**Berkeley High School, Berkeley Safe Routes to Schools Improvement Plan**

**Site Assessment held April 2017**

### Existing Conditions
- Stop Markings and Stop Sign
- Bus Stop
- Traffic Signal

### 2017 Berkeley Bike Plan Recommendations

#### Recommendations

**Primary Transit Route - Study Cycltrack**

**Upgraded Bike Lane**

**Bicycle Boulevard**

**Cyclist**

**High Visibility Crosswalk**

**Park and Walk Location**

**Leading Pedestrian Interval and Pedestrian Recall**

**R1-6 In-Street Pedestrian School Crossing Sign**

**Curb Extension**

**Directional Curb Ramps**

**White Curb / Passenger Loading Zone**

**Advance Yield Markings**

**Crossing Guard Location**

**R-265 “No Stopping Any Time” Signage**

**R-1-5 “Yield to Pedestrians Here” signage**

**Green Bike Conflict Area**

**R1-5 “Yield Here to Pedestrians” Signage**

### Recommendations

1. **Allston Way / McKinley Avenue**
   - 1a. Install high visibility crosswalks at all approaches
   - 1b. Designate park and walk location on Allston Way between McKinley Avenue and M.L.K. Jr. Way

   - 2a. Configure leading pedestrian interval (LPI) and a non-actuated pedestrian phase during am and pm school travel times
   - 2b. Consider addition of a left turn phase. Vehicles were frequently observed running red lights to make left turns
   - 2c. Eliminate parking spaces along the south side of Allston Way and expand loading zone 100’ to ease drop-off congestion along Milvia
   - 2d. Replace existing R-265 “No Stopping” signs along the existing red curb area along M.L.K. Jr. Way

3. **Center Street / M.L.K. Jr. Way**
   - 3a. Configure leading pedestrian interval (LPI) and a non-actuated pedestrian phase during am and pm school travel times

4. **Center Street / Milvia Street**
   - 4a. Configure leading pedestrian interval (LPI) and a non-actuated pedestrian phase during am and pm school travel times

5. **Allston Way / Milvia Street**
   - 5a. Consider raised crosswalk across slip lane at southwest corner to slow right-turning traffic
   - 5b. Consider green conflict zone marking where traffic turning through the slip lane merges with the bike lane
   - 5c. Configure leading pedestrian interval (LPI) and a non-actuated pedestrian phase during am and pm school travel times

6. **Allston Way / Harold Way**
   - 6a. Install high visibility crosswalks at all approaches
   - 6b. Install R-1-5 “Yield to Pedestrians Here” signage in both directions of Allston Way

7. **Kittredge Street / Harold Way**
   - 7a. Install high visibility crosswalks at all approaches

* Subject to turn movement conflict analysis

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.
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8. **Milvia Street School Frontage**
   8a. Coordinate pedestrian crossings of Milvia Street at Kittredge Street, Bancroft Avenue, and Durant Avenue with design of Milvia Bikeway project. Ensure that considerations for pedestrian crossing of the cycle track and Milvia Street vehicle lanes are made at all intersections. Look for opportunities to reduce crossing distances where feasible with the cycle track design.
   8b. Consider a crossing guard at Kittredge Street to assist with 11:38 am lunchtime dismissal.
   8c. Consider installing R1-6 "in street pedestrian school crossing signs and advance yield markings at crosswalks at Bancroft Way and Durant Avenue.
   8d. Consider installing a 50’ accessible loading zone at school frontage south of Bancroft Way.

9. **Channing Way / Milvia Street**
   9a. Install high visibility crosswalks at all approaches.

10. **Haste Street / Milvia Street**
    10a. Install high visibility crosswalks at all approaches.

    11a. Install high visibility crosswalks at all approaches.

    12a. Install curb extension/bus bulb on east side of M.L.K. Jr. Way**
    12b. Install high visibility crosswalks at all 3 approaches.
    12c. Configure leading pedestrian interval* (LPI) and a non-actuated pedestrian phase during am and pm school travel times.

* Subject to turn movement conflict analysis.
** Subject to turn movement and radius analysis.

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