

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



December 8, 2022

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GTS #: 04-CC-2022-00676
GTS ID: 28120
Co/Rt/Pm: CC/80/2.11

Lina Velasco, Community Development Director
City of Richmond Community Development Department
450 Civic Center Plaza
Richmond, CA 94804

Re: Central Avenue at Interstate I-80 Local Road Improvement Project Mitigated Negative Declaration (MND)

Dear Lina Velasco:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this 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 November 2020 MND.

Project Understanding

The project is intended improve traffic operations and increase spacing between signalized intersections east of I-80 on Central Avenue. The project objectives would be accomplished primarily by relocating traffic signals from Pierce Street at Central Avenue to San Mateo Street at Central Avenue; converting Pierce Street at Central Avenue to "right in, right out" access; and extending San Mateo Street to connect with Pierce Street.

Signage

Figure 2- Project Conceptual Layout- where stop bars are shown, Caltrans recommends that stop signs be installed. Refer to attached.

Multimodal Transportation

Although outside of Caltrans' right of way, Caltrans recommends the following:

- Consider incorporating two-stage left turn bike boxes at signalized intersections such as Central Ave/San Mateo Street turn boxes help facilitate left turns for bicyclists who would otherwise have to maneuver through multiple vehicle travel lanes to turn left and are thereby positioned far from the protection of the curb. Please note that any right turns on red conflicting with such placement of two-stage turn boxes would need to be prohibited. Refer to FHWA's Interim Approval 20 for more information;
- A strong preference is for bicycle facilities that are Class I, Class II, buffered Class II, or Class IV, rather than Class III markings as currently proposed. Consider replacing the Class III markings currently proposed with Class II bike lanes wherever adequate space exists within this road improvement project;
- A strong preference is for intersections to be marked with crosswalks at every leg. Consider adding the northern crosswalk at the San Mateo St/Pierce Street intersection, which is currently missing.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, or for future notifications and requests for review of new projects, please email LDR-D4@dot.ca.gov.

Sincerely,



MARK LEONG
District Branch Chief
Local Development Review

c: State Clearinghouse

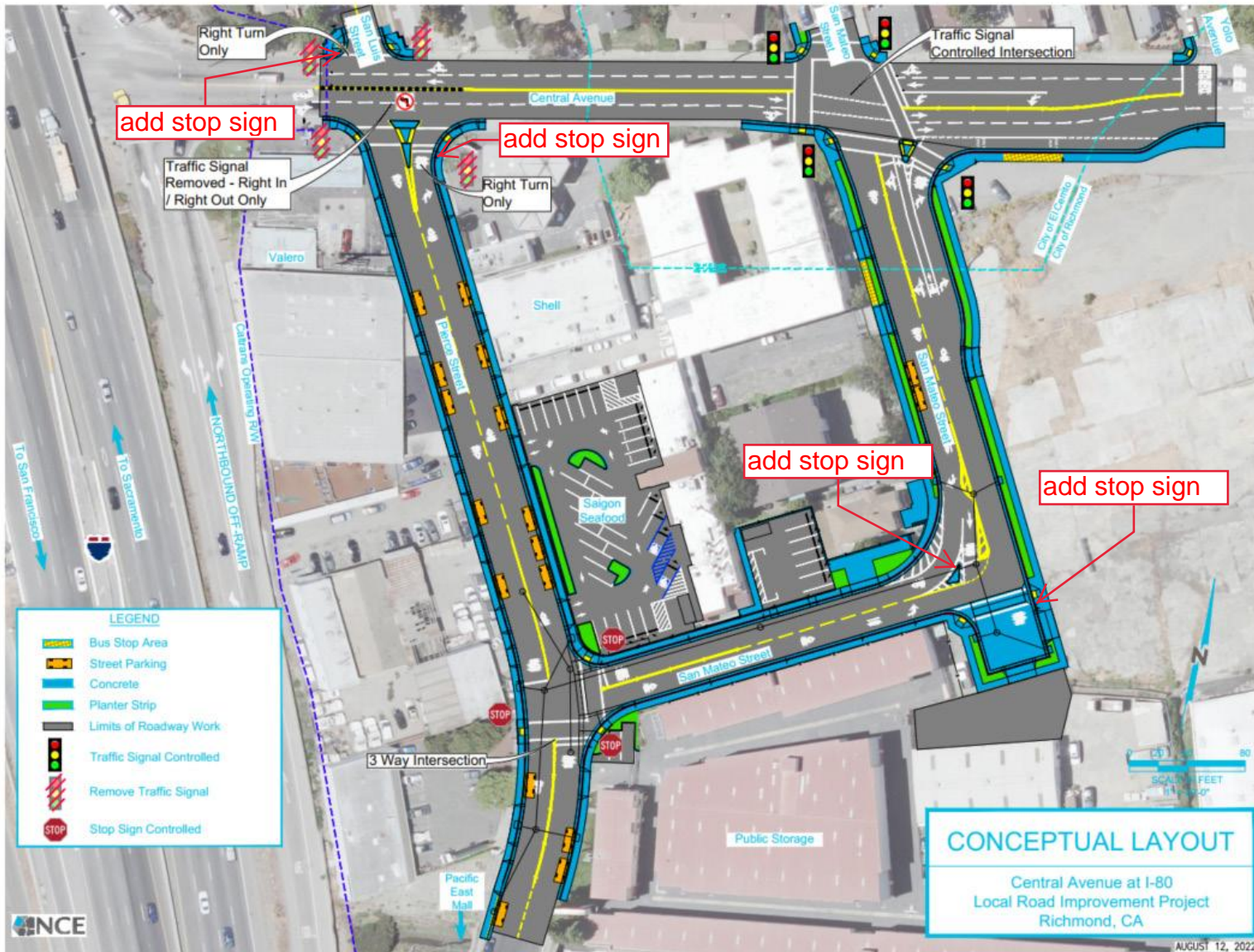


Figure 2. Project Conceptual Layout