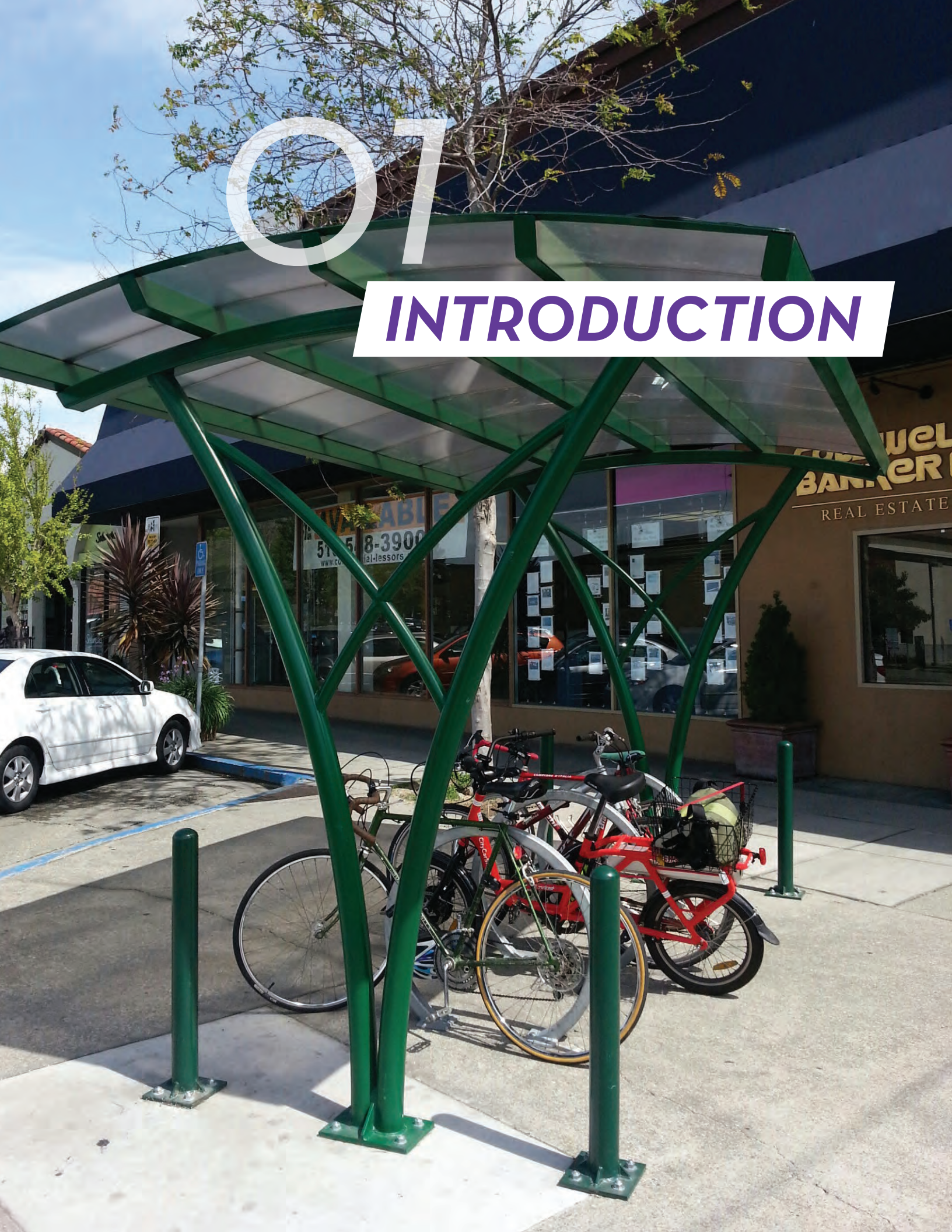
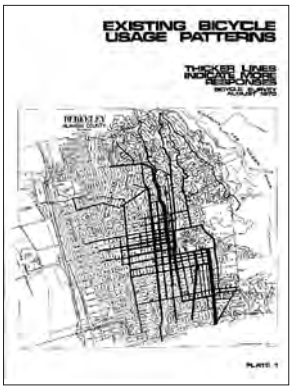
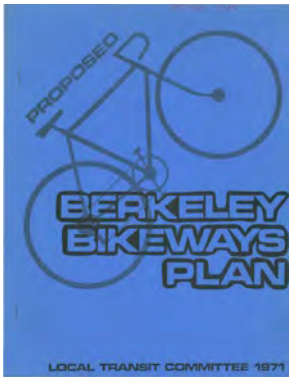


01 INTRODUCTION

Berkeley is a bicycle city.

According to the US Census 2014 American Community Survey, Berkeley has the fourth highest bicycle commute mode share (8.5 percent) of any city in the United States. In practical terms, this means that nearly one out of every 10 Berkeley residents rides a bicycle to work as their primary transportation mode.





As nearly any Berkeleyan can tell you, getting to work is not the only reason people ride bicycles in this city. In Berkeley, people ride bikes for a myriad of purposes – to shop at the store or the farmer's market, to drop off or pick up their kids from school or day care, to visit the UC Berkeley campus, to go to concerts, restaurants, and social events, and for exercise. Cycling in Berkeley is not only an efficient, environmentally-friendly utilitarian mode of transport, but it is also a source of health and enjoyment. A central focus of this updated Bicycle Plan is how to improve the comfort, enjoyment, convenience, and fun of cycling as a viable strategy for achieving many of the City's health and wellness goals.

For nearly five decades, Berkeley has been a leader in the effort to promote the use of the bicycle for pleasant transportation and recreation. The first Berkeley Bicycle Plan—created in 1971—laid out a citywide network of bikeways which are still in use today.

The purpose of this updated Bicycle Plan 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 this plan is being produced by the Public Works Department, the focus is on physical infrastructure changes that support cycling as a way to achieve the City's safety, health, and environmental goals.

Berkeley has been a leader in the effort to promote the use of the bicycle for pleasant transportation and recreation for nearly five decades. Many of Berkeley's bicycle lanes date from the 1970s, the era of the "Bicycle Boom." In 1970, the City of Berkeley conducted a survey of existing bicycle usage 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 Berkeley Bicycle Plan of 1971, which laid out a citywide network of bikeways that are still in use today. One of the goals of this Plan was to replicate this outreach in the digital age, using a door-to-door tablet-based survey in order to understand where and why Berkeley residents are cycling – and what it would take to get them to bicycle more or to try cycling for the first time.

This Plan recommends a core network of "Low Stress" bikeways, a continuous and connected system of safe and comfortable bikeways that serve all types of people riding bicycles in Berkeley. The core Low Stress network is part of a larger overall bikeway system in Berkeley that is supported by wayfinding signage, bike parking, a high standard of maintenance, and education, encouragement and outreach programs.

The Plan is organized as follows:

Chapter 2 Goals and Policies – from high-level goals to nuts-and-bolts actions, this chapter captures the vision and policy framework for Berkeley's Bicycle Program. The chapter includes performance metrics because what fails to be measured fails to get done.

Chapter 3 Existing Conditions – an inventory of present-day bicycling in Berkeley, including physical conditions like bikeways as well as education, enforcement, and encouragement programs.

Chapter 4 Needs Analysis – what is it like to bicycle in Berkeley? What are the barriers to cycling? This chapter uses both stated preference data—a statistically significant public survey—and observational data—an innovative Level of Traffic Stress analysis as well as data about collisions, land use, and a geographic Demand Model—to help us answer these questions.

Chapter 5 Recommendations – proposals to support Berkeley residents who already ride a bicycle, eliminate barriers to bicycling more, and to encourage others to try cycling for the first time.

Chapter 6 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, and evaluation and staffing needs for a measurable and successful Bicycle Program.

Appendices – resources critical to the implementation of the proposed projects, including detailed Design Guidelines based on the latest State and Federal guidelines and national best practices from organizations such as the National Association of City Transportation Officials; a thorough Collision Analysis based on State of California data; complete Level of Traffic Stress methodology; and recommendations for the Enforcement, Education, and Encouragement programs necessary to support the physical infrastructure recommendations of this Plan.