

### Iron Triangle Neighborhood

The Iron Triangle neighborhood is a one square mile region located in central Richmond, just east of the Richmond Parkway and north of Interstate 580. The neighborhood extends east-west from Richmond Parkway to the Burlington Northern Santa Fe (BNSF) rail line, and north-south from Lincoln Avenue to Ohio Avenue. It is primarily a residential neighborhood with several schools, parks and other important community destinations. Elm Playlot, Richmond Greenway, Peres Elementary School, and Lincoln Elementary School are four key hubs in the neighborhood in addition to BART, Nevin Community Center, and other destinations. The existing roadways in the Iron Triangle neighborhood vary from “slow streets” with one lane of traffic in each direction to major arterials that provide regional access to destinations in Richmond, local freeways and BART.



### Key Destinations

There are several important destinations accessible by foot within the Iron Triangle, including schools, parks, the Kaiser Permanente Hospital and Medical Center, and the Richmond BART/Amtrak Station. However, Elm Playlot serves as the key focal point for the neighborhood. Distances between these destinations range between a quarter to a full mile, which are considered walkable distances. For example, Peres Elementary School is located 1/4 miles from the Elm Playlot. Similarly, Nevin Community Center and Lincoln Elementary School are 1/4 mile apart, approximately a five minute walk. The Richmond BART station is just under a half mile from the Kaiser Hospital, about an eight minute walk.

### Pedestrian Environment

Although sidewalk coverage is fairly continuous in the area, the condition of pedestrian facilities and the surrounding environment make for a challenging walking experience within the Iron Triangle neighborhood. Sidewalks are broken or missing along some of the Yellow Brick Road routes and uncomfortable conditions exist, such as abandoned buildings, squatters, dogs and litter. Creating a more inviting pedestrian environment will have a meaningful effect on the safety, comfort and mobility of Iron Triangle residents and visitors. Many of the “slow streets” identified as preferred walking routes cross major roadways, such as

Barrett and Macdonald Avenues, where additional enhancements to pedestrian crossings may be required. Many of the roadways that connect through the neighborhood feel like “fast streets” and observed speeds are high on these corridors.

### Bicycle Facilities

The Iron Triangle’s flat, interconnected and low traffic streets provide a great environment for bicycling. The Richmond Greenway is an important asset for regional connectivity. The Greenway runs through the Iron Triangle just north of Ohio Avenue. Class II bicycle lanes are provided on western portions of Pennsylvania Avenue and Ohio Avenue. Class III sharrows are marked on the portion of Barrett Avenue west of the Kaiser Hospital and Medical Center. Providing comfortable, continuous facilities may encourage more people to bike in the neighborhood.

### Transit Facilities

Macdonald Avenue and Harbour Way act as the main transit corridors through the study area, with bus routes also available on 7th Street and Barrett Avenue. AC Transit bus lines that run along the Yellow Brick Road include 71, 72M, 76, and 376. Bus stops along these routes offer very few stop amenities beyond benches at some of the locations. Additional lighting, seating, and overhead coverage will greatly improve the transit environment. The Richmond BART station is located at the northeast edge of the Iron Triangle, and is accessible via Macdonald Avenue, 16th Street, and Nevin Plaza with connections to multiple AC Transit bus lines and

Amtrak.

### Bicycle & Pedestrian Collisions

Pedestrian and bicycle related collisions in the Iron Triangle neighborhood for the six year period from 2007 through 2012 was obtained through the Statewide Integrated Traffic Records System (SWITRS). A total of 68 bicycle and pedestrian-related collisions were reported at intersections and mid-block locations in the study area, with an equal amount involving bicycles (34) and pedestrians (34), as shown in Figure 2. A pedestrian death occurred in 2008 at the Carlson Boulevard and Ohio Avenue intersection.

The highest number of pedestrian collisions was reported along Macdonald Avenue (14) and Harbour Way (9), which accounted for two-thirds of all pedestrian collisions in the study area. The Marina Way and Macdonald Avenue intersection had the greatest number of collisions (4). Bicycle collisions were greatest along Macdonald Avenue (5), Bissell Avenue (4), and Barrett Avenue (4).

As compared to other areas in central Richmond, bicycle collisions are higher within the Iron Triangle neighborhood. The rise in collisions may partially be due to the higher volume of bicyclists that ride in the area; both the Richmond BART station and segments of the Richmond Greenway are within the study area. The number of pedestrian collisions within the triangle is similar to the other nearby neighborhoods in central Richmond.

TABLE 1 Intersections with Two or More Pedestrian or Bicycle Collisions - 2007 to 2012	
Intersection	Collisions Reported
Pedestrian Collisions	
Macdonald Avenue & Marina Way	3
Macdonald Avenue & 16th Street	3
Macdonald Avenue & 4th Street	3
Macdonald Avenue & Harbour Way	2
Harbour Way & Bissell Avenue	2
Harbour Way & Nevin Avenue	2
Harbour Way & Roosevelt Avenue	2
Pennsylvania Avenue & 7th Street	2
Bicycle Collisions	
7th Street & Lucas Avenue	2
Chanslor Avenue & Marina Way	2

Source: SWITRS 2007-2012