

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.

BOWDITCH/HILLEGASS			
Location	Issues/Problem Areas to Resolve	Possible Actions	
Crossing Major Streets			
Dwight Way ADT= Ashby Avenue ADT=	Major streets: Difficult for bikes to cross the street during peak hours.	Help crossing needed, see Category E options.	
Travel Impeded by STOP Signs			
STOP sign evaluation: Hillegass/Bowditch has ROW at none of the 12-intersections between Woolsey and Bancroft.			
Hillegass at: Parker- 4-way Derby- 4-way Stuart- 4-way Webster- 4-way Woolsey- 1-way SB	ADT*: M M M	Potentially unwarranted STOP signs virtually every block impede bicyclists travel time	If remove STOP signs for bicycle boulevard, replace with Category C or D options.
Bowditch at: Bancroft –all-way Haste – 4-way Dwight Way – 2-way	ADT*: M M H	Most likely warranted STOP sign on the bike boulevard.	Due to high traffic volume on cross street, Stop sign control may have to remain as is.
Channing Way 4-way Russell Street 2-way		Intersections with other bike boulevards	Replace all-way and 2-way STOP sign control with mini-Roundabout.
Other Bike Boulevard Issues			
Woolsey	Diagonal diverter at Woolsey with STOP sign for only SB is confusing	TBD	
Jogged intersection at Dwight Way	Jogged intersection at Dwight Way combined with one-way flow on Dwight Way presents problems for southbound bicyclists accessing Hillegass from Bowditch	TBD	
Hillegass at Webster	Two half barriers at /near Webster creates very little cross traffic	TBD	
Bicycle Accident History* - 9 accidents			
Hillegass/Parker	2 bike accidents	TBD	
Bowditch/Channing	3 bike accidents		
School Zones	none		
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			

CALIFORNIA/KING STREET			
Location	Issues/Problem Areas to Resolve	Possible Actions	
Crossing Major Streets			
Alcatraz Ashby Dwight	Major streets: difficult to cross during peak hours	Help crossing needed, see Category E options.	
Travel Impeded by STOP Signs			
STOP sign evaluation: California Street has ROW at 11 of the 36 intersections between the Oakland city limit and Hopkins.			
California at: Addision-4-way Allston-2-way Bancroft – 4-way Blake – 4-way Parker– 4-way Derby -4-way Ward – 4-way Oregon – 4-way Russell– 4-way King at: Russell– 3-way Prince– 4-way Woolsey– 4-way Fairview– 4-way Harmon – 4-way	ADT*: M - M L L L L M M 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.
Hopkins-4-way Rose -4-way Cedar-4-way Hearst-4-way; ADT=4500		Most likely warranted Stop sign on the bike boulevard	Due to medium to high traffic volume on cross street, Stop sign control may have to remain as is.
Virginia 2-way Channing 4-way Russell – 4-way		Intersections with other bike boulevards	Replace all-way and 2-way STOP sign control with mini- Roundabout
Other Bike Boulevard Issues			
Hearst and Delaware	Caution needed exiting Ohlone Greenway	TBD	
Diagonal diverter at Ada	Motorists do not yield when turning. Spaces between bollards are narrow; bicyclists can reach high speeds traveling north (downhill).	TBD	
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 California at Alcatraz	2 bike accidents 3 bike accidents	TBD	
School Zones	Malcolm X Elementary at King and Tyler	TBD	
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MILVIA STREET			
Location	Issues/Problem Areas to Resolve	Possible Actions	
<i>Crossing Major Streets</i>			
Adeline (for bicyclists continuing east on Russell or north on Adeline at south end of Milvia)	Major streets: difficult to cross during peak hours	Help crossing needed, see Category E options.	
Hopkins (north end of Milvia)	Turns could be difficult at peak hours		
<i>Travel Impeded by STOP Signs</i>			
STOP sign evaluation: Milvia Street has ROW at 8 of the 30 intersections between Russell and Hopkins.			
Milvia at: Vine Street Addison Kittredge Haste Dwight Blake Parker Carleton Derby Stuart Oregon	ADT*: M M M M M M L M M M M	Potentially unwarranted Stop signs impede bicyclists' travel time.	If remove STOP signs for bicycle boulevard, replace with Category C or D options.
Berryman – 4-way L Rose – 2-way ADT=5700 Cedar – 4-way	Most likely warranted STOP sign on the bike boulevard.	Due to high traffic volume on cross street, Stop sign control may have to remain as is.	
Virginia –4-way Channing – 4-way Russell 1-way	Intersections with other bike boulevards	Replace all-way STOP sign control with mini- roundabout	
<i>Other Bike Boulevard Issues</i>			
Diagonal diverter at Yolo	Motorists do not yield when turning. Spaces between bollards are narrow.	TBD	
Other issues:	Bike lanes not signed	Install signs	
<i>Bicycle Accident History* - 29 accidents</i>			
Milvia at Dwight Milvia at University	4 bike accidents 3 bike accidents	TBD	
<i>School Zones</i>	Arts Magnet Elementary School at Virginia Berkeley High School		
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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 Signs			
STOP sign evaluation: Travel on Russell Street has ROW at six of the 39 intersections between Claremont and 7th Street and defacto ROW at another 15 for a total of 21.			
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.
Pine Kelley Piedmont (diverter) Cherry Florence Deakin Wheeler	Lorina Newberry Harper Ellis Wallace Tenth Eighth	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 Issues			
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.	
Bicycle Accident History* - 10 accidents			
Russell at Shattuck	2 bike accidents	TBD	
School Zones	Le Conte School at Ellsworth	TBD	

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VIRGINIA STREET		
Location	Issues/Problem Areas to Resolve	Possible Actions
Crossing Major Streets		
Oxford - ADT =10,000 Shattuck MLK Sacramento San Pablo Tenth St. - ADT =1,400 Sixth St. - ADT=8,000	Major streets: Difficult for bikes to cross the street during peak hours.	Help crossing needed, see Category E options.
Travel Impeded by STOP Signs		
STOP sign evaluation: Travel on Virginia Street has ROW at 11 of the 35 intersections between Le Roy and 4 th Street .		
Virginia at: Scenic – 4-way Chestnut -4-way Curtis -4-way Stannage -3-way Eighth St-4-way Seventh St-4-way	ADT*: M L M L L	Potentially unwarranted Stop signs impede bicyclists travel time.
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
School Zones	Franklin Elementary at Stannage Arts Magnet Elementary School at Milvia	

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