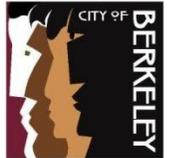




## Berkeley Climate Action Plan: Tracking our Progress Sustainable Transportation & Land Use – Implementation of Pedestrian Plan



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

**Performance metric:** Implementation of recommendations in the the Berkeley Pedestrian Master Plan

**Status:** Adopted in June 2010, the [Berkeley Pedestrian Master Plan](#) establishes specific goals and recommendations to ensure that walking in Berkeley is safe, attractive, easy, and convenient for people of all ages and abilities. Berkeley has a strong tradition of pedestrian travel; according to the U.S. Census Bureau, 2010 American Community Survey, about 14% of Berkeley adults walk to work on a daily basis as compared to the national, state, and Alameda County averages of approximately 3%. In addition, Berkeley was designated as the "[Most Accessible City in the Nation](#)" by a panel of disability advocates and experts in 2007. The Pedestrian Master Plan works to maintain and improve Berkeley's high level of accessibility and pedestrian safety.



The Pedestrian Master Plan identifies two categories of recommended projects: 1) Citywide infrastructure improvement projects including filling sidewalk gaps, establishing safe routes to schools, and installing speed feedback signs; and 2) projects at specific intersections, such as improved crosswalks.

The Pedestrian Master Plan identified the Top 100 Intersections in need of infrastructure improvements. Many of these intersections were grouped into 34 High-Priority Projects prioritized based on safety, usage levels, and access to major destinations.

As of June 2012, the City completed work on 1 of the 34 High-Priority Projects recommended in the Plan and initiated action on 14 others. The completed project, a widened median at the intersection at Sacramento and Oregon Streets to act as a pedestrian refuge, was finished in 2011. At this time 2% of the infrastructure improvements included in the High-Priority Projects have been completed. In the meantime, the City makes ongoing improvements at many of the Top 100 Intersections as part of roadway repaving work.

As well as identifying citywide infrastructure improvement projects and improvements at specific intersections, the Pedestrian Master Plan recommends changes to the City's zoning and design review in order to enhance the pedestrian environment, provides design standards that integrate innovative best practice for improved pedestrian experience, and calls for public education campaigns and increased law enforcement. Consistent with the plan, over the last two years City staff in the Public Works and Police Departments have joined forces, along with Alameda County Safe Routes to Schools, to conduct pedestrian safety and enforcement activities.



**Why is this metric important?** Promoting a safe and convenient pedestrian infrastructure encourages walking and can help limit the number of private automobile trips. More active forms of transportation, such as walking, reduce 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 Pedestrian Master Plan and other pedestrian resources in Berkeley.

**Data sources and technical notes:** Data on Pedestrian Master Plan implementation was provided by the City's Transportation Division.

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