

Table II: ATP Policy Recommendations

Page 59 ATP Policy Recommendation	Description	Adoption - 2024 Progress (Year 1) <i>Complete, Progress, Ongoing, or Not Yet</i>
A-1: COMMITMENT TO PLAN IMPLEMENTATION	A-1.1: The City will seek resources to implement the recommendations of the Active Transportation Plan.	Ongoing. CIP Project SUT-O2 funds studies to help implement the ATP. In 2024 this funded the Powell Street Study which will continue in 2025.
A-1: COMMITMENT TO PLAN IMPLEMENTATION	A-1.2: As other roadway improvements are constructed by the City and other agencies, the City will evaluate opportunities to integrate pedestrian and bicycle infrastructure to advance implementation of the Active Transportation Plan.	Ongoing. Pedestrian and Bicycle Improvements are incorporated into the Sustainable Streetscapes Program in the CIP on an ongoing basis.
A-2: MAINTENANCE	A-2.1: Bicycle facilities will be resurfaced at the time that the street on which they reside is resurfaced, to ensure equitable maintenance between vehicle and bicycle facilities.	Ongoing. Standard Emeryville Practice.
A-2: MAINTENANCE	A-2.2: The City will ensure sufficient funding in order to support bicycle and pedestrian maintenance activities.	Ongoing. We have identified annual maintenance funding and multiple funding sources to ensure maintenance happens on an ongoing basis: Sustainable Streetscapes and ADA funds in the CIP, General PW Maintenance Fund, etc. 2024 examples include replacing plastic delineators and repaving.
A-3: SAFE ROUTES TO SCHOOLS	The City will continue to act as an engaged partner with the Emery Unified School District, local schools, and Alameda County in support of Safe Routes to School activities and programs.	Not Yet. Point people with capacity in both the City and EUSD need to be identified. In 2025 aiming to develop EUSD connections and relationships to make this happen in 2025-2026 school year.

ATP 2024 Annual Report

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A-4: BANNING RIGHT TURN ON RED	The City will evaluate banning vehicles from turning right while they have a red light signal on a case-by-case basis as projects move into the design phase.	Ongoing. Right hand turns are evaluated as part of each paving and street improvement project. Additionally, in 2024 the City has started a Local Roadway Safety Plan (LRSP) with a traffic consultant which will include analysis of potential locations in 2025.
A-5: PLAN EVALUATION	A-5.1: When the Active Transportation Plan is updated, the City will assess citywide bicycle and pedestrian data and conduct additional counts as needed.	Not Yet. Policy for future implementation. The ATP was not updated in 2024.
A-5: PLAN EVALUATION	A-5.2: When feasible, conduct bicycle and pedestrian counts before and after new projects are constructed.	Ongoing. In 2024 only counts done for Powell. Only vehicle counts were conducted due to limited resources, minimal intersections and primarily off-street facilities for peds and bikes.
A-5: PLAN EVALUATION	A-5.3: The City will establish a centralized database to track the implementation status of the bicycle and pedestrian network proposed in the Active Transportation Plan. The database, and its mapping component, will allow for the rapid creation of reports and maps to be deployed to officials and the public.	Not yet. In 2024 worked on how to implement ATP and interdepartmental coordination. Will begin working on actual database as data becomes available over next 2 years.

ATP 2024 Annual Report
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A-6: LEADING PEDESTRIAN INTERVALS	The City supports Leading Pedestrian Intervals and will evaluate opportunities to implement at signalized intersections where feasible, while taking into consideration transit needs.	Ongoing. In 2024 the City's on call traffic consultant retimed signals on Hollis Street and optimized LPI where applicable.
A-7: LOWERING OF SPEED LIMITS	The City will evaluate how new legislation could be applied within current legislative restrictions on lowering of speed limits on streets with biking facilities.	Ongoing. In 2024 the City implemented a citywide speed limit update. Subsequently, speed limits were reduced to as low as 15 miles per hour (Horton Street) based on new State Legislation.