Central @ I-80

Existing

Long-Term
- Formalize the two-way separated bikeway with the CCTA Central Avenue Interchange Realignment project and by converting the two-way separated bikeway to a raised two-way cycle-track
- Signalize the Rydin Road/Central Avenue/I-580 on-ramp intersection with a bike phase to support diagonal crossing of Bay Trail
- Consider bicycle signal phasing at the Central Avenue intersections with Jacuzzi Street and the I-80 ramps to control movement on the Class I Path
- Add Bicycle Signal Detection at all intersections

Near-Term
- Add bicycle lane legends and refresh striping between Rydin Road and Jacuzzi Street
- Extend existing Class I path (Bay Trail) south to connect to northeast corner of intersection with Rydin Rd
- Create a Class I shared-use path on the south side of street between Jacuzzi Street to Pierce Road
- Convert the “volunteer” trail that connects the existing Bay Trail to the north side of Central Ave (approx. 300’ east of Rydin Rd) to a Class I shared-use path
- Stripe the north and west legs of the Rydin Road intersection as triple-four trail crossings
- Create two-way separated bikeway along west side of Pierce Street from Central Ave to Cerrito Creek
- Enhance wayfinding and access to the existing Sacramento Street pedestrian and bicycle bridge from the Richmond Annex and Southwest Annex neighborhoods

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.

Three-Four Trail Crossing
Triple-four crosswalks are a type of high-visibility crosswalk. The treatment consists of three four-foot segments, two dashed lines on the outside with a clear space in the center to direct pedestrian traffic.

Painted Curb Extension
Painted curb extensions are temporary interventions that expand the sidewalk in order to shorten crossing distances for pedestrians at an intersection but do not relocate the raised curb.

Class I Shared-Use Path
Shared-use paths provide off-road connections that can be used for recreation and commuting. Along high-speed, high-volume roads, sidepaths might be safer and more desirable than sidewalks or bike lanes.