

# Washington Elementary and Berkeley High School Safe Routes to School Project

The City of Berkeley received \$1.5 million in funding from California Department of Transportation Active Transportation Program Cycle 6 to install:

→ Traffic circle at McKinley Ave/Channing Way



Slow traffic and reduce conflicts on the bicycle boulevard.

→ Protected left turn signal phasing

Give green arrow to left-turning vehicles, reducing conflicts in intersection results in around 70% reduction in left-turn crashes.

→ Raised mid-block crossing on McKinley Ave

Make pedestrians more visible, slow traffic similar to a speed hump.

→ Leading pedestrian intervals

Give pedestrians a walk signal 3-7 seconds before vehicles get a green light, so that they have more time to cross before turning vehicles enter the intersection.

→ Curb ramps and curb extensions



Improve pedestrian accessibility. Extensions make drivers slow down on approach and shorten the crossing distance for pedestrians.

→ Removable bollards across vehicle lane on McKinley Ave around the raised crossing

Installed into concrete to effectively divert traffic, while allowing bicycles and pedestrians access. Locking stand can be manually unlocked with key.

→ High visibility crosswalks, updated pavement markings, and signs

Wide parallel stripes make the crossings more visible. Markings and signs around schools help preserve loading spaces and alert drivers to the school zone.

→ Right turn on red restrictions

Reduce conflicts between vehicles and pedestrians at intersections.

→ Reorientation of pickup/drop-off zones

Provide space for school bus operations and make drop-off/pick-up safer.

## Project Timeline



# Washington Elementary and Berkeley High Safe Routes to School

## Project Area Improvements

### Existing Conditions

- Stop Sign
- AC Transit Bus Stop
- Traffic Signal
- Vehicle Swing Gate
- Red Curb
- White Curb / Passenger Loading Zone
- Green Curb
- Bicycle Boulevard
- Blue Curb

### Project Proposal

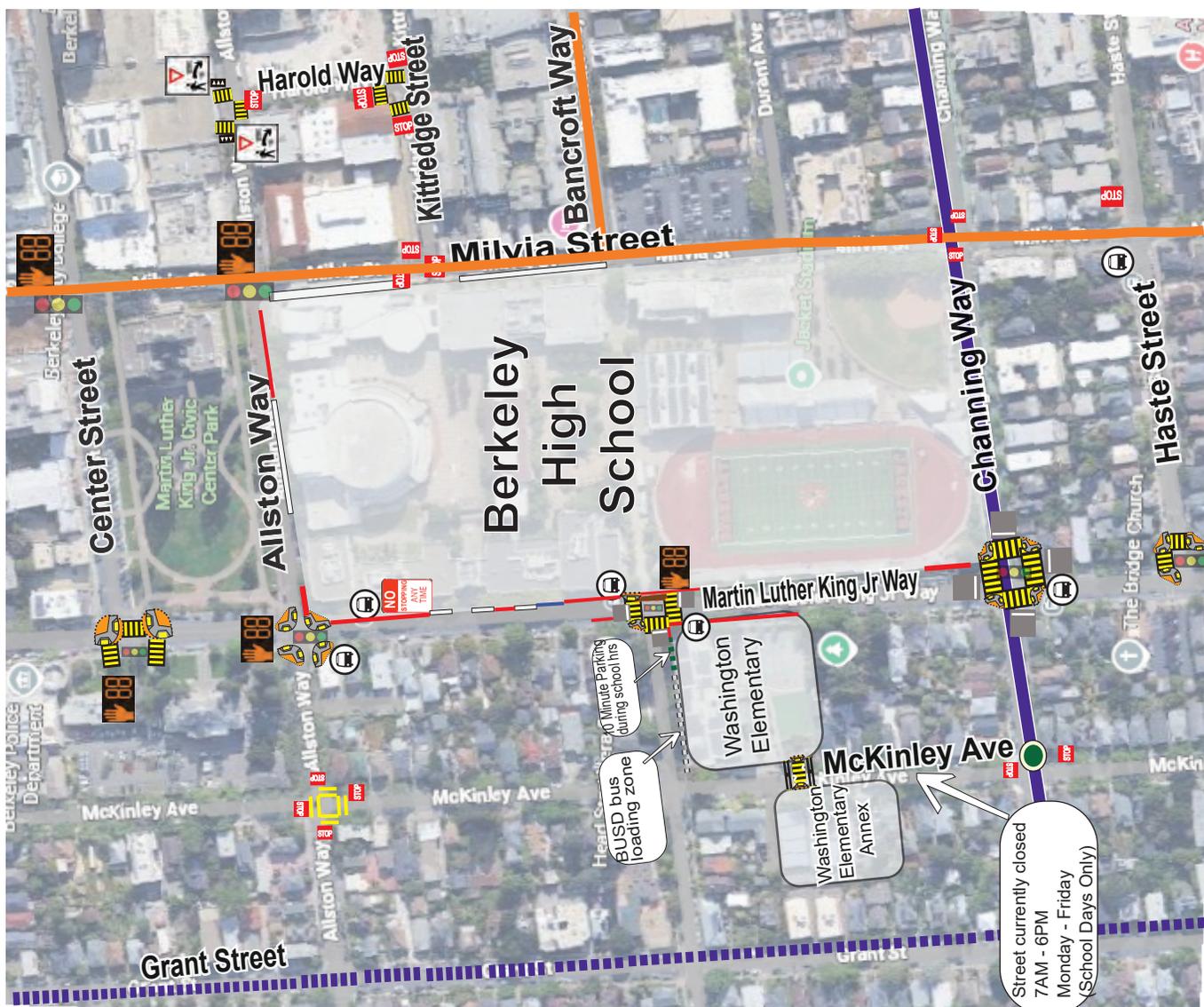
- Standard Crosswalk
- Green Curb: 10 minute parking
- Grey Curb/Bus loading
- White Curb/Passenger Loading Zone
- High Visibility Crosswalk
- Signal Modification\*
- School Crossing
- Advance Stop Bars
- Curb Extension on Whole Center
- Curb extension bulb in one direction
- Rolling Drop Off/White Curb
- Raised Cross Walk
- "Yield Here to Pedestrians" Signage
- Traffic Circle
- Single Curb Extension
- Mountable Curb Extension
- "No Stopping Any Time" Sign
- Advance Yield Markings

### Future Developments (not included in this project)

- Bicycle Boulevard

The above items are recommendations only and based on December 2015 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 Berkeley Public Works department.

\*Subject to turn movement conflict analysis



Follow the project at

[berkeleyca.gov/your-government/our-work/capital-projects/washington-elementary-and-berkeley-high-school-safe](http://berkeleyca.gov/your-government/our-work/capital-projects/washington-elementary-and-berkeley-high-school-safe)

