

MEMORANDUM

DATE: November 11, 2025 (11.07.2025) **Project No.:** 250073

TO: Robert Armijo and Dan Santos

FROM: Robert Stevens

SUBJECT: Response to Point Richmond Circulation Concerns

Based upon my field visit with Philip Rosenthal on April 19, 2024, I understand the Point Richmond community has concerns related to vehicle, pedestrian, and bicycle circulation with the area of West Cutting and South Garrard Boulevards generally related to the quick-build cycletrack. The following summarizes the comments and offers suggestions to enhance circulation in the short and long term. Please review the attached plans where indicated.

1. Remove the through arrow on the westbound Cutting travel lanes at Garrard.
 - a. In California, a bicycle lane needs to be to the left of a right turning lane unless the turning movement is yield-controlled. By setting the stop bar back for the right turn lane from the Class IV, this condition can be met as shown in Detail 1 of the attached drawing.
2. Access to Washington Elementary School during student loading and pickup requires improvement, especially when trains block the crossing. Historically, parents have traveled eastbound on Cutting, turned right on Wine Street to drop off/ pickup children and returned to downtown on East Richmond.
 - a. As shown in Detail 2 of the attached plan, removing the striped area near the approach to the intersection allows additional area for vehicles to make a U-turn and stage to make right turns onto Wine Street. This modification should allow motorists additional options to navigate the intersection during peak traffic periods and when trains are present.
3. On Cutting, vehicles are accessing the Class IV facility and bikes are riding in the incorrect direction. Possibly add a delineator at the entrance to the Class IV at each driveway. Add arrows showing the direction of the cycle track.
 - a. Please see the attached plan prepared by Fehr and Peers to encourage cyclists to ride in the correct direction.
4. Vehicle right turning movement from westbound Cutting Boulevard to Second Street is unclear. Vehicular right turn from southbound Second Street to Cutting Boulevard is obscured by vegetation.
 - a. The right turn lane from Cutting Boulevard to Second Street is a standard configuration. The City will continue to monitor the condition and make adjustments as needed.

For the right turn movement from Second Street to Cutting Boulevard, the City will clear vegetation to improve sight distance.

5. If a train is crossing Canal, it can cause backups onto eastbound Cutting if vehicles seeking to turn right onto Canal stage in the shared through /right turn lane. In addition, the right turn from westbound Cutting to Canal is unclear as vehicles are currently using the bicycle lane.
 - a. The City will evaluate this condition as part of the Point Richmond Bicycle and Pedestrian Connectivity project.
6. Striping is missing from the Class IV on the east side of Cutting.
 - a. This occurs between S 4th Street and the Interstate 580 offramp on the north side of Cutting Boulevard. Currently, this is a marked Class III facility as there is inadequate area to accommodate a Class IV bikeway unless a lane is removed. A lane cannot be removed as a train crossing the intersection could cause vehicles to back onto the Interstate 580 offramp. The City is coordinating with the California Public Utilities Commission and BNSF to evaluate options to improve circulation for all travel modes at the S 4th Street and Cutting Boulevard intersection.
7. The City needs to validate truck access at the distribution center located at 731 West Cutting. The distribution center did not complete the cycletrack, this should have been a condition of approval.
 - a. The developer was not conditioned with making this improvement. See Detail 3 of the attached plans that complete the Class IV facility. In addition, the City plans to add green skip striping through the driveway as shown on Detail 4. The City is not aware of any truck circulation concerns but will continue to monitor the condition.
8. Trucks are parking in the two-way left turn lane on Cutting to deliver and pickup freight. Is this allowed? Can they not enter the properties?
 - a. A delivery truck cannot legally stop or park in a center two-way left turn lane to load/unload freight per California Vehicle Code Section 21460.5. The only variance to this law is if a local authority has designated the lane as a loading zone by ordinance, which includes regulatory signage. The City's parking enforcement will review conditions and request trucks use private property to stage.
9. The bulb-out radius at the Plunge is too large. It should be reduced to ease vehicle circulation.
 - a. The City will evaluate this concern as part of the Point Richmond Bicycle and Pedestrian Connectivity project. Outreach for this project should commence in early 2026.
10. There needs to be signage and striping along the Class 1 path (Bay Trail) at South Garrard due to conflicts between bikes and pedestrians. A solution could be painting a centerline stripe and installing a bike yield to pedestrians signs more frequently. The sign at the entrance to the Dornan tunnel needs to be adjusted as it's not visible. Also adding a ramp to allow bike to exit the pathway and enter the roadway before the tunnel should be considered.
 - a. The City proposes to make the modifications shown on Detail 5 of the drawings. The City will continue to monitor pedestrian and bicycle use within the tunnel.
11. The bikeway extension through downtown Point Richmond requires further evaluation. Notably, the extension along West Richmond Avenue is impactful to pedestrians and parking. This will also require ADA compliant parking.



- a. The City plans to begin discussions with the community in early 2026 as part of the Point Richmond Bicycle and Pedestrian Connectivity project. Outreach for this project should commence in early 2026.

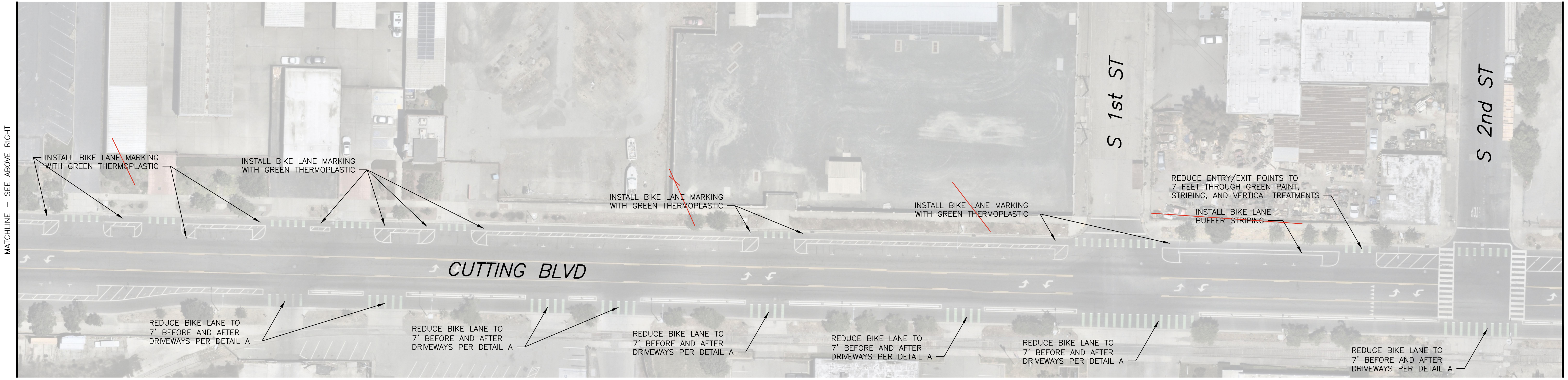
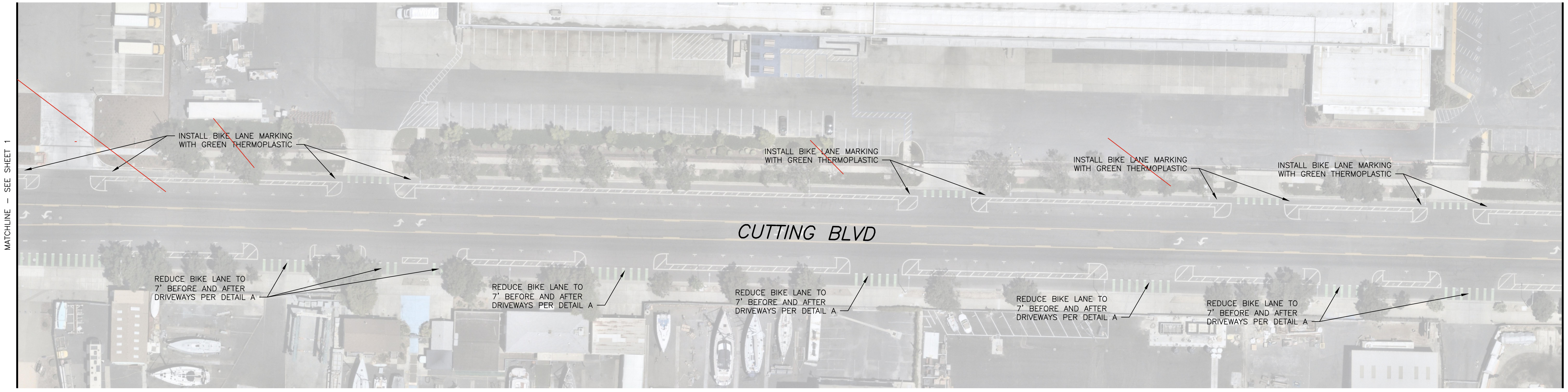
If we can provide any additional information or clarification, please contact me at 415.533.1864 or rstevens@cswst2.com.


**FERRY TO BRIDGE MODIFICATION
ESTIMATE OF CONSTRUCTION COST
DRAFT DOCUMENT**

12.01.2025

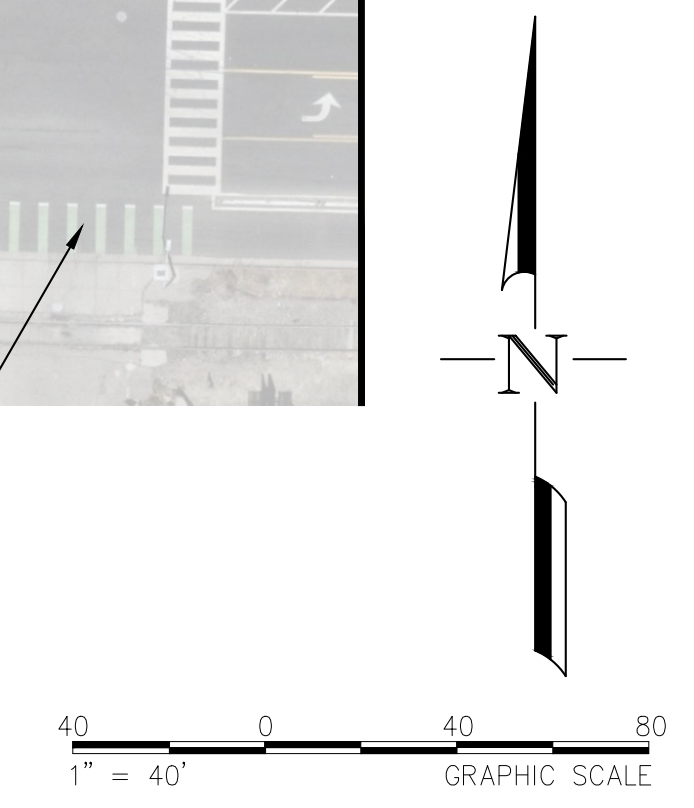
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101	Mobilization/ Demobilization	1	LS	\$6,194	\$6,194
102	Traffic Management	1	LS	\$15,000	\$15,000
103	Striping and Marking Removal	1	LS	\$15,000	\$15,000
104	4" Yellow Line	250	LF	\$3	\$750
105	6" White Line	600	LF	\$5	\$3,000
106	24" Wide Line	30	LF	\$8	\$240
107	Pavement Markings	65	SF	\$30	\$1,950
108	Green Thermoplastic	400	SF	\$25	\$10,000
109	Lane Spearator	4	EA	\$350	\$1,400
110	Signs	7	EA	\$800	\$5,600
111	Flexible Bollard	20	EA	\$450	\$9,000
2025 Construction Cost:					\$68,134
10% Contingency:					\$6,813
Total Base Bid:					\$74,947

Oct 21, 2024 CADD FILE: W:\Walnut Creek N Drive\PROJECTS\WC22\WC22-3874\01_Richmond Traffic Calming\CAD\Cutting Blvd_3874_01-Cutting.dwg



Underground Service Alert

 Call: TOLL FREE
811/800
227-2600
 TWO WORKING DAYS BEFORE YOU DIG

PROPOSED PLAN
1"=40'



REVISIONS	
NO.	DATE

DRAWN BY: KD
 DESIGNED BY: KD
 CHECKED BY: RR
 DATE: 10/23/2024
 PROJECT NO: WC22-3874

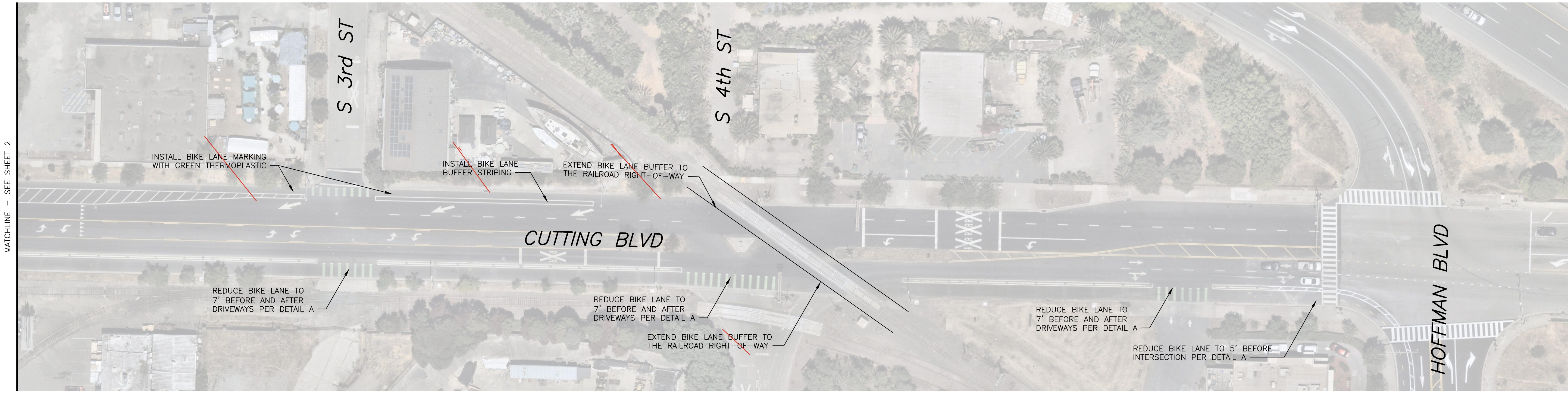
FEHR PEERS
 2201 Broadway
 Suite 602
 Oakland, CA 94612
 (510) 854-9300

CITY OF RICHMOND
CUTTING BLVD
STRIPING MODIFICATION CONCEPT

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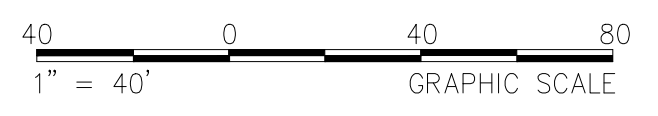
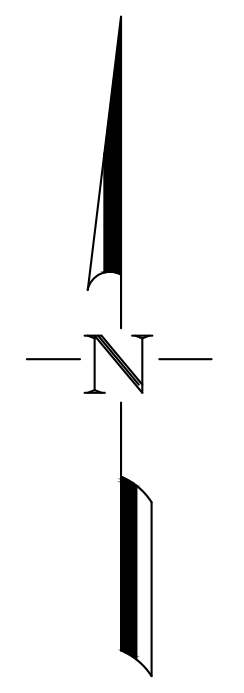
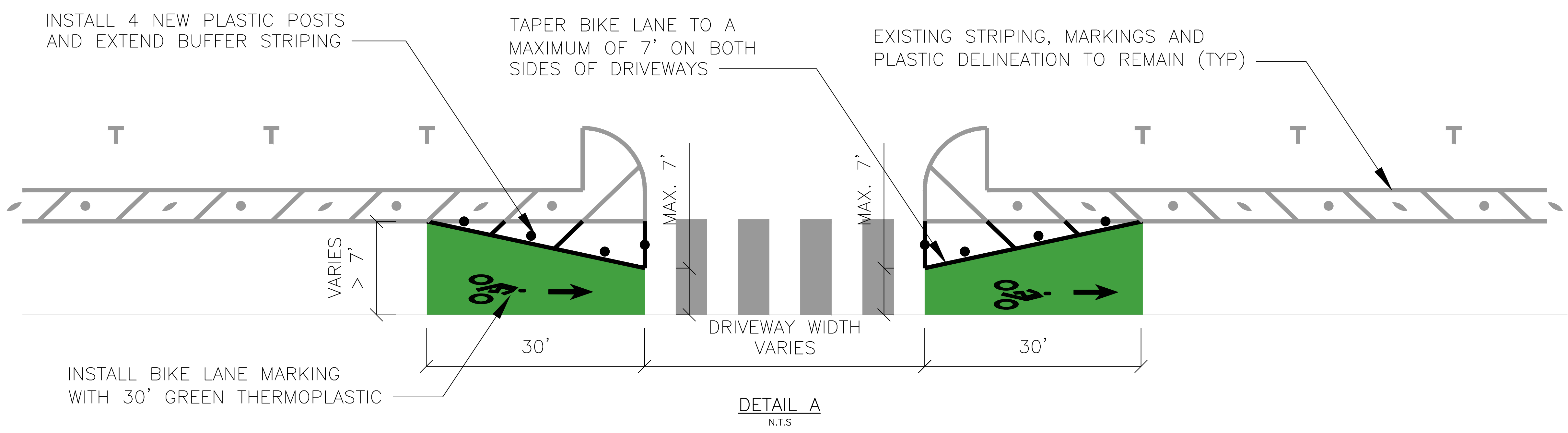
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MATCHLINE - SEE SHEET 2

PROPOSED PLAN
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FEHR PEERS

 2201 Broadway
 Suite 602
 Oakland, CA 94612
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CITY OF RICHMOND
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SHEET	3
OF	3

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