Harbour Way (south of I-580)

Existing

• Create a two-way cycle-track along the east side between the Ford Plant and Hoffman Boulevard
• Provide two 7’ bike lanes with a 3’ striped buffer and soft-hit posts between the bike and vehicle lanes
• Maintain one 11’ travel lane in each direction separated by a 10’ center turn lane
• Stripe an 8’ parking lane on the west side of the street
• Introduce a consistent planting of street trees along both sides of street
• Add pedestrian scale street lights along both sides of street
• Add Bicycle Signal Detection at all intersections
• Add warning lights, gates and traffic signals to the at-grade crossing of the rail spur and Wright Avenue
• Provide ADA accessible pedestrian accommodation through the Wright Avenue intersection and install curb and sidewalk on southeast corner of the intersection
• Convert existing angled parking at the Ford Plant to back-in angled parking adjacent to proposed bicycle lanes
• Realign on- and off-ramps to I-580 to intersect Harbour Way at 90 degrees using striped curb extensions and soft-hit posts
• Tighten corner curb radii and add crosswalks at I-580 ramps
• Add one-way separated bikeways and buffers across the I-580 overpass

Conceptual Recommendations

• Stripe triple-four trail crossings on east and north side of intersection
• Stripe large corner bulb/queue box on northeast corner with soft-hit posts to allow queuing space for northbound bicyclists to cross in two stages
• Stripe two-stage queue box on the southwest corner to allow queuing space for southbound bicyclists to cross in two stages
• Stripe curb extension on southeast corner to channelize autos

Harbour / Hoffman Intersection

Existing

• Add one-way separated bikeways and buffers across the I-580

Conceptual Recommendations

• Stripe three-four trail crossings on east and north side of intersection
• Stripe large corner bulb/queue box on northeast corner with soft-hit posts to allow queuing space for northbound bicyclists to cross in two stages
• Stripe two-stage queue box on the southwest corner to allow queuing space for southbound bicyclists to cross in two stages
• Stripe curb extension on southeast corner to channelize autos

Hoffman Blvd

Existing

• Provide one 11’ travel lane in each direction between Cutting Blvd & Harbour Way
• Add 7’ bike lanes with 4’ striped buffers and soft-hit posts on both sides of street
• Remove SB travel/parking lane and left-turn pocket at Harbour Way intersection
• Underground overhead utility lines
• Introduce a consistent planting of street trees along the north side of street, and explore potential for tree planting along south side (adjacent to railroad right-of-way)
• Add pedestrian scale street lights along the north side of street

Near-Term

• Provide one 11’ travel lane in each direction between Cutting Blvd & Harbour Way
• Add 7’ bike lanes with 4’ striped buffers and soft-hit posts on both sides of street
• Remove SB travel/parking lane and left-turn pocket at Harbour Way intersection
• Underground overhead utility lines
• Introduce a consistent planting of street trees along the north side of street, and explore potential for tree planting along south side (adjacent to railroad right-of-way)
• Add pedestrian scale street lights along the north side of street

Long-Term

• Explore the feasibility of a Class I shared-use path on south/west side of the roadway adjacent to railroad right-of-way
• Install bike signal or similar accommodation at intersection with Cutting Blvd for bicyclists transitioning between the Class I path (SE corner of intersection) and Class II bike lanes on Cutting
• Modify signal at Harbour Way intersection to allow bike phase concurrent with northbound protected left-turns
• Install bicycle signal detection at all signalized intersections
• Formalize temporary curb extensions with curbs and gutter

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.

Queue Box / Two-Stage Turn

Two stage turn queue boxes allow bicyclists to safely make a left-turn, particularly on multi-lane roadways, by providing space for bicyclists to queue to make a left turn without having to merge across lanes of vehicle traffic.

Triple-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.

SOUTH RICHMOND TRANSPORTATION CONNECTIVITY PLAN
Harbour Way | Hoffman Boulevard