## **Chapter 3 ISSUES SUMMARY**

The specific issues along each bicycle boulevard are summarized on the following pages. These pages present the majority of the problems and issues identified in the consultant's field review by location. The summaries also contain a partial listing of the issues raised by the public. In order to form a complete picture of the issues along each street, these tables should be used in conjunction with the information presented in Chapter 2.

The summary tables also present possible actions to address the issues and problems identified. Some of the possible actions reference the categories of tools found in the toolbox in Chapter 4. The selection of a specific tool to address each issue will be made in conjunction with local residents.

Location		BOWDITCH/HILLEGASS Issues/Problem Areas to	Possible Actions	
Location		Resolve	T 0331bT0 7t0tT0T13	
		Crossing Major Streets		
Dwight Way ADT=		Major streets: Difficult for bikes to cross	Help crossing needed, see	
Ashby Avenue ADT	<b>'</b> =	the street during peak hours.	Category E options.	
CITOD		Travel Impeded by STOP Signature	gns	
STOP sign evaluatio		at none of the 12-intersections between Wool	sev and Bancroft	
Hillegass at:	ADT*:	Potentially unwarranted STOP signs	If remove STOP signs for bicycle	
Parker- 4-way	M	virtually every block impede bicyclists	boulevard, replace with Category	
Derby- 4-way	M	travel time	C or D options.	
Stuart - 4-way	M	uaver unic	C of D options.	
•	IVI			
Webster- 4-way				
Woolsey- 1-way SB				
Bowditch at:	ADT*:	Most likely warranted STOP sign on the	Due to high traffic volume on	
Bancroft –all-way	M	bike boulevard.	cross street, Stop sign control	
Haste – 4-way	M		may have to remain as is.	
Dwight Way – 2-	H			
way				
Channing Way 4-way	y	Intersections with other bike boulevards	Replace all-way and 2-way STOF	
Russell Street 2-way			sign control with mini-	
·			Roundabout.	
		Other Bike Boulevard Issue	es	
Woolsey		Diagonal diverter at Woolsey with STOP	TBD	
		sign for only SB is confusing		
		sign for only 22 is confusing		
Jogged intersection a	at	Jogged intersection at Dwight Way		
Dwight Way	at .	combined with one-way flow on Dwight	TBD	
Dwight way		Way presents problems for southbound	1BD	
		bicyclists accessing Hillegass from		
		Bowditch		
Hillegass at Webster	•	Two half barriers at /near Webster creates		
		very little cross traffic	TBD	
	Bicve	cle Accident History* - 9 ac		
Hillegass/Parker	- <b>J</b>	2 bike accidents	TBD	
Bowditch/Channing		3 bike accidents		
School Zones		none		
ADT = Average Daily		Volume, (ADT)		
		ADT by City staff : L=<500, M=500-1000, H=>	1000.	
Actual counts to be of				
*City of Berkeley, January 1995 - June 1998				
City of Berkeley, January 1993 - June 1998				

CALIFORNIA/KING STREET				
Location		Issues/Problem Areas to Resolve	Possible Actions	
	Crossing Major Streets			
Alcatraz		Major streets: difficult to cross during peak	Help crossing needed, see	
Ashby		hours	Category E options.	
Dwight				
	Т	ravel Impeded by STOP Signs		
STOP sign evaluation		raver impeaca by or or orgins		
C		of the 36 intersections between the Oakland city li	mit and Hopkins.	
California at:	ADT*:	Potentially unwarranted Stop signs impede	If remove STOP signs for	
Addision-4-way	M	bicyclists' travel time.	bicycle boulevard, replace	
Allston-2-way	_		with Category C or D	
Bancroft – 4-way	M		options.	
Blake – 4-way	L			
Parker– 4-way	L			
Derby -4-way	L			
Ward – 4-way	L			
Oregon – 4-way	M			
Russell– 4-way	M			
King at:				
Russell– 3-way				
Prince- 4-way	M			
Woolsey- 4-way	M			
Fairview– 4-way	-			
Harmon – 4-way	L			
Hopkins-4-way		Most likely warranted Stop sign on the bike	Due to medium to high	
Rose -4-way		boulevard	traffic volume on cross	
Cedar-4-way			street, Stop sign control	
Hearst-4-way; ADT=4	500		may have to remain as is.	
Virginia 2-way		Intersections with other bike boulevards	Replace all-way and 2-way	
Channing 4-way			STOP sign control with	
Russell – 4-way			mini- Roundabout	
Other Bike Boulevard Issues				
Hearst and Delaware		Caution needed exiting Ohlone Greenway	TBD	
Diagonal diverter at A	da	Motorists do not yield when turning. Spaces	TBD	
		between bollards are narrow; bicyclists can		
		reach high speeds traveling north (downhill).		
Oakland border			Work with City of Oakland	
			to continue route	
Between Russell and Buena		Bike lanes not signed	Install Bike Lane signs	
Allston		Existing bollard.	Redesign.	
Bicycle Accident History* - 12 accidents				
California at University		2 bike accidents	TBD	
California at Alcatraz		3 bike accidents		
School Zones		Malcolm X Elementary at King and Tyler	TBD	
ADT = Average Daily Traffic Volume (ADT)				
L, M, H = Relative estimate of ADT by City staff: $L = <500$ , $M = 500-1000$ , $H = >1000$ .				
Actual counts to be conducted in the near future.				
*City of Berkeley, Janu				

CHANNING WAY			
Location		Issues/Problem Areas to Resolve	Possible Actions
		Crossing Major Streets	
Sixth		Traffic approaches from Dwight Crescent	Help crossing needed, see
		at high speed, poor sight lines	Category E options.
San Pablo		Major streets: difficult to cross	Help crossing needed, see
		During peak hours.	Category E options.
Sacramento			
Piedmont			
Pledifiont		Traval Impaded by STOD Sig	l and
STOP sign evaluat	ion:	Travel Impeded by STOP Signature	gns
_		2 of the 36 intersections between Fourth and	Prospect
Cross street:	ADT*:	Potentially unwarranted Stop signs	If remove STOP signs for bicycle
Prospect	M	impede bicyclists' travel time.	boulevard, replace with Category
Dana	M		C or D options.
Ellsworth	M		T T T T T T T T T T T T T T T T T T T
Fulton	M		
Acton	L		
Browning	L		
Curtis	L		
Tenth St.	L		
Eighth St.	L		
Seventh St.	L		
Fourth St.			
Bowditch 4-way		Most likely warranted STOP sign on the	Due to high traffic volume on
Milvia 4-way		bike boulevard.	cross street, Stop sign control
			may have to remain as is.
California 4-way		Intersections with other bike boulevards	Replace all-way STOP sign
Ninth Street 4-way			control with mini- Roundabout.
Other Bike Boulevard Issues			
Diagonal diverter a	t	Motorists do not yield when turning.	TBD
Roosevelt		Spaces between bollards are narrow.	
04 :		G. (MIX. (D. 1.4 1.1	D :4: .
Other issues:		Sign at MLK, "Bicyclists position bike over loop in street to get green light,"	Reposition sign
		faces MLK instead of Milvia	
		Bike lanes not signed	Install signs
Diama			•
Bicycle Accident History* - 25 accidents  Channing at Piedmont 3 bike accidents TBD			
Channing at Piedmont			IBD
Channing at Bowditch Channing at Milvia		3 bike accidents 2 bike accidents	
Channing at Fulton		2 bike accidents	
Channing at Shattuck		2 bike accidents	
School Zones		None	
ADT = Average Daily Traffic Volume, (ADT)  L, M, H = Relative estimate of ADT by City staff: L =			
Actual counts to be conducted in the near future. $\langle 500, M = 500-1000, H = \rangle 1000$ .			
		· · · · · · · · · · · · · · · · · · ·	., 11 - / 1000.
*City of Berkeley, January 1995 - June 1998			

		MILVIA STREET	
Location		Issues/Problem Areas to Resolve	Possible Actions
Crossing Majo	r Streets		
Adeline (for bicyclists con on Russell or nortat south end of Mi	ntinuing east h on Adeline	Major streets: difficult to cross during peak hours	Help crossing needed, see Category E options.
Hopkins (north end of Mily	ria)	Turns could be difficult at peak hours	
Travel Impede	d bv STOP	Signs	
STOP sign evalua	•		
		he 30 intersections between Russell and Hopki	ns.
Milvia at: Vine Street Addison Kittredge Haste Dwight Blake Parker Carleton Derby Stuart Oregon Berryman – 4-way Rose – 2-way ADT Cedar – 4-way Virginia –4-way	ADT*: M M M M M M M L M M M L T=5700	Potentially unwarranted Stop signs impede bicyclists' travel time.  Most likely warranted STOP sign on the bike boulevard.  Intersections with other bike boulevards	Due to high traffic volume on cross street, Stop sign control may have to remain as is.  Replace all-way STOP sign
Channing – 4-way Russell 1-way	•		control with mini- roundabout
Other Bike Bo	ulevard Iss	ues	<u> </u>
Diagonal diverter a		Motorists do not yield when turning. Spaces between bollards are narrow.	TBD
Other issues:		Bike lanes not signed	Install signs
Bicycle Accide	nt History	- 29 accidents	
Milvia at Dwight		4 bike accidents	TBD
Milvia at University		3 bike accidents	
School Zones		Arts Magnet Elementary School at Virginia Berkeley High School	
ADT= Average Da	•		
		Γ by City staff : L=<500, M=500-1000, H=>1000.	
Actual counts to be * City of Berkeley,			
City of Derkeley,	January 1993	- Julic 1770	

		NINTH STREET		
Location		Issues/Problem Areas to Resolve	Possible Actions	
		Crossing Major Streets		
Cedar Ave.		Major streets: Difficult for bikes to cross	Help crossing needed, see	
		the street during peak hours.	Category E options.	
		Travel Impeded by STOP Si	gns	
STOP sign evaluation				
	eet only has	s ROW at 2 of the 22 intersections of the entir	re route between Heinz St. and the	
Albany border.	A D.T.*	D	IC CTOD : C 1: 1	
Eighth at:	ADT*:	Potentially unwarranted Stop signs	If remove STOP signs for bicycle	
Harrison – 4-way		impede bicyclists travel time.	boulevard, replace with Category C	
Camelia –2-way			or D options.	
Ninth at:				
Camelia -4-way Addison 4-way	M			
Allston 4-way	M			
Bancroft 4-way	M			
Parker 4-way	M			
Carleton 4-way	M			
Pardee 4-way	M			
Grayson 4-way	L			
Hearst 4-way M	<b>U</b>	Most likely warranted STOP sign for the	Due to high traffic volume on cross	
Dwight Way 4-way		bike boulevard	street, Stop sign control may have	
ADT=8700			to remain as is.	
Virginia 2-way ADT	=1300	Intersections with other bike boulevards	Replace all-way and 2-way STOP	
Channing Way 4-wa	ay M		sign control with mini-Roundabout	
Heinz 4-way M				
	Other Bike Boulevard Issues			
Diagonal diverter at	9 <sup>th</sup> Street	Diagonal diverter presents conflict for	Consider stop signs for westbound	
and Delaware		through bike traffic on Ninth Street and	traffic on Delaware.	
		turning auto traffic.		
			Modify diverter so that through	
		Diverter is oriented such that MV traffic	bike travel is facilitated as much as	
		can use Ninth St. and Delaware to go to	possible.	
		and from northside to I-880/University		
		Ave. interchange.		
Bicycle Accident History* - 4 accidents				
No multiple accident locations			TBD	
School Zones		Columbus School at Allston	TBD	
		French-American School at Heinz		
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	Actual counts to be conducted in the near future. $L = <500, M = 500-1000, H = >1000.$			
*City of Berkeley, January 1995- June 1998				

		RUSSELL STREET	
Location		Issues/Problem Areas to Resolve	Possible Actions
		Crossing Major Streets	
San Pablo Sacramento Adeline Shattuck Telegraph Claremont		Major streets: Difficult for bikes to cross the street during peak hours.	Help crossing needed, see Category E options.
		Travel Impeded by STOP Sig	ns
ROW at another 15 fe	on: reet has Ro or a total o	OW at six of the 39 intersections between Cla f 21.	remont and 7th Street and defacto
Russell at: Benvenue-4-way Regent -4-way Ellsworth -4-way Fulton -4-way Matthews -4-way	ADT* M M M M L	Potentially unwarranted Stop signs impede bicyclists travel time.	If remove STOP signs for bicycle boulevard, replace with Category C or D options.
Piedmont Har (diverter) Ellis	vberry per llace th	T-intersections with minor side streets which have no STOP signs for any approach, but essentially allow Russell Street the right-of-way	Install STOP sign for side streets
College Ave – 4-way		Most likely warranted STOP sign for the bike boulevard	Due to high traffic volume on cross street, STOP sign control may have to remain as is.
Hillegass -2way stop for Hil. Milvia- uncontrolled California –4-way M King- 4-way M Ninth Street 4-way M		Intersections with other bike boulevards	Replace all-way and 2-way STOP sign control with mini-Roundabout.
		Other Bike Boulevard Issue	es
Barrier at Park St.		Not bike passable	Retrofit with curb ramps and/or cut through to make bike passable.
Other issues:		Plenty of existing impediments to auto travel	None.
	dent H	istory* - 10 accidents	
Russell at Shattuck		2 bike accidents	TBD
School Zones		Le Conte School at Ellsworth	TBD

ADT = Average Daily Traffic Volume, (ADT)

L, M, H = Relative estimate of ADT by City staff : L = <500, M = 500-1000, H = >1000.

Actual counts to be conducted in the near future.

\* City of Berkeley, January 1995- June 1998

VIRGINIA STREET				
Location		Issues/Problem Areas to Resolve	Possible Actions	
		Crossing Major Streets		
Oxford - ADT =10,000 Shattuck MLK		Major streets: Difficult for bikes to cross the street during peak hours.	Help crossing needed, see Category E options.	
Sacramento San Pablo Tenth St ADT =1,400 Sixth St ADT=8,000				
		Travel Impeded by STOP Sigi	ravel Impeded by STOP Signs	
STOP sign evaluation				
		OW at 11 of the 35 intersections between Le Ro	y and 4 <sup>th</sup> Street.	
Virginia at: Scenic – 4-way Chestnut -4-way Curtis -4-way	ADT*: M L M	Potentially unwarranted Stop signs impede bicyclists travel time.	If remove STOP signs for bicycle boulevard, replace with Category C or D options.	
Stannage -3-way Eighth St-4-way Seventh St-4-way	L L			
Euclid 2-way-M Spruce – 4-way Fourth Street – 4-way M		Most likely warranted STOP sign for the bike boulevard	Due to high traffic volume on cross street, STOP sign control may have to remain as is.	
Milvia: 4-way STOP California: Virginia has ROW Ninth Street: 2-way STOP Virginia has ROW		Intersections with other bike boulevards	Replace all-way and 2-way STOP sign control with mini-Roundabout.	
Other Bike Boulevard Issues				
Diagonal diverter at McGee (no STOP signs)		Lack of STOP signs presents conflicts between turning vehicles and straight – through bicycles on Virginia Street. Diverter is ugly but bike passable.	Install STOP signs for cross-streets.	
Diagonal diverter at Acton - 4- way STOP		4-way STOP makes it safer for bikes but subject to STOP sign delays.  Diverter is ugly but bike passable.	TBD	
Bicycle Accident History* - 8 accidents				
Virginia at Euclid		2 bike accidents	TBD	
0011001 =01100		Franklin Elementary at Stannage Arts Magnet Elementary School at Milvia		

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