

02

GOALS & POLICIES



The Berkeley Bicycle Plan is organized around a Vision Statement, three overarching goals, and a series of specific policies and actions.



2.1 VISION STATEMENT

Berkeley will be 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.

2.2 GOALS

The Berkeley Bicycle Plan has three overarching goals that frame all of the policies, actions and recommendations in the plan.

Goal 1: Safety First

Performance Measure: Zero bicycle-involved fatalities by 2025.

Performance Measure: Zero bicycle-involved severe injuries by 2035.

Goal 2: Strength in Numbers

Performance Measure: Increase Berkeley's bicycle mode share¹ by 50 percent by 2025, from approximately 10 percent to 15 percent.

Performance Measure: Increase Berkeley's bicycle mode share by 100 percent by 2035, from approximately 10 percent to 20 percent.

Goal 3: All Ages and Abilities

Performance Measure: Complete the Tier 1 Bikeway Network, including high-priority Bicycle Boulevards, Milvia Street Bikeway, Complete Street Corridor Studies (including Downtown and UC Berkeley Campus perimeter streets and the Southside Pilot Project), and the Ohlone Greenway, by 2025.

Performance Measure: Complete the Tier 2 and Tier 3 Bikeway Network, including remaining Bicycle Boulevards, Complete Street Corridor Studies, and other bikeways by 2035.²

¹ As measured by US Census American Community Survey and by City of Berkeley Bicycle Counts

² As defined by the Berkeley Strategic Transportation Plan and the Alameda County Transportation Commission Countywide Transportation Plan and Countywide Multimodal Arterial Plan.

2.3 POLICIES & ACTIONS

Specific policies and actions to achieve the above goals are organized by the various phases of project delivery to align with the City process of implementing this Plan.

Planning

Policy PL-1. Integrate bicycle network and facility needs into all City planning documents and capital improvement projects.

ACTIONS:

- Review the City's Capital Improvement Program list on an annual basis to ensure that recommended bikeway network projects are incorporated at the earliest possible stage of both new capital projects and maintenance of existing facilities.
- Follow a multi-disciplinary project scoping process that incorporates the needs of all modes and stakeholders, both internal and external; the design process should include the City divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas.
- Ensure that all traffic impact studies, analyses of proposed street changes, and development projects address impacts on bicycling and bicycling facilities. Specifically, the following should be considered:
 - » Consistency with General Plan, Area Plan, and Bicycle Plan policies and recommendations;

- » Impact on the existing bikeway network;
- » Degree to which bicycle travel patterns are altered or restricted by the projects; and
- » Safety of future bicycle operations (based on project conformity to Bicycle Plan design guidelines and City, State, and Federal design standards).
- Amend the Berkeley Municipal Code to update bicycle parking specifications and requirements to current best practice for both short- and long-term bicycle parking as part of both commercial and residential development projects and major renovations.
- Capital project planning should include bikeways, consistent with the City's adopted Complete Streets Policy and Berkeley Strategic Transportation Plan.

Policy PL-2. *When considering transportation impacts under the California Environmental Quality Act, the City shall consider how a plan or project affects bicyclists per Berkeley General Plan Policy T-18.*

ACTIONS:

- Integrate Vehicle Miles Traveled transportation impact analysis thresholds as a State-mandated alternative to Level of Service. Work with the Alameda County Transportation Commission and the Metropolitan Transportation Commission to ensure conformity with County and Regional travel models.
- Establish new City traffic analysis standards that consider all modes of transportation, including pedestrians, bicycles, and transit in addition to automobiles, consistent with a comprehensive, integrated transportation network for all users as described in the City of Berkeley Complete Streets Policy. Utilize Level of Traffic Stress to quantify bicycle transportation in this network-based Complete Streets Policy context.

Policy PL-3. *Coordinate with other agencies to incorporate Berkeley Bicycle Plan elements.*

ACTIONS:

- Work with adjacent governmental entities, public service companies, coordinating agencies and transit agencies, and the University of California, to ensure that Bicycle Plan recommendations are incorporated into their planning and areas of responsibility.
- Work with partner government agencies to incorporate other agencies' plans and studies into the funding, study, design, and construction of Bike Plan projects, whenever feasible within the scope of the particular project.
- Work with transit providers to improve bicycle access to transit stations and stops and on-board transit vehicles, especially during peak commute hours, and to provide secure bike parking at stations and stops.

Policy PL-4. *Support a successful bike share system in Berkeley.*

ACTIONS:

- Promote bike share use by Berkeley employees (including the City of Berkeley), residents and visitors, especially as an access strategy for BART and AC Transit riders.
- Ensure proper funding and staffing levels for development and operations for the entire length of the bike share contract.

Design

Policy D-1. *Design a Low Stress Bikeway Network suitable for the “Interested but Concerned,” to include people all ages and ability levels riding bicycles in Berkeley.*

ACTIONS:

- Design a network of continuous Low Stress Bikeways as identified in the Berkeley Bicycle Plan and **Appendix F: Design Guidelines**.
- Adopt the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide as the primary design guide for citywide bicycle facility design.
- Utilize the most recent State and Federal design standards and guidelines.
- Follow a multi-disciplinary design process that incorporates and balances the needs of all modes and stakeholders, both internal and external; the design process should include the City divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas, as well as outside agencies such as AC Transit, BART, UC Berkeley, Caltrans and other responsible external stakeholder agencies.
- Work with AC Transit, UC Berkeley, and other transit providers to design bikeways to minimize transit-vehicle interactions, optimize transit service and operations, and provide low

stress bike-to-transit access environments in areas heavily served by transit. In designing for both bicycles and transit, utilize the latest national design best practices, such as the National Association of City Transportation Officials (NACTO) Transit Street Design Guide and Urban Street Design Guide. Local guidance, such as the forthcoming AC Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors will also be consulted.

Policy D-2. *Through good design practices, continue to expand citywide bike parking supply including short-term and long-term facilities for both commercial and residential land uses.*

ACTIONS:

- Regularly review and update the City’s bicycle parking specifications and requirements, with input from affected City divisions, departments, and staff.
 - » Design short-term parking for maximum convenience, accessibility, and visibility, per City specifications for bicycle racks and corrals, including siting and placement on the sidewalk or in the street.
 - » Design long-term parking for maximum security and weather-protection, per City specifications for high-capacity bicycle racks, bicycle cages, bicycle rooms, and other secure enclosures.

- » Ensure both the City Engineer and City Traffic Engineer approve Bicycle Parking Specifications prior to implementation.
- » Ensure the Planning Department approves Bicycle Parking Requirements for development projects.
- Distribute bicycle parking specifications and requirements to all affected City divisions, departments, and staff, particularly Engineering and Streets Divisions of Public Works, Parks Department, and Planning Department.
- As part of the citywide bicycle rack and corral design process, continue to support the city’s bicycle parking information webpage including the bicycle parking map.

Funding

Policy F-1. *Continue and enhance the City’s annual commitment of City-controlled funds for bicycle project implementation.*

ACTIONS:

- On an annual basis, conduct an internal audit of dedicated bicycle program funds to ensure they are being expended in the most effective way possible to achieve the goals of this Plan:
 - » Measure B Ped/Bike (Alameda County Transportation Commission, CTC)
 - » Measure BB Ped/Bike (Alameda CTC)

- » Transportation Funds for Clean Air (BAAQMD)
- » Transportation Development Act Article III (MTC)
- » Bicycle Plan Capital Improvement Program (City of Berkeley General Fund)
- Maintain an annual Bicycle Program budget to track and evaluate expenditure of program funding on both capital and staff costs.
- Through the City CIP process, assess and prepare for upcoming staffing, consultant, and capital funding needs as projects arise.

Policy F-2. *Leverage existing funding to maximize project delivery.*

ACTIONS:

- Utilizing city-controlled funds as local match, aggressively pursue funding from any and all available grant sources.
- Actively develop projects from the Bicycle Plan to position the City to best compete for grant funding.
- Follow the Bicycle Plan’s prioritization recommendations, which include equity and other funder-determined factors in scoring.
- Seek to submit grant applications for projects that most competitively match with funder criteria.

Project Delivery

Policy PD-1. *Construct projects within the Bicycle Plan utilizing all available internal and external resources.*

ACTIONS:

- Develop, fund, and deploy a staffing plan consisting of City staff and consultant support at a level and quantity sufficient to implement recommended bikeway projects, including necessary internal (City) and external (public) engagement processes.
- Through the Bicycle Subcommittee and the City Transportation Commission, continue to support a representative bicycle advisory committee to assist City staff in the planning, design, and implementation of projects that positively impact bicycle travel and safety.

Policy PD-2. *Ensure that bicyclists have accommodation in work zones.*

ACTIONS:

- Develop a set of mandatory bicycle accommodations for work zones, including standards for rerouting or detours.

Operations & Maintenance

Policy OM-1. *Maintain designated bikeways to be comfortable and free of hazards to bicycling.*

ACTIONS:

- Incorporate a higher standard of care for bikeways into guidelines and timetables for maintenance activities, including repaving.
- In partnership with Public Works and the cycling community, develop and implement an appropriate minimum paving surface standard for Bicycle Boulevards and other low stress bikeways.
- Update repaving project selection methodology to prioritize Bicycle Boulevards and other low stress bikeways to ensure that the minimum paving surface standard is maintained.
- Identify and regularly update annual maintenance costs for bikeways; ensure proper funding levels for routine bicycle-related maintenance activities.
- Incorporate maintenance needs into design of physically protected bikeways to ensure proper maintenance after construction.
- Include other operational issues such as parking, traffic enforcement, and traffic operations during design of physically protected bikeways and intersections to ensure proper operation and enforcement.

Policy OM-2. *Maintain bicycle parking.*

ACTIONS:

- Promptly replace damaged bicycle racks utilizing contractor or corporation yard resources.
- Continue to remove abandoned bicycles from bicycle racks and donate to local non-profit community bicycle shops for use in youth education programs.

Programs

Policy PR-1. *Educate bicyclists, motorists, and the public about bicycle safety and the benefits of bicycling.*

ACTIONS:

- Develop a comprehensive Vision Zero strategy that outlines Engineering, Enforcement, Education and Encouragement actions.
- Support the continuation and expansion of bicycle safety education programs such as those taught by Bike East Bay.
- Support UC Berkeley and the Berkeley Unified School District (BUSD) to continue and expand bicycle safety education programs for students.

Policy PR-2. *Encourage all Berkeley Public Schools to participate in the Alameda County Safe Routes to School program.*

ACTIONS:

- Continue to support walk audits at Berkeley public schools and utilize improvement plans to pursue grant funding for implementation.
- Continue City staff participation in citywide SR2S Task Force meetings run by Alameda County's SR2S program.
- Encourage the Alameda CTC to expand funding for the SR2S program to include all Berkeley public schools.

Policy PR-3. *Support police enforcement activities targeted at both bicyclists and motorists that educate and reinforce proper and safe behaviors.*

ACTIONS:

- Collaborate with the Berkeley Police Department to establish a bicycling module in the Berkeley Police Department's Training Academy curriculum.
- Partner with Bike East Bay and the Berkeley Police Department to establish a bicycle ticket diversion program per Bicycle Traffic School bill (AB 902) that allows bicyclists who are ticketed for certain infractions to attend a class on safe bicycle riding to reduce or eliminate their fines.
- Focus data-driven enforcement efforts on behaviors with greatest crash risk and/or injury severity such as vehicle speeding or bicyclist wrong-way riding.

Policy PR-5. Increase bicycle use through targeted marketing and promotion.

ACTIONS:

- Provide current and easily accessible information about the Berkeley bicycle network, bicycle programs, and bicycle parking. This includes distribution of free bicycle maps, maintaining up-to-date City web pages, and providing opportunities for continued public feedback.
- Encourage major employers including UC Berkeley, the City of Berkeley, and the BUSD to continue, develop, or expand bicycle promotion programs for their employees.
- Encourage the use of bicycles for City employee commute and work travel purposes so that the City is seen as a model employer, including employee access to Bay Area Bike Share.

Evaluation

Policy E-1. Improve the reporting and analysis of bicycle collisions.

ACTIONS:

- Collaborate with the Berkeley Police Department to update current reporting methodologies to improve the amount and quality of reported bicycle collisions.
- Identify locations with a high number of bicycle collisions; determine the primary factors contributing to these collisions; evaluate whether current engineering, education, and enforcement countermeasures have been effective; recommend alternative countermeasures as needed.
- Report annually to the City's Bicycle Subcommittee on bicycle collision trends and analyses.

Policy E-2. Continue and expand the City's Annual Bicycle Count Program.

ACTIONS:

- Review and modify the manual count methodology on an annual basis, while ensuring consistency with previous years' data.
- Consider transitioning from volunteer counters to a professional data collection firm.
- Expand locations to broaden the geographic significance of the count program.
- Consider adding automated counters at key locations around the city.
- Consider adding an automated bicycle counter with digital display at a particularly high-volume, high-profile location such as the Milvia Bicycle Boulevard in front of City Hall. The high-visibility digital display will allow the public to see the total number of cyclists that have passed the counter on that day, over the course of the past year, and access the count data online.
- Prepare and publish an annual report summarizing each year's bicycle count data and analyzing it in terms of this Plan's Goals, Policies, Actions, and Recommendations.

Policy E-3. Report annually on the implementation of this Plan.

ACTIONS:

- Prepare and present a report to the Berkeley Transportation Commission or Berkeley City Council describing the progress in:
 - » Achieving the three Goals of the Plan in terms of their specific performance measures,
 - » Implementing the Policies and Actions of this Plan.

2.4 POLICY CONTEXT

The Berkeley Bicycle Plan is supported and influenced by existing plans, policies, and ordinances that support safe, high-quality bicycle environments and encourage greater bicycle mode share for all types of trips. This Plan builds on and translates these documents and initiatives into recommendations for future bicycle-related improvements. All of the City's adopted plans were reviewed as part of the development of the Bicycle Plan. A list of the City's plans and bicycle-related policies and actions are located in **Appendix A: Policy Review**.