

The background of the slide is a photograph of a modern transit station, possibly a light rail or tram station. The station features a prominent, curved, ribbed roof structure supported by vertical pillars. In the foreground, several people are visible, some standing and others with bicycles. The entire image is overlaid with a semi-transparent purple filter. The text 'APPENDIX D' is in a bold, orange, sans-serif font, and 'UPDATED NETWORK' is in a bold, white, sans-serif font, both centered on the slide.

# APPENDIX D

## *UPDATED NETWORK*





To: Eric Anderson, City of Berkeley  
Dani Dynes, City of Berkeley

From: Christopher Kidd, Alta Planning + Design

Date: July 28, 2025

Re: Appendix D: Berkeley Bike Plan Update – Updated Bikeway Network Memo

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## Introduction

This memorandum describes the process used to develop network recommendations for the 2025 Berkeley Bike Plan Update, including:

- Documentation of the existing 2025 bike network
- An assessment of projects implemented since the adoption of the 2017 Bike Plan
- Documentation of projects already in advanced stages of design or funding at the time of the Bike Plan Update
- Updated Network Recommendations tables and maps
- Three tables documenting network recommendation changes from the 2017 Plan

This memo memorializes the status of the existing network and planned/funded projects as of June 2025.

## Project Recommendation Development Process

Project recommendations in the 2017 Berkeley Bike Plan were divided into three categories:

1. **Network recommendations:** recommending facility classes (such as bike lanes, bicycle boulevards, or separated bikeways) for specific streets.
2. **Low-stress bikeway intersection control recommendations:** recommending intersection controls (such as rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons, or protected intersections) where existing or proposed low-stress bikeways cross high-stress intersections.
3. **Bicycle boulevard traffic calming recommendations:** recommending traffic calming (traffic circles, traffic diverters, and speed humps) on existing and proposed segments of the bicycle boulevard network.

For each of these three categories, the project team engaged in parallel processes to update the 2017 recommendations. This included updating the network to 2024 conditions, documenting upcoming funded projects, screening the network for high-priority locations, identifying new projects, and applying new City guidelines.

### Updating the Network to 2025 Conditions

The project team conducted a comprehensive update of the ArcGIS network shapefiles from the 2017 Bike Plan to account for new bicycle network projects that have been built since the adoption of the plan. This exercise included integration of available ArcGIS shapefiles, the Alta Planning + Design team conducting street-view screen-checks, and implementation records from City of Berkeley staff. The results of this update can be found in Figures 3-1, 3-2, and 3-3, included in the TAC agenda packet.

This network update includes three categories of improvements:

- **Implemented 2017 Bike Plan recommendations:** projects such as the Milvia Street Class IV separated bikeway or the protected intersection on Bancroft Way at Fulton Street.
- **Projects superseding 2017 Bike Plan recommendations:** locations where further design considerations led to a different outcome than the 2017 Bike Plan recommendations, such as the all-way stop sign implemented on Oxford Street at Virginia Street (RRFB recommended) or the median crossing implemented on California Street at Dwight Way (RRFB recommended).
- **Projects not identified in the 2017 Bike Plan:** locations where new facilities were implemented that were not identified in the 2017 Bike Plan, such as upgraded bike lanes on Tunnel Road or an upgraded traffic signal at the intersection of Delaware Street at the Ohlone Greenway.

### Notable Projects Built Since 2017

Since the adoption of the 2017 Plan, the City of Berkeley has implemented 10.5 miles of new or upgraded bicycle facilities around the city and upgraded over 20 intersection crossings on the low-stress network. Below is a summary of the most notable projects built since 2017.

#### Milvia Bikeways Improvement 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 Bicycle Boulevard to a Class IV Separated Bikeway, including a one-way street conversion from University Avenue to Berkeley Way and a modified traffic signal at University Avenue to introduce signal heads for north/south movements. The project was completed in 2022.

### Addison Street Bike 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 a rapid rectangular flashing beacon and median crossing on Addison Street at MLK Jr Way. This crossing prohibits through 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 Dr to Sacramento St and Milvia St to Oxford St.

### 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 Class IV Separated Bikeways and the project was completed in 2024. Project details include:

**Bancroft Way (Piedmont Avenue to Milvia Street):** Concrete curb-protected 2-way Separated Bikeway on the south side of Bancroft. The project includes a transit lane from College Ave to Shattuck Ave, a raised intersection at Telegraph Avenue, and protected intersections at Bowditch St, Dana St, Fulton St, and Shattuck Ave.

**Fulton Street (Bancroft Way to Dwight Way):** Concrete curb-protected Separated Bikeways.

**Dana Street (Bancroft Way to Dwight Way):** Concrete curb-protected Separated Bikeways, including a transit boarding island at Haste St.

### Gilman Avenue Overcrossing & Cycletrack

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

The project includes a 0.33 mile Class I bicycle & pedestrian overcrossing and a 0.12 Class IV Separated Bikeway on Gilman Street (2<sup>nd</sup> Street to 4<sup>th</sup> Street), upgrading the existing Class II Bike Lane.

### Adeline Street Improvements

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 4 transit boarding islands.

### 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 Euclid Avenue.

### **Ninth Street Bicycle Boulevard Pathway**

Phase II of the Ninth Street Bicycle Boulevard Pathway project connects West Berkeley to the Emeryville Greenway. The project included construction of a new Class I Shared Use Path from the terminus of 9<sup>th</sup> 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 a rapid rectangular flashing beacon crossing at Folger Street.

### **North Berkeley BART Bicycle and Pedestrian Improvements**

The North Berkeley BART Bicycle and Pedestrian Improvements project was a joint collaboration between BART and the City of Berkeley, funded by Affordable Housing & Sustainable Communities Program (AHSC) grant and Measure RR funds from BART. The project included:

**Delaware Street (Acton St to Sacramento St):** a two-way separated bikeway on the north side of the street

**BART Station Parking Lot:** Three two-way separated bikeway on the access lanes within the North Berkeley BART parking lot

**Ohlone Greenway (Virginia St to Virginia Gardens):** Widening of the Ohlone Greenway from 10' to 18'

The project was completed in 2024.

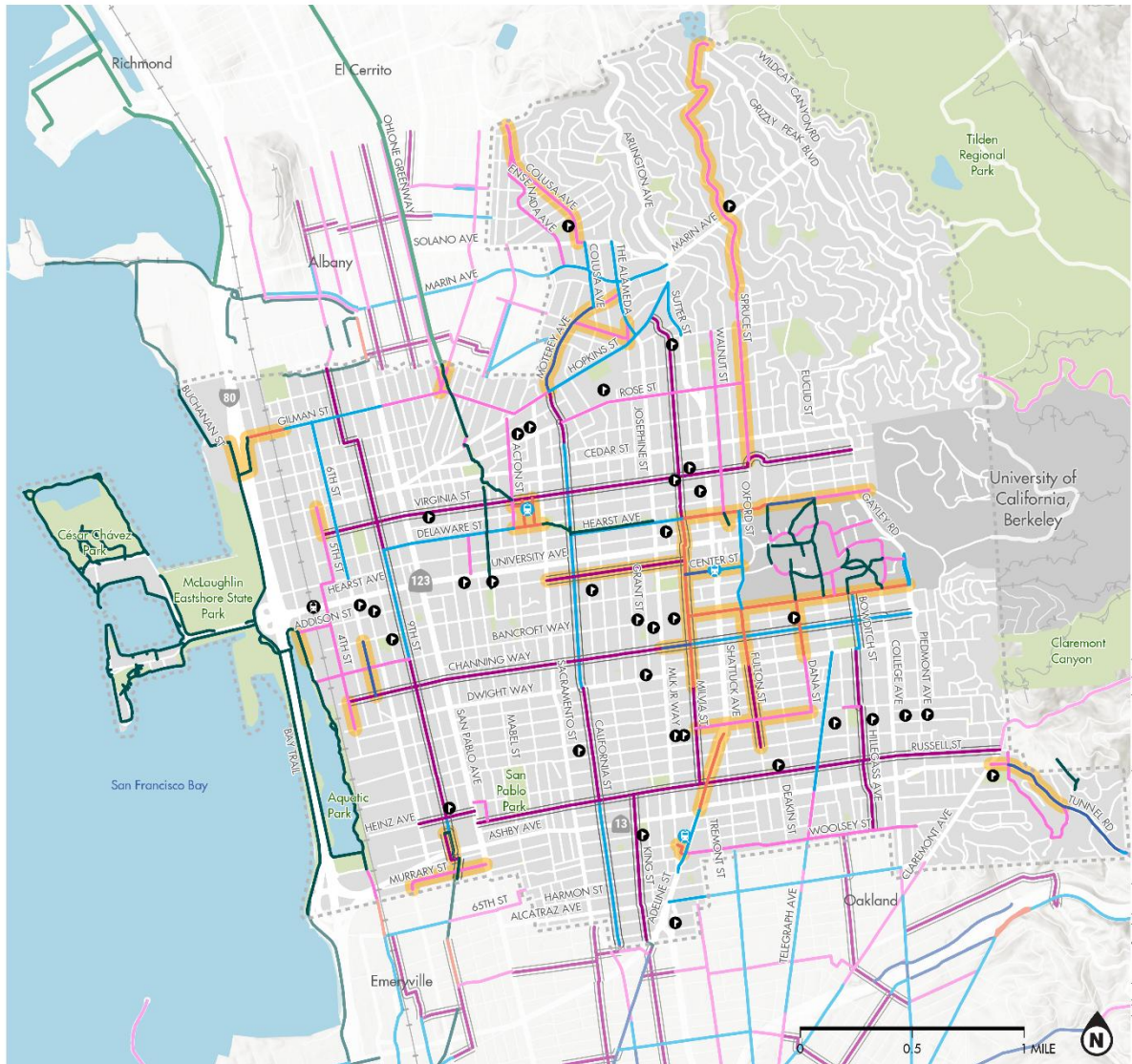
### **Ashby BART Bicycle Connector**

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. The project was completed in 2024.

## **Existing Conditions**

The following pages show the existing 2025 network. Figure 1 shows the existing bikeways network, Figure 2 shows intersections crossing treatments on the low-stress network (comprised of the Bike Boulevard network and separated bikeways), and Figure 3 shows traffic calming devices on the Bike Boulevard network. Projects built since 2017 are shown with a gold highlight on each map.





## EXISTING BIKEWAY NETWORK

### CITY OF BERKELEY BIKE PLAN UPDATE

#### EXISTING FACILITIES

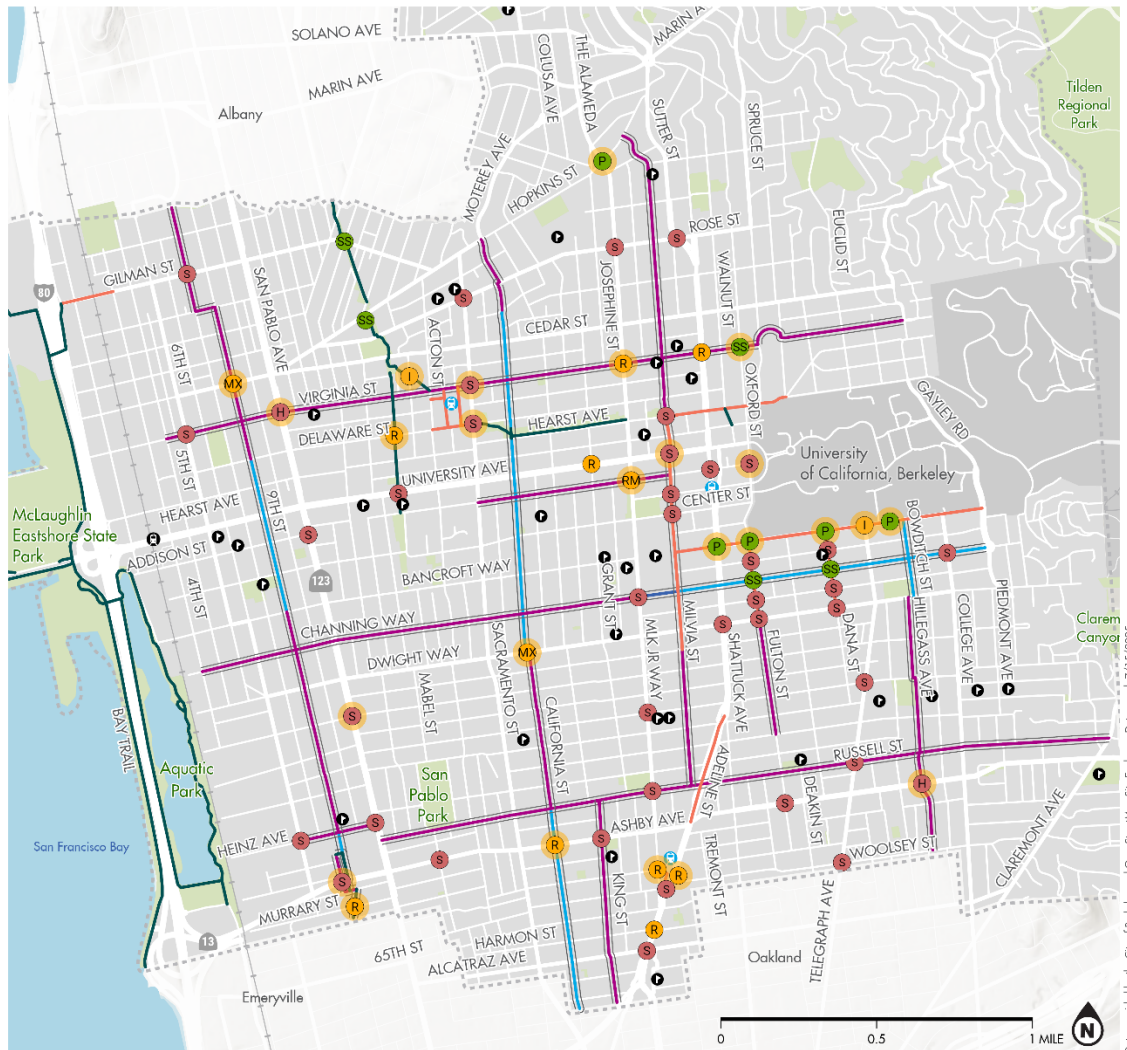
- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)
- New or Upgraded since 2017

#### BICYCLE BOULEVARD NETWORK

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

Figure 1: Existing 2025 Bikeway Network



## EXISTING LOW-STRESS INTERSECTION CROSSINGS

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BIKE PLAN UPDATE

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### Low-Stress Intersection Control

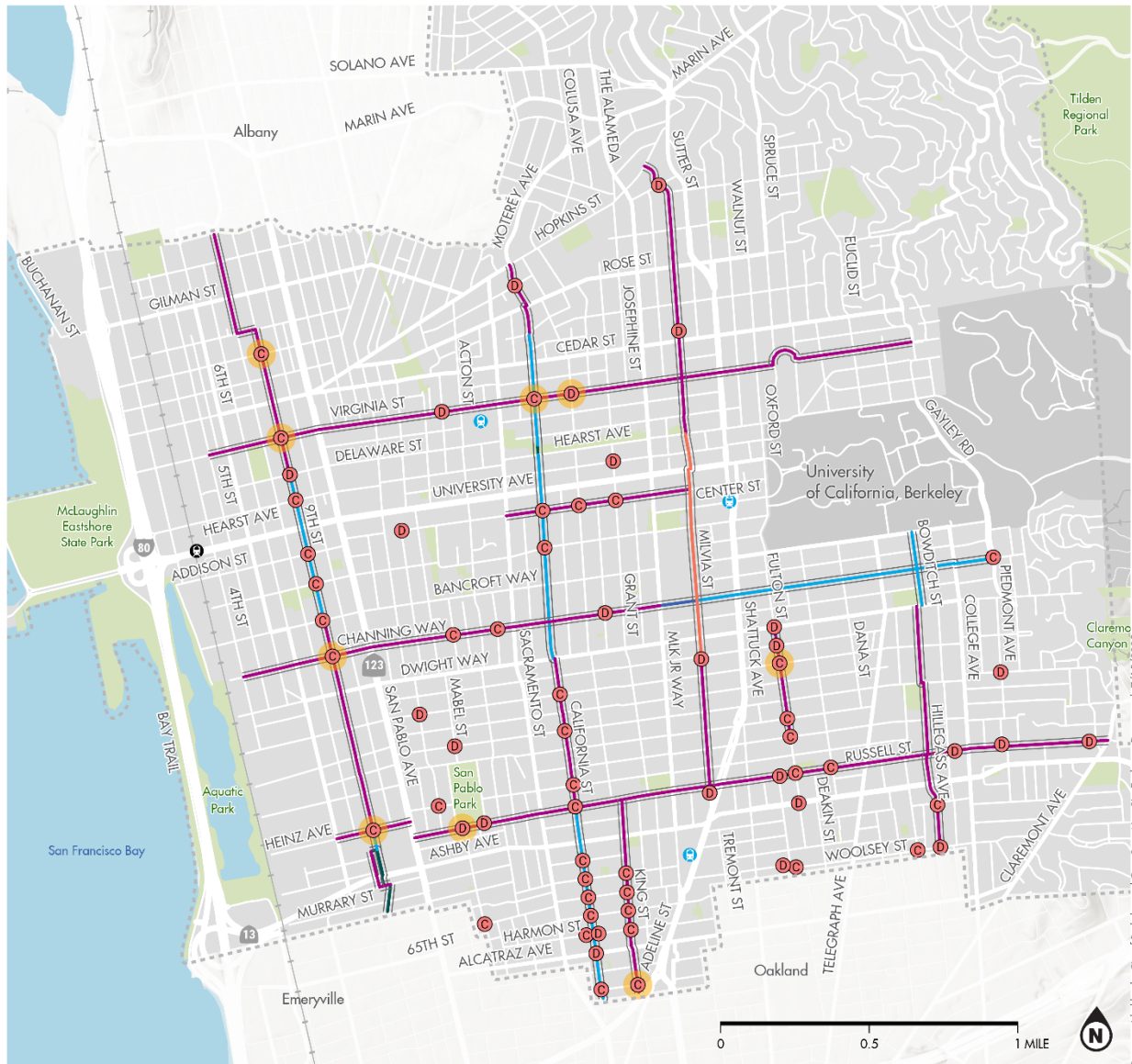
- P Protected Intersection
- SS All-Way Stop Sign
- MX Median Crossing
- RM RRFB + Median
- R RRFB
- I Raised Intersection
- H Pedestrian Hybrid Beacon
- S Traffic Signal
- Built After 2017
- BART Station
- School
- Amtrak Station
- Railroad
- Parks

### Bike Boulevard Network

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

Figure 2: Existing 2025 Low-Stress Intersection Crossings





Data provided by the City of Berkeley and OpenStreetMap Site Explorer. Date saved: 7/13/2025

# EXISTING BIKE BOULEVARD NETWORK

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## TRAFFIC CALMING

- C Traffic Circle
- D Traffic Diverter
- Built After 2017

- ⚓ Amtrak Station
- ⚓ BART Station
- Railroad
- Park

## EXISTING BIKE BOULEVARD NETWORK

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

Figure 3: Existing 2025 Bike Boulevard Network



## Documenting Upcoming Funded Projects

The project team identified all projects either currently funded for construction or in an advanced stage of the design process. This included screening of project website details from the City of Berkeley, the Alameda County Transportation Commission, and Caltrans, followed by review and correction by City of Berkeley staff for design detail accuracy. The purpose of this screening was to identify where projects were to be implemented in the coming years that either confirm or supersede 2017 Bike Plan recommendations.

### Addison Street Phase 2 Bicycle Boulevard

- Addison Street – Sacramento Street to Fourth Street – bicycle boulevard
- Addison Street – Milvia Street to Oxford Street – bicycle boulevard
- Intersection improvements at San Pablo Ave, Sacramento Street, 10<sup>th</sup> Street, 7<sup>th</sup> Street 6<sup>th</sup> Street, and 5<sup>th</sup> Street

### Parker-Addison Bicycle Boulevard

- Mabel Street – Russell Street to Dwight Way – bicycle boulevard
- Bonar Street – Dwight Way to Addison Street – bicycle boulevard
- Parker Street - Mabel Street to 9th Street – bicycle boulevard
- An intersection improvement at Dwight/Mabel/Bonar

### Woolsey/Fulton Bicycle Boulevard

- Woolsey Street – Adeline Street to Wheeler Street – bicycle boulevard
- Wheeler Street – Woolsey Street to Prince Street – bicycle boulevard
- Prince Street – Wheeler Street to Fulton Street – bicycle boulevard
- Fulton Street – Prince Street to Dwight Way – bicycle boulevard
- Intersection improvements at MLK/Prince, Adeline/Woolsey, and Shattuck/Woolsey

### Southwest Berkeley Bike Boulevard

- Mabel Street – Russell Street to 66<sup>th</sup> Street – bicycle boulevard
- 66<sup>th</sup> Street – Mabel Street to Idaho Street – bicycle boulevard
- Idaho Street – 66<sup>th</sup> Street to Harmon Street – bicycle boulevard
- Harmon Street – Idaho Street to King Street – bicycle boulevard
- Prince Street – King Street to MLK Jr Way – bicycle boulevard
- Alcatraz Avenue – Adeline Street to King Street – upgraded bike lanes (from current standard bike lanes)
- Intersection improvements at Harmon/Sacramento, Alcatraz/California, and Alcatraz/King

### San Pablo Avenue and Parallel Routes

- San Pablo Avenue – Oakland border to Heinz Street – separated bikeway
- Idaho Street – Oakland border to 66th Street – bicycle boulevard
- Stannage Avenue – Virginia Street to Camelia Street – bicycle boulevard

- Camelia Street – Stannage Avenue to 9th Street – bicycle boulevard
- Kains Avenue – Camelia Street to Albany border – bicycle boulevard
- 9th Street – Camelia Street to Harrison Street – bicycle boulevard
- Harrison Street – 8th Street to 10th Street – bicycle boulevard
- 10th Street – Harrison Street to Albany border – bicycle boulevard
- Additional intersection and crossing improvements along San Pablo Avenue and along the 9th Street Bicycle Boulevard

#### **Sixth Street Upgraded Bike Lanes**

- Camelia Street to University Avenue – upgraded bike lanes (from current standard bike lanes)

#### **Ohlone Greenway Improvements**

- Albany border to Virginia Street – shared-use path widening
- Intersection improvements at Santa Fe St, Rose St, Cedar St, and Peralta Ave

#### **Adeline Street Transportation Improvements Project**

- Ashby Avenue to Oakland border (MLK Jr. Way) – separated bikeway

#### **Telegraph Avenue Multimodal Corridor**

- Dwight Way to Oakland border – separated bikeway

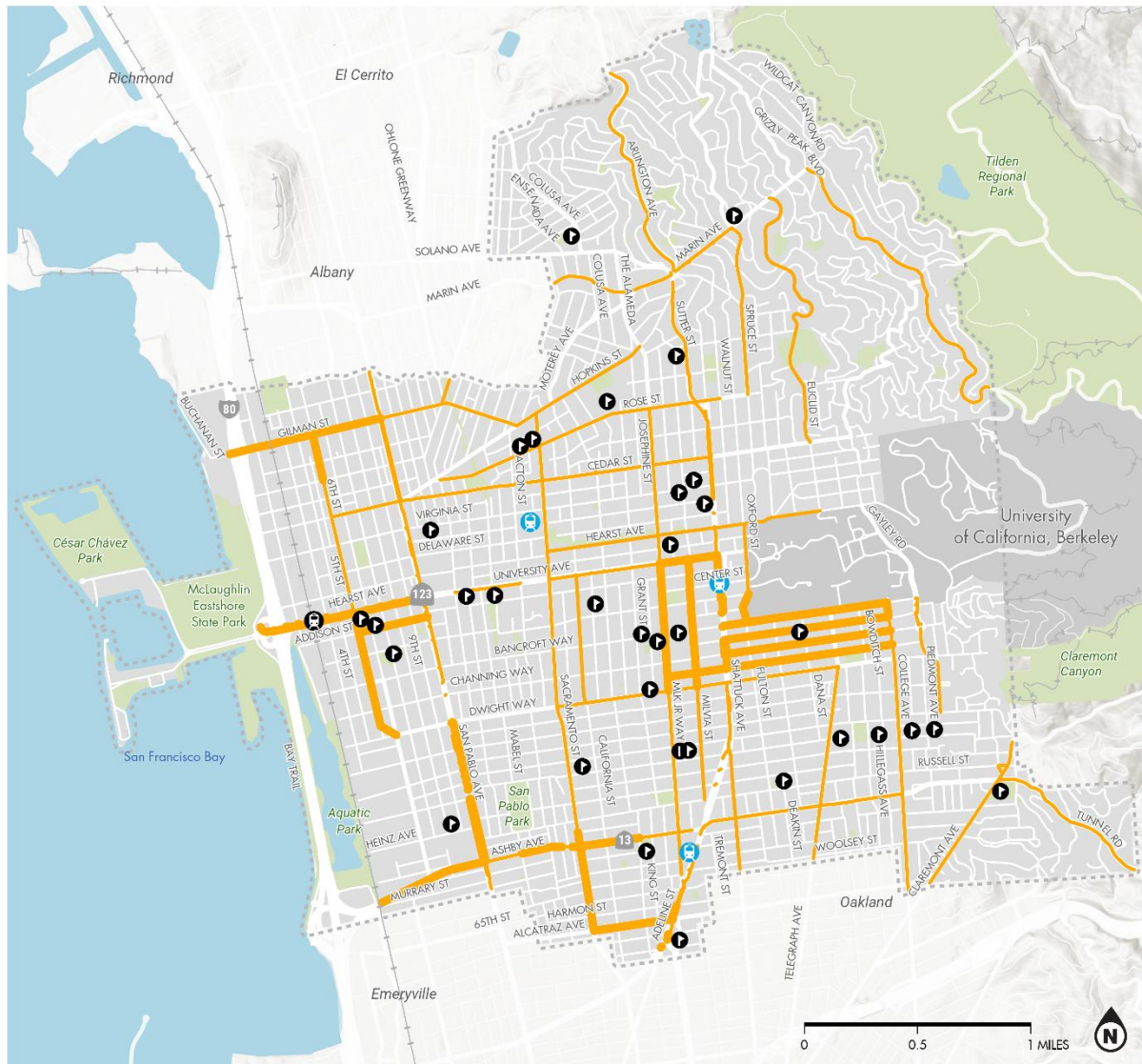
Many of these projects supersede the recommendations of the 2017 Bike Plan, based on design guidance that has been updated since the adoption of that plan. These are represented as recommended projects in Figures 5, 6, and 7, but their project details were defined before the project recommendation process began. Projects identified as “Planned/Funded” in tables 1 through 3 in this memo are inclusive of the projects in this section.

### **Screening the Network for High-Priority Locations**

After updating the network for 2025 conditions and upcoming funded projects, the Alta team screened all remaining projects from the 2017 Bike Plan for their proximity to high-priority locations. This high-priority screening was conducted using the following factors:

- Density of public comments from 2022 Berkeley Bike Plan Update outreach (see 2022 Outreach Summary memorandum)
- Proximity to High Injury Streets, as identified by the 2019 Berkeley Vision Zero Action Plan
- Proximity to Berkeley’s adopted Equity Priority Areas
- Proximity to Berkeley Unified School District school locations

**Figure 4** on the following page shows High-Priority Corridors as a result of this screening analysis. This analysis is inclusive of all streets in the City of Berkeley. This allows for the identification and prioritization of bicycle network corridors in close proximity to high-priority corridors.



# HIGH PRIORITY CORRIDORS

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### PRIORITY SCORE

- Low
- High

The Priority Score consists of Berkeley's High-Collision Corridor data, MTC's Equity Priority Communities data, and Public Comment Density

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

Figure 4: Map of High-Priority Corridors analysis

## Identifying New Projects

Using the High-Priority Corridors analysis, the Alta team screened remaining 2017 Bike Plan recommendations for potential updates. This analysis included assessment of 2017 recommendations for upgrade, assessment of 2017 recommendations for removal, and assessment of streets not in the 2017 recommendations for potential inclusion in the 2025 recommendations. These recommendations focused on:

- Closing gaps in the existing and proposed networks
- Low-stress facilities on, or in close proximity to, High-Priority Corridors
- Opportunities to expand or enhance the bike network with limited impacts to circulation or street parking
- Removing 2017 Bike Plan recommendations that have become redundant based on infrastructure constructed or funded since 2017
- High-priority areas in the 2019 Vision Zero Action Plan or the 2020 Pedestrian Master Plan

Network recommendation changes were then screened with City of Berkeley staff prior to being finalized.

## Applying New City Guidelines

For updates to **Figure 6: Recommended Low-Stress Bikeway Intersection Control Improvements** and **Figure 7: Recommended Low-Stress Bike Boulevard Traffic Calming Improvements**, recommendations were informed by public input, updated guidelines for traffic control devices and intersection crossing treatments. The details of these updated guidelines can be found in the Bicycle Boulevard Design Guide.

## Applying 2025 Public Input

From January through March of 2025, the project team held 12 engagement events and hosted network recommendations on the project website for review and comment. The project team received over 600 comments from the public, and these comments were reviewed by City staff for additional updates to the network. Network recommendations were also screened with the Technical Advisory Committee for edits and revisions to the network recommendations.

## Recommended Projects

The tables and figures on the following pages document recommended projects for the 2025 Bicycle Plan Update.



Table 1: Summary of Network Recommendation

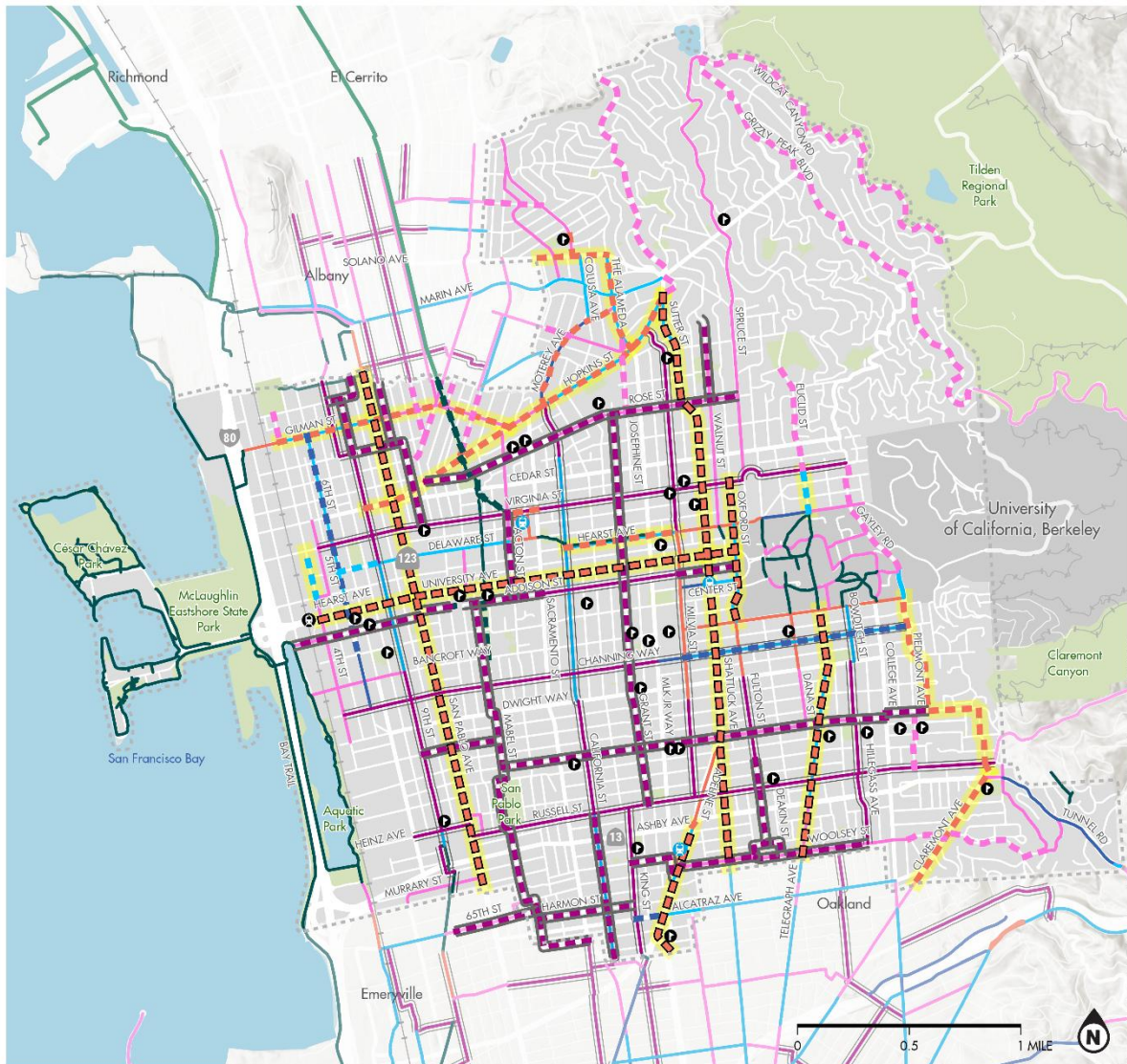
Bikeway Facility	Mileage Proposed
Shared use path (Class I)	1.3 mi
Bike lane (Class II)	0.5 mi
Upgraded bike lane (Class II)	2.2 mi
Bicycle Boulevard (Class III)	14.0 mi
Bike Route (Class III)	9.0 mi
Separated Bikeway (Class IV)	15.5 mi
<b>Total</b>	<b>42.7 mi</b>

Table 2: Recommended Low-Stress Intersection Controls

Low Stress Intersection Control	Number Proposed
Two-way cycletrack crossing	6
Pedestrian Hybrid Beacon	12
Protected Intersection	5
Raised Intersection/Raised Crosswalk	2
Rapid Rectangular Flashing Beacon (RRFB)	6
Median Crossing	2
RRFB + Median Crossing	12

Table 3: Recommended Bicycle Boulevard Traffic Calming

Bicycle Boulevard Traffic Calming Devices	Number Proposed
Traffic Circle	35
Traffic Diverter	7



# RECOMMENDED NETWORK IMPROVEMENTS

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## 2025 EXISTING/RECOMMENDED FACILITIES

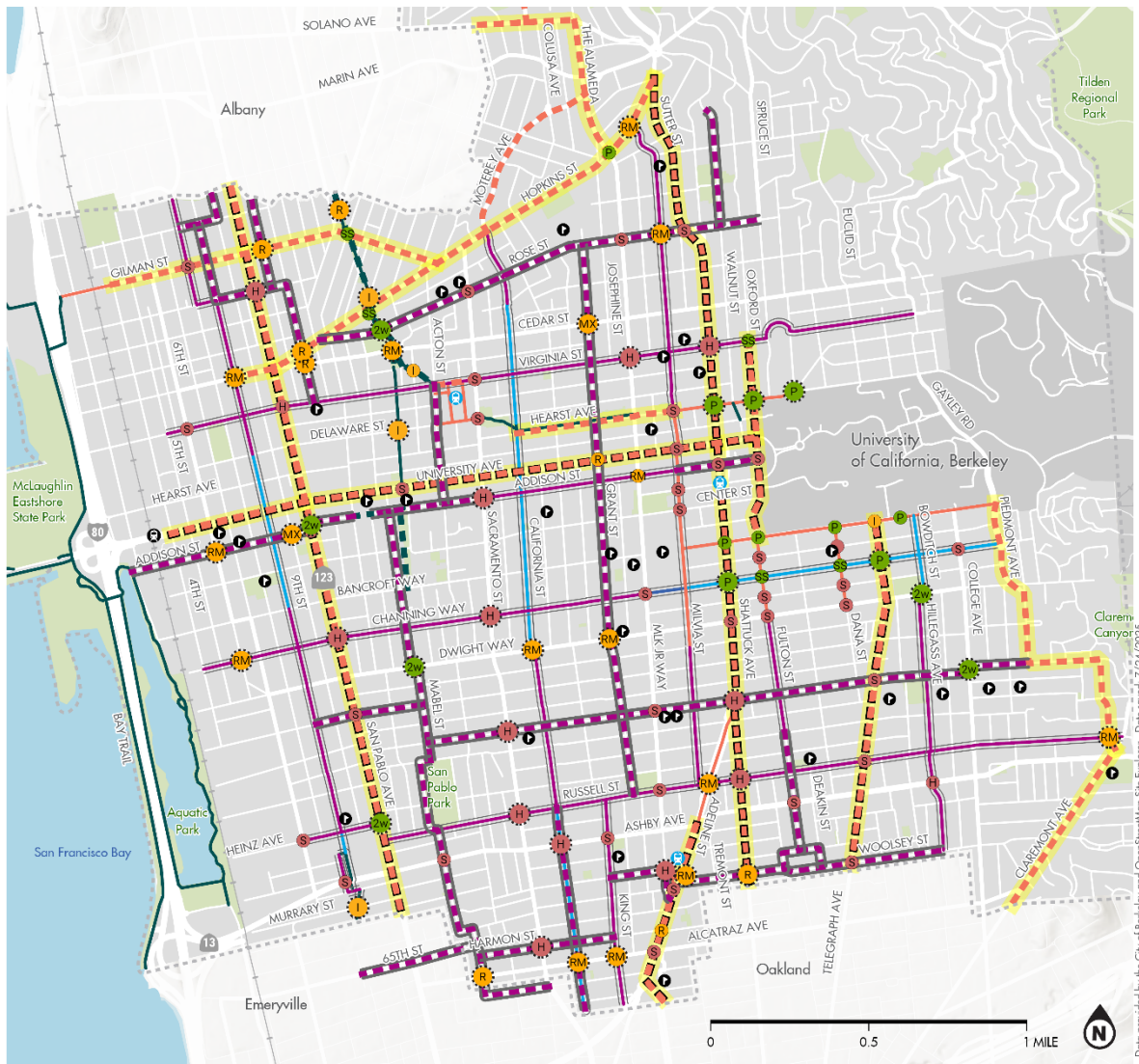
- Bike Path (Class I)
- - Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- - Bike Route (Class III)
- Bike Boulevard (Class III)
- - Cycletrack (Class IV)
- ■ ■ ■ Complete Street Corridor Study - Primary Transit Route\*
- ■ ■ ■ Complete Street Corridor Study\*

\* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.

## BIKE BOULEVARD NETWORK

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

Figure 5: Recommended Network Improvements



# RECOMMENDED LOW-STRESS BIKEWAY INTERSECTION CONTROL IMPROVEMENTS

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BIKE PLAN UPDATE

## INTERSECTION CONTROL RECOMMENDATIONS

- Protected Intersection
- 2-Way Cycletrack Connector
- Pedestrian Hybrid Beacon
- RRFB + Median
- RRFB
- Median Crossing
- Raised Intersection

## EXISTING INTERSECTION CONTROL

- Protected Intersection
- All-Way Stop Sign
- Median Crossing
- RRFB + Median
- RRFB
- Raised Intersection
- Pedestrian Hybrid Beacon
- 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)

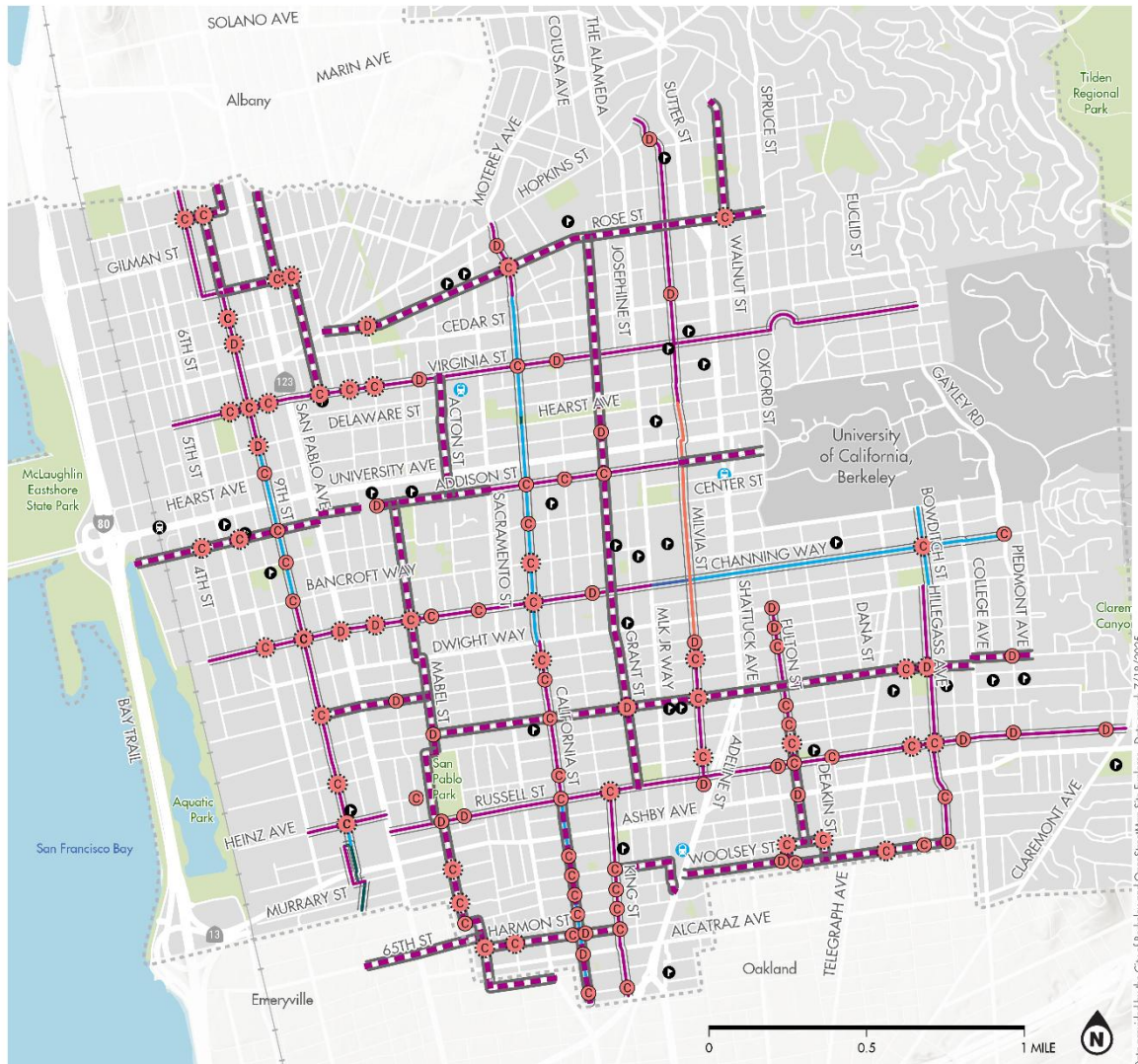
## COMPLETE STREETS TRANSIT CORRIDOR STUDY

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

Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Separated bikeways (Class IV) and other bikeway types that might impact transit operations, emergency response traffic, parking, or roadway capacity will not be implemented without these Complete Streets Corridor Studies. They will include a traffic study, evacuation sensitivity study, environmental analysis, public process, and coordination with the Police and Fire Departments, and all affected state, county, and local transit agencies.

Figure 6: Recommended Low-Stress Bikeway Intersection Control Improvements





# RECOMMENDED LOW-STRESS BIKE BOULEVARD TRAFFIC CALMING IMPROVEMENTS

## CITY OF BERKELEY BIKE PLAN UPDATE

### TRAFFIC CALMING RECOMMENDATIONS



Traffic Circle



Traffic Diverter

### EXISTING TRAFFIC CALMING



Traffic Circle



Traffic Diverter

Bikeway improvements that might impact emergency response traffic, parking, or roadway capacity and connectivity will not be implemented without appropriate studies of traffic circulation and evacuation and emergency response times, and will include environmental analysis, public process, and coordination with the Police and Fire Departments.

### NETWORK IMPROVEMENTS

Class III  
Bicycle Boulevard\*

\* Existing speed humps will be replaced with speed tables and new speed tables will be added on each block of existing and proposed bicycle boulevards, per the Bicycle Boulevard Design Guidelines.

### 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

Figure 7: Recommended Low-Stress Bike Boulevard Traffic Calming Improvements



## Changes from 2017 Bike Plan Recommendations

The following tables detail changes in recommendations between the 2017 Plan and the 2025 Plan Update.

Table 4: Changes for Recommended Network Improvements

Street	From	To	2017 Proposed	2025 Proposed	Rationale
4 <sup>th</sup> St	Gilman St	Harrison St	Nothing	Bike Route	Public request
Harrison St	8 <sup>th</sup> St	10 <sup>th</sup> St	Nothing	Bike Blvd	Planned/Funded
10 <sup>th</sup> St	Harrison St	Albany border	Nothing	Bike Blvd	Planned/Funded
9 <sup>th</sup> St	Camelia St	Harrison St	Nothing	Bike Blvd	Planned/Funded
Kains Ave	Virginia St	Camelia St	Bike Blvd	Nothing	Planned/Funded
Camelia St	Stannage Ave	Cornell Ave	Bike Blvd	Nothing	Planned/Funded
Cornell Ave	Camelia St	Hopkins St	Bike Blvd	Nothing	Planned/Funded
Stannage Ave	Camelia St	Virginia St	Nothing	Bike Blvd	Planned/Funded
Del Norte St	Sutter St	The Circle	Nothing	Bike Route	Connectivity
Hopkins St	Milvia St	The Circle	Nothing	Separated Bikeway*	Connectivity
Sutter St	Eunice St	The Circle	Nothing	Separated Bikeway*	Connectivity
Henry St	Rose St	Eunice St	Nothing	Separated Bikeway*	Connectivity
Delaware St	6 <sup>th</sup> St	9 <sup>th</sup> St	Nothing	Bike Lane	Connectivity
Chestnut St	Delaware St	University Ave	Bike Route (existing)	Nothing (remove)	Redundant to West St Path
Acton St	Delaware St	University Ave	Bike Route	Bike Blvd	Connectivity
Acton St	University Ave	Addison St	Nothing	Bike Blvd	Connectivity
Grant St	Russell St	Rose St	Nothing	Bike Blvd	Connectivity
Idaho St	Harmon St	Oakland border	Nothing	Bike Blvd	Funded/Planned

\* Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, public process, and coordination with all affected State, County, and local transit agencies.

Table 5: Changes for Recommended Low-Stress Bikeway Intersection Control Improvements

Cross Street A	Cross Street B	2017 Proposed	2025 Proposed	Rationale
Kains Ave	Gilman St	Nothing	RRFB + curb extensions	Planned/Funded
Santa Fe Ave	Ohlone Greenway	Nothing	RRFB	Planned/Funded
Cedar St	9 <sup>th</sup> St	RRFB	RRFB + Median	Updated guidelines
Cornell Ave	Hopkins St	RRFB	Nothing	Planned/Funded
Stannage Ave	Hopkins St	Nothing	RRFB + curb extensions	Planned/Funded
Stannage Ave	Cedar St	Nothing	RRFB + curb extensions	Planned/Funded
Peralta Ave	Ohlone Greenway	RRFB + Median	Raised Crossing	Planned/Funded
Peralta Ave	Hopkins St	RRFB + Median	All-Way STOP	Planned/Funded
Rose St	Ohlone Greenway	RRFB + Median	2-way cycletrack	Planned/Funded
Milvia St	Hopkins St	RRFB	RRFB + Median	Updated guidelines
Milvia St	Rose St	RRFB	RRFB + Median	Updated guidelines
Ohlone Greenway	Cedar St	Nothing	RRFB + Median	Planned/Funded
Grant St	Cedar St	Nothing	Median Crossing	New Project
Sacramento St	Virginia St	Pedestrian Hybrid Beacon	Signal (existing)	Planned/Funded
MLK Jr Way	Virginia St	RRFB + Median	Pedestrian Hybrid Signal	Updated guidelines
Oxford St	Virginia St	RRFB	All-way STOP (existing)	Updated guidelines
10 <sup>th</sup> St	Addison St	Nothing	Median Crossing	Planned/Funded
Oxford St	Addison St	RRFB + Median	Signal (existing)	Updated guidelines
Mabel St	Dwight Way	RRFB + Median	2-way cycletrack	Planned/Funded
California St	Dwight Way	RRFB	RRFB + Median	Updated guidelines
Grant St	Dwight Way	Nothing	RRFB + Median	New Project
Hillegas St	Dwight Way	RRFB + Median	2-way cycletrack	Public request
San Pablo Ave	Parker St	Pedestrian Hybrid Beacon	Signal (existing)	Planned/Funded
Emeryville Greenway	Folger St	Nothing	RRFB + Raised Crossing	Public request
Adeline St	Russell St	Pedestrian Hybrid Beacon	RRFB + Median	Planned/Funded
Shattuck Ave	Russell St	RRFB + Median	Pedestrian Hybrid Beacon	Planned/Funded
Adeline St	Woolsey St	Pedestrian Hybrid Beacon	RRFB + Median	Planned/Funded
Shattuck Ave	Woolsey St	RRFB + Median	RRFB + curb extensions	Planned/Funded
Idaho St	Alcatraz Ave	Nothing	RRFB	Planned/Funded
California St	Ashby Ave	RRFB + Median	PHB	Updated guidelines

Table 6: Changes to Recommended Low-Stress Bike Boulevard Traffic Calming Improvements

Cross Street A	Cross Street B	2017 Proposed	2025 Proposed	Rationale
8 <sup>th</sup> St	Harrison St	Nothing	Traffic Circle	Planned/Funded
9 <sup>th</sup> St	Harrison St	Nothing	Traffic Circle	Planned/Funded
Stannage Ave	Camelia St	Nothing	Traffic Circle	Planned/Funded
7 <sup>th</sup> St	Virginia St	Diverter	Nothing	Updated guidelines
10 <sup>th</sup> St	Addison St	Diverter	Median Crossing	Planned/Funded
Grant St	Addison St	Diverter	Traffic Circle (existing)	Planned/Funded
10 <sup>th</sup> St	Channing Way	Diverter	Nothing	Planned/Funded
San Pablo Ave	Channing Way	Nothing	Diverter (with PHB)	Planned/Funded
Browning St	Channing Way	Traffic Circle	Nothing	Updated guidelines
Fulton St	Channing Way	Traffic Circle	Nothing	Updated guidelines
Ellsworth St	Channing Way	Traffic Circle	Nothing	Updated guidelines
Dana St	Channing Way	Traffic Circle	Nothing	Updated guidelines
Bowditch St	Channing Way	Diverter	Traffic Circle	Updated guidelines
9 <sup>th</sup> St	Pardee St	Diverter	Nothing	Updated guidelines
Mabel St	Oregon St	Traffic Circle	Nothing	Planned/Funded
Mabel St	Russell St	Traffic Circle	Diverter	Planned/Funded
Mabel St	Haskell St	Traffic Circle	Nothing	Updated guidelines
Fulton St	Derby St	Diverter	Nothing	Planned/Funded