

MEASURE J PEER REVIEW PROCESS

Project Information Form

Project Name: McBryde Ave Safe Routes to Parks

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.

McBryde Ave connects the San Pablo Ave Corridor PDA to Wildcat Regional Park but is overly wide with no bicycling infrastructure and poor pedestrian path of travel. Project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street to the entrance to the park.

2. Project Description

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

The west edge of the project starts at the existing bikeway on 37th Street. Here McBryde Ave is a two lane road but approaching San Pablo Avenue, eastbound traffic has two 11 ft lanes, a straight-and-left, and a straight-and-right. The straight-and-right lane will be converted to a right-only, and a 5 ft through-bike lane added in between vehicle lanes. Vehicle lanes reduced to 10 ft. Westbound 6 ft bike lane added against curb as no parking is currently allowed. From San Pablo Ave to Humboldt St, existing four-lane road (13 ft wide lanes) will be converted to two 11 ft lanes and a 11 ft center turn median with 5 ft bike lanes with 2.5 ft

Measure J Peer Review Process

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buffers. Between Humboldt St and Amador St, on the I-80 overpass, parking restrictions make room for a 6 ft bike lane against the curb with a 6 ft buffer including vertical protective elements, flex hit posts and curb stops/armadillos. Two westbound vehicle lanes will be reduced to one, eastbound two vehicle lanes will remain, however at Amador, the straight-and-left lane will change to left-only. From Amador St to Park Ave, similarly the existing 4 lane road (12 ft lanes) will be converted to two 11 ft lanes with 11 ft center turn lane and 5 ft bike lanes with 2.5 ft buffers. Curb ramps will be built along the entire corridor. Three intersections need redesign to provide a comfortable and safe path of travel for pedestrians. At Glenn Ave, project proposes to close off stub of Glenn Ave and build continuous sidewalk along northwest side of McBryde so that pedestrians do not have to cross over Yuba Ave and Glenn Ave. At Sonoma St, curve in McBryde creates a very wide roadway and confusing/dangerous crossings for pedestrians. Sidewalk will be built out into McBryde Ave to create a more typical intersection geometry. At Park Ave, atypical intersection will be rebuilt with a traffic circle and/or bulb-outs, sidewalk gap will be closed along north side, and curb ramps and high-visibility crosswalks will be built so that pedestrians have a clear and safe path of travel to the adjacent entrance to Alvarado Park. Approximately 25 street trees will be planted in vacant tree wells and in unused sidewalk planter strips. Stormwater treatment is omitted due to lack of storm drains along the corridor.

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
Phase 2 (90% Design)	10/2024	4/2025

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Project Name: McBryde Ave Safe Routes to Parks

Final Design		
Right-of-way Engineering and Acquisition	5/2025	9/2025
Utility Relocation	10/2025	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 McBryde Avenue Safe Routes to Parks Project

Dear Mr. Clarke,

Please find the attachments to our application which includes project maps, detailed budget, striping plan, letters of support, and findings from a walk audit conducted by the Richmond Bicycle/Pedestrian Advisory Committee.

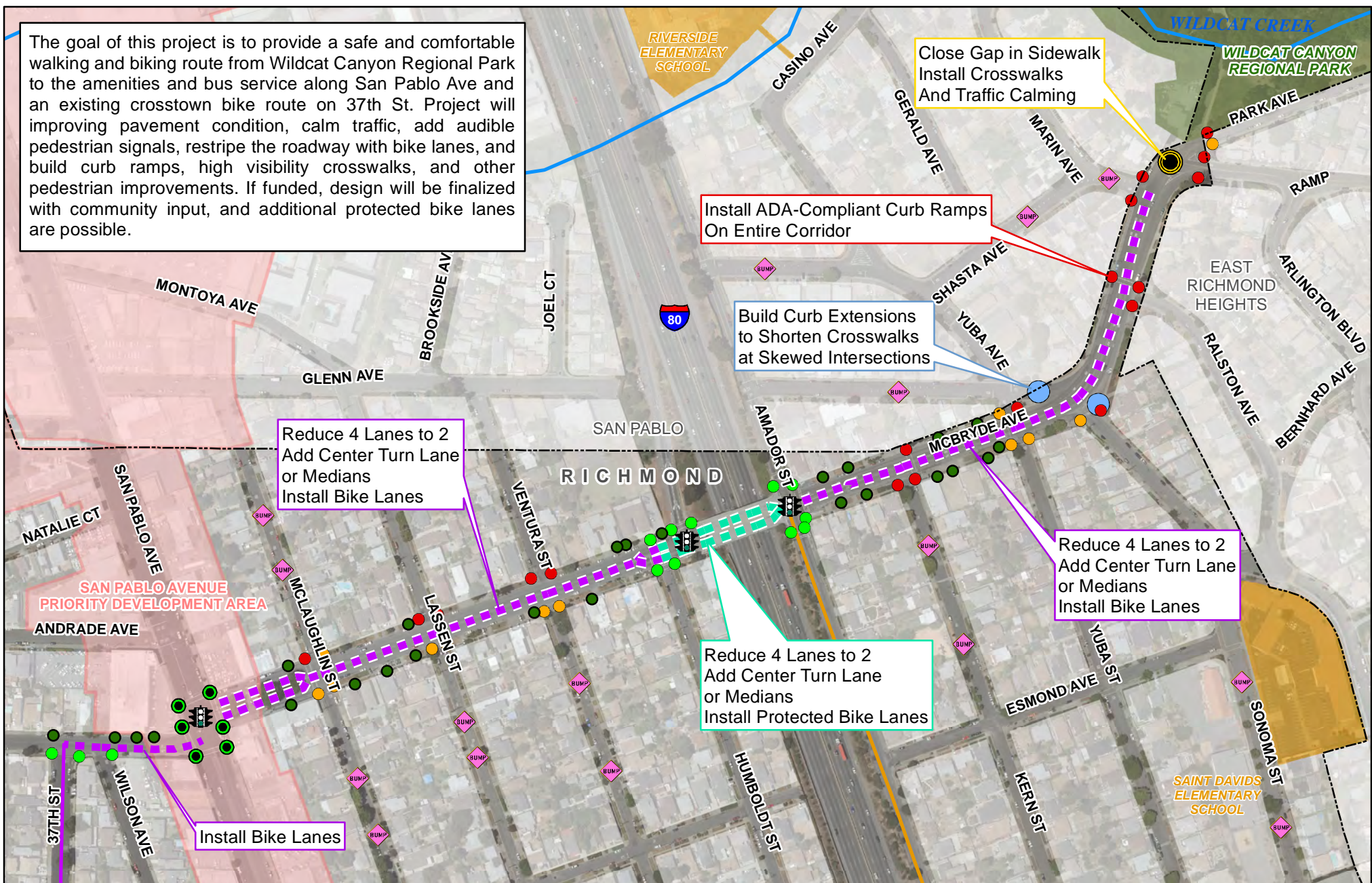
The project will create a safe and comfortable walking and biking route from an existing bike route on 37th Street, through the San Pablo Ave PDA, and across I-80 to Wildcat Canyon Regional Park. Improvements include resurfacing, a road diet from 4 to 2 vehicle lanes with a center turn lane and buffered bike lanes, curb ramps, curb extensions, high visibility crosswalks, sidewalk gap closures, traffic calming, and street trees. The project serves an Equity Priority Community and is supported by a number of organizations and agencies.

The total project cost is \$1,168,845 of which we are requesting \$1,027,947 in OBAG3 funds.

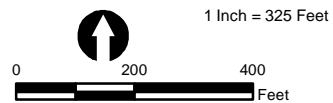
Sincerely,

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

The goal of this project is to provide a safe and comfortable walking and biking route from Wildcat Canyon Regional Park to the amenities and bus service along San Pablo Ave and an existing crosstown bike route on 37th St. Project will improving pavement condition, calm traffic, add audible pedestrian signals, restripe the roadway with bike lanes, and build curb ramps, high visibility crosswalks, and other pedestrian improvements. If funded, design will be finalized with community input, and additional protected bike lanes are possible.



McBryde Ave Safe-Routes-To-Parks Project Concept



- Proposed Curb Extension
- Proposed Traffic Circle
- Existing Speed Hump

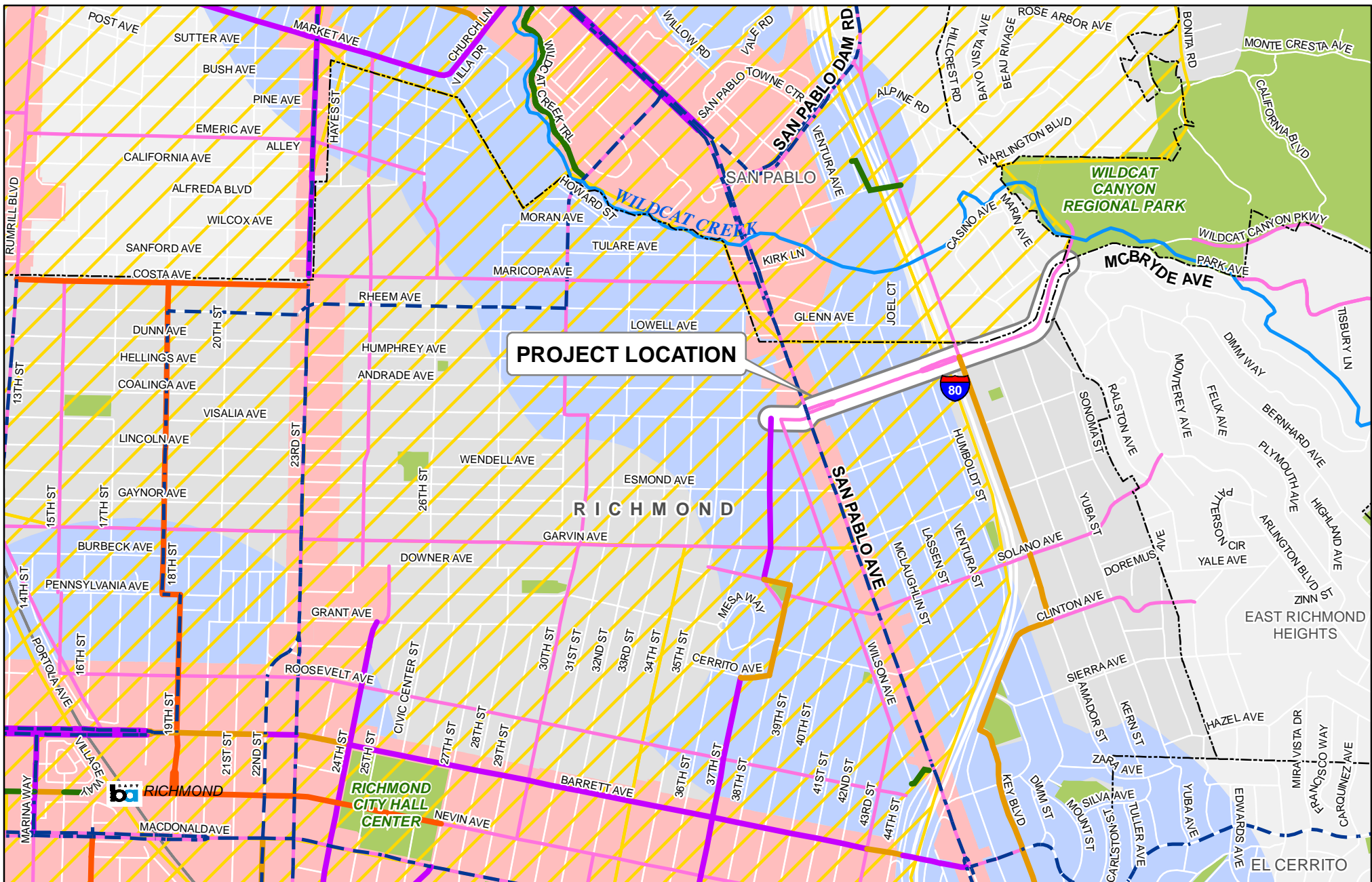
- ADA Compliant
- Needs Detectable Warning Surface
- Build Curb Ramp
- Rebuild Non-Compliant Ramp

- New Trees
- Traffic Signal
- City Boundaries
- Watercourse

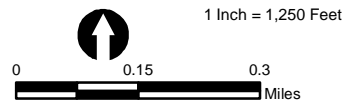
- PDA
- Parcel Owner
- EBRPD
- WCCUSD

- Existing Bikeways
- Class 2 Lane
- Class 3 Sharrow





McBryde Ave Safe-Routes-To-Parks Project Context

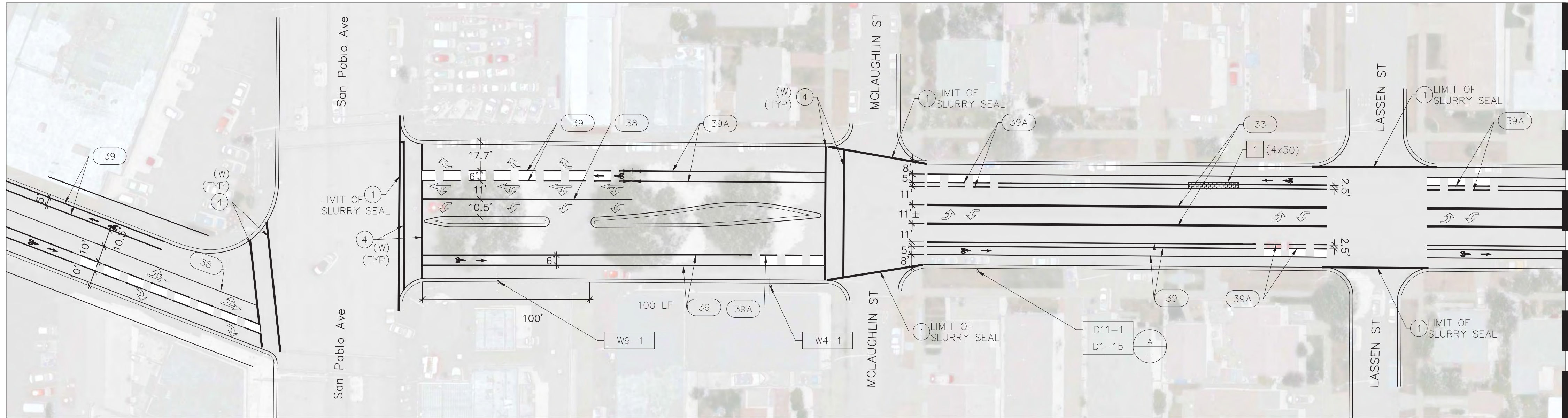


- | | | |
|---------------------------|---------------------|--------------------------|
| Equity Priority Community | City Boundaries | Existing Bikeways |
| Priority Development Area | Watercourse | Class 1 Path |
| Transit-Rich Outside HRA | BART Track | Class 2 Lane |
| Parks/Public Areas | AC Transit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

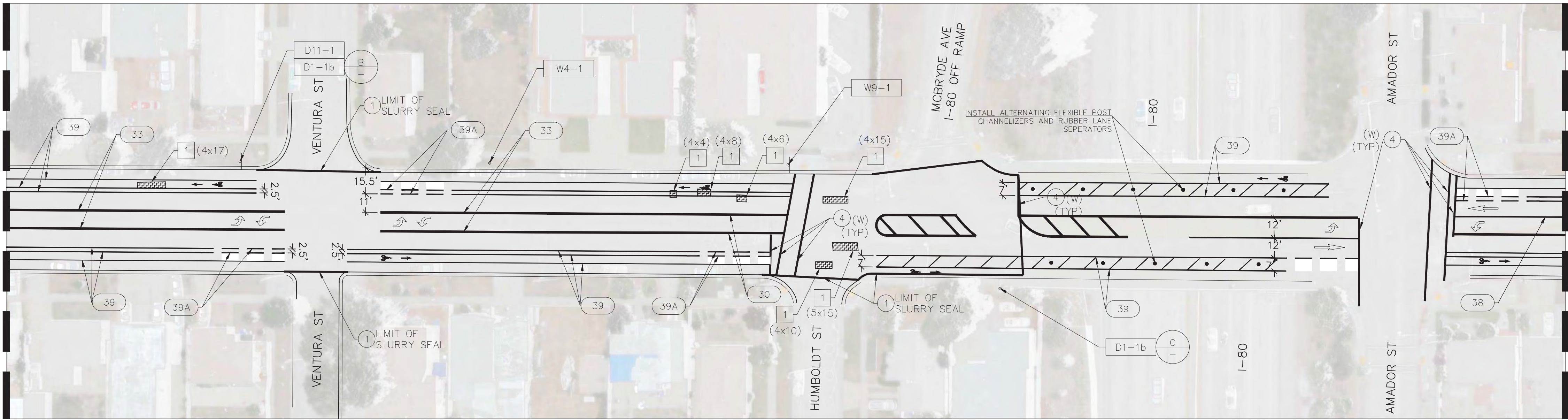


City of Richmond
OBAG3 Grant Application
McBryde Avenue Project Estimate

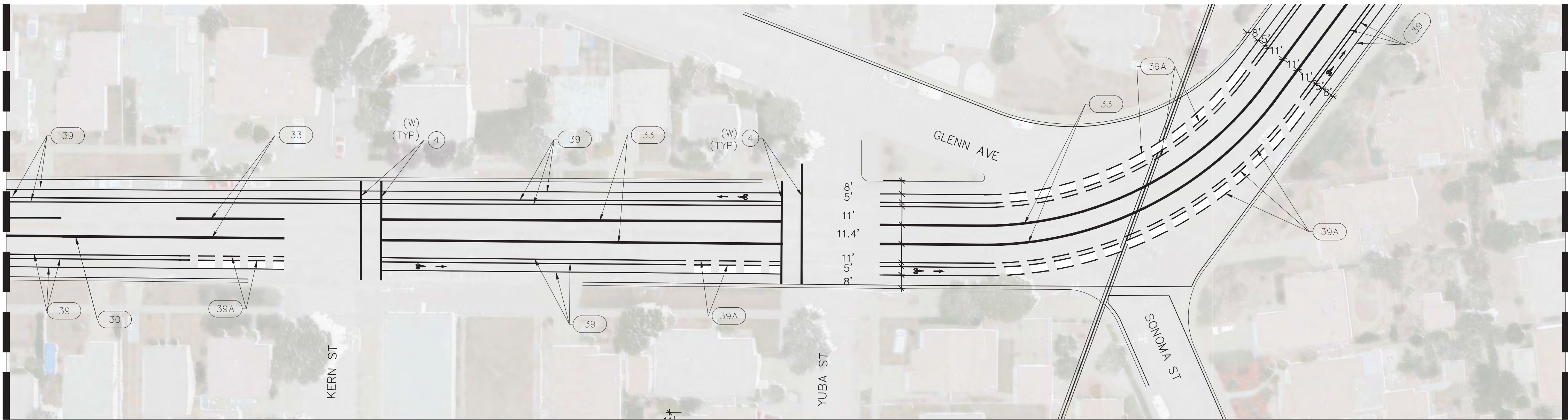
Item	Unit	Unit Cost	Quantity	Total	Grant Ask	Local Match
Paving	SF	\$ 1.90	100,100	\$ 190,190	\$ 95,095	\$ 95,095
Slurry	SF	\$ 0.50	76,790	\$ 38,395	\$ 19,198	\$ 19,198
Pavement Asphalt Concrete Repair	SF	\$ 12.00	535	\$ 6,420	\$ 6,420	
Crack Seal (10% of slurry area)	SF	\$ 0.15	7,679	\$ 1,152	\$ 1,152	
Curb Ramp	EA	\$ 7,000.00	30	\$ 210,000	\$ 210,000	
Street Tree	EA	\$ 200.00	25	\$ 5,000	\$ 5,000	
Curb Extension	EA	\$ 25,000.00	2	\$ 50,000	\$ 50,000	
Sidewalk	SF	\$ 25.00	350	\$ 8,750	\$ 8,750	
Sidewalk Repair	SF	\$ 30.00	300	\$ 9,000	\$ 9,000	
Traffic Circle	EA	\$ 25,000.00	1	\$ 25,000	\$ 25,000	
D11-1 sign + pole	EA	\$ 900.00	8	\$ 7,200	\$ 7,200	
Wayfinding Sign	EA	\$ 500.00	8	\$ 4,000	\$ 4,000	
Traffic Study	EA	\$ 30,000.00	1	\$ 30,000	\$ 30,000	
RPM Detail 10	LF	\$ 2.00	100	\$ 200	\$ 200	
RPM Detail 30	LF	\$ 2.00	1,174	\$ 2,348	\$ 2,348	
RPM (Detail 33)	LF	\$ 2.00	3,093	\$ 6,186	\$ 6,186	
Thermo - 6" Stripe (Detail 39)	LF	\$ 1.50	10,689	\$ 16,034	\$ 16,034	
Thermo - 6" Stripe (Detail 39A)	LF	\$ 1.50	1,400	\$ 2,100	\$ 2,100	
Thermo - 8" Stripe (Detail 38)	LF	\$ 2.00	161	\$ 322	\$ 322	
Thermo - 8" Stripe (Detail 38A)	LF	\$ 2.00	327	\$ 654	\$ 654	
Thermo - 12" Stripe (W/Y)	LF	\$ 3.00	1,310	\$ 3,930	\$ 3,930	
Thermo - Pavement Markings	SF	\$ 8.00	1,560	\$ 12,480	\$ 12,480	
D2-1 (Direction Sign - 1 Line)	EA	\$ 900.00	1	\$ 900	\$ 900	
Surface Mounted Channelizer	EA	\$ 300.00	11	\$ 3,300	\$ 3,300	
Rubber Lane Separator	EA	\$ 200.00	11	\$ 2,200	\$ 2,200	
Traffic Control	LS	\$ 75,000.00	1	\$ 75,000	\$ 75,000	
Subtotal				\$ 710,760	\$ 596,468	
Construction Contingency	LS	15%	1	\$ 106,614	\$ 106,614	
Construction Total				\$ 817,374	\$ 703,082	
Staff Time	LS	5.0%	1	\$ 40,869	\$ 26,000	\$ 14,869
Design	LS	10.0%	1	\$ 81,737	\$ 70,000	\$ 11,737
Mobilization	LS	10.0%	1	\$ 81,737	\$ 81,737	\$ -
Construction Management	LS	18.0%	1	\$ 147,127	\$ 147,127	\$ -
Grant Total				\$ 1,168,845	\$ 1,027,947	\$ 140,899
					Local Share %	12.05%



1 MCBRYDE AVE PLAN



2 MCBRYDE AVE PLAN (CON'T)



3 MCBRYDE AVE PLAN (CONT')

SIGNING & STRIPING GENERAL NOTES:

1. CONTRACTOR SHALL REPLACE EXISTING STRIPING, PAVEMENT MARKING AND PAVEMENT MARKERS BEYOND THE LIMITS OF WORK WHERE DAMAGED DURING CONSTRUCTION.
2. ALL WORK SHALL BE PERFORMED IN CONFORMANCE WITH THE LATEST EDITION OF CALTRANS STANDARD PLANS AND STANDARD SPECIFICATIONS.
3. ALL STRIPING, PAVEMENT MARKINGS, LEGENDS AND ARROWS, SHALL BE THERMOPLASTIC UNLESS OTHERWISE NOTED.
4. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AND DISPOSED OF BEFORE ANY OVERLAY IS PLACED. TEMPORARY PAVEMENT MARKERS SHALL BE PLACED UNTIL NEW MARKERS ARE INSTALLED.
5. ANY STRIPES OR MARKINGS THAT CONFLICT WITH THE PROPOSED STRIPING SHALL BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER.
6. ALL PROPOSED PAVEMENT MARKINGS SHALL BE LOCATED IN THE FIELD AND REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

PAVEMENT REPAIR NOTES:

- | | | |
|---|---------------------------------|-------------|
| 1 | ASPHALT PAVEMENT FAILURE REPAIR | 1A
DT-01 |
| 2 | BASE FAILURE REPAIR | 1B
DT-01 |

SIGNING CONSTRUCTION NOTES:

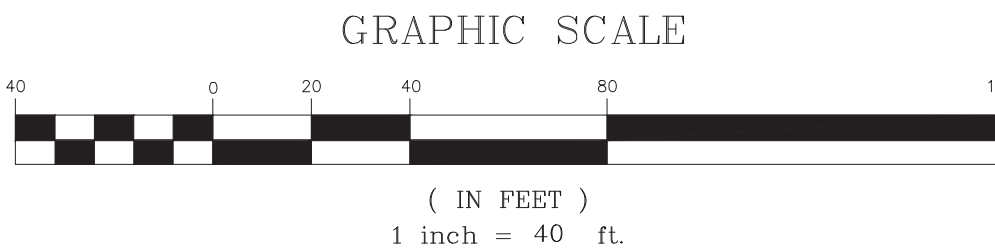
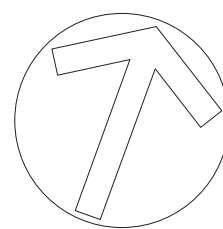
1. D11-1 SEE CALIFORNIA MUTCD SIGN CHARTS FOR TYPE OF SIGN

STRIPING LEGEND:

- | | |
|-----------------|--|
| BM | BLUE TWO-WAY REFLECTIVE FIRE HYDRANT MARKER. |
| PH | EXISTING FIRE HYDRANT. |
| I(10) | TYPE I(10) ARROW PER CALTRANS STD PLAN A24A. |
| I(18) | TYPE I(18) ARROW PER CALTRANS STD PLAN A24A. |
| II (L OR R) | TYPE II (L OR R) ARROW PER CALTRANS STD PLAN A24B. |
| III (L, R OR B) | TYPE III (L, R OR B) ARROW PER CALTRANS STD PLAN A24B. |
| IV (L OR R) | TYPE IV (L OR R) ARROW PER CALTRANS STD PLAN A24A. |
| VII (L OR R) | TYPE VII (L OR R) ARROW PER CALTRANS STD PLAN A24A. |
| VI | TYPE VI ARROW PER CALTRANS STD PLAN A24A. |
| V | TYPE V ARROW PER CALTRANS STD PLAN A24A. |
| SHARROW | SHARROW BIKE LANE SYMBOL PER MUTCD FIGURE 9C-9. MARKING SHALL BE INSTALLED 11.5' FROM CURB FACE, UNLESS OTHERWISE NOTED. FIRST MARKING ON BLOCK SHALL BE INSTALLED 20' PAST THE CURB RETURN. |
| # | NUMBER INDICATES PAVEMENT MARKERS AND TRAFFIC LINES DETAIL NUMBER PER CALTRANS STD PLANS A20A TO A20D, DATED 2010. |
| CHANGE | CHANGE OF PAVEMENT DELINEATION DETAIL TYPE. |
| RAILROAD | "RAILROAD CROSSING" MARKING PER CALTRANS REVISED STANDARD PLAN A24B |
| BIKE | BIKE LANE SYMBOL PER MUTCD FIGURE 9C-6 |
| KEEP CLEAR | "KEEP CLEAR" & VARIOUS OTHER PAVEMENT MARKINGS PER CALTRANS REVISED STANDARD PLAN A24A-A24E |
| LIMIT | LIMIT OF REHABILITATION WORK. CONFORM TO EXISTING STRIPING. |

STRIPING CONSTRUCTION NOTES:

1. LIMIT OF SLURRY SEAL WORK. CONFORM TO EXISTING STRIPING.
2. INSTALL PAVEMENT MARKINGS PER CALTRANS STD PLANS, DATED MAY 2010. WHITE UNLESS OTHERWISE NOTED ON PLANS.
3. REPLACE AND/OR INSTALL BLUE, TWO-WAY REFLECTIVE FIRE HYDRANT MARKER PER LATEST MUTCD(CA).
4. INSTALL 12" WHITE (W) OR YELLOW (Y) LIMIT LINE OR CROSSWALK PER CALTRANS STD PLAN A24E.
5. INSTALL PARALLEL 12" RAILROAD LIMIT LINES PER CALTRANS STD PLAN A24B.
6. INSTALL PAINTED CURB
7. REMOVE AND REUSE SIGN (CONTACT FOR LOCATION)



DRAWING NO. ST-17	SHEET 1 OF 2	PROJECT NO.	CITY OF RICHMOND ENGINEERING SERVICES DEPARTMENT 450 CIVIC CENTER PLAZA, RICHMOND, CA 94804 BUS: (510) 307-8091 FAX: (510) 307-8091	REGISTERED PROFESSIONAL ENGINEER PAUL M. N. HALL No. 73707 Expires 6-30-17 CIVIL STATE OF CALIFORNIA	DATE: 07-14-2022	REV #	BY	DESCRIPTION
					SCALE: 1" = 40'	DESIGNED: TEAM	DRAWN: TEAM	CHECKED: PP

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 McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment primarily suited to car travel. This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as accessible curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical separation where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

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 McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area. 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



2950 PERALTA OAKS COURT • OAKLAND • CALIFORNIA • 94605-0381 • T: 1-888-EBPARKS • F: 510-569-4319 • TRS RELAY: 711 • EBPARKS.ORG

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,

I am writing to offer my support for the City of Richmond's One Bay Area Grant (OBAG3) application for the McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel. This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

The McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area (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
Treasurer
Ward 3

Elizabeth Echols
Secretary
Ward 1

Dee Rosario
Ward 2

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 McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel. This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

The McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area (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



July 13, 2022

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

Re: Support for the City of Richmond's McBryde Avenue Safe Routes to Parks Project

Dear Mr. Leach,

I am writing to offer my support for the City of Richmond's One Bay Area Grant Cycle 3 application for the McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue borders the City of San Pablo between Kern Street and Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel. To my understanding, this project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

This McBryde Avenue Safe Routes to Parks Project will support safe bicycle and pedestrian travel to Wildcat Canyon Regional Park for residents of both the cities of San Pablo and Richmond. Additionally, these improvements along McBryde Avenue connect with the bicycle boulevard recommended on Marin Avenue in the San Pablo *Bicycle and Pedestrian Master Plan* (2017). The City of San Pablo appreciates the efforts by the City of Richmond to collaborate and engage with San Pablo neighbors in the effort to create safer streets for all.

Best regards,

A handwritten signature in blue ink that reads "Allan A. Panganiban".

ALLAN A. PANGANIBAN, P.E.
Public Works Director / City Engineer



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 McBryde Avenue Safe Routes to Parks Project

Dear Mr. Leach:

I am writing to offer my support for the City of Richmond's One Bay Area Grant (OBAG3) application for the McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel. This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

The McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area (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.

Sincerely,

A handwritten signature in black ink that reads "Dave Campbell". The signature is fluid and cursive, with the first name "Dave" and last name "Campbell" clearly distinguishable.

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



July 13, 2022

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

RE: OBAG3 Application for McBryde Avenue Safe Routes to Parks Project

Dear Mr. Leach,

I am writing on behalf of the Richmond Bicycle/Pedestrian Advisory Committee to offer our enthusiastic support for the City of Richmond's One Bay Area Grant (OBAG3) application for the McBryde Avenue Safe Routes to Parks Project.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park, which includes Alvarado Park, with its popular playground and picnic areas. The city's Pedestrian Plan identifies McBryde Avenue east of San Pablo Avenue as a good candidate for a road diet (p. 21), and lists it as a priority project. McBryde Avenue currently has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel.

This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

The McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area (PDA). The project will improve and maintain local streets to meet the needs of all users while improving safety and will promote walking, biking, and other micro-mobility, with sustainable infrastructure.

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. Our members conducted walk and bike audits for this project and are enthusiastic to help make this a reality.

In service to community,

A handwritten signature in purple ink that reads "Catalin Kaser". The signature is fluid and cursive, with the first name "Catalin" and the last name "Kaser" clearly distinguishable.

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



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 McBryde Avenue Safe Routes to Parks 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 it's efforts to help bring this vision forward.

McBryde Avenue is a proposed bike route in the city's Bicycle Master Plan and provides direct access to Wildcat Canyon Regional Park. Currently the road has no bicycle facilities, insufficient pedestrian accommodation, and four vehicle lanes, creating an environment solely suited to car travel. This project will transform the corridor by reducing the four vehicle lanes to two while adding a center turn lane, bike lanes, and pedestrian improvements such as ADA-compliant curb ramps, curb extensions, high visibility crosswalks, and sidewalk gap closures. Bike lanes will have buffers and physical protection where possible without removing existing parking. Vehicle traffic flow will be maintained by making modifications to the three traffic signals along the route.

The McBryde Avenue 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 corridor is in or adjacent to Equity Priority Communities and crosses the San Pablo Avenue Corridor Priority Development Area (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.

In conclusion, we believe this project is very advantageous and beneficial to the city and its citizens. The McBryde Avenue Safe Routes to Parks Project is a tremendous resource for the whole community. We know that these funds will be spent effectively and judiciously. Rich City Rides will help and support this grant in any way we can.



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

EAST RICHMOND NEIGHBORHOOD COUNCIL

July 15, 2022

City of Richmond
Engineering & Capital Improvement Projects
450 Civic Center Plaza
Richmond, CA 94804

Via Email: patrick_phelan@ci.richmond.ca.us

Re: Support for McBryde Safe-Routes-To-Parks

Dear Mr. Phelan,

We enthusiastically support the McBryde Safe-Routes-To-Parks proposal and hope that the City's grant application is successful.

While passing out flyers describing the project to neighbors on McBryde, a neighbor with a small child came out of the house to talk to me about the need for walking, bicycling, and traffic improvements along this wide and busy avenue. As you know, other neighbors have written in support of funding for this project.

The project's objectives to improve the pavement condition, calm traffic, modify traffic signals, add audible pedestrian signals, restripe the roadway with bike lanes, and build curb ramps, high visibility crosswalks, and other pedestrian improvements are just what are needed to provide a safe route on McBryde Avenue to Wildcat Canyon Park. Families and people of all ages visit the park regularly. This plan will increase safety in general on McBryde Avenue and make it safer and more attractive to bike and walk to the park. If the project is successfully funded, we also appreciate that the City will provide opportunities for further community input.

Thank you for developing this project proposal and let us know if there is anything else we can do to assist the McBryde Safe Routes project to become a reality.

Sincerely,



Jim Hanson
President, East Richmond Neighborhood Council

Walk Audit for Alvarado Park from West of San Pablo Ave

Date: 6-24-22

In attendance (in case this is useful for the grant-writing):

- Art Peterson, retired, age 77, completely blind for over a decade, life-long resident of the area, member of RBPAC
- Ann Killebrew, retired, member of RBPAC
- Catalin Kaser, 54, school teacher, chair of RBPAC

Summary of route:

We walked from the SW corner of 31st Street and Esmond, across Esmond, north on the west side of 31st up to McBryde, then along the south side of McBryde.

We walked up the south (which becomes the west, as it turns) side of McBryde all the way to Park Ave to Alvarado Park. We returned on the north side of the street all the way to 31st Street.

Approximate distance: 1.1 mile each way

Rationale: The North&East neighborhood is highly residential, and the route along McBryde is the likely route for many families with children, and people of all ages and abilities, to get to the park. Additionally, families from the Belding Woods Neighborhood might also choose McBryde as their main point of crossing San Pablo to get to Alvarado Park. Finally, our blind member, Art, lives near 31st and Esmond, so we started from there.

Focus: Sidewalks and Intersections

We looked at the route with special attention to its accessibility to (a) blind or sight-impaired people, (b) people using mobility devices including wheelchairs and walkers, (c) children who would be using the sidewalk, whether in strollers pushed by parents, or small ride-on devices like bikes and trikes, or walking. On this walk, we did not consider the needs of adult or children bicyclists who would be using the streets.

GENERAL COMMENTS

McBryde seems subjectively much wider than it needs to be for traffic volume. It would be good to get some data to confirm this. It's important to note that many drivers take McBryde east over the freeway, then left (north) on Amador to reach San Pablo Dam Road into El Sobrante or to get on I-80 heading north. McBryde east of Amador is particularly overbuilt (wider than it needs to be for existing traffic).

Another noticeable aspect of McBryde is that the intersections from Amador up to the Alvarado Park are all designed to keep cars flowing without stopping or particularly slowing down, which makes all the intersections particularly perilous for sidewalk users.

AREAS OF GREATEST CONCERN

1. McBryde/Park/Marin area, near the entrance to the park (See Map 2)

First: We walked on the south/southwest side of McBryde toward the park. Where the forward direction becomes Park Ave and McBryde veers off to the southwest, there is no way from the sidewalk to cross the street to get to the park. Cars continuing forward onto Park have a stop sign, but the curve of McBryde to the east is really blind curve. Traffic does not stop in either direction between the two sections of McBryde. The sidewalk here along the curve is also very narrow.

See photo and video of Art Peterson, with his cane, standing on the sidewalk. A wheel user would be as much at a loss.

Second, there is a crosswalk across Park Ave to the park entrance. Unfortunately, the park entrance, beautifully redone, with stone/slate, is not at all wheel-friendly. The curb is not ramped, and the entrance has only stairs leading down. A wheel user would need to travel out into the street, then squeeze around the gate that closes the driveway into the park that is used by park vehicles. It would be great if EBRPD could add a welcoming entrance for wheeled users.

Third, the northwest side of Park/McBryde is not pedestrian friendly. The park office and the next residence create essentially a long stretch of street with no sidewalk. When the sidewalk does start, it does not have a ramp. There are usually personal vehicles parked on the street here too, which makes it difficult to even see when the sidewalk begins. This sidewalk seemed narrow, particularly where there was a lot of tall vegetation along the fenceline.

Further, that sidewalk curves around to the Marin intersection, with no stop sign or controlled stop for cars. Because of the "cars should be flowing" type of street design, the crossing of Marin is extremely long. So, no curb ramps, no stop for cars turning right onto Marin from McBryde, and the distance to cross is long.

Heading into the park from this side of McBryde would pose problems crossing here as well.

Note: the border of San Pablo is partway down this block, so this is very definitely an inter-city cooperation zone.

2. McBryde/Glenn/Yuba/Sonoma (this is where McBryde curves significantly (See Map 3))

Sonoma/McBryde (south side of McBryde):

Designed for high car volume and speed. No clear indication for blind pedestrian about where to cross.

****Note from Art:** These long crossings and irregular geometry make it really difficult for blind pedestrians to aim accurately to the other side. On normal rectangular-grid streets, a blind walker can be guided accurately by the sounds of parallel traffic on even a long crossing, but a lot of the street geometry near the park is, unfortunately, a little whacky. ******

Glenn/Yuba/McBryde triangle:

We walked southwest along the northwest side of McBryde. There is no safe way to cross Glenn at all, though that would be the most direct way to stay on McBryde. Instead, we walked along the curved sidewalk onto Glenn until we got to the Glenn/Yuba intersection. Our aim was to get back on McBryde. In order to do this using curb ramps, we had to cross Yuba on the north side of Glenn, then cross Glenn on the west side of Yuba, then curve around a small section of sidewalk on Yuba to reach McBryde. The curb ramp on Glenn at Yuba is behind the stop line for traffic, so essentially pedestrian are directed into unstopped traffic to access the ramp.

Note: the border of San Pablo is on Glenn before Yuba, so we technically had to enter and exit San Pablo in order to continue on our way down McBryde. A definite opportunity/need to collaborate with the City of San Pablo on improving this route.

Crossing McBryde Ave at Yuba:

Yuba continues on to the south of McBryde, and this would be a route that neighbors in that part of Richmond would want to take. There is an existing crosswalk on the west side of Yuba, just two simple white stripes across an incredibly wide street. I personally have sometimes run across that intersection (while out for a run), but I would not be comfortable walking children across it, and I didn't suggest walking Art across it.

3. McBryde/San Pablo Ave intersection (See Map 4)

Crossing San Pablo Ave on south

On this walk, we crossed San Pablo from west to east on the south side of the intersection, from the La Loma market to the gas station. Art was used to listening for the traffic patterns, which he has to rely on because there are no audible signals. When we got across the street, we had to walk across the gas station driveway, which felt uncomfortable, like a car could whip into us from either San Pablo or McBryde.

****Note from Art:** The traffic pattern here is: 2-way through traffic on SPA, 1-way east-bound McBryde, 1-way west-bound McBryde, then back to 2-way through traffic on SPA. Worthy of note is that not only are the two traffic directions of McBryde offset, but the intersection itself is physically offset! Of course, there is no way to fix the latter. ******

Gas stations on corners are designed in a particular way that allows cars to enter from all directions, but this design also leaves pedestrians very vulnerable. In this case, it feels extra so.

Crossing San Pablo Ave on north

On this walk, we crossed San Pablo on the north from east to west, on our return home from the park. There are photos of Art and me crossing this street. There is a car in the outside southbound lane that is stopped partially in the intersection as we cross with the light. That highlights the tendency of cars turning right (west) onto McBryde from San Pablo to do so without properly stopping. Again, this intersection's safety would be improved with audible signals.

Additionally, the crosswalk buttons are set a far distance from the crosswalk curb.

Crossing McBryde on west

We did not make this crossing on this walk, but it is an unnecessarily wide crossing (as is evidenced in the aerial view) and made more dangerous by cars turning from SPA onto McBryde at a high speed.

Crossing McBryde on east

We did not make this crossing on this walk, but it is worth noting that perhaps the lovely tree-filled median in the block of McBryde immediately to the east of San Pablo could be extended to provide a refuge island for pedestrians but is not currently designed that way.

4. McBryde/Amador crossings and bridge over freeway

Sidewalks over the freeway felt narrow, and in some cases there were signage poles making them even more narrow. Offset crossings across Amador are not signed in a way that someone unfamiliar with the route would know that there were crosswalks ahead. The audible signal for crossing the freeway off ramp was not very audible over the freeway traffic.

OTHER NOTES:

From Art Peterson:

Next time you are at the intersection of San Pablo Avenue and 23rd Street in San Pablo, please note that there is a cane-detectable raised guide strip across SPA because there is NO traffic that runs parallel to the crosswalk. Near Walter Helms there is some kind of a blind facility. A small, inexpensive detail that makes a huge difference; I commend the city for thinking of this. I noticed the strip when I still had vision, and I quickly figured out why it was there. Perhaps it could have application at Alvarado Park?

From Catalin:

At the entrance to Alvarado Park, we talked to a couple who were leaving. They said they were retired and that they live just a little bit too far to walk to the park, but enjoy coming to the park regularly. The feedback they had was that the park itself needs more benches to make it more accessible to elderly people. They said it applies to all the parks in Richmond, and specifically brought up the Bay Trail as not having enough benches to stop and rest at. They talked about a friend of theirs who takes "bench walks" around Lake Merritt.