• Maintain existing curb lines with 7’ parking lanes on both sides and a 4’ buffer
• Convert travel lanes to a 20’ shared roadway with no center line to accommodate transit and other wider vehicles
• Paint sharrows and install signage to indicate the street’s role as a “neighborhood greenway” or bicycle boulevard where bicyclists share the street with autos

Conceptual Recommendations Near-Term

• Maintain existing curb lines with 7’ parking lanes on both sides and a 4’ buffer
• Convert travel lanes to a 20’ shared roadway with no center line to accommodate transit and other wider vehicles
• Paint sharrows and install signage to indicate the street’s role as a “neighborhood greenway” or bicycle boulevard where bicyclists share the street with autos

Conceptual Recommendations Long-Term

• Maintain existing curbs, preserving a 7’ parking lane on northwest side
• Reduce travel lane width to 11’ with striped center line
• Install a 10’ two-way buffered cycle track with temporary barrier separation on the southeast edge of roadway

Conceptual Recommendations Under All Scenarios

• Construct a new multimodal bridge over I-580, the UPRR Main Line and Carlson Blvd
• Overpass would connect the northeast corner of the Richmond Bay Campus, with a landing on the north side of Carlson Boulevard between South 47th Street and Hartnett Street (Note: there are several options for the north landing of such a structure. Further planning and analysis would be required in the next phase of the project to determine the feasibility and potential costs, benefits and impacts of such an addition to the local transportation network).
• Overpass would include no more than two travel lanes, one 11’ lane in each direction and a 12’ raised separated shared-use path/extended sidewalk on one side.
• May include a direct stair/elevator connection to a potential new BART Metro Eastshore Line Station/platform on or adjacent to the Union Pacific Railroad alignment, providing connections to stations between Hercules and San Leandro, including Berkeley, Emeryville and Oakland.

Key Interventions

Two-Way Cycle Track

Two-way cycle tracks are physically separated cycle tracks that allow bicycle movement in both directions on one side of the road. They may require special considerations at driveway and side-street crossings.

Green-Backed Sharrows

Sharrows are road markings used to indicate a shared lane environment for bicycles and automobiles. These can be highlighted with green pavement, which further highlight the presence of bicyclists and provide clear wayfinding to cyclists.