

Richmond Greenway-Bay Trail Connector

23rd St./Carlson Blvd. Gap and Second St. to Garrard Blvd. Extension



**BAY AREA TRAILS
COLLABORATIVE**

PROJECT OVERVIEW

The Richmond Greenway is a developing 2.5-mile bicycle and pedestrian trail that travels through several densely populated communities in Richmond, California, and stretches from the Ohlone Greenway in El Cerrito to Second Street in Richmond's Iron Triangle Neighborhood. While the greenway has received heavy usage since its opening in 2007, two significant trail gaps remain: one at a rail crossing located at 23rd Street and Carlson Boulevard, and another along the former Santa Fe Railway right-of-way between Second Street and the San Francisco Bay Trail at Garrard Boulevard. Closing these two trail gaps would establish a contiguous, 8-mile, low-stress walking and bicycling route between the western end of the Richmond Greenway in Point Richmond and the southern end of the Ohlone Greenway at the North Berkeley BART Station. A safe, complete and connected urban greenbelt and trail would continue to revitalize downtown Richmond,¹ while providing new opportunities for active-transportation, recreation and access to open space for city residents.

The Richmond Greenway has been heralded as a national model for its dynamic use of a 32-acre open space for walking and bicycling, community gardens, public art and safe playgrounds for kids designed by the community. It is also a local gathering place for residents to exercise, learn biking skills, socialize, learn about their community, observe wildlife and experience the outdoors.² Recently, the corridor took on increased importance as the most direct route to reach the new bicycle/pedestrian path on the Richmond-San Rafael Bridge, which opened in November 2019. When complete, the corridor will help further support economic revitalization by creating new connections for residents to businesses, civic and cultural destinations, and the downtown area.

The Richmond Greenway-Bay Trail Connector is one of 13 projects that the Bay Area Trails Collaborative has prioritized as critical to completing its 2,700-mile regional trail network. The Bay Area Trails Collaborative is a Rails-to-Trails Conservancy TrailNation™ project—a nationwide initiative to create model regional trail networks that demonstrate the powerful impact trails have on communities.

PROJECT DATA

- Total Project Miles: 3
- Miles Completed to Date: 2.5
- Total Project Cost to Date: \$6.7 million
- Total Miles in This Segment: 0.5 mile
- Total Estimated Cost for This Segment: \$12 million
- Funds Secured: \$0



Rendering of proposed food hub between First Street and Second Street along future Richmond Greenway segment⁵

TRANSFORMATIVE IMPACT

Community Empowerment: The existing 2.5-mile stretch of Richmond Greenway has contributed significantly to Richmond's renaissance, providing a community gathering space for a number of historically underserved communities. The trail has galvanized an unprecedented level of community engagement to embrace and transform a dusty unused corridor into the gem of central Richmond. This steady transformation has been led by the Friends of the Richmond Greenway, a coalition of 17 nonprofits that organize local residents to help pick up trash, plant edible gardens and create public art along the path.³ These nonprofits have worked with the city to translate community vision into cherished community amenities, including [Unity Park](#), [Dirt World Bike Park](#) and [Harbour-8 Park](#).

Community Connections: Closing the two gaps along the Richmond Greenway will connect residents to additional destinations within a half-mile of the trail, including three schools, two major transit hubs, over 200 acres of parks and open space, and more than 400 jobs.

Protection From Traffic Violence: The Richmond Greenway protects residents of the Iron Triangle neighborhood from the dangers of distracted driving in an area subject to automobile crashes involving bicyclists and pedestrians. Between 2013 and 2018, over 100 cyclists and pedestrians were struck by cars in the Iron Triangle neighborhood, according to state collision data.⁴



PROJECT LEAD

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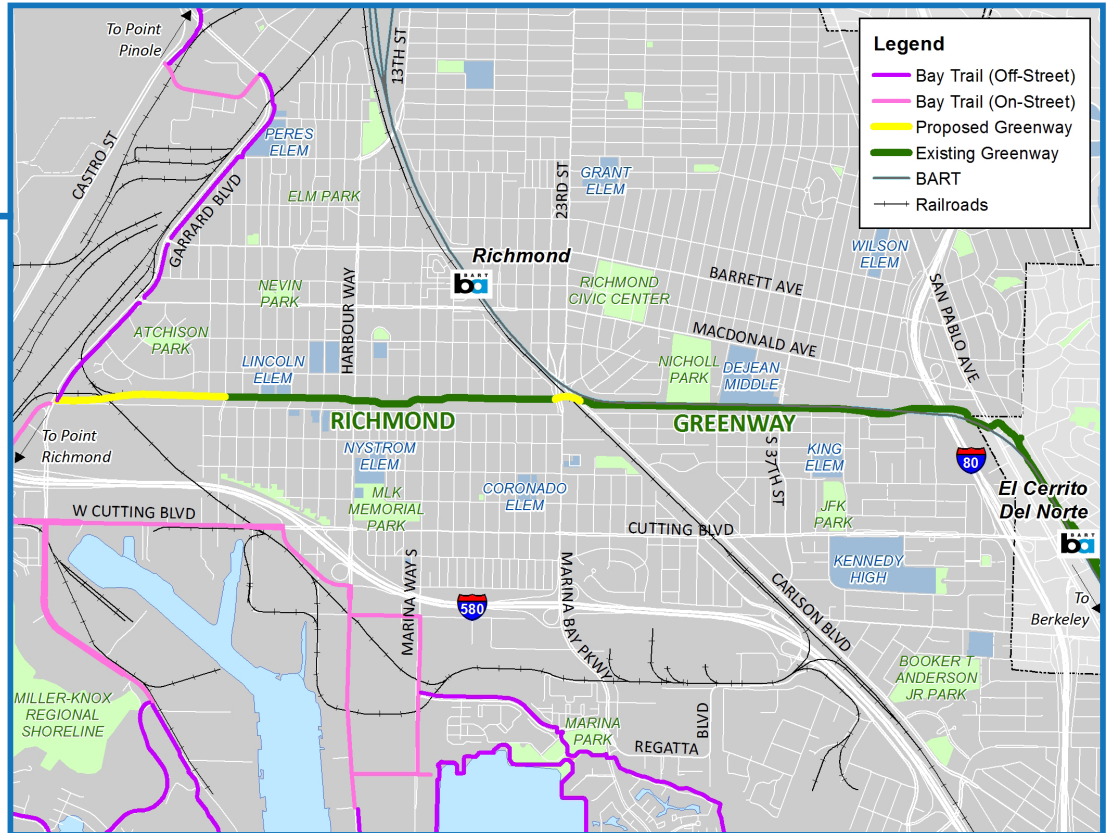
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PARTNERS AND STAKEHOLDERS



PROJECT ACTION PLAN

The City of Richmond is in the process of fundraising for: 1) a Class I multiuse path extension west of Second Street; and 2) a gap connection between 23rd Street and Carlson Boulevard. The path extension will require an easement or land acquisition from BNSF Railway, and the gap connection will likely require the construction of a bridge over an active railway line. A Caltrans Sustainable Transportation Planning Grant proposal to study the gap closure is currently pending. Interim improvements include a Class IV protected bikeway that connects Second Street to Point Richmond (complete), and a signage and striping plan for existing surface streets is being developed for the 23rd Street/Carlson gap.



¹City of Richmond Engineering, Community Youth Council for Leadership & Education, Rails-to-Trails Conservancy, *The Richmond Greenway Master Plan* (California: Metropolitan Transportation Commission, 2003).

²"Richmond Greenway Project," City of Richmond, California, <http://www.ci.richmond.ca.us/1118/Richmond-Greenway-Project>.

³Karina Iloffee, "Richmond: Green Vision for Former Railroad Tracks," *East Bay Times*, January 19, 2017, <https://www.eastbaytimes.com/2017/01/19/richmond-green-vision-for-former-railroad-tracks/>.

⁴"Transportation Injury Mapping System (TIMS)," University of California – Berkeley, accessed January 13, 2020, <https://tims.berkeley.edu/tools/atp/>.

⁵Toni Toscano, 2015, Rendering in *The Richmond Greenway: A Design Proposal for A Western Connection* (Berkeley: University of California – Berkeley, 2015).