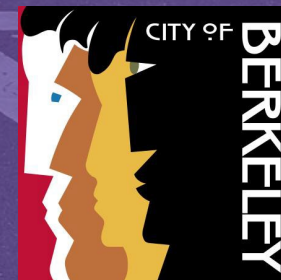


# Berkeley Bike Plan Update – Draft Plan

Transportation & Infrastructure Commission

August 2025



alta

# AGENDA

- Introductions
- Project Overview
- 2022/25 Outreach Summary
- Draft Plan
  - Project Recommendations
  - Project Prioritization
  - Key Projects
  - Bike Blvd Design Guide
- Next Steps and Q&A

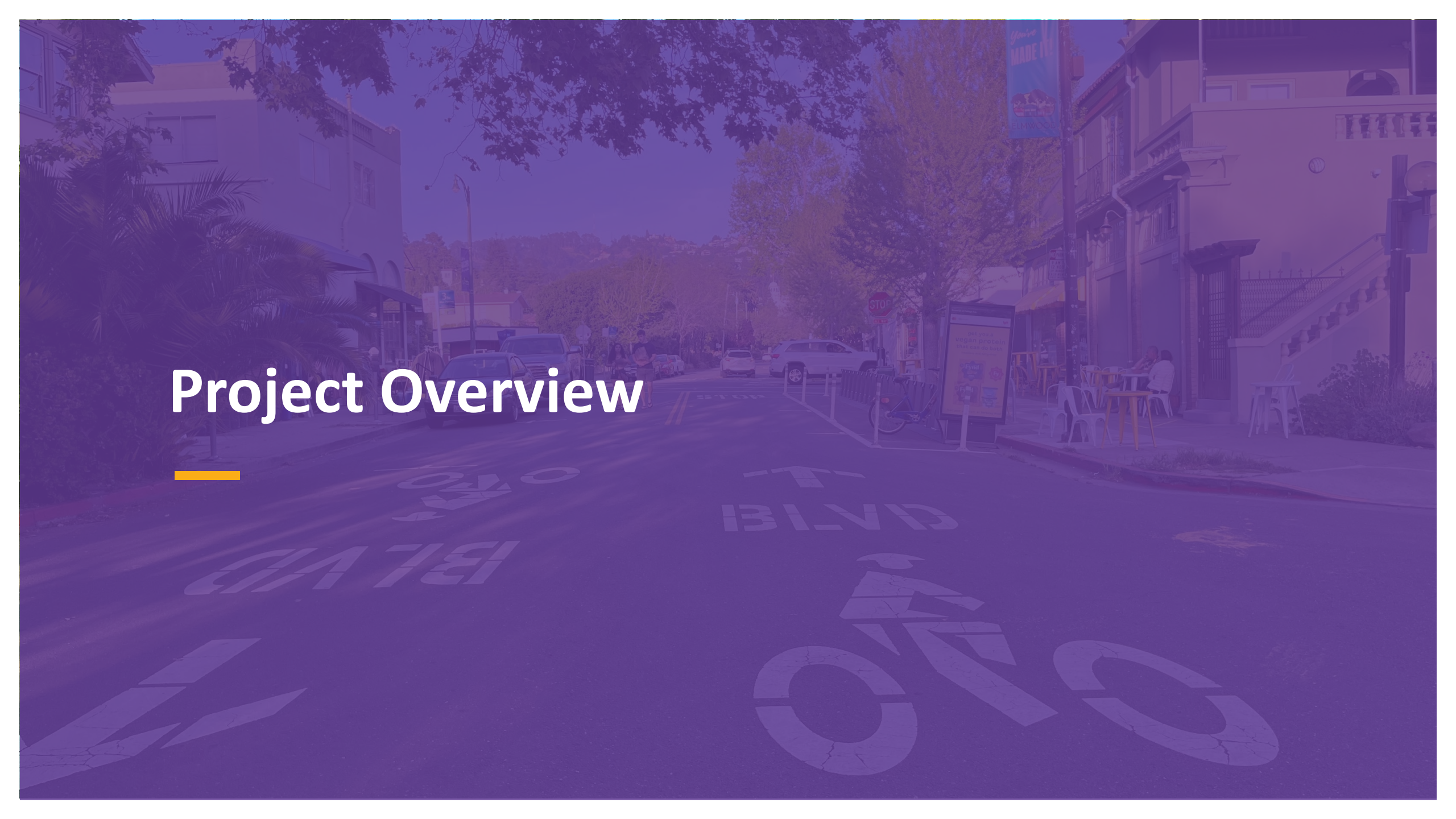


**Draft Plan Open for Comment until 9/26**

[Berkeleybikeplan.org](https://Berkeleybikeplan.org)

# Project Overview

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# 2022-25 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





# Who's Biking & Rolling in Berkeley?

When traveling to work\*:



**9.0%** Bicycle



**3.6%** Other (including scooters)



**Families & Students**



**Adaptive Bikes**



**Workers & Commuters**



**Scooters & Mobility Devices**



**25.3%** of households  
do not own a vehicle

2023 American Community Survey S2504,  
1-year estimate

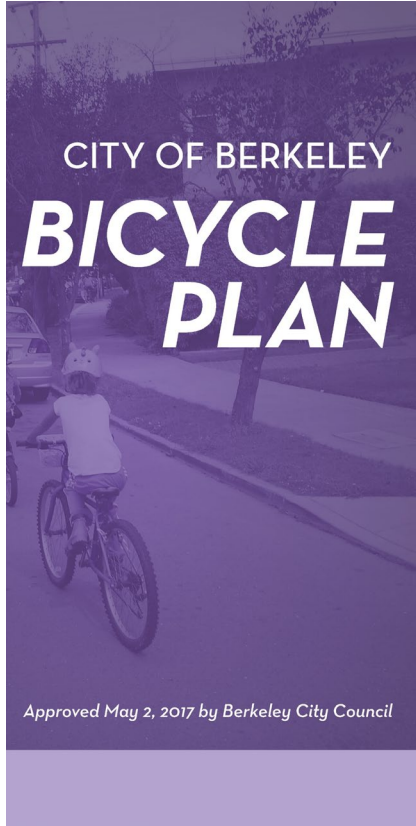
\*2023 American Community Survey S0801, 1-year estimate



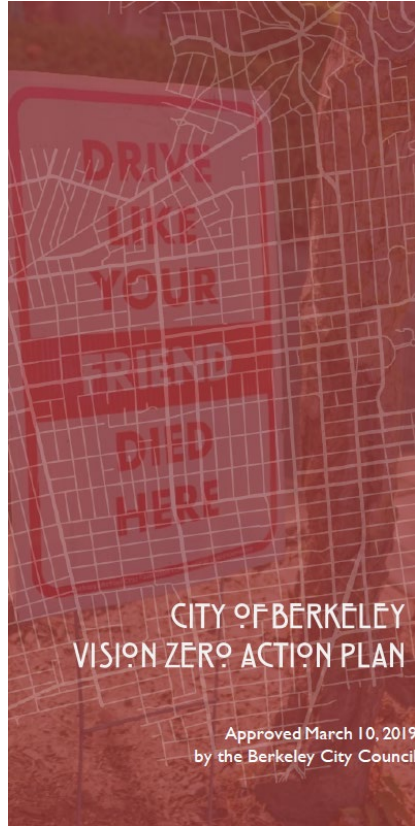
# CITY PLANS, POLICIES & PRIORITIES



**Climate Action Plan (2009)**



**Bicycle Plan (2017)**



**Vision Zero Action Plan (2019)**



**Pedestrian Plan (2020)**



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

2025

# Project Schedule

## Phase 1: Listen and Collaborate (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 (Winter/Spring 2025)

- We shared updated project recommendations
- We asked where to focus on key projects

## Phase 3: Draft & Final Plan (Fall 2025/Winter 2026)

- Public **Draft Plan** released on **August 11, 2025** for review and comment
- **Final Plan** adoption at City Council in **December 2025/January 2026**



# 2022/2025 Outreach Summary

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# 2022 Outreach Summary

## Interactive Webmap

- 603 unique users, 935 comments

## 2 Pop-Up Workshops

- San Pablo Park – 5/7/22
- Juneteenth Festival – 6/19/22

## 1 Virtual Community Workshop

- 4/28/22

## 1 Bike Tour

- 5/14/22
- 18 participants toured southwest Berkeley

## 10 Virtual Listening Sessions

- Sent postcards to Equity Priority Areas to promote listening sessions
- \$35 gift cards offered to up to 100 low-income residents to participate

## 6 Letters and Emails

## 2 Technical Advisory Committee Meetings



# 2022 Comment Summary

1,333 Public Comments

900 Total Participants

41%

Roadway Safety Concerns

38%

Support Intersection Improvements



Roadway Safety Concerns



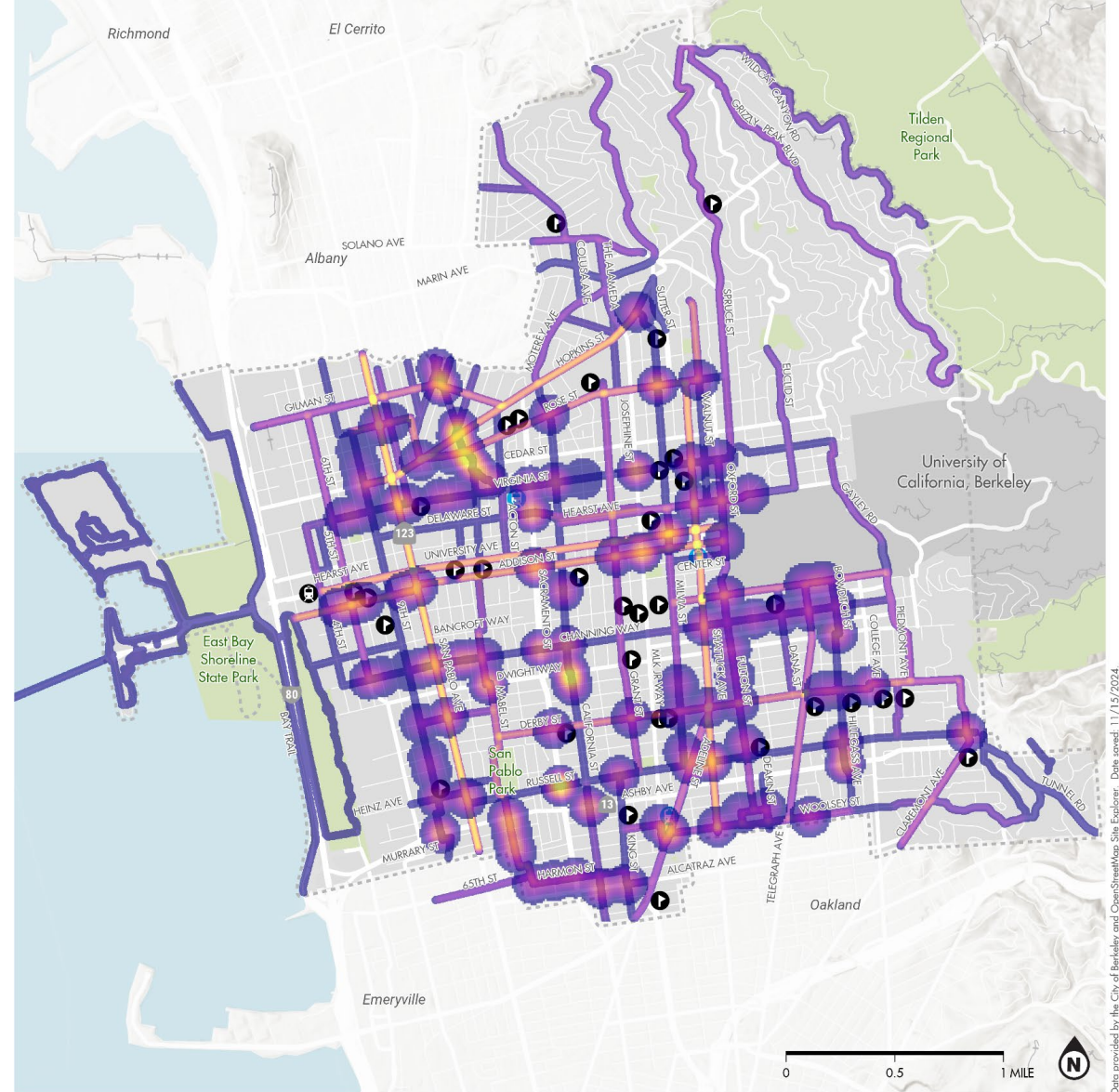
Support Intersection Improvements



Support Bikeway Improvements



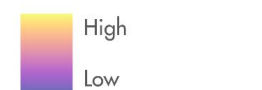
Insufficient Recommendations in the 2017 Plan



## COMBINED 2022 OUTREACH COMMENT DENSITY

CITY OF BERKELEY BIKE PLAN UPDATE

### COMMENTS ON ALL FACILITIES



### FEATURES

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

# 2025 Outreach Summary

## 3 Pop-Up Events

- Downtown Farmer's Market – 1/25
- South Berkeley Farmer's Market – 1/28
- Ashby Flea Market – 2/8

## 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

## 3 Accessibility Interviews

## 2 Commission Meetings

- Transportation & Infrastructure Commission – 1/16
- Commission on Disability – 2/19

## 67 Letters and Emails

## 2 Technical Advisory Committee Meetings





# 2025 Comment Summary

615 Public Comments

523 Total Participants

Table 2: 2025 outreach comments by theme and comment method

Comment Type	Total Comments (N=590)	Support Bikeway Improvement	Support Intersection Improvement	Roadway Safety Concerns	Pavement or Maintenance	Insufficient Facility	Oppose Project	Education or Programming
Pop-Up (N=97)	16%	36%	31%	38%	8%	42%	13%	5%
Listening Session (N=270)	46%	18%	17%	40%	7%	40%	4%	7%
Email (N=124)	21%	35%	44%	58%	10%	30%	15%	6%
Letter (N=57)	10%	26%	30%	37%	2%	21%	25%	9%
Disability Interview (N=42)	7%	0%	0%	45%	36%	12%	0%	26%

# What We Heard

- Desire for a connected network
- Concern for parking loss & loading challenges
- Concern for emergency response times & evacuation routes
- Accessible facility design
- Wider bike lanes to accommodate more types of devices
- Safe routes to schools
- Education & traffic enforcement
- More outreach for future projects



# DRAFT PLAN



# What's in the Draft Plan?

1. Introduction
2. Existing Conditions & Plan Progress
3. Needs Assessment/Public Engagement
4. Proposed Bikeway Network
5. Implementation

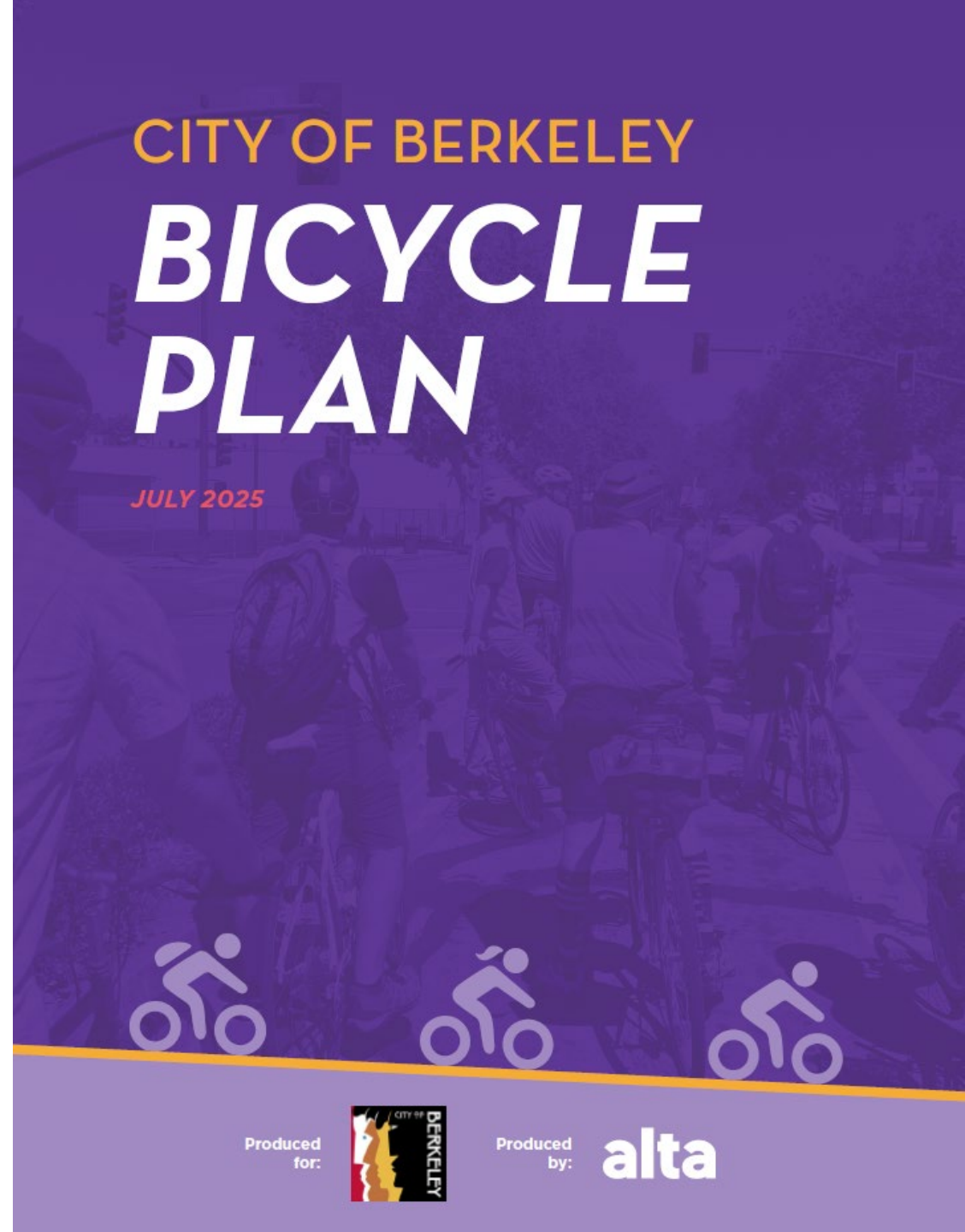
Appendix A – Bicycle Boulevard Design Guide

Appendix B – 2022 Outreach Summary

Appendix C – 2025 Outreach Summary

Appendix D – Updated Network Memo

Appendix E – Prioritization Methodology



# CITY OF BERKELEY BICYCLE PLAN

JULY 2025



Produced  
for:



Produced  
by:

**alta**



# Commitment to All Ages & Abilities and Universal Design

**“All Ages & Abilities”** means the network and the way we design streets must accommodate:

- Youth under 18
- Seniors
- People with Disabilities
- Women
- People of Color
- Low-income riders
- People moving goods or cargo
- People riding bikeshare
- Confident riders

**“Universal Design & Accessibility”** means facility design that accommodates all users, with or with a disability. Accessibility recommendations include:

- Proactive & accessible engagement with Berkeley disability organizations
- Consider the needs of low-vision users and users of mobility devices in bikeway design
- Special design focus on safe intersection crossings
- Transit boarding island design when combined with separated bikeways
- Accommodate loading needs for vehicles unloading wheelchairs & mobility devices
- Ensure short distances to accessible curb ramps on longer blocks
- Improve construction mitigation for path of travel, temporary crosswalks, and audible warning devices



## Coordination with Emergency Response & Evacuation Planning

The Department of Public Works and Berkeley Fire Department are working collaboratively to ensure alignment between the Bike Plan Update and Fire Department Studies to:

- Encourage the integration of response time data into transportation planning
- Design infrastructure that prevents street trauma while maintaining emergency vehicle access and response time performance
- Evaluate and consider impacts to emergency evacuation in decision making

**Community safety is a priority of the Department of Public Works, the Berkeley Fire Department, and the Bike Plan Update.**



# 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 bufer) entre el bici carril y el carril para estacionarse o el carril de circulación adyacente.*



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

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.*






# Progress Since 2017: Network

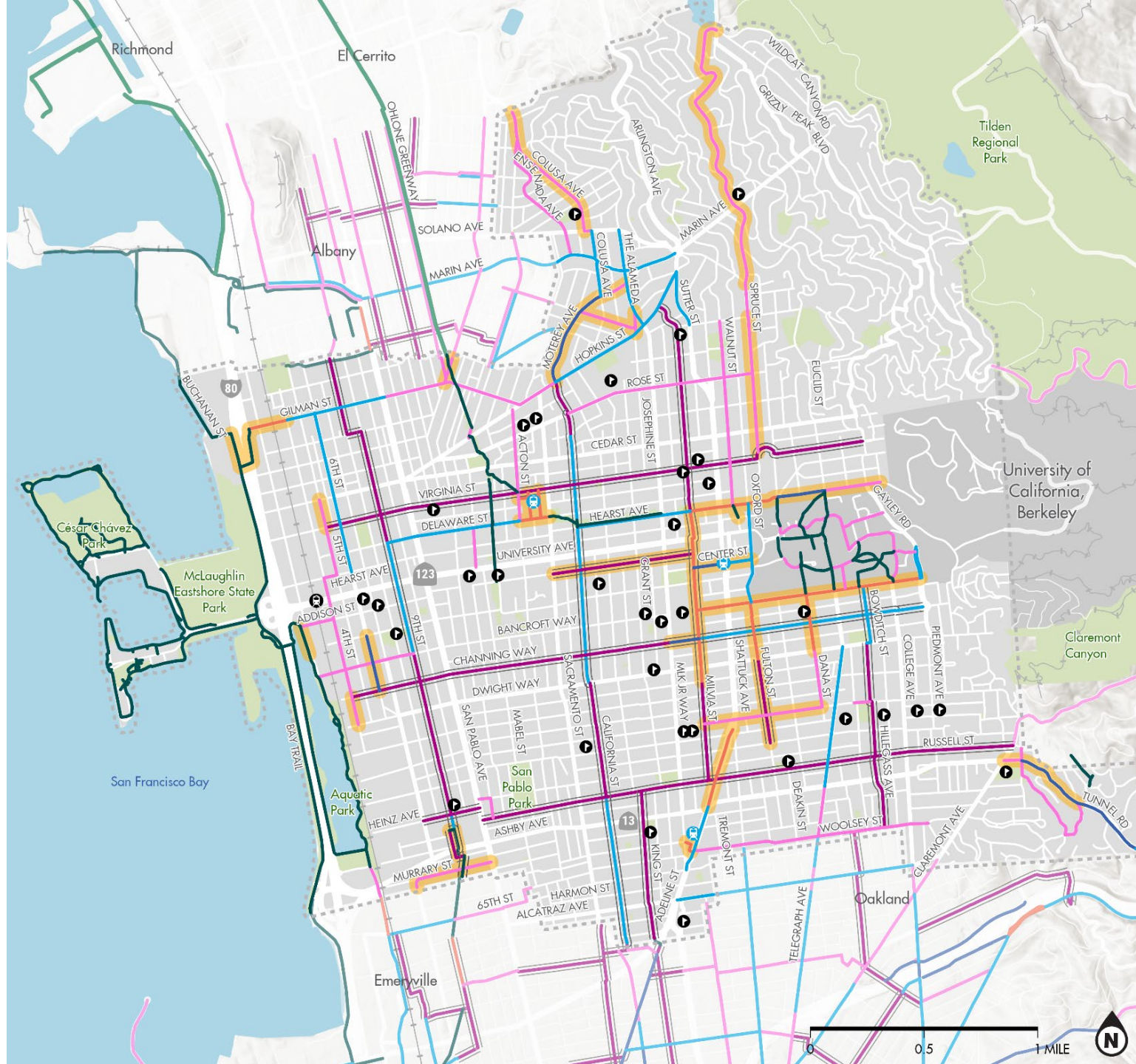
10.1 miles of new or  
upgraded facilities since  
2017

## 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



# Low-Stress Intersection Toolkit



PROTECTED INTERSECTION

*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*



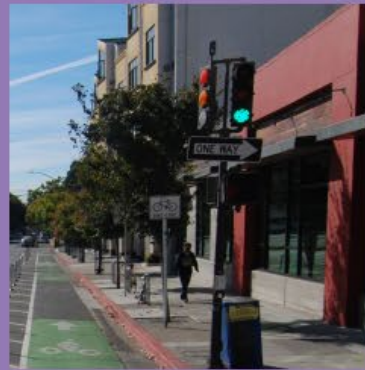
TRAFFIC DIVERTER

*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*



# Progress Since 2017: Traffic Calming

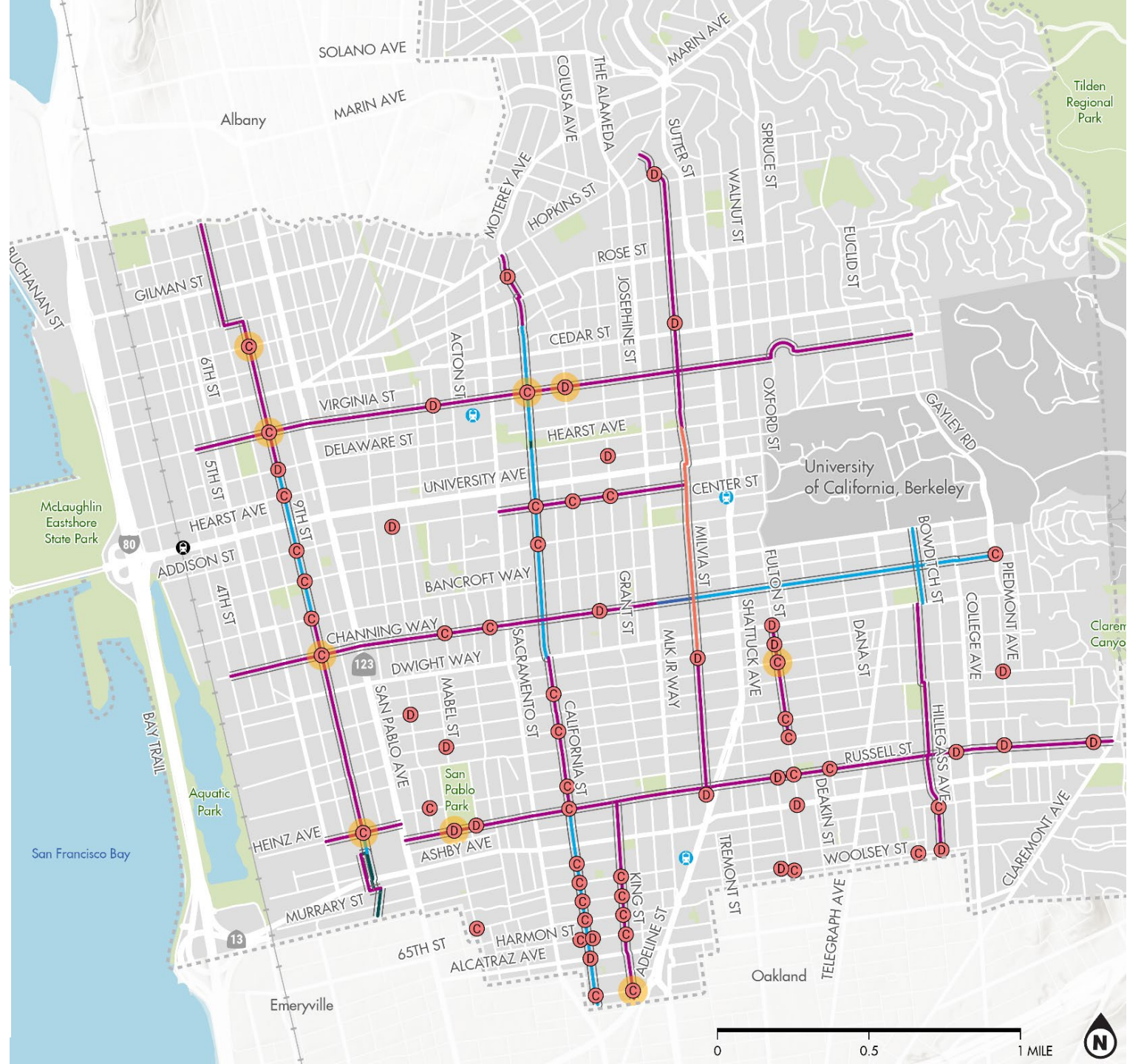
6 new speed tables  
1 new traffic diverter  
New speed table design

## 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)





# Progress Since 2017: By the Numbers

*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
<b>Total</b>	<b>50.8</b>	<b>60.9</b>
<b>Bicycle boulevard network**</b>	<b>15.8</b>	<b>17.6</b>

\*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 only some segments of Class I, II, III, and IV facilities.



# PROJECT RECOMMENDATIONS

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# How We Made Recommendations

Start with the 2017 Plan, filtering:

- All projects built since 2017
- Funded projects in the pipeline for construction

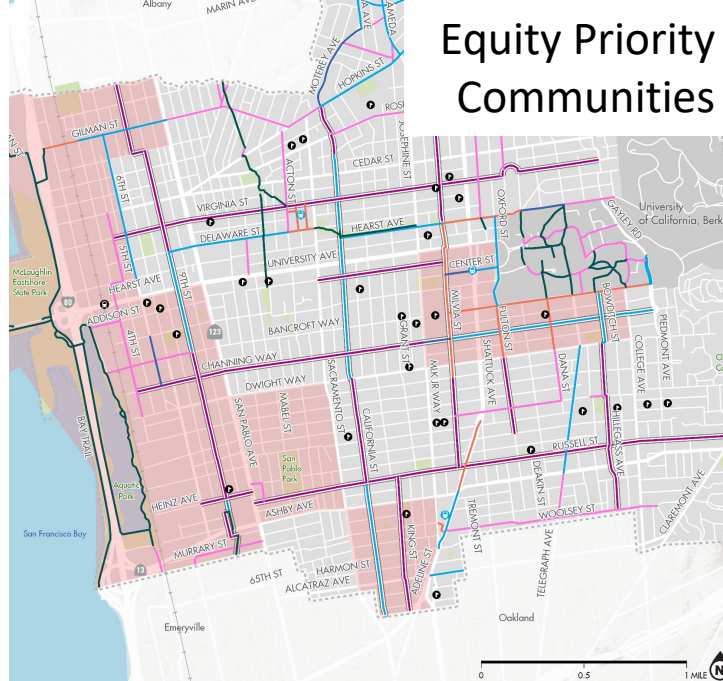
Screen with Prioritization Criteria:

- MTC Equity Priority Communities
- High-Injury Streets
- Proximity to schools
- 2022 public input

Applied updated City Guidelines

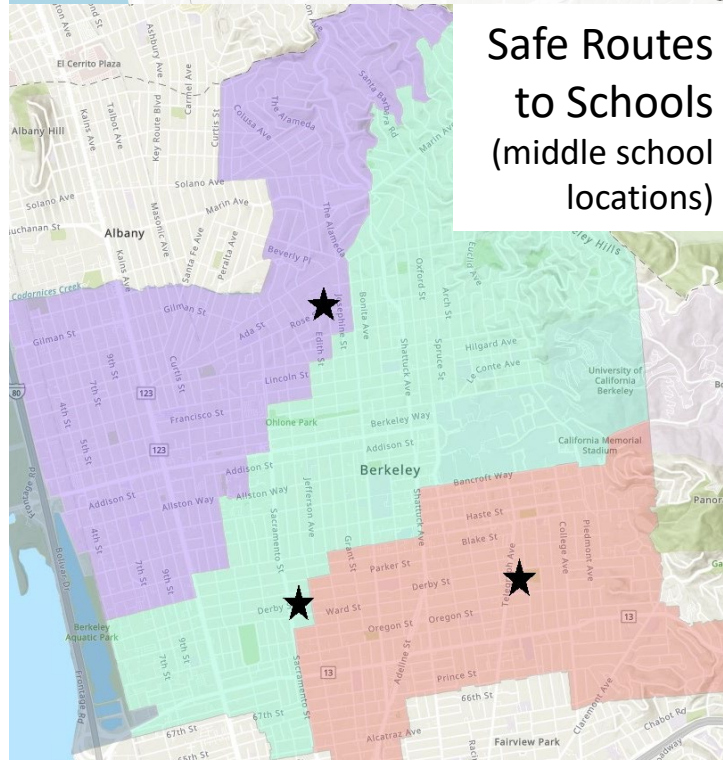
Applied 2025 public input

Applied input from agency partners like Berkeley Fire Department and AC Transit



Equity Priority Communities

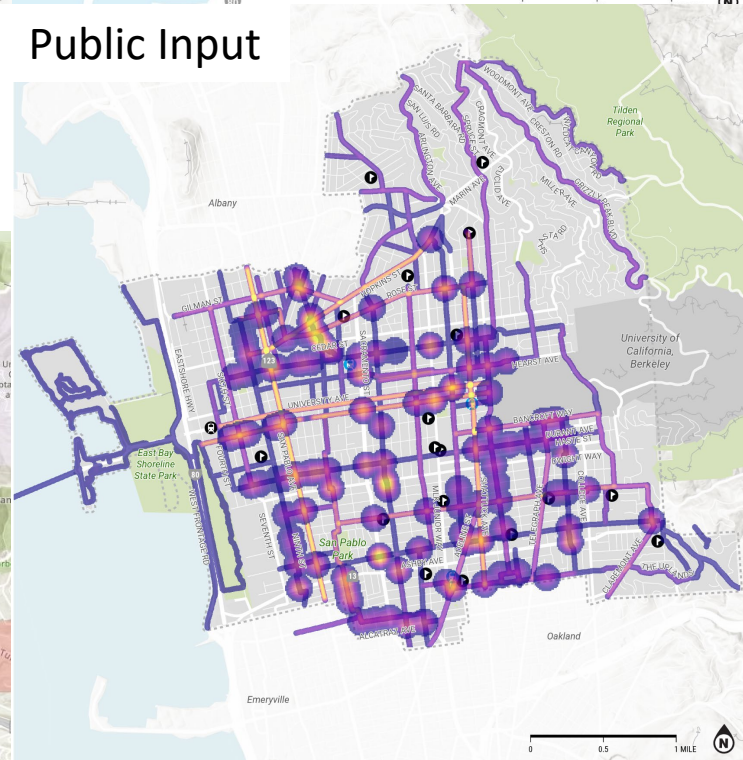
High-Injury Streets



Safe Routes to Schools (middle school locations)



Public Input



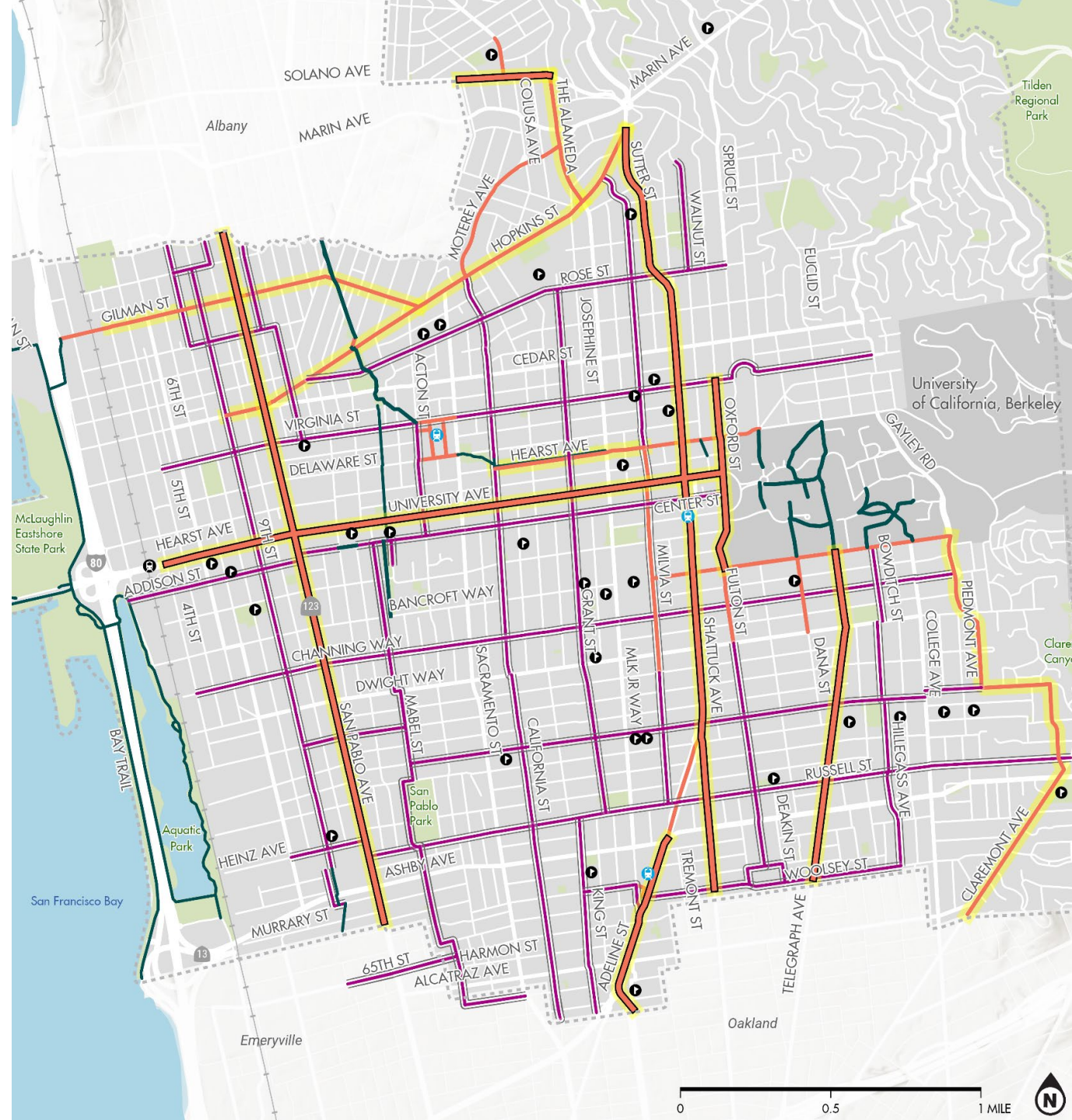
# Low-Stress Bikeway Vision Network

The Vision Network represents

a connected network of **separated bikeways** and **bicycle boulevards** that are suitable for **all ages and abilities**

a connected network with **safe, low-stress crossings** at intersections with major roadways

a regional connected network with **low-stress access to Emeryville, Oakland, and Albany**



# Bikeway Network Recommendations

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

## 2025 EXISTING/RECOMMENDED FACILITIES

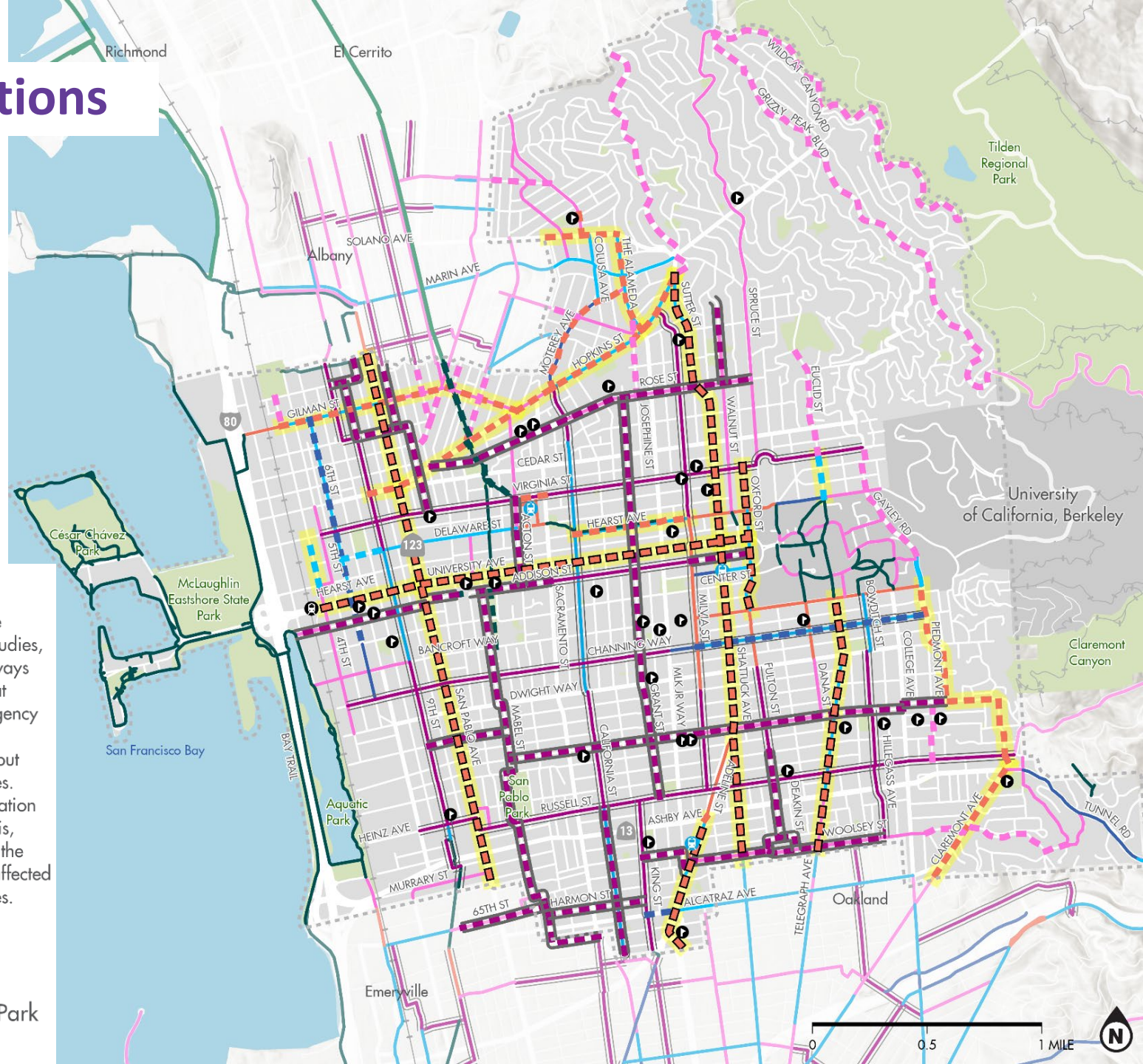
- Bike Path (Class I)
- Bike Lane (Class II)
- Upgraded Bike Lane (Class II)
- Bike Route (Class III)
- Bike Boulevard (Class III)
- Cycletrack (Class IV)
- Complete Street Corridor Study - Primary Transit Route\*
- Complete Street Corridor Study\*

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

## BIKE BOULEVARD NETWORK

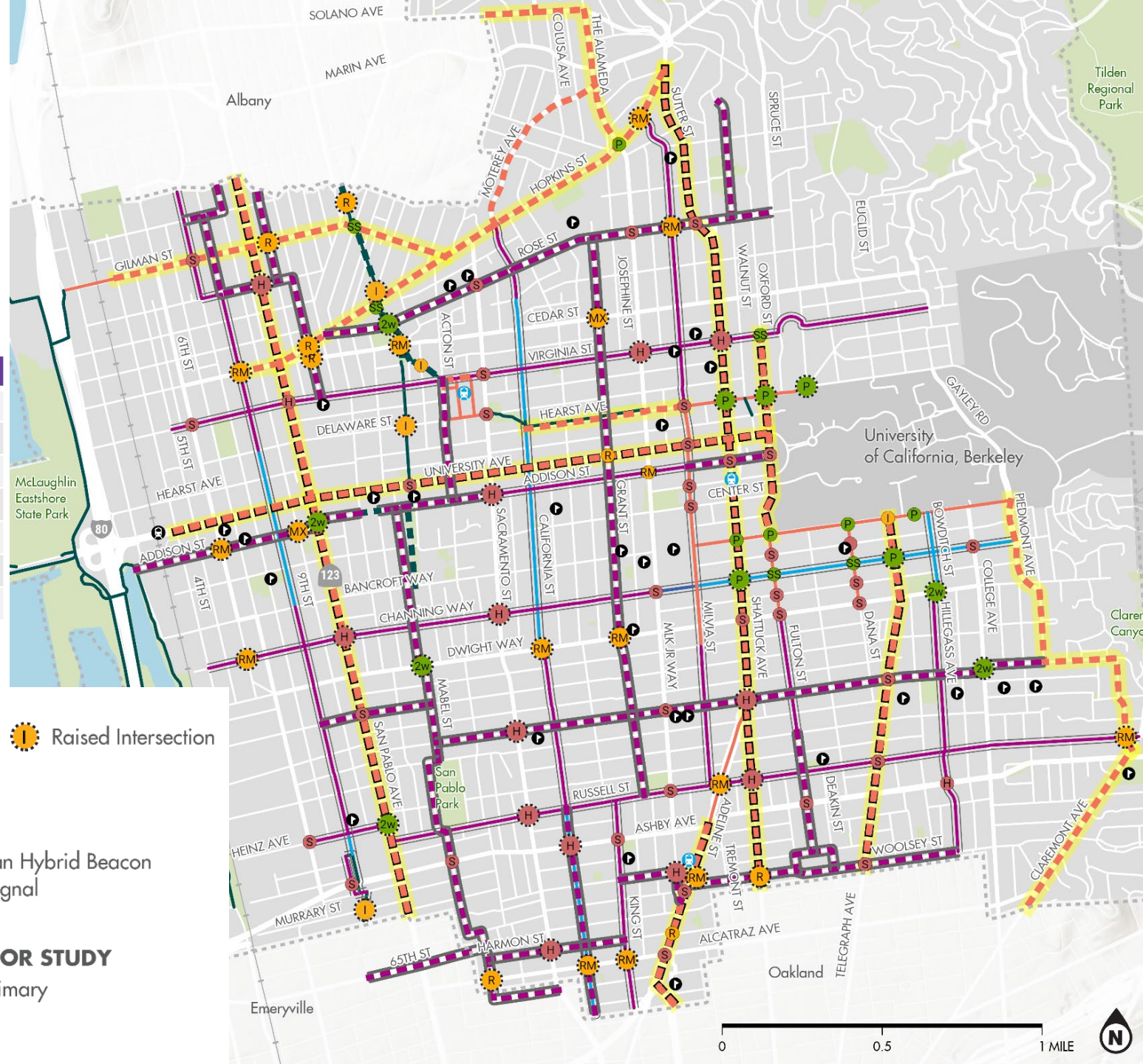


- School
- Amtrak Station
- BART Station
- Railroad
- Park



# Intersection Recommendations

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



## 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
- Traffic Signal
- All-Way Stop Sign
- RRFB
- Raised Intersection
- Median Crossing

## NETWORK IMPROVEMENTS

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

## COMPLETE STREETS TRANSIT CORRIDOR STUDY

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



# Intersection Recommendations

Intersection crossing treatment table updated from 2017 Plan to align with current best practices and public feedback on implemented crossing treatments

## Definitions:

- **X:** No additional benefit
- **Black:** Not advisable or applicable
- **LTS:** Level of Traffic Stress, with LTS 1 or LTS 2 ideal for low-stress crossings.

*Table 8: Unsignalized Crossing Treatment Progression Table*

CROSSING TREATMENT	TRAFFIC VOLUMES (ADT) <sup>1</sup>						
	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 <sup>2</sup>	LTS 1	LTS 1	LTS 2	LTS 2	Black		
Median Refuge Island <sup>3</sup>	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4
Median with RRFB <sup>3</sup>	X	LTS 1	LTS 1	LTS 1	LTS 2	LTS 2	LTS 3
Pedestrian Hybrid Beacon (PHB) <sup>4</sup>	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

# Bike Blvd Traffic Calming Recommendations

Proposed Traffic Calming Devices	
Traffic Circle	35
Traffic Diverter	7

**TRAFFIC CALMING RECOMMENDATIONS**


 Traffic Circle

**EXISTING TRAFFIC CALMING**

 Traffic Diverter  Traffic Circle  Traffic Diverter






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

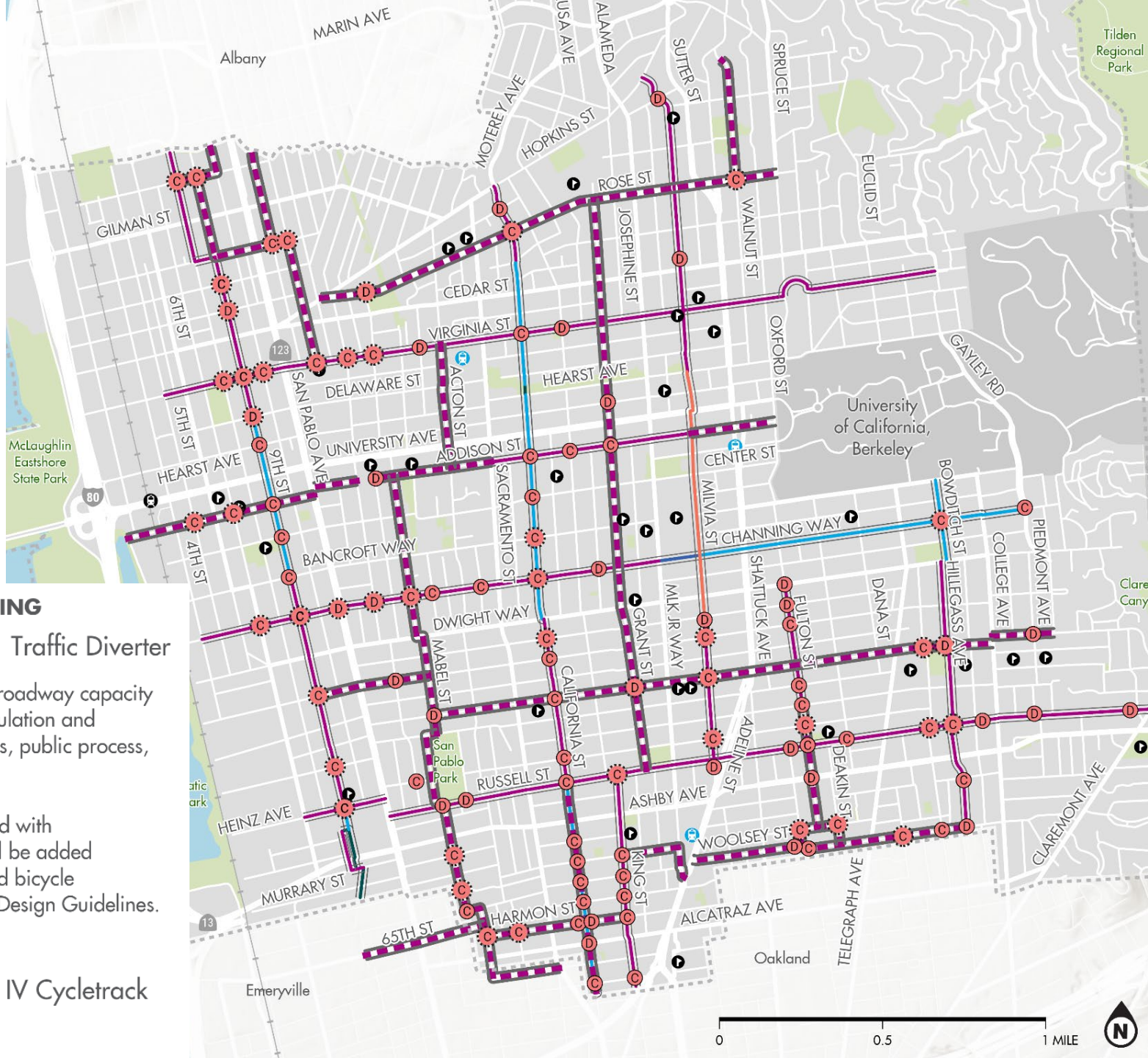
**NETWORK IMPROVEMENTS**

 Class III Bicycle Boulevard\*

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

**BICYCLE BOULEVARD NETWORK**

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



# PROJECT PRIORITIZATION

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# Project Prioritization - Scoring Criteria

*Table 9: 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
<b>Total Possible Score</b>			<b>100</b>

## Scoring Method:

- All projects are scored according to criteria
- Projects are grouped into corridor-level packages
- A blended score is applied to corridors based on sum of projects per corridor

More detail in Appendix E

# Project Tiers

36 total corridors – ranked in three tiers

Corridors scoring highly:

- Bicycle Boulevard projects
- Projects in the South/West of Berkeley

## PROJECT PRIORITY TIER

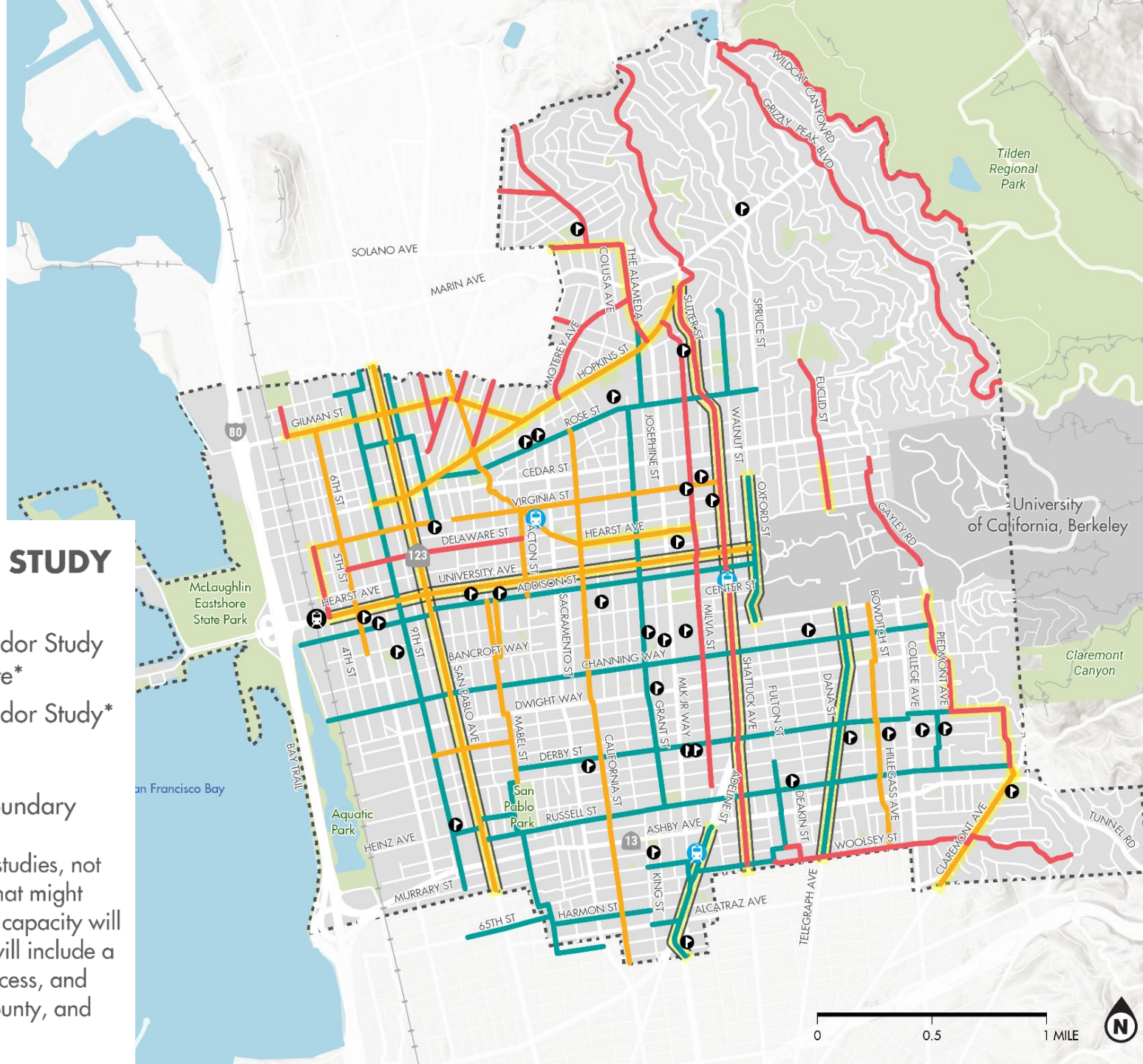
- Tier 1
- Tier 2
- Tier 3

## COMPLETE STREETS STUDY CORRIDOR

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

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

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





# Corridors – Tier 1

## Tier 1 Corridors (Teal)

Derby Street Bicycle Boulevard Corridor

Russell Street Bicycle Boulevard Corridor

Channing Way Bicycle Boulevard Corridor

San Pablo Avenue – Parallel Routes\*

Heinz Avenue Corridor\*\*

Southwest Berkeley Bicycle Boulevard Corridor\*

Addison Street Bicycle Boulevard Corridor\*

Woolsey-Fulton Bicycle Boulevard Corridor\*

Grant Street Bicycle Boulevard Corridor\*

Rose Street Bicycle Boulevard Corridor

Adeline Street Corridor – Complete Streets Study\*\*

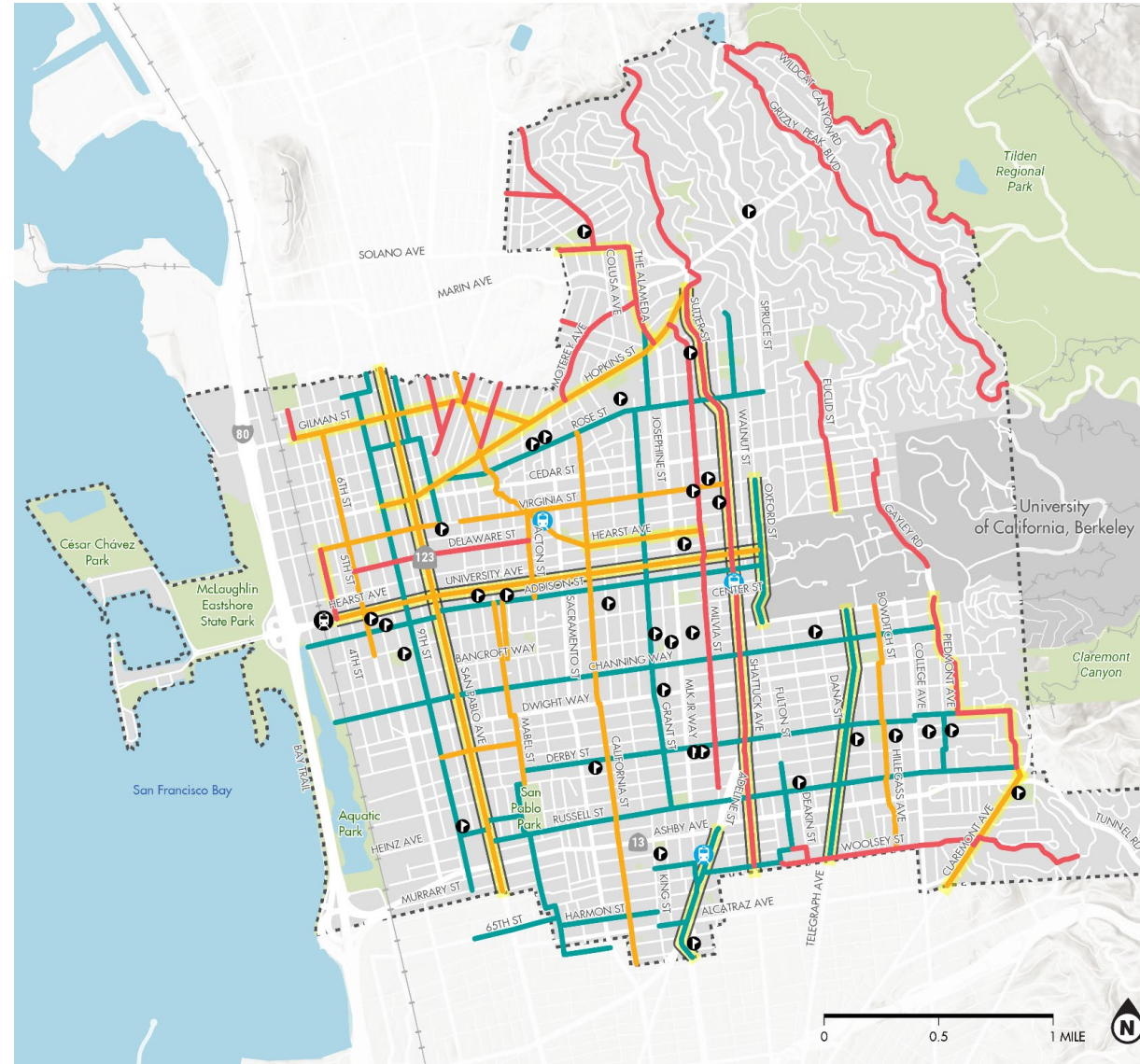
Telegraph Avenue Corridor – Complete Streets Study\*\*

Oxford Street Corridor – Complete Streets Study\*\*

**Key Project** (see next section)

\*Project already funded, underway, or grant application submitted

\*\*Separated Bikeway recommendations subject to completion of Complete Streets Corridor Study



## Corridors – Tier 2

### Tier 2 Corridors (Gold)

Hopkins Street Corridor – Complete Streets Study\*

Sixth Street Upgraded Bike Lanes Corridor\*\*

Mabel-Bonar Street Bicycle Boulevard Corridor\*\*

San Pablo Avenue Corridor – Complete Streets Study\*\*

University Avenue Corridor – Complete Streets Study\*

**Gilman Street Corridor – Complete Streets Study\***

Bowditch/Hillegass Bicycle Boulevard Corridor

California Street Bicycle Boulevard Corridor

Virginia Street Bicycle Boulevard Corridor

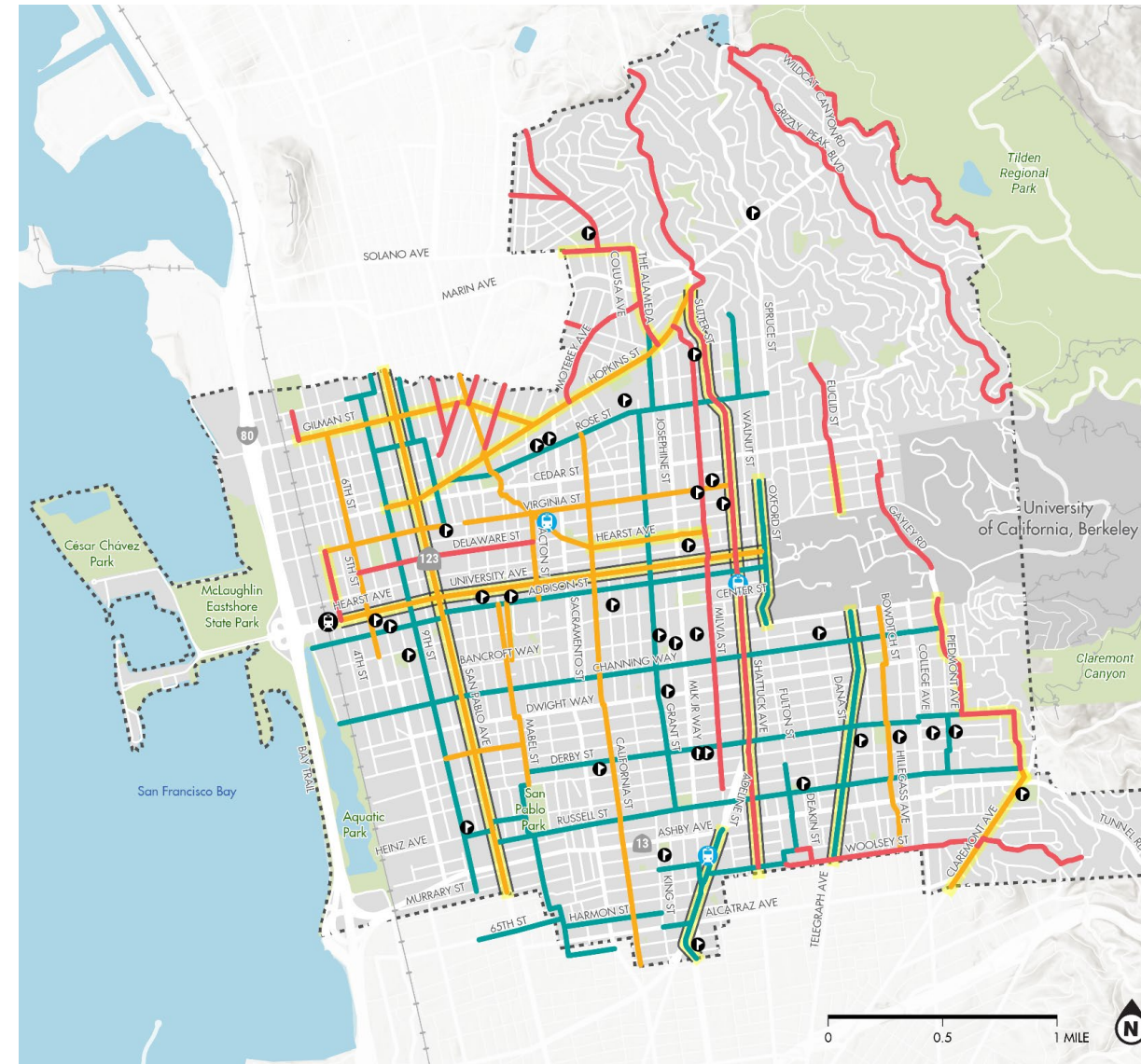
Ohlone Greenway Corridor\*\*

Claremont Avenue – Complete Streets Study\*

**Key Project** (see next section)

\*Separated Bikeway recommendations subject to completion of Complete Streets Corridor Study

\*\*Project already funded, underway, or grant application submitted





# KEY PROJECTS

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## Key Projects

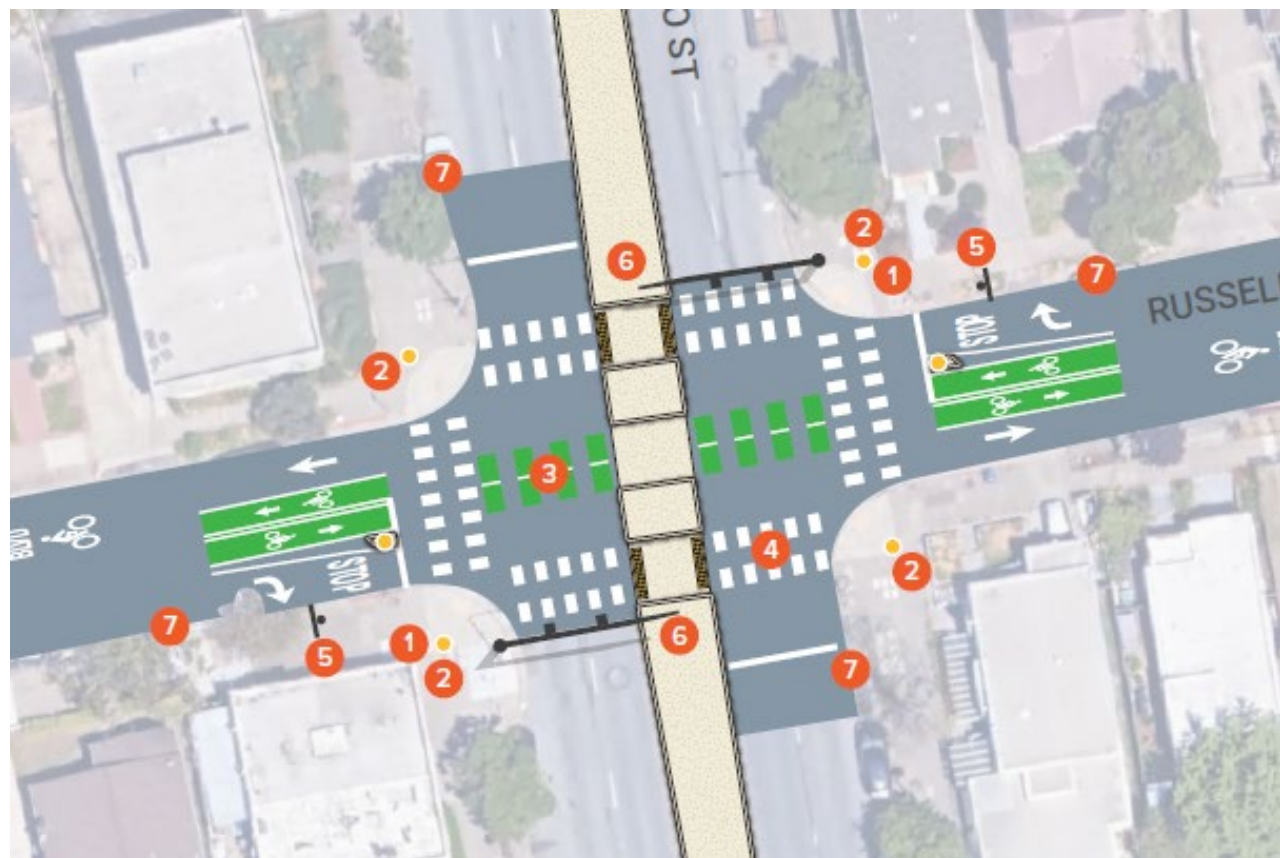
Key Projects selected in Spring 2025, combining public input, engineering judgement, and grant funding competitiveness.

Key Projects are developed as concept designs for future grant applications

1. **Gilman Street (Tier 2)**
2. **Derby Street (Tier 1)**
3. **Heinz Avenue (Tier 1)**
4. **Sacramento Street at Russell Street (Tier 1)**
5. **Sacramento Street at Channing Way (Tier 1)**

Key Projects did not use all criteria used for prioritization – reason why Gilman St is shown as Tier 2

### Pedestrian Hybrid Beacon crossing concept design on Russell Street at Sacramento Street





# BICYCLE BOULEVARD DESIGN GUIDE

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## What's New?

- Updates for typical applications & design features of a Bicycle Boulevard
- Updated guidance for speed tables
- Updated guidance for traffic circles
- Updated guidance for local-to-local street traffic diverters
- Updated guidance for major-to-local street traffic diverters (median crossings)
- Updated Unsignalized Bikeway Crossing Treatments table



# NEXT STEPS

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AUGUST 2025

8/11 – **Draft Plan published**

8/18 – Transportation & Infrastructure Commission:  
Bike Plan Subcommittee

8/19 – Virtual Community Workshop

8/21 – Transportation & Infrastructure Commission  
*(Thursday evening)*

SEPTEMBER 2025

9/26 – Draft Plan comment deadline

NOVEMBER 2025

11/13 – Final Plan published to project website

11/20 Transportation & Infrastructure Commission

DECEMBER 2025/JANUARY 2026

## Final Plan at City Council



*thank you!*

*More questions?  
bicycleplan@berkeleyca.gov*