

MEASURE J PEER REVIEW PROCESS

Project Information Form

Project Name: Bayview to BART

Project Number: Enter Measure J Project No.

Proponent Name: City of Richmond

Please provide the following information:

1. Project Purpose and Need

Define the problem to be solved by the project, and how the proposed project will solve it.

Because the Bayview Ave overpass over I-580 has no bicycle facilities and substandard sidewalks, the freeway presents a barrier to non-vehicular mobility and makes accessing the Bay Trail and shoreline difficult for residents of southeast Richmond and adjacent parts of El Cerrito. The South Richmond Transportation Connectivity Plan, along with the Richmond Area Community-Based Transportation Plan, highlight Bayview Ave, Ells St, Ells Lane path, and Cypress Path as the best route through the area to reach Potrero Ave to continue to San Pablo Ave and the El Cerrito Del Norte BART Station. Bicycle infrastructure is lacking, the existing bike/ped paths are in disrepair, and many curb ramps are missing. The entire area is an equity priority community and the corridor runs along parks and schools.

2. Project Description

Clearly define the proposed project, including how the needs of bicyclists, pedestrians and transit users are met, consistent with agency policies.

Measure J Peer Review Process

Project Information Form

Project Name: McBryde Ave Safe Routes to Parks

The project corridor starts at the Bay Trail access point at the south end of S 51st St. S 51st St will receive Bicycle Boulevard treatment with pavement markings, signage, and traffic calming. From there, the Bayview Ave overpass crosses I-580 and carries two 12 ft vehicle lanes in each direction with an 8 to 9 ft shoulder. The shoulder will be converted to a 6 ft bike lane with 2-3 ft buffer with soft hit bollards and curb stops/armadillos. The physical protection of the bike lane will add to the safety of the existing sidewalk on the south side of the overpass, and two locations of significant sidewalk damage will be repaired. On the east side of the freeway, Bayview crosses Carlson Blvd which will receive quick-build protected intersection treatments and the protected or buffered bike lanes will continue on Bayview to Ells St. Ells St will be another bike blvd with stormwater planter bulb-outs at the intersection with Gately Ave. At the north end of Ells St, an existing bike/ped path continues north to Cypress Ave, this path will be repaired and resurfaced. Portions of Cypress Ave, S 47th St, and S 49th St will receive bike blvd treatments. Cypress Path will be widened from 5 ft to 8-10 ft. The City of Richmond has a completed bike lane striping plan for Potrero Ave which this grant will implement. East of S 52nd St is the city limit with El Cerrito, where bike lanes have already been striped. Continuing under I-80 brings you to Eastshore Blvd, where El Cerrito's Del Norte TOD Complete Streets project will build protected bike lanes that will take you to the Del Norte BART station. Throughout the project all curb ramps will be built or upgraded and over 100 street trees installed in vacant tree wells and in sidewalk planter strips.

3. Project Schedule

Provide Beginning and completion dates for the following activities:

<i>Item</i>	<i>Beginning Date</i>	<i>Completion Date</i>	
Environmental Document	1/2023	12/2023	
Final Design stages			
	Phase 1 (65% Design)	4/2024	9/2024

Measure J Peer Review Process

Project Information Form

Project Name: McBryde Ave Safe Routes to Parks

	Phase 2 (90% Design)	10/2024	4/2025
	Final Design		
	Right-of-way Engineering and Acquisition	5/2025	4/2026
	Utility Relocation	5/2025	4/2026
	Construction	5/2026	10/2026

4. Financial Plan

Please attach financial plan that lists proposed funding sources and amounts, including any shortfalls and potential revenue sources to address anticipated shortfalls.

5. Summary Responses

Provide responses to issues raised by Authority representatives or the CCEAC peers in previous reviews (if applicable).

Enter text here



July 15, 2022

Colin B. Clarke, AICP
Associate Transportation Planner, Planning Department
Contra Costa Transportation Authority (CCTA)
2999 Oak Road, Suite 100, Walnut Creek, CA 94597

City of Richmond's OBAG3 grant application for the Bayview to BART Project

Dear Mr. Clarke,

Please find the attachments to our application which includes project maps, budget, plan references, and letters of support.

The project will create a safe and comfortable walking and biking route connecting the Del Norte BART station to the San Francisco Bay Trail. It capitalizes on existing multi-use paths, ties into El Cerrito's Transit Oriented Development Complete Streets Project, and will improve conditions around parks and schools. The project will build Class 2 bike lanes on Potrero Ave as well as build Class 4 protected bike lanes on the Bayview Ave overpass over I-580. Other improvements include resurfacing, ADA-compliant curb ramps, high visibility crosswalks, sidewalk and path repairs, traffic calming, street trees, and stormwater planters. The project serves an Equity Priority Community and is supported by a number of organizations and agencies.

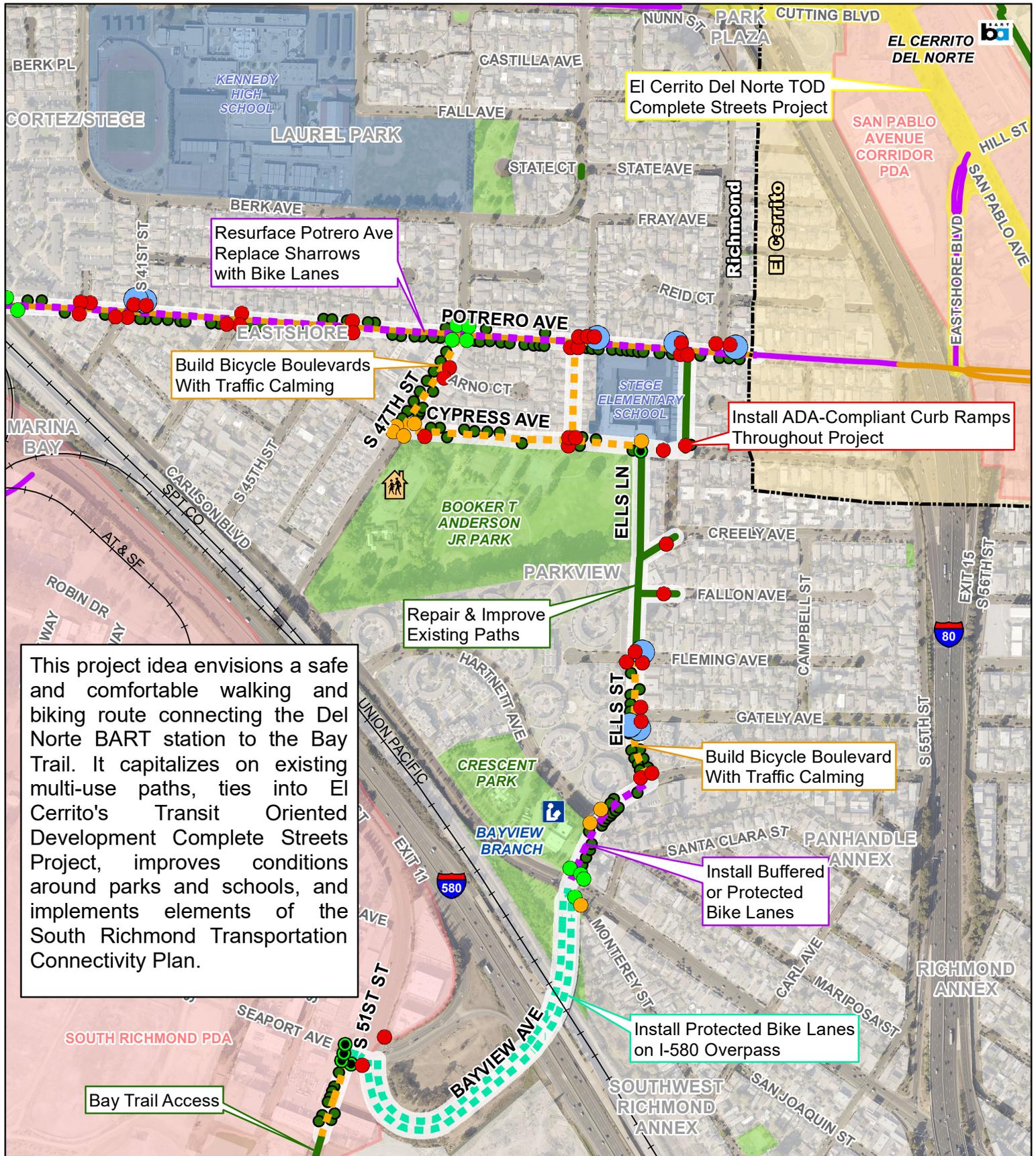
The total project cost is \$1,904,121.54 of which we are requesting \$1,674,702.81 in OBAG3 funds.

Several of the Letters of Support have just a signature on a second page, so we hope you will accept over 20 pages of attachments in a good faith effort.

Sincerely,

A handwritten signature in blue ink that reads "Patrick Phelan".

Patrick Phelan
Infrastructure Administrator
City of Richmond Public Works
510-307-8111
Patrick_phelan@ci.richmond.ca.us

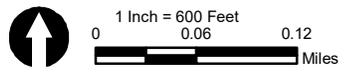


This project idea envisions a safe and comfortable walking and biking route connecting the Del Norte BART station to the Bay Trail. It capitalizes on existing multi-use paths, ties into El Cerrito's Transit Oriented Development Complete Streets Project, improves conditions around parks and schools, and implements elements of the South Richmond Transportation Connectivity Plan.

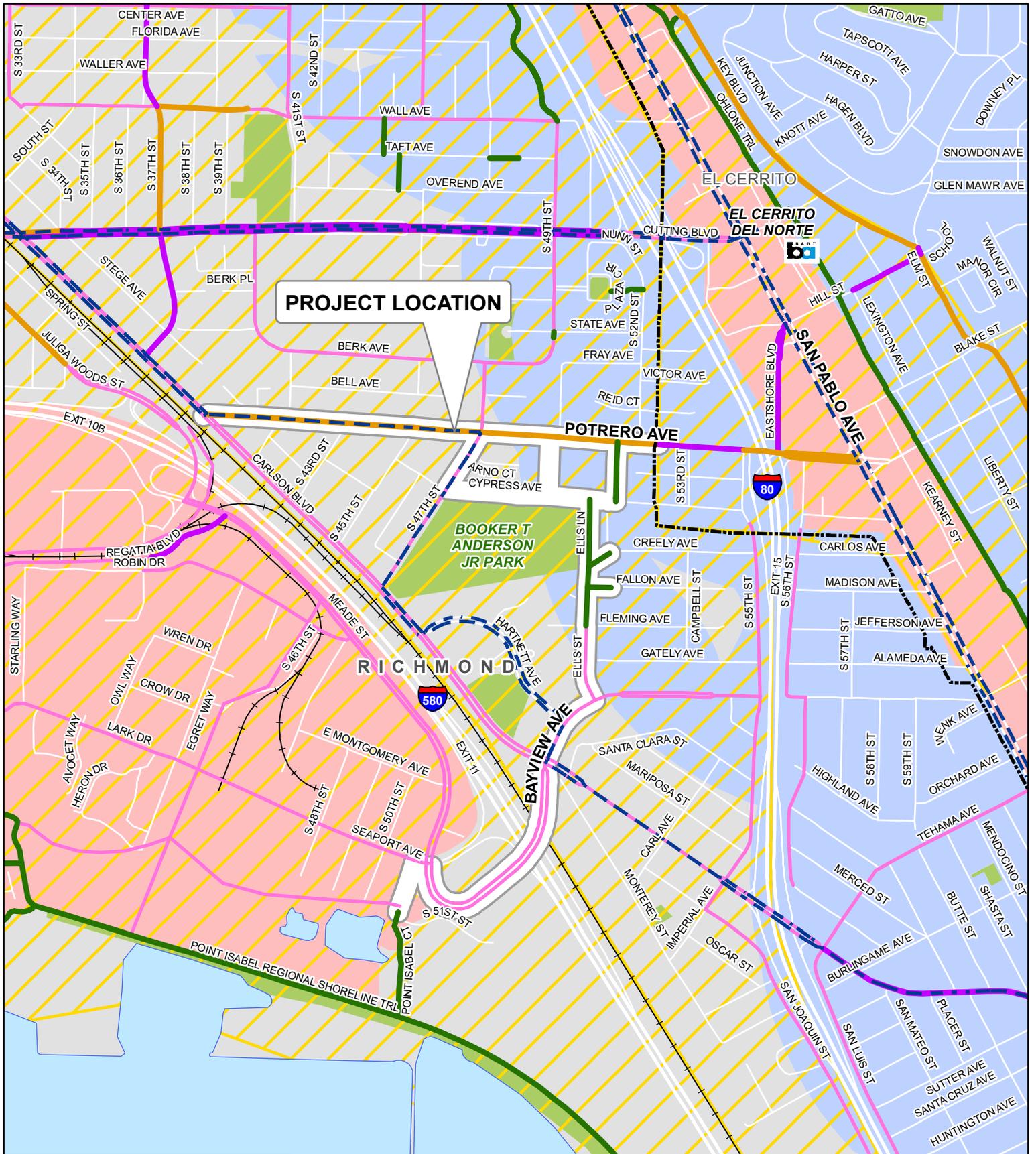
Bay Trail Access



- New Trees
- ADA Compliant
- Potential Stormwater Planter
- City Limits
- Needs Detectable Warning Surface
- Priority Development Area
- Existing Bikeways**
- Build Curb Ramp
- Class 1 Path
- Rebuild Non-Compliant Ramp
- Class 2 Lane
- Class 3 Sharrow



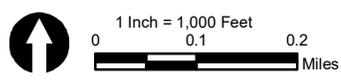
BAYVIEW TO BART PROJECT



PROJECT LOCATION



- Equity Priority Community
- Priority Development Area
- Transit-Rich Outside HRA
- Parks/Public Areas
- City Limits
- AC Transit Bus Line
- Proposed Bikeways
- Existing Bikeways
- Class 1 Path
- Class 2 Lane
- Class 3 Sharrow



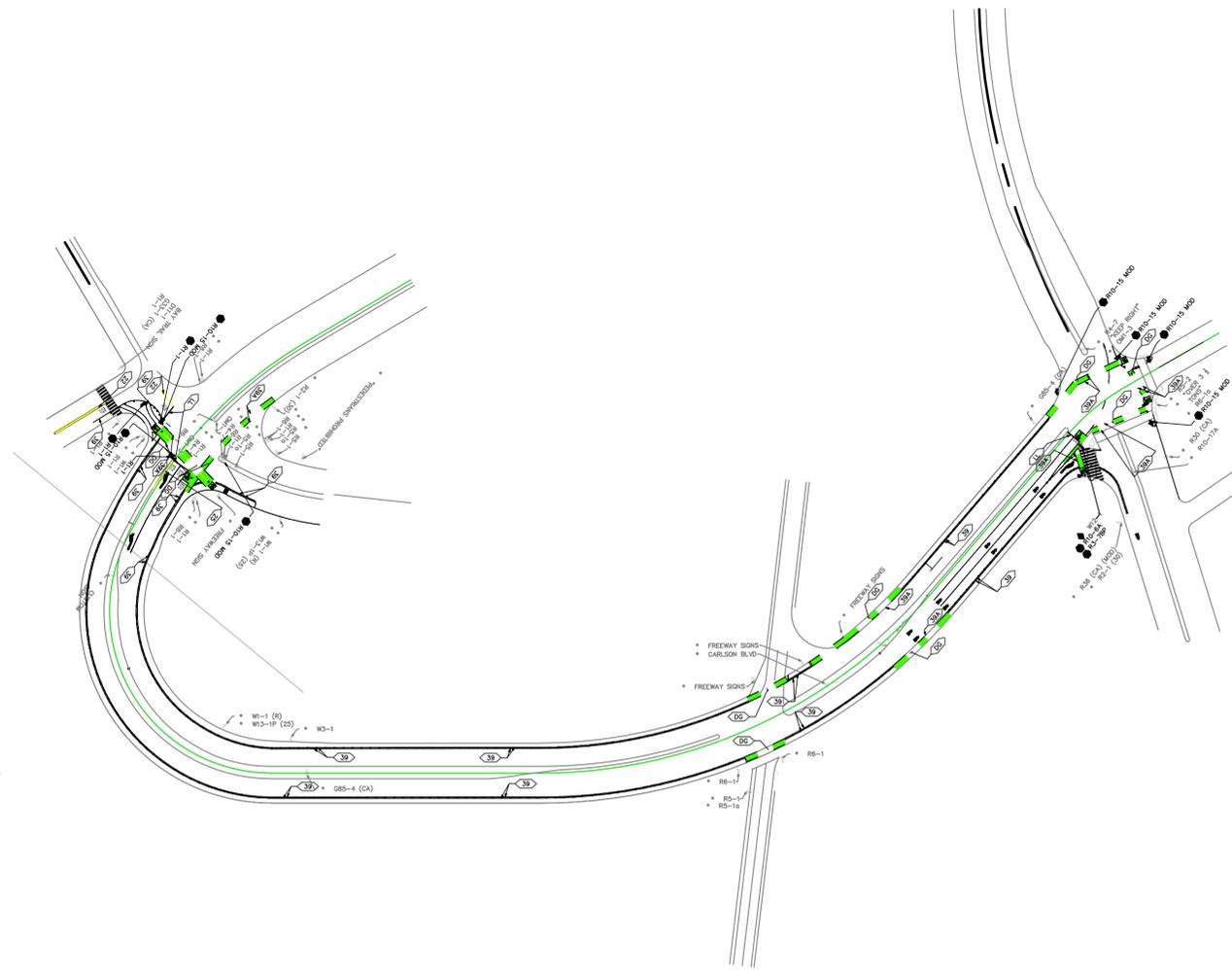
BAYVIEW TO BART CONTEXT

City of Richmond
OBAG3 Grant Application
Bayview to BART Project Estimate

Item	Unit	Unit Cost	Quantity	Total	Grant Ask	Local Match
Paving - Ells St	SF	\$ 5.00	11000	\$ 55,000.00	\$ 27,500.00	\$ 27,500.00
Paving - Bayview Ave	SF	\$ 5.00	22500	\$ 112,500.00	\$ 56,250.00	\$ 56,250.00
Paving - Bayview Overpass	LS			\$ 89,000.00	\$ 44,500.00	\$ 44,500.00
Slurry - Potrero	SF	\$ 0.50	164000	\$ 82,000.00	\$ 41,000.00	\$ 41,000.00
Pavement Asphalt Concrete Repair	SF	\$ 12.00	235	\$ 2,820.00	\$ 1,410.00	\$ 1,410.00
Crack Seal (10% of slurry area)	SF	\$ 0.15	16400	\$ 2,460.00	\$ 1,230.00	\$ 1,230.00
Curb Ramp	EA	\$ 7,000.00	41	\$ 287,000.00	\$ 287,000.00	\$ -
Stormwater Planter	EA	\$ 30.00	675	\$ 20,250.00	\$ 20,250.00	\$ -
Street Tree	EA	\$ 200.00	118	\$ 23,600.00	\$ 23,600.00	\$ -
Sidewalk Repair	SF	\$ 30.00	1000	\$ 30,000.00	\$ 30,000.00	\$ -
Bike/Ped Path Repair	SF	\$ 25.00	3000	\$ 75,000.00	\$ 75,000.00	\$ -
Signage & Striping	LS			\$ 250,000.00	\$ 250,000.00	\$ -
Signal Improvements	LS			\$ 100,000.00	\$ 100,000.00	\$ -
Rectangular Rapid Flashing Beacon	LS			\$ 10,000.00	\$ 10,000.00	\$ -
Subtotal				\$ 1,139,630.00	\$ 967,740.00	\$ 171,890.00
Construction Contingency	LS	15%		\$ 170,944.50	\$ 170,944.50	
Construction Total				\$ 1,310,574.50	\$ 1,138,684.50	\$ 171,890.00
Environmental Documents	LS			\$ 30,000.00		\$ 30,000.00
Staff Time	LS	5%		\$ 65,528.73	\$ 38,000.00	\$ 27,528.73
Design	LS	10%		\$ 131,057.45	\$ 131,057.45	\$ -
Mobilization	LS	10%		\$ 131,057.45	\$ 131,057.45	\$ -
Construction Management	LS	18%		\$ 235,903.41	\$ 235,903.41	\$ -
<u>Grant Total</u>				<u>\$ 1,904,121.54</u>	<u>\$ 1,674,702.81</u>	<u>\$ 229,418.73</u>
					<u>Local Share %</u>	<u>12.05%</u>

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SB	101	7.5/11.9		





LOCATION MAP

APPROVED AS TO IMPACT ON STATE FACILITIES AND CONFORMANCE WITH APPLICABLE STATE STANDARDS AND PRACTICES AND THAT TECHNICAL OVERSIGHT WAS PERFORMED.

DATE SIGNED
XX/XX/XXXX

LICENSE Exp DATE
XX/XX/XXXX

REGISTRATION No.
XXXXX

CALTRANS DESIGN OVERSIGHT APPROVAL
X. XXXXXXXXX

CONSULTANT DESIGN MANAGER
ROBERT A. HIMES

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

COVER SHEET OF DRAFT STRIPING PLAN

PROJECT ENGINEER _____ DATE _____
 REGISTERED CIVIL ENGINEER



PLANS APPROVAL DATE _____
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

MARK THOMAS
 OFFICE ADDRESS
 CITY, STATE ZIP

CLIENT NAME
 CLIENT ADDRESS
 CITY, STATE ZIP

CONTRACT No. 00-00004

PROJECT ID 000000000

DATE PLOTTED => 11-May-22
 TIME PLOTTED => 17:51



BAYVIEW AVENUE

EXCERPT FROM SOUTH RICHMOND TRANSPORTATION CONNECTIVITY PLAN

CORRIDOR OVERVIEW

Bayview Avenue is currently the primary multimodal connection to the South Shoreline Area (including the future site of the Richmond Bay Campus) from El Cerrito, including El Cerrito Del Norte BART and El Cerrito Plaza BART, and Richmond neighborhoods located east of I-580, including Eastshore, Park View, Richmond Annex, Southwest Annex, and the Panhandle Annex. To the west, Bayview Avenue originates immediately west of I-580 at the intersection of Seaport Avenue, South 51st Street and on/off-ramps to/from eastbound I-580. A direct connection to the Bay Trail can be made from a path extension of South 51st Street, starting one block south of Bayview. On the northeast side of the Bayview interchange, the primary auto, truck, and transit connections to El Cerrito and regional destinations to the south and east of South Richmond can be made via Carlson Boulevard (These connections are discussed further in the associated Carlson Boulevard Corridor Profile). The focus of this corridor profile is on the Bayview overpass of I-580, and existing and potential pedestrian, bicycle and transit connections to the El Cerrito Del Norte BART Station.

Bay Trail,
Richmond Bay
Campus to
El Cerrito Del
Norte BART



EXISTING CONDITION

Bayview Overpass

From South 51st Street and Seaport Avenue, Bayview Avenue rises to the south, then loops back to the northeast, as it crosses I-580 and the UPRR tracks to an intersection with Carlson Boulevard. The center of the overpass includes a signalized intersection with on and off-ramps from westbound I-580. The width of usable space on the overpass is approximately 85.’ This space is currently allocated – in typical cross-section – to two general purpose travel lanes in each direction, a center left turn lane in advance of the intersections with I-580 exit/entrance ramps (away from intersections, the center left turn lane is replaced by an unplanted median), wide shoulders (striped), and a narrow (~4’) sidewalk on the southeast side. New ADA accessible curb ramps have been installed at selected corners.

BAYVIEW AVENUE

At the southwestern approach to the intersection of Bayview Avenue and Carlson Boulevard, Bayview has a wider profile, with two southbound lanes and three northbound lanes, including dedicated right turn and left turn lanes, on either side of a lane marked with straight and left turn arrows.

Challenges with the Bayview overpass and its intersection with Carlson Boulevard include:

- Wide lanes and wide corner turning radii encourage high speed through travel and turning movements in this corridor (Note: the wide angle of the southwest corner of Carlson Boulevard and Bayview Avenue encourages high speed turns causing potential conflicts with the through movements of bicyclists and pedestrians along Carlson Boulevard).
- Sidewalks are only present on the southeast side of the Bayview overpass and are in a state of disrepair.
- There are no dedicated bicycle facilities on the Bayview overpass or on Bayview Avenue east of Carlson Boulevard.
- The design of the on-ramp to westbound I-580 from south/west bound Bayview Avenue facilitates free right turns at high speeds. This puts motor vehicles in potential high speed conflict with pedestrians and cyclists who may be encouraged to use the wide shoulder present on that side of the overpass, despite the lack of a sidewalk or dedicated bike lane.
- The location of a fire station on the northwest corner of the intersection of Bayview Avenue and Carlson Boulevard (with driveway access via Bayview Avenue) necessitates wider clearance and careful design of any intersection modifications.

Transit

Transit and shuttle services using segments of Bayview Avenue in this corridor include:

- AC Transit Line 71, which deviates from the Carlson Blvd corridor, traveling on Bayview Ave for one block east to Hartnett Ave. From there, Line 71 follows Hartnett north and west to another intersection with Carlson Boulevard.

**Bayview Avenue and Carlson Boulevard:
Curb ramps with tactile warning strip**



**Bayview Avenue and Carlson Boulevard:
Wide turning radius and sidewalk in disrepair**



BAYVIEW AVENUE

- The UC Berkeley Richmond Field Station Shuttle uses the Bayview Ave overpass to connect the Field Station to the main campus of UC Berkeley (via the I-580 on/off-ramps at Bayview), and to El Cerrito Plaza BART Station, via Bayview Ave, Carlson Boulevard, and Central Avenue.

Auto connections to El Cerrito

The primary alternative routes from the Bayview interchange to El Cerrito Del Norte BART are:

- Carlson Boulevard to South 47th Street to Potrero Avenue (existing conditions and potential improvements for this corridor are covered in separate corridor profile sheets for Carlson, and South 47th-Potrero Ave), and
- Bayview Avenue to South 55th Street (running north-south directly adjacent to I-80), to Potrero Avenue.

No transit or shuttle service currently makes this connection between the South Shoreline area and El Cerrito Del Norte BART Station.

Walking and bicycling via Ellis Lane and the Cypress Path

From Bayview Avenue and Carlson, the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART Station is to proceed two blocks northeast on Bayview Avenue, turn left on Ellis Lane, proceeding for two blocks north to Fleming Avenue. Across Fleming Ellis Lane continues as an off-street path, for 950 ft. north along the east side of Booker T. Anderson Park to Cypress Ave. The Cypress Path begins just 60 ft. to the east on the north side of Cypress Avenue and proceeds another 130 ft north to Potrero Avenue, along the east side of the Stege Elementary School campus. From there, bicyclists and pedestrians can reach El Cerrito Del Norte BART by following Potrero Avenue to the east, under I-80, to Eastshore Boulevard, then turning left to travel one block north to reach the station.

The Ellis Lane and Cypress Paths are good short-cuts within the neighborhood, presenting opportunities for low-stress bicycle and pedestrian access to Stege Elementary School, Booker T. Anderson Park and the Shoreline area, via Bayview. However, these paths are narrow in places (6'-8'), and do not meet standards for ADA access or class I path status. The route also lacks wayfinding signage or pavement markings that might encourage its use for through transportation, rather than exclusively for internal neighborhood circulation.

Entrance to Ellis Lane Path from Ellis and Fleming



Missing curb ramps and wide corner turning radii, Bayview and Ellis



Where sidewalks are present, these facilities are in disrepair in selected locations and are not in all cases designed, built, or maintained in accordance with the Public Right of Way Access Guidelines (PROWAG). Most existing sidewalks within the Plan Area are located directly adjacent to the curb, with no sidewalk buffer zone to cushion pedestrians from fast moving traffic.

Marked crosswalks are provided at a limited number of intersections or crossings of higher volume arterial and connector streets within the Plan Area, including: Marina Way South; Regatta Boulevard; Marina Bay Parkway; South 51st Street.

With the exception of one mid-block crossing of Seaver Avenue within the Richmond Bay Campus, all marked crossings in the Plan Area are typical crosswalks with lateral stripes, which can be hard for drivers to see.

Barriers to Connectivity

Discontinuity of the street and pedestrian network within the Plan Area is also the result of major travel barriers formed by the many railroads and arterial roadways that traverse and bound the district. Figure 2.3 highlights the most significant travel barriers within and adjacent to the Plan Area, along with key routes across such barriers for bicyclists, pedestrians and users of other modes of travel. The following is a list of notable barriers.

- I-580, which forms the northern and eastern boundaries of the Plan Area, is a barrier to connectivity with adjacent neighborhoods in the City of Richmond. Pedestrian accessible overpasses exist only at Marina Way South, Marina Bay Parkway and Bayview Avenue, spaced 0.5 to 0.8 miles apart.
- An operational at-grade railroad line and a series of railyards traverse the northern half of the Plan Area

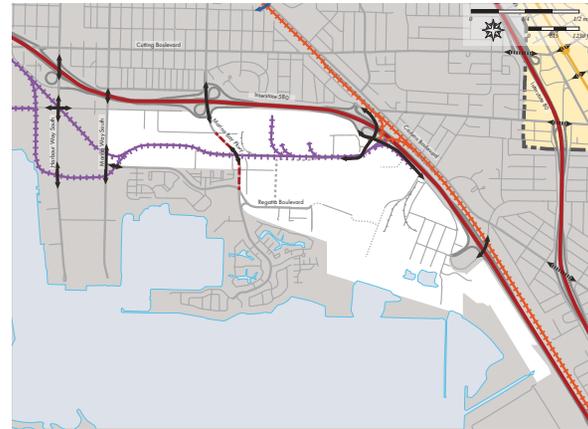


Figure 2.3: Barriers to Connectivity



Figure 2.4: Connectivity to Commercial Uses

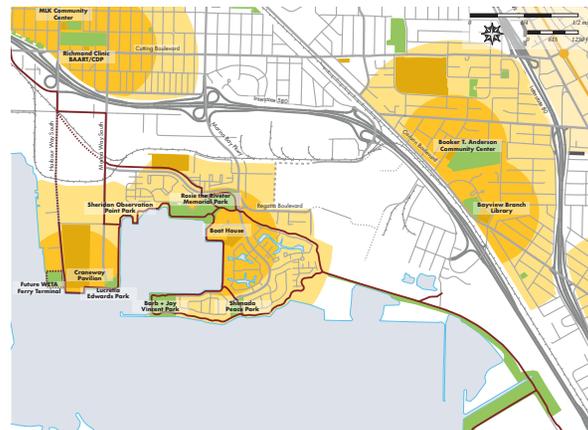


Figure 2.5: Connectivity to Community Facilities



Figure 2.6: Connectivity to Schools

from east to west, limiting north-south travel for all modes of transportation.

- With limited crossings, wide lanes and high travel speeds, segments of major arterial and collector roadways create barriers that effectively limit pedestrian, bicycle and accessible circulation within and to the Plan Area.

Figures 2.4-2.6 highlight the impacts of the barriers in and around the Plan Area on connectivity to commercial areas, schools, and community amenities. The diagrams show ¼ mile (5 minute) and ½ mile (10 minute) walking radii.

- c. Provision for wide sidewalks on many corridors so as to allow maximum space for necessary street furniture and landscaping, both of which can serve to buffer pedestrians from on-street traffic and thereby enhance pedestrian comfort and safety.
5. **Networks:** Well connected street networks, with a high density of intersections (such as the well defined street grid in Central Richmond) enhance multimodal access, mobility and connectivity by providing direct connections and choices. A high density of intersections is also strongly related to lower rates of traffic and vehicle miles traveled (VMT). In a grid, there is always more than one way to get somewhere, reducing congestion and conflicts between modes. This Plan's focus on networks is reflected in the Thoroughfare Regulating Plan (page 4-72), which aligns new streets with the original street grid serving the current site of the Richmond Field Station, and the adjacent Seaport neighborhood. These new streets will bisect existing super-blocks in the Plan Area, and provide new multimodal connections across major barriers to access, including I-580 and the Union Pacific Railroad.
6. **Prioritized Vulnerable, Low-Impact Road Users:** Since the risk of injury or fatality is highest for collisions involving pedestrians, bicyclists, and wheelchair users, and because travelers have the lowest environmental and climate impact and are cheapest to accommodate when using these modes, this Plan prioritizes safe and direct ways of access for these modes.
7. **Multimodal Gateways:** The limited crossings of I-580 at Marina Way South, Marina Bay Parkway, Regatta Boulevard, Bayview Avenue and Central Avenue serve as gateways to the Richmond Bay area for people arriving by all modes of transportation

from the regional highway system, adjacent Richmond neighborhoods, and nearby BART Stations. While these streets legally accommodate all modes of travel, most of the available right-of-way is dedicated to vehicular traffic. Sidewalks are narrow and unbuffered from vehicle traffic and in some cases provided on only one side of the street (e.g. Bayview Avenue), while bicyclists are expected to share general purpose travel lanes, with no special accommodation. Moreover, the design of these roadways increases conflicts between pedestrians, bicyclists and motor vehicles – particularly those taking so-called “free right turns” at highway speeds, when using these arterials to enter or exit I-580.

Fortunately, there is ample space within existing public right-of-ways, including existing highway overpass structures, to significantly improve safety and mobility for all users, without substantially impacting auto or freight mobility in these corridors.

A key focus of this Plan in the near-term is the cost-effective re-design of these key gateway corridors, rebalancing the allocation of street space to better accommodate bicycle and pedestrian travelers of all ages and abilities, reduce speeding by motor vehicles, and to reduce conflicts between users of all modes of travel where highway exit and entrance ramps intersect with these multimodal streets. Additional separation between modes can be provided by reducing the number of vehicle travel lanes, where feasible.

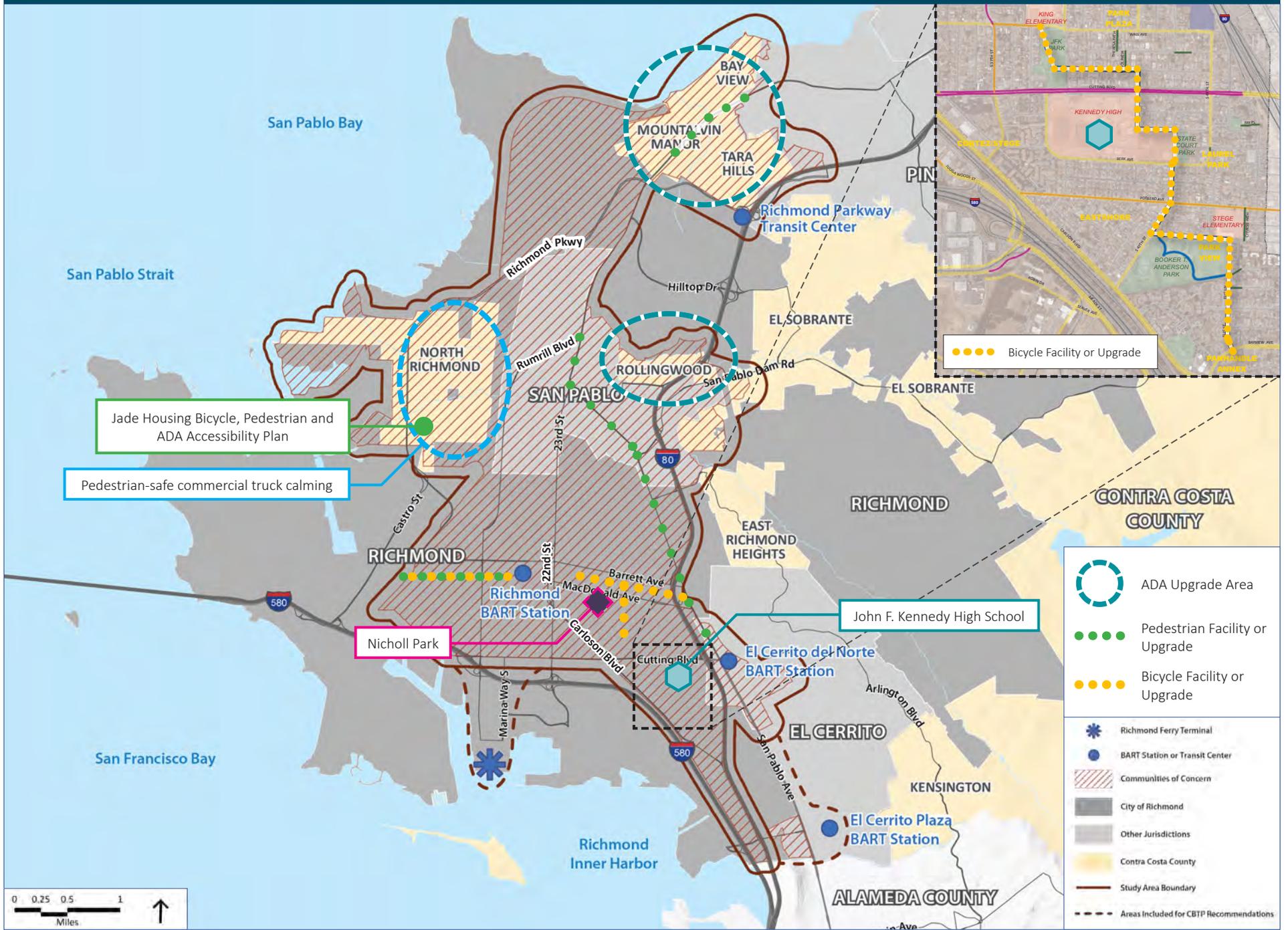
8. **Flexible Design:** A key principle of this Specific Plan is to design for flexibility of use. As the RBC and nearby neighborhoods in the Plan Area begin to develop, demand for access by all modes of travel will increase substantially. In the long-term, vehicle

traffic can be expected to increase substantially on each of the travel corridors accessing or providing connections across I-580. For the most part, the improvements recommended in the Plan are intended to be flexible, low-cost measures that can achieve desired objectives in the near-term, while maintaining flexibility to return streets to their current vehicle capacity, or to further refine the use of street space in the future. Such measures include striping, installation of temporary or movable curbs and barriers and use of planter boxes and other temporary measures to re-purpose street space and provide for separation between modes. In addition to being cost-effective in the near term, such temporary measures are quicker and easier to implement, and offer the opportunity to test the impacts and effectiveness of new street designs and channelization patterns, with allowance for changes and upgrades as necessary.

9. **Local Connectivity:** Rather than expanding highway interchanges, this plan calls for investment in existing and new multimodal corridors that cross I-580, including:
- Marina Way South, a key transit, bicycle and pedestrian gateway to the Plan Area, and a primary route from Central Richmond to the new Ferry Terminal.
 - A multimodal bridge over I-580, Meade Street, Carlson Boulevard, and the Union Pacific Railway, providing a new, direct connection from the RBC to the Eastshore and Park View neighborhoods (and El Cerrito Del Norte BART beyond).

These projects provide local connections and greater redundancy of route options in the area's transportation networks, while avoiding conflicts

Figure 5-1 High Need + High Potential Active Transportation Recommendations



5.4.1 High Need + High Potential Recommendations

As noted in Section 5.3, High Need + High Potential Recommendations are those projects and programs most consistent with community priorities. They have the highest potential to reduce access gaps that currently challenge community members. In addition, they are financially feasible and would face minimal implementation challenges. They received scores of 3.5 or above for both *Area Need* and *Project Potential*.

The following tables summarize recommendations across project type. Each table includes recommendations, *Area Need* score, *Project Potential* score, and estimated cost.

5.4.1.1 Active Transportation Projects and Programs

Active Transportation Projects, including bicycle and pedestrian programs and related capital improvements, comprise the majority of the High Need + High Potential Recommendations. Not only were such projects identified by the community, in current studies and during CBTP advisor coordination, but funding for active transportation and multi-modal safety remains available in the wake of COVID-19 mobility changes.

Table 5-1 High Need + High Potential Active Transportation Projects and Programs

Table 5-1 High Need + High Potential Active Transportation Projects and Programs			
Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Fill bicycle gaps surrounding Nicholl Park/DeJean Middle School by installing a Class III Bike Boulevard Route on Harry Ells Place from the Richmond Greenway to Nevin Avenue.	3.5	4.25	\$105,000
Connect Booker T. Anderson Park, Stege Elementary, John F. Kennedy High School, JFK Park and King Elementary with a "Southside Parkway" Bike Boulevard that includes new and improved bike infrastructure. The route follows Ells Street from Bayview Avenue to Cypress Avenue; Cypress Avenue to South 47 th Street; South 47 th Street to Berk Avenue and through State Court Park to Fall Avenue; Fall Avenue to South 45 th Street; South 45 th Street to Overend Avenue; Overend Avenue to JFK Park, and through JFK Park to King Elementary.	4	4	\$2 million
Extend the existing Nevin Avenue bike boulevard from 27 th Street to Key Boulevard.	3.75	3.75	\$300,000 to \$400,000
Use the San Pablo Avenue Corridor Project to prioritize crosswalks, signals and lighting improvements to increase pedestrian safety along San Pablo Avenue from Cutting Boulevard to Rumrill Boulevard. Coordinate improvements with future transit services planned by WCCTAC and AC Transit.	5	3.5	\$3.5 million to \$5 million
Increase local pedestrian and cyclist safety and redirect semi-trucks to the nearby Richmond Parkway by installing bulbouts and other commercial truck traffic calming measures in residential areas of North Richmond.	4	3.65	Up to \$2 million
Close sidewalk gaps, improve existing sidewalk conditions and improve access to bus stops along the west side of San Pablo Avenue between Tara Hills Drive and Murphy Drive.	4.5	4	\$750,000 to \$1.25 million
Implement a "road diet" along MacDonald Avenue from Harbour Way to Richmond Parkway to accommodate Class II bike lanes and crosswalks, signals and lighting improvements. Coordinate improvements with future transit services planned by WCCTAC and AC Transit.	4.5	3.5	\$10 million

California Department of Transportation

**DISTRICT 4**

P.O. BOX 23660, M5-1A | OAKLAND, CA 94623-0660

(510) 286-5900 | FAX (510) 286-6301 | TTY 711

www.dot.ca.gov

July 12, 2022

Dear Grant Selection Committee:

The California Department of Transportation (Caltrans) District 4 is writing to express our support for the City of Richmond's One Bay Area Grant 3 application for the Bayview to Bay Area Rapid Transit (BART) project.

This project idea originated with a quick-build design for separated bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can be modified to include a bike lane buffer with vertical elements to physically separate bicyclists from motor traffic. The overpass provides a connection from the Equity Priority Communities in the south side of Richmond to the San Francisco Bay Trail access point at South 51st Street. To create a longer and more useful bicycle and pedestrian corridor, the project includes concepts from the South Richmond Transportation Connectivity Plan, which identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

Caltrans District 4 fully supports the City of Richmond's pursuit of construction funds through various federal, regional, and county sources to supplement the construction funds already secured. The Bayview to BART project fulfills many of the goals of the grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA. The project will improve and maintain local streets to meet the needs of all users while improving safety, promoting walking, biking, and other micro-mobility modes, and sustainable infrastructure, which further aligns with Caltrans goals.

Sincerely,

Dina A. El-Tawansy

DINA A. EL-TAWANSY
District Director

July 8, 2022

Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

SUBJECT: City of Richmond's One Bay Area Grant application

Dear Mr. Leach,

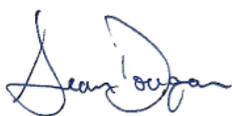
We are writing to offer our support for the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.

This project idea originated with a quick-build design for protected bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can easily be modified to include a bike lane buffer with vertical elements to protect bicyclists. The overpass provides a connection from the Equity Priority Communities in the south side of Richmond to the San Francisco Bay Trail access point at South 51st Street. To create a longer and more useful bike/ped corridor, the project includes concepts from the South Richmond Transportation Connectivity Plan, which identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

The Bayview to BART project fulfills many of the goals of the grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA. The project will improve and maintain local streets to meet the needs of all users while improving safety, promoting walking, biking, and other micro-mobility, and sustainable infrastructure.

If you have any questions, please feel free to contact either of us at sdougan@ebparks.org or khornbeck@ebparks.org.

Sincerely,



Sean Dougan, Trails Program Manager
East Bay Regional Park District



Katy Hornbeck, Grants Manager
East Bay Regional Park District

Board of Directors

Colin Coffey
President
Ward 7

Beverly Lane
Vice-President
Ward 6

Dennis Waespi
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Ward 3

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Ellen Corbett
Ward 4

Ayn Wieskamp
Ward 5

Sabrina B. Landreth
General Manager

John Gioia (say "Joy-a")
District One
Board of Supervisors

Contra
Costa
County

11780 San Pablo Avenue, Suite D
El Cerrito, CA 94530
Phone: (510) 231-8686
Fax: (510) 374-3429

July 8, 2022

Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804



Dear Mr. Leach,

I am writing in support of the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project. This project idea originated with a quick-build design for protected bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can easily be modified to include a bike lane buffer with vertical elements to protect bicyclists. The overpass provides a connection from the Equity Priority Communities in the south side of Richmond to the San Francisco Bay Trail access point at South 51st Street. To create a longer and safer bike/ped corridor, the project includes concepts from the South Richmond Transportation Connectivity Plan, which identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

The Bayview to BART project fulfills many of the goals of the grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA.

The project will improve and maintain local streets to meet the needs of all users while improving safety, promoting walking, biking, and other micro-mobility, and sustainable infrastructure. Thank you for considering this project.

Sincerely,

A handwritten signature in blue ink that reads "John Gioia".

John Gioia
District One
Board of Supervisors



PUBLIC WORKS DEPARTMENT
(510) 215-4382

July 13, 2022

Joe Leach, PE, Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Dear Mr. Leach,

On behalf of the City of El Cerrito, I am writing to offer my support for the **City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.**

This project idea originated with a quick-build design for protected bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can easily be modified to include a bike lane buffer with vertical elements to protect bicyclists. The overpass provides a connection from the Equity Priority Communities in the south side of Richmond to the San Francisco Bay Trail access point at South 51st Street. To create a longer and more useful bike/ped corridor, the project includes concepts from the South Richmond Transportation Connectivity Plan, which identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

The Bayview to BART project fulfills many of the goals of the grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA. The project will improve and maintain local streets to meet the needs of all users while improving safety, promoting walking, biking, and other micro-mobility, and sustainable infrastructure.

We look forward to continuing to work with Richmond on projects that improve walking and biking connections between our two cities.

Sincerely,

Yvetteh Ortiz
Public Works Director/City Engineer



Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Dear Mr. Leach,

Rich City Rides supports the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.

Founded in 2012, Rich City Rides was founded to create opportunities for the most vulnerable members of society to use cycling to improve health, economic stability, and individual and collective capacity while increasing the use of bikes for all community members as a sustainable social green mode of transportation. Rich City Rides aims to be the hub, nest, and incubator for community bicycling for sustainable transportation, physical and mental health, and human-to-human connections. We envision Richmond as a world-renowned bicycling community known for its bike-friendly neighborhoods and its worker-run businesses which are owned and operated by historically marginalized residents and families. We support this project in its efforts to help bring this vision forward.

This project idea originated with a quick-build design for protected bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can easily be modified to include a bike lane buffer with vertical elements to protect bicyclists. The overpass provides a connection from the Equity Priority Communities in the south side of Richmond to the San Francisco Bay Trail access point at South 51st Street. To create a longer and more useful bike/ped corridor, the project includes concepts from the South Richmond Transportation Connectivity Plan, which identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

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Sincerely,



A handwritten signature in black ink, appearing to read "Najari Smith". The signature is fluid and cursive, with the first name "Najari" and last name "Smith" clearly distinguishable.

Najari Smith
Executive Director
Rich City Rides



Richmond BPAC

July 13, 2022

Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

RE: OBAG3 Application for Bayview to BART Project

Dear Mr. Leach,

The Richmond Bicycle/Pedestrian Advisory Committee offers enthusiastic support for the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project. The Richmond BPAC is a resident-led advisory group that considers topics related to bicycling and walking in Richmond and makes recommendations to Richmond City staff and elected officials, among other activities to promote walking and bicycling in and around Richmond.

This project idea originated with a quick-build design for protected bike lanes on the Bayview Avenue overpass at I-580, funded by the Metropolitan Transportation Commission (MTC). The overpass already has wide shoulders which can easily be modified to include a bike lane buffer with vertical elements to protect bicyclists. The overpass provides a connection from the Equity Priority Communities in the southside of Richmond to the San Francisco Bay Trail access point at South 51st Street.

In addition to the important protected lanes on the overpass, this project includes a long bike/ped corridor, providing safe connectivity to parks, schools, a library, and a transportation hub. The South Richmond Transportation Connectivity Plan identifies Ells Lane, Ells Path, and Cypress Path as the most direct, low-stress option for walking or cycling to San Pablo Avenue and the El Cerrito Del Norte BART station, using Potrero Avenue and Eastshore Boulevard. An already-designed striping plan for Potrero Avenue is included in the project.

The Bayview to BART project fulfills many of the goals of the grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA. The project will improve and maintain local streets to meet the needs of all

users while improving safety, promoting walking, biking, and other micro-mobility, and sustainable infrastructure. We, at RBPAC, fully support this proposed project.

In community,

A handwritten signature in purple ink that reads "Catalin Kaser". The signature is written in a cursive style with a large initial 'C'.

Catalin Kaser, Chair
Richmond Bicycle / Pedestrian Advisory Committee
kaser.catalin@gmail.com
www.rbpac.org



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

July 11, 2022

Mr. Joe Leach, Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Dear Mr. Leach,

TRAC, the Trails for Richmond Action Committee, strongly supports the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.

Referring to the attached Bay Trail map, this project will make it much safer and more attractive for bicyclists from throughout the Bay Area to ride between the the El Cerrito del Norte BART station and San Francisco Bay Trail spur at S. 51st Street. This is important because the Bay Trail provides convenient access to the Richmond San Francisco Ferry Terminal, the Richmond San Rafael Bridge Trail and the necklace of 12 national, state, regional and City parks located along Richmond's shoreline, including the Rosie The Riveter WWII Home Front National Historical Park. The project also will promote micro mobility for residents of Equity Priority Communities in the south side of Richmond by making it much more attractive and safer to bicycle to BART and the many destinations accessible via the Bay Trail.

The Bayview to BART project fulfills the goals of the OBAG3 grant program and responds to the public's safety concerns and requests for better infrastructure for non-vehicular travel. The project is entirely within an Equity Priority Community, is adjacent to parks and schools, and connects El Cerrito's San Pablo Avenue Priority Development Area (PDA) to the South Richmond PDA.

Please award this project the requested OBAG3 grant.

Sincerely,

Bruce Beyaert, TRAC Chair

Attachment: Bay Trail Map for Richmond



July 14, 2022

Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Dear Mr. Leach,

We are writing to offer our support for the City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.

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In Community,

Megan Lamb

Megan Lamb
Co-Executive Director
megan@groundworkrichmond.org
Groundwork Richmond



July 14, 2022

Joe Leach, PE
Public Works Director
City of Richmond
450 Civic Center Plaza
Richmond, CA 94804

Re: City of Richmond's One Bay Area Grant (OBAG3) application for the Bayview to BART project.

Dear Mr. Leach:

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users while improving safety, promoting walking, biking, and other micro-mobility, and sustainable infrastructure.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell". The signature is written in a cursive, slightly slanted style.

Dave Campbell
Advocacy Director
Bike East Bay
(510) 701-5971
dave@bikeeastbay.org