

Chapter 2

EXISTING CONDITIONS

CONSULTANT FIELD REVIEW

At the beginning of the study, the Consultant Team conducted a thorough field review by bicycle of all seven bicycle boulevards. The existing intersection control devices were noted at every intersection along the boulevards: two-way STOP signs, four-way STOP signs, no control and traffic signals.

All existing traffic calming devices were also noted including all speed humps, diverters and barriers. The major attractors and generators along the route were noted such as commercial districts, schools and employment centers. Finally, the major impediments from the point of view of bicycle travel were noted. This field review is summarized on the following pages. The last section of this chapter presents the issues raised by the public regarding existing conditions.

All seven streets have between one and five barriers or diverters, which help to keep traffic volumes low and is compatible with both bicycle boulevard goals and the traffic calming goals. The two issues that inhibit bicycle travel in terms of efficiency and/or safety that are common to all seven streets are:

1. Excessive STOP Signs
2. Crossing major streets

In addition the idea of improving the community's and motorists' awareness that the streets are bicycle boulevards was kept in mind during the field review.

BOWDITCH/HILLEGASS BIKE BOULEVARD

This route begins at the Oakland border on Hillegass at Woolsey Street and continues along Hillegass until Dwight Way. At Dwight Way, Hillegass ends and there is a slight jog to the east where the route continues on Bowditch Street. This jog is compounded by the one-way eastbound traffic on Dwight Way, making it difficult for southbound bicyclists on Bowditch to access Hillegass. The route continues to the UC Berkeley campus where Bowditch tees into Bancroft Way. Bowditch Street has existing bike lanes for its entire length between Dwight Way and Bancroft Way. This bicycle boulevard parallels College and Telegraph Avenues.

The existing diverter at Woolsey Street essentially makes the intersection of Hillegass at Woolsey into two L-shaped intersections. Northbound traffic on Hillegass does not have a STOP sign, but southbound traffic does. The intersections of Hillegass with Woolsey Street and with Derby Street are slightly offset, but this does not cause any disruption to bicycle travel.

The Hillegass portion of the route generally has low traffic volumes consistent with the residential frontage. Bowditch has heavier traffic volumes accessing campus and the office and commercial uses in the area. The major destination served by this route is the UC campus as well as the offices and residential halls along Bowditch. It also connects with a signed bike route in Oakland that leads to the Rockridge BART station and to downtown Oakland.

Ten of the twelve intersections between Bancroft and Woolsey are controlled by STOP signs for travel on Hillegass/Bowditch. Six of these ten intersections are 4-way STOP signs; the remaining four have two-way STOP signs for Hillegass only. Two of these intersections with two-way STOP signs may present crossing problems during peak hours: Dwight and Ashby. The eleventh intersection is controlled by a traffic signal at Durant. The twelfth intersection, at Woolsey, has a full diverter, with a STOP sign for southbound traffic and no STOP control for northbound traffic. This field review is summarized in Figure 2.

Issues

The major impediments and safety concerns to bike travel along the Bowditch/Hillegass Bike Boulevard are:

1. The crossing of Ashby and Dwight Way during peak hours.
2. The jog at Dwight Way which encourages wrong-way riding due to the fact that Dwight Way is a one-way street eastbound. Northbound bicyclists can simply turn right onto Dwight and then left onto Bowditch. But southbound bicyclists that use the reverse route must currently travel a short distance (100 feet) the wrong way (westbound) on Dwight Way. A redesign of the Dwight/Hillegass/Bowditch intersection to legally provide for westbound bicyclists for this short stretch would solve this problem.
3. Bicycle travel is impeded by STOP signs at eleven of the twelve intersections along the route, approximately half of which are intersections with low to medium traffic volumes.
4. The fair to poor pavement condition on Hillegass for its entire length.
5. Poor connection to the cross-campus bike paths, exacerbated by the one-way direction of Bancroft.

CALIFORNIA/KING BIKE BOULEVARD

This bicycle boulevard begins at the Oakland city limit, between 61st and 62nd Streets on King Street. It jogs onto California Street at Russell and continues to the north until Hopkins where California street ends. California Street parallels Sacramento Street, which lies one block to the west. At Rose Street, California Street jogs slightly to the east. There is a diagonal diverter at Ada. There are three speed humps on King Street where Malcolm X Elementary School is located. While not on California or

King, there are several barriers on cross-streets just east of California, which limit east/west through traffic volumes on the cross streets between Russell and Alcatraz.

California is a wide street, with wide bike lanes and parking for almost its entire length. The bike lane stripe has worn away in some places and wavers in others, and there are only a few “Bike Lane” signs; “Bike Route” signs appear instead. The fronting land use is almost entirely residential, except near Hopkins and in the University Avenue area where there are some commercial businesses. The street provides access to North Berkeley BART, parks and several schools. At Hearst, California dead-ends for motorists, but bicyclists can proceed through Ohlone Park for a half block, where California Street resumes. King Street is a two-lane quiet residential street, with parking on both sides.

California Street/King Street has right-of-way at nine of its 37 intersections, plus two intersections are uncontrolled resulting in 11 intersections where bikes do not have to stop. There are currently two traffic signals along this route, at University/California and at Ashby/King. There are two-way STOP signs at Alcatraz/King and Dwight/California, which carry heavy traffic and are difficult to cross.

Pavement on King Street between Ashby and the Oakland city limit is rough, and needs resurfacing. This field review is summarized in Figure 3.

Issues

The major impediments and safety concerns to bike travel along the California/King Bike Boulevard are:

1. The crossings at California/Dwight and King/Alcatraz are difficult during peak hours.
2. Excessive stopping, at 26 of 37 intersections.
3. Lack of connection to a bikeway in Oakland at King Street.
4. Fair to poor pavement condition south of Ward Street.
5. Right-of-way issues pertaining to bicyclists proceeding straight through the diagonal diverters.

CHANNING WAY BIKE BOULEVARD

Channing Way extends from 4th Street at the west end of the city to Prospect Street in the east. At the west end, the intent is for this route to provide access to the new Bicycle-Pedestrian Overcrossing at the foot of Addison. The exact alignment of the Bike Boulevard to the overcrossing still needs to be determined. A likely alignment is to shift the bike boulevard to Allston west of San Pablo where there is an existing signal at Sixth Street.

This route serves as an alternative to University Avenue or Dwight Way. The speed humps between Milvia and Shattuck seem to be safe for bicyclists. There is a diagonal diverter at Roosevelt. Parking is prohibited on one side of the street to make room for bike lanes in both directions between Martin

Luther King and Piedmont. The bike lanes are not signed in accordance with the Highway Design Manual guidelines.

The Channing frontage is primarily residential in the west, but mixed east of Martin Luther King Jr. Way, including commercial development near Shattuck, Telegraph, and College, and a number of U.C. Berkeley parking garages and lots, residences, and fraternity houses. Channing also provides access to U.C. Berkeley, Downtown BART, and Berkeley High School. Traffic volumes appear to be low to moderate for the entire route, with heavier volumes on southside near Telegraph Avenue.

Channing has the right-of-way at twelve of its 36 intersections. Fourteen intersections are controlled by all-way STOP signs. Five intersections are controlled by two-way STOP signs. Bicyclists have difficulty crossing during peak hours at: Sixth Street, San Pablo, Sacramento, and Piedmont Avenues. There are existing traffic signals at Martin Luther King Jr. Way, Shattuck, Telegraph, and College. Concrete islands force automobile traffic to turn right in both directions from Channing onto Martin Luther King Jr. Way. Separate channels are provided in the median islands for through bicyclists, who can actuate the signal with an inductive loop. This arrangement seems to work well for bicyclists.

There are intermittent Bike Route signs between Martin Luther King and Acton. It is not clear on the street how far the Bike Route actually extends. This field review is summarized in Figure 4.

Issues

The major impediments and safety concerns to bike travel along the Channing Way Bike Boulevard route are:

1. The crossings at Sixth, San Pablo, Sacramento, and at Piedmont during peak hours.
2. Design of the traffic signal at Martin Luther King Jr. Way may need adjusting to maximize its effectiveness at discouraging through motor vehicle traffic.
3. The preferred route alignment needs to be identified west of San Pablo to connect with the I-80 bicycle-pedestrian overcrossing.
4. Right-of-way issues pertaining to bicyclists proceeding straight through the diagonal diverter.

MILVIA BIKE BOULEVARD

Milvia Street runs from Russell on the south to Hopkins on the north, where the street ends. It parallels Martin Luther King Jr. Way and Shattuck Avenue. There is a jog in Milvia at University. At its southern end, Milvia terminates at Russell immediately adjacent to Adeline. Milvia has a diagonal diverter at Yolo, a full diverter at Blake, and a half diverter at Cedar.

Most of the frontage is residential. Berkeley City Hall, Berkeley High School, and the U.S. Post Office are located along Milvia, and the street provides access to U.C. Berkeley, the Downtown commercial

area, and the Downtown and Ashby BART stations. Traffic volumes along Milvia are light at the two ends, but are significant in the downtown area.

Milvia has the right-of-way at eight of its 30 intersections. There are 15 all-way STOP signs. There are existing traffic signals at Allston, Center, and University in the downtown area, and Hearst just to the north.

Milvia between University and Cedar is a “slow street.” There are six speed humps in this area, but they seem to pose no difficulty to bicyclists. The planters and bulbouts, however, may encourage motorists to drift over the curving centerline, since there is no raised center median to prevent them from straying out of their lane.

The bike lanes between Allston and Channing are not properly signed.¹ In some places these bike lanes are also substandard in width. The minimum width for an urban bike lane with a vertical curb, but no gutter, is 1.2 m (4 ft). The bike lane near Channing is only 3 feet 2 inches wide (plus 6 inches if the stripe is included). With parking permitted, the minimum width is 3.6 m (12 feet) from the curb. The bike lane at Dwight is only 10 feet 8 inches (plus 6 inches for the stripe).

There are occasional Bike Route signs between Berkeley Way and Hopkins. It is not clear on the street how far the Bike Route actually extends. This field review is summarized in Figure 5.

Issues

The major impediments and safety concerns to bike travel along the Milvia Street Bike Boulevard are:

1. Excessive stopping; Milvia has right-of-way at only eight of 30 intersections.
2. The jog in Milvia at University.
3. The high traffic volumes and narrow street width between University and Center Streets.
4. The crossing at Rose Street can be difficult during peak hours.
5. The free right-turn from Allston to southbound Milvia.
6. The striping on the “slow street” section may be confused by some for bike lanes.

NINTH STREET BIKE BOULEVARD

¹ The Highway Design Manual requires the R81 Bike Lane sign to be placed at the beginning of all bike lanes and at the far side of every arterial intersection. Berkeley seems to prefer the G93 Bike Route sign. The Highway Design Manual permits this sign along bike lanes, but primarily to provide directional and destination signing where necessary; it comments that “A proliferation of Bike Route signs along signed and striped bike lanes serves no useful purpose.”

This route runs predominantly along Ninth Street, except at its two ends. At the Oakland end, the route currently ends at Heinz Avenue. To continue into Emeryville a bicyclist must jog west to 7th Street and ride south. However, the long-term goal is to continue the route straight using railroad right-of-way. (The City recently received grant funding to create a bikeway through this vacant property.) On the north side, the route jogs west at Camelia to 8th Street and continues north into Albany Village.

Major destinations along this route are the commercial areas and offices near Parker and near Gilman. The route also leads into Emeryville and into Albany.

Ninth Street has the right-of way at only two intersections, not counting the diagonal diverter at Delaware. There are 15 stops along the route: thirteen four-way STOPS and two two-way STOPS where Ninth Street must stop. The two-way stop intersection at Cedar may present crossing problems for bicyclists during peak hours. There are two traffic signals along the entire route: at University and at Gilman Street. If the route is extended south of Ashby along or near the Railroad right-of-way, the proposed signal at Ashby and Ninth Street would help cyclists cross Ashby Avenue. There is diagonal parking near Parker on the east side of Ninth Street. This field review is summarized in Figure 6.

Issues

The major impediments and safety concerns to bike travel along the Ninth Street Bike Boulevard are:

1. The crossing at Cedar may be difficult at peak hours.
2. Excessive stopping for bicycle travel. Ninth Street has right-of-way at only two of the 21 intersections.
3. The existing diverter at Delaware encourages vehicles to use Ninth Street between University and Delaware to avoid the intersection of University and San Pablo Avenues.
4. Right-of-way issues pertaining to bicyclists proceeding straight through the diagonal diverter.
5. Abandoned railroad tracks in the roadway at Parker Street.

RUSSELL STREET BIKE BOULEVARD

The Russell Street route begins at Claremont Avenue and continues west to San Pablo Avenue. At this point it is proposed that the route jog onto Heinz Street to the 9th Street Bike Boulevard.

There are two half diverters, three full diverters and one diagonal diverter along this route; all are bike passable except for the cul-de-sac style barrier east of Park Street. There are also seven speed humps.

While there are no major attractors fronting on Russell Street, there is a YMCA at California, an elementary school at Ellsworth, and several large parks west of MLK Jr. Way. This route also serves nearby destinations such as the Berkeley Bowl Marketplace, Alta Bates Hospital, the Elmwood commercial district, the Domingo Avenue commercial district, and the Claremont Hotel. It also leads

directly to Tunnel Road, a major recreational bicycle route. There is a fire station at Cherry Street, just east of College Avenue.

The many existing diverters and the predominantly residential frontage combine to keep traffic volumes quite low on the entire route. Russell Street/Heinz Street has the right-of-way at six of the 39 intersections along this route between Ninth Street and Claremont Avenue. Fifteen of these intersections have no STOP signs for any approach; these are mostly T-intersections with minor side streets but essentially allow Russell Street the right-of-way.

Travel on Russell must STOP at 18 of the 39 intersections. There are ten all-way STOP signs and one traffic signal at MLK Jr. Way (plus another traffic signal at Seventh Street and Heinz). There are seven intersections with two-way STOPS for Russell/Heinz, all at major streets/collectors which pose crossing difficulty during peak hours. This field review is summarized in Figure 7.

Issues

The major impediments and safety concerns to bike travel and safety along the Russell Street Bike Boulevard are:

1. The crossing of the seven intersections currently controlled by two-way STOP signs (San Pablo/Heinz, San Pablo/Russell, and Russell at Sacramento, Shattuck, Telegraph and Claremont Boulevard) and to a lesser extent Adeline.
2. While not excessive, there are ten all-way STOP signs.
3. Unclear assignment of right-of-way at the 15 minor three-legged intersections.
4. Right-of-way issues pertaining to bicyclists proceeding straight through the diagonal diverter.
5. Difficulty for through bike travel at cul-de-sac barrier on Russell at Park.

VIRGINIA STREET BIKE BOULEVARD

This route begins on the northside of campus at Le Roy and continues straight west to 5th Street. Although there are no jogs, the intersections at Arch and at Spruce are skewed. There are two diagonal diverters, one at Acton and one at McGee. Both are bike passable.

The entire route generally has low traffic volumes consistent with the residential frontage. The major destinations served by this route are UC Berkeley, North Berkeley BART station, and Downtown Berkeley.

Travel along Virginia Street has the right-of-way at eleven of the 35 intersections between Euclid and 5th Street. In addition, there is no control at four minor T-intersections, essentially giving Virginia the right-of-way. There are no traffic signals along this route. Twelve intersections are controlled by four-way STOP signs. There are seven intersections with two-way STOP signs for Virginia Street only. Except

for 10th Street, these are the higher volume collectors and major streets of: Oxford, Shattuck, MLK Jr. Way, Sacramento, San Pablo, and Sixth Street. These may present crossing difficulty during peak hours. This field review is summarized in Figure 8.

Issues

The major impediments and safety concerns to bike travel along the Virginia Street Bike Boulevard are:

1. The crossing of the seven major intersections currently controlled by 2-way STOP signs, particularly MLK Jr. Way, but also Oxford, Shattuck, Sacramento, San Pablo, and Sixth Street;
2. Right-of-way issues pertaining to bicyclists proceeding straight through the diagonal diverters.
3. Excessive stopping; bicycle travel is impeded by STOP signs at 20 of the 35 intersections along the route.
4. Determination of whether the bicycle boulevard should continue east of Euclid.

ADDITIONAL BICYCLE BOULEVARD ISSUES IDENTIFIED BY PUBLIC

At the three Fall 1999 bicycle boulevard public workshops, enlarged maps of the bike boulevards were posted on the walls for public review and comment. Many site specific comments were received on these maps and from the comment sheets submitted at the workshops. These will be considered during the detailed design phase. These public comments also included suggestions on how to solve the problems or issues identified. These issues and proposed solutions by the public are summarized below.

Bowditch/Hillegass Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ Bancroft	-This bike boulevard doesn't lead to an actual campus entrance. Students often must ride against traffic to get to their destination.	-Make Bancroft 2-way!
@ Dwight	-Need significant change. -Many problems because Dwight is one-way: bicyclists ride against traffic, shoot down 4 foot-wide sidewalks past pedestrians, etc.	-City of Berkeley should consider making Dwight 2-way. -Put in bike sensitive light.
@ Parker	-Big traffic problems! Excessive traffic and speeding and much double parking.	-Le Chateau would like a tree in the middle of the street. -Le Chateau pays no taxes – they are temporary residents and their wishes should be minimized.
@ Derby		-Very problematic. Make significant change. Make all traffic visible at stop. How about a choker?

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ Russell		-Pedestrian light! Bikes stop and use light so there should also be a bike sensor.
@ Ashby		-“Keep Clear” zone so we can see peds and get through cars. -State gov’t will have to approve any controls, since Ashby is a state highway. Better get them involved ASAP.
@ Webster	-Heavy pedestrian traffic. Please keep safe for pedestrians.	
From Webster to Woolsey		-Bulb-out or round about.
South of Woolsey		-One way please!
@ Woolsey		-Stop sign important for car slowing – do not remove.

California/King Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
<i>California</i>		
@ Rose	-There’s lots of traffic, bikes, and peds for Jefferson School and King School. Need extra warning for downhill traffic as 90% of cars do not stop.	-Keep 4-way stop here.
From Hopkins to Rose		-Keep barrier here. -Need stop signs – traffic cuts thru Ada and California to avoid light @ Rose and Sacramento. Need to slow them down.
@ Buena		-Wide pavement area at intersection; consider island (landscaped) to both slow traffic and improve landscaping.
@ Virginia		-No room for a traffic circle, not necessary.
From Cedar to University	-No changes are necessary, already functions very well as a BB -- except that this stretch has too many stop signs.	
@ Addison		-Design small circle/diamond with art or tree or raised center circle.
@ Allston	-This intersection needs work. Tricky crossing Allston while on California, northbound. Cars drive	-There is no stop sign on Allston, there is one on California-reverse it.

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
	very fast on Allston and behave in unpredictable ways once in the intersection. -Existing bollards are so wide, they divert cars into bike lanes. Can they be narrowed?	
@ Bancroft		-Smaller circles with one large tree also at Bancroft.
@ Dwight		-Need to slow/stop traffic on Dwight Way. -Intersection is offset and needs redesign, with traffic control device (bike sensed light). -Use wide California St. for landscaped median.
@ Parker		-Better enforcement needed here. Much speeding on California Street and on Parker Street, and people running all 4-way stops signs.
<i>King</i>		
@ Ashby	-Light too slow to change for bikes, no clear marking on street for positioning bike.	-Needs traffic light with bike sensor.
@ Tyler	-Parents double park to drop off and pick up kids here.	
@ Alcatraz		-Add 4 way stop; it's hard to cross during peak hours due to aggressive drivers
From Russell to Oakland border	-Children are able to ride bikes.	-Resurface the street.
@ Oakland Border	-What are 8 and 60 year olds supposed to do at this difficult intersection?	
General California/King comments: <ul style="list-style-type: none"> ▪ We have bike lanes on California, why is Bike Boulevard going onto King Street? Think about the connection with Oakland more! Why not California to Market, or Sacramento to Stanford to Adeline. ▪ King Street is excellent for bicycles, says "Ride Me". ▪ Parker between Grant and McGee: The dogleg here has parking, this narrows the street and is hazard for bikes and cars. Should eliminate parking there and/or slow traffic at dogleg. ▪ There are so many 4-way stops between University and Russell. Are there other ways to keep traffic slow but not stop bikes? ▪ I like this proposal for King St. as a bike blvd. 		

Channing Way Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ 4 th	-Speeding cars/trucks between 4 th and 6 th St.	-Needs stop signs
@ 6 th		-Need traffic light for cyclists.
@ 9 th		-Put in traffic circle?
@ San Pablo	-Very difficult to cross here.	-Make this a landscaped entrance to Channing (for eastbound traffic) -Needs traffic signal!
@ Bonar	-There is a new stop sign here.	
@ Valley	-HUB Center for Sustainable Transport as of December 1, 1999.	
From San Pablo to Sacramento	-Problems if stop signs are removed: will attract trucks and traffic avoiding Dwight and speeders.	-Insert stop signs for cars.
@ Sacramento		-Add obvious entrance, landscaping (for westbound traffic) -Need traffic light for cyclists.
@ California		-Planting and trees, please! -Include neighborhood in design. -Convert to a circle.
@ Roosevelt		-Need to redesign barrier -can this be made into a roundabout with trees? -Convert barrier to a circle.
@ MLK Jr Way	-This bike intersection rules, but the signal is about 1-2 seconds short (i.e. begins to turn yellow before I reach the other side). Not a huge problem for me but could be for kids or slower riders. -I also really like this setup with the separate lane and loop.	
@ Shattuck	-Way too many motorists speed up to cut off bicyclists and turn right. Many, who are then slowed by traffic at the intersection, do not signal or look to see if the cyclists have caught up.	-Create bike activated light. -Need bike-first blue areas like in Holland to facilitate left turn from Shattuck to bike blvd.
From Dana to Piedmont	-Near constant illegal parking in bike lanes. Violators include shoppers, delivery trucks, utility trucks, even police cars! Worst offenders are fraternity members and their guests.	- Needs better enforcement! - Make intersections at Dana and Ellsworth 2 way stops where Channing traffic has the right of way.
From Telegraph to College	-Fairly high volume of traffic; lots of car doors opening into bike lanes. -Major fire lane here.	-Take out bike lanes?
General Channing comments: Make no lanes at all – How can this work on 2 way street? Bikers do not stop at stop signs or red lights. Disabled people live on Channing Way and should not be made second class citizens to bikers.		

Milvia Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
From Cedar to University (“Slow Street”)	<ul style="list-style-type: none"> -Weird potted trees in the street randomly force bikes out directly in front of cars. – Dangerous! Can they be moved onto the sidewalk? -Signage and painted street symbols should make clear that bikes have the full roadway. Otherwise, this misunderstanding occurs. 	<ul style="list-style-type: none"> -Remove speed bumps from bike lane and straighten out bike lanes. -Remove shoulder lines. People think they are bike lane lines. -Remove shoulder lines and add signs that clarify that they are not bike lanes.
@ University	<ul style="list-style-type: none"> -Cars make left turn in front of cyclists on green light. -Parked cars at northbound section block bikes and cyclists are forced to wait in polluted traffic. -Extremely dangerous intersection: left turners think they have right of way, and cut off folks going straight. 	<ul style="list-style-type: none"> -Use colored road-bed to direct traffic thru intersection. -Re-route crosswalks from corner to corner (not perpendicular to the roadway). This will make peds more visible to autos, reducing the surprise that now exists for peds who get surprised by drivers coming around the corner. -Solution: phase the signal to separate turners (esp. left turners) from everyone else. -If left turn only light, then must have left turn pockets for traffic. Try stopping all 4 ways at once to allow bikes and peds to cross all at once.
@ Kittridge	<ul style="list-style-type: none"> -Conflicts with cars dropping off students at Berkeley High. 	
@ Dwight		<ul style="list-style-type: none"> -High traffic – please warn cars with 2 way stop sign, flashing light and wide speed bumps.
@ Blake	<ul style="list-style-type: none"> -Blake is a wide street between MLK and Shattuck -It’s important to deter high speeds on this stretch of roadway. 	<ul style="list-style-type: none"> -Very busy intersection – 4 way stop now. The diverter at Blake street helps keep speed down. Please retain the diverter or replace with an effective circle.
@ Derby	<ul style="list-style-type: none"> -Potential closure of Derby between MLK and Milvia will reroute emergency vehicles onto Milvia. It’s important to oppose the closure of Derby. 	
<p>General Milvia St Comments: This used to be a slow street. It needs to be returned to that status. Speed is excessive – you have to cross the double yellow line to avoid hitting parked cars.</p>		

Ninth Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ Cedar	-This is a tough crossing for cyclists and major car thoroughfare down Cedar.	-If a stop sign is proposed, do not put one in.
@ Delaware	-Dangerous zone for bikes traveling through barrier, northbound. Auto traffic is fast west on Delaware/south on 9 th in am peak. -Traffic is very bad from Delaware to Ninth because of diverter, needs an alternative. -Will Delaware still have bike lanes? -Semi-trucks, cars, garbage trucks, and buses use 9 th and Delaware all day long. -Barrier is dangerous. Ninth is an extension of San Pablo, need to stop traffic from using 9 th to avoid light at San Pablo/University (3000 cars/day!).	-Maintain barrier, keep traffic problem from expanding along Delaware. Put in stop signs to slow traffic around corners. -(response to above comment) No more stop signs! -Convert diverter to traffic circle. -Need to slow westbound traffic on Delaware before reaching Ninth. Stop sign at 10 th and Delaware would help, or mid-block crossing between 9 th and 10 th . Traffic circle will only work with stop signs. Modified diverter would not work because cars would use emergency access. -To slow Delaware, move casual carpool spot that is on Sacramento.
From Delaware to Hearst	-4000 cars/day on 9 th between Hearst and Delaware.	
@ Hearst	-Roundabout removed without due process and never replaced.	
@ University	- Lights are currently timed to favor University (long waits on 9 th).	-Signal should detect and change for bikes, put marking on street for bikes to stop at light.
From Addison to Bancroft		-Remove speed humps for Bike Boulevard.
@ Allston	-Auto drop-off for Columbus school (on Allston) dangerous @ Am/Pm times.	
@ Channing		-Traffic Circle?
From Dwight to Anthony	-Pavement is in pretty poor condition in this stretch.	
@ Bancroft		-Replace 4 way stops with traffic circles.
@ Ashby		-Time lights on Ashby to create gaps that allow cyclists to cross Ashby easier.
South of Heinz		-Show proposed connection with Emeryville. -Do not route bike traffic off of 9 th as 9 th is a preferred connection to Emeryville. 7 th is congested and convoluted and not very nice for

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
		bikes, either northbound or southbound. -Pave the dirt path and clean out the junk regularly.
General Ninth comments:		
<ul style="list-style-type: none"> ▪ Existing bike lane is not wide enough (still places bicyclist in the door zone). ▪ Add trees to this street. ▪ Think of narrowing the street. It doesn't need to be as wide as it is. Create a wide buffer zone with trees between sidewalk and curb. This street needs general revitalization. 		

Russell Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ 9 th		-This is not a good crossing, use the railroad tracks.
@ San Pablo		-Need stop and counterflow lane.
@ Park	-Requires bikes to ride on sidewalk where children play. -Too hard to get thru here.	-Do not make cyclists go onto sidewalk to get through traffic diverter.
@ Sacramento		-Needs signal or stop sign.
@ MLK Jr Way	-Light is too slow for Russell, too long for MLK.	-Speed up light changing time.
@ Shattuck	-this intersection often very difficult to cross, even getting off bike and using the pedestrian cross walk. -I agree, difficult to cross due to high volume (not high speed) of traffic.	-How about right turn only diverters? -At a minimum, paint crosswalk to be brighter, more visible. -Needs signal or stop sign.
@ Milvia	-Cars don't stop at Milvia intersection (no sign)	
From Milvia to Shattuck	-Residential, not commercial zoning.	
@ Wheeler	-Half barriers don't work that well (city-wide).	-Better enforcement needed.
@ Fulton and Ellsworth		-Use traffic circle to slow traffic. -Attractive, well landscaped circles/islands okay.
@ Telegraph	-No signal! It will only increase car traffic, like on Derby/Telegraph. Wide median on Telegraph okay. -The most difficult crossing on Russell.	-Pedestrian signal! Bikes can stop and use it. -Needs signal or stop sign.
@ Florence	-Credit Union Building parking lot empties onto Russell here. No stop sign, and plenty of cars.	- Move entrance to Telegraph.
@ Piedmont	-Dangerous uncontrolled intersection with bikes passing through barrier into turning traffic.	

General Russell comments:

- Add a bike parking lot.
- Fulton & Ashby: Everyone thinks light turns too slow for peds and bikes, but I've timed it as never longer than a minute!
- Do not make this street a car freeway with traffic signals, especially at Telegraph and Russell.

Virginia Street Bicycle Boulevard

Exact location	Concerns with existing conditions	Solutions Suggested by the Public
@ Sixth	-very bad paving at southwest corners.	
@ Seventh	-very bad paving at southwest corners. -There is a lot of crazy car activity here in the evenings (i.e., cars spinning out etc.). This could be a hazard to cyclists.	
@Kains	-Auto drop off hazardous during school am/pm start and end	
@ Sacramento	-Dangerous for pedestrians. Child was hit in this intersection last week.	-Put in a 4-way stop or traffic signal.
@ Bonita		-Desperately need a stop sign on Bonita.
From Bonita to Milvia	-Dangerous school drop-off zone.	
@ Acton		-Need police enforcement to maintain barrier. -Replace barrier with roundabout and planted median
From Acton to Sacramento	-Problem with excessive auto traffic, particularly between 7:30-9:00 am when the casual carpool forms. -Buses and many taxis turning in fast to BART.	-Prohibit U-turns here to force casual carpool users to go around block. - Accommodation for bikes – yes!
@ MLK Jr Way		-Install bike sensitive traffic light.
@ Milvia		-Eliminate stop signs on Virginia to improve flow of bike traffic.
@ Arch	-Very dangerous intersection, people going up Virginia Street floor it as soon as they come through the intersection. Cyclists coming down Virginia fly through this intersection.	
From Euclid to Highland		- Should not be a bike boulevard.
General Virginia comments:		
<ul style="list-style-type: none"> ▪ No Bike lanes at all should be built. No bike Lanes. Virginia is too narrow to have bike lane; should be a “share the road” street.		