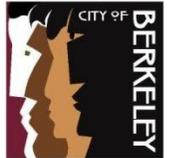




## Berkeley Climate Action Plan: Tracking our Progress

### Sustainable Transportation & Land Use – Implementation of Bicycle Plan: Bicycle Network



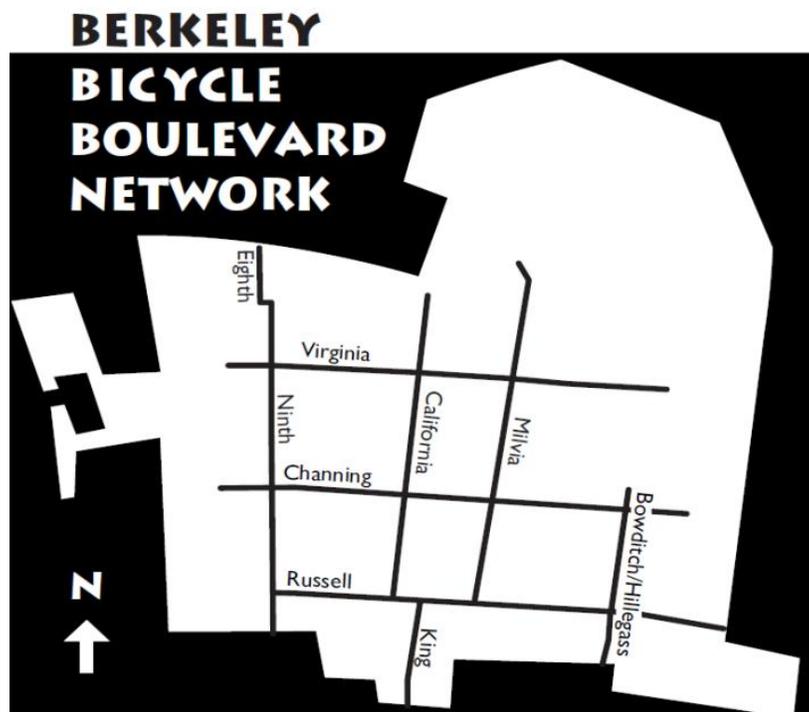
**Goal:** Accelerate implementation of the City's Bicycle and Pedestrian Plans

**Performance metric:** Implementation of the Berkeley Bicycle Plan

**Status:** Berkeley's original bikeway system was established in the early 1970s and has been enhanced significantly in the last decade. The [Berkeley Bicycle Plan](#) guides ongoing expansion, maintenance, and improvements to Berkeley's bikeways and bicycle programs. This plan was adopted in 2000 and updated in 2005. It focuses on removing barriers to bicycle riding in Berkeley by creating a safe and enjoyable bikeway network and by educating cyclists on safety and the rules of the road.

Implementation of the Berkeley Bicycle Plan (Plan) helps support the high, and increasing, rate of bike riding within the City of Berkeley. According to the U.S. Census Bureau, 2010 American Community Survey, 8.0% of employed Berkeley adults bicycle to work. Only three other American cities (Davis, CA; Boulder, CO; and Eugene, OR) with populations of over 65,000 have a higher percentage of bicycling commuters, and Berkeley's percentage represents a significant increase over the 5.6% of Berkeley bike commuters measured in the 2000 U.S. Census.

Berkeley residents also bicycle for pleasure and recreation, shopping and other non-work trips. Annual counts of bicyclists conducted by the City at selected intersections within Berkeley show a strong and consistent increase in the number of observed bicyclists from 2000 through 2011. At five target intersections, the number of bicyclists increased by a remarkable 75% between 2000 and 2011 with the bulk of that increase occurring in more recent years. The counts in 2011 found four locations at which more than 250 bicyclists were counted during the two-hour observation period, including one intersection with more than 500 bicyclists. These high volume intersections at Milvia & Channing, Milvia & Hearst, Martin Luther King, Jr & Russell, and Bowditch & Channing, are all along Berkeley's innovative network of [Bicycle Boulevards](#).



A significant finding of the Plan was that the most common bikeway types as described by Caltrans design guidelines (e.g., bike paths, lanes, and routes) were not sufficient for Berkeley given the high degree of bicycle riding in the city and the City's desire to provide facilities suitable for all ages and ability levels of cyclists.

As a result, the Plan established the framework for Bicycle Boulevards, streets where all types of vehicles are allowed, but the roadways are modified through traffic calming measures, attractive (purple) signage, bicycle crossings at intersections with major roadways, and large pavement legends to emphasize bicycle use and enhance the safety and convenience of these streets as bikeways. As of 2003, Berkeley has seven interconnected Bicycle Boulevards that serve as the backbone of the

bikeway network by providing direct, convenient, and enjoyable routes across the city.

Work to further enhance the Bicycle Boulevard network continues. In early 2012 an inventory of the pavement conditions and pavement markings of all the City's bikeways, including the Bicycle Boulevards, was completed by the City. This inventory will help the ongoing work to prioritize bikeways among all roadway repaving projects so that the speed of replacing bikeway pavings and markings in poor condition will continue to

increase. Since 2008, portions of the Virginia, Channing, Ninth, California, and Milvia Bicycle Boulevards as well as Marin Avenue's bike lane have been repaved.

Current implementation phases of the Bicycle Boulevard project focus on additional traffic calming and improving intersections where Bicycle Boulevards cross major roadways. As of May 2012, the City estimates that over 75% of planned Bicycle Boulevard traffic calming measures are now complete. However, intersection improvement progress has been slower with only 1 of the 18 intersections identified for improvement finished, and with 1 more intersection scheduled to be improved by the end of 2013.



The existing Bicycle Boulevard network consists of almost 15 miles of Boulevards. The City is working to complete gaps and potentially expand the network. For example, the first phase of the 9<sup>th</sup> Street Bicycle Boulevard Extension project, connecting West Berkeley to Emeryville, is now complete. This Extension is currently a combination of on-street and off-street bikeways. The next phase of the project will create an off-street pathway for the entire 9<sup>th</sup> Street Extension.

Another project addressing gaps in the current bikeway network is the West Street Pathway. This Pathway, along an old railroad right-of-way, connected University Avenue to Delaware Street in 2006 and is currently about halfway done with work needed to complete the block between Addison Street and University Avenue and the section that will link Delaware Avenue to the Ohlone Greenway. This Pathway should be finished by the end of 2012.

In addition to ongoing enhancements to the Bicycle Boulevard network and other Berkeley bikeways, the City completed an ADA-compliant bicycle/pedestrian bridge over I-80 in 2002. This bridge directly connects Berkeley's bikeway network to the regionally significant Bay Trail. The bicycle/pedestrian bridge was identified as a priority in the Plan. More recently, at the direction of City Council, the City initiated development of a Complete Streets policy in 2011. In compliance with County and State requirements, the City is working to guide the safe integration of bicycles, pedestrians, and transit users into the street network so that the transportation system better serves all users.

Other elements of the Plan, such as [bicycle parking](#) and [safety education classes](#), are discussed in detail in separate [Berkeley Climate Action Plan: Tracking our Progress](#) documents.

**Why is this metric important?** Promoting a safe and convenient bicycle infrastructure encourages biking and can help limit the number of private automobile trips. Bicycling is non-polluting, and cost- and energy-efficient; bicycling reduces transportation-related greenhouse gas emissions while also supporting community health.

**Resources and assistance for community members:** Visit the City's [Transportation Division website](#) to learn more about the Berkeley Bicycle Plan and other cycling resources in Berkeley.

Specific information on the [Bicycle Boulevards](#) includes a link to an 8-minute film on Berkeley's Bicycle Boulevards created by StreetFilms.

**Data sources and technical notes:** Data on Plan implementation and bike count data was provided by the City's Transportation Division. Data on commuting to work comes from the U.S. Census Bureau, 2010 American Community Survey (ACS) 1-year estimate, Table S0801.

**Tracking our progress:** Review Climate Action Plan performance metrics at [www.cityofberkeley.info/climate](http://www.cityofberkeley.info/climate)