
From: TRAC
Sent: Thursday, July 16, 2015 9:14 AM
To: MTC Info
Cc: Tom Butt; Terrence Cheung; Bill Lindsay; Craig Murray; Chadrick Smalley
Subject: Inclusion of the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area
Attachments: TRAC_MTC071615.pdf

Dear Ms. Nguyen,

As discussed in the attached letter, TRAC, the Trails for Richmond Action Committee, joins City of Richmond Mayor Tom Butt in supporting inclusion of the Richmond/San Rafael Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan.

Bruce

Bruce Beyaert, TRAC Chair

phone/fax

[Websites >>](#)

TRAC: <http://www.pointrichmond.com/baytrail/>

City of Richmond Bay Trail: <http://www.ci.richmond.ca.us/TRAC>

Richmond Bay Trail Slideshows:

<http://sfbaytrailinrichmond.shutterfly.com/pictures/5>



73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
tracbaytrail@earthlink.net

July 16, 2015

Ms. Ashley Nguyen, Project Manager
Metropolitan Transportation Commission
101 Eighth St.
Oakland, CA 94607

Dear Ms. Nguyen:

TRAC, the Trails for Richmond Action Committee, joins City of Richmond Mayor Tom Butt in supporting inclusion of the Richmond/San Rafael (RSR) Bridge Access Improvement Project in Plan Bay Area and the 2015 Transportation Improvement Plan. This project will close major gaps in the San Francisco Bay Trail, which is both a Priority Conservation Area and a Focus Area in Plan Bay Area. Completing the Bay Trail also is a goal of the Regional Bicycle Master Plan.

Mayor Butt's July 16 letter requested modifying the project description to extend the bi-directional bicycle/pedestrian path to Castro Street in Contra Costa County, rather than terminating it at Marine Street. This is necessary to connect with the combined AC Transit and Golden Gate Transit bus stop at the intersection of Castro Street and Tewksbury Ave. TRAC suggests accomplishing this by revising the description of element 2 in the proposed Plan Bay Area amendment as follows:

“2) Construction of a bi-directional bicycle/pedestrian path in Contra Costa County along the north side of westbound I-580 from Castro ~~Marine~~ Street interchange to Stenmark Drive and the Toll Plaza (this path would replace the existing one-way shared bicycle-motor vehicle shoulder use in both eastbound and westbound directions of I-580 between Marine Street and the Toll Plaza)”

The Bay Trail section between Castro St. and Stenmark Drive will be very important in providing active transportation access to Point Molate and the rest of the Point San Pablo Peninsula. The I-580 corridor currently blocks pedestrian access to the northern side of I-580, and bicycle access is possible only by riding on the

shoulders and sharply curving exit ramps of the freeway where an motorist killed one bicyclist and left another paralyzed. The blockage of pedestrian access conflicts with Streets and Highways code Section 888 stating:

“The department shall not construct a state highway as a freeway that will result in the severance or destruction of an existing major route for nonmotorized transportation traffic and light motorcycles, unless it provides a reasonable, safe, and convenient alternate route or such a route exists.”

Sec. 887 states "As used in this chapter, "nonmotorized transportation facility" means a facility designed primarily for the use of pedestrians, bicyclists, or equestrians. It may be designed primarily for one or more of those uses." Hence, the Sec. 888 language “severance or destruction of an existing major route for nonmotorized transportation traffic” includes pedestrians. However, construction of I-580 severed the pedestrian route between Richmond’s residential neighborhoods and Point Molate on the northern side of the I-580 corridor.

TRAC looks forward to completion of the Richmond/San Rafael Bridge Access Improvement Project.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Beyaert". The signature is fluid and cursive, with a long horizontal stroke at the end.

Bruce Beyaert, TRAC Chair