

A. Outreach, Process & Governance

What specific outreach was done regarding Gerrard Road, Cutting Boulevard, and the tunnel? The *Ferry to Bridge to Greenway Plan* (adopted Feb 16, 2021) followed an extensive community engagement process detailed in Chapter 3 of the report. This included dedicated meetings with the Marina Bay (July 10, 2019), Santa Fe (July 26, 2019), and Point Richmond (July 31, 2019) Neighborhood Councils.

At what point was the project design changed, and what outreach was conducted regarding those changes? The design for Cutting Boulevard shifted from a two-way cycletrack on the south side to one-way bikeways on both sides during the development phase. This change was driven by safety requirements from the California Public Utilities Commission (CPUC) and BNSF Railway. Because two-way protected crossings were a new facility type at the time, the required safety hardware (supplemental signals and gates) exceeded the available grant budget. The current configuration was implemented as a fiscally viable interim solution. The City still views the two-way cycletrack as the preferred long-term solution and continues to evaluate future funding and design modifications.

What outreach and understanding has Richard Diez conducted regarding evacuation routes, and how has this affected the City's handling of the bike lanes? Public Works, including staff member Richard Diez, has actively monitored operational feedback and evacuation concerns regarding the Cutting Boulevard bikeway. This input has directly influenced the current recommendation for modifications, which are scheduled to be presented to the City Council for approval.

Are design changes occurring without public outreach? No. Staff are currently processing community comments regarding the operational performance of the Cutting Boulevard bikeway. The resulting proposed modifications will be presented in a public forum to the City Council, ensuring a transparent approval process.

Will there be future community outreach, and will it materially affect the project plans? Yes. For the *Downtown Point Richmond Connectivity Project*, staff have directed consultants to lead a robust outreach process. A discussion of this approach is scheduled for January 28, 2026, Point Richmond Neighborhood Council (PRNC) meeting. Community input from these sessions will directly inform the project's pedestrian, bicycle, and transit travel plans.

What outreach was conducted with Police, Fire, and regarding regional evacuation plans? The *Ferry to Bridge to Greenway Plan* was reviewed by the Planning, Public Works, Police, and Fire Departments. Regarding the specific concern of two active traffic lanes for evacuation: emergency services maintain the authority to redirect traffic into opposing lanes or utilizing the bicycle buffer zones during a crisis.

The impact of train-induced gridlock on evacuation is a core component currently being evaluated in the *Downtown Point Richmond Connectivity Project*.

What outreach was conducted with the school district regarding Washington Elementary? The original development plan included three stakeholder meetings that involved the West Contra Costa Unified School District (WCCUSD) to ensure school-zone conditions were considered.

B. Design Standards & Technical Definitions

What specifically differentiates a sidewalk from a multi-use path? A multi-use path (Class I Bikeway) is an off-street facility physically separated from motor vehicles, designed for both pedestrians and cyclists. While pedestrians have the right-of-way, these paths are wider than standard sidewalks to minimize user conflicts. Conversely, sidewalks are primarily for pedestrians, though cyclists may use them under CVC §21206 unless local ordinances state otherwise.

What regulations govern railroad crossings and bike lanes? Railroad safety is regulated federally by 49 CFR Parts 200–299. In California, the CPUC has primary authority over at-grade crossings under General Order 88-B. Specific signage and pavement marking standards are dictated by the California Manual on Uniform Traffic Control Devices (CA MUTCD).

C. Traffic Operations, Safety & Gridlock

How does the City plan to adjust lanes to address existing gridlock? While streets cannot be designed to eliminate all peak-period congestion without creating unsafe, oversized infrastructure, the City is focusing on "context-sensitive" fixes. The *Downtown Point Richmond Connectivity Project* is specifically analyzing the "bypass traffic" (drivers avoiding I-580) and train-related delays to identify improvements for peak periods.

Can bike lanes be adjusted to allow for emergency evacuations? Yes. While Class IV bikeways must meet specific safety and separation standards (per Design Information Bulletin 89-02), the City can and does make adjustments to balance safety with the need for emergency vehicle maneuvers and resident egress during peak conditions.

Is "build now and fix later" the City's official stance? No. The City uses a "Quick-Build" methodology for many bicycle projects, which is a recognized best practice. This allows the City to implement safety improvements using grant funds while remaining

flexible enough to make data-driven adjustments based on real-world usage and community feedback.

D. Emergency Response & Evacuation

What is the plan for emergency vehicles during gridlock? Public Safety departments maintain established response protocols for Point Richmond. To address modern concerns, the *Downtown Point Richmond Connectivity Project* is evaluating specific contingencies for gridlock and train backups. This includes assessing whether current buffers can be utilized by emergency vehicles to bypass stationary traffic.

E. Physical Barriers & Materials

Will concrete berms replace bollards? There are currently no plans to install concrete berms. While permanent infrastructure may be considered in the future, any such change would require a review of its impact on emergency vehicle access.

F. Neighborhood Greenery & Environmental Conditions

What are the plans for greening and heritage tree maintenance? The City is developing an *Urban Forest Management Plan (UFMP)* to provide a policy framework for tree planting and canopy expansion, specifically targeting areas near pollution sources like I-580.

- **Heritage Trees:** Currently, the City evaluates trees on a case-by-case basis. The UFMP will consider establishing a formal Heritage Tree Ordinance.
- **Maintenance:** A forthcoming *Urban Forest Maintenance Plan* will set standard pruning and monitoring protocols for declining trees, such as the local sycamores, to ensure public safety and canopy health.