

Focus Areas

As part of the master planning process, several focus areas were identified for site-specific recommendations and conceptual plans. The recommendations include short- to long-term improvements, and should be considered as a resource for best practices in bikeway design for other areas in the city. In addition, these plans can be used to pursue project-specific grant funding. The focus areas include the following:

1. Key Bicycle Corridors
2. Road Diets
3. Neighborhood Routes
4. Connecting the west and east spans of the Richmond Greenway
5. Improving safety and access along freeways and through interchanges
6. Improving access to the Bay Trail and waterfront
7. Pt Richmond Bay Trail Improvements at the Plunge

Focus Area 1 – Key Bicycle Corridors

Much of Richmond has a well connected street network which provides an excellent opportunity for the City to develop a two-tiered bicycle network for both beginner and more advanced bicyclists. Many residential and regional collector streets provide the most direct connections, but also have heavier and fast-moving vehicle traffic. Wherever possible, Class II bike lanes are recommended for the majority of these streets and should be protected from vehicle traffic to the fullest extent possible. These bikeways may be most appropriate for commuting purposes and access to regional destinations, and will likely attract more experienced bicyclists.

As detailed in the Design Guidelines, bike lanes should be a minimum of five feet wide with a preferred width of six feet, measured from the

face of the curb with a minimum area outside of the gutter pan of four feet (three feet for a five foot bike lane). A four foot lane is allowed where there is no on-street parking and no gutter, but is not preferred. When necessary to provide this width, vehicle lanes should be narrowed to 11 feet and in some circumstances a 10 foot curb-side lane. Parking lanes can be narrowed to seven feet. In implementing projects, the City should endeavor to avoid discontinuous segments. For example, bike lanes should be continuously striped to an intersection, and bikeways and directional signage should be provided on both sides of the street.

Recommended Bicycle Facilities for Key Corridors

The following bicycle-friendly treatments may be considered along key corridors. These treatments are described in detail in the Design Guidelines.

- 6' bike lanes
- Physically separated bike lanes or paths with buffer
- Colored bike lanes
- Bicycle loop detection
- Bike boxes
- Super Sharrows
- Accommodation at large intersections and freeway interchanges
- Signage & Wayfinding
- In-street Bicycle Parking

In all cases, bicycle lanes should be striped and marked on both sides of the roadway at one time to provide continuity and discourage wrong-way riding. “Bikes Wrong Way” should be used on the backs of bike lane signs (only visible to riders traveling in the wrong direc-

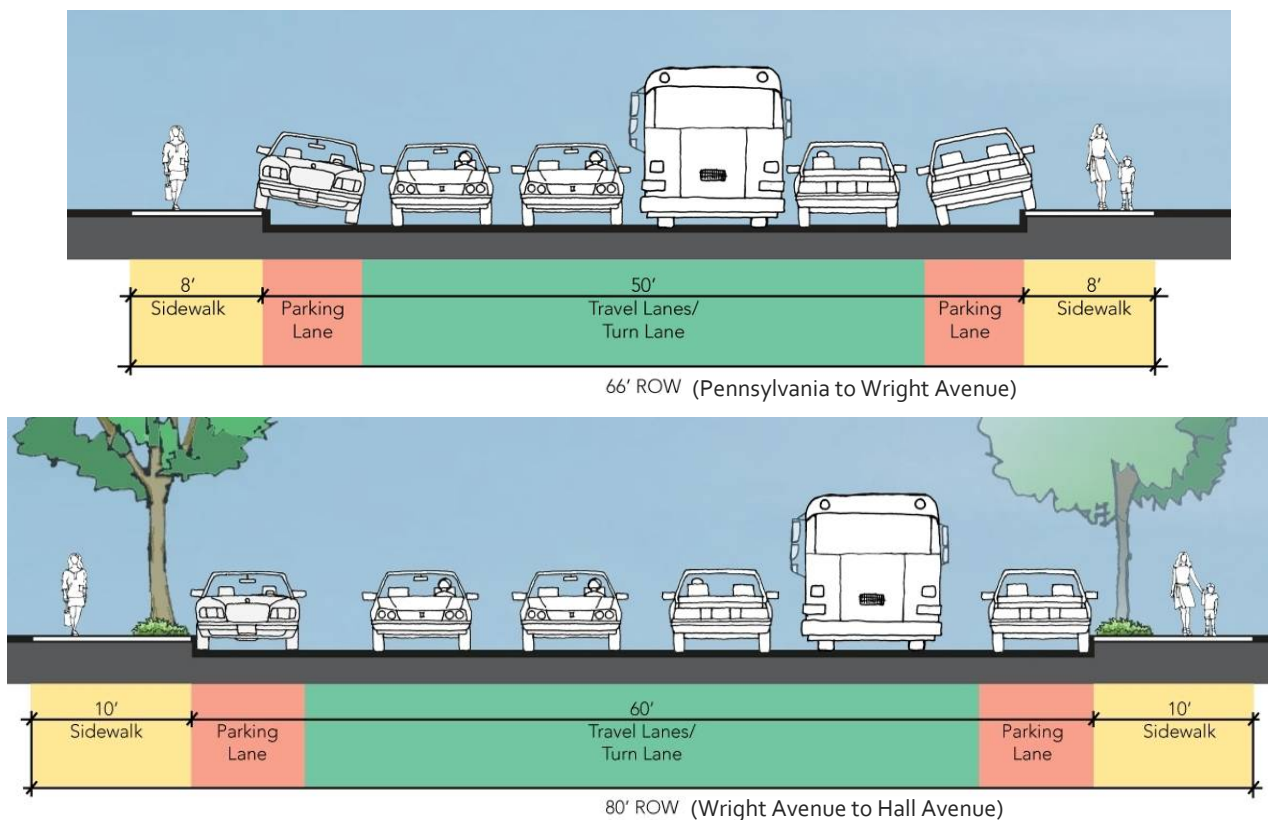
tion). If there are shorter segments of the corridors where there is insufficient width for bicycle lanes, it may be appropriate to provide on-street signage or stencils to raise the visibility of bicyclists and alert motorists that they are likely to encounter cyclists.

In addition to standard bike lanes, several bicycle design and traffic calming treatments should be considered to enhance the comfort and safety along specific routes. These treatments are described in detail in the Design Guidelines. Examples of key corridors in Richmond include, but are not limited to:

- Barrett Avenue
- Cutting Boulevard
- Carlson Boulevard
- Harbour Way
- Marina Bay Pkwy/23rd St
- 37th Street
- San Pablo Avenue
- Hilltop Drive
- Blume Drive
- San Pablo Dam Road

The following graphics provide illustrative examples of proposed improvement options for Key Corridors.

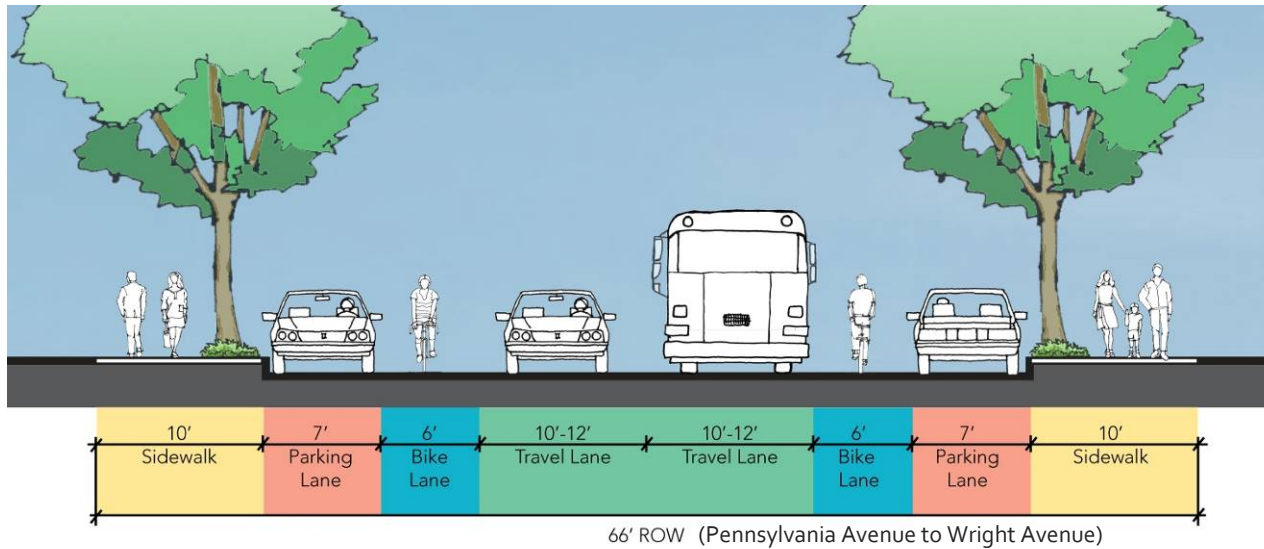
Figure 6-1 | Harbour Way alternative configurations



Existing Roadway

Graphic source: Richmond Pedestrian Plan

Harbour Way – Proposed Bike Lanes with Parallel Parking, 66' ROW



Harbour Way – Proposed Bike Lanes with Parallel Parking and Raised Median, 80' ROW

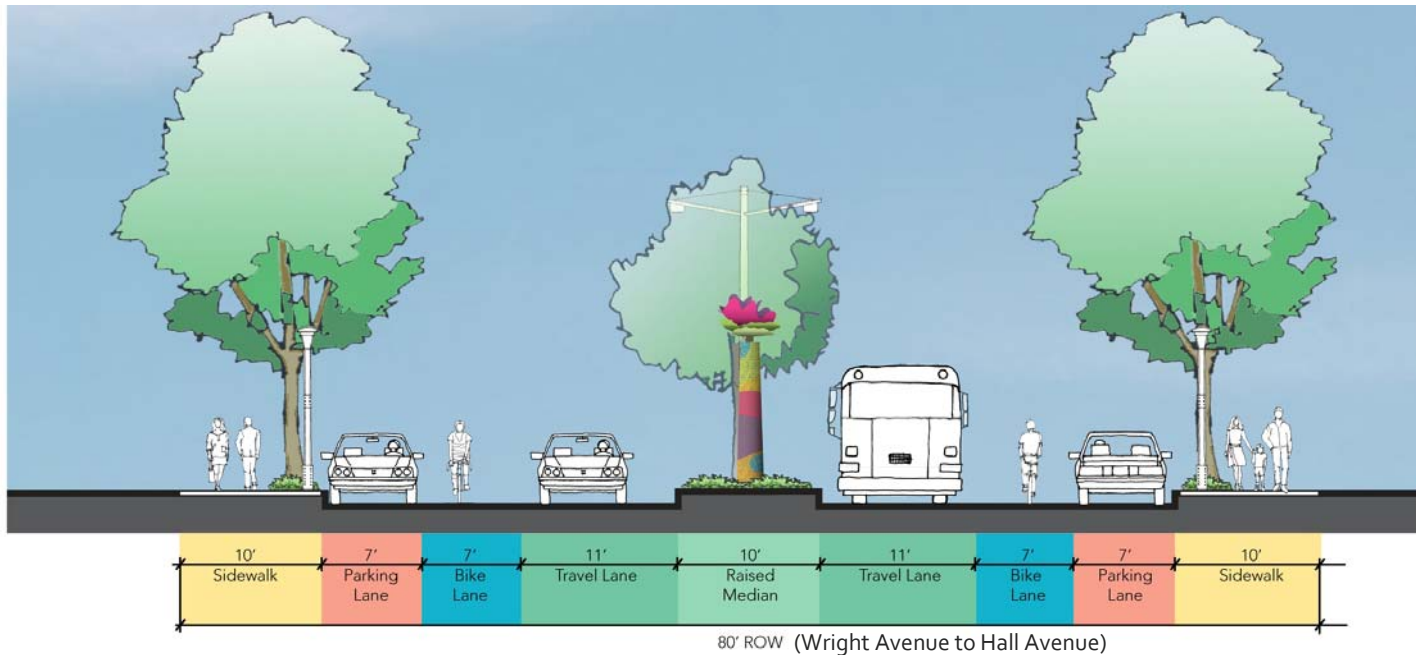
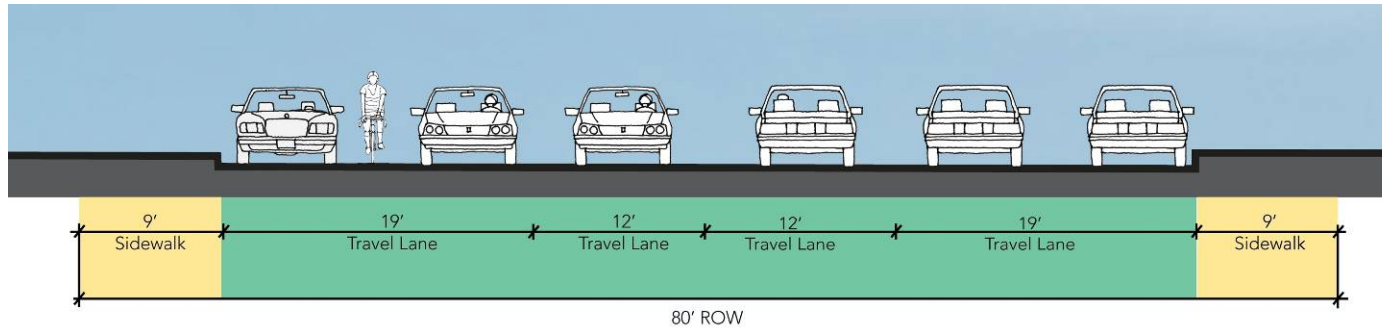
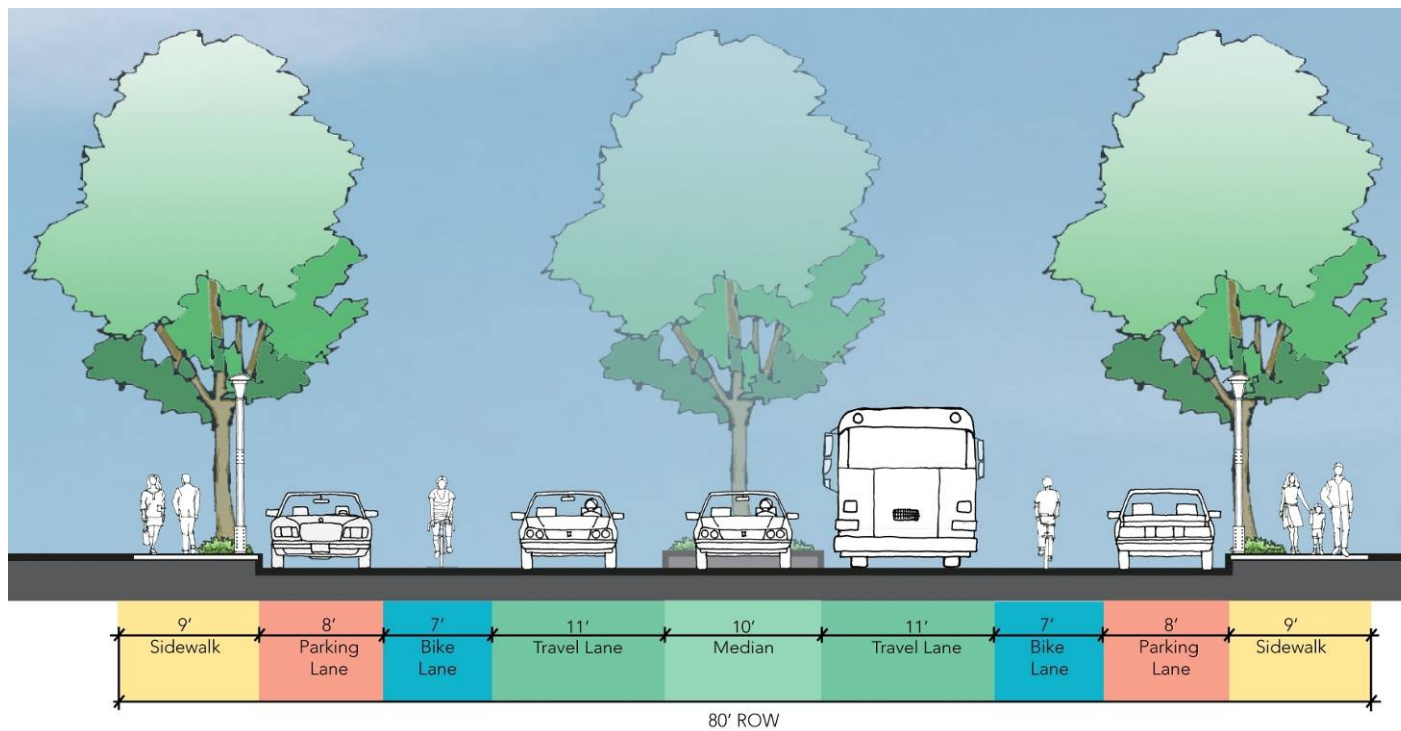


Figure 6-2 | South 23rd Street

South 23rd Street – Existing Roadway



South 23rd Street – Proposed Bike Lanes with Parallel Parking and Raised Median



Graphic source: Richmond Pedestrian Plan

Focus Area 2 – Road Diets

Many of Richmond’s collector streets are excellent candidates for a road diet. A road diet refers to street improvements in which the number of vehicle travel lanes is reduced by adding bicycle and parking lanes, widening sidewalks, and converting parallel parking to angled or perpendicular parking. In addition to creating more space for bicyclists and pedestrians, road diets are also a good traffic calming and traffic safety tool. Roadways with surplus roadway capacity (typically multi-lane roadways with less than 15,000 to 17,000 vehicles per day) and high bicycle volumes, and roadways that would benefit from traffic calming measures are most appropriate for this type of treatment.

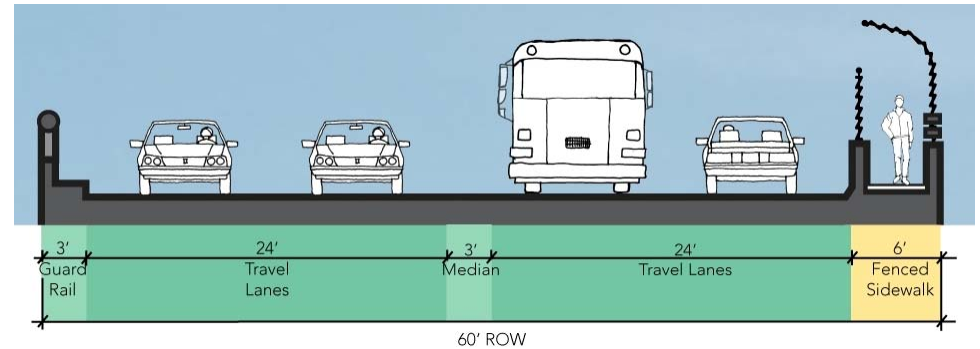
Any candidate road diet project along a current or future planned AC Transit routes should be planned in close coordination with AC Transit to ensure that bus operations are not negatively impacted by changes to the roadway. Candidate streets for road diets include but are not limited to:

- Barrett Avenue
- Cutting Boulevard
- Carlson Boulevard
- Harbour Way
- Marina Bay Pkwy/23rd St
- 37th Street
- Pennsylvania Avenue

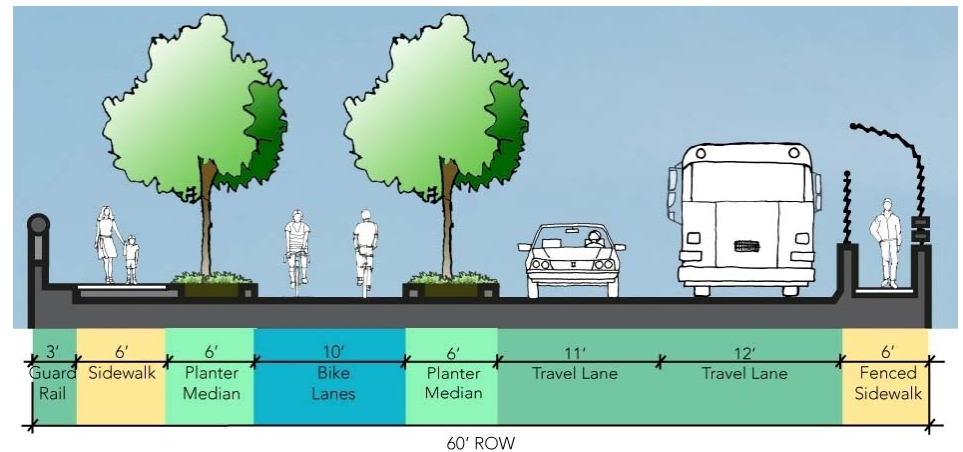
For example, proposed road diet improvements to the Pennsylvania Avenue overpass include sidewalk improvements and a physically separated two-way bike lane. These facilities will improve bicycle and pedestrian access to the Iron Triangle and North Richmond neighborhoods.

Figure 6-3 | Pennsylvania Avenue alternative configurations

Pennsylvania Avenue Overpass – Existing



Pennsylvania Avenue Overpass – Proposed



Pennsylvania Ave/ Harbour Way/13th Street Overpass Improvements



Graphic source: Richmond Pedestrian Plan