

Carlson Boulevard

Carlson Boulevard is a four-lane arterial that carries traffic within the City of Richmond and into the City of El Cerrito, and provides a primary connection between the Richmond Annex Neighborhood and Downtown Richmond. The corridor runs parallel and adjacent to the Union Pacific railroad right of way, which limits development to the west. A raised median that varies in width from approximately ten to fourteen feet runs through the center of much of the corridor.

Traffic counts taken in 2007 indicate Carlson Boulevard carries an average of 9,100 vehicles per day between 23rd Street and Cutting Boulevard, and an average of 7,900 from Cutting to Interstate 80. The four-lane roadway has a carrying capacity of 38,200 vehicles per day. This excess capacity and the absence of development and intersections on the railroad-adjacent side makes the street a strong candidate for road width reduction to moderate speed and reallocate space for landscaping, pedestrian and bicycle improvements. The median could be enlarged and developed with significant landscaping to help produce a context that supports investment in adjacent infill sites.



Summary of Issues

- Key corridor and change area in the General Plan.
- Multiple lanes with considerable excess capacity.
- Fast moving traffic.
- Wide Greenway gap when combined with adjacent railroad corridor and 23rd Street multilane crossing.
- Constrained on southwest side by railroad tracks.
- Connects numerous southeast neighborhoods to central Richmond.
- Wide, skewed intersection at Cutting Boulevard (dangerous pedestrian crossing en route to Kennedy High School).
- AC Transit Route.

Proposed Improvements

Short Term:

- Reduce lane widths, stripe bike lanes and paint sharrows.

Medium Term:

- Re-stripe to 2 travel lanes (road diet).
- Widen bike lanes and add buffers.

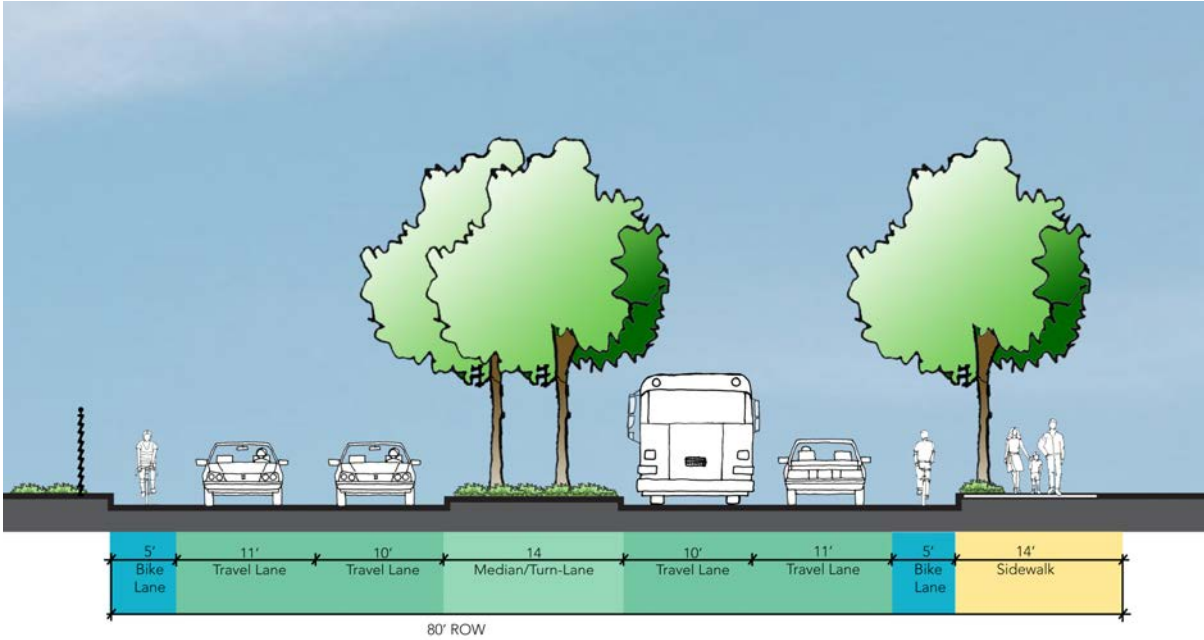
- Study and install roundabout at intersection with Cutting Boulevard if feasible.

Long Term:

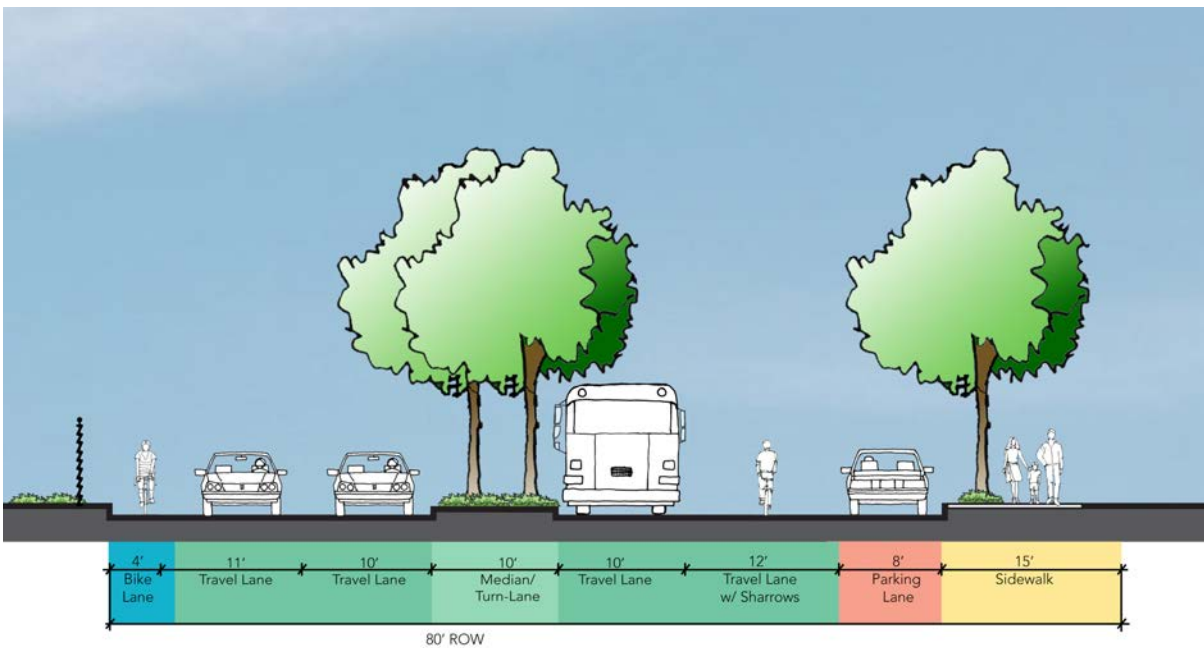
- Widen medians (consider elements to create usable public space) or relocate curb further from railroad tracks for additional space between the bikeway and trains.

Site Applications: Key Corridors

**Carlson Boulevard: Ohio Ave — Cutting Blvd
Option A: Proposed Lane Width Reduction**

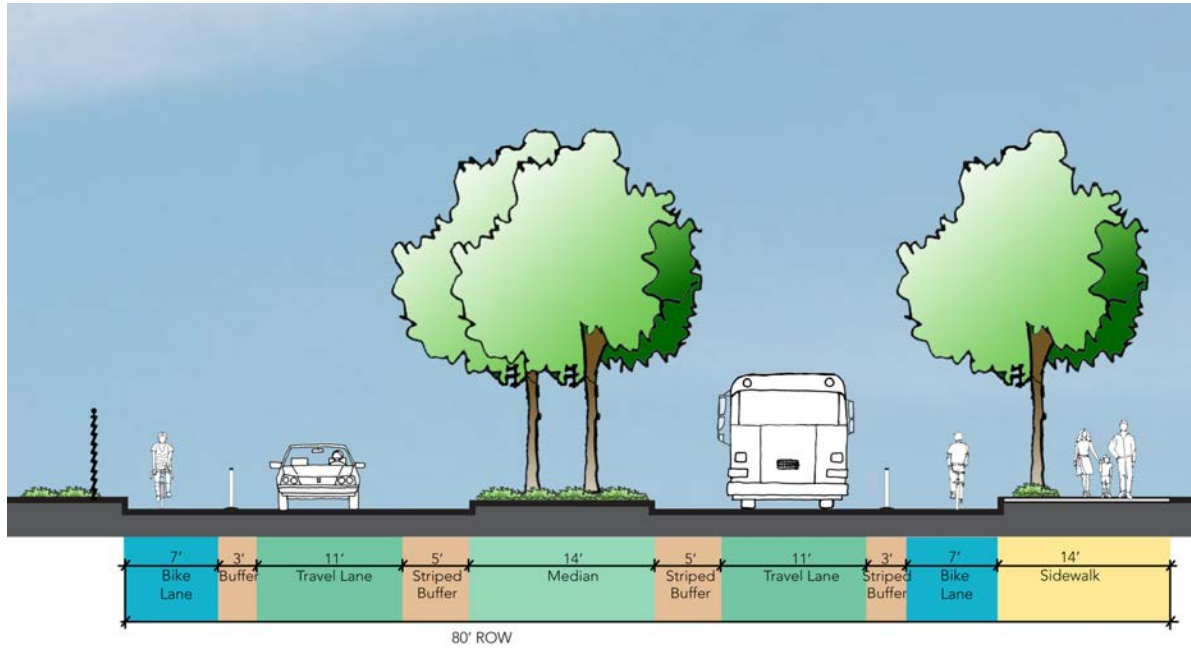


**Carlson Boulevard: Cutting Blvd — 45 St
Option A: Proposed Lane Width Reduction**

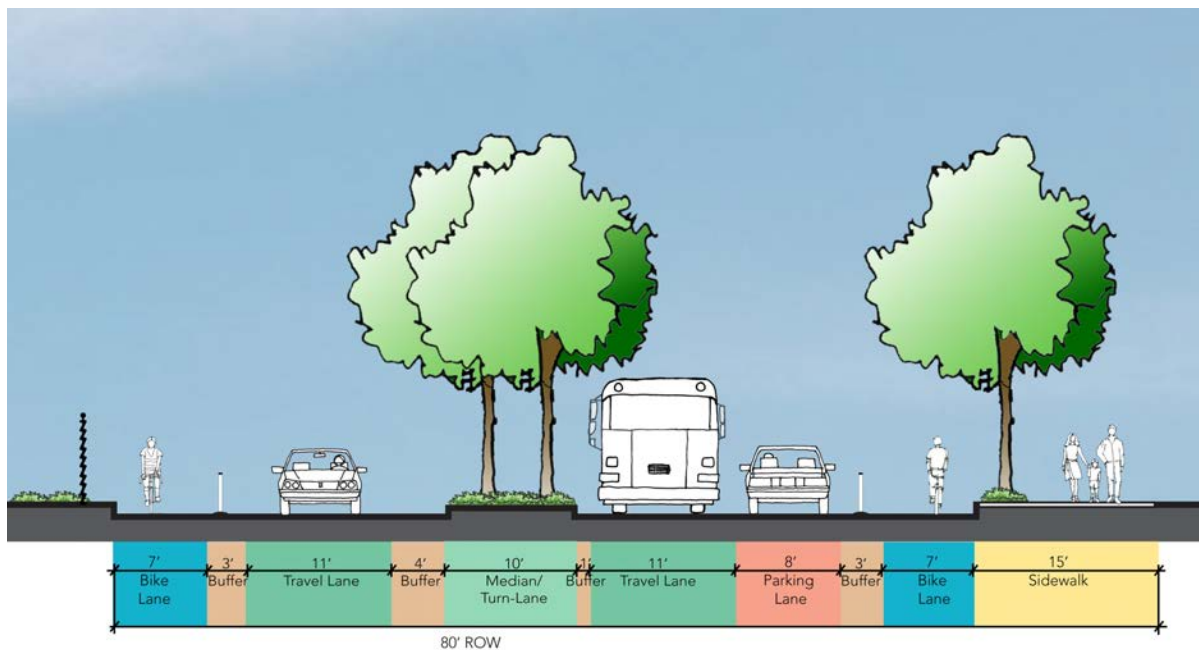


The illustrations above show short term lane width reductions that would contribute to more cautious speeds and allow replacement of sharrow lanes with bike lanes, except where there is on-street parallel parking.

Carlson Boulevard: Ohio Ave — Cutting Blvd
Option B: Proposed Lane Reduction



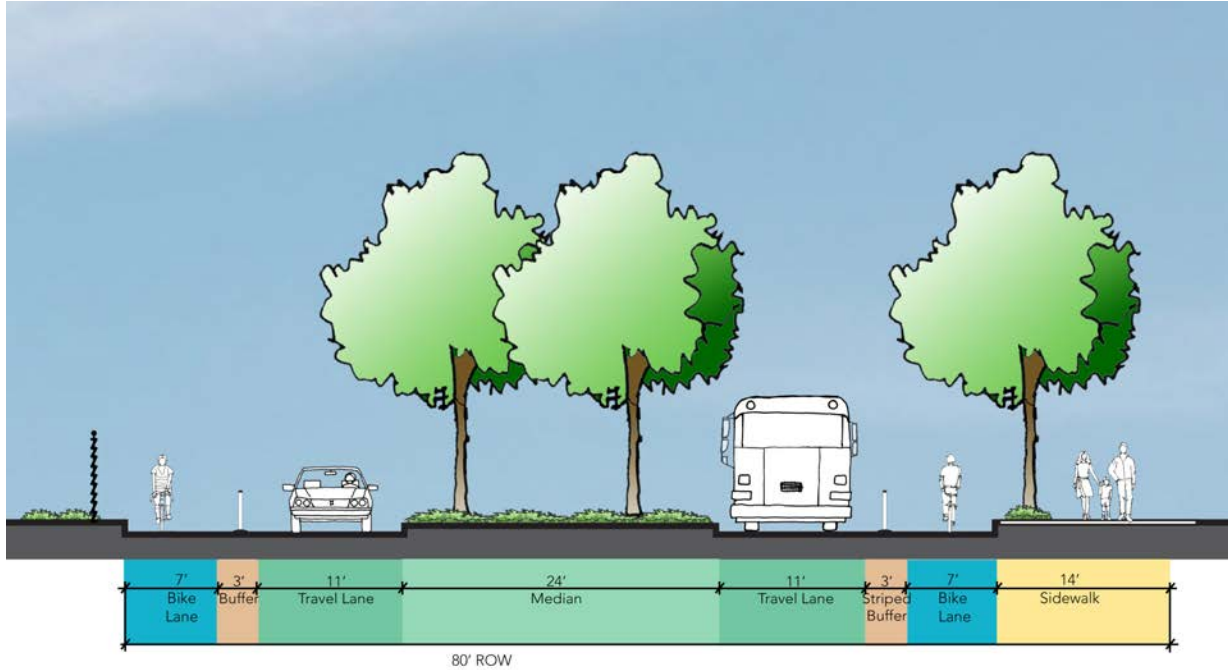
Carlson Boulevard: Cutting Blvd — 45 St
Option B: Proposed Lane Reduction



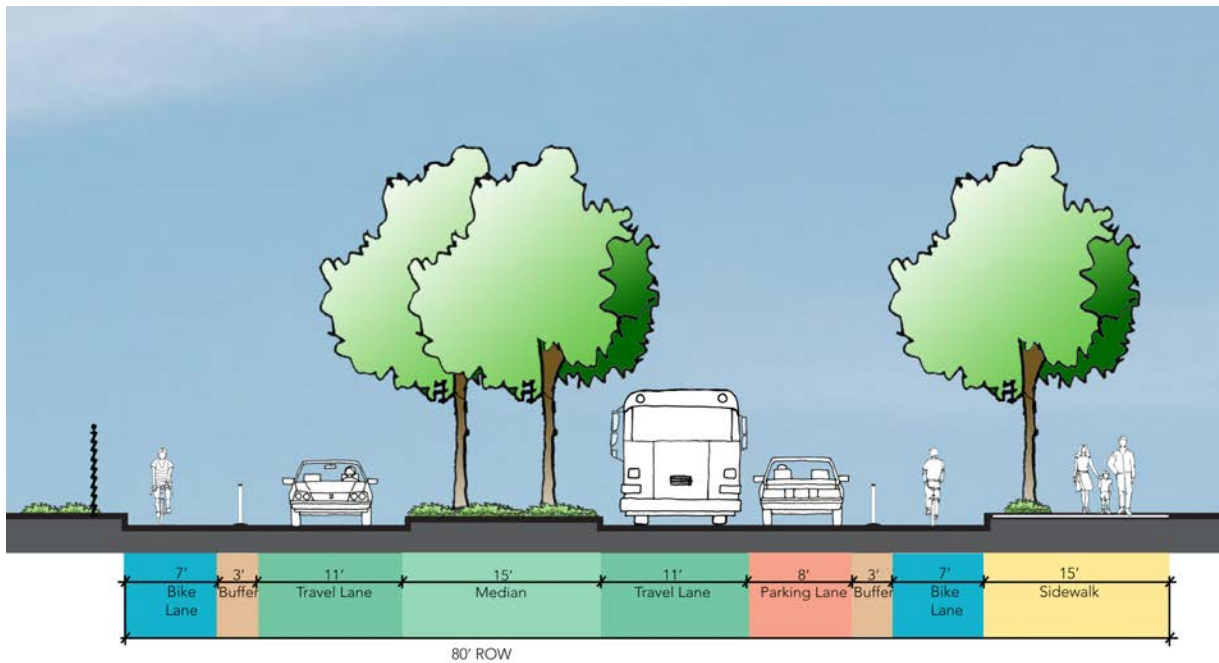
The drawings above show a reduction in the number of lanes, with additional space allocated to separated bicycle lanes and further separating moving traffic from the sidewalk and adjacent properties. Soft hit posts and/or other high visibility and decorative treatments buffer bicyclists from vehicles.

Site Applications: Key Corridors

**Carlson Boulevard: Ohio Ave — Cutting Blvd
Option C: Proposed Lane Reduction**



**Carlson Boulevard: Cutting Blvd — 45 St
Option C: Proposed Lane Reduction**



In the long term, additional space made available through a road diet could be dedicated to an enhanced, widened median. Segments could be designed to receive stormwater runoff, while wider sections could incorporate linear park elements such as shaded benches, walkways or community garden spaces.