

# 03

## EXISTING CONDITIONS



This chapter details the existing state of bicycle infrastructure in Berkeley and gives an update on the status of the recommendations set forth in the 2005 Berkeley Bicycle Plan.

### 3.1 BIKEWAY CLASSIFICATIONS

The California Department of Transportation (Caltrans) designates four classes of bicycle facilities: Classes I, II, III, and IV. In addition, the Alameda County Transportation Commission (ACTC) has adopted a set of sub-classifications for each Caltrans classification. These sub-classifications were designed to harmonize previously existing local classification systems within Alameda County and to incorporate emerging bikeway typologies.

#### Class I Multi-Use Paths

*Class I bikeways are multi-use or shared-use paths. They provide completely separated, exclusive right-of-way for bicycling, walking and other non-motorized uses.*

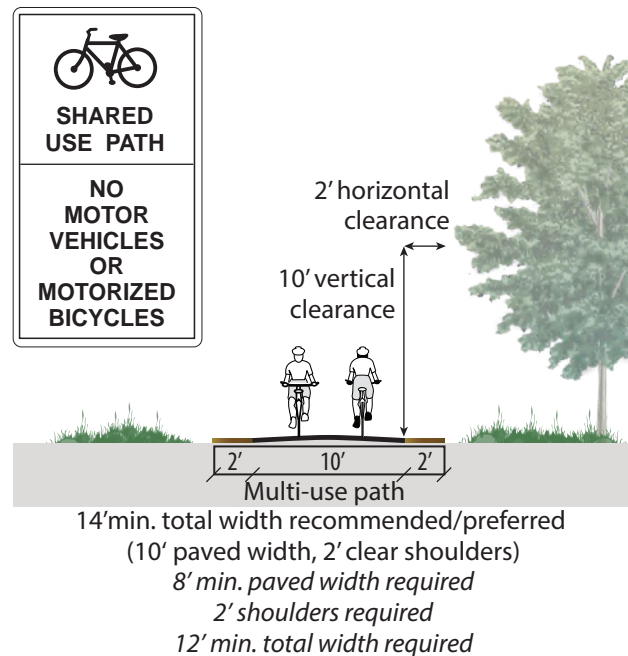


**Table 3-1: Existing Class I Facility Mileage**

ALAMEDA COUNTY SUB-CLASS	DESCRIPTION	MILES IN BERKELEY
IA	Paved Paths	12.4 miles
IB	Unpaved Paths	5.3 miles

#### CLASS I Multi-Use Path

Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with crossflow minimized.





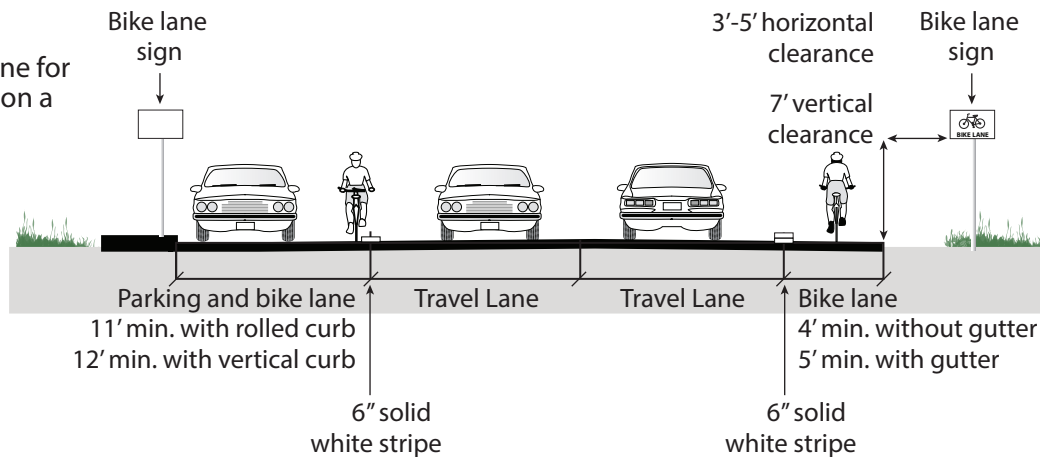
## Class II Bicycle Lanes

Class II bicycle lanes are striped, preferential lanes for one-way bicycle travel on roadways. Some Class II bicycle lanes include striped buffers that add a few feet of separation between the bicycle lane and traffic lane or parking aisle. Caltrans requires a minimum of four feet of paved surface for Class II bikeways on roadways without gutters and five feet for roadways with gutters or adjacent to on-street parking.



### CLASS II Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



**Table 3-2: Existing Class II Facility Mileage**

ALAMEDA COUNTY SUB-CLASS	DESCRIPTION	MILES IN BERKELEY
IIA	Conventional bicycle lane	11.7 miles
IIB	Upgraded bicycle lane (striped bicycle lanes with striped buffer between the bicycle lane and traffic lane)	0.3 miles
	Upgraded bicycle lane (bicycle lanes with green conflict markings)	0.0 miles*
IIC	Climbing bicycle lane (a bicycle lane in the uphill direction and a bicycle route in the downhill direction)	0.0 miles
IID	Contraflow bicycle lane (a striped bicycle lane that allows people to bicycle in the opposite direction of motor vehicle traffic, mainly used on streets that are designated as one-way for motor vehicle traffic)	0.4 miles

\* 0.02 miles of bicycle lanes with green conflict markings were installed on Oxford Way between Addison Street and Center Street in 2015.

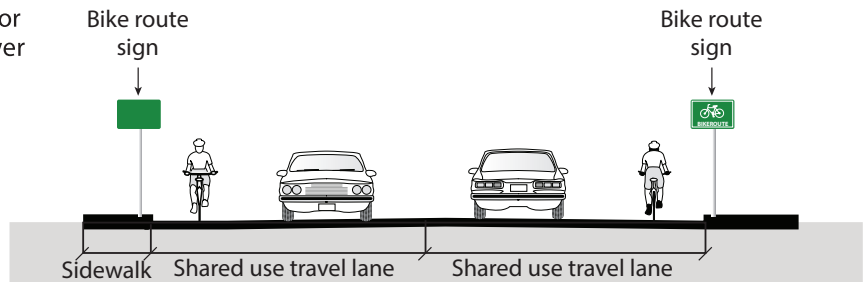
## Class III Bicycle Routes

Class III bicycle routes are signed bicycle routes where people riding bicycles share a travel lane with people driving motor vehicles. Because they are mixed-flow facilities, Class III bicycle routes are only appropriate for low-volume streets with slow travel speeds.



### CLASS III Bike Route Signed Shared Roadway

Provides for shared use with pedestrian or motor vehicle traffic, typically on lower volume roadways.



**Table 3-3: Existing Class III Facility Mileage**

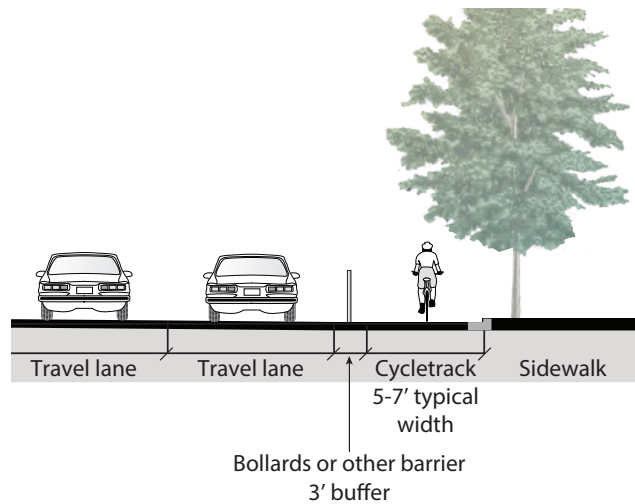
ALAMEDA COUNTY SUB-CLASS	DESCRIPTION	MILES IN BERKELEY
IIIA	Signage-only routes	4.5 miles
IIIB	Wide curb lane or shoulder (may include signage)	0.0 miles
IIIC	Route with standard shared lane markings (sharrows) or other pavement stenciling (may also include signage)	2.7 miles
IIID	Route with green-backed shared lane markings (sharrows), also known as "super sharrows"	0.0 miles
IIIE	Bicycle Boulevards (signed, shared travelways with low motor vehicle volumes and low speed limits that prioritize convenient and safe bicycle travel through traffic calming strategies, wayfinding signage, and traffic control adjustments)	11.9 miles

## Class IV Cycletrack

A Class IV bikeway, also known as a cycletrack or separated/protected bikeway, is an on-street bicycle lane that is physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or parking aisle. The passage of Assembly Bill (AB) 1193 required Caltrans to establish minimum safety design criteria for Class IV bikeways by January 1, 2016. The bill also authorized local agencies to use other safety design criteria established by a national association of public agency transportation officials, such as the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, provided that the respective city adopts the criteria by resolution at a public meeting. One-way Class IV bikeways are typically five to seven feet wide, with a three-foot-wide buffer from motor traffic that includes within it a vertical barrier, or with a three-foot-wide buffer zone for the opening of motor vehicle passenger doors if the bikeway is protected from motor vehicle traffic by a parking aisle.

### CLASS IV Cycletrack

Provides a separated path for one-way bicycle travel adjacent to a street or highway. Bicycles are separated from motor vehicle traffic by a raised curb, bollards, parking with a painted buffer, or other vertical physical barrier.



**Table 3-4: Existing Class IV Facility Mileage**

ALAMEDA COUNTY SUB-CLASS	DESCRIPTION	MILES IN BERKELEY
IVA	One-way cycletrack/protected bikeway	0.1 miles
IVB	Two-way cycletrack/protected bikeway	0.0 miles



## 3.2 EXISTING BIKEWAY NETWORK

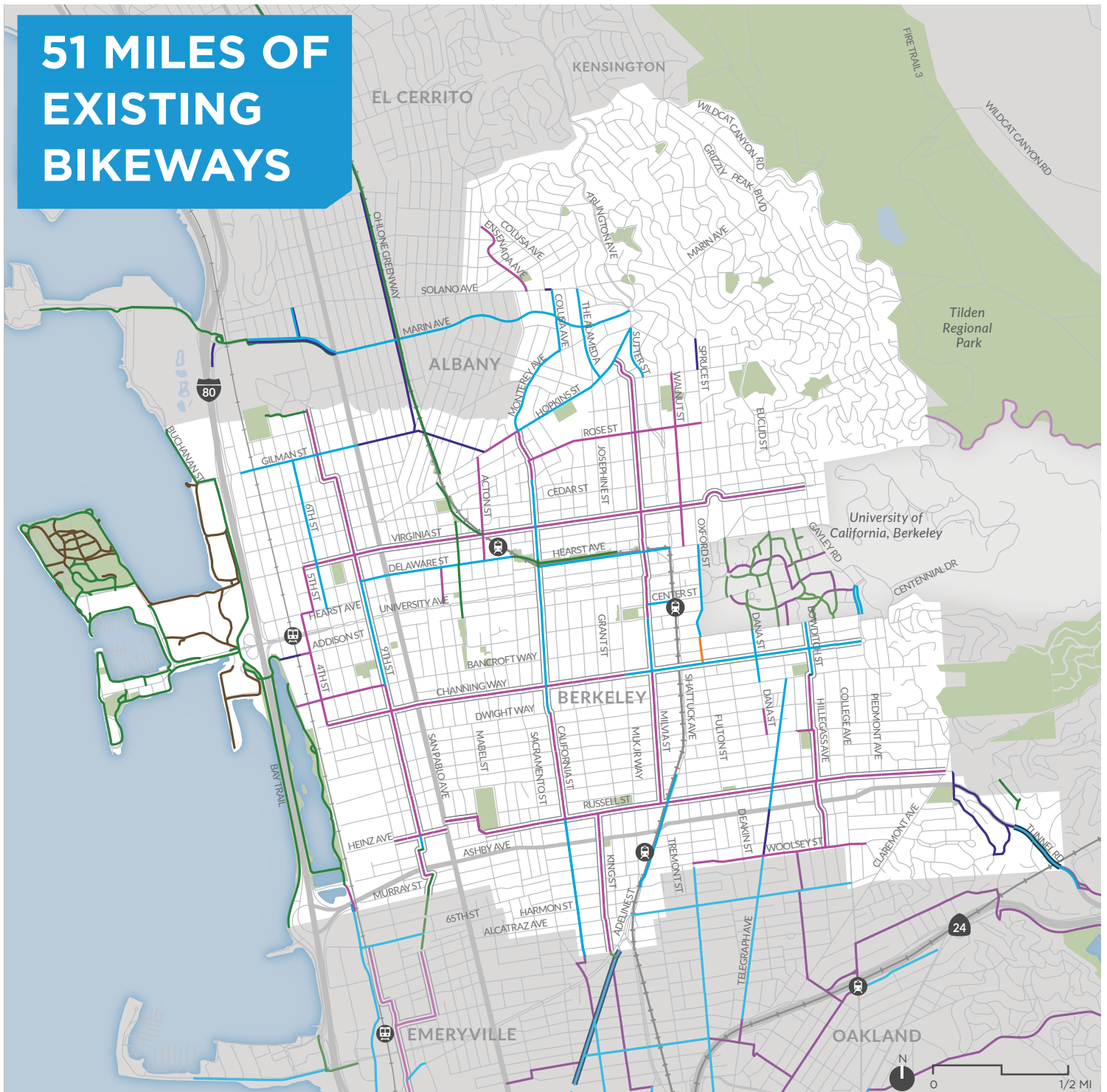
**Figure 3-1** shows the existing bicycle network in Berkeley and **Table 3-5** below lists the total miles of bicycle facilities by classification and sub-classification. Berkeley’s Bicycle Boulevards, which are intended to form a low stress backbone network throughout the city, are discussed in greater detail in the following section.

**Table 3-5: Existing Bicycle Boulevard Network**










BIKEWAY TYPE	MILEAGE
<b>Class IA: Paved Paths</b>	<b>13.9 miles</b>
<i>Ohlone Greenway</i>	<i>1.2 miles</i>
<i>San Francisco Bay Trail</i>	<i>7.4 miles</i>
<i>Aquatic Park Path</i>	<i>2.5 miles</i>
<i>9th Street Path</i>	<i>0.1 miles</i>
<i>West Street Path</i>	<i>0.5 miles</i>
<i>Other Paths</i>	<i>2.2 miles</i>
<b>Class IB: Unpaved Paths</b>	<b>5.3 miles</b>
<b>Class IIA: Standard Bicycle Lane</b>	<b>11.7 miles</b>
<b>Class IIB: Upgraded Bicycle Lane</b>	<b>0.3 miles</b>
<i>Buffered Bicycle Lanes</i>	<i>0.3 miles</i>
<b>Class IID: Contraflow Bicycle Lane</b>	<b>0.4 miles</b>
<b>Class IIIA: Signage-only Bicycle Route</b>	<b>4.5 miles</b>
<b>Class IIIC: Standard Sharrows</b>	<b>2.7 miles</b>
<b>Class IIIE: Bicycle Boulevard</b>	<b>11.9 miles</b>
<b>Class IVA: One-way Cycle Track/ Protected Bikeway</b>	<b>0.1 miles</b>
<b>Total</b>	<b>50.8 miles</b>
<b>Berkeley Bicycle Boulevard Network</b>	<b>15.8 miles</b>

\*Berkeley’s Bicycle Boulevard network comprises segments of Class I, II and III facilities.

# 51 MILES OF EXISTING BIKEWAYS



**FIGURE 3-1: EXISTING BIKEWAY NETWORK**

- |  |   |  |
|--|---|--|
|  PAVED PATH [1A]   |  STANDARD BIKE LANE [2A]   |  SIGNAGE-ONLY [3A]      |
|  UNPAVED PATH [1B] |  UPGRADED BIKE LANE [2B]   |  SHARROWS [3C]          |
|  |  CONTRAFLOW BIKE LANE [2D] |  BICYCLE BOULEVARD [3E] |
|  |   |  CYCLETRACK [4A]        |

**BICYCLE BOULEVARD NETWORK**



- |   |  |  |  |
|---|--|--|--|
|  PARK/REC |  RAILROAD |  BART STATION |  AMTRAK STATION |
|---|--|--|--|



## 3.3 BICYCLE BOULEVARDS

### 3.3.1 What is a Bicycle Boulevard?

A Bicycle Boulevard is a roadway intended to prioritize bicycle travel and provide a low stress experience for people on bikes of all ages and abilities. The goal of Bicycle Boulevards are to provide low stress bikeways on pleasant neighborhood streets that are both safe and convenient. In order to achieve these goals, Bicycle Boulevards are only appropriate on streets without large truck 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 to stop any more frequently than they would on a parallel route.

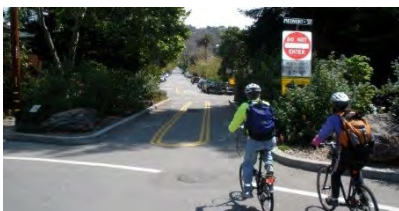
The first seven Bicycle Boulevards in Berkeley were developed through community workshops in 1999, from which a set of design tools and guidelines were created. The guidelines outlined three phases of implementation: (1) signs and markings, (2) traffic calming and stop sign removal, and (3) intersection crossings. The first phase of implementation was finished in 2003. The second and third phases, which focus on safety and convenience, are being addressed as part of this Plan.

#### 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.

**Safe, Convenient Crossings:** Traffic controls, warning devices, and/or separated facilities at intersections help facilitate safe and convenient crossings of major streets along the Bicycle Boulevard network.



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



**BICYCLE BOULEVARD NETWORK**

The Bicycle Boulevard Network consists of four north-south routes and three east-west routes:

**North-South Routes**

- Ninth Street
- California Street/King Street
- Milvia Street
- Hillegass Avenue/Bowditch Street

**East-West Routes**

- Virginia Street
- Channing Way
- Russell Street

**Figure 3-2** shows this existing network.

**3.3.2 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 Class III Bike Route 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 4 D’s of a complete wayfinding system: destination, direction, distance, and distinction.

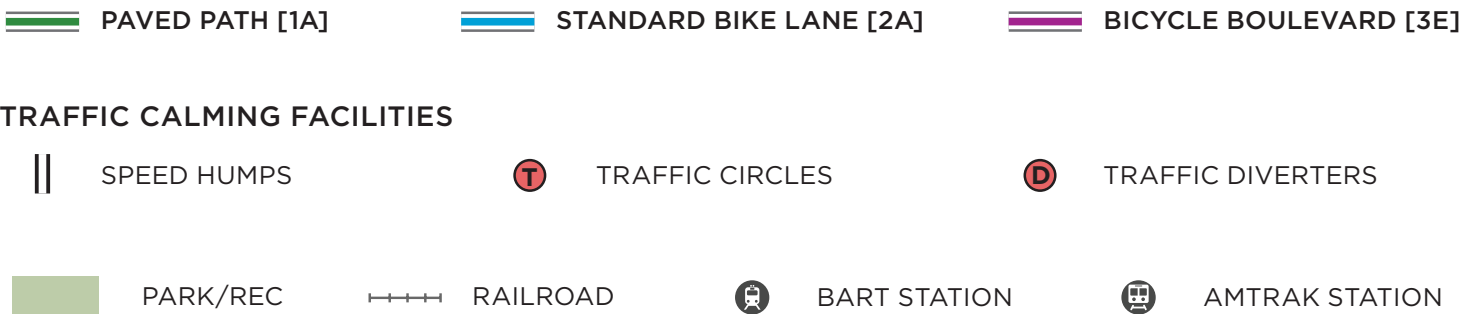
**3.3.3 Traffic Calming**

Berkeley’s Bicycle Boulevards use traffic calming and bicycle priority to achieve a safe, comfortable and convenient experience for people who bicycle. Traffic calming treatments used along Berkeley’s Bicycle Boulevard network include those shown below:





**FIGURE 3-2: EXISTING BICYCLE BOULEVARD NETWORK**



## 3.4 EXISTING BICYCLE SUPPORT FACILITIES

### 3.4.1 Wayfinding

A high quality bicycling environment includes not only bicycle facilities, but also an easily navigable network. Bicycle wayfinding assists residents, tourists and visitors in finding key community destinations by bicycle. Signs may also include “distance to” information, which displays mileage to community destinations, as seen below.

*Existing Bicycle Boulevard wayfinding in Berkeley*



### 3.4.2 Bike Parking

Bicycle parking is an essential supporting element of a complete bikeway network. **Figure 3-4** shows the existing bike parking locations in Berkeley. Bicycle parking is generally classified into short-term or long-term facilities.

**Short-term bicycle parking** refers to traditional bike racks which may be located on public or private property. Bike racks serve people who need to park their bikes for relatively short durations, approximately two hours or less. Short-term bicycle parking does not provide additional security, so locked bicycles and their accessories exposed to potential theft or vandalism. However, short-term bike racks are more numerous and often more conveniently located near a destination. Short-term parking should be within constant visual range of a building or destination or located in well-traveled pedestrian areas to deter theft or vandalism. Within Berkeley there are over 1,300 on-street bike racks (providing over 2,600 spaces).

Bicycle Parking Corrals are groups of on-street bike racks that make efficient use of limited space where bicycle parking is in high demand. Corrals typically consist of five bicycle racks lined in a row which typically accommodate ten bicycles in a space otherwise occupied by one to two on-street motor vehicle parking spaces. Berkeley currently has seven bike corrals providing 70 spaces. Berkeley residents, local employees, and business and property owners





**SHORT-TERM PARKING**

*Allows for quick visits to stores, restaurants, schools, and other daylight-hour operations.*



**LONG-TERM PARKING**

*Allows long-distance commuters the security of mind to store their bikes without worry of theft.*



can request a bike corral through the City’s Bike Corral Program. Requests are evaluated by City staff and, if a location is feasible, the location is added to the City’s bicycle rack request list for installation as resources allow.

**Long-term bicycle parking** is the most secure form of parking and is ideal for individuals who need to park their bikes for more than a few hours or overnight. Long-term bike parking requires more space than short-term racks, may be located farther away from the ultimate destination, and is generally more costly due to added security or space requirements. Long-term parking can consist of:

- **Bike Lockers.** Fully enclosed and generally weather-resistant space where a single bicycle can be parked, secured by key or electronic lock. Bike lockers within Berkeley are located at Ashby and North Berkeley BART stations, the Berkeley Amtrak station, and the UC Berkeley campus. These lockers utilize the BikeLink system, which is an electronic payment card that allows individuals to park in any available locker and pay a nominal hourly fee (\$0.05 per hour).

- **Enclosed Bike Cages.** A fenced enclosure containing multiple bike racks. Entry to the enclosure is secured with a lock or key code, but within the cage, bicycles are exposed and secured to racks with the owner’s own lock. Cages can be outside (ideally with a roof for weather resistance), or located inside building areas such as parking garages or utility rooms. Because contents are visible through the cage and bikes inside are accessible, the security of a bike cage is dependent on managing who has access to the entry key or code. Bike cages are most appropriate for closed environment such as a business, office building, or multi-family development with access limited to owners, tenants, or employees.
- **Bike Room.** Bicycle racks located within an interior locked room or a locked enclosure. Similar to a bike cage, but with increased security of being in a fully enclosed room without visibility. As with a bike cage, the security of a bike room is dependent on managing who has access to the entry key or code, and bike rooms are most appropriate where access is limited to owners, tenants, or employees.

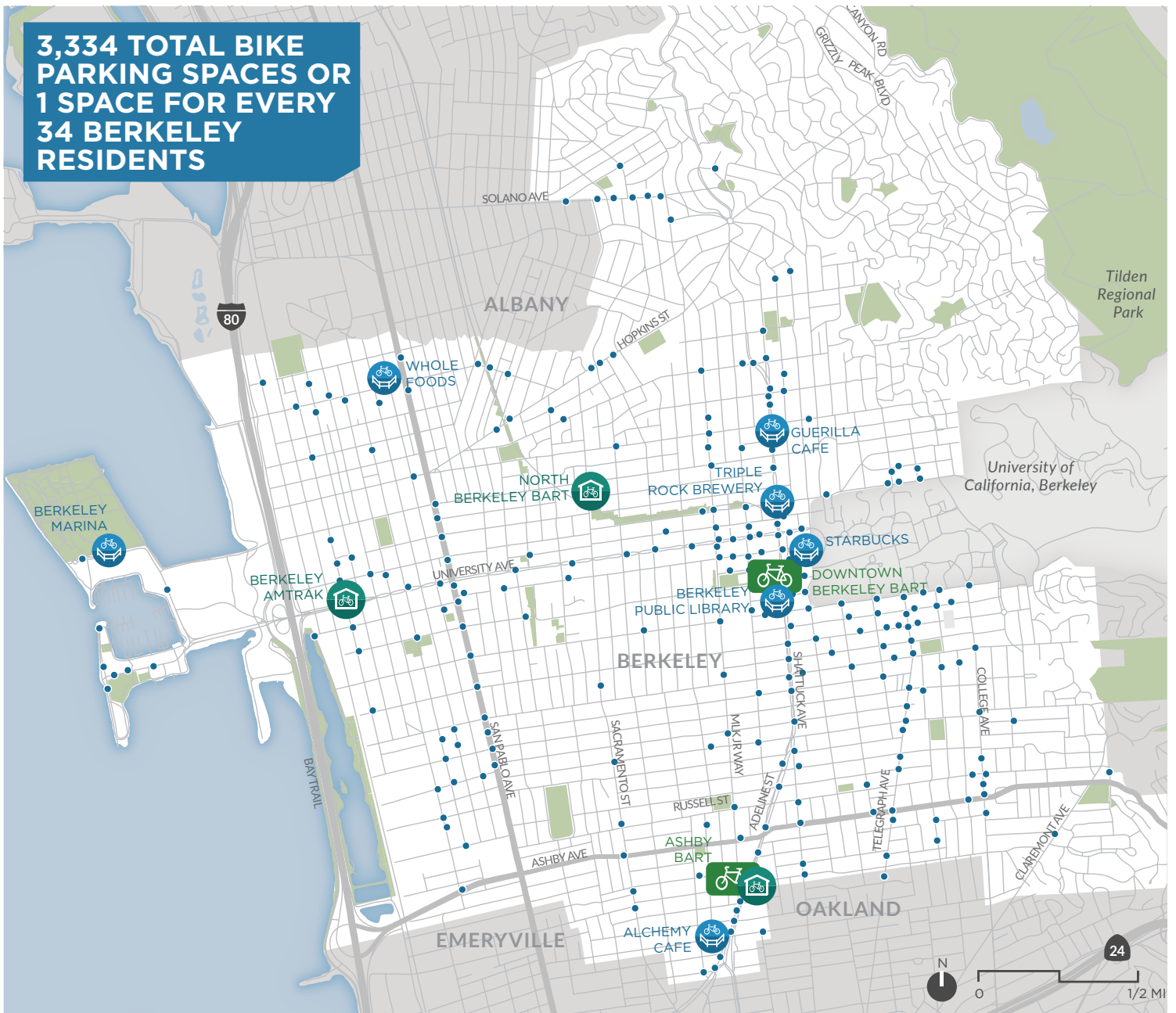


**Figure 3-3: Bicycle Parking Space Comparison**

- Bike Station.** A full-service bike parking facility offering controlled access and typically offering other supporting services such as attended parking, repairs, and retail space. The Berkeley Bike Station is located in a retail space on Shattuck Avenue adjacent to the Downtown Berkeley BART station and offers free attended valet parking, 24 hour access-controlled bike parking, bike repairs, sales of bike accessories, bike rentals, and classes.



**3,334 TOTAL BIKE PARKING SPACES OR 1 SPACE FOR EVERY 34 BERKELEY RESIDENTS**



**FIGURE 3-4: EXISTING BICYCLE SUPPORT FACILITIES**

-   
**BIKE RACK**
-   
**BIKE CORRAL**
-   
**BIKE LOCKER**
-   
**BIKE STATION**



### 3.5 UC BERKELEY CONNECTIONS

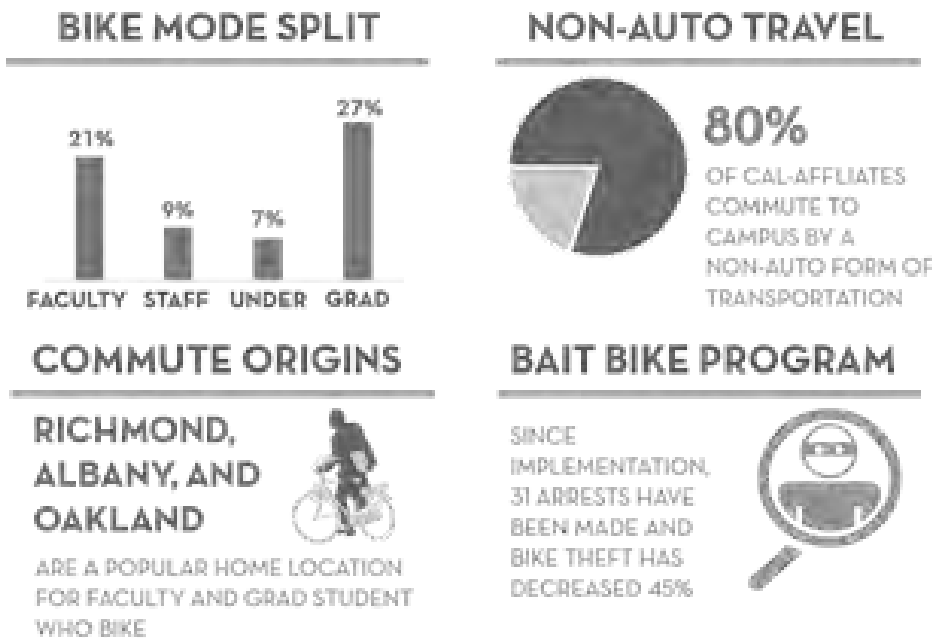
The University of California, Berkeley, located adjacent to downtown, had an enrollment of approximately 37,500 students in 2014. The most recent transportation report from the University states that 49 percent of the UC Berkeley community (students, faculty, and staff) reports using a non-auto mode of transportation to commute to campus.<sup>1</sup> The bikeway connections between the UC Berkeley campus and the City’s bikeway network are important for supporting the community’s bicycle mode share of all trip purposes. **Figure 3-6** shows the existing bicycle network on and around campus.

Bicycle theft is an increasing problem at UC Berkeley. In January 2015, the campus Police Department enacted a “bait bike” program where bikes are equipped with tracking systems that enable officers to locate the bikes after they are stolen. Seven months later, bike thefts are down 45 percent and 31 thieves have been arrested.

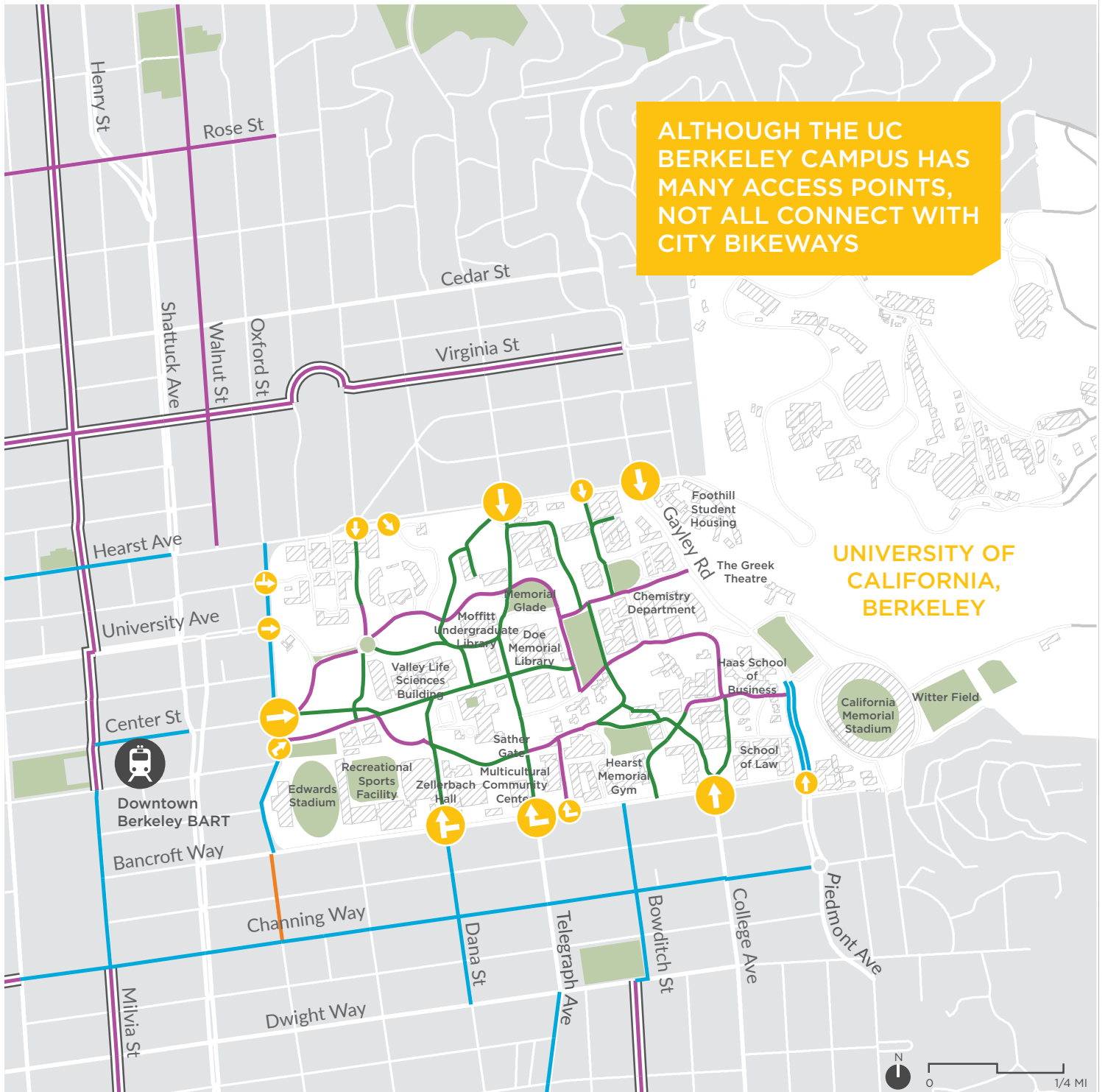


*Bicycle parking at UC Berkeley.*

<sup>1</sup> Campus Bicycle Plan (2006). University of California, Berkeley. [http://pt.berkeley.edu/sites/default/files/UCB\\_BikePlanFinal.pdf](http://pt.berkeley.edu/sites/default/files/UCB_BikePlanFinal.pdf)










**Figure 3-5: Summary of UC Berkeley and bicycles**



ALTHOUGH THE UC BERKELEY CAMPUS HAS MANY ACCESS POINTS, NOT ALL CONNECT WITH CITY BIKEWAYS

UNIVERSITY OF CALIFORNIA, BERKELEY

FIGURE 3-6: EXISTING BIKEWAYS, UC BERKELEY CAMPUS CONNECTIONS

-  PRIMARY CAMPUS ACCESS POINTS
-  PAVED PATH [1A]
-  SIGNAGE-ONLY [3A]
-  STANDARD BIKE LANE [2A]
-  SHARROWS [3C]
-  BICYCLE BOULEVARD [3E]
-  CYCLETRACK [4A]

BICYCLE BOULEVARD NETWORK



-  PARK/REC
-  RAILROAD
-  BART STATION

## 3.6 LAND USE PATTERNS

The Berkeley Bicycle Plan will support Berkeley’s Priority Development Areas (PDAs), the areas where the City plans to focus development into denser, mixed land-use areas along Primary Transit Routes, shown in **Figure 3-7**. In conjunction with improved transit service, quality bicycle infrastructure within PDAs is intended to offer improved alternatives to driving. The existing and planned land uses in Berkeley have informed the recommendations of the Plan in an effort to maximize the number of residents who will have access to bicycle infrastructure.

### 3.6.1 Communities of Concern

As part of the San Francisco Bay Area’s long-range integrated transportation and land-use/housing strategy, Plan Bay Area, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) analyzed the distribution of benefits and burdens that would result from implementation of the region’s preferred planning scenario. To conduct this analysis, ABAG and MTC, along with extensive input from the Equity Working Group and other stakeholders, identified the location of “communities of concern.” These communities included four or more of the factors listed in **Table 3-6**.

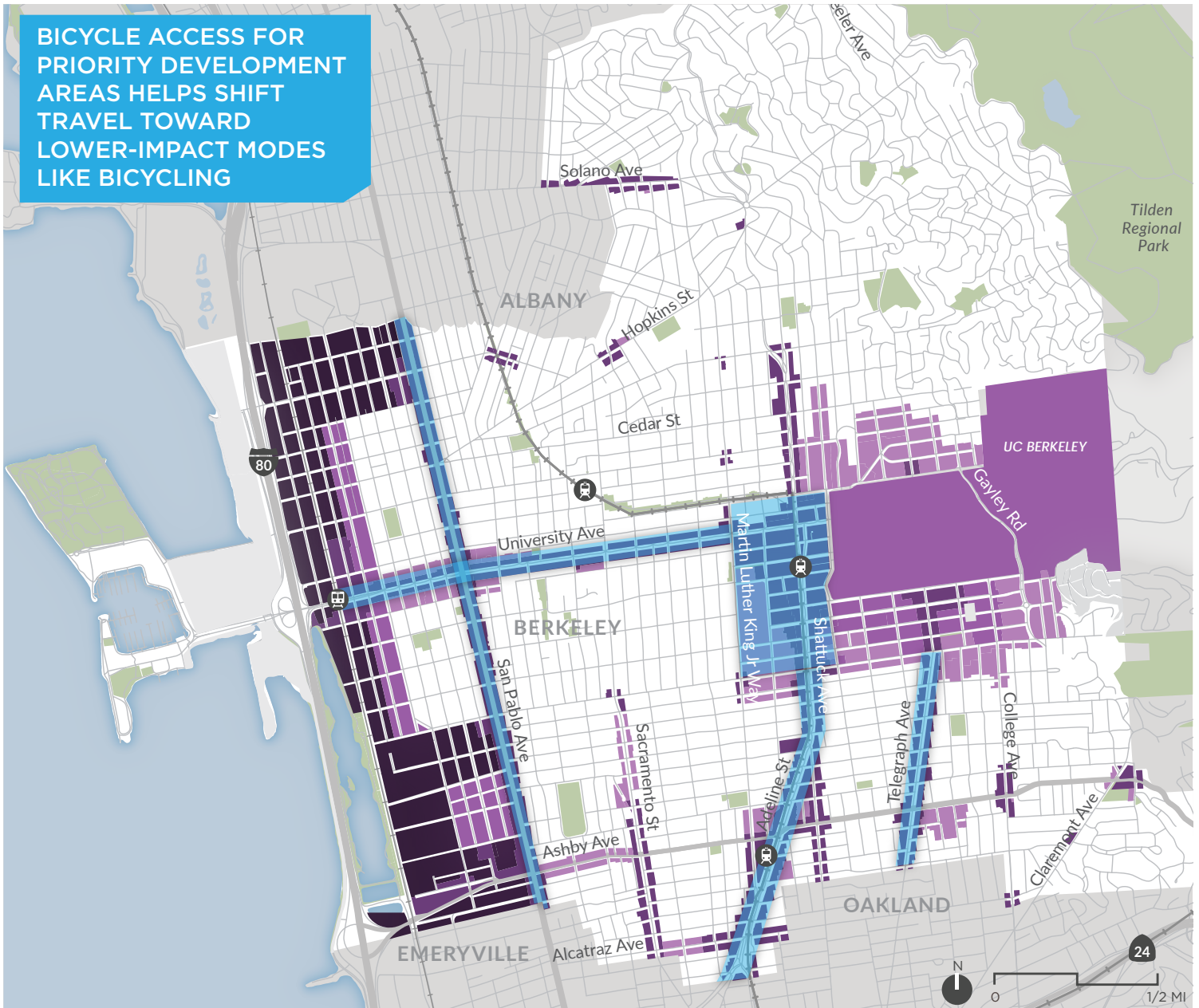
**Table 3-6: Community of Concern Factors and Thresholds\***

FACTOR	PERCENT OF REGIONAL POPULATION	CONCENTRATION THRESHOLD
Minority Population	54%	70%
Low Income (<200% of Poverty) Population	23%	30%
Limited English Proficiency Population	9%	20%
Zero-Vehicle Households	9%	10%
Seniors 75 and Over	6%	10%
Population with a Disability	18%	25%
Single-Parent Families	14%	20%
Cost-Burdened Renters	10%	15%

\*Appendix A: Detailed Methodology, Plan Bay Area (2013). [http://planbayarea.org/pdf/Draft\\_Plan\\_Bay\\_Area/Appendices\\_to\\_Draft\\_Equity\\_Analysis\\_Report.pdf](http://planbayarea.org/pdf/Draft_Plan_Bay_Area/Appendices_to_Draft_Equity_Analysis_Report.pdf)



**BICYCLE ACCESS FOR PRIORITY DEVELOPMENT AREAS HELPS SHIFT TRAVEL TOWARD LOWER-IMPACT MODES LIKE BICYCLING**



**FIGURE 3-7: LAND USE AND PRIORITY DEVELOPMENT**

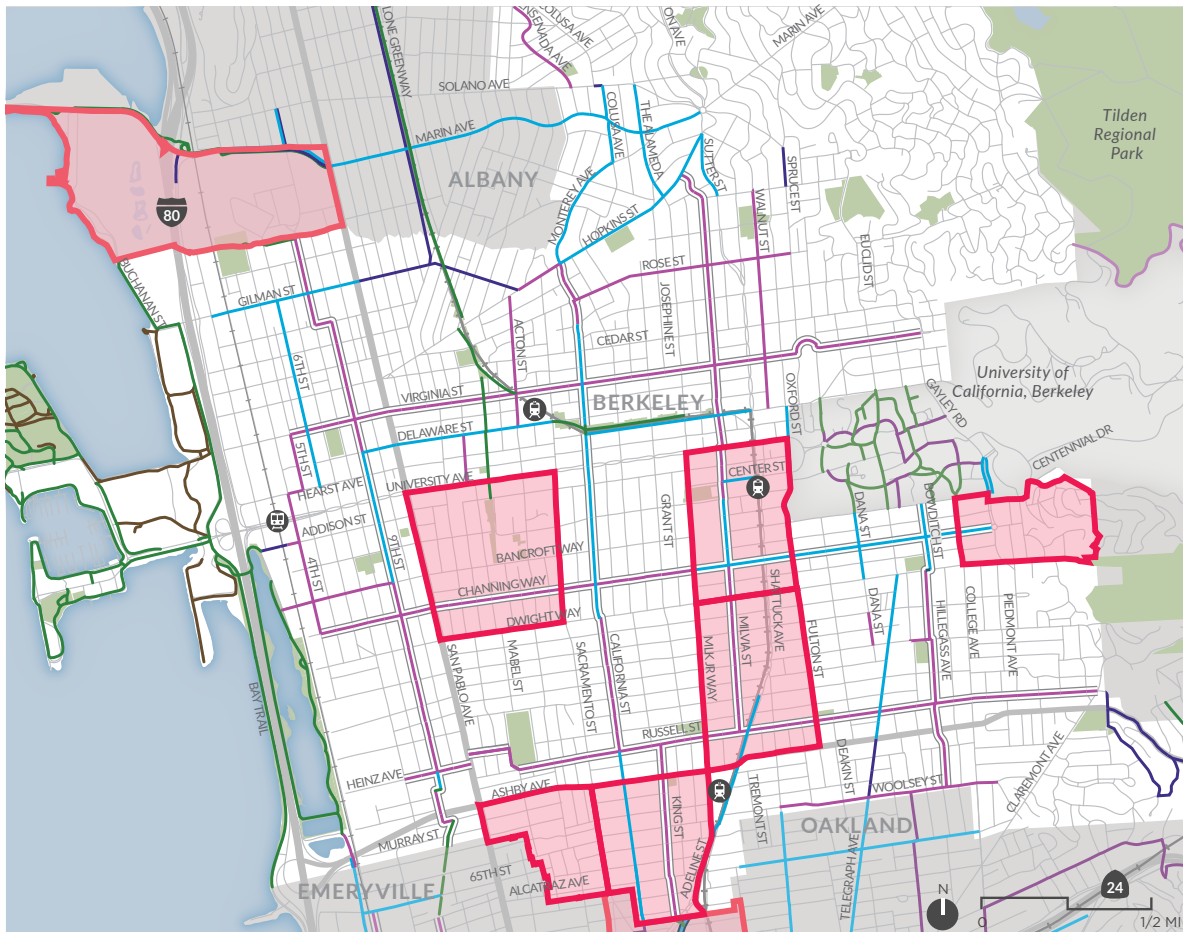
**LAND USE INTENSITY**



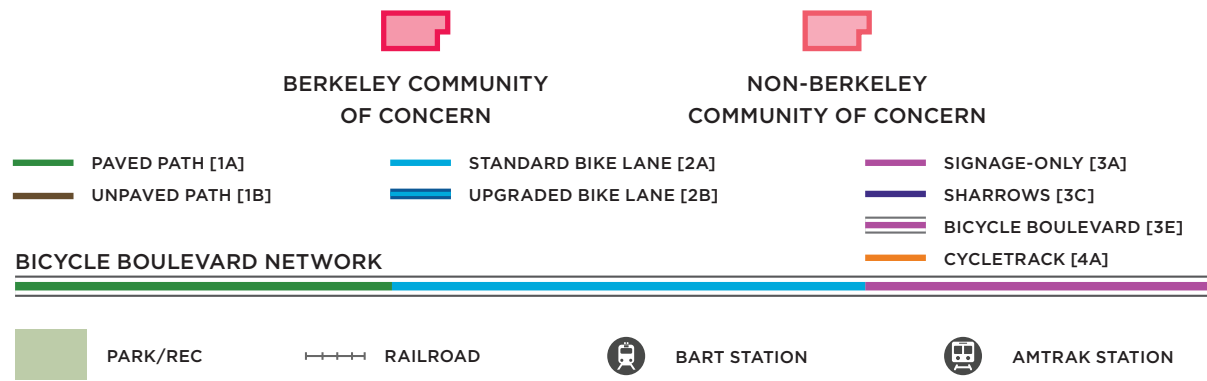
- I - THE DOWNTOWN BERKELEY PRIORITY DEVELOPMENT AREA CALLS FOR MORE INTENSE, MIXED-USE DEVELOPMENT NEAR BART AND AC TRANSIT HUBS AS PART OF A LONG-TERM STRATEGY TO ENCOURAGE NON-AUTOMOBILE-BASED GROWTH PATTERNS
- II - SINGLE FAMILY RESIDENTIAL (R-1), LIMITED TWO-FAMILY RESIDENTIAL (R-1A), SINGLE FAMILY RESIDENTIAL HILLSIDE (R-1H), SPECIFIC PLAN (SP), ENVIRONMENTAL SAFETY - RESIDENTIAL (ES-R), UNCLASSIFIED (U), RESTRICTED TWO-FAMILY RESIDENTIAL (R-2), RESTRICTED TWO-FAMILY RESIDENTIAL HILLSIDE (R-2H), RESTRICTED MULTIPLE-FAMILY RESIDENTIAL HILLSIDE (R-2AH),
- III - MULTIPLE-FAMILY RESIDENTIAL (R-3), MULTIPLE-FAMILY RESIDENTIAL HILLSIDE (R-3H)
- IV - MULTI-FAMILY RESIDENTIAL (R-4), MULTI-FAMILY RESIDENTIAL HILLSIDE (R-4H), HIGH DENSITY RESIDENTIAL (R-5), HIGH DENSITY RESIDENTIAL HILLSIDE (R-5H), RESIDENTIAL HIGH DENSITY SUBAREA (R-S), RESIDENTIAL HIGH DENSITY SUBAREA HILLSIDE (R-SH), RESIDENTIAL MIXED USE SUBAREA (R-SMU), MIXED USE RESIDENTIAL (MUR)
- V - GENERAL COMMERCIAL (C-1), C-DMU BUFFER, C-DMU CORE, C-DMU OUTER CORE, C-DMU CORRIDOR, C-DMU BUFFER, ELMWOOD COMMERCIAL (C-E), NEIGHBORHOOD COMMERCIAL (C-N), NEIGHBORHOOD COMMERCIAL HILLSIDE (C-NH), NORTH SHATTUCK COMMERCIAL (C-NS), NORTH SHATTUCK COMMERCIAL HILLSIDE (C-NSH), SOUTH AREA COMMERCIAL (C-SA), SOLANO AVENUE (C-SO), TELEGRAPH AVENUE COMMERCIAL (C-T), WEST BERKELEY COMMERCIAL (C-W)
- VI - MANUFACTURING (M), MIXED MANUFACTURING (MM), MIXED USE - LIGHT INDUSTRIAL (MULI)

With the City of Berkeley, the identified communities of concern were concentrated in south Berkeley near UC Berkeley and the Adeline Street corridor as well as west Berkeley around the San Pablo Avenue and University Avenue

corridors. See **Figure 3-8** for a map of Berkeley’s communities of concern. The proposed bikeway network should include particular consideration of how the projects will benefit and burden these communities.



**FIGURE 3-8: MTC COMMUNITIES OF CONCERN**



FINAL PLAN

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## 3.7 EXISTING PROGRAMS

Bicycle education, encouragement, and enforcement programs are an integral part of a bicycle-friendly city. The City of Berkeley supports and participates in bicycling education, encouragement, enforcement, and evaluation programs, which are described below. Program recommendations will be included in Chapter 6.



*Alameda County SR2S programs use different educational and encouragement tactics depending on the grade level.*

### 3.7.1 Safe Routes to School

Alameda County Safe Routes to School (SR2S) is a program of the Alameda County Transportation Commission that encourages students to get to school using active or shared forms of transportation including bicycling, walking and carpooling. The SR2S program funds and supports a variety of bicycle and pedestrian safety education activities, encouragement events, and school outreach and coordination. Program services are offered free for enrolled schools, and the program currently serves approximately 170 schools across Alameda County. Bicycle-specific programming within SR2S includes bike rodeos for grades K-5, a “Drive Your Bike” cycling skills program for middle school students, and the BikeMobile van which offers mobile bicycle repairs at schools and community events. Multiple Berkeley schools participate in the Alameda County SR2S program each year.



### 3.7.2 Bicycle Safety Education

The Alameda County Transportation Commission administers a countywide Bicycle Safety Education program which includes various classes and workshops promoting safe cycling skills. These events include: Traffic Skills 101 classes, road riding class workshops, family cycling workshops, and bike rodeos. Classes are held throughout Alameda County.

Bike East Bay, which is a non-profit organization dedicated to promoting bicycling as an everyday means of transportation and recreation for communities in the Contra Costa and Alameda Counties, also works with the City of Berkeley to host and coordinate education and encouragement activities and events in the City.



*Residents and visitors biked through a temporary protected bikeway on Milvia Street during Bike to Work Day 2015*

### 3.7.3 Bike to Work Day

Each year, the City of Berkeley participates in the Bay Area's Bike to Work Day activities. As bicycling has grown in popularity in the region, the event has continued to attract more and more residents and commuters. Berkeley's 2015 Bike to Work Day energizer station allowed commuters to test a temporary protected bikeway. In 2015 and 2016, and the City hosted major post-work celebrations by closing down a segment of Derby Street east of Milvia for live music, food trucks, and recognition of this year's Bike Friendly Business and Bike Commuters of the Year awards. Outreach for the Bicycle Plan update was conducted at both the 2015 and 2016 Bike to Work Day celebration events.

### 3.7.4 Bicycle Registration and Reporting Theft

The City of Berkeley Police Department does not offer any means of bicycle registration, but refers residents to [www.bikeindex.org](http://www.bikeindex.org) which is used by other Bay Area bike owners. This free website allows bicycle owners to register their bicycle, transfer ownership, and list a stolen bicycle. In the event that a bicycle is lost or stolen, the City of Berkeley Police Department offers an online portal for reporting theft.



*Signs for Walk Bikes on Sidewalk, Ride Bikes on Street pilot program*

### 3.7.5 Walk Bikes on Sidewalk, Ride Bikes on Street Pilot Program

In 2003, the City of Berkeley implemented a pilot program to attempt to increase public safety and reduce conflicts between people walking, bicycling, and driving. The project's goal was to better inform people walking, bicycling, and driving that the Berkeley Municipal Code (BMC) and the California Vehicle Code require bicycles be walked on the sidewalk and bicycles ridden on the street must go in the direction of motor vehicle traffic (unless in a contraflow bicycle lane).

The Shattuck Avenue corridor between University Avenue and Kittredge Street in downtown Berkeley was the pilot area. The program included mounted traffic signs (shown above), sidewalk stencils at curb ramps, posters, and police enforcement. The “Walk Bikes on Sidewalk, Ride Bikes on Street” Pilot Program was developed by the Transportation Division of the City of Berkeley’s Public Works Department in conjunction with the Berkeley Police Department, the Bicycle and Pedestrian subcommittees of the Transportation Commission, and the Commission on Aging and Disability. The pilot program ended in 2004.

### 3.7.6 Community Bike Shops

Street Level Cycles and Biketopia Community Workshop are two community bicycle retailers that offer full-service bike repair, classes for do-it-yourself repair, and bike education programs. The City of Berkeley donates all abandoned bicycles to local community bike shops for use in youth education programs.

### 3.7.7 Helmet Distribution

The Berkeley Health and Human Services Department partnered with the Berkeley Police Department to offer free helmets for children as a means of encouraging children to wear helmets while bicycling. Between 1995 and 2011, over 3,000 helmets were distributed. The helmet distribution program ended due to a lack of continued grant funding and staff time to administer the activities.

