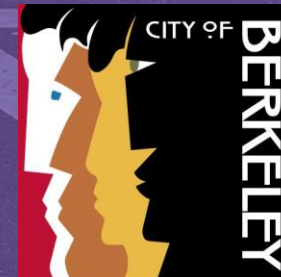


# Berkeley Bike Plan Update

Transportation & Infrastructure Commission

January 16th, 2024



alta



## AGENDA

- Project Overview
- Berkeley Today
- What We Heard
- Plan Recommendations
- Next Steps



**Review all recommendations & materials at:**

**[www.BerkeleyBikePlan.org](http://www.BerkeleyBikePlan.org)**



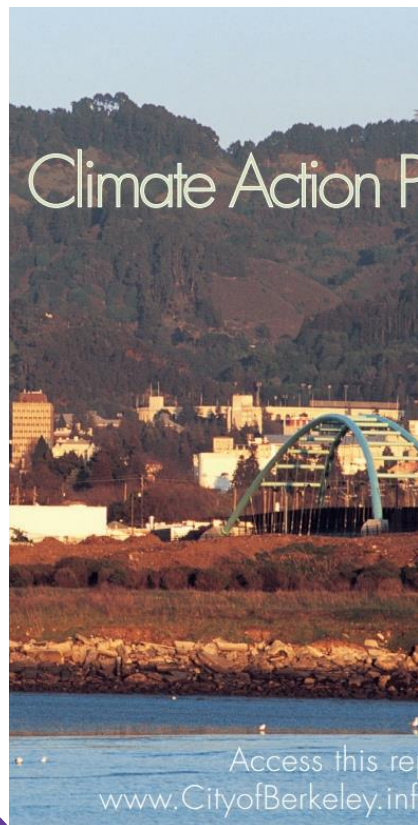
# PROJECT OVERVIEW

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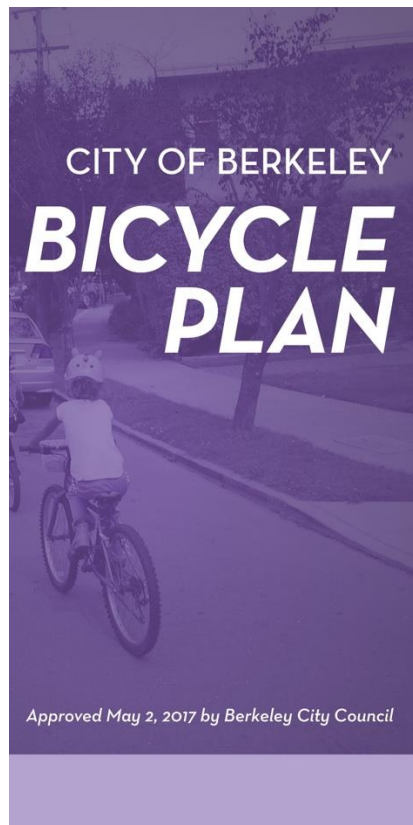




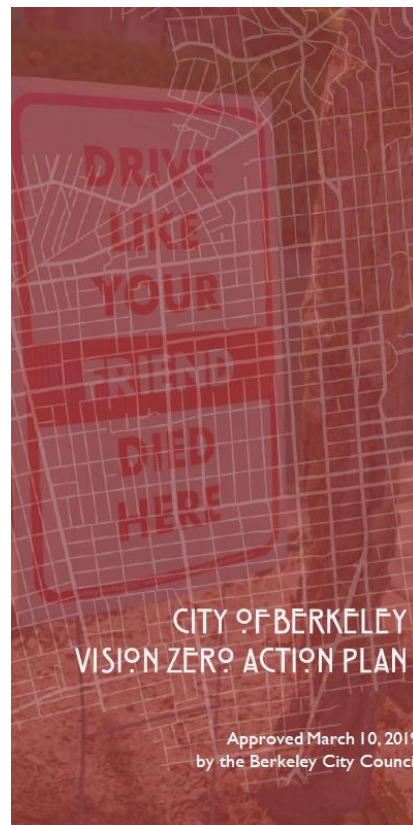
# CITY PRIORITIES



**Climate Action  
Plan (2009)**



**Bicycle Plan  
(2017)**



**Vision Zero Action  
Plan (2019)**



**Pedestrian Plan  
(2020)**



**Transit-First Policy  
Implementation  
Plan (2023)**

2025



# 2022-24 Bicycle Plan Update

Building from the 2017 Plan:

1. Address locations that currently make it **challenging** to bicycle or roll
2. Continue to **improve the City's "low-stress" network** of bicycling and rolling routes
3. Make bicycling and rolling **safer and more comfortable** for people of **all races, ethnicities, incomes, ages, and abilities**

Why call it "Bicycling & Rolling"?

- Powerchairs, mobility scooters, skateboards & scooters may all **legally** use a bike lane or separated bikeway





# Project Schedule

## Phase 1: Listen and Collaborate (Spring/Summer 2022)

- We listened to your feedback on 2017 Plan recommended projects
- You told us where and how existing bikeways can be improved

## Phase 2: Plan Update (Fall 2024/Winter 2025)

- We updated project recommendations based on your feedback
- Public **Draft Plan** to be released in **May 2025** for review and comment
- **Final Plan** adoption in **July 2025**





# BERKELEY TODAY





# Progress Since the 2017 Plan

Bicycle Network

**10.8 miles**  
of new/upgraded facilities

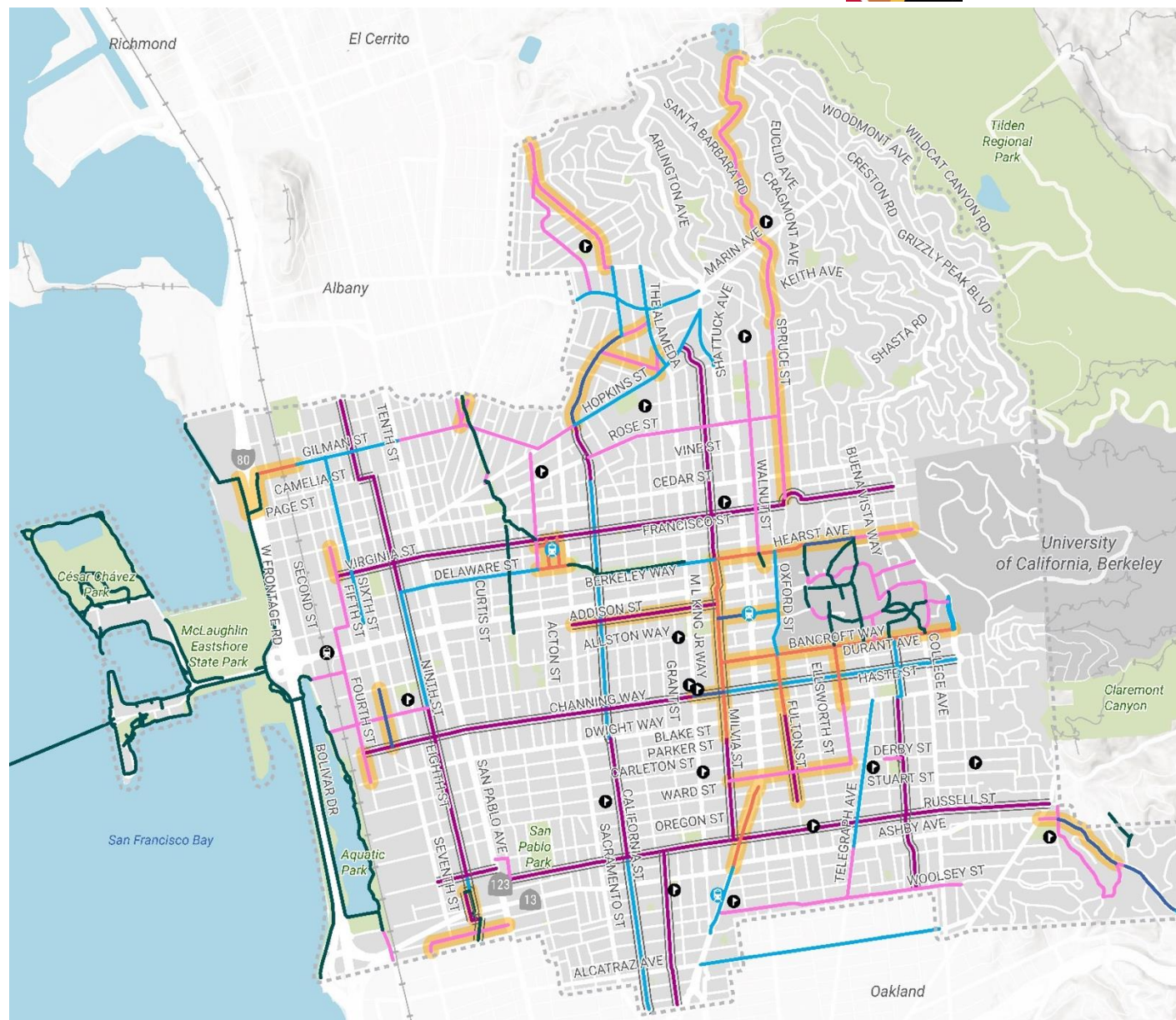
## Existing Facilities

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

## Bicycle Boulevard Network

## Destinations

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





# Progress Since the 2017 Plan

Low-Stress Intersection Crossings

6 new protected intersections






6 new traffic signals

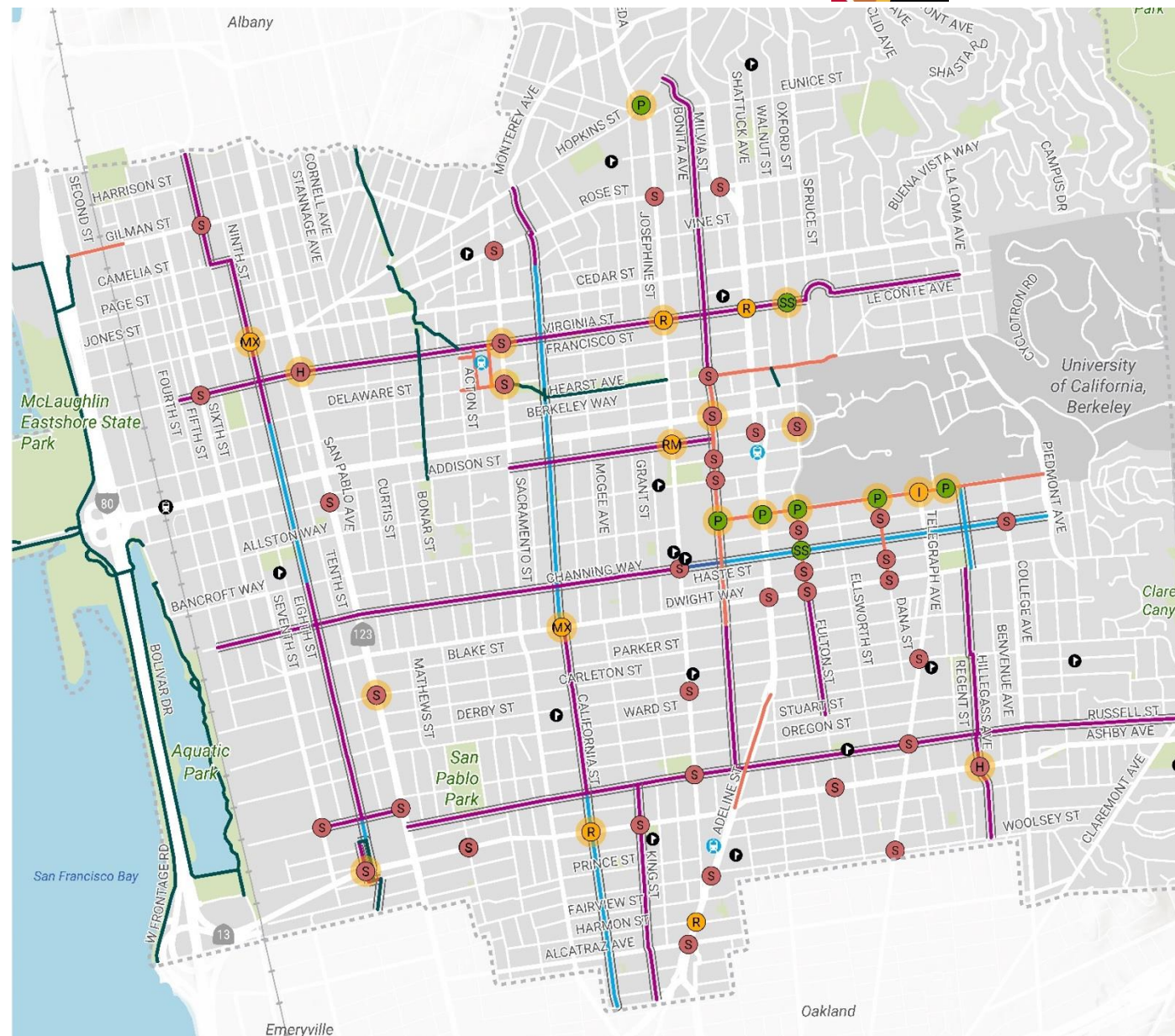
8 new crossing upgrades

## Existing Intersection Control

- |  |  |
|--|--|
|  Protected Intersection |  Raised Intersection      |
|  4-Way Stop Sign        |  Pedestrian Hybrid Beacon |
|  Median Crossing        |  Traffic Signal           |
|  RRFB + Median          |  Built After 2017         |
|  RRFB                   |  |

## Bicycle Boulevard Network

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





# Progress Since the 2017 Plan


Bicycle Boulevard Network Traffic Calming

6 new traffic circles



1 new traffic diverter

From Speed Humps to new  
Speed Table design






## Existing Traffic Calming

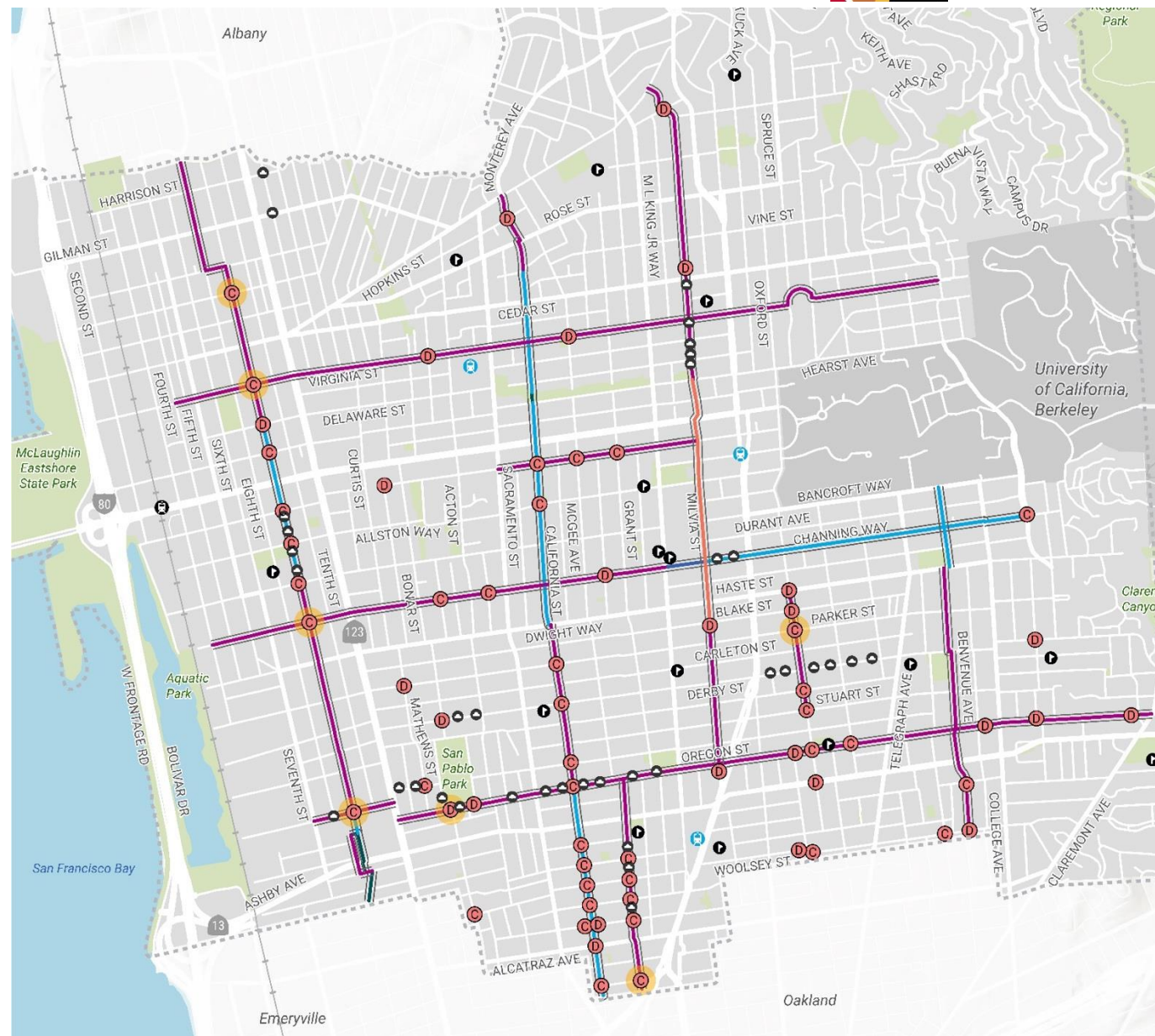
-  Existing Traffic Circle
-  Existing Traffic Diverter
-  Existing Speed Hump
-  Built After 2017

## Destinations

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

## Bicycle Boulevard Network

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





# Progress Since the 2017 Plan



Photo by UC Berkeley

**Hearst Ave. Protected Bike Lane**



Photo by Melanie Curry/Streetsblog

**Bancroft Way Protected Bike Lane**



# Progress Since the 2017 Plan



Photo by Robert Prinz

**Ninth St. Bicycle Boulevard Path with Ashby Ave. Crossing**



**Adeline St. parking protected bike lanes**



# Progress Since the 2017 Plan



Photo by Roger Rudick/Streetsblog

**Milvia St. Protected Bike Lane**



Photo by Walk Bike Berkeley

**Virginia/Sacramento Signal Improvement**



# Berkeley by the Numbers



**Dwight/California Median Crossing**

Bike Network Mileage	2017	2024
Class I Shared Use Path	19.2 mi	<b>19.8 mi</b>
Class II Bike Lane	12.1 mi	<b>10.6 mi*</b>
Class II Upgraded Bike Lane	0.3 mi	<b>1.8 mi</b>
Class III Bike Route	8.2 mi	<b>12.6 mi</b>
Class III Bike Boulevard	11.9 mi	<b>12.7 mi</b>
Class IV Separated Bikeway	0.1 mi	<b>3.6 mi</b>
<b>Total Network Mileage</b>	<b>51.8 mi</b>	<b>61.1 mi</b>

\* Class II bike lane total miles decreased due to existing facilities getting upgraded

Intersections (Low Stress Network)	2017	2024
Protected Intersection	0	<b>6</b>
Rectangular Rapid Flashing Beacon	2	<b>4</b>
Pedestrian Hybrid Beacon	0	<b>2</b>
Median Crossing	0	<b>3</b>
Raised Intersection	0	<b>1</b>
<b>Total Low Stress Intersections</b>	<b>2</b>	<b>16</b>



# WHAT WE HEARD

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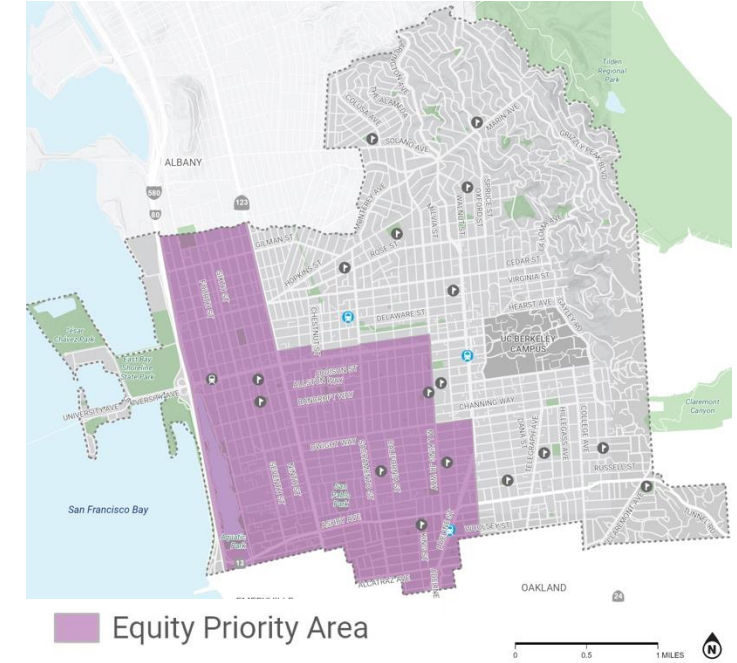
# 2022 Outreach

## Focus on Equity Priority Areas

Postcards sent to **15,000+** households

Over **1,300** comments collected and over **900** residents engaged

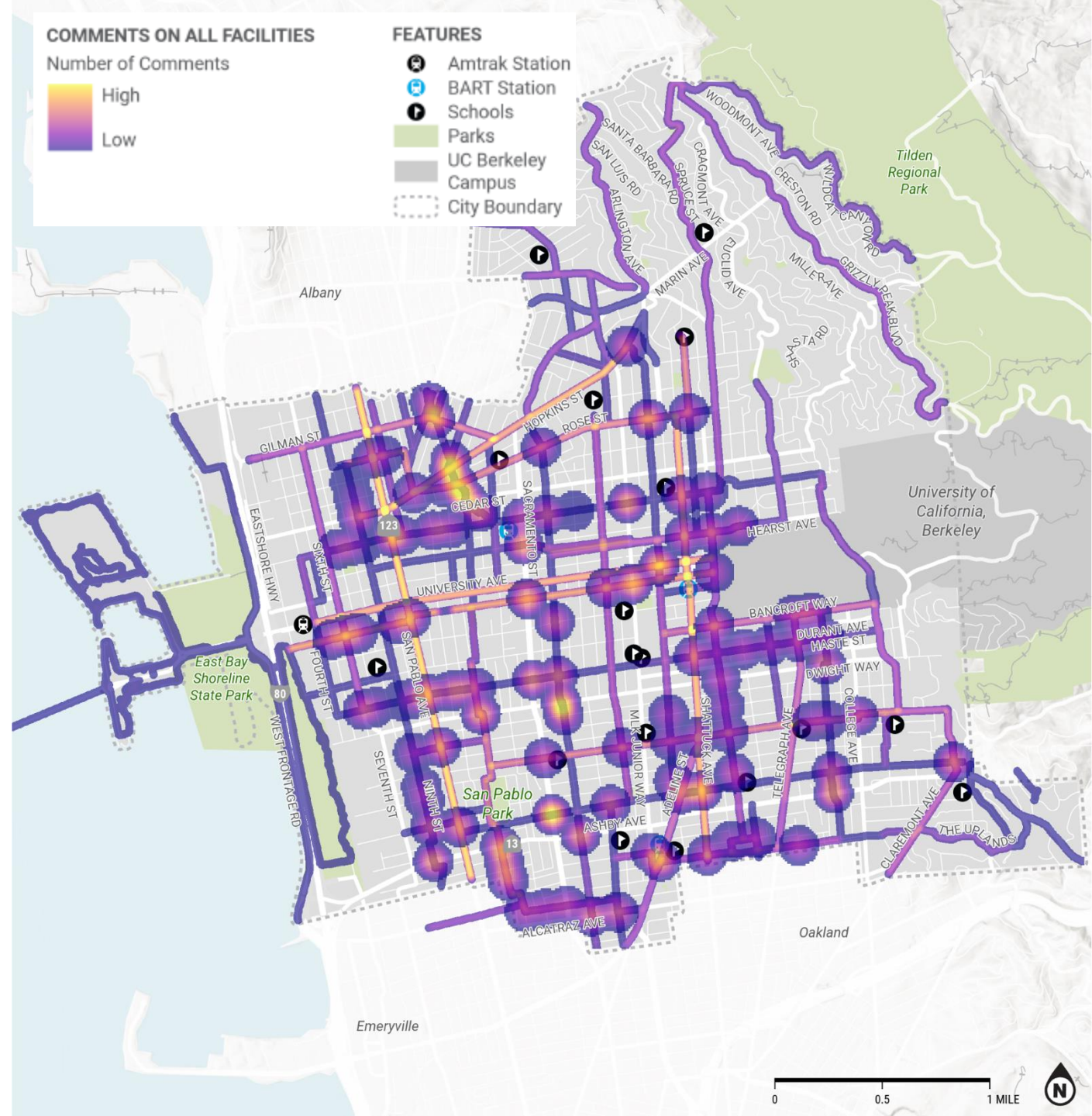
- Online web map (1)
  - **Almost 1,000** comments
- Community workshop (1)
  - **78** residents
- Listening sessions (10)
  - **95** residents
- Park pop-up events (2)
  - **San Pablo Park**
  - **Juneteenth Festival**
- Bicycle tour (1)
  - **Southwest Berkeley**
- Presentations to Transportation Commission and Technical Advisory Committee (6)





# Community Priorities

- Over 1,300 comments on streets, intersections, barriers, and destinations
  - 41%** focus on **Safety**
  - 38%** focus on an **Intersection**
  - 28%** focus on a **Street**
  - 10%** focus on **Pavement Quality**
- Top Streets include: San Pablo Avenue, Shattuck Avenue, Milvia Street, Hopkins Street, Claremont Avenue, and Addison Street
- Top Intersections include: Russell Street at Shattuck Avenue, Virginia Street at San Pablo Avenue, Ashby Avenue at California Street, Virginia Street at MLK Jr Way, and Russell Street at Sacramento Street





# RECOMMENDATIONS

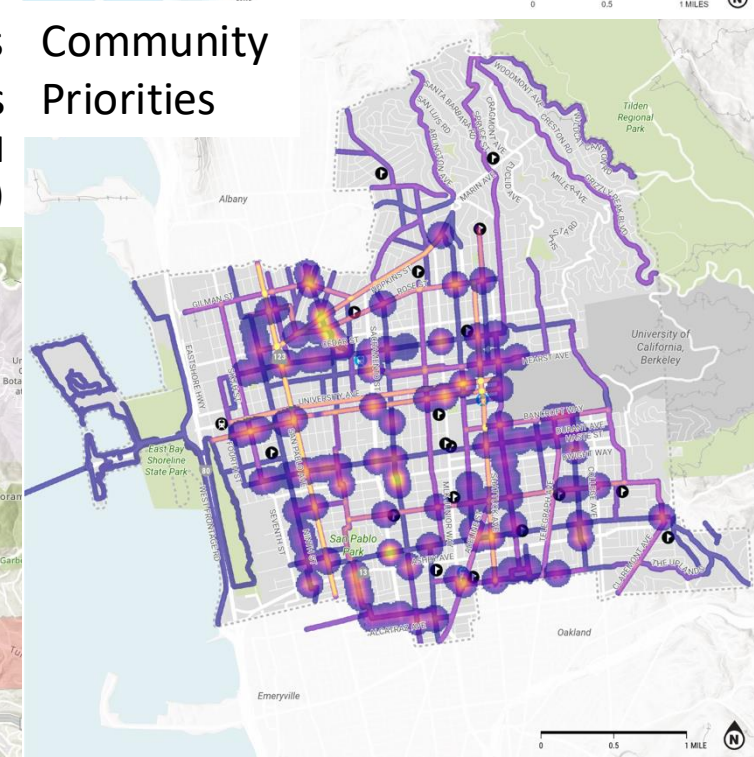
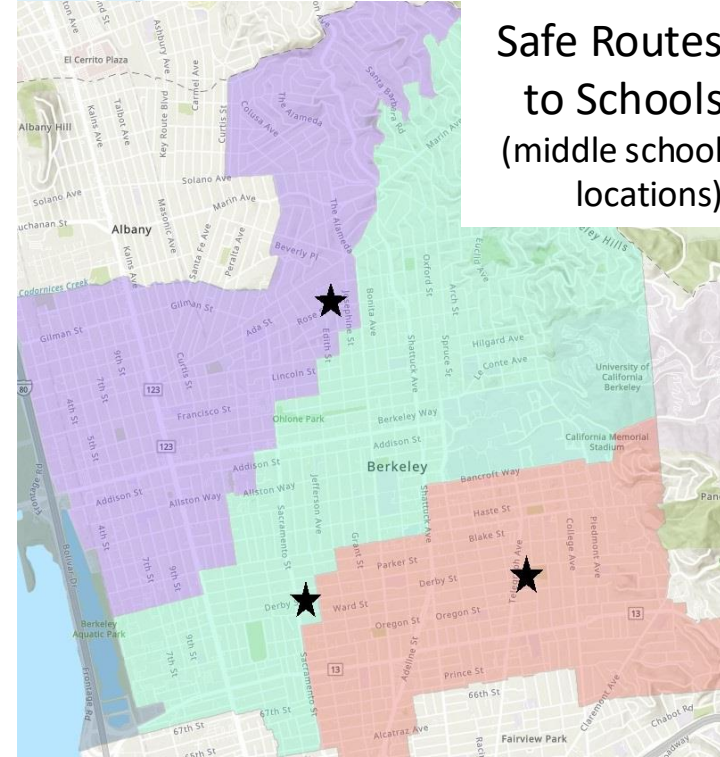
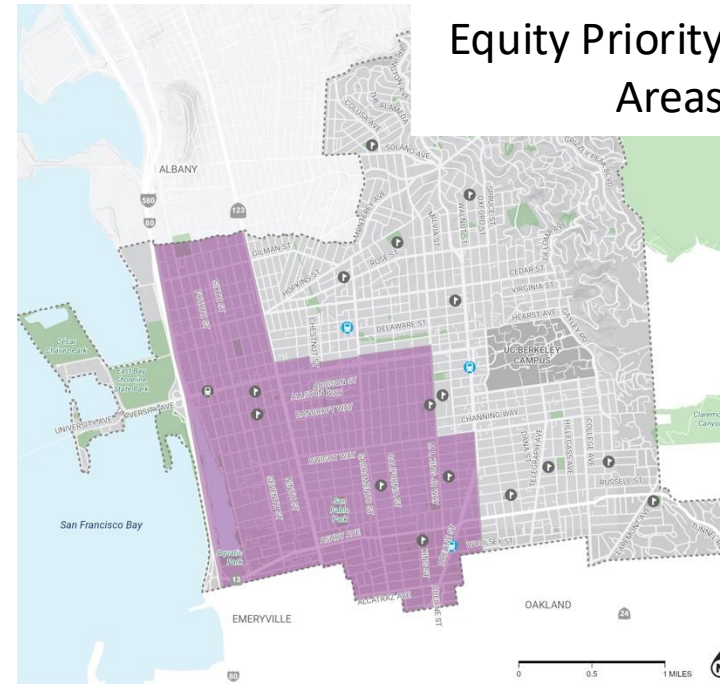


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# How We Make Recommendations

- Start with the 2017 Plan, filtering:
  - All projects built since 2017**
  - Funded projects in the pipeline for construction**
- Screen with Prioritization Criteria:
  - MTC Equity Priority Communities and/or Equity Priority Areas**
  - High-Injury Streets**
  - Proximity to schools**
  - 2022 public input**
- Apply updated City Guidelines:
  - Traffic Circles**
  - Diverter**
  - Speed Tables**
  - Intersection Crossings**





# Bikeway Facility Toolkit

Most Separation  
Más Separación

Least Separation  
Menos Separación



**CLASS I: SHARED-USE PATH**  
**CLASE I: SENDERO CICLISTA Y PEATONAL**

A completely separated right of way for the exclusive use of bicycles and pedestrians with minimized interactions with motor vehicles.

*Un sendero exclusivo para personas que caminan o andan en bicicleta. Estas rutas intentan evitar conflictos con automóviles.*



**CLASS II: BIKE LANE**  
**CLASE II: CICLO-CARRIL**

A striped lane for one-way bike travel on a street. Green treatments are typically reserved for conflict areas.

*Un carril designado para bicicletas en una sola dirección. La pintura verde es reservada para áreas que representen conflictos entre autos y personas en bicicleta.*



**CLASS III: SIGNED BIKE ROUTE**  
**CLASE III: RUTA DE BICICLETA SEÑALIZADA**

Provides for shared use with motor vehicle traffic. Treatments include signs and pavement markings.

*Calle que proporciona el uso compartido entre vehículos motorizados y bicicletas. Incluye letreros y marcas en el pavimento para alertar sobre la presencia de personas en bicicleta.*



**CLASS IV: SEPARATED BIKEWAY**  
**CLASE IV: CICLOVÍA SEPARADA**

An on-street bike lane that is separated from traffic by a vertical barrier, such as a curb, median, or bollards.

*Un carril para bicicletas en la calle que está separado del tráfico por un barrera vertical, como un bordillo, una mediana o bolardos.*



**CLASS II: UPGRADED BIKE LANE**  
**CLASE II: CICLO-CARRIL MEJORADA**

A conventional bike lane paired with a buffer space separates the bike lane from adjacent travel lane and/or parking lane.

*Un bicicarril convencional combinado con un espacio intermedio (o buffer) entre el bici carril y el carril para estacionarse o el carril de circulación adyacente.*



**CLASS III: BIKE BOULEVARD**  
**CLASE III: BULEVAR DE CICLISTICO**

Streets with low traffic volumes and speeds, designated and designed to give bicycle travel priority.

*Calles con bajos volúmenes de tráfico y velocidades, designadas y diseñadas para dar prioridad a las personas en bicicleta.*



# Bikeway Network Recommendations

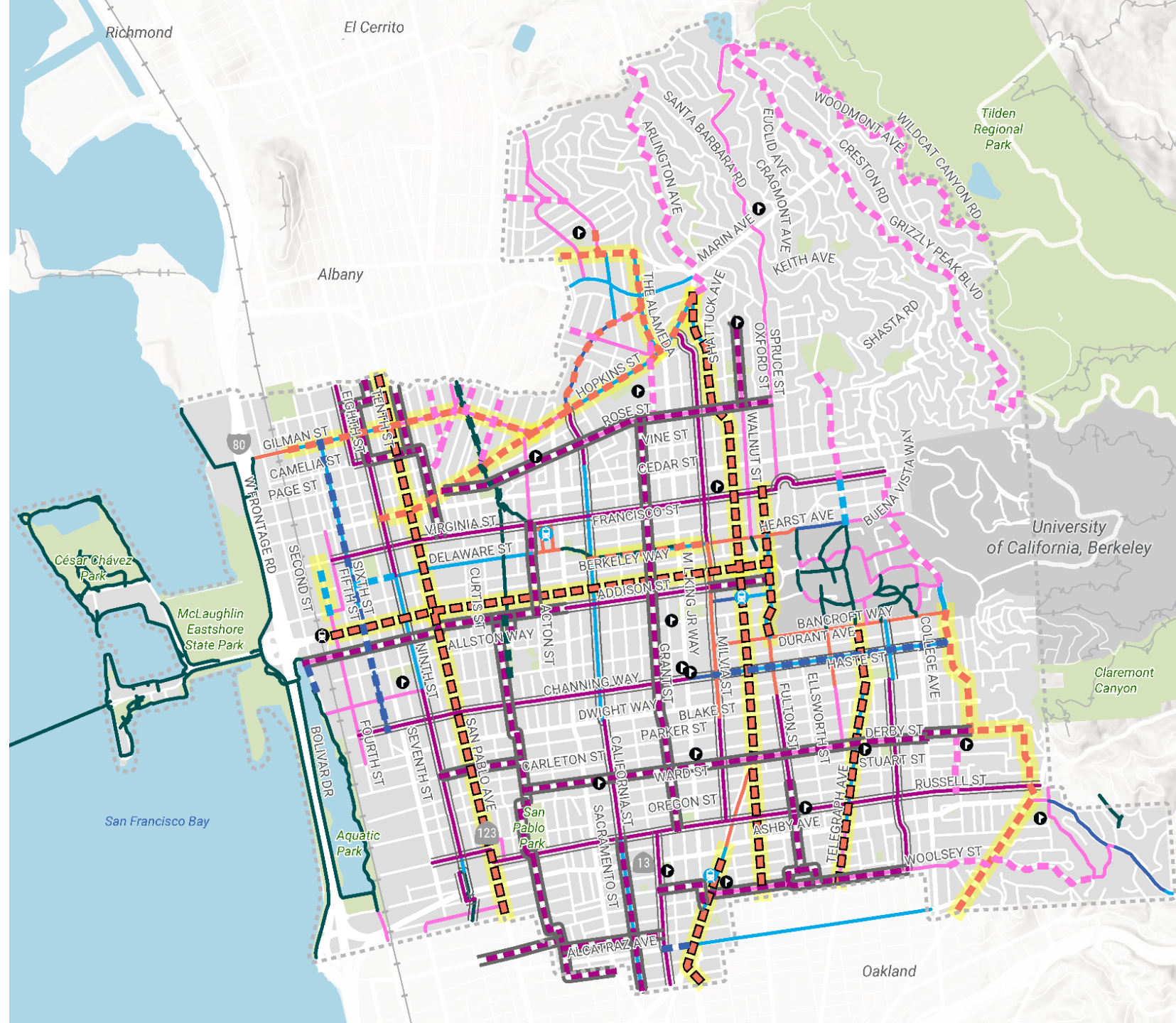
Updates include:

- **New Bike Blvd routes**
- **Connecting Separated Bikeways & Low-Stress network**
- **Upcoming & funded projects**

## 2024 Existing/Recommended Facilities

- / — Class I Bike Path
- / — Class II Bike Lane
- / — Class II Upgraded Bike Lane
- / — Class III Bike Route
- / — Class III Bicycle Boulevard
- / — Class IV Cycletrack
- Complete Street Corridor Study - Primary Transit Route
- Complete Street Corridor Study

*All Class IV Cycletrack recommendations require a Complete Street Corridor Study prior to approval & implementation.*





# Low-Stress Intersection Toolkit



PROTECTED  
INTERSECTON

*INTERSECCIÓN  
PROTEGIDA*



MEDIAN ISLAND  
REFUGE

*ISLA PEATONAL*



RECTANGULAR RAPID  
FLASHING BEACON

*CRUCE CON  
ADVERTENCIA  
PADEANTE*



PEDESTRIAN-HYBRID  
BEACON

*CRUCE PEATONAL  
ACTIVADO DE ALTA  
INTENSIDAD*



RAISED INTERSECTION

*INTERSECCIÓN  
ELEVADA*



TRAFFIC DIVERTER

*DESVIADOR DE  
TRÁFICO*



TRAFFIC CIRCLE

*ROTONDA*



TRAFFIC SIGNAL

*SEÑAL DE TRÁFICO*



2-WAY CYCLETRACK  
CONNECTOR

*CONECTOR DE CARRIL  
BICI DE DOS VÍAS*



RAISED CROSSING

*CRUCE PEATONAL  
ELEVADO*



# Intersection Recommendations

Updates include:

- **Raised Intersections**
- **More Median crossings**

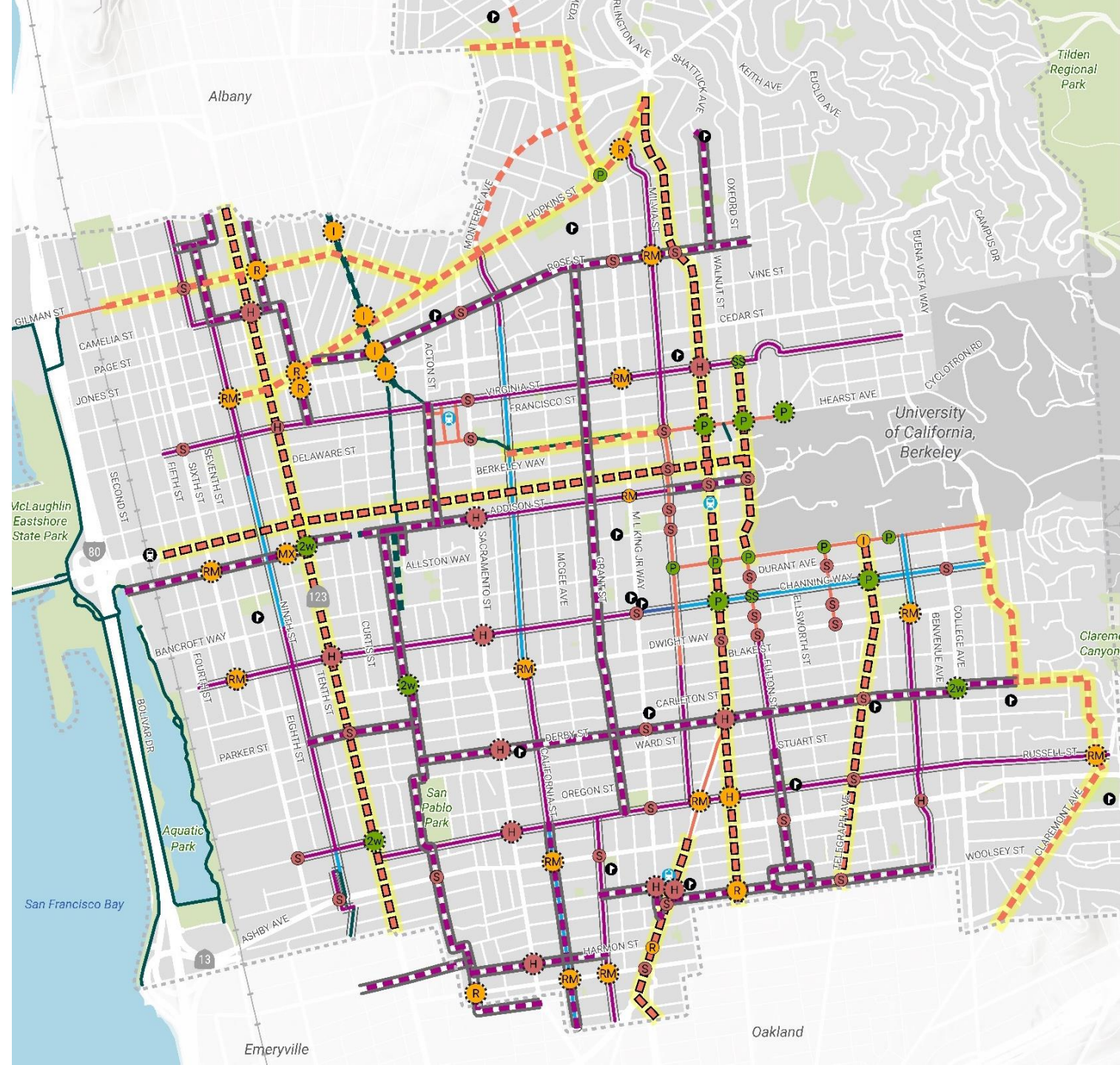
Fewer rapid rectangular flashing beacons (RRFB) due to resident and City staff concerns about effectiveness for bicycle crossings

## Existing Intersection Control

- |  |                        |  |                          |
|--|------------------------|--|--------------------------|
|  | Protected Intersection |  | RRFB                     |
|  | 4-Way Stop Sign        |  | Raised Intersection      |
|  | Median Crossing        |  | Pedestrian Hybrid Beacon |
|  | RRFB + Median          |  | Traffic Signal           |

## Intersection Crossing Recommendations

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








# Bike Blvd Traffic Calming Recommendations

New guidelines for:




- **Traffic circles**
- **traffic diverters**
- **Speed tables**

Based on new City standards, with the goal of balancing traffic calming & emergency access

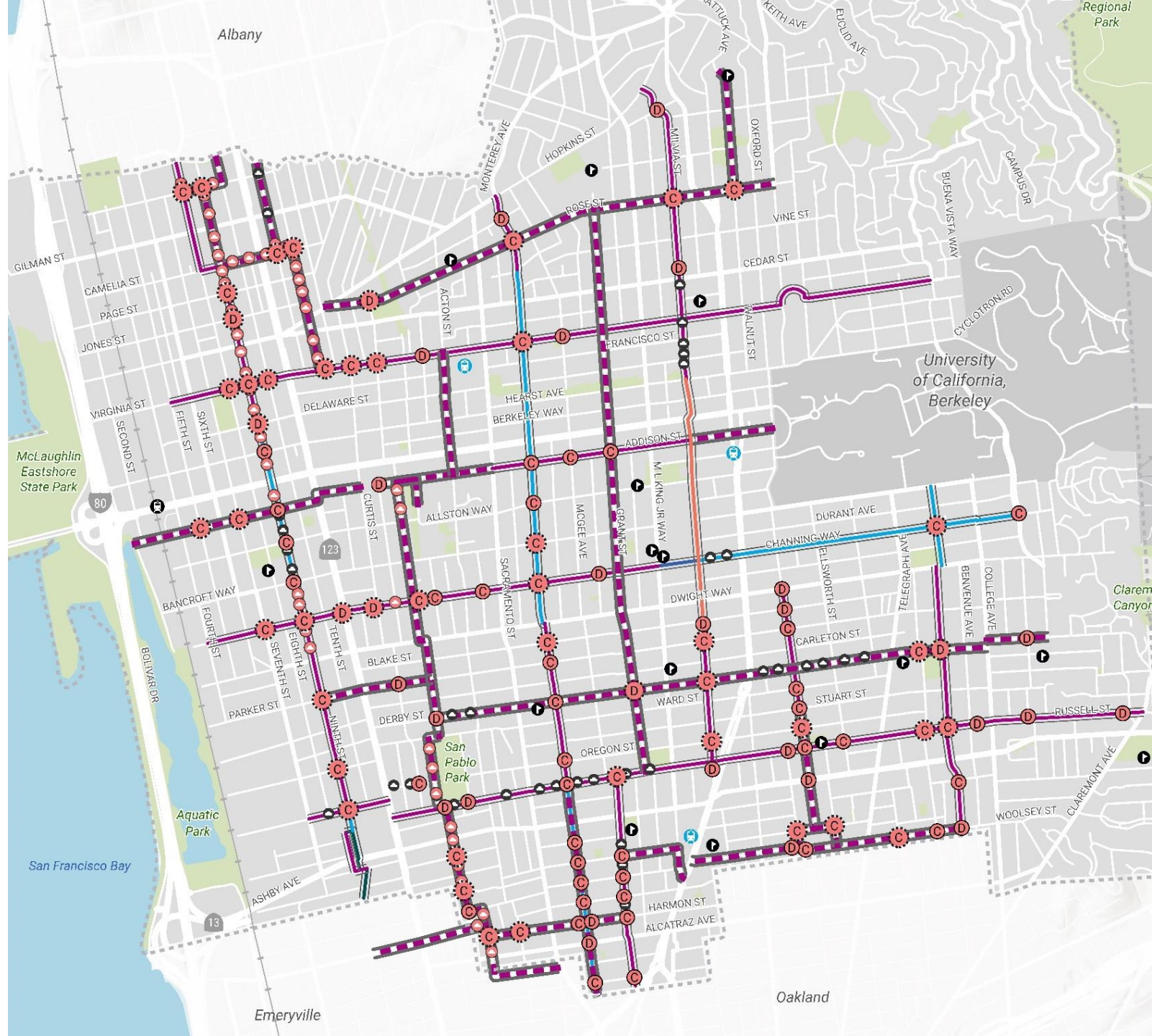
## Traffic Calming Recommendations

-  Traffic Circle
-  Traffic Diverter
-  Speed Table\*

## Existing Traffic Calming

-  Traffic Circle
-  Traffic Diverter
-  Speed Hump\*

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







# Updated City Design Guidelines

Bike Blvd Crossing Treatment Progression	Crossing local streets	Crossing Collector streets		Crossing Minor Arterial streets		Crossing Major Arterial streets	
UNSIGNALIZED	0-1,500 ADT	1,501-5,000 ADT		5,001-12,500 ADT		12,500+ ADT	
Crossing Treatment	Up to 3 lanes	Up to 3 lanes	4 lanes	Up to 3 lanes	4 or 5 lanes	Up to 3 lanes	4 or 5 lanes
1 Marked Crossing	LTS 1	LTS 1 or 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
2 Median Refuge Island <sup>1,2,3</sup>	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
3 Median with RRFB <sup>1,3</sup>	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
4 Pedestrian Hybrid Beacon (PHB) <sup>4</sup>	X	X	LTS 1	LTS 1	LTS 1	LTS 1	LTS 1
5 Traffic Signal	X	X	X	LTS 1	LTS 1	LTS 1	LTS 1

## Updated Guidelines for Bicycle Boulevards:

- Higher standards for **crossing treatments** at major streets
- Existing speed humps to be replaced with **speed tables**
- Speed tables **on every block** of Bicycle Boulevards
- **Fewer traffic circle** recommendations – replaced with mid-block speed tables
- Clear guidelines for **diagonal diverters** at residential intersections vs **median crossing diverters** at major intersections





# Key Project Concepts

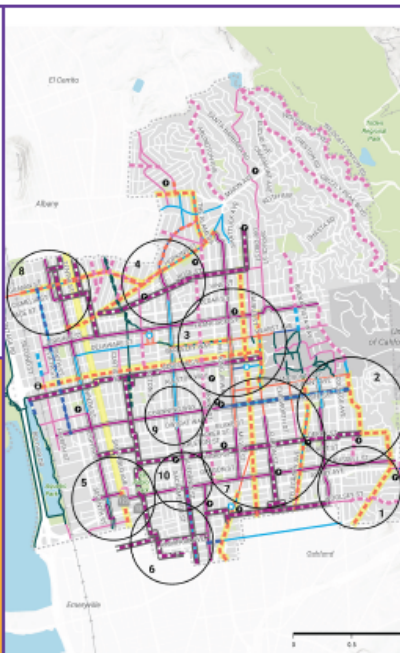
## Conceptos importantes del proyecto



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Mapa esquemática

Schematic Map



### Selection Process/ Proceso de selección

Key projects were selected based on proximity to high-injury corridors, schools, the City's paving plan, and projects that are partially funded.

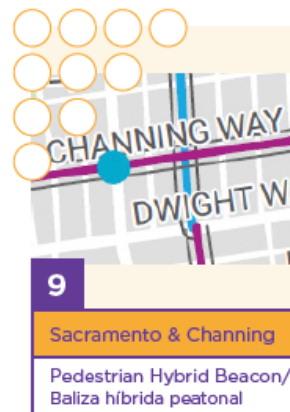
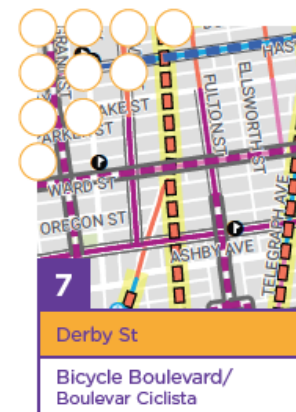
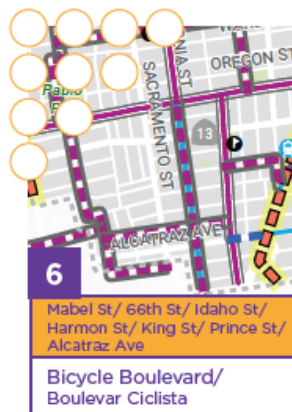
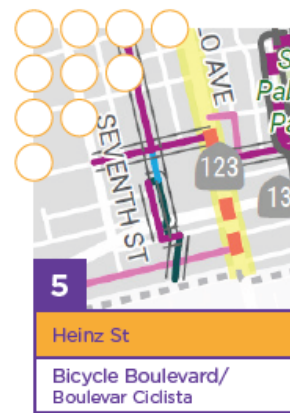
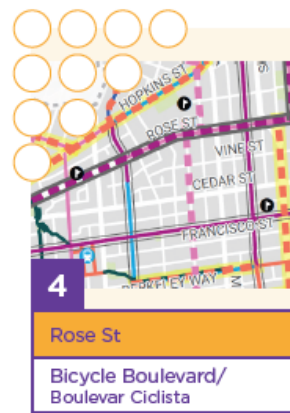
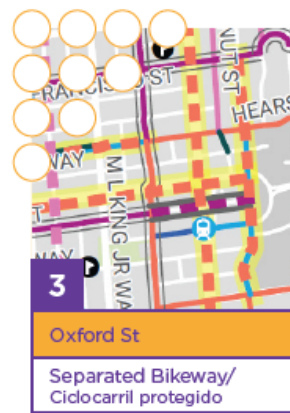
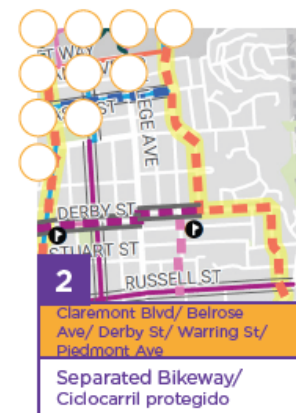
Se seleccionaron proyectos clave en función de la proximidad a corredores de alto impacto, escuelas, el plan de pavimentación de la Ciudad y proyectos que están parcialmente financiados.

VOTE!

Which 5 areas should the City focus on?

¿En qué 5 áreas debería centrarse la ciudad?

Place a sticker on the concept designs below. Coloque una pegatina en los diseños conceptuales a continuación.





# NEXT STEPS

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# Get Involved!

[www.BerkeleyBikePlan.org](http://www.BerkeleyBikePlan.org)

## 3 Pop-Up Events

- Downtown Farmer's Market – 1/25
- South Berkeley Farmer's Market – 1/28
- Ashby Flea Market – 2/2

## 6 Listening Sessions

- ASUC Southside community meeting – 2/5
- Berkeley Business Districts Network meeting – 2/6
- Center for Independent Living – 2/18
- North Berkeley Senior Center – 2/19
- King Middle School family event – 2/25
- BRIDGE Housing tenants meeting – 2/26

## Virtual Community Workshop

- Held in May with release of Draft Plan



**Berkeley  
Bikes!**



**iBerkeley  
Anda en Bici!**



**THE CITY WANTS TO  
HEAR FROM YOU!**

**¡LA CIUDAD QUIERE  
TU OPINIÓN!**

**ASUC Student Union - 3075 Bancroft Way  
2/5/25, 5:00-6:00pm**

Join us to review updated  
recommendations for Berkeley's bike  
network

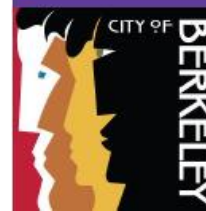
Your comments will help the City update its  
Bike Plan and make it easier and more  
enjoyable to bike in Berkeley.

Spanish language interpretation provided  
upon request: [info@berkeleybikeplan.org](mailto:info@berkeleybikeplan.org)

Únase a nosotros para revisar las  
recomendaciones actualizadas para la red  
de bicicletas de Berkeley

Tus comentarios ayudarán a la Ciudad a actualizar  
su Plan de Bicicletas y hacer que sea más fácil y  
agradable andar en bicicleta en Berkeley.

Se ofrece interpretación en español a pedido:  
[info@berkeleybikeplan.org](mailto:info@berkeleybikeplan.org)



For more information on  
the project, visit  
[www.BerkeleyBikePlan.org](http://www.BerkeleyBikePlan.org)

Para más información sobre  
el proyecto, visita  
[www.BerkeleyBikePlan.org](http://www.BerkeleyBikePlan.org)





# NEXT STEPS

JANUARY 2025

Website Update – 1/15

**Public Outreach Launch – 1/16**

Transportation & Infrastructure Commission – 1/16

JANUARY-MAY 2025

Public Outreach Events

MAY 2025

**Draft Plan Released**

Virtual Workshop

JUNE 2025

Transportation & Infrastructure Commission #2

JULY 2025

**Final Plan at City Council**





*thank you!*

*More questions?*  
*[ddynes@berkeleyca.gov](mailto:ddynes@berkeleyca.gov)*