

8. Funding and Implementation

This Plan recommends pedestrian and bicycle projects and programs that will make walking and bicycling an integral part of everyday life in Emeryville. This chapter presents a general funding and implementation plan that will assist the City in securing funding for projects and in determining which projects and programs to pursue first. The projects and programs will be implemented over a number of years, through a variety of means including private development, grants and other mechanisms described in this chapter.

As the costs of these projects and programs likely exceed the City's anticipated bicycle and pedestrian funding, the City should pursue high-priority projects and projects that cost little but have a big impact, and projects that can be integrated into larger planned roadway and development projects first. This Plan provides two tools for assisting the City in determining a sequence for these improvements: First, the detailed project listings in Chapter 7 (Table 7-3 and Table 7-4), are organized by priority and can be used as a chronology for implementing the projects. Second, the Priority Project Sheets located at the end of this chapter provide groupings of projects by location. These sheets can be used when applying for grants or identifying improvements to be made as part of development or redevelopment projects.

This chapter also includes an Action Plan that lists specific actions that the City will take to implement the goals and policies of this Plan. Each action is assigned to a City department and given a timeframe for implementation.

8.1. Cost Summary

Planning level costs have been developed for recommended programs and projects, using the cost assumptions from similar programs and projects implemented in the Bay Area. Costs for infrastructure recommendations include construction materials, plans, specifications and estimates, traffic control, inspection, mobilization and contingency.³³ Total cost of implementing the recommendations in this Plan is \$59.1 million in 2011 dollars. Costs by project type are shown in Table 8-1.

³³ Additional cost burden was included as follows: 10% to 15% for plans, specifications, and estimates, 20% for traffic control, mobilization and inspection combined, and 20% to 30% for contingency.

Table 8-1. Cost Summary

| Type of Improvement | Cost | Notes |
|--|---------------------|---|
| <i>Programs</i> | | |
| Encouragement, enforcement, education, evaluation programs | \$319,500 | Annually. Annual bike sharing operating costs estimated at \$270,000. Many programs require staff time only. |
| Bike sharing - start-up | \$600,000 | One-time capital cost of establishing bike sharing. |
| Maintenance of new infrastructure projects | \$80,600 | Annually |
| Subtotal | \$4,601,000 | Includes program costs over 10 years |
| <i>Citywide Infrastructure Improvements</i> | | |
| Signalized intersections | varies | Capital costs dependent on selected treatments. |
| Treatments for uncontrolled and mid-block crosswalks | varies | Capital costs dependent on selected treatments. |
| Parklets | varies | Staff time for permitting, inspection. |
| Pedestrian directional signage | \$24,000 | |
| Bikeway destination signage | \$24,000 | |
| Bike parking | varies | Capital costs dependent on type and quantity of bicycle parking. |
| Signal detection for bicyclists | varies | Capital costs dependent on whether improvements require calibration only or installation of new technologies. |
| Subtotal | \$48,000+ | |
| <i>Site-Specific Projects</i> | | |
| Sidewalks | \$4,547,400 | |
| Pedestrian Crossings | \$2,928,600 | |
| Transit Stop Improvements | \$757,500 | |
| Corridor Enhancements | \$4,118,100 | |
| Overcrossings | \$32,000,000 | |
| Pedestrian Paths | \$2,341,000 | |
| Multi-Use Paths | \$4,099,800 | |
| Bikeway Network | \$2,880,400 | Includes costs for bicycle boulevards, bike lanes, bike routes, and shared lane markings. Does not include costs for multi-use paths. |
| Intersection Improvements for Bicyclists | \$716,600 | |
| Spot Improvements for Bicyclists | \$57,200 | |
| Site-specific projects (excluding overcrossings) | \$22,446,600 | |
| Subtotal | \$54,446,600 | |
| Total cost over 10 years | \$59,095,600 | Includes annual programs costs over 10 years. |

Maintenance Costs

Maintenance is essential to providing a pedestrian and bicycle network that is safe and reliable for users. Table 8-2 summarizes the projected annual cost for Emeryville to maintain the proposed projects.

**Table 8-2. Pedestrian and Bicycle Facility Maintenance Cost Estimates
(Proposed Projects)**

| Facility | Cost Per Mile | Miles | Annual Cost Estimates | Notes |
|---|---------------|-------|-----------------------|---|
| Paved paths (multi-use and pedestrian paths) | \$25,000 | 3.0 | \$75,000 | Sources: Alameda CTC Bicycle and Pedestrian Plans Update (2011), based on countywide average costs EBRPD per-mile estimates Includes landscaping & reserve fund contributions |
| Sidewalks | \$1,000 | 2.26 | \$2,260 | |
| Class II Bike Lanes/ Bicycle Boulevards/ Bike Routes with SLMs | \$1,500 | 1.78 | \$2,670 | Source: Alameda CTC Bicycle and Pedestrian Plans Update (2011), based on countywide average costs. |
| Class III Bike Routes | \$700 | 0.95 | \$665 | Source: Alameda CTC Bicycle and Pedestrian Plans Update (2011), based on countywide average costs. Includes sign replacement. |
| Total Estimated Annual Additional Maintenance Cost | | | \$80,595 | |

8.2. Past Expenditures

This section summarizes the City's past expenditures for pedestrian and bicycle projects. The City of Emeryville has been extremely resourceful and strategic in pursuing funding for pedestrian and bicycle expenditures. City staff have successfully secured funds from a number of sources, as described below. In general, much of the financing for capital projects comes from local sources including the former Redevelopment Agency and the existing Transportation Impact Fee program, which is currently being updated. City staff noted the overall difficulty of securing regional or non-local funding due to Emeryville's small size and the lack of regional connections when compared to larger neighboring jurisdictions.³⁴ However,

³⁴ This information was collected during a conversation with City staff from the Economic Development and Housing Department, Public Works Department, and Planning Department on April 18th, 2011.

8 Funding and Implementation

the city actively lobbies for both state and federal funding for pedestrian and bicycle infrastructure improvements.

8.2.1 Capital Improvement Program (CIP)

The City's Capital Improvement Program establishes the infrastructure funding plan over a five-year timeframe. All pedestrian and bicycle projects are listed in the CIP with a variety of funding sources. The CIP is primarily funded through the general fund, and in the past, Redevelopment Agency funds. Under the CIP (2006-2011), \$3.5 million in City funds and \$15.6 million in Redevelopment Agency funds were spent on pedestrian and bicycle improvements, out of a total of \$15.6 million and \$84.2 million in funds from these two funding sources, respectively. Recently completed CIP projects include the Emeryville Greenway Multi-Use Path, Park Avenue Beautification Phase I, Powell Area Pedestrian Safety Improvements project, the pedestrian signal at Christie Avenue, the Triangle Traffic Calming program, and lighted crosswalks.

The CIP will be updated once the City determines the effect of the State changes to redevelopment agencies. Understanding the City's investment in the existing pedestrian and bicycle system and what is required to complete the system is important in developing a funding strategy.

8.2.2 Redevelopment Agency Funds

In the past, Emeryville was split into two large redevelopment zones that covered the entire City except for the Marina and the Watergate Condominiums. Redevelopment Agency funds were used for projects that require new right-of-way or to acquire land for large infrastructure projects. However, due to the State dismantling of Redevelopment Agencies, this funding source has been eliminated. The City will need to determine alternative funding sources.

8.2.3 Conditions of Approval (COA)

Emeryville has included pedestrian and bicycle improvements as a condition of approval for developers. Improvements include new sidewalks or bicycle facilities along the project frontage, or intersection improvements to facilitate project site access. In commercial areas, property owners are required to maintain street trees and sidewalks along their frontage. Recent projects include the Pixar Path, Bike Boulevard on 45th Street, and 65th Street bike lanes.

8.2.4 Measure B Funds

Measure B one half cent sales tax for Alameda County is passed through to all jurisdictions. Emeryville often uses its Measure B funds to slurry seal a portion of roadways each summer. The slurry seal projects are often combined with other transportation improvement projects such as roadway restriping or bicycle lanes. The Adeline Street Reconstruction, which consisted of a "road diet" and new bike lanes, was funded through Measure B funds.

8.2.5 Regional Transportation Plan (RTP)

The Metropolitan Transportation Commission (MTC) adopted the 2009 *Transportation 2035 Plan for the San Francisco Bay Area* to specify how the approximately \$218 billion in anticipated federal, state, and local transportation funds will be spent in the San Francisco Bay Area. Eighty percent of these funds will be used to maintain and operate the existing transportation system.

Due to the uncertainty of redevelopment funds, the City has submitted 12 to 15 pedestrian and bicycle related projects for inclusion in the Regional Transportation Plan (RTP) and subsequent eligibility for Federal funding. The City also recently submitted a request for \$13 million in the RTP for funding of the I-80 / 65th Street Bridge.

8.2.6 Transportation Development Act Article 3

The City of Emeryville receives between \$5,000 and \$7,000 in pass-through funds annually as a part of TDA Act 3. The City also receives \$10,000 annually through the related Transportation Fund for Clean Air.

8.2.7 Proposition 84

The City has secured funds from the Proposition 84 Urban Greening for Sustainable Communities Grant Program for landscaping and planning projects.

8.2.8 Federal Earmarks

In addition, funding for the planned Transit Center and Plaza has been partially covered by a Federal Earmark through the federal funding and authorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

8.3. Estimated Revenue

Beyond the funding sources which the City has already pursued, there are other numerous sources at the local, county, regional, state, and federal levels that are potentially available to the City of Emeryville to implement the projects and programs in this Plan. Potential local, countywide, regional, state and federal funding sources are described below.

8.3.1 Local Funding Sources

A variety of local sources may be available for funding pedestrian and bicycle improvements; however, their use is often dependent on political support.

Traffic Impact Fee

The City's Traffic Impact Fee (TIF) program is currently being updated and will be used to finance transportation infrastructure projects through the *General Plan* horizon year (2030). The TIF is funded through development fees to lessen the impacts to the transportation system caused by new development. The updated TIF includes improvements to all transportation modes, reflecting that the motorized roadway system has limited ability to expand and that multiple transportation options are required to provide continued mobility for Emeryville residents, employees, and visitors. Key areas where the TIF will focus the transportation funding in the future include:

- Limited intersection capacity improvements for vehicles, primarily around the Powell Street interchange.
- Improvements to the transit system that focus on improving pedestrian connections to/from transit stops and providing better transit stop amenities to attract choice riders.

8 Funding and Implementation

- Improvements to the bicycle and pedestrian system focused on reducing barriers to east-west travel across the city, closing gaps in the existing system, and providing high visibility crossings of the existing roadway network.

This source is proposed to be the primary funding source for improvements included in this Plan. Since revenue from the TIF will be tied to development, it will be difficult to forecast the timing of revenue as development patterns will likely change year to year. This will affect the implementation timeframe for projects funded through the TIF.

Planned Roadway Improvements

Pedestrian and bicycle improvements can often be included in ongoing roadway projects or planned roadway improvements for a nominal cost. This may include adding curb ramps during a utility reconstruction or marking bicycle lanes or stencils during routine roadway paving projects. The City of Emeryville should review planned roadway projects to determine if there are opportunities for coordination between these planned projects and the pedestrian and bicycle recommendations presented in this Plan.

Capital Improvement Program (CIP)

The CIP sets priorities for building the City's infrastructure, including pedestrian and bicycle improvements. A majority of funding for the CIP previously came from the City's Redevelopment Agency, with some funding also coming from the City's General Fund or federal, state, or regional grants. As noted, Redevelopment Agency funding has been eliminated with the State's dismantling of Redevelopment Agencies.

Private Financing Mechanisms

New construction can be used to finance new pedestrian and bicycle infrastructure through several key mechanisms:

- Developer financed infrastructure on- or off-site. This could include on-site pedestrian or bicycle connections to existing infrastructure or entirely new infrastructure in the project vicinity. Emeryville has used this mechanism to require Pixar to construct the multi-use path between Park Avenue and 45th Street.

In addition to the upfront infrastructure costs, the financing for the maintenance of new facilities may be provided for by private developments. Funding for long-term operations and maintenance can be financed through several mechanisms:

- Condition of approval that the new development maintains the infrastructure along the project frontage or in the project vicinity. It is currently the City's policy for nonresidential uses to maintain sidewalks along the establishment's frontage.
- Require resident and employee AC Transit "Easy Pass" for new developments. This would include monthly passes that are included in rental or homeowner fees and could provide a source of funding for transit service, or the development of an on-site bicycle station or bike sharing facility.
- Implement parking pricing policies for on-street and off-street facilities. Revenue from meters or parking garages could be used to finance on-going maintenance of bicycle and pedestrian facilities.

- Under the General Plan and Zoning Regulations, developers may voluntarily agree to build pedestrian and bicycle infrastructure in order to earn “bonus points” for increased height, intensity and density of development.

Other Funding Sources

Local sales taxes, developer or public agency land dedications, private donations, and fund-raising events are other local options to generate funding for pedestrian or bikeway projects. Creation of these potential sources usually requires substantial local support.

8.3.2 Countywide Funding Sources

Alameda County Measure B Bicycle and Pedestrian Program

Measure B is a half-cent sales tax that was passed in 1986 by Alameda County voters and reaffirmed by voters in 2000. Funds are distributed through the Alameda County Transportation Commission. Seventy-five percent of these funds are distributed to cities and the County based on population, while twenty-five percent are allocated for regional projects.

Measure WW

In 2008, Contra Costa and Alameda County voters approved EBRPD’s Measure WW, the “Regional Open Space, Wildlife, Shoreline and Parks Bond.” This extension of a similar 1988 bond measure allocates \$33 million specifically to trail projects in the county. In addition, the measure will provide \$48 million directly to cities, the county and special park and recreation districts for their park and recreation needs, including trails and other non-motorized transportation projects.

- Measure WW: www.ebparks.org/ww

8.3.3 Regional Funding Sources

Transportation for Livable Communities

MTC created the Transportation for Livable Communities (TLC) program in 1998. It provides technical assistance and funding to cities, counties, transit agencies and nonprofit organizations for capital projects and community-based planning that encourage multimodal travel and the revitalization of town centers and other mixed-use neighborhoods. The program funds projects that improve bicycling to transit stations, neighborhood commercial districts and other major activity centers.

- MTC’s TLC program: www.mtc.ca.gov/planning/smart_growth/tlc_grants.htm

Climate Action Program

In partnership with the Bay Area Air Quality Management District, Bay Conservation Development Commission and the Association of Bay Area Governments, MTC is sponsoring a transportation-oriented Climate Action Program, designed to reduce mobile emissions through various strategies, including a grant program. The grant program will provide funding for bicycle projects through new Safe Routes to School and Safe Routes to Transit programs, with total funding expected to be approximately \$400 million. This funding

8 Funding and Implementation

will be in addition to the state and federal Safe Routes to School programs and MTC's existing Safe Routes to Transit program.

Safe Routes to Transit (SR2T)

SR2T is a grant-funding program that emerged out of the Bay Area's Regional Measure 2, which instituted a \$1 toll increase on the Bay Area's seven state-owned toll bridges. Through the SR2T program, up to \$20 million is to be allocated through 2013 on a competitive basis to programs, planning efforts and capital projects designed to reduce congestion on toll bridges by improving bicycling and walking access to regional transit services that serve toll-bridge corridors. Funds can be used for secure bicycle storage at transit; safety enhancements and barrier removal for pedestrian or bicycle access to transit; and system-wide transit enhancements to accommodate bicyclists. The SR2T program is administered by two nonprofit organizations, TransForm and the East Bay Bicycle Coalition, with MTC serving as the fiscal agent. The program awarded approximately \$12 million during its first three cycles, in 2005, 2007, and 2009. The fifth and final funding cycle will occur in 2013.

- Bay Area Safe Routes to Transit funding program: www.transformca.org/campaign/sr2t

Regional Bikeway Network Program

MTC's "Regional Bicycle Plan for the San Francisco Bay Area" designates a regional bikeway network covering approximately 2,140 miles throughout the nine Bay Area counties. MTC has pledged \$1 billion to fully fund this regional bikeway network (with the exception of links on toll bridges) and will create a funding program with the intention of completing construction of the network by 2035. This program was completed in 2009 and replaced the expired Regional Bicycle and Pedestrian Program. The Bay Trail through Emeryville is a part of the regional bikeway network. The South Bayfront Bridge and 65th Street Bridge are both identified for funding in the Plan.

Bay Trail Grants

The San Francisco Bay Trail Project—a non-profit organization administered by the Association of Bay Area Governments—provides grants to plan, design, and construct segments of the Bay Trail. The amount and availability of Bay Trail grants vary from year to year, depending on whether the Bay Trail Project has identified a source of funds for the program. In recent years, grants have been made using funds from Proposition 84, the 2006 Clean Water, Parks and Coastal Protection Bond Act; however, this is a limited-term source of funds.

- Bay Trail grants: www.baytrail.org/grants.html

Transportation Fund for Clean Air (TFCA)

TFCA is a grant program administered by the Bay Area Air Quality Management District (BAAQMD). The purpose of the program, which is funded through a \$4 surcharge on motor vehicles registered in the Bay Area, is to fund projects and programs that will reduce air pollution from motor vehicles. Eligible projects include including the purchase or lease of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; smart growth projects; and transit information projects to enhance the availability of transit information. Grant

awards are generally made on a first-come, first-served basis to qualified projects. Funding for projects is also available through the TFCA's County Program Manager Fund. Under that sub-program, 40 percent of TFCA revenues collected in each Bay Area county is returned to that county's congestion management agency (CMA) for allocation (the Alameda County CMA in Emeryville's case). Applications are made directly to the CMAs, but must also be approved by the BAAQMD.

- TFCA Bicycle Facility Program: www.baaqmd.gov/pln/grants_and_incentives/bfp/index.htm
- TFCA County Program Manager Fund:
www.baaqmd.gov/pln/grants_and_incentives/tfca/cpm_fund.htm

8.3.4 Statewide Funding Sources

Below is a list of Statewide Funding sources available for transportation related improvements.

Proposition 1B Transportation Infrastructure Bond

Proposition 1B is a statewide bond passed by the voters of California in 2006 to provide money for transportation improvements. This money can be used for such activities as improving rail-highway crossings, retrofitting local bridges, modernizing transit services to improve pedestrian or bicycle access, as well as provide matching funds for locally nominated projects.

Proposition 1C Housing/Transit Oriented Development Bonds

Proposition 1C is a statewide bond passed by the voters of California to provide money for affordable housing and transit oriented development. Of this bond, \$850 million is available in grants for the development of public infrastructure projects that facilitate or support infill housing construction. This program has been used previously to finance construction of roadways as well as pedestrian and bicycle facilities to support affordable housing and transit oriented development.

Transportation Enhancements (TE)

Under the Transportation Enhancements program, California receives approximately \$60 million per year from the federal government to fund projects and activities that enhance the surface transportation system. The program funds projects under 12 eligible categories, including the provision of bike lanes, trails, bicycle parking and other bicycling facilities; safety-education activities for pedestrians and bicyclists; landscaping and other scenic beautification projects; and the preservation of abandoned railway corridors and their conversion to trails for non-motorized transportation. In California, 75 percent of TE funding is distributed by the regional transportation planning agencies. For the Bay Area, MTC allocates the money through its Transportation for Livable Communities program (see above). The remaining 25 percent is allocated by Caltrans at the district level.

Bicycle Transportation Account (BTA)

The BTA is a Caltrans-administered program that provides funding to cities and counties for projects that improve the safety and convenience of bicycle commuting. Eligible projects include secure bike parking; bike-carrying facilities on transit vehicles; installation of traffic-control devices that facilitate bicycling; planning, design, construction and maintenance of bikeways that serve major transportation corridors; and elimination

8 Funding and Implementation

of hazards to bike commuters. In fiscal year 2010/11, the BTA provided \$7.2 million for projects throughout the state. To be eligible for BTA funds, a city or county must prepare and adopt a bicycle transportation plan that meets the requirements out-lined in Section 891.2 of the California Streets and Highways Code.

- Bicycle Transportation Account: www.dot.ca.gov/hq/LocalPrograms/bta/btawebPage.htm

Safe Routes to School (SR2S)

California's Safe Routes to Schools program (SR2S) is a Caltrans-administered grant-funding program established in 1999 (and extended in 2007 to the year 2013). Eligible projects include bikeways, walkways, crosswalks, traffic signals, traffic-calming applications, and other infrastructure projects that improve the safety of walking and biking routes to elementary, middle and high schools, as well as "incidental" education, enforcement and encouragement activities. Planning projects, on the other hand, are not eligible. In fiscal year 2009/10, approximately \$24.25 million was available in grant funding.

- Caltrans Safe Routes to School program:
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Transportation Development Act (TDA), Article 3

TDA Article 3 is perhaps the most readily available source of local funding for pedestrian and bicycle projects. TDA funds are derived from a statewide quarter-cent retail sales tax. This tax is returned to the county of origin and distributed to the cities and county on a population basis. Under TDA Article 3, two percent of each entity's TDA allocation is set aside for pedestrian and bicycle projects; this generates approximately \$3 million in the Bay Area annually. Eligible projects include the design and construction of walkways, bike paths and bike lanes, and safety education programs. According to MTC Resolution 875, these projects must be included in an adopted general plan or pedestrian and bicycle plan and must have been reviewed by the relevant city or county pedestrian and bicycle advisory committee.

- MTC's Procedures and Project Evaluation Criteria for the TDA Article 3 program:
www.mtc.ca.gov/funding/STA-TDA/RES-0875.doc

State Transportation Improvement Program (STIP)

Every two years, the California Transportation Commission programs funds for a variety of projects that relieve congestion on state highways and local streets, which must provide accommodations for pedestrians and bicyclists to receive the funds. Seventy-five percent of STIP funds are distributed to the counties. The remaining 25 percent is programmed for intercity highway and rail improvements.

Highway Safety Improvement Program (HSIP)

In 2009, the HSIP replaced the Hazard Elimination Safety program which provided funds to eliminate or reduce the number and severity of traffic collisions on public roads and highways. Cities and counties compete for HSIP funds by submitting candidate projects to Caltrans for review and analysis. Caltrans prioritizes these projects statewide and approves priority projects for funding through its annual HSIP program plan. Historically, only about 20 percent of applications are approved for funding. In February 2011, Caltrans released the fourth cycle of projects approved for funding. The list contained 179 projects totaling nearly \$75 million in federal funds

- Hazard Elimination Safety program: www.dot.ca.gov/hq/LocalPrograms/hesp/hesp.htm

8.3.5 Federal Funding Sources

Below is a list of Federal Funding sources available for transportation related improvements.

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)

SAFETEA-LU provides funding for roads, transit, safety, and environmental enhancements. These are generally state and local improvements for highways and bridges that accommodate additional modes of transit. Improvements include capital costs, publicly-owned intercity facilities, and pedestrian and bicycle facilities. This legislation also includes a Safe Routes to School program, with funding for projects that improve pedestrian and bicycle access and safety around primary and middle schools. Cities, counties, and transit operators can apply for SAFETEA-LU funds. An 11.5 percent local match is required for these funds. Several key SAFETEA-LU programs include the following:

- Surface Transportation Program Fund, Section 1108 (STP) – STP are block grant funds that are used for roads, bridges, transit capital, and bicycle projects. SAFETEA-LU allows the transfer of funds from other SAFETEA-LU programs to the STP Fund. Cities, counties, metropolitan planning organizations, and transit operators can apply for STP funds.
- National Highway System Fund (NHS) – NHS funds provide for an interconnected system of principal arterial routes. The goal of the program is to afford access to major population centers, international border crossings, and transportation systems, meet national defense requirements, and serve interstate and inter-regional travel. Facilities must be located and designed pursuant to an overall plan developed by each metropolitan planning organization and state, and incorporated into the RTP. Both state and local governments can apply for NHS funds. A 20 percent local or state match is required for these funds.
- Congestion Mitigation and Air Quality Improvement Program, Section 1110 (CMAQ) – CMAQ funds are available for projects that will help attain National Ambient Air Quality Standards (NAAQS) identified in the 1990 Federal Clean Air Act Amendments. Projects must be located within jurisdictions in non-attainment areas. Cities, counties, MPO, state, and transit operators can apply for SAFETEA-LU funds. An 11.5 percent local or state match is required for these funds. Note that this program will likely be discontinued.
- Transportation Enhancements Program, Section 1201 (TE) – The TE Program is a 10 percent fund set aside from the STP. Projects must have a direct relationship to the intermodal transportation system through function, proximity, or impact. This program has 12 activities that are eligible for funding. Local, regional, and state public agencies, special districts, non-profit and private organizations can apply for TE funds. Cities, counties, or transit operators must sponsor and administer the proposed projects. A 12 percent local match is required for these funds. Additional detail on this program is provided below, relating to the statewide distribution from the TE Program.
- Bridge Repair and Replacement Program (BRRP) – BRRP funds are available for bridge rehabilitation and replacement. Bridge projects must be incorporated into the Regional Transportation Improvement Program (RTIP). Cities may apply for these funds.

8 Funding and Implementation

- National Recreational Trails Fund, Section 1112 – Funds are available for recreational trails. Projects must be consistent with a Statewide Comprehensive Outdoor Recreation Plan (SCORP). Projects include development of urban trail links, maintenance of existing trails, restoration of trails damaged by use, trail facility development, provision of access for people with disabilities, administrative costs, environmental and safety education programs, acquisition of easements, fee simple title for property, and construction of new trails. Private individuals/organizations, cities, counties, and other governmental agencies can apply for these funds. There are no specific local match requirements for these funds.
- National Highway Safety Act, Section 402 – The Highway Safety Program is a non-capital safety project grant program under which states may apply for funds for certain approved safety programs and activities. Eligible states must adopt a Highway Safety Plan (HSP) reflecting state highway problems. State departments, cities, counties, and school districts may apply for these funds. No local match is required.
- Transit Enhancement Activity, Section 3003 – The Transit Enhancement Activity fund can be used for a variety of transportation activities including improving pedestrian and bicycle access to mass transportation, landscape and scenic beautification, historic preservation, and environmental mitigation. Regional transportation planning agencies, state, and local agencies may apply for these funds. A 5 percent local match is required for these funds.
- Highway Safety, Research, and Development Fund, Section 2003 – This fund can be used to study and research multi-modal transportation safety. Projects must be incorporated into the RTIP. Cities, counties, and state agencies can apply for these funds. A 25 percent local match is required for these funds.
- Section 3 Mass Transit Capital Grants – This fund can be used for to improve mass transit station areas including access to the station. States, regional, local governments, and transit operators can apply for these funds. A 10 percent local match is required for bicycle related projects using these funds.

Safe Routes to Schools

The Federal Safe Routes to Schools (SRTS) program, established by Section 1404 in SAFETEA-LU, is funded at approximately \$150 million dollars annually, through Federal-aid highway funds. The Federal Highway Administration (FHWA) apportions funds annually to each state, with California receiving on average, \$23 million dollars per year. The program emphasizes the 5E's – education, encouragement, engineering, enforcement, and evaluation; therefore, both infrastructure and programmatic projects are eligible for funding; however, only projects located within a two mile radius of elementary and middle schools are eligible. The third cycle call for projects occurred in 2011. No local match is required to receive program funds.

- Federal Safe Routes to School program: <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm>

8.4. Funding Strategy

With this understanding of Emeryville's funding opportunities and challenges, the City should consider the following options for fulfilling the funding commitment necessary to complete the proposed systems:

- For multi-agency projects, prepare joint applications with other local and regional agencies, such as the Cities of Oakland and Berkeley, Alameda County, and the East Bay Regional Park District for competitive funding programs at the State and Federal levels. Joint applications often increase the competitiveness of projects for funding; however, coordination amongst the participating jurisdictions is often challenging. The City should act as the lead agency, with a strong emphasis on coordination between participating jurisdictions and agencies (including transit and public health organizations), to ensure projects are implemented as quickly as possible.
- Use existing funding sources as matching funds for State and Federal funding.
- Include pedestrian and bicycle projects in local traffic impact fee (TIF) programs and assessment districts.
- Include costs of facility maintenance in the updated TIF. The feasibility of this approach is currently being studied as a part of the on-going TIF update process.
- Require construction of pedestrian and bicycle facilities as part of new development.
- Continue to include proposed pedestrian and bicycle improvements as part of roadway projects involving widening, overlays, or other improvements.

Continue to coordinate the maintenance of pedestrian and bicycle facilities as part of standard roadway maintenance efforts. For example, prioritize paving improvements along designated bikeways, and stripe bike lanes when repaving.

The City should also take advantage of private contributions, where appropriate, in developing the proposed system. This could include a variety of resources, such as volunteer labor during construction, right-of-way donations, or monetary donations towards specific improvements.

8.5. Implementation Steps

Most recommended projects will require further exploration and analysis by the City before they can be implemented. While this Plan identifies recommended treatments for specific projects, all design level issues will be determined during project implementation by the City. Unanticipated opportunities and challenges will arise during the City's analysis, design and funding of each project, and as a result, the specific designs recommended in this Plan, and the implementation schedule described in this chapter may change.

The steps required to implement recommended projects will vary by project. Many of the projects in this plan are relatively easy to implement and can be completed under the discretion of City staff. Such projects can be implemented using City or grant funds with project level review by the BPAC.

Other projects in the plan, such as multi-use paths and bicycle boulevards, require additional study, a more involved public outreach process, and significant engineering. The City may wish to hold public meetings early in the planning process for such projects. City staff and City Council may wish to involve an appropriate committee to assist with gathering public input and making recommendations. Depending on the nature of the project, this would most likely involve the BPAC, Transportation Committee, Public Works Committee, and/or the Planning Commission.

More complex projects with greater associated impacts typically include the following steps:

8 Funding and Implementation

1. Preparation of a Feasibility Study involving a conceptual design (with consideration of possible alternatives and environmental issues), public input, and cost estimate for individual projects as needed.
2. Securing, as necessary, outside funding and any applicable environmental approvals.
3. Additional public outreach and approval of the project by the BPAC, Transportation Committee, Planning Commission (as appropriate) and the City Council, including the commitment by the latter to provide for any unfunded portions of project costs.
4. Completion of final plans, specifications and estimates, advertising for bids, receipt of bids and award of contract(s).
5. Project construction.

8.5.1 Implementation Steps by Project Type

Implementation steps for specific bicycle and pedestrian project types are described below.

Sidewalks

Sidewalk projects should be coordinated with planned roadway work or developments. A majority of the sidewalk gaps are in areas that are slated for redevelopment, and new sidewalk construction will be part of the developments' conditions of approval. For projects not adjacent to redeveloping properties, the City will pursue grants for design and construction. Adjacent property owners will be contacted during project design, and the City will work closely with the adjacent property owners on specific project issues (e.g. landscape restoration, driveway reconstruction) at that time. All improvements should meet Americans with Disabilities Act (ADA) requirements and, in some cases, improvements related to ADA compliance may provide an occasion for other planned improvements.

Intersection Improvements and Pedestrian Crossings

Intersection improvements and pedestrian crossings should be incorporated into existing roadway improvement plans when possible. When this approach is not available, Safe Routes to Schools grants would be appropriate for areas adjacent to Emeryville schools such as the intersections along San Pablo Avenue. Other grant funding sources or the updated Transportation Impact Fee (TIF) can provide additional funding sources for other intersection improvements.

Pedestrian Pathways/Corridor Enhancements

A variety of funding sources are available for off-street pedestrian paths including grants for paths adjacent to schools, the updated TIF, or private financing as a part of developer agreements. Adjacent property owners will be contacted during project design, and the City will work closely with the adjacent property owners on specific project issues (e.g. landscape restoration) at that time.

Transit Stop Improvements

Transit stop improvements should be coordinated with transit studies currently underway in Emeryville including the *Sustainable Transportation Strategy*. Funding may be provided through a variety of grants sources such as Safe Routes to Transit grants or the updated TIF.

Overcrossings

Overcrossings include the 65th Street Bridge and South Bayfront Bridge. The City is currently in the process of applying for regional grant funding for the 65th Street Bridge. Grant funding priorities will have to be weighed with other construction projects in the CIP.

Multi-Use Paths (Class I Bikeways)

Multi-use paths will be funded through several mechanisms, including but not limited to the updated TIF and as a condition of approval for new development, and grant programs such Measure B and the Caltrans Bicycle Transportation Account.

Bikeways and Spot Improvements

Bikeway stencils and striping in neighborhoods whose streets are scheduled to be resurfaced should be implemented at the time of resurfacing. Residents and businesses will be notified during the resurfacing project design phase about the new striping and stencils. Bike facilities in neighborhoods whose streets have recently been resurfaced will be added as an un-funded project in the CIP and the City will apply for grant funding to implement these projects.

8.6. Action Plan

To fully achieve the vision set forth in this Plan, close coordination among City departments, neighboring jurisdictions, and the community-at-large will be required. **Table 8-3** identifies action steps to support this Plan's goals and policies. The Action Plan identifies the department or agency responsible for implementing each action and a timeframe. Some action steps are ongoing activities. Others are identified as short-term, within the first two years of adoption of this Plan; medium term, within two to five years; and long-term, within six to 10 years. Actions that call for the implementation of the site-specific projects, as listed in **Chapter 7**, will be carried out in accordance with the priority tier established for each project in **Table 7-3** and **Table 7-4**.

Table 8-3. Action Steps for Implementation of PBP Goals and Policies**Key:**

PW: Public Works

P&B: Planning and Building

EDH: Economic Development and Housing

| Policy | Action Step | Responsible Party | Time-frame |
|----------------------------|--|-------------------|------------|
| Goal 1: Multi-modal | | | |
| 1.1 | <i>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.</i> | | |
| | 1. Implement the street improvement projects identified in this Plan. | PW | by tier |
| | 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. | PW | ongoing |
| | 3. Identify funding and assign a part-time staff position to coordinate the implementation of this Plan | PW | short |
| 1.2 | <i>To the extent allowed by law, the City's Traffic Impact Fee shall include bicycle, pedestrian, transit, and road improvements so that development pays its fair share toward a circulation system that optimizes travel by all modes.</i> | | |
| | Continue to collect traffic impact fees and use as a funding source for improvements that support all modes. | P&B PW | ongoing |
| 1.3 | <i>The City will strive for most trips within Emeryville to occur on foot, on bike, or on transit by providing enticing, safe, and direct pedestrian and bicycle connections to all major destinations and transit, and by making bicycling and walking the easiest and least expensive way to travel within the City.</i> | | |
| | 1. Continue to work with the BPAC to implement this Plan. | PW | ongoing |
| | 2. Refer to this Plan when reviewing new development and seek opportunities for its implementation. | P&B PW | ongoing |
| 1.4 | <i>The City will strive to balance the needs of pedestrians, bicyclists, and motorists in all roadway and reconstruction projects</i> | | |
| | Refer to the Pedestrian and Bicycle Plan prior to construction to identify opportunities to implement pedestrian and bicycle projects | PW | ongoing |
| | Consider and make accommodations for the needs of all roadway users in new construction projects | P&B PW | ongoing |
| 1.5 | <i>The City will consider health issues in the community design process and in promoting walking and biking as a form of transportation and recreation.</i> | | |
| | Work with Alameda County Public Health Department to conduct a Health Impact Assessment for the City. | P&B PW | short |
| 1.6 | <i>The City will consider strategies that manage traffic speed in order to improve safety for pedestrians, bicyclists, and motorists.</i> | | |
| | 1. Consider pedestrian and bicyclist volumes when setting speed limits. | PW | ongoing |

| Policy | Action Step | Responsible Party | Time-frame |
|--------------------------------|---|-------------------|------------|
| | 2. Implement traffic calming measures as proposed in this Plan. | PW | by tier |
| | 3. Monitor speeds on bicycle boulevards and class III bike routes, and address overly high speeds with effective traffic calming devices. | PW | ongoing |
| | 4. Prohibit angled parking on bicycle boulevards; reconfigure angled parking where it does not comply. | PW | by tier |
| 1.7 | <i>The City will evaluate the suitability of providing a citywide bicycle sharing system and if feasible, work with local employers, transit agencies, and neighboring communities to plan, fund, and implement a bicycle sharing system.</i> | | |
| | Expand the initial analysis of bicycle sharing presented in this Plan and work with employers, local jurisdictions, and non-profit agencies to plan and implement. | P&B PW | mid |
| 1.8 | <i>Emeryville will remain up to date on new laws and practice pertaining to pedestrian and bicycle transportation</i> | | |
| | 1. Monitor laws and practices through relevant sources and workshops. | P&B | ongoing |
| | 2. Advocate for change in law that would allow bicyclists to treat stop signs as yield signs. | P&B PW | ongoing |
| 1.9 | <i>The City will seek to develop San Pablo Avenue as a green, multi-modal corridor.</i> | | |
| | 1. Work with Caltrans to develop improvements for San Pablo Avenue and take steps to acquire San Pablo Avenue from Caltrans to facilitate other strategies. | P&B | mid |
| | 2. Coordinate with Berkeley and Oakland on San Pablo Avenue bicycle and pedestrian safety. | P&B PW | ongoing |
| | 3. Develop conceptual plans and designs for improved pedestrian and bicycle facilities and green street treatments. | P&B PW | long |
| Goal 2: A walkable city | | | |
| 2.1 | <i>The pedestrian circulation system shall be as set forth in this Plan and the General Plan and based on the typologies described in the General Plan.</i> | | |
| | Implement the pedestrian improvement projects identified in this Plan. | PW | by tier |
| 2.2 | <i>Sidewalks shall be provided on both sides of all streets; pedestrian connections between new and existing development is required.</i> | | |
| | Implement the sidewalk improvement projects identified in this Plan. | PW | by tier |
| 2.3 | <i>Sidewalks shall be safe, comfortable, and accessible for pedestrians.</i> | | |
| | Implement the ADA transition plan improvements. | PW | ongoing |
| 2.4 | <i>The City will plan, upgrade, and maintain pedestrian crossings at intersections and mid-block locations by providing safe, well-marked crosswalks with audio/visual warnings, bulb-outs, and median refuges that reduce crossing widths.</i> | | |
| | Implement the pedestrian crossing projects identified in this Plan. | PW | by tier |
| 2.5 | <i>Pedestrian routes will be provided across large blocks, pursuing creative options if necessary such as purchasing private alleys, designating pathways through buildings, and acquiring public access easements.</i> | | |
| | Implement the pedestrian path projects identified in this Plan. | PW | by tier |

8 Funding and Implementation

| Policy | Action Step | Responsible Party | Time-frame |
|--------|---|-------------------|------------|
| 2.6 | <i>Establish Pedestrian Priority Zones in Neighborhood Centers, around schools, and in other locations as indicated in the General Plan, where wider sidewalks, street lighting, crosswalks, and other pedestrian amenities are emphasized. Link these zones to adjacent land uses to ensure that building frontages respect pedestrians and truck loading takes place on adjacent streets wherever possible.</i> | | |
| | Implement the projects identified in this Plan that are located in pedestrian priority zones. | PW | by tier |
| 2.7 | <i>Walking will be encouraged through building design and ensuring that automobile parking facilities are designed to facilitate convenient pedestrian access within the parking area and between nearby buildings and adjacent sidewalks. Primary pedestrian entries to nonresidential buildings should be from the sidewalk, not from parking facilities.</i> | | |
| | Develop a mechanism for the entitlement process to confirm that new developments conform to the Emeryville Design Guidelines and this Plan. | P&B | short |
| 2.8 | <i>Safe and direct pedestrian access to Aquatic Park and the peninsula will be provided and maintained.</i> | | |
| | Implement the projects identified in this Plan for the Marina area and work with the City of Berkeley to improve access to Aquatic Park. | PW | by tier |
| 2.9 | <i>Safe pedestrian walkways that link to streets and adjacent bus stops will be required of new development.</i> | | |
| | Through the entitlement process, ensure that new developments provide safe and comfortable pedestrian access to adjacent streets and bus stops. | P&B PW | ongoing |
| 2.10 | <i>The City will require new development to minimize the number and width of curb cuts for vehicles to reduce vehicle conflicts with pedestrians.</i> | | |
| | Develop a mechanism for the entitlement process to confirm that new developments conform to the Emeryville Design Guidelines. | P&B | ongoing |
| 2.11 | <i>The City will use the best possible technology as feasible to create the shortest possible wait time for pedestrians at signalized intersections. Particularly, where pedestrian volumes are high, automatic pedestrian walk signals will be provided, where timing allows. Where activation is needed to get a walk signal, a mechanism will be provided to show activation and pedestrian countdown.</i> | | |
| | Using available pedestrian count data, evaluate which signals should be the highest priority for improvements. | P&B | short |
| | Commit a percentage of the annual budget for signalized intersection improvements. | PW | mid |
| 2.12 | <i>Where feasible the City will provide drinking fountains, public toilets, benches, and other pedestrian amenities on public property.</i> | | |
| | Develop an inventory of existing pedestrian amenities in public areas, and create a plan for improving and installing amenities. Identify priority areas for additional amenities such as pedestrian Priority Zones and high volume locations. | PW | mid |
| 2.13 | <i>The City will evaluate and improve existing and proposed uncontrolled marked crosswalks with the purpose of improving pedestrian safety and, in doing so, enhance pedestrian accessibility and mobility.</i> | | |
| | Improve crossings in accordance with the treatment levels in Chapter 5 of this Plan. | PW | ongoing |
| 2.14 | <i>The City will provide pedestrian-oriented destination signs and walking maps, especially at the transit hubs.</i> | | |
| | Develop and implement a pedestrian signage program starting at transit hubs and Pedestrian Priority Zones. | P&B PW | mid |

| Policy | Action Step | Responsible Party | Time-frame |
|---|--|-------------------|------------|
| Goal 3: A safe, comprehensive, and integrated bicycle system | | | |
| 3.1 | <i>The City will develop the bicycle circulation system set forth in the General Plan and based on the typologies described in the General Plan.</i> | | |
| | Implement the bicycle improvement projects identified in this Plan. | PW | by tier |
| 3.2 | <i>On-street bike routes in the City's Bicycle and Pedestrian Plan shall be designated as either Class II (bike lanes) or Class III (signed routes without lanes), as appropriate.</i> | | |
| | Implement the improvements to Class II bike lanes and Class III bike routes identified in this plan. | PW | by tier |
| 3.3 | <i>The City will construct the network of bicycle boulevards and monitor them for performance goals, as indicated in this Plan.</i> | | |
| | Monitor bicycle boulevards' performance for speed, volume, and intersection goals, described in Chapters 4 and 6 of this Plan, and pursue appropriate treatments if bicycle boulevards exceed the thresholds for these goals. | PW | ongoing |
| 3.4 | <i>Safe, secure, and convenient short- and long-term bicycle parking shall be provided near destinations for all users, including commuters, residents, shoppers, students, and other bicycle travelers. Retail businesses in regional retail areas are encouraged to provide valet bicycle parking.</i> | | |
| | 1. Create a bicycle parking plan which identifies specific locations, and funding sources for public bicycle parking. Consider secure parking at shopping areas, use of on-street parking lanes, and use of bicycle pods. | PW | mid |
| | 2. Update the bike parking requirements in the zoning code. | PW | short |
| 3.5 | <i>The City will provide showers and changing facilities in civic buildings for employees and, where practical, support the development of such facilities in commercial buildings.</i> | | |
| | 1. Inventory showers and changing facilities in civic buildings, and develop a plan for upgrading or providing these facilities for employees in civic buildings. | PW | mid |
| | 2. Work with developers of non-residential buildings to provide showering facilities for employees. | P&B | ongoing |
| 3.6 | <i>A numbered bike route system with destination signs, consistent with the regional bike route numbering system, shall be developed and implemented with clear signage to bicycle boulevards.</i> | | |
| | Develop and implement a bicycle destination signage plan that is coordinated with neighboring jurisdictions. | PW | short |
| 3.7 | <i>The City will seek to attract a bicycle store, community bicycle shop, bicycle station, and/or other gathering/retail/shop space for bicyclists.</i> | | |
| | 1. Evaluate opportunities for a bicycle station in the City of Emeryville, in addition to the future bike station at the Transit Center. | P&B | mid |
| | 2. Pursue a community-based bicycle shop, with consideration of providing subsidized space for a community-based non-profit bicycle repair/retail shop. | EDH | short |
| | 3. Install public bicycle maintenance stations at the Emeryville Public Market, on Doyle Street, and on the Bay Trail. | PW | short |

8 Funding and Implementation

| Policy | Action Step | Responsible Party | Time-frame |
|--|---|-------------------|------------|
| 3.8 | <i>The City will improve intersection crossings of bikeways and busy streets and ensure bicycle paths, lanes and routes have good accommodations for crossing high-volume or high-speed roadways.</i> | | |
| | Implement the intersection improvements identified in Chapters 5, 6, and 7 of this Plan. | PW | by tier |
| 3.9 | <i>All signals shall have functioning bicycle detection and signal timing should be long enough to allow bicyclists to clear the intersection. The City will use the best technology as feasible to create the shortest possible delay for bicyclists</i> | | |
| | Implement the citywide program to improve signal detection for bicyclists, described in Chapter 5 of this Plan. | PW | ongoing |
| Goal 4: A regional bicycle and pedestrian network | | | |
| 4.1 | <i>The City's preferred Bay Trail route through Emeryville is set forth in the General Plan, including the main trail between Frontage Road in Berkeley and Mandela Parkway in Oakland, and spur trails to the Marina along Powell Street and to the Bay Bridge along the east side of Interstate 80.</i> | | |
| | Implement the Bay Trail as identified in this Plan, and work with ABAG and Oakland to identify this alignment on their maps. | P&B PW | by tier |
| 4.2 | <i>The City will provide bikeways, bike parking, and pedestrian walkways to support connections with transit, including Amtrak, Emery Go Round, AC Transit, and MacArthur, West Oakland, and Ashby BART Stations.</i> | | |
| | 1. Implement the projects identified in this Plan that connect to transit. | P&B | by tier |
| | 2. Implement the transit stop improvements identified in this Plan. | P&B | by tier |
| | 3. Continue to work with Caltrans to move forward on pedestrian and bicycle improvements along the San Pablo Avenue corridor and other locations within the Caltrans right-of-way. | PW | ongoing |
| 4.3 | <i>The City, in collaboration with stakeholders and interested agencies and parties, will study the feasibility of a pedestrian/bicycle trail along the west side of I-80, east of the Emeryville Crescent, to provide access from the Bay Trail to the eastern span of the Bay Bridge.</i> | | |
| | Identify a funding source for studying the feasibility of a multi-use path along the west side of I-80 to extend the Bay Trail to the eastern span of the Bay Bridge. | P&B | mid |
| 4.4 | <i>Following completion of the new east span of the Bay Bridge, the west span should be retrofitted with a pathway to provide continuous pedestrian and bicycle access between San Francisco and the East Bay.</i> | | |
| | Actively lobby for and support efforts to construct a bicycle and pedestrian pathway on the west span of the Bay Bridge. | CM | ongoing |
| Goal 5: Education, encouragement and enforcement to support walking and bicycling | | | |
| 5.1 | <i>Bicycling will be promoted through public education, including the publication of literature concerning bicycle safety and the travel, health and environmental benefits of bicycling.</i> | | |
| | Work with EBBC, Alameda County Public Health Department, Alameda County Transportation Commission, and other organizations and agencies to distribute literature and information related to bicycling and safety, health, and the environment. | PW | ongoing |
| | Use Measure B funds for more general outreach and marketing of Emeryville as a pedestrian/bicycle friendly city | EDH | ongoing |

| Policy | Action Step | Responsible Party | Time-frame |
|---|---|-------------------|------------|
| 5.2 | <i>The City will promote programs that teach people good walking and bicycling habits to last a lifetime. Examples include "Safe Routes to School," children's bicycle safety rodeos, adult bicycle education courses, and traffic citation diversion programs.</i> | | |
| | 1. Establish and fund a Safe Routes to School Program which includes involvement by City staff, school district staff, PTA leaders, and other stakeholders. Consider scheduling regular ongoing meetings to maintain stakeholder involvement. | EDH | short |
| | 2. Organize, advertise, and host bicycle safety training classes taught by trainers certified by the League of American Cyclists. | PD | ongoing |
| | 3. Implement the pedestrian safety education programs recommended in Chapter 4. | PD | ongoing |
| | 4. Consider a Traffic Diversion Program to offer drivers education in lieu of a citation. | PD | ongoing |
| 5.3 | <i>The City will continue to develop materials that increase public awareness of available facilities for safe walking and bicycling, such as a walking/biking map, walking tours/bike tours of the city, street fairs, and pedestrian/bicyclist safety pamphlets, and promote these materials on the City website and at special events.</i> | | |
| | 1. Develop a walking/bicycling map. Include basic information, definitions, and rules. | EDH | mid |
| | 2. Use Measure B funds for more general outreach and marketing of Emeryville as a pedestrian- and bicycle- friendly city. | EDH P&B | mid |
| | 3. Pursue the recommendations in this Plan that increase public awareness of available safe walking and bicycling facilities. | PW | mid |
| 5.4 | <i>The City will support special events that encourage people to bike or walk instead of drive, such as Bike to Work Day, International Walk and Bike to School Day, and the Bike Commute Challenge.</i> | | |
| | Continue to support Bike to Work Day, Bike Commute Challenge, and work with schools to celebrate International Walk and Bike to School Day. | P&B PW CS | ongoing |
| 5.5 | <i>The City will establish a bicycle/pedestrian route around the city, which highlights locations relevant to Emeryville's history and art.</i> | | |
| | Expand upon the Public Art Walking Guide by including bicycling and including historic sites. | EDH | mid-long |
| Goal 6: Funding for pedestrian and bicycle projects and programs | | | |
| 6.1 | <i>The City will continue to apply for county, regional, state and federal funding opportunities, continue to collect Transportation Improvement Fees, include pedestrian and bicycling facilities as conditions of development, and include pedestrian and bicycle projects and programs in the City Capital Improvement Program.</i> | | |
| | 1. Apply for bicycle or pedestrian related grants as they come available (such as Safe Routes to Schools, Safe Routes to Transit, and Measure B Bicycle and Pedestrian Countywide Discretionary Fund). | EDH | ongoing |
| | 2. Actively lobby for state and federal funding for pedestrian and bicycle improvements and programs | PW | ongoing |
| 6.2 | <i>The City will update its Pedestrian and Bicycle Plan at least every ten years, or as changing conditions warrant, to maintain eligibility for Caltrans funding.</i> | | |

| Policy | Action Step | Responsible Party | Time-frame |
|--------|---|-------------------|------------|
| | Update the Pedestrian and Bicycle Plan every five to ten years, or as needed to be eligible for Caltrans funding. | P&B PW | mid-long |

8.7. Priority Project Sheets

The Priority Project Sheets in this section present high-priority projects, grouped by location. These sheets can be used when applying for grants or identifying improvements to be made as part of development or redevelopment projects.

Priority Project Sheets include:

Pedestrian Project Sheets

- San Pablo Avenue – 40th Street to Adeline Street
- Powell Street at Christie Avenue
- South Bayfront Area
- Bay Trail from Powell Street to Shorebird Park
- Park Avenue District Pedestrian Improvements
- San Pablo Avenue – Safe Routes to School Project

Bicycle Project Sheets

- Bay Trail – Christie Avenue
- Horton/Overland Bicycle Boulevard Treatments
- Emery Street Corridor
- Doyle Street Connections

Pedestrian Project Sheets

8.7.1 San Pablo Avenue - 40th Street to Adeline Street

Description

In Emeryville there are two adjacent major intersections on San Pablo Avenue. One is the 40th St. transit hub and the other is the Star Intersection formed where Adeline St. and MacArthur Blvd. intersect at San Pablo Ave. Both intersections are auto-dominated with conflicts between motorists and pedestrians. Walking distance between these intersections is long; pedestrians would benefit by a crossing at mid-block.

San Pablo Avenue at 40th Street Transit Hub

Proposed Improvements

T.1 Install primary bus stop improvements (see Table 7.1) and include electronic signage with transit information.

San Pablo at 40th Street Transit Hub:

C.10 Enhance medians and streetscape along 40th St.

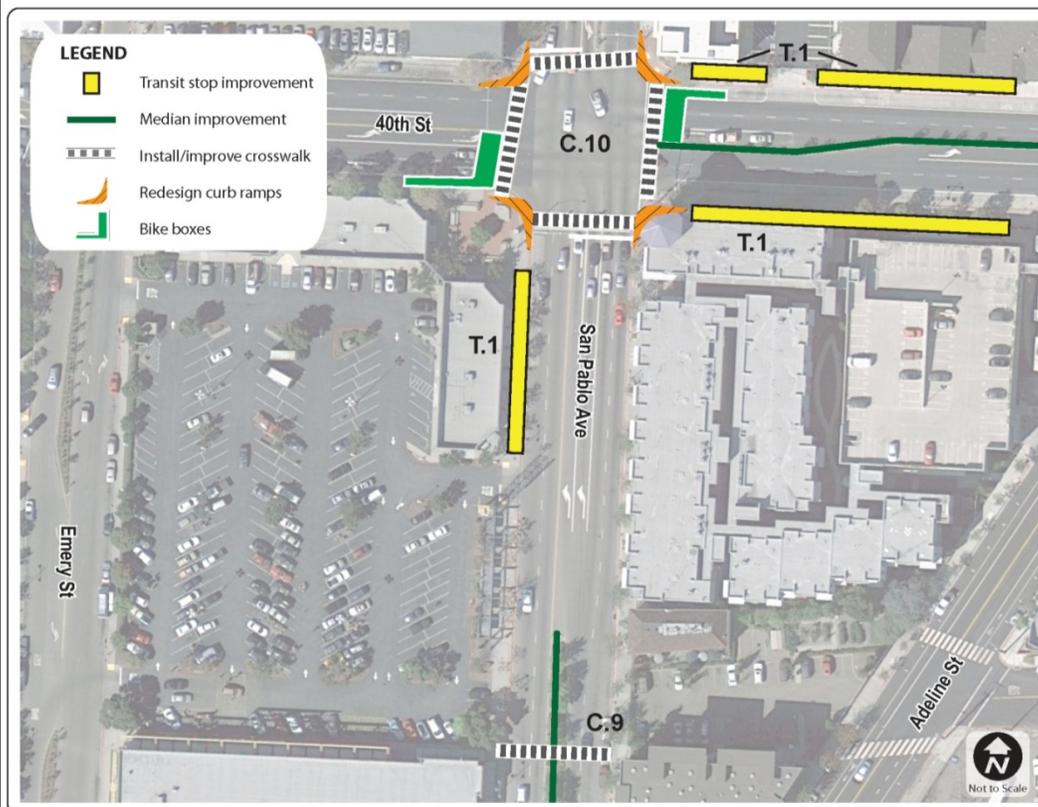
- Redesign curb ramps to direct users into crosswalk on all approaches, as feasible
- Adjust signal timings to improve pedestrian crossings
- Install advance stop lines on San Pablo Ave.
- Consider the viability of installing bike boxes on 40th St.
- Improve maintenance of tree grates and sidewalks

C.9 At San Pablo at Yerba Buena install mid-block crossing of San Pablo Ave.

Install hybrid beacon. Alternatively, consider pedestrian actuated signal that is timed with adjacent signals

- Install high visibility crosswalk markings
- Remove on-street parking and install curb extensions
- Install curb cuts in sidewalk and cut in median for pedestrian refuge.

Design Treatment



8.7.1 San Pablo Avenue - 40th Street to Adeline Street

San Pablo Avenue at Star Intersection

Proposed Improvements

San Pablo Avenue at Stanford Intersection:

- C.8 Install and improve crosswalks
- Construct medians and install landscaping improvements

Design Treatment



8.7.2 Powell/Christie

Description

Powell St. between I-80 and the railroad is one of the most challenging roadway segments in the City due to high traffic volumes associated with freeway access. The City has adopted the *Powell Street Urban Design Plan* to improve multi-modal travel through phased improvements. Christie Ave. north of Powell St. is a north-south, two-lane street located between I-80 and the railroad. Due to the high residential densities and broad mix of land uses, including office, retail and entertainment, this area has the capacity to support a large percentage of walking trips. There are opportunities for pedestrian improvements throughout the area.

Proposed Improvements

- C.15 Improve sidewalks; install crosswalk on north leg of Powell/Christie intersection.
- P.1 Powell Street Bridge. Conduct feasibility study for improved pedestrian /bike crossing of railroad; in conjunction with adjacent development seek to improve pedestrian/bike access.
- S.1A/B Implement multi use paths, and median and intersection improvements per the Powell Street Urban Design Plan, Phases I and II.
- S.11 Install permanent sidewalk adjacent to vacant property.
- T.2 Install primary bus stop improvements and casual carpool pick up area. Install long-term bike parking, benches, and information kiosks. Install curb extension in yellow zone in front of Pacific Park Plaza.

Design Treatment



8.7.3 South Bayfront

Description

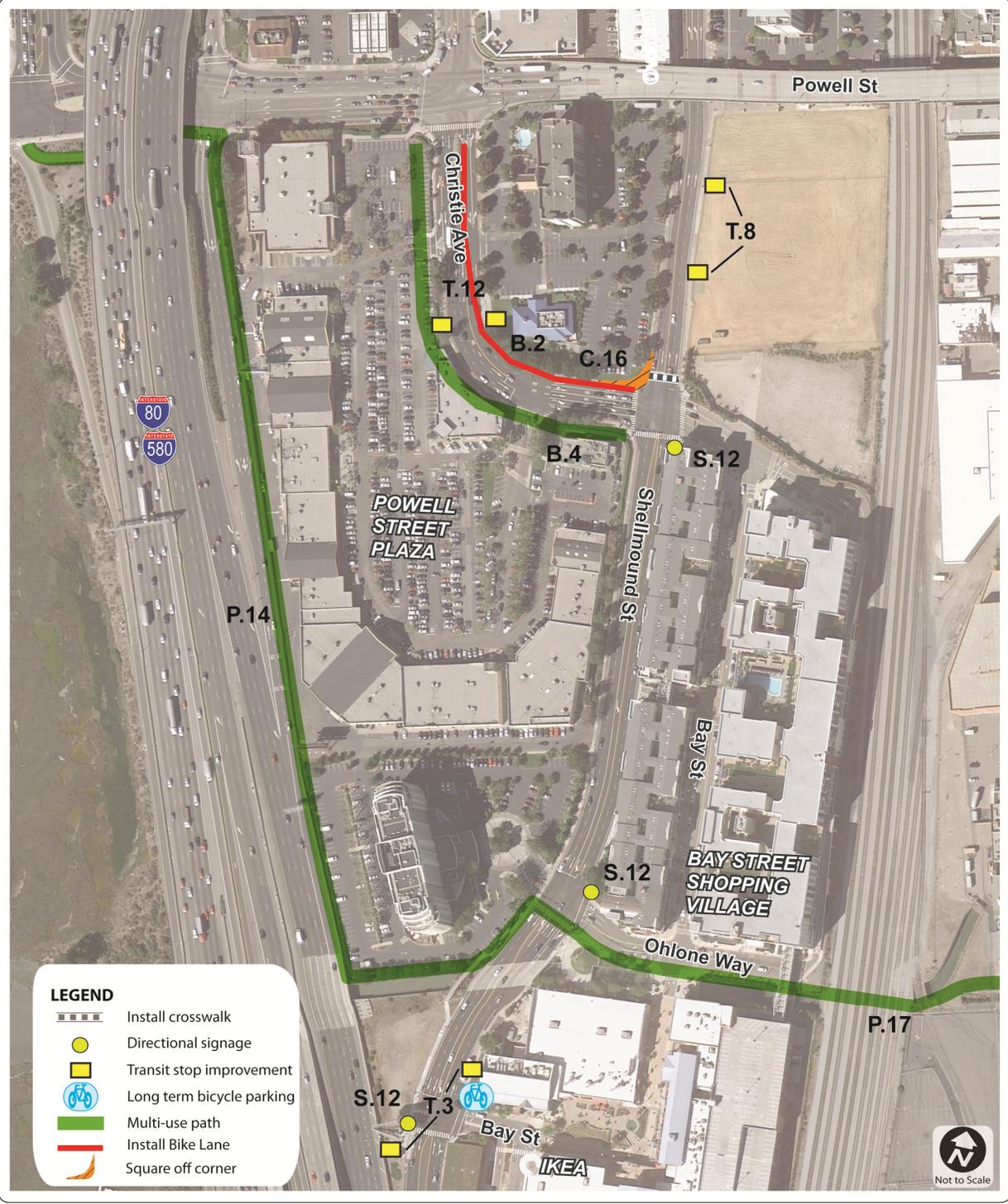
The South Bayfront area, between I-80 and the railroad and south of Powell St., is a regional retail center which includes Bay Street, IKEA, and the Powell Street Plaza. As a destination for out-of-town drivers, the area was designed primarily for auto access. Pedestrian facilities need to be better integrated into this district.

Proposed Improvements

- B.2 Restripe Christie Avenue between Shellmound Street and Powell Street to accommodate a bike lane on the north and east sides. The bike lane will be contra-flow between Shellmound Street and the Powell Street Plaza access drive.
- B.4 Widen the sidewalk on the west and south sides of Christie Avenue between Powell Street and Shellmound Street to eight feet and set back from the street to provide a multi-use path.
- C.16 Shellmound Street at Christie Ave: Install crosswalk on north leg of intersection and square off northwest corner to reduce crossing distance.
- P.14 Bay Trail realignment: Construct new multi-use path along west and south perimeter of Powell Street Plaza, in phases, to connect to Ohlone Way and South Bayfront Bridge.
- P.17 Build the South Bayfront Bridge over the railroad from Ohlone Way to Horton Landing Park.
- S.12 Shellmound St. south of Powell: Install signage on either side of sidewalk gap directing pedestrians to use crosswalk and sidewalk on east side of Shellmound St. Between Ohlone Way and Christie Ave. Install signage directing pedestrians to use Bay Street or sidewalk on west side of Shellmound St.
- T.3 Northbound and southbound bus stops on Shellmound at Bay St: Install primary bus stop improvements (see Table 7-1). Include:
 - Benches, providing at least 12 seats
 - Shelters to accommodate the high levels of demand
 - Long- and short-term bike parking
 - Increase wheelchair accessibility at northbound stop by providing a clear path in shelter
- T.8 Install primary bus stop improvements (see Table 7-1) at two northbound stops.
- T.12 Install secondary bus stop improvements (see Table 7-1) at northbound and southbound stops.

8.7.3 South Bayfront

Design Treatment



8.7.4 Bay Trail from Powell Street to Shorebird Park

Description

The off-street portions of the Bay Trail from Powell Street to just north of Shorebird Park run along a sidewalk parallel to Frontage Road. While the portion of the sidewalk fronting the Hilton Garden Inn has been improved, areas that still need improvement include the segment to the south that fronts the Shell Station and the segment extending north of the hotel to the north end of Shorebird Park.

Proposed Improvements

P.15 Improve existing sidewalk to accommodate multi-use path:

- Shell Station frontage: Install landscaped buffer between path and street. Investigate reducing curb cut area.
- North of Hilton Garden Inn: Replace pavers with smooth surface to better accommodate bicyclists. Install landscaped buffer between path and street. Remove street trees from center of path and relocate to landscaped buffer at roadway edge. At southwest corner of intersection of Frontage Road and the private drive (accessing Chevy's and office complex) tighten turning radius and realign pedestrian push button.

Design Treatment



8.7.5 Park Avenue District Pedestrian Improvements

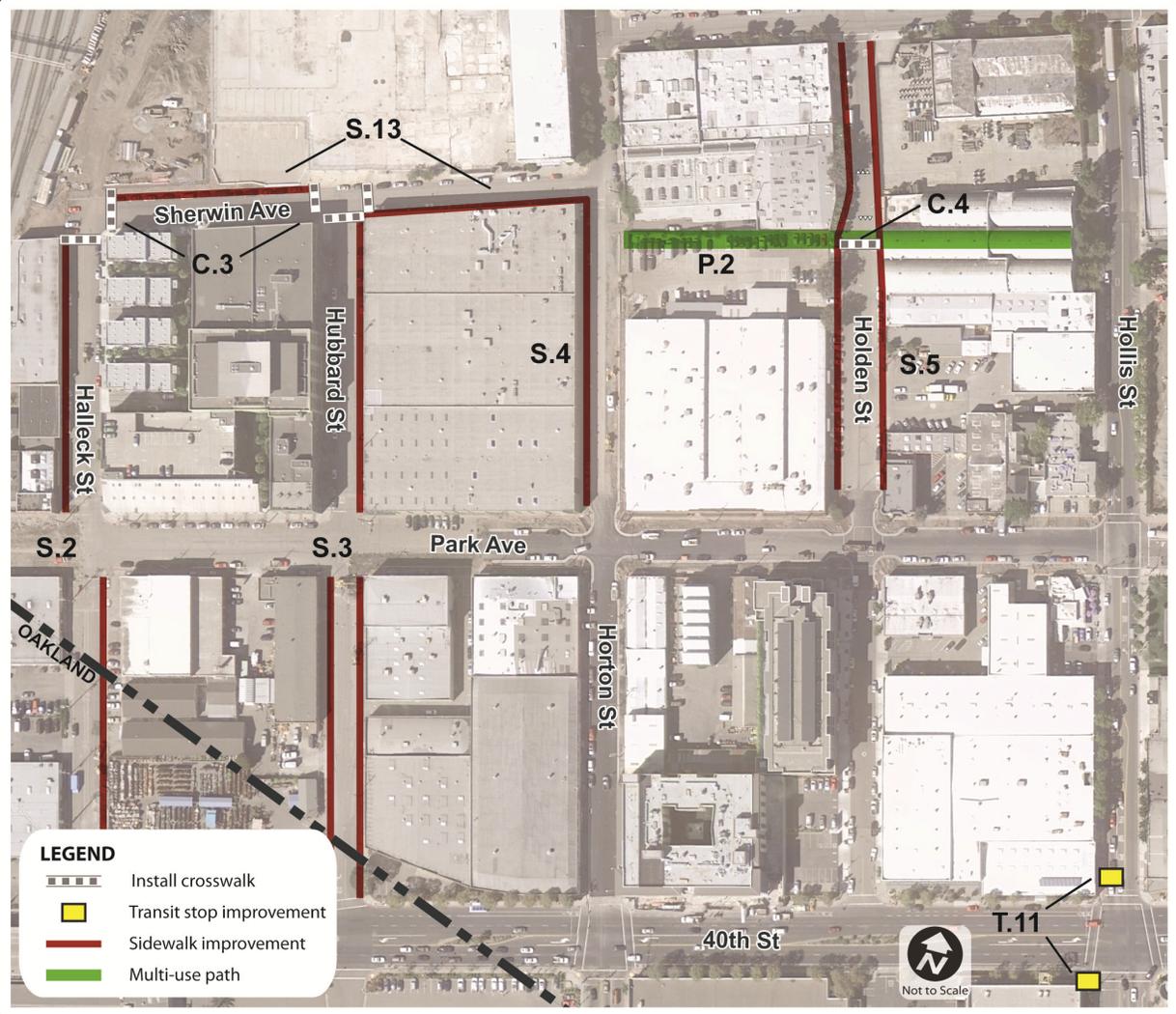
Description

The Park Avenue District is a mixed use neighborhood within the City's historic center. The *Park Avenue District Plan* delineates a series of public improvements to be developed in phases, including improvements to pedestrian facilities. Completion of sidewalks and improved crossings will enhance the pedestrian environment in this fine-grained district.

Proposed Improvements

- P.2 Construct mid-block pedestrian path connecting Horton St. to Hollis St. between Park Ave. and 45th St.
- C.4 Install high visibility crosswalk with bulb-outs and shark's teeth at mid-block pedestrian path.
- S.2 Install sidewalks on Halleck St. between Sherwin Ave. and 40th St. per *Park Avenue District Plan*.
- S.3 Install sidewalks on Hubbard St. between Sherwin Ave. and 40th St. per *Park Avenue District Plan*.
- S.4 Install sidewalk on Horton St. between Park Ave. and Sherwin Ave. per *Park Avenue District Plan*.
- S.5 Install sidewalks on Holden St. between Park Avenue and 45th St. per *Park Avenue District Plan*.
- S.13 Install sidewalks on Sherwin Ave. between Halleck St. and Horton St. per *Park Avenue District Plan*.
- T.11 Install secondary bus stop improvements (see Table 7-1) eastbound and westbound on 40th St.

Design Treatment



8.7.6 53rd Street Corridor – West and East

Description

Fifty-Third St. traces the approximate historic location of Temescal Creek prior to culverting. This corridor is envisioned as an east-west greenway connecting Temescal Creek Park on the east to Horton Landing Park and the South Bayfront Bridge.

Proposed Improvements

53rd Street Corridor West

- C.17 Spur Alley crossing: If easement acquired north of 53rd St. install high-visibility marked crossing, raised crosswalk and advance warning signage.
- E.1 Redesign of the 53rd St. corridor as follows:
- Horton St. to Hollis St.: Create bicycle and pedestrian greenway with connection to Horton Landing Park and South Bayfront Bridge. Extend sidewalk area on west side of Horton St. and raise the intersection at Horton St. to create a seamless gateway to Horton Landing Park. Maintain Bike Boulevard designation.
 - 53rd St. at Hollis St.: Improve west leg by extending curbs and improving crosswalk markings. Relocate utility boxes on southeast corner to provide adequate pedestrian path of travel.
 - Hollis to San Pablo Ave.:
 - Alternative A: Narrow the roadway at selected locations by installing storm-water curb extensions and removing on-street parking. Curb could extend further into roadway to slow vehicle speeds but be mountable to allow for emergency vehicle access. This treatment could be considered at the Spur Alley crossing.
 - Alternative B: Widen sidewalks on both sides. Install bioswales, removing on-street parking in these locations.
 - Alternative C: Widen sidewalk and remove on-street parking on south side only and install faux creek feature along south side.
 - 53rd St. at San Pablo Ave.: Improve intersection per C.14 described in 53rd St. Corridor East.
- P.5 Construct new north-south multi-use path connecting Doyle St. to 53rd St. at Pickleworks property.
- P.7 Construct new east-west multi-use path connecting Horton St., south of 53rd St., to Horton Landing Park and South Bayfront Bridge
- B.24 Acquire easement to extend ped/bike access on Spur Alley north of 53rd St. Sign as Class III.
- T.9 Northbound and southbound bus stops: Install secondary bus stop improvements (see Table 7.1). Add benches at both stops and shelter at southbound stop.

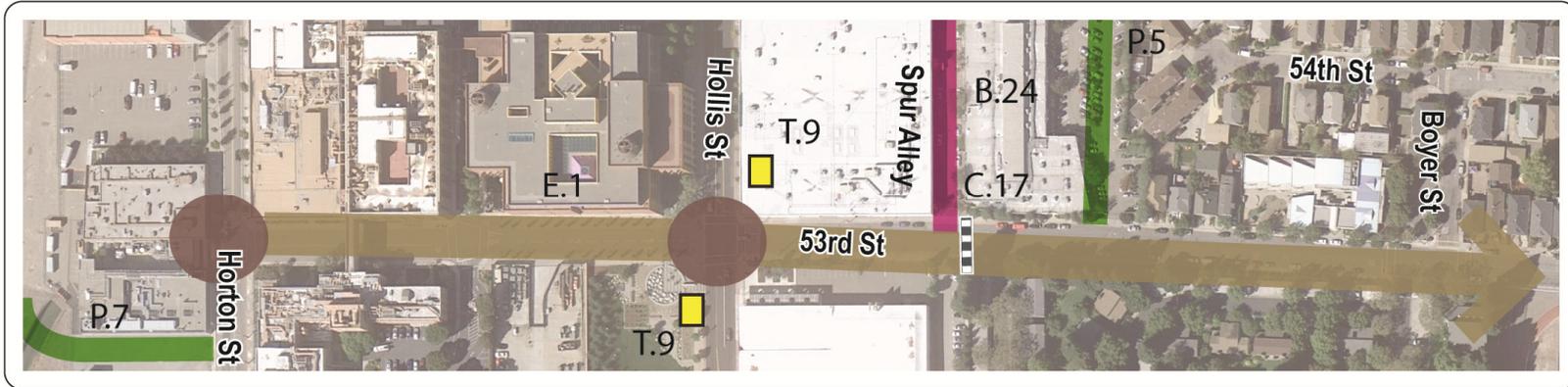
53rd Street Corridor East

- C.14 Improve intersection at San Pablo Ave.:
- Reconcile skewed intersection by clipping southwest corner or use of wedge-shaped crosswalk
 - Install new crosswalk on north leg
 - Add push buttons and curb ramps to all crossings
 - Move existing push buttons if they are not directly adjacent to the curb ramp
 - Narrow 53rd St. on west side of San Pablo Ave. with a curb extension on the north side of the street, and realign approach to one lane in each direction.
- E.1 As described in 53rd Street Corridor West.
- P.4 Construct new north-south multi-use path at west side of Secondary School from 47th St. to 53rd St.
- P.11 Install pedestrian path connecting Temescal Creek Park to 53rd St.

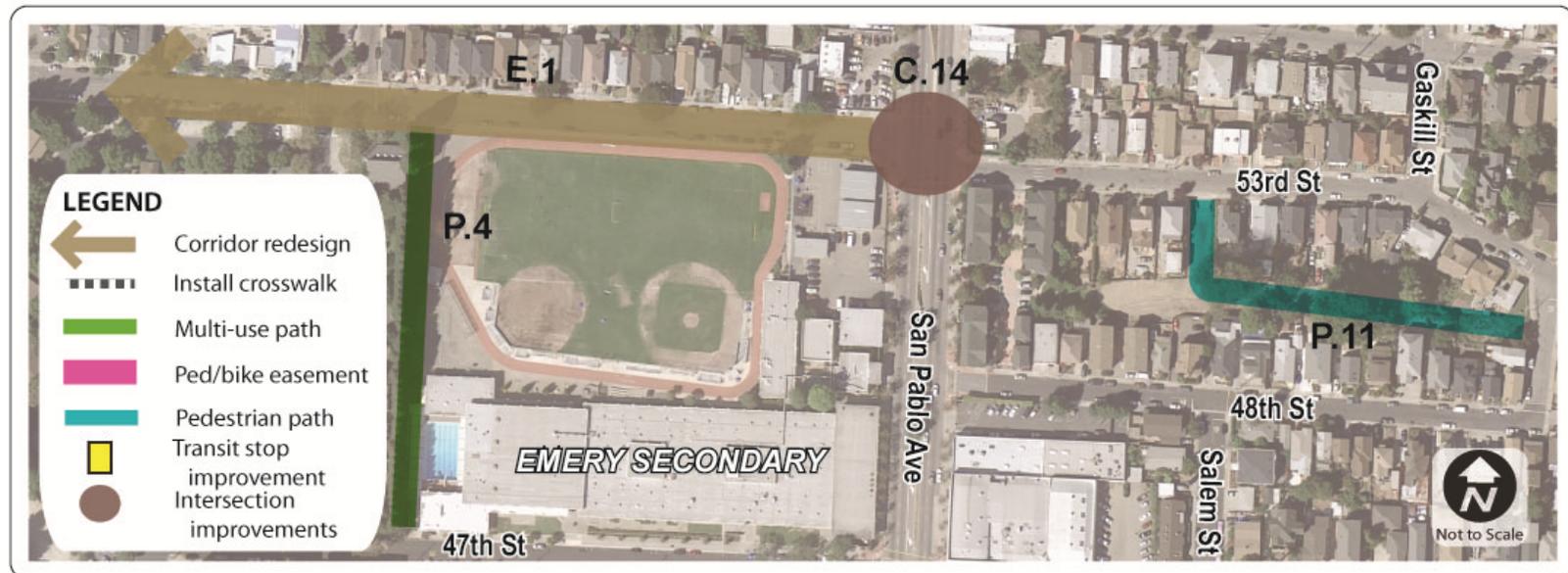
8.7.6. 53rd Street Corridor – West and East

Design Treatment

Design Treatment – 53rd Street West



Design Treatment – 53rd Street East



8.7.7 San Pablo Avenue - Safe Routes to School Project

Description

San Pablo Ave. (State Route 123) is adjacent to Emery Secondary School (grades 6-12) and a private school with pre-K to 8th graders. Anna Yates Elementary School with grades K through 5, is a half block away. Enrollment areas for these schools extend across San Pablo Ave. The road has high traffic volumes (over 20,000 vehicles per day) and motorist compliance with uncontrolled crossings is low.

Proposed Improvements

San Pablo Ave at 43rd St.

- C.11 Upgrade in-roadway warning lights, install an overhead flashing beacon on a masthead and/or Rectangular Rapid Flashing Beacons (RRFB)
 Replace out-of-compliance warning signs with pedestrian warning signs compliant with the most recent California MUTCD
 Refresh the existing crosswalks with new paint and install yield line enhancements.

San Pablo Ave. at 45th St.

- C.12 Install new in-roadway warning lights, overhead flashing beacon and/or RRFBs, curb extensions, and median tip.

San Pablo Ave. at 47th St.

- C.13 Reevaluate signal timing and pedestrian recall to reduce the wait time for pedestrians. Install new audible pedestrian heads.

8.7.7 San Pablo Avenue - Safe Routes to School Project

Design Treatment



Bicycle Project Sheets

8.7.8 Horton/Overland Bicycle Boulevard Treatments

Description

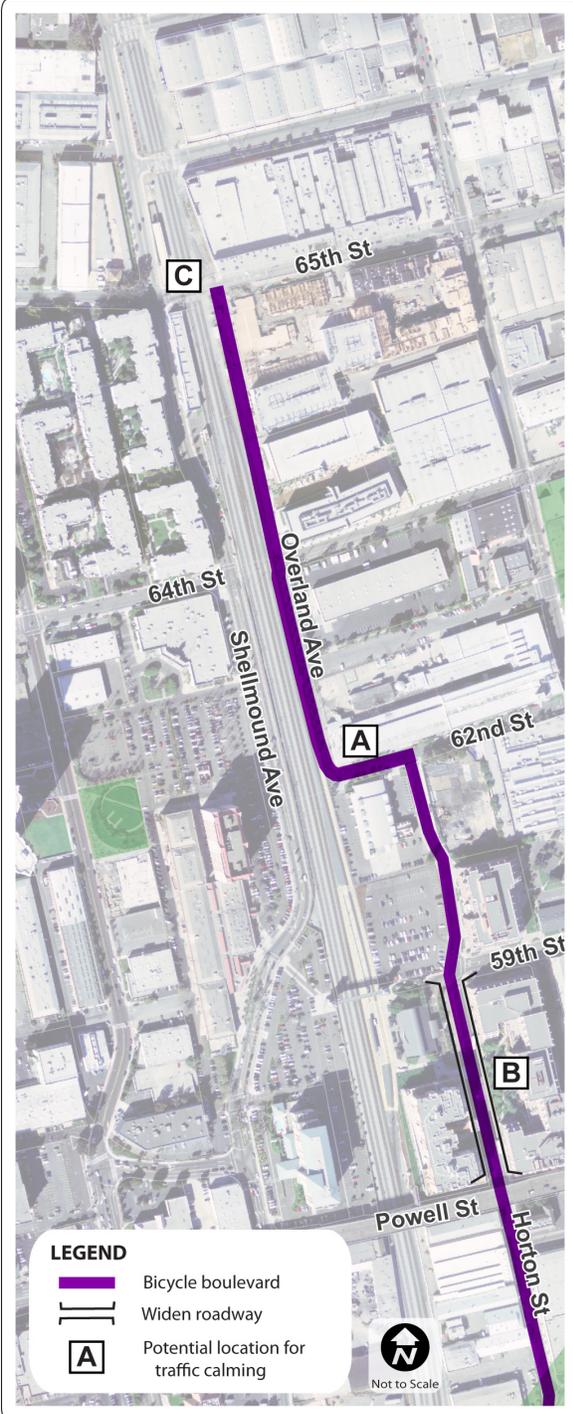
The Horton/Overland bicycle boulevard provides a continuous north-south connect through Emeryville. This is an important bicycle connection, providing access to the Amtrak Station, the future South Bayfront Bridge, and Mandela Parkway and the Bay Trail in Oakland. Bicyclists share the roadway with motorists except where bike lanes are striped between 62nd St and 53rd St. This corridor exceeds the desire threshold of vehicles per day and volumes are expected to increase with future development. Treatments are needed to improve bicycle safety and circulation.

Proposed Improvements

- B.21 Implement the bicycle boulevard treatments as described in Chapter 6. Measure speeds throughout and, to slow traffic, consider speed cushions, tables, split lumps, curb extensions, median islands and permanent speed feedback signs to reduce vehicle speeds.
- A. Consider diversion at 62nd St, Stanford Ave, 45th St, and 40th St. Diversion to be installed on a trial basis only after evaluation with community input and traffic analysis.
 - B. Explore roadway widening between 59th St and Powell St to better accommodate bicycle lanes on both sides and a loading lane on the east side.
 - C. Improve bicycle detection and turning movements at 40th St and at 65th St.

8.7.8 Horton/Overland Bicycle Boulevard Treatments

Design Treatment



8.7.9 Emery Street Corridor

Description

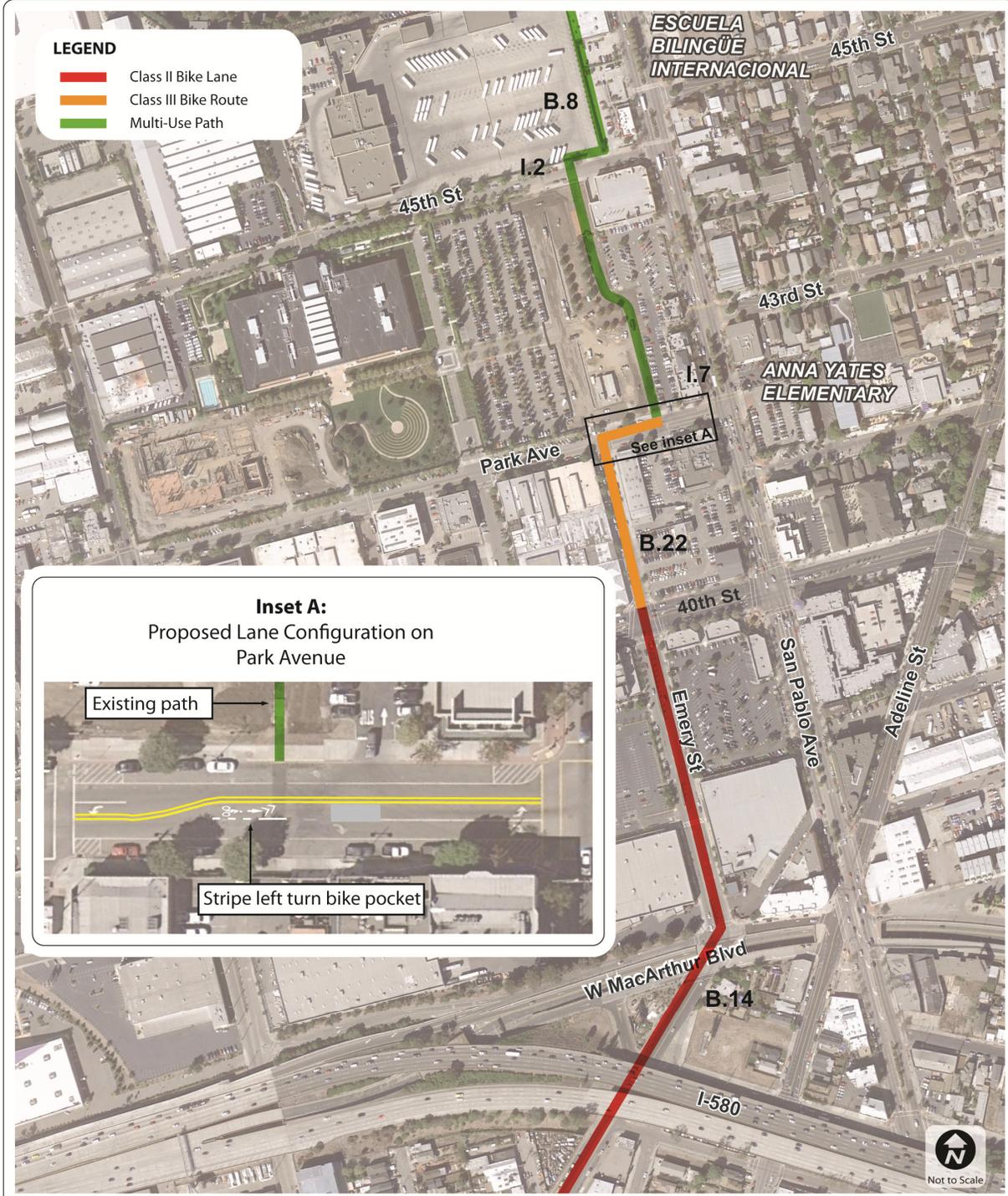
One block west of San Pablo Ave, Emery St provides an alternative parallel bicycling route. Although Emery St is only two blocks in length, it is extended to the south into Oakland via Peralta St. The northern terminus joins with the Joseph Emery multi use path from Park Ave to 45th St. There is potential for a northerly extension of this multi use path to connect with Emery Secondary School and the Emeryville Center for Community Life.

Proposed Improvements

- B.8 Construct new multi use path between 45th and 47th Streets through modification or redevelopment of the AC Transit facility.
- B.14 Install bike lanes on Peralta St to Oakland border. Peralta St has a 48-foot paved width but only two travel lanes.
- B.22 Sign Class III bike route on Emery St and install bicycle left-turn pocket eastbound on Park Ave for left turn into Joseph Emery Park Path.
- I.2 When multi use path is extended to 47th St (B.8 above) install high visibility crossing with bulb-outs and shark's teeth.
- I.7 On Park Ave provide center left-turn lane for eastbound cyclists turning north onto Joseph Emery Path.

8.7.9 Emery Street Corridor

Design Treatment



8.7.10 Doyle Street Connections

Description

The Doyle St bicycle boulevard provides good bicycle access in the northeast part of the city. Connections to the south and west can be improved.

Proposed Improvements

- B.11 Acquire easement and construct Class III facility connecting Doyle St with 53rd St through the Pickleworks property. Install sharrows through parking lot.
- B.16 Improve bicycle boulevard on Stanford between Hollis and Doyle Streets.
 Measure speeds and volumes
 Install bicycle boulevard signage
 Install traffic calming treatments and shared lane marking
 Install bicycle detection in bike lane at Hollis St.
- B.20 Measure speeds and volumes on Doyle St bicycle boulevard. Install hybrid beacon or full signal at Powell St. Install bicycle boulevard signage and pavement marking south of 59th St.
- B.24 Acquire easement and extend bike route on Spur Alley north of 53rd St to Hollis St.
- I.6 Install traffic signal, stencils, and markings where Doyle St bicycle boulevard crosses Powell St. (Note: approved development is required to contribute to the cost of a traffic signal. Otherwise, install hybrid beacon or signal/actuated flashing beacon.)

8.7.10 Doyle Street Connections

Design Treatment



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