



On Point



September 2022

We are back from the summer break, and although we did not have an August meeting, the board was busier than ever. In conjunction with our neighboring Santa Fe Neighborhood Council, we have been planning what we hope to be one of the most comprehensive Candidates Forums and Debates of this election cycle. And although we intended the candidates' forum to replace the September meeting, two important issues have arisen that are time-sensitive and need to be addressed at once.

September Special Meeting

Parklets and Brickyard Cove Development
Wednesday, September 28th, 7:30 pm Via Zoom

The meeting will focus on the city's parklet program and the safety and compliance of the structure at 2 West Richmond Avenue. This has been a point of concern for years and with changes in the traffic patterns and lack of a current permit, the issue is being revisited by the city. This time, the community will have input and a possible vote. This is an opportunity to remind the city not to bypass the neighborhood councils and the input by the taxpayers and residents. Please note that you need to be a member in good standing in order to vote at meetings.

The second important vote will be on the LUDRC's recommendations for the old PG&E site above Brickyard Cove. The LUDRC focusses on the design, density, accessibility and parking and other design-related aspects of the project. This includes how the community thinks that the project will affect Brickyard Cove.

Candidates' Forum and Debate

Monday, October 3rd, 6:00-9:00 p.m.
Washington Elementary Auditorium (entrance on E. Richmond Avenue)

We will feature the two candidates for District 2 council member and we have commitments from all four candidates for Mayor. **Please save and share the date.**



The PRNC is trying to assure that your voice is heard in city hall. Join, attend, vote, and share the news!

Philip Rosenthal

President -- Point Richmond Neighborhood Council

The PRNC and LUDRC are advisory only capacity and cannot approve or deny anything beyond "Recommendations for Development" to the City of Richmond. Our role is to mitigate conflict at the local level.



GENERAL MEMBERSHIP MEETING

Wednesday, September 28th at 7:30pm

Virtual Meeting via Zoom (see access info in email)

PointRichmondNeighborhood@gmail.com

AGENDA

Special Meeting

- *This meeting (which was to be replaced by the Candidates Forum) was called to address two time-sensitive issues*
- *The meeting will not follow the usual format.*
- *Our apologies to community organizations for omitting Community Briefs due to time constraint.*

7:30 Call to order and approval of minutes from July 27th, 2022 meeting 2 minutes

7:32 President's Report, Philip Rosenthal 2 minutes

7:34 Update regarding 2 W Richmond Ave deck structure & future parklets.

- *City Staff: 3 speakers (5' each) plus Q&A following each speaker (5' each) 15/15 minutes*
- *Up and Under Representative followed by Q&A 5/5 minutes*
- *Possible motion & vote 6 minutes*

8:20 Land Use Design Review Committee (LUDRC), Charmain Tyler 30 minutes

Urban Republic, Developer MiloTrauss

Project: Old PG&E Site Development

Items to be considered at the LUDRC meeting must be submitted to Rod Satre, Committee Chair, at rdsatre@live.com (510) 232-5059, at least two weeks prior to the General Membership Meeting.

The LUDRC meets monthly prior to the PRNC General Membership meeting, at 6:00 pm.

8:50 Details of Candidate's forum 1 minute

8:51 Adjourn Meeting



Point Richmond Neighborhood Council

General Meeting Minutes

Wednesday June 29, 2022

PointRichmondNeighborhood@gmail.com

25 attendees

Sasha Curl, City Manager

Joe leach, Public Works Director

Ryan McCain, Chris Cook and Patrick Phelan, Traffic Engineers to talk about lighting in the tunnel and Travel Safe Richmond

Antonio Banuelos, Accounting Manager

Jose Ceja-Diaz, Facilities

Nubeen Qader, Budget Administrator

No Police Officer Report

SPEAKERS

Thank Peter and Sue and the rest of the board for helping us to organize national night out. It is the first time point Richmond has ever participated

Unfortunately, the city has a new policy that we are no longer able to use the community center unless we pay for it that later.

Philip asked membership to attend National Night Out in the town Triangle Park Place Which will be closed, run from 630 to eight o'clock on Tuesday. There are taco specials, hair cutting, hot sauce and cosmetics.

The original purpose of this meeting with the city manager was to discuss the budget. Hello, city manager curl. Thank you for joining us. We are delighted to have you here. We were just speaking your name. City Manager Shasa Curl is with us to discuss the budget but it quickly became clear that we were less interested in the budget as a whole than they were than we were as how this budget was going to affect our community, particularly as it came to safety and traffic safety.

Reached out to Lieutenant Stonebreaker earlier in the day, no response.

Charmaine, called for the approval of June minutes

Margi is away, Buzz did the Treasurer's and Membership Reports. A couple of couple of new members this month. We have \$20,624 in the checking account. We have \$2,489 at the in the Pay Pal account. And we have 103 This is the membership part. They have 103 paying members.

City Manager Shasa Curl introduced herself and her staff as well as Public Works Director Joe Leach and Antonio from finance who works on the revenue side of the budget, and is helping implement measures from Public Works as well as our city's facilities and electricians

Philip explained; there is \$750,000 immediately available for traffic issues, all of it is going mysteriously up into the hills, none of it's going to the flats at this point. And none of it is going to any neighborhood where people of color live up predominantly just thought I mentioned it. So, Joe, if you will comment on that, please.

Yeah, absolutely. Well, good evening, everyone. And thank you for the invitation to come in and be part of the discussion. So, a couple things. Yes, we did. The council finally adopted the local Roadway Safety Plan, which Ryan McLean and Patrick Phelan worked quite a bit on along with council members McLaughlin and Jimenez. Quite a bit of community engagement, the link that Patrick supplied for the Travel-Safe Richmond was born out of that process. What came out of that process was **four** significant projects, to the point that the \$750,000 While it seems like a lot, three quarters of a million dollars, none of that is being appropriated towards the local roadway safety plan, because these are again, significant projects. The idea would be is that we would pursue, state and federal money for those projects in the local roadway safety plan. If there's a match associated with it, then we might be able to utilize measure J money, some ECIA money (Chevron money) or SE1 which is the gas tax money to subsidize or provide a match towards for some of those larger projects. The intent behind the \$750,000 that I understood from the council was to go towards these projects that we haven't been engaged with communities over the last four to six months in a variety of couple Neighborhood Council Meetings. That started with citizen complaint forms and elevated to preliminary studies and a few solutions. And now we're at the point, bringing those to Council and saying so here are implementation strategies for these specific areas that we've had public engagement on, in conjunction with the \$750,000. We understand now there is a bigger need. The idea presented was come one come all, bring your issue, bring your community engagement, we want to be able to get as many of these things on the table. Understanding that I will most likely not be able to fund all of them. But my approach is let's figure out an implementation strategy. And then we can figure out funding. They do go hand in hand, but the need is going to be significant. The strategy is to look at all of these traffic requests and needs that each of the Neighborhood Councils comes up with as well as other stakeholders, businesses and kind of put that into a master plan to determine a prioritization process and an implementation strategy. At this point, we're looking for the community to provide us their requests and potential solutions. Understanding this, depending on the nature of the safety issue, we'll go through an analysis, because those are requirements by the law in the highway safety code. There are things that we have to do on the technical side to implement traffic safety requests, but those would all be part of an engagement process with the community.

Philip; Director Leach, Is there a timeframe for that?

Director Leach; We're wanting to take a both a recommendation and implementation strategy to council in early part of October.

Philip; It seems the City Council have gotten the jump on this by coming to you with their specific the concerns of their constituencies in their districts, but forgot to tell the rest of us that we were supposed to participate in that.

Director Leach; I think this started with the conversation last summer around sideshows. And then it kind of expanded from there. We've got an appropriation of money specific to this issue, now that we can develop a strategy to kind of figure out how to process it but appreciate your comments.

Leisa; One question is how much detail on a plan from non-engineering community members do you want to help you formulate your recommendations? For example, our neighborhood has very disparate issues from difficult intersections, the tunnel to sideshows and on very difficult road stretches like Canal to the port which has much heavy trucks. The type of engineering solutions to address these issues are unique compared to neighborhood intersections. How does a lay person without engineering skills, facilitate putting that request together for you?

Director Leach; If the community has can somehow demonstrate a community issue, that there's community interest, and that's been expressed in a particular form, that's great information that sounds like it's been unaddressed. That's of value to us to figure out if something's been around for a long time and hasn't been addressed, maybe that should raise to the top, depending on costs, implementation ideas and strategies.

Philip; I see. I don't see a lot of questions, but I would like to, and I'm maybe the last person to speak on this. I would like to keep this as constructive as possible. If you have a particularly large detail, location, let's put it in the chat. So that our city folks can take that back and answer your specific they do see a hand up from Jesse. Hi, Jesse. You're muted. You're muted, Jesse.

Jesse; Side shows are considered a problem spinning doughnuts and speeding through the point as well.

Director Leach; Thank you. The short answer is added that to the list of issues that you want to be addressed. If you have specific locations, I'm sure that the police department has record of people calling in about sideshows. So that data probably exists in their database. But if you want to highlight that, to us, that would be helpful as well.

Shasa Curl; I understand that sometimes the city council meetings are a lot of dialogue and maybe staff didn't really know maybe what the expectations were. I'm trying in my role as City Manager what the expectations and so I have all city staff enforce the original municipal code. We have 560 full time Enforcement Officers that's it. One person is moving and one person accepted a position somewhere else, but three more are apparently leaving but hopefully we'll be hiring 10 more soon. But needless to say. Based on the demand of calls for reckless driving, those will be addressed. They have to prioritize based on the needs in the community and other emergency events. City staff are being as responsive as they can to residents and we've learned how to adjust to COVID and how to utilize technology.

You can always call the City Manager's office and, you all should feel free to give me a call if you need to get connected to the right department. We do encourage people to use the app, because that way we can measure what we're doing. You can see it on Transparent Richmond, see the trash that's picked up and document the locations. We've also launched I Heart Richmond. There's a lot that we can do in partnership with the residents in Point Richmond to help get things done.

Jesse; Well, thank you very much. I found myself feeling a little bit of hope which I haven't felt in many years now. So, thank you.

June Hight; It frustrating to hear that the City is shocked because I sent petitions over the years and a year ago, Mr. Leach was here talking about all of this then And now, it hasn't gotten any better. Traffic pours off of the bridge into our neighborhood thanks to Waze and Google Maps, trying to avoid the bridge traffic and cut in line. Our school crossing guard has had to jump out of the way of frustrated drivers' vehicles. Somebody's going to get hurt. We talked about this last time. I don't know what more to do to get help. We've been begging. Dane Rogers was working on this for years. I don't know if it just didn't get passed along?

Philip; It's reasonable for taxpayers to be frustrated; we are talking about our children. This meeting is when emails and petitions become face to face real human beings with real children. What I'd like to do is ask about the progress of the Keller beach sewer project. Joe, could you give us an update?

Shasa Curl; I just make one comment. I have high expectations but I want to be fair, Joe's our only city engineer right now.

Director Leach; There's only one engineer employed by the city. And just to clarify.

Shasa Curl; We're recruiting for two deputy positions, public works and senior civil engineering position. It's an unfortunate circumstance, but all the folks like Dane who used to be here to process those requests are not here now. We're working diligently with HR to fill those positions. I hope to have a deputy joining. I just wanted to make sure folks understood that. It's not for that's why there's been a lapse and Joe is still relatively new, been a little bit over a year. So just so folks have that context that no one is doing anything nefarious. Literally, we don't have staff. So, I think we'll get this list and we'll go through these questions. And we'll make and we want to make sure you have the CIP budget, and we're also happy to come back again so we don't get through everything tonight. We're happy to come back next month. I'm volunteering everyone.

Philip; City Manager Curl. I think that every resident of Richmond knows we are desperately understaffed. We may be frustrated but we do understand there is a person hopefully doing the best they can on the other end right before I asked you a question, Joe, but before we go to that, there are a lot of people here does anybody object if we add another 10 or 15 minutes to including our special guests in the city. Okay. So, the topic at hand was the what you know about the progress of the Keller meets sewers.

Joe Leach; At the Council meeting last night, part of the one of the agenda items was to approve a contract with Coastland Engineers. They were a sub consultant to perform the assessment of the Keller beach line, the sewer line, and the sewer main that is in the on the beach. The next phase is to explore alternatives, options, costs and financing. That's the scope that was approved by the Council on Tuesday night. You all will be provided the opportunity to be engaged in this process. Because we know that this is an incredibly big deal. To the point that we have a building moratorium in your area, but it's not only a big deal for city staff and the council and for you, but it's also a big deal for the environment. The Bay and all the stakeholders associated with that. So, I don't I think the timeline on it is that the study is going to take, if I remember correctly around six to nine months, but really what comes out of that study is preliminary design as to what and how and where the new sewer alignment will be. How we're getting it from existing houses into the sewer, how the sewer is going to get through the development and ultimately into the Keller beach sewer lift station.

Philip; Thank you, Joe. Would there be any improvement or review of the fire hydrants in that area or is that a totally separate issue?

Joe Leach; That is a completely separate issue, and I'm glad that it is that we're not mixing sewer and hydrants. As we move through this process, we will be having discussions with East Bay MUD to let them know about the alignment alternatives that we're looking at if they want to come in and provide upgrades to their system at the same time so that we're only destroying streets once and not multiple times consecutively, will afford them at that opportunity as well.

Philip; Thank you, Joe. Nubeen (Qater) could you give a brief overview of the budget and then Shasa can comment on any particular effect for our neighborhood.

Nubeen Qater; Sure. An overview of presentation to the Council on June 21, when the budget was adopted for fiscal year 2223 and the proposed 2022 balanced budget. The revenue and expenditure assumptions proposed upgrading transfers out adjustments made to balance the budget jump on reserve level and non-token budget, capital improvement budget and fiscal challenges, known as the headwinds.

(Nubeen produces a series of PowerPoint slides)

First the draft budget was May 3rd, with the surplus balance of \$28,000. We went back to the Council on June 7, with a surplus balance of \$4.5 million and then we proposed a balanced budgets on June 21 2022. These are revenue category assumptions. These are published for your information. If you have questions, feel free to send us an email or give us a call.

These are the estimated revenues for the fiscal 2020 to 2023 with the total revenue of \$227 million and the major revenue stream their property taxes, sales and use tax and utility use this tax and other taxes. These are expenditure assumptions. I'm not going through all of these since we don't have time, but you can find this online. Here is the slide for the total expenditures of the same amount as revenues \$207 million, almost. And again, the B and E are the major categories of expenditures, our salaries and benefits and pay, which is \$78 million salaries and more than \$67 million in benefits, with the expenditures increasing from the prior year by about 5.8%. Here is a list of operating transfers out of our general funds' contribution to other programs and services mandated by voter approved initiative or state regulation. In other cases, Council's approval for subsidizing the program. The General Fund contributes about \$12 million to other funded programs and on the list. This slide includes some of the major initiatives that the Council has approved, including a classic comp, implementation and cost-of-living adjustment for public safety including about \$7.4 million. We are (currently) living in a hyperinflation economic environment which may have a negative impact on Citizens Services. To prevent that the negative impact, we boosted about a \$1.4 million which is 5% of the total other non-settlement benefit expenditures. We allocated about \$1.5 million for citywide legal services and Point Molate operating expenditures for about \$1 million. We also allocated additional paving index investment sidewalks, and for traffic safety about \$1.7 million. Housing First Initiative has about \$425,000 in reparations, equity and inclusion \$250,000 literacy three or five literacy fair \$5,000 and short-term emergency housing interventions for about \$100,000. So total initiated inclusion for about \$14 million in 2022 to 2023 budget. The city has other categories of knowledgeable funds and about \$232 million were approved in other funds, which also

includes capital improvement projects for about like \$37 million, I will share the link where you can find all the budget operating and CIP listed for the current year and for the prior years and you can download from the website. This is the capital improvement budget broken out by the type of fund. As I mentioned, we have about \$37.3 million allocated and these are the major funding sources for those projects, the major is engineering grants for about \$14.5 million. Then we have outside grants. That's another fund we have about \$8.6 million investment dollars in that fund. We have gas tax and SB1 and General Capital and measure J all these funds are part of the total \$37.3 million for capital improvement of a detailed project which can be found in the capital improvement budget document online. This section talks about some of the fiscal headwinds and challenges that we're seeing as we proposed. As you know we are budgeting for \$7.4 million in cost-of-living adjustment and income, an implementation cost of \$7.4 million. We're also estimating a budget of estimated vacancy savings of about \$8.3 million in salaries and benefits, which is approximately 6%. These are two comparative numbers offsetting each other. We also informed the Council about the unfunded liabilities and pension cost. Unfunded liabilities are about \$367 million and then we have Other Post-Employment Benefits of about \$102 million unfunded liability. And we also inform the council about the challenge of deteriorating infrastructure. As an example, we showed the Declining Pavement Condition Index in the city. Right now, the PCI is at 60 And with the current level of investment in the index in five years, it will decline to 51. We are talking indirectly about this issue in this very meeting.

We also talked about the city's risk reserve underfunding comparing to what actuarial studies are suggesting US workers compensation and general liability, which is a concern. You need to be careful, (for instance) funding Children's Services, if there were any unplanned liabilities, the city needs capacity to pay those liabilities. This is one of the challenges that the city has, and the next steps would be in September. We'll talk about closing out the fiscal year 2022, which was the last fiscal year and we'll get the council's guidance about how the city wants to end the last fiscal year. We'll also provide first quarter updates of the fiscal year 2022, 2023 in October. And any questions?

Philip; Thank you Nubeen. I'd like to ask Leisa, if she would to sum this up. My question Shasa, is we've got hundreds of millions of dollars' worth of pension debt.

Shasa Curl; Richmond is not alone. A lot of cities in California have a lot of pension debt. Unfortunately, it's not getting better, we just learned that CalPERS lost \$29 billion. The numbers in this presentation were developed in advance of CalPERS releasing that updated information. That means the city's contribution in terms of what that the actuarial report indicates will be changing. We're going to need to increase our contributions to CalPERS. We anticipate receiving additional information in August and coming back to the City Council with updates in September. Luckily, we have been de facto because of the vacancy savings. We're positioned to be able to withstand the headwind due to those vacancy savings, but because of inflation we're actively negotiating with Public Safety to update their MO use. We are going to need to increase compensation to reflect the current market to retain staff. We have a collective bargaining process and have to go through with the Council. We are definitely feeling these constraints but I feel in an okay position. We're fortunate to have a diverse economy in Richmond, everything from Chevron which provides 30% of our overall revenues to businesses like Costco and HelloFresh, that make our community great, and the economy is continuing to grow. We do expect next year that and probably the year after, now, based on projections, from our sales tax consultants that we're probably going to start to see some pullback and sales tax. But a lot of that remains to be seen because consumers are still spending. Everyone

says we're in a recession, but consumers keep spending and there's jobs available. We're in a pandemic, this is not textbook economics and so we're just trying to be very prudent with our expenditures.

About the pension obligation, the City Council authorized us to deal with \$150 million of existing pension debt. That's in progress. If we get to a point where there is a reduction in interest rates, and if the city bond rating is where we're hoping it will be, that will position us to be able to deal with that debt. But it is something that is a challenge for a lot of cities in California.

Philip; Is it \$700 million?

Shasa Curl; No, it's between 357 and 380 million.

Philip; Thank you, Manager Curl. Leisa did you have a comment about the budget?

Leisa; No, the staff put a link in the chat. Finance does a great job of uploading all of their City Council presentations. And you can always contact Antonio, he's very responsive if you have any questions on that budget. As Shasa said, they just restructured our bonds for pension. The Council's been focusing on that. It will help spread our debt out so five to 10 years up front. So, it's looking better. CalPERS has been passing it on to cities. It is very problematic for municipalities and a huge portion of our debt. For anybody who wants to know more, feel free to private message me or email me and you and then you can always ask the staff for questions.

I also just wanted to say I took a job in the mayor's office as Director of Public Policy for the next six months. So, if any of you do have questions or need anything, feel free to reach out to me as a resource in the mayor's office for the next six months as well.

Philip; Congratulations, Leisa.

Munroe; I live above the Santa Fe market and I've been here for 25 years. I have a little balcony above the store also that overlooks the town. I have several observations, one of the things is all day parking, people get out their cars in the morning, walk to the bus or carpool stop, and go to the wherever their destinations are. The cars are parked all day, they don't move. I'm a disabled person, there's no place to park, to go to the stores because cars are sitting here all day all night. Street cleaning come down Washington Ave but they don't get the curbs because of all the parked cars. There's so much dirt, litter, COVID masks because the cars don't move.

I've been hearing about speed bumps but the fire department said that didn't want them when answering emergency calls. But Tewkesbury has speed bumps so I don't know if that something city engineers could work out. Stopped two times during the winter where trees on Washington knocked down the power cable and everything and had to stop. I think the triangle needs to have dog-poop bags like the park.

Philip; I'd like to go to Patrick (Phelan). Patrick is here to present an exciting improvement to both bike safety and a first step in mitigating some of the speeding through the tunnel alongside Keller beach. Thanks for waiting, Patrick.

Patrick Phelan; Thanks, Phillip. I have been with the city for over 11 years. My background is more in GIS and mapping and transportation planning. I worked with regional agencies like the Metropolitan Transportation Commission and through those connections, MTC came to the city of Richmond on a

design contract. It was a project they had set up for implementing the San Francisco Bay Trail and asked if we had any small projects that we could work on. I hope you realize that there's a lot of complicated stuff in Richmond; a bridge, a freeway, a tunnel, and a bunch of tiny neighborhood streets and the Bay Trail. We've gotten a lot of complaints about problems at the intersection of Western and Dornan at the south end of the tunnel. There's actually a gap in the Bay Trail. You can walk or ride on the narrow path through the tunnel, but once you get south of Western drive, there's just a sidewalk before you can get to the bike path that goes to Miller Knox Park. I've always felt that it would be great to have bike lanes on Dornan drive. People talk about the conflicts between the cyclists that go really fast where people are walking and with their dogs.

(Patrick presented a PowerPoint slide)

I suggested to the MTC that we focus on Dornan drive, initially focused on the intersection of Dornan and Western and the section that leads to the entrance to the park.

We've had meetings and the idea is the entire stretch of Dornan from the tunnel to Brickyard Cove. Pushing out the existing parking on the west side of the street about 16 feet so that a two-way bikeway could be built be similar to South Garrard Boulevard north of the triangle. All of the parking would be preserved. And there would be a much narrower space for people to drive. The road is very wide, and not only are bike lanes good for bicyclists, but they act as a traffic calming element by making the lanes narrower. Right now, the lanes are 15 feet, here the lanes would be only be 11 feet wide. We've discussed this with the park district and everyone's decided that the minimal amount of parking on the uphill side of the road is not necessary. And there's already parking restrictions on part of the road at the northernmost portion. We feel this would be a great improvement for people walking, biking and for vehicle safety here. Bikes shouldn't be on the sidewalk. You'd have this street path to continue on the north side at the entrance to the park. Like I said the street lanes are very wide, which encourages people to drive fast. They would be made narrower with be room for this bikeway.

Philip; Would it be safe to a compare this to the Tewkesbury project?

Patrick; Yeah, it's definitely similar to that.

Philip; We did talk about the possibility that the first parking spots would be handicapped. There are currently no handicap spaces so that (handicapped) people would have access Keller beach more easily and Patrick was super enthusiastic about that.

Patrick; I'm ready for questions.

Okay. First, let me ask you, Chris. Chris, what's your question concerning this project?

A question for Director Leach, I drive this road frequently because of the trains on Canal and Cutting so I drive from Seacliff. I will not I will note that on the busy park and hot days it's very busy on both sides of the street. I noticed that a lot of kids jumping out of those cars on both sides. I love the idea of slowing the traffic down and having a bike lane. But the problem is cars traveling the road even at reduced speed would be forced closer to the park cars giving less time to react if a kid opens a car door.

Patrick; I think the general idea is that this environment will encourage people to drive more slowly. And there's a lot of benefits to this situation that might outweigh that potential problem.

Philip; Can we utilize this engineering funding to address the tunnel on both sides? Is there enough money? I think that the community is a bit perturbed that we've been begging for engineering solutions for years and it seems bicycle oriented again. Could you comment on that?

Patrick; I understand that issue and that concern. This funding source was specific to the Bay Trail and it was a small amount. I did ask my colleagues at MTC if they could add this and they said the contract for this is exhausted. It's my opinion that the concerns the neighborhood has brought up about local streets is something that we should work on and not rely on a small Bay Trail fund from MTC. I don't think it's going to be that easy to incorporate the lighting, the tunnel and traffic calming on the north side in something that is already designed and completed.

Philip; Any more questions? Let's start with Peter,

Peter Thelin; In most cities, it's illegal to ride a bicycle on a sidewalk. Is that the case on Dornan?

Patrick; Bikes are not supposed to ride on the sidewalk. I don't know the actual legality of it. But it's certainly not anything that the city wants to encourage.

Philip; Well, in fact, the bike lane is officially Dornan drive on Garrard alongside the Plunge, currently also Cutting and through the tunnel.

Patrick; That portion of the road was rebuilt to meet standards for a Class One. It's not a sidewalk that is four or five feet wide. It's eight or 10 feet. I don't want to say you can't ever ride a bike but there's a designation difference between the sidewalk and needs to have the width that is appropriate to share space between bikes and pedestrians.

Philip; Mary Lee.

Mary Lee Cole; I walk in Miller Knox park regularly. And I think you should come out and spend a couple of weekends just observing and noting what happens when families from all over Richmond. Because of the beach, people are drawn to this park. They park next to the sidewalk, pull out their tents, their picnic baskets, two or three children hopping around all excited on the sidewalk. These are big families, and the cars are loaded with stuff for a day at the beach. These cars are going to be sandwiched between bicyclists speeding along and traffic is speeding along. On paper your plan looks really beautiful and on Tewkesbury, it clearly works, but I can't imagine what these families are going to do. There's going to be an accident I just beg you to come out and observe document what happens on the weekend so you have the facts and the data to really use when you sit down with that.

Philip; It sounds like Mary Lee and Chris are thinking along the same lines and I see a lot of head shaking for those of us who use the park a lot. Bruce?

Bruce Beyaert; This project will do a lot for bicycle safety, especially cyclists heading northbound toward the Point toward the tunnel in front of traffic coming from a dark tunnel. It has other benefits. Narrowing is almost inevitably going to slow cars. I think it's really important to eliminate the parking on the other side of the street. Especially on busy summer holidays, families will park and kids will dart across the street to get to the picnic area and playground. The park district has three

formal parking lots which really are not well used, or even open quite often. And there's ample parking within the park on these busy holidays for everybody to park. So, this project has important side benefits in addition to improving bicycle safety.

Philip; Thanks, Bruce. Garry, did you have a question?

Garry Hurlbut; I have a comment. If you look at the tennis court three by the Plunge where that area was widened out as Patrick mentioned earlier. When bikes come from Miller Knox Park as they go by the tennis courts, they come they are going really fast. People coming out of the tennis courts have got to watch out. I'm talking about putting signs up inside of tennis courts that warn that when to look to your right, because somebody is really going to get nailed.

Philip; Years ago, it was suggested to paint a line with a bicycle logo on the street side of the sidewalk to indicate that pedestrian should stay closer to the other side. Time for Chris because he's been waiting for 40 minutes for this. And then we'll go to tunnel lighting and once again, we'll thank our city staff for staying with us.

Chris Cook; I'm calling on behalf of the residents over here Brickyard Cove. The development has been here for 40 plus years. I'm a resident of Seacliff. This question is for Director Leach or encouragement for regulation. We have road called Brickyard Cove Road, which is still a private road. The city had an agreement with the developer for the road to be connected. Brickyard Cove Road is connected to Seacliff drive, which wasn't connected before Seacliff was built. This dead-end road you can't get between two places over the hill like you can now when the road was finished and connected. That road is dedicated to the city to become a public road because it serves 1000 People now over here. The city has not done their portion of the agreement, which is to accept the road. We realize there's one portion that needs repaving and we are working to produce a plan, but we need the city to agree to live up to its original agreement to take the road as a public road because it is a public road. We've had one developer come in to build Waterline and they don't have to contribute to the road maintenance. We're now considering another developer coming in on the PG&E lot that's going to connect into this private road yet it is publicly maintained, privately owned privately paid for. That can't be right, especially if you're contemplating having 8000 dump trucks driving up and over the hill. It's time for the city to live up to its agreement. It's now over 10 years old, how can we trust the city with any new agreement they may want the community to accept as part of any sort of development plan?

Joe Leach; We've been working with Steve Chamberlain. I think this issue is the last piece of the puzzle as to whether the slurry seal treatment that was going to be done by the HOA in advance of the city accepting the street was required to include any handicap ramps, and deficiencies on two intersections. I think one is Pelican and the other was which is an intersection, Mallard. I looked at those last week. They're an acceptable condition and that was related to Steve yesterday. I think we're at a place to give you the approval to go ahead and move forward with the project. Then once that's done, we can accept the street so I think we're pretty close.

Chris Cook; These agreements go back to 1965. And that's only one portion. There's also a portion of Brickyard Cove Road, which is a perfectly acceptable road and with a stroke of a pen it could be accepted by the city right now. It'd be nice to see the city go ahead and accept the road which requires no work. Just accept and show good faith. Before we enter into a several \$100,000 repaving

project and that's not Steve's remit to get that portion. It's owned by the marina and SeaCliff and Brickyard Landing have to pay for that part of the road. So right now, that would be accepted.

Philip; I think I can speak for the PRNC that we do not hear enough from brickyard Cove. It's more than half the population of Point Richmond and important to all of us so I'm glad you're here. This sounds like too complicated issue to wrap up in in five or 10 minutes we have left of this meeting. Is it possible for us to come back to it in a later meeting.

Joe Leach: I would say send me an email, Chris I'll work with a consultant that's working with Steve, and he can help me get this across the finish line as well.

Philip; Tunnel lighting?

Joe Leach; The tunnel was built in 1912 and the original fixtures date to that period. There are 26 new fixtures, but they are not to be meant as a permanent solution. There is no timeline at this moment.

Community Briefs;

PR CERT; Charmain, no update

RNCC; Cordell, 33 people for the last meeting, Youth Academy, Dr Hurst spoke to the district, Angela Montoya was on ZOOM. Next Meeting, Sept 22

Richmond tennis; Garry Hurlbut, last meeting, 40 kids, Richmond Women are the East Bay Champs. Willie Mays Day, March of Dimes started in Richmond.

Red Oak Victory; Graham Perrett, Oct 9th pancake breakfast, Movies; Sept 15 "Windtalkers", Oct 27th "Whisky Galore", Dec "It's a Wonderful Life"

Women's Westside Improvement; no one present

Point Richmond Table Tennis; Peter Thelin, ping pong every Monday at Point San Pablo Marina, 5 to 8pm

Public Forum;

Sally Tobin; Announcement by Jon Gioia regarding Point Molate

Susan Koide; Pick up trash in Miller Knox Park, meet and greet Shawn Dunning for Mayor next Sunday

Cordell Hindler; Rotary Club

Fran Smith birthday

The end

EVERYONE'S 2022 – 2023 MEMBERSHIP DUES WERE DUE MAY 1! The dues help cover our administrative expenses and are \$20 per individual and \$25 per household. If this is a financial hardship, a waiver is gladly granted. Lifetime memberships are \$500. **REMEMBER: you need to be a member to vote!** Pay online via PayPal at www.pointrichmond.org or mail your check & application to: **PRNC; P.O. Box 70386; Pt. Richmond, CA 94807.**

New Renewal Individual Household

Name _____ Date: _____

Mailing Address _____

Telephone _____ e-mail _____



*The next Point Richmond Neighborhood Council meeting is a **SPECIAL MEETING – Wednesday, September 28, 7:30 pm via ZOOM.** PRNC will send access info to members via email.*

POINT RICHMOND
NEIGHBORHOOD COUNCIL
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