)
- Online survey (1)
- Online web map (2)
- Bicycle tour (1) and walking tours (2)
- Listening sessions (3)
- BPAC coordination (5)
- Presentations to City committee, commission, or Council (4)



*JUNE 16, 2021: SLIDE 16*



*JUNE 16, 2021: SLIDE 17*



JUNE 16, 2021: SLIDE 18

## POLL 2

USING THREE WORDS, DESCRIBE YOUR  
CURRENT EXPERIENCES WALKING,  
BICYCLING AND ROLLING IN EMERYVILLE.

*(please use hyphens between words if you are submitting a  
phrase, e.g. I-like-biking)*

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333

*JUNE 16, 2021: SLIDE 19*

**Using three words, describe your current experiences  
walking, bicycling and rolling in Emeryville**

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)



JUNE 16, 2021: SLIDE 20

## POLL 3

USING THREE WORDS, DESCRIBE  
**YOUR VISION FOR** WALKING, BICYCLING  
AND ROLLING IN EMERYVILLE.

*(please use hyphens between words if you are submitting a  
phrase, e.g. a-safe-place)*

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333

*JUNE 16, 2021: SLIDE 21*

**Using three words, describe your vision for walking,  
bicycling and rolling in Emeryville**

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

JUNE 16, 2021: SLIDE 22

## EXISTING CONDITIONS ANALYSIS



## Collision Hot Spots

- Locations where 3+ bicycle or pedestrian collisions occurred
- 11 intersections are hot spots
- Seven intersections had 5 or more collisions:
  - 40<sup>th</sup> St & San Pablo Ave
  - 40<sup>th</sup> St & Hubbard St
  - 40<sup>th</sup> St & Emery St
  - 40<sup>th</sup> St & Adeline St
  - Powell St & Christie Ave
  - Stanford Ave & Hollis St
  - Park Ave & San Pablo Ave

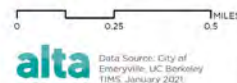
### COLLISION HOT SPOTS

EMERYVILLE ACTIVE TRANSPORTATION PLAN

#### Intersections with Clusters of 3 or More Bicycle and Pedestrian Collisions (2012 - 2018)



#### Destinations + Boundaries



JUNE 16, 2021: SLIDE 23

## EXISTING CONDITIONS ANALYSIS

# Bicycle Connectivity

- Bicycle Level of Traffic Stress (BLTS) assigns a score of BLTS 1 (lowest stress) through BLTS 4 (highest stress).
- San Pablo Ave and Powell St are the most stressful
- Bay Trail, shopping, and schools are surrounded by high stress roads



### BICYCLE LEVEL OF TRAFFIC STRESS

EMERYVILLE ACTIVE TRANSPORTATION PLAN

#### Bicycle Level of Traffic Stress (BLTS) Score

- BLTS 1: All Ages and Abilities
- BLTS 1.5: All Ages and Abilities (Residential)
- BLTS 2: Average Adult
- BLTS 3: Confident Adult
- BLTS 4: Fearless Adult

#### Destinations + Boundaries

- School
- City Hall
- Post Office
- Amtrak Station
- Railroad Track
- Park
- Office / Technology
- Industrial
- Commercial
- City Boundary

0 0.25 0.5 MILES



Data Source: City of Emeryville, OpenStreetMap, January 2021.



JUNE 16, 2021: SLIDE 24

## EXISTING CONDITIONS ANALYSIS

# Pedestrian Connectivity

- Streets with many sidewalk width restrictions:
  - 40<sup>th</sup> St
  - 64<sup>th</sup> St
  - 66<sup>th</sup> St
  - Powell St
- Powell St & Shellmound St intersection lacks pedestrian signals
- Adeline St lacks consistent pedestrian crossing signals



### PEDESTRIAN NETWORK

EMERYVILLE ACTIVE TRANSPORTATION PLAN

#### Pedestrian Facilities

- Pedestrian Signal
- Class I Shared-Use Path
- Bay Trail

#### Pedestrian Challenges

- Sidewalk Width Restriction
- Arterial Roadway

#### Destinations + Boundaries

- School
- City Hall
- Post Office
- Amtrak Station
- Railroad Track
- Park
- Office / Technology
- Industrial
- Commercial
- City Boundary

0 0.25 0.5 MILES



Data Source: City of Emeryville, OpenStreetMap, January 2021.





JUNE 16, 2021: SLIDE 25

#### EXISTING CONDITIONS ANALYSIS

## Equity

- Many low-income workers live on the east side of San Pablo Ave and likely have to cross San Pablo Ave to access jobs
- Low-income workers in Oakland may take the 29 bus line along Hollis St, or the San Pablo Ave 72 bus lines
- Low-income workers who live in West Oakland may bike on Mandela Pkwy to reach Emeryville



### HOME LOCATIONS OF LOW INCOME WORKERS IN EMERYVILLE

EMERYVILLE ACTIVE TRANSPORTATION PLAN

Where Low Income Workers Live  
(By Census Block Group)



A low income worker for this analysis is defined as someone who has a job with earnings of \$1,250 per month or less.

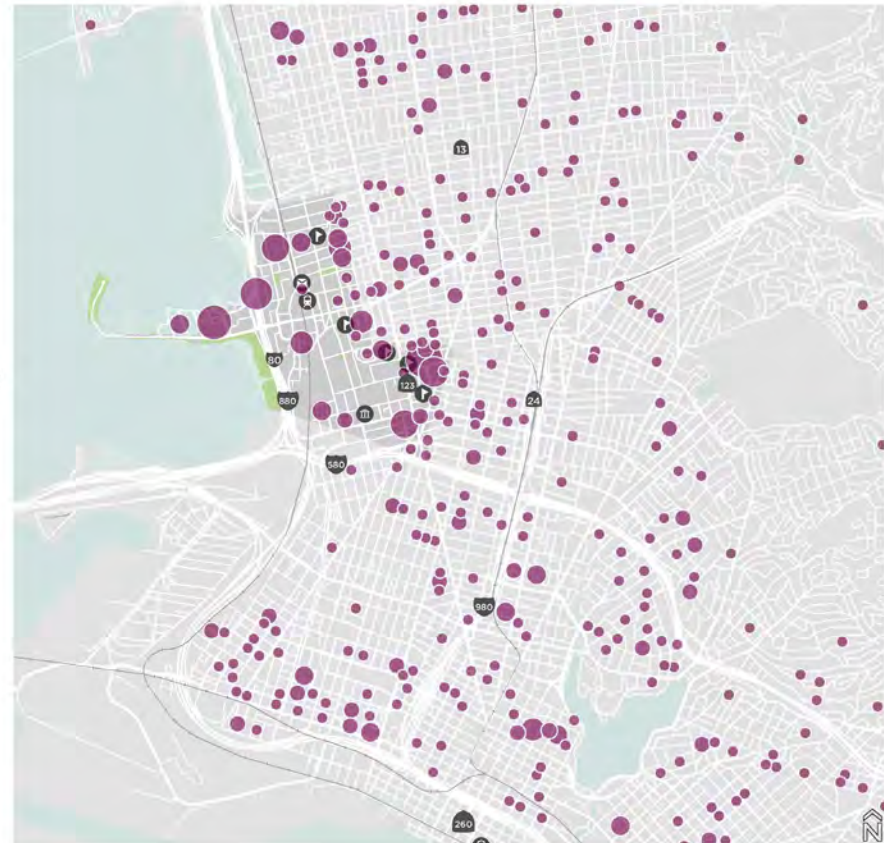
#### Destinations + Boundaries



0 0.5 1 MILES



Data Source: City of Emeryville, LEHD 2018, January 2021.



*JUNE 16, 2021: SLIDE 26*

EXISTING CONDITIONS ANALYSIS

## Key Takeaways

- Arterial roadway crossings are stressful
- Area around San Pablo Ave and Adeline St needs focus
- Walking routes can be improved by removing identified barriers
- The existing bikeway network is not comfortable for all ages and abilities



*JUNE 16, 2021: SLIDE 27*





*JUNE 16, 2021: SLIDE 28*

GET INVOLVED!

## TAKE ACTION

- Add your comments to the map and take the survey: [www.EmeryvilleMoves.org](http://www.EmeryvilleMoves.org)
- Join us for a tour!
  - Walking Tour A (~~Sat, 6/19~~ **Thurs, 7/1**)
  - Walking Tour B (**Tues, 6/22**)
  - Bicycle Tour (**Sat, 6/26**)
- Share the website with your family and friends!
- Retail/Restaurant/Hotel worker listening session: [info@emeryvillemoves.org](mailto:info@emeryvillemoves.org)

alta



JUNE 16, 2021: SLIDE 29

GET INVOLVED!


## WEBSITE DEMO


### Map


We'd love to hear about your walking, biking, and rolling experiences in Emeryville!


If you're using a screen reader to access this site or have trouble accessing the interactive maps, [try the text-based input form](#).

Please use the buttons below to tell us where you'd like to walk, bike, or roll to, locations that are challenging to navigate, and routes that you enjoy or think could be improved.


**Places I go or want to go**

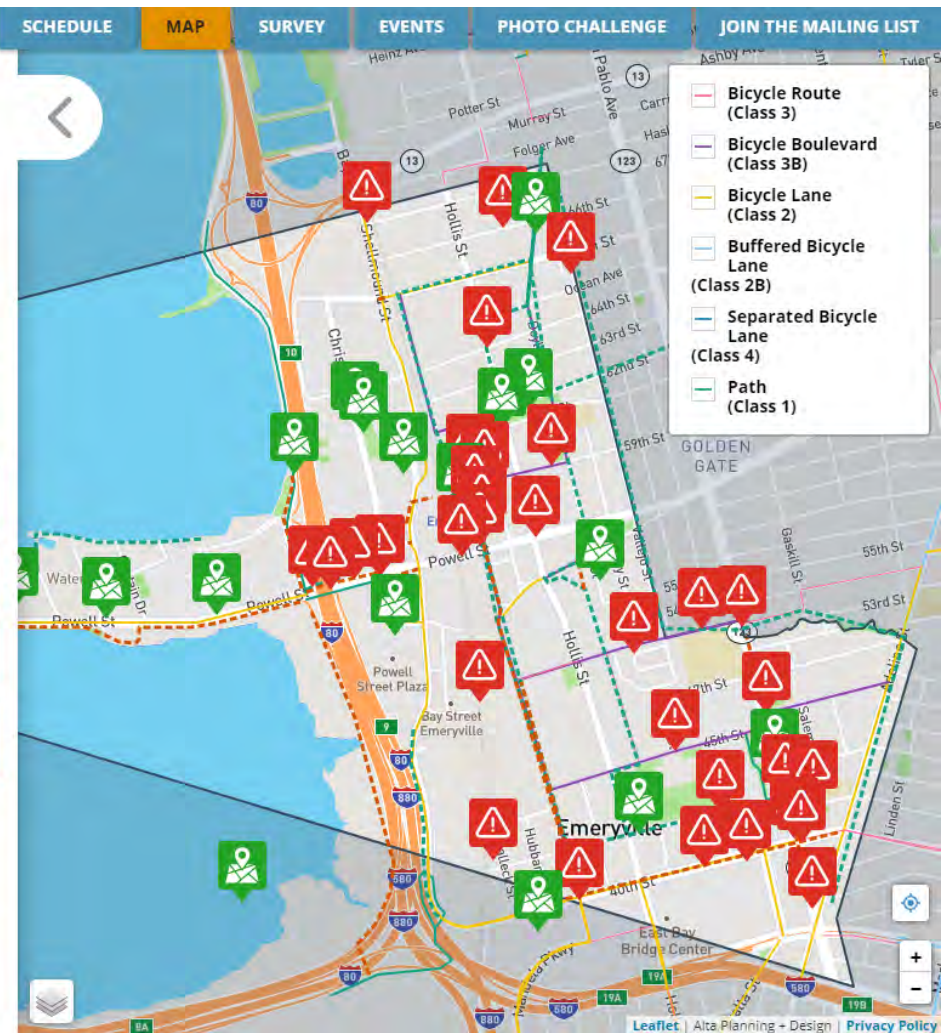

**Challenging locations**


**Routes I currently use**


**Routes that need improvement**

If someone has placed a marker or route that you agree with, click the "Like" option in the popup that appears when you select it.

You can also switch to satellite view and add or remove layers of data by clicking the upper left corner of the map.





*JUNE 16, 2021: SLIDE 30*

## POLL 4

LIST THREE PEOPLE YOU WILL SHARE THE  
WEBSITE WITH

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333

*JUNE 16, 2021: SLIDE 31*



Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

*JUNE 16, 2021: SLIDE 32*



***JUNE 16, 2021: SLIDE 33***

*thank you!*

## Workshop #2 Presentation

*MARCH 30, 2022: SLIDE 1*

# Emeryville Active Transportation Plan

Virtual Community Meeting #2 | March 30, 2022





**MARCH 30, 2022: SLIDE 2**

GET INVOLVED!



## Have to leave early? No worries.

1. Add your comments to the map: [www.EmeryvilleMoves.org](http://www.EmeryvilleMoves.org)
2. Share the website with your family, co-workers, and friends!
3. Attend the next Community Meeting in Fall 2022.
4. Sign up for our email list: [www.EmeryvilleMoves.org](http://www.EmeryvilleMoves.org)

**Everyone at today's meeting will earn an entry into our raffle for \$100 to an Emeryville restaurant! *Earn a second entry at EmeryvilleMoves.org***

*MARCH 30, 2022: SLIDE 3*

INTRODUCTION



## HOW TO USE ZOOM

Type comments in the chat.

Type questions in the Q&A.

Raise your hand if you would like to speak and **lower your hand** after speaking.

**PLEASE NOTE:** This meeting is being recorded

**MARCH 30, 2022: SLIDE 4**

AGENDA



## AGENDA

- Project Overview
- Engagement Recap – What We’ve Heard So Far
- Proposed Walking, Bicycling, and Rolling Projects
- Get Involved!
- Discussion



*MARCH 30, 2022: SLIDE 5*

INTRODUCTION



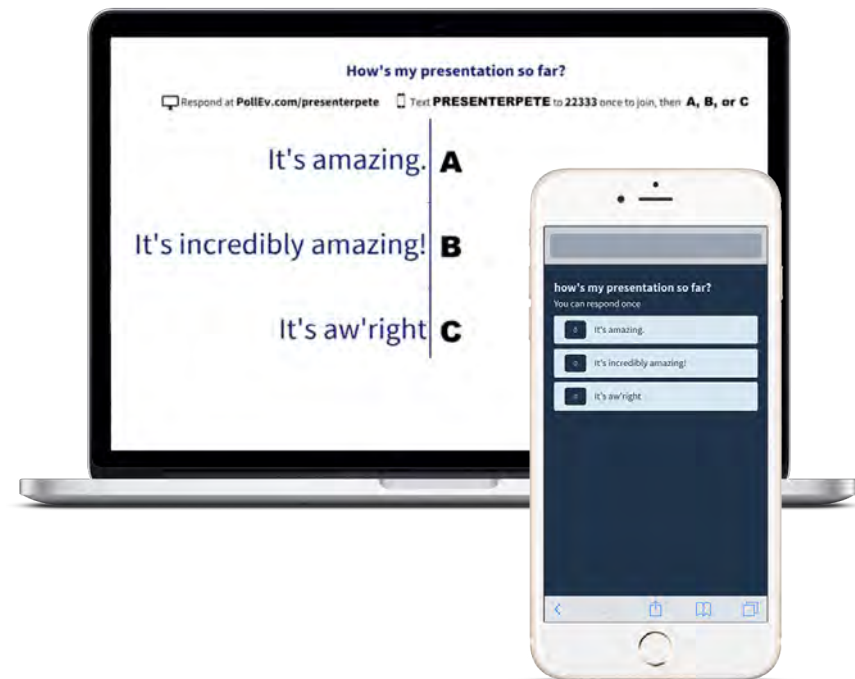
## POLL EVERYWHERE

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP)

Keep the page open – we will be turning on new polls throughout the presentation!

Alternatively:

Text ALTAPLANNING107 to  
22333



*MARCH 30, 2022: SLIDE 6*

# POLL 1

Tell us about yourself

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333



**MARCH 30, 2022: SLIDE 7**

⚠ When survey is active, respond at [pollev.com/altaplanning107](https://pollev.com/altaplanning107)

## Tell us about yourself

0 done

0 underway

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)

*MARCH 30, 2022: SLIDE 8*



*MARCH 30, 2022: SLIDE 9*

PROJECT OVERVIEW



## Project Summary

- Building on 2012 Citywide Pedestrian and Bicycle Plan to:
  1. Improve routes for people to walk, bike, and roll
  2. Fix areas that make it challenging to walk, bike, and roll
  3. Make walking and biking easier, safer, and more comfortable for people of all ages and abilities
- Plan will serve anyone who walks, bikes, or rolls in or through Emeryville
- Rolling might include: using a wheeled mobility device, stroller, scooter, skateboard, shopping cart, etc.



**MARCH 30, 2022: SLIDE 10**

PROJECT OVERVIEW

## Project Schedule

### Phase 1: Explore (Spring/Summer 2021)

- Assess current conditions, including connections, safety, and equity
- Listen to your vision and needs

### Phase 2: Collaborate (Winter/Spring 2021-2022)

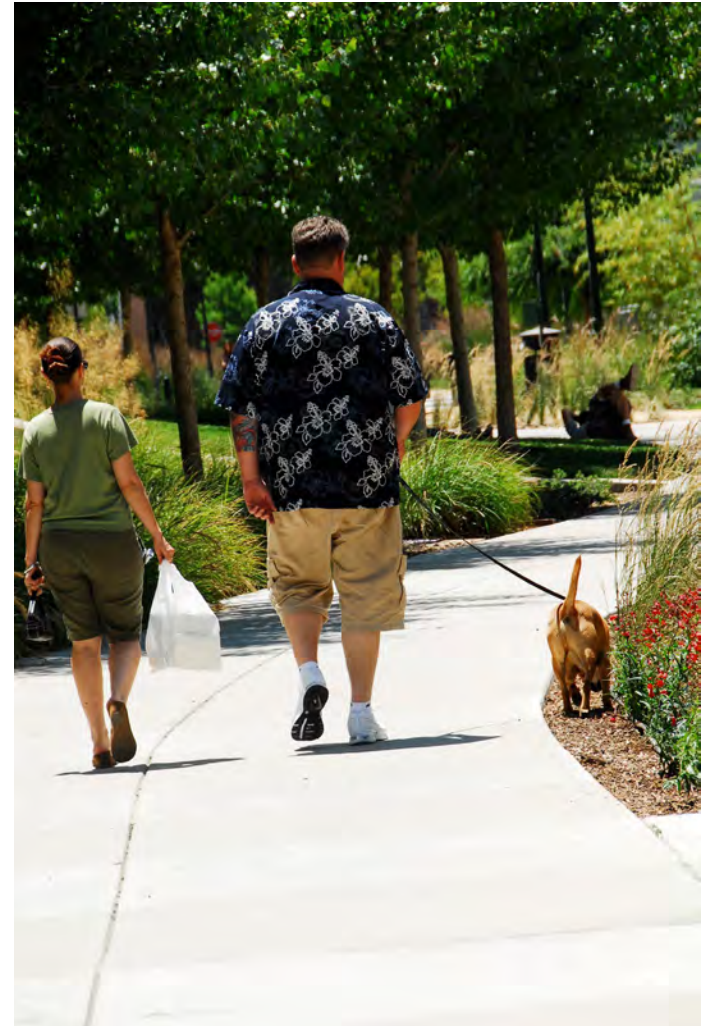
- **Propose projects (like bike lanes and sidewalks) and programs (like education campaigns) to improve walking, biking, and rolling in Emeryville**
- **Get your feedback on proposed projects and programs**

### Phase 3: Refine (Summer/Fall 2022)

- Share draft Active Transportation Plan
- Hear from you: Did we get it right?

### Phase 4: Approve (Winter 2022-2023)

- Finalize Active Transportation Plan
- Present to Emeryville City Council for approval and adoption





*MARCH 30, 2022: SLIDE 11*

## Engagement Recap – What We've Heard So Far





**MARCH 30, 2022: SLIDE 12**

ENGAGEMENT RECAP



## Phase 1 Results

- **Survey:** 848 responses
- **Map:**
  - 595 suggestions
  - 114 comments on others' suggestions
  - 2,193 votes on suggestions
- **Listening Sessions:**
  - Parent-focused: 7 participants
  - Disability-focused: 9 participants
  - Worker-focused: 11 participants
- **Community Meeting #1:** 25 participants
- **Tours:**
  - Walking Tour: 12 attendees + 3 staff (+ two babies in strollers & two dogs)
  - Bike Tour: 9 attendees + 3 staff
- **Youth Outreach:** about 30 participants

**= 1,000+ people involved in the ATP**

MARCH 30, 2022: SLIDE 13

ENGAGEMENT RECAP



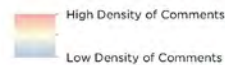
## Key Destinations

- Emeryville Marina and Parks
- Amtrak Station
- Doyle Slow Street and Emeryville Greenway
- Shopping Areas such Public Market, Bay St, 40<sup>th</sup> St, and Berkeley Bowl

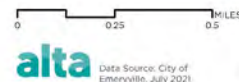
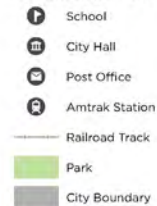
### WALKING AND ROLLING DESTINATIONS

EMERYVILLE ACTIVE TRANSPORTATION PLAN

#### Public Input Web Map Results



#### Destinations + Boundaries



MARCH 30, 2022: SLIDE 14

## ENGAGEMENT RECAP



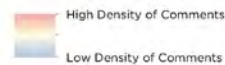
## Identified Barriers

- San Pablo Ave, Powell St, 40<sup>th</sup> St, and Hollis St (north of Powell)
- Intersections near Bay Trail access points
- Arterial roadways surrounding schools and City Hall

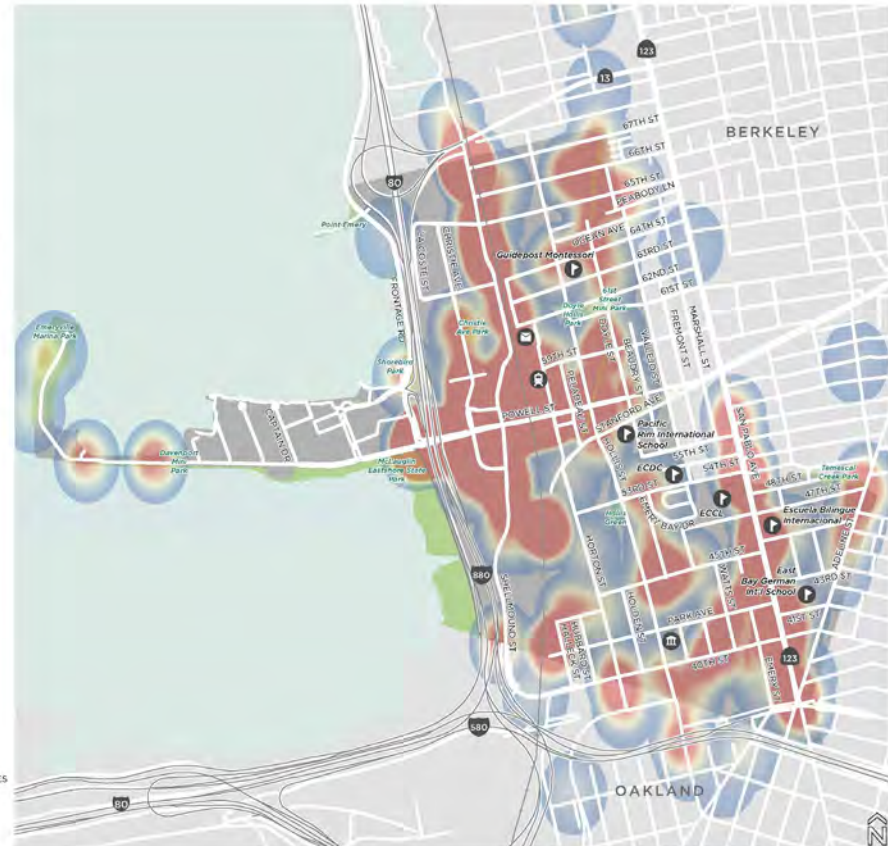
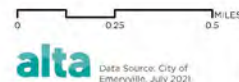
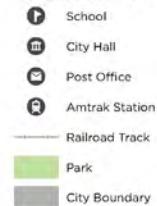
### BARRIERS TO WALKING AND ROLLING

EMERYVILLE ACTIVE TRANSPORTATION PLAN

#### Public Input Web Map Results



#### Destinations + Boundaries



## MARCH 30, 2022: SLIDE 15

### ENGAGEMENT RECAP

## What We Heard

- Arterial roadways create barriers for people walking and rolling
- There is a need for low stress biking and rolling connections to transit, parks, schools, and shopping
- There is a need for improved crossings and walking connections along transit corridors
- Greenways and bike boulevards work well as walking and rolling routes





*MARCH 30, 2022: SLIDE 16*

## Draft Plan Vision and Goals





**MARCH 30, 2022: SLIDE 17**

DRAFT PLAN VISION AND GOALS



## Plan Vision

The City of Emeryville is a community where active, sustainable transportation is the easy choice: it is safe, comfortable, equitable, and accessible to all. The continuous, connected network of world-class facilities eliminates the necessity of driving a car and makes active transportation accessible to people of all identities (race, ethnicity, age, gender, socio-economic status, ability, or orientation). The City promotes active travel through education and encouragement programs. The City inspires other communities with its visionary and forward-thinking commitment to active transportation.

*MARCH 30, 2022: SLIDE 18*

DRAFT PLAN VISION AND GOALS

## Plan Goals

What do you want the active transportation network to be?

- Comfortable
- Connected
- Joyful
- Equitable
- Sustainable
- Implementable



*MARCH 30, 2022: SLIDE 19*

## POLL 2

What active transportation plan goals are most important to you?

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333

*MARCH 30, 2022: SLIDE 20*

**Rank the following active transportation plan goals by what is most important to you:**

Comfortable  
Connected  
Joyful  
Equitable  
Sustainable  
Implementable

Start the presentation to see live content. For screen share software, share the entire screen. Get help at [pollev.com/app](https://pollev.com/app)



*MARCH 30, 2022: SLIDE 21*

## Infrastructure Recommendations





**MARCH 30, 2022: SLIDE 22**

INFRASTRUCTURE RECOMMENDATIONS

## How We Developed Infrastructure Recommendations:

1. Your Feedback in Outreach Round 1
2. Bicycle and Pedestrian Advisory Committee Wishlist
3. Existing Walking and Rolling Needs
4. Emeryville Staff Recommendations
5. Routes to recreation, shopping, transit, and schools that are comfortable for all ages and abilities



**MARCH 30, 2022: SLIDE 23**

INFRASTRUCTURE RECOMMENDATIONS

## Pedestrian and Spot Improvement Glossary



**New/Improved Sidewalk**



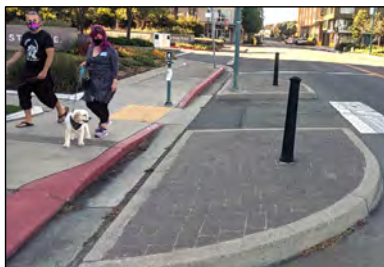
**Crosswalk**



**Rectangular Rapid Flashing Beacon**



**Pedestrian Hybrid Beacon**



**Curb Extensions**



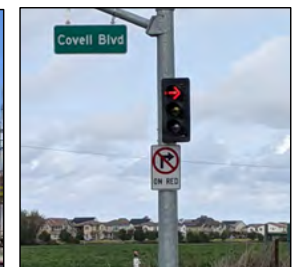
**Leading Pedestrian Interval**



**Median Refuge Island**



**Signal Timing Adjustments**



**No Right on Red**

MARCH 30, 2022: SLIDE 24

INFRASTRUCTURE RECOMMENDATIONS

## Bicycle Improvement Glossary



**Shared Use Path (Class I)**



**Bike Lane (Class II)**



**Buffered Bike Lane (Class IIB)**



**Bike Boulevard (Class IIIB)**



**Two-Way Cycletrack, Raised Bike Lane, Parking Protected Bike Lane (Class IV)**





*MARCH 30, 2022: SLIDE 25*



MARCH 30, 2022: SLIDE 26

GET INVOLVED!

## WEBSITE DEMO

### Proposed Spot Improvements

Click on the projects on the map, and then vote or comment. Click the buttons below to navigate between the proposals.

Click Next to continue on to take a short survey and be entered to win a \$100 gift card to a local Emeryville restaurant.

Next

Use the visual glossary to see examples of the proposed improvements.

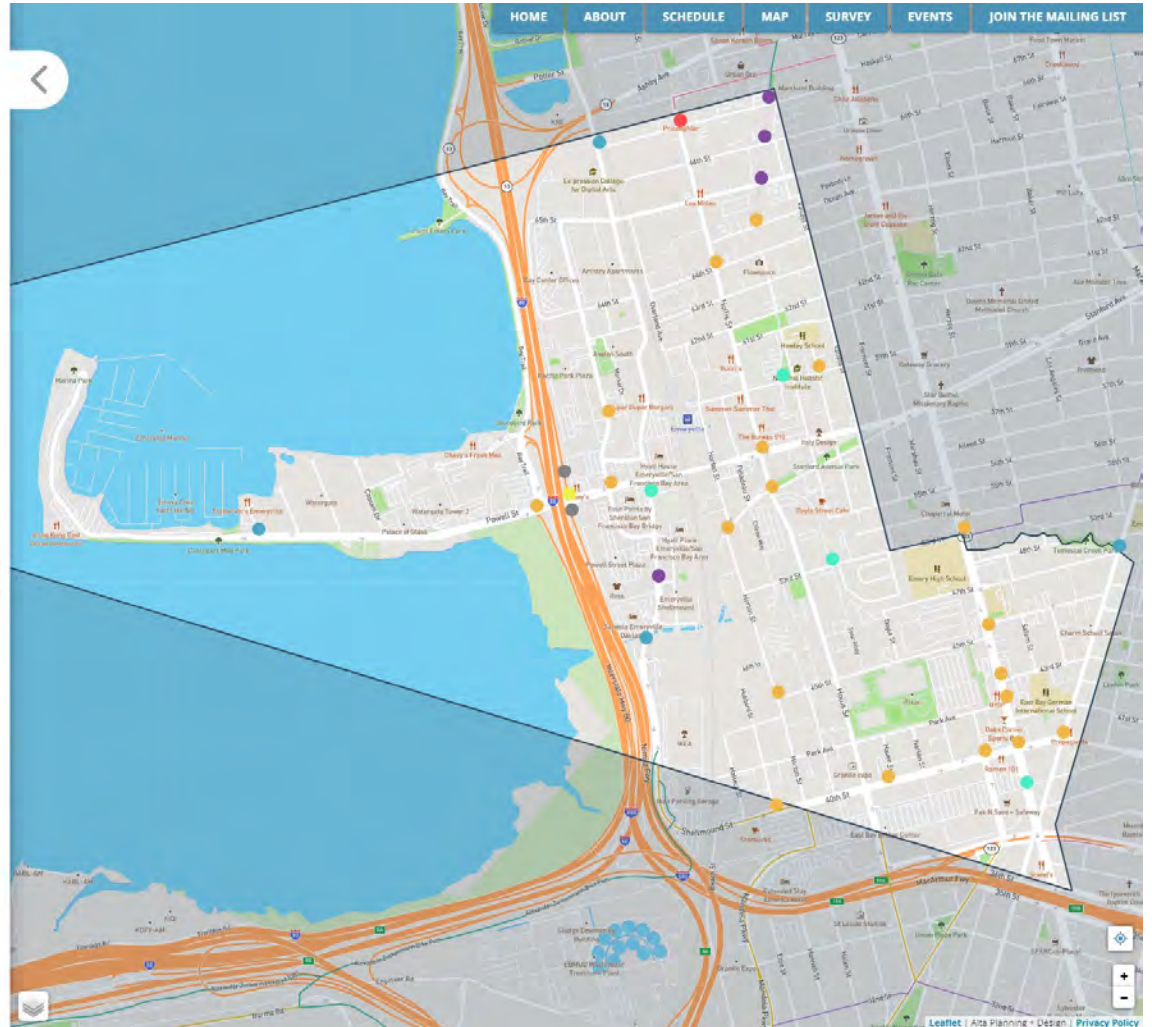
Bike

Pedestrian

Spot

#### Proposed Facilities

- New Crossing
- Upgrade Crossing
- Major Intersection Upgrade
- Traffic Signal
- Signage
- Study
- Other





**MARCH 30, 2022: SLIDE 27**

GET INVOLVED!

## TAKE ACTION

1. Add your comments to the map:  
[www.EmeryvilleMoves.org](http://www.EmeryvilleMoves.org)
2. Share the website with your family and friends!
3. Attend the next Community Meeting in Fall 2022
4. Sign up for our email list:  
[www.EmeryvilleMoves.org](http://www.EmeryvilleMoves.org)

alta



*MARCH 30, 2022: SLIDE 28*

## POLL 3

LIST THREE PEOPLE YOU WILL SHARE THE  
WEBSITE WITH

[tinyurl.com/EmeryvilleATP](https://tinyurl.com/EmeryvilleATP) OR  
text ALTAPLANNING107 to 22333

*MARCH 30, 2022: SLIDE 29*



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*MARCH 30, 2022: SLIDE 30*





*MARCH 30, 2022: SLIDE 31*

*thank you!*

## Noticing Materials

18,574 postcards (measuring 5 inches by 7 inches) were mailed to every residential and business address in Emeryville in May 2021 to advertise the project website.

Three hundred (300) flyers were distributed by hand to local businesses to recruit listening session participants in July 2021. Flyers were posted in retail establishments and emailed to business and labor organizations. Twenty-four (24) focus group members were compensated up to \$50 for their participation.



Postcard (above) and flyer (right)

The flyer features the City of Emeryville logo at the top right. The main heading is "JOIN US FOR A LISTENING SESSION AND EARN \$50!" in large, bold, yellow letters. Below it, a paragraph in English explains the need for input to update the Active Transportation Plan. To the right, a yellow banner says "WIN PRIZES! ¡GANA PREMIOS!". At the bottom, there is a QR code and the website "www.EmeryvilleMoves.org". The Spanish version of the text is at the bottom, starting with "¿CÓMO TE MUEVES?".

**WHO:** Any person who works in retail, restaurants, or hotels in Emeryville

**WHAT:** Virtual listening session to discuss walking, biking, and rolling in Emeryville

**WHEN:** One-hour session will be scheduled in August 2021

**WHERE:** Online (Zoom)

**WHY:** Earn a \$50 gift card and help make Emeryville a better place!

**DEADLINE TO SIGN UP:** JULY 23, 2021

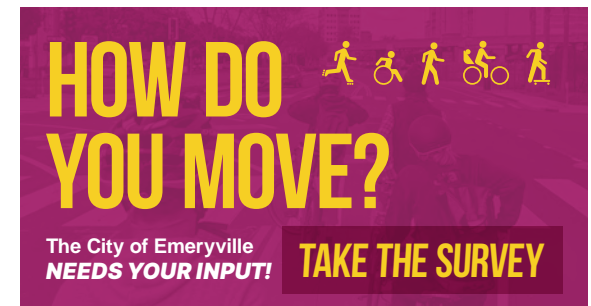
**SIGN UP BY JULY 23:**

[tinyurl.com/EvilleMoves](https://tinyurl.com/EvilleMoves)

Twenty (20) weatherproof and slip-resistant sidewalk decals measuring 20 inches by 20 inches were installed at the following locations In the summer of 2021:

- ▶ Emeryville Marina Park
- ▶ Amtrak Train Station
- ▶ Public Market
- ▶ Doyle Hollis Park/Doyle St
- ▶ Christie Park
- ▶ Joseph Emery Park
- ▶ Emeryville Greenway
- ▶ Bay Trail
- ▶ Transit stops near San Pablo & 40th
- ▶ Emeryville Center of Community Life

Facebook, Instagram, and Google social media advertisements were purchased to advertise the survey at a cost of \$1,500. Social media advertisements targeted people living or passing through zip code 94608 (smallest geography available that includes all of Emeryville).



*Sidewalk decal (above) and social media ads (right)*

# APPENDIX C: PROJECT RECOMMENDATIONS TABLES



Table C-1. **Pedestrian Network Recommendations**

PROJECT ID	STREET	IMPROVEMENT TYPE	START	END	SIDE OF STREET	NOTES	MILEAGE
C-1	67th St	New Sidewalk	Shellmound St	Hollis St	Both	Add sidewalk on both sides of street.	0.17
C-2	Peabody Lane	Improve Existing Sidewalk	65th St	Vallejo St	Both	Alley difficult for pedestrians. Add stop sign, red curb, mirror for visibility, and lighting.	0.06
C-3	64th St	Improve Existing Sidewalk	260ft east of Hollis St	Doyle St	South	Improve existing sidewalk, make walking space wider and smoother.	0.05
C-4	Overland Ave	New Sidewalk	150' south of 63rd St	64th St	East	Extend existing sidewalk on east side of street to reach 64th St.	0.08
C-5	61st St	Improve Existing Sidewalk	Hollis St	Doyle St	North	Widen existing sidewalk.	0.10
C-6	Christie Ave	Improve Existing Sidewalk	59th St	Shellmound Way	Both	Improve existing sidewalk by widening walking path and/or removing obstructions such as signs and trash cans.	0.08
C-7	Powell St	New Sidewalk	Christie Ave	Shellmound St	South	Emeryville Loop. Pedestrian walkway on south side of Powell St.	0.08
C-8	Shellmound St - Powell St Underpass	Improve Existing Sidewalk	New Midblock Crossing	Hyatt Hotel Parking Lot Entrance	East	Fill sidewalk gap underneath Powell Street, remove obstructions in walking path including signs and landscaping that makes corners and navigation difficult for wheelchairs.	0.02

PROJECT ID	STREET	IMPROVEMENT TYPE	START	END	SIDE OF STREET	NOTES	MILEAGE
C-9	Powell St	Improve Existing Sidewalk	Peladeau St	Hollis St	South	Sidewalk or a more direct/ accessible pedestrian path was requested on Powell between Christie and Hollis as part of the walking tour.	0.05
C-10	Chiron Way	New Sidewalk	Stanford Ave	53rd St	Both	Key Green Street in general plan. Remove gates and reconstruct with greenery.	0.16
C-11	Doyle St	Improve Existing Sidewalk	47th St	45th St	East	Widen existing sidewalk.	0.10
C-12	45th St	Improve Existing Sidewalk	Horton St	San Pablo Ave	Both	Corridor is lined with trees and has potential to be vibrant pedestrian and greenway space. Improve existing sidewalk space by widening or working with existing tree barriers.	0.44
C-13	Halleck St	New Sidewalk	Sherwin Ave	150ft North of Park Ave	West	New sidewalk on west side of Halleck St north of Pelco.	0.05
C-14	Hubbard St	New Sidewalk	Sherwin Ave	Park Ave	East	Add sidewalk on east side of street.	0.08
C-15	Hubbard St	New Sidewalk	Park Ave	40th St	Both	Add new sidewalk on both sides of Hubbard.	0.09

Table C-2. **Spot Improvement Recommendations**

PROJECT ID	CROSS STREET A	CROSS STREET B	IMPROVEMENT TYPE	NOTES
D-1	Shellmound St	67th St	Intersection Upgrade	Quiet Zone Traffic Signal. Add a crosswalk on southern leg of intersection to connect people walking north on east side to the existing sidewalk (sidewalk ends / is missing north of 67th on east side of street).
D-2	Hollis St	67th St	Intersection Upgrade	Quiet Zone Traffic Signal.
D-3	Emeryville Greenway	67th St	Signage	Add street name sign so Greenway users know which street they are crossing.
D-4	Emeryville Greenway	66th St	Signage	Add street name sign so Greenway users know which street they are crossing.
D-5	Emeryville Greenway	65th St	Signage	Add street name sign so Greenway users know which street they are crossing.
D-6	Doyle St	Ocean Ave	Intersection Upgrade	Intersection improvement.
D-7	Hollis St	64th St	Intersection Upgrade	Consider LPI and two-turn bike boxes at this location.
D-8	63rd St	Hollis St	Intersection Upgrade	Install signal, including crosswalks and curb extensions.
D-9	Christie Ave	59th St	Intersection Upgrade	Add crosswalks on west, north, and east legs of intersection. Consider signal warrant study.
D-10	Emeryville Greenway	59th St	New or Upgrade Crossing	Enhanced crossing, mid-block.
D-11	Beaudry St	59th St	Intersection Upgrade	Install stop sign at the intersection of 59th and Beaudry St.
D-12	Hollis St	Powell St	Intersection Upgrade	Raise crosswalk and eliminate slip lane, public feedback identified this location as a barrier to walking and biking.
D-13	Anchor Drive	Powell St	New or Upgrade Crossing	Enhanced crossing RRFB to transition to Shared-Use Path on other side of Powell St.

PROJECT ID	CROSS STREET A	CROSS STREET B	IMPROVEMENT TYPE	NOTES
D-14	I-80	Powell St	Intersection Upgrade	MTC I-80/Powell Street Interchange Transit Access Improvements. Install curb extensions on west side of Powell St/Frontage Rd, 10 foot sidewalk on north side of Powell St, Realign Bay Trail for Mode Separation, new bus stops. City to study potential removal of one westbound travel lane on Powell Street turning north onto West Frontage Road.
D-15	Christie Ave	Powell St	Intersection Upgrade	Eliminate one right turn lane/arrow on Christie southbound and Powell eastbound. Northwest corner (southbound Christie onto westbound Powell) turn radius squared. All-ped scramble study.
D-16	Shellmound St	F bus stop / Four Points Sheraton Hotel	New or Upgrade Crossing	Add midblock crossing across from Four Points Sheraton at F-bus stop.
D-17	Shellmound St	Brunswig Lane	Signage	Add a "Cross at Crosswalk" sign, work with property manager to add signage.
D-18	Horton St	Stanford Ave	Intersection Upgrade	BPAC 2019 intersection improvement, public identified barriers nearby on Horton.
D-19	Hollis St	Stanford Ave	Intersection Upgrade	Upgrade crosswalks, make protected intersection with curb extensions, bike boxes.
D-20	Spur Alley	53rd St	New or Upgrade Crossing	Midblock crossing, RRFB.
D-21	53rd St	San Pablo Ave	Intersection Upgrade	Add LPI, protected intersection with curb extensions, consider dashed green pavement markings across San Pablo.
D-22	Shellmound St	F-bus Stop (Bay Street)	New or Upgrade Crossing	RRFB.
D-23	Adeline St	47th St	New or Upgrade Crossing	Lit crosswalk, consider high visibility crosswalk.
D-24	Hubbard St	40th St	Intersection Upgrade	From 40th and San Pablo Bus Hub Project: Curb extensions on northern leg, dashed green pavement parkings for 40th St Two-Way Separated Bikeway, "Look Right" signs at crosswalk.
D-25	Bridgecourt Office	40th St	Intersection Upgrade	Sidewalk ramps on 40th St on both sides of office entrance.



PROJECT ID	CROSS STREET A	CROSS STREET B	IMPROVEMENT TYPE	NOTES
D-26	Emery St	40th St	Intersection Upgrade	Northwest protected corner, bike boxes, dashed green pavement markings, green-backed sharrows, consider bike signal head, add LPI.
D-27	San Pablo Ave	40th St	Intersection Upgrade	This intersection is included in the Alameda CTC San Pablo Avenue Corridor Project, currently in the design process at time of publication. This area is under Caltrans jurisdiction and Caltrans may or may not approve proposed projects.
D-28	Adeline St	40th St	Intersection Upgrade	Northwest protected corner, curb extensions, upgrade sidewalk, bike boxes, dashed green pavement markings, green-backed sharrows, consider bike signal head, add LPI.
D-29	Emery St	MacArthur Blvd	Intersection Upgrade	Intersection to be studied in alignment with upgrades to the Adeline/San Pablo/MacArthur intersection for improved crossing for bikes.
D-30	San Pablo Ave/Adeline St	MacArthur Blvd	Intersection Upgrade	Intersection included in the Alameda CTC San Pablo Avenue Corridor Project, currently in the design process at time of publication. This area is under Caltrans jurisdiction and Caltrans may or may not approve proposed projects. In alignment with Alameda CTC Project, study for linear bikeway west on MacArthur Boulevard to connect people biking to the intersection of Emery St and Peralta St.
D-31	Shellmound St	Christie Ave	Intersection Upgrade	Intersection upgrade as part of the Emeryville Loop Project. Concept includes modifying vehicle signal detection zones, adding bicycle signal and detection equipment at the Christie Avenue crossing, and modifying the signal phasing and timing to add a bicycle crossing phase.
D-32	Shellmound St	Ohlone Way	Intersection Upgrade	Intersection upgrade as part of the 40th Street Multimodal Project Phase II: Shellmound Street Gap Closure Project. Concept includes modifying vehicle signal detection zones, adding bicycle signal and detection equipment at the Sonesta Driveway crossing, and modifying the signal phasing and timing to add a bicycle crossing phase.

PROJECT ID	CROSS STREET A	CROSS STREET B	IMPROVEMENT TYPE	NOTES
D-33	Shellmound St	Bay St	Intersection Upgrade	Intersection upgrade as part of the 40th Street Multimodal Phase II: Bay Trail Gap Closure Project. Concept includes modifying vehicle signal detection zones and reconstructing an existing curbside AC Transit bus stop into a bus boarding island.
D-34	Horton St	53rd St	Intersection Upgrade	Install traffic light and traffic diverter to allow vehicle-free crossing of Horton Street as part of BMR improvements.
D-35	Horton St	120 feet south of 53rd St	Intersection Upgrade	Install new signalized pedestrian crossing as part of BMR improvements.
D-36	Bay St	Ohlone Way	Intersection Upgrade	Intersection upgrade as part of Bay Street grocery store project to help facilitate bike and pedestrian movements across Shellmound St and Bay Street and connection to the South Bayfront Bridge.
D-37	Hollis St	66th St	New or Upgrade Crossing	Add RRFB to cross Hollis Street.
D-38	Shellmound St	Marketplace Garage Exit	Intersection Upgrade	New Traffic Signal.
D-39	Shellmound St	IKEA Driveway	Intersection Upgrade	Intersection upgrade as part of the 40th Street Multimodal Phase II: Bay Trail Gap Closure Project. Concept includes removing trees, relocating traffic signal poles, reconstructing two median islands, upgrading the existing crosswalk into a bikeway crossing that may include supplemental bike signal equipment and a widened curb ramp.
D-40	Shellmound St	Shellmound Way	Intersection Upgrade	Intersection upgrade as part of the 40th Street Multimodal Project. Install protected intersection and paint crosswalk across north leg of the intersection.
D-41	Christie Ave	Shellmound Way	Intersection Upgrade	Intersection upgrade as part of the 40th Street Multimodal Project. Install protected intersection on southeast corner and paint crosswalk across south leg of the intersection.

Table C-3. **Bikeway Network Recommendations**

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-1	Bay Trail	Trail Rehab Project	Point Emery	Powell St	0.73	Class I Shared-Use Path	Repave existing Bay Trail trail to have smoother pavement.
E-2	I-80/Ashby Ave Interchange	Overcrossing	Frontage Rd	65th St	0.33	None	Ashby Overcrossing. Project in progress.
E-3	La Coste St	Class I Shared-Use Path	65th St	64th St	0.30	None	Short Term: add Bike Boulevard on La Coste Street. Long term: add Shared-Use Path to connect to Ashby Overcrossing. Project located on private property.
E-4	67th Street	Class IIIB Bicycle Boulevard	Shellmound St	Emeryville Greenway	0.35	None	Bike Boulevard connection to proposed Ashby Overcrossing.
E-5	Shellmound St	Class IV Separated Bikeway	Shellmound Way	67th St	0.66	Class II Bicycle Lane	Upgrade existing bikeways to Separated Bikeway. Emeryville Loop connection. Roadway width: 32' to 48'.
E-6	Parallel to Railroad Tracks	Class I Shared-Use Path	67th St	65th St	0.14	None	Add Shared- Use Path on gravel area east of railroad.
E-7	65th St	Class IV Separated Bikeway	La Coste St	Shellmound St	0.16	None	Add 2-way Separated Bikeway on north side of 65th Street with one lane of parking removal. Roadway width 40', existing parking on both sides of street.
E-8	65th St	Class IV Separated Bikeway	Shellmound St	Emeryville Greenway	0.30	Class IIB Buffered Bicycle Lane	Add Separated Bikeway with transit islands at Bus Stops. Remove one lane of parking. Proposed cross-section: 8' Parking, 6' bikeway, 3' buffer, 11' travel lane, 11' travel lane, 3' buffer, 6' bikeway.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-9	65th St	Class IIIB Bicycle Boulevard	Emeryville Greenway	City Boundary near Vallejo St	0.07	None	Bike Boulevard connection to existing bikeway in Berkeley. Public identified route as in need of improvement.
E-10	Overland Ave	Class IV Separated Bikeway	62nd St	65th St	0.28	Class IIIB Bicycle Boulevard	Upgrade existing bike boulevard to Separated Bikeway.
E-11	Doyle St	Class IV Separated Bikeway	Ocean Ave	61st St	0.21	Class IV Separated Bikeway	Add raised Separated Bikeway on Doyle Street as part of Emeryville Greenway.
E-12	63rd St	Class IIIB Bicycle Boulevard	Doyle St	Vallejo St	0.10	None	Bike Boulevard connection to planned Oakland Bikeway.
E-13	61st St	Class IIIB Bicycle Boulevard	Doyle St	City Boundary near Vallejo St	0.10	None	Bike Boulevard connection Doyle Street to planned bikeway in Oakland. Public identified area as a popular destination.
E-14	62nd St	Class IV Separated Bikeway	Horton St	Hollis St	0.09	Class IIIB Bicycle Boulevard	Upgrade existing bike boulevard to Separated Bikeway.
E-15	Horton St	Class IV Separated Bikeway	59th St	62nd St	0.12	Class IV Separated Bikeways (posts)	Add Separated Bikeway. Convert to lanes to one-way northbound on Horton Street from 59th Street to 62nd Street to create dedicated loading/unloading space.
E-16	Doyle St - 59th St	Class IV Separated Bikeway	61st St	59th St / Emeryville Greenway	0.12	Class IIIB Bicycle Boulevard	Upgrade existing bike boulevard to Separated Bikeway.
E-17	Private property (parallel to I-80 east side)	Class I Shared-Use Path	64th St	Powell St	0.37	None	Add Shared-Use Path parallel to I-80 on east side. Bay Trail Connection.



PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-18	5801 Christie Mixed-Use Project	Class I Shared-Use Path	Private property (parallel to I-80 east side)	Christie Ave	0.1	None	Shared-Use Path included in 5801 Christie Mixed-Use Project.
E-19	5850 Shellmound Way New Path & Connection to Bridge	Class I Shared-Use Path	Christie Ave	Existing Bridge to Amtrak Station	0.1	None	City Initiated General Plan Amendment to revise the location of Shellmound Way and add east-west path on the northern side of 5850 Shellmound Way.
E-20	Shellmound Way	Class IV Separated Bikeway	Christie Ave	Shellmound St	0.08	None	Emeryville Loop. Two-way Separated Bikeway on south side of street.
E-21	Christie Ave	Class IV Separated Bikeway	Shellmound Way	Powell St	0.07	None	Emeryville Loop. Two-way Separated Bikeway on east side of street.
E-22	Powell St / I-80 Undercrossing Path	Class I Shared-Use Path	Frontage Rd	I-80 On-Ramp / New Path Parallel to I-80	0.07	None	Add Shared-Use Path to north side of Powell Street. Proposed in 2019 BPAC Walking Tour Recommendations.
E-23	Doyle St	Class IIIB Bicycle Boulevard	53rd St	59th St	0.38	None	Bike Boulevard proposed in 2012 BPMP, involves private parking lot cut-through.
E-24	55th St	Class IIIB Bicycle Boulevard	Doyle St	Vallejo St	0.09	None	Bike Boulevard connection to planned Oakland Bikeway.
E-25	Stanford Ave	Trail Rehab Project	Horton St	Hollis St	0.07	Class II Bicycle Lane	Widen existing trail and make more comfortable for bikes. Retain trees and landscaping to comply with Prop 84 park grant.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-26	Shellmound St	Class IV Separated Bikeway	Christie Ave	Shellmound Way	0.16	Class II Bicycle Lane	Emeryville Loop. Two-way Separated Bikeway on west side of street.
E-27	Bay Trail Connection	Class I Shared-Use Path	Powell St Plaza	South Bayfront Bridge	0.33	None	Add Shared-Use Path. Proposed in 2012 BPMP. Will require acquisition of Right-of-Way, included in General Plan. Project located on private property.
E-28	Shellmound St	Class IV Separated Bikeway	40th St Bridge	Christie Ave	0.44	Class II Bicycle Lane	40th Street Multimodal Phase II: Bay Trail Gap Closure Project. Concept includes removing two on-street bike lanes, realigning the vehicle lanes, and adding a two-way separated bikeway with a raised buffer on the west side of Shellmound Street.
E-29	Ohlone Way	Class I Shared-Use Path	Shellmound St	South Bayfront Bridge	0.06	None	Shared-Use path connection on Ohlone Way from Shellmound Street to South Bayfront Bridge. Approved as part of grocery store project. Project located on private property.
E-30	53rd St	Class IV Separated Bikeway	Horton St	Hollis St	0.13	Class IIIB Bicycle Boulevard	Upgrade existing Bike Boulevard on 53rd Street to Separated Bikeway as part of the Temescal Greenway.
E-31	53rd St	Class I Shared-Use Path	Hollis St	San Pablo Ave	0.32	Class IIIB Bicycle Boulevard	Add Shared-Use Path on south side of 53rd Street as part of the Temescal Greenway.
E-32	ECCL Path	Class I Shared-Use Path	53rd St	47th St	0.11	None	Shared-Use Path connection is a long term vision and requires redevelopment and easement from private property.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-33	Connection between Spur Alley and 47th Street	Class I Shared-Use Path	Spur Alley	47th St	0.11	None	Shared-Use Path connection is a long term vision and requires redevelopment and easement from private property.
E-34	47th St	Class IIIB Bicycle Boulevard	Community Pool	San Pablo Ave	0.14	None	Bike Boulevard connection to Community Pool.
E-35	Doyle St	Class IV Separated Bikeway	45th St	47th St	0.10	None	Two-way Separated Bikeway connection on Doyle St.
E-36	AC Transit Yard Connection	Class I Shared-Use Path	47th St	45th St	0.10	None	Shared-Use connection is a long term vision and requires redevelopment and easement from private property.
E-37	New Path	Class I Shared-Use Path	45th St	47th St	0.08	None	Add Shared-Use Path. Proposed in 2012 BPMP.
E-38	Adeline St	Class IV Separated Bikeway	San Pablo Ave	Northern City Boundary	0.57	Class II Bicycle Lane	Project in progress through public works.
E-39	Sherwin Williams Trail	Class I Shared-Use Path	Sherwin Ave	Bay Street Bridge	0.29	None	Add Shared-Use Path connection on east side of railroad.
E-40	Horton St	Class IV Separated Bikeway	40th St	53rd St	0.43	Class IIIB Bicycle Boulevard	Upgrade existing bike boulevard to Separated Bikeway.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-41	San Pablo Ave	Class IV Separated Bikeway	36th St	54th St	0.72	None	Alameda CTC San Pablo Avenue Corridor Project. One-way cycletracks on both sides of the street. Includes pedestrian safety improvements at all major intersections and safe connections to all intersecting bike routes, including at Adeline, MacArthur, and 40th Street. Treatments include protected intersections, pedestrian and bus bulbs, ADA ramp upgrades, and median refuge islands. This area is under Caltrans jurisdiction. Caltrans may or may not approve proposed projects. Project also included in the Northern Alameda County Core Connection Plan and is identified by the Alameda CTC Countywide Bikeways Network as part of the future regional all ages and abilities network.
E-42	Park Ave	Class IIIB Bicycle Boulevard	Halleck St	Hollis St	0.25	None	Bike Boulevard connection to Park Avenue Multimodal Study. BPAC 2019.
E-43	Emery St	Class IIIB Bicycle Boulevard	Park Ave	40th St	0.09	Class III Bicycle Route	Bike Boulevard through connection parallel to San Pablo Avenue.
E-44	40th St	Class I Shared-Use Path	Halleck St	Hubbard St	0.06	Class II Bicycle Lane	Add Shared-Use Path on north side of 40th Street.
E-45	40th St Bridge	Class IV Separated Bikeway	Shellmound St	Hubbard St	0.34	Class II Bicycle Lane	Install flexible bollards on 40th Street for protection from moving vehicles.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
E-46	40th St	Class IV Separated Bikeway	Hubbard St	Adeline St	0.65	Class II Bicycle Lane	40th Street and San Pablo Avenue Bus Hub Project. Add full or partial street closure with pedestrian plazas and emergency vehicle access on 40th Street at the intersections of Watts, Haven, Holden, and Hubbard. Project is included in the Northern Alameda County Core Connection Plan and is identified by the Alameda CTC Countywide Bikeways Network as part of the future regional all ages and abilities network.
E-47	Beach St - Halleck St	Class IIIB Bicycle Boulevard	Sherwin Ave	34th St	0.52	None	Bike Boulevard connection from Mandela Parkway to 40th Street / Shellmound Street. BPAC 2019.
E-48	Adeline St	Class IIB Buffered Bicycle Lane	36th St	San Pablo Ave	0.10	Class II Bicycle Lane	Buffered bike lane widths: 5' bike lane with 2-3' foot buffer.
E-49	Emery St	Class IV Separated Bikeway	40th St	Peralta St	0.18	Class II Bicycle Lane	Upgrade existing Bike Lane to Two-Way Separated Bikeway.
E-50	45th Street Sherwin Williams Connector	Class I Shared-Use Path	Sherwin Williams Park	Horton St	0.06	None	Trail connection.



Table C-4. Multimodal Studies

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
F-1	Christie Ave	Study	Powell St	65th St	0.55	None	Separated Bikeway Study. Street width ranges from 56' near Powell to 42' with parking in middle section, 32' no parking towards north.
F-2	Hollis St	Study	40th St	67th St	1.36	None	Study potential for installing bike lanes on Hollis St as part of the transit street. Sidewalk and pedestrian improvements included.
F-3	Powell St	Study	Davenport Park	Frontage Rd	0.42	Class IIB Buffered Bicycle Lane	Study: Two-way Separated Bikeway onroad, south side of Powell, 6' bike lanes and 4' buffer, reduced median, and travel lanes narrowed to 11'. Alt: One-way Separated Bikeway.
F-4	Powell St	Study	Frontage Rd	Christie Ave	0.15	None	Study: Two-way Separated Bikeway onroad, south side of Powell. Alternative 1: One-way Separated Bikeway. Alternative 2: consider upgrading existing Shared-Use Path on south side of Powell Street to separate walkers and bikers. In alignment with the I-80/Powell Street Interchange Transit Access Improvement Project, study for the removal of one turn lane in the westbound direction at the intersection of W Frontage Rd and Powell Street. This area is under Caltrans jurisdiction. Caltrans may or may not approve proposed projects.
F-5	Powell St	Study	Christie Ave	Hollis St	0.31	None	Study: Two-way Separated Bikeway onroad, south side of Powell, 5' lanes and 5' buffer, remove one travel lane. Alt: One-way Separated Bikeway.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
F-6	Powell St	Study	Hollis St	Vallejo St	0.20	None	Study: Two-way Separated Bikeway onroad, south side of Powell, 5' lanes and 6' buffer, remove one travel lane, requires traffic signal rephasing for bike signal. Alt: One-way Class Separated Bikeway.
F-7	Beaudry St	Study	Powell St	Stanford Ave	0.04	None	Study: Add Bike Boulevard on Beaudry St. Make one-way southbound and extend sidewalk 1/2 of street.
F-7	Doyle St	Study	Powell St	Stanford Ave	0.06	None	Study: Make Doyle Street between Powell St and Stanford Ave one way northbound for cars. Repurpose half of street as sidewalk / park extension.
F-7	Stanford Ave	Study	Horton St	San Pablo Ave	0.48	None	Study: Eliminate on-street parking, replace with contra-flow Separated Bikeway, eastbound travel lane as Class 3B. Consider implementing speed humps. This segment of Stanford Ave is also identified by the Alameda CTC Countywide Bikeways Network as part of the future regional all ages and abilities network.
F-8	Bay Trail	Study	Frontage Rd	Davenport Mini Park	2.04	Pedestrian Path	Shared-Use Path widening study.
F-9	Park Ave	Study	Hollis St	San Pablo Ave	0.31	None	Multimodal corridor study. Consider: Add Separated Bikeway, convert angled parking to parallel parking, widen sidewalk.
F-10	Mandela Parkway Extension / East Bay Bridge Shopping Center Parking Lot	Study	Hollis St	San Pablo Ave	0.24	None	General Plan Key Green Street. Study: Two-way Separated Bikeway on road through East Bay Bridge Shopping Center and feasibility of separated bikeway and improved lighting on West MacArthur Blvd between Emery Street and San Pablo Avenue.

PROJECT ID	STREET	PROPOSED BIKEWAY	START	END	MILEAGE	EXISTING BIKEWAY	NOTES
F-11	Emeryville Crescent Trail	Study	McLaughlin State Park		NA	None	Consistent with the General Plan and in the interest of providing shoreline access to the Bay Bridge, this Plan calls for a feasibility study to determine if a bicycle and pedestrian path can be developed adjacent to the Emeryville Crescent without negatively impacting sensitive habitat.



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