

SUMMARY OF COMMENTS

Below is a summary of comments on the conceptual design made at a community workshop on May 22, 2019; by the Planning Commission on May 23, 2019; by the Bicycle/Pedestrian Advisory Committee on June 3, 2019; and by the Transportation Committee on June 13, 2019; as well as comments received from the public by email and from an on-line survey. Also included are comments made by the Public Art Committee when it reviewed the draft concept options on September 20, 2018.

Workshop and Emails

At the community workshop on May 22, 2019, and in emails, the following comments were made:

- Traffic backs up from IKEA, especially at holidays.
- Losing the Target left turn would congest other left turns.
- Parking loss would reduce business at Black & White Liquor and Granite Expo.
- Parking loss would be a problem for employees at Rudy's Can't Fail Café and Watermark Senior Living.
- Moving Watermark pickup and drop-off to Horton would add walking distance because the side door has to remain alarmed.
- The project would benefit almost 4,000 AC Transit riders and about 2,000 Emery Go-Round riders
- The project would improve cyclist safety and bus performance.

Planning Commission

On May 23, 2019, the Planning Commission voted unanimously to recommend approval of the design. Commissioners made the following comments:

- The turn onto the Bay Bridge Trail from Shellmound Street in front of IKEA is tight.
- The parking bay on 40th Street west of San Pablo Avenue at Black & White Liquor leads to doors opening into traffic; it should be eliminated as proposed in the plan.
- The Bay Bridge Trail entrance across 40th Street from IKEA could be improved with additional landscaping including trees, benches, and a drinking fountain.
- An illuminated "No Right Turn on Red" sign is needed to ensure that drivers see the sign when turning right onto 40th Street from southbound San Pablo Avenue.

These comments can be addressed in the final design.

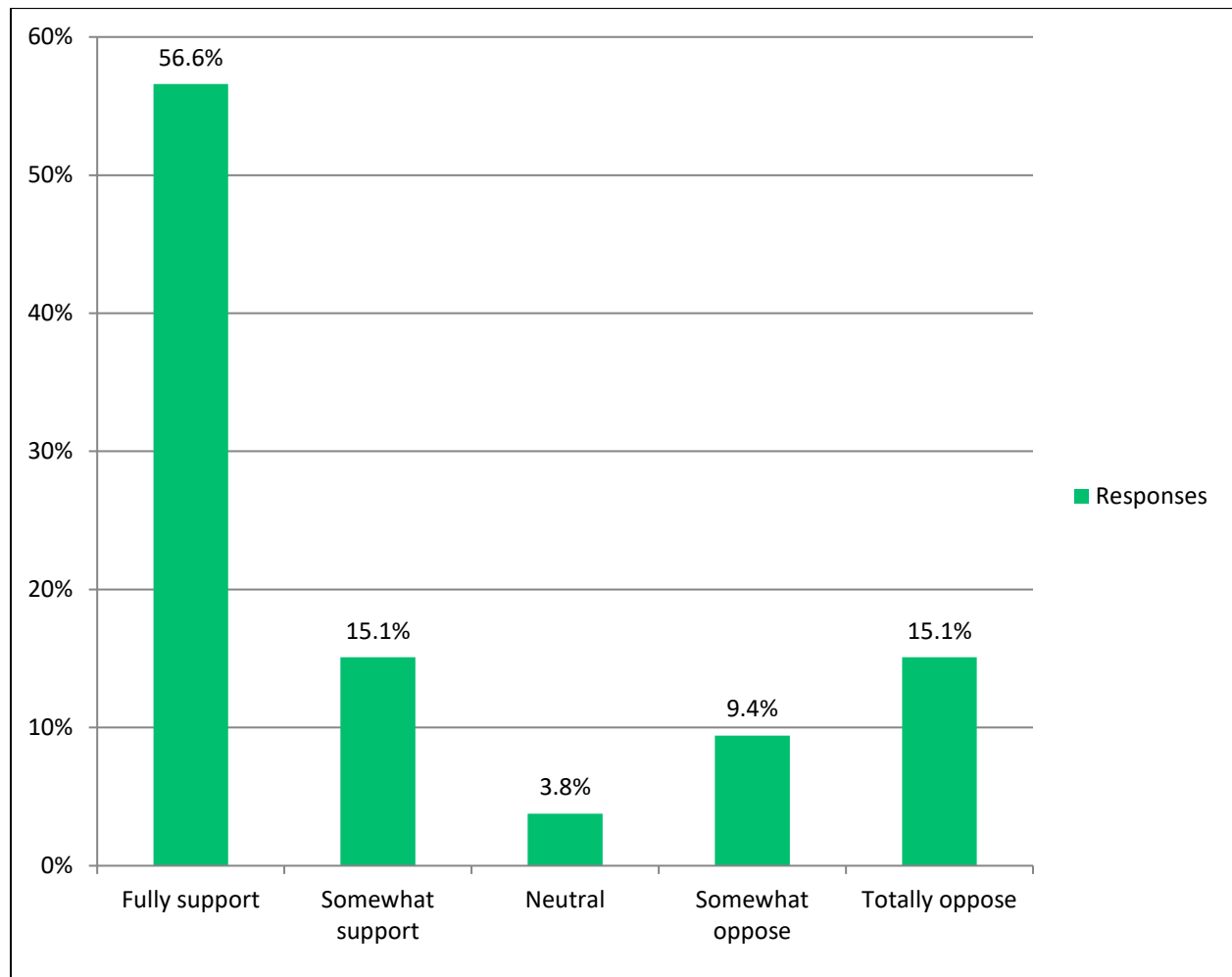
Survey

A survey at www.emeryville.org/40thSanPabloBusHub produced the following common themes:

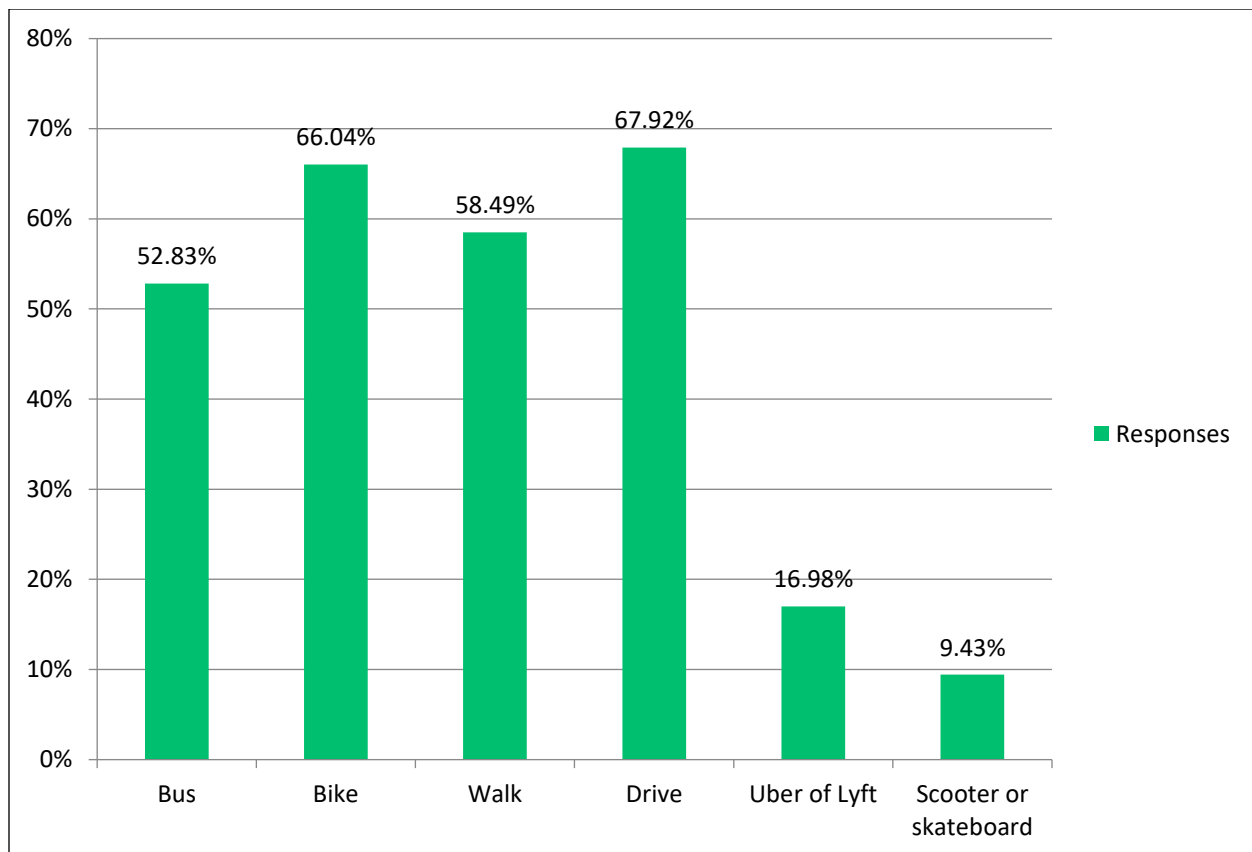
- On weekends and during the holiday season, traffic congestion is worse than shown in the traffic analysis.
- Removing parking and slowing car travel would hurt businesses.
- Bike lanes on both sides provide better cyclists access to business on the south side of 40th Street.
- Eliminating the Target entrance on 40th would divert traffic to Horton Street, congesting that left turn and making the Target entrance on Horton even worse for cyclists; this could be remedied by a protected bike entrance or four-way stop.

- Drivers turning right on red don't look right, putting eastbound cyclists in danger, so a large lighted sign is needed on San Pablo Avenue southbound turning right onto 40th Street.
- More sensitive bike detectors, increased signage, and additional enforcement would be needed.
- Wayfinding elements, interpretive signs, and public art featuring local artists would be good.
- The improvements and operational trade-offs would encourage a mode shift away from autos.
- These changes would be even better if extended into Oakland and north on Shellmound Street to Berkeley.

In response to the question, "Given the pedestrian and bicycle improvements, and the operations trade-offs, how do you feel about the project?", 38 (71.7%) of the 53 respondents strongly or somewhat supported the design, as shown below.



Most respondents travel on 40th Street by cycling, driving, walking, and riding buses, as shown below.



Bicycle/Pedestrian Advisory Committee

The Bicycle/Pedestrian Advisory Committee discussed the project on June 3, 2019. Members expressed support for the project and mentioned the following possibilities:

- A scramble signal phase and raised cross walks or raised intersection at San Pablo Avenue
- A large, lighted “No Right Turn” sign on southbound San Pablo Avenue at 40th Street
- Using the closed short cut from Bay Bridge Trail to Shellmound Street as a jug handle (left turners looping right to cross the intersection).
- Extending the two-way bike way north on Shellmound Street and east into Oakland.

Transportation Committee

On June 13, 2019, the Transportation Committee discussed the project. A committee member asked if a triangular island could be added on Adeline Street southbound approaching 40th Street to keep motor vehicles out of the bike lane at the corner. The consultant agreed that more could be done there to address that issue. Committee members asked questions about working with Oakland on the design of 40th Street east of Adeline Street, truck turning radii at Horton Street, the Target left-turn pocket, coordinating the rain garden near Halleck Street with a potential greenway connection behind Target to Mandela Parkway, and bicycle detection.

Public Art Committee

On September 20, 2018, the Public Art Committee recommended expanding the bus shelter art program into the new bus shelters in the project, putting poetry and artist-designed interpretive signs about the plants in the landscaping, partnering with adjacent property owners to put murals on the building walls west of San Pablo Avenue, and partnering with the owner of the East BayBridge Shopping Center to improve the plaza on the southwest corner of 40th Street and San Pablo Avenue. The committee's June 2019 meeting was cancelled for lack of quorum. At its July 2019 meeting, staff plans to ask, if additional funding can be found, whether the next priority should be entry art or integration of art into functional elements such as railings, benches, light fixtures, trash bins, or paving. This input could be used to seek funding for additional public art.