
BERKELEY BICYCLE PLAN



City of Berkeley

Final Plan Update adopted February 22, 2005

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Attachments:

1. 2000 Berkeley Bicycle Plan: Volume 1
2. 2000 Berkeley Bicycle Plan: Volume 2 - Appendices

2005 Berkeley Bicycle Plan Update: An Addendum to the 2000 Berkeley Bicycle Plan

Introduction

This document, the 2005 Berkeley Bicycle Plan Update, serves as an update to the 2000 Berkeley Bicycle Plan. As such, it should not be seen as a stand-alone plan, but rather as an addendum to the existing, previously approved plan. The primary purposes of this document are to reaffirm the 2000 plan as a document that is essentially still current, relevant and useful as a guide for the development and maintenance of bicycle infrastructure and programs in Berkeley, as well as to update certain elements of the 2000 plan and provide some supplementary information not contained in the original. Lastly, the purpose of this update is to reestablish the City of Berkeley's eligibility for funding under the State Department of Transportation's Bicycle Transportation Account. Toward that end, this document takes the form of an annotated list of the required Bicycle Transportation Plan elements as specified in Section 891.2 of the California Streets and Highways Code (California Bicycle Transportation Act).

Required Plan Elements

1) Estimated current and future bicycle commuters, including increase resulting from plan implementation:

According to the 2000 Census 5.6% of Berkeley residents (3,071 of 54,674) commute to work by bike, up from 4.9% in 1990 (2,651 of 54,590). This change represents a 15% increase in the number of bicycle commuters in Berkeley from 1990 to 2000. Over the same time period, the percentage of bike commuters in Alameda County stayed essentially stable at around 1.2%, with a 5.9% increase in the number of bicycle commuters. The initial goal of 7.85% of commute trips by bike from the 2000 Berkeley Bicycle Plan (page 1-3) still seems reasonable and attainable if Berkeley maintains its leadership role in promoting cycling.

2) Maps

- a) Plan area, including residential, schools, shopping, employment centers and public building:
See *Plan Area Map*, attached.
- b) Bikeways: existing and proposed bikeways:
See *Bikeway Network Map*, attached.
- c) Parking: current and proposed parking facilities:
See *Parking, Transport and Shower Map*, attached.
- d) Transit: current and proposed bike transport [on transit] and parking facilities at transit:
See *Parking, Transport and Shower Map*, attached.
- e) Showers: current and proposed restrooms, clothes storage, locker rooms near parking
See *Parking, Transport and Shower Map*, attached.

2005 Berkeley Bike Plan Update

Bike Parking, Transport & Shower Opportunities

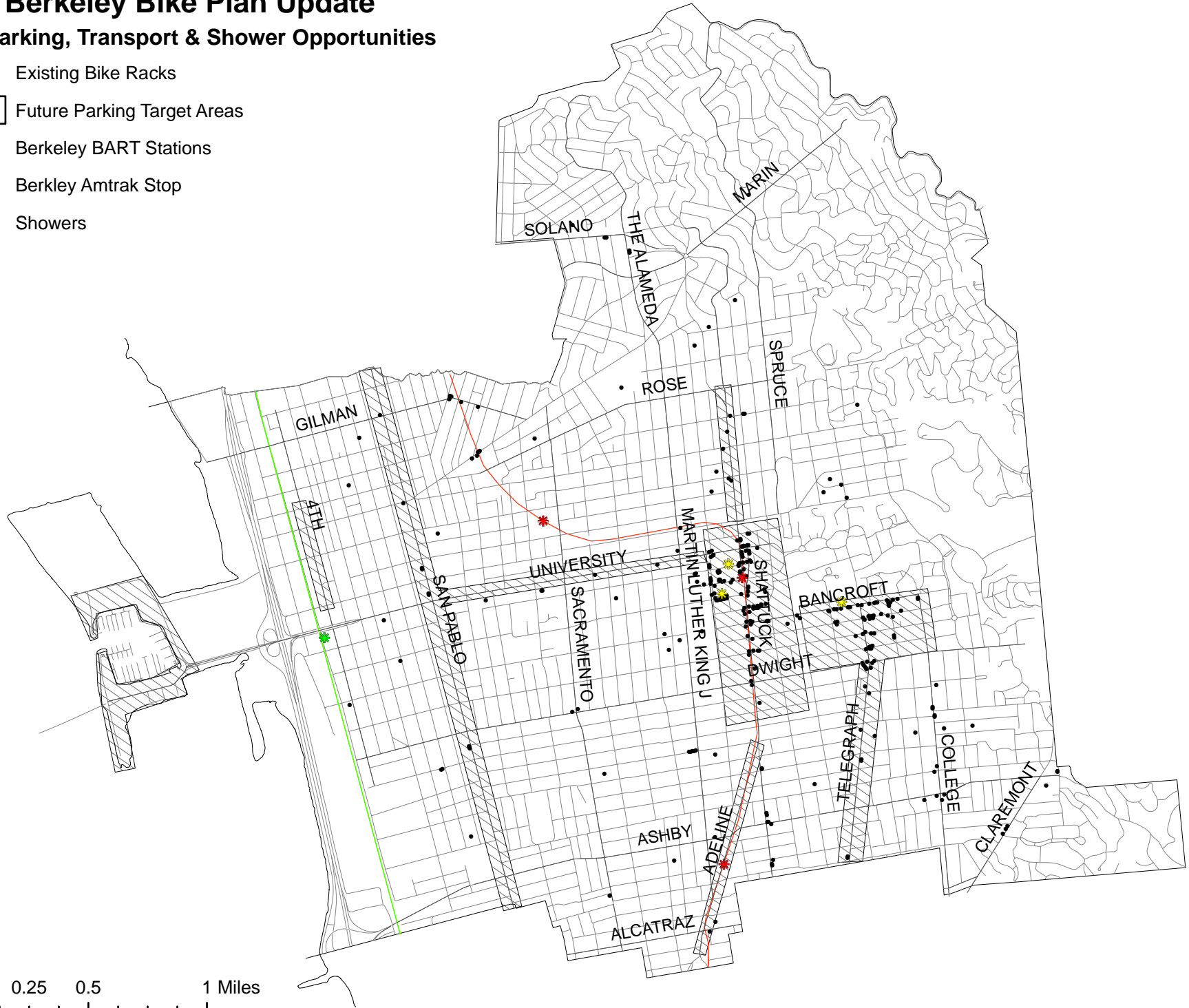
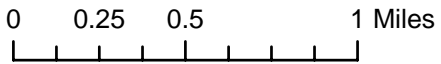
● Existing Bike Racks

□ Future Parking Target Areas

✱ Berkeley BART Stations

✱ Berkley Amtrak Stop

✱ Showers



3) **Description of safety/education conducted within the area and effort by law enforcement to enforce vehicle code relating to bike operations and resulting impacts on collisions:**

The City of Berkeley’s Unintentional Injury Prevention Program, within the Public Health Division of the City’s Health & Human Services Department, focuses on educating children and families about the risks associated with certain behaviors and activities. Included within the components of the program is Bicycle safety. The injury prevention coordinator consistently conducts outreach to schools and after-school programs in South and West Berkeley. The program delivers presentations to groups of children at City of Berkeley Recreation Centers, elementary and middle schools, after school programs, and the Berkeley Boosters. In addition, the coordinator attends several public events and provides safety based incentives for children, low-cost or free helmets and light sales and information on bicycle, skateboard, roller blade, scooter, and pedestrian safety in venues in both west Berkeley and downtown areas of Berkeley. The coordinator works with Sports 4 Kids (a local non-profit designed to help kids be more active and have proper safety equipment), and the Alameda County Safe Kids Coalition, which conducts car seat check ups in and around Berkeley. The program has developed a strong relationship with the Berkeley Police Department (BPD) Bike Patrol sergeant, and together they researched successful diversion/ incentive programs to design a localized program for the City of Berkeley. The IPP also hosts, with the support Transportation Department, Chronic Disease Prevention Program, the Frances Albrier Recreation Center, the Public Health Department and Bicycle Friendly Berkeley Coalition and the Berkeley Boosters, an annual Bike Rodeo which had 200 children in attendance in 2004 and included bike safety classes, Safe Moves Mock City, bicycle tours of Bike Boulevards, health snacks and entertainment. Each event provides healthy snacks for participants in the morning and raffles for free helmets, pedometers and T-shirts. The City of Berkeley matches \$30,000 of its annual TDA Article 3 allocation to employ a full time staff member to deliver the program.

In addition to focusing on child bicycle safety, the Bicycle Friendly Berkeley Coalition, with funding from the City of Berkeley, offers the League of American Bicyclist’s *Road 1 Street Skills* class to adult cyclists on a semi-regular basis.

Despite the above-described activities and ongoing efforts by the Berkeley Police Department to reduce collisions involving bicyclists through enforcement of the vehicle code, the table below demonstrates that the absolute number of such collisions in Berkeley has remained remarkably stable since 2000, and the percentage

Bicycle Related Collisions in Berkeley by Year*			
<i>Year</i>	<i>Total Crashes</i>	<i>Crashes involving cyclists</i>	<i>% of total</i>
2000	2,296	125	5.44%
2001	1,906	131	6.87%
2002	1,982	124	6.26%
2003	1,679	125	7.44%

*source: California Highway Patrol, SWITRS

of such collisions of total collisions has increased slightly.

In an effort to reduce conflicts between cyclists and pedestrians on City sidewalks in Berkeley's dense downtown, in 2003 the Office of Transportation instituted a pilot program of signage, pavement legends and posters to encourage cyclists to walk their bikes on the sidewalk and ride their bikes on the street, with traffic. Preliminary evaluation of this program indicates reductions of up to 10% of cyclists riding on the sidewalk in the pilot area. The signage and legends remain in place and a full evaluation is forthcoming.

4) Description of citizen involvement and letters of support:

Page 1-5 of the 2000 Berkeley Bicycle Plan offers a thorough discussion of the community participation in the process of developing the plan. The 2005 Berkeley Bicycle Plan Update was completed with the full knowledge and participation of the Bicycle Subcommittee of the City of Berkeley's Transportation Commission.

Attached is a letter of support for the 2005 Berkeley Bicycle Plan Update bike plan update from the Bicycle-Friendly Berkeley Coalition (BFBC). The BFBC, a 501(c)(3) bicycle advocacy organization with over 400 members in the Berkeley area, works actively with the City to improve conditions for bicyclists.

5) Coordination and consistency with other plans [county and regional bike plans], air quality and energy conservation plans [including incentives for bicycle commuting]:

The Berkeley Bicycle Plan is consistent with the Alameda County Bicycle Plan and the Metropolitan Transportation Commission's Regional Bicycle Plan. Both the county and regional plans include projects listed in the Berkeley plan.

Following is a list of projects Alameda County Bicycle Plan projects and project segments taken from the Berkeley Bike Plan:

- Project 1: San Francisco Bay Trail—Segments AC-AE
- Project 6: Berkeley-Emeryville I-880 Corridor—Segments AF-HK
- Project 11: Northern Alameda County I-580 Foothills—Segments AB-AI, Spurs 1,2
- Project 22: Highway 13 Corridor—Segments AF-AJ, Spur 1
- Project 26: Skyline-Palomares: Segment AA, Spurs 1A,1B,2

Following is a list of Regional Bike Plan segments that are included in the Berkeley Bicycle Plan:

- San Francisco Bay Trail (Albany to Emeryville)
- 9th Street Bicycle Boulevard Albany (Russell to Oakland)
- Ohlone Greenway (Virginia to Albany)

- Virginia Street Bicycle Boulevard (Ohlone Greenway to Milvia)
- Milvia Street Bicycle Boulevard (Virginia to Channing)
- Channing Street Bicycle Boulevard (Milvia to Bowditch)
- Hillegass/Bowditch Bicycle Boulevard (Channing to Woolsey)
- Russell Street Bicycle Boulevard (California to Domingo)
- Domingo (Russell to Tunnel)
- Tunnel Road (Domingo to Tunnel)
- Woolsey Street (Hillegass to Telegraph)

6) **Prioritized list of projects:**

The prioritized list of projects has not been modified since the 2000 Berkeley Bicycle Plan and can be found on pages 4-7 through 4-11 and in Appendix F of Volume 2 of the plan.

The following projects from the list have been implemented since the adoption of the 2000 Berkeley Bicycle Plan:

- 14a-c: Bicycle Boulevard Treatment on Channing from Fourth St. to Prospect
- 17a: Bicycle Boulevard Treatment on Heinz Ave. from Ninth St. to San Pablo Ave.
- 17c: Bicycle Boulevard Treatment on Russell from San Pablo to Claremont
- 17c: Signal at Russell & Telegraph
- 21a-b: Bike Bridge from 2nd to West Frontage Road
- 50c: Bay Trail from University Avenue to City of Emeryville
- 53a: Bicycle Boulevard on Eighth from City of Albany to Camelia
- 53x: Bicycle Boulevard on Camelia from Eighth to Ninth (not in plan)
- 53b-d: Bicycle Boulevard on Ninth from Camelia to Heinz
- 53f: Bike Route plus Shared Roadway Treatment on Heinz from Ninth to Seventh (BB treatment done instead)
- 58a-b: Bicycle Boulevard on California from Hopkins to Russell
- 58c: Bicycle Boulevard on King from Russell to City of Oakland
- 60d: Make intersection of Hopkins & Josephine bike-accessible
- 62a-c: Bicycle Boulevard on Milvia from Hopkins to Russell
- 63a: Bike Lanes on Adeline Ave. from Shattuck Ave. to Woolsey St.
- 71a: add contraflow lane on Dwight, to connect Hillegass-Bowditch Bicycle Boulevard
- 72c: Repave Gayley from Hearst to Bancroft

7) **Financial: description of previous expenditures and future financial needs**

The last column in Appendix F from Volume 2 of the Berkeley Bicycle Plan lists estimated costs of all the improvements listed in the plan. The total estimated cost of all projects in the 2000 plan was just over \$7 million.

Since the approval of the 2000 Bicycle Plan, the City of Berkeley has expended approximately \$2 million on infrastructure and programs to support bicycle use.

Just over \$1 million in unspent grants have been awarded to the City for bicycle projects. The majority of this funding is for the 9th Street Bicycle Boulevard Extension Project.

Additionally, as of January 2005, over \$1.6 million in grant applications for bicycle projects and programs are pending.