



Office of the City Manager

REVISED AGENDA MATERIAL

Meeting Date: May 2, 2017

Item Number: 27

Item Description: Berkeley Bicycle Plan 2017

Supplemental/Revision Submitted By: Phillip L. Harrington, Director, Department of Public Works

“Good of the City” Analysis:

The analysis below must demonstrate how accepting this supplement/revision is for the “good of the City” and outweighs the lack of time for citizen review or evaluation by the Council.

On February 17, 2017 the Berkeley City Council received a Bike Plan comment letter from AC Transit General Manager Mike Hursh. On March 16, 2017 City of Berkeley Public Works staff received a Bike Plan comment email from the Alameda County Transportation Commission (Alameda CTC). The intent of both the AC Transit and Alameda CTC comments was to clarify the relationship between the draft *Berkeley Bicycle Plan 2017* and Countywide transportation and transit planning efforts led by these two partner agencies.

The attached *Berkeley Bicycle Plan 2017 Recommended Revisions* memorandum, dated April 21, 2017, documents the proposed revisions to the *Plan* that are necessary to respond to both AC Transit and Alameda CTC’s comments. The memorandum captures the consensus of all three agencies and has been reviewed and approved by the Berkeley Transportation Commission.

Public Works staff is requesting that Council accept the *Berkeley Bicycle Plan 2017 Recommended Revisions* memorandum, dated April 21, 2017, as supplemental material; and also accept a revised Resolution for this item. The revised Resolution includes the following Action, which acknowledges the final changes that will be made to the Plan following Council approval:

“NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley approves the Berkeley Bicycle Plan 2017, with changes as shown in the Berkeley Bicycle Plan 2017 Recommended Revisions memorandum dated April 21, 2017, approved by the Berkeley Transportation Commission; and directing the City Manager to pursue implementation of the Plan as funding and staffing permit.”

Consideration of supplemental or revised agenda material is subject to approval by a two-thirds roll call vote of the City Council. (BMC 2.06.070)

A minimum of **42 copies** must be submitted to the City Clerk for distribution at the Council meeting. This completed cover page must accompany every copy.

Copies of the supplemental/revised agenda material may be delivered to the City Clerk Department by 12:00 p.m. the day of the meeting. Copies that are ready after 12:00 p.m. must be delivered directly to the City Clerk at Council Chambers prior to the start of the meeting.

Supplements or Revisions submitted pursuant to BMC § 2.06.070 may only be revisions of the original report included in the Agenda Packet.



Department of Public Works
Transportation Division

MEMORANDUM

Date: April 21, 2017

To: AC Transit and Alameda CTC Staff

From: Farid Javandel, Transportation Division Manager
Beth Thomas, Principal Transportation Planner
Eric Anderson, Associate Transportation Planner

Subject: Berkeley Bicycle Plan 2017 Recommended Revisions

This memo summarizes the City of Berkeley, AC Transit, and Alameda County Transportation Commission (Alameda CTC) consensus recommendations for changes to the Berkeley Bicycle Plan 2017 in response to the AC Transit letter dated February 17, 2017 and the Alameda CTC email dated March 16, 2017. These recommended revisions were reviewed and approved with edits by the Berkeley Transportation Commission on April 20, 2017.

Text Revisions

Pg. ES-2:

Existing text:

Goal 3: All Ages and Abilities: Performance Measure: Complete the Tier 1 Bikeway Network, including high-priority Bicycle Boulevards and Complete Streets Corridors, the Ohlone Greenway, and all Downtown and UC Berkeley Campus perimeter bikeways by 2025. Performance Measure: Complete the Tier 2 and Tier 3 Bikeway Network, including remaining Bicycle Boulevards, Complete Streets Corridors, and other bikeways by 2035.

Recommended text:

Goal 3: All Ages and Abilities: Performance Measure: Complete the Tier 1 Bikeway Network, including high-priority Bicycle Boulevards, Milvia Street Bikeway, Complete Street Corridor Studies (including Downtown and UC Berkeley Campus perimeter streets and the Southside Pilot Project), and the Ohlone Greenway, by 2025. Performance

Measure: Complete the Tier 2 and Tier 3 Bikeway Network, including remaining Bicycle Boulevards, Complete Street Corridor Studies, and other bikeways by 2035.

Pg. ES-11:

Existing text:

COMPLETE STREET CORRIDOR STUDIES: “Several of the recommended projects (including most Class IV facilities), fall under “Complete Streets Corridor Studies” on roadways that will be included as part of a larger corridor study process with County and local transit agency partners. These roadways may have interim treatments installed while the study and final recommended design are being completed. For example, bike lanes may be striped first, then later converted into a Class IV Cycletrack.

Recommended text:

COMPLETE STREET CORRIDOR STUDIES: As defined by the Berkeley Complete Streets Policy, “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including people walking, people bicycling, persons with disabilities, people driving motor vehicles, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, youth, and families. Providing a complete network does not necessarily mean that every street will provide dedicated facilities for all transportation modes, but rather that the transportation network will provide convenient, safe, and connected routes for all modes of transportation within and across the City. For the purposes of bikeway planning, the City of Berkeley considers both the major/collector street and parallel streets part of a Complete Street Corridor; potential bikeways on both the major/collector street bikeway and on parallel streets should be evaluated as part of a Complete Street Corridor Study. Of the major and collector streets shown in Figures ES-2, ES-3, and ES-4 as requiring a Class IV Cycletrack to meet LTS 1 or 2, most of them will require further study in order to evaluate their suitability for this treatment and impacts on other modes of transportation. These major and collector streets provide access to local Berkeley businesses. Some facilitate direct cross-town or interjurisdictional travel not duplicated by a parallel street. They currently serve multiple modes of transportation and on-street parking, requiring further consideration above and beyond that of bicycle travel. These streets are therefore labeled as “Complete Street Corridor Studies” on Figure ES-2 and other figures within the Bicycle Plan.

Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Studies to consider the inclusion of bikeways will be coordinated with proposed improvements to transit performance on Primary Transit Routes, such as

bus boarding islands, transit-only lanes, transit signal priority/queue jump lanes, far-side bus stop relocations, and other improvements as described in the AC Transit Major Corridor Study. In addition, these studies should approach Secondary Transit Routes as opportunities for transit improvements, such as bus stop optimization and relocation, among other potential improvements. At the conclusion of the Complete Streets Corridor Study process, design alternatives which have a significant negative effect on transit on Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative effect on transit will be developed and applied during the Study process for each corridor. Example criteria for evaluating transit impacts are provided in Section 5.7 of this Plan. Consideration of how to allocate limited public right of way among various travel modes will be made consistent with Alameda County Transportation Commission modal priorities and the City of Berkeley General Plan.

These corridors may have interim treatments installed while the corridor study and final recommended design are being completed. Interim treatments are those that do not require a full Complete Streets Corridor Study. Interim or phased treatments may still require traffic study, interagency coordination, and public process if they impact roadway capacity, parking, or transit operations. Interim or phased treatments should not negatively impact existing transit operations; mitigations should accompany interim treatments to ensure no degradation of transit service. For example, Shared Roadway Bicycle Markings may be installed, or existing bike lanes may first be colored green, then later converted into a Class IV Cycletrack if feasible without negatively impacting existing or planned transit operations on Primary or Secondary Transit Routes.

For more information about future Complete Street Corridor Studies, see Section 5.7, Section 6.7, Appendix E, and Appendix F.

Pg. ES-17:

Existing text:

Pilot Projects: Implementing a “pilot project” is a way to construct a project on a temporary basis while testing the impacts to the transportation system. These projects enable the City to study the efficacy treatments and applications on a temporary basis, often at a relatively modest cost due to the short-term materials used. They are monitored to understand benefits and tradeoffs. Additionally, they can be adjusted before converting the project to a long-term solution. Short-term demonstration projects, sometimes called tactical urbanism or temporary installations, are installed for one or two days in order to quickly evaluate a project and to gather feedback from the public. Demonstration projects usually use cones, spray chalk, and other temporary materials that can be easily transported to the site and moved during the demonstration if needed. Longer-term pilot projects can be installed for up to two years prior to long-term implementation. This allows for extensive data collection and public input, especially for particularly contentious projects. Materials such as paint and flexible delineators are often used during pilot projects then upgraded to higher-quality treatments such as thermoplastic, cement, and bollards for long-term implementation.

Recommended text:

Pilot Projects: “Pilot projects” are a way to test the impacts of changes to the transportation network by temporarily constructing improvements using non-permanent materials, in place for a specified, limited amount of time. These projects enable the City to study the real-world efficacy of such changes, often at a relatively modest cost due to the short-term materials used. Utilizing before and after data collection, they are monitored to understand benefits and tradeoffs, with the goal of adjusting the final design before committing to a more expensive permanent capital project. Short-term demonstration projects, sometimes called tactical urbanism or temporary installations, are typically for a few days in order to quickly evaluate a project and to gather feedback from the public. Demonstration projects usually use cones, temporary marking tape, moveable planters, and other non-permanent materials that can easily be installed, modified, and removed, as needed. Longer-term pilot projects can be installed for a longer period of time, typically weeks or months, prior to potential permanent implementation. This allows for extensive data collection and public input, especially for complex multi-modal projects. Materials such as traffic paint, flexible traffic delineator posts, and moveable planters are often used during pilot projects and then may be later upgraded to permanent treatments such as thermoplastic, asphalt, concrete, and rigid bollards. Both Demonstration and Long-term Pilots should be approached from a Complete Street design perspective, in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Pilot Projects should integrate improvements for all modes of transportation whenever possible, including consideration of people walking, biking, riding transit, and driving. For example, pilot projects on Primary or Secondary Transit Routes should seek to test transit operations and access improvements whenever possible, utilizing the latest national design best practices such as the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide* and *Urban Street Design Guide*. Local guidance such as the forthcoming AC *Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* will also be consulted.

Pg. 2-7:

Existing text:

Goal 3: All Ages and Abilities: Performance Measure: Complete the Tier 1 Bikeway Network, including high-priority Bicycle Boulevards and Complete Streets Corridors, the Ohlone Greenway, and all Downtown and UC Berkeley Campus perimeter bikeways by 2025. Performance Measure: Complete the Tier 2 and Tier 3 Bikeway Network, including remaining Bicycle Boulevards, Complete Streets Corridors, and other bikeways by 2035.

Recommended text:

Goal 3: All Ages and Abilities: Performance Measure: Complete the Tier 1 Bikeway Network, including high-priority Bicycle Boulevards, Milvia Street Bikeway, and Complete Street Corridor Studies (including Downtown and UC Berkeley Campus perimeter streets and the Southside Pilot Project), and the Ohlone Greenway, by 2025. Performance

Measure: Complete the Tier 2 and Tier 3 Bikeway Network, including remaining Bicycle Boulevards, Complete Street Corridor Studies, and other bikeways by 2035.

Pg. 2-8:

Existing text:

Policy PL-2. When considering transportation impacts under the California Environmental Quality Act, the City shall consider how a plan or project affects bicyclists per Berkeley General Plan Policy T-18.

ACTIONS:

- Establish new City traffic analysis standards that consider all modes of transportation, including pedestrians, bicycles, and transit in addition to automobiles. Utilize Level of Traffic Stress to quantify bicycle transportation.

Recommended text:

Policy PL-2. When considering transportation impacts under the California Environmental Quality Act, the City shall consider how a plan or project affects bicyclists per Berkeley General Plan Policy T-18.

ACTIONS:

- Establish new City traffic analysis standards that consider all modes of transportation, including pedestrians, bicycles, and transit in addition to automobiles, consistent with a comprehensive, integrated transportation network for all users as described in the City of Berkeley Complete Streets Policy. Utilize Level of Traffic Stress to quantify bicycle transportation in this network-based Complete Streets Policy context.

Pg. 2-9:

Existing text:

Policy PL-3. Coordinate with other agencies to incorporate Berkeley Bicycle Plan elements.

ACTIONS:

- Work with adjacent governmental entities, public service companies, coordinating agencies and transit agencies, and the University of California, to ensure that Bicycle Plan recommendations are incorporated into their planning and areas of responsibility.
- Work with transit providers to improve bicycle access on-board transit vehicles, especially during peak commute hours, and to provide secure bike parking at stations.

Recommended text:

Policy PL-3. Coordinate with other agencies to incorporate Berkeley Bicycle Plan elements.

ACTIONS:

- Work with adjacent governmental entities, public service companies, coordinating agencies and transit agencies, and the University of California, to ensure that Bicycle Plan recommendations are incorporated into their planning and areas of responsibility.
- Work with partner government agencies to incorporate other agencies' plans and studies into the funding, study, design, and construction of Bike Plan projects, whenever feasible within the scope of the particular project.
- Work with transit providers to improve bicycle access to transit stations and stops and on-board transit vehicles, especially during peak commute hours, and to provide secure bike parking at stations and stops.

Existing text:

Policy PL-4. Support a successful bike share system in Berkeley.

ACTIONS:

- Promote bike share use by Berkeley employees (including the City of Berkeley), residents and visitors, especially near BART and AC Transit.

Recommended text:

Policy PL-4. Support a successful bike share system in Berkeley.

ACTIONS:

- Promote bike share use by Berkeley employees (including the City of Berkeley), residents and visitors, especially as an access strategy for BART and AC Transit riders.

Existing text:

Policy D-1. Design a Low Stress Bikeway Network suitable for the “Interested but Concerned,” to include people all ages and ability levels riding bicycles in Berkeley.

ACTIONS:

- Follow a multi-disciplinary design process that incorporates and balances the needs of all modes and stakeholders, both internal and external; the design process should include the City divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas.

- Work with transit providers to design bikeways to minimize transit-vehicle interactions and to provide low stress environments in areas heavily served by transit.

Recommended text:

Policy D-1. Design a Low Stress Bikeway Network suitable for the “Interested but Concerned,” to include people of all ages and ability levels riding bicycles in Berkeley.

ACTIONS:

- Follow a multi-disciplinary design process that incorporates and balances the needs of all modes and stakeholders, both internal and external; the design process should include the City divisions, departments, and staff responsible for emergency response, parking, law enforcement, maintenance, and other affected areas, as well as outside agencies such as AC Transit, BART, UC Berkeley, Caltrans and other responsible external stakeholder agencies.
- Work with AC Transit, UC Berkeley, and other transit providers to design bikeways to minimize transit-vehicle interactions, optimize transit service and operations, and provide low stress bike-to-transit access environments in areas heavily served by transit. In designing for both bicycles and transit, utilize the latest national design best practices, such as the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide* and *Urban Street Design Guide*. Local guidance, such as the forthcoming AC Transit *Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* will also be consulted.

Pg. 3-17:

Existing text:

3.6 LAND USE PATTERNS: The Berkeley Bicycle Plan will support Berkeley’s Priority Development Areas (PDAs), the areas where the City wants to focus development into a denser, mixed-use land-use pattern along transit corridors, shown in Figure 3-7. Quality bicycle infrastructure, especially within PDAs, will lead to higher bicycle usage and further encourage community members to use a bike to connect to transit to reach their destinations rather than use a car. The existing and planned land uses in Berkeley will inform the recommendations of the Plan in an effort to maximize the number of residents who will have access to bicycle infrastructure.

Recommended text:

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.

Existing text:

5.7 FUTURE COMPLETE STREETS CORRIDOR STUDIES: A “Complete Street” is one that caters to all roadway users including pedestrians, bicyclists and transit users. Many of the major streets in Berkeley have been identified as Complete Street Corridors in this plan. These streets are either commercial or major collector corridors that provide access not duplicated by a parallel corridor. These streets currently serve multiple modes of transportation, requiring further consideration above and beyond bicycle travel. Complete Street Corridors highlighted on map Figures ES-2, ES-3, ES-4, ES-6, 5-1, 5-2, 5-3, 5-4, 5-13, 5-14, 6-1, and 6-2 are proposed studies, not proposed projects. Class IV Cycle Tracks and other bikeways that might impact parking, transit operations or roadway capacity that are recommended as part of Complete Street Corridors will not be implemented without further study, traffic and environmental analysis, public process, and coordination with all affected agencies. In particular, right-of-way availability will need to be assessed in order to avoid negatively impacting transit operations. Appendix E: Project Recommendations and Prioritization Tables lists these projects.

Recommended text:

5.7 COMPLETE STREET CORRIDOR STUDIES: As defined by the Berkeley Complete Streets Policy, “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including people walking, people bicycling, persons with disabilities, people driving motor vehicles, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, youth, and families. Providing a complete network does not necessarily mean that every street will provide dedicated facilities for all transportation modes, but rather that the transportation network will provide convenient, safe, and connected routes for all modes of transportation within and across the City. For the purposes of bikeway planning, the City of Berkeley considers both the major/collector street and parallel streets part of a Complete Street Corridor; potential bikeways on both the major/collector street bikeway and on parallel streets should be evaluated as part of a Complete Street Corridor Study. Of the major and collector streets shown in the map figures as requiring a Class IV Cycletrack to meet LTS 1 or 2 (see Figures 5-1, 5-2, 5-3, 5-4, 5-13, 5-14, 6-1, and 6-2), most of them will require further study in order to evaluate their suitability for this treatment and impacts on other modes of transportation. These major and collector Streets provide access to local Berkeley businesses. Some facilitate direct cross-town or interjurisdictional travel not duplicated by a parallel street. They currently serve multiple modes of transportation, on-street parking, and many are commercial corridors that have goods movement needs related to deliveries and loading/unloading at businesses, which are vital to the economic vitality of these areas. As such, they require further consideration above and beyond that of bicycle travel. These streets are therefore labeled as “Complete Street Corridor Studies” on Figure 5-1, 5-2, 5-3, 5-4, 5-13, 5-14, 6-1, and 6-2.

Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street

Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Corridor studies on San Pablo Avenue, Telegraph Avenue, University Avenue, and Ashby Avenue will be led by the Alameda County Transportation Commission (CTC). The City of Berkeley has already initiated studies and/or capital projects on a number of other Complete Street Corridors, including Hearst Avenue, Bancroft Way, Fulton Street, and Adeline Street, in coordination with outside partner agencies, including UC Berkeley, AC Transit, BART, and others.

As defined by the City of Berkeley General Plan Transportation Element, most of the future Complete Street Corridor Studies are either Primary or Secondary Transit Routes. General Plan Policy T-4 "Transit-First Policy" gives priority to alternative transportation and transit over single-occupant vehicles on Transit Routes. The Alameda County Transportation Commission Countywide Multimodal Arterial Plan identifies many of the future Complete Street Corridor Studies as part of the Transit Emphasis modal priority network. In this planning and policy context and given the importance of approaching Complete Streets from an integrated, layered network perspective, it is critically important to consider how transit service can be maintained and improved as an outcome of future Complete Street Corridor Studies. Studies to consider the inclusion of bikeways will be coordinated with proposed improvements to transit performance on Primary Transit Routes, such as bus boarding islands, transit-only lanes, transit signal priority/queue jump lanes, far-side bus stop relocations, and other improvements as described in the AC Transit Major Corridor Study. In addition, these studies should approach Secondary Transit Routes as opportunities for transit improvements, such as bus stop optimization and relocation, among other potential improvements. At the conclusion of the Complete Streets Corridor Study process, design alternatives which have a significant negative effect on transit on Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative effect on transit will be developed and applied during the Study process for each corridor. Consideration of how to allocate limited public right of way among various travel modes will be made consistent with Alameda County Transportation Commission modal priorities and the City of Berkeley General Plan.

Future Complete Street Corridor Studies should be undertaken in the context of national design best practices such as the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide* and *Urban Street Design Guide*. Local guidance such as the forthcoming AC Transit *Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* will also be consulted. Studies should carefully consider the potential impacts and trade-offs of including bikeways on Primary and Secondary Transit Routes, including potential median reductions, repurposing of parking or travel lanes, and the need to avoid impacts to transit operations that could otherwise occur. Example transit performance criteria that may be considered as part of future Complete Street Corridor Studies could include: on-time performance and reliability; gapping/bunching; transit travel time; operational and safety conflicts with other modes of transportation; maintaining minimum lane widths; and other criteria to be identified through the study process.

These corridors may have interim treatments installed while the corridor study and final recommended design are being completed. Interim treatments are those that do not require a full Complete Streets Corridor Study. Interim or phased treatments may still require traffic study, interagency coordination, and public process if they impact roadway capacity, parking, or transit operations. Interim or phased treatments should not negatively impact existing transit operations; mitigations should accompany interim treatments to ensure no degradation of transit service. For example, Shared Roadway Bicycle Markings may be installed, or existing bike lanes may first be colored green, then later converted into a Class IV Cycletrack if feasible without negatively impacting existing or planned transit operations on Primary or Secondary Transit Routes. Table 6-8 shows the extent of the Complete Street Corridor Study projects and provides the recommended interim treatments. Some corridors list multiple interim treatment types that would be implemented along different segments of the same corridor.

For more information about future Complete Street Corridor Studies, see Section 6.7, Appendix E, and Appendix F.

Pgs. 6-6, 6-7, and 6-8; Table 6-3:

Existing text:

Table 6-3: 4B: “Two-Way Cycletrack [4B]”; “Complete Street Corridor Study”

Footnote to Table 6-3: “Above recommendations for two-way Cycletracks are subject to right-of-way availability and pending further study and coordination with affected agencies.”

Recommended text:

Table 6-3: Change “Two-Way Cycletrack [4B]” to “Study Cycletrack [4]”

Footnote to Table 6-3: Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Pg. 6-10:

Existing text:

6.3 PILOT PROJECTS IMPLEMENTATION Implementing a “pilot project” is a way to construct a project on a temporary basis while testing the impacts to the transportation

system. These projects enable the City to study the efficacy treatments and applications on a temporary basis, often at a relatively modest cost due to the short-term materials used. They are monitored to understand benefits and tradeoffs. Additionally, they can be adjusted before converting the project to a long-term solution. Short-term demonstration projects, sometimes called tactical urbanism or temporary installations, are installed for one or two days in order to quickly evaluate a project and to gather feedback from the public. Demonstration projects usually use cones, spray chalk, and other temporary materials that can be easily transported to the site and moved during the demonstration if needed. The following projects can be considered for short-term demonstration projects:

- Bancroft Bikeway Phase II from Telegraph Avenue to Piedmont Avenue
- Dana Street Bikeway from Bancroft Way to Dwight Way
- Bike Boulevard crossings:
 - Addison Street/San Pablo Avenue
 - Oregon Street/Heinz Avenue/San Pablo Avenue
 - Hillegass Avenue/Bancroft Way

Longer-term pilot projects can be installed for up to two years prior to long-term implementation. This allows for extensive data collection and public input, especially for particularly contentious projects. Materials such as paint and flexible delineators are often used during pilot projects then upgraded to higher-quality treatments such as thermoplastic, cement, and bollards for long-term implementation. The following projects can be considered for longer-term pilot projects:

- Downtown Milvia Street Bikeway including University Avenue intersection
- Oxford Street/Fulton Street Bikeway, from Hearst Avenue to Bancroft Way and Channing Way to Dwight Way
- High-priority Bike Boulevard corridors, such as
 - Channing Way
 - Milvia Street
 - Addison Street
 - King Street
 - Russell Street

Recommended text:

6.3 PILOT PROJECT IMPLEMENTATION: “Pilot projects” are a way to test the impacts of changes to the transportation network by temporarily constructing improvements using non-permanent materials, in place for a specified, limited amount of time. These projects enable the City to study the real-world efficacy of such changes, often at a relatively modest cost due to the short-term materials used. Utilizing before and after data collection, they are monitored to understand benefits and tradeoffs, with the goal of adjusting the final design before committing to a more expensive permanent capital project.

Short-term demonstration projects, sometimes called tactical urbanism or temporary installations, are installed for one or two days in order to quickly evaluate a project and to gather feedback from the public. Demonstration projects usually use cones, temporary marking tape, moveable planters, and other non-permanent materials that can be easily

be installed, modified, and removed, as needed. Short-term demonstration projects could include but are not limited to the following:

- Complex Bike Boulevard crossings:
 - Addison Street/San Pablo Avenue
 - Oregon Street/Heinz Avenue/San Pablo Avenue
 - Hillegass Avenue/Bancroft Way

Longer-term pilot projects can be installed for a longer period of time prior to permanent implementation. This allows for extensive data collection and public input, especially for potentially contentious projects. Materials such as traffic paint, flexible traffic delineator posts, and moveable planters are often used during pilot projects and then may be later upgraded to permanent treatments such as thermoplastic, asphalt, concrete, and rigid bollards. Long-term pilot projects could include but are not limited to the following:

- Southside Pilot Project (in partnership with AC Transit), including bikeway, pedestrian, and transit improvements:
 - Telegraph Avenue from Bancroft Way to Dwight Way
 - Bancroft Way from Piedmont Avenue to Milvia Street
 - Dana Street from Bancroft Way to Dwight Way
 - Fulton Street from Bancroft Way to Dwight Way
- Downtown Milvia Street Bikeway including University Avenue intersection
- High-priority Bike Boulevard corridors, such as
 - Channing Way
 - Milvia Street
 - Addison Street
 - King Street
 - Russell Street

Both demonstration and long-term pilots should be approached from a Complete Streets design perspective, in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Pilot Projects should integrate improvements for all modes of transportation whenever possible, including consideration of people walking, biking, riding transit, and driving. For example, pilot projects on Primary or Secondary Transit Routes should seek to test transit operations and access improvements whenever possible, utilizing the latest national design best practices, such as the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide* and *Urban Street Design Guide*. Local guidance, such as the forthcoming *AC Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* will also be consulted.

Pgs. 6-13 and 6-14, Table 6-8:

Existing text:

6.7 PROJECT RECOMMENDATIONS: Complete Street Corridor Studies: Several of the recommended projects (including most Class IV facilities), fall under “Complete Streets

Corridor Studies” on roadways that will be included as part of a larger corridor study process with County and local transit agency partners. These roadways may have interim treatments installed while the study and final recommended design is being completed. For example, bike lanes may be striped first, then later converted into a Class IV Cycletrack. Table 6-8 shows the extent of these projects and provides the interim treatments. Some corridors list multiple interim treatments that will be implemented along different segments of the corridor. See Appendix E: Project Recommendation Tables and Prioritization for the full extent of these interim treatments and their associated costs.

Table 6-8: “Recommended Project”, “4B: Two-Way Cycletrack”

Footnote to Table 6-8: None.

Recommended text:

6.7 PROJECT RECOMMENDATIONS: Complete Street Corridor Studies: As defined by the Berkeley Complete Streets Policy, “Complete Streets” describes a comprehensive, integrated transportation network for all users. Providing a complete network does not necessarily mean that every street will provide dedicated facilities for all transportation modes, but rather that the transportation network will provide convenient, safe, and connected routes for all modes of transportation within and across the City. For the purposes of bikeway planning, the City of Berkeley considers both the major/collector street and parallel streets part of a Complete Street Corridor; potential bikeways on both the major/collector street bikeway and on parallel streets should be evaluated as part of a Complete Street Corridor Study. Of the major and collector streets shown on Figures 6-1, and 6-2 as requiring a Class IV Cycletrack to meet LTS 1 or 2, most of them will require further study in order to evaluate their suitability for this treatment and impacts on other modes of transportation. These major and collector streets provide access to local Berkeley businesses or opportunities for direct cross-town or interjurisdictional travel not duplicated by a parallel street. They currently serve multiple modes of transportation, requiring further consideration above and beyond that of bicycle travel. These streets are therefore labeled as “Complete Street Corridor Studies” on the map figures.

Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. Studies to consider the inclusion of bikeways will be coordinated with proposed improvements to transit performance on Primary Transit Routes, such as bus boarding islands, transit-only lanes, transit signal priority/queue jump lanes, far-side bus stop relocations, and other improvements as described in the AC Transit Major Corridor Study. In addition, these studies should approach Secondary Transit Routes as opportunities for transit improvements, such as bus stop optimization and relocation, among other potential improvements. At the conclusion of the Complete Streets Corridor Study process, design alternatives which have a significant negative effect on transit on

Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative effect on transit will be developed and applied during the Study process for each corridor. Example criteria for evaluating transit impacts are provided in Section 5.7 of this Plan. Consideration of how to allocate limited public right of way among various travel modes will be made consistent with Alameda County Transportation Commission modal priorities and the City of Berkeley General Plan.

These corridors may have interim treatments installed while the corridor study and final recommended design are being completed. Interim treatments are those that do not require a full Complete Streets Corridor Study. Interim and phased treatments may still require traffic study, interagency coordination, and public process if they impact roadway capacity, parking, or transit operations. Interim and phased treatments should not negatively impact existing transit operations; mitigations should accompany interim treatments to ensure no degradation of transit service. For example, Shared Roadway Bicycle Markings may be installed, or existing bike lanes may first be colored green, then later converted into a Class IV Cycletrack if feasible without negatively impacting existing or planned transit operations on Primary or Secondary Transit Routes. Table 6-8 shows the extent of the Complete Street Corridor Study projects and provides the recommended interim treatments. Some corridors list multiple interim treatment types that would be implemented along different segments of the same corridor.

For more information about future Complete Street Corridor Studies, see Section 5.7, Appendix E, and Appendix F.

Table 6-8: Change “Recommended Project” to “Recommended Study”; change “4B: Two-Way Cycletrack” to “Study Cycletrack [4]”

Footnote to Table 6-8: Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Pg. E-9; Table E-5:

Existing text:

Downtown and UC Berkeley Campus Area Projects: Table E-5 lists the projects in downtown and near the UC Berkeley Campus. Some projects are also considered a Complete Street Corridor Study as noted in the Notes column.

Table E-5: “Type”, “4B: Two-Way Cycletrack”, “Complete Street Corridor Study”

Footnote to Table E-5: None.

Recommended text:

Downtown and UC Berkeley Campus Area Projects: Table E-5 lists the projects in downtown and near the UC Berkeley Campus. All Cycletrack [4] projects in the Downtown and Campus area except the Milvia Street Bikeway are proposed future Complete Street Corridor Studies. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Table E-5: Change “Type” to “Recommended Project or Study”; change “4B: Two-Way Cycletrack” to “Study Cycletrack [4]”; make change to all streets except Milvia St.

Footnote to Table E-5: Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Pg. E-12; Tables E-7, E-8, E-9, E-10:

Existing text:

Complete Streets Corridor Studies: Several of the recommended projects (including most Class IV facilities), fall under “Complete Streets Corridor Studies” or roadways that will be included as a part of a larger corridor study process with County and local transit agency partners. These roadways will have interim treatments installed while the study and final recommended design is being completed. For example, bike lanes may be striped first, then later converted into a Class IV Cycletrack. Interim treatments include adding sharrow markings to the roadway, installing upgraded bike lanes, and striping standard bike lanes. Table E-7 on the following pages lists the Complete Street Corridor Study recommendations including the cost estimates for the interim treatments and final recommended project. The projects indicated with an asterisk (*) are projects located near the Downtown and UC campus and are also listed in Table E-5.

Table E-7: “Recommended Project”, “4B: Two-Way Cycletrack”

Footnote to Table E-7: *Project also listed in Table E-5

Tables E-8, E-9, E-10: “Type”, “4B: Two-Way Cycletrack”, “Complete Street Corridor Study”

Footnote to Tables E-8, E-9, E-10: Above recommendations for two-way cycletracks are subject to right-of-way availability and pending further study and coordination with

affected agencies.

Recommended text:

COMPLETE STREET CORRIDOR STUDIES: As defined by the Berkeley Complete Streets Policy, “Complete Streets” describes a comprehensive, integrated transportation network for all users. Providing a complete network does not necessarily mean that every street will provide dedicated facilities for all transportation modes, but rather that the transportation network will provide convenient, safe, and connected routes for all modes of transportation within and across the City. For the purposes of bikeway planning, the City of Berkeley considers both the major/collector street and parallel streets part of a Complete Street Corridor; potential bikeways on both the major/collector street bikeway and on parallel streets should be evaluated as part of a Complete Street Corridor Study. Of the major and collector streets shown in the Bicycle Plan map figures as requiring a Class IV Cycletrack to meet LTS 1 or 2, most of them will require further study in order to evaluate their suitability for this treatment and impacts on other modes of transportation. These major and collector streets provide access to local Berkeley businesses or opportunities for direct cross-town or interjurisdictional travel not duplicated by a parallel street. They serve multiple modes of transportation, requiring further consideration above and beyond that of bicycle travel. These streets are therefore labeled as “Complete Street Corridor Studies” on the Bicycle Plan map figures.

These corridors may have interim treatments installed while the corridor study and final recommended design are being completed. Interim treatments are those that do not require a full Complete Streets Corridor Study. Interim and phased treatments may still require traffic study, interagency coordination, and public process if they impact roadway capacity, parking, or transit operations. Interim and phased treatments should not negatively impact existing transit operations; mitigations should accompany interim treatments to ensure no degradation of transit service. For example, Shared Roadway Bicycle Markings may be installed, or existing bike lanes may first be colored green, then later converted into a Class IV Cycletrack if feasible without negatively impacting existing or planned transit operations on Primary or Secondary Transit Routes.

Table E-7 on the following pages lists the future Complete Street Corridor Studies including the cost estimates for the interim treatments and potential longer-term low-stress bikeway projects. The projects indicated with an asterisk (*) are projects located near the Downtown and UC campus and are also listed in Table E-5. For more information about future Complete Street Corridor Studies, see Section 5.7, Section 6.7, and Appendix F.

Table E-7: Change “Recommended Project” to “Recommended Study”; change “4B: Two-Way Cycletrack” to “Study Cycletrack [4]”

Footnotes to Table E-7: Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State,

County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

*Project also listed in Table E-5

Tables E-8, E-9, E-10: Change “Type” to “Recommended Project or Study”; change “4B: Two-Way Cycletrack” to “Study Cycletrack [4]”; make change to all streets except Milvia St.

Footnote to Tables E-8, E-9, E-10: Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without these Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan, as well as AC Transit’s Major Corridors Study. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Pg. F-4:

Move FHWA Separated Bike Lane Planning and Design Guide (2015) from pg. F-5 to F-4. In addition, add NACTO Urban Street Design Guide, NACTO Transit Street Design Guide, and MassDOT Protected Bikeways guide to this page.

Pg. F-5:

Add *AC Transit Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* (Release Date TBD) to this page, with a placeholder document cover graphic AC Transit logo.

Pg. F-12 (new page):

Add new page with new section entitled “Complete Streets Design” with the following text:

As defined by the Berkeley Complete Streets Policy, “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure, design, and maintenance that allows safe and convenient travel along and across streets for all users, including people walking, people bicycling, persons with disabilities, people driving motor vehicles, movers of commercial goods, users and operators of public transportation, emergency responders, seniors, youth, and families. Providing a complete network does not necessarily mean that every street will provide dedicated facilities for all transportation modes, but rather that the transportation network will provide convenient, safe, and

connected routes for all modes of transportation within and across the City. For the purposes of bikeway planning, the City of Berkeley considers both the major/collector street and parallel streets part of a Complete Street Corridor; potential bikeways on both the major/collector street bikeway and on parallel streets should be evaluated as part of a Complete Street Corridor Study.

As proposed elsewhere in this Plan, future Complete Street Corridor Studies are proposed as multimodal transportation studies, not as planned projects. In the spirit of Complete Streets, potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan, as well as recommendations from AC Transit's Major Corridors Study.

As defined by the City of Berkeley General Plan Transportation Element, most of the future Complete Street Corridor Studies are either Primary or Secondary Transit Routes. General Plan Policy T-4 "Transit-First Policy" gives priority to alternative transportation and transit over single-occupant vehicles on Transit Routes. The Alameda County Transportation Commission Countywide Multimodal Arterial Plan identifies many of the future Complete Street Corridor Study locations as part of the Transit Emphasis modal priority network. In this planning and policy context and given the importance of approaching Complete Streets from an integrated, layered network perspective, it is critically important to consider how transit service can be maintained and improved as an outcome of future Complete Street Corridor Studies. Studies to consider the inclusion of bikeways will be coordinated with proposed improvements to transit performance on Primary Transit Routes, such as bus boarding islands, transit-only lanes, transit signal priority/queue jump lanes, far-side bus stop relocations, and other improvements as described in the AC Transit Major Corridors Study. In addition, these studies should approach Secondary Transit Routes as opportunities for transit improvements, such as bus stop optimization and relocation, among other potential improvements. At the conclusion of the Complete Streets Corridor Study process, design alternatives which have a significant negative effect transit on on Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative effect on transit will be developed and applied during the Study process for each corridor. Consideration of how to allocate limited public right of way among various travel modes will be made consistent with Alameda County Transportation Commission modal priorities and the City of Berkeley General Plan.

Future Complete Street Corridor Studies and design efforts should be undertaken in the context of national design best practices such as the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide*, *Urban Street Design Guide*, and *Urban Bikeway Design Guide*. Local guidance such as the forthcoming AC Transit *Design Standards and Guidelines Manual for Safe and Efficient Multimodal Transit Stops and Corridors* will also be consulted. The design of bikeway projects should integrate improvements for all modes of transportation whenever possible, including consideration of people walking, biking, riding transit, driving, and commercial goods movement. Many of the proposed Complete Streets Corridors are also commercial corridors that have goods movement needs related to deliveries and loading/unloading at

businesses, which are vital to the economic vitality of these areas. For example, study and design should carefully consider the potential impacts and trade-offs of including bikeways on Primary and Secondary Transit Routes, including potential median reductions, repurposing of parking or travel lanes, and the need to avoid impacts to transit operations that could otherwise occur. Example transit performance criteria that may be considered as part of future Complete Street Corridor Studies could include: on-time performance and reliability; gapping/bunching; transit travel time; operational and safety conflicts with other modes of transportation; maintaining minimum lane widths; and other criteria to be identified through the study process. Likewise, similar performance metrics should be identified and applied in these studies for the safety and convenience of people walking and driving along the subject corridors.

City of Berkeley General Plan:

Pg. T-12: "Policy T-4 Transit-First Policy: Give priority to alternative transportation and transit over single-occupant vehicles on Transit Routes identified in the Transit Network map (Figure 7, page T-31)."

City of Berkeley Complete Streets Policy:

Pg. 1: "Complete Streets Serving All Users: The City of Berkeley expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, highways, bridges, and other portions of the transportation system to the extent they are controlled by the City) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, emergency vehicles, seniors, children, youth, and families."

Mapping Revisions

Figures ES-2, ES-3, ES-4, ES-6, 5-1, 5-2, 5-3, 5-4, 5-13, 5-14, 6-1, and 6-2:

As detailed in the following section, show differently-colored solid or dashed linework for Primary Transit Route - Study Cycletrack [4] on the following Primary Transit Routes, as defined in the Berkeley General Plan Transportation Element:

- San Pablo Avenue – Oakland border to Albany border
- University Avenue – 4th Street to Oxford Street
- Solano Avenue – Albany border to The Alameda
- Shattuck Avenue – Rose Street to Oakland border
- Adeline Street – Shattuck Avenue to Oakland border
- Hearst Avenue – Euclid Street to Acton Street
- Oxford/Fulton – Virginia Street to Bancroft Way
- Bancroft Way – Piedmont Avenue to Shattuck Avenue
- Telegraph Avenue – Bancroft Way to Oakland Border

Figures ES-2, ES-3, ES-6, 5-1, 5-2, 6-1, and 6-2:

Existing legend text:

“Complete Street Corridors”

Footnote to map legend: Complete Street Corridors shown in yellow are proposed studies, not proposed projects. Class 4 Cycletracks and other bikeways that might impact parking, transit operations or roadway capacity that are recommended as part of Complete Street Corridors will not be implemented without further study, traffic and environmental analysis, public process, and coordination with all affected agencies. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Proposed legend text, including larger font size for map note:

Change “Complete Street Corridors” to “Complete Street Corridor Studies – Low Stress Bikeway Recommendation” and retain as a title for the two legend items below

Add new legend with yellow highlighting and solid orange linework: “Study Cycletrack [4]**”

Add new legend with yellow highlighting and solid differently-colored linework: “Primary Transit Route - Study Cycletrack [4]**”

Footnote to map legend in larger bold font: *Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan, as well as recommendations from AC Transit’s Major Corridors Study. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Figures ES-4, 5-3, 5-4:

Existing legend text:

“Complete Street Corridors – Low Stress Bikeway Recommendation”

“Cycletrack [4B]”

Footnote to map legend: Complete Street Corridors shown in yellow are proposed studies, not proposed projects. Class 4 Cycletracks and other bikeways that might impact parking, transit operations or roadway capacity that are recommended as part of Complete Street Corridors will not be implemented without further study, traffic and

environmental analysis, public process, and coordination with all affected agencies. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Proposed legend text, including larger font size for map note:

Change “Complete Street Corridors – Low Stress Bikeway Recommendation” to “Complete Street Corridor Studies – Low Stress Bikeway Recommendation”

Change “Cycletrack [4B]” to “Study Cycletrack [4]*”

Add new legend with yellow highlighting and differently-colored dashed linework: “Primary Transit Route - Study Cycletrack [4]*”

Footnote to map legend in larger bold font: *Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan, as well as recommendations from AC Transit’s Major Corridors Study. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Figures 5-13, 5-14:

Existing legend text:

“Cycletrack [4B]”

“Complete Street Corridors”

Footnote to map legend: Complete Street Corridors shown in yellow are proposed studies, not proposed projects. Class 4 Cycletracks and other bikeways that might impact parking, transit operations or roadway capacity that are recommended as part of Complete Street Corridors will not be implemented without further study, traffic and environmental analysis, public process, and coordination with all affected agencies. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Proposed legend text, including larger font size for map note:

Change “Complete Street Corridors” to “Complete Street Corridor Studies – Low Stress Bikeway Recommendation” and retain as a title for the two legend items below

Add new legend with yellow highlighting and dashed orange linework: “Study Cycletrack [4]*”

Add new legend with yellow highlighting and differently-colored dashed linework: “Primary Transit Route - Study Cycletrack [4]*”

Footnote to map legend in larger bold font: *Complete Street Corridor Studies are proposed multimodal transportation studies, not planned projects. Class IV Cycle Tracks and other bikeway types that might impact transit operations, parking, or roadway capacity will not be implemented without Complete Street Corridor Studies that will include a traffic study, environmental analysis, public process, and coordination with all affected State, County, and local transit agencies. Potential bikeways to be considered as part of future Complete Street Corridor Studies will be evaluated in the context of the modal priorities established by the Berkeley General Plan Transportation Element and the Alameda County Transportation Commission Countywide Multimodal Arterial Plan, as well as recommendations from AC Transit’s Major Corridors Study. For further information, see Section 5.7 of the Berkeley Bicycle Plan.

Other Recommended Changes to Plan

In a new Appendix H, include the General Plan Figure 7: Transit Map; the Alameda County Transportation Commission Countywide Multimodal Arterial Plan Transit Emphasis and Bicycle Emphasis modal priority maps; and Figure 3.4.1: Proposed Bicycle Improvements – North Planning Area, page 3-27 of the Alameda CTC Countywide Multimodal Arterial Plan.

Cover sheet to Appendix H will include the following text:

Appendix H: Complete Streets Corridor Studies Planning Maps

The maps in this appendix provide critical planning context for the Complete Streets Corridor Studies identified in the Berkeley Bike Plan. These maps are from the City of Berkeley General Plan; the Alameda County Transportation Commission Countywide Multimodal Arterial Plan; and the AC Transit Major Corridors Study. They are intended to clarify the relationship between the Bike Plan recommendations for Complete Streets Corridors and the modal priorities established in City of Berkeley and countywide planning documents.

City of Berkeley General Plan Figure 7 - Transit Map: Illustrates the Council-adopted citywide network of Primary and Secondary Transit Routes on Berkeley streets.

Alameda CTC Countywide Multimodal Arterial Plan Maps:

- Transit Emphasis and Bicycle Emphasis modal priority maps: These maps illustrate the modal priorities for transit and bicycling established in the Countywide Multimodal Arterial Plan. Specifically, the maps identify which streets on the countywide roadway network are designated as transit priority and which are designated as bicycle priority.
- Figure 3.4.1: Proposed Bicycle Improvements – North Planning Area: This map illustrates an unconstrained vision for potential countywide bicycle improvements

and is consistent with the recommended studies and projects in the Berkeley Bike Plan. These improvements will be studied as part of a larger Complete Streets Corridor Study process guided by the modal priorities established in the modal emphasis maps in the Countywide Multimodal Arterial Plan.

AC Transit Major Corridors Study: The following maps illustrate AC Transit's proposed transit improvements on Primary Transit Routes in Berkeley. At the conclusion of the Complete Streets Corridor Study process, design alternatives which have a significant negative effect on transit on these Primary Transit Routes will not be recommended. Criteria to define what constitutes a significant negative effect on transit will be developed and applied during the Study process for each corridor. Example criteria for evaluating transit impacts are provided in Section 5.7 of this Plan.

- Figure 4 - Map of Major Corridors
- San Pablo Avenue/Macdonald Avenue Corridor Map
- Shattuck Avenue/Martin Luther King Jr. Way Corridor Map
- Broadway/College Avenue/University Avenue Corridor Map
- Adeline Street Map
- Telegraph Avenue Corridor Map

RESOLUTION NO. ##,###-N.S.

CITY OF BERKELEY BICYCLE PLAN 2017

WHEREAS, the Berkeley General Plan Transportation Element directs the City to “Create a model bicycle- and pedestrian-friendly city where bicycling and walking are safe, attractive, easy, and convenient forms of transportation and recreation for people of all ages and abilities”; and

WHEREAS, promoting bicycling as a form of transportation will help the City meet certain goals of the Berkeley Climate Action Plan; and

WHEREAS, the Berkeley Bicycle Plan 2017 identifies a Citywide vision of a network of “low-stress” bikeways connecting neighborhoods, schools, commercial areas, and open space, and provides capital and staffing cost estimates to deliver this network on a twenty-year timeline; and

WHEREAS, a key finding of the Bicycle Plan 2017 public survey showed up to 90% of Berkeley residents would try bicycling (or would bicycle more often) if a “low-stress” bicycling network offering protection from motor vehicles were implemented in the city; and

WHEREAS, from 2005 to 2015, the average number of bicyclists counted during the City’s annual bicycle counts increased by 58%, reflecting a growing cycling constituency and increasing demand for the complete bikeway network described in the Bicycle Plan 2017; and

WHEREAS, the City of Berkeley Department of Public Works has developed the Berkeley Bicycle Plan 2017 in pursuit of these policy goals and as an implementation measure of the General Plan; and

WHEREAS, the City of Berkeley Department of Public Works has received and responded to comments from the public and revised the Bicycle Plan 2017 where appropriate.

NOW THEREFORE, BE IT RESOLVED that the Council of the City of Berkeley approves the Berkeley Bicycle Plan 2017, with changes as shown in the Berkeley Bicycle Plan 2017 Recommended Revisions memorandum dated April 21, 2017, approved by the Berkeley Transportation Commission; and directing the City Manager to pursue implementation of the Plan as funding and staffing permit.