



## 2. Creating a Vision

## Our Goals

Berkeley's transportation vision is reflected in existing goals that were established in the City's transportation, land use, storm water, climate action, and other policies. Below is a summary of the goals that are most applicable to Complete Streets.

- Goal 1: Increase Mobility and Access for all Mode Choices
- Goal 2: Increase User Safety
- Goal 3: Increase Access to Commercial Districts and Opportunity Areas
- Goal 4: Increase Transportation Choices for Disadvantaged Communities
- Goal 5: Increase Environmental Sustainability & Resiliency

## Our Policies

### ALL Modes

The City of Berkeley's streets, sidewalks and pathways will be multimodal, serving people walking, bicycling, riding transit, driving, and moving goods. Prioritize the movement of people and goods in efficient, environmentally conscious and healthy ways, balancing the following goals:

- Encourage people to walk, bicycle, and ride transit.
- Improve transit efficiency.
- Design street networks that ensure comfortable, safe environments for users of all abilities
- Prioritize people walking in commercial districts.
- Prioritize convenience and safety of people walking and bicycling on neighborhood streets and bicycle boulevards.
- Prioritize transit services along transit routes.

### ALL Users

Berkeley's residents, employees, students and visitors of any age, background, and ability will have equal access to move throughout our city on our streets and pathways.

- Design facilities that encourage people of all ages and abilities to feel comfortable walking, bicycling, and taking transit.
- Take advantage of all opportunities to enhance the network for all users.
- Encourage investment in commuter benefits programs in all commercial districts.
- Provide for safe access for all modes to community facilities including schools, senior centers, parks and libraries.

## Safety

We are committed to designing streets that ensure the greatest safety for everyone who travels in our city on foot, on their bike, by transit or in their car.

- Adopt a Vision Zero policy to reduce the number of fatal and severe walking and biking injuries to zero. Dedicate funding to identify a high-injury corridor network, so that the City uses its resource to tackle the most impactful safety improvement projects.
- Implement designs that ensure safety for all users as greatest priority, especially the most vulnerable roadway users: people walking and riding bicycles.
- Enhance safety at intersections and crossings for people walking and bicycling by improving visibility, reducing crossing distances and other improvements.
- Enhance safety for people walking and bicycling, as well as those taking transit or driving, along all streets by reducing speeds through traffic calming and other measures wherever possible.
- Improve safety and security at transit stations and hubs, and on routes to people's destinations.
- Provide safe routes to schools, parks, senior centers, and other points of interest.
- Enhance safety along designated pedestrian routes and bikeways.

## Parking

Parking is one facet of a complete transportation system. Managing parking through transportation demand management and value priced parking strategies is paramount to efficiently providing adequate number parking for the greatest number of drivers.

- Encourage on-street parking be provided for short term visits in commercial and mixed use areas
- Manage parking efficiently so that generally one or two spaces are available per block.
- Continue to monitor and evaluate parking policies and conditions and vary time limits and rates as necessary.
- Install bicycle parking in commercial districts, near transit stops and hubs, multi-family developments and employment centers whenever feasible.
- Improve efficient use of parking to allow curb space to benefit other modes including bicycles and transit.
- Provide bulb outs for pedestrians to reduce crossing distances and transit stops to improve bus operations wherever feasible.
- Manage loading for adjacent businesses.
- Consider allowing parking spaces to be used as public space, such as Parklets.

## Related City of Berkeley Planning Documents

### Area Planning

- *General Plan*
- *Climate Action Plan*
- *Downtown Area Plan*
- *Southside Plan*
- *South Shattuck Strategic Plan*
- *University Avenue Strategic Plan*
- *West Berkeley Plan*
- *West Berkeley Circulation Master Plan Report*

### Transportation Planning

- *Berkeley Transportation Action Plan*
- *Bicycle Plan*
- *Downtown Streets and Open Space Improvement Plan*
- *Pedestrian Master Plan*

Please refer to *Appendix 1. A Team Effort* for additional information regarding Complete Streets policies and the regional and state level.

## Green Streets

Transportation improvements provide the opportunity to install landscaping to manage stormwater and improve environmental resiliency.

- Install green infrastructure for stormwater management with all transportation capital improvements when possible and appropriate.
- Promote the use of street trees to both encourage and provide protection of people walking.
- Encourage the installation of drought-tolerant landscaping where appropriate.
- Promote the use of permeable surfaces where appropriate.
- Design and implement transportation infrastructure that reduces greenhouse gas emissions and increases environmental resiliency.
- Coordinate opportunities to improve streetscape and landscaping with street repaving whenever possible and feasible.

## Active Streets

Improvements to our roads, sidewalks and paths can also encourage residents and visitors to become more active each day.

- Promote improvements that encourage active transportation including walking and bicycling for “everyday” trips, which may include utilitarian, commute, and recreational purposes.
- Promote active transportation investments as a method of improving public health.
- Adopt and implement a Vision Zero policy to end fatal and severe injury collisions for the most vulnerable roadway users: pedestrians of all abilities and bicyclists.

## Community Character

Strive to include a quality of design that represents our community values.

- Reflect the unique identity and spirit of the City of Berkeley and its residents through transportation design.
- Implement designs that prioritize the values we set in the Complete Streets strategy.
- Install lighting and street furniture to improve community identity.
- Coordinate opportunities to improve community character with public art installations when possible and feasible.

## Context Sensitivity

Every street is made unique by both the people and environment that is around it. As such, street designs should consider the local context in their design and programming.

- Limit and reduce vehicle speeds through residential areas.
- Encourage efficient and attractive public transit through high density areas to reduce the number of auto trips and provide equitable mobility for residents, employees and visitors.
- Design the pedestrian environment to support expected pedestrian activity generated by land use context.
- Design streetscapes to complement the character of neighborhood and district context.
- Coordinate improvements to transportation in districts and areas identified for housing and employment growth such as established priority development areas.

## Community Engagement

As transportation plans and capital improvements continue to come online, it is important that the community they serve has an active role in communicating their needs and desires regarding mobility and other ways that transportation improvements contribute to the community.

- Encourage community participation at all stages of project planning and design
- Solicit input from key representatives from each transportation mode
- Update community members of project milestones and, following project implementation, report on the effects of the project.

