TRANSPORTATION ELEMENT

INTRODUCTION

Compared with other communities, Berkeley is well-served by its convenient location and variety of transportation services and facilities. But its needs for transportation are also high. Persons come here to work and go to school. Many citizens live here and work elsewhere. Its residents enjoy the recreational, cultural, and commercial opportunities of the entire region. Persons from throughout the area utilize Berkeley's businesses and services as well as enjoy the University's many attractions. The challenge for Berkeley is to serve its character as it responds to the myriad transportation needs of its residents, employees, students and visitors.

The Transportation Element establishes policies for the movement of goods and persons from one location to another - whether by foot, bicycle, automobile, bus, boat, truck or railroad. Planned principal roadways, scenic routes and rail lines are identified on the Circulation :Plan Map. Maps of current bikeways and present plans for a complete bikeway network and pathways are included.

EXISTING FACILITIES

Berkeley does not have an integrated transportation system but rather a combination of facilities and services operating simultaneously. Serving interregional needs are railroads, airlines, bus lines and freeways. Regional transportation serving Berkeley includes freeways, inter-city major streets, Bay Area Rapid Transit and AC Transit. Special-purpose regional transportation is provided by limousine and helicopter service to Oakland and San Francisco Airports and weekend ferry service during warm weather to Angel Island.

Providing access to all properties in the city are public rights-of-way for the movement of goods and people. These include vehicle roadways, sidewalks, bikeways and open spaces. AC Transit provides scheduled local services to many locations. Taxicabs provide individual door-to-door service. A variety of special purpose transit operations serve the campus, elementary and secondary students, the disabled, and senior citizens. Pedestrian pathways serve the hill areas for access between neighbors, to schools and transit routes.

ISSUES

LAND USE

Land use (homes, business, schools, industry, recreation) is linked closely to the availability of transportation. New development moves to areas with good accessibility. When development occurs, demands for improved access follow. As automobile usage increases, the city's major activity centers, especially the University, generate ever-increasing volumes of traffic. With the increase in Berkeley's young adult population, the number of vehicles registered to Berkeley citizens increased. If these trends are to be moderated or reversed, city action must seek to stimulate increased transit use as well as reduce auto trips. Development in areas inadequately serviced by transit must be limited. For example, reuse of the site of the School for the Deaf and Blind and commercial and institutional development north of the campus must be Planned and moderated to take into account the transportation demands such development would

produce. At the same time, more intensive activity in locations well-served by public transportation, such as the Central Business District and the Ashby BART Station, can easily be absorbed. The Master Plan incorporates this approach of encouraging development in areas well-served by transportation and-restricting activity in other locations.

ENVIRONEMENT

As understanding of environmental impacts becomes greater, so does awareness of the resources devoted to transportation. The most direct is the utilization of land - primarily for roadways and parking Streets, vehicle storage and rights of-way for rail transport account for a very significant portion of Berkeley's land area; streets alone account for 27.6%. Because these areas are largely paved, rain water run-off increases, necessitating large investment in storm severs and drainage facilities.

Heavy traffic presents hazards to persons and property. Where pedestrians, bike riders and motor vehicles share the right-of-way, which occurs on most streets in Berkeley, accident risk increases. High volumes of autos, buses, bikes, motorcycles and pedestrians result in congestion and accidents. on local streets, high speeds, noise and air pollution endanger residents and spoil the amenities that would otherwise characterize residential areas. Air pollution is a regional problem as well as a local one. While on the local level, control of the use of trucks and buses can make residential streets more tolerable, actions at the state, regional, levels are needed to solve air quality problems. These actions include incentives to reduce trips, emission control and land use planning.

Finally, the appearance of and views from public rights-of-way should be enhanced. Berkeley enjoys unparalleled vistas of the Bay and its communities. By protecting view points, moving through the region can become a pleasant experience. The rights-of-way themselves should be enhanced to make them attractive for user and abutting residents and businesses'. Where heavy traffic must pass through residential areas, its impact should be minimized by sensitive landscaping and street design which promote lower speeds. Separation of pedestrian and motor vehicles should be pursued. Street designs should contribute to the visual distinctiveness of Berkeley's varied residential and commercial environments. Adequately funded street maintenance is needed to assure visual amenity and safety.

A major criterion for transportation policy in the future will be energy conservation. As fossil fuels (coal, oil, gas) become scarcer and more expensive, energy-efficient transportation will become ever more important. Energy efficient transportation can be achieved through smaller vehicles, shared trips (such as on transit or car pools), pedestrian and bicycle trips, multi-purpose trips and fewer trips. Energy conserving actions will benefit the environment by reduced noise and air pollution, greater safety and improved amenity.

TRAFFIC

The popularity of the automobile is not hard to understand. It offers comfort, speed, privacy, relative safety and reliability, and maximum flexibility and convenience for short and long trips at a price within the reach of most households. Trucks offer comparable advantages to business and industry. Since

World War II, commercial, residential and industrial development has reflected the growing availability of motor vehicles for all types of trips -work, business, and recreation. The costs for this increasing reliance upon individual transportation, however, have been considerable.

Older communities, such as Berkeley, which were developed when needs for transportation were different and public transportation handled a larger proportion of the trips, have been especially hard-pressed to accommodate increasing automobile use. Arterials which often run through residential areas become congested. Traffic and parking spill over into local streets. Parking lots and structures occupy prime space near major activity centers. As the region and its vehicle usage grow, traffic moving through, in and out of Berkeley also increases resulting in greater noise, air pollution and accidents. Increased auto dependence also leads to isolation of those who cannot drive - the young, the infirmed the disabled and the poor.

Berkeley is sensitive to these problems and has been in the forefront of dealing with them. In 1968 the City Council adopted a revised Circulation Element of the Master Plan. Its goal of reduced dependence on the automobile called for severe restrictions on street widening and improvements to alternative forms of transportation. This Transportation Element reaffirms these positions and adds others concerning parking, land use control, environmental protection and citizen participation in transportation planning.

Traffic has been especially heavy in southeast Berkeley (south of Dwight Way, east of Shattuck). Ashby Avenue, Telegraph Avenue, College Avenue, Claremont Avenue and Tunnel Road all pass through the area and link regional freeways with Berkeley's major activity centers. Land use in the area includes residential areas made up of large, older homes, mixed residential and commercial uses along the major streets, a large hospital /medical complex between Telegraph and College, and apartment development north of Derby. Telegraph Avenue is the only major street in the area with sufficient width to carry four lanes of traffic effectively. Berkeley has for many years been seeking ways to reduce this traffic -impact without merely shifting the problem from one location to another. For example, the city has urged the state to complete the Landvale Interchange which would encourage westbound traffic from the Warren Freeway to use the Grove/Shafter Freeway rather than Tunnel/Ashby for crosstown trips. The Council has requested that Ashby Avenue be removed from the State Highway System, thus giving the city control over its design and use. Proposals have been put forth for its conversion to a transit corridor with no automobile connection to the Warren and Grove/Shafter Freeways.

Traffic in southeast Berkeley has resulted in traffic congestion which sometimes impedes transit service. The intersections of Ashby and Claremont Avenues and Ashby and College Avenues have consistently been found to be the most congested in Berkeley. Some operation improvements on the major streets have been made. Restrictions to prevent the use of neighborhood streets by through traffic, however, have increased demands upon these major streets. The only satisfactory long-term solution is to reduce this demand by more use of transit or car pooling.

A continuing issue in: many parts of Berkeley is the use of local residential streets by through traffic, especially when arterials are congested. Initial measures to deal with this problem resulted in the installation of diverters in the San Pablo neighborhood. In the years that followed, traffic controls

were introduced into West Berkeley, the Claremont-Elmood neighborhood, North Berkeley, and other isolated locations where problems were acute. In 1975, after three years of dialogue with citizens from all areas of the community, a city-wide Traffic Management Plan was approved whose objectives were to discourage through traffic use of local residential streets through use of such devices as diverters, street closures, speed reduction circles, chokers and stop signs. Opposition to the Plan focused on reduced accessibility to many location; difficulties for emergency services, refuse collection, school transportation and delivery services; and increased traffic and congestion on some major streets. The electorate in 1976 and 1977 rejected initiatives that would have prohibited devices designed to restrict use or access to Local streets. The Traffic Management Plan is presently being evaluated and refined by the City Council

An initial evaluation study found that traffic has been reduced on many impacted local streets; traffic increases on major and collector streets have not caused serious congestion or adversely affected AC Transit service; no catastrophic incidents have resulted from interference with emergency services during the trial period; and no increase in traffic accidents has occurred.

Improved traffic management can reduce the negative impacts of automobile use. Long range improvements will require a reduction of automobile trips. If Berkeley's economic base is not to be compromised, transportation opportunities must be maintained and enhanced through increased car pooling and shifts to other modes of transportation. The following sections will consider ways to encourage these shifts. The Parking section will consider how parking policy can minimize automobile use without adversely affecting local economic activity. Beyond these local actions, external factors may lead to reduced automobile use. These may include: a) high cost or reduced availability of gasoline or auto mobiles b) limitations on automobile usage; or c) increased funding for transit.

TRANSIT

Increased use of public transportation is essential if automobile usage is to be appreciably reduced and the amenity of cities such as Berkeley preserved and restored. Public transportation in Berkeley at present includes: BART operates regional service to Sea Francisco, Fremont, Concord and Richmond; AC Transit provides extensive local and regional service to Hayward, Oakland, San Francisco and Richmond; the University of California provides shuttle services from the downtown Berkeley BART Station and between its various facilities; transportation for the disabled, elderly and retarded is provided by social service agencies; other public transportation includes elementary school bus services, taxicabs and limousine services to Oakland Airport. Compared to other communities, these services are good. Still, of the more than 650,000 person trips to, from and within Berkeley each day, less than 50,000 are by transit and almost 500,000 are by automobile. The recently completed Berkeley Coordinated Transit Project discovered that some travel needs -such as between Berkeley, Oakland and downtown San Francisco - are well served by public transit *which* attracts a substantial proportion of such trips. other needs are not as well served, specifically:

Local service between points in Berkeley, especially east/west service;

- Service to the campus and industrial area;

- Coordination with BART

Despite relatively poor transit service, trips to and from the campus make up one-third of all transit trips in Berkeley. of persons coming from out of town, approximately 35% use transit. The limited availability of cars among students and the parking problems around the campus contribute to this high use level. Transit improvements combined with automobile disincentives (such as reduced and/or more expensive parking) might further increase the proportion. High campus usage contrasts with low transit usage by other persons coming to Berkeley for working, shopping,, business and recreational trips. Little has been done by public and private employers to encourage transit use or car pooling.

The study prepared for the Coordinated Transit Project has made detailed recommendations. (The study is currently being reviewed by the Transit Coordination Board, its Citizen Advisory Committee, and the agencies providing transportation services to Berkeley.) These include:

- Reorganizing existing local routes to better serve local needs
- A coordinated demand/responsive service for the disabled and other special needs
- A fare policy that includes passes, merchant rebates and a fare marketing element
- Bus shelters at key transfer points and major stops to keep people dry, warm and safe
- Improved bike access to transit, safe bike storage, and facilities for carrying bikes on transit vehicles
- Increased service to the industrial area and campus
- Exclusive bus lanes on Shattuck and Bancroft

PARKING

A key element in transportation planning is parking. As automobile usage has increased, so has the demand for parking by visitors, residents, employees, students and businesses. Parking is supplied in a variety of ways. Residential uses and many commercial establishments have private off-street parking available. Major activity centers such as the University, Central Business District, Sather Gate, BART and the hospitals have one or more parking structures and/or large surface parking lots. Most Berkeley streets have lanes for parallel parking on either side. How the city controls and regulates these public and private parking resources can have significant impact on the physical character of many areas, the economic viability of Berkeley and the individual is choice among transportation alternatives.

Demand for short-term parking will continue for shoppers, visitors and clients**.** If such parking is not available at a reasonable location and price, retail and service establishments will suffer economically with adverse effects on Berkeley's tax revenue and employment. With these short-term demands spread throughout the day and in some cases, evening, multiple use of each parking space can be obtained. A high priority should continue to be given this type of parking. only where it inhibits effective transit service, emergency access or the amenity of residential areas should short-term parking be restricted.

Demand for resident parking has increased along with the proportion of the population made up of adults. For many years, the Zoning Ordinance required the provision of one parking space for each new residential unit. In recent years this standard has proved inadequate. Larger homes are often occupied by households with numerous cars. At the same time, senior citizens occupying small apartments often do not have cars. Changes have been made in the Zoning Ordinance to reduce parking requirements in senior citizen apartments, especially those well-served by transit, and to relate parking demands to floor area rather than number of units in apartment zones. Ways of controlling the number of vehicles owned by residents and parked on the street are being explored. To encourage more new housing in the Central District and other locations well-served by transit, attention should be given to further revision of requirements for the provision of parking.

Long-term daytime parking by employees and students is the segment of parking demand most troublesome in many areas of the city. The availability of reasonably-priced convenient parking for long-term daytime parking by employees and students encourages automobile use by these groups and is a cause of much of Berkeley's traffic problems, particularly peak hour traffic problems. in unmetered residential areas within several blocks of the University, the Civic Center and the hospitals, all on-street spaces may be occupied during a typical working day. Moderate priced parking lots develop on residential lots to serve this demand. A significant proportion of parking structure spares also serve this long-term population. If traffic is to be reduced, transit use increased, and residential amenity reestablished in affected areas, steps are needed to limit this supply of long-term daytime parking. Studies are presently underway to determine legal methods for limiting long-term parking by non-residents in residential areas. The University is looking into ways of regulating its parking to (1) encourage Car pooling and (2) to give priority to persons needing vehicles needed during the day, the disabled and persons not currently served by transit. The city, hospitals and other traffic generators can follow this example. Where off-street parking exists that exceeds short-term, resident and business needs, redevelopment for other uses should be encouraged. The development of the city's transportation policies recognizes that parking, traffic and transit are interrelated and need to be planned and operated as an integral system if they are to collectively respond to Berkeley's overall goals.

OTHER

With its large student and young adult population, mild climate, compact development and level terrain around activity centers, Berkeley has opportunities to transform the bicycle from a child's toy to an important form of transportation and recreation for all ages. An extensive network of bikeways has been planned and its initial phase implemented. Bike parking racks have been installed on the campus, in the Central Business District and at other activity centers,

obstacles to bicycle use still exist, however. The greatest obstacle is competing traffic (including business and trucks) on narrow streets. While bike riders are legally equal to motor vehicles on public streets, to assert these rights can be extremely hazardous. Exhaust fumes and aggressive dogs are further complications.

To the extent possible, Berkeley is supporting the use of bicycles for transportation and recreation. Lockable (and often covered) bike storage is being installed in many locations. Bike routes have been designated whenever possible an streets parallel to, rather than on, busy transit and traffic streets. Continued study on feasible means of providing safe and convenient bike access to the Waterfront is needed. More accommodation of bikes on transit vehicles is being sought.

In recent years, a number of improvements to pedestrian movement in Berkeley have been accomplished. In the early 1960's, the University developed the Sather Gate Plaza as an attractive and busy transition from the commercial areas of Telegraph Avenue to the campus. Telegraph Avenue south of the campus was itself reconstructed with pedestrian amenities and street trees. With the development of BART downtown Berkeley and the Adeline/Alcatraz area were reconstructed with plazas, benches, landscaping and lighting. By improving the traffic flow on North Shattuck and University, these street reconstructions indirectly improved the pedestrian amenity of adjacent commercial areas. San Pablo Avenue was reconstructed in 1976 and street trees, a planted median and new lighting were installed.

Another aspect of pedestrian traffic is in the hills. With streets following the contours of the hills, pedestrian short cuts have been dedicated in a large number of locations. Many of these, however, have never been improved and are unpassable. As a component of both the transportation and open space system of the city, their improvement for pedestrian use is being encouraged. The pedestrian linkage between the University and the Central Business District is weak. High traffic volumes, existing land use and block patterns inhibit this movement. Urban design studies of the Central Business District are needed to develop specific methods for improving such pedestrian linkages.

Fortunately Berkeley's industrial area is adjacent to both the freeway and the regional rail lines. Some conflicts are still to be resolved between industrial and residential uses west of San Pablo Avenue. The Transportation Element proposes to ease this problem by establishing an additional collector street within the industrial area along Fourth Street. Heavy truck traffic produces few problems for the rest of Berkeley. The Santa Fe Railroad still operates a few freight trains along its right-of-way through residential areas, but could relocate this service to the Southern Pacific lines which are in the industrial area.

Problems are created when delivery vehicles on busy streets double park, causing congestion, slow-downs to transit service and traffic hazards. Where adequate loading zones cannot be provided, deliveries should be scheduled at hours which will not interfere with traffic and transit movement.

Since its initiation, the ferry service on week ends from the Berkeley Marina to Angel Island has proved very popular. With development of the Golden Gate National Recreation Area, the expansion of this service to San Francisco, Alcatraz and Sausalito should be encouraged.

POLICIES

GENERAL

POLICY 2.00

Integrate Berkeley's transportation facilities with those of other cities and counties of the Bay Area to provide access to all areas within Berkeley and the region through a coordinated system of public transportation and motor vehicle, bicycle and pedestrian facilities.

POLICY 2.01

Reduce dependence on the private automobile as the dominant mode of transportation by develop-lug alternatives for local and regional transportation which are convenient, pleasant to use, reasonably priced and reliable.

POLICY 2.02

Permit significant expansion of commercial, office and institutional activities which generate traffic only in areas served by transit.

POLICY 2.03

Take steps locally and with other agencies to reduce noise and air pollution produced by transportation vehicles and take steps to mitigate unavoidable impacts.

POLICY 2.04

Conserve energy by initiating incentives to: a) reduce the number of vehicle trips; b) increase walking, transit and bicycle use.; and c) develop energy efficient methods for moving people and goods.

POLICY 2.05

Design, develop and maintain transportation facilities as public places which are attractive to users and nearby persons; insure safety and amenity for pedestrians; and preserve the natural beauty and existing character of the area involved.

POLICY 2.06

In order to reduce automobile traffic demand, encourage persons who work or go to school in Berkeley to live in Berkeley, use public transportation, the bicycle, or walk.

POLICY 2.07

Involve local residents, businesses and institutions in all stages of planning for transportation.

POLICY 2.08

Maintain effective emergency service access to all locations.

POLICY 2.09

Permit temporary closure of streets for social, cultural and recreational activities where the closure will not be detrimental to the adjacent residents or public transit service.

POLICY 2.10

oppose additional freeway construction in Berkeley, either on new routes or through the expansion of existing facilities.

POLICY 2.11

Where feasible, consider the conversion of streets or portions of streets for other public uses, such as useable open space.

POLICY 2.12

Develop an effective program for cleaning streets and removing litter on collector and major streets.

Scenic Routes

POLICY 2.20

Along designated scenic routes, undertake efforts to: a) develop supplementary tree planting and landscaping; b) conserve, enhance and protect scenic views observable from the routes; and c) provide, where possible, recreational uses, roadside rests and observation points.

STREETS

Major and collector Streets

POLICY 2.30

on major streets, give priority to the movement of transit and traffic over needs for parking and turning.

POLICY 2.31

Utilize major streets which have wide right-of-way and/or are located in non-residential areas to carry as much of the traffic demand as possible.

PCLICY 2.32

Limit speed and, where appropriate, types of vehicles permitted on major or collector streets passing through residential areas.

POLICY 2.33

On collector streets, balance the needs for traffic and transit movement, turning, parking and access. in specific instances and certain times (such as rush hours), one function may take precedence over *others*.

POLICY 2.34

prohibit street-widening unless: a) all other feasible means -such as parking restrictions, turning controls$ traffic devices, etc. - have been proven inadequate; b) congestion is impeding public transit service or is a clear threat to safety and amenity; and c) no alternative route or means of transportation is available.

Local Streets

POLICY 2.35

on local streets give priority to ease of access, pedestrian movement, neighborhood amenity and resident parking.

POLICY 2.36

prevent to the greatest extent possible the use of local streets by through traffic.

POLICY 2.37

Improve local streets with needed curbs, gutters, pedestrian ways, bikeways, landscaping and lighting.

POLICY 2.38

Permit compatible transit service on local streets where such routing is needed to provide effective public transportation.

POLICY 2.40

Insist upon coordination of services provided by AC Transit, BART, the University of California, the Berkeley Unified School District, taxicab companies and other groups to produce maximum convenience and service for those living, working, or going to school in Berkeley.

POLICY 2.41

Cooperate in developing expanded educational and promotional programs to increase community awareness and use of public transportation.

POLICY 2.42

Work with AC Transit to reorganize local public transit routes to better serve local travel needs. Maintain and improve transit services for sub regional and regional trips.

POLICY 2.43

Coordinate special services and encourage adaptation of AC Transit vehicles to serve the disabled and others with special needs.

POLICY 2.44

Foster the provision of bus shelters that keep people dry, warm, and safe at key transfer points and major stops.

POLICY 2.45

Support a fare program that adds incentives to use transit including, but not limited to, the following features:

a) Monthly pass discounts
b) Merchant validation
c)Numerous locations to Purchase tickets
e)Reduced fare for senior citizens at all hours
f) Reduced fare for general public during off peak hours

POLICY 2.46

Seek to expand the funds available to improve and operate public transportation.

PCLICY 2.47

Support the provision of transit service within one quarter mile of all *the city's* homes businesses, educational institutions, recreation centers, regional activity centers and major transit transfer points.

POLICY 2.48

Explore methods to increase transit usage such as shuttle services, off-peak hour incentives, expanded package delivery services and flexible routing.

POLICY 2.49

Give priority to transit movements on major corridors such as College Avenue, University Avenue, Shattuck Avenue, Telegraph Avenue, Bancroft and San Pablo Avenue.

PARKING

POLICY 2.50

Discourage parking in residential areas by employees and students of nearby major commercial establishments, offices and institutions.

POLICY 2.51

in locations well served by transit, permit the reduction or elimination of parking requirements in new residential developments or its location in existing parking structures.

POLICY 2.52

As an alternative to parking validation, encourage retail establishments to provide reimbursement of local transit fares.

POLICY 2.53

Encourage large employment centers, such as the University and the city, to provide employee parking on the basis of: a) need for vehicle on the job; b) number of passengers carried; c) employee disability; or d) lack of alternative public transportation.

POLICY 2.54

Increase fees for long-term daytime parking.

POLICY 2.55

Authorize parking lots in residential areas only to serve permitted uses within the area.

POLICY 2.56

Maintain short-term parking for customers and visitors in the Central District. Encourage the conversion of excess off-street surface parking to commercial and/or residential use.

POLICY 2.57

Encourage the University of California to reduce its surface parking capacity.

POLICY 2.58

Evaluate opportunities for peripheral parking with shuttle services to the University of California and other activity centers.

POLICY 2.59

Discourage public on-street parking for storage of cars associated with residential units.

POLICY 2.60

Enforce regulations against parking on lawns and sidewalk areas,

POLICY 2.61

Encourage provision of sufficient off-street parking for new construction in low-density residential areas.

BICYCLES

POLICY 2.70

provide the opportunity for safe, convenient and pleasant bicycle travel throughout all are-as of Berkeley.

POLICY 2.71

Encourage the use of bicycles for both transportation and recreation.

POLICY 2.72

Coordinate and develop inter-city routes and support additional opportunities to carry bikes on public transportation

POLICY 2.73

Promote the installation of covered, lockable bicycle storage for new or existing residential commercial industrial, civic, recreational and educational facilities, parking lots, parking garages and major transit stops to serve residents, shoppers and commuters.

POLICY 2.74

Evaluate and complete the system of Planned bikeways in Berkeley.

POLICY 2.75

Locate bikeways on streets with lower volumes of automotive - bile traffic for safety and reduced levels of harmful exhaust fumes and unpleasant noise.

POLICY 2.76

Consider the inclusion of bikeways and/or bike storage in the design of all new or reconstructed streets, recreational areas or buildings.

PEDESTRIANS

POLICY 2.80

Develop those pathways dedicated but not improved for public use.

POLICY 2.81

Where feasible, develop new pathways to-improve access between the campus and the Central District.

POLICY 2.82

Maintain and improve sidewalks in commercial areas with participation from users and adjacent residents or businesses so they are safe, clean, attractive, and as free as possible from air and noise pollution.

MOVENENT OF GOODS

POLICY 2.90

Encourage trucks to use streets in industrial and commercial areas.

POLICY 2.91

Limit to the extent possible the movement or parking of trucks in residential areas.

POLICY 2.92

Prevent delivery vehicles from impeding transit and/or other transportation services.

POLICY 2.93

Establish truck routes which] reduce, as much as possible, truck use of residential streets.

OTHER

POLICY 2.94

Encourage Santa Fe to complete arrangements with the Southern Pacific Railroad to relocate their freight service to the Southern Pacific tracks.

POLICY 2.95

Support the provision of limousine, rapid transit and helicopter services from Berkeley and Oakland to the Oakland and San Francisco International Airports.

POLICY 2.96

Develop policies on the role of para-transit (taxicabs, vans, jitneys, etc.) in the city's overall transportation system and governmental actions that are appropriate for implementation of these policies.

CIRCULATION PLAN MAP

INTRODUCTION

The transportation policies establish priorities, standards and criteria for the movement of goods and persons and the utilization of public rights-of-way. The Circulation Map locates the major circulation elements planned -major streets, collector streets, scenic routes, freeways and interchanges, rail lines and rapid transit stations. The area immediately south and west of the University of California campus is presently under study. The circulation pattern for this area will be included in the plan when the study is completed and action taken on its findings.

APPENDIX

- Definitions - Transportation Element
- Bay Area Regional Transportation - 1973
- Berkeley Bikeways - Plan for Complete Network - 1971
- Berkeley Bikeways - Phase I - 1972
- Pathway Network - Map and Description
- Traffic Volumes -..Berkeley - 1972

DEFINITIONS - TRANSPORTATION ELEMENT

Street - A public right-of-way intended for the movement of goods and people which may also provide transit lanes, sidewalks, parking, bike lanes and/or landscaped open space.

Freeway - A high-volume, high-speed roadway with limited access and grade-separated interchanges.

Major Street - A high-volume street connecting areas of the city and/or adjoining communities.

Collector Street - A street carrying varying volumes providing access to local streets, major streets and activity centers.

Scenic Route - A segment of an established regional network of routes which traverse or provide the most efficient routes to or between areas of major scenic, recreation or cultural attractions.

Local Street - A street serving to provide access and parking to abutting properties.

Railroad Service - Inter-regional rail lines providing freight and passenger service.

Transit - Local or regional public passenger service using public streets or separate facilities.

Pathway - Public right-of-way but abutting a street which is intended for pedestrian use only.

Bicycle Lane - Section of public street designated for use by bicycles.

Bicycle Route - Streets or other public land designated for use by bicycles with appropriate signing.