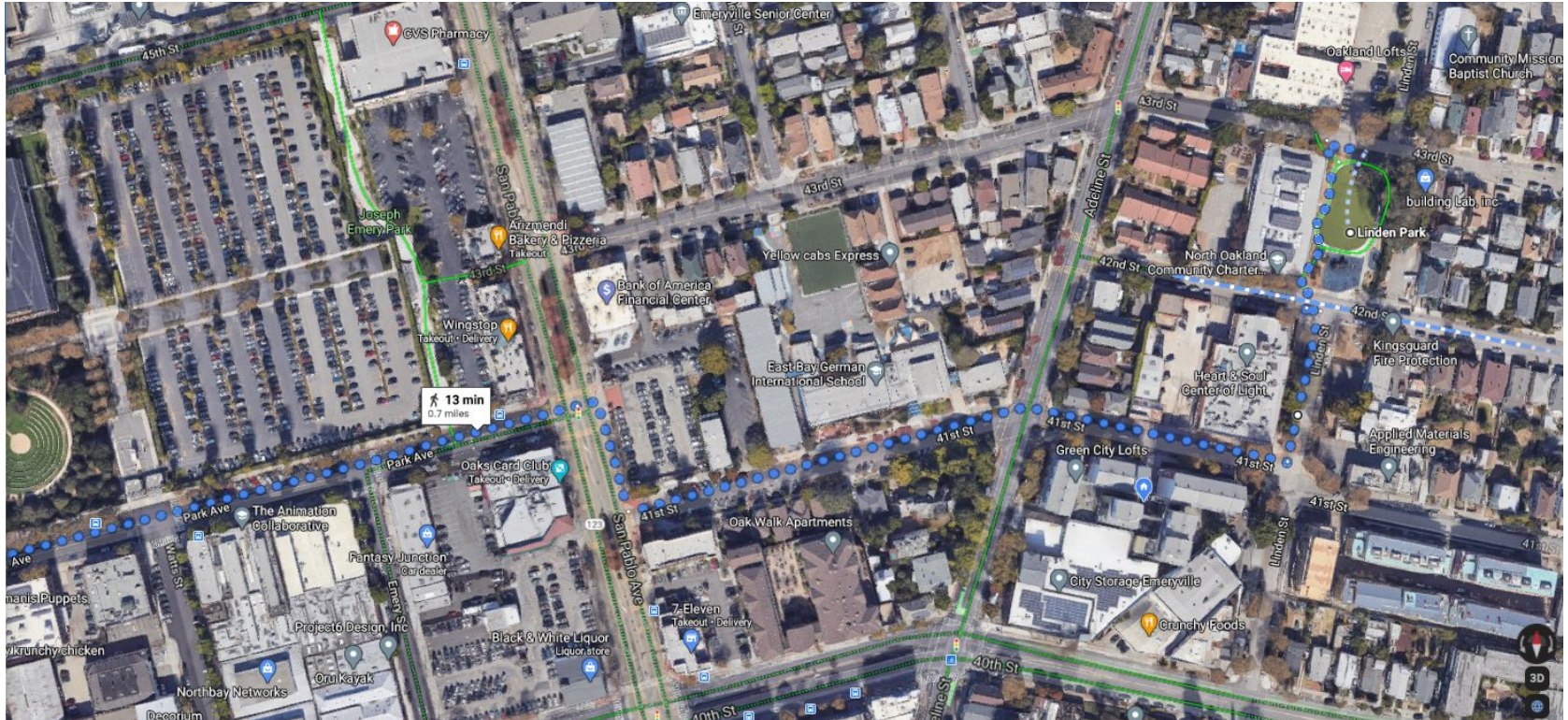


Slow Street Oakland // Emeryville

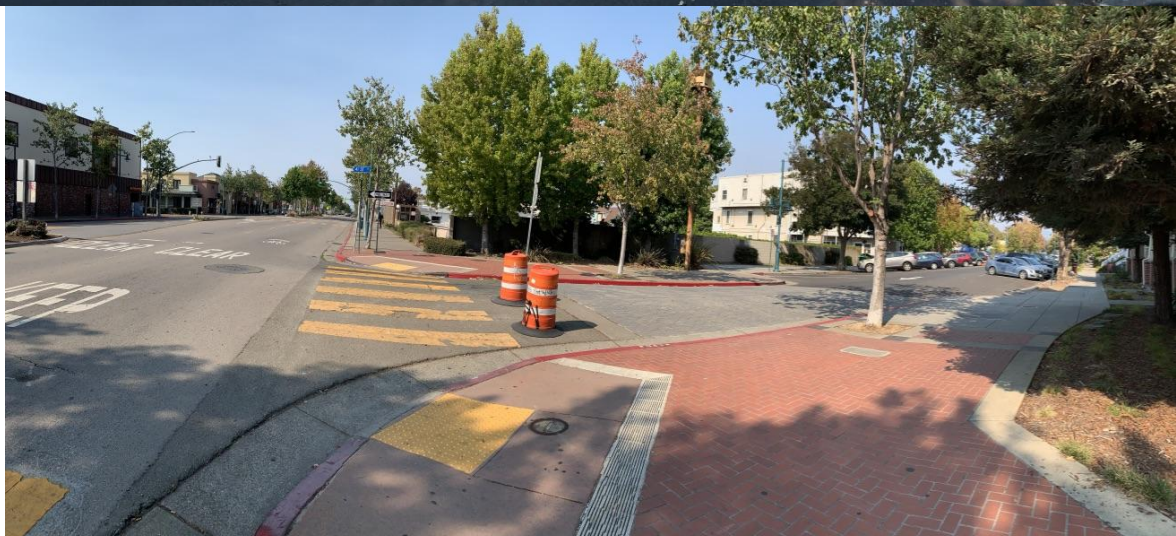
>>Connect 42nd Slow Street in Oakland<<

42nd St. > Linden St.> 41st St. > San Pablo Ave. >Park Ave.





41st. Street



40th St. to Shellmound St. Bridge

- Add protective bike lanes dividers



Bay Trail Wayfinding

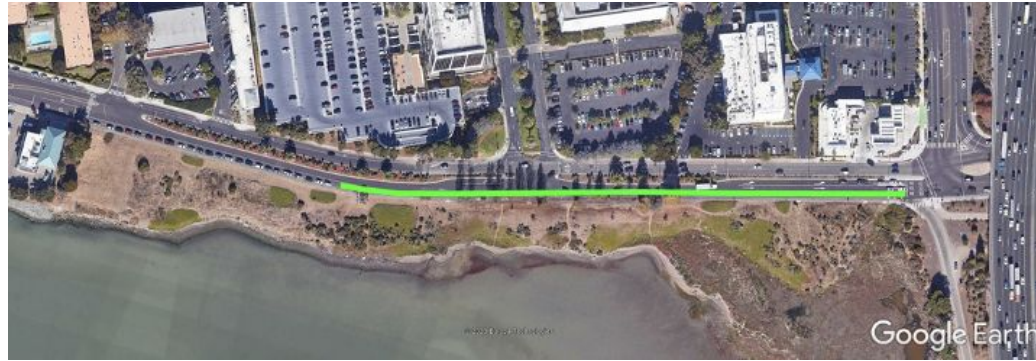
The problem: The Bay Trail has seen a significant increase in bike and pedestrian traffic during COVID. The Bay Trail path through parts of Emeryville is very unclear, especially to riders not familiar with the area. It is confusing to know when bikes should be using sidewalks and when they shouldn't.

A solution: Provide wayfinding signage on pavement at key intersections and at regular intervals where the trail is ambiguous.



Proposed motion: The BPAC recommends that pavement stencil markings and/or additional signs be added to provide more effective wayfinding for the Bay Trail. Markings / signs should clearly indicate 'Bay Trail'.

Powell Street (South) – Convert Traffic Lane to Bike/Pedestrian Lane



The problem: The Emeryville Peninsula has a large, beautiful park space with world class views. The park has seen a significant increase in users during COVID. Accessing this park space without a car is difficult and unsafe. The existing sidewalk adjacent to the green stripe in the illustration to the left is narrow and doesn't provide sufficient space for pedestrians. Social distancing on the sidewalk is difficult. Cyclists coming from the Bay Trail frequently ride on this narrow sidewalk and create conflicts with pedestrians.

A solution: Convert the traffic lane shown in green below to a 2-way cycle track / pedestrian walkway.

Proposed motion: The BPAC recommends that the southernmost lane of Powell Street, as shown in green in the illustration above, be converted from a traffic lane to a 2-way cycle track / pedestrian walkway.

From BPAC November 47, 2019 Meeting Minutes:

BPAC M/S/P, McCamy/Burrows/7-0-0-1-0, there be a 2-way continuous raised (above road level) protected and separated cycle track and pedestrian walkway on the south side of Powell St., from Frontage Rd. to Access Rd. ([entrance to The Towers](#)) in furtherance of creating a continuous protected bikeway and walkway along Powell St. west to the Marina, with protected crossings, at all crossings to the north side of Powell at all major access points including the freeway off-ramp.

Powell Street (North) – Convert Traffic Lane to Bike/Pedestrian Lane



The problem: Bike/Pedestrian connections between The Towers office center and transit and restaurants east of I-80 are difficult and unsafe. The existing sidewalk adjacent to the green stripe in the illustration below is narrow and doesn't provide sufficient space for pedestrians. Social distancing in this area is difficult.

A solution: Convert the traffic lane shown in green below to a 2-way cycle track / pedestrian walkway.

Proposed motion: The BPAC recommends that the northernmost lane of Powell Street, as shown in green in the illustration above, be converted from a traffic lane to a 2-way cycle track / pedestrian walkway.

From BPAC October 7, 2019 Meeting Minutes:
BPAC M/S/P, Scheuerman/McCamy/7-0-0-1-0 to recommend, between (attached) map points #3 and #4, that the City consider a road diet to create space for bicycle and pedestrian improvements to the north side of Powell St.



Swap Parking Lane with Bike Lane

Problem: The sidewalk at Watergate is too narrow. With a fence on one side of the sidewalk and cars parked next to the other side of the sidewalk, it is nearly impossible to practice social distancing.

A solution: Swap the parking lane with the bike lane. Reduce vehicle travel lane width to maximize bike lane width.

Proposed Motion: The BPAC recommends that the parking lane be swapped with the bike lane for the segment shown in green below.



Widen Walking Path by Removing Ice Plant

Problem: Marina Park has seen a significant increase in walkers and joggers during COVID. Social distancing forces people off the paved path. The walking path at Marina Park is too narrow. It is difficult to distance from other walkers.

Solutions: Remove the strip of ice plant (in red) adjacent to the walking path and/or create 'passing zones' by removing sections of ice plant at fixed intervals (areas in yellow provide examples). Replace ice plant with decomposed granite.

Proposed Motion: The BPAC recommends removing ice plant adjacent to the walking path and replacing it with decomposed granite.



Public Market Pedestrian/Bike Access

Problem: The Public Market creates a ‘mega-block’ that is a hindrance to east/west connections. The west entrance to the Public Market is from an uninviting alley that can be dangerous for pedestrians. During COVID, the Public Market is struggling and needs increased visibility and accessibility.

A solution: Provide pedestrian / bike access to the Public Market west entrance from Christie Avenue as depicted by the yellow stripe on the adjacent illustration. Space adjacent to the path could be used for outdoor dining.

This property is currently owned by the City of Emeryville and is used as a temporary corporation yard. The vehicles parked in this parking lot could be relocated to ‘Site B’, another nearby city owned property.

Proposed motion: The BPAC recommends that a pedestrian / bike path is provided to create a direct connection between Christie Avenue and the Public Market west entrance.

From BPAC November 5, 2018 Meeting Minutes:

Public Market Access: Member Scheuerman made a presentation outlining his proposal that a pedestrian and bicycle path be built between Christie Ave. and the Public Market. BPAC M/S/P, Scheuerman/Modic/8-0-0-1-0 that City Council immediately create a direct pedestrian path from Christie Ave to the Public Market west entrance; and BPAC recommends that City Council require a direct pedestrian and bicycle connection between Christie Ave and the Public Market west entrance as part of development plans for the City owned properties on Christie Ave.



Shellmound Way – Convert Traffic Lane to Bike/Pedestrian Lane

Problem: The Shellmound Way sidewalk, illustrated in green below, provides a frequently used connection to the Public Market and the Amtrak Station. This sidewalk is very narrow and makes safe social distancing very difficult.

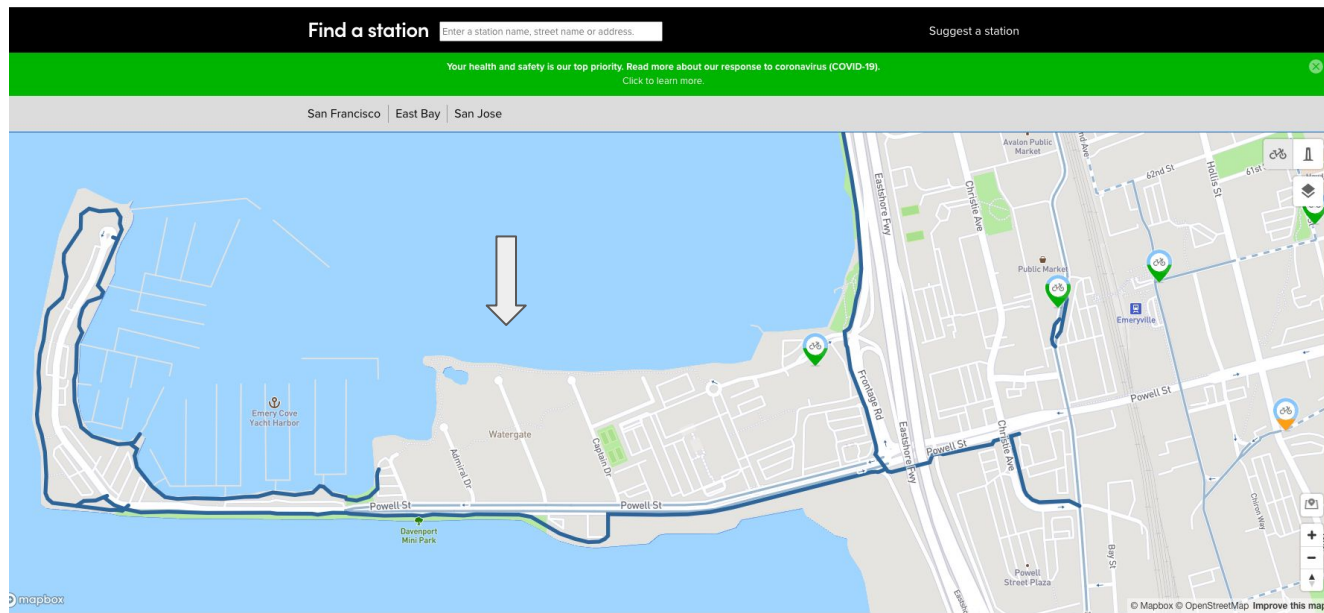


A solution: Convert the traffic lane shown in green below to a cycle track / pedestrian walkway. Eliminating the south most traffic lane would provide space to shift the remaining lanes to the south and open up the north most lane for bike / pedestrian use.

Proposed motion: The BPAC recommends that the northernmost lane of Shellmound Way, as shown in green in the illustration above, be converted from a traffic lane to a bike / pedestrian lane.

Add Lyft Baywheels bike docks to: Emeryville Marina Park and Watergate Community

lyft baywheels



- More Lyft Bay Wheels docks along the Bay Trail would increase accessibility / safe exercise
- Allow more people to bike to the marina with the classic bike and stop at Marina for a walk
- Improve bike lanes and reduce car trips
- Add more time for senior bike share users (the 45 min limit should be 1:30 hr.)

Sprinkler Pipe Stub Trip Hazards

Problem: Marina Park has seen a significant increase in walkers and joggers during COVID. Social distancing forces people off the paved path. There are abandoned sprinkler pipe stubs adjacent to the walking path at Marina Park that are trip hazards.



Solution:

Mark sprinkler pipes with flags to identify hazard.

Proposed Motion:

The BPAC recommends that sprinkler pipe stubs at Marian Park be marked with landscape flags.



#	Item	Priority	Supporting Document
1	Slow Street Oakland // Emeryville		
2	40 th Street to Shellmound Street – Add protective bike lane dividers		
3	Bay Tail Wayfinding		
4	Powell Street (South) – Convert Traffic Lane to Bike/Pedestrian Lane		
5	Powell Street (North) – Convert Traffic Lane to Bike/Pedestrian Lane		
6	Powell Street (North, adjacent to Watergate Condominiums) – Swap Parking Lane with Bike Lane		
7	Powell Street (South, across from Harbor Master parking lot) – Remove Ice Plant		
8	Public Market Pedestrian / Bike Access		
9	Shellmound Way – Convert Traffic Lane to Bike/Pedestrian Lane		
10	Add Lyft Baywheels bike docks to Marina Park and Watergate Community		
11	Sprinkler Pipe Stub Trip Hazards		
12	Powell Street Bridge Bike/Pedestrian Lane (from previous BPAC meeting)		