



Egret by Jeff Robinson

Richmond Bay Trail Mid Year 2008 Report



RICHMOND STANDS OUT FOR HAVING COMPLETED 25 MILES of San Francisco Bay Trail, more than any other city on this planned 500-mile hiking and biking trail encircling San Francisco and San Pablo bays. However, 16 miles of gaps remain.

Over \$5 million in public funds have been invested to build ten miles of Bay Trail in Richmond since the mid-1999 founding of TRAC, the Trails for Richmond Action Committee.

During these nine years, TRAC brought in \$2.9 million for the City of Richmond to plan, design and build Bay Trail projects, and East Bay Regional Park District (EBRPD) invested another \$2.2 million for Bay Trail segments in Richmond. In addition, Republic Services and Toll Brothers have built almost three miles of Bay Trail as conditions of approval for private sector projects.

Major accomplishments during the first half of 2008 included:

- opening a new shoreline public access
- building 0.1 miles of trail
- completing construction designs for 3.4 miles of new trail and
- obtaining \$657,000 in construction grants

Point Richmond Gateway

Point Richmond Gateway Foundation completed 0.1 miles of Bay Trail (sidewalks and bike lanes) as part of the new plaza in front of the historic Santa Fe Trainmaster's building. Association of Bay Area Governments (ABAG) Bay Trail Project recently awarded a \$17,600 grant to improve this Bay Trail segment and extend it toward the Point Richmond Historic District.

The spectacular new plaza in front of the restored Santa Fe building defines the entry to downtown Point Richmond.



Kaiser Shipyard 3

The Port of Richmond obtained \$639,000 in grants to build 2.4 miles of Bay Trail along Canal Blvd. and on to the whirley crane in Point Potrero Marine Terminal.

These competitive grants were awarded by ABAG Bay Trail Project and the Environmental Enhancement and Mitigation Program of Caltrans and the state's Resources Agency.

Point Potrero is the site of historic Kaiser Shipyard 3 in the Rosie The Riveter/World War II Home Front National Historical Park. The construction bid package was prepared under contract to the Port by the consulting team of Insight Engineer-



ing, Landpeople and Leslie Stone Associates with funding by a \$143,000 grant from ABAG Bay Trail Project, a \$53,000 grant from the State Coastal Conservancy and a \$5,000 donation from Auto Warehousing Company. The Port expects to solicit bids for construction in late July.

Boat Ramp Street Paddling Access

A gem of a shoreline park opened at Boat



Ramp Street just off the Bay Trail along Cutting Blvd. east of Canal Blvd. The landscaped site has benches and a picnic table for enjoyment by pedestrians and bicyclists, as well as access for hand launching of car-top boats such as kayaks into the Santa Fe Channel.

In the works since late 2000, this \$90,000 project was funded by a \$51,400 grant from the California Dept. of Boating & Waterways as well as contributions from the Point Richmond Business Association, Richmond Boat Works, Keefe Kaplan Maritime Inc. and Grace & Bill Bodle.

Wildcat Creek to San Pablo Creek & Landfill

EBRPD retained Questa Engineering to complete the final engineering, environmental review and permitting for this one-mile stretch of Bay Trail connecting the Wildcat Creek Regional Trail staging area with the West County Landfill Bay Trail.

Questa has nearly completed construction documents for the project as well as CEQA work. Although there are significant details to be worked out with the neighbors of the trail, such as hours of operation and security, this project is very close to being ready for bidding. The Park District currently has about \$550,000 in hand for the project and



TRAC Chair Bruce Beyaert and Vice Chair Nancy Strauch present the Website Award to David Moore

the latest cost estimate for construction is \$850,000. Additional funding for the work will be requested from Measure J and other potential grant sources during the remainder of 2008.

Bay Trail Linkage With Point Molate

The Richmond Planning Commission voted 4:1 to require Chevron to help close the Bay Trail gap across its property on the south side of I-580 between Tewksbury Ave. and the Richmond/San Rafael Bridge toll plaza where an existing trail goes under the bridge toward Point Molate.

The conditions adopted by the Commission in approving Chevron's Energy & Hydrogen Renewal Project require Chevron to provide 1.) the needed trail easement, 2.) \$5 million for design & construction of the \$10 million trail and 3) maintenance of facilities and equipment funded and installed by Chevron such as fencing, surveillance and alarm devices. The high cost of this 0.6-mile trail segment results from rerouting to avoid the



Chevron Bay Trail route shown in orange

shoreline in the vicinity of Chevron's Long Wharf. Chevron is asking the City Council to overturn the Planning Commission's decision.

Website Award

TRAC received the 2008 California Trails & Greenways Website award for its colorful, user-friendly website: <http://www.pointrichmond.com/baytrail/> created and maintained pro bono by David Moore of Sincere Design: <http://www.sinceredesign.com/>.

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 more information about the Bay Trail in Richmond, please visit <http://pointrichmond.com/baytrail/>.



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- Donald Bastin
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