

# RICHMOND FERRY TO BRIDGE TO GREENWAY COMPLETE STREETS PLAN

## APPENDICES

February 16, 2021





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# Appendix A

## Public Comments on Draft Plan

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### COMMENTS FROM STAKEHOLDER ORGANIZATIONS

#### COMMENTS FROM AC TRANSIT

- Page 2-6
  - The words “Bay Area Rapid Transit (BART)” needs to be fully bolded.
  - Edits to the text: AC Transit operates in Alameda and Contra Costa counties. AC Transit operates eight local bus lines, two Transbay lines, and one late night owl bus line in the Plan Area. These lines stop at the Richmond BART station and Richmond Ferry providing essential public transit connections for residents. AC Transit also operates supplementary bus service to local schools during the school year. All AC Transit buses are equipped with bike racks that hold up to three bikes and ADA accessible ramps for boarding the bus.
  - In case you want to list the bus routes in the Plan Area:
  - Transbay Routes: There are no transbay lines in the plan area (Lines L and LA run

through parts of Richmond and San Pablo, just not in the plan area).

- Local Routes that run through the Plan Area: 70, 71, 74, 76, 72, 72M, 72R
- Supplementary Service Routes: 607, 675, 681, 668
- Late Night (Owl) Routes: 376

- Page 2-10: Can you break down “Public Transportation” further into bus, rail, ferry?
- Page 4-5: For Policy 2.3 could we add information about bike/ transit signal priority? Often times the two go together and could serve to benefit people bike and riding the bus.
  - Action 2.3g - Work with the City and affected transit agency to identify the need for transit signal priority or queue jumps and, where appropriate, integrate the use of bicycle and transit signal priority at determined intersections.
- Page 5-14: How long will the bus island and bus stops be? The plan documents need to specify that “60’ is needed for the bus Boarding Island stop at S Garrard and W Cutting Boulevard.”

**COMMENTS FROM TRAILS FOR RICHMOND ACTION COMMITTEE (TRAC)**

- Page 2-1:
  - Left column, paragraph 1, line 5: RSR Bridge Trail, not “path”.
  - Right column, last paragraph: Add Atchison Village and Coronado to neighborhoods served.
- Page 2-2:
  - Fig. 2-1 - change legend “... Bridge Path” to Bridge Trail.
  - Fig. 2.-2 - Change “Multi-Use Path/Trail” to Multi-Use Trail.
- Page 2-3: Map legend - Change “Bike-Ped Path” to Trail in legend.
- Page 2-4: Add Rosie the Riveter/WWII Home Front Visitor Center to map.
- Page 2-5: Change “Multi-UsePath” to Trail and delete Tewksbury Artist Lofts Mixed-Use, which is complete.
- Page 2-13: Change “Multi-UsePath” to Trail in legend for both existing and under construction. Change Harbour Ave. to Harbour Way Blvd on map.
- Page 2-16: Garrard Blvd. Class IV cycle track now is the existing condition, rather than Class II.
- Page 2-17:
  - Point Richmond - Bicyclists travel Park Place and Washington Avenue very frequently, so

it’s not accurate to say that they “typically” use RR Ave.

- Richmond-San Rafael Bridge Bike/ Pedestrian Path Project: Change “Bike/Ped Path” to trail in heading and at least four places in text of paragraph and under bottom right photo.
- Page 2-18: Change “Multi Use Path” to Trail in Fig. 2-9 and in text under Class I Bikeway Trail section.
- Pages 2-19 & 20: In right column on page 2-19 and on 2-20, state that these are single track crossings.
- Page 2-26: BNSF upgraded the crossing of Garrard.
- Page 2-27: Change “pathway” to Trail for RSR Bridge in line 9 of top right paragraph.
- Page 5-2: Suggest adding the existing Class II bike lanes on Hall Ave., which is part of the Bay Trail.
- Page 5-7: The text first paragraph refers to a two-way cycle track, instead of the recommended 12-wide Shared-Use Trail, not “Path”.
- Change Figures 9 & 10 from Shared-Use Path to Trail.
- Pages 5-16 & 17: Long term is described as a Class I multi-use trail on pl 5-16, but bike lane on p. 5-17 text and cycle track in legend. This should be a two-way bikeway. Pedestrians would prefer walking thru the Point Richmond Historic District.
- Page 5-18: The sidewalk on southern side of Tewksbury west of Washington Ave. in vicinity of

current bus stop is very congested and narrow due to bus bench, utility poles with guy wires and encroachment of wrought iron fence on City property as shown on attached survey. Please include corrective measures to improve this situation.

- Page 6-1: “railroad grade crossings” words missing after “where” in first sentence of last paragraph. Attachment: Property survey Tewksbury & Washington Avenues

**COMMENTS FROM SAN FRANCISCO BAY TRAIL PROJECT**

Thank you for the opportunity to comment on the Richmond Ferry To Bridge to Greenway Complete Streets Plan (F2B2G Plan). Below are the comments on the F2B2G Plan from the Bay Trail Project.

- On Figure 2.2, the entirety of the multi-use trails related to the Bay Trail are not shown in the context of Figure 2.2 including the Bay Trail at Miller-Knox Regional Shoreline, Brickyard Cove, and Shipyard III. I’m not sure if including these alignments relates to the purpose of Figure 2.2 but am pointing it out for inclusion if needed.
- Related to the above comment, the Bay Trail alignment is a significant part of the study area and facilities considered in the plan, we would suggest including a figure that shows the entirety of the adopted Bay Trail alignment (both existing and planned) within the study area to provide context when discussing the existing conditions. It might also be useful to include other major trail facilities on that context map such as the Richmond Greenway and Richmond Wellness Trail.

- We appreciate the inclusion of Action 2.1b which identifies the Bay Trail Design Guidelines as reference when designing facilities on the Bay Trail alignment. We would ask that the language in Action 2.1b be modified by deleting the word “roadway”. This will allow this Action to be inclusive of Bay Trail segments that may not necessarily be on roadways such as Railroad Avenue.
- The inclusion of Action 3.4a is also appreciated to allow for regular bicycle/pedestrian counts to measure the effectiveness and use of the proposed improvements. We would also request that language be added to this Action which calls for considering the installation of permanent automated bicycle/pedestrian counters along the improvements.
- Figure 5.1 indicates the existing and proposed bicycle facilities for the final design concepts, but it doesn’t include the same information for pedestrian facilities. Since pedestrian travel is an important part of the Bay Trail and this study, please include information about the existing and proposed pedestrian facilities on either Figure 5.1 or a separate pedestrian focused figure.
- For Corridor 3.1 (Cutting from Hoffman to Channel Lumber), the text for the interim and long term solutions indicate Cycle Tracks, but the cross sections for both show shared-use paths. Please reconcile.
- For Corridors 3.3 (Cutting from Boat Ramp to Canal) and 3.4 (Cutting from Canal to Wine Street), the text for both interim and long term solutions do not discuss pedestrian facilities. The cross sections indicated that there

are existing sidewalks, and the text for these corridors just need to be updated to indicate what the status is for pedestrian facilities under each proposal.

- Related to the above comment, Cutting is a part of the Bay Trail alignment and must include both bicycle and pedestrian facilities that meet the Bay Trail design goals of accommodating users of all ages and abilities. It is unclear what the proposed Bay Trail facility and route will be for pedestrians along the entire length of Cutting from Hoffman to Garrard Blvd. which is a part of the Bay Trail alignment. For a Bay Trail segment to be designated as completed it must include either a Class I multi-use facility (highest preference), Class IV cycle tracks with sidewalks (second level preference), or Class II bicycle lanes with sidewalks (minimum facilities needed to be designated as completed Bay Trail). Please include a discussion on how the proposed interim and long term bicycle and pedestrian facilities meet these Bay Trail design goals.
- Corridor 4.0 (Point Richmond Gateway) does not discuss the pedestrian facilities in the area. If no changes to pedestrian facilities are proposed in this corridor, it would be useful for the reader if there was text indicating this.
- For Corridor 5.0 (Richmond Avenue at Railroad), it doesn’t include a long term solution. Is this intentional?
- For the discussion on RM3 funding, please include text stating that \$150 million or RM3 is earmarked for Bay Trail and Safe Routes to Transit improvements.

- Include discussion of CCTA Measure J potentially funding this project unless those funds have all been utilized.
- Consider including page numbers on the Table of Contents for the F2B2G Plan as well as a list of Figures with page numbers.

### COMMENTS FROM RICHMOND BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC) MEMBER

- Harbour Way South:
  - The slide says that existing bike lanes will be restriped, but the cross-section shows a 2-way cycle track. Which is it?
  - Overall, this is a road that as currently designed is going to encourage excessive vehicle speeds. Given the linear “straight shot” design and the effective clear width of 41’ (on street parking is rarely occupied here) this will become yet another street in Richmond where drivers routinely operate at 15 to 20 MPH above the speed limit, as they do on Barrett near my house in North and East.
    - » Normally I would advocate for 10’ traffic lanes, but I understand the rationale for 11’ traffic lanes given the very large vehicle traffic from Port of Richmond
    - » What is the rationale for the continuous center turn lane? This isn’t a residential area with frequent driveways. Wouldn’t it make more sense to place LT pockets where needed? Or at least narrow the center turn lane to 10’?

## APPENDIX A - PUBLIC COMMENTS

- » The bikeway buffer is too narrow. 2' is not enough setback for contraflow bike traffic against heavy vehicles travelling to the port. It should be at least 3' if not 4', 5' or wider for safety and comfort. Think about heavy vehicle tires kicking up debris into the face of oncoming cyclists...
- » What is the rationale for keeping on-street parking in the area north of Craneway? I bike through this area all the time and have never seen a single vehicle parked there. Meanwhile, our design proposes a bikeway buffer that is far too narrow.
- » I haven't been out there with a wheel, but according to Google Earth, the cross-section varies from 55' to 50'. Will the on-street parking be dropped at least in those areas where the cross section is below 55'? If so, please reallocate that space to the bikeway and buffer.

### ■ Hoffman Boulevard:

- Is there a cross-section for this location?
- We have a 2-way cycle track to the right of the right turn lane on Hoffman. How will the signal be designed to avoid RT conflicts between drivers and people riding bikes? This is an ongoing problem with the existing 2-way cycle track on Ohio at Richmond Parkway.

### ■ Cutting Blvd:

- 3A (from Hoffman Boulevard to Canal Boulevard): The bikeway and buffer are far too narrow for safe bicycle operations and contraflow bikes vs heavy vehicles. A 10' bikeway means people are essentially cycling

in the gutter. Suggest widening bikeway to minimum 12' and buffer to 4', 5' or wider for safety and comfort. Similar to above comments. The RR crossing generally looks good, but the bikeway needs to be widened due to the curve, and the buffer should remain a minimum of 3' against contraflow heavy vehicle traffic. There appears to be plenty of lane and median width in different areas to widen the bikeway. Traffic lanes and center turn lanes do not need to be wider than 12', see above comments about speeding and traffic safety.

- 3B (from Canal Boulevard to Wine Street): The cross-section as shown looks great and is exactly what we should aspire to include throughout this project wherever possible. However, I note that the buffer is narrowed at the intersection approach to allow for 12' traffic lanes and an 11' LT lane. The dimensions are excessively wide and will encourage speeding and unsafe behavior. Suggest reducing traffic lanes to 11' and LT lane to 10'. The bikeway buffer can then be kept at 6' except at the RR crossing where it can at least be kept at 2', wide enough to use concrete K-rail to place a solid barrier between contraflow bike traffic and contraflow heavy vehicles. Narrowing traffic lanes and the LT pocket at the RR tracks should allow widening the bikeway - 8' is far too narrow at a curve and will risk head-on collisions between bikes, which could send cyclists falling into the adjacent traffic lane into heavy vehicle traffic
- 3C (from Wine Street to Garrard Boulevard): this cross-section is dangerous and inacces-

sible. 9's 2-way cycle track means cyclists will be riding in the gutter. 3' parking buffer is less than the PROWAG recommended 5' width for an accessible parking aisle and 7.5' parking lane is less than the PROWAG recommended 8' parking lane with. With the adjacent 10.5' traffic lane, people will be getting into and out of parked cars into either a substandard width bikeway, or into a narrow traffic lane. The solution here is to eliminate the parking - there is ample on-street parking on other blockfaces around the park.

### ■ 2nd Street:

- What is the rationale behind keeping on-street parking on both sides of the street, when the only trip generating land use (Ace Hardware) has it's own surface parking lot? Suggest removing parking from one side to create cycle tracks. Bike lanes are an obsolete and unsafe design. 12' lanes are unsafe and excessive, reduce to 11', and use the resulting 10' from that and parking removal for cycletrack buffers. North of I-580 the on-street parking is still sparsely used, suggest continuing the cycle track to Ohio to connect with the existing cycle track and Richmond Greenway. A Bike Boulevard is a nice idea, but difficult to implement in the interim, and funding isn't available to do effective traffic calming.

### ■ Ohio St:

- The exiting configuration of the 2-way cycle track feels unsafe and uncomfortable. The 2 ft buffer between contraflow cars and bikes is a problem, and the narrow cycle track forces people to ride in the gutter. This is the one place in Richmond where I

reliably get flat tires from debris, so I just ride in the oncoming side of the cycletrack when heading westbound. Recommend eliminating sparsely-used on-street parking and widening both the cycle track and the buffer. This should not be an issue, given all the land uses on this segment have off-street parking, except for the short block from 1st street to 2nd street, where we should accept a pinch-point and retain on-street parking on one side of the street.

- Point Gateway area:
  - Is there a cross-section? the curve around the bulbout is highly problematic. This is not really an acceptable bikeway turn radius, but it's hard to tell without a cross-section. Are we proposing to have bikes go onto the sidewalk and mix with pedestrians at the corner? This also seems highly problematic, and a recipe for complaints, near-misses, and collisions. I think the whole Point gateway area needs a rethink with regard to good bikeway design practices and ped/bike conflicts. I see we are proposing to add parking on the southeast side of South Garrard, which is good and provides further support for the parking removal from Cutting Ave.
- Railroad Avenue:
  - Seems like we kinda gave up here. Need more detail and an interim plan for how to traffic-calm railroad place for mixed flow, otherwise, design a separate bikeway. Why not remove parking on the north side of RR Ave, wrap the 2-way cycle track around the corner and integrate that into the curb extension like a protected intersection design,

using islands? A 2-way cycle track adjacent to perpendicular parking doesn't really need a buffer if we place wheelstops to prevent bumper overhang.

- Tewksbury Avenue:
  - The bikeway dimensions here are substandard, but it doesn't seem like there is a work-around given the limited available width

Thanks again for the opportunity to comment. I know this is a lot of detail, could you please let me know the timeline for a detailed response

## COMMENTS FROM CITY OF RICHMOND STAFF

- On several maps, consider adding the existing multi-use trail along north side of Regatta Blvd between Marina Way South and Jetty Dr, and perhaps all the way to Melville Square. The latter section is a bit substandard but may qualify as Class 1. Though not directly connecting to main F2B2G routes, this is a facility worth noting and perhaps building upon. Maps on pg 2-4, 2-5, 2-25, 5-2.
- Pg 5-3 figure 5.2 – striping has been changed since we started F2B2G; south of Wright Ave, parking has been removed on east side of street and bike lanes are present on both sides.
- Pg 5-4 Long Term: The Section 130 project that will install a typical traffic signal which will act as the crossing signal; not sure if “crossing signal” is appropriate, and there will not be crossing arms. The current design also keeps the cycle track one-way on each side, it does not allow for a continuous two-way cycle track.

Also, the current Harbour South project has a southbound left turn pocket onto Wright. This topic of a turn pocket may need to be reviewed.

- Pg 5-6 figure 5.7 – add bike connections on westbound Cutting at Hoffman to connect to cycle track as on current plans. Also consider how bicyclists will continue straight on Cutting, should they want to. In this figure, flexposts block the path of travel (I'm seeing this needs review on the current design too!). This comment applies to 30% design on B-12 as well.
- Crosswalks on Cutting Blvd – currently, there are zero crosswalks on Cutting Blvd between Canal Blvd and Hoffman Blvd, which is  $\frac{3}{4}$  of a mile. Though the “need” for crosswalks may be vague, I feel like they certainly add to the perception that this is a pedestrian-friendly route. I am happy to see the crosswalk at S 2nd Street on the 30% design, but am wondering if this topic should be mentioned in the text in chapter 5 (sorry if I have missed it elsewhere). I would also propose another crosswalk around where the south side sidewalk ends (Channel Lumber?), which is about a third of the way from S 2nd Street to Canal. I am unsure how many pedestrians will want to walk in the on-street “multi-use path” and having the option to safely cross the street would be good. There are no cross-streets between S 1st St and Cutting, so extra care would be required planning an additional crosswalk. The addition of parking on the north side of Cutting may add to the “need” for crosswalks.
- 8-foot two-way cycle tracks are substandard and should be avoided. I see that at a couple of the rail crossings it may be necessary, but not

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at road intersections like at Canal Blvd on pg 5-9. It doesn't look like the 30% designs show such narrow lanes.

- Pg 5-11 figure 5.18, modify northbound vehicle lanes on S Garrard Blvd. Show only one northbound through-lane; there is only one lane on the north side of the Cutting Blvd intersection with a parking lane since that was restriped. I'm sorry I don't know which lane should be e through-lane, google street view hasn't been updated since the restriping. I think it's the right lane. Looks like figure 5.22 shows it that way. Also to be nitpicky, street labels should be S Garrard Blvd and W Cutting Blvd, and may want to review this in the text as well.
- Pg 5-13 – I was going to complain: how in the world are we going to build the proposed cycle track at the precious nw corner of W Richmond & S Garrard? But I really like the "Bay Trail Crossroads Plaza" text!

- Pg 5-16 – on the interim topic for routes through downtown Richmond, I had advocated for "bicycle boulevard" style improvements. I think some feedback did not support this, due to things like excess signage. I think bike blvd signs are no more obnoxious than "share the road" signs. Consider throwing the term "bicycle boulevard" into the mix alongside the fun Woonerf idea.
- Pg 5-20 – The intersection of Tewksbury and Castro is rather dangerous and it would be great to see more detailed long-term improvements proposed. Vehicles entering from the north are unrestricted and can enter during all phases of the adjacent traffic signal, which includes cars coming off of the freeway. When we built the cycle track and protected intersection, there was even talk of having this intersection connected to the adjacent signal. I would love to see a blurb about signalization, coordination with Caltrans, or such. Also, I don't think "the existing protected intersection at Castro

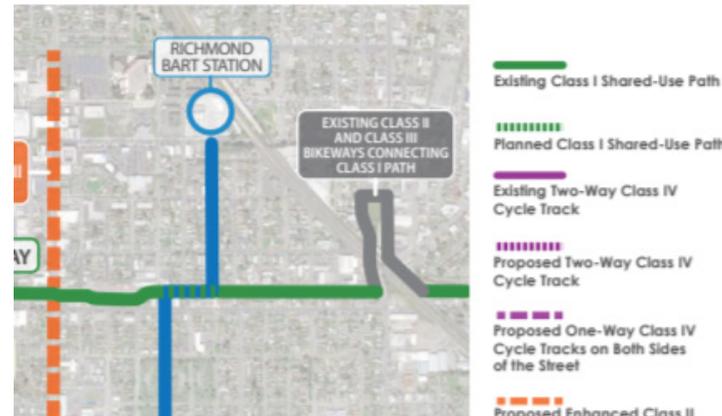
Street is unsightly and awkward." The current installation is very similar to things proposed all over this plan!

- Pg 5-22 – text about Hall Avenue. Please add that a more obvious connection should be made (with signage and striping) from the east end of Hall Ave to the Class 1 bay trail along the marina. If one isn't familiar, it's not very clear.
- Pg 5-23 – thank you for including this page about Harbour Way, because it fulfills what I have brought up before, about connecting Richmond to the bay trail. A similar section on Cutting Blvd between Hoffman and Harbour would be nice, just to close all the gaps in the area.
- Appendix B
- Pg B-5 move sharrows from Railroad Ave to Washington Ave
- Pg B-6 and B-7 – remove bike lane along diagonal parking
- Pg B-7 modify northbound S Garrard vehicle lanes, only one through lane.
- Pg B-12 at Hoffman Blvd off ramp, show two left turn lanes and one straight/right lane. Add through-routes on Cutting per comment above
- Lastly, I have a slightly separate topic to bring up both with the F2B2G team and my City colleagues. I have been advocating for an update to the bicycle master plan, and Lina let me know that an interim update option would be to prepare a limited update to present to council for adoption, such as a set of new routes that

Public Comment #1 - Figure Referenced



Public Comment #2 - Area Referenced



are not in the current plan. I am thinking that it would be great to do this along with the F2B2G when it is presented. This could be as simple as adding a couple new routes to the network, or something larger. Attached map shows a few routes that the BPAC and I put together back in 2017. The Canal Blvd proposed route is pertinent to F2B2G.

## GENERAL PUBLIC COMMENTS

### PUBLIC COMMENT #1

I would like to comment on the Ferry to Bridge to Greenway Complete Streets Plan.

In short: The plan is fantastic, and I can't wait to see it built out.

I do have three specific comments.

1) I am a Berkeley resident, and I love to ride out along the Richmond waterfront, sometimes with my teenage kids. My typical ride is to go over the bridge, and then stop in Point Richmond for lunch or a snack. We also like to visit the Rosie the Riveter Museum and vicinity, and Miller/Knox park.

The ride is good until Harbour Way and Cutter Ave, so I'm overjoyed to see the proposal to build Class IV protected bike lanes on those two streets, and dealing with those gnarly acute-angled train track crossings. That will make the trip vastly more enjoyable.

One slight amendment is that you might consider some treatment for Hall Ave., as it cuts between Harbour Way and the boat launch. I often take

that shortcut to avoid conflicting with pedestrians along the waterfront near the John Henry High School. I don't think Hall Ave would need full Class IV treatment, since it has so little vehicle traffic, but perhaps just some signage and street paint.

2) I have also tried to ride north on the bike path along the Richmond Parkway. That stretch often suffers from neglect, poor crossings, and it dead ends at West Gertrude Ave (I believe). Due to heavy and high speed traffic, riding on the Parkway road-bed is too scary for me, despite my four decades of urban and tour cycling. I would absolutely never take children on it. This is unfortunate since I would like to be able to get to Point Pinole.

It looks like your plan includes a new connection along Garrard Ave to Cutter, which would help get to the Parkway. But I hope that leads to better conditions along the Parkway, both the existent path and future extensions.

3) I also like to ride the Ohlone Greenway north into Richmond, though Carlson Boulevard presents an impassable dead end. This is too bad, since I would love to reach Dirt World, on the west side of that barrier, and the rest of west Richmond.

In the plan on figure 5.1 you show an existing connection, but I have never discovered that connection in riding there. Perhaps it would benefit from clearer signage at a minimum. Given the heavy traffic in that neighborhood, I think it needs more than Class 2 or 3 bikeways. Given the critical role the Greenway can play in connecting east Richmond to west, and to the rest of the East Bay, I hope there can be a better solution here, such as an overpass over Carlson directly connecting the

two sides of the Greenway.

Thanks for the opportunity to comment, and I look forward to the great developments in your plan.

### PUBLIC COMMENT #2

I'm not sure I've understood all your documentation, and I'll continue to look further but according to your design concepts ...it looks like you're satisfied with the confusing, circuitous, and unmarked connection in the grey call-out above. It's about the worst connection between paths I've ever seen and no wonder more people don't use bike paths.

Also, municipalities have to keep the paths clean and swept. There's a \*lot\* of broken glass on the greenway path.

Lastly, please, please put signs on the path, the street or on poles denoting the name of the streets one crosses while on a path. I know it's hard for motorists to believe that some people actually ride a bike to get somewhere vs just for play. But navigating on bike paths requires knowing street names just like when driving a car.

### PUBLIC COMMENT #3

I read your 2019 Existing Issues report and wanted to emphasize the Richmond railroad tracks being a hazard for bicycle tires.

Today I had an accident on Wright Ave as I tried to cross the railroad tracks. My tire got stuck and I fell off my bike - luckily only minor bleeding on my shoulder and knee.

I'd ask at minimum for very clear signage of the danger. Wright Avenue has a sign, but it's after all of the crossings. If this was moved up 30 feet, it

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could make a difference.

A better (but more expensive) request would be a designated lane that guides you over the tracks at the best angle to prevent wheels from getting stuck in the track.

I see the plans for Cutting Avenue. This would be sufficient, as long as Google Maps routes me to Cutting instead of Wright.

Thanks for your consideration!

P.S. - someone on reddit tells me they had an accident yesterday when their bike tire become lodged in the railroad track while on Cutting Ave

### PUBLIC COMMENT #4

- Pg. 2-4
  - The marking for “School” does not include charter and private schools, depending on the definition this might need to be updated
  - The icons are not in the legend
- Pg. 2-5
  - Proposed projects might want to include “Nystrom Village” depending on definition
- Pg. 2-8
  - “Limited English-Speaking.” I have usually seen the label Limited English Proficient.
  - Another key demographic characteristic missing is educational attainment
- Pg. 3-3
  - Bilingual fliers are mentioned but not the languages

- Pg. 4-3
  - Word choice “cheapest”
  - Inconsistent use of dashes after parenthesis most of the times, one instance use of period or no dash at all
- The title “Ferry” is in the document but I did not see a picture incorporated of the ferry.

### PUBLIC COMMENT #5

The proposals in the Draft Ferry2Bridge2Greenway Plan are excellent.

In addition, at relatively small additional cost, the bike route from the south end of the new broadwalk trail across the wetlands south of Point Pinole (at the Richmond Rod & Gun Club), all the way to Point Richmond should be drastically improved. This can be done primarily by clearing the route of large amounts of glass and other debris, weeds, etc. and then maintaining it regularly.

I have put this route on the attachment and made the suggestion that Chevron could be approached to fund the maintenance of the route, through “sponsorship” of it. We have ridden this route several times and are appalled at the complete lack of maintenance and the poor signage. It could also be made safer for cyclists, with some of the same sort of measures that are proposed in the draft F2B2G plan.

I represent an ad hoc biking group of Chevron Retirees; although we do not have any formal contacts with Chevron’s Public Relations Department, we would be happy to assist you in promoting a sponsorship arrangement with Chevron, if we can.

### PUBLIC COMMENT #6

I just have a few major concerns:

- The Greenway parallel to Ohio St. isn’t a particularly safe area unless it’s near neighborhoods where people take care of it.
- We need to be able to take public transportation or shuttles to the Ferry and back that are direct. (I live in Point Richmond which is very near to the ferry but not on foot. No bus is available to go there.)

### PUBLIC COMMENT #7

I reviewed the Complete Streets Plan and have the following comments:

- I am against any development of the natural habitat where deer, turkey and other wildlife live off of Seacliff Drive at Canal. Besides the increased traffic, this area often gets the downwind aromas from the sewer processing plant.
- I am against any multi level medium density housing off of Brickyard Cove Road where it meets Dornan. This is the view that I have from my house of the water and the Tiburon to Angel Island view (the reason that I moved to this location). Any high-rise development would block my view.
- I did not see any plan to address the railroad crossing on Canal near Cutting. There are trains that often block traffic. If there was an emergency and emergency vehicles needed to access the area (or residents need to get out quickly) the alternative route takes an additional 7-10 minutes to go around through the tunnel. There could be an access road through

the private property (belongs to Richmond I believe) at the end of E. Richmond Ave. out to Canal.

### PUBLIC COMMENT #8

Just wanted to ask if there are any plans to build a pedestrian/bicycle bridge connecting the Pullman Portal (Eastern Richmond Greenway) with the Richmond Greenway over Carlson Blvd and S. 23rd Street? This is a pretty big gap in the greenways and it would be much safer to go over Carlson Blvd and S. 23rd St. Thanks.

### PUBLIC COMMENT #9

I have one comment to repeat about the bay trail plan. The two-way track on harbor needs to be on the west side, hopefully at some point all the way to Hoffman. Crossing over harbor from is dangerous anywhere, even with signals. People drive too fast on the long, straight, empty stretch. Also, there are more intersections and driveways on the east side. Finally, crossing over harbor at the intersection with the 580 on ramp is one of the most frightening places I have ridden a bike. People making rights look over their left shoulders while making the right turn onto the onramp, even with the existing crossing signals. There is no way that can be made safe, even if and when the two sides are consolidated on the east side.

*On Mon, Jul 27, 2020, 2:00 PM PlaceWorks sent a response:*

Thanks for your comment, I remember well when you made a similar one to me during an outreach event.

Your comment about Harbour Way South set off a discussion amongst the Project Team. It was

considered seriously, but in the end some strong arguments were made for the cycle track on the east side (including near access from Marina Bay/Hall Ave as well as driveway hazards). The team decided to leave the track on the east side as Fehr & Peers had drawn it originally.

Regarding your comment about Harbour Way at the 580 intersection, I totally agree with you. In our Chapter 5 on page 5-23 we have a set of recommendations for Harbour Way North. It includes a long term recommendation to close the onramp on the west side of the freeway, which would involve Caltrans and be a pretty expensive process. In the short term, the Harbour Way improvement drawings produced by Fehr & Peers shows restriping this segment with high visibility stripes which will improve safety a little. Funding is being sought for that project.

Your comments are appreciated and we will record them. Thank you for writing!

*Response to PlaceWorks feedback on Monday, July 27, 2020:*

Thanks. I disagree about marina bay/hall street point. Marina bay has the car-free bay trail access, and I see most marina bay trail people headed that way in the afternoon. Pt. Richmond has no such safe access. Rarely have I seen someone turn right on hall when leaving. And if it is safe enough for PR people to cross harbor, why not them? Also, the people from the other side do not encounter anything nearly so dangerous as that 580 intersection. When all is said and done, it seems marina bay people will have 2 very safe routes home, and we'll have zero.

But I appreciate the consideration and response.

### PUBLIC COMMENT #10

In response to your call for comments on the Plan we offer the following:

#### ■ Intro Plan Vision and Purpose

- Suggestions: "Special" attention needs to be paid to assuring that the RSR Bridge Trail becomes PERMANENT.
- Why? : We are reaching the end of the Trail's first year of the four year trial.
- How are things going? Who is paying attention to the politics surrounding Marin County citizens cry for converting our Trail into a traffic lane?
- Why worry about that now? Because, we will most likely see changes in Marin's political faces following this year's election. We need to be taking their pulse to see where they stand on the vehicular lane issue.
- (read Rachael Swan's SF Chron article on the opening of the lane and complaints of teachers commuting across the Bridge. It was very one sided and I saw no rebuttals to her specious argument)

#### ■ Greenway Western Connection

- » Suggestions: We live in the Brickyard Cove area of Pt. Richmond and use our bikes for errands (Whale Pt. Hdwr, Meeker CVS, COSTCO, etc.).
- » We have seen a lot more bicycle traffic to and from Marin on our routes since the Trail was opened.
- » We strongly support follow through on the CSP project's plan to improve the Fer-

## APPENDIX A - PUBLIC COMMENTS

ry>Harbour Way>Hoffman Blvd>Cutting Blvd. (especially Hoffman Blvd.) route.

- » We envision a bike/hike oasis being created along that route (especially Hoffman Blvd which currently hosts a pop up eatery attracting attention from folks on bikes from Marin and East Bay cities).
- » Caveats: However, to create and SUSTAIN such an oasis (and this comment is omnibus for the entire Draft Plan) we must creatively address the issue of AIR QUALITY.
- » Suggestion: This seems to be an insoluble problem for our City. As a starter, I suggest planting lots and lots and lots of trees. And consider starting with the west side of Hoffman Blvd. A forest of Ginkgo (a sturdy tree impervious to poor urban air) trees in the fall is breathtaking...bright bright yellow.

- » We need to buffer the dangerous particulate filled air belching from “dirty” businesses like SIMS Metal.
- » Bicycle riders and hikers and especially our urban kids Learning-Eating-Playing -Sleeping in the prevailing smog of industrial and vehicular contaminated air will benefit.
- » We have a unique opportunity to make a palpable difference in the health of our Community.

Thank you for the chance to respond to your work.  
We hope we are not too late with our comments.



## Appendix B

# 30% Engineering Drawings

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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.

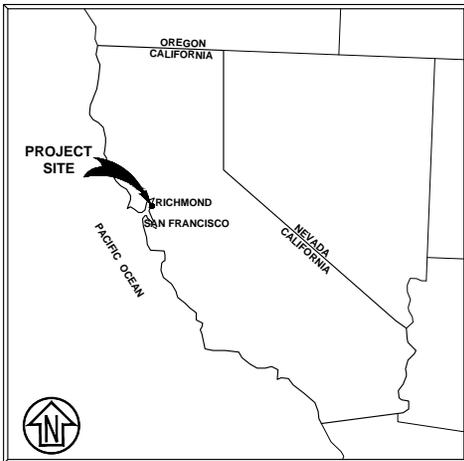
# 30% DESIGN SUBMITTAL

# RICHMOND FERRY TO BRIDGE TO GREENWAY

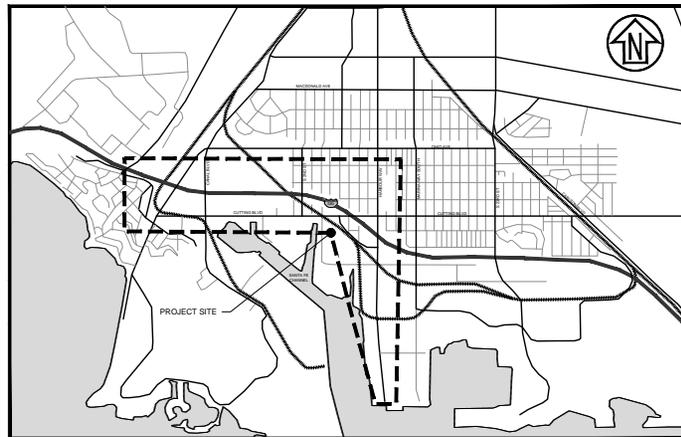
## TEWKSBURY AVENUE TO RICHMOND FERRY TERMINAL

OCTOBER-9-2020

RICHMOND, CALIFORNIA



LOCATION MAP  
SCALE: NTS

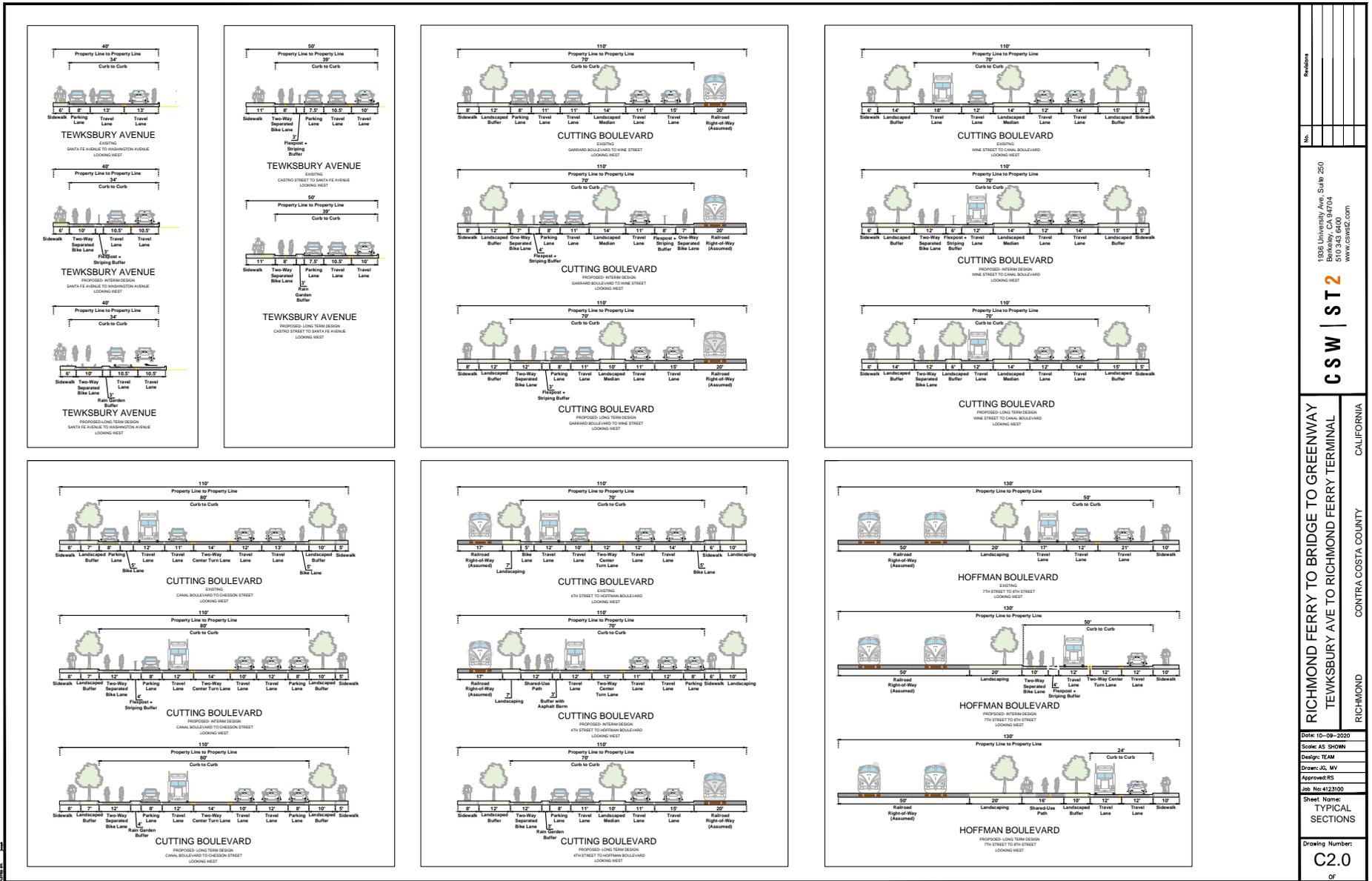


VICINITY MAP  
SCALE: NTS

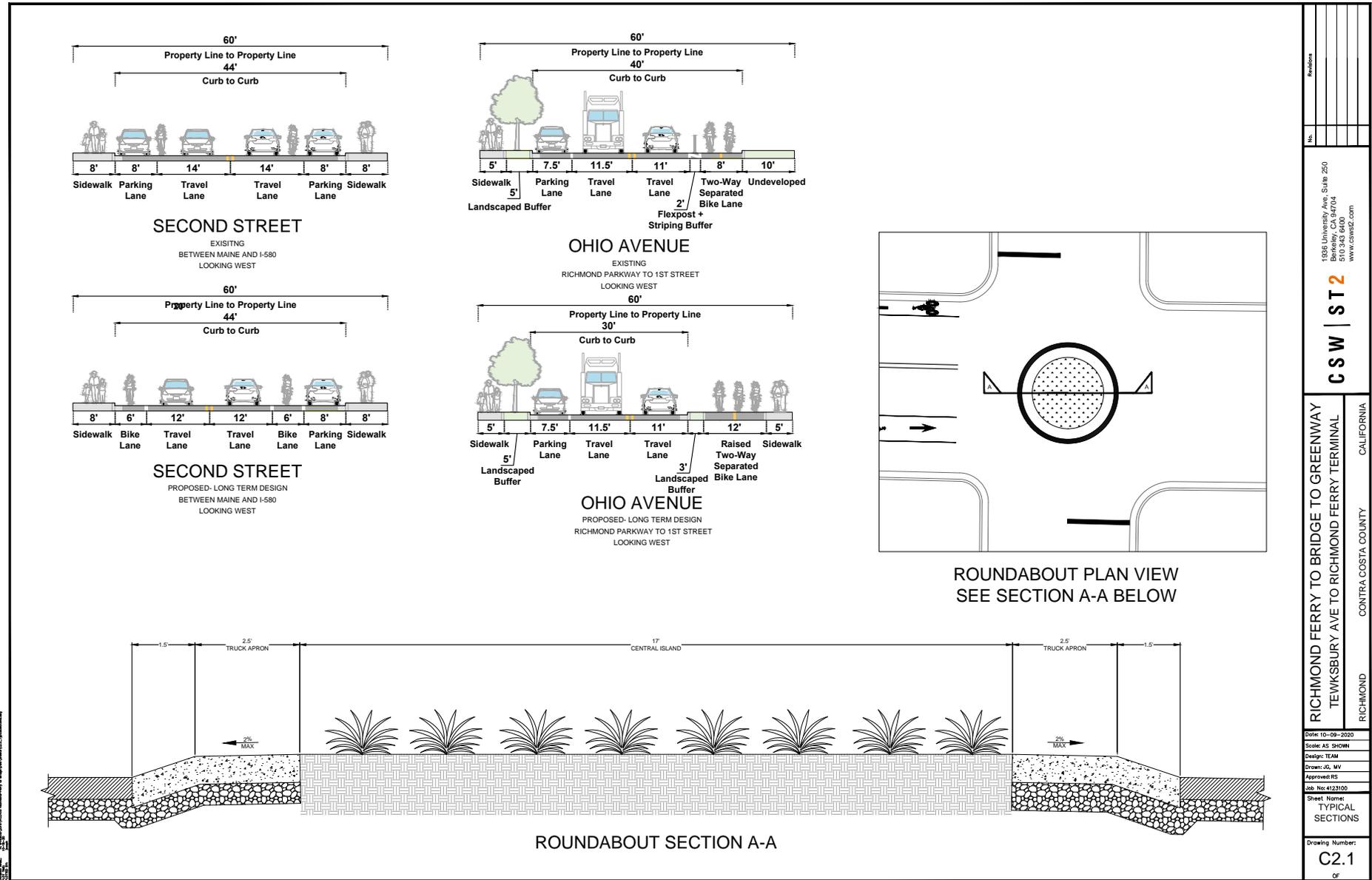
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C1.0	TITLE SHEET
C2.0	TYPICAL SECTIONS
C2.1	TYPICAL SECTIONS
C3.0	PROPOSED LAYOUT
C3.1	PROPOSED LAYOUT
C3.2	PROPOSED LAYOUT
C3.3	PROPOSED LAYOUT
C3.4	PROPOSED LAYOUT
C3.5	PROPOSED LAYOUT
C3.6	PROPOSED LAYOUT
C3.7	PROPOSED LAYOUT
C3.8	PROPOSED LAYOUT
C3.9	PROPOSED LAYOUT
C3.10	PROPOSED LAYOUT

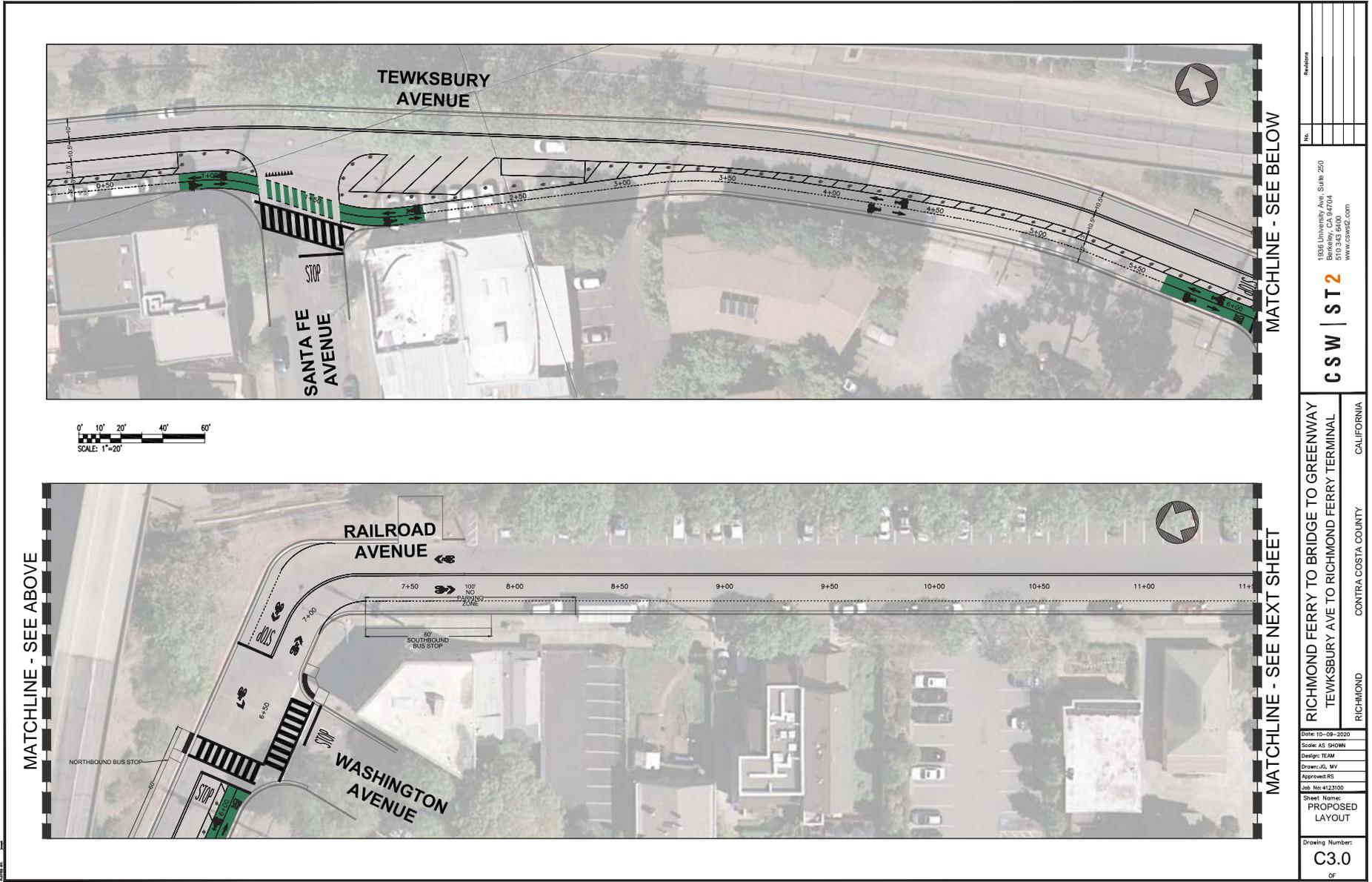
<p><b>CSW   ST 2</b></p>	<p>1336 University Ave. Suite 250 Berkeley, CA 94704 510.343.6400 www.cswst2.com</p>
<p>RICHMOND FERRY TO BRIDGE TO GREENWAY TEWKSBURY AVE TO RICHMOND FERRY TERMINAL</p>	<p>CALIFORNIA CONTRA COSTA COUNTY</p>
<p>Date: 10-09-2020 Scale: AS SHOWN Design: TEAM Drawn: JL, MV Approved: RS Job No: 4123100</p>	
<p>Sheet Name: TITLE SHEET</p>	
<p>Drawing Number: <b>C1.0</b> OF</p>	



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<p>RICHMOND</p>	<p>CONTRA COSTA COUNTY</p>
<p>CALIFORNIA</p>	
<p>Date: 10-09-2020          Scale: AS SHOWN          Design: TCM          Drawn: JLS, MW          Approved: RS          Job No: 4123100          Sheet Name:  <b>TYPICAL SECTIONS</b></p>	
<p>Drawing Number:  <b>C2.0</b>          OF</p>	



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RICHMOND	CALIFORNIA
CONTRA COSTA COUNTY	
Date:	10-09-2020
Scale:	AS SHOWN
Client:	TEAM
Drawn:	JD, MV
Approved:	RS
Job No:	4123100
Sheet Name:	TYPICAL SECTIONS
Drawing Number:	C2.1
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**TEWKSBURY AVE TO RICHMOND FERRY TERMINAL**

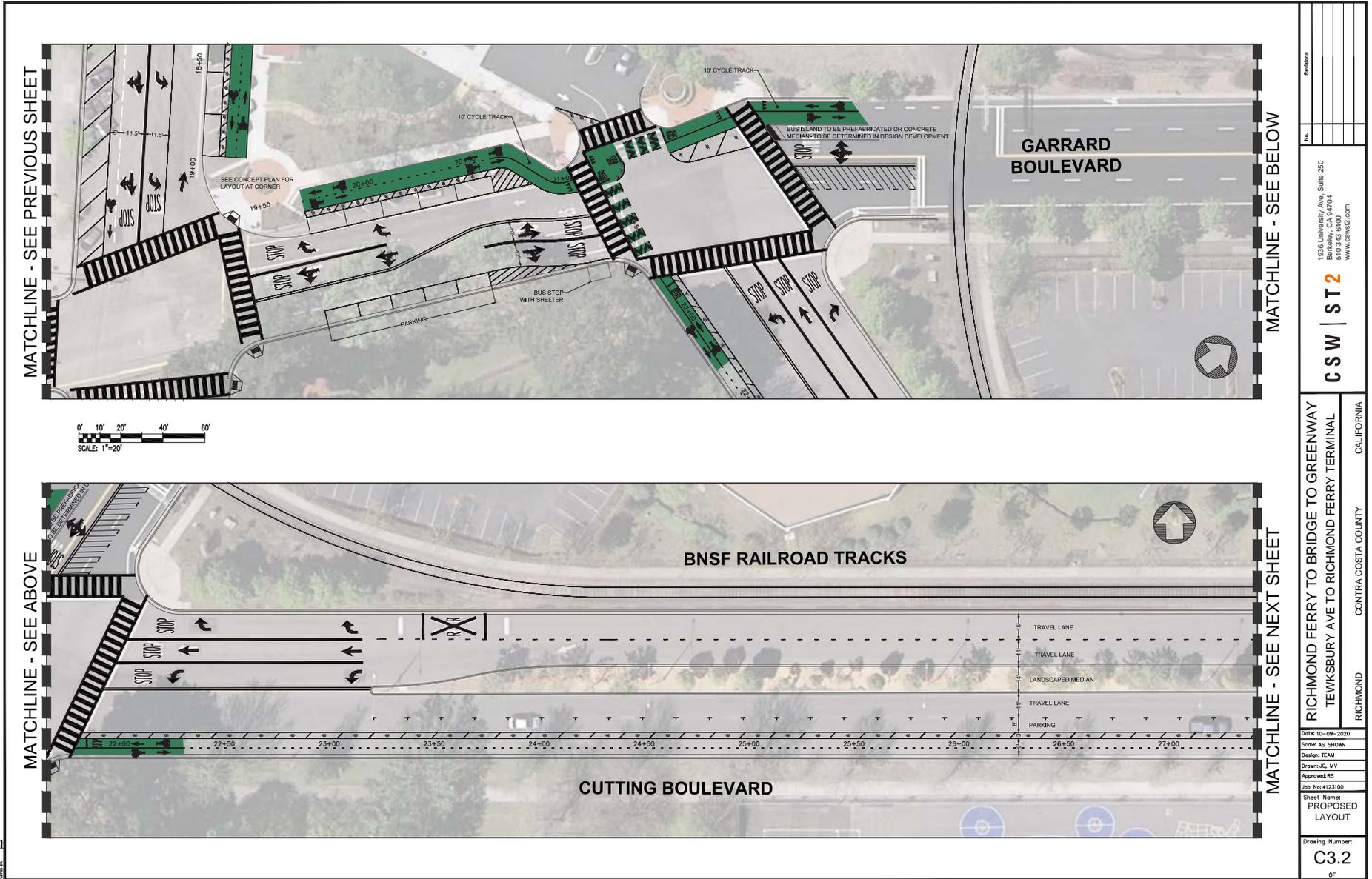
RICHMOND    CONTRA COSTA COUNTY    CALIFORNIA

Date: 10-09-2020  
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Drawn: JLS, MW  
Approved: RS  
Job No: 4123100

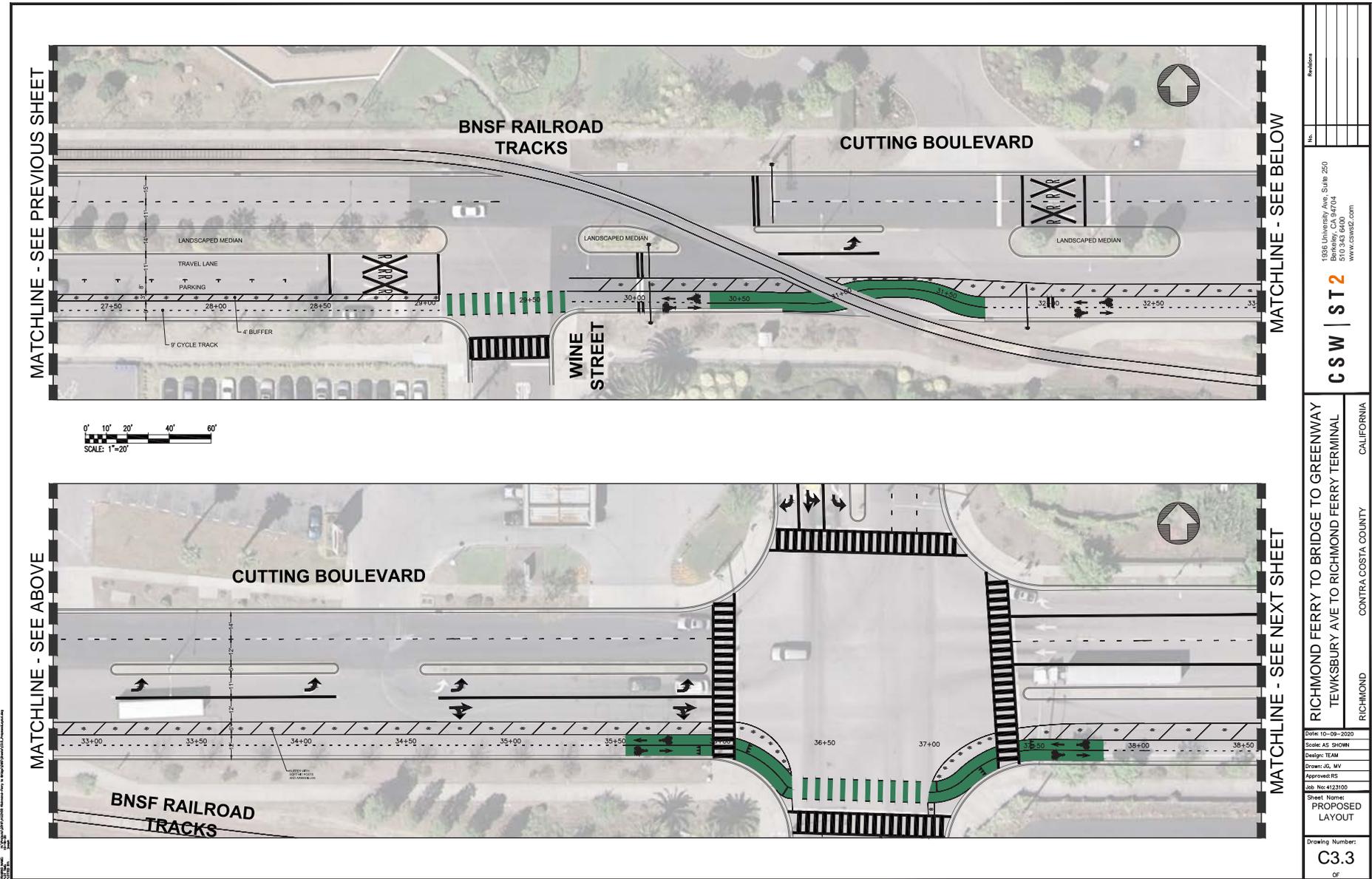
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**PROPOSED LAYOUT**

Drawing Number:  
**C3.0**  
OF





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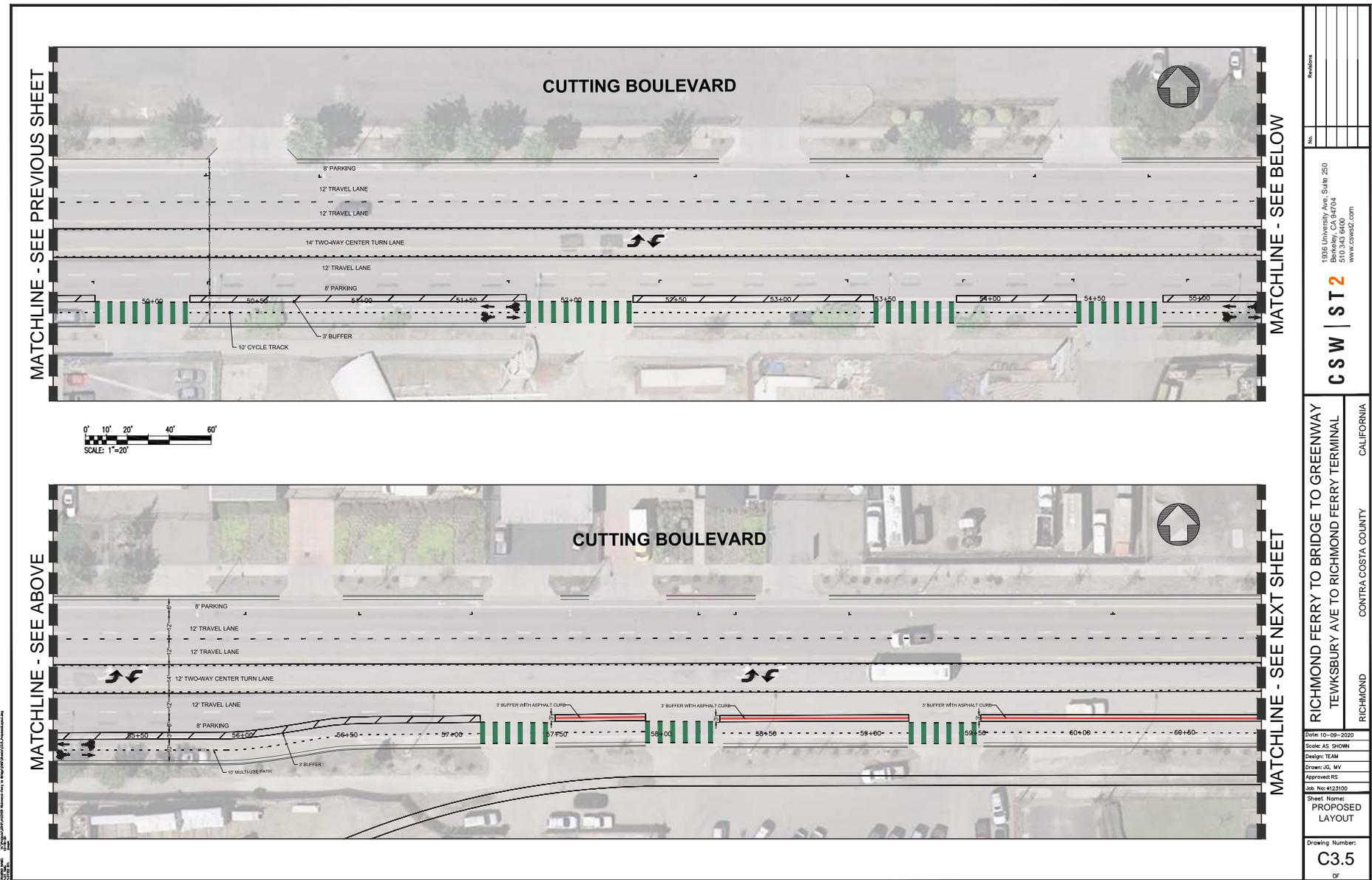


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RICHMOND	CONTRA COSTA COUNTY
CALIFORNIA	
Date: 10-09-2020	
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Approved: RS	
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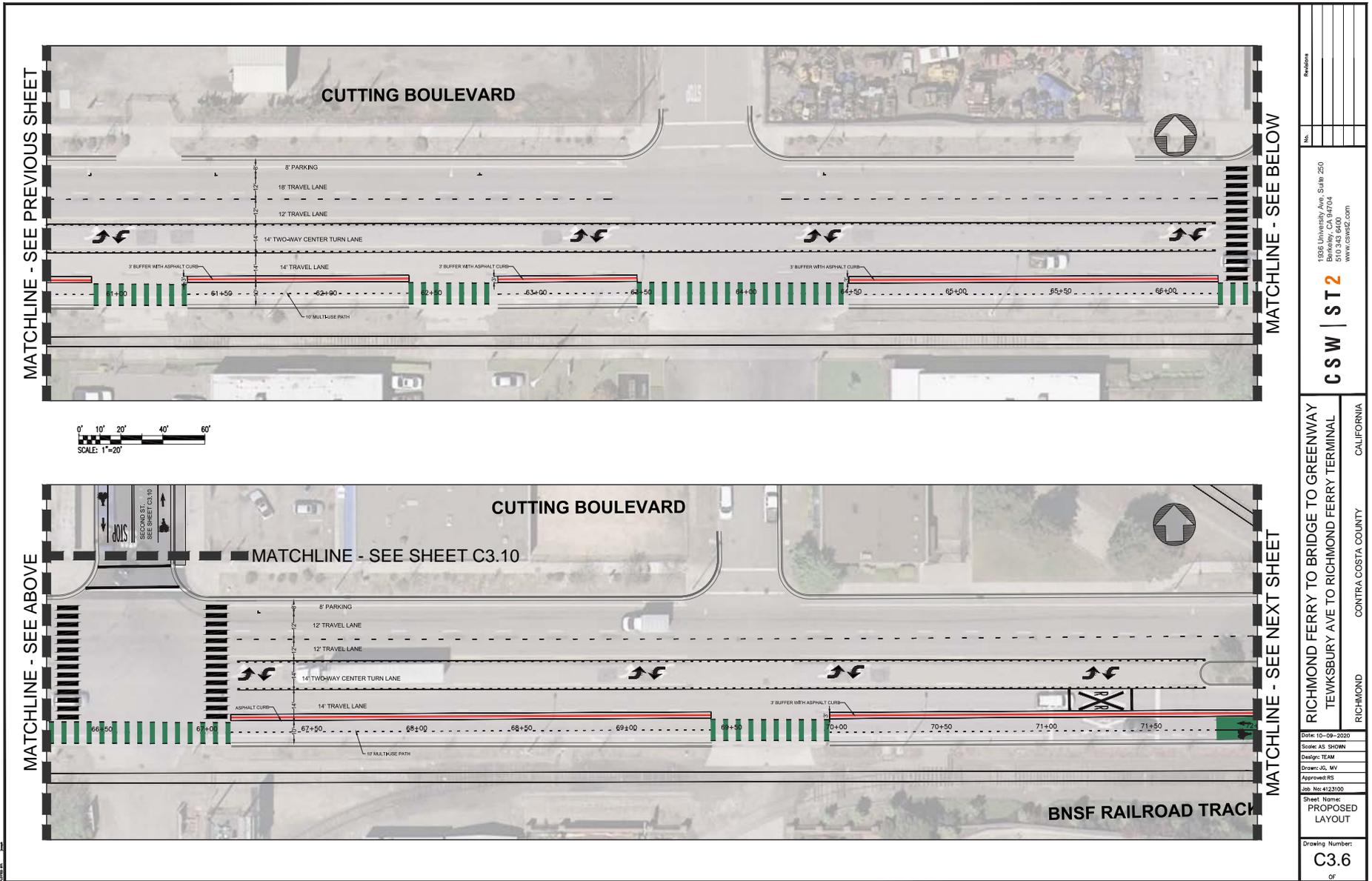


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<b>C S W</b>	<b>ST 2</b>
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RICHMOND	CALIFORNIA
CONTRA COSTA COUNTY	
Date: 10-09-2020 Scale: AS SHOWN Design: TSM Drawn: JL, MW Approved: RS Job No: 4123100	
Sheet Name: <b>PROPOSED LAYOUT</b>	
Drawing Number: <b>C3.4</b> OF	

APPENDIX B - 30% ENGINEERING DRAWINGS



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CONTRA COSTA COUNTY	
Date:	10-09-2020
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Client:	TEAM
Drawn:	JD, MV
Approved:	RS
Job No:	4123100
Sheet Name:	PROPOSED LAYOUT
Drawing Number:	<b>C3.5</b>
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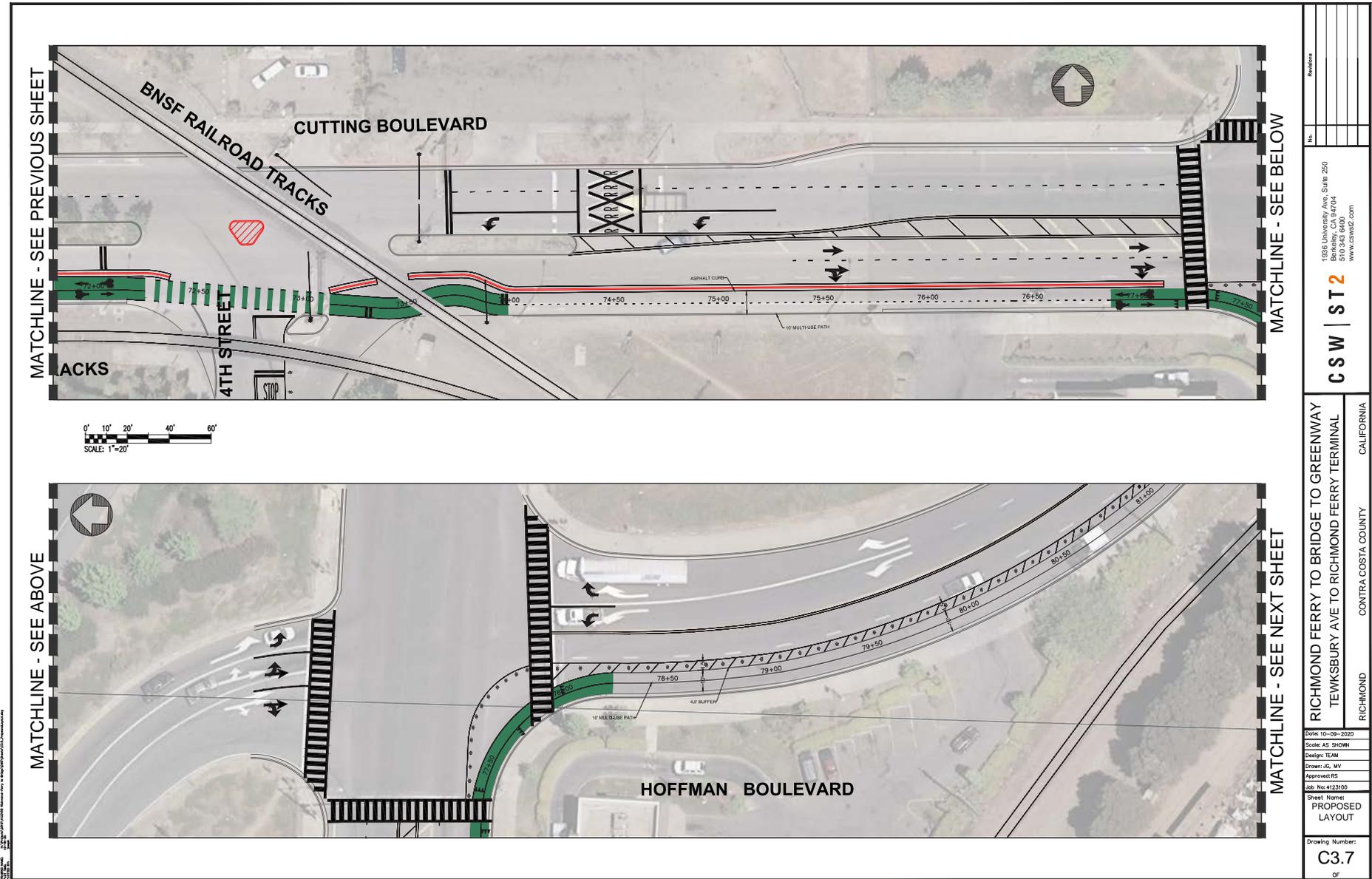
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**RICHMOND FERRY TO BRIDGE TO GREENWAY  
 TEWKESBURY AVE TO RICHMOND FERRY TERMINAL**

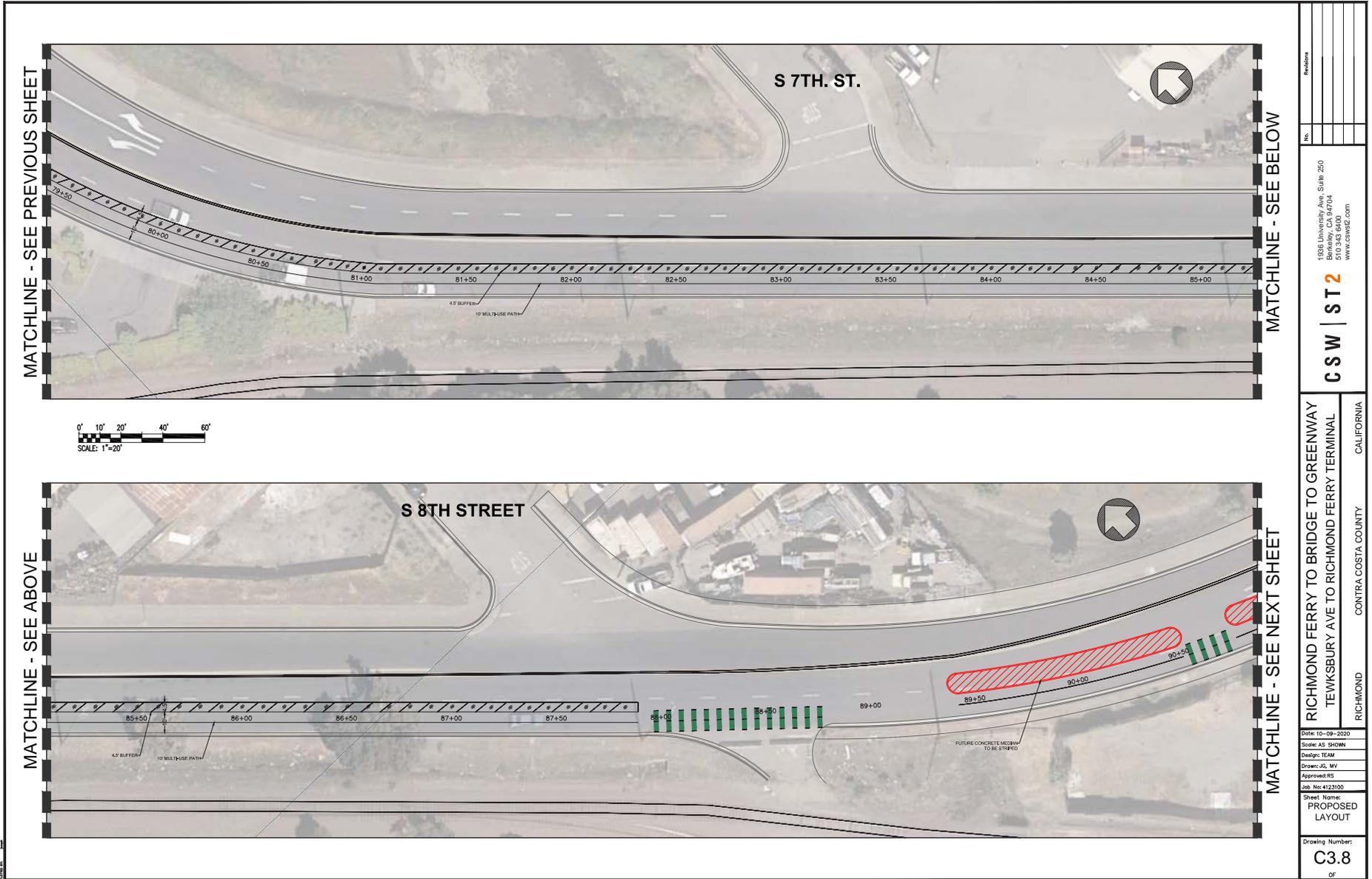
RICHMOND      CONTRA COSTA COUNTY      CALIFORNIA

Date: 10-09-2020  
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**C3.6**  
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APPENDIX B - 30% ENGINEERING DRAWINGS



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CONTRA COSTA COUNTY	
RICHMOND FERRY TO BRIDGE TO GREENWAY TEWKSBURY AVE TO RICHMOND FERRY TERMINAL	
Date: 10-09-2020	Scale: AS SHOWN
Drawn: JG, MW	Approved: RS
Job No: 4123100	Sheet Name: PROPOSED LAYOUT
Drawing Number: <b>C3.7</b>	OF



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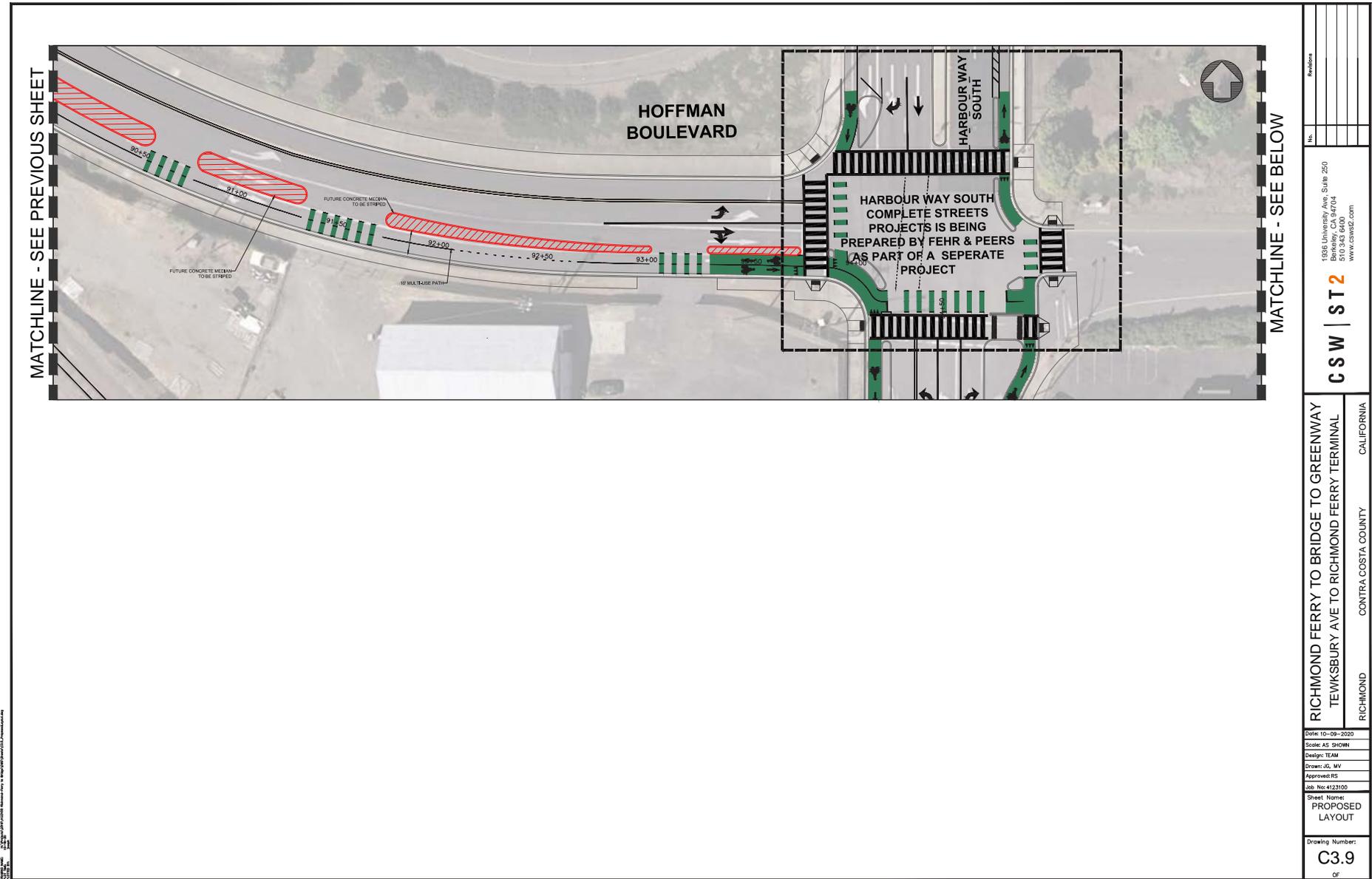
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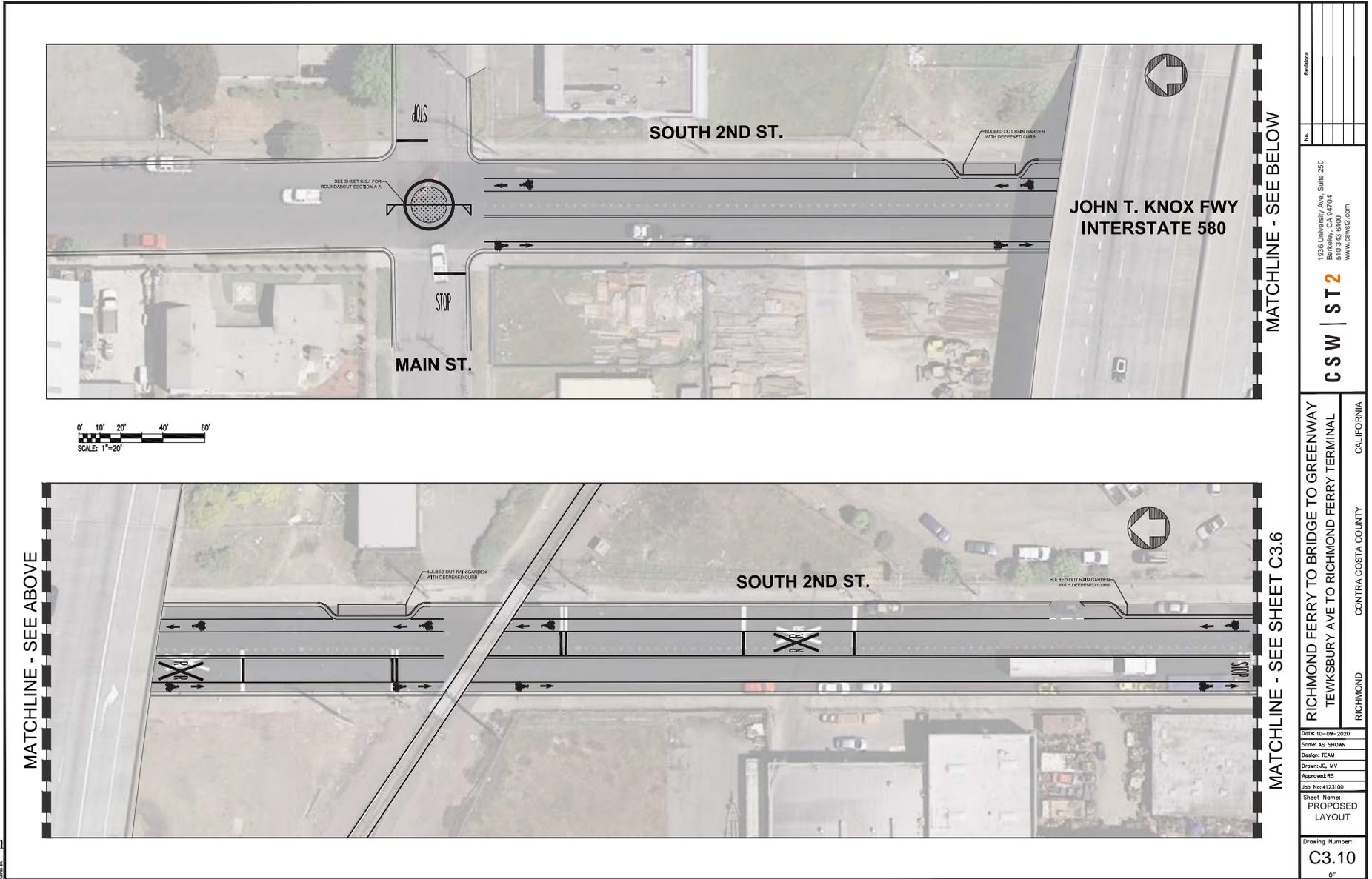
RICHMOND FERRY TO BRIDGE TO GREENWAY  
 TEWKESBURY AVE TO RICHMOND FERRY TERMINAL  
 RICHMOND CONTRA COSTA COUNTY CALIFORNIA

Date: 10-09-2020  
 Scale: AS SHOWN  
 Design: TSM  
 Drawn: JG, MV  
 Approved: RS  
 Job No: 4123100  
 Sheet Name:  
**PROPOSED LAYOUT**

Drawing Number:  
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<p><b>C S W   ST 2</b></p> <p>1838 University Ave, Suite 250 Berkeley, CA 94704 510.543.6400 www.cswaz.com</p>	
<p><b>RICHMOND FERRY TO BRIDGE TO GREENWAY TEWKESBURY AVE TO RICHMOND FERRY TERMINAL</b></p> <p>RICHMOND CALIFORNIA CONTRA COSTA COUNTY</p>	
<p>Date: 10-09-2020 Scale: AS SHOWN Client: TEAM Drawn: JD, MW Approved: RS Job No: 4123100</p>	
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RICHMOND CONTRA COSTA COUNTY CALIFORNIA

Date: 10-09-2020  
 Scale: AS SHOWN  
 Design: TEM  
 Drawn: JG, MV  
 Approved: RS  
 Job No: 4123100

Sheet Name:  
**PROPOSED LAYOUT**

Drawing Number:  
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## Appendix C

# Cost Estimates

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The following cost estimates are shown for the interim (short-term) projects listed in Appendix B (30% Engineering Drawings). They are shown in Caltrans cost table format to assist the City with future grant applications. These cost estimates are conceptual in nature; therefore the actual costs may be more or less than the costs shown here. They are also estimated using 2020 data; cost escalation should be considered when refining the costs in the future.

TEWKSBURY AVENUE - INTERIM (PAGE 1 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3											
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: City of Richmond						Date: 11.13.2020					
Project Description: Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan											
Project Location: Tewksbury ave. in Richmond, CA per Attachment C											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Robert Stevens						License #: 58660					
Engineer's Estimate and Cost Breakdown:											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
2	Traffic Control System	1	LS	\$4,000.00	\$4,000	100%	\$4,000				
3	Storm Water Pollution Prevention Plan	1	LS	\$4,000.00	\$4,000	100%	\$4,000				
4	Construction Layout	1	LS	\$4,000.00	\$4,000	100%	\$4,000				
5						100%					
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
<b>General Construction Items</b>											
11	4" Yellow Line	3650	LF	\$0.75	\$2,738	100%	\$2,738				
12	4" White Line	2700	LF	\$0.75	\$2,025	100%	\$2,025				
13	24" White Line	360	LF	\$2.00	\$720	100%	\$720				
14	12" White Line	390	LF	\$1.00	\$390	100%	\$390				
15	Bike Lane Symbol with Person	12	EA	\$125.00	\$1,500	100%	\$1,500				
16	Class IV Bike Lane (Green)	1190	SF	\$1.00	\$1,190	100%	\$1,190				
17	Yield Line-A24E	1	EA	\$100.00	\$100	100%	\$100				
18	Bollard-Flexipost	47	EA	\$100.00	\$4,700	100%	\$4,700				
19	"Stop" A24-D	5	EA	\$100.00	\$500	100%	\$500				
20	Railroad Crossing Symbol-A24B	1	EA	\$100.00	\$100	100%	\$100				
21	Bus Stop Pad	480	SF	\$50.00	\$24,000	100%	\$24,000				
22	Wall at Bus Stop Pad	60	LF	\$300.00	\$18,000	100%	\$18,000				
23	Concrete Curb Ramp	5	EA	\$5,000.00	\$25,000	100%	\$25,000				
24	Sign and Post	5	EA	\$500.00	\$2,500	100%	\$2,500				
25								100%			
26								100%			
27								100%			
28								100%			
29								100%			

TEWKSBURY AVENUE - INTERIM (PAGE 2 OF 3)

30								100%			
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45								100%			
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47								100%			
48								100%			
49								100%			
50								100%			
51								100%			
52								100%			
<b>Subtotal of Construction Items:</b>				<b>\$105,463</b>		<b>\$105,463</b>					
<b>Construction Item Contingencies (% of Construction Items):</b>		<b>15.00%</b>	<b>\$15,819</b>		<b>\$15,819</b>						
<b>Total (Construction Items &amp; Contingencies) cost:</b>			<b>\$121,282</b>		<b>\$121,282</b>						
<b>Project Delivery Costs:</b>											
<b>Type of Project Cost</b>		<b>Cost \$</b>									

TEWKSBURY AVENUE - INTERIM (PAGE 3 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3					
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).					
Project Information:					
Agency:	City of Richmond	Date:	11.13.2020		
Project Description:	Install two-way protected bikeway and Class 1 trail as described in Attachment C Project Layout Plan				
Project Location:	Tewksbury ave. in Richmond, CA per Attachment C				
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Robert Stevens	License #:	58660		
Preliminary Engineering (PE)		ATP Eligible Costs	Non-participating Costs		
Environmental Studies and Permits(PA&ED):					
Plans, Specifications and Estimates (PS&E):	\$ 25,000	\$25,000		"PE" costs / "CON" costs	
<b>Total PE:</b>	<b>\$ 25,000</b>	<b>\$25,000</b>		<b>21%</b>	<b>25% Max</b>
Right of Way (RW)		ATP Eligible Costs	Non-participating Costs		
Right of Way Engineering:	\$ -				
Acquisitions and Utilities:	\$ -				
<b>Total RW:</b>	<b>\$ -</b>				
Construction Engineering (CE)		ATP Eligible Costs	Non-participating Costs		
Construction Engineering (CE):	\$ 10,000	\$10,000		"CE" costs / "CON" costs	
<b>(PE+RW+CE) Total Project Delivery:</b>	<b>\$35,000</b>	<b>\$35,000</b>		<b>8%</b>	<b>15% Max</b>
<b>Total Construction Costs:</b>	<b>\$121,282</b>	<b>\$121,282</b>			
<b>Total Project Cost:</b>	<b>\$156,282</b>	<b>\$156,282</b>			
Documentation of Ineligible (Non-Participating) Costs:					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				

POINT RICHMOND GATEWAY AND RICHMOND AVENUE AT RAILROAD AVENUE - INTERIM (PAGE 1 OF 3)

<b>Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3</b>											
<b>Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).</b>											
<b>Project Information:</b>											
Agency: City of Richmond						Date: 11.13.2020					
Project Description: Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan											
Project Location: Point Gateway in Richmond, CA per Attachment C											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Robert Stevens						License #: 58660					
<b>Engineer's Estimate and Cost Breakdown:</b>											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
2	Traffic Control System	1	LS	\$6,000.00	\$6,000	100%	\$6,000				
3	Storm Water Pollution Prevention Plan	1	LS	\$6,000.00	\$6,000	100%	\$6,000				
4	Construction Layout	1	LS	\$6,000.00	\$6,000	100%	\$6,000				
5						100%					
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
<b>General Construction Items</b>											
11	4" Yellow Line	1237	LF	\$0.75	\$928	100%	\$928				
12	4" White Line	2230	LF	\$0.75	\$1,673	100%	\$1,673				
13	24" White Line	790	LF	\$2.00	\$1,580	100%	\$1,580				
14	12" White Line	1100	LF	\$1.00	\$1,100	100%	\$1,100				
15	Bike Lane Symbol with Person	10	EA	\$125.00	\$1,250	100%	\$1,250				
16	Class IV Bike Lane (Green)	3710	SF	\$1.00	\$3,710	100%	\$3,710				
17	Bollard-Flexipost	37	EA	\$100.00	\$3,700	100%	\$3,700				
18	"Stop" A24-D	6	EA	\$100.00	\$600	100%	\$600				
19	Railroad Crossing Symbol-A24B	1	EA	\$100.00	\$100	100%	\$100				
20	Type I Arrow- A24A	3	EA	\$100.00	\$300	100%	\$300				
21	Type IV Arrow- A24A	4	EA	\$100.00	\$400	100%	\$400				
22	Type VII Arrow- A24A	6	EA	\$100.00	\$600	100%	\$600				
23	Sharrow	6	EA	\$100.00	\$600	100%	\$600				
24	Concrete Demolition	1200	SF	\$5.00	\$6,000	100%	\$6,000				
25	Concrete Flatwork	1200	SF	\$25.00	\$30,000	100%	\$30,000				
26	Concrete Curb Ramp	7	EA	\$5,000.00	\$35,000	100%	\$35,000				
27	Sign and Post	8	EA	\$500.00	\$4,000	100%	\$4,000				
28	Concrete Bus Island	400	SF	\$25.00	\$10,000	100%	\$10,000				
29	Public Art Structure	1	EA	\$30,000.00	\$30,000	100%	\$30,000				

APPENDIX C - COST ESTIMATES

POINT RICHMOND GATEWAY AND RICHMOND AVENUE AT RAILROAD AVENUE - INTERIM (PAGE 2 OF 3)

30							100%			
31							100%			
32							100%			
33							100%			
34							100%			
35							100%			
36							100%			
37							100%			
38							100%			
39							100%			
40							100%			
41							100%			
42							100%			
43							100%			
44							100%			
45							100%			
46							100%			
47							100%			
48							100%			
49							100%			
50							100%			
51							100%			
52							100%			
<b>Subtotal of Construction Items:</b>				<b>\$164,540</b>		<b>\$164,540</b>				
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>15.00%</b>	<b>\$24,681</b>	<b>\$24,681</b>				
<b>Total (Construction Items &amp; Contingencies) cost:</b>				<b>\$189,221</b>		<b>\$189,221</b>				
<b>Project Delivery Costs:</b>										
<b>Type of Project Cost</b>				<b>Cost \$</b>						

POINT RICHMOND GATEWAY AND RICHMOND AVENUE AT RAILROAD AVENUE - INTERIM (PAGE 3 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3					
<b>Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).</b>					
Project Information:					
Agency:	City of Richmond	Date:	11.13.2020		
Project Description:	Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan				
Project Location:	Point Gateway in Richmond, CA per Attachment C				
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Robert Stevens	License #:	58660		
Preliminary Engineering (PE)		ATP Eligible Costs	Non-participating Costs		
Environmental Studies and Permits(PA&ED):					
Plans, Specifications and Estimates (PS&E):	\$ 40,000	\$40,000			"PE" costs / "CON" costs
<b>Total PE:</b>	<b>\$ 40,000</b>	<b>\$40,000</b>			<b>21%</b> <b>25% Max</b>
Right of Way (RW)		ATP Eligible Costs	Non-participating Costs		
Right of Way Engineering:	\$ -				
Acquisitions and Utilities:	\$ -				
<b>Total RW:</b>	<b>\$ -</b>				
Construction Engineering (CE)		ATP Eligible Costs	Non-participating Costs		
Construction Engineering (CE):	\$ 20,000	\$20,000			"CE" costs / "CON" costs
<b>(PE+RW+CE) Total Project Delivery:</b>	<b>\$60,000</b>	<b>\$60,000</b>			<b>11%</b> <b>15% Max</b>
<b>Total Construction Costs:</b>	<b>\$189,221</b>	<b>\$189,221</b>			
Total Project Cost:		ATP Eligible Costs	Non-participating Costs		
	<b>\$249,221</b>	<b>\$249,221</b>			
Documentation of Ineligible (Non-Participating) Costs:					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				

2ND STREET - INTERIM (PAGE 1 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3											
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: City of Richmond						Date: 11.13.2020					
Project Description: Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan											
Project Location: Second Street in Richmond, CA per Attachment C											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Robert Stevens						License #: 58660					
Engineer's Estimate and Cost Breakdown:											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
2	Traffic Control System	1	LS	\$8,000.00	\$8,000	100%	\$8,000				
3	Storm Water Pollution Prevention Plan	1	LS	\$8,000.00	\$8,000	100%	\$8,000				
4	Construction Layout	1	LS	\$8,000.00	\$8,000	100%	\$8,000				
5						100%					
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
<b>General Construction Items</b>											
11	4" Yellow Line	1550	LF	\$0.75	\$1,163	100%	\$1,163				
12	4" White Line	2160	LF	\$0.75	\$1,620	100%	\$1,620				
13	Bike Lane Symbol with Person	12	EA	\$125.00	\$1,500	100%	\$1,500				
14	"Stop" A24-D	3	EA	\$100.00	\$300	100%	\$300				
15	Traffic Circle	1	EA	\$20,000.00	\$20,000	100%	\$20,000				
16	Deepend Curb & Gutter-Bulbout	730	LF	\$200.00	\$146,000	100%	\$146,000				
17	Railroad Crossing Symbol-A24B	2	EA	\$100.00	\$200	100%	\$200				
18	Sign and Post	8	EA	\$500.00	\$4,000	100%	\$4,000				
19								100%			
20								100%			
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2ND STREET - INTERIM (PAGE 2 OF 3)

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51								100%			
52								100%			
<b>Subtotal of Construction Items:</b>				\$218,783		\$218,783					
<b>Construction Item Contingencies (% of Construction Items):</b>		<b>15.00%</b>	\$32,817		\$32,817						
<b>Total (Construction Items &amp; Contingencies) cost:</b>			<b>\$251,600</b>		<b>\$251,600</b>						
<b>Project Delivery Costs:</b>											
<b>Type of Project Cost</b>		<b>Cost \$</b>									

2ND STREET - INTERIM (PAGE 3 OF 3)

<b>Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3</b>					
<b>Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).</b>					
<b>Project Information:</b>					
Agency: City of Richmond			Date: 11.13.2020		
Project Description:		Install two-way protected bikeway and Class 1 trail as described in Attachment C Project Layout Plan			
Project Location:		Second Street in Richmond, CA per Attachment C			
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:			Robert Stevens	License #:	58660
<b>Preliminary Engineering (PE)</b>		ATP Eligible Costs	Non-participating Costs		
Environmental Studies and Permits(PA&ED):					
Plans, Specifications and Estimates (PS&E):	\$ 25,000	\$25,000		"PE" costs / "CON" costs	
<b>Total PE:</b>	<b>\$ 25,000</b>	<b>\$25,000</b>		<b>10%</b>	<b>25% Max</b>
<b>Right of Way (RW)</b>		ATP Eligible Costs	Non-participating Costs		
Right of Way Engineering:	\$ -				
Acquisitions and Utilities:	\$ -				
<b>Total RW:</b>	<b>\$ -</b>				
<b>Construction Engineering (CE)</b>		ATP Eligible Costs	Non-participating Costs		
Construction Engineering (CE):	\$ 10,000	\$10,000		"CE" costs / "CON" costs	
<b>(PE+RW+CE) Total Project Delivery:</b>	<b>\$35,000</b>	<b>\$35,000</b>		<b>4%</b>	<b>15% Max</b>
<b>Total Construction Costs:</b>		<b>\$251,600</b>	<b>\$251,600</b>		
<b>Total Project Cost:</b>		<b>\$286,600</b>	<b>\$286,600</b>		
<b>Documentation of Ineligible (Non-Participating) Costs:</b>					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				

OHIO AVENUE - INTERIM (PAGE 1 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3											
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).											
Project Information:											
Agency: City of Richmond						Date: 11.13.2020					
Project Description: Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan											
Project Location: Ohio Ave. in Richmond, CA per Attachment C											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Robert Stevens						License #: 58660					
Engineer's Estimate and Cost Breakdown:											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$100,000.00	\$100,000	100%	\$100,000				
2	Traffic Control System	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
3	Storm Water Pollution Prevention Plan	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
4	Construction Layout	1	LS	\$15,000.00	\$15,000	100%	\$15,000				
5						100%					
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
<b>General Construction Items</b>											
11	4" Yellow Line	3300	LF	\$0.75	\$2,475	100%	\$2,475				
12	4" White Line	7000	LF	\$0.75	\$5,250	100%	\$5,250				
13	24" White Line	400	LF	\$2.00	\$800	100%	\$800				
14	12" White Line	400	LF	\$1.00	\$400	100%	\$400				
15	Bike Lane Symbol with Person	12	EA	\$125.00	\$1,500	100%	\$1,500				
16	Type VII Arrow- A24A	1	EA	\$125.00	\$125	100%	\$125				
17	Bollard-Flexipost	200	EA	\$100.00	\$20,000	100%	\$20,000				
18	"Stop" A24-D	1	EA	\$100.00	\$100	100%	\$100				
19	Railroad Crossing Symbol-A24B	1	EA	\$100.00	\$100	100%	\$100				
20	Pavement Demolition	26000	SF	\$5.00	\$130,000	100%	\$130,000				
21	5-ft Wide Concrete Sidewalk	13000	SF	\$15.00	\$195,000	100%	\$195,000				
22	12-ft Wide Asphalt Bike Lane	31200	SF	\$15.00	\$468,000	100%	\$468,000				
23	3-ft Wide Landscape Buffer	7800	SF	\$5.00	\$39,000	100%	\$39,000				
24	Concrete Curb and Gutter	2600	LF	\$100.00	\$260,000	100%	\$260,000				
25								100%			
26								100%			
27								100%			
28								100%			
29								100%			

APPENDIX C - COST ESTIMATES

OHIO AVENUE - INTERIM (PAGE 2 OF 3)

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50								100%			
51								100%			
52								100%			
<b>Subtotal of Construction Items:</b>				\$1,267,750		\$1,267,750					
<b>Construction Item Contingencies (% of Construction Items):</b>		<b>15.00%</b>	\$190,163		\$190,163						
<b>Total (Construction Items &amp; Contingencies) cost:</b>			<b>\$1,457,913</b>		<b>\$1,457,913</b>						
<b>Project Delivery Costs:</b>											
<b>Type of Project Cost</b>		<b>Cost \$</b>									

OHIO AVENUE - INTERIM (PAGE 3 OF 3)

<b>Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3</b>					
<b>Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).</b>					
<b>Project Information:</b>					
<b>Agency:</b>	City of Richmond			<b>Date:</b>	11.13.2020
<b>Project Description:</b>	Install two-way protected bikeway and Class I trail as described in Attachment C Project Layout Plan				
<b>Project Location:</b>	Ohio Ave. in Richmond, CA per Attachment C				
<b>Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:</b>	Robert Stevens			<b>License #:</b>	58660
<b>Preliminary Engineering (PE)</b>		ATP Eligible Costs	Non-participating Costs		
Environmental Studies and Permits(PA&ED):					
Plans, Specifications and Estimates (PS&E):	\$ 250,000	\$250,000		"PE" costs / "CON" costs	
<b>Total PE:</b>	<b>\$ 250,000</b>	<b>\$250,000</b>		<b>17%</b>	<b>25% Max</b>
<b>Right of Way (RW)</b>		ATP Eligible Costs	Non-participating Costs		
Right of Way Engineering:	\$ -				
Acquisitions and Utilities:	\$ -				
<b>Total RW:</b>	<b>\$ -</b>				
<b>Construction Engineering (CE)</b>		ATP Eligible Costs	Non-participating Costs		
Construction Engineering (CE):	\$ 50,000	\$50,000		"CE" costs / "CON" costs	
<b>(PE+RW+CE) Total Project Delivery:</b>	<b>\$300,000</b>	<b>\$300,000</b>		<b>3%</b>	<b>15% Max</b>
<b>Total Construction Costs:</b>	<b>\$1,457,913</b>	<b>\$1,457,913</b>			
<b>Total Project Cost:</b>		ATP Eligible Costs	Non-participating Costs		
	<b>\$1,757,913</b>	<b>\$1,757,913</b>			
<b>Documentation of Ineligible (Non-Participating) Costs:</b>					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				

CUTTING BOULEVARD AND HOFFMAN BOULEVARD - INTERIM (PAGE 1 OF 3)

<b>Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3</b>											
<b>Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).</b>											
<b>Project Information:</b>											
Agency: City of Richmond						Date: 11.13.2020					
Project Description: Install two-way protected bikeway and Class I trail as described on Sheets C3.2 to C.3.9											
Project Location: Cutting Blvd. from Garrard to Hoffman Blvd. and Hoffman from Cutting to Harbour Way. in Richmond, CA											
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate: Robert Stevens						License #: 58660					
<b>Engineer's Estimate and Cost Breakdown:</b>											
Engineer's Estimate (for Construction Items Only)						Cost Breakdown					
						ATP Eligible Costs/Items		ATP Ineligible Costs/Items		Corps/CCC to construct	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$
<b>General Overhead-Related Construction Items</b>											
1	Mobilization	1	LS	\$50,000.00	\$50,000	100%	\$50,000				
2	Traffic Control System	1	LS	\$20,000.00	\$20,000	100%	\$20,000				
3	Storm Water Pollution Prevention Plan	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
4	Construction Layout	1	LS	\$10,000.00	\$10,000	100%	\$10,000				
5						100%					
6						100%					
7						100%					
8						100%					
9						100%					
10						100%					
<b>General Construction Items</b>											
11	Install K-71 Flexible Delineator/ Curb/ Strip	11100	LF	\$12.00	\$133,200	100%	\$133,200				
12	Colored Pavement - Green	10950	SF	\$10.00	\$109,500	100%	\$109,500				
13	Cycle Track Center Stripe	11800	LF	\$0.85	\$10,030	100%	\$10,030				
14	Bike Detection Per Intersection	3	EA	\$15,000.00	\$45,000	100%	\$45,000				
15	Regulatory Signs	55	EA	\$500.00	\$27,500	100%	\$27,500				
16	Legends	26	EA	\$750.00	\$19,500	100%	\$19,500				
17	Striping Removal	15300	LF	\$0.50	\$7,650	100%	\$7,650				
18	Marker Removal	8000	LF	\$0.25	\$2,000	100%	\$2,000				
19	Vehicle Lane Striping	12350	LF	\$1.25	\$15,438	100%	\$15,438				
20	Misc Demolition	300	SF	\$10.00	\$3,000	100%	\$3,000				
21	Type II Slurry Seal	778	SY	\$15.00	\$11,667	100%	\$11,667				
22	Bike Parking	4	EA	\$5,000.00	\$20,000	100%	\$20,000				
23	Prefabricated Bikeway Buffer	3333	LF	\$15.00	\$50,000	100%	\$50,000				
24	Crosswalk Striping	500	SF	\$5.00	\$2,500	100%	\$2,500				
25	Bike Lane Symbol with Person	28	EA	\$125.00	\$3,500	100%	\$3,500				
26	Yield Line-A24E	1	EA	\$100.00	\$100	100%	\$100				
27	Bollard-Flexipost	275	EA	\$100.00	\$27,500	100%	\$27,500				

CUTTING BOULEVARD AND HOFFMAN BOULEVARD - INTERIM (PAGE 2 OF 3)

28	"Stop" A24-D	9	EA	\$100.00	\$900	100%	\$900				
29	Railroad Crossing Symbol-A24B	6	EA	\$100.00	\$600	100%	\$600				
30	Chevron Marking	16	EA	\$15.00	\$240	100%	\$240				
31	Type I Arrow- A24A	7	EA	\$100.00	\$700	100%	\$700				
32	Type IV Arrow- A24A	52	EA	\$100.00	\$5,200	100%	\$5,200				
33	Type VII Arrow- A24A	11	EA	\$100.00	\$1,100	100%	\$1,100				
34								100%			
35								100%			
36								100%			
37								100%			
38								100%			
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49								100%			
50								100%			
51								100%			
52								100%			
<b>Subtotal of Construction Items:</b>					<b>\$586,824</b>		<b>\$586,824</b>				
<b>Construction Item Contingencies (% of Construction Items):</b>				<b>15.00%</b>	<b>\$88,024</b>		<b>\$88,024</b>				

CUTTING BOULEVARD AND HOFFMAN BOULEVARD - INTERIM (PAGE 3 OF 3)

Detailed Engineer's Estimate and Total Project Costs- Cycle 5 v1.3					
Important: Read the Instructions in the first sheet (tab) before entering data. Do not enter data in shaded fields (with formulas).					
Project Information:					
Agency:	City of Richmond	Date:	11.13.2020		
Project Description:	Install two-way protected bikeway and Class I trail as described on Sheets C3.2 to C.3.9				
Project Location:	Cutting Blvd. from Garrard to Hoffman Blvd. and Hoffman from Cutting to Harbour Way. in Richmond, CA				
Licensed Engineer in responsible charge of preparing or reviewing this PSR-Equivalent Cost Estimate:	Robert Stevens	License #:	58660		
<b>Total (Construction Items &amp; Contingencies) cost:</b>		\$674,848	\$674,848		
Project Delivery Costs:					
Type of Project Cost	Cost \$	ATP Eligible Costs	Non-participating Costs		
<b>Preliminary Engineering (PE)</b>					
Environmental Studies and Permits(PA&ED):					
Plans, Specifications and Estimates (PS&E):	\$ 75,000	\$75,000			"PE" costs / "CON" costs
<b>Total PE:</b>	<b>\$ 75,000</b>	<b>\$75,000</b>			<b>11% 25% Max</b>
<b>Right of Way (RW)</b>					
Right of Way Engineering:	\$ -				
Acquisitions and Utilities:	\$ -				
<b>Total RW:</b>	<b>\$ -</b>				
<b>Construction Engineering (CE)</b>					
Construction Engineering (CE):	\$ 25,000	\$25,000			"CE" costs / "CON" costs
<b>(PE+RW+CE) Total Project Delivery:</b>	<b>\$100,000</b>	<b>\$100,000</b>			<b>4% 15% Max</b>
<b>Total Construction Costs:</b>	<b>\$674,848</b>	<b>\$674,848</b>			
<b>Total Project Cost:</b>					
	<b>\$774,848</b>	<b>\$774,848</b>			
Documentation of Ineligible (Non-Participating) Costs:					
The Engineer's logic and/or calculations for splitting costs between ATP-Eligible and Non-participating costs must be documented in this section of the Estimate form.					
Separate logic is required for each item which is partly ineligible for ATP funding or is required for the construction of an ineligible item/element of the project.					
Item #:	Description of Engineer's Logic: (See examples shown in the Instructions)				



**RICHMOND**  
**FERRY** TO  
**BRIDGE** TO  
**GREENWAY**  
**COMPLETE STREETS PLAN**