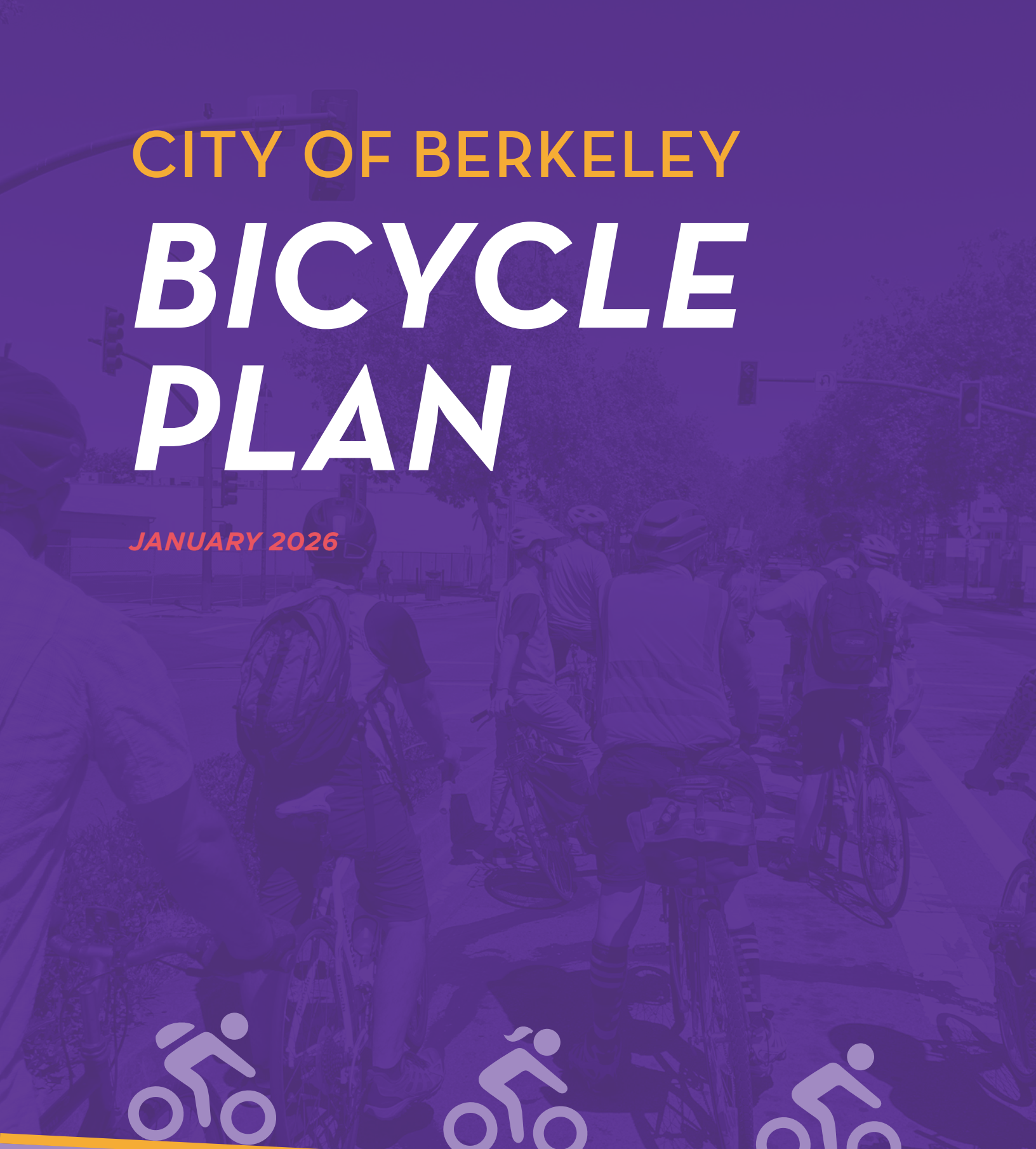
CITY OF BERKELEY

BICYCLE PLAN

JANUARY 2026



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EXECUTIVE SUMMARY

City of Berkeley Statement

According to the US Census 2023 American Community Survey, **one out of ten Berkeley residents who commute to work are using bikes, scooters, or other personal mobility devices**. As nearly any Berkeleyan can tell you, getting to work is not the only reason people bike, scoot, or roll in this city. In Berkeley, people ride for a myriad of purposes—including shopping at a store or farmers' market; dropping off or picking up kids from school or day care; visiting the UC Berkeley campus; going to concerts, restaurants, and social events; and exercising. When considering non-commute trips like going to school or shopping, more than one in five Berkeleyans are bicycling or rolling every day.[1]

Bicycling and rolling in Berkeley are not only efficient, environmentally friendly, and utilitarian modes of transport, they are also a source of health and enjoyment. A central focus of this 2025 City of Berkeley Bicycle Plan Update is improving the comfort, convenience, and enjoyment of bicycling and rolling as a viable strategy for achieving many of the City's public health and wellness goals.

For nearly six decades, Berkeley has been a leader in the effort to promote the use of the bicycle for pleasant transportation and recreation. The first *City of Berkeley Bicycle Plan*—created in 1971—laid out a citywide network of bikeways that are still in use today.

PURPOSE OF THIS PLAN

The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. These recommendations may require further project-specific budgeting, planning, data collection, analysis, and engineering before implementation.

Depending on the scope of the proposed project, the City will determine the level of public engagement, environmental clearance, inter-departmental/inter-agency coordination, and approvals needed before implementing projects.

Simpler projects such as new or upgraded Bicycle Boulevards along residential streets may have fewer impacts and broader community support. These may involve less public process and may be able to be implemented more quickly once budgeted. More complex projects along or crossing busy streets typically require additional technical and engineering studies and engagement with affected stakeholders, are more costly to construct, and have longer timelines. For further information, see **Section 5.2 Project Delivery Process** and **Section 5.6 Complete Streets Corridor Study Recommendations**.

1 ACS 2023 Table S0801, 1-year estimate

Land Acknowledgment

On behalf of the City of Berkeley, we acknowledge that we are on the unceded ancestral homeland of the xučyun (Huichin) Ohlone (Uh-lone-knee), who are the original inhabitants of the East Bay. As the indigenous stewards of this land and in accordance with their traditions, the xučyun Ohlone have never ceded, lost, nor forgotten their responsibilities as the caretakers of this place, as well as for all peoples who reside in their traditional territory. As guests, we recognize that we benefit from living and working on their traditional homeland, and we affirm their sovereign rights as First Peoples.

Plan Update Purpose

The most recent *City of Berkeley Bicycle Plan* was completed in 2017. Cities in California are required to update their citywide bicycle plans every five years to retain eligbility from the Transportation Development Act Article 3 (TDA 3) fund, a state-level funding source for bicycle- and pedestrian-related projects. Many other competitive funding sources (such as the Active Transportation Program, OBAG 4, and others) will penalize applications if a bike plan is too out-of-date. The purpose of this plan update is to make Berkeley a model bicycle-friendly city where bicycling is a safe, comfortable, and convenient form of transportation and recreation for people of all ages and abilities. Because the Public Works Department is producing this plan update, the focus is on physical infrastructure changes that support bicycling to achieve the City's safety, health, and environmental goals. Refer to **Table 3** (page 24) for detail on how this plan is updated from the 2017 Bicycle Plan.

Commitment to All Ages & Abilities

A bikeway network works best when it is accessible, safe, comfortable, and welcoming to people of all ages and abilities. The "All Ages and Abilities" approach in transportation planning prioritizes creating accessible, safe, and comfortable active transportation options for everyone, including children, older adults, people with disabilities, and those with varying levels of confidence and experience.

In Berkeley, this translates to a commitment to building out the Low-Stress Network of separated bikeways and bicycle boulevards (see page 14 and **Figure 2**), and connecting residents, workers, students, and visitors to the local destinations they need to reach. This commitment also extends to all the types of devices, including but not limited to: bicycles, e-bikes, electric scooters, skateboards, mobility scooters, and powerchairs.

Commitment to Disability Access

Berkeley is the heart of the disability rights movement in the United States. Organizations such as the Center for Independent Living, Bay Area Outreach and Recreation (BORP) Adaptive Sports and Recreation, Berkeley's Accessible Right-of-Way (BAROW), and the Berkeley Commission on Disability advocate for a community fully accessible to all users. As some of our most vulnerable road users, people with disabilities are often the most impacted by changes and challenges in the transportation system.

Berkeley is committed to seeking input from community members to inform universally accessible design and utilizing resources such as the Public Right-of-Way Accessibility Guidelines (PROWAG), formally adopted by the Federal Highway Administration in 2024.

Existing Bikeways & Progress

Since the adoption of the 2017 Bicycle Plan, the City of Berkeley has implemented over 10 miles of new or upgraded bikeway network facilities and constructed over 20 Low-Stress Network intersection crossing improvements. The City of Berkeley works with neighboring cities Albany, Emeryville, and Oakland to coordinate the continuation of bikeway networks and the timing of project construction. These changes are detailed in **Table 1** and **Figure 1**.

The bicycle network is made up of several different types of on- and off-street facilities. These facilities carry a classification number as defined by the California Department of Transportation (Caltrans) *Highway Design Manual* and are described below:

Shared use paths (Class I bike paths or multi-use trails) provide completely separated, exclusive right-of-way for bicycling, walking, and using mobility devices and other forms of active transportation.

Bicycle lanes (Class II) are striped, preferential lanes on roadways for one-way bicycle travel.

Upgraded bicycle lanes (Class II) include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle or use green thermoplastic striping to increase visibility in areas of conflict.

Bicycle routes (Class III) are signed bicycle facilities where people riding bicycles share a travel lane with people driving motor vehicles. Bicycle routes may include shared lane markings (sharrows) or other pavement stenciling. Because they are mixed-flow facilities, Class III bicycle routes are only appropriate for low-volume streets with slow travel speeds.

Bicycle boulevards (Class III) are roadways where people riding bicycles share a travel lane with people driving motor vehicles. However, traffic calming, diversion infrastructure, and crossing enhancements are intended to slow and minimize vehicle traffic to prioritize bicycle travel for people of all ages and abilities along these roadways. Some facilities in the Bicycle Boulevard Network may include separated bikeways or bicycle lanes.

Separated bikeways (Class IV), also known as a cycletrack or protected bicycle lanes, are on-street bicycle lanes physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or parking aisle. Separated bikeways can be one-way or two-way.

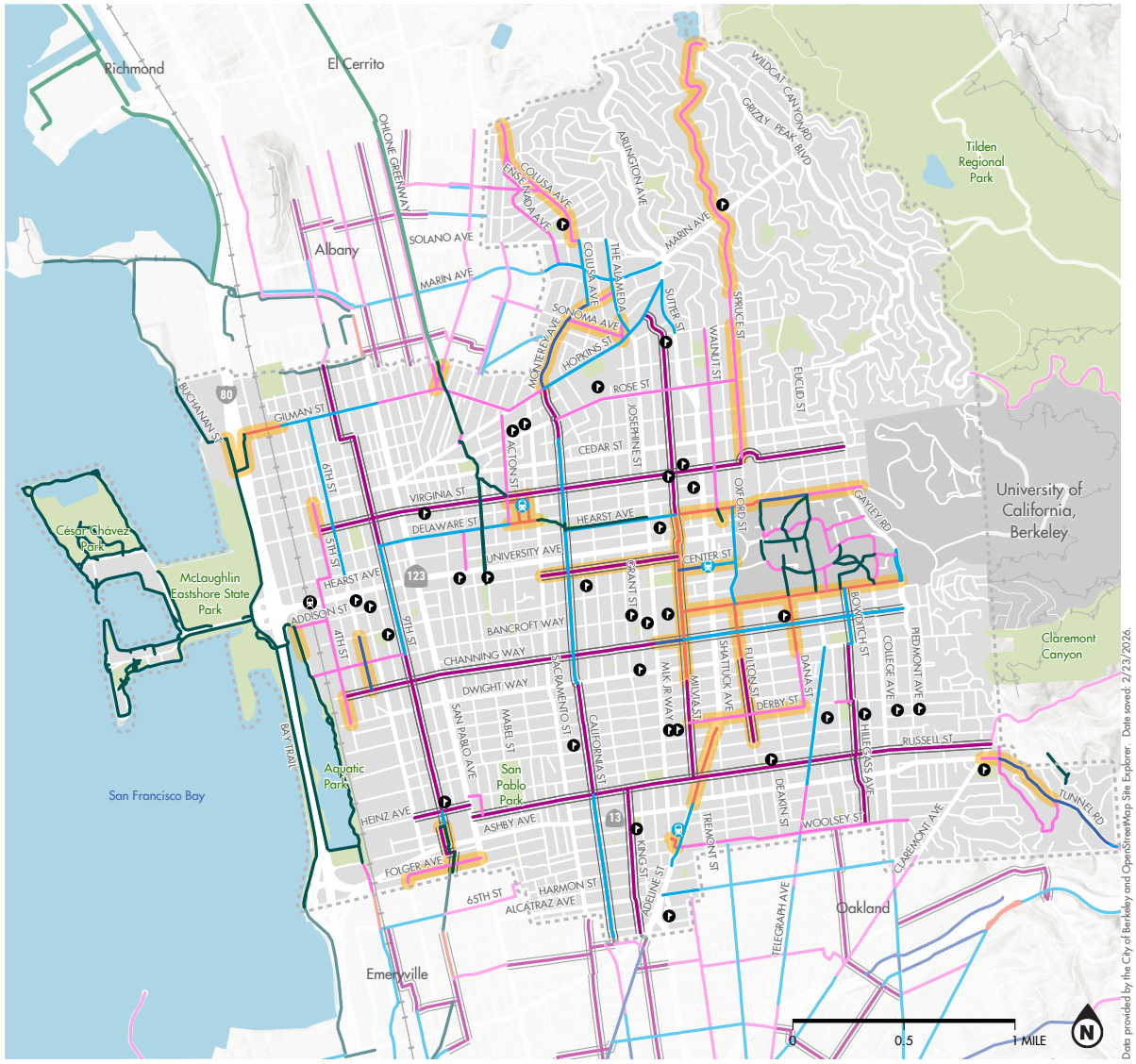
***Table 1:** . Bikeway Network Implementation, 2017–2025*

FACILITY TYPE	2017 (MI)	2025 (MI)
Shared use path (Class I)	18.2	18.9
Bicycle lane (Class II)	12.1	10.9*
Upgraded bicycle lane (Class II)	0.3	1.8
Bicycle route (Class III)	8.1	12.6
Bicycle boulevard (Class III)	11.9	12.5
Separated bikeway (Class IV)	0.1	4.2
Total	50.8	60.9
Bicycle boulevard network**	15.8	17.6

*Standard bicycle lane mileage decreased in 2025 due to standard bicycle lanes being improved to upgraded bicycle lanes or separated bikeways.

**The Bicycle Boulevard Network includes segments of Class I, II, III, and IV facilities.

Figure 1: *Existing 2025 Bikeway Network*



EXISTING BIKEWAY NETWORK

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EXISTING FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)
- New or Upgraded since 2017

BICYCLE BOULEVARD NETWORK

- Amtrak Station
- BART Station
- School
- Railroad
- Park

Public Outreach

The plan update included two phases of public outreach (April to June 2022 and January to February 2025), engaging over 1,500 residents directly and collecting over 2,500 comments. Public engagement used online and in-person outreach methods to account for public health concerns during the COVID-19 pandemic. Events included virtual listening sessions with low-income residents, pop-up events (including the Juneteenth Festival, the Ashby Flea Market, and multiple farmers' markets), community bike rides, interviews with key community groups, and citywide workshop presentations. The project effort involved multiple presentations to the Berkeley Transportation and Infrastructure Commission and a presentation to the Commission on Disability.

Public outreach was supported by a regularly updated project website, and interactive webmap commenting tool, regular communication through the project email list, and postcard mailers to over 15,000 Berkeley households—with a focus on input from Berkeley's Equity Priority Areas in the city's west and southwest.

For a detailed summary of outreach, refer to **Appendix B** and **Appendix C.**

MAIN THEMES OF THE PUBLIC INPUT INCLUDED:

- A desire for more robust intersection crossing treatments where the Low-Stress Network (bicycle boulevards and separated bikeways) crosses a major roadway
- Support for continued implementation of the Low-Stress Network, including bicycle boulevards and separated bikeways
- Facility design that is inclusive of all devices that may legally use the bikeway network, including powerchairs, mobility scooters, electric scooters, skateboards, and more
- Improved pavement quality along the entire bikeway network
- Ensuring bikeway design is compatible with the mobility needs of people with a disability

Project Recommendations

This plan update's recommended bikeway network supports a vision for Berkeley where bicycling is safe, comfortable, and convenient for people of all ages and abilities. These recommendations were guided by the plan update's goals and policies, as well as extensive community input. Recommendations were modified and adjusted from those in the 2017 Bicycle Plan, seeking to reprioritize projects based on Berkeley's diverse input, needs, and values. Recommendations prioritize extending newly completed projects, connecting the Low-Stress Network, connecting to Low-Stress Networks in surrounding cities, and addressing key intersection crossings with major roadways.

Table 2: *Summary of Project Recommendations and Cost Estimates.*

RECOMMENDED PROJECT OR STUDY	MILEAGE/COUNT	COST ESTIMATE
Shared-Use Path (Class I)	1.3 Miles	$7,048,400
Bike Lane (Class II)	0.6 Miles	$86,000
Upgraded Bike Lane (Class III)	2.1 Miles	$583,600
Bike Route (Class III)	8.8 Miles	$118,500
Bicycle Boulevard (Class III)	14.3 Miles	$1,071,300
Separated Bikeway (Class IV)	15.6 Miles	$11,667,400
Two-way Cycletrack Crossing	6 Ct	$552,000
Pedestrian Hybrid Beacon (PHB)	13 Ct	$5,148,000
Protected Intersection	5 Ct	$4,950,000
Raised Intersection	3 Ct	$600,000
Median Crossing	2 Ct	$187,000
Rapid Rectangular Flashing Beacon (RRFB)	6 Ct	$582,000
RRFB + Median	13 Ct	$1,859,000
Traffic Circle	40 Ct	$2,000,000
Traffic Diverter	7 Ct	$224,000.00
Total Cost Estimate	**42.7 Miles/95 Ct**	**$36,677,200**

VISION FOR A LOW-STRESS BIKEWAY NETWORK

Figure 2 illustrates the vision of a Low-Stress Network in Berkeley, including bicycle boulevards and separated bikeways. This envisioned network is safe and comfortable for people of all ages and abilities, with inclusive design to accommodate the broadest possible range of network users. Safe bikeway connections are especially important for parents riding with their children, older children riding independently, seniors using low-speed electric devices, and people with a mobility disability using an assistive device.

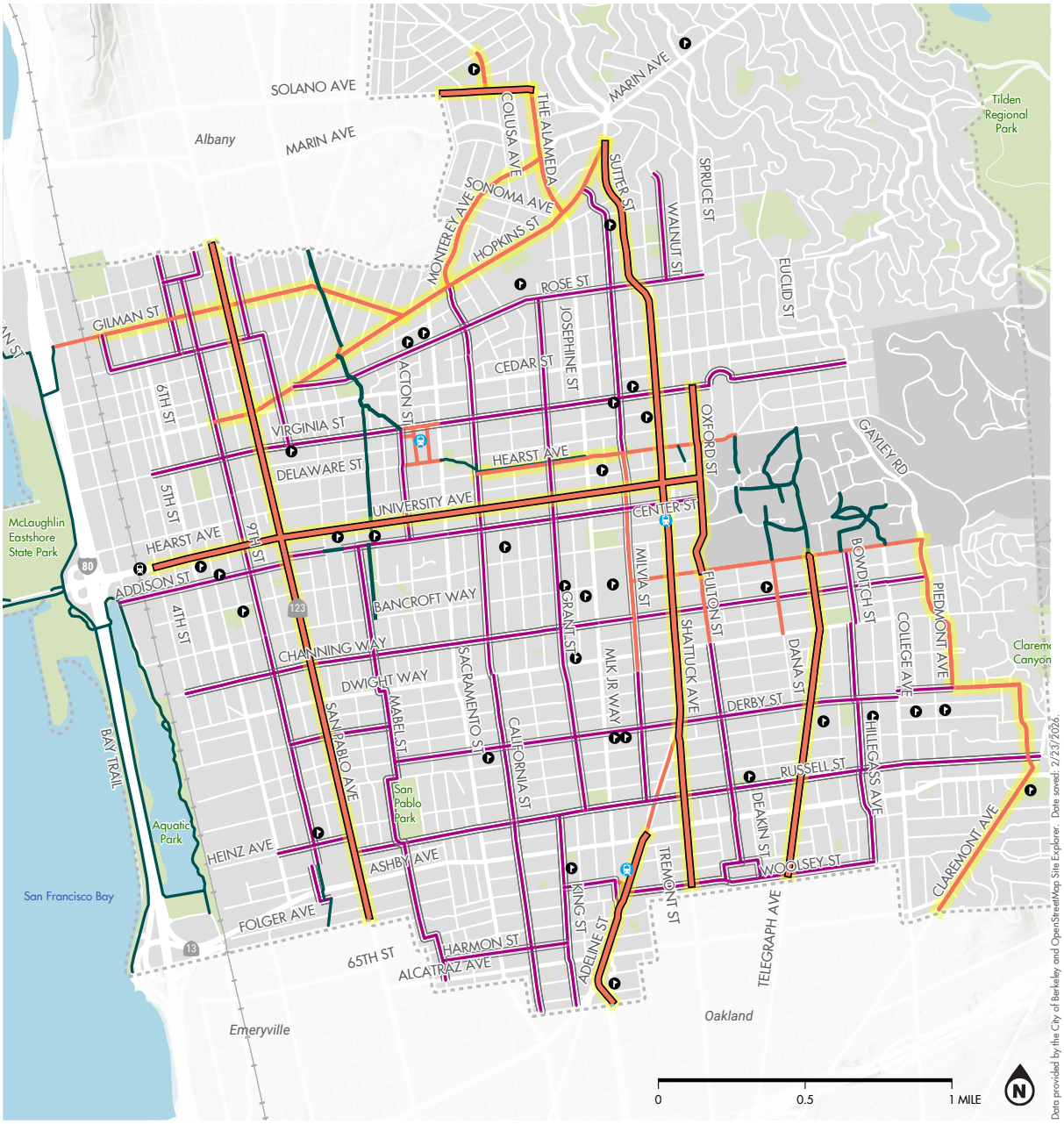
The City of Berkeley envisions a layered network of bicycle boulevards and corridor studies for separated bikeways on major streets. Bicycle boulevards on minor streets connect neighborhoods across Berkeley, while separated bikeways on major streets allow individuals to safely and conveniently access key destinations.

The Berkeley Unified School District, by policy, does not provide school bus service to middle or high school students and does not provide school bus service to households within 1.5 miles of their assigned elementary school.

In terms of the potential for reducing traffic congestion and helping to achieve the City's climate action goals, school trips account for a significant portion of morning auto traffic, and yet are often less than a mile in length. Therefore, it is important that the Low-Stress Network connects to as many schools in Berkeley as possible to provide parents and children the option of a completely low-stress bicycle trip from their residence to school.

Figure 3 shows the updated network recommendations for the City of Berkeley bikeway network. More details can be found in Chapter 5.

Figure 2: *Low-Stress Bikeway Network Vision*



LOW-STRESS BIKEWAY NETWORK VISION

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Low-Stress Bikeway Network Vision

- Bike Path (Class I)
- Bike Boulevard Network
- Cycletrack (Class IV)

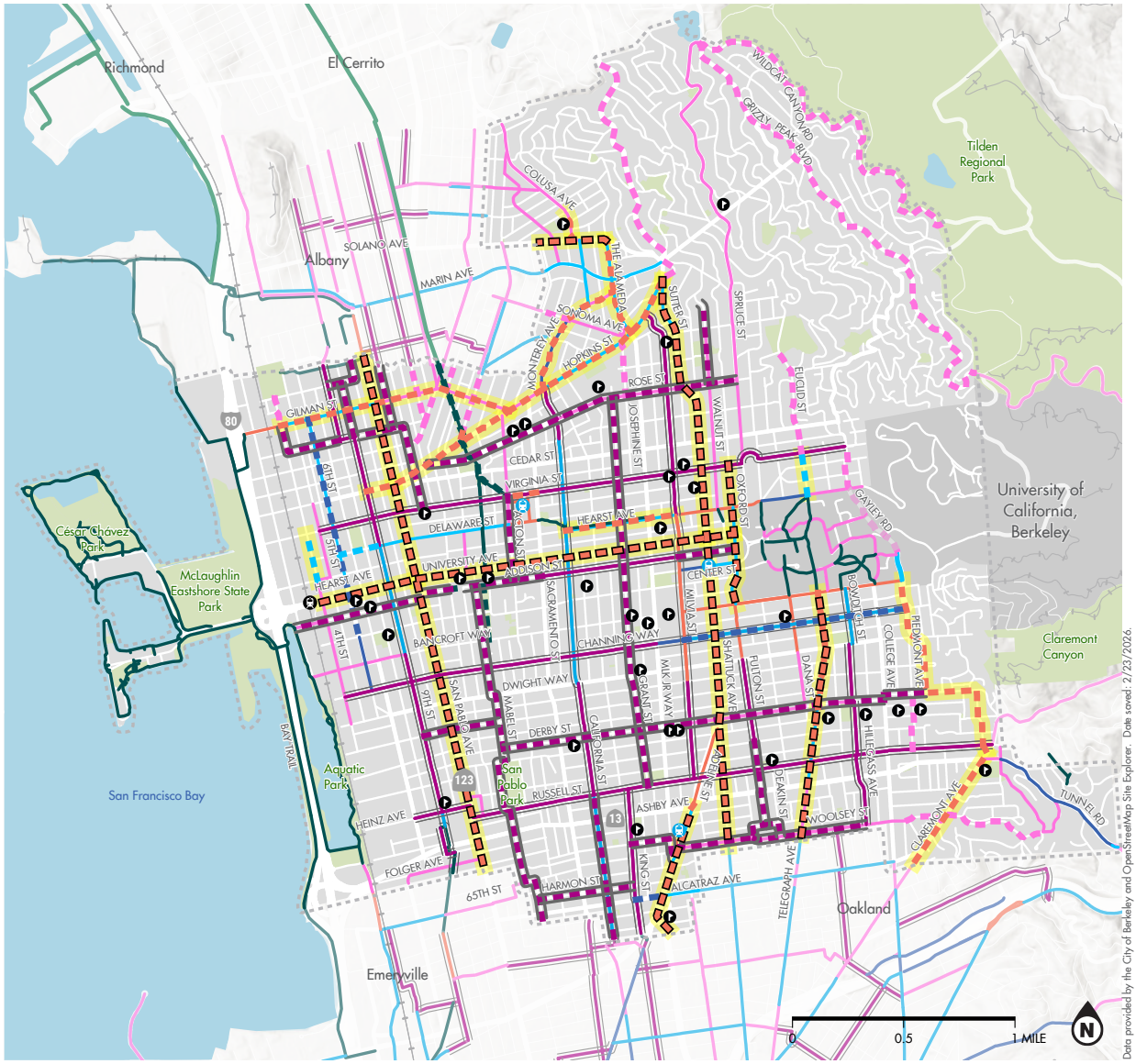
Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

- Study Cycletrack*
- Primary Transit Route - Study Cycletrack*

- Amtrak Station
- BART Station
- School
- Railroad
- Park
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

Figure 3: *Recommended Network Improvements*



RECOMMENDED NETWORK IMPROVEMENTS

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2025 EXISTING/RECOMMENDED FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Cycletrack (Class IV)
- Complete Street Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

BIKE BOULEVARD NETWORK

School | Amtrak Station | BART Station | Railroad | Park

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

COMPLETE STREETS CORRIDOR STUDIES

As defined by the Berkeley Complete Streets Policy, "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including:

- Pedestrians
- Bicycles (standard, cargo, electric)
- Scooters and skateboards
- Wheelchairs/powerchairs
- Private vehicles
- Transit
- Delivery trucks
- Postal trucks
- Fire trucks and ambulances
- Police cars
- Zero waste vehicles

Providing a complete network does not require dedicated facilities for all transportation modes on every street. Instead, it means creating convenient, safe, and connected routes for all modes throughout the city. For bikeway planning, Berkeley considers both arterial and collector roads and parallel streets as part of a Complete Streets Corridor. Arterial roads are designed primarily for private vehicle and bus transit movement and carry higher volumes of traffic, while collector roads are designed to gather traffic from local streets and direct it to arterials or highways. Potential bikeways on either type should be evaluated within a Complete Streets Corridor Study, along with consideration of alternate parallel routes, to serve all modes.

Major and collector streets with recommendations for separated bikeways (Class IV) require further study to evaluate their suitability and impacts. These streets are labeled "Complete Streets Corridor Studies" within this plan update. For further information, see **Section 5.2 Project Delivery Process** and **Section 5.6 Complete Street Corridor Study Recommendations**.

Implementation

PROJECT PRIORITIZATION

This plan update rescored all old and new projects for prioritization against new criteria, ensuring that the workplan prioritizes projects that advance cyclist safety, equity, and access to the bikeway network, and contribute to climate goals.

Project recommendations are grouped into corridors, inclusive of both street segments and intersections, and are divided into priority (1-highest, 3-lowest) tiers. Scoring was based on evaluation criteria that included cyclist safety, community support, and equity factors (see **Appendix D**).

Figure 4 shows the recommended project network by tier.

Tables showing projects and corridors by tier can be found in **Chapter 6**.

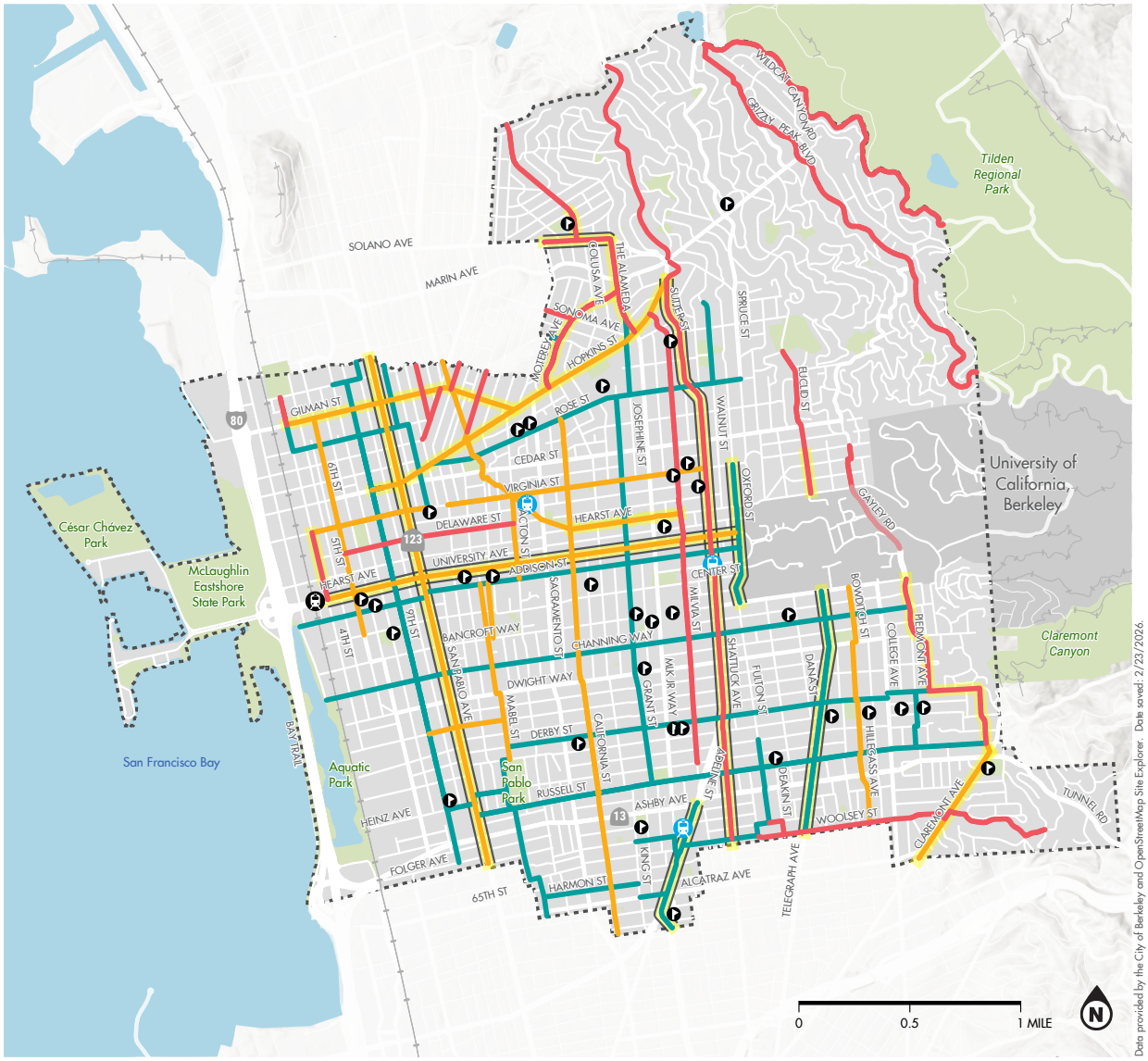
PROJECT DELIVERY

The City of Berkeley typically relies on two mechanisms to deliver bike projects:

- Integrating project elements into streets scheduled for repaving through the City's five-year paving plan.
- Securing federal, state, and regional grants to advance the implementation of bikeway network projects.

With the passage of Berkeley's infrastructure bond (Measure FF) in the fall of 2024, the City has a new funding source for project delivery.

Figure 4: *Proposed Project Tiers*



PROJECT PRIORITIZATION CORRIDORS

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PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3

COMPLETE STREETS STUDY CORRIDOR

- Complete Street Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

- School
- BART Station
- Amtrak Station
- Railroad
- Parks
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

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INTRODUCTION

1.1 City of Berkeley Statement

According to the US Census 2023 American Community Survey, 9% of Berkeley residents who commute to work do so by bicycle. Another 3.6% of Berkeley residents commute using "other" devices, which include electric scooters, mobility scooters, and powerchairs, meaning that more than 10% of Berkeleyans traveling for work do so using devices permissible for the bikeway network. In 2023, over 30% of Berkeleyans reported working from home, which may increase their flexibility to use alternative transportation options like bicycle, scooter, and mobility devices for short trips to local destinations and business districts. Lastly, more than one in four Berkeley households do not own a private vehicle, with a significant share of zero-car households among students, low-income residents, and residents with a disability. It is critical to improve mobility for these residents with the fewest options.

As nearly any Berkeleyan can tell you, getting to work is not the only reason people bike or roll in this city. In Berkeley, people bike and roll for shopping at a store or farmers' market; dropping off or picking up kids from school or day care; visiting the UC Berkeley campus; going to concerts, restaurants, and social events; and exercising. Bicycling and rolling in Berkeley are efficient, environmentally friendly, and utilitarian modes of transport, and they are also a source of health and enjoyment. A central focus of this 2025 City of Berkeley Bicycle Plan Update is improving the comfort, convenience, and enjoyment of bicycling and rolling as a viable strategy for achieving many of the City's public health and wellness goals.

Berkeley has seen the introduction and rapid adoption of other mobility devices that can legally use the bicycle lane, including electric bikes, electric scooters, and other devices like skateboards, e-trikes, mobility scooters, and powerchairs. The expansion of unique devices on the market has broadened the range of users of the bikeway network, with people choosing the device that works best for them. As a result, the bikeway network is more democratic and equitable, with Berkeleyans now using the bikeway network even if they would never ride a bicycle. But this new opportunity also comes with drawbacks: with more devices traveling at different speeds, there is more opportunity for conflict in the bikeway network. This plan update provides guidance for facility design that is inclusive and welcoming for all legal users of the bikeway network.

For nearly six decades, Berkeley has been a leader in promoting bicycle use for pleasant transportation and recreation. The first *City of Berkeley Bicycle Plan*—created in 1971—laid out a citywide network of bikeways that are still in use today.

This 2025 Bicycle Plan Update builds off the strengths and successes of the 2017 Bicycle Plan. It is not a new plan but a focused update of the 2017 plan.

During the era of the "Bicycle Boom," in 1970, the City of Berkeley conducted a survey of existing bicycle use patterns, asking respondents to draw their most common bike trip route on a map to help the City understand where cyclists were riding at that time. This survey was the basis for the first *City of Berkeley Bicycle Plan* of 1971. One goal of this plan update effort was to replicate this broad-based outreach strategy. With engagement starting in 2022, outreach strategies included an interactive webmap that collected over 1,000 comments, curated listening sessions on Zoom with low-income residents, and presentations with key stakeholder groups (in-person, hybrid, and virtual)—all to ensure the feedback represented the depth and breadth of the Berkeley community, especially those hardest to reach and those most vulnerable to transportation challenges.

This plan update continues the 2017 Bicycle Plan recommendations of a core network of low-stress bikeways providing a continuous and connected system of safe and comfortable bikeways that serve all types of people riding bicycles in Berkeley. The 2025 update recommendations focus on consolidating and connecting the segments of the Low-Stress Network built out by the City of Berkeley between 2017 and 2025. The core Low-Stress Network is part of a more extensive overall bikeway system in Berkeley that is supported by wayfinding signage, bike parking, a high maintenance standard, and an outreach program providing education and encouragement.

The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. For further information, see **Section 5.2 Project Delivery Process** and **Section 5.6 Complete Streets Corridor Study Recommendations**.

1.2 Plan Organization

Chapter 2: Existing Conditions: An inventory of present-day bicycling in Berkeley, including physical conditions like bikeways.

Chapter 3: Needs Assessment/Public Engagement: Who did we talk to, and how was that input used to shape plan recommendations? This chapter summarizes our strategy for engagement, the events held, and the key feedback received.

Chapter 4: Proposed Bikeway Network: Proposals to support Berkeley residents who already ride a bicycle, eliminate barriers to bicycling more frequently, and encourage others to try bicycling for the first time.

Chapter 5: Implementation: A practical roadmap for implementing the proposals in this plan, including project details, cost estimates, and project bundles grouped for the purpose of successful grant funding applications, evaluation and staffing needs for a measurable and successful bicycle program.

Appendices: Resources critical to the implementation of the proposed projects which includes:

- Detailed Bicycle Boulevard Design Guidelines based on the latest federal and state guidelines and national best practices from organizations such as the National Association of City Transportation Officials (NACTO)
- 2022 Outreach Summary
- 2025 Outreach Summary
- Network Update Memo
- Prioritization Memo

1.3 How to Use This Plan Update

This plan update serves as a workplan for City of Berkeley staff for the next 5 to 10 years. It provides relevant guidance for the design process of future bikeway projects and recommendations for continued engagement practices with the full range of community stakeholders in Berkeley. **Table 3** indicates sections in this plan that have been updated from the 2017 plan. Sections of the 2017 Plan that have not been updated should still be considered in-place once the 2026 Bike Plan Update is adopted.

***Table 3:** . Plan Updates, 2017-2025*

CHAPTER (2017 PLAN)	2025 BICYCLE PLAN UPDATE (UPDATED/ NEW CONTENT)	2017 BICYCLE PLAN (ORIGINAL CONTENT PRESERVED)
Chapter 1: Introduction	All content updated	–
Chapter 2: Goals & Polices	–	*No updates made*
Chapter 3: Existing Conditions	• Bikeway Classifications • Low-Stress Intersection Crossing Classifications • Bicycle Boulevards • Notable Projects Built Since 2017 • Land Use/ Transportation Context	• Existing Bicycle Support Facilities • UC Berkeley Connections • Existing Programs
Chapter 4: Needs Analysis/Public Outreach	• Census Data • Plans Adopted Since 2017 • Public Outreach • Informing the Recommendations	• Bicycle Counts • Bicycle Demand • Collision Analysis • Bicycle Preference Survey • Level of Traffic Stress
Chapter 5: Proposed Bikeway Network	All content updated	–
Chapter 6: Implementation	All content updated	–
Appendix A: Policies	–	*No updates made*
Appendix B: Analysis	–	*No updates made*
Appendix C: Level of Traffic Stress	–	*No updates made*
Appendix D: Proposed Programs	–	*No updates made*
Appendix E: Project Recommendations and Priorities Table	All content updated	
Appendix F: Facility Design Toolbox	• Bicycle Boulevard Design Guidelines • Bicycle Boulevard Crossing Treatment Recommendations	• Class I Bikeways • Class II Bikeways • Class IV Bikeways Intersection Treatments • Bikeway Signing & Amenities • Bike Parking
Appendix G: Bicycle Market Study	–	*No updates made*
Appendix H: Complete Streets Corridors	–	*No updates made*

1.4 What Does "All Ages & Abilities" Mean?

All Ages & Abilities" (AAA) refers to the intentional design of bike network infrastructure to be safe, usable, comfortable, and accessible to the widest range of people, regardless of age or physical capability.

As part of public outreach for the 2017 Bicycle Plan Update, City staff and consultants conducted a statistically-significant, door-to-door, tablet-based survey of Berkeley residents. A key survey finding was that 71% of Berkeley residents fall into the "Interested but Concerned" category of individuals; i.e., they are interested in cycling or cycling more often, but are sensitive to traffic speeds and volumes. Building on the bicycling preference survey, a Level of Traffic Stress (LTS) analysis was conducted for Berkeley's roadway network. Traffic stress is the perceived sense of danger associated with riding in or adjacent to vehicle traffic; studies have shown that traffic stress is one of the greatest deterrents to bicycling. A bicycle network will attract a larger portion of the population if it is designed to reduce stress associated with potential motor vehicle conflicts. Bikeways on low-traffic, low-speed neighborhood streets are considered low stress, as are separated bikeways or "cycletracks" on a major street with higher traffic volumes and speeds if physical separation is placed between the bikeway and traffic lane on roadways.

When selecting a bikeway design, it is important to identify the fullest range of potential users, all of whom have different needs and considerations. Below is a summary of the types of users encompassing "all ages & abilities" Users may have overlapping identifies and lived experiences.

Youth: School-age children are an essential bicycling demographic but face unique risks because they are smaller and thus less visible from the driver's seat than adults, and often have less ability to detect risks or negotiate conflicts. Bikeway design needs to consider that youth ride to school unaccompanied by adults, alongside adults, and on cargo bikes with adults.

What Does Low-Stress Mean?

To serve all types of people riding bicycles, a bikeway network must provide continuous low stress (LTS 1 and LTS 2) segments and intersections, from end to end. A single high stress gap on an otherwise low stress facility can deter use. By pinpointing and prioritizing the exact high-stress locations that likely dissuade people riding bicycles, this Plan can focus on identifying the improvements that will bring the high-stress LTS 3 and LTS 4 gaps down to low stress LTS 1 and LTS 2 levels, thereby removing the barriers to bicycling for a larger proportion of Berkeley residents.

Seniors: People aged 65 and over are the fastest growing population group in the US, and the only group with a growing number of car-free households. Seniors can make more trips and have increased mobility if safe riding networks are available. Bikeways need to serve people with lower visual acuity and slower riding speeds.

People with disabilities: People with disabilities may use traditional bikes, e-bikes, adaptive bicycles, tricycles and recumbent handcycles (which often operate at lower speeds, are lower to the ground, or have a wider envelope than other bicycles). High-comfort bicycling conditions provide mobility, health, and independence, often with a higher standard for bike infrastructure needed.

Women: Women are consistently underrepresented as a share of total bicyclists, but the share of women riding increases as better riding facilities are available. Research shows that women have a stronger preference for facilities with greater separation, when compared to men.[1] Concerns about personal safety beyond traffic stress are often also relevant. Safety in numbers has additional significance for female bicyclists.

1 Aldred, R., Elliott, B., Woodcock, J., & Goodman, A. (2016). Cycling provision separated from motor traffic: a systematic review exploring whether stated preferences vary by gender and age. *Transport Reviews*, 37(1), 29–55. https://doi.org/10.1080/01441647.2016.1200156.

People using shared bikes and scooters: Bike share systems have greatly expanded the number and diversity of urban bicycle trips. Since its launch in 2017, the Bay Wheels bikeshare system serving San Francisco, the East Bay, and San Jose has logged over 11 million trips across a fleet of 6,000 bikes and 500+ stations. People can also take short trips using shared e-scooters, and operate them on bicycle facilities. Riders often use bike and scooter sharing to link to other transit or make spontaneous or one-way trips, placing a premium on comfortable and easily understandable bike infrastructure. Bike and scooter share users range widely in stress tolerance, but creating low-stress bikeways will accommodate the preferences of all riders, ensuring a better experience for everyone. All Ages and Abilities networks are essential to bike and scooter share system viability.

People of color: While cyclists of color make up a rapidly growing segment of the riding population, a recent study found that fewer than 20% of adult Black and Latinx bicyclists and non-bicyclists feel comfortable in conventional bikeways; fear of exposure to theft or assault and being a target for enforcement were cited as barriers to bicycling. Long-standing disinvestment in street infrastructure and inequitable decision making have resulted in these riders being disproportionately burdened by pedestrian and bicyclist fatalities and serious injuries.[2]

2 USDOT FHA. (2024). Exploring Risk Factors to Disparities in Pedestrian and Bicyclist Fatalities and Serious Injuries. https://highways.dot.gov/sites/fhwa.dot.gov/files/FHWA-HRT-25-035.pdf.

Low-income riders: Low-income riders make up half of all Census-reported commuter bicyclists, relying extensively on bicycles for basic transportation needs such as getting to work. Lack of basic infrastructure in low-income neighborhoods exacerbates safety concerns. An All Ages and Abilities bikeway is often needed to bring greater safety and comfort to the corridors these bicyclists use every day.

People moving goods or cargo: Bicycles and tricycles outfitted to carry multiple passengers or cargo, or bicycles pulling trailers, increase the types of trips that can be made by bike but are not well accommodated by bicycle facilities designed to minimal standards.

Confident cyclists: While a small percentage of experienced cyclists may feel comfortable riding in mixed motor vehicle traffic and may still choose to do so, they are also well accommodated by All Ages and Abilities facilities, which provide a more inclusive option for riders of all comfort levels. The California Vehicle Code doesn't require that bicyclists use protected bike lanes when present and confident cyclists may choose to ride in the motor vehicle lanes (CVC 21208(a) states bikes must use bike lane if present, and SHC 890.4 defines a bike lane as a Class II bikeway).

1.5 Bicycling & Rolling: Who Can Use the Bike Lane?

Since the adoption of the 2017 Bicycle Plan, the emergence of micromobility has introduced a broad array of new personal mobility devices. Each of these devices has different speeds, considerations, and users. Designing a Low-Stress Network for all ages and abilities means the needs of different users are taken into account for facility selection and design. Legal uses of the bikeway network include:

Bicycles: Bicycles can legally be used on the bikeway network. This includes modified bicycles such as unicycles, cargo bikes, bikes with trailers, or longtail bikes.

E-bikes & e-trikes: California regulates three classes of e-bikes. E-bikes that are pedal-assist or limit throttle top speeds to 20 mph or under may use the entire bikeway network. E-bikes with a pedal-assisted top speed of 28 mph are not permitted on shared use paths (Class I) but may be used on the rest of the bikeway network. E-bikes with a top speed over 28 mph are classified as mopeds and are not permitted on the bikeway network. (CVC 312.5)

Skateboards & scooters: Human-powered skateboards and scooters are legal users of the bikeway network. Given their lower travel speeds, human-powered skateboard and scooter users should exercise due care on the bikeway network.

E-skateboards & e-scooters: E-skateboards and e-scooters (including those with seats) with a top speed of 20 mph may be used on the bikeway network. E-skateboards and

e-scooters with a top speed over 20 mph are not permitted on the bikeway network. (CVC 313.5)

Hoverboards & similar devices: Hoverboards, one-wheels, E-unicycles, and other types of electric mobility devices with a top speed of 20 mph may be used on the bikeway network. Devices with a top speed over 20 mph are not permitted on the bikeway network. (CVC 313.5)

Mobility scooters & powerchairs: When sidewalks or adequate pedestrian facilities are not available, California Vehicle Code allows any pedestrian or person using a motorized mobility device to use a bicycle lane. Given their lower travel speeds, mobility scooter users should exercise due care on the bikeway network.

1.6 Accessibility under the Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG)

Accessibility is a fundamental requirement of all street design projects. While separated bikeways (Class IV facilities) can sometimes introduce new and different design challenges for accessibility, ADA requirements can still be met when designed with features such as accessible pedestrian crossings, compliant curb ramps, passenger loading zones, path-of-travel, detectable warnings, and upgraded boarding areas for transit. These features are now standard practice in Complete Streets projects throughout California and nationally.[1]

The City will continue to ensure that all multimodal transportation projects undergo thorough accessibility review during design. This will include early engagement with Berkeley community disability advocates and the City's Commission on Disability during corridor-level planning and engineering design processes to identify and address accessibility needs before implementation.

The Bicycle Plan recommendations for Complete Streets corridor studies will help ensure that separated bikeways, transit operations, parking and loading, emergency response needs, and other operational, safety, and maintenance considerations are fully evaluated in an integrated manner. Accessibility will be a key consideration in those studies.

1 Portland Bureau of Transportation (PBOT) Protected Bicycle Lane Design Guide (2020); SeattleDepartment of Transportation (SDOT) Illustrated Streets Design Manual (2022); Massachusetts Departmentof Transportation (MDOT) Separated Bike Lane Design Guide (2020); WalkSF Getting to the Curb (2019); San Francisco Municipal Transportation Agency (SFMTA) Guidelines for Accessible Building Blocks forBicycle Facilities (2018).

1.7 Accessibility Interviews

Berkeley is the heart of the disability rights movement in the US. Organizations such as the Center for Independent Living, Bay Area Outreach and Recreation (BORP) Adaptive Sports and Recreation, Berkeleyans for Accessible Rights-of-Way (BAROW), and the Berkeley Commission on Disability continue to advocate for a community fully accessible to all. As some of our most vulnerable road users, people with disabilities are often the most impacted by changes and challenges in the transportation system.

Berkeley is committed to accessible design for the bikeway network, using resources such as the Public Right-of-Way Accessibility Guidelines (PROWAG), formally adopted by the Federal Highway Administration in 2024. Equally important is leveraging the expertise and lived experience of Berkeley residents with a disability. During the public outreach process, the project team held a workshop with the Center for Independent Living, gave a presentation to the Commission on Disability, and held interviews with five leaders in the Berkeley disability movement to get specific input on project approaches and design challenges. Key takeaways from this input are listed below.

The recommendations below are not legally required guidelines. They should be considered within the context of PROWAG, the Americans with Disabilities Act (ADA), *California Manual on Uniform Traffic Control Devices* (CA MUTCD), the Caltrans *Highway Design Manual*, and the various Design Information Bulletins issued by Caltrans.

Michaela Tsztoo (left) and Eric Knaresboro (right) with their service animals; they rely on road noise to help them cross the street, making bicycles and scooters a challenge.

Rena Fischer in her powerchair beside the Milvia Street bikeway.

Accessibility Recommendations

ENGAGEMENT

» Work proactively with the Commission on Disability, the Center for Independent Living, and other disability advocacy groups to engage members of the disability community in the early stages of project design.

» Make all presentation materials compliant with current Web Content Accessibility Guidelines (WCAG), always provide verbal descriptions of images and maps during presentations for blind and low-vision participants, and offer American Sign Language interpretation on request.

FACILITY DESIGN

» Consider the needs of slow and wide-based devices, such as e-trikes, mobility scooters, and powerchairs, during separated bikeway design. Limit cross slopes, design for width that accommodates safe and comfortable passing, and design breaks in vertical elements wide enough for a wide-based device to leave the bikeway.

» Consider the needs of low-vision users when designing separated bikeways. Apply reflective paint and reflectors to vertical elements and use consistent hatch-striping in buffers for users to pick up in their peripheral vision. At intersections, utilize visual, tactile, and audible cues to distinguish between bicycle and pedestrian facilities.

» Consider the needs of low-vision users when designing pedestrian refuge islands. Create separation between pedestrian and bicycle facilities with visual, tactile, and audible cues for safe navigation.

INTERSECTIONS

» Consider the needs of low-vision users crossing at separated bikeways. Consider a second row of truncated domes in the crosswalk to delineate between the bikeway and the vehicle portion of the roadway. Ensure curb ramps point directly at each other on either side of a crosswalk. Consider braille messages or audible messages for pedestrian push buttons alerting users to the presence of a separated bikeway.

» Consider transit boarding island accessibility as part of separated bikeway design. Where possible, integrate transit boarding island ramp access into a preexisting crosswalk, using truncated domes to demarcate the extent of the transit boarding island. Where transit boarding island access is not at a crosswalk, consider a raised crossing of the separated bikeway at sidewalk level, with corresponding yield signage and markings for bikeway users. At intersections, utilize visual, tactile, and audible cues to distinguish between bicycle and pedestrian facilities.

PARKING & LOADING

» Provide a minimum 3-foot buffer/path of travel adjacent to parking-protected separated bikeways and a 5-foot or wider buffer whenever possible. When placing bollards within a buffer space, place them at the edge of the buffer space to maximize path of travel width.

» Consider opportunities to establish blue-zone parking stalls adjacent to intersections with preexisting curb ramps and on side streets, especially on longer blocks, blocks without midblock curb ramps, or blocks where driveway slopes exceed minimum requirements for use by a wheelchair.

CONSTRUCTION MITIGATION

» Increase enforcement of construction Traffic Control Plans (TCP). Have TCPs focus on accessible crosswalks, audible warning devices announcing crosswalk closures, and sufficiently wide path of travel for temporary walkways or bikeways.

Helen Walsh with her electric tricycle on Milvia Street; narrow separated bikeways are a challenge for her wider bike.

02

EXISTING CONDITIONS & PLAN PROGRESS

This chapter details the existing state of bicycle infrastructure in Berkeley, the implementation status of network recommendations from the 2017 Bicycle Plan, notable projects completed since the 2017 plan, and transportation and land use patterns in Berkeley.

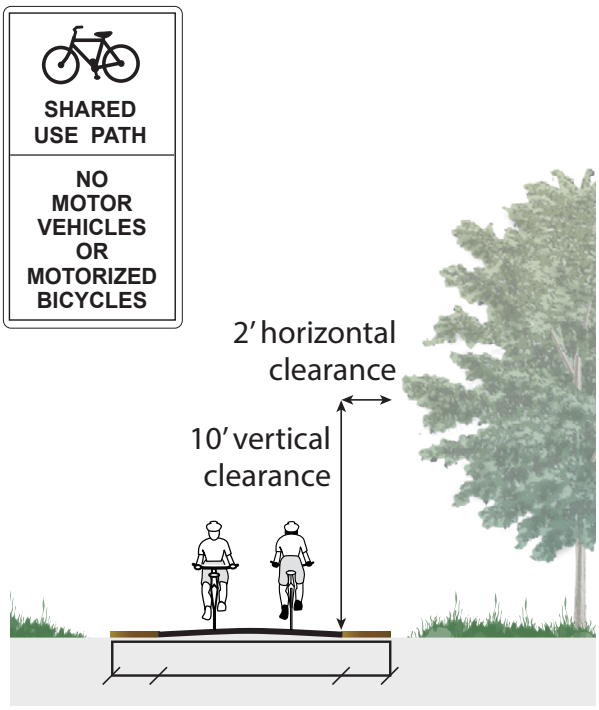
2.1 Bikeway Classification

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Classes I, II, III, and IV. Caltrans Design Information Bulletin 94 (DIB-94) provides additional supplemental guidance for bikeway design, as does the NACTO *Urban Bikeway Design Guide* and the American Association of State Highway and Transportation Officials (AASHTO) Comprehensive Bike Guide.

CLASS I MULTI-USE PATHS

Shared use paths (Class I bike paths or multi-use trails) provide completely separated, exclusive right-of-way for bicycling, walking, and other nonmotorized uses.

In 2017, there were 18.2 miles of shared use paths; as of 2025, this number has increased to 18.9



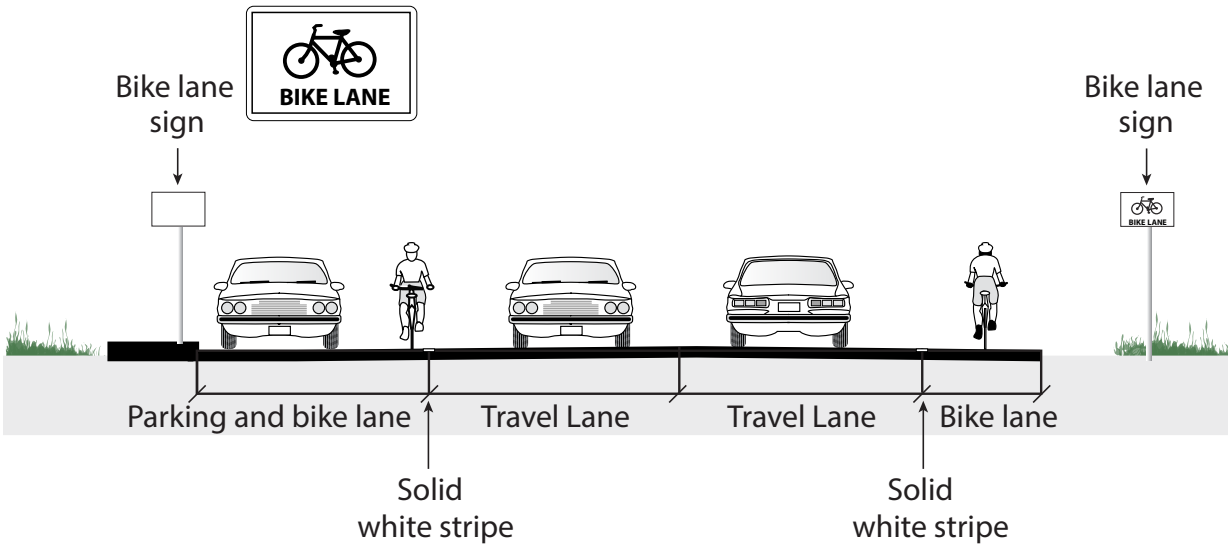
CLASS II BICYCLE LANES/UPGRADED BICYCLE LANES

Bicycle lanes (Class II) are striped, preferential lanes on roadways for one-way bicycle travel.*

In 2017 there were 12.1 miles of bicycle lanes; as of 2025, this number has decreased to 10.9. This is because many bicycle lanes were upgraded.

Upgraded bicycle lanes (Class II) include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle, or use green thermoplastic striping to increase visibility at areas of conflict.

In 2017 there were 0.3 miles of upgraded bicycle lanes; as of 2025, this number has increased to 1.8.



*Some bicyclists have safety concerns with traveling in bicycle lanes adjacent to parking lanes or have limited separation between vehicles in the travel lane.

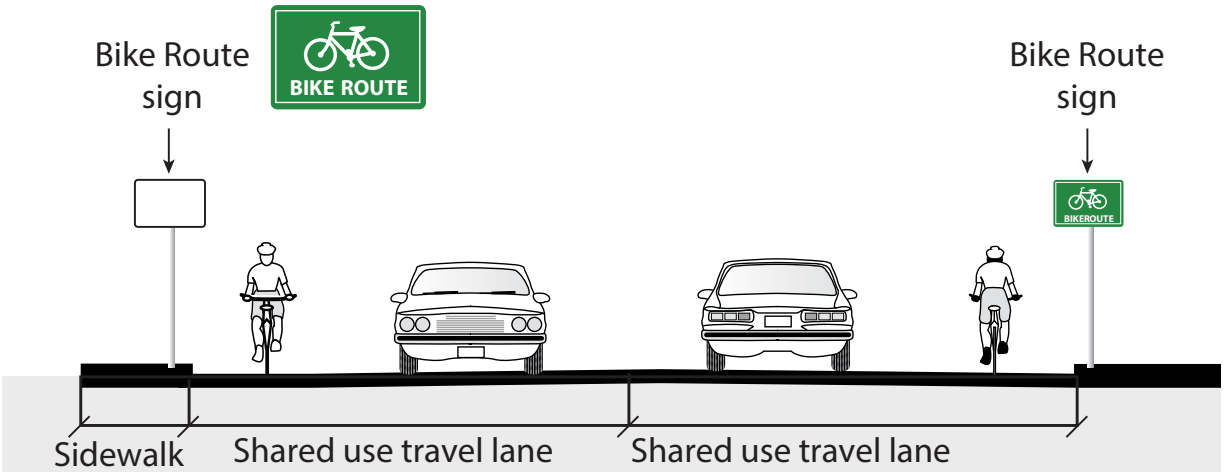
CLASS III BICYCLE ROUTES/BICYCLE BOULEVARDS

Bicycle routes (Class III) are signed roadways where people riding bicycles share a travel lane with people driving motor vehicles. They may include shared lane markings (sharrows) or other pavement stenciling. The purpose of signage and stencils on Bicycle Routes are to increase driver awareness of the likely presence of people on bicycles.

In 2017 there were 8.1 miles of bicycle routes; as of 2025, this number has increased to 12.6.

Bicycle boulevards (Class III) are roadways where people riding bicycles share a travel lane with people driving motor vehicles. However, traffic calming and diversion infrastructure and crossing enhancements are intended to prioritize bicycle travel of people of all ages and abilities along these roadways. Some bicycle boulevards may include separated facilities and bicycle lanes. Class III bicycle boulevards are only appropriate for low-volume streets with slow travel speeds.

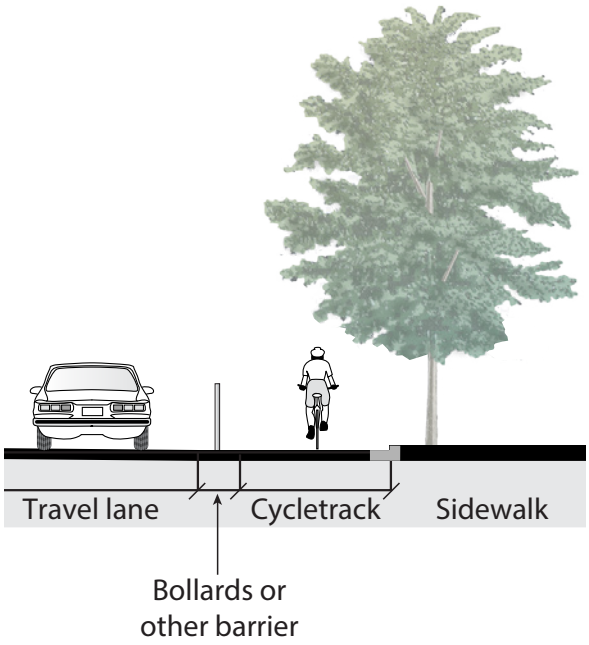
In 2017 there were 11.9 miles of bicycle boulevards; as of 2025, this number has increased to 12.5.



CLASS IV SEPARATED BIKEWAYS

Separated bikeways (Class IV), also known as cycletracks, are on-street bicycle lanes that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or parking aisle. Bicyclists are not required to use the separated bike lane and may ride with motor vehicle traffic (CVC 21208(a) states bikes must use bike lane if present, and SHC 890.4 defines a bike lane as a Class II bikeway).

In 2017 there were 0.1 miles of separated bikeways; as of 2025, that number has increased to 4.2.



UPDATES IN BEST PRACTICES SINCE 2017

Since 2017, several notable best practices have emerged in active transportation infrastructure that further enhance safety, accessibility, and inclusivity. Here are some key updates:

Micromobility: The use of micromobility devices has surged, and governments have responded by developing regulatory frameworks and adapting infrastructure to enhance user safety. E-scooter and e-bike systems have also been integrated with public transportation systems, with docking stations located near stops and stations. This allows users to seamlessly use different modes of transportation to get to their destinations.

Data-driven planning & equity considerations: The use of data analytics and technology has improved how cities plan and implement active transportation infrastructure. Equity has also been integrated into transportation data analytics to prioritize investments in historically underserved communities.

Green infrastructure: There is a growing emphasis on integrating green infrastructure with active transportation. This includes incorporating green spaces, permeable pavements, and rain gardens adjacent to bicycle lanes and pedestrian paths to enhance the environment and improve urban aesthetics.

Design guidelines: There has been a shift toward design guidelines that allow cities to adapt infrastructure to meet the needs of all road users. The *Public Right-of-Way Accessibility Guidelines* (PROWAG), formalized in 2024, ensures facilities are accessible to pedestrians with disabilities. These updates have led to tangible improvements in sidewalks, curb ramps, pedestrian signals, on-street parking, and shared use paths. The National Association of City Transportation Officials (NACTO) *Urban Street Design Guide* has helped cities lead the movement in redesigning and reinvesting in streets to make them safer, more livable, and more economically vibrant.

Safety focus: The City and partner agencies such as Alameda County Transportation Commission, Caltrans, and Alameda-Contra Costa Transit Authority are implementing several safety improvements for people walking and bicycling:

1. Traffic signals that can detect people walking and bicycling
2. Better wayfinding and signage
3. Safe Routes to School programs
4. Education campaigns about sharing the road
5. Bicycle boulevards should ideally have a posted target speed of 20 mph, as recommended by AB 43.

These changes aim to make active transportation safer for everyone.

Vision Zero: More cities have adopted Vision Zero programs aimed at eliminating traffic fatalities by reducing vehicle speeds, redesigning intersections, and expanding pedestrian safety infrastructure. Together, these advancements reflect a broader commitment to creating safer, more inclusive, and multimodal transportation networks for all users.

Street Trauma Prevention Program (STPP): The STPP embodies a new and emerging approach to Berkeley's safety goals, reinforcing the Fire Department's commitment to positive patient outcomes, trauma prevention, and emergency response access. In the context of bicycle planning, this approach calls for balancing the need to implement new bikeways and traffic calming with the need to preserve and improve emergency personnel response times. This supports positive patient outcomes from fires, medical emergency and other service calls responded to by the Berkeley Fire Department. For example, this approach suggests future integration of innovative devices like removable/retractable barriers that can facilitate emergency responder access while promoting bicycling.

These advancements reflect a growing recognition of the importance of active transportation in creating sustainable, livable cities, and demonstrate an ongoing commitment to improving infrastructure for all users.

2.2 Existing Bikeway Network

Since adopting the 2017 Bicycle Plan, the City of Berkeley has constructed over 10 miles of new upgraded bikeway network facilities. **Figure 5** shows the existing bikeway network in Berkeley, with new or upgraded facilities highlighted in gold. **Table 4** lists the total miles of bicycle facilities by classification for 2017 and 2025. Mileage for standard bicycle lanes (Class II) decreased between 2017 and 2025 due to standard bike lanes being upgraded to either upgraded bicycle lanes (Class II) or separated bikeways (Class IV).

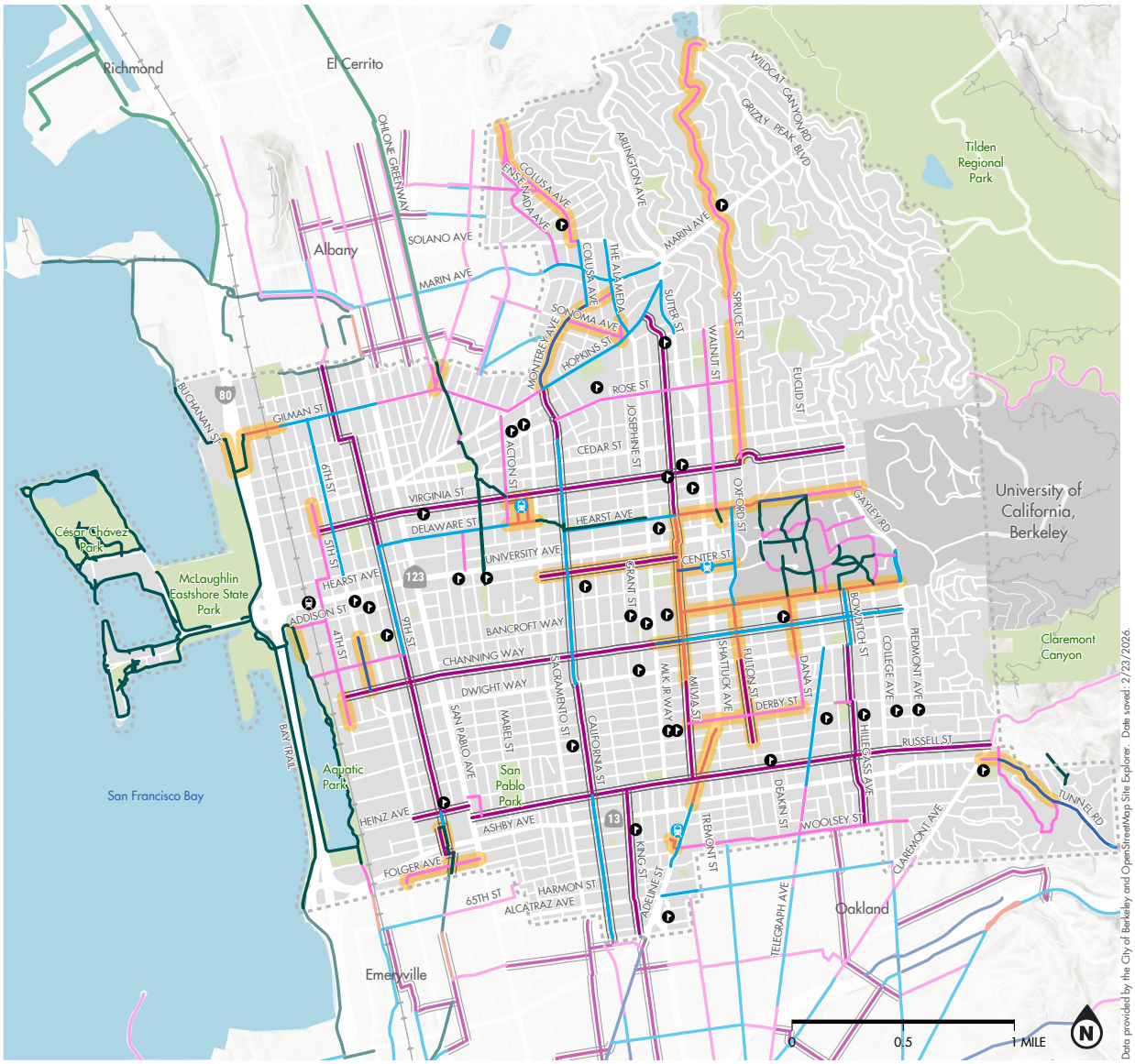
Table 4: *Bikeway Network Mileage Comparison for 2017 and 2025*

FACILITY TYPE	2017 (MI)	2025 (MI)
Shared use path (Class I)	18.2	18.9
Bicycle lane (Class II)	12.1	10.9*
Upgraded bicycle lane (Class II)	0.3	1.8
Bicycle route (Class III)	8.1	12.6
Bicycle boulevard (Class III)	11.9	12.5
Separated bikeway (Class IV)	0.1	4.2
Total	50.8	60.9
Bicycle boulevard network**	15.8	17.6

*Standard bicycle lane mileage decreased in 2025 due to standard bicycle lane being improved to upgraded bicycle lane or separated bikeway.

**The Bicycle Boulevard Network includes segments of Class I, II, III, and IV facilities.

Figure 5: *Existing Bikeway Network (2017–2025)*



EXISTING BIKEWAY NETWORK

CITY OF BERKELEY BIKE PLAN UPDATE

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EXISTING FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)
- New or Upgraded since 2017

BICYCLE BOULEVARD NETWORK

- Amtrak Station
- BART Station
- School
- Railroad
- Park

2.3 Low-Stress Network Intersection Controls

Since adopting the 2017 Bicycle Plan, the City of Berkeley has focused on improving the comfort and safety of crossings where low-stress corridors intersect with major roadways. Intersection crossings are often the most dangerous part of a trip on the bikeway network; high levels of discomfort for vulnerable users at intersection crossings are most likely to discourage people from bicycling and rolling. This section describes the intersection treatments currently used in Berkeley.

A **median crossing (1)** is a median refuge island placed between directions of travel on a collector or arterial roadway at uncontrolled intersections, allowing users to cross the street having only to watch for one direction of travel at a time. Median crossings also prohibit through movements for vehicles on the local cross street while allowing bicycle and pedestrian travel to make through movements, and are designed to preserve the opportunity for emergency and City service vehicles to pass through. This treatment is useful on the Bicycle Boulevard Network, as it will divert vehicle traffic off the bikeway network while improving crossings at challenging intersections.

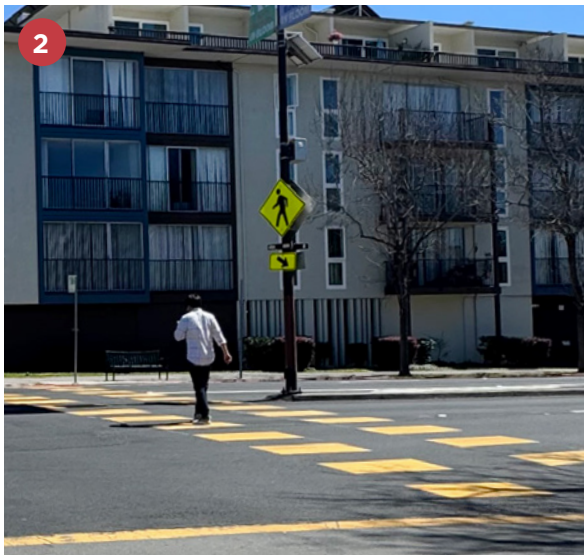
Rectangular rapid flashing beacons (2) (RRFBs) are user-actuated or automated detection amber LEDs that supplement warning signs at uncontrolled intersections and midblock crosswalks. Some are manually activated by pushing a button, while others can automatically detect the presence of a person walking or biking.

RRFB + median crossing (3) is an enhanced version of an RRFB treatment, including a median crossing for users to focus on one direction of travel at a time. An RRFB and median should be considered on streets with higher traffic volumes or on parts of the Bicycle Boulevard Network that would benefit from the traffic-diverting elements of a median crossing.

A **pedestrian hybrid beacon (4)** (PHB), also known as a high-intensity activated crosswalk (HAWK) beacon, is a traffic control device used to stop roadway traffic and allow people to walk or bike across an intersection. They can be activated by people walking and bicycling by manually pushing a button or passively by a video detection or detector loop system. The City of Berkeley is in the early stages of implementing passive detection, with ongoing calibration to detect bicyclists.

PHBs installed on the Bicycle Boulevard Network should include an in-lane push button for people bicycling or rolling to activate the signal without having to go onto the sidewalk. PHBs are generally recommended for streets with more than one lane of traffic per direction. PHBs can also be paired with a median crossing.

MEDIAN CROSSING on California Street at Dwight Way.



RRFB at Shattuck Avenue and Virginia Avenue (Source: City of Berkeley)

RRFB + MEDIAN CROSSING on Addison Street at MLK Jr. Way.

PHB on Virginia Street at San Pablo Avenue.

A **two-way cycletrack crossing (5)** is a treatment where two bikeways meet at an offset intersection with a major roadway. This treatment implements a two-way separated bikeway facility on one side of the street, or a one-way separated bikeway facility on each side of the street, along the major roadway to facilitate safe crossings in conjunction with a traffic signal. This treatment eliminates uncontrolled turning conflicts and provides a signalized crossing for the bikeway.

A **raised crossing/intersection (6)** is a treatment where the pavement level of an intersection is raised up to sidewalk height. The approach slope acts as a traffic calming device for vehicles before entering the intersection, and creates a comfortable and accessible crossing for bicyclists and pedestrians.

A **traffic signal (7)** is a fully controlled intersection, phased by a traffic signal. Traffic signals are appropriate at crossings of major streets. Partial traffic diversion at signalized intersections may be used to enhance bicycle boulevards, such as the intersection of MLK Jr. Way at Channing Way.

A **protected intersection (8)** is a signalized intersection with physical bikeway barriers extending into the intersection. Protected intersections force tighter angled turns by vehicles, improving sight visibility of people walking, bicycling, and rolling across the intersection. Protected intersections also position people bicycling and rolling further into the intersection while waiting for the signal to change, improving their visibility to people in vehicles preparing to turn. Protected intersections are typically built in conjunction with separated bikeways but can supplement standard bicycle lanes.

TWO-WAY CYCLETRACK CROSSING at Holmes in Davis, CA.

RAISED CROSSING at the intersection of Telegraph Avenue at Bancroft Street.

TRAFFIC SIGNAL CROSSING of MLK Jr. Way at Channing Way.

PROTECTED INTERSECTION on Hopkins Street at The Alameda

2.4 Existing Low-Stress Intersection Controls

Since adopting the 2017 Bicycle Plan, the City has implemented over 20 different intersection crossing improvements on the Low-Stress Network, including the Bicycle Boulevard Network and separated bikeways. The goal of bicycle boulevards is to provide low-stress bikeways on pleasant neighborhood streets that are part of a gridded network in relatively flat areas – creating both a safe and convenient experience. Some of the intersection controls shown on this map are not on the current Low-Stress Network but will be integrated with upcoming, funded bicycle boulevard projects. **Figure 6** shows the existing Low-Stress Network and all low-stress intersection controls, with new or upgraded facilities highlighted in gold. **Table 5** below lists the inventory of low-stress intersection controls for 2017 and 2025.

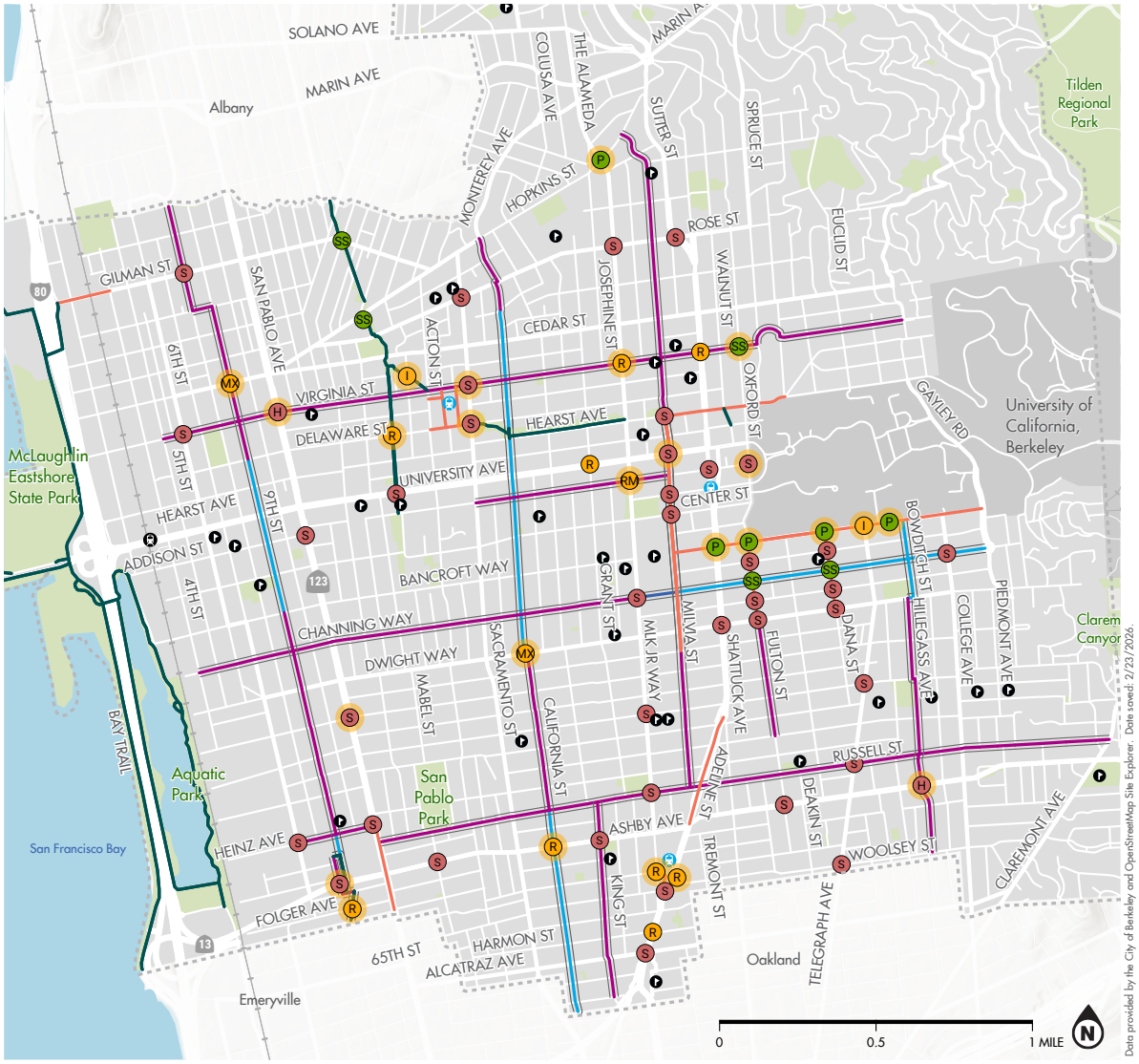
Table 5: *Low-Stress Network Intersection Controls 2017 vs. 2025*

INTERSECTION CONTROLS (LOW-STRESS NETWORK) *	2017	2025
Median Crossing	0	2
RRFB	4	10
RRFB + Median Crossing	0	1
PHB	0	2
Raised Crossing/Intersections	0	2
Traffic Signal	33	39
All-Way Stop Sign	0	1**
Protected Intersection	0	5
Total Intersection Controls	37	61

* The list does not include intersection controls installed by the City of Berkeley on streets other than the Low-Stress Network.

** Stop sign implemented after analysis determined it was preferable to an RRFB at this location

Figure 6: *Existing Low-Stress Intersection Crossings (2017 to 2025)*



EXISTING LOW-STRESS INTERSECTION CROSSINGS

CITY OF BERKELEY
BIKE PLAN UPDATE

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Low-Stress Intersection Control

- P Protected Intersection
- SS All-Way Stop Sign
- MX Median Crossing
- RM RRFB + Median
- R RRFB
- I Raised Intersection
- H Pedestrian Hybrid Beacon
- S Traffic Signal
- Built After 2017

BART Station
Amtrak Station
School
Railroad
Parks

Bike Boulevard Network

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

2.5 Bicycle Boulevards

WHAT IS A BICYCLE BOULEVARD?

A bicycle boulevard is a roadway intended to prioritize bicycle travel and provide a low-stress experience for people of all ages and abilities. The goal of bicycle boulevards is to provide low-stress bikeways on pleasant neighborhood streets that are both safe and convenient. To achieve these goals, bicycle boulevards are only appropriate on streets without large trucks or transit vehicles, and where traffic volumes and speeds are already low, or can be further reduced through traffic calming. For convenience, bicycle boulevard routes should not require people bicycling or rolling to stop any more frequently than they would on a parallel route.

In the 1960s and 70s, Berkeley installed diverters aiming to direct cars away from neighborhood streets and reduce traffic through residential areas, which later formed the backbone of the bicycle boulevard network. The first seven bicycle boulevards in Berkeley were developed through community workshops in 1999, from which a set of design tools and guidelines were created. The guidelines outlined three phases of implementation: (1) signs and markings; (2) traffic calming and stop sign removal; and (3) intersection crossings. The first phase of implementation was finished in 2003, with continual modification and expansion in the intervening years.

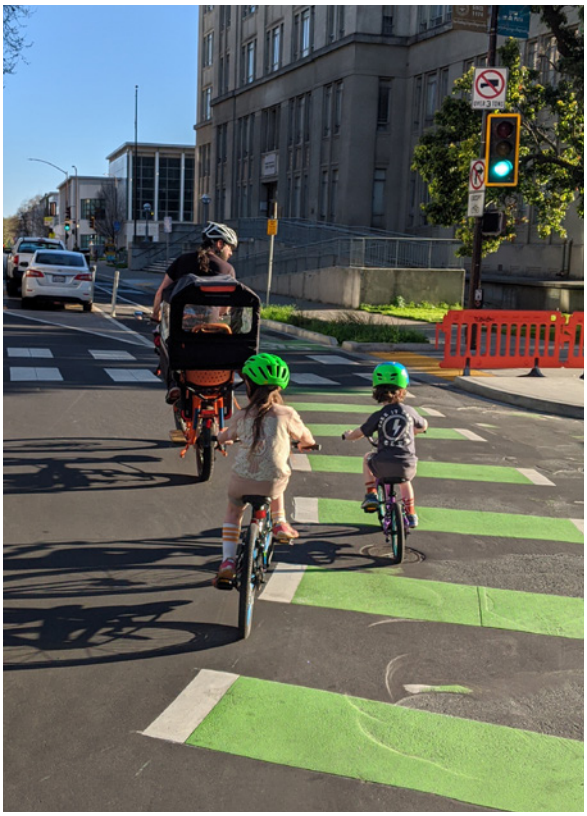
Refer to **Appendix A: Bicycle Boulevard Design Guide** for more information.

ELEMENTS OF BICYCLE BOULEVARDS

Distinct visual identity: Unique pavement markings and wayfinding signs increase visibility of bicycle boulevard routes, assist with navigation, and alert drivers that the roadway is a priority route for people bicycling.

Bicycle priority: Traffic calming treatments such as traffic circles, diverters, and chicanes, sometimes in place of existing stop signs, can prioritize bicycle through-travel and discourage cut-through motor vehicle traffic.

Safe, convenient crossings: Traffic controls, warning devices, or separated facilities at intersections facilitate safe and convenient crossings of major streets along the Bicycle Boulevard Network.



BICYCLE BOULEVARD NETWORK

The currently-built Bicycle Boulevard Network consists of five north-south routes and five east-west routes; additional future bicycle boulevard routes were identified in the 2017 Bicycle Plan.

North-South Routes

- Ninth Street/Eighth Street
- California Street/King Street
- Milvia Street
- Hillegass Avenue/Bowditch Street
- Fulton Street (in progress)

East-West Routes

- Virginia Street
- Channing Way
- Russell Street/Heinz Avenue
- Woolsey Street
- Addison Street (in progress)

Figure 7 shows this existing network. The City of Berkeley has four bicycle boulevard projects in various states of construction, funding, and design. The details of these upcoming projects are documented in Chapter 5.

SIGNAGE AND MARKING SYSTEM

Berkeley pioneered a unique bicycle boulevard signage and marking system. The distinct purple signs are instantly recognizable and provide greater wayfinding information than standard bicycle route (Class III) signs.

Signage and markings used along Berkeley's bicycle boulevards include:

- Destination and distance information signs
- Route and off-route guidance signs
- Street and advance street identification signs
- Pavement markings ("bike blvd" stencils)

Each of these signs provides one or more of the four Ds of a complete wayfinding system: destination, direction, distance, and distinction.

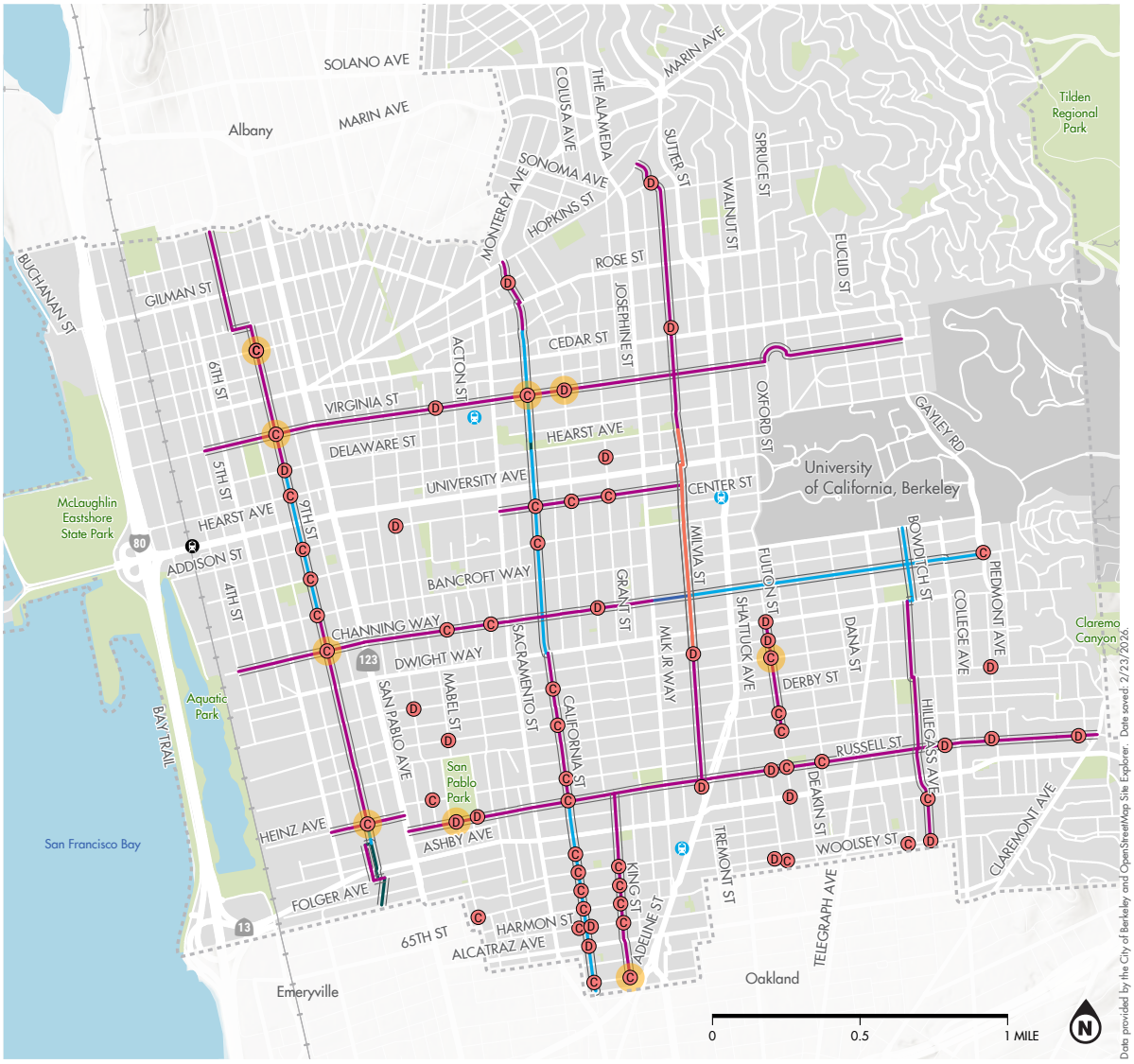
TRAFFIC CALMING

Berkeley's bicycle boulevards use traffic calming and bicycle priority to achieve a safe, comfortable, and convenient experience for people who bicycle. Traffic calming reduces the speed of vehicles and directs them away from streets where bicyclists have priority but share the roadway with vehicles. Some of the traffic calming treatments used along Berkeley's Bicycle Boulevard network include those shown below:

- **Traffic circle:** Reduces speed of travel through the intersection using a raised center median
- **Speed table or speed cushion:** Reduces speed along segments using vertical deflection
- **Diverter:** Prohibits auto traffic from entering into, or exiting from, a street

More detail is provided in Appendix A: Bicycle Boulevard Design Guide.

Figure 7: *Existing Bicycle Boulevard Network (2017–2025)*



EXISTING BIKE BOULEVARD NETWORK

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TRAFFIC CALMING

- Traffic Circle
- Traffic Diverter
- Built After 2017

- Amtrak Station
- BART Station
- Railroad
- Park

EXISTING BIKE BOULEVARD NETWORK

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

2.6 Notable Projects Built Since 2017

Since adopting the 2017 Bicycle Plan, the City of Berkeley has implemented 10.1 miles of new or upgraded bicycle facilities around the city and upgraded 24 intersection crossings on the Low-Stress Network. These projects are largely funded by grants and leveraged by local funds. The following sections provide a summary of the most notable projects built since 2017.

MILVIA BIKEWAY PROJECT

This project covers 12 contiguous blocks of Milvia Street (0.75 miles), from Hearst Avenue in the north to Blake Street in the south. The project converted a Class III Bicycle Boulevard to a Class IV Separated Bikeway, including two-way to one-way street conversions from Berkeley Way to University Avenue, University Avenue to Center Street, and Channing Way to Dwight Way, as well as a modified traffic signal at University Avenue to add bicycle signal heads for north/south bicycle movements. The project was completed in 2022.

ADDISON STREET BICYCLE BOULEVARD

The Addison Street Bike Boulevard project covers 22 contiguous blocks of Addison Street (2.0 miles) from Bolivar Drive to Oxford Street. The first phase of the Addison Street Bike Boulevard project covers nine contiguous blocks (0.62 miles) from Sacramento Street to Milvia Street and was constructed in 2022. The project included the installation of an RRFB and median crossing island on MLK Jr. Way at Addison Street. This crossing prohibits through and left-turn movements for vehicles on Addison Street while maintaining emergency vehicle access.

The unbuilt second phase of the Addison Street Bike Boulevard is in two segments: Bolivar Drive to Sacramento Street and Milvia Street to Oxford Street. It includes two uncontrolled intersection crossings (one RRFB with median, and one PHB); signal upgrades and addition of a Class IV bikeway at the offset San Pablo Avenue and Addison Street intersection; and traffic calming including new speed tables and several new traffic circles.

SOUTHSIDE COMPLETE STREETS

The Southside Complete Streets project covers 16 contiguous blocks (1.5 miles) of Bancroft Way, Fulton Street, and Dana Street on the southern side of the UC Berkeley campus. All three streets received separated bikeways (Class IV), and the project was completed in 2024. Project details include:

Bancroft Way (Piedmont Avenue to Milvia Street): Concrete curb-protected two-way separated bikeway on the south side of Bancroft. The project includes a transit lane from College Avenue to Shattuck Avenue, a raised intersection at Telegraph Avenue, and fully or partially protected intersections at Bowditch Street, Dana Street, Fulton Street, and Shattuck Avenue.

Fulton Street (Bancroft Way to Dwight Way): Concrete curb-protected separated bikeways, with phase-separated protected bike crossings at Durant Street and Dwight Way.

Dana Street (Bancroft Way to Dwight Way): Concrete curb-protected separated bikeways, including a transit boarding island at Haste Street.

Two-way separated bikeway at Bancroft and Ellsworth.

Bridge over I-80 and Gilman Street for people walking and bicycling.

GILMAN STREET OVERCROSSING & CYCLETRACK

The I-80/Gilman interchange project is a joint project between Caltrans and the Alameda County Transportation Commission to rebuild the I-80 freeway interchange at Gilman Street, build a new bicycle and pedestrian freeway overcrossing, and construct adjacent separated bikeway improvements. The bicycle and pedestrian bridge was completed in 2023, and the adjacent bikeways were finished in 2025.

The project includes a 0.33 mile bicycle and pedestrian overcrossing (Class I) and a 0.12 mile separated bikeway (Class IV) on Gilman Street (Second Street to Fourth Street), upgrading the existing bicycle lane (Class II).

Adeline Street separated bikeway.

ADELINE STREET TRANSPORTATION IMPROVEMENTS PROJECT

Phase 1 of the Adeline Street Improvements project covers four contiguous blocks (0.33 miles) from Shattuck Avenue to Ashby Avenue. The project upgraded the existing Class II Bike Lane to a Class IV parking-protected Separated Bikeway. The project included the construction of four transit boarding islands. Phase 2 of this project will extend the Separated Bikeway south to the Oakland border.

Transit boarding island on Hearst Avenue.

HEARST AVENUE COMPLETE STREETS

The Hearst Avenue Complete Streets project covers six contiguous blocks (0.40 miles) from Milvia Street to Arch Street. The first phase, from Shattuck Avenue to Arch Street, was completed in 2018. The second phase, from Milvia Street to Shattuck Avenue, was completed in 2020. The project includes transit boarding islands on Hearst Street at Arch Street and at Euclid Avenue.

Shared use path on Ninth Street.

NINTH STREET BICYCLE BOULEVARD PATHWAY

Phase II of the Ninth Street Bicycle Boulevard Pathway project connects West Berkley to the Emeryville Greenway. The project included the construction of a new shared use path (Class I) from the terminus of Ninth Street, south across Ashby Avenue, to connect to the Emeryville Greenway at Murray Street. The project was completed in 2021.

The project included new signal improvements and intersection reconfiguration at Ashby Avenue and an RRFB crossing at Folger Street.

Separated bikeway at North Berkeley BART.

NORTH BERKELEY BART BICYCLE & PEDESTRIAN IMPROVEMENTS

The North Berkeley Bay Area Rapid Transit District (BART) Bicycle and Pedestrian Improvements project was a joint effort between BART and the City of Berkeley, funded by the Affordable Housing and Sustainable Communities Program (AHSC) grant and Measure RR funds from BART.

The project included:

- **Delaware Street (Acton Street to Sacramento Street):** a two-way cycletrack on the north side of the street.
- **BART Station Parking Lot**: three two-way cycletracks on the access lanes within the North Berkeley BART parking lot.
- **Ohlone Greenway (Virginia Street to Virginia Gardens):** widening of the Ohlone Greenway from 10 feet to 18 feet wide.

The project is currently under construction.

Two-way separated bikeway in the Ashby BART parking lot.

ASHBY BART BICYCLE CONNECTOR

The Ashby BART Bicycle Connector project constructed a separated bikeway within the access lanes of the Ashby BART station, connecting the intersection of Adeline Street at Woolsey Street to the intersection of MLK Jr. Way at Prince Street. This project will connect with the future Woolsey-Fulton Bicycle Boulevard in the east and the Southwest Berkeley Bicycle Boulevard in the west. This BART-led project was completed in 2024.

2.7 Transportation & Land Use Patterns

Transportation and land use are deeply interconnected, as land development determines where growth occurs, and transportation systems determine how people move through the region to reach destinations. The City of Berkeley is committed to a sustainable future as a Fossil Fuel Free City, prioritizing safe transportation options and connections to vibrant commercial areas and institutions, ensuring that all residents have access to the community. This commitment is reflected in various plans aligned with Berkeley's mission and values, including the adopted 2023-2031 Housing Element, which serves as a key framework for guiding future growth and transportation improvements.

PLANNED GROWTH THROUGH HOUSING ELEMENT AND MANAGING TRANSPORTATION

The City of Berkeley's 2023-2031 Housing Element defines specific goals, policies, and programs to support the region's population growth. As Berkeley continues to grow, the City recognizes that increasing housing density can lead to multiple benefits, such as reduced greenhouse gas emissions, improved health, and greater access to affordable housing. Programs in Chapter 5 of the Housing Element increase the City's residential capacity and align with the City's overall goals and policies. The housing programs were developed through extensive community engagement, such as Program 20 – Livable Neighborhoods, which includes infrastructure, streetscape, and active transportation improvements in Equity Priority Areas. These efforts are supported by several key plans, including but not limited to the 2017 *City of Berkeley Bicycle Plan*, 2020 *City of Berkeley Pedestrian Plan*, *Vision Zero Action Plan*, and the *Berkeley Strategic Transportation (BeST) Plan*.

The Housing Element update zoning ordinance and zoning map amendments prioritized density and affordable housing in transit-rich areas, which will incentivize the use of transit and active modes of transportation. The City Council emphasized seven key principles in the Housing Element update, including Transit Proximity and Reducing Vehicle Miles Traveled. To support this principle, Program 27 – Priority Development Areas (PDAs) focuses on building housing near transit hubs and commercial corridors, ensuring that new development is well connected to sustainable transportation options. Program 28 – BART Station Area Planning is another transit-focused program where the City of Berkeley and the San Francisco BART are collaborating to advance equitable transit-oriented development (TOD) at the Ashby and North Berkeley BART station areas.

To advance fair housing, Solano, North Shattuck, and College Avenues have been designated as priority commercial and transit corridors in the 2023-2031 Housing Element. This framework for augmenting housing capacity focuses on fostering equity and inclusion, setting clear and objective development standards in compliance with state laws. New development will induce additional walking, cycling, and transit trips along and across each corridors. All three corridors are identified as Primary Transit Routes in the Berkeley General Plan Transportation Element; both Shattuck Avenue and Solano Avenue are identified as Complete Street Corridor study locations in the Berkeley Bicycle Plan; and all three corridors have bikeway network crossings in need of improvements per the recommendations of this Plan.

BART SITE REDEVELOPMENT – NORTH BERKELEY & ASHBY

The City is working with BART to comply with AB 2923 and has adopted new zoning standards for a mixed-use district to facilitate residential development at North Berkeley and Ashby BART stations. The new zoning will permit higher density housing and includes new standards for height, floor area ratio, and minimum density (Program 28 – BART Station Area Planning). The development of the Ashby TOD and North Berkeley BART station areas is crucial for the active transportation system and will bring over 700 homes into the market, over 300 of those being affordable units.

BART's TOD Performance Targets prioritize the creation of below-market-rate housing for low and very low-income households, addressing affordable housing needs while fostering greater mobility. Active transportation improvements, including Complete Streets, are being integrated into the projects at North Berkeley BART TOD and Ashby TOD to ensure safer, more accessible routes for people walking, bicycling, and riding transit. These improvements will enhance connectivity to key destinations and encourage sustainable, nonmotorized travel, supporting a more inclusive and environmentally friendly transportation system for all.

SAN PABLO AVENUE SPECIFIC PLAN

Planning Commission recommendations are expected in the spring of 2026, and the City Council's review and adoption of this plan is expected in the middle of 2026. The San Pablo Specific Plan focuses on land use policies and economic development programs, such as allowed uses and development standards. The plan will outline programs and policies to encourage and support diverse housing, commercial activities, and public amenities. To manage transportation demand on the San Pablo Corridor, planners will assess current multimodal transportation conditions and needs while summarizing potential parking and loading impacts in conjunction with public improvements. In addition to this assessment, the City is working with the Alameda County Transportation Commission and the Transit Rapid Corridor Project to ensure multiple safety enhancements are included, in addition to bus and bicycle lane projects along the San Pablo Avenue corridor.

PRIORITY DEVELOPMENT AREAS

The Priority Development Areas (PDA), defined in the Regional Long Range Transportation Plan by the Metropolitan Transportation Commission, focuses on connecting housing, commercial corridors, and transit. By developing housing and commercial corridors near transit, the City aims to reduce greenhouse gas emissions while addressing housing needs. The City of Berkeley has seven PDAs, shown in **Figure 8**:

- North Berkeley BART
- Adeline Street
- Downtown
- San Pablo Avenue
- South Shattuck
- Southside/Telegraph
- University Avenue

MTC's Transit-oriented communities (TOCs) policy supports two strategies to reduce greenhouse gas emissions in the Bay Area. Strategy H3: Allow a greater mix of housing densities and types in Growth Geographies (including PDAs), and Strategy EC4: Allow greater commercial densities in Growth Geographies (including PDAs to encourage more jobs to locate near public transit).

MTC EQUITY PRIORITY COMMUNITIES

Formerly known as "Communities of Concern", Equity Priority Communities (EPCs) include Census tracts with a high concentration of underserved populations, such as low-income households and communities of color. The Metropolitan Transportation Commission (MTC) has used data from the American Community Survey to identify communities (Census tracts) that may have historically faced disadvantages and underinvestment due to their background or socioeconomic status. MTC uses this data to direct funding toward projects that enable more equitable access to transportation, housing, and services.

EQUITY PRIORITY COMMUNITIES METHODOLOGY

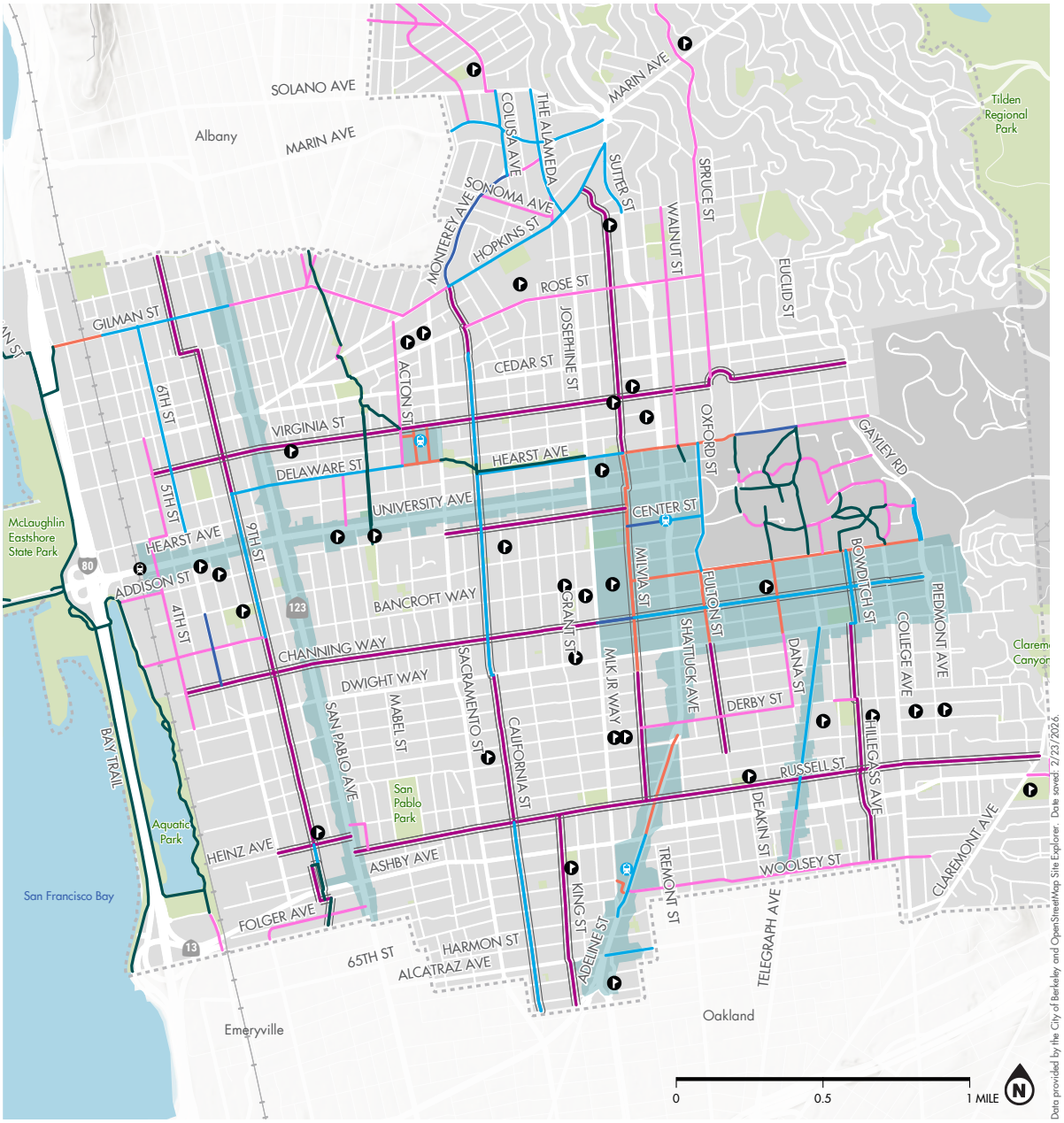
The Equity Priority Communities (tract geography) dataset is based on eight demographic variables:

1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)

If a tract exceeds both threshold values for Low-Income and People of Color shares or exceeds the threshold value for Low-Income and exceeds the threshold values for three or more other variables (#3 to #8), it is an Equity Priority Community.

Areas of Berkeley designated as Equity Priority Communities are shown in **Figure 9.**

Figure 8: *Priority Development Areas (Plan Bay Area 2050 Plus) from MTC/ABAG*



PRIORITY DEVELOPMENT AREAS

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Priority Development Areas

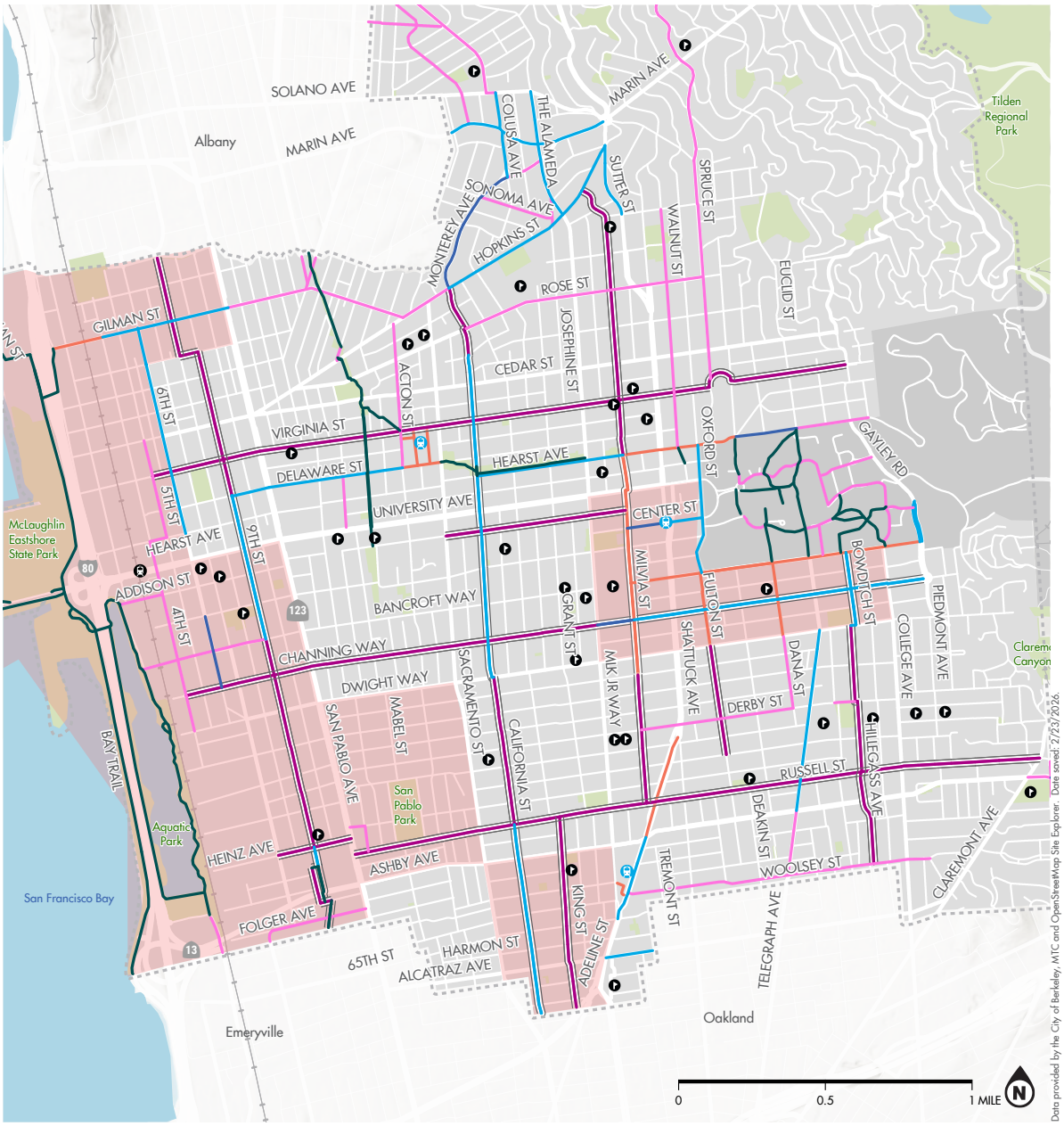
EXISTING FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

BICYCLE BOULEVARD NETWORK

- School
- Amtrak Station
- BART Station
- Railroad
- Park

Figure 9: *Equity Priority Communities (Plan Bay Area 2050 Plus)*



EQUITY PRIORITY COMMUNITIES (2025)

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Berkeley Equity Priority Communities

EXISTING FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

BICYCLE BOULEVARD NETWORK

- Amtrak Station
- BART Station
- School
- Railroad
- Park

03

NEEDS ASSESSMENT/ PUBLIC ENGAGEMENT

3.1 Data Analysis

CENSUS DATA

The City of Berkeley is a majority-minority city, where 52% of households identify as a non-white ethnicity.[1] While the median household income is $98,000, more than a quarter of Berkeley households have an annual income above $200,000, and almost one-third have an annual income below $50,000.[2] Additionally, 17.7% of households live below the poverty line,[3] 25% of households do not have access to a private vehicle,[4] and 10.6% of Berkeley's population reports having one or more disability.[5]

US Census data provides an overall context for bicycling activity in Berkeley. The US Census American Community Survey (ACS) commute data consistently tracks long-term journey-to-work commute trends. However, the Census only collects data on the primary mode that Berkeley residents use to travel to work. It does not count residents who use a bicycle or mobility device as part of their commute (linking to a longer transit trip, for example). Residents who travel in the hills may particularly rely on transit for first/last mile connections during a portion of a bicycle commute where there are steep ascents and descents. The Census count also excludes trips made for recreation, to run errands, or to commute to school. Census data, therefore, only tracks a portion of the total bicycle trips in Berkeley.

> Not all trips are commuting trips, which census and ACS data do not capture. The 2019 Berkeley Vision Zero Action Plan, when looking at California Travel Household Survey data, found that 40% of all trips in the City of Berkeley are made by people walking or biking.

Table 6 shows the commute mode share as reported in the 2023 ACS one-year estimates. Almost one-third of working residents worked from home in 2023, reflecting evolving work trends related to the COVID-19 pandemic. 56.5% of work trips are made by low-carbon modes, which include walking, bicycling, and taking transit.

When looking at only those people traveling for work (excluding those working from home), 9% of all Berkeleyans traveling for work in 2023 chose a bicycle, representing a substantial increase over mode share estimates in 2022 and 2021.[6]

1 ACS 2023 Table B03002, 5-year estimate

2 ACS 2023 Table 1901, 1-year estimate

3 ACS 2023 Table 1701, 1-year estimate

4 ACS 2023 Table S2504, 1-year estimate

5 ACS 2023 Table S1810, 1-year estimate

6 ACS 2023 Table S0801, 1-year estimate

Table 6: *Mode Share for Work Commute (2023 ACS, 1-Year Estimate)*

MODE	PERCENTAGE	PERCENTAGE OF TOTAL TRIPS*
Bicycle	6.2%	9%
Taxicab, motorcycle, or other (including scooters and mobility devices)	2.5%	3.6%
Car, truck, or van	27.3%	39.7%
Public transportation	14.4%	21.0%
Walked	18.2%	26.5%
Worked from home	31.3%	

*"Percentage of total trips" represents only those workers commuting to a different place of work, excluding people working from home.

3.2 City Plans, Policies, and Studies Since 2017

Since adopting the 2017 Bicycle Plan, the City of Berkeley has pursued and completed other plans that substantially impact the development and implementation of bikeway network projects. Below is a summary of those plans.

VISION ZERO ACTION PLAN

VISION ZERO OVERVIEW

The City of Berkeley is committed to an equity-focused, data-driven effort to eliminate traffic deaths and severe injuries on city streets by 2028. The *Vision Zero Action Plan* prioritizes infrastructure improvements in Equity Priority Areas, particularly in conflict locations for people walking and bicycling. A key principle in the *Vision Zero Action Plan* is creating safer transportation options for people who walk, bike, and take transit. By making these transportation options safer and more comfortable, the City can encourage their use and reduce reliance on cars, ultimately leading to fewer severe and fatal collisions.

RELEVANT POLICIES AND ACTIONS

Key actions include collaborating with various partners, securing sustainable funding, and ensuring transparency and equity in data collection and reporting. The *Vision Zero Action Plan* also emphasizes designing infrastructure for vulnerable users and planning and developing projects on High-Injury Streets.

TRANSIT-FIRST POLICY IMPLEMENTATION PLAN

The City of Berkeley's *Transit-First Policy Implementation Plan* serves as a policy and design guide to public transit in the city. It was developed in coordination with a technical advisory committee and the Transportation and Infrastructure Commission.

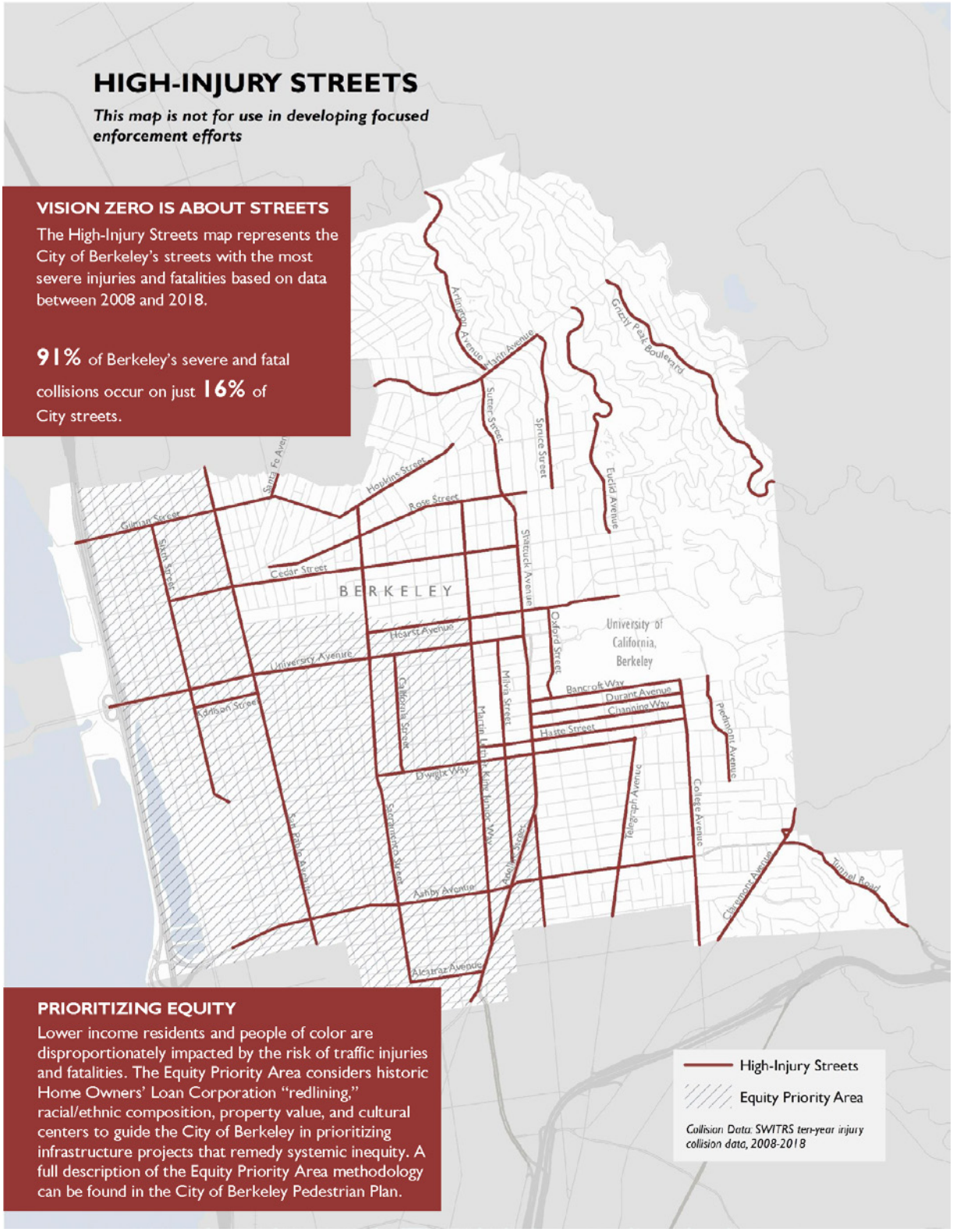
Proposed objectives of the plan include:

- Improve transit efficiency, reliability, and accessibility
- Increase transit ridership
- Prioritize transit corridors for future planning

Policy 3.2: To provide first/last mile connections at transit hubs, BART stations, or major bus lines, stops will provide parking for micromobility that is safely out of the way of the transit facilities and active sidewalk space. The actions for this policy include:

- Develop guidance or adopt existing guidance from other agencies for bikeshare and scooter-share parking zones near transit stops.
- Work with shared mobility providers to implement the guidance.

Figure 10: *Berkeley Vision Zero Action Plan High-Injury Streets Map (2020)*



Streets that required transit coordination for bikeway projects include, but aren't limited to:

Redesigning Adeline Street at Ashby BART: The City and BART coordinated a study on the feasibility of a lane reduction on Adeline Street between Ashby Avenue and MLK Jr. Way. This would provide room for a public plaza with a protected bikeway adjacent to the Ashby BART station.

Adeline Street Transportation Improvements: This project began in late 2022, to work on the South Adeline corridor from MLK Jr. Way to the Oakland city border. This project aimed to move the plan's design concepts into the preliminary engineering phase of developing multimodal improvements, including protected bikeways, potential bus-only lanes and other transit improvements, and pedestrian safety improvements.

Telegraph Avenue Multimodal Corridor Project: In 2022, the City of Berkeley began this project that spans from Dwight way to Woolsey Street on Telegraph Avenue. Preliminary engineering designs consisted of bicycle lanes, transit lanes, and pedestrian safety improvements. The goal of the project is to improve pedestrian and bicycle safety while maintaining or increasing transit reliability. These Complete Streets improvements will provide safe connections to key destinations along Telegraph Avenue such as hospitals, UC Berkeley, and Willard Middle School.

3.3 Public Outreach

Public outreach for the 2025 Bicycle Plan Update occurred during two distinct phases in 2022 and 2025. The project team used a variety of outreach methods to gather feedback and input from a diverse range of Berkeley's population, representative of various challenges, needs, and values.

2022 PUBLIC OUTREACH SUMMARY

Phase one of engagement for the plan update took place during the spring and summer months of 2022. The focus of this initial engagement effort was to gather general feedback from the public about priorities for the update, as well as focused input on the network recommendations from the 2017 Bicycle Plan.

During this phase, 14 public events were held along with the use of an interactive webmap. The engagement events included two pop-up workshops, a bike tour, 10 listening sessions, a virtual community workshop, and emails that the project team received. The outreach effort garnered input from 900 participants in total. More than 600 respondents interacted with the webmap, making it the method for greatest participation (67%). The other events were also well attended, with 100 people engaging with the pop-up workshops, 95 people participating in the listening sessions, and 78 people attending the virtual community workshop.

In total, the project team received 1,333 comments during the engagement effort. Of those, 935 came from the webmap, which accounted for the majority of comments received (70%); 264 came from the listening sessions, which accounted for 20% of all comments received; and the last 10% of comments were split relatively evenly across the other four outreach types.

During phase one, participants provided the project team with an abundance of input throughout the engagement events. The Equity Priority Area group listening sessions were meant to gather feedback from lower-income residents and provide balance to other public input mechanisms that would be over-represented by well-resourced residents. The virtual community workshop was meant to gather input from the broader public and provide participants with an overview of the project, the updated high-injury network, and information on more ways they could get involved.

Some themes that arose from public outreach sessions included:

- Desire for improved pavement quality
- Desire for better north-south connectivity throughout the city.
- Concern for debris in bikeways
- Concern for dangerous driving behaviors
- Near-universal support for bicycle boulevards
- Need for more bike parking

2022 OUTREACH

14 public events

interactive webmap

900 participants

1,333 comments

> *Support for Mabel/Bonar Bike Blvd - no viable routes through that area now for north-south trips. Connects with parks & Emeryville Greenway.*

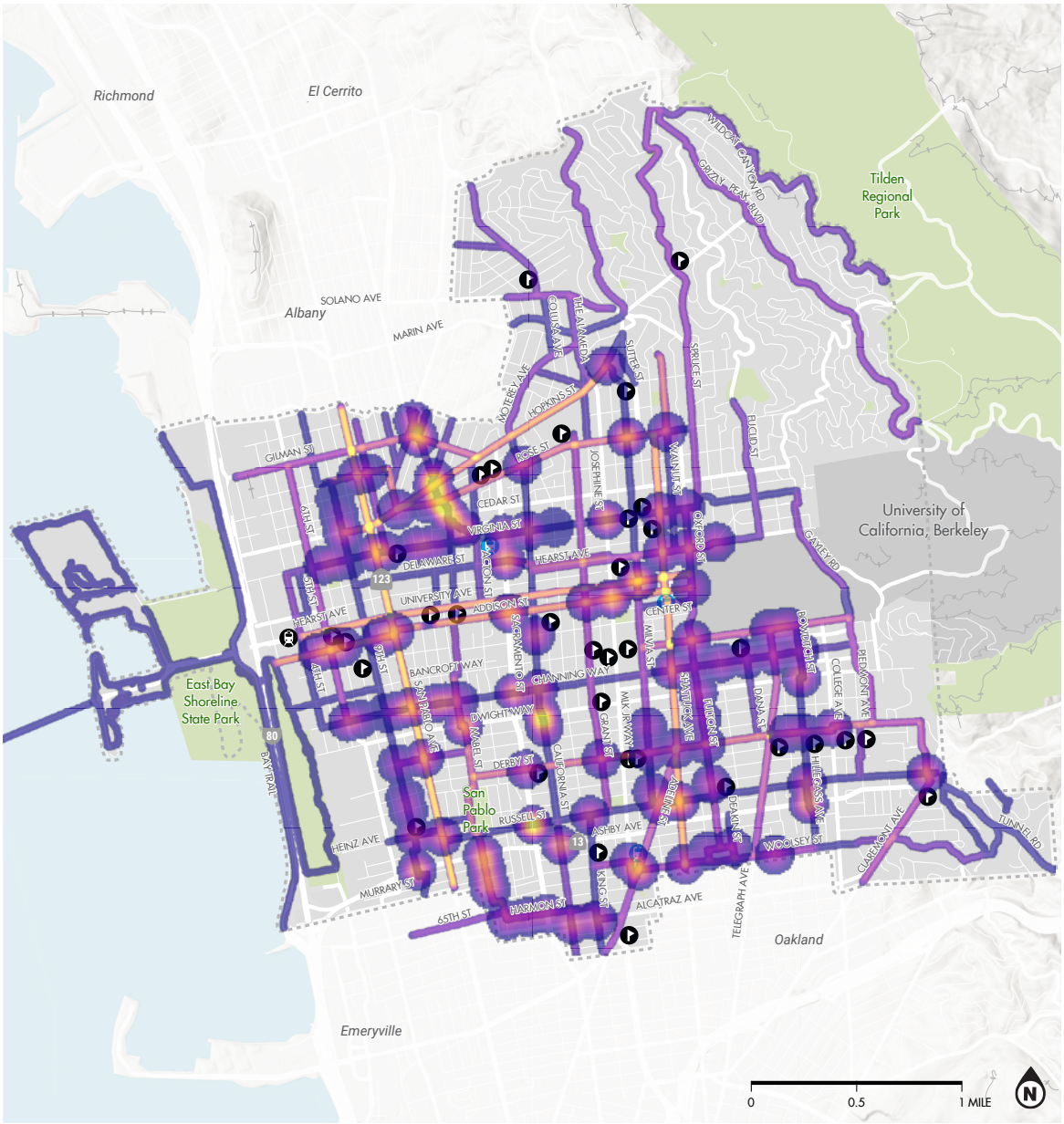
Public providing feedback at the 2022 Juneteenth Festival.

Like the workshop, the pop-up events were meant to gather input from the broader public and allowed participants to provide specific feedback on existing bicycling and rolling facilities and conditions in Berkeley. Participants identified numerous common issues with the bikeway network, including pavement quality on bicycle facilities, major arterials serving as barriers to bicycling and rolling, limited north-south connections through the city, and numerous crossings and corridors where people bicycling and rolling encounter dangerous situations.

Common themes that came from the virtual community workshop included:

- Interest in continued engagement and how input would be used
- A desire to see universal design principles in future bicycle facilities
- An interest in improving bicycle boulevards to make them lower stress
- Concern for the quality of pavement within bicycle facilities

Figure 11: *Comment Density Map for Phase One of the Outreach Process*



COMBINED 2022 OUTREACH COMMENT DENSITY

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COMMENTS ON ALL FACILITIES
Number of Comments

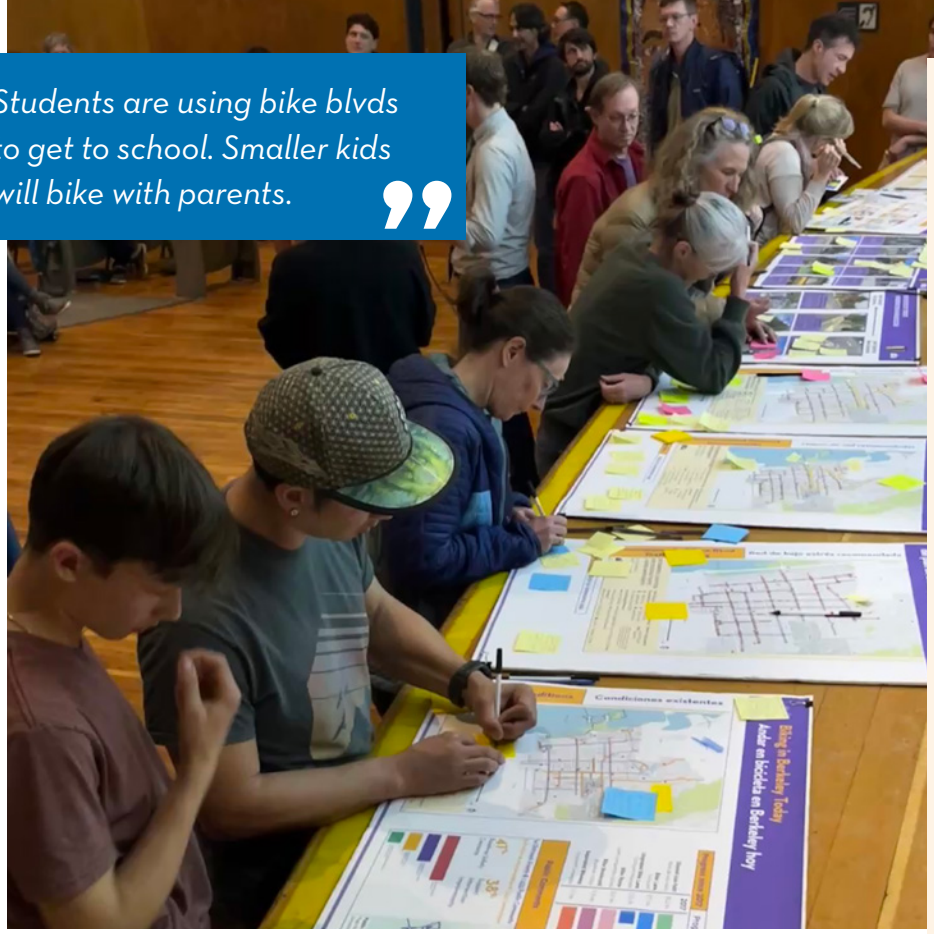
High

Low

FEATURES

- Amtrak Station
- BART Station
- Schools
- Parks
- City Boundary

> *Students are using bike blvds to get to school. Smaller kids will bike with parents.*



Listening session at MLK Middle School for BUSD families.

2025 OUTREACH

13 public events

5 disability community interviews

972 participants

1,303 comments

2025 PUBLIC OUTREACH SUMMARY

Phase two of public outreach took place during the winter months of 2025, running from January 16 to the end of February. The focus of this phase of engagement was to introduce and validate the network recommendations with the public, as well as communicate how public input from phase one was used to develop the recommendations.

Phase two consisted of 13 events, including three pop-up events, six listening sessions, three presentations to the Transportation and Infrastructure Commission and the Commission on Disability, one Public Workshop, and four individual interviews with stakeholders with a disability. The pop-ups occurred at the Downtown Berkeley Farmers' Market, the South Berkeley Farmers' Market, and the Ashby Flea Market. These outreach events reached UC Berkeley students, Berkeley business owners, seniors, BUSD families, people with disabilities, and residents residing in Berkeley Way Affordable Housing Tenant. In total, 652 people engaged in phase two of the outreach effort, with a majority of participants attending the listening sessions (237 people) and the pop-up events (180 people). The project team also received 63 emails and four formal letters from residents. A citywide online workshop was held in August of 2025 to solicit input on the draft plan update. The online workshop was attended by 128 members of the public.

The project team received 768 comments during phase two, with most of the comments coming during the listening sessions (35%), the Public Workshop (19%), from emails (16%), and at pop-ups (13%). The formal letters (7%), interviews with disabled stakeholders (6%), and Commission Meetings (3%) accounted for the least number of comments.

The project team received a wealth of input from all the outreach efforts during phase two. The farmers' market pop-ups were meant to capture input from the broader public, and a few common themes emerged during these events. In general, most of the participants were supportive of enhancing the bikeway network and the specific project recommendations that were presented. The stakeholder group listening sessions were held in partnership with specific groups to capture input and participation from their constituents. Common themes captured during these sessions included a desire for a more connected bikeway network, a concern for parking loss and loading, and a desire for more education and traffic enforcement.

What we heard from Phase Two outreach:

- Safety concerns
- A desire for more traffic calming and all-way stops
- An interest in prioritizing safe routes to schools
- Ensuring access and safety for residents with a disability

DRAFT PLAN & PUBLIC COMMENT

The Draft Bike Plan was released in August 2025 and during the approximately 7-week public comment period City staff received 316 emails on the draft plan. In addition, seven organizations and groups submitted letters to the City regarding various aspects of the draft plan including design guidelines, recommendations for the bikeway network, and accessibility. In total, these emails and letters resulted in 535 comments that City staff reviewed and analyzed to revise the plan appropriately. Some of the changes reflected in this final draft are the result of these public comments, such as an expanded accessibility recommendations section, and a more streamlined project delivery process section.

Milvia Street

04

PROPOSED BIKEWAY NETWORK

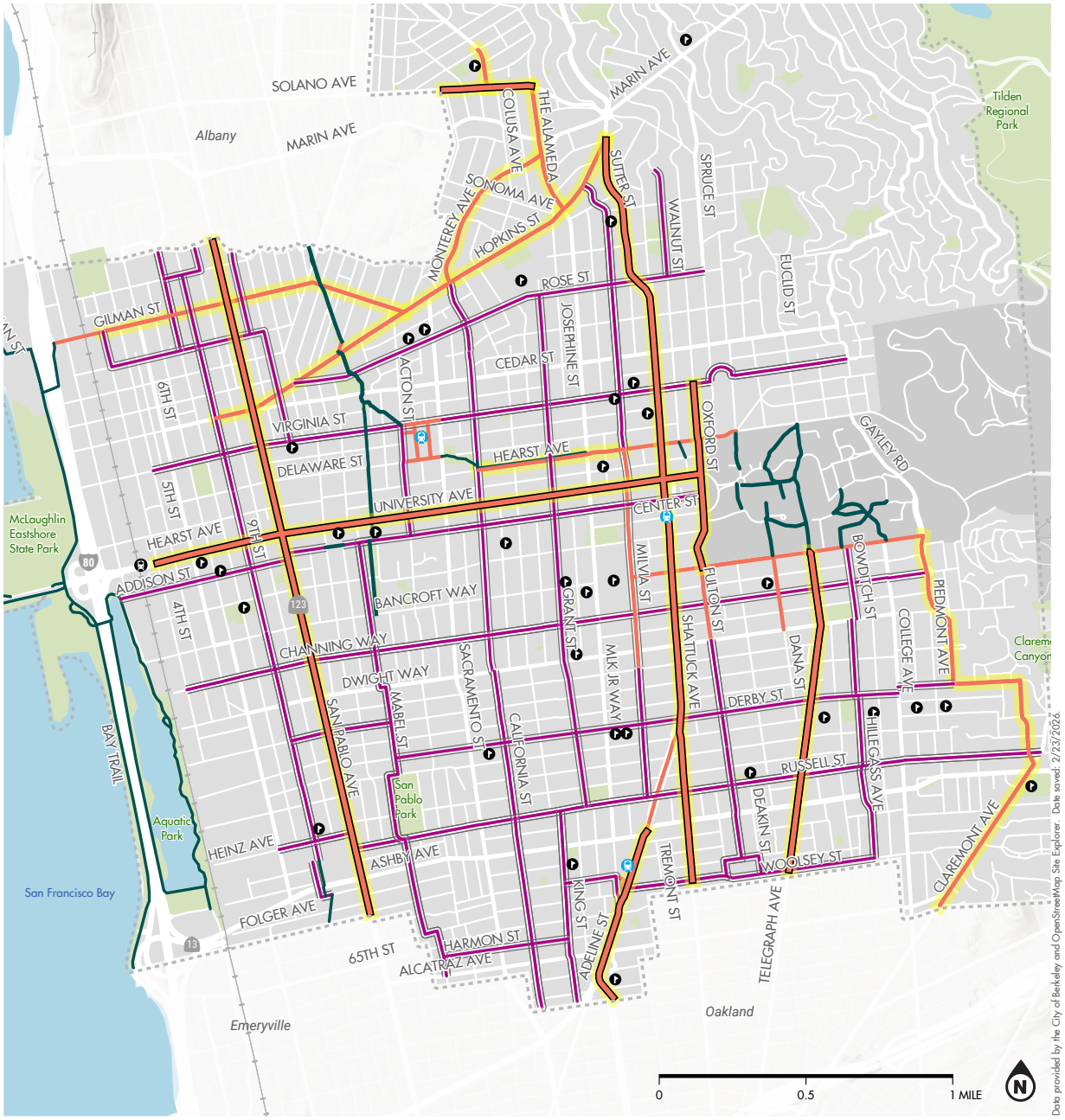
This chapter presents the recommended bikeway network, which supports a vision for Berkeley where bicycling is safe, comfortable, and convenient for people of all ages and abilities.

Recommendations consist of updates to the 2017 Bicycle Plan recommendations, with consideration given to safety (the *Vision Zero Action Plan*'s High-Injury Streets; retaining first responder access), equity (MTC Equity Priority Communities), proximity to schools and school routes, and the public input received through two separated phases of outreach.

This plan update revises the Bikeway Network Vision, first established in the 2017 Bicycle Plan: a continuous and connected system of "low-stress" bikeways that provide safe and comfortable travel for all users and links to all key destinations in Berkeley. Bikeway facility types are described in **Section 2.1** while **Figure 12** illustrates the Low-Stress Bikeway Network Vision showing how low-traffic bicycle boulevards, separated bikeways, and multi-use paths, all with safe intersection crossings, can form a network that an overwhelming majority of Berkeley's population would feel comfortable bicycling or rolling on (based on the statistically-balanced survey conducted during the 2017 Bike Plan).

Safety considerations are especially important for parents riding with their children, or for older children riding independently. The Berkeley Unified School District, by policy, does not provide school bus service to middle or high school students and does not provide school bus service to households within 1.5 miles of their assigned elementary school. In terms of the potential for reducing traffic congestion and helping to achieve the City's climate action goals, school trips account for a significant portion of morning auto traffic and yet are often less than a mile in length. Therefore, it is important that the Low-Stress Network connect to as many schools in Berkeley as possible, and allow parents and children within a given enrollment area to have the option of a completely low-stress trip from their residence to school.

Figure 12: *Low-Stress Bikeway Vision Network*



LOW-STRESS BIKEWAY NETWORK VISION

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Low-Stress Bikeway Network Vision

- Bike Path (Class I)
- Bike Boulevard Network
- Cycletrack (Class IV)

Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

- Study Cycletrack*
- Primary Transit Route - Study Cycletrack*

- Amtrak Station
- BART Station
- School
- Railroad
- Park
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

4.1 Project Recommendation Categories

Berkeley's Bikeway network recommendations are described in detail on the following pages and have been grouped into the following categories:

1. **Planned/Funded Projects**: projects already in various stages of funding and design, moving toward construction.
2. **Citywide Network Recommendations:** linear project recommendations to expand and upgrade the bike network across Berkeley.
3. **Citywide Low-Stress Intersection Controls Recommendations:** intersection project recommendations to close gaps in the low-stress network and increase user comfort and safety when crossing major roadways on bicycle.
4. **Citywide Bicycle Boulevard Traffic Calming Recommendations:** project recommendations for speed tables or cushions, traffic circles, and traffic diverters across the Bicycle Boulevard Network.
5. **Complete Streets Corridors:** guidance for complete streets corridor studies when considering implementation of separated bikeways.

Recommended projects will go through a detailed design process to ensure universal accessibility. Refer to Section 5.2 Project Delivery Process for more information.

4.2 Planned/Funded Projects

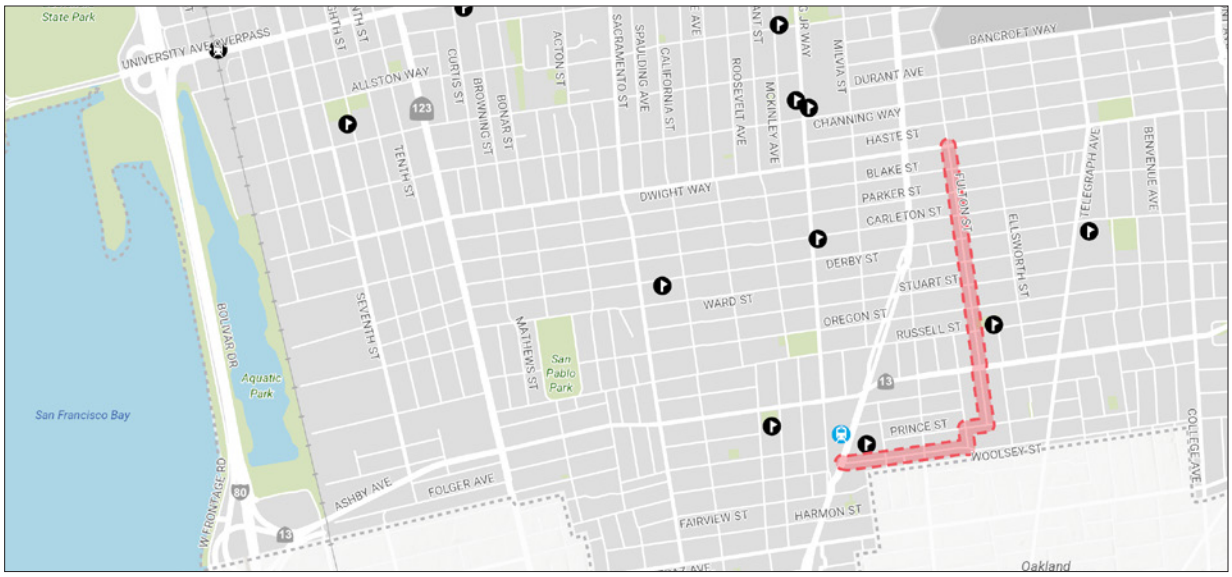
The following section provides a summary of projects that have already reached a stage of substantial funding or design by the time of the 2025 Bicycle Plan Update's adoption. As such, these projects had project details determined prior to the development of recommendations.

WOOLSEY-FULTON BICYCLE BOULEVARD

The Woolsey-Fulton Bicycle Boulevard project includes the following project elements:

- A PHB crossing at the intersection of MLK Jr. Way at Prince Street
- A PHB crossing at the intersection of Shattuck Avenue and Russell Street
- An RRFB + median crossing of Adeline Street at Woolsey Street
- An RRFB crossing of Adeline at Russell Street with curb extensions
- An RRFB crossing of Shattuck Avenue at Woolsey Street with curb extensions
- A bicycle boulevard route (1.18 miles) on Woolsey Street (Adeline Street to Wheeler Street); Wheeler Street (Woolsey Street to Prince Street); Prince Street (Wheeler Street to Fulton Street); and Fulton Street (Prince Street to Dwight Way)
- New traffic circles at the intersection of Wheeler Street at Prince Street
- New speed tables at the intersections of Fulton Street north of Oregon and south of Oregon

This project will connect Ashby BART to the separated bikeways on the south side of the UC Berkeley campus. Construction is anticipated to be complete by early 2026.



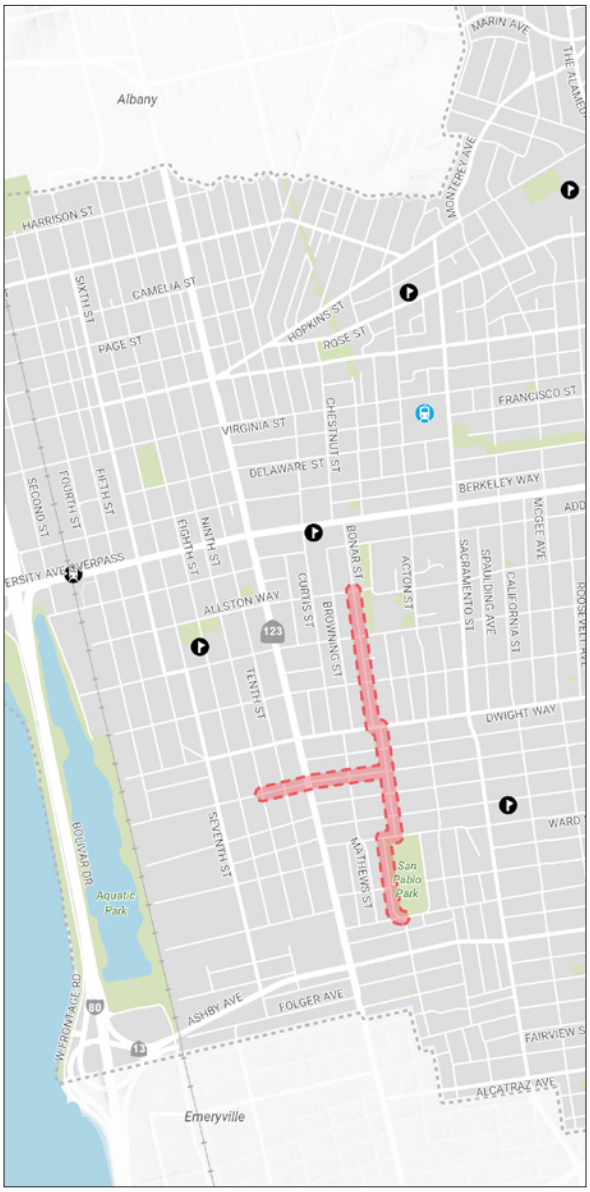
Woolsey-Fulton Bicycle Boulevard project extents

PARKER-ADDISON MOBILITY & SAFETY IMPROVEMENTS PROJECT

The Parker-Addison Mobility and Safety project includes the following project elements:

- A bicycle boulevard route (1.05 miles) on Bonar Street (Addison Street to Dwight Way) and on Mabel Street (Dwight Way to Russell Street)
- A bicycle boulevard route on Parker Street from Mabel Street to Ninth Street
- Two new traffic circles at the intersections of Bonar Street at Channing Way and Parker Street at Ninth Street
- A two-way cycletrack connector on Dwight Way between Mabel Street and Bonar Street

This project will connect the West Street Bike Path, Addison Bicycle Boulevard Phase 2 (future), the Ninth Street Bicycle Boulevard, the Channing Way Bicycle Boulevard, the Russell Street Bicycle Boulevard, and the Southwest Berkeley Bicycle Boulevard (future). This project does not include improvements on Parker Street between San Pablo Avenue and Ninth Street. This project is being constructed in coordination with the San Pablo Avenue Parallel Routes project (see page 86). Construction is anticipated to be completed in 2026.



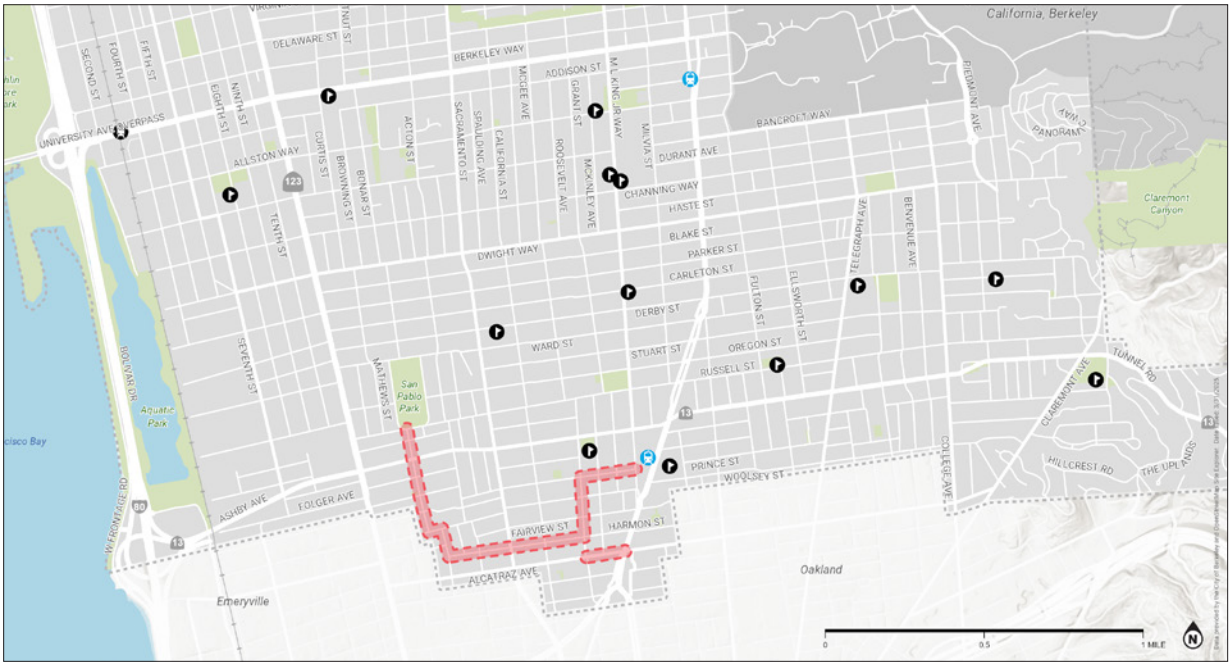
Parker-Addison Mobility & Safety Improvements project extents

SOUTHWEST BERKELEY BICYCLE BOULEVARDS

The Southwest Berkeley Bicycle Boulevards project includes the following project elements:

- A bicycle boulevard route (1.25 miles) on Mabel Street (Russell Street to 66th Street); 66th Street (Mabel Street to Idaho Street); Idaho Street (66th Street to Harmon Street); Harmon Street (Idaho Street to King Street); King Street (Harmon Street to Prince Street); and Prince Street (King Street to MLK Jr. Way)
- A bicycle lane (Class II) on Alcatraz Avenue from Adeline Street to King Street
- A PHB with a median crossing on Harmon Street at Sacramento Street
- An RRFB + median crossing of Alcatraz Avenue at California Street
- An RRFB + median crossing of Alcatraz Avenue at King Street
- Four traffic circles at the intersections of Mabel Street at Carrison Street, Mabel Street at 67th Street, Harmon Street at Idaho Street, and Harmon Street at Baker Street

This project will connect the Russell Street Bicycle Boulevard, the California Street Bicycle Boulevard, the King Street Bicycle Boulevard, and the Ashby BART station and connect the existing Alcatraz Avenue bicycle lanes to King Street. The project is being designed in coordination with the San Pablo Avenue Parallel Routes project (see below). The project is recommended for Active Transportation Program funding from MTC/Caltrans, with construction anticipated in 2028.



Southwest Berkeley Bicycle Boulevard project extents

SAN PABLO AVENUE PARALLEL ROUTES

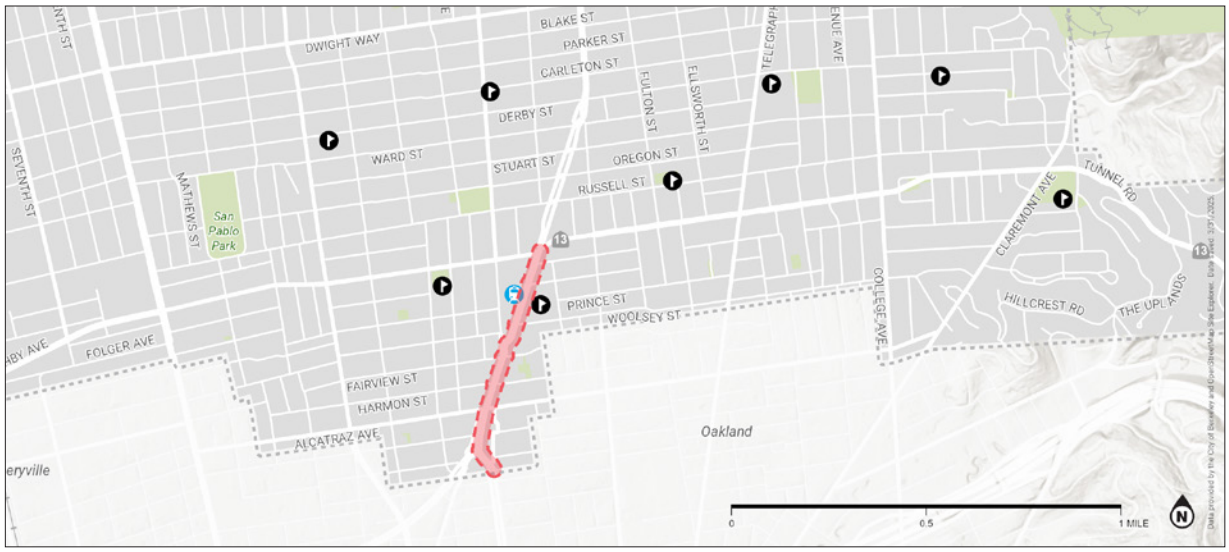
The San Pablo Avenue Parallel Routes project is led by the Alameda County Transportation Commission in coordination with the City of Berkeley. The project attempts to establish viable routes for north-south bicycle travel on both the east and west sides of San Pablo Avenue. The project includes the following project elements:

- A bicycle boulevard route (0.67 miles) on Kains Street (Albany border to Camelia Street); Camelia Street (Kains Street to Stannage Avenue); and Stannage Avenue (Camelia Street to Virginia Street)
- A bicycle boulevard route (0.17 miles) on Camelia Street from Kains Street to Ninth Street
- A bicycle boulevard route (0.40 miles) on Ninth Street (Camelia Street to Harrison Street); Harrison Street (Ninth Street to 10th Street); and 10th Street (Harrison Street to Albany border)
- Bicycle boulevard connections to Emeryville (via 65th Street) and Oakland (via Idaho Street)
- 10 new traffic circles at the intersections of Ninth Street at Harrison Street; Eighth Street at Harrison Street; Kains Street at Camelia Street; Stannage Avenue at Camelia Street; Ninth Street at Page Street (upgrade); Stannage Avenue at Virginia Street; 10th Street at Virginia Street; Ninth Street at Virginia Street (upgrade); Ninth Street at Grayson Street; Ninth Street at Heinz Avenue (upgrade)
- Diverters at the intersection of Ninth Street at Delaware Street (upgrade) and Channing Way at Curtis Street

San Pablo Avenue Parallel Routes project extents also includes intersection upgrades in southwest Berkeley

- A PHB crossing at the intersection of San Pablo Avenue at Camelia Street and San Pablo Avenue at Channing Way
- An RRFB crossing with curb extensions at the intersections of Gilman Street at Kains Street, Hopkins Street at Stannage Avenue, and Cedar Street at Stannage Avenue
- An RRFB + median crossing at the intersection of Ninth Street at Cedar Street
- A median crossing of San Pablo Avenue at Virginia Street (enhancing the existing PHB)
- Speed tables along the majority of the route
- An RRFB crossing of Alcatraz Avenue at Idaho Street

The project is being implemented in coordination with multiple other City of Berkeley bicycle boulevard projects (listed above). Phased construction is anticipated to start in 2026.



Adeline Street Transportation Improvement project extents

ADELINE STREET TRANSPORTATION IMPROVEMENT PROJECT AND QUICK BUILD

The Adeline Street Transportation Improvement Project aims to redesign the stretch of Adeline Street from Ashby Avenue to the Oakland border (on MLK Jr. Way) according to the recommendations of the 2020 *Adeline Corridor Specific Plan*. This project would involve the implementation of separated bikeways (Class IV) and transit boarding islands along the length of the corridor.

The project is in the preliminary design stage, with construction funding yet to be secured. The City of Berkeley was recently awarded grant funding for a quick-build project on this corridor, with design and construction anticipated in 2026.

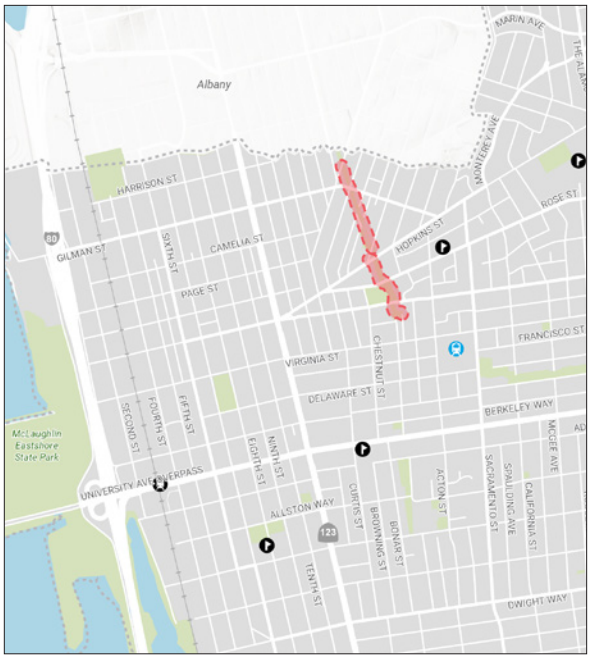
The City of Oakland will in 2026 implement separated bikeways on MLK Jr Drive from West Street to the City of Berkeley border, connecting to the Adeline Transportation Improvement Project.

OHLONE GREENWAY SAFETY IMPROVEMENTS PROJECT

The Ohlone Greenway Safety Improvements Project will make improvements to the Ohlone Greenway multi-use pathway, from Virginia Gardens to the south to Santa Fe Avenue to the north. This will include widening the pathway to 12 feet where feasible and making the following intersection improvements:

- A two-way cycletrack connector at the intersection with Rose Street
- A two-way cycletrack on Peralta Avenue, between Hopkins Street and the Ohlone Greenway
- An RRFB at the intersection with Santa Fe Avenue
- An RRFB + median crossing at the intersection of Cedar Street
- A raised crosswalk at the intersections with Peralta Avenue, Cedar Street, Rose Street, and Santa Fe Avenue

Construction is expected to be started by 2026.



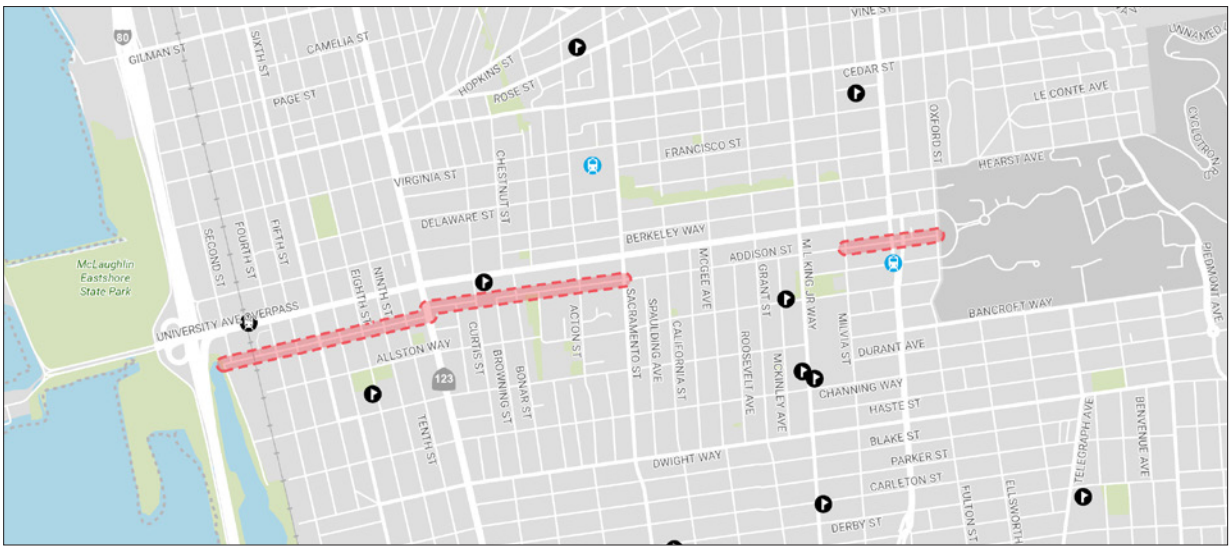
Ohlone Greenway Safety Improvements project extents

ADDISON STREET BICYCLE BOULEVARD PHASE 2

The Addison Street Bicycle Boulevard Phase 2 project is two separate segments equaling 1.4 miles combined. The two segments are from Bolivar Drive to Sacramento Street in the west and from Milvia Street to Oxford Street in the east. The project includes:

- A new bicycle boulevard route on Addison Street (Bolivar Drive to Sacramento Street; Milvia Street to Oxford Street)
- A new shared use path (Class I) along Lehua Way (Browning Street to Curtis Street)
- A two-way cycletrack connector across San Pablo Avenue
- A PHB crossing of Sacramento Street
- An RRFB + median crossing at Sixth Street
- Three traffic circles at Fifth Street, Seventh Street, and Tenth Street

This project will connect the Berkeley Bicycle Boulevard network to the Mario Savio bicycle/pedestrian overcrossing of I-80, creating a low-stress connection to the Bay Trail and the Berkeley waterfront. Construction is expected in 2027.



Addison Street Bicycle Boulevard Phase 2 project extents

SIXTH STREET UPGRADED BIKE LANE

Through an Affordable Housing Sustainable Communities grant win, the City of Berkeley will upgrade the existing bicycle lanes on Sixth Street between Camelia Street and University Avenue with green pavement and conflict zone markings. Construction will be coordinated with the construction of the North Berkeley BART Bridge Phase 1 affordable housing development, according to the terms of the grant agreement.

Sixth Street Upgraded Bike Lane project extents

4.3 Project Recommendations

RECOMMENDATIONS SUMMARY

The bikeway network recommendations remain largely the same as those in the 2017 Bicycle Plan, with three types of adjustments:

1. Removing projects that have been completed since 2017
2. Updating projects that are currently funded or in design
3. Adding new connections to link existing sections of the Low-Stress Network

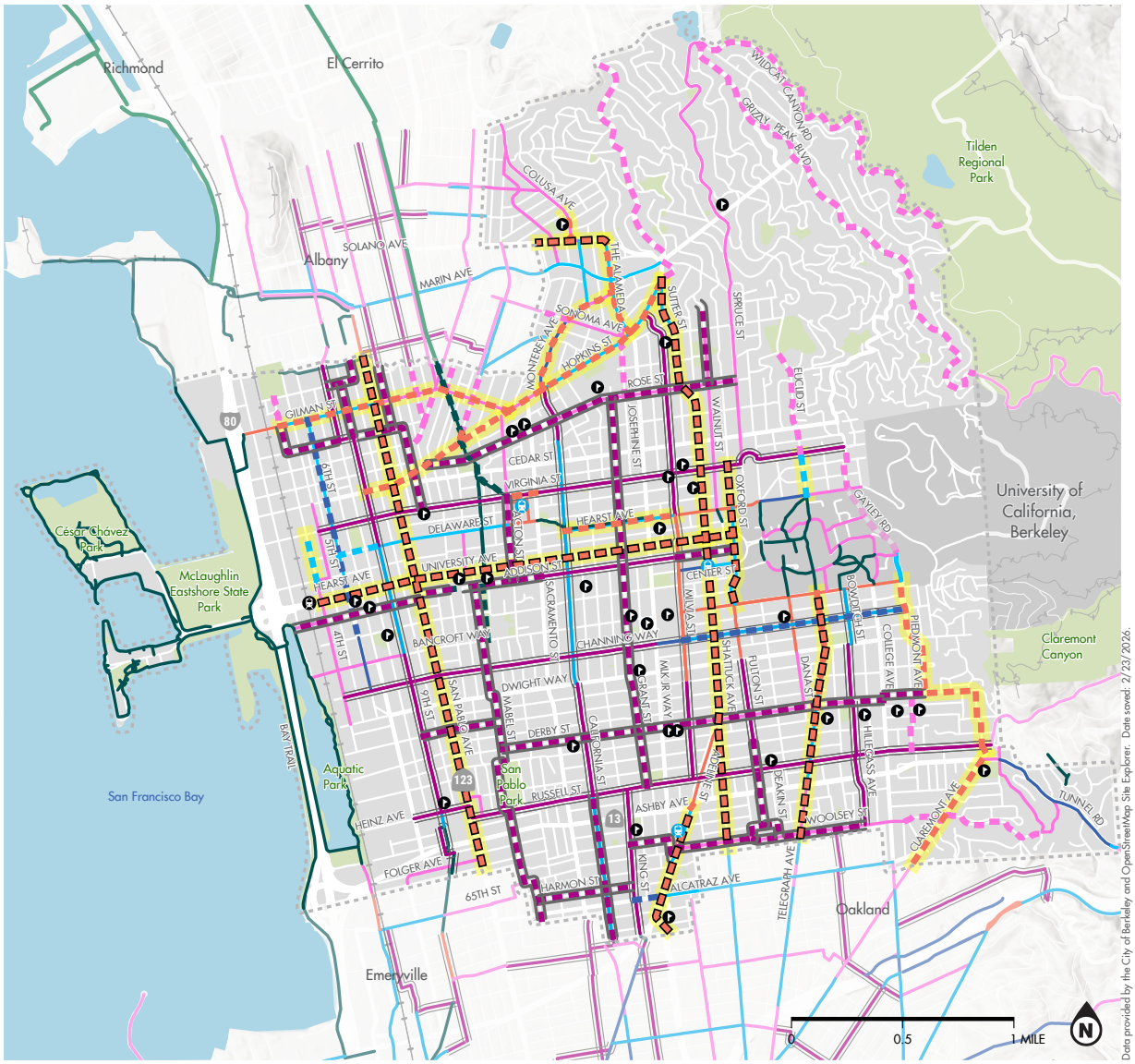
The network recommendations shown on **Figure 13** also include the removal of a few bicycle routes, such as Chestnut Street, which have lost their utility due to better network options being built nearby since the 2017 Bicycle Plan. **Table 7** shows the mileage proposed for each facility class.

Table 7: *Summary of Network Recommendation*

BIKEWAY FACILITY	MILEAGE PROPOSED
Shared use path (Class I)	1.3 mi
Bicycle lane (Class II)	0.5 mi
Upgraded bicycle lane (Class II)	2.2 mi
Bicycle boulevard (Class III)	14.0 mi
Bicycle route (Class III)	9.0 mi
Separated bikeway (Class IV)	15.5 mi
Total	**42.7 mi**

Recommended projects will go through a detailed design process to ensure universal accessibility. Refer to Section 5.2 Project Delivery Process for more information.

Figure 13: *Recommended Network Improvements*



RECOMMENDED NETWORK IMPROVEMENTS

CITY OF BERKELEY
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2025 EXISTING/RECOMMENDED FACILITIES

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Cycletrack (Class IV)
- Complete Street Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

BIKE BOULEVARD NETWORK

School
Amtrak Station
BART Station
Railroad
Park

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

SAFE CROSSINGS RECOMMENDATIONS

The following are recommendations to inform future design. All projects will comply with design requirements established by the CA MUTCD, PROWAG, and other relevant guidelines.

Major street crossings are a critical piece of the Bicycle Boulevard Network. One of the three goals for bicycle boulevards is to "develop a network of efficient routes for bicyclists," which means improving the ability to cross major intersections.

Many bicycle boulevard corridors are low-stress within the neighborhood until a person on bike must cross a major street such as Sacramento Street or San Pablo Avenue. These high-stress crossings are barriers to more people bicycling; a single high-stress crossing point along an otherwise low-stress bicycle boulevard route can be a major deterrent to use.

The 2017 Bicycle Plan recommended a series of crossing improvements across the existing and proposed Bicycle Boulevard Network, based on the unsignalized bikeway crossing treatment progression shown in **Table 10**, which recommended more advanced crossing treatments based on the number of travel lanes and daily volume of vehicle traffic on the major cross street. This treatment progression table attempted to provide guidance on the appropriate crossing treatment to achieve a suitably low-stress experience for users on the Bicycle Boulevard Network. Low-stress intersection control improvements are shown on **Figure 14**. The total number of intersection improvements by type is shown in **Table 8**.

The six recommended RRFBs are from ongoing funded projects currently in the final design or construction phase. As shown in **Table 9**, RRFBs without additional traffic calming features (such as medians or curb extensions) are not recommended for crossing treatments in the future (see following page).

Table 8: *Recommended Low-Stress Intersection Controls*

LOW-STRESS INTERSECTION CONTROL	NUMBER PROPOSED
Two-Way Cycletrack Crossing	6
Pedestrian Hybrid Beacon (PHB)	12
Protected Intersection	5
Raised Intersection/Raised Crosswalk	2
Rectangular Rapid Flashing Beacon (RRFB)	6
Median Crossing	2
RRFB + Median Crossing	12
Total	**45**

Recommended projects will go through a detailed design process to ensure universal accessibility. Refer to Section 5.2 Project Delivery Process for more information.

Table 9: *Uncontrolled Crossing Treatment Progression Table*

CROSSING TREATMENT	TRAFFIC VOLUMES (ADT)[1]						
	VERY LOW	LOW		MEDIUM		HIGH	
Cross Street	Up to 3 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
Marked Crossing	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
All-way STOP[2]	LTS 1	LTS 1	LTS 2	LTS 2			
Median Refuge Island[3]	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
Median with RRFB[3]	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
Pedestrian Hybrid Beacon (PHB)[4]	X	X	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
Traffic Signal[4]	X	X	X	LTS 1	LTS 1	LTS 1	LTS 1

1: Very Low: 0-1,500; Low: 1,501-5,000; Medium: 5,001-12,500; High: >12,500
2: Requires meeting a CA MUTCD STOP warrant before implementation
3: Minimum 6-foot-wide median to provide Level of Traffic Stress benefit; already existing median can serve this purpose
4: Subject to successful warrant analysis; locations to be implemented considering turn movement restrictions to mitigate vehicle diversion effects

DEFINITIONS:

X: No additional benefit

Black: Not advisable or not applicable

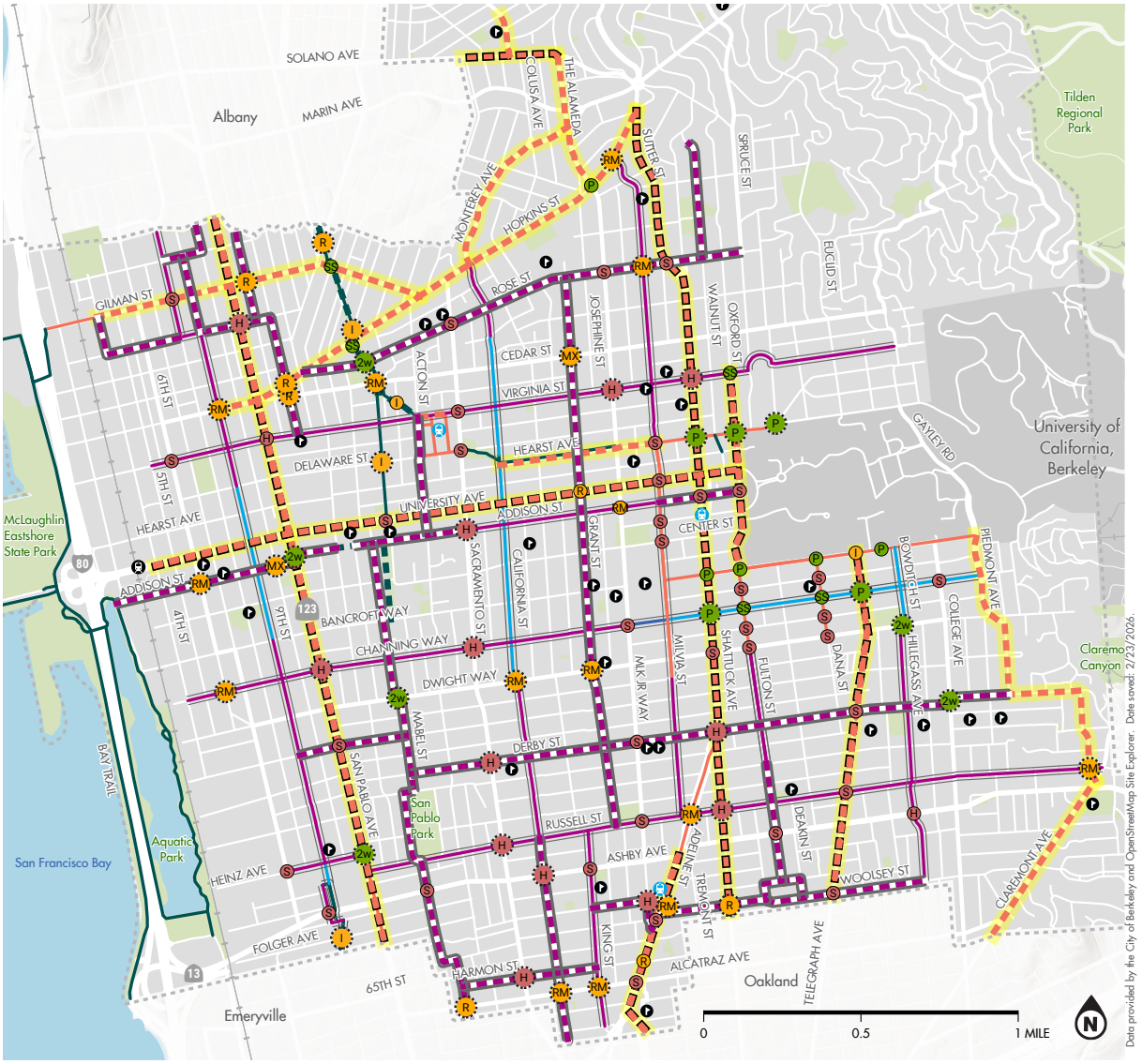
LTS: Level of Traffic Stress, with LTS 1 or 2 ideal for low-stress crossings. See the "Low-Stress Bicycling and Network Connectivity" study at https://transweb.sjsu.edu/research/Low-Stress-Bicycling-and-Network-Connectivity for detailed discussion of LTS. For more information, see Berkeley Bicycle Plan 2017 Appendix C Level of Traffic Stress

In the years following the adoption of the 2017 Bicycle Plan, City of Berkeley staff has sought to validate the effectiveness of recommended crossing treatments for different types of cross streets on the Bicycle Boulevard Network. Through implementation and public feedback, the City learned residents felt uncomfortable with the application of RRFBs on busier streets, instead preferring median crossing islands. The Uncontrolled Crossing Treatment Progression table has been subsequently updated to keep in line with observed results, best practices, and updated standards and guidelines for the City of Berkeley. These changes can be summarized as:

- RRFBs should be implemented in tandem with a median crossing or should include other traffic calming features such as raised crosswalks or curb extensions. To reduce crossing distances and improve visibility.
- Use an All-Way STOP sign as a stand-alone option for local street intersections and collector street intersections that are no more than three lanes of travel. The intersection must meet a CA MUTCD STOP warrant before being considered for this treatment.
- Median crossings, whether paired with RRFBs or PHBs, should consider the feasibility of acting as a diverter for the bicycle boulevard route. The City of Berkeley has developed designs for median crossings that divert vehicle traffic off bicycle boulevard routes while still permitting through movements by emergency vehicles.

Changes in recommendations from 2017 largely focus on accounting for funded and upcoming projects, applying updated guidance to remaining recommendations, and identifying additional crossing treatments needed for new network facility recommendations.

Figure 14: *Recommended Low-Stress Bikeway Intersection Control Improvements*



RECOMMENDED LOW-STRESS BIKEWAY INTERSECTION CONTROL IMPROVEMENTS

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INTERSECTION CONTROL RECOMMENDATIONS

- P: Protected Intersection
- 2W: 2-Way Cycletrack Connector
- H: Pedestrian Hybrid Beacon
- RM: RRFB + Median
- R: RRFB
- MX: Median Crossing
- I: Raised Intersection

EXISTING INTERSECTION CONTROL

- P: Protected Intersection
- SS: All-Way Stop Sign
- MX: Median Crossing
- RM: RRFB + Median
- R: RRFB
- I: Raised Intersection
- H: Pedestrian Hybrid Beacon
- S: Traffic Signal

NETWORK IMPROVEMENTS

- Bike Path (Class I)
- Bike Boulevard (Class III)
- Cycletrack (Class IV)

BICYCLE BOULEVARD NETWORK

- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

COMPLETE STREETS TRANSIT CORRIDOR STUDY

- Complete Streets Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

BICYCLE BOULEVARD RECOMMENDATIONS

Berkeley's bicycle boulevards use traffic calming and bicycle priority to achieve a safe, comfortable, and convenient experience for people who bicycle. Intersections along bicycle boulevards will be evaluated as part of neighborhood-level public outreach and involvement to see whether traffic calming treatments would be more effective than stop signs in establishing bicycle priority while reducing the speed and volume of motor vehicle cut-through traffic. While these recommendations focus on traffic circles and diverters as primary bicycle boulevard traffic calming strategies, the City will apply appropriate traffic calming options when needed and where feasible. This may include speed tables and cushions, raised crosswalks, corner sidewalk bulb-outs, and chicanes where appropriate to reduce vehicle speeds. Recommended traffic calming for select intersections is shown on **Figure 15**.

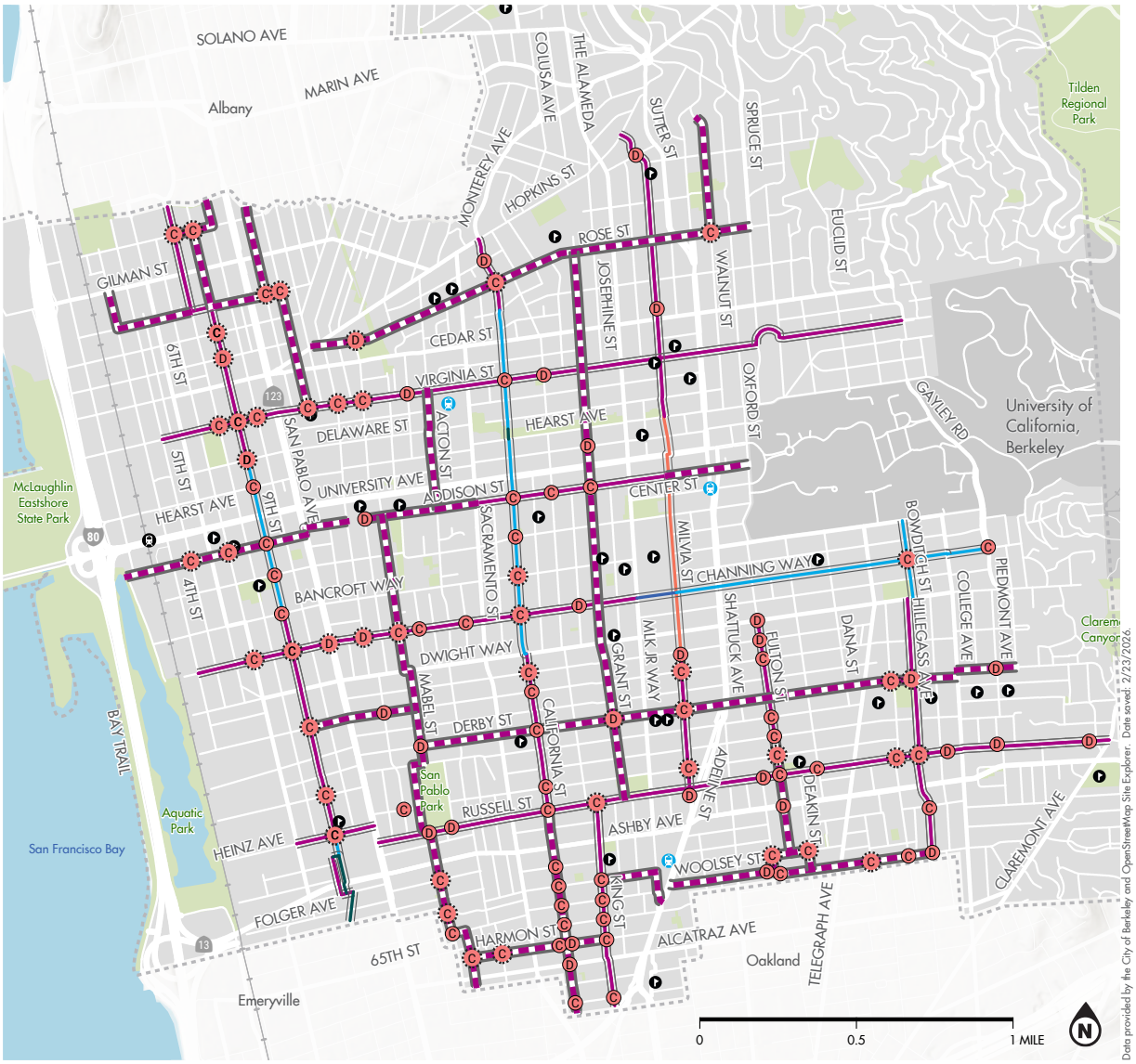
TRAFFIC CIRCLES AND DIVERTERS

Figure 15 shows recommended traffic calming improvements along the Bicycle Boulevard Network. New traffic circles are recommended as a traffic calming feature to slow and discourage non-local vehicle traffic. Traffic circles also reduce conflicts at intersections. Diverters are recommended to direct vehicles off the bicycle boulevards and onto larger roadways, decreasing vehicle speeding and cut-through traffic. Recommendations were updated from the 2017 Bicycle Plan for both traffic circles and diverters based on new design guidelines developed by the City of Berkeley.

Recommended traffic circle and diverter locations in this 2025 Bicycle Plan Update may be changed based on traffic studies, emergency response impacts, public process, or neighborhood feedback. The City may pilot these locations with temporary installations to understand their traffic impacts before making them permanent.

Recommended projects will go through a detailed design process to ensure universal accessibility. Refer to Section 5.2 Project Delivery Process for more information.

Figure 15: *Recommended Low-Stress Bicycle Boulevard Traffic Calming Improvements**



RECOMMENDED LOW-STRESS BIKE BOULEVARD TRAFFIC CALMING IMPROVEMENTS

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TRAFFIC CALMING RECOMMENDATIONS
- Traffic Circle
- Traffic Diverter

EXISTING TRAFFIC CALMING
- Traffic Circle
- Traffic Diverter

The Berkeley Bike Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. These recommendations require further project-specific planning, data collection, analysis, and engineering before being approved for implementation. For further information, see Section 5.2 Project Delivery Process.

NETWORK IMPROVEMENTS
- Class III Bicycle Boulevard

BICYCLE BOULEVARD NETWORK
- Class I Bike Path
- Class II Upgraded Bike Lane
- Class IV Cycletrack
- Class II Bike Lane
- Class III Bicycle Boulevard
- Amtrak Station
- School
- Park
- BART Station
- Railroad

*In addition to the improvements shown in the map, Bicycle Boulevards should have at least one speed table or speed cushion per block, as specified in Appendix A.

SPEED TABLES AND CUSHIONS

The city should use speed tables to reduce vehicle speeds on bicycle boulevards initially, and should consider using other traffic calming devices such as speed cushions to reduce speeds on bicycle boulevards after the city approves these devices. It is recommended that the City apply speed tables on every block of every bicycle boulevard in the network. The City of Berkeley will continue its practice of replacing existing speed humps with speed tables on bicycle boulevards when these streets are repaved. Speed tables should be designed with gentle transitions on the approach and departure ramps, in the form of a sinusoidal curve.

Speed cushions retain the height and slope of a speed hump while providing a cut-through space that can be used by wide-based vehicles such as fire trucks, ambulances, or buses to avoid vertical deflection and retain travel speeds. These speed-cushion cut-throughs can also be used by people on bicycles to avoid going up and over a speed cushion. This is particularly beneficial to seniors and residents with mobility disabilities who experience pain when traveling over a speed hump or a speed table. It is recommended that cut-through spacing for speed cushions be set broadly enough that drivers of vehicles with a standard wheel base cannot use them.

REMOVABLE/RETRACTABLE TRAFFIC CALMING DEVICES

Removable and retractable devices should be considered for diverters and other devices that limit vehicle access and circulation to provide flexibility for emergency access by responders and/or for emergency evacuation.

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05

IMPLEMENTATION

This chapter presents the strategies Berkeley should use when implementing this 2025 Bicycle Plan Update. The chapter includes the evaluation criteria and scoring method, project cost estimates, and a map of prioritized projects.

5.1 Evaluation Criteria Update: 2017 to 2025

Recommended projects were scored against the evaluation criteria listed in **Table 10**. Prior to being scored, individual project segments and intersections were consolidated and organized into logical implementation corridors based on their location and extent.

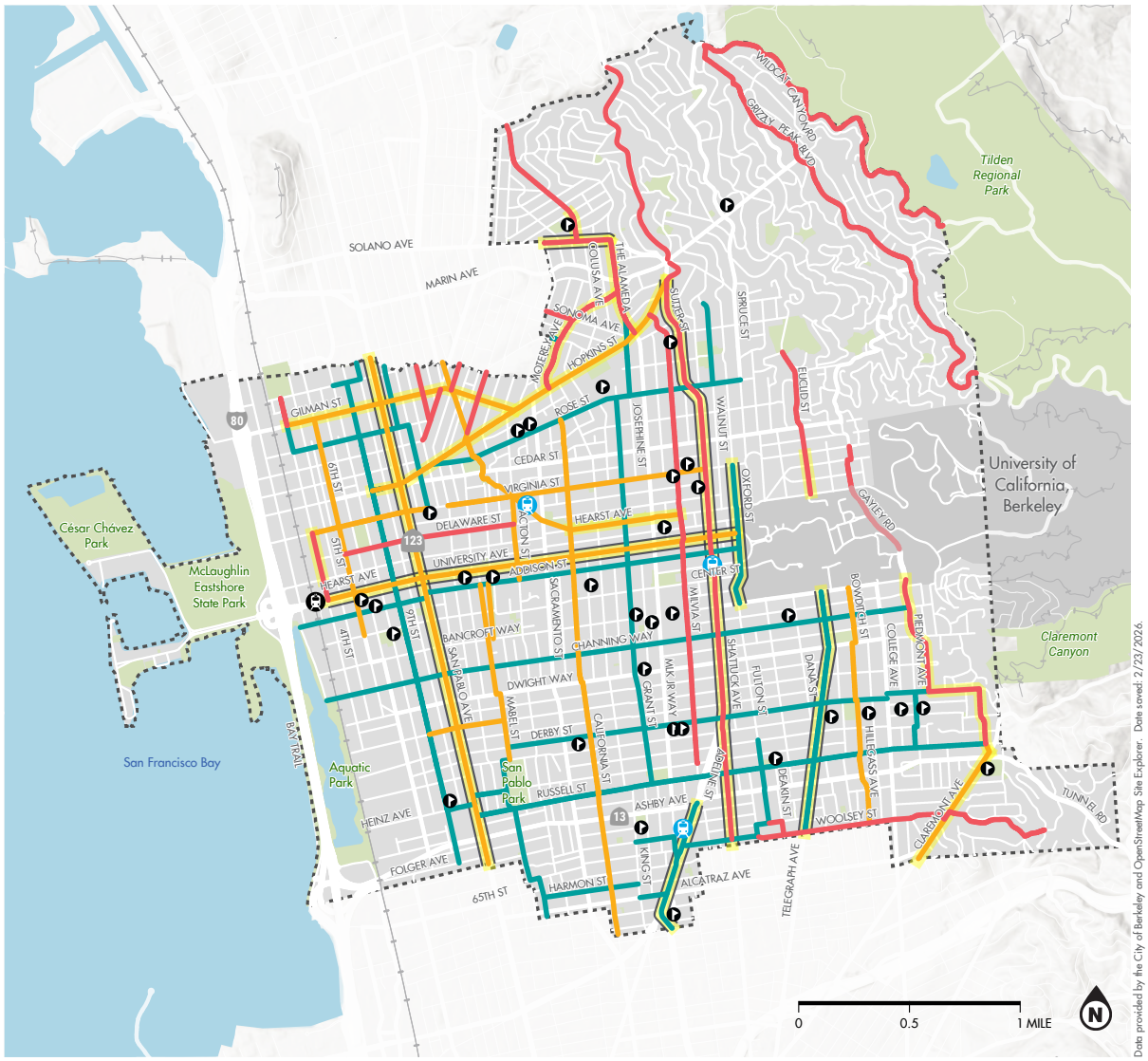
These evaluation criteria were selected to be both Berkeley-specific and to align with the criteria used by the vast majority of transportation grant funding agencies. As such the prioritization is intended to support competitiveness for grant applications, but does not necessarily incorporate all criteria and values important to the Berkeley community in regard to these projects. See Section **5.2 Project Delivery Process** for more information.

The prioritization corridors were organized into three tiers based on the evaluation scoring, with scoring criteria shown in **Table 10**. **Figure 16** shows projects in all tiers, and **Table 11** shows all projects in Tier 1, grouped by corridor. Tables showing grouped projects for Tier 2 and Tier 3 can be found in **Appendix E**.

Table 10: *Prioritization Criteria for Recommended Projects*

CRITERIA	SCORING METRIC	SCORING METHOD	MAXIMUM POINTS
Safety – Collisions	2019 High Injury Streets Map	Proximity	20
Safety – LTS	2024 Existing Network Map	Severity	15
Community Support – project identification	2022 Community Input	Density	10
Community Support – project prioritization	2025 Community Input	Density	20
Equity	2024 Equity Priority Communities Map (MTC)	Proximity	20
Safe Routes to Schools	BUSD campus proximity	Proximity	10
Feasibility	Engineering Judgment	Complexity	5
Total Possible Score			**100**

Figure 16: *Proposed Project Tiers Map*



PROJECT PRIORITIZATION CORRIDORS

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PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3

COMPLETE STREETS STUDY CORRIDOR

- Complete Street Corridor Study - Primary Transit Route*
- Complete Street Corridor Study*

- School
- BART Station
- Amtrak Station
- Railroad
- Parks
- City Boundary

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. See Section 5.2 Project Delivery Process and Section 5.6 Complete Streets Corridor Study Recommendations for more information.

Table 11: *Tier 1 Project List*

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Russell Street Corridor	PHB	Russell St	Sacramento St			$ 396,000
	RRFB_Median	Russell St	Claremont Ave			$ 143,000
	Traffic Circle	Russell St	Hillegass Ave			$ 50,000
	Traffic Circle	Russell St	King St			$ 50,000
	Traffic Circle	Russell St	Regent St			$ 50,000
	PHB	Russell St	Shattuck Ave			$ 396,000
	RRFB_Median	Russell St	Adeline St			$ 143,000
Derby Corridor Improvements	Traffic Circle	Derby St	Regent St			$ 50,000
	2-Way Cycletrack Crossing	Derby St	College Ave			$ 92,000
	PHB	Derby St	Sacramento St			$ 396,000
	PHB	Derby St	Shattuck Ave			$ 396,000
	Traffic Diverter	Derby St	Grant St			$ 32,000
	Class III Bike Route	Piedmont Ave	Russell St		0.26	$ 3,600
	Class III Bike Boulevard	Derby St	Mabel St	Warring St	1.92	$ 143,800
Channing Corridor Improvements	RRFB_Median	Channing Way	6th St			$ 143,000
	PHB	Channing Way	Sacramento St			$ 396,000
	Traffic Circle	Channing Way	7th St			$ 50,000
	Traffic Diverter	Channing Way	San Pablo Ave			$ 32,000
	Traffic Circle	Channing Way	9th St			$ 50,000
	Traffic Diverter	Channing Way	Curtis St			$ 32,000
	Traffic Circle	Channing Way	Bonar St			$ 50,000
	PHB	Channing Way	San Pablo Ave			$ 396,000
	Class II Upgraded Bike Lane	Channing Way	Milvia St	Piedmont Ave	1.00	$ 275,000

Table 11: Tier 1 Project List, continued

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Southwest Berkeley Bike Boulevard	RRFB_Median	Alcatraz Ave	King St			$ 143,000
	PHB	Sacramento St	Harmon St			$ 396,000
	Traffic Circle	Harmon St	Baker St			$ 50,000
	RRFB_Median	California St	Alcatraz Ave			$ 143,000
	Traffic Circle	Mabel St	Carrison St			$ 50,000
	Traffic Circle	Harmon St	Idaho St			$ 50,000
	Traffic Circle	Mabel St	67th St			$ 50,000
	RRFB	Idaho St	Alcatraz Ave			$ 97,000
	Class III Bike Boulevard	65th St	Vallejo St	Idaho St	0.38	$ 28,500
	Class III Bike Boulevard	63rd St - Harmon St - Idaho St - 66th St - Mabel St - Ward St	Sacramento St	Mabel St	1.50	$ 112,500
	Class III Bike Boulevard	Prince St - MLK Jr Way	King St	Adeline St	0.27	$ 20,400
	Class II Upgraded Bike Lane	Alcatraz Ave	King St	Adeline St	0.12	$ 33,600
Addison Corridor Improvements	Traffic Circle	Addison St	5th St			$ 50,000
	Traffic Circle	Addison St	Seventh St			$ 50,000
	2-Way Cycletrack Crossing	Addison St	San Pablo Ave			$ 92,000
	Median Crosing	Addison St	10th St			$ 46,000
	RRFB_Median	Addison St	6th St			$ 143,000
	PHB	Addison St	Sacramento St			$ 396,000
	Class I Bike Path	Addison St	Curtis St	Browning St	0.06	$ 310,900
	Class III Bike Boulevard	Addison St	Oxford St	Milvia St	0.26	$ 19,500
	Class III Bike Boulevard	Addison St	Sacramento St	Browning St	0.36	$ 26,900
	Class III Bike Boulevard	Addison St	Curtis St	San Pablo Ave	0.13	$ 9,800
	Class III Bike Boulevard	Addison St	Bolivar Dr	San Pablo Ave	0.59	$ 43,900

Table 11: Tier 1 Project List, continued

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
San Pablo Parallel Routes	Traffic Circle	Virginia St	8th St			$ 50,000
	PHB	San Pablo Ave	Camelia St			$ 396,000
	Raised Intersection	Emeryville Greenway	Folger Ave			$ 200,000
	RRFB	Gilman St	Kains Ave			$ 97,000
	Traffic Circle	Harrison St	8th St			$ 50,000
	Traffic Circle	Harrison St	9th St			$ 50,000
	Traffic Circle	Page St	9th St			$ 50,000
	Traffic Diverter	Jones St	9th St			$ 32,000
	Traffic Circle	Camelia St	Kains Ave			$ 50,000
	Traffic Circle	Camelia St	Stannage Ave			$ 50,000
	Traffic Circle	Virginia St	Stannage Ave			$ 50,000
	Traffic Circle	Virginia St	9th St			$ 50,000
	Traffic Circle	Virginia St	10th St			$ 50,000
	RRFB	Cedar St	Stannage Ave			$ 97,000
	RRFB	Stannage Ave	Hopkins St			$ 97,000
	RRFB + Median	Cedar St	9th St			$ 143,000
	Traffic Circle	Grayson St	9th St			$ 50,000
	Class III Bike Boulevard	Kains Ave	Northern City Limits	Camilia St	0.28	$ 21,300
	Class III Bike Boulevard	Harrison St - 10th St	8th St	Northern City Limits	0.20	$ 15,200
	Class III Bike Boulevard	Stannage Ave - Camelia St - 9th St	Harrison St	Virginia St	0.86	$ 64,600
Rose Street Corridor Improvements	RRFB + Median	Rose St	Milvia St			$ 143,000
	Traffic Diverter	Rose St	Chestnut St			$ 32,000
	Traffic Circle	Rose St	California st			$ 50,000
	Traffic Circle	Rose St	Walnut St			$ 50,000
	Class III Bike Boulevard	Rose St	Hopkins St	Spruce St	1.46	$ 109,400
	Class III Bike Boulevard	Walnut St	Rose St	Shattuck Ave	0.37	$ 27,800

Table 11: Tier 1 Project List, continued

CORRIDOR	RECOMMENDED PROJECT OR STUDY	LOCATION	CROSS ST A	CROSS ST B	MILES	TOTAL COST ESTIMATE
Adeline Corridor	Class IV Cycletrack	Adeline St	Ashby Ave	Southern City Limits	0.61	$ 454,900
Heinz Ave Corridor Improvements	2-Way Cycletrack Crossing	Heinz Ave/Russell St	San Pablo Ave			$ 92,000
	Traffic Circle	Heinz Ave	9th St			$ 50,000
Woolsey-Fulton Bike Boulevard	RRFB + Median	Woolsey St	Adeline St			$ 143,000
	Traffic Circle	Oregon St	Fulton St			$ 50,000
	Traffic Circle	Prince St	Wheeler St			$ 50,000
	PHB	Martin Luther King Jr Way	Prince St			$ 396,000
	RRFB	Woolsey St	Shattuck Ave			$ 97,000
	Class III Bike Boulevard	Fulton St - Prince St - Wheeler St - Woolsey St	Stuart St	Adeline St	0.83	$ 62,300
Grant Street Corridor Improvements	RRFB + Median	Grant St	Dwight Way			$ 143,000
	Median Crossing	Grant St	Cedar St			$ 141,000
	Class III Bike Boulevard	Grant St	Rose St	Russell St	1.75	$ 131,400
	Class III Bike Route	Josephine St	Rose St	The Alameda	0.35	$ 4,700
Telegraph Corridor	Protected Intersection	Channing Way	Telegraph Ave			$ 990,000
	Class IV Cycletrack	Telegraph Ave	Bancroft Way	Woolsey St	1.09	$ 816,500
Oxford Street Corridor Improvements	Class IV Cycletrack	Oxford St	Virginia St	Bancroft Way	0.63	$ 472,000
	Protected Intersection	Oxford St	Hearst Ave			$ 990,000
	Protected Intersection	Arch St/Le Conte Ave	Hearst Ave			$ 990,000

*Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. These recommendations require further project-specific planning, data collection, analysis, and engineering before being approved for implementation. For further information, see **Section 5.2 Project Delivery Process**.

5.2 Project Delivery Process

The Berkeley Bicycle Plan is a citywide planning document that recommends improvements to bicycle safety, comfort, and connectivity at a network level. These recommendations require further project-specific budgeting, planning, data collection, analysis, and engineering to confirm detailed and appropriate design within the context of the City's priorities for transportation system operations before implementation.

Progress on projects recommended for further study since the 2017 Berkeley Bicycle Plan adoption -- the Milvia Street Bikeway, Southside Complete Streets, and other in-progress projects as of this writing -- demonstrates the City's ability to deliver projects that advance active transportation goals through this process. Depending on the scope of the proposed project, the City will determine the level of public engagement, environmental clearance, inter-departmental/inter-agency coordination, and approvals needed for implementation. Simpler projects such as new or upgraded Bicycle Boulevards along residential streets tend to have fewer impacts and broader community support. These may involve less public process and may be implemented more quickly once funded. More complex projects along or crossing busy streets involve more technical/engineering studies and engagement with affected stakeholders, are more costly to construct, and have longer timelines.

Generally speaking, the City contemplates the following existing and recommended internal processes to deliver these projects:

Project Development, Scoping, Funding: As the first phase in the development of projects for the purpose of grant applications, the City conducts a series of meetings with key stakeholders to define the scope of the projects. The scoping level defines the project recommended in the bike plan in additional detail and assesses traffic safety benefits against operational impacts, ensuring the project study, public engagement, design, and/or construction is adequately scoped to meet the City's needs. City stakeholders at this phase should include planning and engineering technical staff from Public Works Transportation and Engineering Divisions as well as representatives from other City departments.

At the time of the 2017 Bicycle Plan approval, the Berkeley City Council requested that Public Works staff conduct a neighborhood-level public engagement process as part of developing and implementing new bicycle boulevards, whether or not the types of improvements being proposed tend to be controversial or not. Subsequently, some City Council and public input has emphasized the need to streamline and accelerate non-controversial aspects of bicycle boulevard project delivery, including simplifying and expediting public engagement. Non-controversial elements of bicycle boulevards could include signs, pavement markings, and traffic calming such as speed tables and traffic circles, which do not limit residents' ability to access the neighborhood or have substantial impacts on parking. By adopting this plan, the implementation of non-controversial elements of bicycle boulevards such as signs, pavement markings, and traffic calming (e.g.,

speed tables and traffic circles), which do not limit residents' ability to access the neighborhood or have substantial impacts on parking will be streamlined to expedite project delivery.

Concept Design: Funded projects move into the concept design phase, which includes developing design alternatives and ultimately identifying a preferred alternative, potentially for vetting with City Commissions and approval by the Berkeley City Council. This stage includes collecting traffic, safety, parking, and operations data and analyzing the data to understand existing conditions, and propose and evaluate alternatives. Key studies required to fully understand the project impacts and benefits include parking and loading inventory and occupancy; traffic studies; and operational studies of potential impacts to emergency response and evacuation times as well as other City roadway operational concerns. Agency stakeholders at this phase includes planning and engineering technical staff from Public Works Transportation and Engineering Divisions as well as representatives from the Berkeley Fire Department, Police Department, Office of Economic Development, Parks Recreation and Waterfront, AC Transit, BART, and other affected City departments and outside agencies. During this phase, Public Works adheres to departmental public engagement guidelines to obtain public input for the project.

Detailed Engineering Design: Once concepts are approved by City Council, detailed engineering design prepares the project for construction, developing a full plan set suitable for requests for proposals to complete the project scope. The purpose of this stage is to answer remaining technical questions and develop accurate cost estimates for the purpose of finalizing the funding plan and soliciting construction bids. Agency stakeholders at this phase should include planning and engineering technical staff from Public Works Transportation and Engineering Divisions as well as representatives from the Berkeley Fire Department, Police Department, Office of Economic Development, Parks Recreation and Waterfront, AC Transit, BART, and other affected City departments and outside agencies. Importantly, engagement with stakeholders will taper off as the detailed design work advances through the 35%, 65%, 95%, and 100% design completion phases.

Construction: Following award of the construction contract, the project will be built, with appropriate notifications to affected residents, property owners, and merchants. Details of the project may change slightly as a result of site-specific limitations encountered by the contractor. For the most part, designs are typically constructed per plan.

During construction, City of Berkeley crews, Contractors with the City, and all others working in the right-of-way are required to ensure complete, safe, usable and accessible paths of travel. This includes but is not limited to meeting the standards for construction in the public right-of-way, as established by the City of Berkeley Department of Public Works.

Evaluation: After a project is built, evaluation programs help measure success and to identify adjustments that may be necessary. This Plan recommends the City conduct semiannual bike counts throughout

Berkeley, prioritizing count locations where bicycle infrastructure is planned for future implementation to establish a baseline, or where infrastructure was recently constructed.

DEVELOPMENT COORDINATION

The City of Berkeley sometimes relies upon private development to fund minor transportation improvements as part of a development agreement. These transportation improvements typically help to mitigate anticipated transportation impacts from increased activity within the immediate area of the development.

The City of Berkeley also will partner with affordable housing developers to submit for grant funding from the Affordable Housing and Sustainable Communities (AHSC) program. This funding source ties funds for affordable housing construction to projects that will enhance mobility and safety for future residents of affordable housing sites. For example, the City has secured an AHSC grant which will fund bicycle lane improvements on Sixth Street in coordination with the construction of an affordable housing site at North Berkeley BART.

ACCESSIBILITY UNDER THE AMERICANS WITH DISABILITIES ACT (ADA) AND THE PUBLIC RIGHTS-OF-WAY ACCESSIBILITY GUIDELINES (PROWAG)

Accessibility is a fundamental requirement of all street design projects. While separated bikeways (Class IV facilities) can sometimes introduce new and different design challenges for accessibility, ADA requirements can still be met when designed with features such as accessible pedestrian crossings, compliant curb ramps, loading zones, path-of-travel, detectable warnings, and level boarding areas for transit. These features are now standard practice in Complete Streets projects throughout California and nationally.[1]

The City will continue to ensure that all multimodal transportation projects undergo appropriate accessibility review during design. This will include early engagement with Berkeley community disability advocates and the City's Commission on Disability during corridor-level planning and engineering design processes to identify and address accessibility needs before implementation. The Bicycle Plan Update's recommendations for Complete Streets corridor studies will help ensure that separated bikeways, transit operations, parking and loading, emergency response needs, and other operational, safety, and maintenance considerations are fully evaluated in an integrated manner. Accessibility will be a key consideration in those studies.

1 Portland Bureau of Transportation (PBOT) Protected Bicycle Lane Design Guide (2020); Seattle Department of Transportation (SDOT) Illustrated Streets Design Manual (2022); Massachusetts Department of Transportation (MDOT) Separated Bike Lane Design Guide (2020); WalkSF Getting to the Curb (2019); San Francisco Municipal Transportation Agency (SFMTA) Guidelines for Accessible Building Blocks forBicycle Facilities (2018).

5.3 Key Projects

As part of the 2025 Bicycle Plan Update five "Key Project" concept designs were developed in consultation with the public during 2025 outreach. Following the outreach phase, City of Berkeley staff considered public input against project feasibility, available funding, grant competitiveness, and other factors. City of Berkeley staff selected the following five projects to move forward to development of concept designs:

1. **Gilman Street** – proposed separated bikeway and bicycle boulevard
2. **Derby Street** – proposed bicycle boulevard
3. **Heinz Avenue** – proposed bicycle boulevard improvement, two-way cycletrack connector across San Pablo Avenue, and separated bikeway to connect to the 9th Street pathway
4. **Sacramento Street at Channing Way** – proposed PHB and median crossing
5. **Sacramento Street at Russell Street** – proposed PHB and median crossing

The following pages contain concept design "cut-sheets" meant to inform future grant applications. Once the project is funded, a concept design will determine whether the design is feasible on the corridor. After feasibility is confirmed, additional engineering, design, and community engagement will be necessary before these projects can be brought forward for approval and implementation.

GILMAN STREET SEPARATED BIKEWAY

4TH ST TO SAN PABLO AVE

PROJECT CHARACTERISTICS

- Gilman Street is a major street. The project area has standard bicycle lanes.
- Gilman Street has a mostly uniform 48 feet wide right-of-way throughout the project area.
- Gilman Street has a two-way separated bikeway on the south side of the street from 2nd Street to 4th Street. From 2nd Street, it connects to the Bay Trail via a bicycle/pedestrian bridge over I-80.
- This section of Gilman Street has eight intersections, four of which are signalized. The other four intersections have STOP controls on side-streets.
- AC Transit runs Line 12 on Gilman Street east of 6th Street, with five bus stops in the project area.
- Gilman Street is classified as a High-Injury Street in the Berkeley *Vision Zero Action Plan*, with two severe driver collisions and two severe pedestrian collisions between 2008 and 2018.
- Gilman Street is a primary response route for the fire department; a new Fire HQ and ambulance deployment center is in construction on Gilman Street between 8th & 9th Streets.

Gilman St at 4th St

RECOMMENDED IMPROVEMENTS

This Key Project recommends two potential routes for closing the gap between the Berkeley waterfront and the rest of the bicycle network near Gilman Street.

1 Route 1: Two-Way Separated Bikeway on Gilman Street from 4th St to San Pablo Ave

This option recommends extending a two-way separated bikeway on Gilman Street from 4th Street up to San Pablo Avenue, running on the south side of the street.

- City staff should consider terminating the project at existing/proposed bikeways on 6th Street, 8th Street, or 9th Street if it improves feasibility and deliverability.
- This project would require the removal of approximately 33 street parking spaces accommodate the bikeway while providing sufficient clear-space for emergency vehicles.
- Consider the removal of left-turn pockets at 6th Street, 8th Street, and 9th Street, which could help retain 10 parking spaces on the north side of the street.
- Consider transit signal priority along this corridor and how it will work in tandem with proposed bike signals. Coordinate with AC Transit to study impacts to Line 12, including transit boarding islands and accommodation of bus operator layover locations.

2 Route 2: Bicycle Boulevard Alternative on Camelia Street

This option recommends extending the planned Camelia Street bicycle boulevard from 8th Street west to 4th Street, where it can connect with the existing separated bikeway on Gilman Street. This project would include:

- A pedestrian hybrid beacon crossing of San Pablo Avenue being constructed as part of the Alameda CTC San Pablo Avenue Parallel Bicycle Boulevards project
- A RRFB + Median crossing at 6th Street

GILMAN STREET: 4TH STREET TO SAN PABLO AVENUE

CITY OF BERKELEY
BIKE PLAN UPDATE

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DESTINATIONS + BOUNDARIES

- AC Transit Bus Stop
- AC Transit Line 12 Layover Stop
- RRFB + Median
- Pedestrian Hybrid Beacon
- Traffic Circle
- Railroad
- City Boundary
- Park

- Option 1 Route
- Option 2 Route
- Existing Bicycle Lane (Class II)
- Existing Bicycle Blvd (Class III)
- Existing Bicycle Route (Class III)
- Existing Cycletrack (Class IV)
- Proposed Bicycle Lane (Class II)
- Proposed Bicycle Blvd (Class III)
- Proposed Bicycle Route (Class III)
- Proposed Cycletrack (Class IV)

* These projects will be implemented as part of the Alameda CTC San Pablo Avenue Parallel Routes project

DERBY STREET BICYCLE BOULEVARD

MABEL ST TO WARRING ST

PROJECT CHARACTERISTICS

- Derby Street is a local street. The project area is a marked bicycle route from Milvia Street to Telegraph Avenue.
- Derby Street has a mostly uniform 35 feet wide right-of-way.
- This section of Derby Street has 20 intersections. Two of these intersections are uncontrolled crossings of major roadways: at Sacramento Street and at Shattuck Avenue.
- AC Transit runs Line 27, 51B, 604, 605, and 851 on College Avenue where the Derby Street route jogs on College Avenue for approximately 90 feet.
- Derby Street is not a High Injury Street in the Berkeley *Vision Zero Action Plan*, but there was a pedestrian fatality at the intersection of Derby Street at Warring Street between 2008 and 2018, and a pedestrian fatality at the intersection of Derby Street at Regent Street in 2025.

RECOMMENDED IMPROVEMENTS

1. **Installation of Bicycle Boulevard**

   This key project recommends a 1.95 mile bicycle boulevard route from Mabel Street in the west to Warring Street in the east. It would provide a parallel route to existing bicycle boulevards on Russell Street (approximately 1,300 feet to the south) and Channing Way (approximately 2,000 feet to the north).

2. **Enhancement of Street Crossings**

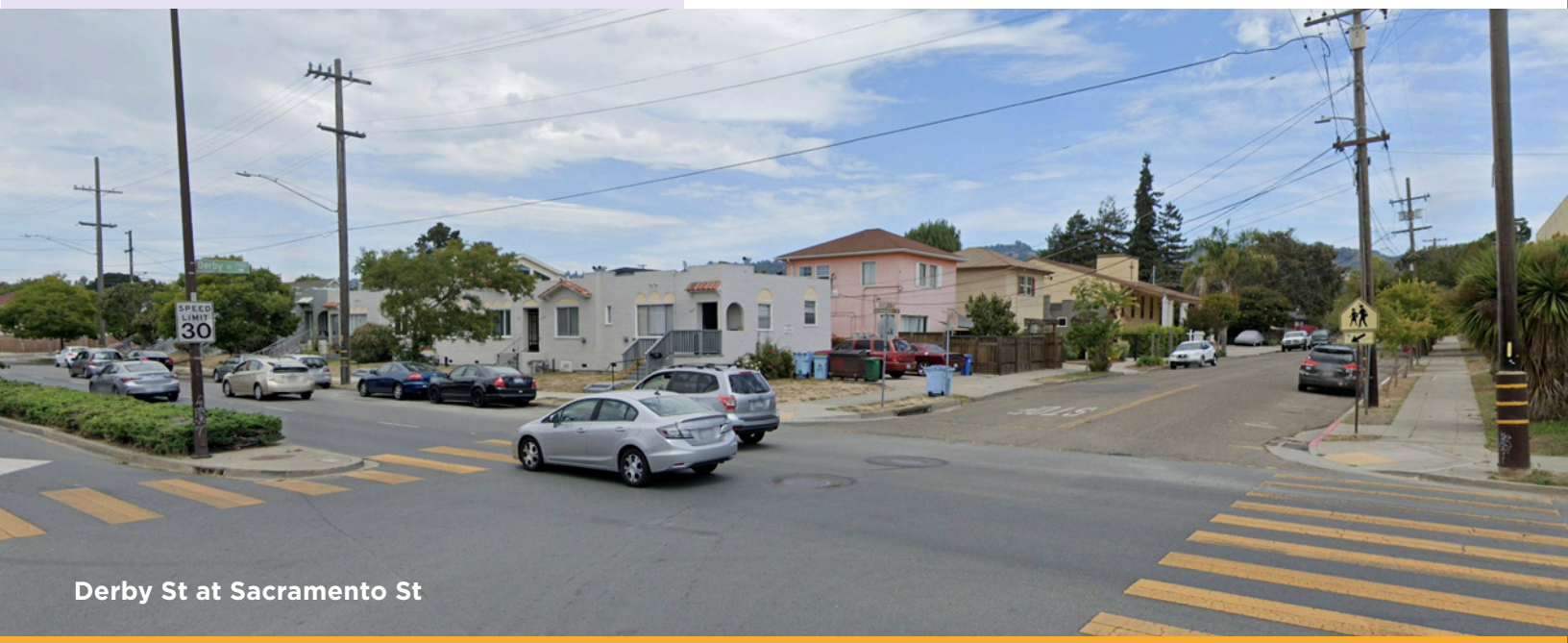
   The Derby Street bicycle boulevard takes advantage of a number of preexisting diverters and traffic circles along the route and includes recommendations for enhanced crossings of major streets at Sacramento Street, at Shattuck Avenue, and at College Avenue.

3. **Study of Impacts to Transit Lines**

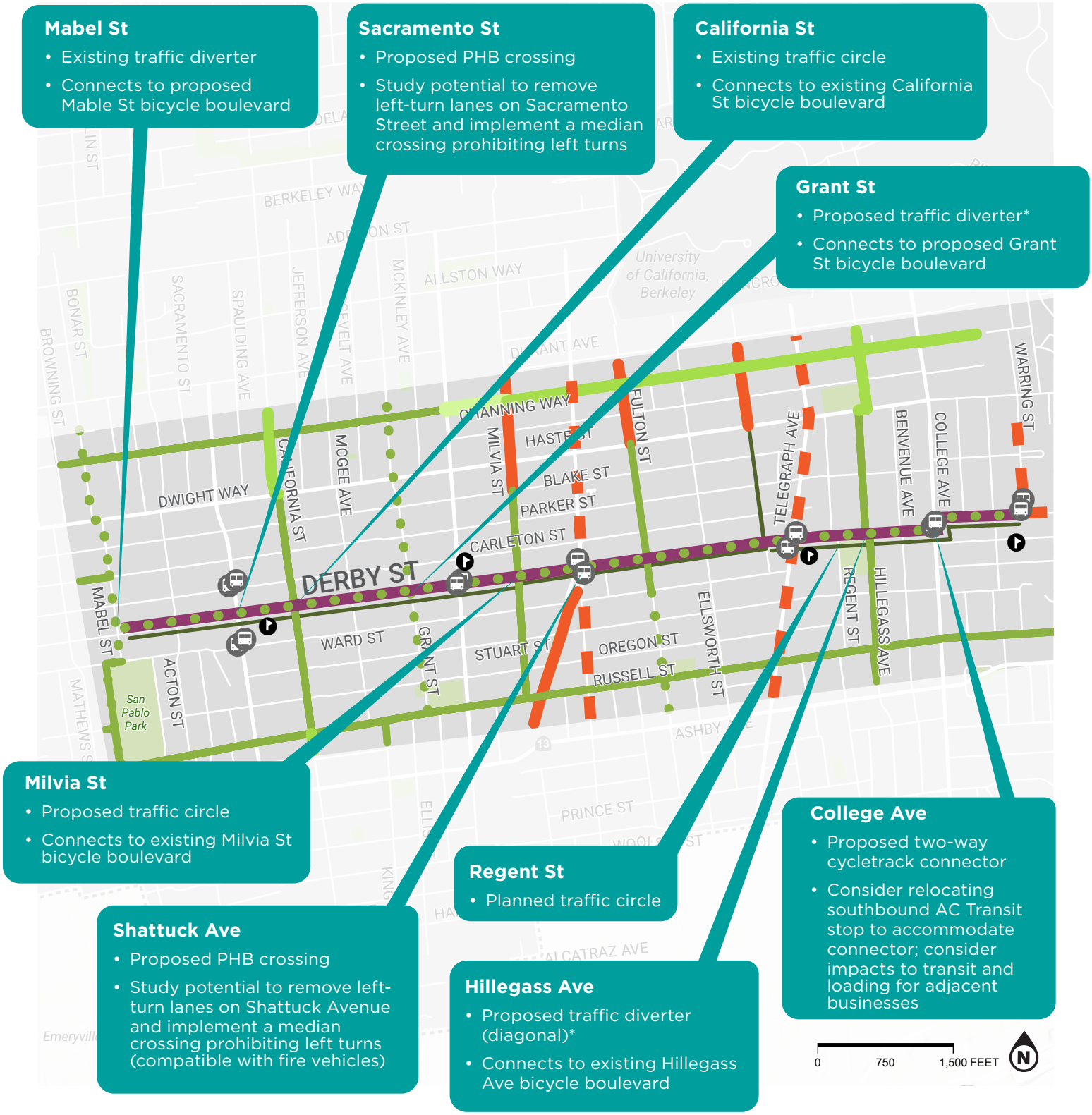
   Additional study and design consideration will be required at the College Avenue crossing to minimize transit impacts for AC Transit lines running on College Avenue.

4. **Ensure Emergency Access**

   There is a Berkeley Fire Department station at the intersection of Derby Street at Shattuck Avenue. All Bicycle Boulevard treatments should allow full access by emergency responder vehicles.



Derby St at Sacramento St



DERBY STREET: MABEL STREET TO WARRING STREET

CITY OF BERKELEY
BIKE PLAN UPDATE

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DESTINATIONS + BOUNDARIES

- Key Corridor Project
- AC Transit Bus Stop
- School
- Railroad
- City Boundary
- Park

- Existing Upgraded Bicycle Lane (Class II)
- Existing Bicycle Lane (Class II)
- Existing Bicycle Blvd (Class III)
- Existing Bicycle Route (Class III)
- Existing Bicycle Path(Class I)
- Existing Cycletrack (Class IV)
- Proposed Bicycle Blvd (Class III)
- Proposed Cycletrack (Class IV)

** Subject to traffic analysis; may be converted to a traffic circle based on potential impacts to neighborhood vehicle access and emergency response time*

HEINZ AVENUE BICYCLE BOULEVARD

7TH ST TO SAN PABLO AVE

PROJECT CHARACTERISTICS

- While Heinz Avenue is currently classified as a bicycle boulevard, the high traffic volumes and demand from adjacent uses require additional measures to achieve standards of safety and comfort for the Bicycle Boulevard Network.
- This project examines two potential routes east of San Pablo Avenue: one on Russell Street and one on Oregon Street.
- Heinz Avenue has a mostly uniform 36 feet wide right-of-way throughout the project area, with bulb-outs between 8th Street and 9th Street.
- This project area has eight intersections. The signalized intersection with San Pablo Avenue is offset, with Oregon Street approximately 200 feet to the north and Russell Street approximately 300 feet to the south.
- The Alameda County Transportation Commission is leading a San Pablo Avenue corridor project, which proposes a two-way separated bikeway on the west side of San Pablo Avenue, connecting Heinz Avenue to Russell Street.
- While Heinz Avenue is not a High Injury Street in the Berkeley *Vision Zero Action Plan*, it is immediately adjacent to parallel (Ashby Avenue) and perpendicular (San Pablo Avenue) streets on the High Injury Network.

Heinz Ave at 9th St

RECOMMENDED IMPROVEMENTS

1 **Heinz Avenue**

Heinz Avenue's high volumes make meeting thresholds for a bicycle boulevard challenging. The City should study a potential Cycletrack on Heinz Avenue from 7th Street to San Pablo Avenue.

As an alternative to a separated bikeway, implement speed tables between 9th Street and San Pablo Avenue, with additional traffic calming treatments such as a mountable traffic circle at 10th Street and curb extensions.

2 **Evaluation of Two-way Cycletrack on 9th Street**

The City should consider a two-way cycletrack on the east side of 9th Street to connect Heinz Avenue to the 9th Street Greenway. Design should account for ADA access to parking stalls, emergency vehicle access, and large vehicle loading/routing.

3 **Evaluation of Two-way Cycletrack on San Pablo Avenue**

Russell Street Option
A two-way cycletrack on San Pablo Avenue connecting to the existing facilities on Russell Street would require removal of 13 parking spaces on the west side of San Pablo Avenue and a new signalized crossing at Russell Street.

Oregon Street Option
A two-way cycletrack on San Pablo Avenue connecting to existing facilities on Oregon Street would require removal of one blue-curb ADA zone and relocation of an existing AC Transit stop serving Line 72. This alignment may also require modification of the existing median to accommodate two lanes of travel and the two-way cycletrack connector.

Quick-Build Option
As a quick-build alternative to a two-way cycletrack connector, implement one-way cycletracks on either side of San Pablo Avenue. Additionally, include an RRFB at Oregon and San Pablo Avenue.

Coordinate with AC Transit to accommodate bus stops and transit efficiency.

Route 1: Heinz to Russell

- Two-way cycletrack on south side of San Pablo Ave requires loss of 13 parking stalls
- New signal and bike crossing at Russell Street
- Connects to planned cycletrack on San Pablo Avenue through Oakland as part of AC Transit project

Route 2: Heinz to Oregon

- Two-way cycletrack on north side of San Pablo Ave requires loss of one ADA parking stall and relocation of bus stop
- Requires reconstruction of existing median

Additional Considerations

- Adjacent schools and grocery store present challenges to reaching traffic volume goals for a bicycle boulevard on Heinz Ave

9th St

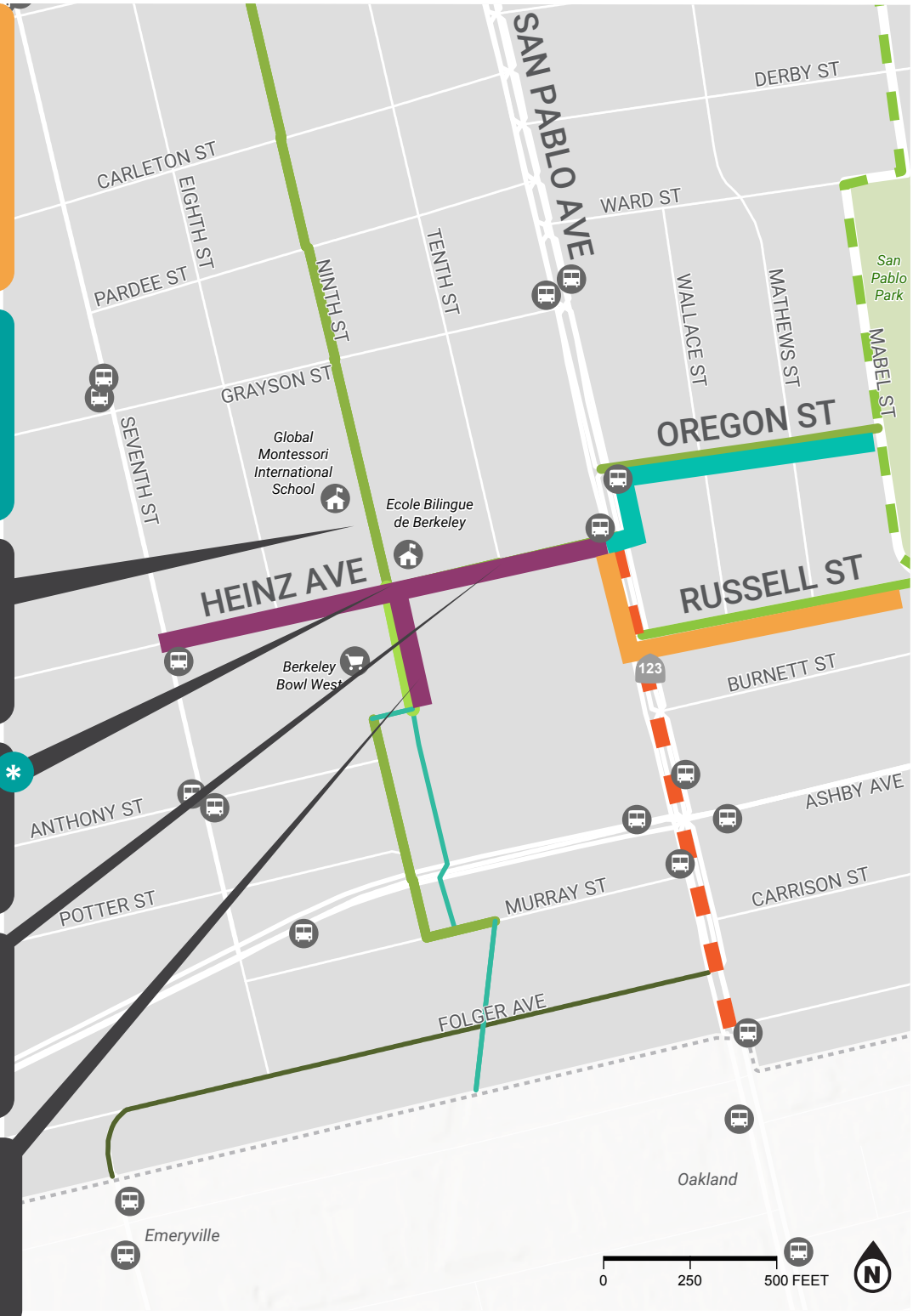
- 9th & Heinz temporary traffic circle to be reconstructed with permanent materials as part of San Pablo Parallel Routes project

Heinz Ave - 8th St to 10th St

- Speed tables on each block and mountable traffic circles at all intersections
- Curb extensions at San Pablo Avenue

9th St: South of Heinz Ave

- Two-way separated bikeway on the east side of the street
- Consider minimum clear width requirements for fire and large freight vehicles



HEINZ AVENUE: 7TH STREET TO SAN PABLO AVENUE

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BIKE PLAN UPDATE

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DESTINATIONS + BOUNDARIES

- City Boundary
- Park
- AC Transit Bus Stop
- School
- Grocery Store
- Proposed Bicycle Blvd (Class III)
- Proposed Cycletrack (Class IV)
- Key Project Corridor: Route 1 & Route 2
- Key Project Corridor: Route 1
- Key Project Corridor: Route 2
- Existing Bicycle Lane (Class II)
- Existing Bicycle Blvd (Class III)
- Existing Bicycle Route (Class III)
- Existing Bicycle Path (Class I)
- Existing Cycletrack (Class IV)

* This project will be implemented as part of the Alameda CTC San Pablo Avenue Parallel Routes project

SACRAMENTO ST AT RUSSELL ST

PROJECT CHARACTERISTICS

- The Russell Street bicycle boulevard has an uncontrolled crossing of the intersection at Sacramento Street. Sacramento Street is a major arterial with four through lanes of traffic, left-turn lanes, and a speed limit of 25 mph.
- This intersection is the only uncontrolled crossing of a major street on the Russell Street bicycle boulevard for over a mile (San Pablo Avenue to Adeline Street).
- The Sacramento leg of this intersection is a very wide crossing (76 feet) for users of the bicycle boulevard to cross unaided.
- Sacramento Street is a High Injury Street on the Berkeley *Vision Zero Action Plan*, and the intersection with Russell Street had one severe pedestrian collision between 2008 and 2018.

IMPROVEMENT GUIDANCE

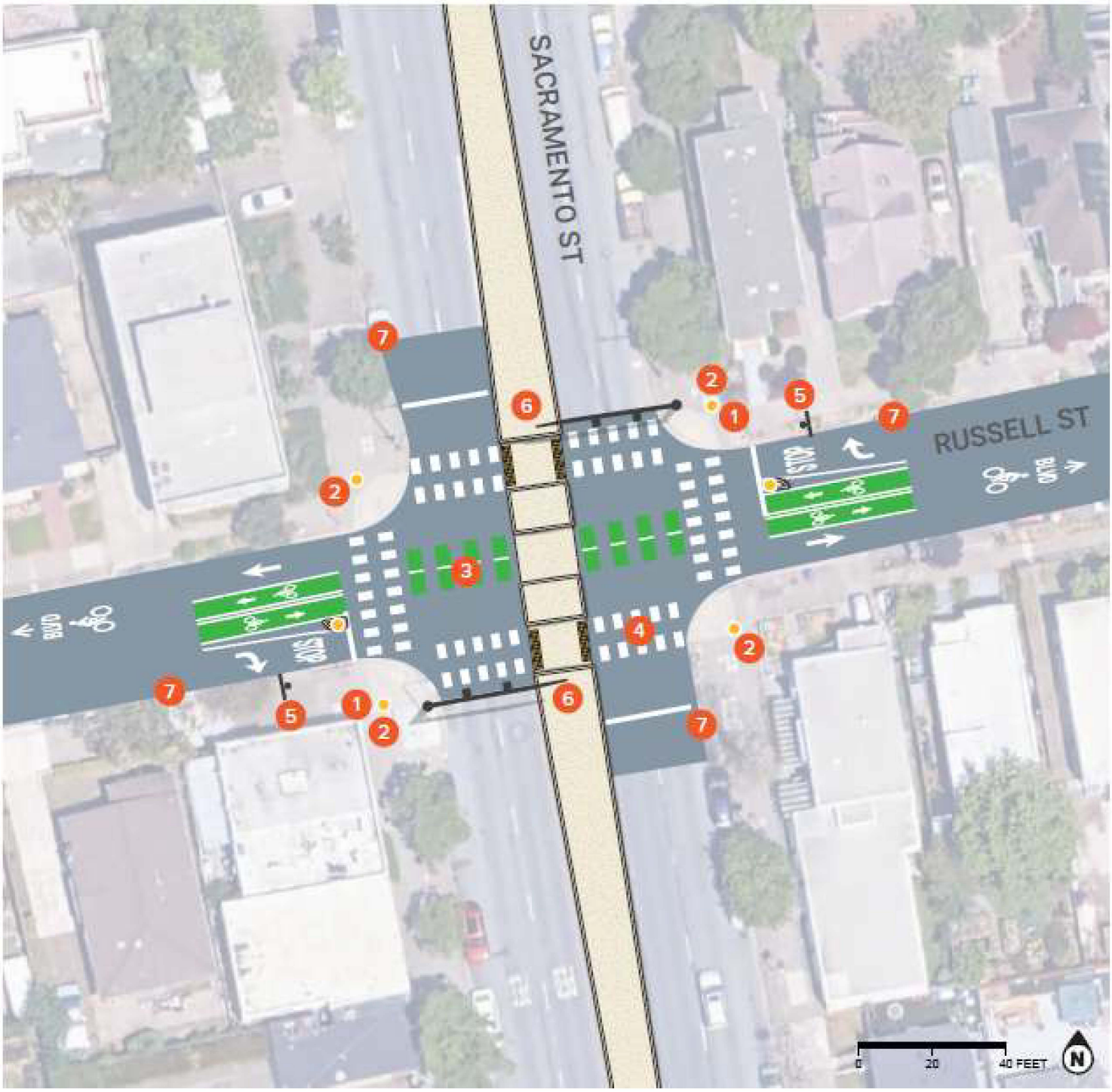
A Installation of Pedestrian Hybrid Beacon

Implement a PHB crossing of Sacramento Street at Russell Street. Consider closing the left-turn lanes on Sacramento Street and implementing a median crossing. This median crossing would prohibit vehicular left-turn movement from Sacramento Street and would prohibit vehicular left-turn and through movements on Russell Street. The median crossing would be built to allow through movements by emergency vehicles.

B Construction of Divider Islands

Construct divider islands on the approaches to the intersection on Russell Street, with bicycle lane segments positioned in the center of the street. This would require vehicular right turns by drivers on Russell Street and position bicycles to avoid conflicts with right-turning drivers. Install a push button in the divider island to activate the PHB.

Sacramento St at Russell St



SACRAMENTO STREET & RUSSELL STREET INTERSECTION

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BIKE PLAN UPDATE

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RECOMMENDED IMPROVEMENTS

1. Install pedestrian hybrid beacon (PHB)
2. Ensure push button for PHB is accessible by pedestrians and bicyclists (may need two push buttons at southwest and northeast corners) OR bike activation for PHB
3. Add intersection conflict markings
4. Upgrade to crosswalk markings on all approaches
5. Add bicycle boulevard wayfinding signs
6. Evaluate prohibiting left turns from Sacramento St and provide designated space for bicyclists and pedestrians
7. Daylight parking at all approaches

SACRAMENTO ST AT CHANNING WAY

PROJECT CHARACTERISTICS

- The Channing Way bicycle boulevard has an uncontrolled crossing of the intersection at Sacramento Street. Sacramento Street is a major arterial with four through lanes of traffic, a large median (approximately 28 feet wide) between directions of travel, and a speed limit of 25 mph.
- This intersection is the only uncontrolled crossing of a major street on the Channing Way bicycle boulevard for over two miles (San Pablo Avenue to Piedmont Ave).
- The Sacramento leg is this intersection is a very wide crossing (85 feet) for users of the bicycle boulevard to cross unaided, but does offer a 28 feet wide median.
- Sacramento Street has AC Transit bus stops for lines 88 and 688 adjacent to this intersection.
- Sacramento Street is a High Injury Street on the Berkeley *Vision Zero Action Plan* and the intersection with Channing Way had one severe bicycle collision between 2008 and 2018.

IMPROVEMENT GUIDANCE

A **Installation of Pedestrian Hybrid Beacon**

Implement a PHB crossing of Sacramento Street at Channing Way with a median crossing. This median crossing would prohibit vehicular left-turn movement from Sacramento Street and would prohibit vehicular left-turn and through movements on Channing Way. The median crossing would be built to allow through movements by emergency vehicles.

B **Construction of Divider Islands**

Construct divider islands on the approaches to the intersection on Channing Way, with bicycle lane segments positioned in the center of the street. This would require vehicular right turns by drivers on Channing Way and position bicycles to avoid conflicts with right-turning drivers. Install a push button in the divider island to activate the PHB.

C **Evaluation of Bus Stop Relocation**

Consult with AC Transit about relocating the near-side bus stops on Sacramento Street to the far side of the intersection. This would minimize impacts to transit travel times caused by the PHB.

Sacramento St at Channing Way

SACRAMENTO ST & CHANNING WAY INTERSECTION

CITY OF BERKELEY
BIKE PLAN UPDATE

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RECOMMENDED IMPROVEMENTS

1. Install pedestrian hybrid beacon (PHB)
2. Ensure push button for PHB is accessible by pedestrians and bicyclists (may need two push buttons at southwest and northeast corners) OR bike activation for PHB
3. Add intersection conflict markings
4. Upgrade to crosswalk markings on all approaches
5. Designate space at median for bicyclists (can be green paint protected by bollards/flex posts)
6. Add bicycle boulevard wayfinding signs
7. Daylight parking at all approaches

AC Transit Bus Stop

5.4 Cost Estimates

CAPITAL COST ASSUMPTIONS

Table 12 gives the 2025 planning level cost assumptions used to determine project cost estimates. Unit costs are typical or average costs in the Bay Area. While they reflect typical costs, unit costs do not consider project-specific factors such as right-of-way acquisition, intensive grading, landscaping, or other location-specific factors that may increase actual costs. For some segments, project costs may be significantly greater.

Table 12: *Planning Level Cost Estimates*

TREATMENT	UNIT	COST ESTIMATE
Bicycle Boulevard (Class III)	Mile	$75,000
Bike Routes (Class III)	500 Feet	$1,300
Shared-Use Path (Class I)	Mile	$5,400,000
Separated Bikeway (Class (IV)	Mile	$747,000
Bike Lane (Class II)	Mile	$140,000
Upgraded Bike Lane (Class II)	Mile	$275,000
Two-way Cycletrack Crossing	Intersection	$92,000
Rapid Rectangular Flashing Beacon (RRFB)	Intersection	$97,000
Median		$46,000
RRFB + Median	Intersection	$143,000
Raised Crosswalk		$95,000
RRFB + Median + Raised Crosswalk	Intersection	$238,000
Raised Intersection	Intersection	$200,000
Pedestrian Hybrid Beacon (PHB)	Each	$396,000
Traffic Signal	Intersection	$1,012,000
Protected Intersection	Each	$990,000
Traffic Circle	Each	$50,000
Traffic Diverter		$32,000
Bike Station	Each	$2,300,000

PLANNING IMPLEMENTATION AND STAFFING COSTS

Capital project costs only capture a portion of the resources needed to fully implement this plan. In addition to base capital costs, contingencies are added to capture unanticipated increases in the cost of project materials and/or labor. The City will need to utilize a combination of staff and consultant resources for project delivery phases that include Planning (conceptual project development and funding); Preliminary Engineering (environmental clearance and design); Final Design; and Construction Management (contractor oversight, inspection, and invoicing). **Table 13** provides a planning-level estimate of these "soft costs" associated with delivering Tier 1, 2, and 3 projects.

Table 13: *Total Planning-Level Implementation Cost Estimates*

PROJECT TIER	CONSTRUCTION COST				
	Capital Cost	Mob/Demob & Bid (16%)	Design Contingency (15%)	Capital Contingency (10%)	Sub Construction Cost Total
Tier 1	$14,276,500	$2,284,200	$2,141,500	$1,427,700	$20,129,900
Tier 2	$15,784,100	$2,525,500	$2,367,600	$1,578,400	$22,255,600
Tier 3	$6,616,600	$1,058,700	$992,500	$661,700	$9,329,500
Totals	**$36,677,200**				**$51,715,000**

Table continues below

PROJECT TIER	SOFT COSTS				TOTAL COST ESTIMATE
	Planning (25%)	Preliminary Engineering (25%)	Construction Management (15%)	Total "Soft Costs"	
Tier 1	$5,032,500	$5,032,500	$3,019,500	$13,084,500	**$33,214,400**
Tier 2	$5,563,900	$5,563,900	$3,338,300	$14,466,100	**$36,721,700**
Tier 3	$2,332,400	$2,332,400	$1,399,400	$6,064,200	**$15,393,700**
Totals				**$33,614,800**	**$85,329,800**

PROJECT RECOMMENDATIONS

This Plan recommends nearly $37 million in infrastructure recommendations to help Berkeley achieve its vision of becoming a model bicycle-friendly city. **Table 14** shows the mileage or count along with total cost estimate by type of recommendation. **Appendix E: Prioritization Methodology** provides the full project lists and their locations.

Table 14: *Summary of Project Recommendations and Cost Estimates*

RECOMMENDED PROJECT OR STUDY	MILEAGE/COUNT	COST ESTIMATE
Shared-Use Path (Class I)	1.3 Miles	$7,048,400
Bike Lane (Class II)	0.6 Miles	$86,000
Upgraded Bike Lane (Class III)	2.1 Miles	$583,600
Bike Route (Class III)	8.8 Miles	$118,500
Bicycle Boulevard (Class III)	14.3 Miles	$1,071,300
Separated Bikeway (Class IV)	15.6 Miles	$11,667,400
Two-way Cycletrack Crossing	6 Ct	$552,000
Pedestrian Hybrid Beacon (PHB)	13 Ct	$5,148,000
Protected Intersection	5 Ct	$4,950,000
Raised Intersection	3 Ct	$600,000
Median Crossing	2 Ct	$187,000
Rapid Rectangular Flashing Beacon (RRFB)	6 Ct	$582,000
RRFB + Median	13 Ct	$1,859,000
Traffic Circle	40 Ct	$2,000,000
Traffic Diverter	7 Ct	$224,000
Total Cost Estimate	**42.7 Miles/95 Ct**	**$36,677,200**

5.5 Transit Integration

City of Berkeley staff should collaborate with transit agencies early in the design stage to identify potential travel time or operational impacts from future bikeway network projects. This primarily deals with separated bikeway projects, but could include other projects which may remove travel lanes, introduce new intersection controls, or require modification of existing bus stop locations.

When pursuing new projects, the City should refer to the 2023 Berkeley Transit-First Policy Implementation Plan and the 2025 AC Transit "Transit-Supportive Design Guidelines" to ensure project design that enhances transit access and transit service.

Some crossing recommendations are at intersections currently served by various AC Transit routes. The City of Berkeley should coordinate early with AC Transit to ensure crossing improvements minimize impacts to AC Transit operations and stop locations. This is especially the case in locations where median crossings may require parking removal, stop relocation, and the general reconfiguration of travel lanes to accommodate a median crossing.

5.6 Complete Streets Corridor Study Recommendations

The 2017 Bicycle Plan established "Complete Streets Corridor Studies" as a required component of recommendations for separated bikeways (Class IV) likely to have a substantial impact on other modes. Complete Street Corridor Studies are intended to support the City's goal of delivering a fully-connected citywide low-stress bikeway network which will serve all ages and abilities of people riding bicycles in Berkeley.

As defined by the Berkeley Complete Streets Policy, "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including:

- Pedestrians
- Bicycles (analog, cargo, electric)
- Scooters and skateboards
- Wheelchairs/powerchairs
- Private vehicles
- Transit
- Delivery trucks
- Postal trucks
- Fire trucks and ambulances
- Police cars

Providing a complete network does not require dedicated facilities for all transportation modes on every street. Instead, it means creating convenient, safe, and connected routes for all modes throughout the city. For bikeway planning, Berkeley considers both major and collector streets and parallel streets as part of a Complete Streets Corridor. Potential bikeways on either type should be evaluated within a Complete Streets Corridor Study. Most major and collector streets with recommendations for separated bikeways (Class IV) require further study to evaluate their suitability, impacts on other transportation modes, and support of community safety. They currently serve multiple transportation modes, emergency response traffic, and provide on-street parking, necessitating broader consideration beyond bicycle travel alone.

These streets are labeled "Complete Streets Corridor Studies" within the Bicycle Plan Update. By conducting thorough traffic analysis, environmental analysis, a robust public process, and close coordination among Berkeley's Public Works, Police, and Fire Departments, as well as all affected State, county, and local transportation and transit agencies, Complete Street Studies will identify needs, constraints, and solutions to deliver projects that improve safe cycling access across a broad bikeway network while maintaining access and efficiency of other modes as well. This approach ensures that all design decisions are informed by national best practices, California-specific guidelines, and comprehensive operational considerations. Potential bikeways to be considered as part of future Complete Streets Corridor Studies will be evaluated in the context of the modal priorities established by the *Berkeley General Plan Transportation Element.*

Table 15: *Complete Street Corridor Studies*

LOCATION	CROSS STREET A	CROSS STREET B	RECOMMENDED STUDY	MILES	2025 STATUS
4th Street	Virginia St	Addison St	Class II Bike Lane	0.21	Study not initiated
Adeline St	Shattuck Ave	South City Limits	Class IV Cycletrack	0.59	Class IV Cycle Track and bus boarding islands completed from Shattuck Avenue to Ashby Avenue. Study in progress for Ashby Avenue to south city limits (Oakland border)
Claremont Ave	Claremont Blvd	South City Limits	Class IV Cycletrack	0.58	Vision Zero Quick Build Study underway. Quick Build improvements will be evaluated before further corridor studies initiated.
Euclid Ave	Hearst Ave	Virginia St	Class II Bike Lane	0.17	Study not initiated
Gilman St	I-80	Hopkins St	Class IV Cycletrack	1.06	Class IV Cycle Track complete from I-80 to 4th Street. Study needed for remaining segment from 4th St to San Pablo Ave
Hearst Ave	California St	Milvia St	Class IV Cycletrack	0.50	Class II and Class IV bikeways completed between Euclid and Milvia. Study required for remaining segment from Milvia to California.
Hopkins St	Ninth St	Milvia St	Class IV Cycletrack	1.67	Study completed for Sutter to Gilman. Community concerns put project on hold and additional studies and community outreach needed.
Oxford St	Virginia St	Dwight Way	Class IV Cycletrack	0.64	Class IV Cycle Track completed on Fulton between Bancroft and Dwight. Study required for remaining segment between Virginia and Bancroft.
Piedmont Ave/Waring/ Derby/ Claremont Blvd	Bancroft Way	Claremont Ave	Class IV Cycletrack	1.06	Study initiated for intersection of Waring/ Derby. Study needed for remainder of corridor.

Table 15: Complete Street Corridor Studies, cont'd.

LOCATION	CROSS STREET A	CROSS STREET B	RECOMMENDED STUDY	MILES	2025 STATUS
San Pablo Ave	North City Limits	Heinz Ave	Class IV Cycletrack	2.34	Initial study completed by Alameda County Transportation Commission in 2017. Conceptual design of corridor improvements approved by Berkeley City Council in November 2023. Further study and design of parallel residential street bikeways, ped and bike crossing improvements, and transit service improvements in progress.
Shattuck Ave/Sutter St	Hopkins St	Woolsey St	Class IV Cycletrack	2.60	Study not initiated
Telegraph Ave	Bancroft Way	Woolsey St	Class IV Cycletrack	1.10	Study in progress
The Alameda/ Solano Ave	Tulare Ave	Hopkins St	Class IV Cycletrack	0.73	"Road diet" and new bike lanes completed in 2017. Study needed for further improvements.
University Ave	Fourth St	Oxford St	Class IV Cycletrack	1.88	Study not initiated

As defined by the *Berkeley General Plan Transportation Element*, most of the future Complete Streets Corridor Studies are either Primary or Secondary Transit Routes. General Plan Policy T-4 "Transit-First Policy" gives priority to alternative transportation and transit over single-occupant vehicles on Transit Routes. The *Alameda County Transportation Commission Countywide Multimodal Arterial Plan* identifies many of the future Complete Streets Corridor Studies as part of the Transit Emphasis modal priority network. In this planning and policy context and given the importance of approaching Complete Streets from an integrated, layered network perspective, it is critically important to consider how transit service can be maintained and improved as an outcome of future Complete Streets Corridor Studies. The City will coordinate bikeway planning with proposed improvements to transit performance on Primary Transit Routes, such as bus boarding islands, transit-only lanes, transit signal priority/queue jump lanes, far-side bus stop relocations, and other improvements as described in the AC Transit Major Corridor Study. In addition, these studies should approach Secondary Transit Routes as opportunities for transit improvements, such as bus stop optimization and relocation, among other potential improvements. At the conclusion of the Complete Streets Corridor Study process, design alternatives that have a significant negative effect on transit on Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative

effect on transit will be developed and applied during the study process for each corridor. Consideration of how to allocate limited public right-of-way among various travel modes will be made consistent with Alameda County Transportation Commission modal priorities and the Berkeley General Plan.

The City will coordinate improvements to the public right-of-way, in an effort to develop changes that do not adversely impact emergency response.

Future Complete Streets Corridor Studies should be undertaken by considering national design best practices, including guidance from documents such as the NACTO *Transit Street Design Guide, Urban Street Design Guide,* and *Urban Bikeway Design Guide.* These studies will also adhere to relevant California guidelines, such as the California Highway Design Manual (HDM), the California Manual on Uniform Traffic Control Devices (CA MUTCD), and local City of Berkeley standards, ensuring designs are context-sensitive and balance all modes of transportation effectively.

Local guidance such as the Berkeley Transit-First Policy Implementation Plan or the AC Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors will also be consulted.

Studies should carefully consider the potential impacts and trade-offs of including bikeways on Primary and Secondary Transit Routes and emergency response or high-capacity routes. Impacts can be minimized/mitigated by including potential median reductions, repurposing of parking or travel lanes, and the need to avoid impacts to transit operations and emergency response that could otherwise occur. Example transit performance criteria that may be considered as part of future Complete Streets Corridor Studies could include: on-time performance and reliability; gapping/bunching; transit travel time; operational and safety conflicts with other modes of transportation; maintaining minimum lane widths; and other criteria to be identified through the study process.


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