

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 4  
OFFICE OF TRANSIT AND COMMUNITY PLANNING  
P.O. BOX 23660, MS-10D  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
TTY 711  
www.dot.ca.gov

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a California Way of Life.*

**Governor's Office of Planning & Research**

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**STATE CLEARINGHOUSE**

Lina Velasco, Community Development Director  
City of Richmond  
Planning Division  
450 Civic Center Plaza, 2<sup>nd</sup> Floor  
Richmond CA 94804

**Point Molate Beach Park Shoreline Restoration Draft Mitigated Negative Declaration (MND)**

Dear Lina Velasco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Point Molate Beach Park Shoreline Restoration Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system. The following comments are based on our review of the October 2020 Draft MND.

***Project Understanding***

The City has identified the need to restore actively eroding portions of the shoreline at Point Molate Beach Park. Continual coastal wave and tidal action is causing a loss of park area; severe undercutting is present near the broken culvert located near the northern end of the project area. The erosion is also threatening the alignment of the approved San Francisco Bay Trail (Bay Trail). The project proposes a 300-foot revetment along the beach bluff and completion of an 80-foot section of the Bay Trail.

Caltrans supports this proposed project, given that the restoration would allow more capacity for bicycle and pedestrian access in this portion of the Bay Trail. These improvements support the Statewide effort to lower greenhouse gas

emissions by supporting bicycle and pedestrian connectivity and access.

***Bicycle and Pedestrian Planning***

Regarding the proposed aggregate base for the Bay Trail alignment, which is proposed to be completed with a 10' asphalt travel way and 5' decomposed granite shoulders: the Highway Design Manual standard for a Class I shared use path is a minimum 8' travel way (10' preferred) with a minimum 2' wide shoulder consisting of the same material as the travel way or an all-weather surface material that is free of vegetation. For facilities where heavy bike traffic is expected, wider facilities are recommended (HDM CA 2020 Topic 1003.1). Due to the regional importance and popularity of the Bay Trail, we recommend this alignment be prepared for a wider paved area than proposed.

Please clarify that the proposed 5' shoulders will be a flat, stable, all weather surface.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Laurel Sears at (laurel.sears@dot.ca.gov). Additionally, for future notifications and requests for review of new projects, please contact LDIGR-D4@dot.ca.gov.

Sincerely,



Mark Leong  
District Branch Chief  
Local Development - Intergovernmental Review

cc: State Clearinghouse