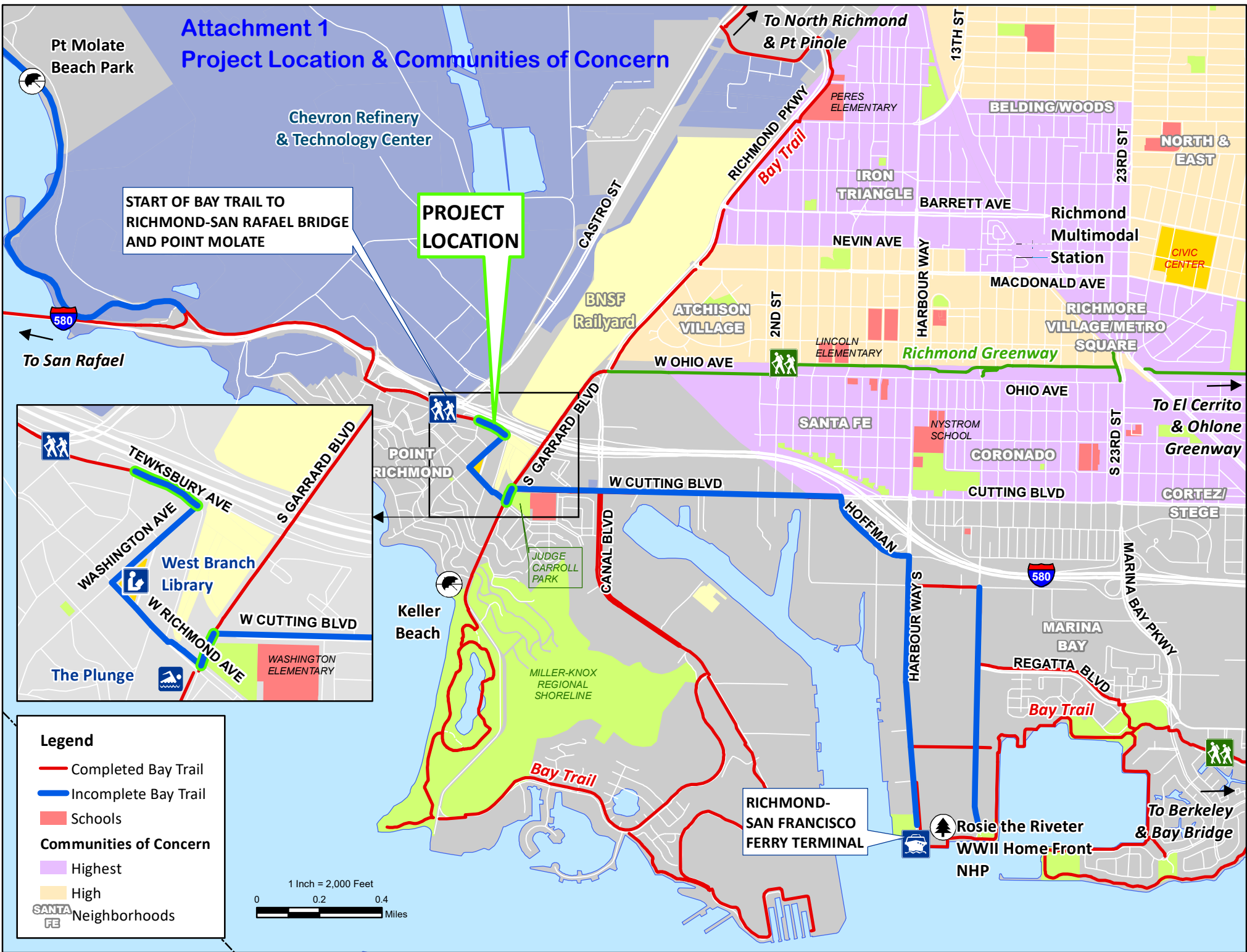


Attachment 1 Project Location & Communities of Concern



RICHMOND FERRY TO BRIDGE TO GREENWAY COMPLETE STREETS PLAN

February 16, 2021



4.0 POINT RICHMOND GATEWAY AREA

The triangular area from Garrard Boulevard and Cutting Boulevard around to Richmond Avenue and Railroad Avenue, referred to by some as Point Richmond Gateway, is a public park faced by a bank building and bordered on two sides by diagonal parking. Currently bicycles thread through this busy area on-street or sometimes across the park. The F2B2G Concept is to change the diagonal parking to parallel parking, making way for a two-way cycle track between the parked cars and the sidewalk.

At the corner of Garrard Boulevard and Richmond Avenue, the existing circular plaza will be reconfigured into a new Bay Trail Crossroads Plaza. From this singular location, Bay Trail users can depart to four major San Francisco Bay Trail segments: the Richmond-San Rafael Bridge Trail, the North Richmond Shoreline Trail, the Ferry Point Loop, and the South Richmond Bay Trail, which connects to Berkeley, Emeryville and beyond. This location truly is a crossroads for bicyclists and pedestrians, and the plaza will reflect this by including public art, wayfinding signage, attractive paving and streetscape furnishings.

Interim (Figures 5.22 and 5.23): The diagonal parking should be removed and replaced with a two-way cycle track. Parallel parking with a buffer will protect the cycle track from vehicle traffic and provide needed parking spaces for downtown Point Richmond. By removing the bike lane on the south side of Garrard Boulevard, parallel parking next to the park can be provided there as well. Estimates are that there would be loss of 19 diagonal spaces, replaced by 12 parallel spaces plus 5 parallel spaces along the park, for a total loss of two spaces. Pedestrian improvements

Figure 5.22 Point Richmond Gateway Area - Interim

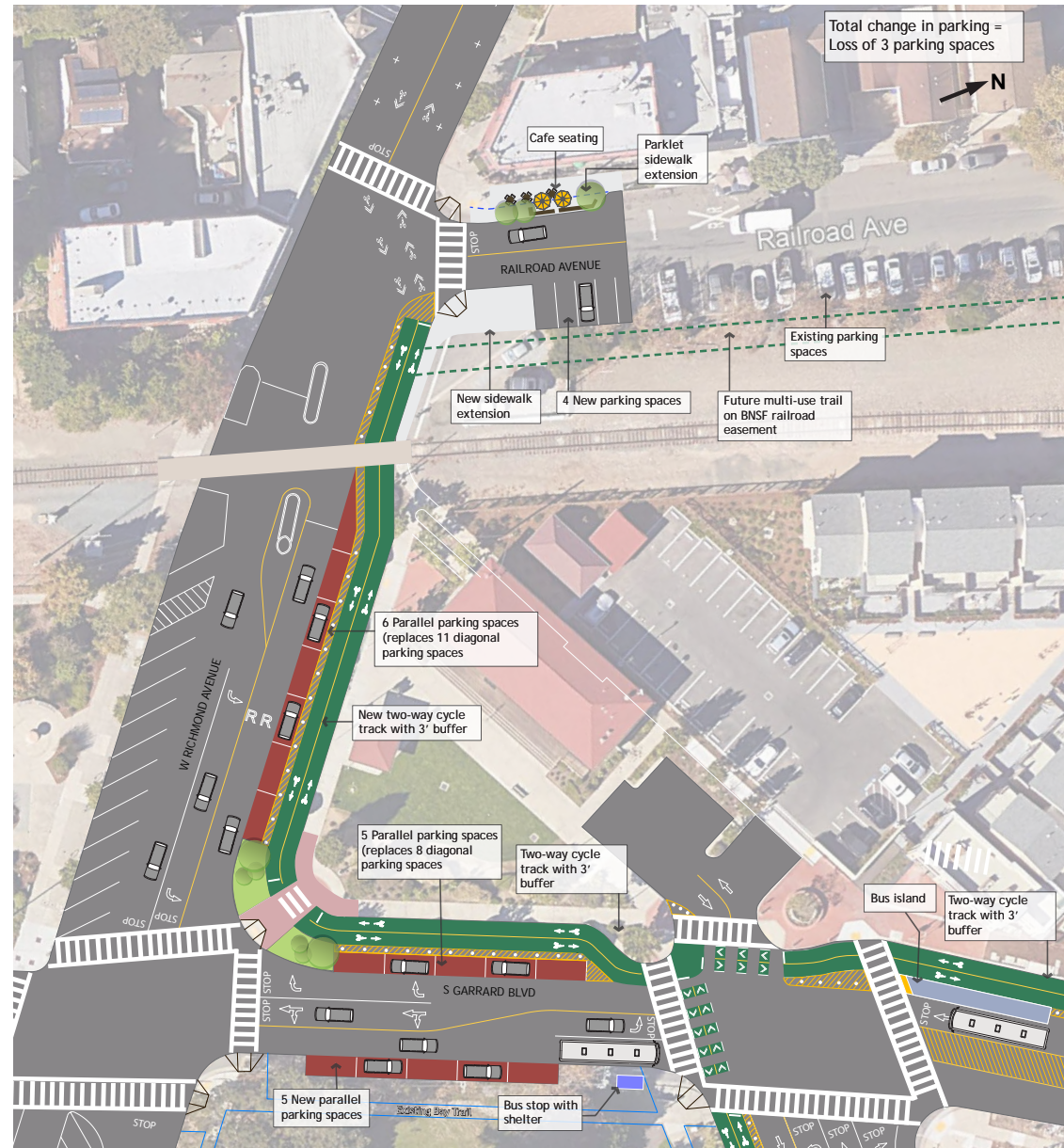
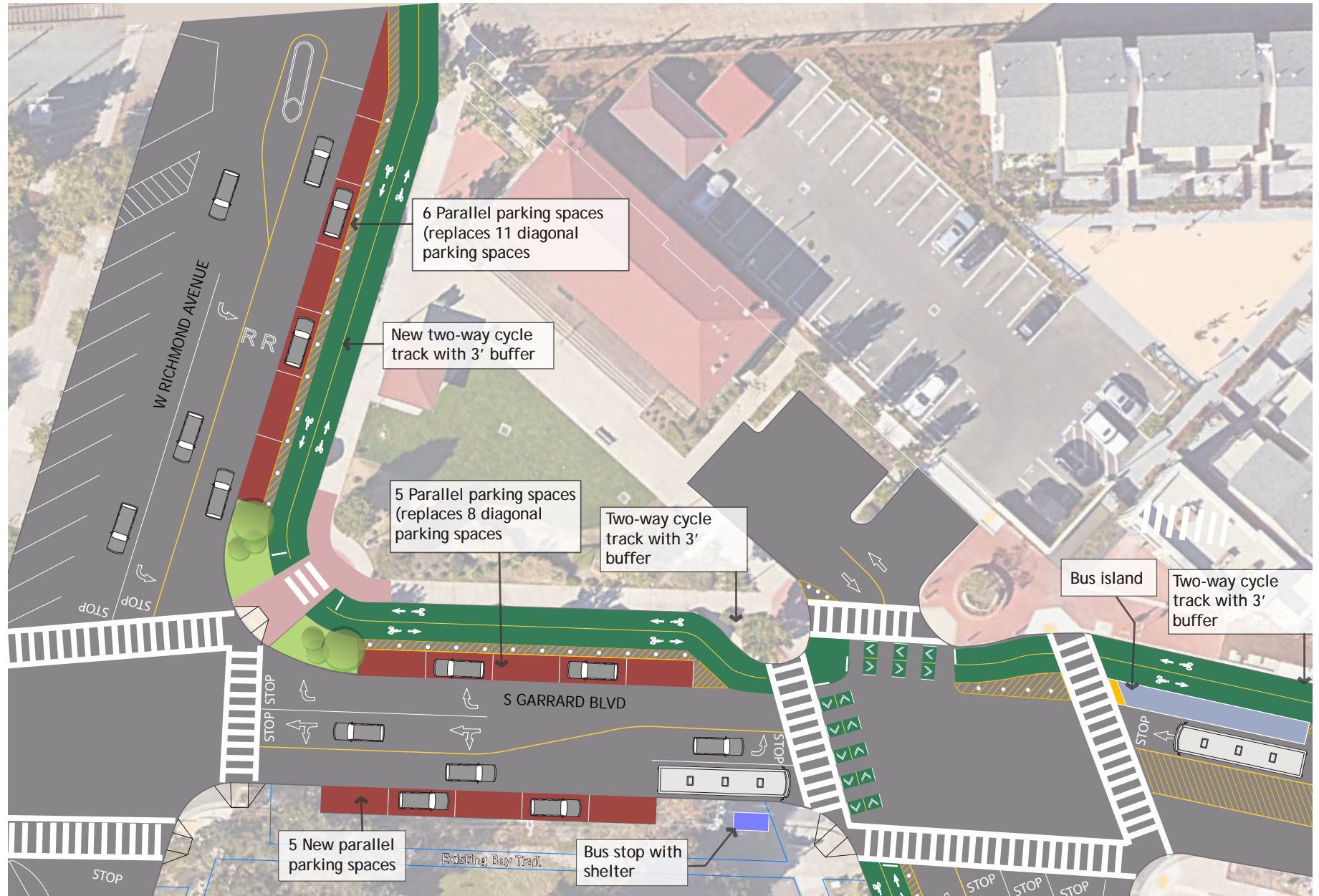


Figure 5.23 Point Richmond Gateway Area (South Area) - Interim



will be incorporated as part of the infrastructure improvements, including high-visibility crosswalks and ADA-compliant curb ramps at all pedestrian crossings.

Long Term: Additional parking for Point Richmond, mentioned often by community members, can be developed along the length of Garrard Boulevard northward from Cutting Boulevard. For convenience, it could be provided on the west side of the street, which would give protection to the existing cycle track and make it unnecessary for parkers to cross Garrard to access downtown Point Richmond. This stretch of Garrard Boulevard is very long, allowing for many new parking spaces.

There is potential for a multi-use trail along the BNSF right-of-way to the east of Railroad Avenue, which will benefit both bicyclists and pedestrians.

5.0 RICHMOND AVENUE AT RAILROAD AVENUE

This busy intersection has a large area of pavement for pedestrians to cross to the north side of Railroad Avenue. The F2B2G Concept is to extend the curb near the railroad tracks to the north, and also extend the curb on the north side of Railroad Avenue, providing a much shorter crossing.

Figure 5.24: A new high visibility crosswalk should be installed across Railroad Avenue. By realigning the parking next to the tracks additional parking spaces can also be achieved. Finally, the curb along the north side of Railroad Avenue should be extended out to create a shorter crossing for pedestrians and to allow for café seating and landscaping along Railroad Avenue in front of the restaurants there.

Figure 5.24 Richmond Avenue at Railroad Avenue



6.0 ROUTES THROUGH DOWNTOWN POINT RICHMOND

The downtown section of Point Richmond is historic and vibrant. However, there is little room along the streets to provide bicycle facilities. However, pedestrian access in this area is good. The F2B2G Concept is two-fold: to create a safe environment to cycle through the downtown as an interim solution, and to secure an easement along the BNSF rail line parallel to Railroad Avenue as a long-term solution (Figure 5.25).

Interim: The best route for bicycles currently is to ride down Richmond Avenue to Park Place or along Washington Avenue and on to Tewksbury Avenue. These streets have slow moving traffic, so it is not unsafe to share the road. The entire downtown area could be thought of as a shared street environment, where bikes and cars share the road equally. New signage and potentially additional markings on the street pavement should

be provided that say “Share the Street” with icons of bicycles. Additional signs that note “Share the Streets” should also be provided at Railroad Avenue and West Richmond Avenue, Washington Avenue at West Richmond Avenue, and on Tewksbury Avenue at Washington Avenue. Finally, additional bike parking should be provided (Figure 5.26).

Long-Term: As mentioned, if an easement can be secured from BNSF, a Class I multi-use trail parallel to Railroad Avenue between the parked cars and the railroad tracks would be an ideal solution. The physical space for a Class I trail on the north side of the tracks exists, as proven by the distance from the tracks to the fence at the new apartments on the south side of the tracks.

For cyclists that choose to ride through downtown Point Richmond (many would rather go this route), long-term improvements can be made there as well. For example, Park Place could be made a

truly shared street, or “Woonerf” as it is called in Holland. The paving in the street for this short stretch would be changed to brick pavers or similar texture to indicate it is not a vehicle priority street, but rather people, bicycles and vehicles would all share the street equally. Counterintuitively, reducing separation between drivers and pedestrians can improve safety by forcing drivers to slow down and pay attention. Car parking would be delineated by bollards rather than curbs. If the model is a success at Park Place, it could be expanded to include Washington Avenue and part of West Richmond Avenue to make the entire downtown a more walkable area.

Figure 5.25 Potential BNSF Easement

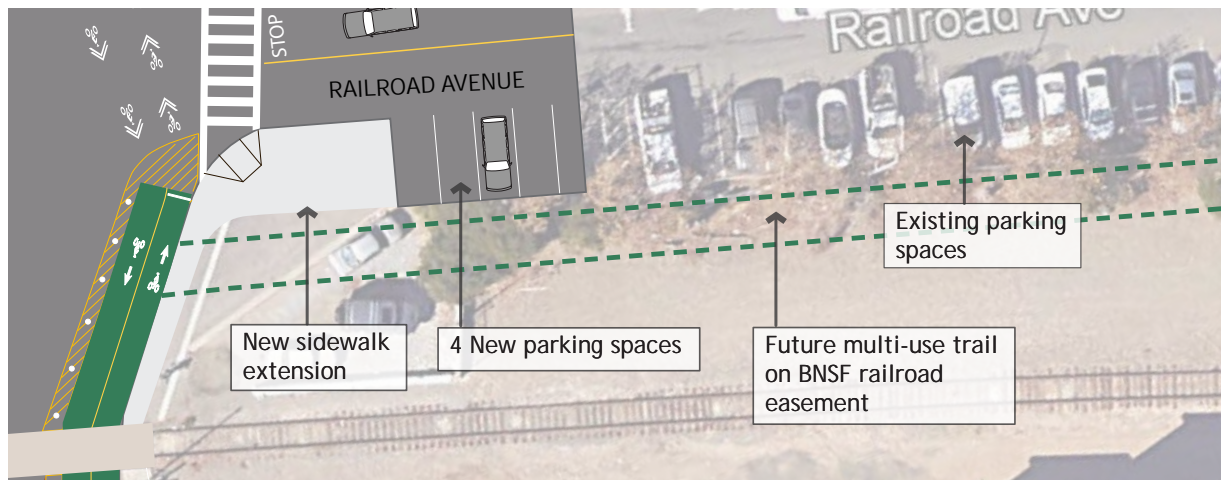


Figure 5.26 Downtown Point Richmond Routes - Interim and Long-Term



1 **Interim: Downtown Point Richmond Route**

Install “Share the Road” signage and striping. Provide a bicycle corral and/or other solutions for bike parking.

2 **Long-Term: Railroad Avenue**

Install Class I multi-use trail on the east side, which would require right-of-way easement from BNSF Railroad.

- Ferry to Bridge Route
- Alternative Route
- Proposed Cycle Track
- Existing Cycle Track
- New sidewalk extension and bicycle parking

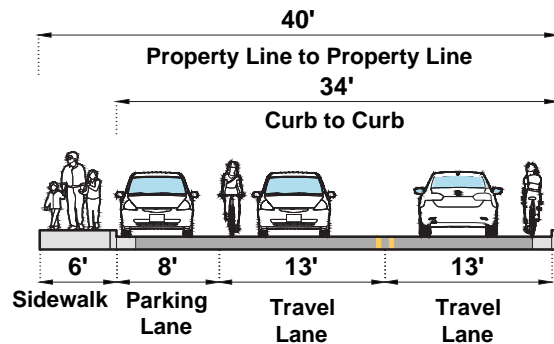
7.0 TEWKSBURY AVENUE

Tewksbury Avenue is an important connecting corridor to the Richmond-San Rafael Bridge Trail. A two-way cycle track has been installed on part of this street. The F2B2G Concept is to extend the existing cycle track, so it is complete from Washington Avenue in downtown Point Richmond to the entry to the Richmond-San Rafael Bridge Trail at Castro Street.

7.1 TEWKSBURY AVENUE FROM WASHINGTON AVENUE TO SANTA FE AVENUE

Interim: (Figures 5.28 and 5.30) The existing two-way cycle track should be extended to reach from Washington Avenue to Santa Fe Avenue. This will entail changing some existing perpendicular parking into parallel parking and eliminating other parking. Existing parking is about 14 spaces, to

Figure 5.27 Tewksbury Ave (Washington Ave to Santa Fe Ave) - Existing

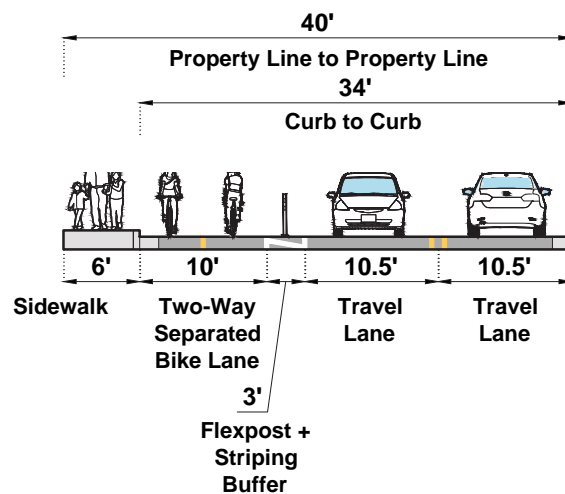


be replaced by 4 spaces for a loss of 10 spaces. The cycle track will be separated from traffic by a striped buffer with soft hit posts and armadillos. Pedestrians will use the sidewalk on the south side of Tewksbury Avenue.

Where the Class IV cycle track has been installed, the section is 8' for the cycle track, with 3' for a buffer, 7.5' for parking, 10.5' for an eastbound travel lane and 10' for a westbound travel for a total of 39'. This section will be matched in the new segment.

This interim solution also requires the relocation of the AC Transit bus stop. An improved bus stop solution is to have the eastbound stop (headed to Richmond BART) around the corner on Railroad Avenue, and the existing westbound stop (headed for the terminus) connected across Tewksbury Avenue with a new pedestrian crosswalk and new concrete paved bus waiting area. A new

Figure 5.28 Tewksbury Ave (Washington Ave to Santa Fe Ave) - Interim



crosswalk across Tewksbury Avenue and a new concrete pad for people waiting for the westbound stop will make this bus stop much improved from the existing condition.

Long-Term (Figure 5.29): The buffer zone at the Class IV cycle track should be turned into a landscaped median that can retain and treat stormwater and provide space for additional street tree planting.



Existing cycle track on Tewksbury Avenue to be extended.

Figure 5.29 Tewksbury Ave (Washington Ave to Santa Fe Ave) - Long-Term

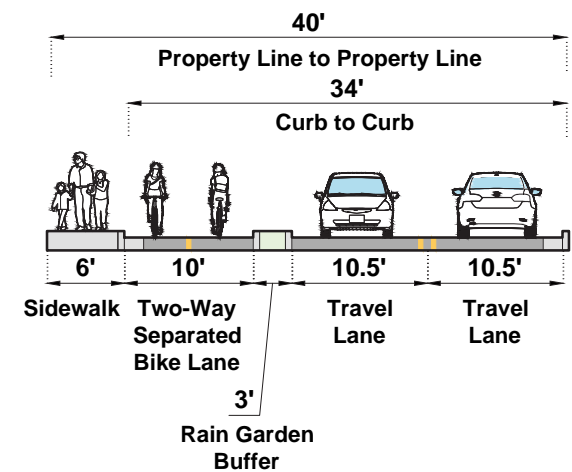
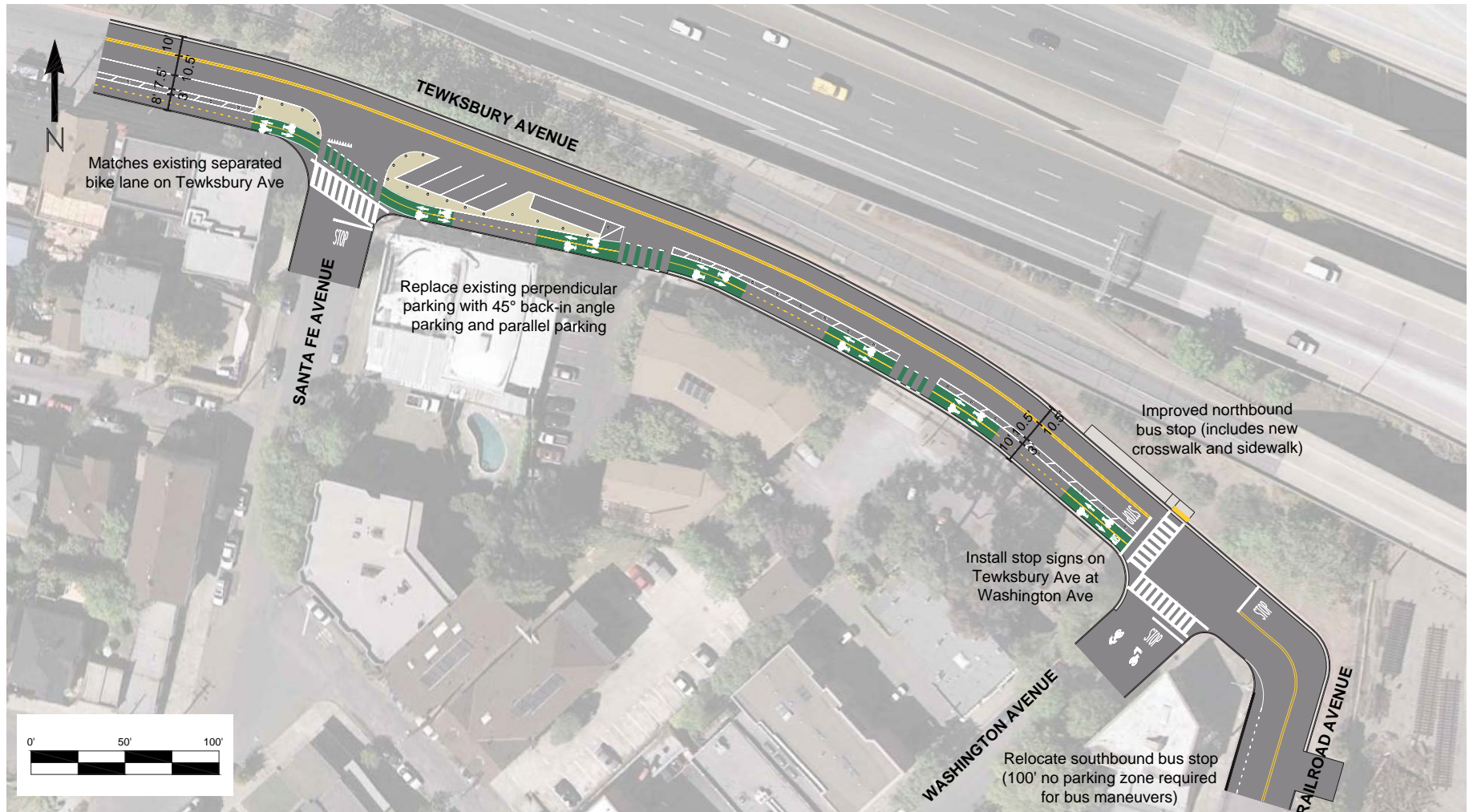


Figure 5.30 Tewksbury Avenue - Interim



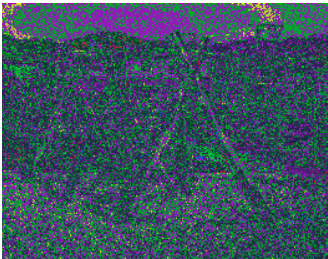
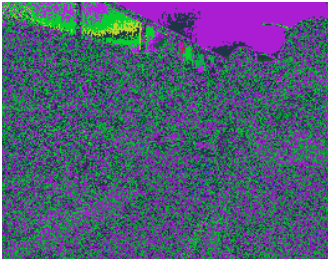
Appendix B

30% Engineering Drawings

The following drawings show engineering drawings to a 30% level for interim (short-term) projects in Chapter 5 of the Ferry to Bridge to Greenway Plan. They may differ slightly from concepts shown in Chapter 5 due to engineering judgement, cost considerations, or newly uncovered issues. They are not meant for construction as shown; more refinement of the concepts and additional detail is required, as well as review of the improvements by the City of Richmond and other relevant agencies.

RICHMOND FERRY TO BRIDGE TO GREENWAY

COMPLETE STREETS PLAN



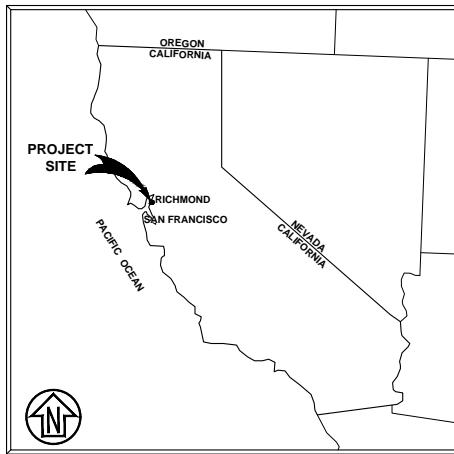
30% DESIGN SUBMITTAL

RICHMOND FERRY TO BRIDGE TO GREENWAY

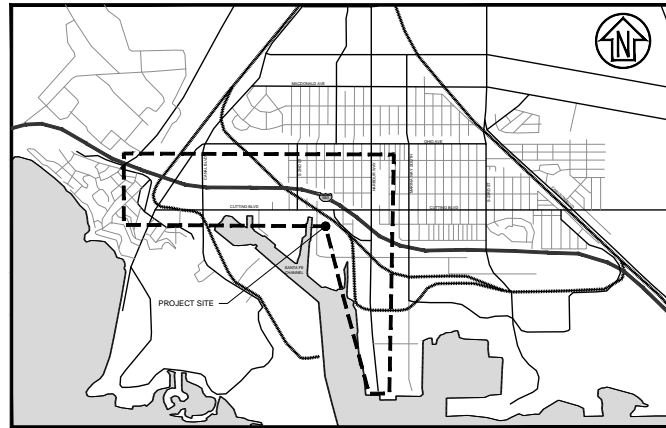
TEWKSBURY AVENUE TO RICHMOND FERRY TERMINAL

OCTOBER-9-2020

RICHMOND, CALIFORNIA



LOCATION MAP
SCALE: NTS

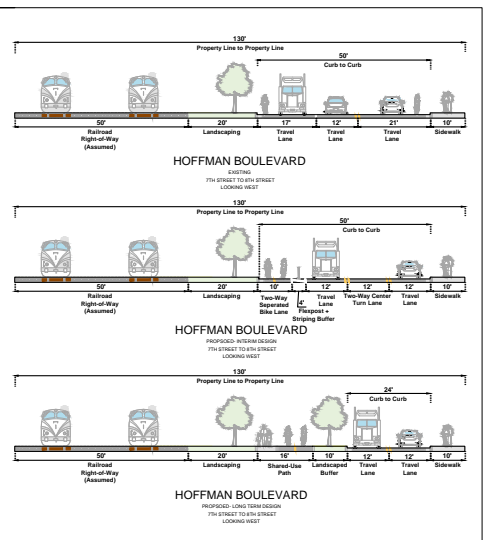
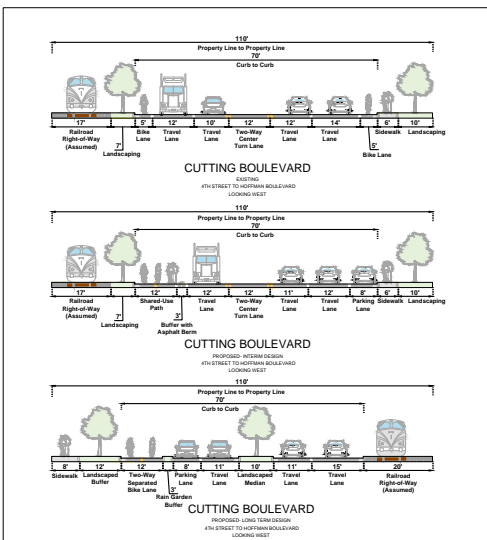
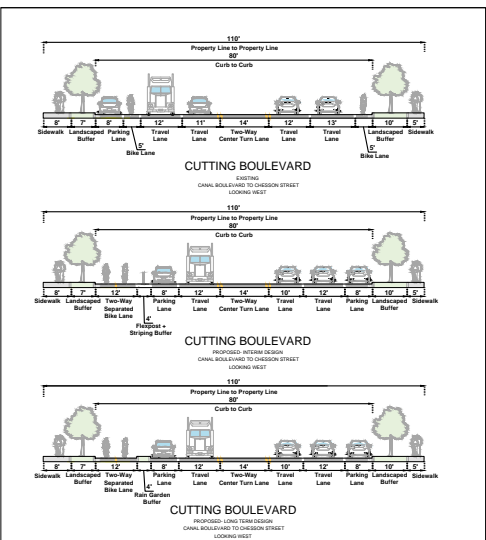
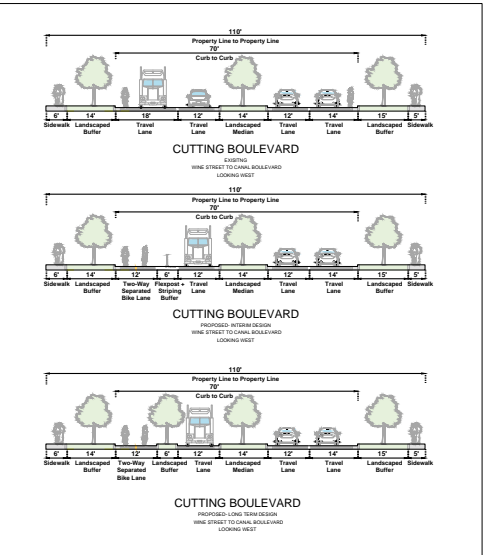
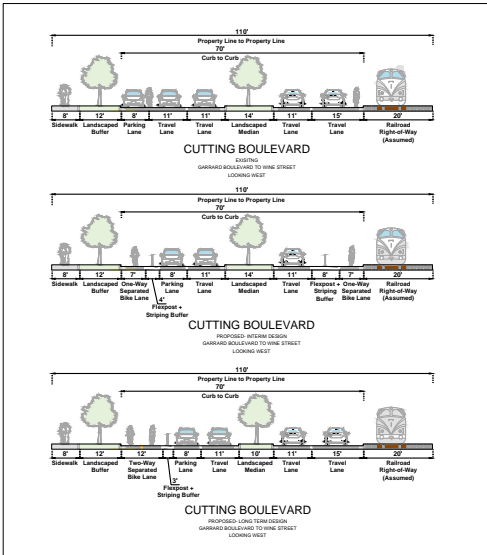
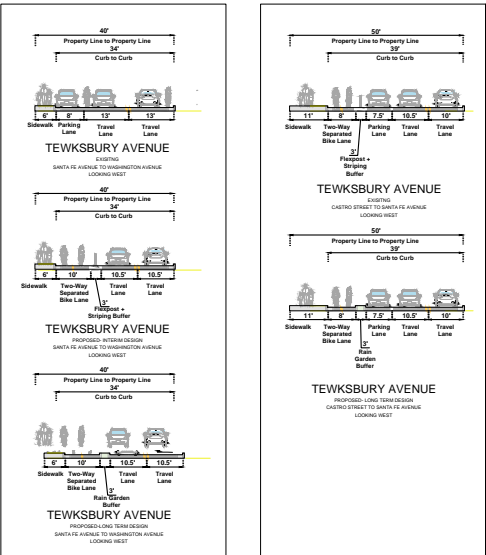


VICINITY MAP
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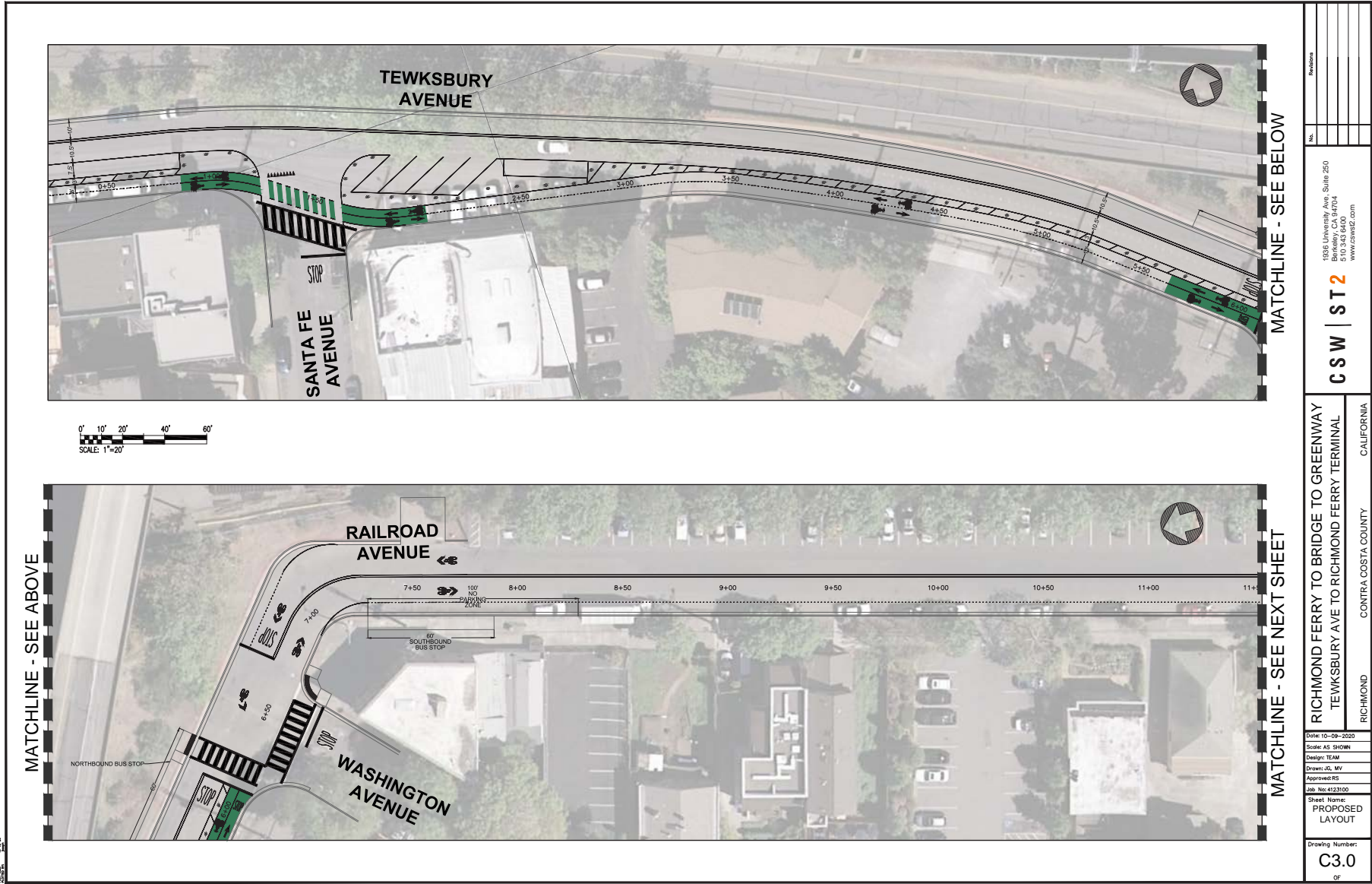
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- C2.0 TYPICAL SECTIONS
- C2.1 TYPICAL SECTIONS
- C3.0 PROPOSED LAYOUT
- C3.1 PROPOSED LAYOUT
- C3.2 PROPOSED LAYOUT
- C3.3 PROPOSED LAYOUT
- C3.4 PROPOSED LAYOUT
- C3.5 PROPOSED LAYOUT
- C3.6 PROPOSED LAYOUT
- C3.7 PROPOSED LAYOUT
- C3.8 PROPOSED LAYOUT
- C3.9 PROPOSED LAYOUT
- C3.10 PROPOSED LAYOUT

<p>C S W ST 2</p>	<p>1888 University Ave, Suite 250 Richmond, CA 94704 510.983.8400 www.csws2.com</p>
<p>RICHMOND FERRY TO BRIDGE TO GREENWAY TEWKSBURY AVE TO RICHMOND FERRY TERMINAL</p>	
<p>RICHMOND CONTRA COSTA COUNTY CALIFORNIA</p>	
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<p>Drawing Number: C1.0 OF</p>	



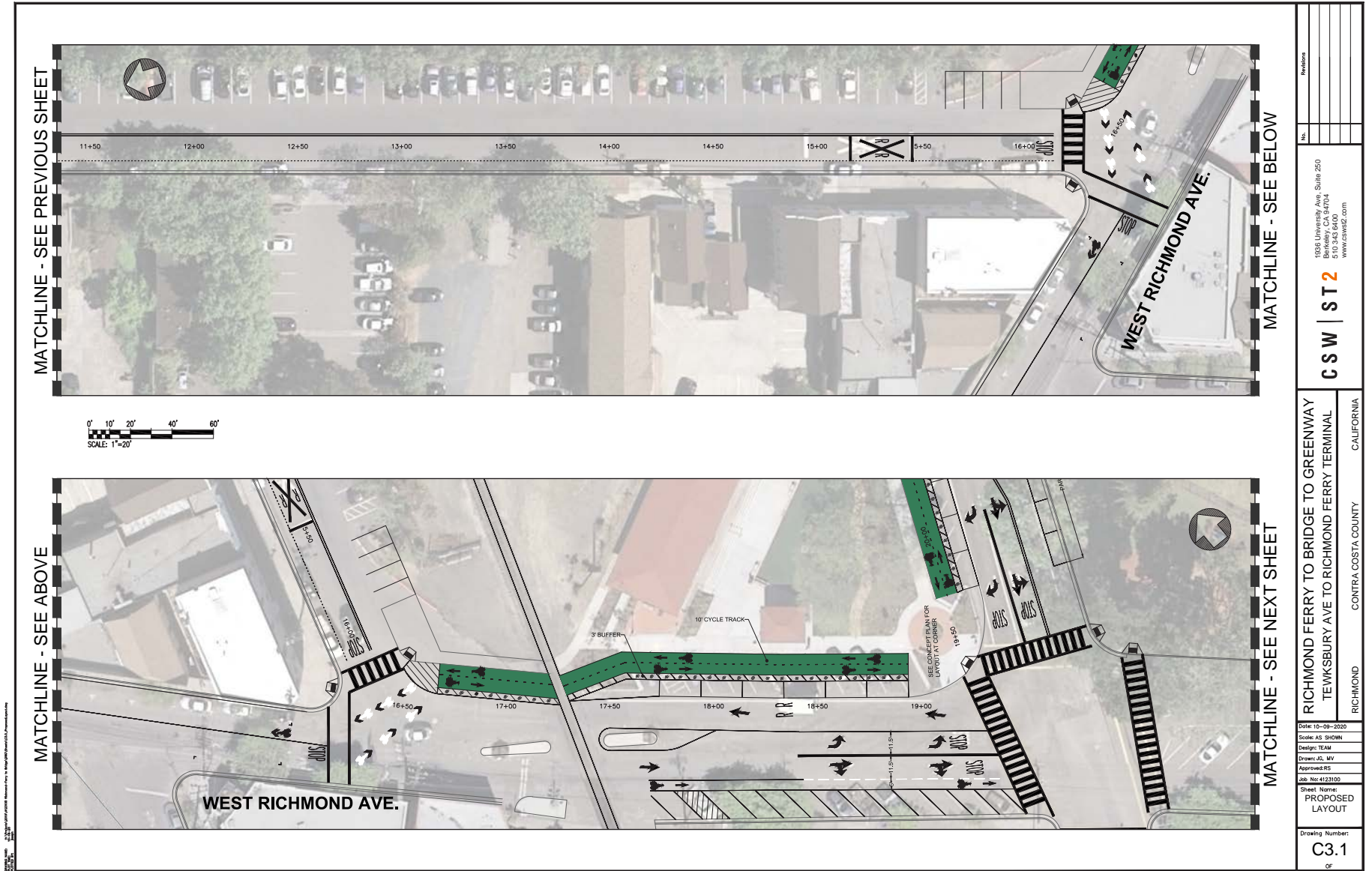
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No.	
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Scale:	AS SHOWN
Design:	TEAM
Drawn:	AG, MW
Approved:	ES
Job No.:	4133100
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Drawing Number:	C2.0
	OF



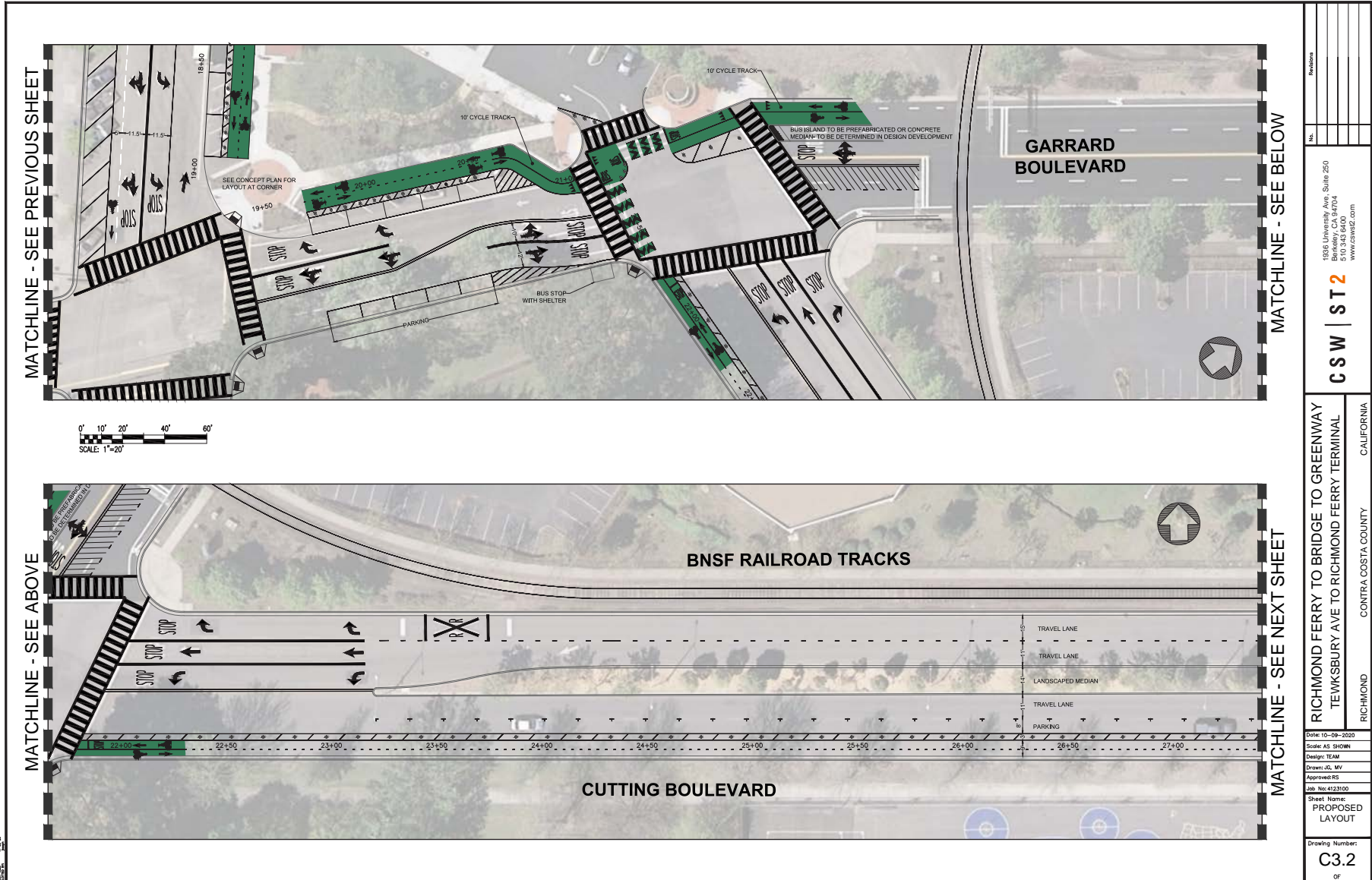
MATCHLINE - SEE BELOW

MATCHLINE - SEE NEXT SHEET

1936 University Ave. Suite 250 Berkeley, CA 94704 510 343 6400 www.cswest.com	
CSW ST 2	RICHMOND CONTRA COSTA COUNTY CALIFORNIA
RICHMOND FERRY TO BRIDGE TO GREENWAY TEWKSBURY AVE TO RICHMOND FERRY TERMINAL	
Date: 10-09-2020 Scale: AS SHOWN Design: TEAM Drawn: JG, MV Approved: ES Job No: 4123100	Sheet Name: PROPOSED LAYOUT
Drawing Number: C3.0 of	



1656 University Ave, Suite 250 Berkeley, CA 94704 510.343.6400 www.csws2.com	
C S W ST 2	
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RICHMOND CONTRA COSTA COUNTY CALIFORNIA	
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RICHMOND CALIFORNIA CONTRA COSTA COUNTY	
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Attachment 4 - Project Budget

Richmond Ferry to Bridge Bicycle & Pedestrian Network Improvements
TDA Article 3 Project Application

2023 Costs, \$K

PSE	34.4
Construction	344.2
Construction Management & Engineering	51.6
Grant Administration	<u>17.2</u>
Total	447.4

Sources of Funds, \$K

STMP	241.0
Chevron	28.0
TDA Article 3	<u>178.4</u>
Total	447.4

1/14/22

Attachment 5 - Engineer's Estimate

FERRY TO BRIDGE - POINT RICHMOND LINK (Excludes Richmond Avenue)

Concept Level Cost Estimate

01.12.2022

CSW | ST 2

ITEM	DESCRIPTION	QTY.	UNIT	UNIT COST	CONT	AMOUNT
100	GENERAL CONDITIONS					
101	Mobilization/ Demobilization	1	LS	\$28,981		\$28,981
102	Traffic Management	1	LS	\$ 10,000.00	10%	\$11,000
103	Water Pollution Control	1	LS	\$ 10,000.00	10%	\$11,000
104	Construction Layout	1	LS	\$ 5,000.00	10%	\$5,500
105	Striping Removal	1	LS	\$ 10,000.00	10%	\$11,000
106	Hardscape and Vegetation Removal	1,400	SF	\$ 15.00	25%	\$26,250
107	Asphalt Paving	800	SF	\$ 55.00	25%	\$55,000
108	Concrete Sidewalk	1,000	SF	\$ 30.00	15%	\$34,500
109	Concrete Curb and Gutter	150	LF	\$ 50.00	15%	\$8,625
110	Traffic Signs	12	EA	\$ 500.00	10%	\$6,600
111	Green Thermoplastic Bicycle Awareness Markings	4,000	SF	\$ 11.00	15%	\$50,600
112	Detail 21 (Centerline)	500	LF	\$ 4.00	15%	\$2,300
113	6" Thermoplastic Pavement Line (buffer)	1,500	LF	\$ 4.00	15%	\$6,900
114	Thermoplastic Pavement Markings (Legends)	800	SF	\$ 4.00	15%	\$3,680
115	12" Crosswalk Stripe	500	LF	\$ 3.00	15%	\$1,725
116	Rubber Lane Separator	60	EA	\$ 200.00	15%	\$13,800
117	Channelizer	60	EA	\$ 300.00	15%	\$20,700
118	Bus Shelter	1	EA	\$ 16,500.00	25%	\$20,625
Total Construction Cost (2022 Dollars):						\$318,786

Plans, Specifications, and Estimate Phase Cost:	\$31,900	10%
Construction Engineering Phase Cost:	\$47,800	15%
Total Development Cost (2022):	\$398,486	
Total Development Cost (2023):	\$430,364	8%

Notice of Exemption**Appendix E**

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: _____

From: (Public Agency): _____

(Address)

Lead Agency: City of Richmond

Project Title: _____

Project Applicant: _____

Project Location - Specific:

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project:

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: **(check one):**

- Ministerial (Sec. 21080(b)(1); 15268);
- Declared Emergency (Sec. 21080(b)(3); 15269(a));
- Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- Categorical Exemption. State type and section number: _____
- Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Lead Agency

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ Date: _____ Title: _____

Roberta Feliciano

Signed by Lead Agency Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____