



Appendix A

Project List

Table A-1: Pittsburgh Moves Project List

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
A	Trail Projects					
A.1	Delta de Anza Trail					
1	Delta de Anza Trail	Western City limit to Eastern City Limit	Trail	<ul style="list-style-type: none">Coordinate with EBRPD to improve the personal security and comfort for users of the Delta de Anza Trail. Note that site constraints associated with underground utilities and pipe may limit provision of some improvements. Additional feasibility study is required.Proposed improvement include:Add pedestrian-scale lighting and verify lighting levels at crossingsIdentify a security strategy for the trail, which might include blue light phones, cameras, and/or increased trail enforcementAdd trail amenities, such as trash cans and water stationsProvide shade trees and landscaping to increase comfort and aesthetics of the trailWork with local groups and East Bay Regional Park District (EBRPD) to develop placemaking strategies and installations, such as community gardens and artworkExplore opportunities to convert the Delta de Anza Trail into a linear park, like the Richmond Greenway Trail, to provide park access to park-poor areasAdd staging areas with parking and wayfinding signs to provide greater access to the trail. Potential locations to explore include the parcel on the east side of Railroad Avenue just north of the Delta de Anza Trail and at Small World Park.	4.9	\$18,272,000
2	Delta de Anza Trail Extension	On-street trail alignment between Delta de Anza Canal Road Extension and Delta de Anza Trail south of SR 4	Trail	See Bailey Road improvements	n/a	-

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
3	Delta de Anza Canal Road Extension (in Bay Point)	Franklin Avenue to Canal Avenue	Trail	<ul style="list-style-type: none">Work with East Bay Municipal Utility District (EBMUD) and County to pave existing unpaved trailWork with EBMUD and County to mark enhanced trail crossings at Emerald Cove Drive to connect the EBMUD Utility Trail and Canal Road per Pittsburgh Moves Crosswalk Policy	0.6	\$2,237,000
4	Delta de Anza Trail	Delta de Anza Trail at Uncontrolled Intersections with Atherton Avenue, Crestview Drive, Presidio Lane, and Gladstone Drive	Crosswalk	<ul style="list-style-type: none">Per City’s Crosswalk Policy, upgrade Delta de Anza Trail crossings at Atherton Avenue, Crestview Drive, Presidio Lane, and Gladstone Drive to include:<ul style="list-style-type: none">-Rectangular Rapid Flashing Beacons (RRFBs)-Wayfinding Signs-High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels-Curb extensions-Upgraded curb ramps-Trail crossing striping-Advanced yield markings with Yield Here to Pedestrian signsInstall a raised crosswalk at Atherton Avenue and Gladstone Drive .Install a median refuge at Crestview Drive.	n/a	\$831,000
5	Delta de Anza Trail	Delta de Anza Trail at West Leland Road and at Range Road Intersections	Trail	<ul style="list-style-type: none">In the long-term, work with the adjacent property owner to install a trail diagonally between the Ackerman Drive/Range Road intersection and West Leland road/Delta De Anza Trail intersection. Install a Pedestrian Hybrid Beacon (PHB) as part of the project.In the near-term, follow an on-street alignment on Range Road and West Leland Road that goes through the Range Road/West Leland R Road intersection. Repurpose Class II bike lanes, sidewalk, and excess roadway width into a Class I path on the west side of Range Road and south side of West Leland Road, and install wayfinding, curb ramps, and crosswalk striping at the intersection of West Leland Road and Golf Club Road. See Range Road projects for additional information.	0.1	\$1,135,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
6	Harbor Street	Harbor Street and Atlantic Avenue Intersection	Crosswalk	<ul style="list-style-type: none">• In near-term, stripe north crosswalk as a trail crossing.• Install trail wayfinding• Install “turning vehicle yield to bikes/pedestrian” signs• Install median refuge with existing median• Investigate if accessibility upgrades needed to push buttons and countdown signals• Upgrade curb ramps• As funding is available, install trail crossing with a PHB or signal 180’ north of the intersection.	n/a	\$673,000
7	Delta de Anza Trail	Delta de Anza Trail at Railroad Avenue Intersection	Crosswalk	<ul style="list-style-type: none">• Study feasibility of protected intersection• Protect eastbound left-turn movement to separate from trail crossing• Remove slip lane on NW corner and southbound right-turn pocket and install curb extensions to shorten trail crossing• Straighten west crosswalk and push back ~10’ to align with new Curb extensions; install direction ramps• Straighten south crosswalk and install directional ramp on west side• Work with East Bay Regional Park District to set back existing fence and signal pole to widen out sidewalk space at intersection and allow for two-stage turn from northbound separated bikeway to westbound Delta De Anza Trail• Install bike ramp from southbound separated bikeway to new Curb extensions to provide access to Delta De Anza Trail• Install bike box at southbound approach to provide connection from Trail to Railroad Avenue Class IV facility• Investigate need for countdown signals	n/a	\$673,000
8	Delta de Anza Trail	Delta de Anza Trail at Harbor Street Intersection	Crosswalk	Install new trail crossing signal. Signal will coordinate with adjacent signal at Atlantic Avenue. Install median refuge, trail crossing striping, and trail wayfinding signage.	n/a	\$682,000
9	Delta de Anza Trail	Delta de Anza Trail at Harbor Street	Trail	Pave the remaining 5’ section between the trail and the sidewalk (East side of Harbor Street).	0.05	\$186,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
10	Delta de Anza Trail	Delta de Anza Trail and Loveridge Road Intersection	Crosswalk	Restripe current crosswalk to trail crossing striping per Pittsburgh Moves Design Guidelines. Install trail wayfinding signs and widen curb ramps.	n/a	\$56,000
A.2 California Delta Trail						
11	California Delta Trail	Western City limit to 8th Street Greenbelt	Trail	Work with East Bay Regional Park District (EBRPD) and PG&E to install a Class I path through the Pittsburgh Wetlands as part of the Great California Delta Trail that connects to the County’s alignment.	3	\$11,187,000
12	California Delta Trail spur	Willow Pass Road to California Delta Trail	Trail	Explore the feasibility of adding a Class I facility spur connection between Willow Pass Road and the California Delta Trail to provide another access point. This requires coordination with property owners.	0.2	\$746,000
13	8th Street Greenbelt	West Street to Harbor Street	Crosswalk	Mark crosswalks at each intersection with trail crossing striping and enhancements per Pittsburgh Moves Design Guidelines and Crosswalk Policy.	n/a	\$306,000
14	Harbor Street	East 3rd Street to East 8th Street	Trail	Add a Class I facility on the west side of the street consistent with the Making Waves Academy development proposal. This facility would run parallel to the Class IV facility proposed in the right-of-way.	0.3	\$1,119,000
15	Harbor Street	East 8th Street to Pittsburgh-Antioch Highway	Trail	<ul style="list-style-type: none">• Install a new Class I facility on the east side of Harbor Street from just north of Pittsburgh-Antioch Highway to East 8th Street. This is in addition to the Class IV facilities proposed on Harbor Street, shown on the Harbor Street project list.• New path requires widening the existing sidewalk and new retaining wall underneath the railroad tracks.• Install a connection between bike path north of East Santa Fe Ave to Harbor Street and Pittsburgh-Antioch Highway bike path.• Install trail crossing at 8th Street per the Uncontrolled Crosswalk Upgrades list.• Connect to a new Class I path along the west side of Harbor Street through the sports field and the existing 8th Street Greenway	0.2	\$939,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
16	Harbor Street	Harbor Street and Pittsburg-Antioch Highway Intersection	Crosswalk	<ul style="list-style-type: none">Stripe the east crosswalk as a trail crossing.Install a speed table across the slip lane or remove if necessary truck access can be maintained	n/a	\$354,000
17	East 14th Street	On-street trail alignment between Harbor Street and East City Limits	Trail	See Pittsburg-Antioch Highway improvements.	n/a	-
18	Central Park Path	n/a	Programmatic	Add lighting in Central Park paths	0.3	\$499,000
A.3	Los Medanos to Pittsburg Center BART Trail					
19	Frontage Road	Crestview Lane to Burton Avenue	Trail	Add a Class I facility using abandoned land south of freeway to connect existing Class I facilities. May require widening into Frontage Road to provide usable path space around overhead utility lines.	0.4	\$1,492,000
20	Frontage Road	Chelsea Way to Dover Way	Trail	Add a Class I facility using abandoned land south of freeway.	0.3	\$1,119,000
A.4	PG&E Corridor					
21	PG&E Corridor	Dover Way to West Leland Road	Trail	Work with PG&E to conduct a feasibility study for a Class I path to determine a preferred alignment within in the PG&E Corridor, which is designated open space in the General Plan.	0.2	\$746,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
22	PG&E Corridor	West Leland Road to Delta de Anza Trail to proposed Contra Costa Canal Trail Extension	Trail	Work with PG&E to conduct a feasibility study adding a Class I path to determine a preferred alignment within the PG&E Corridor, which is designated open space in the General Plan.	0.5	\$1,864,000
23	PG&E Corridor	North Parkside Drive to Power Avenue	Trail	Work with PG&E to conduct a feasibility study for a Class I facility between N Parkside Drive and Power Avenue. Topography may be a constraint.	0.5	\$1,864,000
24	Rancho Medanos Junior High School	Bodega Drive at Rancho Medanos Junior High School	Trail	Create a trail that connects Bodega Drive to Rancho Medanos Junior High School and the planned utility corridor trail. This would provide the neighborhood walking access to the school, West Leland Road, the planned utility corridor trail, and the Delta de Anza Trail. Work with Rancho Medanos, the community, and other stakeholders to develop a joint use agreement for the gated area adjacent to the school.	0.2	\$746,000
25	SR 4	n/a	Grade Separated Crossing	Study feasibility of providing a trail connection across SR 4 in the context of all citywide needs to improvement connectivity over SR 4. See SR 4 grade separation feasibility study for more information	n/a	
A.5	Delta Waterfront Access Trail					
26	Delta Waterfront Access Trail	East 3rd Street to Delta Access Trail	Trail	Install Class I path that connects East 3rd Street to the waterfront Delta Access Trail as part of school redevelopment, connecting to 8th Street.	0.6	\$2,237,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
27	Delta Waterfront Access Trail	Western subdivision to Koch Carbon Inc (near to eastern end point of East 3rd Street)	Trail	Add a bicycle/pedestrian path along the shoreline that connects the western subdivision to the industrial property east of downtown.	0.5	\$1,864,000
A.6 Railroad Avenue Greenway						
28	Railroad Avenue	California Avenue to Delta de Anza Trail	Trail	Install a Class I shared-use path on the west side of Railroad Avenue with pedestrian-scale lighting amenities, landscape buffer from the street, and a minimum 10’ usable width. Use trail crossing striping instead of typical crosswalk markings at intersections.	0.5	\$1,864,000
29	Railroad Avenue	California Avenue to City Park	Trail	Widen existing sidewalk to provide Class I shared-use path with minimum 5’ landscape buffer from Railroad Avenue. Provide trail crossing intersection improvements, including trail crossing striping.	0.3	\$1,290,000
30	Railroad Avenue	All Greenway Intersections	Crossings	<ul style="list-style-type: none">Mark all Greenway crossings with trail crossing striping Pittsburgh Moves Design GuidelinesEnhance crosswalks consistent with per Pittsburgh Moves Crosswalk PolicyConsider LPI/LBI for trail crossingMake push buttons accessible for people on bikeSee Railroad Avenue section for trail crossing improvements at the intersection of Railroad Avenue and California Avenue (SR 4 westbound on-ramp) and at Railroad Avenue and the SR 4 eastbound on-ramps	n/a	-
A.7 Other Trail Projects						
31	Contra Costa Canal Trail Extension	Citywide	Trail	Work with Contra Costa County Water District to conduct feasibility study of Class I path to extend the Contra Costa Canal Trail into Pittsburgh.	4.9	\$100,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
32	Bay to Black Diamond Trail	Citywide	Trail	Work with EBRPD and City of Antioch to conduct a feasibility study for a new “Bay to Black Diamond Trail” to connect the waterfront with the Black Diamond Mines Regional Preserve.	n/a	\$100,000
33	Utility Easement East of Los Medanos College	Buchanan Road to Pittsburgh Antioch Highway	Trail	Work with property owners and Antioch to secure easement for Class I shared-use path with lighting, amenities, and connection points to the Delta de Anza trail and East Leland Road. Requires consideration of SR 4 and railroad grade separations, as well as trail crossings per the design guidelines. Consider connections to future waterfront trails if properties redevelop.	1.1	\$9,000
34	Delta View Golf Course	n/a	Trail	Conduct a feasibility study for a Class I perimeter loop path around the Delta View Golf Course	3.0	\$100,000
A.8 BART Projects						
35	Pittsburg Bay Point BART access road	BART Station to Bailey Road	Bike treatment	Add Class IV facilities on the access road on the north edge of the Pittsburg Bay Point BART site, consistent with the North Concord to Antioch BART Access Study.	0.2	\$88,000
36	Pittsburg Bay Point BART Station	n/a	Pedestrian treatment	Add pedestrian improvements on the BART site per the North Concord to Antioch BART Access Study, such as ADA ramps, pedestrian access stairway/ramp from West Leland Road, and marked crosswalks.	n/a	\$276,000
37	Pittsburg Bay Point BART Station	n/a	Bike treatment	In near-term, stripe Class II bike lanes through narrowing travel lanes to 10-11’. With future development, add Class IV separated bikeways.	0.6	\$263,000
38	Pittsburg Center BART Station	TBD	Bike parking	Coordinate with BART to provide additional bike parking at the Pittsburg Center BART station. This should include bike racks on the Railroad Avenue overpass for short-term parking as well as bike lockers in the Park & Ride and south of the station.	n/a	\$17,000
39	BART Station		Pedestrian treatment	Add additional lighting on streets adjacent to BART stations and pedestrian scale lighting from the public right of way to BART stations.	0.2	\$332,600

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
B	North-South Corridors					
B.1	San Marcos Boulevard					
40	San Marcos Boulevard	Evora Road to Rio Verde Circle	Trail	Add a Class I facility on the west side of the roadway that ties into the West Leland Road intersection. Explore extending the facility through the SR 4 interchange into Contra Costa County to connect with the Delta de Anza Trail (A Class I facility is proposed in Pittsburg 2020 from West Leland Road to Rio Verde Circle).	1.2	\$4,798,000
B.2	Tomales Bay Drive/Alves Ranch Road					
41	Tomales Bay Drive	West Leland Road to Alves Ranch Road	Bike treatment	Restripe bike lanes with two white stripes, with 10’ travel lanes (no center line per existing condition), 6’ bike lanes, and 8’ parking, and add traffic calming treatments to make the existing class II bike lane lower stress.	0.6	\$89,000
42	Alves Ranch Road	West Leland Road to end of the road	Bike treatment	Restripe bike lanes with two white stripes, with 10’ travel lanes (no center line per existing condition), 6’ bike lanes, and 8’ parking, and add traffic calming treatments to make the bike lanes lower stress.	0.7	\$103,000
43	Alves Ranch Road	Kapalua Bay Circle Intersection	Crosswalk	Install crosswalk enhancements per the Pittsburg Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines• Pedestrian refuge island on north crosswalk• Curb extensions• Consider RRFBs if there is low driver compliance	n/a	\$301,000
44	Alves Ranch Road	Maho Bay Circle/Botany Bay Drive Intersection	Crosswalk	Install crosswalk enhancements per the Pittsburg Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield line• Pedestrian refuge through narrowing travel lanes to 10-11’• Reduce curb radius on Northeast corner	n/a	\$189,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
B.3	Bailey Road					
45	Bailey Road (outside City limits)	Willow Pass Road to Canal Road	Bike treatment	Narrow lanes to 11’ and 10’ to provide a Class IV separated bikeways with 7’ bikeway and 4’ buffer. Add bicycle and pedestrian oriented wayfinding and signage on Bailey Road to connecting routes and destinations, such as the BART station.	0.3	\$131,000
46	Bailey Road	Canal Road to BART Access Road	Bike treatment, Trail	<ul style="list-style-type: none">• -In the long-term, work with County, CCTA, Caltrans, EBRPD, and BART to widen the existing sidewalk to provide a minimum 10’ Class I path with 5’ landscape buffer on the west side of the street. This could incorporate the width of the SB bike lane. Note that is this is the Delta De Anza Trail.• In the near-term, upgrade the bike lanes to Class IV separated bikeway through narrowing travel lanes to 11’ and creating a 5’ bike lane with 2’ buffer and posts.• Add bicycle and pedestrian oriented wayfinding signage on Bailey Road to connecting routes and destinations, such as the BART station.	0.1	\$430,000
47	Bailey Road	Bailey Road and SR 4 eastbound Off-Ramps/BART Access Road Intersection	Bike/ pedestrian treatment	<ul style="list-style-type: none">• Stripe trail crossing markings on the west and south crosswalks to highlight the trail and allow for two-stage crossing through the intersection and intersection enhancements consistent with the Pittsburg Moves Design Guidelines• Stripe east crosswalk as high-visibility• Stripe advanced stop bars at all approaches• Provide leading pedestrian intervals and consider protecting right-turns to remove pedestrian-auto conflicts per the Pittsburg Moves Crosswalk Policy	n/a	\$323,000
48	Bailey Road	BART Access Road to West Leland Road	Bike treatment	Narrow travel lanes to 11’ outside and 10’ inside to created Class IV separated bikeway (5-6’ bike lane with 2-4’ buffer). Add bicycle and pedestrian oriented wayfinding and signage on Bailey Road to connecting routes and destinations, such as the BART station.	0.2	\$88,000
49	Bailey Road	West Leland Road Intersection	Bike/ pedestrian treatment	<ul style="list-style-type: none">• Stripe high-visibility crosswalk markings with advanced stop bars• Install missing crosswalk on south leg• Formalize median refuge with nose and pedestrian push button on north crosswalk• Install LPI on north crosswalk	n/a	\$323,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
50	Bailey Road	West Leland Road to 500’ south of Leland Road	Bike treatment	Add 6-7’ Class II bike lanes through narrowing travel lanes to 10-11’ and maintaining parking.	0.1	\$15,000
51	Bailey Road	West Leland Road to 250’ south of Leland Road	Pedestrian treatment	Work with homeowners to close sidewalk gap on east side of street	0.05	\$129,000
52	Bailey Road	500’ south of Leland Road to Southern City Limits	Bike treatment	<ul style="list-style-type: none">Add Class II bike lane southbound to support bicyclists climbing the gradeExplore feasibility of widening roadway to provide bike lanes in both directions based on available ROWStripe green-backed sharrows and sign as Class III bicycle route in northbound direction	0.1	\$15,000
53	Bailey Road	n/a	Trail	See related projects in the Delta de Anza Trail list	n/a	-
B.4	Range Road					
54	Range Road/ Willow Pass Road	Railroad bridge over Willow Pass Road to SR 4	Bike treatment	Add Class II bike lanes (5’) by narrowing travel lanes and removing or narrowing center median. Relocate lighting in center median. Will require some tree removal. This should connect to the grade separated treatment that is proposed at the Railroad Bridge, listed under Willow Pass Road projects.	0.5	\$74,000
55	Range Road Extension/ SR 4 Grade Separation	Existing terminus of Range Road north of SR 4 to Wedgewood Drive	Trail	Study the feasibility of extending Range Road with grade separation at SR 4, either as a roadway or pedestrian/bicycle only access	0.2	\$100,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
56	Range Road	Wedgewood Drive to West Leland Road	Bike treatment	<ul style="list-style-type: none">Upgrade existing Class II bike lanes to Class IV separated bikeways with a lane reduction between Ackerman Drive and West Leland Road.If PG&E right-of-way alignment for Delta de Anza Trail is not feasible, implement a lane reduction from 1200’ north of Ackerman Drive to West Leland Road and use excess width to widen the west side to 10’ Class I shared use path with 5’ landscape bufferStripe trail crossings on west and south crosswalks at Leland Road and provide space for bikes and people to queue on each cornerConsider a LPI to support crossings at Leland Road per the Pittsburgh Moves Crosswalk Policy	0.4	\$175,000
57	Range Road	Ackerman Drive to West Leland Road	Bike treatment	As an interim, near-term bike treatment, complete a lane reduction between Ackerman Drive and West Leland Road to provide Class IV separated bikeways	0.1	\$44,000
58	Range Road	Delta de Anza Trail at Range Road and at West Leland Road Intersections	Crosswalk	See Delta de Anza Trail projects for trail crossing enhancement at Range Road and at West Leland Road.	n/a	-
59	Range Road	Ackerman Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Mark high-visibility trail crossings to highlight Delta De Anza Trail, parking restrictions on crosswalk approach, and maintainadequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield lines -Pedestrian refuge	n/a	\$77,000
B.5	Crestview Drive					
60	Crestview Drive	Frontage Road to Castlewood Drive	Bike treatment	Upgrade the existing Class II bike lanes to Class II buffered bike lanes.	1.7	\$215,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
61	Crestview Drive	Crestview Drive to Crowley Avenue	Trail	Formalize the trail connection adjacent to Mt Zion Baptist Church that connects Crestview Drive to Crowley Avenue. This will require coordination with and permission from Mt Zion Baptist Church.	0.04	\$149,000
62	Crestview Drive	Crestview Drive at Buchanan Road	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsTrail crossing striping on east and west crosswalks	n/a	\$68,000
63	Crestview Drive	West Buchanan Road to Kirker Pass Road	Bike treatment	Install Class II bike lanes in WB direction through parking prohibition (consider allowing overnight parking) and install Class III bicycle route EB. Consider allowing daytime parking prohibition on south side of the street to provide Class II bike lanes in the EB direction.	0.2	\$18,000
B.6 Marina Boulevard						
64	Marina Boulevard	Cutter Avenue to East 5th Street	Bike treatment	Add Class II bike lanes through a 4 to 3 lane reduction with 11’ travel lanes, 6’ bike lanes, and 8’ parking.	0.4	\$59,000
65	Marina Boulevard	East 5th Street to Herb White Way	Bike treatment	Restripe the roadway to accommodate 11’ travel lanes, 6’ bike lanes with a 3’ buffer, and 8’ parking lanes.	0.3	\$38,000
66	Marina Boulevard	Cutter Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield linesCurb extensionsPedestrian refugeUpgraded curb rampsConsider RRFBs if there is low driver compliance	n/a	\$316,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
67	Marina Boulevard	East 5th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield linesCurb extensionsWidened median to create pedestrian refugeUpgraded curb rampsConsider RRFBs if there is low driver compliance	n/a	\$173,000
68	Marina Boulevard	West Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approachAdvance Yield Here to Pedestrians signs and yield linesCurb extensionsPedestrian refugeConsider RRFBs if low driver compliance at crosswalkUpgraded curb ramps	n/a	\$173,000
69	Marina Boulevard	York Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approachAdvance Yield Here to Pedestrians signs and yield linesCurb extensionsUpgraded curb rampsConsider RRFBs if there is low driver compliance	n/a	\$173,000
B.7 Railroad Avenue/Kirker Pass Road						
70	Railroad Avenue	East 3rd Street to East 8th Street	Bike treatment	Add signage designating this segment of Railroad Avenue as a Class III Bicycle Route. City may want to consider back-in angle parking in the future to allow for Class II lanes, which would minimize pedestrian and bicyclist conflicts with vehicles.	0.3	\$10,000
71	Railroad Avenue	Railroad Avenue at East 8th Street	Bike parking	Establish the corner of Railroad Avenue and 8th Street outside Marina Vista Elementary School as a mobility hub, which includes bike parking.	n/a	\$20,000

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72	Black Diamond Street	Marina Boulevard to East 8th Street	Bike treatment	Install a Class III Bicycle Route to provide an alternate north-south route through Downtown that avoids the angled parking present on Railroad Avenue and Cumberland Street.	0.3	\$10,000
73	Railroad Avenue	East 8th to East 10th Streets	Bike treatment	Add directional Class IV separated bikeways through removal of parking on one side of the street.	0.1	\$44,000
74	Railroad Avenue	Railroad Avenue at 5th Street	Pedestrian treatment	<ul style="list-style-type: none">Install new north leg marked crosswalkInstall curb extensions at NE and SE cornersRelocate bus stop to far side of intersection or south of 5th Street	n/a	\$258,000
75	Railroad Avenue	Railroad Avenue and Central Avenue Intersection	Crosswalk	<ul style="list-style-type: none">Conduct study to reassess access and circulation at Cornwall Street and Railroad Lane to narrow intersection and remove additional legs to enhance safety.Consider moving the angled parking from the east to west sides of Railroad Lane and bulbing out to provide space for vehicles to queue at the WB approach\Prohibit NB left-turn at Railroad Lane, and direct truck east on Central Avenue/Solari Street to SR 4.Tighten curb radii where feasible while maintaining truck accessConsider adding LPIs per the Pittsburgh Moves Crosswalk PolicyRestripe crosswalks and add advanced stop barsUpgrade curb rampsAdd protected left turnsInvestigate if accessibility upgrades are needed to push buttons and countdown signals	n/a	\$2,019,000
76	Railroad Avenue	Railroad Avenue and Parkside Drive Intersection	Crosswalk	<ul style="list-style-type: none">Remove pork chop island on east crosswalk and tighten corner radii to reduce auto speeds and crossing distanceStripe crosswalks as high-visibility with advanced stop bars and upgrade curb rampsIf feasible with topography and sight distance, bring the SB on-ramp in at closer to 90 degree alignment with Railroad Avenue	n/a	\$876,000

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77	Railroad Avenue	Railroad and Civic Avenue Intersection	Crosswalk	<ul style="list-style-type: none">Mark south crosswalk at Civic AvenueAdd LPI on north and south crosswalksConsider making Oak Place right-in/right-out only to simplify intersection and allow U-turns at School Street to provide full access for residentsAdd high-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels	n/a	\$673,000
78	Railroad Avenue	10th Street to California Avenue	Bike treatment	Add directional Class IV separated bikeways (8' bike lane, 4' buffer) by reducing travel lane widths to 12'.	0.2	\$88,000
79	Railroad Avenue	California Avenue to Central Avenue	Bike treatment	As a near-term, interim improvement: <ul style="list-style-type: none">Mark Class II bicycles lanes continuous in both directions to address existing gaps.Mark bikeways up to intersections.Stripe bike lanes with solid stripe for last 50' before the intersection.At intersections, stripe bike lane between the right turn and through lane with green conflict zone markingsMark green conflict zone striping at Parkside Drive ramps, bus stops, and slip lane at SB California Avenue.	0.6	\$89,000
80	Railroad Avenue	Center Drive to Bliss Avenue	Pedestrian treatment	Improve Railroad Avenue sidewalk with lighting, attractive traffic barrier, and pedestrian amenities per the North Concord to Antioch BART Access Study.	0.2	\$138,000
81	Railroad Avenue	Railroad Avenue and Bliss Avenue Intersection	Pedestrian treatment	<ul style="list-style-type: none">Close the sidewalk gap at the west intersection approach (see Bliss Avenue for more information)Mark the north crosswalkAdd pedestrian refuge on north and south crosswalksUpgrade curb rampsInvestigate if accessibility upgrades needed to push buttons and countdown signals	n/a	\$323,000
82	Railroad Avenue	California Avenue to SR 4 ramps	Bike treatment	On the Railroad Avenue overpass, add directional Class IV separated bikeways with buffers and delineators. This will require coordination with Caltrans.	0.1	\$44,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
83	Railroad Avenue	SR 4 WB On-Ramp/ California Avenue Intersection	Bike/ pedestrian treatment	<ul style="list-style-type: none">At the southeast corner of Railroad Ave & California Ave, add a bulb out to provide increased pedestrian visibility and slow northbound-right turning vehicles at intersection. Route the bike lane into bulb out for a semi-protected corner.At the northwest corner of Railroad Ave & California Ave, explore signalizing the southbound right turn lane from Railroad Avenue to the SR-4 westbound onramp in order to increase pedestrian visibility.Install green paint for a 2-step trail crossing across Railroad Avenue at California Avenue (north and east legs).Add new south crosswalkInstall leading pedestrian interval (LPI) for east crosswalkInstall BART wayfinding	n/a	\$673,000
84	Railroad Avenue	SR 4 EB Ramps Intersection	Bike/ pedestrian treatment	<ul style="list-style-type: none">Install green paint for a 2-step trail crossing across Railroad Avenue at the SR 4 eastbound off ramp (south and east legs) to connect trail users from the 2-way Class IV facility on the overpass to the bike facilities south of the overpass (Class I facility on the west side and directional Class IV facilities on Railroad Avenue).Trail crossing striping on south crosswalk.Add north crosswalkWiden pedestrian refuge on south crosswalk to 10’ and add truncated domes and pedestrian push buttonUpgrade curb ramps, including relocating truncated domes on SE corner rampsInvestigate if accessibility upgrades needed to push buttons and countdown signalsInstall wayfinding to BART	n/a	\$673,000
85	Railroad Avenue	SR 4 ramps to Delta de Anza Trail	Bike treatment	Add a Class IV bicycle facility (7’ bike lane, 4’ buffer) by reducing travel lane widths to 10’ and 11’ in each direction.	0.5	\$219,000
86	Railroad Avenue	Railroad Avenue and Yosemite Drive Intersection	Crosswalk	<ul style="list-style-type: none">Install south leg marked crosswalk with protected left turnsAdd new directional curb ramps (clear of driveway on west side)Install “Bikes Use Ped Signal” sign and two-stage turn box to support southbound left movements onto Yosemite DriveInvestigate need for countdown signals	n/a	\$323,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
87	Railroad Avenue	Railroad Avenue and Linscheid Drive Intersection	Crosswalk	Install north leg marked crosswalk, and investigate need for countdown signals.	n/a	\$81,000
88	Railroad Avenue/Kirker Pass Road	Delta de Anza Trail to Pheasant Drive	Bike treatment	<ul style="list-style-type: none">Install Class IV separated bikeways by narrowing the travel lanes to 10’ inside and 11’ outside lanes.With the James Donlan Road extension, reduce the long right turn pocket on the northbound approach of Buchanan Road and mark the Class IV separated bikeways up to the intersection.	1.3	\$569,000
89	Railroad Avenue	Railroad Avenue and Buchanan Road Intersection	Crosswalk	<ul style="list-style-type: none">Add high-visibility crosswalk markings, adequate nighttime lighting levelsAdd advanced stop linesAdd new south leg marked crosswalkConsider adding a pedestrian refuge with widened north, south medianClose sidewalk gap on NE corner (see Buchanan projects for more information)Close bike lane gaps (see Buchanan projects for more information)	n/a	\$673,000
90	Railroad Avenue	4th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised intersection (or crosswalks)Upgraded curb rampsCurb extensions	n/a	\$464,000
91	Railroad Avenue	6th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels	n/a	\$34,000
92	Railroad Avenue	7th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, adequate nighttime lighting levels	n/a	\$34,000
93	Railroad Avenue	8th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, adequate nighttime lighting levelsConsider relocate decorative flagpoles or RRFB to make the RRFB more visible to NB drivers	n/a	\$35,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
94	Railroad Avenue	17th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Advance Yield Here to Pedestrians sign and yield line	n/a	\$34,000
95	Kirker Pass Road	Pheasant Drive to Southern City Limit	Bike treatment	Convert shoulder to Class IV separated bikeways	0.3	\$131,000
96	Kirker Pass Road	Kirker Pass Road and Pheasant Drive Intersection	Crosswalk	<ul style="list-style-type: none">Remove the NE and SE slip lanes and straighten east crosswalkAdd pedestrian refuge on east crosswalkUpgrade curb ramps	n/a	\$323,000
97	Kirker Pass Road	Kirker Pass Road at City boundary to Buchanan Road	Traffic calming	Install rumble strips, flashing beacons, and speed feedback signs to reduce speeds entering Pittsburgh. Time signals to slow speeds. This will require coordination with County outside City limits.	0.5	\$208,000
B.8	Harbor Street					
98	Harbor Street	East 8th Street to Pittsburgh-Antioch Highway	Bike treatment	As a near term, interim improvement on Harbor Street: <ul style="list-style-type: none">Refresh bike lane markings and add more frequent bike lane markings.Stripe bike lanes with solid stripe starting 50’ before the intersection.Add green conflict zone markings at intersection with East Santa Fe Avenue/Pittsburgh-Antioch Highway	0.2	\$30,000
99	Harbor Street	East 3rd Street to Army Street	Bike treatment	Add a Class IV bicycle facility through either (1) a 4-3 lane reduction (7’ bike lane, 3-4’ buffer) or (2) between Pittsburgh-Antioch Highway and Hawthorne Street, remove parking on one side of the street.	1.1	\$482,000
100	Harbor Street	Army Street to California Avenue	Bike treatment	In the near term, interim improvement on Harbor Street: <ul style="list-style-type: none">Close bike lane gap in southbound directionStripe green conflict zone markings at California Avenue intersectionProhibit parking on west side during daytime when bicyclists would use the street	0.1	\$15,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
101	Harbor Street	Army Street to California Avenue	Bike treatment	Install Class IV separated bikeways: <ul style="list-style-type: none">Northbound: narrow travel lanes to 10’ and 11’ respectively to make room for a 6’ bike lane with 3’ protected bufferSouthbound: widen the roadway on the west side of Harbor Street into the oversized landscape strip to provide parking and a buffered bike lane for southbound travel OR prohibit parking on the west side of Harbor Street.	0.1	\$44,000
102	Harbor Street	Harbor St at Atlantic Avenue Intersection	Trail	Place the pedestrian push buttons at convenient locations for people biking, as the Delta De Anza Trail jogs through this intersection.	n/a	\$81,000
103	Harbor Street	California Avenue to Bliss Avenue	Bike treatment	Install Class IV separated bikeways through narrowing travel lanes to 10’ inside and 11’ outside (2’ buffer, 5’ bicycle lane)	0.1	\$44,000
104	Harbor Street	Bliss Avenue to Stoneman Avenue	Bike treatment	Upgrade the existing Class II bike lanes to a Class IV bicycle facility (7’ bike lane, 4’ buffer) by narrowing the travel lanes to 10’ and 11’ respectively.	0.8	\$350,000
105	Harbor Street	East Leland Road Intersection	Bike treatment	As a near term, interim improvement on Harbor Street: <ul style="list-style-type: none">Mark the northbound bike lane up to the intersectionMark green conflict zone striping on all approaches and through bus stops	0.1	\$15,000
106	Harbor Street	Stoneman Avenue to Yosemite Drive	Bike treatment	Install Class II Buffered Bike Lanes (5’ bike lane with 3’ buffer) through a 4-3 lane reduction.	0.3	\$38,000
107	Harbor Street	Harbor Street at Stoneman Drive	Bike/ped treatment	<ul style="list-style-type: none">Install single-lane roundabout OR narrow intersection through median refuge and bulboutsMark south crosswalk	n/a	\$448,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
108	Harbor Street	Harbor Street and Yosemite Drive Intersection	Crosswalk	<ul style="list-style-type: none">Align the intersection so that Yosemite Drive intersects Harbor Street close to 90 degreesInstall curb extensions on the SW and NW corners and east side of streetAdd LPI on north and south crosswalksInvestigate if accessibility upgrades are needed to push buttons and countdown signals	n/a	\$547,000
109	Harbor Street	Yosemite Drive to Buchanan Road	Bike treatment	Add Class II Buffered Bike Lanes (6’ bike lane with 2’ buffer) by narrowing travel lanes to 11’.	0.2	\$25,000
110	Harbor Street	Harbor Street at Highlands Elementary/ Buchanan Park Driveway	Crosswalk	<ul style="list-style-type: none">Mark new high-visibility crosswalk and install an RRFB across Harbor Street at the Highlands Elementary School driveway (on the north side, with both a median refuge and curb extension) per the Pittsburgh Moves Crosswalk PolicyInstall a crosswalk ahead warning sign on the southbound approach (with the curve).Install curb extensions	n/a	\$88,000
111	Harbor Street	East 8th Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, adequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield linesPedestrian refuge islandConsider RRFBs if there is low driver compliance	n/a	\$43,000
112	Harbor Street	Stone Harbor Drive/Army Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield linesPedestrian refuge island	n/a	\$43,000
113	Harbor Street	East 3rd Street to Pittsburgh-Antioch Highway	Trail	See trail connections identified in the California Delta Trail to Antioch project list.	n/a	-

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
B.9 Loveridge Road						
114	Loveridge Road	California Avenue/N Park Boulevard to Pittsburgh-Antioch Highway	Bike treatment	As an interim solution, close gaps in the existing bike lanes, including missing segments of southbound bike lane, consistent bike lane width and markings, and striping bikeway up to and through the intersection	0.4	\$59,000
115	Loveridge Road	North terminus of roadway to California Avenue	Bike treatment	Reduce travel lanes to 11’ and install 7’ separated bikeways (5’ bike lanes, 2’ buffer)	0.9	\$394,000
116	Loveridge Road	California Avenue to SR 4 EB Ramps	Bike treatment	Upgrade the existing Class II bike lanes to a Class IV bicycle facility.	0.1	\$44,000
117	Loveridge Road	SR 4 EB Ramps to Buchanan Road	Bike treatment	Upgrade the existing Class II bike lanes to a Class IV bicycle facility (7’ bike lane, 2’ buffer) by narrowing travel lanes to 10’ and 11’ respectively.	1.1	\$482,000
118	Loveridge Road	Loveridge Road and Buchanan Street Intersection	Crosswalk	To address southbound motorists not yielding to pedestrians when turning right: <ul style="list-style-type: none">Install “Turning Vehicles Yield to Pedestrians” sign for southbound right trafficInstall a median refuge with pedestrian push button on Buchanan Street at the northern crosswalkTighten curb radii on the NW and NE corners to slow the speed of turning trafficInstall school zone 25 MPH signageModify the signal timing to add a leading pedestrian interval for southbound vehicles turning rightConsider prohibiting right turns on red and adding LPI on east and west crosswalks per the Pittsburgh Moves Crosswalk Policy	n/a	\$323,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
119	Loveridge Road	Loveridge Road and California Avenue Intersection	Crosswalk	<ul style="list-style-type: none">Install pork chop islands with raised crosswalks at all corners of the intersection, which will shorten crossing distances for pedestrians.Restripe the crosswalks and install median refuges with push buttons if they still enable left turns.	n/a	\$673,000
120	Stoneman Avenue/ Gladstone Drive	Loveridge Road to East Leland Road	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding and sharrows. Explore additional traffic calming. (Some traffic calming already exists in some segments.)	0.7	\$294,000
121	Roundhill Drive/Norine Drive	Ventura Drive to Roundhill Drive to Delta de Anza Trail	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding and sharrows. Explore additional traffic calming. This would tie into the bicycle boulevard proposed on Ventura Drive.	0.4	\$168,000
B.10	North Park Boulevard					
122	North Park Boulevard	Pace Boulevard to Century Boulevard	Bike treatment	Refresh bike lane markings; relocate bike lane to be between the EBL and EBR lanes and add green conflict zone markings.	0.2	\$30,000
123	North Park Boulevard	Loveridge Road to Pace Boulevard	Pedestrian treatment	Close the sidewalk gap on the north side of N Park Boulevard. This may require coordination with private property owner.	0.6	\$1,549,000
B.11	Century Boulevard					
124	Century Boulevard	East Leland Road to City limits	Bike treatment	Add 5’ Class II bike lanes given limited right-of-way - requires widening the paved width of the roadway between East Leland Road and Century Way. Where roadway is improved, reduce travel lane width to 10-11’ to provide bike lanes. As the area redevelops, add a Class I facility off-street in addition.	1.2	\$177,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
125	Century Boulevard Greenway	East Leland Road to City limits	Trail	Add a Class I facility as the area redevelops to provide a connection to the shopping center. This will require coordination with the City of Antioch.		-
B.12	Somersville Road (coordinate with Antioch)					
126	Somersville Road	Delta de Anza Trail to James Donlon Boulevard	Trail	Add a Class I facility by widening the existing sidewalk.	0.9	\$3,356,000
127	Tuscany Meadows Drive	James Donlon Boulevard to Buchanan Road	Bike treatment	Install Class II buffered bike lanes per the Tuscany Meadows EIR.	0.5	\$63,000
128	Sequoia Drive	Tuscany Meadows Drive to Somersville Road	Bike treatment	Install Class II buffered bike lanes per the Tuscany Meadows EIR.	0.5	\$63,000
C	East-West Corridors					
C.1	E 3rd Street					
129	East 3rd Street	Marina Boulevard to East of Riverway Driveway	Bike treatment	Install Class II buffered bike lanes with a lane reduction. Assume 11’ travel lane and 8’ parking, leaving 13’ remaining for bike lane and buffer	0.3	\$38,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
130	East 3rd Street	East of Riverway Driveway to Harbor Street	Bike treatment	Install Class II buffered bike lanes when the road is widened through redevelopment.	0.2	\$25,000
131	East 3rd Street	Cardinale Court Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach• Advance Yield Here to Pedestrians signs and yield lines• Pedestrian refuge island• Curb extensions• Upgraded curb ramps• Consider RRFBs if there is low driver compliance• Assumes 4 to 3 lane road diet	n/a	\$358,000
132	East 3rd Street	Cumberland Avenue Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines• Pedestrian refuge island• Curb extensions• Upgraded curb ramps• Consider RRFBs if there is low driver compliance• Assumes 4 to 3 lane road diet	n/a	\$358,000
C.2 Willow Pass Road/West 10th Street/East 10th Street						
133	Willow Pass Road	Parkside Drive to Enterprise Circle	Trail	<ul style="list-style-type: none">• Install a Class I facility (10’ shared-use path with 5’ landscape buffer) through redevelopment. Conduct a right-of-way assessment to determine if path or shoulder widening opportunities are possible in the interim.• Study additional options for providing bicycle/pedestrian access at pinch points underneath railroad bridges (not included in cost)	1.2	\$4,475,000
134	Willow Pass Road	Willow Pass Road and Nantucket Drive	Crosswalk	<ul style="list-style-type: none">• Mark east leg crosswalk• Upgrade curb ramps• Investigate if accessibility upgrades are needed to push buttons and countdown signals	n/a	\$323,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
135	West 10th Street	Enterprise Circle to Montezuma Street	Bike treatment	Restripe existing Class II bike lanes to define parking lanes and bike lanes. Narrow travel lanes to 11’ and restripe parking at 8’ and bike lane at 6’.	0.3	\$44,000
136	West 10th Street/East 10th Street	Montezuma Avenue to Railroad Avenue	Bike treatment	Widen existing Class II bike lanes by removing median and restriping street with 11’ travel lanes, 10’ left-turn pocket, 6’ bike lanes, and 8’ parking lane.	0.4	\$59,000
137	Willow Pass Road	10th Street Intersection (Commerce Center Driveway)	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• PHB• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance stop bar• Pedestrian refuge island• Curb extensions• Upgraded curb ramps• Assumes lane reduction to remove EB right-turn lane and extend bikeway	n/a	\$326,000
138	West 10th Street	Enterprise Circle Intersection	Crosswalk	Relocate crosswalk to west side of the street, clear of driveways and relocate bus stop to far side of intersection. Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• PHB• Parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance stop bar• Curb extensions• Upgraded curb ramps	n/a	\$326,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
139	West 10th Street	Beacon Street	Crosswalk	Relocate crosswalk to west side of the street, clear of driveways and relocate bus stop to far side of intersection. Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• PHB• Parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance stop bar• Curb extensions• Upgraded curb ramp• Move the EB bus stop to the far side	n/a	\$326,000
140	West 10th Street	Black Diamond Street Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines• Consider installing RRFBs if driver compliance is low and/or observed speed are higher than the posted speed limit.	n/a	\$34,000
141	West 10th Street	Cutter Street Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines	n/a	\$34,000
142	West 10th Street	East Street Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians sign and yield line• Pedestrian refuge island• Upgraded curb ramps and install missing curb ramps at crosswalk• Curb extension shadowing parking• Consider installing RRFBs if driver compliance is low and/or observed speed are higher than the posted speed limit.	n/a	\$167,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
143	West 10th Street	Los Medanos Street	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians sign and yield line• Pedestrian refuge island• Upgraded curb ramps and install missing curb ramps at crosswalk• Curb extension shadowing parking• Consider installing RRFBs if driver compliance is low and/or observed speed are higher than the posted speed limit.	n/a	\$167,000
144	West 10th Street	York Street Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Parking restriction on crosswalk approach, adequate nighttime lighting level• Advance Yield Here to Pedestrians signs and yield lines• Curb extensions• RRFBs	n/a	\$212,000
145	West 10th Street	West Street Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines	n/a	\$34,000
146	East 10th Street	East Street Intersection	Pedestrian treatment	Install missing curb ramps at crosswalk	n/a	\$12,000
147	East 10th Street	50’ west of Solari Street	Pedestrian treatment	Install missing curb ramps at driveway	n/a	\$12,000
148	East 10th Street	East 10th Street at Solari Drive	Pedestrian treatment	<ul style="list-style-type: none">• Relocate crosswalk to west side of intersection to make crosswalk accessible• Install curb extension on SW corner• Stripe high-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Stripe Advance Yield Here to Pedestrians signs and yield lines		\$180,000
149	East 10th Street	Railroad Avenue and East 10th Street	Crosswalk	<ul style="list-style-type: none">• Remove slip lane on SE corner• Add pedestrian refuge on south crosswalk• Add leading pedestrian interval (LPI) on east and west crosswalks• Add high visibility crosswalk marking	n/a	\$673,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
150	East 10th Street	Railroad Avenue to Harbor Street	Bike treatment	Add Class II buffered bike lanes (8') through a 4-3 lane reduction and parking removal on one side.	0.4	\$51,000
C.3	E 14th Street/Pittsburg-Antioch Highway					
151	Central Avenue	Harbor Street to Pittsburg-Antioch Highway	Traffic calming	Provide traffic calming improvements along Central Avenue, such as speed tables at major intersections and/or speed humps to enhance the existing Class III Bicycle Route	0.5	\$208,000
152	East 14th Street	Harbor Street to Pittsburg-Antioch Highway	Trail	Add Class I Multi Use Path on East 14th Street. This will require using the unpaved shoulder on the south side of the roadway and/or removing parking.	0.4	\$1,492,000
153	East 14th to Harbor Bike Boulevard Connector	Harbor Street and Hawthorne Street/ Driveway Intersection	Crosswalk	Add Pedestrian Hybrid Beacon (PHB) to connect the bike facility on the west side of Harbor Street to the driveway/bike connection on the east side of the street.	n/a	\$193,000
154	East 14th to Harbor Bike Boulevard Connector	East 14th Street at City-owned driveway (just east of Harbor Street overcrossing)	Crosswalk	Add trail crossing on East 14th Street just east of the bridge, providing a connection between the Class I facility on East 14th Street and the driveway that connects to Harbor Street.	n/a	\$34,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
155	East 14th to Harbor Bike Boulevard Connector	East 14th Street to Harbor Street	Bike treatment	To provide a connection between East 14th Street and Harbor Street, make the City-owned driveway a designated bicycle boulevard by adding wayfinding and sharrows. Explore additional traffic calming.	0.1	\$42,000
156	Pittsburg-Antioch Highway	Harbor Street to East 14th Street	Bike treatment	Add a Class IV bicycle facility (7' bike lane, 3' buffer) by utilizing existing shoulders and narrowing travel lanes to 11'.	1.7	\$744,000
157	Pittsburg-Antioch Highway	East 14th Street to Arcy Lane	Trail	Add Class I Multi Use Path on Pittsburg-Antioch Highway by narrowing the travel lanes to 11' and turn lanes to 10' and utilizing the unpaved shoulders.	1.7	\$6,339,000
C.4	North Parkside Drive/Willow Pass Road					
158	Willow Pass Road	Riverview Mobile Home Park to Dory Road	Bike treatment	As a near-term, interim solution: <ul style="list-style-type: none">Close westbound bike lane gapMark green conflict zone striping through merge areas at Range Road ramps and bus stopsAlign off ramps close to 90 degrees with Range Road and add stop controlStripe additional bike lane legends in existing bike lanes	0.3	\$51,000
159	North Parkside Drive	Railroad Avenue to Amberhill Court	Bike treatment	Add a Class IV bicycle facility by repurposing space for existing 5-6' Class II facility, narrowing travel and turn lanes to 11', and eliminating parking. This assumes road widening as redevelopment occurs.	1	\$438,000
160	North Parkside Drive	Amberhill Court to Parkview Drive	Bike treatment	Add a Class IV bicycle facility by narrowing travel lanes to 10'.	0.3	\$131,000
161	North Parkside Drive	Parkview Drive to Range Road	Bike treatment	Add a Class IV bicycle facility (7' bike lane plus minimum 2' buffer) by narrowing travel lanes to 11' and turn lanes to 10'.	0.5	\$219,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
162	North Parkside Drive/Willow Pass Road	Range Road to Commodore Court	Bike treatment	Add a Class IV bicycle facility (7' bike lane plus buffer) by narrowing travel lanes and using space from existing 6' Class II facility. Over the bridge at Range Rd, add Class II bike lanes (5') with 11' travel lanes.	0.4	\$175,000
163	Willow Pass Road	Commodore Court to Loftus Road	Bike treatment	Convert existing 13' Class II facility into Class IV bicycle facility (7' bike lane plus buffer).	0.2	\$88,000
164	Willow Pass Road	Willow Pass Road and Balclutha Way Intersection	Crosswalk	-Mark west crosswalk -Investigate if accessibility upgrades needed to push buttons and countdown signals	n/a	\$323,000
165	Willow Pass Road	Loftus Road to City Limits	Bike treatment	Restripe 6' Class II bike lanes to refresh markings and clearly defined parking and biking lanes.	0.2	\$30,000
C.5	School Street/Civic Avenue/W 17th Street					
166	West 17th Street	Cassia Street to Davi Avenue	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming, per the Railroad Avenue Specific Plan.	0.4	\$168,000
167	Civic Avenue	Davi Avenue to Railroad Avenue	Bike treatment	Add Class II bike lanes per the Railroad Avenue Specific Plan.	0.3	\$44,000
168	Davi Avenue	Power Avenue to Civic Avenue	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming, per the Railroad Avenue Specific Plan.	0.2	\$84,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
169	School Street	Railroad Avenue to Harbor Street	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming. Work with school district to provide bike cut through where gates currently block auto traffic on School Street.	0.4	\$168,000
170	School Street	Mid-Block location	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: -Parking restriction on crosswalk approach, adequate nighttime lighting levels -Consider raised crosswalk	n/a	\$65,000
171	School Street/ Treatro Street/ El Pueblo Avenue/Diane Avenue	Harbor Street to Treatro Street to El Pueblo Avenue to Diane Avenue to California Avenue	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming.	0.8	\$336,000
C.6	Polaris Drive/Power Avenue/California Avenue					
172	Polaris Drive/ Schooner Way	Schooner Way (City Limits to Polaris Drive) and Polaris Drive (Schooner Way to Range Road)	Bike treatment	Add Class II bike lanes. Where houses front the street, allow overnight parking/time of day bike lanes. Where houses do not front the street, prohibit parking in the bike lane.	0.68	\$101,000
173	Polaris Drive/ Power Avenue	Range Road to Andrew Boulevard	Bike treatment	Add Class II buffered bike lanes (at minimum, 6' bike lane, 2 'buffer) by narrowing travel lanes to 11'. On Power Avenue, remove parking on the south side.	1.07	\$136,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
174	Power Avenue	Andrew Boulevard to Davi Avenue	Bike treatment	Install a 16’ 2-way Class IV separated bikeway (12’ bike lanes, 4 ‘buffer) on the south side of the street.	0.34	\$149,000
175	Polaris Drive	Polaris Drive at Schooner Way	Pedestrian treatment	<ul style="list-style-type: none">• Install new south crosswalk• Tighten NE and NW curb radii• Install pedestrian refuges on east and west leg crosswalks• Upgrade curb ramps		\$164,000
176	Power Avenue	Jorgensen Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines• Pedestrian refuge• Upgraded curb ramps• Consider RRFBs if there is low driver compliance	n/a	\$55,000
177	Power Avenue	Mid-Block location (at 1000 Power Avenue shopping center)	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, adequate nighttime lighting levels• Pedestrian refuge• Raised crosswalk	n/a	\$86,000
178	California Avenue	Railroad Avenue to Harbor Street	Trail	Assess the feasibility of installing a Class I path on the south side of California Avenue (widen the proposed 8’ path to 14’) and add a minimum 5’ landscape buffer between the parking area and the path, narrowing the 15’ proposed travel lanes and proposed pull out lanes. Coordinate with PG&E.	0.4	\$1,492,000
179	California Avenue	Harbor Street to Loveridge Road	Bike treatment	If the path option is infeasible, install a two-way Class IV bike facility on the north side of California Avenue from Harbor Street to Loveridge Road. Implement a lane reduction to gain the necessary right of way.	0.9	\$394,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
180	California Avenue	California Avenue and Harbor Street Intersection	Bike/Ped treatment	<ul style="list-style-type: none">• Tighten curb radii at corners where feasible to reduce crossing distances• Add south leg marked crosswalk• With bikeway installation, stripe two-stage turn boxes to support bicyclists traveling from Harbor to BART via California Avenue	n/a	\$323,000
C.7 Bliss Avenue						
181	Bliss Avenue	Railroad Avenue to Harbor Street	Bike treatment	In the near-term, repave Bliss to provide a smoother riding surface to the BART station. Stripe green-back sharrows in the center of travel lane. Add a two-stage turn box on Harbor Street at Bliss Avenue to facilitate lefts onto Bliss Avenue.	0.3	\$10,000
182	ROW north of Bliss Avenue	Railroad Avenue to Harbor Street	Trail	Install a bicycle trail south of and parallel to SR 4.	0.3	\$1,119,000
183	Bliss Avenue	Railroad Avenue to Harbor Street	Bike treatment	With redevelopment, improve the street frontage to provide a consistent minimum 50’ curb-to-curb cross-section (Two 11’ travel lanes, 6’ bike lanes, and 8’ parking on both sides of the street). Make a Class IV separated bikeway if there is ROW available. Work with property owners to prohibit perpendicular parking in future.	0.3	\$44,000
184	Bliss Avenue	Railroad Avenue to Harbor Street	Pedestrian treatment	Close all sidewalk gaps with minimum 8’ sidewalk with street trees. Work with property owners to prohibit perpendicular parking in future.	0.3	\$775,000
C.8 Leland Road						
185	West Leland Road Extension	Avila Road to West Leland Road	Bike treatment	When West Leland Road is extended via development, add Class IV separated bikeway	0.5	-
186	West Leland Road	S Broadway Avenue Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Add marked crosswalk and install curb ramps across Broadway Avenue	n/a	\$46,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
187	West Leland Road	Villa Drive to Tomales Bay Drive	Trail	Add Class I Multi Use Path on the south side of West Leland Road.	0.6	\$2,237,000
188	West Leland Road	Valente Drive intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Add a Pedestrian Hybrid Beacon (PHB) on West Leland Road at Valente Drive to provide access to Ray Giacomelli Park, the playground, and dog park.Mark on east leg with median refuge.	n/a	\$211,000
189	West Leland Road	Tomales Bay Drive to BART Access Road	Trail	Add Class I Multi Use Path on the north side of West Leland Road.	0.8	\$2,983,000
190	West Leland Road	West Leland Road and Woodhill Drive Intersection	Crosswalk	<ul style="list-style-type: none">Mark east and west leg crosswalksClose sidewalk gapUpgrade SE curb rampInvestigate if accessibility upgrades are needed to push buttons and countdown signals	n/a	\$673,000
191	West Leland Road	Woodhill Drive to BART Access Road	Pedestrian treatment	Close sidewalk gap on the north side of West Leland Road	0.2	\$516,000
192	West Leland Road	West Leland Road and Southwood Drive	Crosswalk	<ul style="list-style-type: none">Mark east and west leg crosswalksUpgrade curb rampsInvestigate if accessibility upgrades needed to push buttons and countdown signals <p>This project should be coordinated with the crosswalk improvements proposed at the BART driveway.</p>	n/a	\$673,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
193	West Leland Road	West Leland Road and BART Driveway Intersection	Crosswalk	<ul style="list-style-type: none">Add west leg marked crosswalkAdd high visibility crosswalk markingAdd BART wayfindingInstall leading pedestrian interval (LPI) on east and west crosswalksInvestigate if accessibility upgrades needed to push buttons and countdown signals <p>This project should be coordinated with the crosswalk improvements proposed at the intersection of West Leland Road and Southwood Drive.</p>	n/a	\$673,000
194	West Leland Road	West Leland Road and Oak Hills Drive Intersection	Crosswalk	Add west leg marked crosswalk	n/a	\$323,000
195	West Leland Road	West Leland Road and Montevideo Drive Intersection	Crosswalk	<ul style="list-style-type: none">Add west leg marked crosswalkUpgrade curb ramp on the SW cornerInvestigate if accessibility upgrades needed to push buttons and countdown signals	n/a	\$323,000
196	West Leland Road	West Leland Road at John Henry Johnson Parkway	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Add new high visibility crosswalk with PHB to connect residential neighborhood to John Henry Johnson Park.Locate on west leg and move bus stops from nearside to far side.Install median refuge that maintains fire access.	n/a	\$207,000
197	West Leland Road	West Leland Road at John Henry Johnson Park parking lot driveway	Crosswalk	With future redevelopment of the former golf course, consider if pedestrian demand would warrant marking new high visibility crosswalk with Pedestrian Hybrid Beacon (PHB) and median refuge if pedestrian demand exists per Pittsburgh Moves Crosswalk Policy. Locate crosswalk on east leg with median refuge.	n/a	\$205,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
198	West Leland Road	Range Road to Dover Way	Pedestrian treatment	Work with adjacent landowners to widen sidewalk on south side of the street to 10’ to support children walking to Rancho Medanos Junior High School	0.4	\$1,033,000
199	Atherton Avenue/ Sherman Street/ Alvarado Street	Dover Way to Railroad Avenue	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming. Remove parking on Alvarado Street and potentially Dover Way.	1	\$420,000
200	West Leland Road	100’ east of Railroad Avenue	Pedestrian treatment	Close sidewalk gap between Pittsburg Funeral Chapel and Pittsburg Ace Hardware. Install temporary treatment such as an asphalt path.	0.1	\$258,000
201	Dover Way	Frontage Road to Atherton Avenue to West Leland Road	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming. Explore removing parking.	0.8	\$336,000
202	West Leland Road	West Leland Road and Burton Avenue	Crosswalk	<ul style="list-style-type: none">• Add east leg marked crosswalk• Install countdown signals• Add LPI on east and west crosswalks	n/a	\$323,000
203	East Leland Road	East Leland Road at Harbor Street	Bike treatment	As a near-term, interim improvement: <ul style="list-style-type: none">• Mark eastbound and westbound bike lanes up to intersection• Mark green conflict zone striping on all approaches and through bus stops	0.1	\$15,000
204	East Leland Road	Railroad Ave to City Limits	Bike treatment	Upgrade the existing Class II bike lanes to Class IV separated bikeways by narrowing the 12’ travel lanes to 10’ and 11’ respectively and turn lanes to 10’.	2	\$876,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
205	East Leland Road	East Leland Road and Los Medanos College	Crosswalk	<ul style="list-style-type: none">• -Create gateway to Los Medanos College through squaring-up intersection relative to Diamond Hills Apartment Complex driveway and install curb extensions• Consider wide median with refuge on the south crosswalk to create a grand campus entrance• Add marked crosswalks at each approach and mark crosswalks consistently• Upgrade curb ramps at each approach• Add bike boxes on NB and SB approaches to support turning movements into/out of the College	n/a	\$897,000
206	Delta Fair Boulevard	Century Boulevard/East Leland Road to Somersville Road	Bike/Ped treatment	Work with Antioch to extend Class IV separated bikeways into Antioch to provide access to the County Employment & Human Services offices and beyond. Mark crosswalks at Century Boulevard intersection.	1.1	\$482,000
207	Stoneman Avenue	Harbor Street to Loveridge Road	Bike treatment	Convert existing bike lanes to Class II buffered bike lanes (6’ bike lanes with 2’ buffers) by narrowing travel lanes to 11’ (with 10’ left turn lane) and marking parking at 8’.	0.7	\$89,000
208	Stoneman Avenue	Briarcliff Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburg Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Upgrade curb ramp on SW corner• Advance Yield Here to Pedestrians signs and yield lines• Pedestrian refuge island with removed WB left-turn pocket	n/a	\$49,000
209	Stoneman Avenue	Meadowbrook Avenue Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburg Moves Crosswalk Policy: <ul style="list-style-type: none">• Relocate crosswalk to west side of the street to provide pedestrian refuge island assuming stopping sight distance met• Use yellow school zone markings• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Advance Yield Here to Pedestrians signs and yield lines• Curb extensions• Replace in-pavement flashers with PHB or RRFB	n/a	\$221,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
210	Stoneman Avenue	Meadowbrook Circle Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsAdvance Yield Here to Pedestrians signs and yield linesCurb extensionsReplace in-pavement flashers with PHB or RRFB	n/a	\$221,000
C.9 Buchanan Road						
211	Buchanan Road	100' west of Railroad Avenue to Heights Avenue	Pedestrian treatment	Close sidewalk gap on the south side of the street. Requires a significant retaining wall between Quercus Lane and Heights Avenue (not included in cost, require further feasibility study).	0.4	\$1,033,000
212	Buchanan Road	Buchanan Road at Railroad Avenue	Bike treatment	<ul style="list-style-type: none">In the long-term, create consistent roadway edge on SE side of intersection. See Railroad Avenue for more information.As a near-term, interim improvement:<ul style="list-style-type: none">Mark EB and WB bike lanes up to intersectionMark green conflict zone striping	0.1	\$15,000
213	Buchanan Road	Castlewood Drive to Loveridge Road	Bike treatment	Add a Class IV bicycle facility (6' bike lane, 3' buffer) using existing right-of-way. This assumes 11' travel lanes and a 10' two-way left turn lane. This may require removing on-street parking between Railroad Avenue and Brookside Drive..	1.5	\$657,000
214	Buchanan Road	Buchanan Road at Castlewood Drive Intersection	Bike/Ped treatment	<ul style="list-style-type: none">Mark west and north leg high-visibility crosswalks. Install advanced yield markings and signage on north crosswalk.Install median refuge on north crosswalkInstall bicycle wayfinding	n/a	\$113,000
215	Buchanan Road	Buchanan Road at Heights Ave	Crosswalk	<ul style="list-style-type: none">Enhance existing crosswalk with RRFBs and advanced yield markings to access the parkReduce curb radius on SW corner and straighten crosswalk across side streetClose sidewalk gap on SW corner (see Buchanan Road sidewalk gap closure project, cost not included here)	n/a	\$288,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
216	Buchanan Road	Buchanan Road at Loveridge Road	Bike treatment	As a near-term, interim improvement: <ul style="list-style-type: none">Mark westbound bike lanes up to intersectionMark green conflict zone striping and at bus stops	0.1	\$15,000
217	Buchanan Road	Buchanan Road at Mcfaul Drive	Crosswalk	Convert existing median to median refuge and check lighting levels		\$9,000
218	Buchanan Road	Loveridge Road to City Limits	Bike treatment	Upgrade existing Class II bike lanes to Class IV separated bikeways by narrowing travel lanes to 11' (6' bike lanes with 4' buffer).	1.6	\$700,000
219	Buchanan Road	Buchanan Road and Ventura Drive Intersection	Crosswalk	Install east crosswalk and protect conflicting northbound and southbound left-turns <ul style="list-style-type: none">Add advanced stop bars on each approachAdd bike boxes on northbound and southbound approaches to support turning movement on to/off of Buchanan Road	n/a	\$1,813,000
220	Buchanan Road	Santa Ana Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Restriped yellow high-visibility crosswalks for school zonePHB with advanced stop barsParking restriction on crosswalk approach, adequate nighttime lighting levelsSchool crosswalk signagePedestrian refuges at crosswalks on side-streets	n/a	\$211,000
221	Yosemite Drive	Railroad Avenue to Harbor Street	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming. Provides an interim east-west option to the future Contra Costa Canal Trail.	0.5	\$210,000
222	Yosemite Drive	Brookside Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsRaised crosswalkCurb extensionsUpgraded curb ramps	n/a	\$189,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
223	Yosemite Drive	Mid-block at Hillview Junior High	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised crosswalk	n/a	\$65,000
224	Yosemite Drive	Yosemite Drive at San Juan Drive	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Stripe consistent high-visibility crosswalk markings, add parking restriction on crosswalk approach, and adequate nighttime lighting levelsInstall curb extensions with directional curb ramps		\$146,000
225	Ventura Drive	Harbor Street to Norine Drive	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding and sharrows. Speed calming treatments are already installed. Provides an interim option for the future Contra Costa Canal Trail.	1.1	\$462,000
226	Ventura Drive	Norine Drive to Buchanan Road	Bike treatment	Add Class II buffered bike lanes (5’ bike lanes with 2’ buffer) by reducing travel lanes to 11’ (10’ left-turn pocket). Mark parking at 8’.	0.1	\$13,000
227	Ventura Drive	Buchanan Road to James Donlon Boulevard	Bike treatment	Make this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming. City may want to consider upgraded facilities in the future as this area redevelops.	0.1	\$42,000
228	Ventura Drive	Ventura Drive at Norine Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsRaised crosswalkCurb extensions on NE and SE corners to narrow large intersection and reduce speedsPedestrian refuge islandUpgraded curb ramps	n/a	\$301,000
229	Ventura Drive	Ventura Drive at Suzanne Drive Intersection	Crosswalk	Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Install high-visibility crosswalk markings, parking restrictions on crosswalk approaches, and appropriate nighttime lighting levelsProvide new east leg marked crosswalk with directional curb ramps		\$80,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
230	Suzanne Drive	Ventura Drive to James Donlon Boulevard	Bike treatment	Connect Buchanan Road and Ventura Drive bikeways through making this roadway a designated bicycle boulevard by adding wayfinding, sharrows, and traffic calming.	0.1	\$42,000
C.10 State Route 4 Crossing Study						
231	SR 4 Crossing	n/a	Bike/ pedestrian treatment	Study feasibility of grade-separated crossings for bicyclists and pedestrians across SR 4, including at: <ol style="list-style-type: none">Between Parkside and Los Medanos Elementary Schools.Near the Pittsburgh Center BART StationAt Range RoadPittsburg Bay Point BART Station (in County)	n/a	\$100,000
C.11 Other Uncontrolled Crosswalk Enhancements						
232	West 4th Street	Bay Side Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsPedestrian refuges on north and south crosswalks through narrowing the travel lanes to 10-11’		\$43,000
233	East 4th Street	Cumberland Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approachAdvance Yield Here to Pedestrians signs and yield linesUpgraded curb ramps		\$46,000
234	West 4th Street	Odessa Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised crosswalkReduce curb radii		\$146,000
235	6th Street	Black Diamond Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
236	6th Street	Cutter Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings across Cutter Street, parking restriction on crosswalk approach, adequate nighttime lighting levels• Raised intersection (near Marina Walk Park)• Upgraded curb ramps		\$227,000
237	6th Street	Herb White Way Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000
238	7th Street	Cutter Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Raised intersection• Crosswalk signage• Upgraded curb ramps on all corners		\$251,000
239	8th Street	Cumberland Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Upgraded curb ramps		\$46,000
240	8th Street	Herb White Way Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Truncated domes in median refuges (north, west and south crosswalks) and curb extensions (SE and SW corners)• Advance Yield Here to Pedestrians sign and yield line		\$227,000
241	9th Street	Herb White Way Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, adequate nighttime lighting levels• Crosswalk signage• Advance Yield Here to Pedestrians signs and yield lines		\$34,000
242	11th Street	Black Diamond Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
243	Bay Side Drive	River Park Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Consider curb extensions on NE and SE corners• Upgraded curb ramps		\$158,000
244	Bay Side Drive	2nd Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Consider curb extensions on NE and SE corners• Upgraded curb ramps		\$158,000
245	Cutter Avenue	Pelican Court Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Straighten north crosswalk• Upgraded curb ramps• Remove pork chop		\$76,000
246	Pelican Court	Pelican Loop Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Curb extensions on NE corner to narrow intersection while still allow for truck/boat trailers to make all movements and remove striped pork chop• Straighten north crosswalk• High-visibility crosswalks on all approaches with advanced yield markings and signage• Upgraded curb ramps		\$210,000
247	Pelican Loop	Mid-block location		<ul style="list-style-type: none">• Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy:• High-visibility crosswalk markings, parking restriction on crosswalk approach• Raised crosswalk• Upgraded curb ramps		\$77,000
248	Burton Avenue	Crowley Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels• Reduce curb radii on SE corner and straighten west crosswalk		\$146,000
249	El Pueblo Avenue	Hermosa Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">• Parking restriction on crosswalk approach, adequate nighttime lighting levels		\$1,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
250	El Pueblo Avenue	Treatro Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Parking restriction on crosswalk approach, adequate nighttime lighting levels		\$1,000
251	Hanlon Way	Cove Way Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000
252	Pacini Avenue	Riverview Drive/Marks Boulevard Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Square-up intersection by T-ing Riverview Drive and Marks Boulevard into Pacini AvenueRemove stop control on Pacini Avenue to make two distinct side-street stop-controlled intersectionsHigh-visibility ladder-striped crosswalks on all approachesUpgraded curb ramps		\$482,000
253	Pilar Ridge Drive	Rio Verde Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000
254	Portofino Drive	Valente Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels		\$34,000
255	Riverview Drive	Alturas Avenue Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised crosswalk		\$65,000
256	Riverview Drive	Mori Street Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsRaised crosswalk		\$65,000
257	San Juan Drive	Calistoga Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised crosswalk (Hillview Junior High School)		\$65,000

ID	Roadway Name	Limits (From/To)	Project Type	Project Description	Miles	Estimated Cost
258	San Juan Drive	Mariposa Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levelsConsider raised crosswalk (Hillview Junior High School)		\$65,000
259	Seeno Avenue	Tiffany Drive Intersection		Install crosswalks enhancements per the Pittsburgh Moves Crosswalk Policy: <ul style="list-style-type: none">Refresh high-visibility crosswalk striping, parking restriction on crosswalk approach, ensure adequate nighttime lighting levelsRaised crosswalk (near Heights Elementary School)Consider curb extensions		\$227,000