Washington Elementary, Berkeley
Safe Routes to Schools Improvement Plan
Site Assessment held December 2015

1. Bancroft Way / McKinley Avenue
   1a. Install high visibility crosswalks on all four legs of intersection

2. Bancroft Way / Martin Luther King Jr. Way
   2a. Install curb extension/bus bulb on east side of M.L.K Jr. Way
   2b. Install high visibility crosswalks at all 3 approaches
   2c. Consider signal modification to reduce pedestrian-vehicle conflicts. Improvements are subject to traffic operations analysis
   2d. Add stop bars on all three approaches

3. Martin Luther King Jr. Way Bus Stop
   3a. Enforce No Parking restriction in bus zone

4. Martin Luther King Jr. Way Loading Zone
   4a. Short term: Implement attended rolling drop off for 2018-19 school year on school-side curb on M.I.K. Jr. Way to streamline drop-off and pick-up. Loading zone should be painted white
   4b. Long term: Extend the drop-off zone adjacent to Washington Elementary by two vehicle lengths

5. McKinley Avenue Loading Zone
   5a. Implement attended rolling drop off for 2018-19 school year on school-side curb of McKinley Avenue to streamline drop-off and pick-up
   5b. Install permeable pavers in unused tree well / landscape buffer space to provide additional curbside loading/unloading space and improve surface during wet conditions

6. McKinley Avenue
   6a. Install 10-12' curb extensions and curb ramps on east and west side of McKinley Avenue at the existing gates to provide minimum vehicle clearance
   6b. Install removable bollards to be used across the vehicle lane during school hours, replacing the existing swing gate
   6c. Install raised crosswalk across McKinley Ave

7. Channing Way / McKinley Ave Intersection
   7a. Install traffic circle and high visibility crosswalks at all approaches
   7b. Install school crossing Assembly B signs and advanced yield markings on uncontrolled approaches
   7c. Install R1-5 "Yield to Pedestrians Here" signage in both directions of Channing

Improvements not to scale

The above items are recommendations only and based on Safe Routes to Schools site assessment best practices. Feasibility determination, final design, accessibility, funding, and implementation of any recommended improvements is the responsibility of the appropriate governing agency.

Subject to turn movement conflict analysis