

**RESOLUTION NO. \_\_\_\_\_**

**Resolution Of The City Council Of The City Of Emeryville Approving Concept Of Closing Unsignalized Intersections On The North Side Of 40<sup>th</sup> Street (Watts, Haven, Holden, And Hubbard) As Part Of The 40<sup>th</sup> Street Multimodal Project**

**WHEREAS**, on March 3, 2020, the City Council approved the conceptual design of the 40<sup>th</sup> Street Multimodal Project and found it to be exempt from the California Environmental Quality Act; and

**WHEREAS**, as part of the resolution, City Council instructed Staff to conduct a traffic feasibility study for full and partial closures of the unsignalized streets that connect to 40<sup>th</sup> Street from the north (Watts, Haven, Holden, and Hubbard); and

**WHEREAS**, in August 2022, the Public Works Department issued a Request for Proposals for "Professional Design Services for the 40th Street Transit-Only Lanes And Multimodal Enhancements Project" and after careful evaluation, City staff identified Diablo Engineering Group ("Diablo Engineering") as the most suitable consultant, considering their approach, experience, and understanding of the City's requirements; and

**WHEREAS**, in early 2023, Fehr & Peers (a subconsultant to the Diablo Engineering team) completed a traffic feasibility analysis as one of the first items of work for the design phase of the Project and the results of the analysis were shared with the Emeryville Transportation Committee on May 9, 2023; and

**WHEREAS**, in the traffic feasibility analysis, the team studied the impact of closing unsignalized intersections in the project area various circulation alternatives along the corridor with and without closures of unsignalized intersections and all of the signalized intersections in the Project area were found to experience no significant change in congestion as a result of the additional closure of the unsignalized intersections as compared to the base project; and

**WHEREAS**, the traffic feasibility analysis went on to show that the extent of vehicle queuing on 40th Street would be similar whether the unsignalized intersections are fully closed or not as compared to the base project; and

**WHEREAS**, at the May 9, 2023, Transportation Committee meeting, Staff received positive feedback on the overall project, circulation/traffic pattern changes, and the concept of green infrastructure and parklet opportunities if the unsignalized streets were closed off to vehicular traffic; and

**WHEREAS**, the Transportation Committee recommended forwarding the concept of closures at unsignalized intersections on the north side of 40<sup>th</sup> Street (Watts, Haven, Holden, and Hubbard) to City Council; now, therefore, be it

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40<sup>th</sup> Street Multimodal Project – Closures of Unsignalized Intersections on North Side

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**RESOLVED**, by the City Council of the City of Emeryville that the City Council approves the design concept of closing unsignalized intersections on the north side of 40th Street (Watts, Haven, Holden, and Hubbard) as part of the 40th Street Multimodal Project.

**ADOPTED**, by the City Council of the City of Emeryville at a regular meeting held Tuesday, July 18, 2023, by the following vote:

AYES: \_\_\_\_\_

NOES: \_\_\_\_\_

ABSTAIN: \_\_\_\_\_

ABSENT: \_\_\_\_\_

\_\_\_\_\_  
MAYOR

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
CITY CLERK

DocuSigned by:  
*John Kennedy*  
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\_\_\_\_\_  
CITY ATTORNEY