



RICHMOND BAY TRAIL MID YEAR 2014 REPORT

This fifteenth mid-year report by the Trails for Richmond Action Committee (TRAC) features progress toward closing gaps in Richmond's portion of the San Francisco Bay Trail encircling San Francisco and San Pablo bays. Although Richmond has more than 32 miles of Bay Trail in place, 10 miles remain to be built as shown on the last page of this report. More than half of this yet-to-be-built portion of trail lies between the Plunge at Point Richmond and the Point San Pablo Yacht Harbor. Most of the remainder is on the Ferry Point Loop and lands surrounding Point Pinole Regional Shoreline. Read on to learn about new trail sections built, construction bids advertised and awarded, design studies launched, and easements granted during the first half of 2014.

Completing the Bay Trail to Point Molate and Marin County



The first half of this year marked major advances toward providing Bay Trail linkages with Marin County and Point Molate. The Bay Area Toll Authority (BATA) engaged engineering firm HNTB Corporation to evaluate and design a proposed two-way bike lane across the Richmond/San Rafael Bridge with a Bay Trail linkage between the community and the toll plaza area. Moreover, East Bay Regional Park District (EBRPD) announced Chevron's gift of a shoreline Bay Trail easement between the bridge and the City's Point Molate Beach Park.

Currently, one cannot travel safely on foot or by bike to Point Molate Beach Park and enjoy the spectacular Bay views along its one-third mile of sandy shoreline. Moreover, there is no Bay Trail across the Richmond/San Rafael Bridge, as there is over the Golden Gate, Carquinez Straits, and Benecia bridges, as well as the east span of the Bay Bridge. The danger of bicyclists accessing Point Molate by riding on I-580 and its sharply curving exit ramps will become increasingly acute as the City moves ahead in developing its 413-acre Point Molate property with 35 to 40 acres of parkland along 1.4 miles of shoreline.



BATA's "I-580 Eastbound Shoulder Running Lane and Bi-Directional Bike Lane Project" is immensely important due to its potential to expedite closure of major gaps in the Bay Trail and to spur funding for these gap closures. The BATA/HNTB contract calls for readiness in awarding bids for construction by late 2016. If construction is approved and funded, the project would provide a two-way bicycle lane on the right shoulder of the westbound upper deck of the bridge between the San Quentin off-ramp in San

Rafael and the toll plaza in Richmond. To be determined is the Bay Trail route between the toll plaza and Castro Street in relation to the City of Richmond's preferred alignment using easements offered by Chevron south of I-580. The challenge will be to provide an attractive trail that is wide enough for safe enjoyment by bicyclists, joggers, and pedestrians.

Completing the Ferry Point Loop

The City of Richmond completed two new trail sections in January. One opened a scenic new stretch of shoreline linking Brickyard Cove Road with the Shipyard 3 Trail. The other closed a gap between the western side of Brickyard Landing condos and Dornan Drive near Ferry Point. The \$685,000 required to design and build these projects was supplied by grants from EBRPD Measure WW and the Association of Bay Area Governments Bay Trail Project plus Cosco Busan oil spill damage funds.



The City of Richmond is poised to advertise for bids to build the Bay Trail section along Garrard Blvd. between Cutting Blvd. and the Ferry Point tunnel. After this, the only Bay Trail gap remaining on the Ferry Point Loop will be along the shoreline of the city's historic Terminal One property at the foot of Dornan Drive. TRAC expects this will be incorporated into the first phase of a residential project being designed for the site.

The scenic 4.4-mile [Ferry Point Loop](#) encircling Miller/Knox Regional Shoreline and the newly linked Shipyard 3 Trail showcased San Francisco Bay's vibrant estuarine ecosystem during the first half of 2014. The February herring run was announced by screaming gulls and barking seal lions accompanied by silent seals, scaup and cormorants feasting on spawning fish and roe. [Click Here](#) to view Michael Bukay's video of the herring run at Ferry Point. Richmond's shoreline also hosted six nesting osprey pairs during May-June -- the most of any city on San Francisco Bay. The most viewable nest is atop the Whirley Crane near the SS Red Oak Victory on the Shipyard 3 Trail. [Click Here](#) to learn more and see a slide show of these charismatic birds,.



Photo by [Nora Jones](#)

Connecting with Point Pinole Regional Shoreline

Protruding over a mile into San Pablo Bay, Point Pinole Regional Shoreline (PPRS) is the Bay Area's largest shoreline park. Although 4.5 miles of Bay Trail are located *within* the park, these trails are disjunct from the main Bay Trail system in Richmond and nearby Pinole. EBRPD is working to remedy that isolation by developing southern, eastern, and northern linkages.



The southern connection with PPRS will be a 1.5-mile trail between Goodrick Avenue and the existing Bay View Trail in the park. This will be built as an integral part of the Breuner Marsh Restoration and Public Access Project. On

June 17, EBRPD's Board of Directors awarded a \$2.1 million contract for Phase I Grading. Construction to create, enhance, or restore wetland and grassland habitat will begin in late summer or early fall. Public access improvements are expected to begin next year as one of the final stages of this \$8 million project.

The eastern Bay Trail connection from the end of Atlas Road requires building a bridge over the Union Pacific railroad corridor. Construction plans have been completed, but advertising for bids has been delayed by the need for additional discussions with the railroad. Meanwhile, EBRPD is working to line up easements needed for the Bay Trail leading north from Atlas Road to Pinole.

Incorporating the Bay Trail in Development Projects

In accordance with the Richmond General Plan, new or improved Bay Trail sections will be incorporated in three new development projects along the City's southern shoreline. New Bay Trail spurs and staging areas at the ends of both South 32nd and 46th streets are included in the Long Range Development Plan adopted by UC Berkeley Regents for their Richmond Bay Campus. The other Bay Trail improvements involve the Harbour Way South area. The planned new Ferry Terminal at the foot of Harbour Way South will include a Bay Trail extension north from Sheridan Point Park along the parking lot next to the Harbor Channel. The frontage of Lumber Baron's new mill, show room, and sales office on Harbour Way will include a new two-way pedestrian and bicycling trail separated from the street. This represents an important step toward providing such a Class I Bay Trail along the entire eastern side of Harbour Way from Hoffman Blvd. to the Bay.



Thank you for supporting completion of the Bay Trail in Richmond. Please share this report with your friends and neighbors, encouraging them to join the Richmond Bay Trail Network at no cost by e-mailing tracbaytrail@earthlink.net. For maps, a calendar of events and other information about the Bay Trail in Richmond, please visit <http://pointrichmond.com/baytrail/>.

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SAN FRANCISCO BAY TRAIL PROJECT

Richmond

