San Francisco Bay Trail Connection
Castro Street to Richmond-San Rafael Bridge

Public Meeting December 1st, 2011

Architecture & Engineering Report
Agenda

- Introductions & Opening Remarks
- Project Purpose & Need
- Purpose of Meeting & Process
- Public Input from January 2011 Workshop
- Review of Project Alternatives
  - Project Overview
  - Physical Constraints
  - Alignment Alternatives
- Recommended Alternatives
  - Castro Street to Marine Street
  - Marine Street to Toll Plaza
- Architectural & Engineering Details
  - Design Criteria
  - Trail & Bridge Details
- Public Comment
- Next Steps
Introduction/Partners

- City of Richmond
  - Lead Agency

- ABAG/Bay Trail
  - Design, Process and Funding

- Caltrans
  - Property Owner
  - Encroachment Permit
  - Process Review

- Chevron
  - Property Owner
  - Trail Easement
  - Key Stakeholder

- BCDC
  - Shoreline Permitting

- US Coast Guard
  - Homeland Security (MTSA)

- TRAC
  - Community Liaison
  - Richmond Bay Trail Advocacy
Project Purpose & Need

Close a gap in the Bay Trail and create a safe, inviting, convenient access for bicycles & pedestrians

- Multi-Use Trail Separated From Roadway
- ADA Accessible
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MEETING PURPOSE

- Present study progress to date
- Solicit your comments about the Preferred Plan and Alternatives
- Answer questions
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PROJECT PROCESS

Architects & Engineers Report

Permitting

Construction

Environmental Review

Construction Documents
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January 2011 Public Workshop

Low Project Cost

User Experience & Safety

Appearance as seen from Bay and Freeway.

Priorities
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MEETING GROUND RULES

- Listen
- Be Succinct
- Don’t Interrupt
- Take Turns
- Be Polite
Project Overview
Project Overview - Castro Street Terminus
Project Overview – Freeway Narrows

- OFFICE HILL (Chevron)
- RET. WALL 3
- I-580
- RET. WALL 4
- SCOFIELD DECK
- SCOFIELD AVENUE

NORTH
Project Overview – Scofield Crossing & Toll Plaza
CONSTRAINTS
Land Uses and Ownership
Heightened Security Areas

SECURITY BOUNDARIES

- CHEVRON PROPERTY
- TSA Fenced Area
- TWIC Boundary
- Required Safety Buffers
Geology/Soil Conditions
Topography/Slope Gradients
Site Biology
ALIGNMENT ALTERNATIVES
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ALTERNATIVES CONSIDERED
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RECOMMENDED ALTERNATIVES
Specific Design Criteria

- Width & User Separation
- Grades & Cross Slopes
- Design Speed & Surfaces
- Horizontal Curves & Sightlines
- Utility & Infrastructure Clearance
- Construction & Constructability
- Access Control
- Railings & Fencing
- Signage & Striping
- Gratings & Drainage
- Lighting & Call Boxes
- Graffiti, Theft & Vandalism
- Landscaping
Section FF at Marine Street Off-Ramp
Section EE  On-Grade Trail at East Retaining Wall
Section DD  Elevated Structure at East Retaining Wall
Bridge to Trail Transition  Berkeley, CA
Section CC at West Retaining Wall
Detail Comparison: Retaining Walls

Large wall & fences against edge of pathway not preferred.

Better to step retaining walls for more human scale and planting. Pull fences away from edge of pathway
Bridge Area aerial view from south
Bridge Area plan view
Section BB at Western Drive
Section AA at Chevron Tank
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COMMENTS
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NEXT STEPS

Richmond Bicycle/Pedestrian Advisory Committee
Dec, 2010

Public Workshop
Jan, 2011

Tonight
Richmond Design Review Board

Richmond City Council

CEQA Review

Richmond City Council
Enclosure Alternatives
Fully Enclosed with Solid Roof and 1-inch mesh

Jack London Square, Oakland
Fully Enclosed with 1-inch mesh

Moffett Ave. Bridge, Mountain View
Fully Enclosed with 1-inch mesh

Broadway Ave. Bridge, Burlingame
Alternative 5B - Preliminary Plan along I-580 Off Ramp
Alternative 5B – Preliminary Sections along I-580 Off Ramp