

BERKELEY BIKEWAY NETWORK IMPROVEMENTS

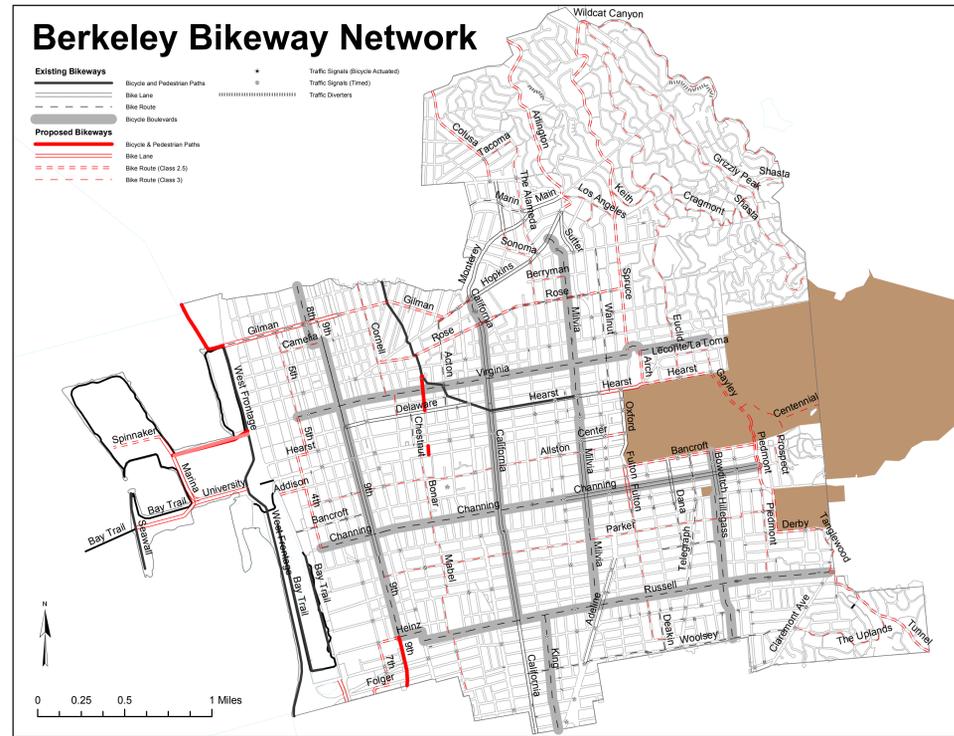
Improvements made by the Street & Open Space Improvement Plan (SOSIP) will enhance safety and convenience for bicyclists of all ages, and help promote bicycling as an alternative to the car.

The SOSIP will complement and help implement Berkeley's Bicycle Master Plan by considering:

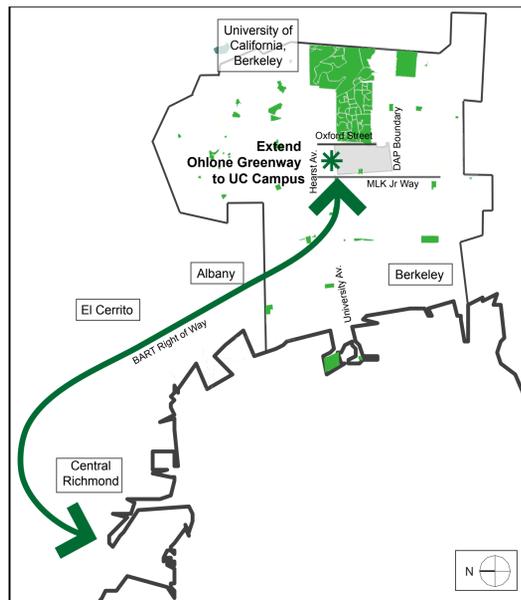
Network Connectivity. Bike lanes are discontinuous along Milvia and Hearst. On Milvia, bike lanes could be established between University Avenue and Allston Way. On Hearst Avenue, the could be established between Shattuck Avenue and the UC campus. In addition, the bike route on Allston that ends at Milvia could be continued to the UC Campus by slowing traffic and by making more room available to bicyclists.

Conflicts with Pedestrians. Shattuck Avenue has high numbers of bicyclists who ride on the sidewalks. Shattuck might be reconfigured to become a "complete street" by adding bicycle lanes along with other improvements. Conversely, narrowing or eliminating bicycle lanes on Center Street (between Milvia and Shattuck) would permit widening and landscaping narrow sidewalks in an area of high pedestrian activity.

Conflicts with Cars. Milvia is likely to see increasing amounts of vehicle traffic. Street improvements in front of the Civic Center building or elsewhere on Milvia might help divert some or all of this traffic.



OHLONE GREENWAY



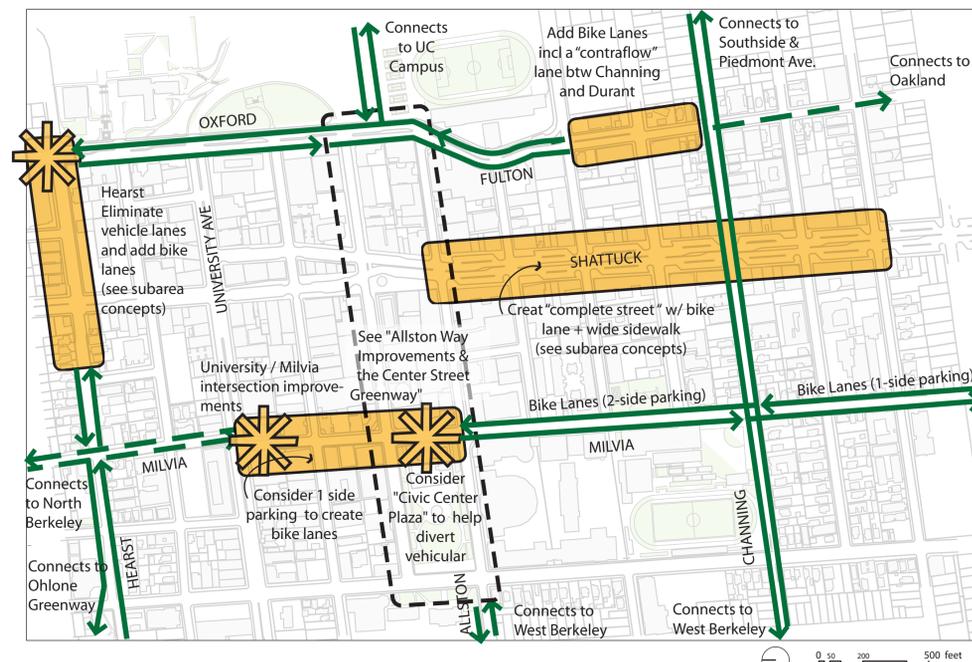
The Ohlone Greenway stretches more than three miles from the intersection of Hearst and MLK to Baxter Creek Park in central Richmond. The eastern portion of the Greenway runs through land that was acquired for the construction of BART, and then runs along a former rail line right-of-way through Albany, El Cerrito and Richmond. The path is named for the Ohlone Indians, the pre-European inhabitants of the area.



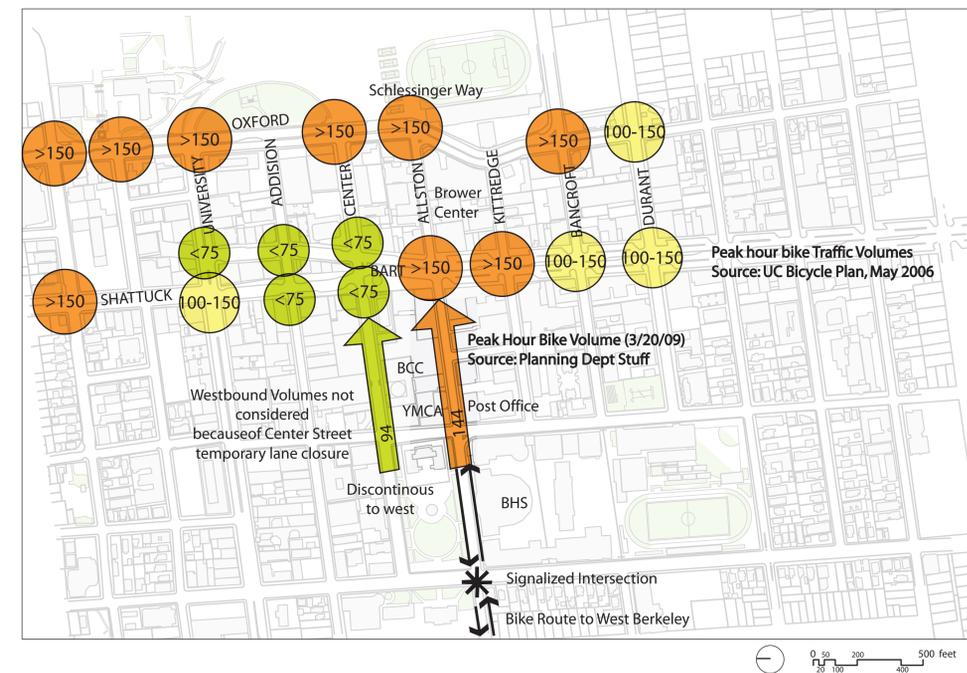
BICYCLE SHARING

The SOSIP could identify suitable locations for "bike sharing" pods. "Bike sharing" allows visitors to rent bicycles easily and quickly, sometimes just by swiping a credit card.

NETWORK GENERAL IMPROVEMENTS

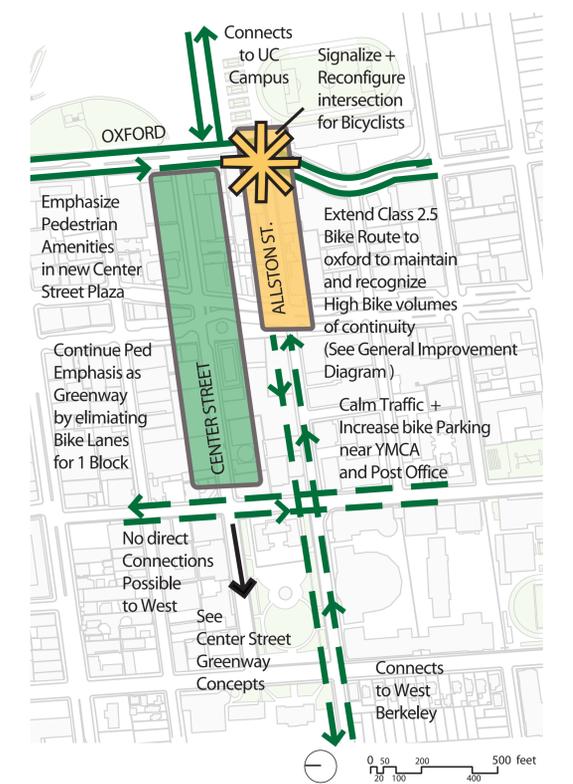


BICYCLE TRAFFIC VOLUME STUDY



BICYCLE PARKING FACILITIES

Bicycle parking is in short supply near several major destinations. The SOSIP can explore where new parking can be created and its design. The SOSIP might also support expanding attended parking. Bicycle parking will also be required within new buildings through anticipated revisions to the zoning code.



CENTER & ALLSTON STUDY

Should bicycle lanes be removed on Center Street to strengthen pedestrian and aesthetic connections between UC Campus, BART and Civic Center Park (such as with continuous water and/or plaza features)? Center Street has significantly less bicycle activity as Allston Way, and Allston could be made more bike-friendly.