



Office of the City Manager

CONSENT CALENDAR

June 16, 2026

To: Honorable Mayor and Members of the City Council

From: Paul Buddenhagen, City Manager

Submitted by: Wahid Amiri, Interim Director, Public Works

Subject: 2026 Bicycle Plan Update

RECOMMENDATION

Adopt a Resolution approving the 2026 Berkeley Bicycle Plan Update and directing the City Manager to pursue implementation of the Plan as funding and staffing permit.

SUMMARY

The 2026 Berkeley Bicycle Plan Update (2026 Plan Update) was initiated in 2022 but suspended later that year due to staffing shortages in the Public Works department. In 2024 Berkeley Public Works restarted the planning process, leveraging data collection and outreach efforts from 2022 and continuing those efforts in 2025. Public engagement highlighted the need to continue delivering a bikeway network for people of all ages and abilities, including families, school-aged children, seniors, and persons with disabilities.

FISCAL IMPACTS OF RECOMMENDATION

The 2026 Plan Update is funded almost entirely by a grant from the Metropolitan Transportation Commission (MTC) Transportation Development Act (TDA) Article 3 program. The total cost of the 2026 Plan Update is \$367,451. As of December 2025, the Department of Public Works expended approximately \$352,049 on developing the 2026 Plan Update. MTC TDA Article 3 Pedestrian and Bicycle Project Fund 339 provided \$351,951 and Measure BB Fund 134 (Local Streets and Roads) provided the remaining \$15,500 needed to complete the 2026 Plan Update. To fully implement the vision in the Bike Plan Update requires additional planning, engineering, and construction funding, estimated in Table 1 below. Expenses are broken down by capital construction costs and staffing and consultant costs.

Table 1: Estimated 2026 Bicycle Plan Update Implementation Costs**Estimated Construction Costs**

Tier 1 Capital Cost	\$14,276,500
Tier 2 Capital Cost	\$15,784,100
Tier 3 Capital Cost	\$6,616,600
Mobilization/Demobilization, Bidding, and Contingency (41% of Construction Capital Costs)	\$15,037,800

Total Estimated Project Construction Costs:	\$51,715,000
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Estimated Staffing and Consultant Costs

Planning	\$12,928,800
Preliminary Engineering	\$12,928,800

Construction Management	\$7,757,200
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Total Estimated Staffing and Consultant Costs:	\$33,614,800
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Total Estimated 2026 Bicycle Plan Update Implementation Costs:	\$85,329,800
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CURRENT SITUATION AND ITS EFFECTS

The 2026 Bicycle Plan Update is a Strategic Plan Priority Project, advancing our goal to create a resilient, safe, connected, and prepared city. Berkeley is required to have an updated Bicycle Plan to remain eligible for several county, regional, and statewide transportation grants and funding programs. Adopting the 2026 Plan Update now will help the City maintain a current Local Roadway Safety Plan with MTC, which requires bicycle plans to be updated and validated at least every five years. The existing Bicycle Plan, adopted by Council in 2017 (Resolution no. 67,945-N.S.), is over eight years old.

One purpose of this update is to bring the 2026 Plan Update into alignment with subsequent local, county, and regional planning efforts and technical reports. In March 2020, the Council approved the Vision Zero Action Plan (Resolution number 69,324-N.S.), which identified High Injury Streets where nearly all severe injury and fatal traffic crashes occur in the City. The 2026 Bicycle Plan Update is an implementation strategy of the Vision Zero Action Plan, using Vision Zero traffic safety data and analysis as the updated safety prioritization criteria for the plan. This approach prioritizes facilities along, crossing, or parallel to Vision Zero High Injury Streets, particularly in Equity Priority Community areas, as identified by the Metropolitan Transportation Commission.

BACKGROUND

The 2017 Bicycle Plan (Resolution no. 67,945-N.S.) was a comprehensive update to the proposed bicycle network, bike policies, and programs. The 2026 Plan Update is a limited update focusing primarily on reporting on progress implementing the previous

Plan, updating the proposed bicycle network, updating bicycle boulevard design guidelines, highlighting five key projects for implementation, and compiling estimated costs for the implementation of the network.

There are several sections of the 2017 Bicycle Plan that remain unaffected by this update. The sections of the 2017 Plan and the 2026 Plan are listed in the table below, indicating which sections will be superseded by the 2026 Plan Update once this resolution is adopted. The sections of the 2017 Bicycle Plan that are preserved will remain in force per Resolution no. 67,945-N.S.

Chapter	2026 Bicycle Plan Update Sections updated	2017 Bicycle Plan Sections preserved
Chapter 1: Introduction	<ul style="list-style-type: none"> All content updated 	
Chapter 2: Goals & Policies		<ul style="list-style-type: none"> No updates – entire chapter preserved
Chapter 3: Existing Conditions	<ul style="list-style-type: none"> Bikeway Classifications Low-Stress Intersection Crossing Classifications Bicycle Boulevards Notable Projects Built Since 2017 Land Use/Transportation Context 	<ul style="list-style-type: none"> Existing Bicycle Support Facilities UC Berkeley Connections Existing Programs
Chapter 4: Needs Analysis/Public Outreach	<ul style="list-style-type: none"> Census Data Plans Adopted Since 2017 Public Outreach Informing the Recommendations Collision Analysis (incorporates Vision Zero High Injury Streets) 	<ul style="list-style-type: none"> Bicycle Counts Bicycle Demand Bicycle Preference Survey Level of Traffic Stress
Chapter 5: Proposed Bikeway Network	<ul style="list-style-type: none"> All content updated 	
Chapter 6: Implementation	<ul style="list-style-type: none"> All content updated 	
Appendix A: Policies		<ul style="list-style-type: none"> No updates – Appendix content preserved
Appendix B: Analysis		<ul style="list-style-type: none"> No updates – Appendix content preserved
Appendix C: Level of Traffic Stress		<ul style="list-style-type: none"> No updates – Appendix content preserved
Appendix D: Proposed Programs		<ul style="list-style-type: none"> No updates – Appendix content preserved

Appendix E: Project Recommendations and Priorities Table	<ul style="list-style-type: none"> • All content updated 	
Appendix F: Facility Design Toolbox	<ul style="list-style-type: none"> • Bicycle Boulevard Design Guidelines • Bicycle Boulevard Crossing Treatment Recommendations 	<ul style="list-style-type: none"> • Class I Bikeways • Class II Bikeways • Class IV Bikeways • Intersection Treatments • Bikeway Signing & Amenities • Bike Parking
Appendix G: Bicycle Market Study		<ul style="list-style-type: none"> • No updates – Appendix content preserved
Appendix H: Complete Streets Corridors		<ul style="list-style-type: none"> • No updates – Appendix content preserved

Public Outreach and Public Comment

Outreach undertaken in 2022, focused on the City’s Equity Priority Areas (EPAs), predominantly South and West Berkeley. The City held 14 outreach events in 2022, reaching over 900 participants in activities such as interactive online mapping, in person pop-up workshops, listening sessions, bike tours, and online workshops. The City gathered over 1,300 comments from these activities and emails to the project team. Some of the key issues mentioned during outreach included the need for improvements at bike boulevard intersections with arterial and collector streets, roadway safety concerns, and the view that 2017 facility recommendations were insufficient for certain corridors. This outreach phase informed the recommendations shown in the 2026 Plan Update and is summarized in Appendix B of the Plan.

In 2025, City staff and consultants focused on validating and sharing recommendations developed from the 2022 outreach phase. The consultants held 12 outreach events in 2025. These outreach efforts engaged over 652 individuals and gathered over 1,085 comments from activities such as listening sessions, pop-up events, Commission meetings, and an online workshop, as well as emails to the consultant project team. This phase of outreach influenced the details of bikeway network recommendations and helped select the five “key projects” from the larger group of recommendations. Details on the key projects can be found in chapter 5.3 of the 2026 Plan Update. The public draft of the 2026 Update was released on August 8, 2026, starting an approximately seven-week public comment period. Between August 8, and September 26, 2025, City staff received over 300 public emails on the Draft Plan. The Transportation and Infrastructure Commission and six other organizations and groups submitted letters to the City during the comment period. The other groups included Berkeleyans for Accessible Rights of Way, the Berkeley FireSafe Council, North Berkeley Design Team, Save Hopkins, Sylvia Mendez Elementary school parents, and Walk Bike Berkeley.

Public engagement during the public draft comment period echoed the input from the previous phases, highlighting the need to continue to deliver a bikeway network for people of all ages and abilities, including families, school-aged children, seniors, and persons with disabilities. Additionally, internal City stakeholders and some members of the public identified concerns with the negative impact of protected bikeways and traffic calming on disabled accessibility and emergency response and evacuation times, while other public comments during this phase argued against the prominence of these issues in the public draft 2026 Update. 2025 outreach is summarized in Appendix C.

Transportation and Infrastructure Commission Recommendation

The Project was first introduced to the Transportation and Infrastructure Commission (TIC) on January 16, 2025, by City staff and a consultant who presented the project goals, community engagement plan, and a summary of the 2022 outreach efforts. On August 21, 2025, City staff and the consultant again presented to the Commission, sharing the public draft plan and discussing items to highlight for revision in the final draft.

On April 13, 2026, City staff met with the ad hoc subcommittee of the TIC for the Bicycle Plan update in advance of the Bike Plan update presentation at the TIC on April 16, 2026. After the meeting on April 13, 2026, the subcommittee submitted requests to City staff for changes to the 2026 Bike Plan final draft. As a result, staff agreed to make revisions in response to the requests from the subcommittee. The three revisions that staff have accepted are detailed below and reflected in the final draft presented to Council for consideration as Exhibit A to this report. These are the only revisions that have been made to the final draft Plan since publication on the project website.

1. Text on page 37 previously stated “Bicycle boulevards should ideally have a posted target speed of 20 mph, as recommended by AB 43.” It has been revised to read “Bicycle boulevards should ideally have a posted speed limit of 20 mph, as allowed by AB 43.”
2. Text on page A8 in Appendix A, Bicycle Boulevard Design Guide, previously stated, “City should study feasibility of implementing a posted target speed of 20 mph.” It has been revised to read, “City should study feasibility of implementing a posted target speed limit of 20 mph, as allowed by AB 43.”
3. The footnote associated with both Table 9 on page 91, and subsequent text on page 92, as well as the footnote associated with Table 1 on page A21 in Appendix A, Bicycle Boulevard Design Guide, previously stated, “The intersection must meet a CA MUTCD STOP warrant before being considered for this treatment.” It has been revised to read, “Requires completing a CA MUTCD STOP warrant analysis before implementation.” In the Plan, “CA MUTCD,” refers to, “California Manual of Uniform Traffic Control Devices.”

The final draft of the 2026 Update was presented to the Transportation and Infrastructure Commission on April 16, 2026. The Commission passed a motion as follows:

April 16, 2026 Agenda item 2 – Bike Plan Update Final Draft – Action requested It was Moved / Seconded (Leung / Walton) that the Transportation and Infrastructure recommends the Final Draft of the Bike Plan Update for approval by the Berkeley City Council at the May 19, 2026 Council meeting with the following comments:

1. The Commission expresses its great appreciation for staff and consultants' hard work;
2. It requests that the City Council develop a transportation modes hierarchy that prioritizes sustainable and active modes of transportation and deemphasizes maintaining on-street car parking; and,
3. Requests that any plan emphasize the safety and accessibility needs of people with disabilities.

Ayes: Budimir, Gattu, Hothi, Leung, Lutzker, Scheider, Walton; Nays: None; Abstentions: None; Absent: Fike, Zaro

Subsequently, a noticed Public Hearing was held on May 21, 2026:

May 21, 2026, Agenda Item 3, Public Hearing on the Bike Plan Update Final Draft-Public Works' Transportation Manager Helmbrecht introduced the Public Hearing on the Bike Plan Update Final Draft
Transportation and Infrastructure Commission Chair Zaro formally declared the Public Hearing open.

Public comments; two speakers; Commissioner questions; Commissioner comments

Action: It was moved / seconded (Hothi / Fike) to close the Public Hearing on the Bike Plan Update Final Draft.

Vote: Ayes: Budimir, Fike, Hothi, Gattu, Leung, Lutzker, Walton, Zaro; Noes: None; Abstain: None; Absent: None; Excused: Scheider; Recused: None

Action: It was moved / seconded (Hothi / Lutzker) to reaffirm the Transportation and Infrastructure Commission's motion from the April 16, 2026, meeting regarding the Bike Plan Update Final Draft to recommend City Council approval of the Bike Plan Update at their June 16, 2026, meeting.

ENVIRONMENTAL SUSTAINABILITY AND CLIMATE IMPACTS

Increasing cycling in Berkeley will help the City achieve the Berkeley Climate Action Plan greenhouse gas emission reduction targets of 80% below year 2000 levels by 2050. This project is exempt from the California Environmental Quality Act (CEQA) under Public Resources Code section 21080.20, which exempts active transportation plans, pedestrian plans, and bicycle transportation plans from the Act. To qualify for this

exemption, CEQA requires a lead agency hold a noticed public hearing prior to the determination of exemption. City staff held a public hearing for the Bicycle Plan final draft at the Transportation and Infrastructure Commission on May 21, 2026. The meeting was publicly noticed in the Berkeley Voice on May 15, 2026.

RATIONALE FOR RECOMMENDATION

If this Resolution is not adopted as submitted by Staff, the City risks losing access to multiple transportation funding sources for prioritized projects. The City also risks delaying the development and implementation of projects in the “low-stress” network vision identified in the 2026 Plan Update.

ALTERNATIVE ACTIONS CONSIDERED

Council may opt not to approve the 2026 Plan Update, which would result in the City forgoing transportation funding from county, regional, and state sources that require an approved Bicycle Plan. This would also defer approval of conceptual network improvements and project development for future grant applications, which would be limited to funding sources that do not require an approved Bicycle Plan.

CONTACT PERSON

Mark Helmbrecht, Transportation Manager, Public Works, 510-981-6403
Eric Anderson, Principal Planner, Public Works, 510-981-7062
Dani Dynes, Associate Planner, Public Works, 510-981-7053

Attachments:

1: Resolution

Exhibit A: 2026 Berkeley Bicycle Plan Update

RESOLUTION NO. ##,### -N.S.

CITY OF BERKELEY 2026 BICYCLE PLAN UPDATE

WHEREAS, the Berkeley General Plan Transportation Element directs the City to "Create a model bicycle- and pedestrian-friendly city where bicycling and walking are safe, attractive, easy, and convenient forms of transportation and recreation for people of all age

WHEREAS, promoting bicycling as a form of transportation will help the City meet certain goals of the Berkeley Climate Action Plan; and

WHEREAS, the 2026 Berkeley Bicycle Plan Update provides a Citywide "low-stress" bikeways network vision and staffing and capital cost estimates and guidance to implement the network on a five-to-ten year timeline; and

WHEREAS, public outreach in 2022 and 2025 highlighted public interest in roadway safety and new projects to deliver a Citywide "low-stress" bikeway network for all ages and abilities of people riding bicycles; and

WHEREAS, the Berkeley Vision Zero Action Plan, adopted March 10, 2020 (Resolution number 69,324-N.S.), establishes the Berkeley Bicycle Plan as a Vision Zero implementation strategy; and

WHEREAS, the City of Berkeley Department of Public Works has developed the 2026 Berkeley Bicycle Plan Update in pursuit of these policy goals and as an implementation measure of the General Plan; and

WHEREAS, the City of Berkeley Department of Public Works has received and responded to comments from the public and revised the 2026 Bicycle Plan Update where appropriate.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley approves the 2026 Berkeley Bicycle Update, as recommended by the Transportation and Infrastructure Commission, and directs the City Manager to pursue implementation of the 2026 Plan as funding and staffing permit.

Exhibits

Exhibit A: 2026 Berkeley Bicycle Plan Update

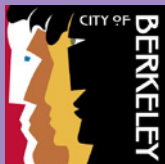
CITY OF BERKELEY

BICYCLE PLAN

JANUARY 2026



Produced
for:



Produced
by:

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TABLE OF CONTENTS

ES EXECUTIVE SUMMARY

City of Berkeley Statement	4
Plan Update Purpose	5
Commitment to All Ages & Abilities	6
Commitment to Disability Access	7
Existing Bikeways & Progress	7
Public Outreach	8
Project Recommendations	11
Implementation	12

1 INTRODUCTION 20

1.1 City of Berkeley Statement	21
1.2 Plan Organization	23
1.3 How to Use This Plan Update	23
1.4 What Does “All Ages & Abilities” Mean?	25
1.5 Bicycling & Rolling: Who Can Use the Bike Lane?	27

1.6 Accessibility under the Americans with Disabilities Act (ADA) and the Public Rights-of-Way	28
1.7 Accessibility Interviews	29

2 EXISTING CONDITIONS & PLAN PROGRESS 32

2.1 Bikeway Classification	33
2.2 Existing Bikeway Network	38
2.3 Low-Stress Network Intersection Controls	40
2.4 Existing Low-Stress Intersection Controls	44
2.5 Bicycle Boulevards	46
2.6 Notable Projects Built Since 2017	50
2.7 Transportation & Land Use Patterns	59

3 NEEDS ASSESSMENT/PUBLIC ENGAGEMENT 64

- 3.1 Data Analysis 65
- 3.2 City Plans, Policies, and Studies Since 2017 67
- 3.3 Public Outreach 70

4 PROPOSED BIKEWAY NETWORK 76

- 4.1 Project Recommendation Categories 79
- 4.2 Planned/Funded Projects 80
- 4.3 Project Recommendations 88

5 IMPLEMENTATION 98

- 5.1 Evaluation Criteria Update: 2017 to 2024 99
- 5.2 Project Delivery Process 105
- 5.3 Key Projects 109
- 5.4 Cost Estimates 120

5.5 Transit Integration 123

5.6 Complete Streets Corridor Study Recommendations 124

APPENDIX A BICYCLE BOULEVARD DESIGN GUIDE A-1

APPENDIX B 2022 OUTREACH SUMMARY B-1

APPENDIX C 2025 OUTREACH SUMMARY C-1

APPENDIX D UPDATED NETWORK D-1

APPENDIX E PRIORITIZATION METHODOLOGY E-1

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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.

¹ ACS 2023 Table S0801, 1-year estimate

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**.

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 eligibility 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.

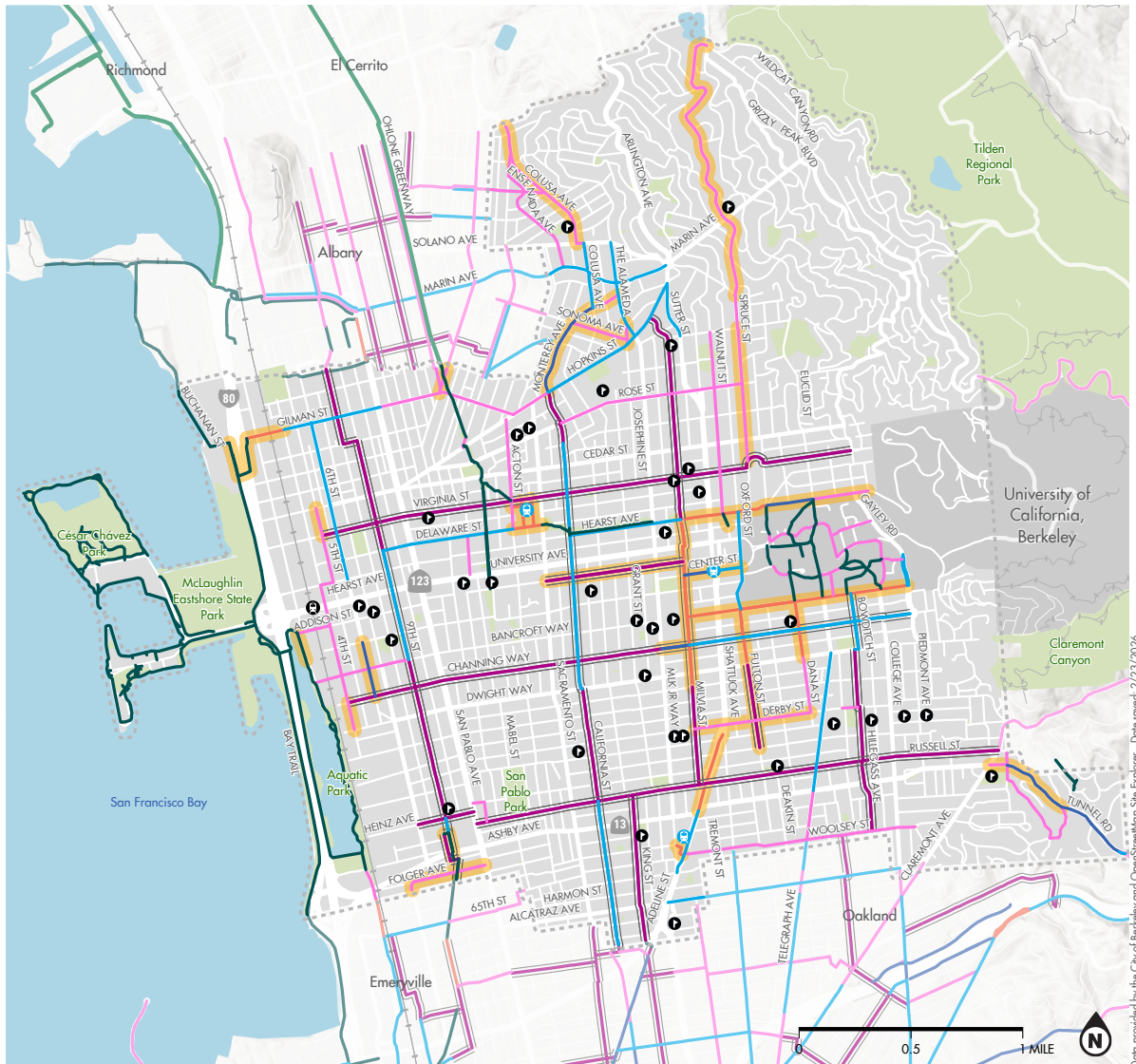
Table 1: . Bikeway Network Implementation, 2017-2025

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

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

- 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.

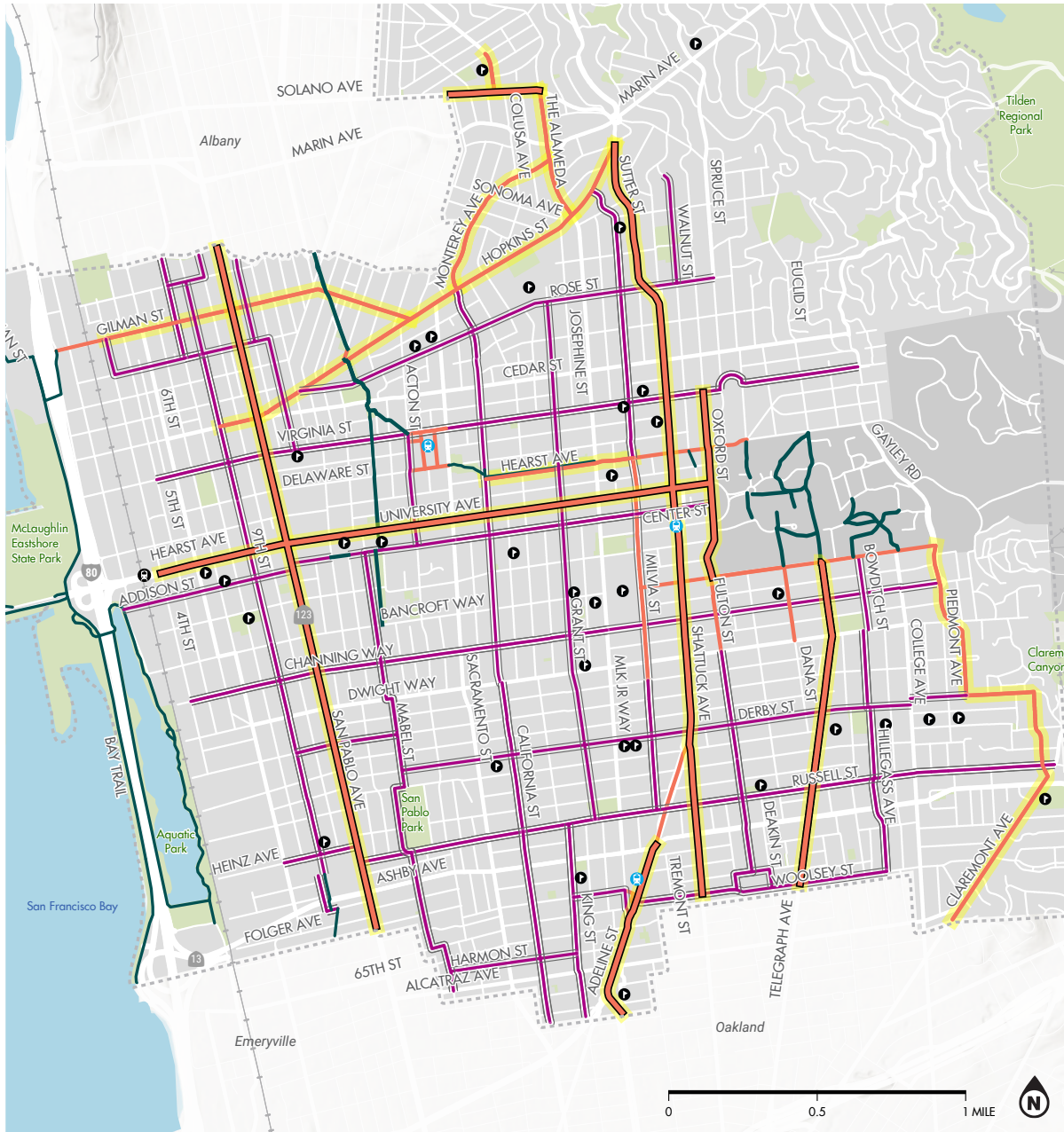
The City of Berkeley envisions a layered network of bicycle boulevards and corridor studies for separated bikeways on major streets. Bicycle boulevards on minor streets connect neighborhoods across Berkeley, while separated bikeways on major streets allow individuals to safely and conveniently access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

CITY OF BERKELEY BIKE PLAN UPDATE



Low-Stress Bikeway Network Vision

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

- Amtrak Station
- BART Station

Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

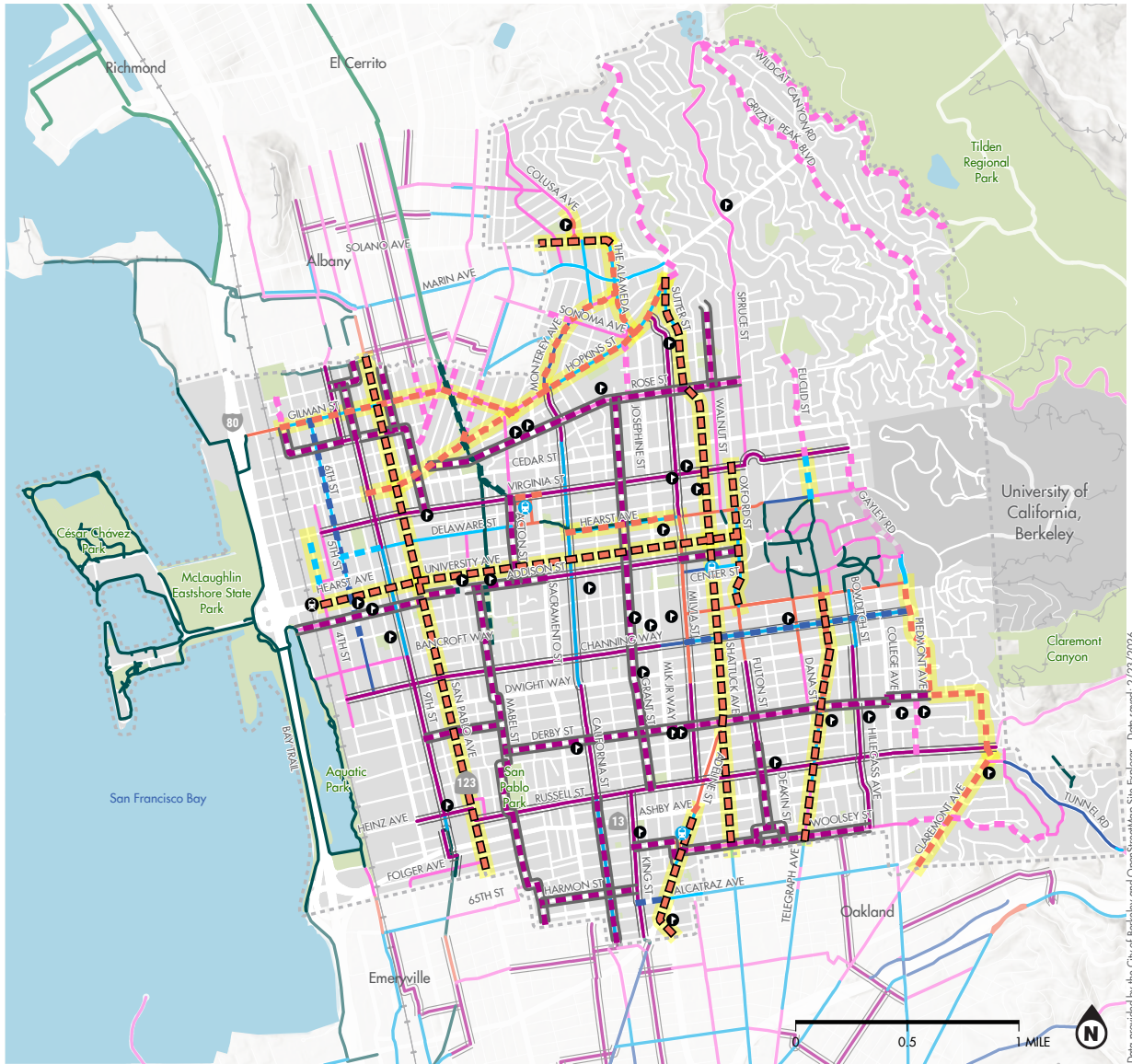
- Study Cycletrack*
- Primary Transit Route - Study Cycletrack*

- 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.

Data provided by the City of Berkeley and OpenStreetMap Site Explorer. Date saved: 2/23/2026.

Figure 3: Recommended Network Improvements



RECOMMENDED NETWORK IMPROVEMENTS

CITY OF BERKELEY BIKE PLAN UPDATE



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*

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BIKE BOULEVARD NETWORK



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

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**.

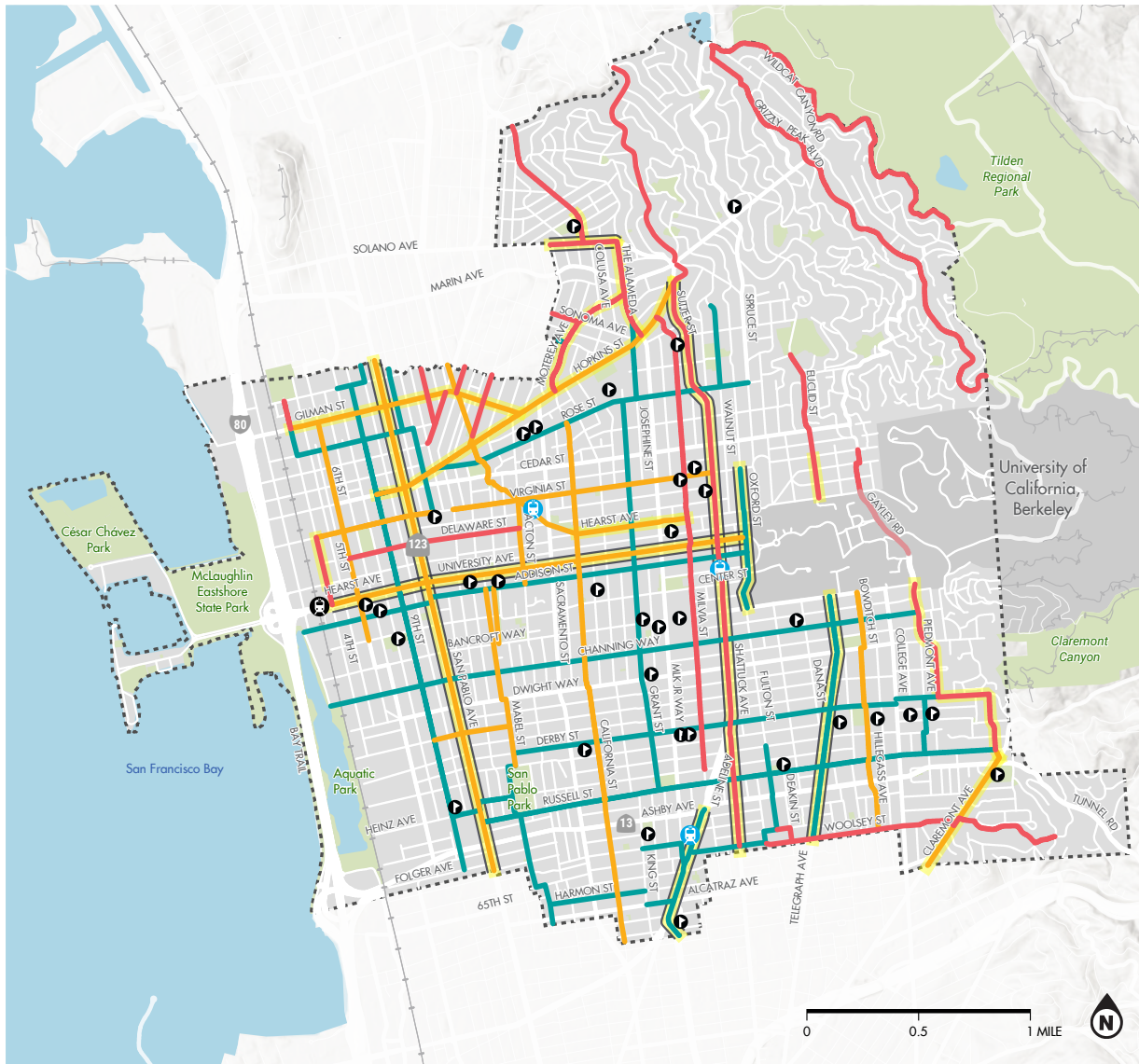
PROJECT DELIVERY

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



Data provided by the City of Berkeley and OpenStreetMap. Site Explorer. Date saved: 2/23/2026.

PROJECT PRIORITIZATION CORRIDORS

CITY OF BERKELEY
BIKE PLAN UPDATE



PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3

- School
- BART Station
- Amtrak Station
- Railroad

- Parks
- City Boundary

COMPLETE STREETS STUDY CORRIDOR

- Complete Street 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.

01

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 & Policies	-	<i>No updates made</i>
Chapter 3: Existing Conditions	<ul style="list-style-type: none"> • Bikeway Classifications • Low-Stress Intersection Crossing Classifications • Bicycle Boulevards • Notable Projects Built Since 2017 • Land Use/ Transportation Context 	<ul style="list-style-type: none"> • Existing Bicycle Support Facilities • UC Berkeley Connections • Existing Programs
Chapter 4: Needs Analysis/Public Outreach	<ul style="list-style-type: none"> • Census Data • Plans Adopted Since 2017 • Public Outreach • Informing the Recommendations 	<ul style="list-style-type: none"> • 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	-	<i>No updates made</i>
Appendix B: Analysis	-	<i>No updates made</i>
Appendix C: Level of Traffic Stress	-	<i>No updates made</i>
Appendix D: Proposed Programs	-	<i>No updates made</i>
Appendix E: Project Recommendations and Priorities Table	All content updated	
Appendix F: Facility Design Toolbox	<ul style="list-style-type: none"> • Bicycle Boulevard Design Guidelines • Bicycle Boulevard Crossing Treatment Recommendations 	<ul style="list-style-type: none"> • Class I Bikeways • Class II Bikeways • Class IV Bikeways Intersection Treatments • Bikeway Signing & Amenities • Bike Parking
Appendix G: Bicycle Market Study	-	<i>No updates made</i>
Appendix H: Complete Streets Corridors	-	<i>No updates made</i>

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

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 for Bicycle Facilities](#) (2018).

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.

1.7 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-stripping 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.

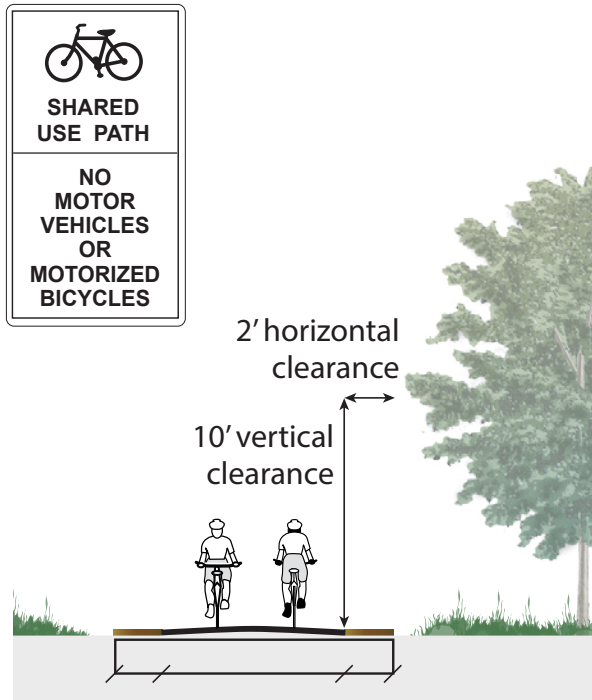
2.1 Bikeway Classification

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

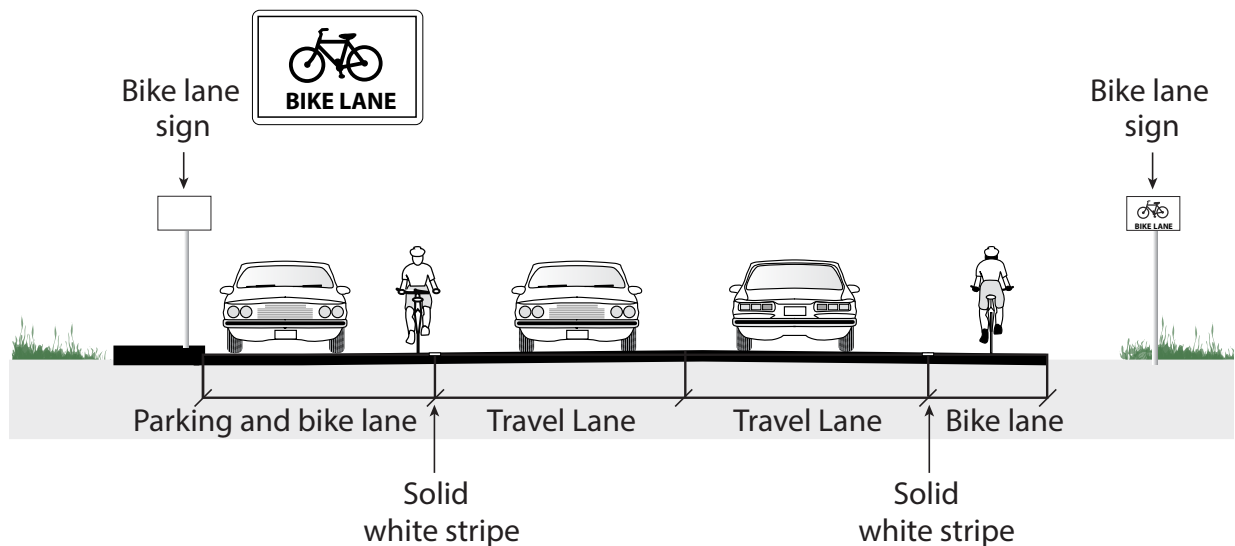
Bicycle lanes (Class II) are striped, preferential lanes on roadways for one-way bicycle travel.*

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

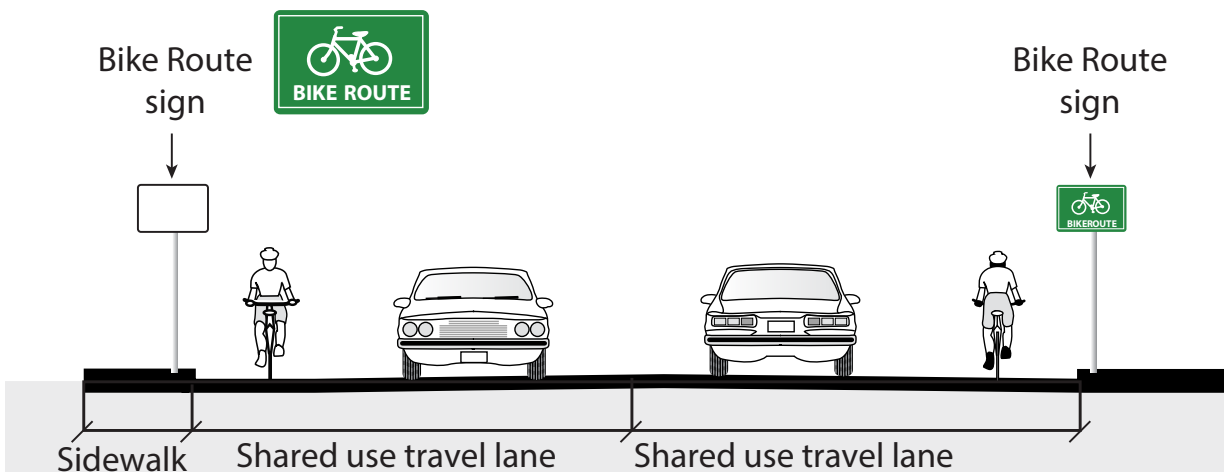
Bicycle routes (Class III) are signed roadways where people riding bicycles share a travel lane with people driving motor vehicles. They may include shared lane markings (sharrows) or other pavement stenciling. The purpose of signage and stencils on Bicycle Routes are to increase driver awareness of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

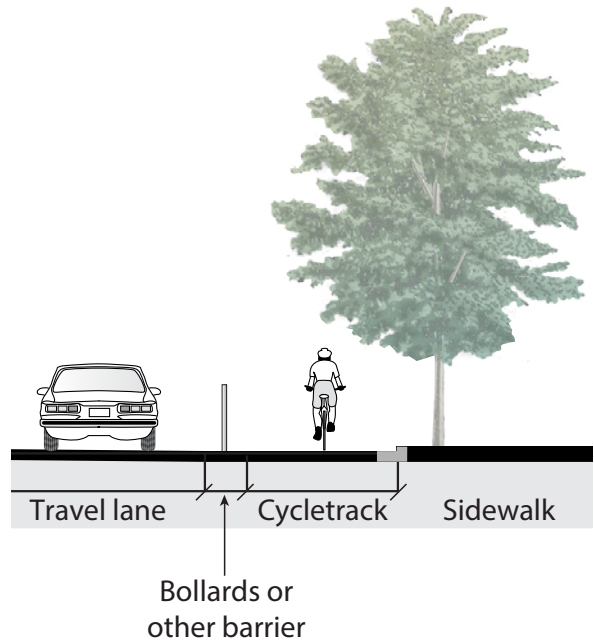
In 2017 there were 11.9 miles of bicycle boulevards; as of 2025, this number has increased to 12.5.



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 speed limit of 20 mph, as allowed 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).

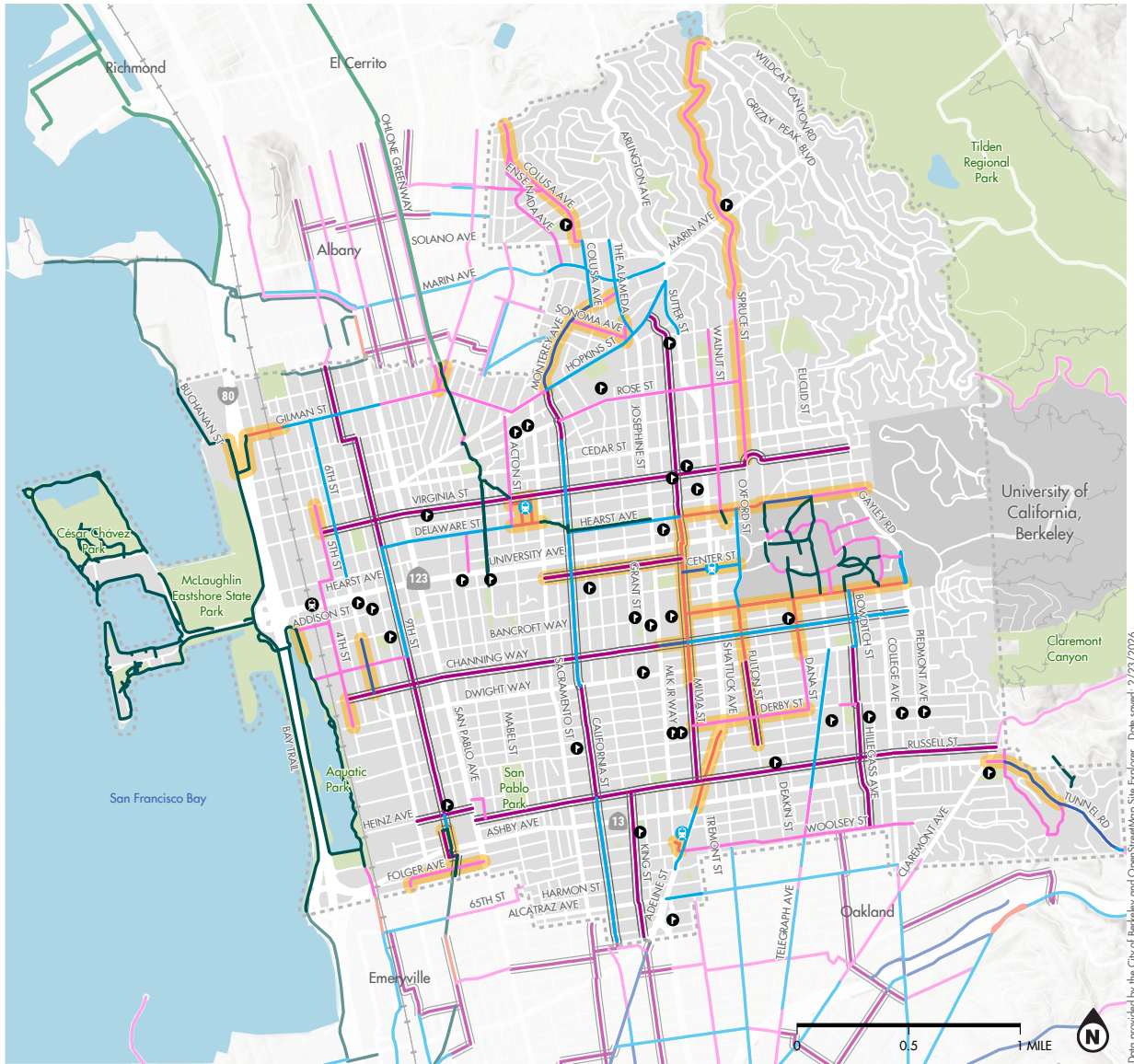
Table 4: *Bikeway Network Mileage Comparison for 2017 and 2025*

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

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.

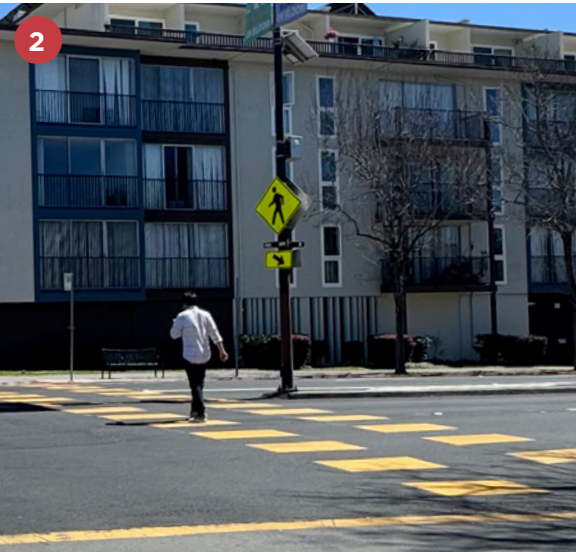
RRFB + median crossing (3) is an enhanced version of an RRFB treatment, including a median crossing for users to focus on one direction of travel at a time. An RRFB and median should be considered on streets with higher traffic volumes or on parts of the Bicycle Boulevard Network that would benefit from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

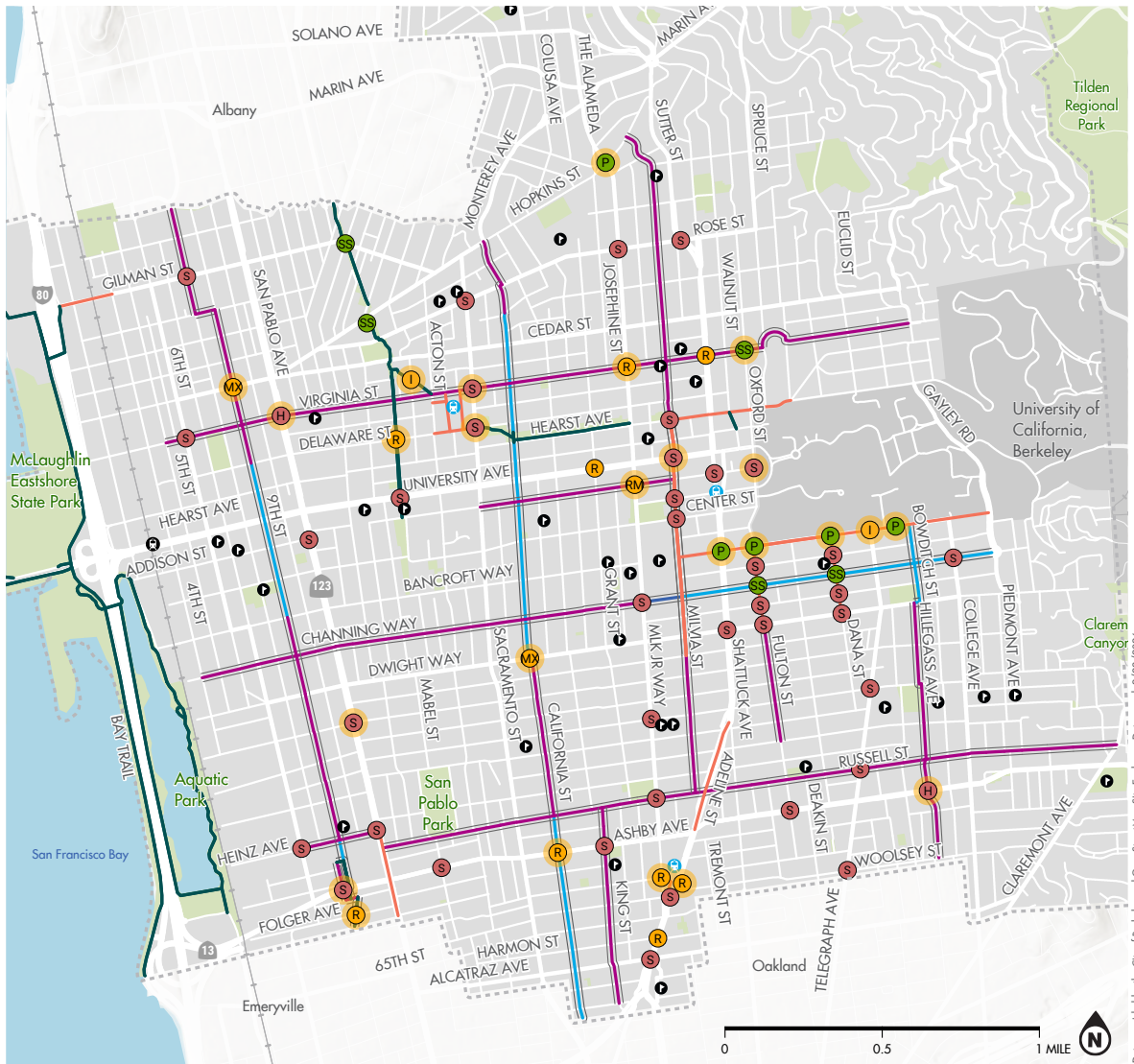
Table 5: Low-Stress Network Intersection Controls 2017 vs. 2025

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



Low-Stress Intersection Control

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

- B BART Station
- A Amtrak Station
- P 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)

Data provided by the City of Berkeley and OpenStreetMap. Site Explorer. Date saved: 2/23/2025.

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.

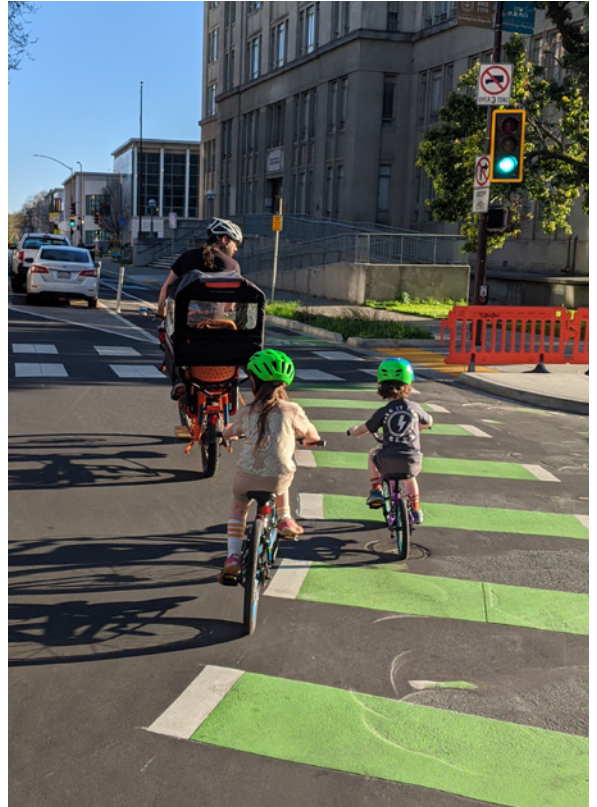
ELEMENTS OF BICYCLE BOULEVARDS

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.

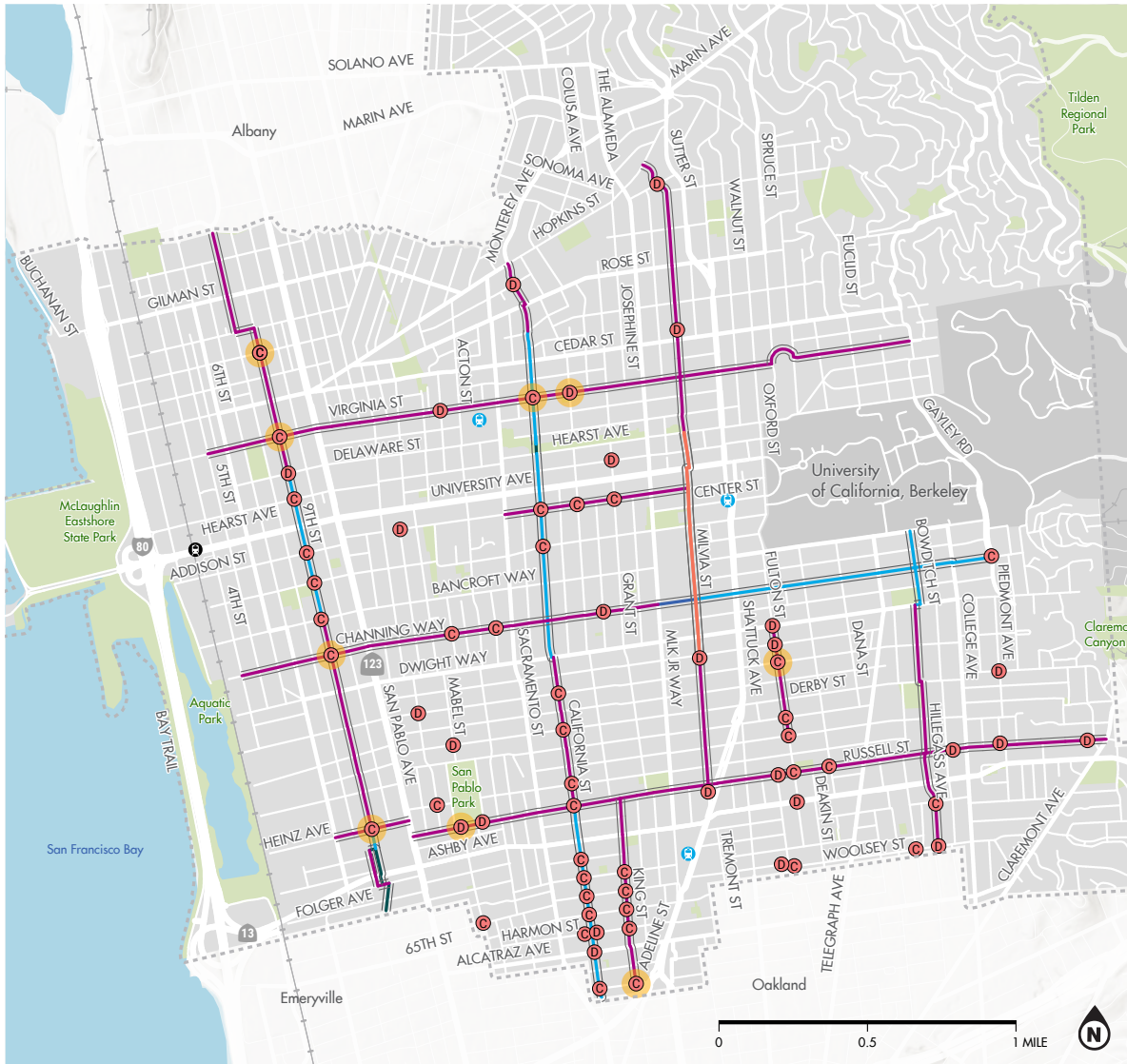
TRAFFIC CALMING

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

CITY OF BERKELEY BIKE PLAN UPDATE



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)
- 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:

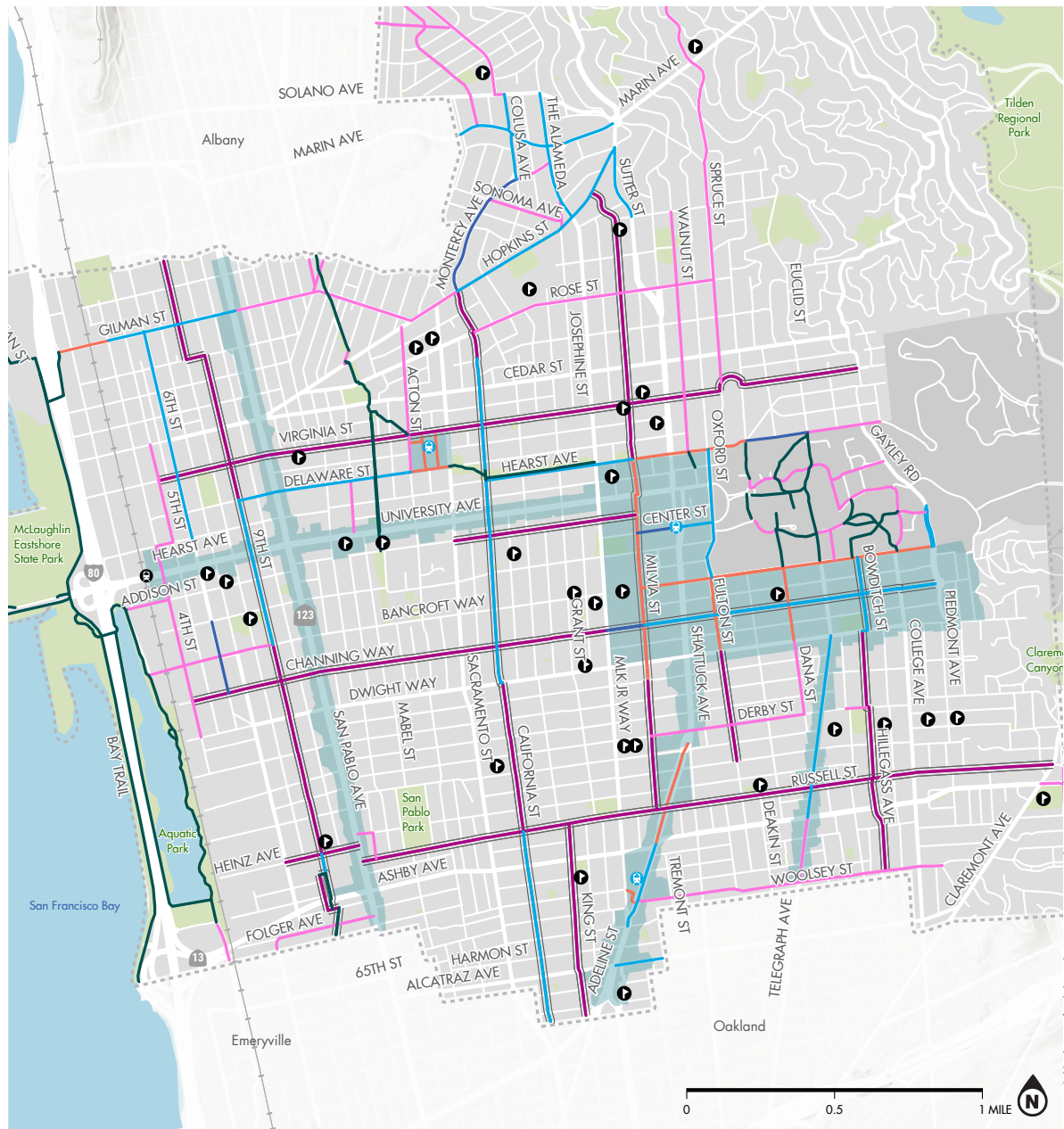
1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened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

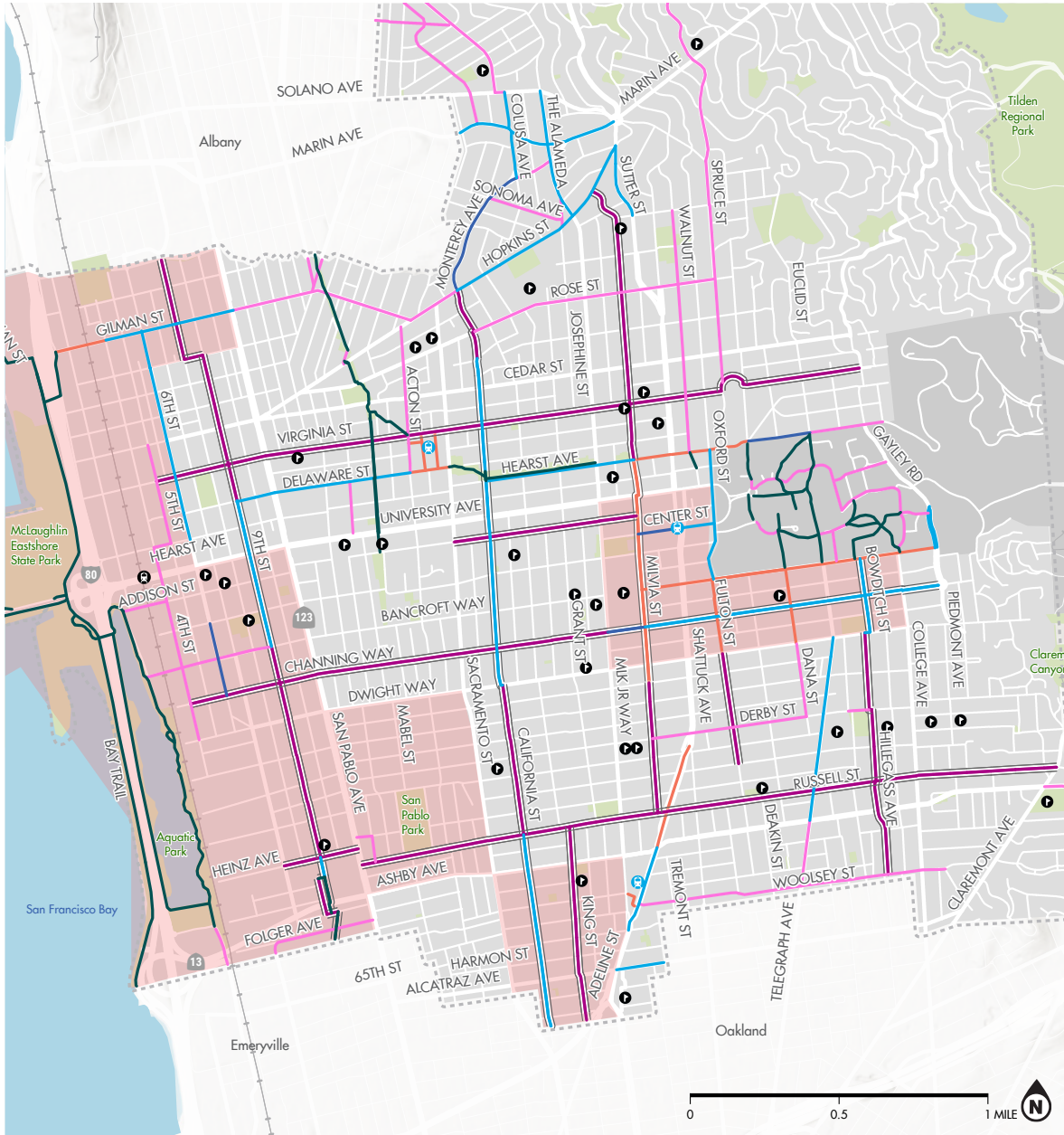


PRIORITY DEVELOPMENT AREAS
CITY OF BERKELEY BIKE PLAN UPDATE



- Priority Development Areas
 - 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**
- P School
 - A Amtrak Station
 - B BART Station
 - R Railroad
 - Park

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



EQUITY PRIORITY COMMUNITIES (2025)

CITY OF BERKELEY BIKE PLAN UPDATE



- 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
- School
- Park
- BART Station
- Railroad

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,

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

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.

to run errands, or to commute to school. Census data, therefore, only tracks a portion of the total bicycle trips in Berkeley.

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

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.

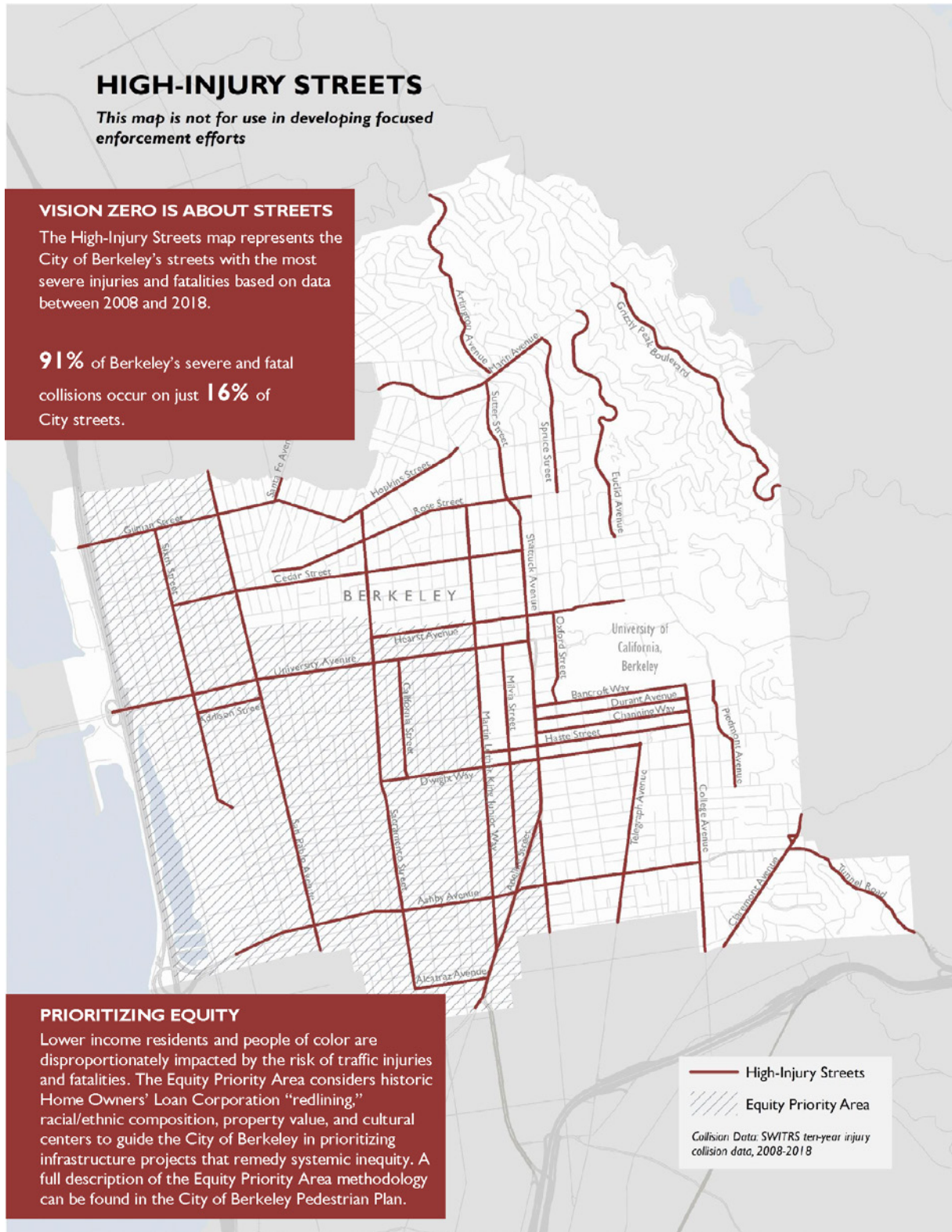
Proposed objectives of the plan include:

- 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. ”

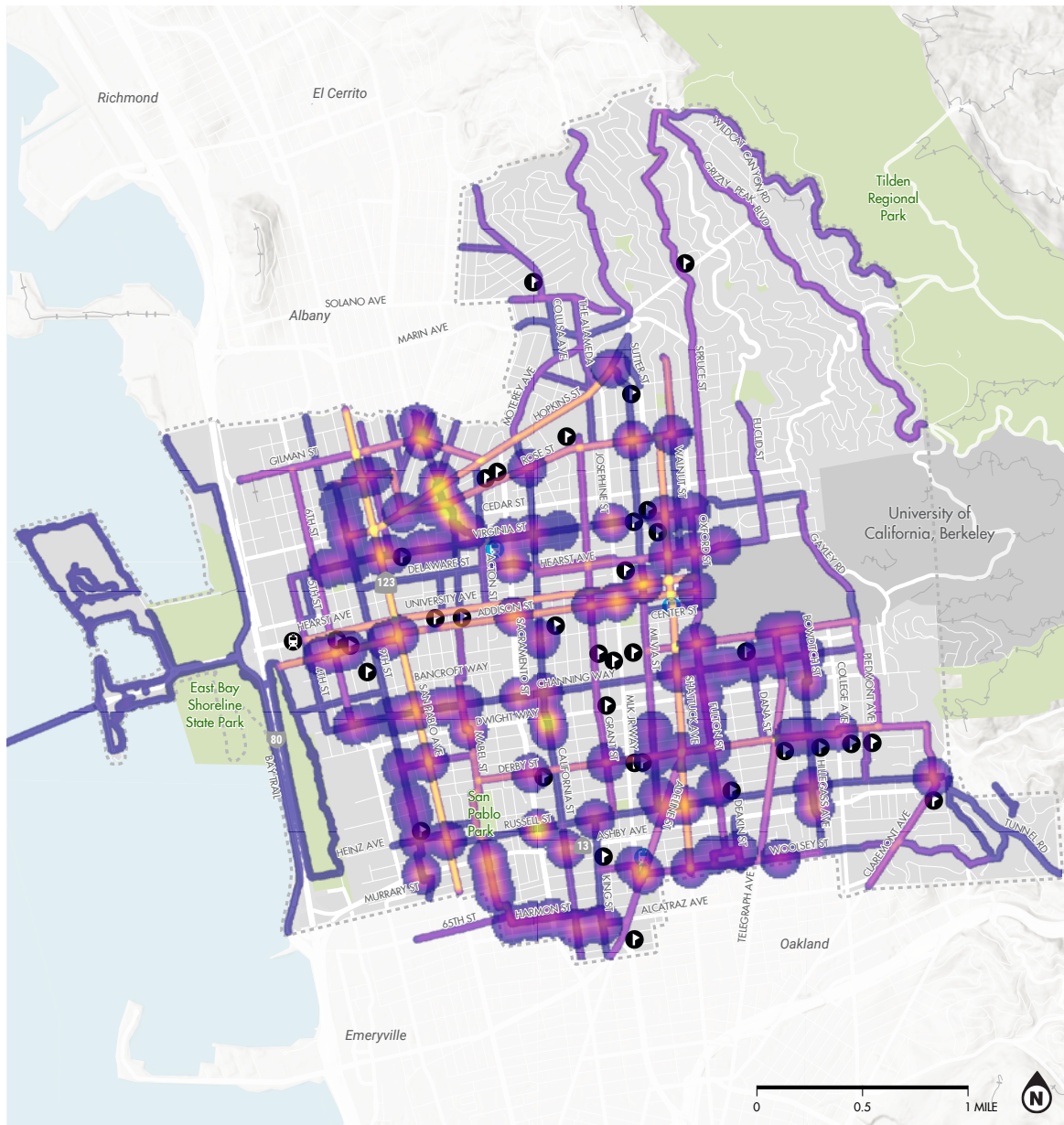
Public providing feedback at the 2022 Juneteenth Festival.

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



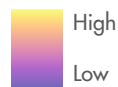
Data provided by the City of Berkeley and OpenStreetMap Site Explorer. Date saved: 11/15/2024.

**COMBINED 2022
OUTREACH
COMMENT DENSITY**
CITY OF BERKELEY
BIKE PLAN UPDATE



COMMENTS ON ALL FACILITIES

Number of Comments



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.

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.

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



Milvia Street

04

PROPOSED BIKEWAY NETWORK



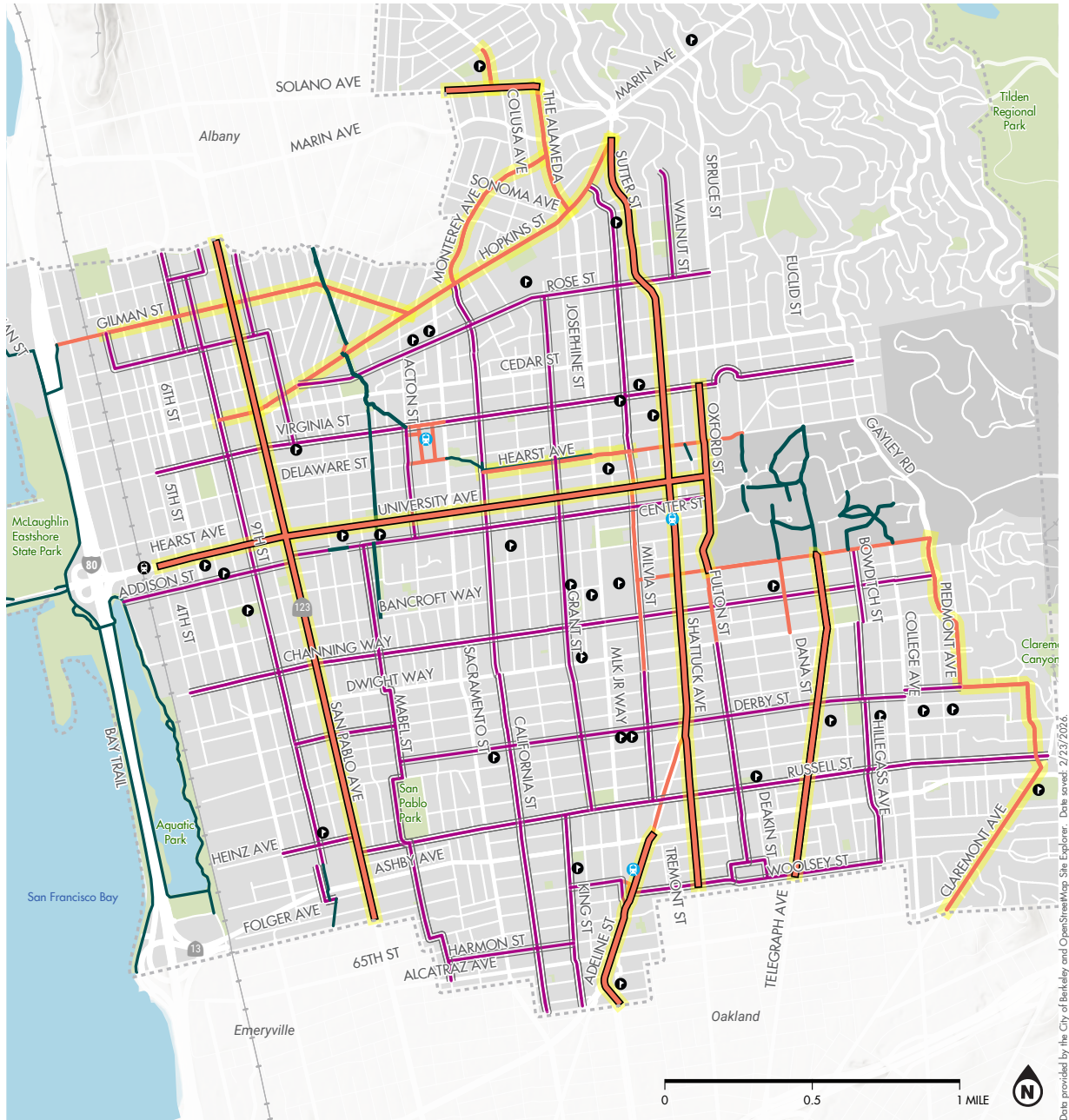
This chapter presents the recommended bikeway network, which supports a vision for Berkeley where bicycling is safe, comfortable, and convenient for people of all ages and abilities.

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

CITY OF BERKELEY BIKE PLAN UPDATE



Low-Stress Bikeway Network Vision

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

- Amtrak Station
- BART Station

Complete Street Corridor Studies* - Low Stress Bikeway Recommendation

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

- 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.

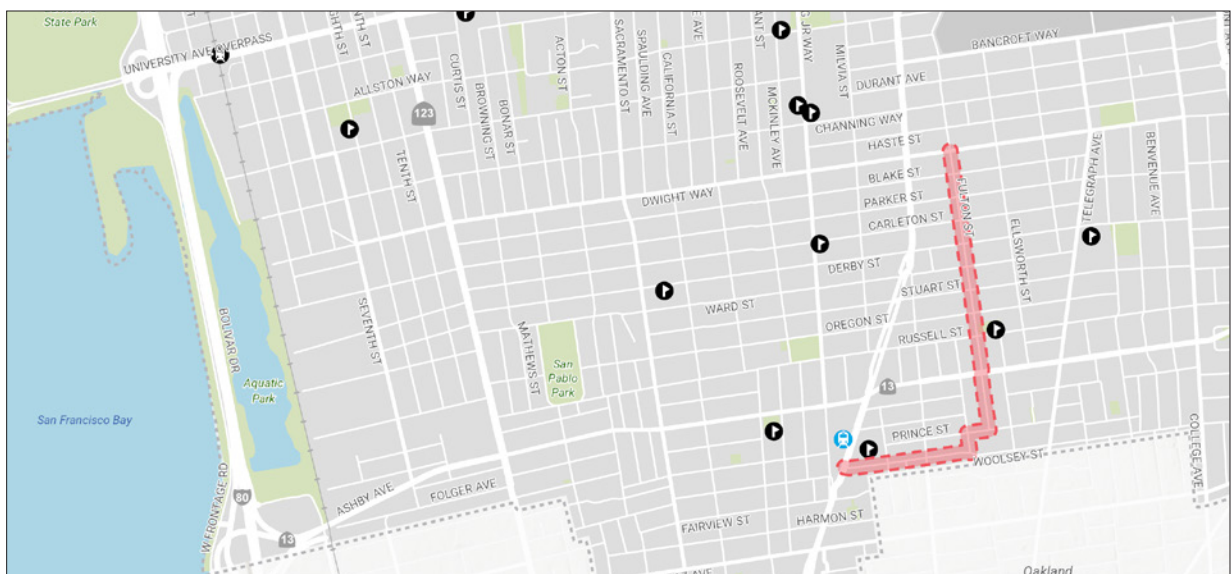
WOOLSEY-FULTON BICYCLE BOULEVARD

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.



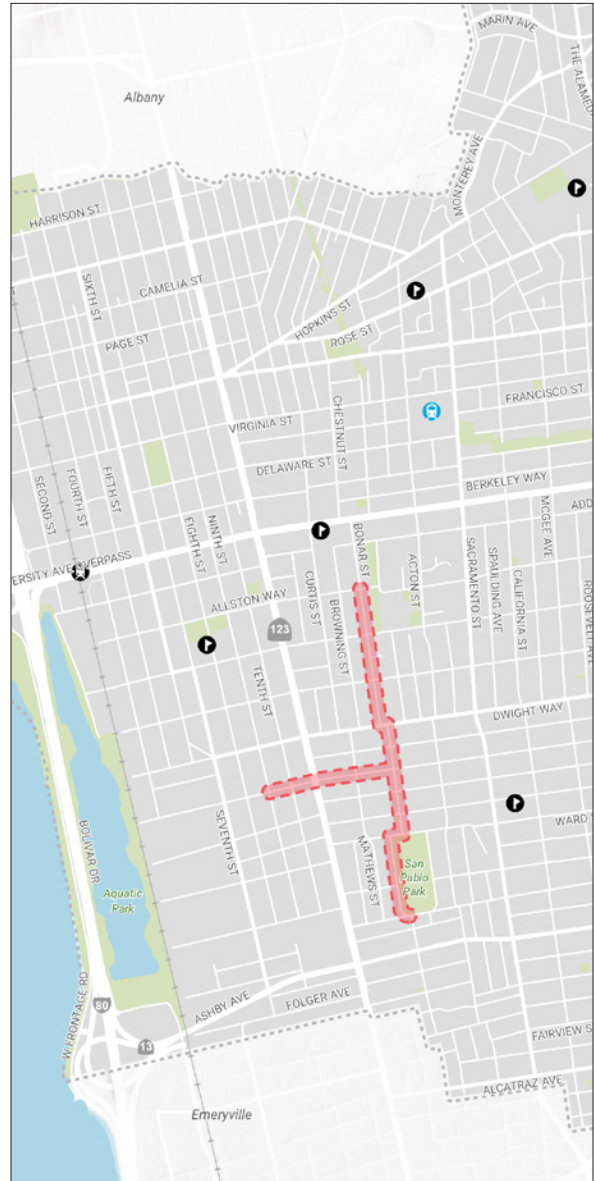
Woolsey-Fulton Bicycle Boulevard project extents

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

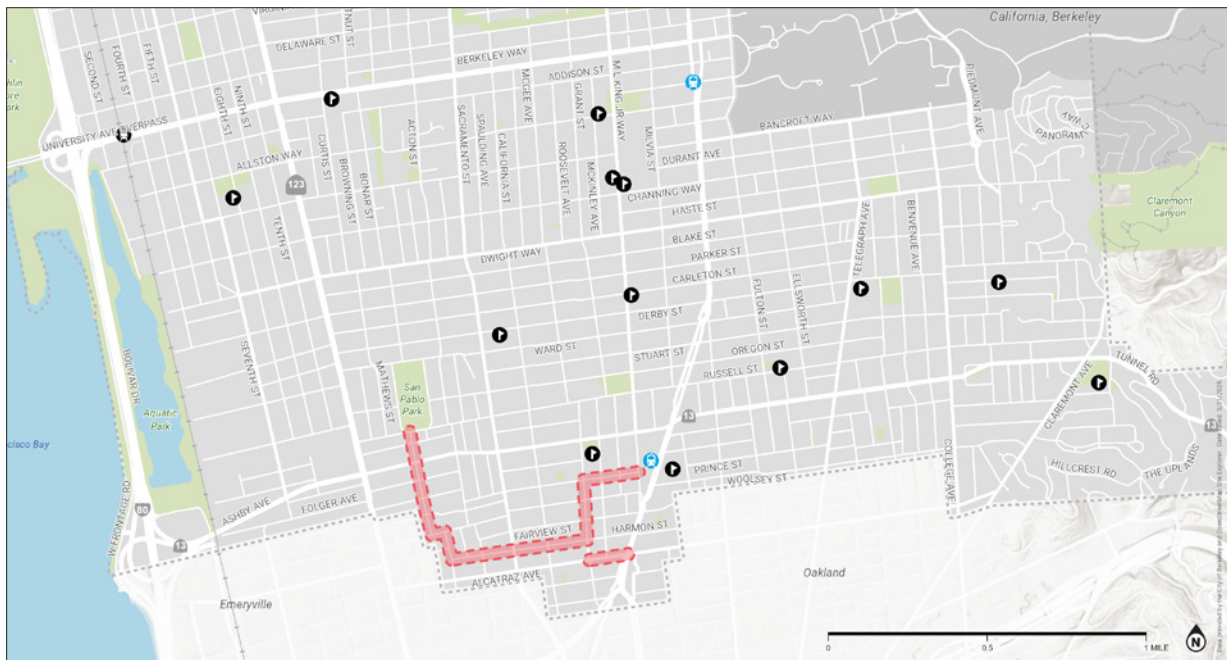
SOUTHWEST BERKELEY BICYCLE BOULEVARDS

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:

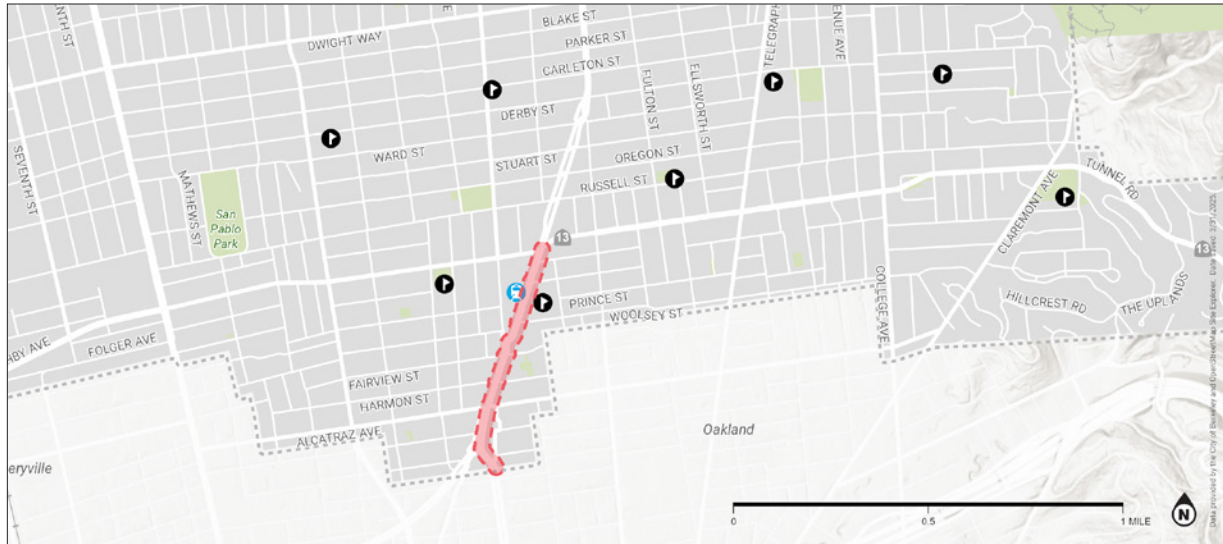
- A bicycle boulevard route (0.67 miles) on Kains Street (Albany border to Camelia Street); Camelia Street (Kains Street to Stannage Avenue); and Stannage Avenue (Camelia Street to Virginia Street)
- A bicycle boulevard route (0.17 miles) on Camelia Street from Kains Street to Ninth Street
- A bicycle 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.

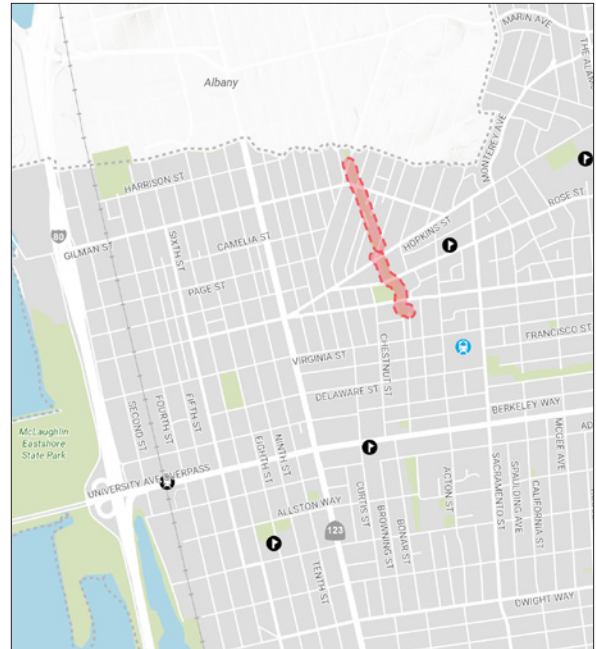
The City of Oakland will in 2026 implement separated bikeways on MLK Jr Drive from West Street to the City of Berkeley border, connecting to the Adeline Transportation Improvement Project.

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

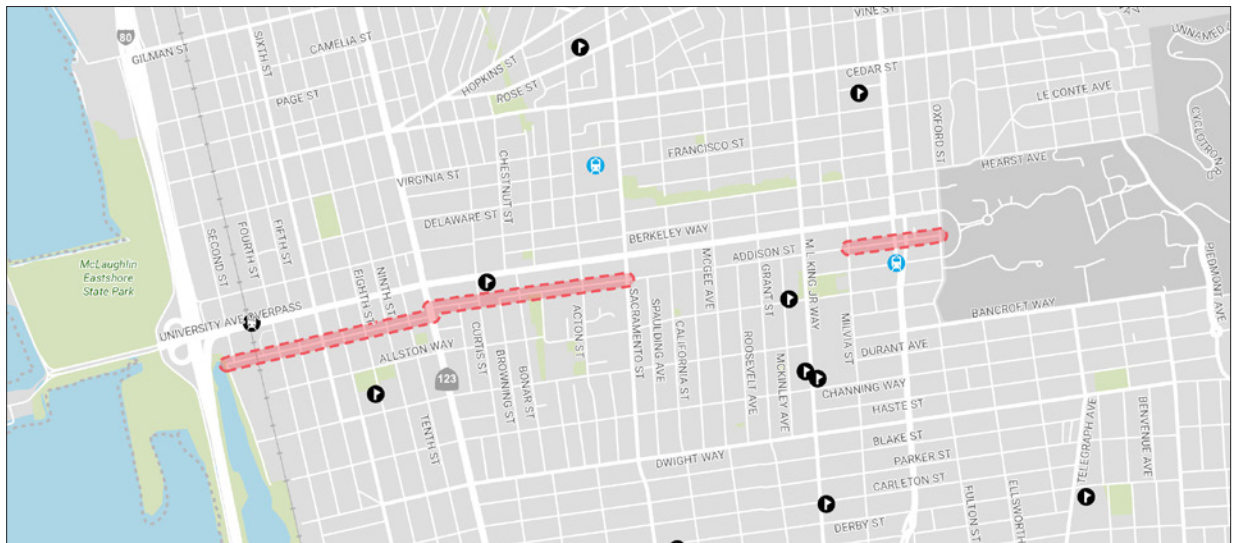
ADDISON STREET BICYCLE BOULEVARD PHASE 2

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

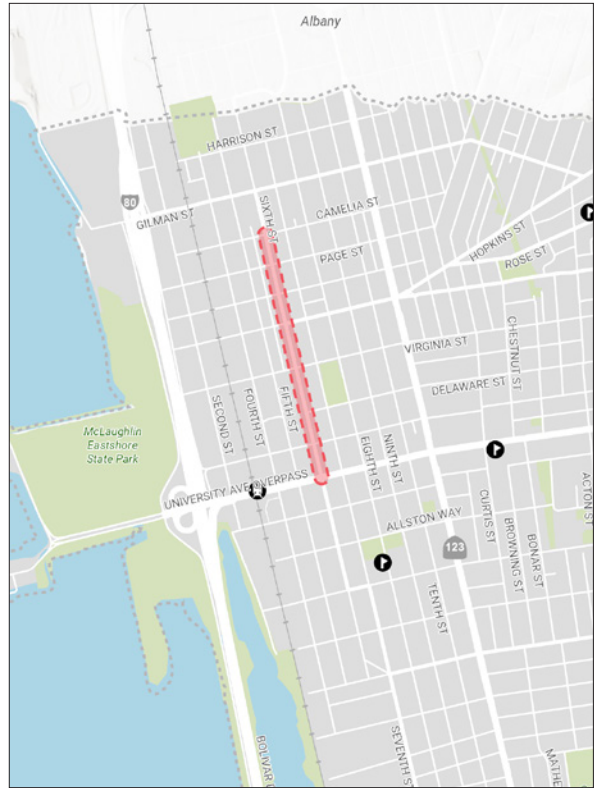
This project will connect the Berkeley Bicycle Boulevard network to the Mario Savio bicycle/pedestrian overcrossing of I-80, creating a low-stress connection to the Bay Trail and the Berkeley waterfront. Construction is expected in 2027.



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

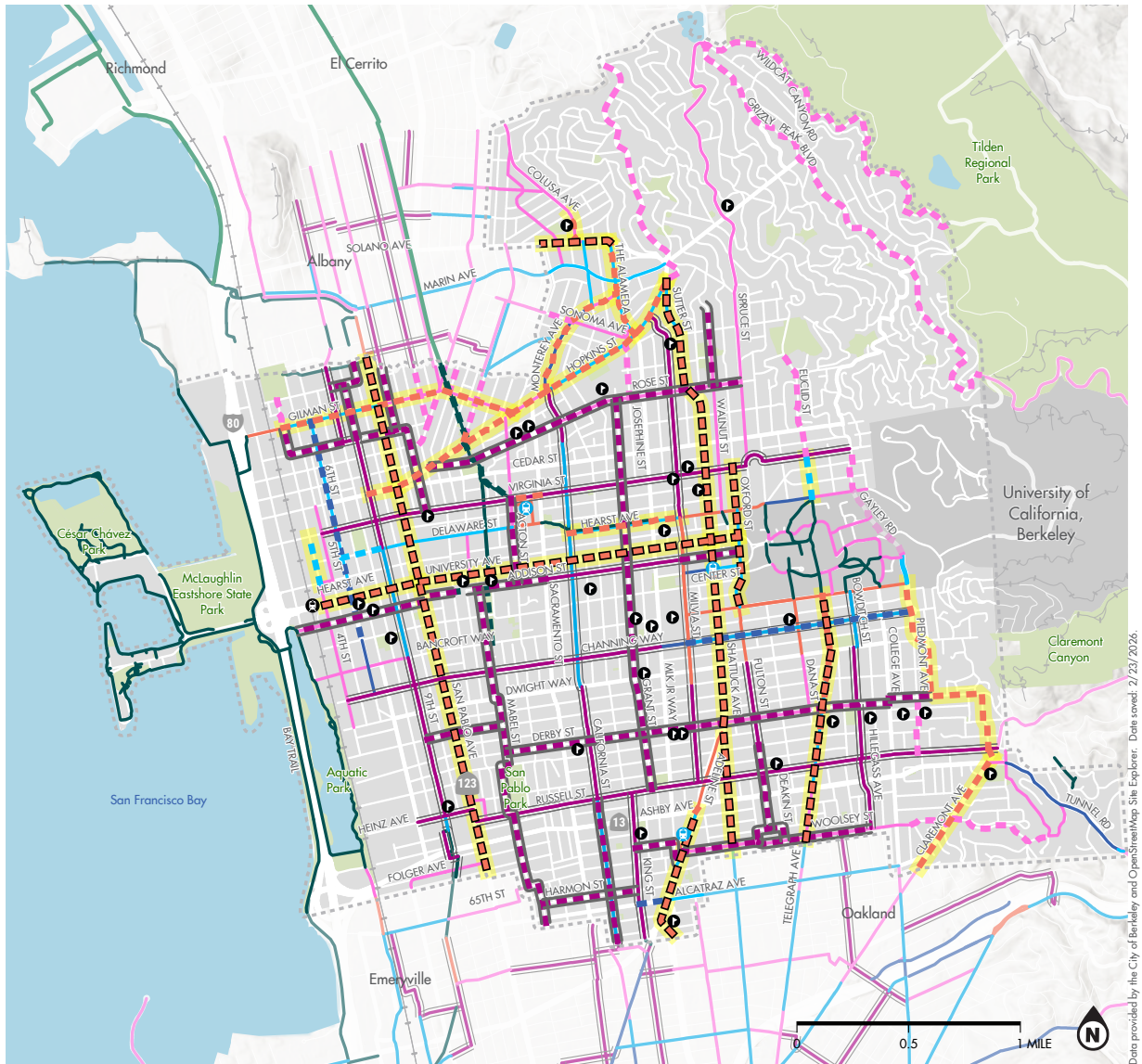
The network recommendations shown on **Figure 13** also include the removal of a few bicycle routes, such as Chestnut Street, which have lost their utility due to better network options being built nearby since the 2017 Bicycle Plan. **Table 7** shows the mileage proposed for each facility class.

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 BIKE PLAN UPDATE



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. 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.

BIKE BOULEVARD NETWORK

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

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	Black		
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 completing a CA MUTCD STOP warrant analysis 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

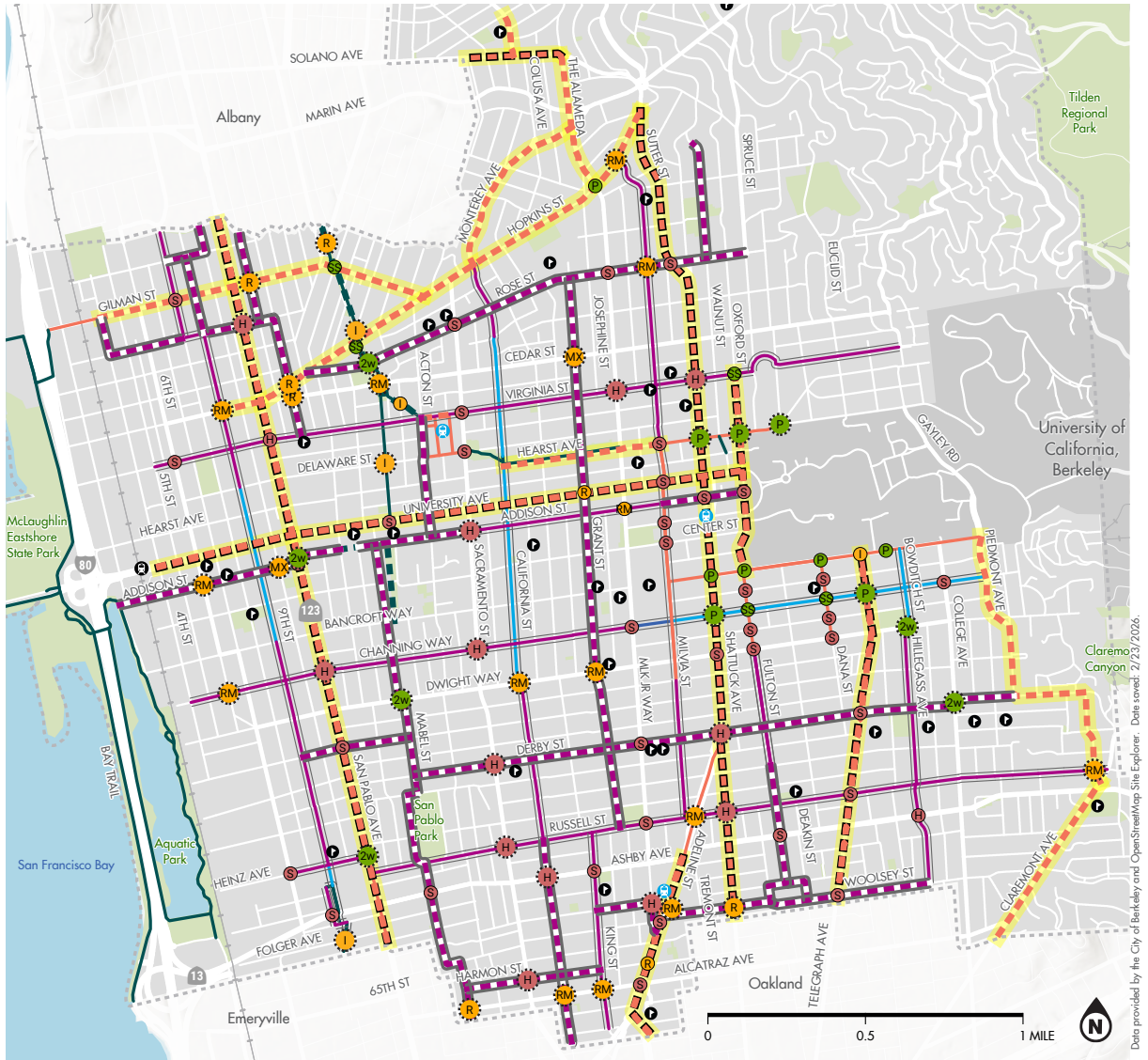
Appendix C Level of Traffic Stress

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. This requires completing a CA MUTCD STOP warrant analysis before implementation.
- 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

CITY OF BERKELEY BIKE PLAN UPDATE



INTERSECTION CONTROL RECOMMENDATIONS

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

EXISTING INTERSECTION CONTROL

- 🟢 Protected Intersection
- 🟡 RRFB + Median
- 🟡 Pedestrian Hybrid Beacon
- 🟡 All-Way Stop Sign
- 🟡 RRFB
- 🟡 Traffic Signal
- 🟡 Median Crossing
- 🟡 Raised Intersection

NETWORK IMPROVEMENTS

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

BIKEWAY 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.

Data provided by the City of Berkeley and OpenStreetMap Site Explorer. Date saved: 2/23/2026.

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**.

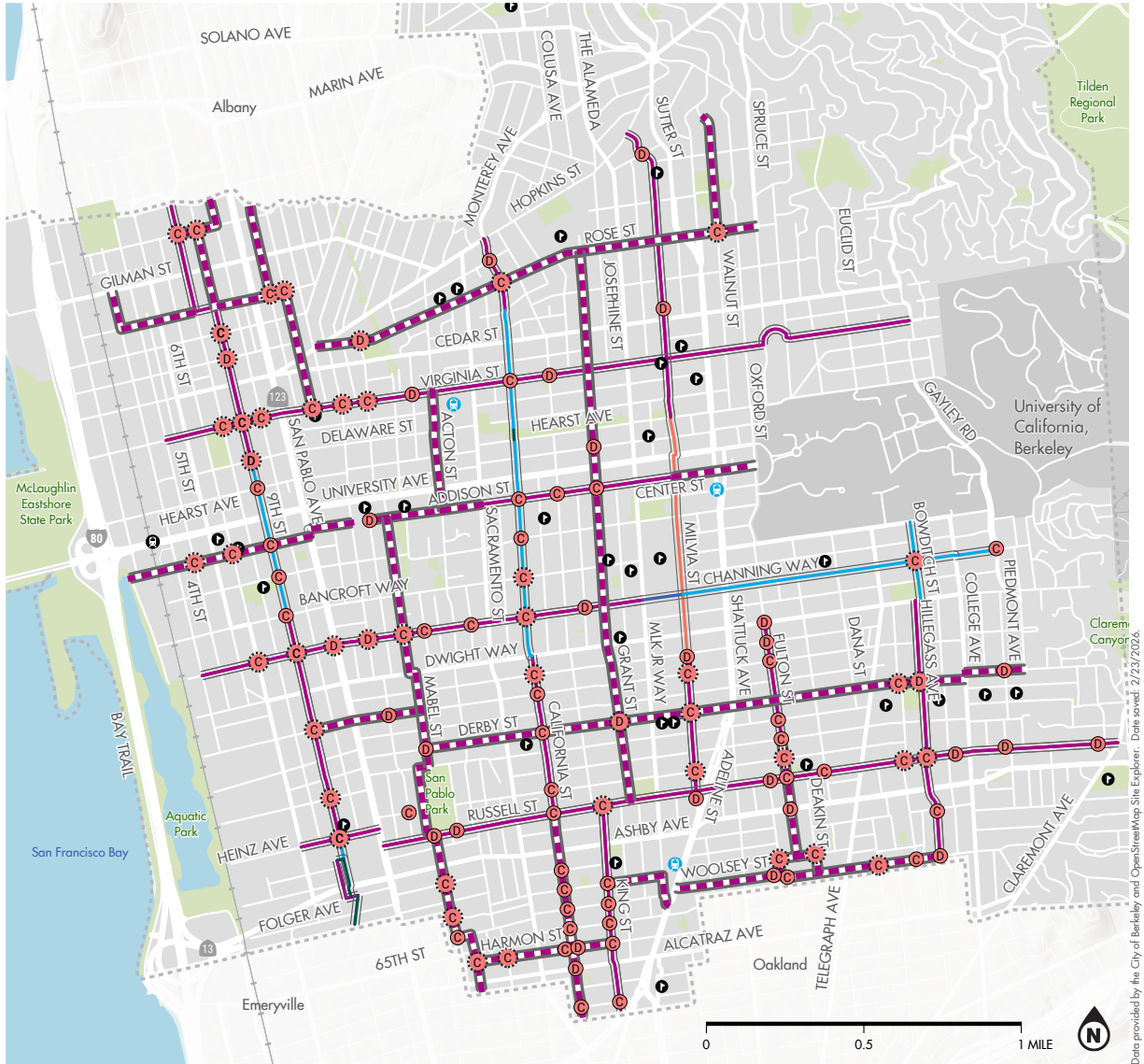
TRAFFIC CIRCLES AND DIVERTERS

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

CITY OF BERKELEY
BIKE PLAN UPDATE



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

BIKEWAY 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

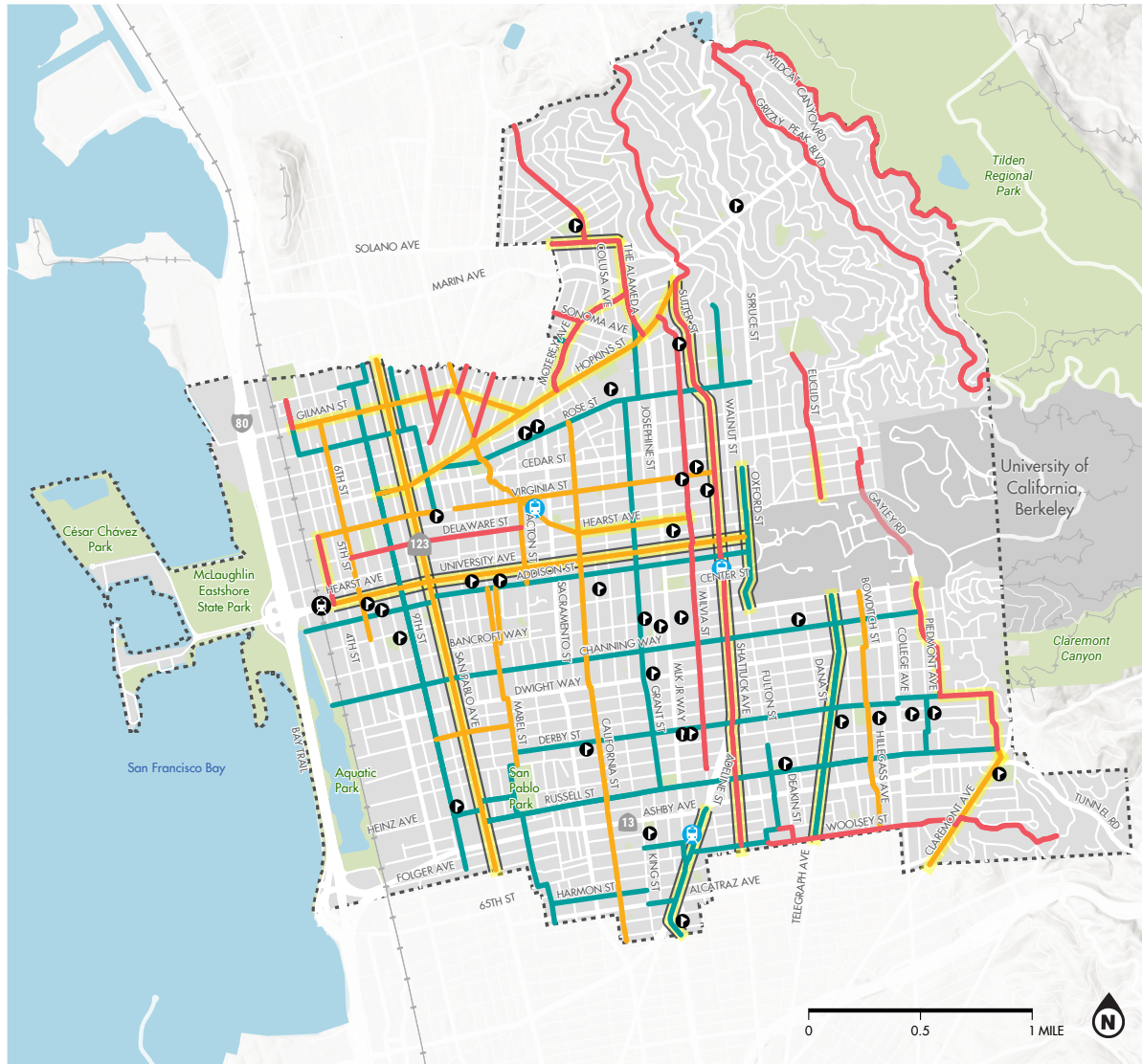
important to the Berkeley community in regard to these projects. See Section **5.2 Project Delivery Process** for more information.

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



Date provided by the City of Berkeley and OpenStreetMap. Site Explorer. Date saved: 2/23/2026.

PROJECT PRIORITIZATION CORRIDORS

CITY OF BERKELEY BIKE PLAN UPDATE



PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3

- School
- BART Station

- Amtrak Station
- Railroad

COMPLETE STREETS STUDY CORRIDOR

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

- 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
Derby Corridor Improvements	RRFB_Median	Russell St	Adeline St			\$ 143,000
	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
Channing Corridor Improvements	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
	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 Crossing	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	Camelia 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 for Bicycle 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

6th St to 9th St

- Consider bicycle phase or bicycle signal head, coordinated with westbound left-turn phase
- Study removal of left-turn pockets or signal reconfiguration to retain parking and Line 12 westbound bus bays
- Transit boarding island for eastbound Line 12 stop

- Study removal of one eastbound travel lane to accommodate separated bikeway
- Potential for protected intersection treatments on west side of intersection
- Consider separate bicycle signal phase to minimize turning conflicts
- Coordinate with AC Transit to accommodate bus stops and transit efficiency



**GILMAN STREET:
4TH STREET TO
SAN PABLO AVENUE**

CITY OF BERKELEY
BIKE PLAN UPDATE

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



Mabel St

- Existing traffic diverter
- Connects to proposed Mable St bicycle boulevard

Sacramento St

- Proposed PHB crossing
- Study potential to remove left-turn lanes on Sacramento Street and implement a median crossing prohibiting left turns

California St

- Existing traffic circle
- Connects to existing California St bicycle boulevard

Grant St

- Proposed traffic diverter*
- Connects to proposed Grant St bicycle boulevard

Milvia St

- Proposed traffic circle
- Connects to existing Milvia St bicycle boulevard

Shattuck Ave

- Proposed PHB crossing
- Study potential to remove left-turn lanes on Shattuck Avenue and implement a median crossing prohibiting left turns (compatible with fire vehicles)

Regent St

- Planned traffic circle

Hillegass Ave

- Proposed traffic diverter (diagonal)*
- Connects to existing Hillegass Ave bicycle boulevard

College Ave

- Proposed two-way cycletrack connector
- Consider relocating southbound AC Transit stop to accommodate connector; consider impacts to transit and loading for adjacent businesses

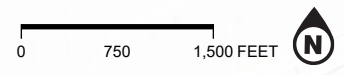
**DERBY STREET:
MABEL STREET TO
WARRING STREET**

CITY OF BERKELEY
BIKE PLAN UPDATE

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.

Evaluation of Two-way Cycletrack on 9th Street

- 2 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.

Evaluation of Two-way Cycletrack on San Pablo Avenue

3

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

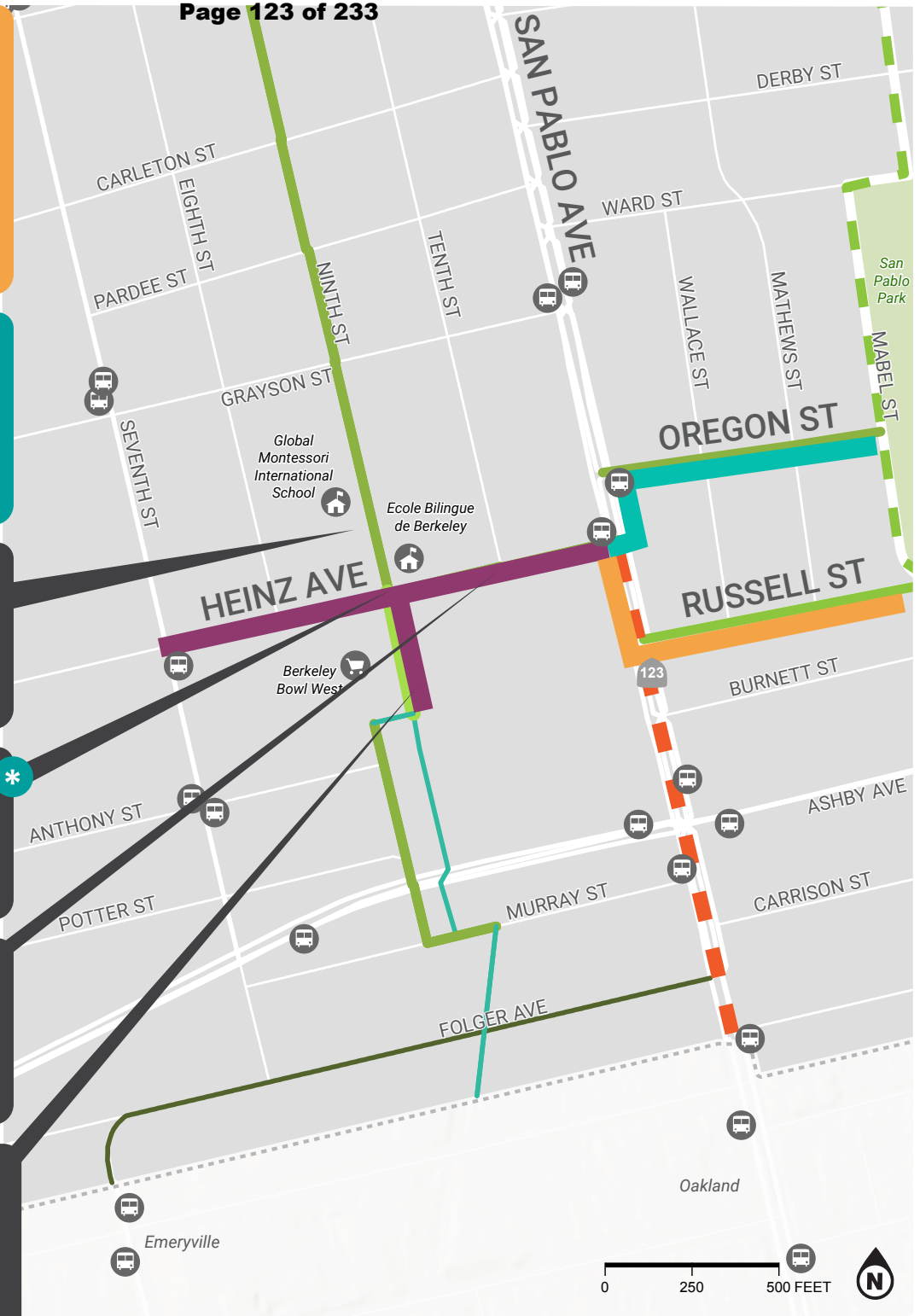
- 9th & Heinz temporary traffic circle to be reconstructed with permanent materials as part of San Pablo Parallel Routes project

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**

CITY OF BERKELEY
BIKE PLAN UPDATE

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

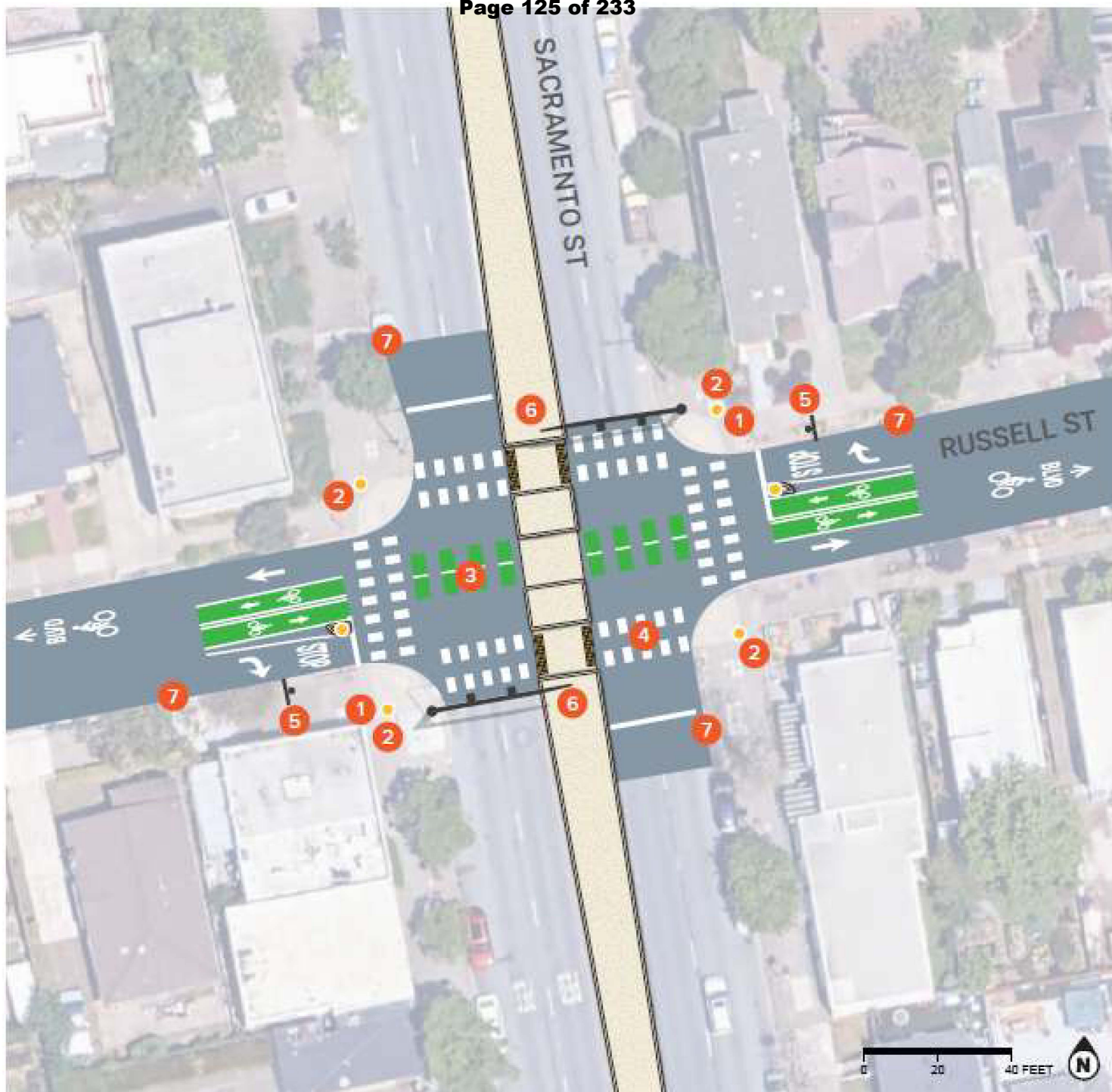
Implement a PHB crossing of Sacramento Street at Russell Street. Consider closing the left-turn lanes on Sacramento Street and implementing a median crossing. This median crossing would prohibit vehicular left-turn movement from Sacramento Street and would prohibit vehicular left-turn and through movements 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

CITY OF BERKELEY
BIKE PLAN UPDATE



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

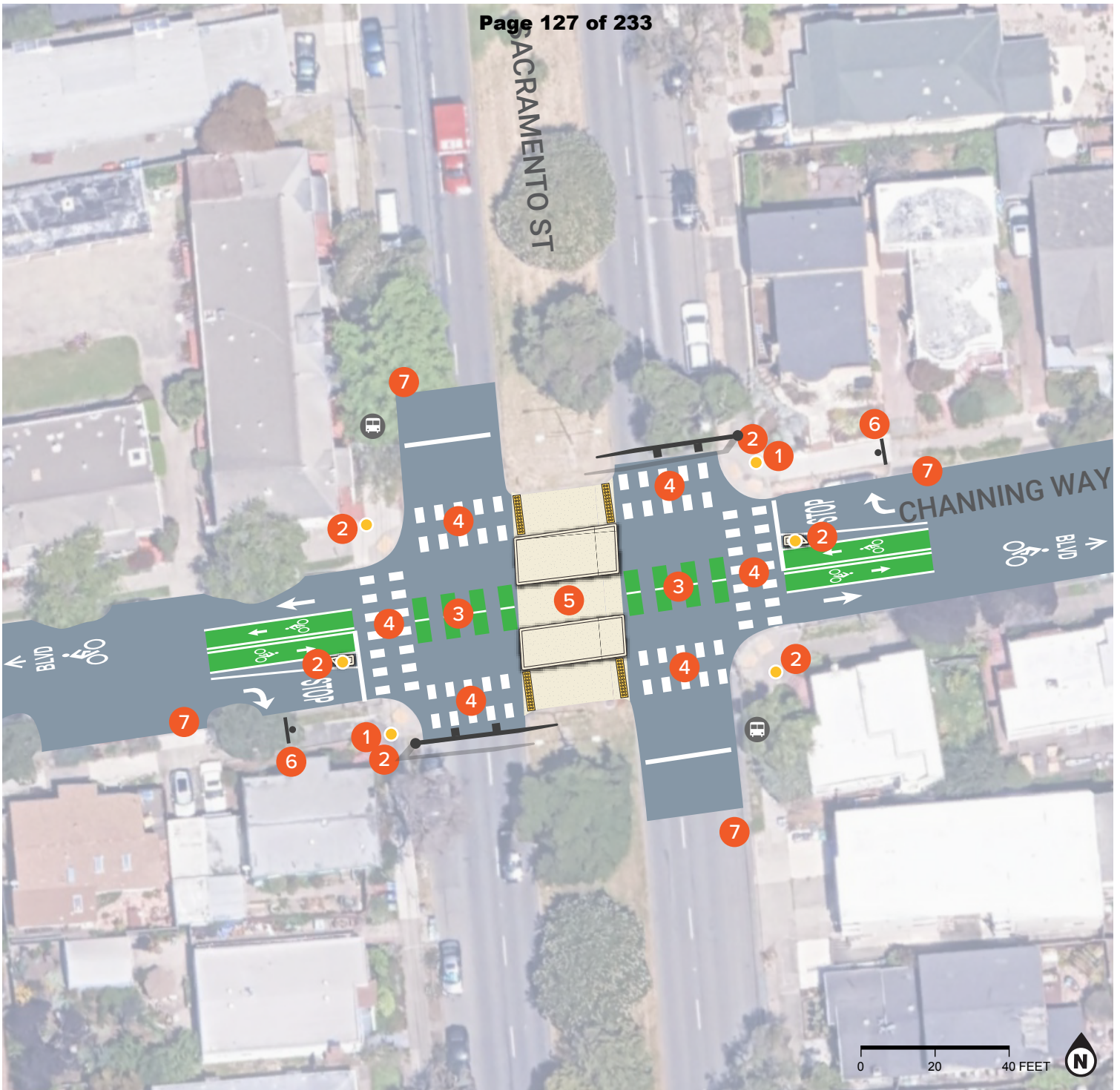
- The Channing Way bicycle boulevard has an uncontrolled crossing of the intersection at Sacramento Street. Sacramento Street is a major arterial with four through lanes of traffic, a large median (approximately 28 feet wide) between directions of travel, and a speed limit of 25 mph.
- This intersection 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 of 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



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.

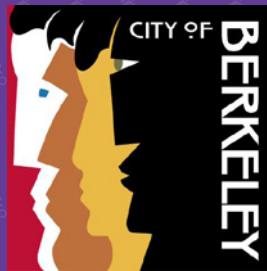
The City will coordinate improvements to the public right-of-way, in an effort to develop changes that do not adversely impact emergency response.

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.

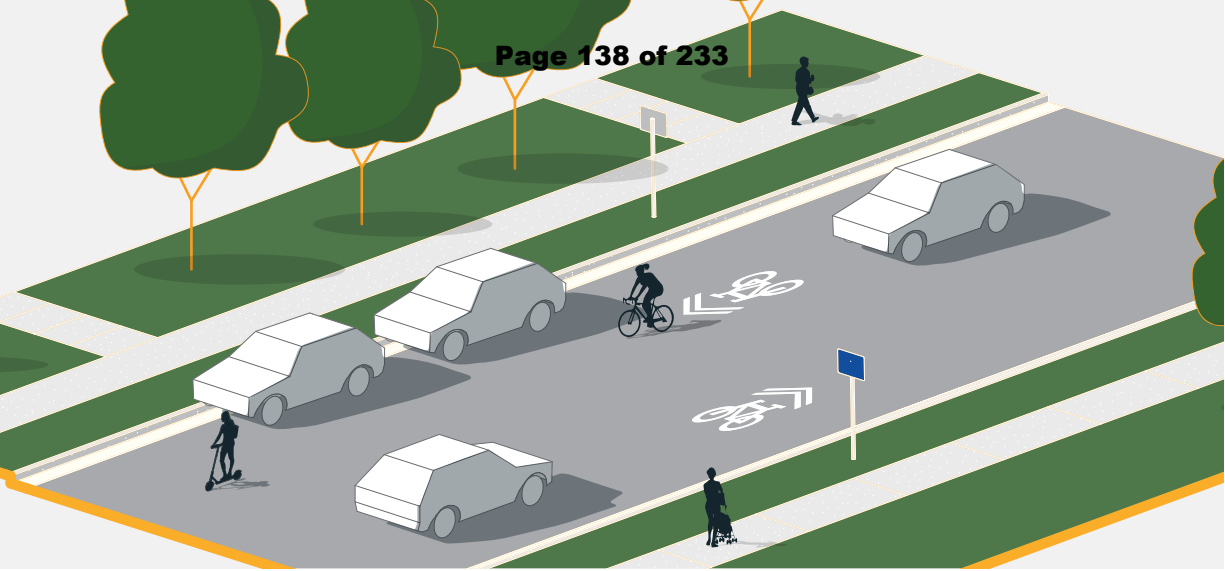


APPENDIX A

BICYCLE BOULEVARD DESIGN GUIDE

Sections of this guide that have been updated or added since the 2017 Bike Plan are noted accordingly.





WHAT IS A BICYCLE BOULEVARD?

(New Section)

A bicycle boulevard is a roadway that has been modified, as needed, to enhance safety and convenience for people bicycling. It provides better conditions for bicycling while maintaining the neighborhood character and necessary emergency vehicle access. Berkeley's bicycle boulevards are intended to serve as the primary low-stress bikeway network, providing safe, direct, and convenient routes across Berkeley.

TYPICAL APPLICATION

- Parallel with and close to major thoroughfares (1/4 mile or less).
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2 to 5 miles).
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10% out-of-direction travel compared to the shortest path of primary corridor.
- Local streets with traffic volumes of:
 - 20 mph = 1,000 - 2,000 ADT (average daily traffic)
 - 25 mph = 500 - 1,500 ADT, as well as less than 50 vehicles per hour in the peak direction at peak hour.

DESIGN FEATURES

- In addition to pavement markings and signs, bicycle boulevards must include features to enhance safety.
- Implement volume control treatments based on the context of the bicycle boulevard, using engineering judgment. Pay special attention to school zones to ensure bicycle boulevards are designed for low-speed and low-volume during all times of the day, and especially during pick up and drop off times.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists, following crossing treatment progression to achieve Level of Traffic Stress 1 or 2 (see page A-21).

FURTHER CONSIDERATIONS

Bicycle boulevard retrofits to local streets are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists, these intersections can become major barriers along the bicycle boulevard and compromise safety.

Traffic calming can deter motorists from driving on a street, as well as help to maintain or establish low volumes and discourage vehicle cut through/speeding. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in unintended and inappropriate volumes on arterial or collector streets adjacent to the bicycle boulevard. Traffic calming can be implemented on a trial basis.

Key elements of bicycle boulevards are unique signage and pavement markings, traffic calming features to maintain low vehicle volumes, and safe and convenient major street crossings.

CRASH REDUCTION

In a comparison of vehicle/bicyclist collision rates on traffic-calmed side streets signed and improved for cyclist use, compared to parallel and adjacent arterials with higher speeds and volumes, the bicycle boulevard was found to have a crash reduction factor of 63%, with rates two to eight times lower when controlling for volume (CMF ID: 3092¹).

CONSTRUCTION COSTS

Costs vary depending on the type of treatments proposed for the corridor. Simple treatments such as wayfinding signage and markings are most cost-effective, but more intensive treatments will have greater impact at lowering speeds and volumes, at higher cost.

¹ Crash Modification Factors Clearinghouse, "Install Bicycle Boulevard", (2011).

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 Boulevard Pavement Markings
(Source: RB Landmark)

SAFE, CONVENIENT CROSSINGS

Traffic controls, warning devices, and separated facilities at intersections facilitate safe and convenient crossings of major streets along the bicycle boulevard network.



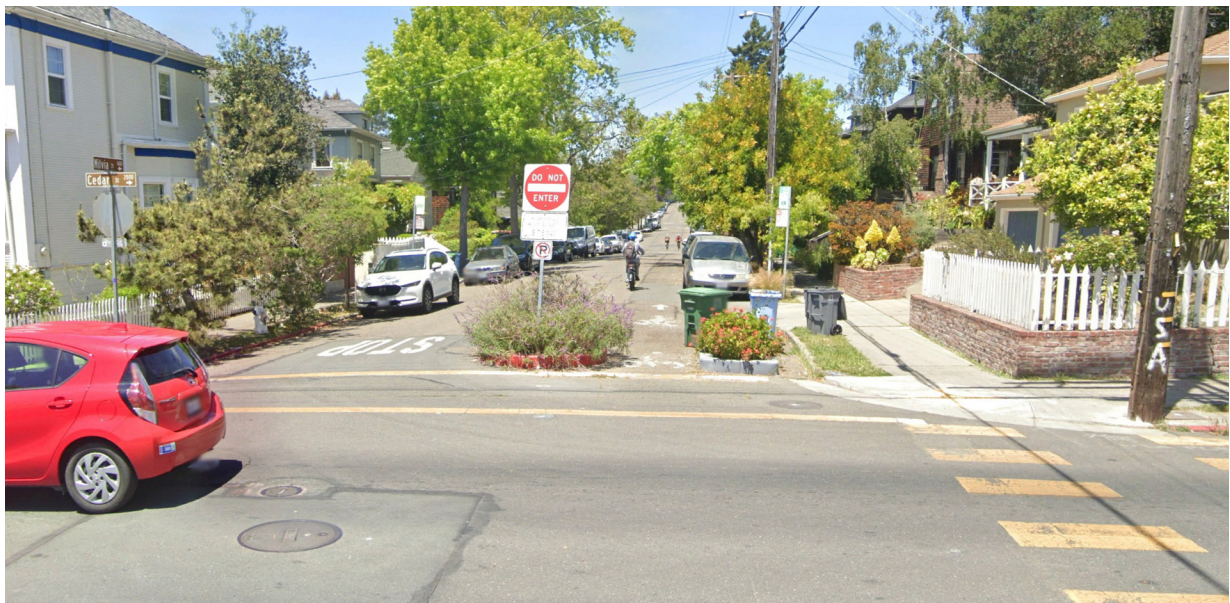
Example of a traffic control sign at an intersection.



Example of a separated bike lane approaching an intersection.

BICYCLE PRIORITY

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



Diverter at Milvia Street and Cedar Street in Berkeley (Source: Google Earth)

Design Needs of Bicyclists *(New Section)*

The facility designer must understand how bicyclists operate and how their bicycle influences that operation. Bicyclists, by nature, are much more affected by poor facility design, construction, and maintenance practices than motor vehicle drivers.

By understanding the unique characteristics and needs of bicyclists, a facility designer can provide quality facilities and minimize user risk.

BICYCLE AS A DESIGN VEHICLE

Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. The most common devices people ride in urban bikeways fit into one of these four categories:

- **Mini devices:** Electric and non-electric scooters, skateboards, rollerblades, and other devices under 20 inches wide that typically ride or roll upright on small wheels. This typically includes people who use wheelchairs and personal mobility devices in bikeways
- **Typical bikes:** Electric and conventional upright bikes and tricycles, as well as recumbent bikes, hand cycles, and any wheeled devices up to 2.5 feet wide. These are the most common bikeway users and a typical bike is the conventional design vehicle for bikeways.
- **Cargo bikes:** Electric and conventional bikes, tricycles, or any other wheeled device between 2.5 to 3 feet wide that has an extended wheelbase or is pulling a trailer.
- **Extra-large bikes:** Large freight tricycles, pedicabs, and other devices wider than 3 feet, and typically up to 4.5 feet wide. In addition to the design dimensions of a typical device the minimum and preferred rideable widths, shown below, ensure that each device type has enough space to operate within a bikeway.

Minimum and Preferred Rideable Widths

CONTROL DEVICE	ONE-WAY BIKE LANE		TWO-WAY BIKE LANE	
	MINIMUM RECOMMENDED*	PREFERRED	MINIMUM RECOMMENDED*	PREFERRED
Mini Device Widths cannot be less than a typical bike	6 feet	7-8 feet	8-10 feet	11-13 feet
Typical Bike Device width up to 2.5 feet	6 feet	7-8 feet	8-10 feet	11-13 feet
Cargo Bike Device width up to 3 feet	6.5 feet	8-9 feet	9-11 feet	12-14 feet
Extra-Large Bike Device width up to 4.5 feet	7 feet	11.5-12.5 feet	12-14 feet	15-17 feet

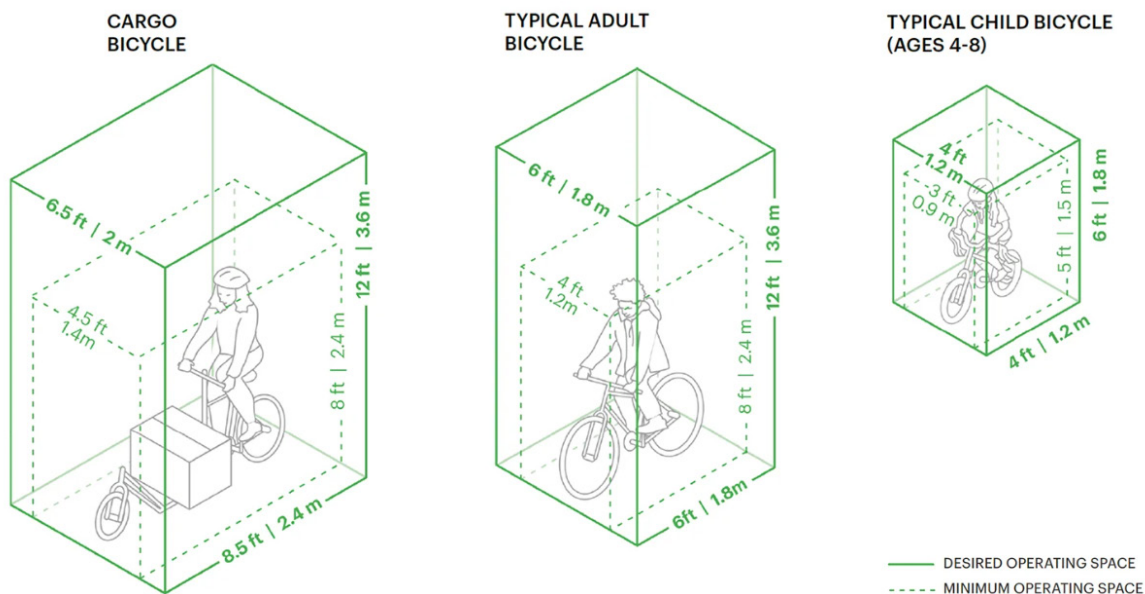
* Side-by-side riding and passing are not accommodated in minimum widths. Refer to NACTO's *Designing for Small Things With Wheels* publication for further design guidelines.

Design Speed Expectations

BICYCLE TYPE	FEATURE	TYPICAL SPEED
Upright Adult Bicyclist	Paved level surfacing	8-12 mph*
	Crossing	10 mph
	Downhill	30 mph
	Uphill	5-12 mph
E-Bike	Paved level surfacing	18 mph
Recumbent Bicyclist	Paved level surfacing	18 mph

* Typical speed for casual riders per AASHTO 2013.

Bicycle Rider - Typical Operating Dimensions



Source: NACTO *Design Controls for Bicycle Facilities*, Adapted from *Urban Bikeway Design Guide* 3rd Edition

02

TRAFFIC CALMING FEATURES





Speed Table at Milvia Bicycle Boulevard (Source: City of Berkeley)

Traffic calming may include elements intended to reduce the speeds of motor vehicle traffic to be closer to bicyclist travel speeds, or include design elements that restrict certain vehicle movements and discourage motorists from using bicycle boulevards as cut-through corridors.

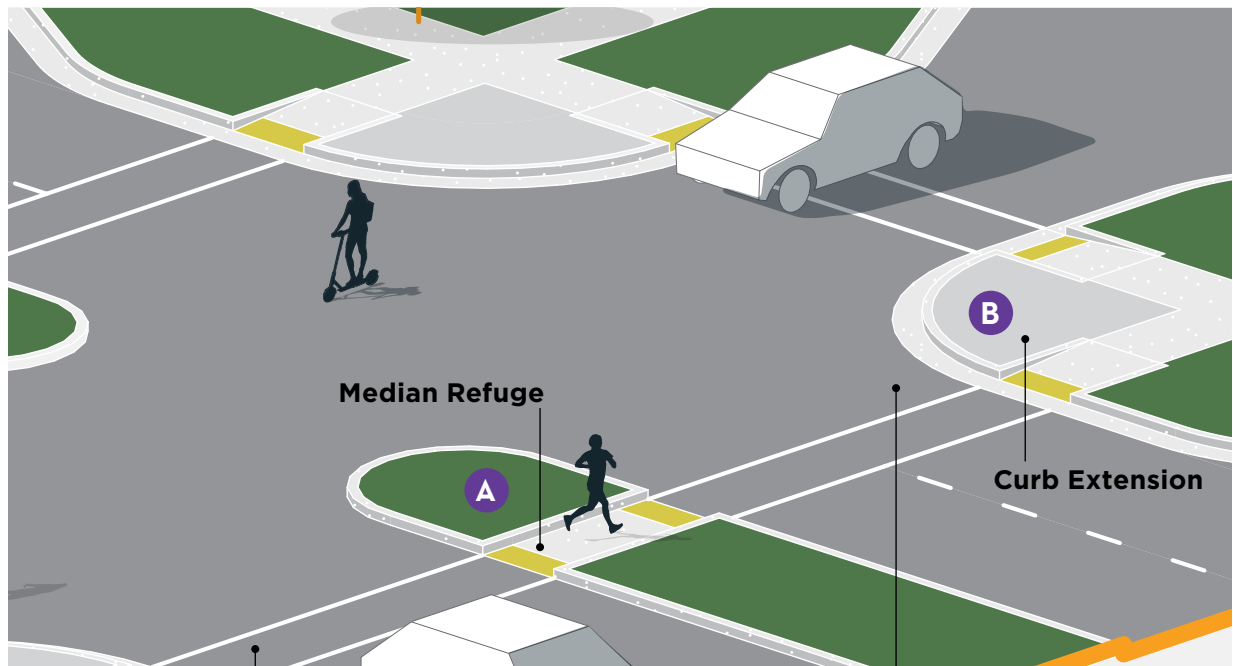
Traffic calming treatments can cause drivers to slow down by constricting the roadway space for more careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds. They can also lower vehicle volumes by physically or operationally reconfiguring corridors and intersections along the route.

Typical Application

- City should study feasibility of implementing a posted speed limit of 20 mph, as allowed by AB 43. Use traffic calming to pursue a design speed of 20 mph (25 mph maximum). Traffic calming on bicycle boulevards will be implemented according to direction from the City Council regarding public notification and engagement thresholds.
- Pursue a 1,500-cars-per-day maximum. Bikeways with daily volumes above this limit should be considered for traffic calming measures.

Design Features: Speed Management

- A** Median islands in the center of the roadway create a pinchpoint for vehicles and offer shorter crossing distances for pedestrians when used with a marked crossing.
 - Chicanes slow drivers by requiring vehicles to shift laterally through narrowed lanes, while preserving sightlines.
- B** Pinchpoints, chokers, or curb extensions restrict motorists from operating at high speeds on local streets by visually and physically narrowing the roadway.
 - Neighborhood traffic circles reduce vehicle speed at intersections by requiring motorists to move cautiously through conflict points. Traffic circles can be landscaped but must be maintained to preserve sightlines.
 - Street trees narrow a driver's visual field and create a consistent rhythm and canopy along the street, which provides a unified character and facilitates place recognition.
 - Speed tables slow drivers through vertical deflection. Leave a gap between the table and the curb to have less impact on stormwater drainage.



Pedestrians can cross one lane or one direction of traffic at a time, wait on the refuge for traffic to clear in the other direction, and then continue crossing.

Narrows the crossing distance.

SPEED TABLES *(New Section)*

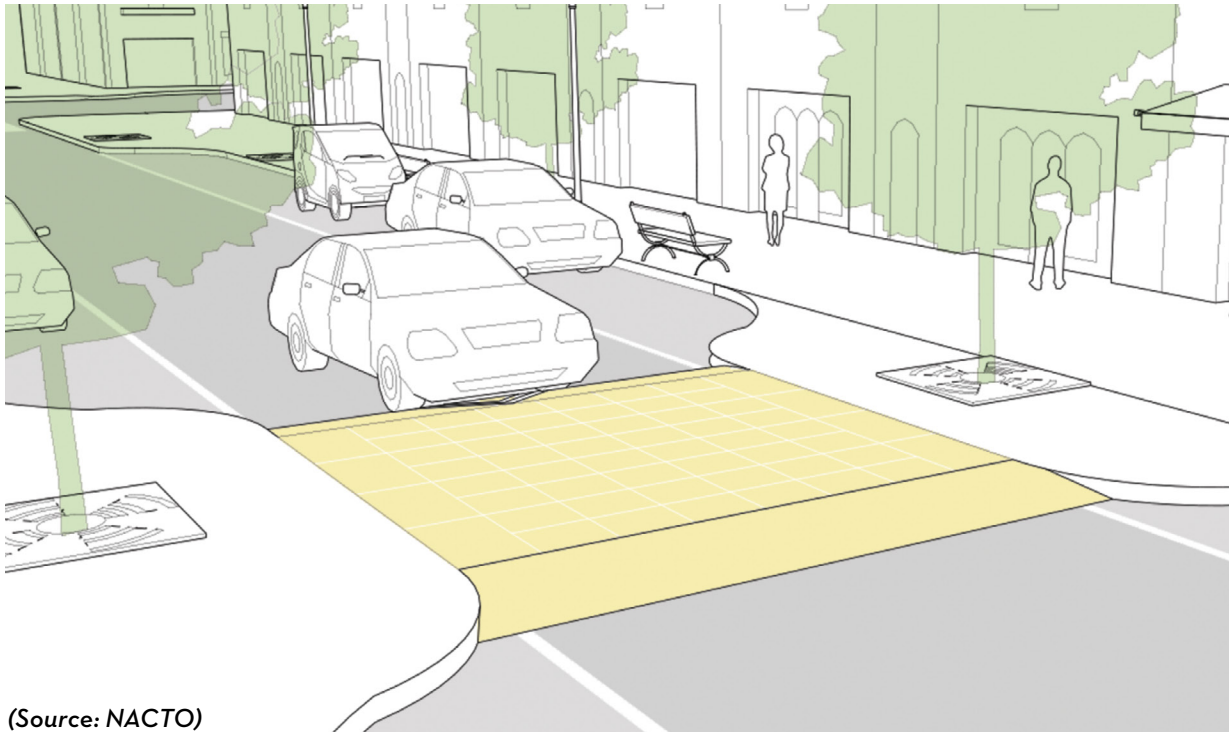
Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its speed. Speed tables are longer than speed humps and flat-topped, and can be used on collector streets and transit and emergency response routes.

Placement Criteria

Minimum one speed table per block; can exceed this minimum consistent with the guidelines below:

- Speed tables located no further than 500 feet from another speed table in the same block.
- Speed tables located no closer than 50 feet from the nearest back of crosswalk.
- Speed tables must be placed so as not to interfere with residential or commercial driveways.

Multiple cities in the Bay Area have recently adopted standards for speed cushions as an alternative to speed tables. A speed cushion incorporates two wheel cutouts to allow large vehicles to pass through unaffected while still imposing traffic calming effects on regular passenger vehicles. Speed cushions can benefit operations for emergency responders, trash collectors, and transit operators while still providing traffic calming benefits. Speed cushions also allow a path of travel for people riding bikes or scooters which avoids the vertical deflection and discomfort of traveling over the speed cushion. Speed cushions are not currently an approved device by the City of Berkeley; any future implementation of speed cushions should include close coordination with the Berkeley Fire Department to develop design specifications that work with their vehicles while still achieving traffic calming goals.



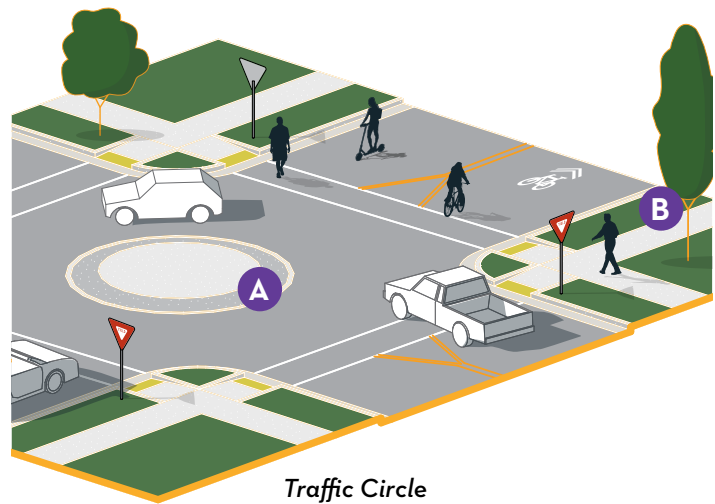
(Source: NACTO)

TRAFFIC CIRCLES *(Updated Section)*

Traffic circles are a type of horizontal speed management typically installed along low-speed, low-volume streets, and bicycle boulevards. They are raised islands located in the center of intersections that narrow the roadway and require motorists and bicyclists to reduce their speed in order to navigate around.

Purpose

- Slowing vehicle through- and turn-movements.
- Discouraging non-local or cut-through traffic.
- Reducing turn-movement conflicts between bicycles and vehicles.
- Facilitating movements and reducing conflicts at intersections of two bicycle boulevards.
- Providing opportunities for neighborhood greening/landscaping and potential green infrastructure.



Typical Application

- An effective traffic calming tool on bicycle boulevards and low-speed, low-volume bicycle routes.
 - Often installed to replace stop signs at intersections along a bike boulevard.
 - Should be installed in consultation with neighborhood residents and emergency vehicle operators.
 - Traffic circles feature raised curbs and/or mountable aprons to provide access for emergency vehicles.
 - Approaches can feature mini channelization islands or pavement markings to further narrow the roadway and delineate travelways.
- A** The visual footprint of the traffic circle can be expanded in the intersection with integral colored pavement, or visually patterned surface treatments.
- B** Traffic circles can be landscaped but must be maintained to preserve sightlines.

Design Features

- Multiple traffic circles in series at adjacent intersections may not be needed due to the incorporation of speed tables, and should be avoided if there is not a strong justification.
- Traffic circle radius depends on roadway width, and curb radii, to provide adequate horizontal deflection.
- Consider including a vertical element to traffic circles
- Individual intersections should be assessed based on the above criteria to determine whether through-/turn-movement conflicts or adjacent destinations are a factor.

PLACEMENT CRITERIA

Traffic circles may be considered at any residential street along a bicycle boulevard, but particularly at:

- Intersections of bicycle boulevards and local streets with higher traffic volumes.
- Locations near a collector or arterial street intersection without nearby diversion—to discourage non-local or cut-through traffic.



Fully Mountable Traffic Circle at Virginia Street and McGee Street (Source: City of Berkeley)



Vegetated Traffic Circle at Prince Street and King Street in Berkeley (Source: City of Berkeley)

TRAFFIC DIVERTERS *(Updated Section)*

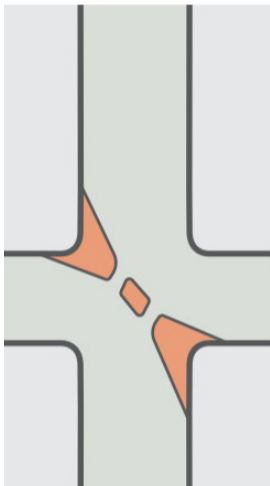
Traffic diverters are an effective traffic volume management tool that allow bicycles and emergency vehicles to proceed through an intersection, but restrict all other vehicle through-movements (requiring vehicles to turn right). Traffic diverters are installed on local roadways designated as bicycle boulevards.

Typical Application

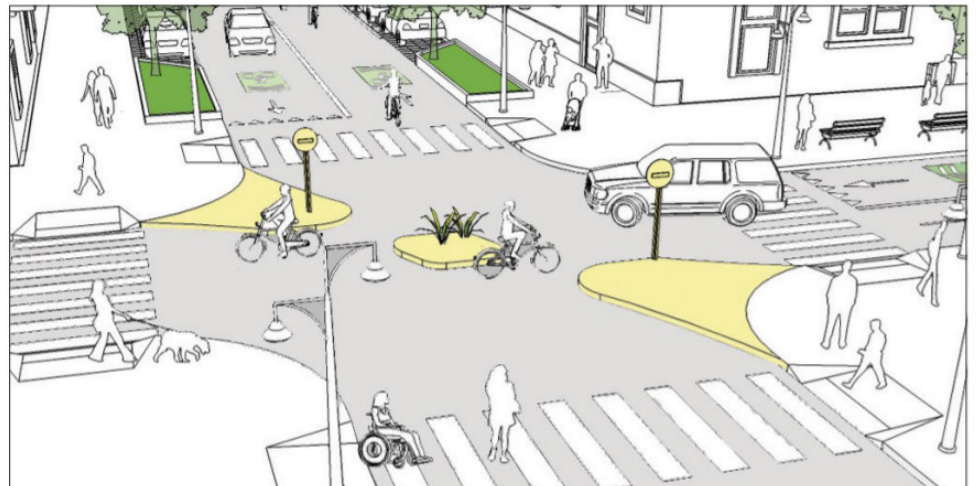
- Traffic diversion reduces vehicle volumes on bicycle boulevards.
- Existing non-landscaped traffic diverters without cut-throughs can be retrofitted to allow through-access for bicycles and emergency vehicles.
- Traffic diverter designs should be developed in consultation with neighborhood residents and emergency vehicle operators.
- Design and neighborhood outreach processes should inform the type and precise location of diverters, with consideration given to traffic volume, and the direction of the diversion, with the goal of routing motorized traffic to the nearest collector or major street.
- Design and placement should consider potential impacts to evacuation routes



*Full Diverter at Berkeley Way and Trader Joe's
(Source: City of Berkeley)*



Diagonal Diverter (Source: NACTO)



Purpose

- Slowing or eliminating vehicle turn-movements.
- Discouraging non-local or cut-through traffic on bicycle boulevards, which are intended as low-volume streets.
- Reducing turn-movement conflicts between bicycles and vehicles.
- Providing opportunities for neighborhood greening/landscaping and potential green infrastructure.
- When placed as median intersections, diverters offer pedestrian and bicycle crossing refuges.

Design Features

- Traffic diverters can be landscaped to enhance the overall attractiveness of the bike boulevard.
- Colored concrete pavers and visually dramatic striping should be used to further delineate the diverter from the roadway, and reinforce the vehicle turn restriction.
- At-grade curb cuts, or mountable curbs, provide convenient access for bicycles.
- Bollards, stanchions, and remaining metal and concrete “staples” on existing traffic diverters should be removed. These obstacles pose a crash hazard to cyclists. They can be replaced with small, properly designed median islands.

PLACEMENT CRITERIA FOR MAJOR STREET CROSSING

At major street crossings, diverters are designed as median crossings.

Two configurations for median islands are described below:

- Approach islands, which require “right-in/right-out” turn-movement restriction, but allow left turns from the main street into the side street (bike boulevard); sometimes used in conjunction with pedestrian hybrid beacon (PHB) or traffic signal. **See illustration B on the next page.**
- Approach islands, which require “right-in/right-out” turn-movement restriction, while also prohibiting left turns from the main street into the side street (bike boulevard); typically used alone or in conjunction with rectangular rapid flashing beacon (RRFB). **See illustration C on the next page.**

PLACEMENT CRITERIA FOR RESIDENTIAL NEIGHBORHOOD STREETS

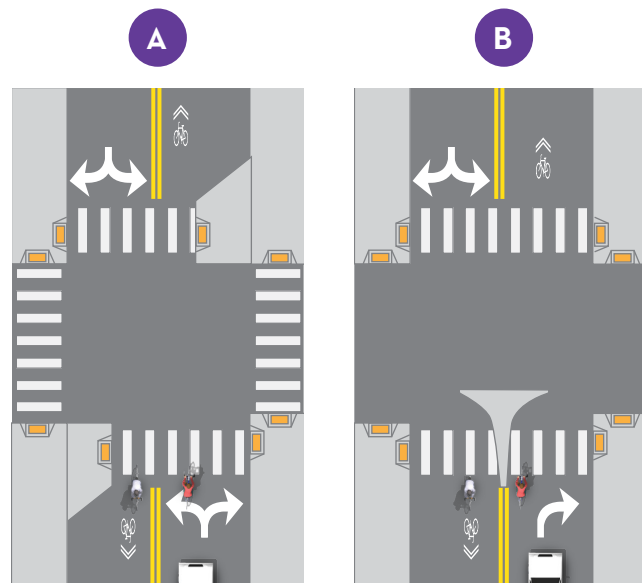
At residential street intersections, a partial, full, or diagonal diverter may be considered:

- Minimum one diverter per bike boulevard segment between collector or arterial street crossings.
- May not be necessary if diversion has been provided at collector or arterial street crossings along a particular segment.

Design Features: Volume Management

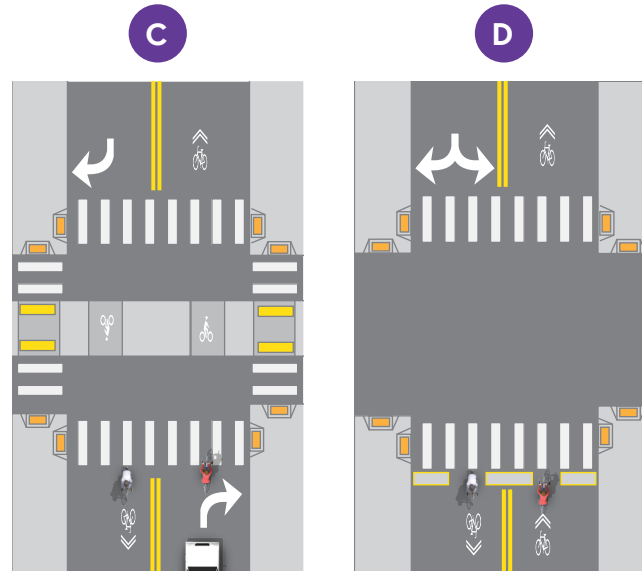
- A Partial closure diverters** allow bicyclists to proceed straight across the intersection but require motorists to turn left or right. All turns from the major street onto the bikeway are prohibited. Curb extensions with stormwater management features and/or a mountable island can be included.
- B Right-in/right-out diverters** require motorists to turn right while bicyclists can continue straight through the intersection. The island can provide a through bike lane or bicycle access to reduce conflicts with right-turning vehicles. Left turns from the major street onto the bikeway are prohibited, while right turns are still allowed.
- C Median refuge island diverters** restrict through and left-turn vehicle movements along the bikeway and provide a refuge for bicyclists to cross one direction of traffic at a time. This treatment prohibits left turns from the major street onto the bikeway, while right turns are still allowed.
- D Full/diagonal diverters** block all motor vehicles from continuing on a neighborhood bikeway, while bicyclists can continue unrestricted. Full closures can be constructed to preserve emergency vehicle access.

Traffic Calming Treatments to Reduce Motor Vehicle Volumes



Partial Closure Diverter

Right-In/Right-Out Diverter



Median Refuge Island Diverter

Full Diverter

Field Examples of Traffic Diverters

Partial Diverters (See illustration A on page 15)



Older Installation with Concrete Barrels at Wheeler and Ashby (Source: City of Berkeley)



Newer Installation at Cedar and Milvia (Source: City of Berkeley)

Full Diverters (See illustration D on page 15)



Older Installation with Concrete Barrels at Fulton and Ashby (Source: City of Berkeley)



Newer Installation at Berkeley Way and Trader Joe's (Source: City of Berkeley)

Diagonal Diverters



Older Installation at Virginia and Acton
(Source: City of Berkeley)



Newer Installation at Virginia and McGee
(Source: City of Berkeley)



*Newer Installation at Roosevelt and Channing
(Source: City of Berkeley)*

03

BICYCLE BOULEVARD CROSSING TREATMENTS





Safe Crossing 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 reducing the number of times that a cyclist must stop along the route, and improving the ability to cross major intersections.

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

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.

The treatment progression table on the following page provides guidance on the appropriate crossing treatment to achieve a suitably low-stress experience for users on the bicycle boulevard network.

Table 1: 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	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 completing a CA MUTCD STOP warrant analysis before implementation

3: Minimum 6-foot-wide median to meet LTS benefit

4: Subject to successful warrant analysis

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

This plan contains, as proposed projects, multiple RRFB locations that were designed, approved, and funded prior to the update of the Unsignalized Crossing Treatment Progression Table (**Table 1**). In each of these instances, design efforts were made to incorporate additional traffic calming elements (such as curb extensions or raised crossings) to supplement visibility, safety and comfort for crossing users.

In the years following the adoption of the 2017 *City of Berkeley Bicycle Plan*, City of Berkeley staff have been able 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 Unsignalized 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:

- No stand-alone use of RRFBs. RRFBs should either be implemented in tandem with a median crossing or should include other traffic calming features such as raised crosswalks or curb extensions. This reduces crossing distances and improves visibility.
- Use of an All-Way STOP sign as stand-alone option for local street intersections, collector street intersections, and minor arterial 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.
- Consider the feasibility of using median crossings as diverters for the bicycle boulevard route, whether paired with RRFBs or PHBs. 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.

Examples of existing bicycle boulevard crossing treatments throughout the City of Berkeley can be found on the following pages.

Transit Integration: 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.

Field Examples of Bicycle Boulevard Crossing Treatments

(Updated Section)

Rectangular Rapid Flashing Beacon (RRFB)



*RRFB at MLK Jr. Way and Virginia Avenue
(Source: City of Berkeley)*



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

RRFB + Median Island



*RRFB and a Median Island at MLK Jr. Way and Addison Street
(Source: City of Berkeley)*

Median Island



*Median Islands at California Street and Dwight Way
(Source: City of Berkeley)*

Pedestrian Hybrid Beacon (PHB)



*PHB at Hillegass Avenue and Ashby Avenue
(Source: City of Berkeley)*



*PHB at Virginia Avenue and San Pablo Avenue
(Source: City of Berkeley)*

Traffic Signal with Diversion



*Traffic Signal with Diversion at MLK Jr. Way and Channing Way
(Source: City of Berkeley)*

Traffic Signal with Diversion



*Traffic Signal with Diversion at Sacramento Street and Virginia Street
(Source: City of Berkeley)*

APPENDIX B

2022 OUTREACH SUMMARY





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

From: Christopher Kidd, Alta Planning + Design

Date: December 25, 2024

Re: Appendix B: Berkeley Bike Plan Update – 2022 Outreach Summary

Introduction

This memorandum summarizes activities and key findings from public engagement undertaken in 2022 for the Berkeley Bike Plan Update process.

Engagement in 2022 focused on connecting with residents in Berkeley's Equity Priority Areas (EPAs), ensuring the needs and values of those most vulnerable to transportation challenges were strongly represented in public input (Figure 1).

This memo documents the process and outcomes of the 2022 outreach phase and identifies how that input will be used in the development of network recommendations for the 2024 plan update.

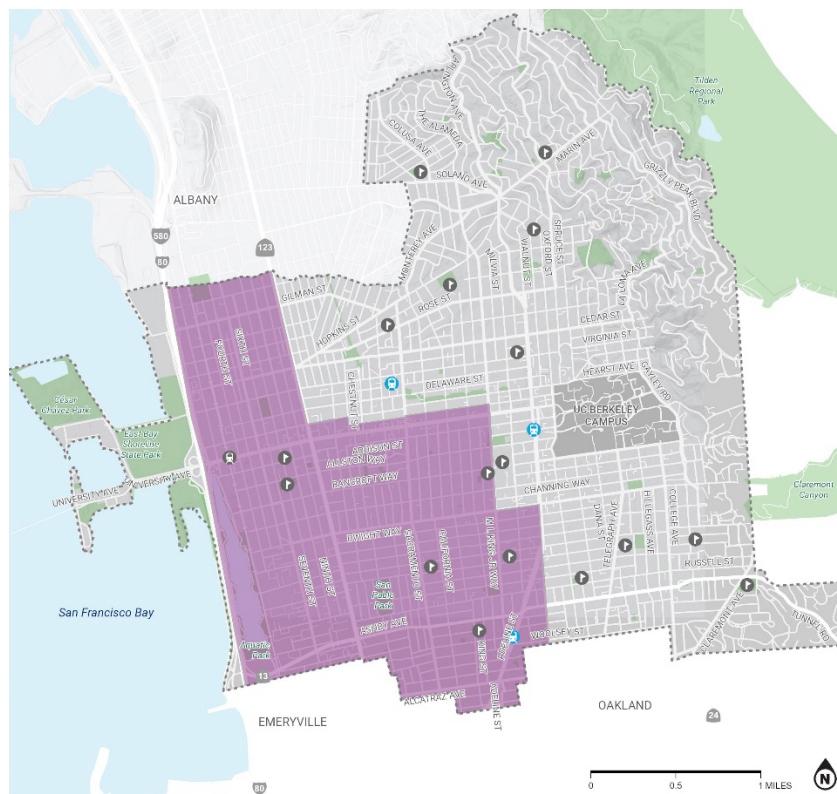


Figure 1: Berkeley's EPAs



2022 Outreach Summary

The Berkeley Bike Plan Update kicked off in early 2022; 14 public events were held in the spring and summer months of 2022, accompanied by an interactive webmap. Engagement focused on general feedback from the public about priorities for the update, as well as focused input on the network recommendations from the 2017 Berkeley Bike Plan. A summary of events and input is shown in **Table 1**.

Table 1: 2022 Outreach Participation Summary

Outreach Method	Number of Events	Number of Participants	Number of Comments
Interactive webmap	--	603 (unique IP addresses)	935
Pop-up workshops	2	100	30
Bike tour	1	18	24
Listening sessions	10	95	264
Virtual community workshop	1	78	53
Emails to project team	--	6	27
Total	14	900	1,333

The project team collected over 1,300 comments during outreach in 2022, with the most common types of comments summarized below by comment type and by outreach method. Cells have been color-coded for the frequency at which they appeared by event type. As single comments may encompass multiple themes, these tables add up to more than 100% per event type.

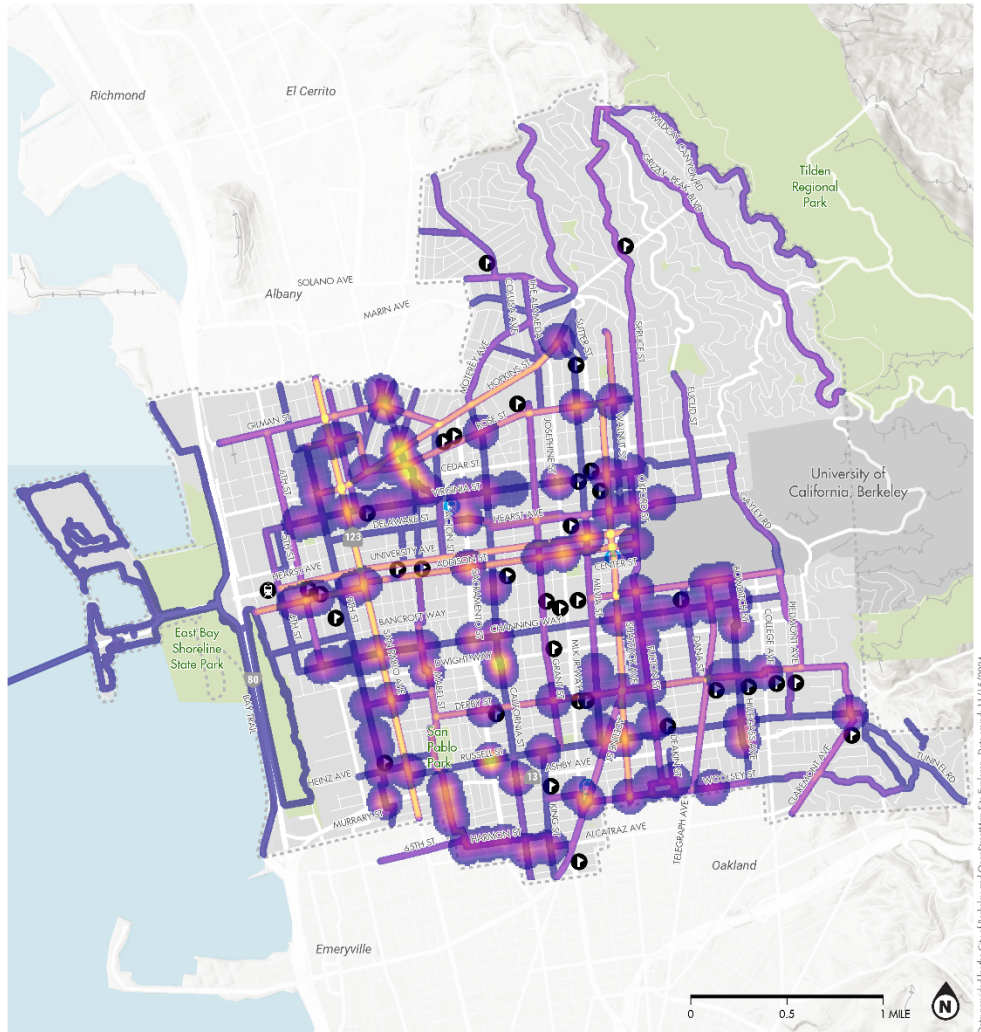
Table 2: 2022 Engagement comment matrix

Comment Type	Total Comments (N=1,333)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Bike Parking	Education or Programs
Webmap (N=935)	70%	29%	41%	49%	8%	33%	9%	1%	1%
Email Comments (N=27)	2%	7%	48%	15%	41%	0%	0%	0%	15%
Virtual Workshop (N=53)	4%	15%	13%	21%	8%	32%	2%	8%	49%
Bike Tour (N=24)	2%	29%	46%	33%	13%	0%	0%	0%	0%
Listening Session (N=264)	20%	32%	28%	22%	15%	26%	1%	1%	6%
Pop-Up Event (N=30)	2%	17%	30%	30%	17%	17%	0%	3%	0%
Total		28%	38%	41%	10%	30%	6%	1%	4%



Combined Results

All mappable comments from the 2022 outreach were combined in **Figure 2**. This map shows the density of public comments along corridors and at intersections.



Data provided by the City of Berkeley and OpenStreetMap. Site Equipment. Date issued: 11/15/2024.

**COMBINED 2022
OUTREACH
COMMENT DENSITY**
CITY OF BERKELEY
BIKE PLAN UPDATE

COMMENTS ON ALL FACILITIES
Number of Comments

 High
 Low

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



Figure 2: Combined 2022 outreach comment density



Promotion and Outreach

The project team advertised to residents of Berkeley's EPAs in the following ways:

- Postcards inviting input through the project website and participation in focus groups were sent to every residential address within EPAs, a total of 15,261 addresses.
- Flyers inviting input through the project website and participation in focus groups were posted within EPAs.
- 11 sidewalk decals inviting input through the project website were placed within EPAs.

Additional citywide advertisements included:

- The Public Information Officer posted official City of Berkeley Community Messages on Twitter and Nextdoor.
- A project website was set up to take comments, host documents, and provide additional information: www.BerkeleyBikePlan.org.

All project advertising materials were provided in English and Spanish.

Listening Sessions

Equity Priority Area Group Listening Sessions – April and May 2022

Overview

Project staff hosted 10 virtual listening sessions on Zoom. Gift cards were offered to encourage participation: up to 100 EPA residents could receive a \$30 gift card for their attendance. Gift card options included Berkeley Bowl and four local-owned businesses: Alchemy Collective Coffee Roasters, Blue Honey Beauty Barr, Revolution Books, and Nutter Butter Cookies.

Over 340 residents expressed interest in signing up for a listening session. The project team filtered out applicants with incomes over \$100,000, as the intent of the listening sessions was to prioritize lower-income residents and provide balance to other public input mechanisms that would be over-represented by well-resourced residents. Once screening was completed, about 200 residents were still eligible to participate. All 200 residents were offered the opportunity to schedule a listening session. The listening sessions gathered feedback from a diverse (race, age, gender, and travel preferences) group of participants and perspectives. Over the 10 sessions, the project team spoke with 95 residents. Two Spanish-speaking residents expressed interest in attending during the scheduling process, and project staff held individual conversations with these two residents.

Process

After introductions and a brief project overview, project staff led conversations on a variety of topics related to riding bicycles, scooters, or other wheeled devices in Berkeley. Common themes across the 10 listening sessions are below:

- **Pavement quality:** Having smooth, pothole-free streets is important for people bicycling and rolling. Poor pavement quality or bumpy streets can pose safety risks for people bicycling. Many participants felt the City should prioritize paving bicycle boulevards and other designated bicycle corridors.
- **Street sweeping:** Debris in the bike lane can pose safety risks; depending on the location and situation, debris can be hard to avoid. Having a clean lane is especially important in separated bikeways.
- **Bicycle boulevards:** Bicycle boulevards are almost universally supported; people bicycling generally feel seen and respected by people driving on these corridors. The utility of the bicycle boulevard network is limited by the difficult crossings of arterial corridors like San Pablo Avenue or Ashby Avenue—especially at uncontrolled intersections. Participants also felt more could be done to reduce cut-through traffic on bicycle boulevards, balanced with access for local residents.



- **Driver awareness:** People bicycling appreciate infrastructure that improves visibility and driver awareness, such as large bike boulevard pavement markings.
- **Intersection crossings:** Most participants felt signalized intersections are the safest place to cross arterial streets. Most residents stated that drivers rarely slow down or stop for them to cross at uncontrolled locations; in these circumstances, many find it easier to dismount their bikes and cross as a pedestrian.
- **Healthy Streets program:** Most participants knew of the Healthy Streets program but did not associate the “Healthy Streets” name with the infrastructure changes. Residents generally approved of the program's premise but felt it was poorly executed and communicated. Many found the changes confusing; the signs, cones, barriers, or other items were constantly vandalized. The program lacked sufficient community engagement to understand and correct residents’ access issues.
- **Bike parking:** Participants would like to see more secure bike parking around the city, not just at transit centers.
- **North-south connectivity:** Many participants felt that north-south travel is hard for people bicycling. Continuous north-south streets are typically uncomfortable arterial roads, and lower-stress options involve connecting via multiple streets. This impacts people trying to bicycle to or from places like Emeryville or Oakland.
- **Facility design considerations:** Participants felt narrow facilities could make things uncomfortable and potentially cause conflicts between people bicycling or rolling. Examples included on-street facilities not being wide enough for people to pass a slower-moving roller or the Ohlone Greenway not being wide enough to comfortably handle the volume of people walking, bicycling, and rolling at the same time.

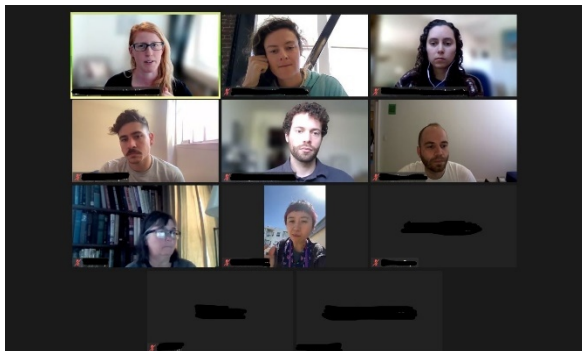


Figure 4: Listening Session 10



Figure 3: Listening Session 8

Virtual Community Workshop

Zoom Webinar – April 28, 2022

Project staff hosted a virtual community workshop on Thursday, April 28, 2022, from 12:00 to 1:00 p.m. Seventy-eight community members attended the workshop. The workshop provided the community with an overview of the project, discussed the updated high-injury network, and discussed other ways the community could get involved with the plan update. The workshop had multiple ways for the community to interact with the project team, including interactive polling using PollEverywhere during the presentation and a question-and-answer session after the presentation. Attendees asked over 70 questions during the meeting. Common themes from questions and comments included:

- Questions about future engagement events (pop-ups and bike tour) and the interactive webmap.
- Including universal design principles in future bicycle facility designs to maximize accessibility.

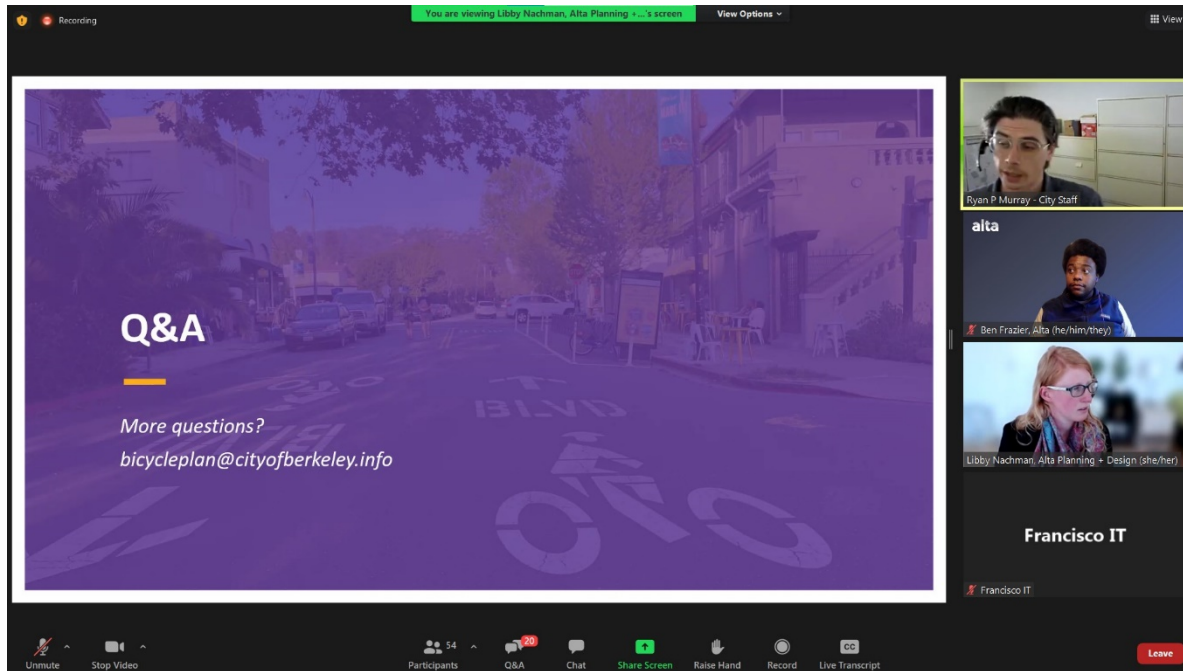


Figure 7: Screen capture from the virtual community workshop during the Q&A session

Pop-Up Events

San Pablo Park Pop-Up – May 7, 2022

Project staff hosted a pop-up event at San Pablo Park on Saturday, May 7. The project team set up a table and shade tent in the park and prepared a plotted map to gather feedback on existing bicycling and rolling conditions. The project team spoke to 57 people during the event. General feedback received included the following:

- Improved pavement quality on bike boulevards, especially on Russell Street, Heinz Street, and Channing Way.
- Crossing San Pablo Avenue at the intersections of Russell Street, Channing Way, Delaware Street, and Virginia Street was identified as a barrier to biking.
- Crossing Sacramento Street at the intersections of Russell Street and Channing Way was identified as a barrier to biking.
- Improved paths in San Pablo Park to accommodate people biking and rolling with smaller wheels.
- Desire for a new north-south bike route that connects San Pablo Park to Strawberry Creek Park.
- Widen the paths along the waterfront at Cesar Chavez Park and East Bay Shoreline Park so people biking and walking can share the same space.
- A low-stress east-west connection between Strawberry Creek Park and the Bay Trail via Mario Savio Bridge over I-80.
- Poor pavement quality was reported on Hillegass Avenue, Delaware Street, and Gilman Street.
- The intersection of King Street and Alcatraz Avenue is hard to cross, and the existing rectangular rapid flashing beacon (RRFB) on the east leg of the intersection requires an awkward movement when biking south on King Street to activate the RRFB.
- The intersection of Ashby Avenue and California Street would feel safer if there was a better way for people biking north-south on California Street to cross Ashby Avenue.



- Residents like the upgraded intersection at Dwight Way and California Street (median crossing) and would like to see similar improvements elsewhere.
- Some residents expressed concerns about safety on the Virginia Street bike boulevard at the intersections of Oxford Street and Shattuck Avenue.
- When traveling north to Berkeley from Oakland on Shattuck Avenue, the bike lane disappears when reaching the Berkeley border. Residents would like to see an improved, continuous biking connection here.
- The Ohlone Greenway path should be widened and made more comfortable for all trail users.
- Green pavement conflict markings through intersections increase comfort and the sense of safety.
- Residents like the new separated bikeways on Milvia Street.
- Improve bike access to and from Berkeley Bowl east and Ashby BART Station.



Figure 9: Project staff chatting with residents at San Pablo Park



Figure 8: Project staff gathering feedback on existing bike routes

Berkeley Juneteenth Festival Pop-Up – June 19, 2022

On Sunday, June 19, project staff tabled at Berkeley’s Juneteenth Festival. The project team staffed the booth for the entire event from 11 a.m. to 5 p.m. The team gathered community feedback on existing bicycling conditions in Berkeley and priorities for the plan update. The team provided maps and informational boards for the public. General themes included:

- Better, coordinated connections between Oakland and Berkeley, especially around the Shattuck and Webster corridors.
- Crossings along MLK and Adeline are too stressful and unfriendly for students attending Malcolm X Elementary.
- Corridors with difficult crossings:
 - Adeline (multiple locations)
 - San Pablo/Gilman
 - Channing/San Pablo
 - Russell/Sacramento
 - Dwight/California
 - Ohlone Greenway crossings
- Bike lanes should continue through intersections instead of stopping to create a turn lane.
- South Berkeley residents feel it can be hard to bike downtown or reach the Bay Trail.



- Some residents want the City to build more separated bikeways on larger streets. They find them more comfortable than bicycle boulevards because some drivers still don't respect people biking on bike boulevards.
- Getting to the bike boulevard network can be difficult when many connector streets have poor pavement quality—Grant Street and Acton Street, especially.
- Addison Street needs traffic calming to feel safer.
- Regional trails and connections to them are the best options for regional connectivity.
- The Bay Trail needs better access/directional wayfinding across the city.
- Traffic circles help calm traffic and can be aesthetically pleasing (when maintained).
- Need more dedicated scooter parking areas.
- Bikeway designs should be similar across the city to improve continuity.

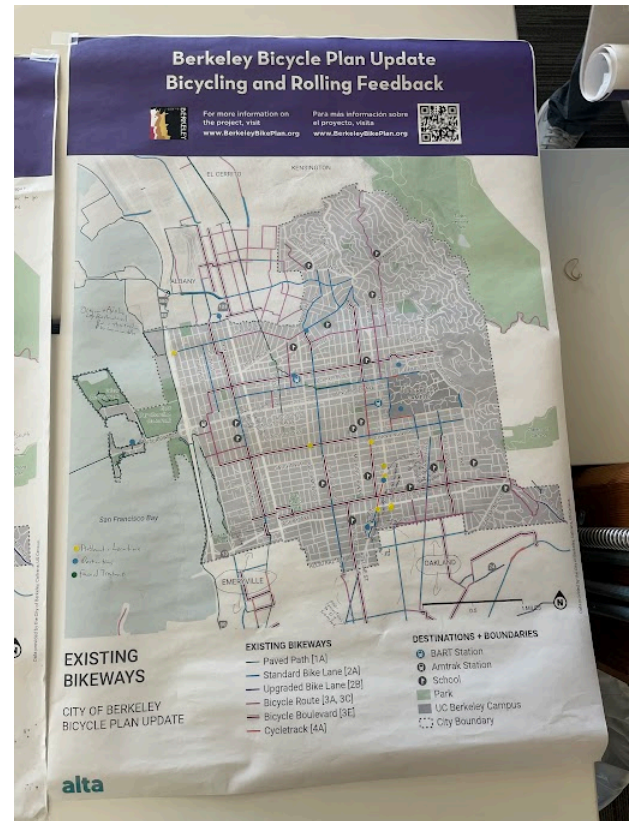


Figure 10: Public comments at the Juneteenth Festival



Figure 11: Residents giving input at the Juneteenth Festival



West Berkeley Bike Tour

Bike Tour – May 14, 2022

Project staff led a five-mile community bike ride through West Berkeley, touring different types of bicycle facilities and intersections to gather feedback from participants. The route started and ended at Ashby BART Station and included bicycle boulevards, shared-use paths, separated bikeways, and various types of intersections. A total of 18 people, including several children with their parents, participated. A map of the route and a summary of feedback from each of the tour stops are provided below.



Figure 12: Bike tour route map

Stop 1: San Pablo Park

- Crossing MLK Jr. Way after leaving Ashby BART Station felt unsafe on a bike—even when using the RRFB crossing at Prince Street. Cars did not immediately yield and traveled at high speeds.
- Bike access and the Prince Street crosswalk from Ashby BART can be difficult to navigate when using a recumbent (or other non-traditional) bike.



- The RRFB at the crossing of Ashby Street when traveling north on the King Street bike boulevard makes the intersection feel safer.
- The crossing of Sacramento Street when traveling west on the Russell Street bike boulevard was a barrier. The intersection has no signal and four lanes of traffic to navigate across on Sacramento Street.
- The pavement quality on the Russell Street bike boulevard could be improved and made smoother.
- Many in the group felt comfortable on bike boulevards and agreed that on-street bike facilities feel safer when they are adjacent to arterial roadways as opposed to on them.

Stop 2: 9th Street Greenway

- The crossing of San Pablo Avenue when traveling west on the Russell Street bike boulevard requires a challenging jog across San Pablo Avenue without a designated space for bikes.
- The protected left turn phase from San Pablo Avenue onto Heinz Street should be longer to allow more time for bicycles to proceed through; painted markings through the intersection designating an area for bikes would be helpful.
- Biking to destinations along San Pablo Avenue is challenging and often requires walking on the sidewalk to feel safe from moving traffic.
- Participants like the purple bike boulevard signs that help with wayfinding.
- The new 9th Street crossing at Ashby is comfortable for all ages and abilities.
- Improvement to the pavement quality on Heinz Street, 9th Street, and near schools will make these areas feel safer and more comfortable, especially for kids using bikes with smaller wheels.
- The 9th Street Greenway is “magical” according to a participant. Members of the group liked that it is smooth and only has people biking and walking on it.



Figure 13: The group ride passing through the intersection of Dwight Way at California Street

Stop 3: Ohlone Greenway

- The pavement quality on Channing Street could be improved and made smoother.
- The intersection of Channing Street and San Pablo Avenue is challenging to cross. The crosswalk can give people biking a false sense of security.



- The California Street bike boulevard is a nice route for biking. The group enjoyed the trees, low traffic volumes, and designated bike areas. Two-way stop-controlled intersections, where those crossing California Street have to stop, were preferred over all-way stops.
- The varying intersection types along the California Street bike boulevard can sometimes cause confusion as the intersection treatments are not uniform along the corridor. The traffic circles tend to cause reduced visibility, especially for kids, because the plants and signs can block sight lines.
- Members of the group prefer stop-controlled intersections over RRFBs.
- The intersection upgrades at California Street and Dwight Avenue felt very safe as they force oncoming traffic to slow down.
- The new stop signs at California Street and Allston Way make the bike boulevard feel safer.

Stop 4: Blake Street and Milvia Street Intersection

- Members of the group liked the new Class IV separated bikeway on Milvia Street.
- Positive takeaways from the Milvia bikeway include separation from moving cars, designated space for people biking that makes them visible to cars, and the curbs preventing parents parking in the bike lane to drop off their kids.
- Negative takeaways from the Milvia bikeway include narrow sections can feel claustrophobic, there can be cognitive overload from the different elements and intersections in the bikeway, the lack of street sweeping in the bike lane itself, and a preference for bollards over concrete curbs (more porous).
- The intersection of Hearst Avenue and MLK Jr. Way has a narrow and awkward shift in the bike lane that sends people biking into traffic.
- Members of the group expressed a need for bike facilities on University Avenue.



Figure 14: The group waiting to turn left from San Pablo Ave onto Heinz Street bike boulevard



Webmap

In combination with the 2022 public outreach phase, the City of Berkeley launched an interactive webmap on their project website www.BerkeleyBikePlan.org. The website featured an interactive webmap showing the existing bike network and network recommendations from the 2017 Bike Plan.

Users were encouraged to identify barriers they encountered and destinations they would like to reach, or to comment on existing or proposed facilities. Users could also view the comments posted by other users, reply to those comments, or like/dislike the comments of other users. This created a dynamic environment for discussion among residents rather than a black-box of input. In total, 633 unique IP addresses provided 1,172 comments on the webmap.

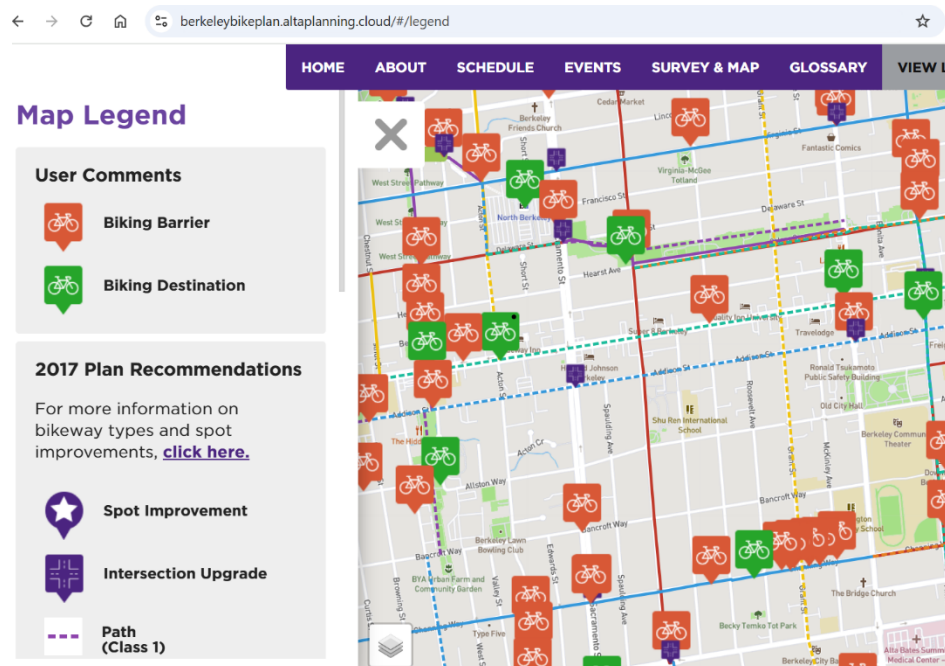


Figure 15: Screenshot of public input on the interactive webmap



Outreach Results

In total, the project team received 1,333 comments with the majority (70%) coming from the webmap. Most comments related to roadway safety concerns (41%), support for intersection improvements (38%), and insufficient proposed facility recommendations (30%). All public comments are grouped by event and category in **Table 3**. Compared to the webmap comments, in-person outreach events input had a heavier focus on pavement quality, support of education and programs, and desire for more secure bike parking.

Table 3: Engagement comment matrix

Comment Type	Total Comments (N=1,333)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Bike Parking	Education or Programs
Webmap (N=935)	70%	29%	41%	49%	8%	33%	9%	1%	1%
Email Comments (N=27)	2%	7%	48%	15%	41%	0%	0%	0%	15%
Virtual Workshop (N=53)	4%	15%	13%	21%	8%	32%	2%	8%	49%
Bike Tour (N=24)	2%	29%	46%	33%	13%	0%	0%	0%	0%
Listening Session (N=264)	20%	32%	28%	22%	15%	26%	1%	1%	6%
Pop-Up Event (N=30)	2%	17%	30%	30%	17%	17%	0%	3%	0%
Total		28%	38%	41%	10%	30%	6%	1%	4%

Table 4: Occurrence of specific streets in public input

Street	Occurrence
San Pablo Ave	40
Shattuck Ave	34
Milvia St	28
Hopkins St	24
Claremont Ave	21
Addison St	20
Gilman St	18
Hearst Ave	16
University Ave	16
Ohlone Greenway	15
Acton St	14
Telegraph Ave	14
Adeline St	13
Channing Way	13
Spruce St	13
Russell St	12
9th St	10
Rose St	10

Among all public input, streets mentioned more than 10 times are shown in **Table 4**. Major arterials, such as San Pablo Avenue or Shattuck Avenue, or key sections of the bicycle boulevard network, such as Milvia Street or Addison Street, ranked the highest for public comment.



Table 5: Occurrence of specific intersections in public input

Cross Street A	Cross Street B	Occurrence
Russell St	Shattuck Ave	24
San Pablo Ave	Virginia St	17
Ashby Ave	California St	16
MLK Jr. Way	Virginia St	15
Russell St	Sacramento St	13
San Pablo Ave	Channing Way	12
Alcatraz Ave	King St	11
Ashby Ave	Hillegass Ave	11
University Ave	Milvia St	10

Among all public input, intersections mentioned more than 10 times are shown above in **Table 5**. This list is largely made up of intersections where the bicycle boulevard network meets and crosses major arterial roadways.

APPENDIX C

2025 OUTREACH SUMMARY





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

From: Christopher Kidd, Alta Planning + Design

Date: February 26, 2026

Re: Appendix C: Berkeley Bike Plan Update – 2025 Outreach Summary

Introduction

This memorandum summarizes activities and key findings from public engagement undertaken in the winter of 2025 for the Berkeley Bike Plan Update process. This represents the second phase of outreach for the Berkeley Bike Plan Update, with the first phase taking place in the spring/summer of 2022. Results from this first phase of outreach can be found in the 2022 Outreach Memo.

Engagement in 2025 focused on introducing and validating network recommendations with the public and communicating how public input from 2022 engagement was used to develop recommendations. Engagement events focused on a series of pop-up events to reach the general public and a series of small-scale “listening sessions” to reach specific stakeholder groups within Berkeley. This memo documents the process and outcomes of the 2025 outreach process and how that input will be integrated into the Draft Plan.

2025 Outreach Summary

Outreach for this second phase of engagement ran from January 16th to the end of February in the winter of 2025. During this period, the project team hosted 3 pop-up events, 6 listening sessions, conducted individual interviews with stakeholders who have a disability, presented to the Transportation & Infrastructure Commission, and presented to the Commission on Disability. All project materials were posted to the project website berkeleybikeplan.org, and stakeholder communication included 3 project email blasts, promotion through the City of Berkeley Public Information Officer, event posting to the City of Berkeley calendar, and a story in Berkeleyside.org. A citywide online workshop was held in August of 2025 to coincide with the release of the Draft Plan. A summary of events and input is shown in **Table 1**.

Table 1: 2025 Outreach Participation Summary

Input Method	Number of Events	Number of Participants	Number of Comments
Pop-up events	3	180	97
Listening sessions	6	237	270
Commission Meetings	3	36	25
Emails to project team	--	63 emails	124
Formal Letters	--	11 letters	57
Disability needs interviews	--	4 interviews	49
Public Workshop	1	128	146
Draft Plan Comments	--	313	535
Total	13	972	1,303



The project team collected over 1,300 comments during outreach in 2025, with the most common types of comments summarized below by comment type and by outreach method. Cells have been color-coded for the frequency at which they appeared by event type. As single comments may encompass multiple themes, these tables add up to more than 100% per event type.

Table 2: 2025 outreach comments by theme and comment method

Comment Type	Total Comments (N=743)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility or Recommendation	Oppose Project	Bike Parking	Education or Programming
Pop-Up (N=97)	13%	36%	31%	38%	8%	42%	13%	0%	5%
Listening Session (N=270)	37%	18%	17%	40%	7%	40%	4%	1%	7%
Email (N=124)	17%	35%	44%	58%	10%	30%	15%	0%	6%
Letter (N=57)	8%	26%	30%	37%	2%	21%	25%	0%	9%
Disability Interview (N=49)	6%	5%	0%	42%	34%	12%	0%	0%	25%
Virtual Workshop (N=146)	20%	9%	3%	53%	18%	33%	3%	2%	8%
Total		21%	21%	46%	11%	34%	8%	1%	8%

Outreach by Stakeholder Group

Outreach during the winter of 2025 was designed to reach a broad range of stakeholder groups, representative of various challenges, needs, and values. While the three pop-up events were meant to capture input from the public-at-large, the Listening Sessions were held in partnership with specific stakeholders to capture input and participation from their constituents. The table below identifies each key stakeholder group, event dates, and key interests from each group.

Table 3: 2025 Outreach Stakeholder Groups & Feedback Themes

Stakeholder Group	Event(s)	Key Themes
UC Berkeley Community	ASUC Listening Session 2/5/25	- Desire for connected network
Business Community	Berkeley Business District Network Listening Session 2/6/25	- Concern for parking loss & loading
Disability Community	Center For Independent Living Listening Session 2/18/25 Commission on Disability 2/19/25 Disability Interviews (4)	- Accessible facility design - Concern for parking loss & loading - Desire for more active outreach
Senior Community	North Berkeley Senior Center Listening Session 2/19/25	- Concern for parking loss & loading - Desire for more traffic enforcement
Parents & Youth	MLK Middle School Listening Session 2/25/25	- Desire for traffic safety for youth - Desire for connected network
Affordable Housing Community	Berkeley Way Tenants Meeting Listening Session 2/26/25	- Concern for parking loss & loading - Desire for more education & traffic enforcement



Promotion and Outreach

The project team advertised to residents in the following ways:

- A project website update on BerkeleyBikePlan.org - hosting the event schedule and all outreach materials, presentations, and network recommendations
- 3 email blasts to the project subscriber list – with over 530 subscribers
- Coverage of the outreach phase in a [January 21st story by the publication Berkeleyside](#)
- Event promotion through our 3 pop-up event partners and our 6 listening session partners
- Social media advertising conducted by the Berkeley Public Information Officer
- Posts to the City of Berkeley calendar conducted by the Berkeley Public Information Officer
- Project fliers, distributed with all project & outreach partners
- Postcard mailers to 15,000 households in August to promote the Draft Plan release and an online workshop.

All project advertising materials were provided in English and Spanish.



Figure 1: Example of outreach event flyer



Figure 2: Example of social media art for 2025 outreach



Outreach Materials

The Project Team developed a powerpoint presentation and a set of seven poster boards that were used during this phase of public outreach. The powerpoint presentation included:

- An introduction to the Plan Update and the project schedule
- The state of Berkeley's bike network and progress made since 2017
- An overview of public input received in 2022
- The process & factors used when developing network recommendations
- A description of recommendations for the network, for intersections, and for bike boulevard traffic calming
- A request for feedback and description of next steps for the plan process

The seven outreach boards displayed the following information:

- the current bike network, City progress since 2017, and a summary of input provided during 2022 outreach
- Network recommendations with space to comment
- Intersection recommendations with space to comment
- Bicycle Boulevard traffic calming recommendations with space to comment
- Top 10 priority projects with space for sticker-voting by participants
- A visual glossary showing examples of bike network infrastructure
- A visual glossary showing examples of intersection improvements



Figure 3: Network recommendations poster & Key Projects sticker voting poster



Pop-Up Events

Downtown Berkeley Farmer's Market – January 25th, 2025

Overview

The project team staffed a table at the Downtown Berkeley Farmer's Market, held on Center Street between MLK Jr Way and Milvia Street, from 10AM to 2PM. The event was staffed by 2 Alta staff. The project team engaged with approximately 80 members of the public, recorded 43 written comments, and tallied 93 votes for Key Projects.

67% of written comments focused on safety concerns and 6 written comments explicitly opposed certain project recommendations. General themes of comments and discussions included: requests for all-way stop intersections, traffic enforcement needs, concern for access for residents with a disability, comments both in favor and opposed to parking removal, high preference for bicycle boulevards, requests for additional traffic calming treatments, and comments both in favor and opposed to separated bikeways.

A small subset of participants attempted to engage the project team in detailed discussions surrounding the City's Complete Streets policy and the recommendations development process.

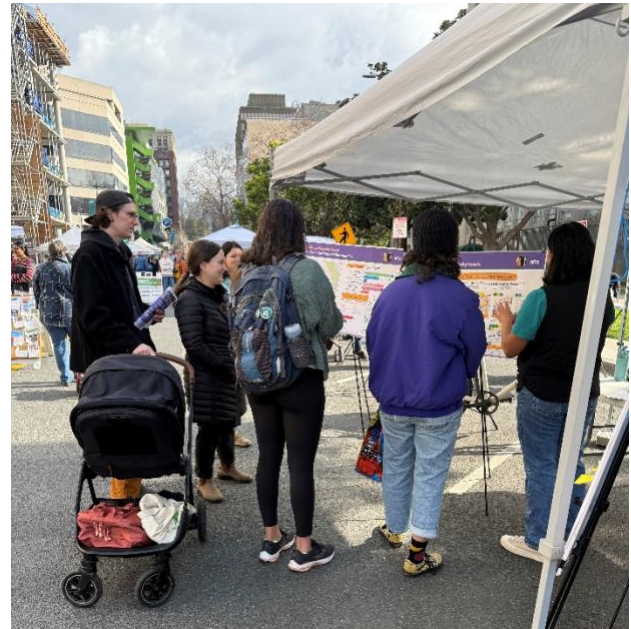


Figure 4: Residents at the Downtown Berkeley Farmer's Market

South Berkeley Farmer's Market – January 28th, 2025

Overview

The project team staffed a table at the South Berkeley Farmer's Market on the corner of Adeline Street at Stanford Avenue, from 2PM to 6PM. The event was staffed by 2 Alta staff and 1 City of Berkeley staff. The project team engaged with approximately 60 members of the public, recorded 41 written comments, and tallied 147 votes for Key Projects.

6 of the 41 comments explicitly opposed specific project recommendations. General themes of comments and discussions included: maintenance of bicycle facilities, preference for traffic signals or all-way stop signs, prioritizing Safe Routes to Schools, improving visibility on separated bikeways, the potential to re-locate existing bicycle boulevards, and an overall desire for robust traffic calming at intersections.

Ashby Flea Market – February 8th, 2025

Overview

The project team staffed a table at the Ashby Flea Market, held in the parking lot of the Ashby BART station, from 10AM to 2PM. The event was staffed by 2 Alta staff and 1 City of Berkeley staff. The team was initially scheduled for tabling on February 2nd, but the Flea Market was canceled due to rain. The February 8th Flea Market was the day before the Super Bowl, potentially contributing to lower foot traffic compared to other weekends. The project team engaged with 40 members of the public, recording 15 comments and tallying 17 votes for Key Projects.



Members of the public were generally supportive of plan recommendations, with about half of participants requesting stronger network recommendations on the basis of safety concerns. One participant requested quick-build projects at intersections to prioritize rapid safety improvements.

Listening Sessions

Associated Students of UC Berkeley – February 5th, 2025

Overview

The project team staffed an in-person event in partnership with the Associated Students of UC Berkeley (ASUC). The event was held at the top floor of Eshelman Hall at 2465 Bancroft Way from 5PM to 6:30PM. The event was staffed by 2 Alta staff, 2 City of Berkeley staff, and 1 ASUC representative. ASUC conducted event promotion with the UC student body, with merchants in the Southside business district, and other adjacent community stakeholders. 17 members of the public attended the meeting, which consisted of a presentation followed by a roundtable discussion and posting comments to outreach boards. The project team recorded 64 written comments and tallied 35 votes on Key Projects.

Comments included broad support for network recommendations, requests for more robust intersection treatments, requests for additional separated bikeways, and requests for additional Bicycle Boulevards.



Figure 5: Participants at the ASUC listening session

Berkeley Business District Network – February 6th, 2025

Overview

The project team staffed a presentation during the monthly Berkeley Business District Network (BBDN) meeting, which is held on Zoom. BBDN meetings are convened by the City of Berkeley Office of Economic Development and serves as a clearinghouse for information relevant to business district representatives across the City. The event was staffed by 1 Alta staff and 1 City of Berkeley staff. The project team presented to a group of 22 individuals on the Zoom call.

There were no questions or comments from attendees.

Center for Independent Living – February 18th, 2025

Overview

The project team staffed a virtual workshop hosted by the Center for Independent Living (CIL), a non-profit organization dedicated to disability rights and advocacy. At the recommendation of CIL staff, the event was held as a virtual workshop and was advertised as having a limited number of \$25 virtual gift cards for attendees. The presentation was screened and updated to be fully WCAG-compliant for screen readers. The virtual event was held from 5:30PM to 7:00PM. The presentation was staffed by 1 Alta staff and 2 City of Berkeley staff. 66 individuals attended the event and the project team recorded 27 different comments during the discussion.



Comments focused on three general themes: meaningful engagement with residents with a disability, facility design for blind and low-vision residents, and parking/loading needs for residents with a mobility disability. Residents voiced strong concerns and/or opposition to separated bikeways, including visibility challenges, challenges crossing separated bikeways, and parking/loading adjacent to separated bikeways. Participants expressed skepticism that their concerns would be heeded or that their recommendations would be incorporated into the Draft Plan.

North Berkeley Senior Center – February 19th, 2025

Overview

The project team hosted an event with the North Berkeley Senior Center in conjunction with their recurring luncheon event. The project team worked with North Berkeley Senior Center staff to promote the event through their mailing list and their SMS message list. The project team set up an outreach table with posters in the senior center lobby at 11AM and gave a presentation in the Goosebury Room from 12:30PM to 200PM. The event was staffed by 2 Alta staff and 2 City of Berkeley staff. Between the presentation and the outreach table, the project team engaged with 25 residents, collected 30 comments, and tallied 24 votes for Key Projects.

Comments from the presentation focused on the necessity of street parking for seniors, complaints with an outreach process that focused on Equity Priority Communities, concerns about roadway safety impacts from increases in bicycling mode share, interest in creating separation between drivers and bicycle users, and concern about congestion/parking impacts from future housing growth. One participant called for a 1-year moratorium on bicycle projects until data collection, evaluation, education, and enhanced signage projects were completed.

MLK Middle School BUSD Community Meeting – February 25th, 2025

Overview

The project team hosted an event open to all parents, students and staff of Berkeley Unified School District at the auditorium in the MLK Middle School auditorium, with the event going from 6:30PM-8:30PM. The project team worked with the MLK Middle PTA, the BUSD PTA Network, BUSD Superintendent Ford, Safe Routes to School Task Force coordinator Sheila Islam, and various parents to promote the event to all school communities across Berkeley. More than 75 parents and students attended the event, which was staffed by 2 Alta staff and 2 City of Berkeley staff. 120 written and spoken comments were recorded at the event and 104 votes were tallied for Key Projects.

Comments at this meeting focused primarily on wanting the City to implement more robust bike network solutions and to implement them more quickly. Comments expressed frustration at City of Berkeley Public Works for not fulfilling past Bike Plan recommendations during paving projects, such as Rose Street. Attendees strongly supported re-starting the Hopkins Street proposal for separated bikeways. Comments focused on designing projects nearby schools with additional emphasis on traffic calming, traffic diversion, and physical separation to provide maximum safety and comfort to youth. There were also competing opinions about the role of traffic enforcement in improving overall safety.



Figure 6: Participant discussion at the MLK Middle School listening session



Berkeley Way Affordable Housing Tenant Meeting – February 26th, 2025

Overview

The project team joined a pre-existing tenants meeting for the BRIDGE affordable housing development at 2020 Berkeley Way. The site managers at Berkeley Way put up meeting posters throughout the building and sent email invitations to all tenants. Participants were offered a \$25 gift card for their attendance and participation. The event was staffed by 1 Alta staff and 2 City of Berkeley staff. 17 tenants attended the meeting, recorded 32 comments and questions from participants, and tallied 1 vote for Key Projects.

Comments at this meeting focused on the availability of parking for tenants. The Berkeley Way site has limited on-site parking and residents of the building struggle to find enough nearby street parking. Residents worried about the loss of street parking due to future bicycle projects and worried about the impacts of new housing slated for construction in downtown on the availability of street parking. Promotional posters within the building erroneously stated the City was proposing a new bike lane facility on Berkeley Way itself, and many tenants expressed their fears about the potential for street parking removal. Residents were also very supportive of rebate programs for low-income residents to purchase e-bikes, universal helmet distribution, greater education for foreign UC Berkeley students on rules of the road, and enhanced traffic enforcement.

Virtual Workshop

The project team hosted a virtual workshop open to the public to share the Draft Berkeley Bike Plan Update. The workshop was promoted on the City of Berkeley's social media accounts, newsletter, and a community message. As advertised, participants who registered in advance for the workshop were entered into a raffle for a limited number of \$25 gift cards. One hundred and twenty-eight (128) community members attended the workshop.

The workshop included a 50-minute presentation with interactive polling using Mentimeter. The chat feature was initially available for submitting comments/questions, but was closed after 10 minutes so that the project team could more effectively respond using the Q&A feature. After the presentation, participants were added to breakout rooms for 30 minutes of small group discussions. In the breakout rooms, the project team facilitated discussions and documented questions/comments using a Miro board. A total of 146 comments or questions were submitted either via chat, Q&A, or on the Miro board during the workshop. Key comment/question themes are organized below.¹

Accessibility & ADA Compliance

- **Framing ADA Compliance:** Multiple comments emphasized that when discussing accessibility, it's important to frame ADA compliance as a requirement and not optional.
- **Concerns for people with visual impairments:** Multiple comments raised the concern that concrete bikeway barriers and concrete safety features at intersections may pose risks to visually impaired users.
- **Include design references and future accessibility focused work:** Suggestions included referencing ADA and PROWAG in planning documents, hiring ADA consultants, and conducting accessibility impact studies.

¹ Themes were derived using generative AI



Safety & Traffic Calming

- **Dangerous intersections and corridors:** Locations like Claremont Ave, Gilman Ave, King/Russell were cited as dangerous for people walking and biking.
- **Flashing beacons:** Multiple comments highlighted that flashing beacons are challenging to use as a bicyclist.
- **Traffic calming needs:** Locations like Channing east of MLK, California, Milvia, and Ninth Street were cited as needing additional traffic calming measures to divert vehicles and/or lower speeds, particularly near schools.
- **Diverters vs. traffic circles:** Participants shared a preference for installing diverters over traffic circles, which were seen as ineffective or dangerous.
- **Speeding and enforcement:** Speeding near schools and residential areas was shared as a major concern, with calls for lower speed limits and better enforcement.

Project Implementation & Timeline

- **Project delivery timelines:** Participants about anticipated project delivery timelines and shared frustration with excessive studies leading to delays.
- **Repaving and bicycle improvements:** Participants shared questions about requirements to incorporate bicycle improvements when a street is repaved.

Network Connectivity & Wayfinding

- **Wayfinding improvements:** Participants requested improvements to wayfinding, to facilitate navigating unfamiliar routes.

There were 96 submissions through the interactive polling using Mentimeter during the workshop. The following table summarizes the comments.

Table 4: Summary of Mentimeter Responses

Question	Responses
Top three concerns for the Bike Plan	<ol style="list-style-type: none"> 1. Improve bike safety and comfort for all ages and abilities (62) 2. Improve bike connectivity through a complete low-stress bikeway network (52) 3. Safe Routes to Schools (35)
The weighted average of comfortably biking and rolling in Berkeley (1 = least comfortable, 5 = most comfortable)	3.22
The weighted average of comfortably navigating the existing bike network in Berkeley? (1 = least comfortable, 5 = most comfortable)	2.78
People we heard from during 2022 and/or 2025 outreach	<p>Yes! (30)</p> <p>No, but participated in the workshop (48)</p>
The three tier one projects most important to the attendees	<ol style="list-style-type: none"> 1. San Pablo Avenue – Parallel Routes (35) 2. Telegraph Avenue Corridor – Complete Streets Study (27) 3. Rose Street Bicycle Boulevard Corridor (27)
Key projects the attendees are most excited about	<ol style="list-style-type: none"> 1. Gilman Street (25)



	<ul style="list-style-type: none"> 2. Sacramento Street at Russell Street (22) 3. Sacramento Street at Channing Way (16) 4. Derby Street (5) 5. Heinz Avenue (3)
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Project Team Emails

The project team received emails through a contact form on the project website berkeleybikplan.org. Between the relaunch of the website on January 16 and the close of the public outreach phase on March 15, the project team received 63 separate emails with over 100 individual comments or recommendations. 18 emailed comments explicitly opposed elements of the bike plan update – or the plan overall. Some emails expressed general project support, while others provided detailed, point-by-point recommendations for specific streets and intersections.

The project team provided individual responses to each email, letting the sender know their comments would be integrated into the public outreach record.

Letters

Independent of the website contact form, seven individuals/organizations sent formal letters to either the director of public works or to City of Berkeley elected officials. These seven letters contained 57 different comments. Letters included:

- One letter from Walk Bike Berkeley focused on improvements to the network recommendations and policy recommendations to streamline delivery
- One letter focused on opposition to the Bike Plan Update and requests for additional CEQA analysis
- One letter focused on the City of Berkeley ending its practice of using chip seal for roadway resurfacing projects on the bike network
- One letter from Berkeleyans for Accessible Right-of-Way (BAROW) focused on accessibility needs for residents with a disability and requested additional engagement specifically with the disability community both during the plan process and during project design for individual projects.

Interviews on Disability Needs

Following the listening session with Center for Independent Living and the presentation at the Commission on Disability, the project team met individually with different residents with a disability who wished to give specific input on bike facility design challenges. The project team attempted to meet with residents experiencing different disabilities to gain a range of perspectives on design challenges. The project team met with Eric Knaresboro (a low-vision individual) on February 26, with Helen Walsh (who suffers from MS and is low-vision) on March 3, and with Kathi Pugh & Rena Fischer (both of which are powerchair users) on March 10. Below is a summary of feedback received during those interviews.

Support for Bikeways:



- All individuals interviewed expressed support for bikeways in general, stressing that opposition to bikeways from the disability community comes not from a fundamental opposition, but instead to the implementation of design details that impact accessibility and safety for users with a disability.
- There was strong support for bicycle boulevard projects, though some concerns with how traffic circles may force driver vehicle paths into crosswalks
- Separated bikeways are sometimes preferable to sidewalks for mobility device users in order to avoid pavement uplift, cracks, or heavy seams. Mobility device users will often ride against the direction of traffic on separated bikeways in order to see bicycle traffic that would otherwise overtake them from behind.

Engagement:

- Work proactively with the Commission on Disability, BAROW, and the Center for Independent Living to engage members of the disability community on the early stages of project design.
- Ensure all presentation materials are WCAG-compliant and always provide verbal descriptions of images and maps during presentations for blind and low-vision participants

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 & 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-stripping in buffers for users to pick up in their peripheral vision.

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 and/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 pre-existing crosswalk, using truncated domes to demarcate the extents 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 separated bikeway users.

Parking and Loading:

- Attempt to provide a minimum 4' buffer/path-of-travel adjacent to parking-protected separated bikeways. When placing bollards within a buffer space, place bollards in the edge of the buffer space to maximize path-of-travel width.



- Consider opportunities to establish blue-zone parking stalls adjacent to intersections with pre-existing curb ramps, especially on longer blocks, blocks without mid-block curb ramps, or blocks where driveway slopes exceed minimum requirements for use by a wheelchair

Construction Mitigation:

- Increase enforcement of construction mitigation plans, in particular: accessible crosswalks, audible warning devices announcing crosswalk closures, and sufficiently-wide path-of-travel for temporary walkways or bikeways.

Draft Plan Comments

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.



Outreach Results

In total, the project team received 590 comments with more than half (57%) coming from listening session events and the virtual workshop. Most comments related to roadway safety concerns (46%) and a desire for the City to introduce more robust bike network projects than were in the recommendations (34%).

All public comments are grouped by event and category in **Table 5**. Opposition to the Bike Plan Update or to specific projects was highest among letters received, comprising 25% of all comments in letters. Emailed comments had the highest emphasis on safety (58%) and support for intersection improvements (43%). Pop-up events had the strongest support for Bikeway facility projects (36%). Interviews with residents with disabilities had a much higher focus on pavement quality & facility maintenance (36%) and the desire for additional programming (26%) than other methods of input.

Table 5: Engagement comment matrix

Comment Type	Total Comments (N=743)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Bike Parking	Education or Programming
Pop-Up (N=97)	13%	36%	31%	38%	8%	42%	13%	0%	5%
Listening Session (N=270)	37%	18%	17%	40%	7%	40%	4%	1%	7%
Email (N=124)	17%	35%	44%	58%	10%	30%	15%	0%	6%
Letter (N=57)	8%	26%	30%	37%	2%	21%	25%	0%	9%
Disability Interview (N=49)	6%	5%	0%	43%	34%	12%	0%	0%	25%
Virtual Workshop (N=146)	20%	9%	3%	53%	18%	33%	3%	2%	8%
Total		21%	21%	46%	11%	34%	8%	1%	8%



MEMORANDUM

When calculating input on specific streets, there were 140 total comments recorded. Of these 136 comments the Top 10 streets with the most comments are shown below, representing 52% of all comments. Major streets (such as Telegraph Avenue, Gilman Street, or San Pablo Avenue) or streets that are currently Bicycle Boulevards or proposed for Bicycle Boulevards (Rose Street, Channing Way, Russell Street) were the streets most likely to be most mentioned.

Table 6: Occurrence of specific streets in public input

Street	Occurrence
Hopkins Street	19
Rose Street	12
Milvia Street	9
Telegraph Avenue	6
Gilman Street	5
San Pablo Avenue	5
Channing Way	4
Claremont Avenue	4
Russell Street	4
Alcatraz Avenue	4
Spruce Street	4

When calculating input on specific intersections, there were 131 total comments recorded. Of these 131 comments, the top 8 are shown below, representing 34% of all comments. Three separate intersections on Sacramento Street are identified as high-priority crossings.

Table 7: Occurrence of specific intersections in public input

Cross Street A	Cross Street B	Occurrence
Russell St	Sacramento St	10
Virginia St	MLK Way	9
66 th St	Sacramento St	6
King St	Alcatraz Ave	5
Russell St	Shattuck Ave	5
Channing Way	Sacramento St	4
California St	Dwight Way	3
Virginia St	Shattuck Ave	3



Key Projects

During this phase of outreach, the project team brought a sticker-voting poster board for participants to vote among 10 different “key projects”. These projects were selected due to their proximity to High Injury Streets, their proximity to schools, the street being programmed on the city’s upcoming paving plan, or projects where the City had already secured partial funding. The outreach team solicited input from residents with the intent of using resident feedback to refine this list down to 5 Key Projects which would receive concept design treatments for the Draft Plan. Public input will be incorporated into the final selection of the 5 Key Projects, along with safety, equity, and feasibility criteria.

Table 8: Key Projects

Project Location	Recommendation
Claremont Ave	Complete Streets Corridor Study/Study New Cycle Tracks
UC Berkeley “Back Route” (Piedmont/Waring/Derby/Belrose/Claremont Blvd)	Complete Streets Corridor Study/Study New Cycle Tracks
Oxford St	Complete Streets Corridor Study/ Study Upgrading Existing Bike Lane to Cycle Tracks
Rose St	New Bicycle Boulevard
Southwest Berkeley Bike Blvd (subsequently funded)	New Bicycle Boulevards/potential bike lane connector on Alcatraz
Heinz St	Upgraded Bicycle Boulevard, including Heinz/San Pablo crossing
Derby St	New Bicycle Boulevard
Gilman St	Complete Streets Corridor Study/Study Extending Existing Cycle Track
Sacramento & Channing	Bicycle Boulevard Crossing/Pedestrian Hybrid Beacon
Sacramento & Russell	Bicycle Boulevard Crossing/Pedestrian Hybrid Beacon

APPENDIX D

UPDATED NETWORK





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

From: Christopher Kidd, Alta Planning + Design

Date: December 1, 2025

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

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 for all of 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.

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 (2nd Street to 4th 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 9th 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'

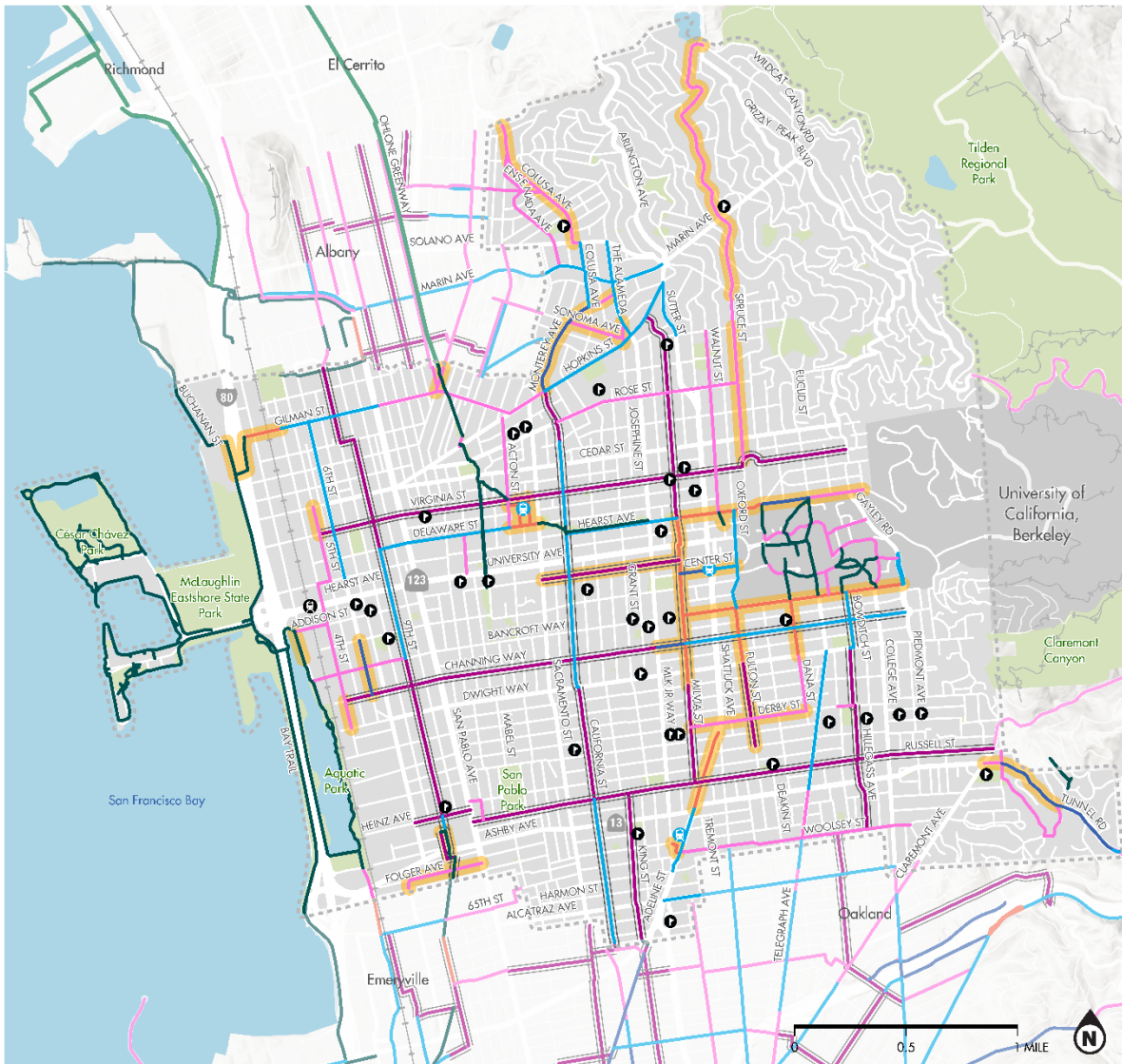
The project was completed in 2024.

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.



Data provided by the City of Berkeley and OpenStreetMap Site Explorer. Date saved: 2/23/2024.

EXISTING BIKEWAY NETWORK

CITY OF BERKELEY
BIKE PLAN UPDATE

EXISTING FACILITIES

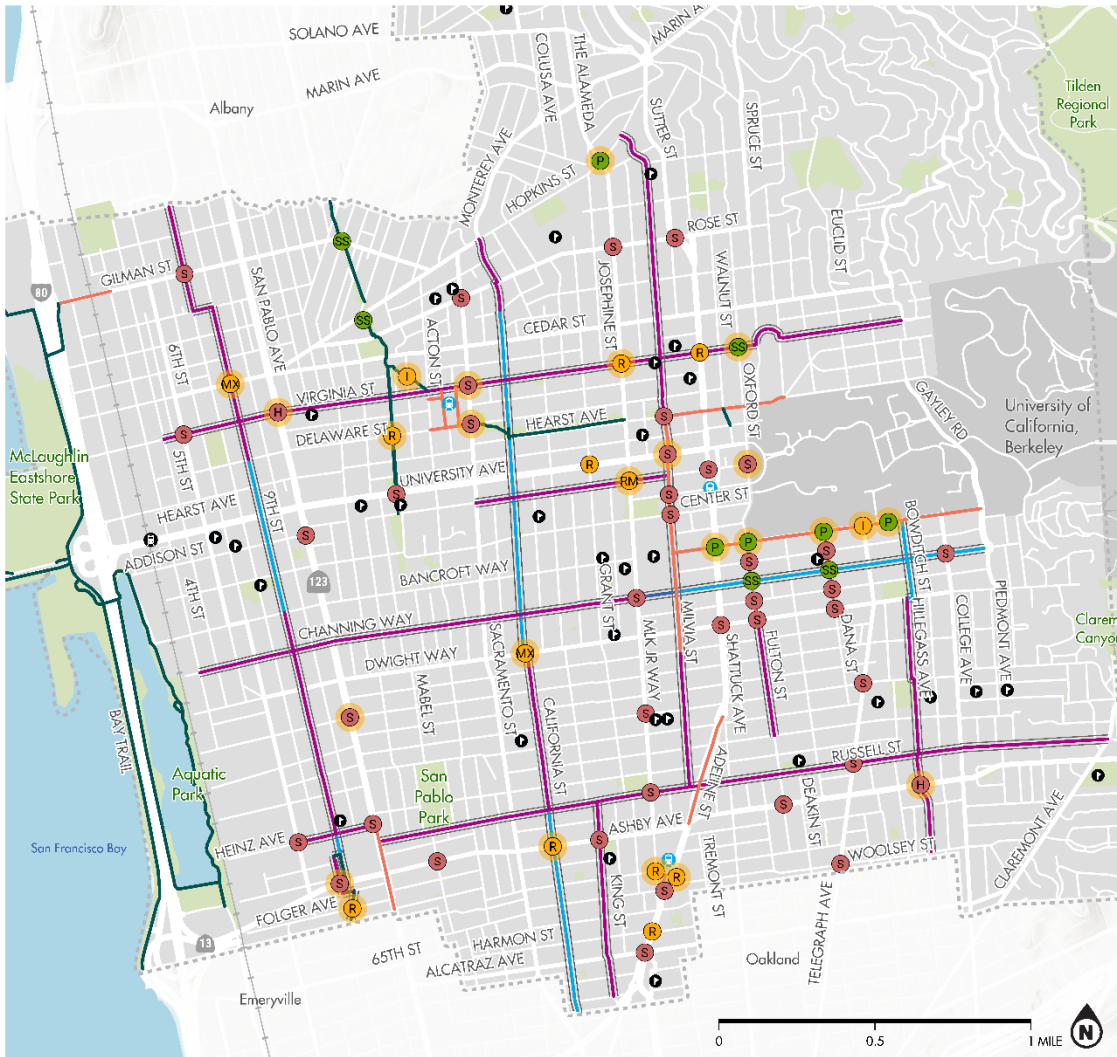
- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)
- New or Upgraded since 2017

BICYCLE BOULEVARD NETWORK



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

Figure 1: Existing 2025 Bikeway Network



EXISTING LOW-STRESS INTERSECTION CROSSINGS

CITY OF BERKELEY
BIKE PLAN UPDATE



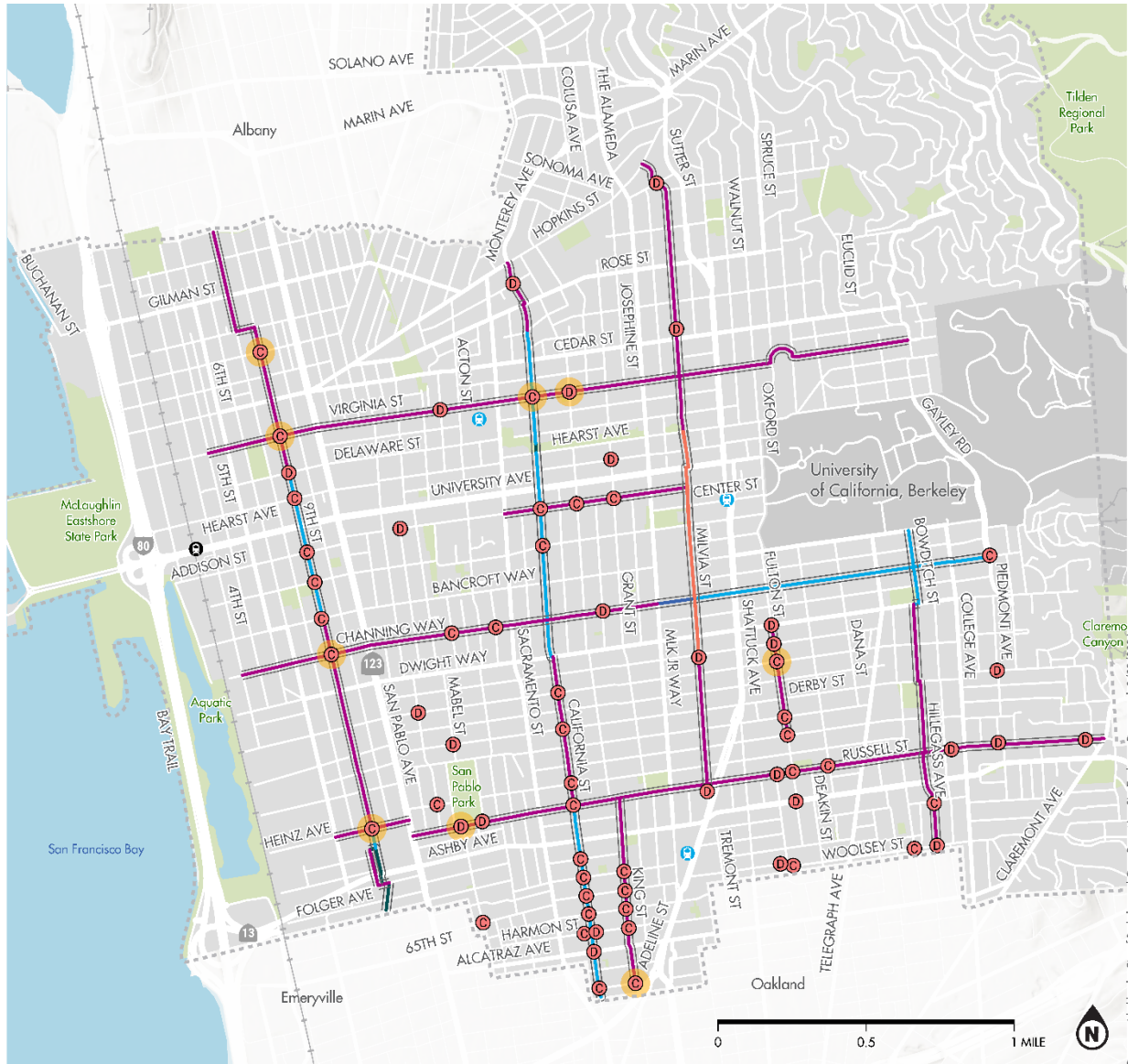
Low-Stress Intersection Control

- Protected Intersection
- All-Way Stop Sign
- Median Crossing
- RRFB + Median
- RRFB
- BART Station
- Amtrak Station
- Raised Intersection
- Pedestrian Hybrid Beacon
- Traffic Signal
- Built After 2017
- 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)

Figure 2: Existing 2025 Low-Stress Intersection Crossings



EXISTING BIKE BOULEVARD NETWORK

CITY OF BERKELEY BIKE PLAN UPDATE



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)

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. This list of projects represents project status, detail, and information as of Summer 2025.

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, 10th Street, 7th Street 6th Street, and 5th 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 66th Street – bicycle boulevard
- 66th Street – Mabel Street to Idaho Street – bicycle boulevard
- Idaho Street – 66th 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

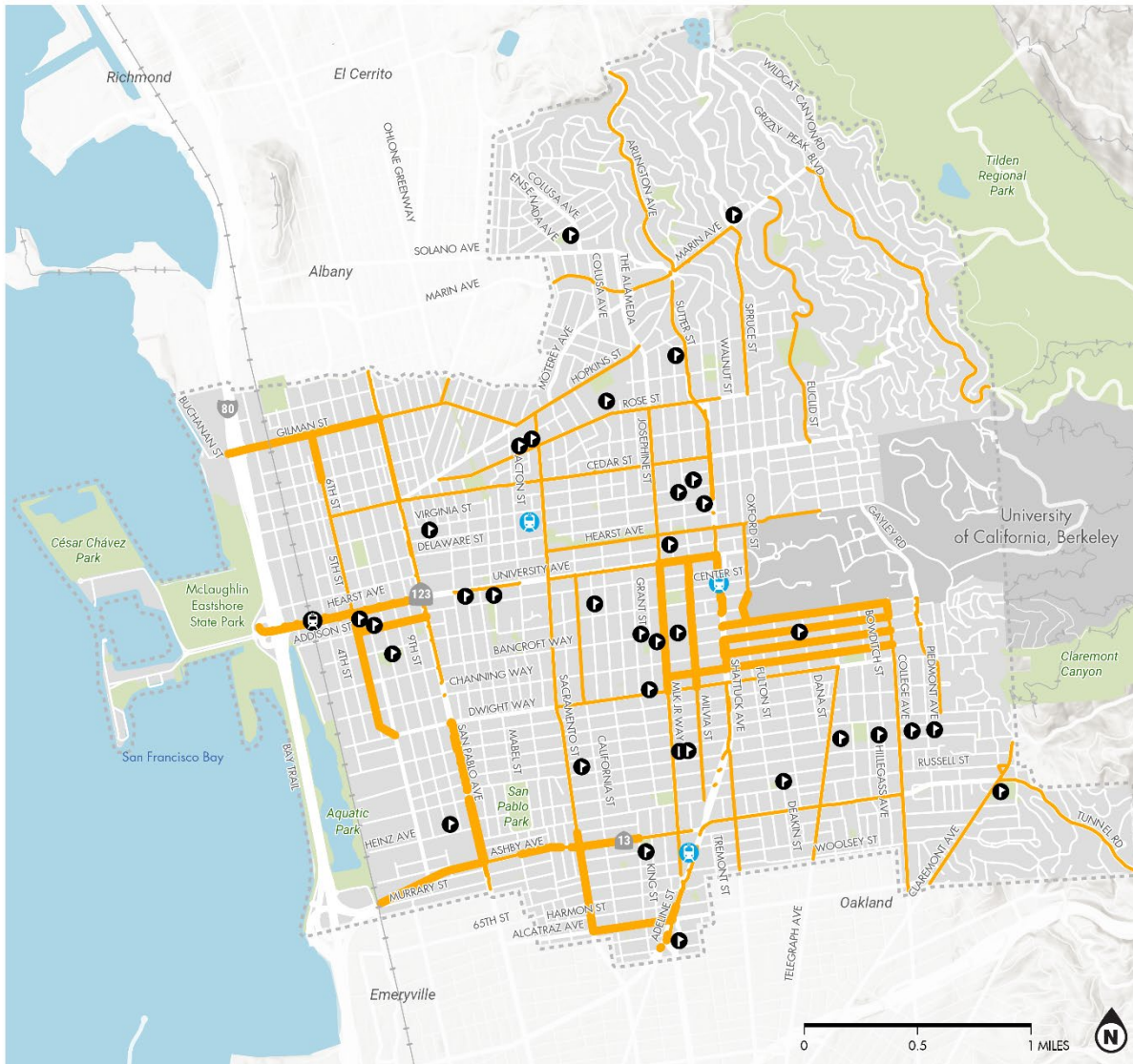
Many of these projects supersede the recommendations of the 2017 Bike Plan, based on design guidance that has been updated since the adoption of that plan. These are represented as recommended projects in Figures 5, 6, and 7, but their project details were defined before the project recommendation process 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.



Data provided by the City of Berkeley, OpenStreetMap, Site Explorer, Metropolitan Transportation Commission. Date saved: 7/15/2023.

HIGH PRIORITY CORRIDORS

CITY OF BERKELEY BIKE PLAN UPDATE

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.

The Draft Plan, including network recommendations, was published on August 11, 2025 and had a public comment period running through September 26, 2025. Comments supplied on the Draft Plan were considered for additional network recommendation revisions.

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

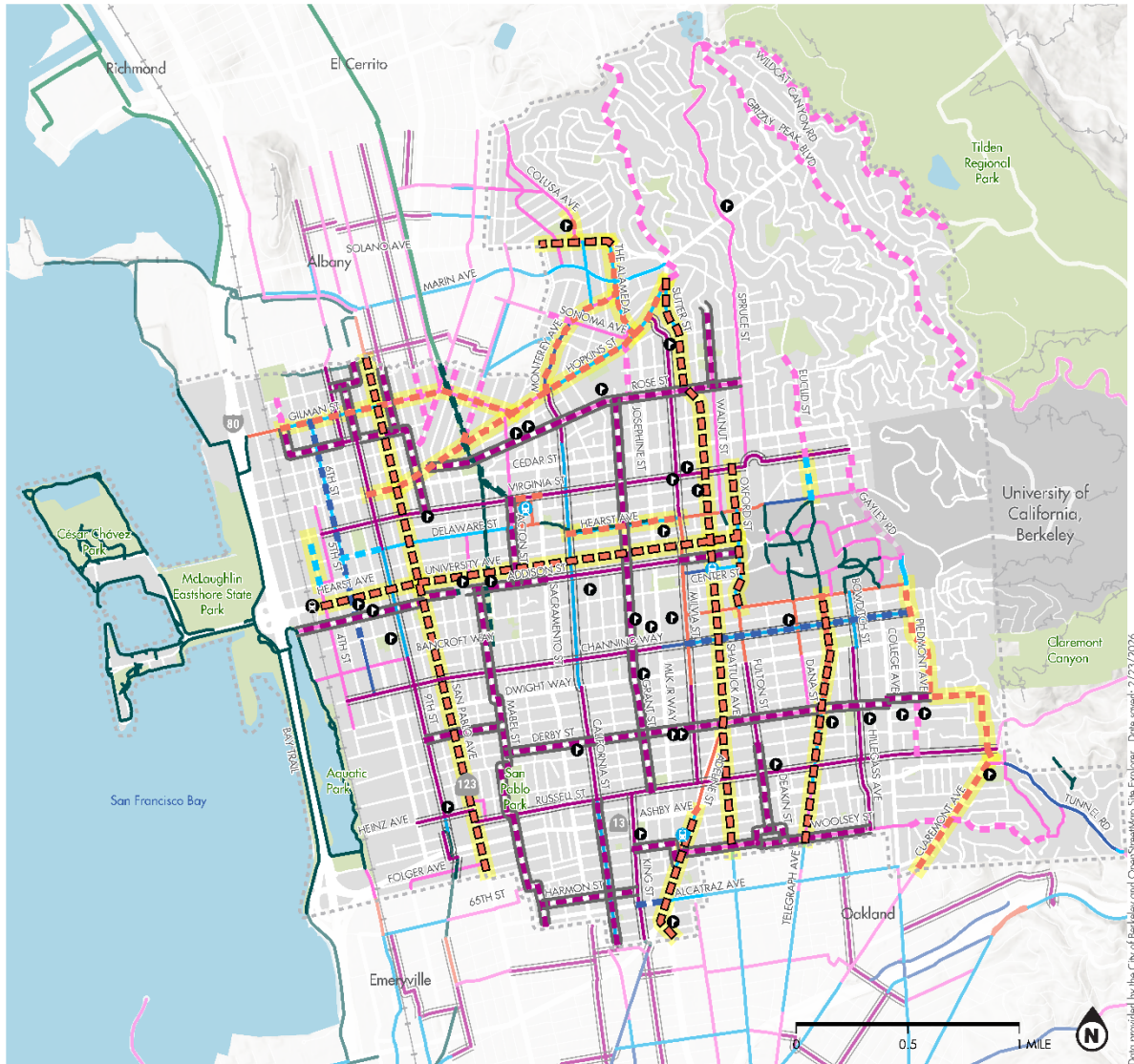
Bikeway Facility	Mileage Proposed
Shared use path (Class I)	1.3 mi
Bike lane (Class II)	0.6 mi
Upgraded bike lane (Class II)	2.1 mi
Bicycle Boulevard (Class III)	14.3 mi
Bike Route (Class III)	8.8 mi
Separated Bikeway (Class IV)	15.6 mi
Total	42.8 mi

Table 2: Recommended Low-Stress Intersection Controls

Low-Stress Intersection Control	Number Proposed
Two-way cycletrack crossing	6
Pedestrian Hybrid Beacon	13
Protected Intersection	5
Raised Intersection/Raised Crosswalk	3
Rapid Rectangular Flashing Beacon (RRFB)	6
Median Crossing	2
RRFB + Median Crossing	13

Table 3: Recommended Bicycle Boulevard Traffic Calming

Bicycle Boulevard Traffic Calming Devices	Number Proposed
Traffic Circle	40
Traffic Diverter	7



RECOMMENDED NETWORK IMPROVEMENTS

CITY OF BERKELEY BIKE PLAN UPDATE



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*

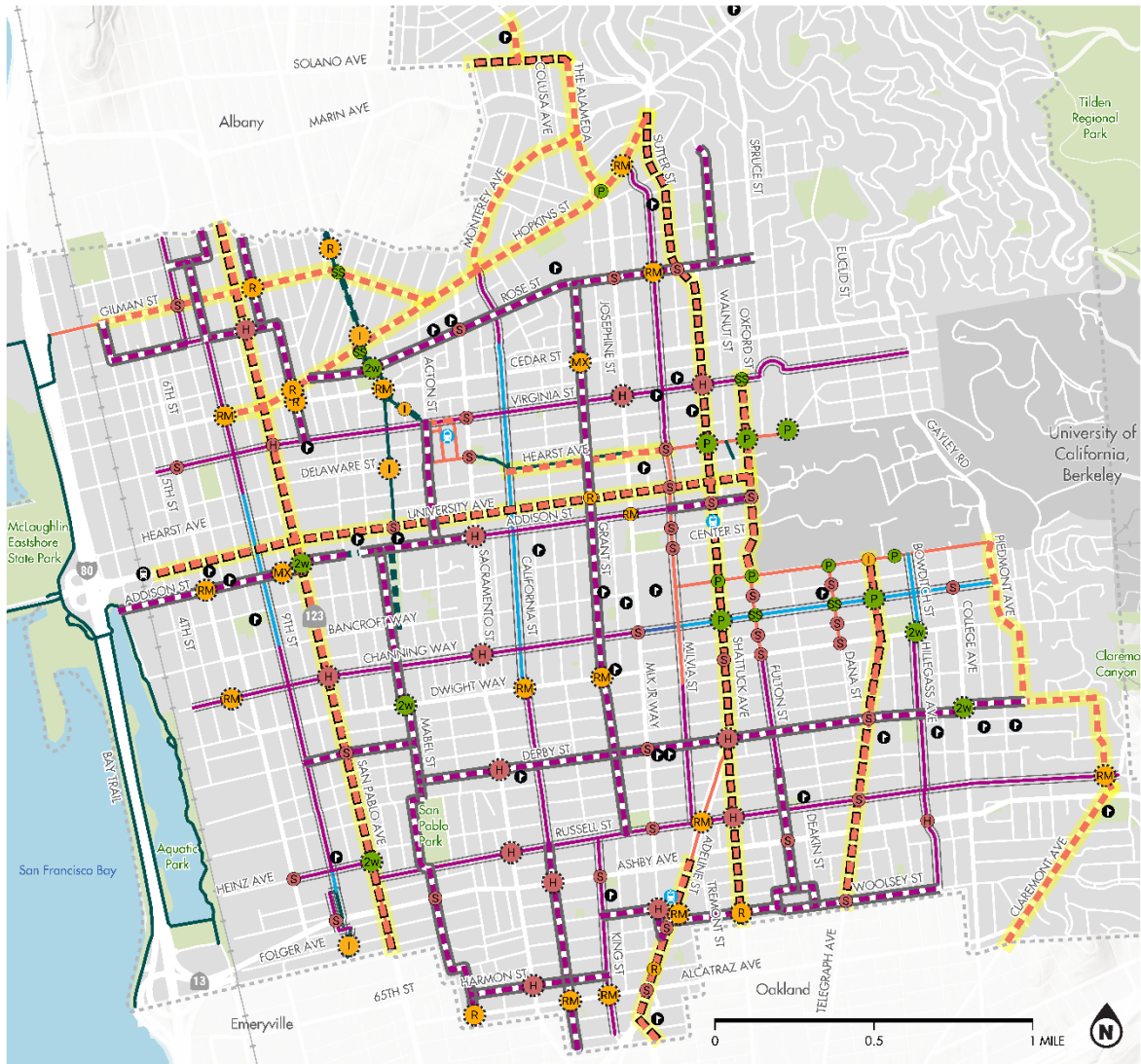
BIKE BOULEVARD NETWORK



*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.

- School
- Amtrak
- BART
- Railroad
- Park

Figure 5: Recommended Network Improvements



RECOMMENDED LOW-STRESS BIKEWAY INTERSECTION CONTROL IMPROVEMENTS

CITY OF BERKELEY BIKE PLAN UPDATE



INTERSECTION CONTROL RECOMMENDATIONS

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

EXISTING INTERSECTION CONTROL

- Protected Intersection
- All-Way Stop Sign
- 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

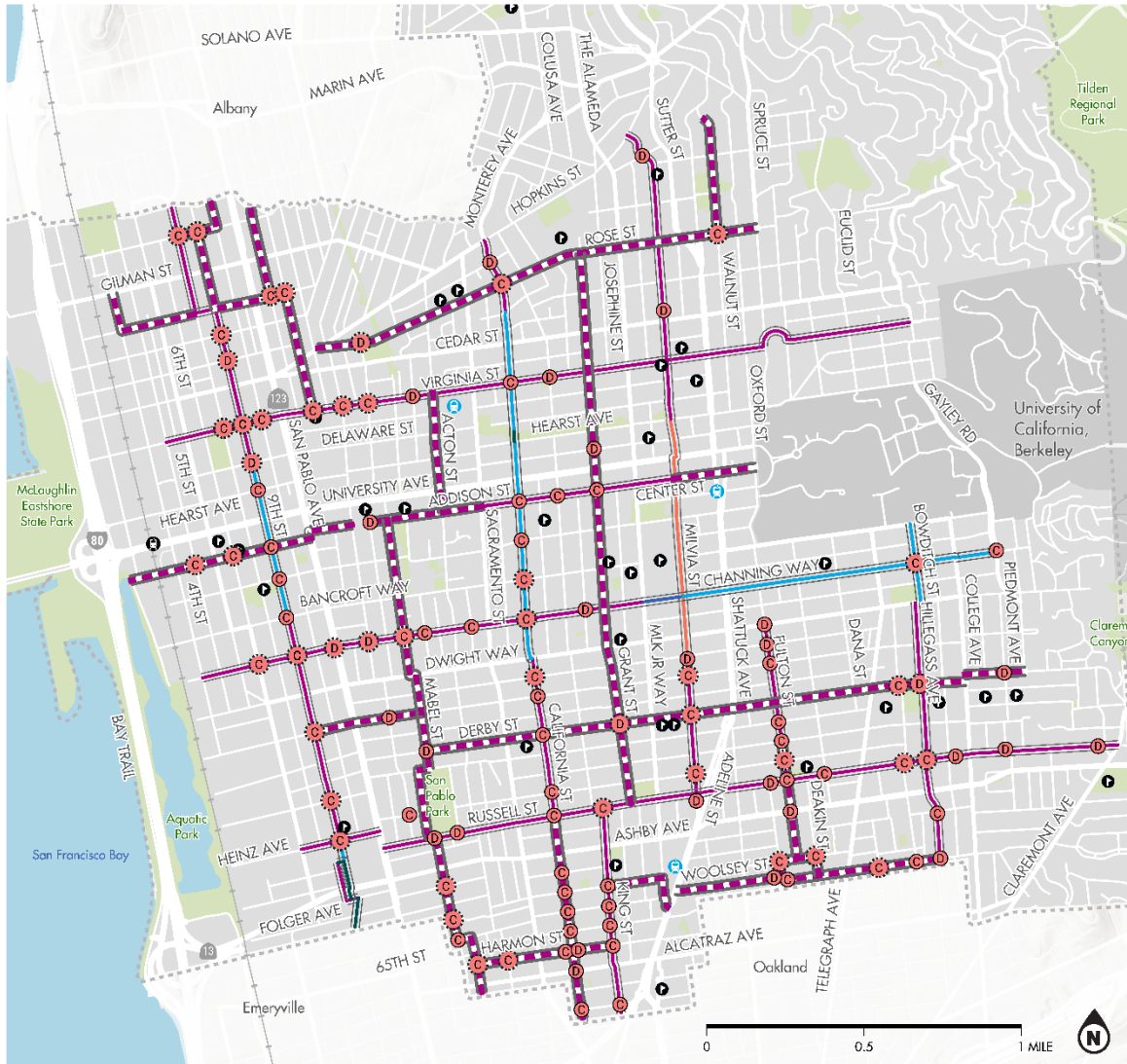
- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bicycle Boulevard (Class III)
- Cycletrack (Class IV)

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. 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 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** **EXISTING TRAFFIC CALMING**
- Traffic Circle
 - Traffic Diverted
 - Traffic Circle
 - Traffic Diverted

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

BIKE 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 th St	Camelia St	Harrison St	Nothing	Bike Route	Public request
Harrison St	8 th St	10 th St	Nothing	Bike Blvd	Planned/Funded
10 th St	Harrison St	Albany border	Nothing	Bike Blvd	Planned/Funded
9 th 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 th St	9 th 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
Camelia St	4 th St	9 th St	Nothing	Bike Blvd	Public Request

*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.



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 th 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 th 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 th St	Harrison St	Nothing	Traffic Circle	Planned/Funded
9 th St	Harrison St	Nothing	Traffic Circle	Planned/Funded
Stannage Ave	Camelia St	Nothing	Traffic Circle	Planned/Funded
7 th St	Virginia St	Diverter	Nothing	Updated guidelines
10 th St	Addison St	Diverter	Median Crossing	Planned/Funded
Grant St	Addison St	Diverter	Traffic Circle (existing)	Planned/Funded
10 th 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 th 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

APPENDIX E

PRIORITIZATION METHODOLOGY





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

From: Christopher Kidd, Alta Planning + Design

Date: December 1, 2025

Re: Appendix E: Berkeley Bike Plan Update – Implementation Strategy Memo

Introduction

This memo details activities undertaken to assist in the implementation of Plan recommendations detailed in **Chapter 5: Recommendations** and **Chapter 6: Implementation**, breaking down into three sections:

1. **2025 Prioritization Methodology & Costs** – this section details the methodology applied to prioritization of identified projects, prioritization results, as well cost estimates by tier and by project type.
2. **2025 Project Tiers** – this section details three tiers of projects for prioritization by Public Works staff in future project development and funding. Projects are organized by corridor, encompassing the full extent of project elements staff would develop in future work.
3. **2025 Project Prioritization Criteria** – this section details the criteria used for project prioritization.



2025 Prioritization Methodology & Costs

The bicycle and pedestrian project recommendations made in the 2025 Berkeley Bike Plan Update come in many shapes and sizes – some focus on improving the bikeway along an entire corridor, and others focus on a single pedestrian crossing. Prioritizing these projects is a critical step before implementation because it allows the City of Berkeley to determine the order in which improvements should be made, as funding is available. This section outlines the project prioritization methodology for transparency and alignment with community priorities.

Project Prioritization Methodology

The project team scored each project using a rubric based on six key criteria. These criteria evaluate:

1. whether the project addresses locations with a history of collisions,
2. how much the project would improve safety and comfort for people walking and biking,
3. how well the project addresses locations that were identified through public input in 2022 and 2025,
4. whether the project serves equity priority communities,
5. how close the project is to schools, and
6. how feasible the project is to implement

Many of the scoring criteria used in the 2017 Berkeley Bike Plan have become outdated or have been replaced by better, more nuanced metrics. The following criteria have been adopted for the 2025 Berkeley Bike Plan Update.

Table E-1: Prioritization criteria for 2025 Berkeley Bike Plan Update

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	Proximity	20
Safe Routes to Schools	BUSD campus proximity	Proximity	10
Feasibility	Engineering Judgment	Complexity	5
Total Possible Score			100

The major changes in the scoring matrix compared to the 2017 Bike Plan are:

- Use the 2019 High Injury Streets Map for “Safety – Collisions” scoring.
- Use the 2024 Existing Network map as the basis for “Safety – LTS” scoring.
- Remove the “Safety – Demand” scoring criteria.



- Split the “Community Support” criteria into two categories: one for 2022 engagement and one for 2025 engagement.
- Update “Equity” scoring to use new Metropolitan Transportation Commission (MTC) Equity Priority Community designations.
- Add a new criterion for “Safe Routes to Schools”.
- Add a new criterion for “Feasibility”.

Following comment from the Technical Advisory Committee in 2025, the following changes were made to criteria:

- Private schools qualified for Safe Routes to Schools proximity scoring.
- Public input from 2025 was increased to 20 points.
- Public input from 2022 was decreased to 10 points.

Planning-Level Cost Estimates

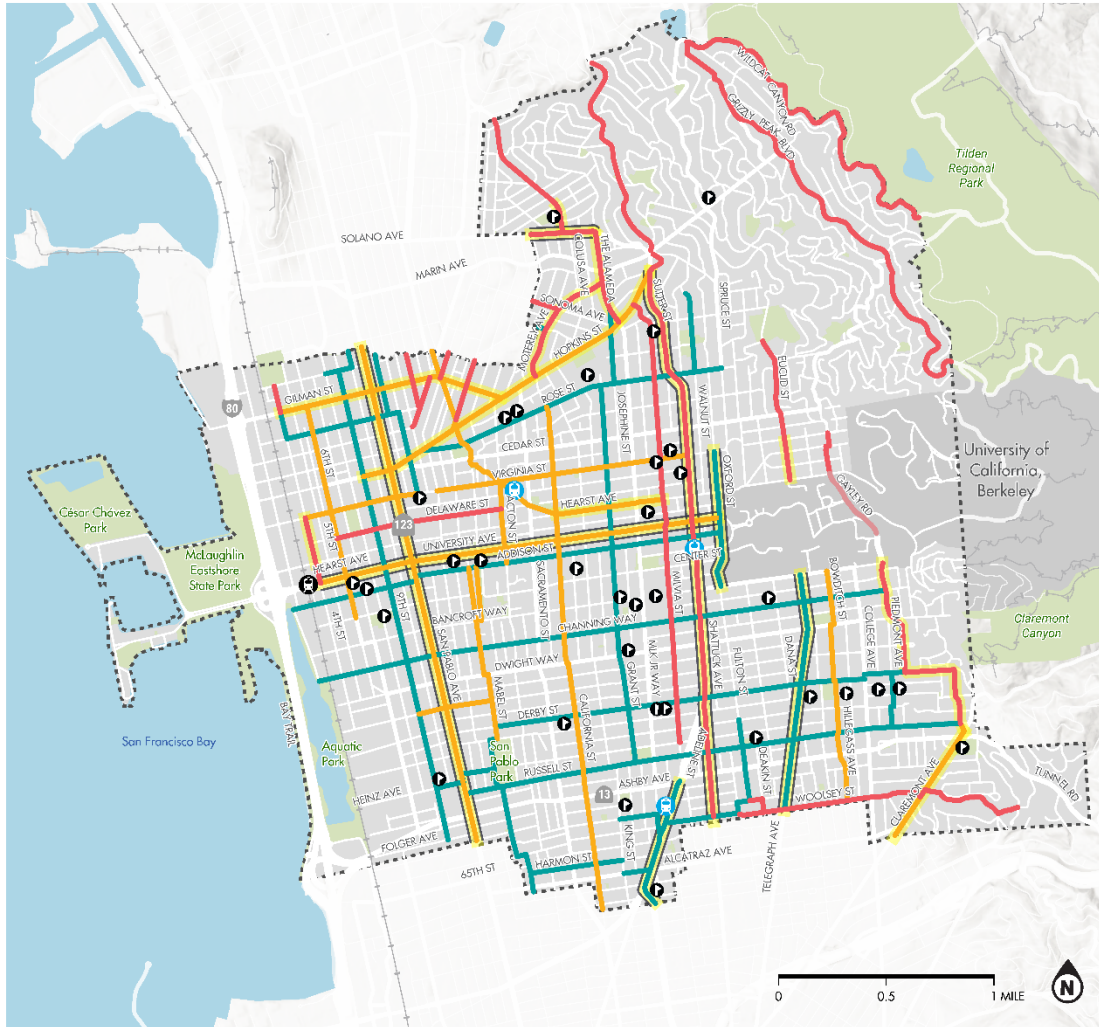
The table below shows aggregated costs for all network project recommendations, summarizing miles and the number intersection improvements.

Table E-2: Summary of Project Recommendations and Cost Estimates

RECOMMENDED PROJECT TYPE	MILEAGE/COUNT	COST ESTIMATE
Shared-Use Path (Class I)	1.3 Miles	\$7,048,400
Bike Lane (Class II)	.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 Connector	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 Beacons (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	\$36,667,200



2025 Prioritization Results



PROJECT PRIORITIZATION CORRIDORS

CITY OF BERKELEY BIKE PLAN UPDATE



PROJECT PRIORITY TIER

- Tier 1
- Tier 2
- Tier 3



School



Amtrak Station



BART Station



Railroad



Parks



City Boundary

COMPLETE STREETS STUDY CORRIDOR

- Complete Street 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.

Figure E-1: 2025 Bike Plan Update Corridor Prioritization



2025 Project Tiers

The sections below list each project falling under each prioritization corridor. Several projects are also considered for a Complete Streets Corridor Study. These are indicated in the notes below each table.

Tier 1 Projects

There are 13 Tier 1 corridors, based on evaluation criteria from **Chapter 6: Implementation. Table E-3** lists all Tier 1 corridors, projects, and corresponding cost estimates.

Table E-3: Tier 1 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	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



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	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
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 Crossing	Addison St	10th St			\$ 46,000
	RRFB_Median	Addison St	6th St			\$ 143,000



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	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
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	Camelia 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 -	Harrison St	Virginia St	0.86	\$ 64,600



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
		Camelia St - 9th St				
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
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



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
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.



Tier 2 Projects

There are 11 Tier 2 corridors, based on evaluation criteria from **Chapter 6: Implementation. Table E-4** lists all Tier 2 corridors, projects, and corresponding cost estimates.

Table E-4: Tier 2 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Hopkins Street Corridor Improvements	Class IV Cycletrack	Hopkins St - Cedar St	Sutter St	9th St	1.67	\$ 1,245,800
Sixth Street Corridor	Class II Upgraded Bike Lane	6th St	Gilman St	Allston Way	1.00	\$ 275,000
University Ave Corridor Improvements	Class IV Cycletrack	University Ave	Oxford St	4th St	1.86	\$ 1,392,800
Mabel-Bonar Corridor	2-Way Cycletrack Crossing	Bonar St	Dwight Way			\$ 92,000
	Traffic Circle	Parker St	9th St			\$ 50,000
	Class I Bike Path	Between Bonar St & West St	Addison St	Bancroft Way	0.25	\$ 1,350,600
	Class III Bike Boulevard	Bonar St - Mabel St	Addison St	Ward St	0.82	\$ 61,500
	Class III Bike Boulevard	Parker St	Mabel St	Ninth St	0.34	\$ 25,800
San Pablo Ave Corridor	Class IV Cycletrack	San Pablo Ave	Northern City Limits	Southern City Limits	2.35	\$ 1,752,600
Bowditch/Hillegas	2-Way Cycletrack Crossing	Hillegas Ave/Bowditch St	Dwight Way			\$ 92,000
	Traffic Diverter	Hillegass Ave	Derby St			\$ 32,000
	Traffic Circle	Channing Way	Bowditch St			\$ 50,000
California Street Improvements	Traffic Circle	California St	Blake St			\$ 50,000
	Traffic Circle	California St	Channing Wy			\$ 50,000
	PHB	California St	Ashby Ave			\$ 396,000
	RRFB + Median	California St	Dwight St			\$ 143,000
	Traffic Circle	California St	Bancroft Way			\$ 50,000



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	Class III Bike Boulevard	California St	Southern City Limits	Russell St	0.64	\$ 48,000
Virginia Corridor Intersection Improvements	PHB	Virginia St	Shattuck Ave			\$ 396,000
	Traffic Circle	Virginia St	Chestnut Wy			\$ 50,000
	Traffic Circle	Virginia St	Curtis St			\$ 50,000
	PHB	Virginia St	MLK Jr Way			\$ 396,000
Gilman Corridor Improvements	Class IV Cycletrack	Gilman St	4th St	Hopkins St	1.06	\$ 793,200
	Class III Bike Boulevard	Camelia St	9th St	4th St	0.31	\$ 22,900
Ohlone Corridor Improvements	2-Way Cycletrack Crossing	Ohlone Greenway	Rose St			\$ 92,000
	RRFB	Ohlone Greenway	Santa Fe Ave			\$ 97,000
	RRFB + Median	Ohlone Greenway	Cedar St			\$ 143,000
	Raised Intersection	Ohlone Greenway	Paralta Ave			\$ 200,000
	Class I Bike Path	Ohlone Greenway	Hopkins St	Virginia St	0.36	\$ 1,944,000
	Class III Bike Boulevard	Acton St	Virginia St	Addison St	0.38	\$ 28,500
	Class IV Cycletrack	Hearst Ave	California St	Arch St/Le Conte Ave	0.50	\$ 374,300
	Class I Bike Path	Ohlone Greenway	Virginia Gardens	Santa Fe Ave	0.64	\$ 3,442,900
	Class IV Cycletrack	Virginia St	Sacramento St	Acton St	0.13	\$ 97,100
	Class IV Cycletrack	Peralta Ave	Hopkins St	Ohlone Greenway	0.05	\$ 37,400
Claremont Corridor	Class IV Cycletrack	Claremont Ave	Russel St	Southern City Limits	0.62	\$ 462,700

*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.



Tier 3 Projects

There are 13 Tier 3 corridors, based on evaluation criteria from **Chapter 6: Implementation**. **Table E-5** lists all Tier 3 corridors, projects, and corresponding cost estimates.

Table E-5: Tier 3 Projects

Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
Milvia Corridor	Traffic Circle	Milvia St	Oregon St			\$ 50,000
	Traffic Circle	Milvia St	Parker St			\$ 50,000
	RRFB + Median	Milvia St	Hopkins St			\$ 143,000
	Traffic Circle	Derby St	Milvia St			\$ 50,000
Shattuck Corridor Improvements	Protected Intersection	Channing Way	Shattuck Ave			\$ 990,000
	Protected Intersection	Hearst Ave	Shattuck Ave			\$ 990,000
	Class IV Cycletrack	Shattuck Ave - Henry St - Sutter St	Woolsey St	El Dorado Ave	2.57	\$ 1,921,000
Piedmont Corridor Improvements	Class IV Cycletrack	Piedmont Ave - Warring St - Derby St - Claremont	Russell St	Bancroft Way	1.02	\$ 761,500
Santa Fe Corridor Improvements	Class III Bike Route	Santa Fe Ave - Talbot Ave	Page St	City Limits - North	0.35	\$ 4,800
	Class III Bike Route	Santa Fe Ave	Camelia St	City Limits - North	0.14	\$ 1,900
	Class III Bike Route	Peralta Ave	Hopkins St	City Limits - North	0.29	\$ 3,900
	Class III Bike Route	Curtis St	Gilman St	City Limits - North	0.12	\$ 1,600
	Class III Bike Route	Sonoma Ave	City Limits	Monterey Ave	0.12	\$ 1,700
	Class III Bike Route	Fourth St	Harrison St	Gilman St	0.13	\$ 1,700
	Class II Bike Lane	Posen Ave	Monterey Ave	City Limits	0.03	\$ 4,900
Woolsey Corridor Improvements	Traffic Circle	Woolsey St	Dana St		0.13	\$ 50,000
	Traffic Circle	Fulton St	Deakin St			\$ 50,000
	Class III Bike Route	Woolsey St, The Uplands	Eton Ave	El Camino Real	0.69	\$ 9,300
	Class III Bike Boulevard	Woolsey Ave	Wheeler St	Hillegass Ave	0.51	\$ 38,300



Corridor	Recommended Project or Study	Location	Cross St A	Cross St B	Mileage	Cost Estimate
	Class III Bike Boulevard	Prince St - Deakin St	Fulton St	Woolsey St	0.12	\$ 9,000
Delaware Corridor Improvements	Raised Intersection	Delaware St	West St			\$ 200,000
	Traffic Diverter	Delaware St	9th St			\$ 32,000
	Class II Bike Lane	Delaware St	6th St	9th St	0.18	\$ 25,200
Grizzly Peak Corridor Improvements	Class III Bike Route	Grizzly Peak Blvd	Spruce St	City Limits - East	2.30	\$ 31,000
	Class III Bike Route	Wildcat Canyon Rd	Spruce St	City Limits - East	1.81	\$ 24,600
	Class III Bike Route	Arlington Ave	The Circle	City Limits - North	1.03	\$ 13,900
	Class III Bike Route	Del Norte St	The Circle	Sutter St	0.13	\$ 1,700
Euclid Corridor Improvements	Class III Bike Route	Euclid Ave	Bayview Pl	Virginia St	0.48	\$ 6,500
	Class II Bike Lane	Euclid Ave	Virginia St	Hearst Ave	0.19	\$ 26,500
Northbrae Corridor Improvements	Class IV Cycletrack	Solano Ave	Western City Limits	Northbrae Tunnel	0.30	\$ 223,500
	Class IV Cycletrack	The Alameda	Hopkins St	Solano Ave	0.44	\$ 328,500
	Class IV Cycletrack	Colusa Ave	Solano Ave	Tacoma Ave	0.13	\$ 97,100
Monterey Ave Corridor	Class IV Cycletrack	Monterey Ave	Hopkins St	The Alameda	0.58	\$ 436,500
Fourth St Corridor Improvements	Class II Bike Lane	4th St	Virginia St	Hearst St	0.21	\$ 29,400
Gayley Rd Corridor	Class III Bike Route	Gayley Rd	Hearst Ave	Piedmont Ave	0.56	\$ 7,600

*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.



2025 Prioritization Criteria Detail

This section explains how the scoring criteria were applied to each project. All scoring was done in GIS. Due to geospatial differences, slightly different methods were used to apply the criteria depending on whether a project was a point (an intersection improvement) or a line (a corridor improvement).

Safety – Collisions

Safety scoring was based on the High Injury Streets map from the 2019 Berkeley Vision Zero Action Plan. This map represents the 16% of city streets where 91% of Berkeley's severe and fatal injuries occur.

With a maximum of 20 points, the Alta team scored projects be for their proximity to High Injury Streets:

- Projects on High Injury Streets: 20 points
- Projects within 500 feet of High Injury Streets: 10 points
- Projects more than 500 feet from High Injury Streets: 0 points

By applying a proximity scoring approach, bicycle boulevard projects (or other low-stress projects) in close proximity will still receive a partial score—denoting their capacity to improve safety outcomes by offering alternative routes to people on bicycles.

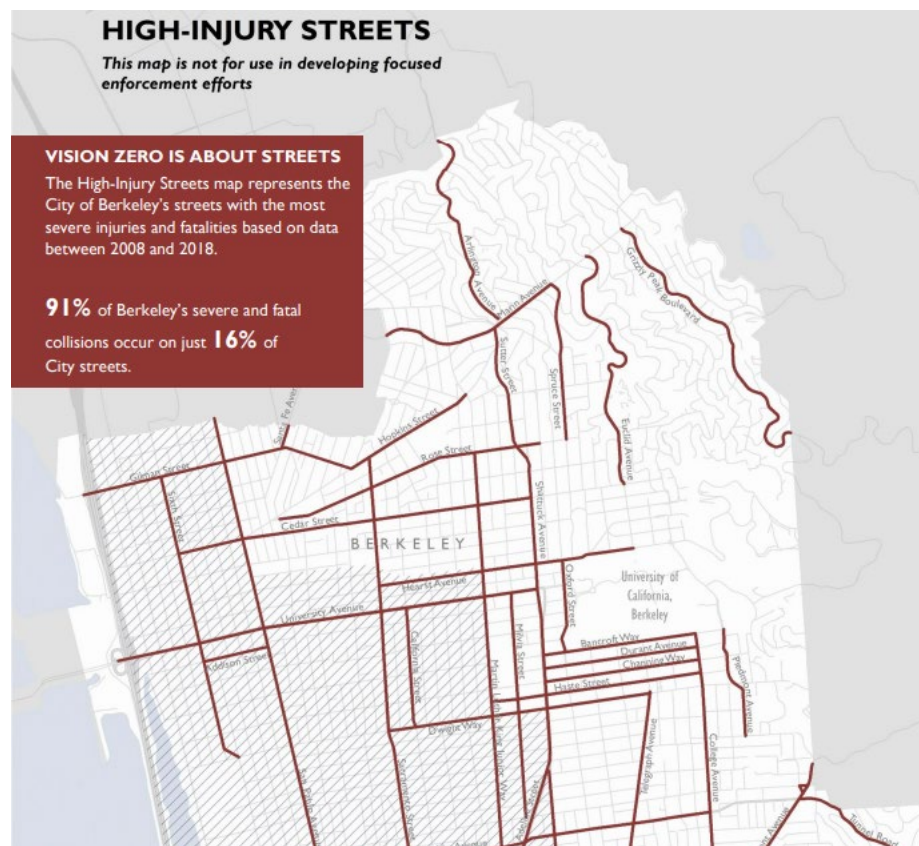


Figure 2: High Injury Street map from 2019 Vision Zero Action Plan



Safety – LTS

The Safety – LTS criterion aims to capture how much a project would improve safety and comfort for people walking and biking. The scoring represents change in Level of Traffic Stress (LTS), associated with the *perceived* level of safety by most roadway users. Points were awarded at increments of 5 for the degree to which projects improve upon the 2025 Existing Conditions Network. The following points were given to corridor projects:

- A standard bike lane upgraded to a buffered bike lane: 5 points
- A standard bike lane upgraded to a Class IV separated bikeway: 10 points
- A bike route upgraded to a bicycle boulevard: 15 points

Intersection scoring was informed by the LTS designations for intersection crossing improvements, shown in Table 6: Intersection Crossing treatments for the Low-Stress Network. Source: 2025 Bicycle Boulevard Design Guide Update. Points were awarded at increments of 5 for the degree to which projects improve upon the 2025 Existing Conditions Network. The following points were given to intersection projects:

- Traffic Circle: 5 points
- Rectangular Rapid Flashing Beacon (RRFB): 5 points
- Traffic Diverter: 10 points
- Cycletrack Crossing: 10 points
- Raised Intersection: 10 points
- Rectangular Rapid Flashing Beacon (RRFB) with median: 15 points
- Rectangular Rapid Flashing Beacon (RRFB) with raised crossing: 15 points
- Protected Intersection: 15 points
- Pedestrian Hybrid Beacon: 15 points

Table 6: Intersection Crossing treatments for the Low-Stress Network. Source: 2025 Bicycle Boulevard Design Guide Update

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 ⁴	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	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 meet LTS benefit
 4: Subject to successful warrant analysis

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.



Community Support – project identification

A scale of up to 10 points was awarded for projects identified during outreach activities in 2022. Projects were scored according to the density of public comments on the project corridor or intersection. Specifically, the project team used the following equation to convert the comment density value of a project to points:

$$\text{Scaled Score (of up to 10 points)} = \left(\frac{\text{Comment density associated with Project}}{\text{Maximum comment density}} \right) * 10$$

The figure below shows the density of comments during 2022 outreach.

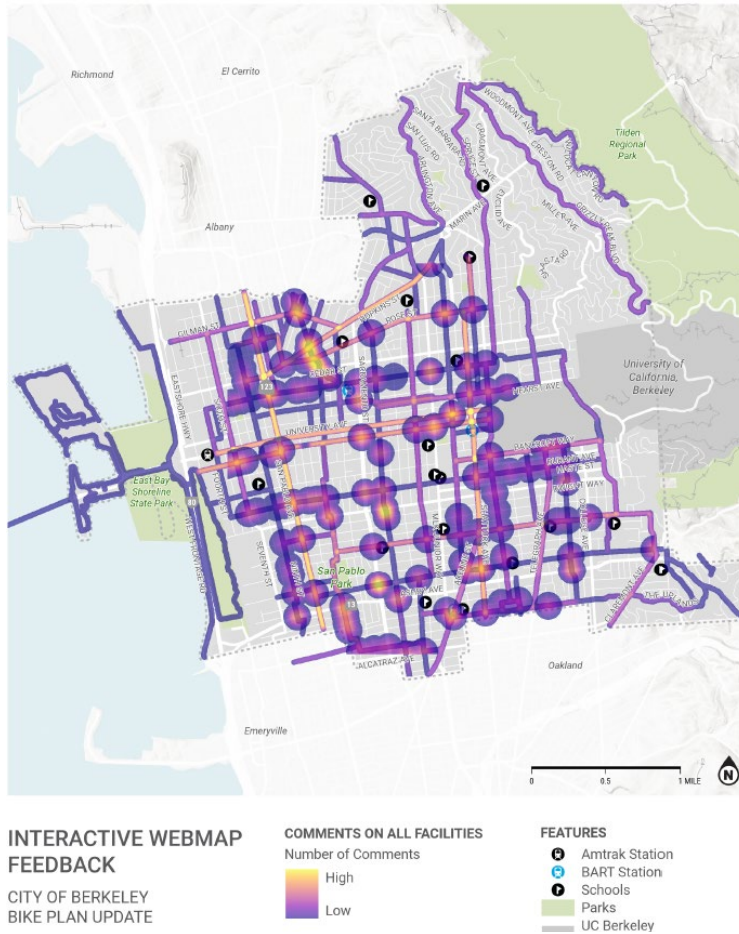


Figure 3: 2022 outreach comment density map



Community Support – project prioritization

Applying a second criterion for community support will allow scoring not just where residents have identified areas of focus (2022 outreach), but also explicit support for proposed projects (2025 outreach). A scale of up to 20 points was awarded for projects that received community support during 2025 outreach activities. Points were scored based on the number of instances a project appeared on the comment matrix for 2025 outreach. Specifically, the project team used the following equation to convert the comment density value of a project to points:

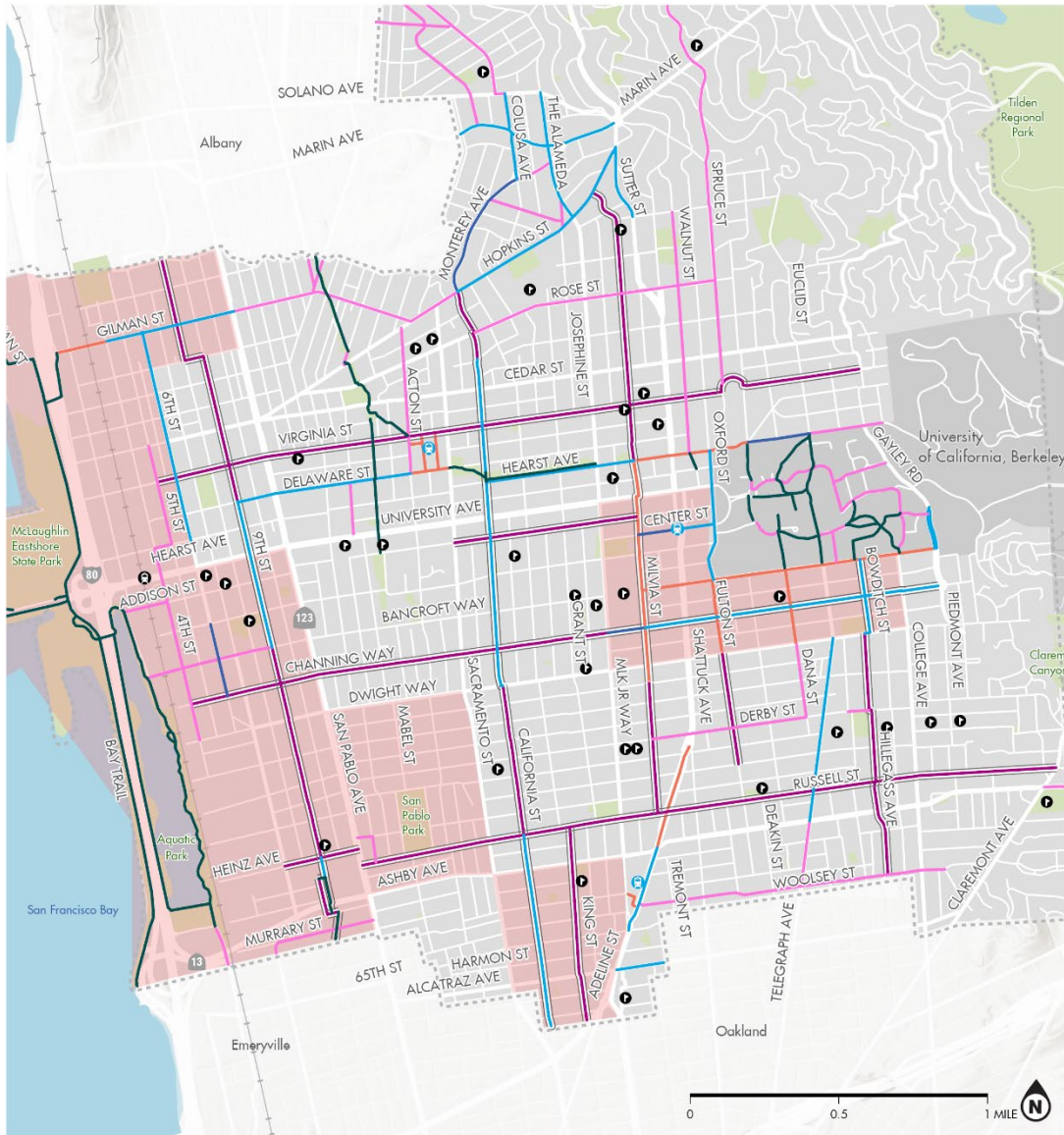
$$\text{Scaled Score (of up to 20 points)} = \left(\frac{\text{Project Instances}}{\text{Maximum Project Instances}} \right) * 20$$

Equity

The Metropolitan Planning Commission Plan Bay Area 2050 identified areas that are or have been historically underserved, referred to as Equity Priority Communities (**Error! Reference source not found.**)¹ A scale of 20 points was awarded to projects for their proximity to, or location within, an Equity Priority Community:

- 20 points to a project fully within an Equity Priority Community. (Projects within 50ft of the boundary of an Equity Priority Community were considered fully within. Corridor projects received full points if more than 60% of the corridor's extent was fully within.)
- 10 points to a project partially within an Equity Priority Community (i.e., corridor projects with less than 60% of the corridor extent located in an Equity Priority Community).
- 5 points to a project within 1,000 feet of an Equity Priority Community (about 2 blocks).
- 0 points to projects outside of 1,000 feet from an Equity Priority Community.

¹ Equity Priority Communities (2025) Metropolitan Planning Commission.
<https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>



EQUITY PRIORITY COMMUNITIES (2025)

CITY OF BERKELEY
BIKE PLAN UPDATE



- 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)
- | | | |
|--|--|--|
| Amtrak Station | School | Park |
| BART Station | Railroad | |
- BICYCLE BOULEVARD NETWORK

Figure 4: MTC's current Equity Priority Community designations in Berkeley



Safe Routes to Schools

A scale of 10 points was awarded for student access to schools via low-stress routes. Community feedback included a request to prioritize middle school students, as they are the population most likely to bike alone to school without parents. The following points were awarded to projects:

- 10 points – Project located within 500 feet of a middle school campus
- 5 points – Project located within 500 feet of an elementary school or high school campus

Feasibility

5 points were reserved for the engineering judgment of Berkeley City staff, determining which projects are likely to have significant engineering or political challenges. The point scale for the feasibility criterion was:

- 5 points – Low cost and minimal trade-offs required (projects achieved through lane narrowing, traffic calming, and other community-supported implementation means)
- 0 points – Class I, Class IV, and projects requiring a road diet
- -5 points – Projects requiring substantial parking removal (more than eight parking stalls per block)

