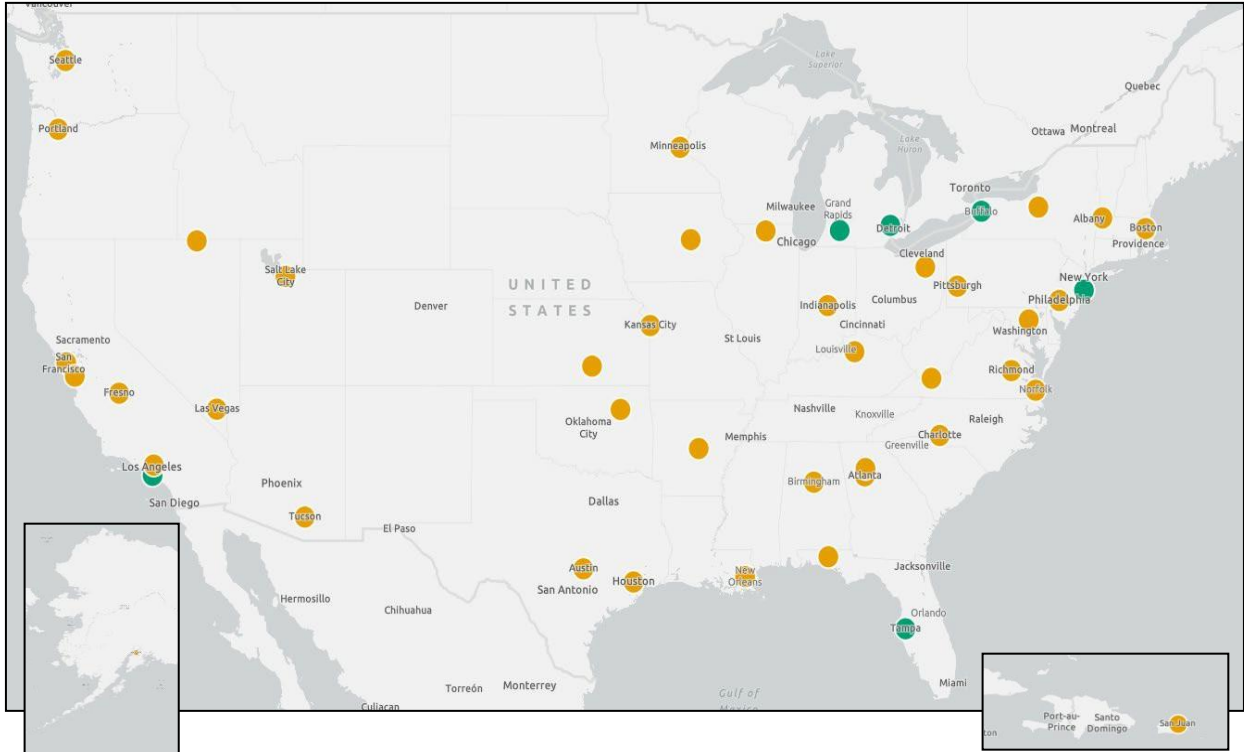


# Reconnecting Communities Pilot Program

## Award Fact Sheets



Grant Type				
	Shoreline Drive Gateway	City of Long Beach	California	\$30,000,000
<b>Planning</b>	Vision 980 Study Phase 2 - Feasibility Study	California Department of Transportation	California	\$680,000
	SR-710 Northern Stub Re-envisioning Project	City of Pasadena	California	\$2,000,000
<b>Planning</b>	Parkway Drive at State Route 99 Pedestrian Bridge	City of Fresno	California	\$600,000
	Monterey Road Highway to Grand Boulevard Design Study	City of San Jose	California	\$2,000,000

Shoreline Drive Gateway  
City of Long Beach, California

Capital Construction

**RCP Award:** \$30,000,000

**Estimated Total Project Cost:** \$69,174,000

The project will reconfigure West Shoreline Drive to remove a roadway barrier and improve access and connectivity between Downtown Long Beach and public open space, create a new bicycle path and pedestrian amenities, and divert highway traffic from residential streets to major roads. The project's realignment and transformation of Shoreline Drive will convert the urban freeway corridor into a landscaped local roadway, creating approximately 5.5 acres for park space and serving as a gateway to better connect residents, visitors, and workers to the Pacific Ocean, local destinations, and downtown Long Beach.

Shoreline Drive was historically part of California's interstate freeway network (as I-710), a post-World War II "urban renewal" project, which demolished the working-class Magnolia and West Beach neighborhoods, removing homes and businesses and replacing them with the existing divided road that operates at highway speeds.

Shoreline Drive is a major barrier to community assets and is a safety hazard for those seeking to reach community park space, Downtown Long Beach, and other nearby destinations.

Northbound Shoreline Drive blocks off a grass median, and requires people to cross the three-lane, 50 MPH roadway with no crosswalks. By consolidating north and southbound lanes to the west, the accessible portion of Cesar Chavez Park will be expanded by approximately 5.5 acres, double its current size, as well as move traffic and the associated pollution further away from Edison and Cesar Chavez Elementary Schools.

The project will also create good-paying jobs and help ensure construction companies hire underrepresented workers. Specifically, the project will use a project labor agreement and local hiring preferences. This project also commits to creating long-term maintenance jobs in the city, which will be unionized.

## Vision 980 Study Phase 2 - Feasibility Study

**California Department of Transportation** (Oakland, California)

### Planning

**RCP Award:** \$680,000

**Estimated Total Project Cost:** \$850,000

Funds will be used to explore alternatives for reconnecting communities along the I-980 corridor with an expanded focus on community integration and environmental justice. The I-980 freeway divides disadvantaged communities in West Oakland from downtown Oakland and is a barrier to travel and economic opportunities between these communities.

When construction on I-980 began in the 1960s, it was intended as an eastern approach to the San Francisco Bay Southern Crossing – a second Bay Bridge that was never constructed. Construction of the project resulted in the loss of 503 homes, 22 businesses, and four churches – almost all of which belonged to disadvantaged communities. The result was a freeway that created barriers to active transportation and limited access to employment, services and opportunities in Downtown Oakland for residents of the adjacent West Oakland community.

The application details existing needs and historic disparities and provides results of an equity analysis. The impacted communities are economically disadvantaged and experience poor air quality. The project will utilize strong existing partnerships and employ innovative means of community engagement. The plan aims to improve accommodation of non-motorized modes, access to transit, and explore options for lessening the barrier, ranging from freeway removal to improvements to the crossings of the existing facility. The plan will build on existing work, including the activities of Connect Oakland and other planning studies. The application discusses Oakland's existing anti-displacement strategies and discusses place-making and inclusive economic development.

SR-710 Northern Stub Re-envisioning Project  
City of Pasadena, California

Planning

**RCP Award:** \$2,000,000

**Estimated Total Project Cost:** \$4,405,000

Funds will be used to support the study of transportation and land use needs related to the future redevelopment of Pasadena's recently relinquished highway "stub." The three-year planning process, which will include a feasibility analysis and vision planning, will ultimately result in a 710 Northern Stub Site-Specific Plan. The goal is to develop a collaborative plan for the 60-acre site that considers redressing historic inequities, while coordinating land use, housing, and transportation needs that are reflective of the city's existing and future population.

From the 1960s onward, targeted investments to increase freeway size, connection, and access ultimately began displacing thriving and mixed-income communities of color in Northwest Pasadena. In this case, a highway "stub" was built in anticipation of future highway connection, resulting in residential displacement that severed community access to an active central businesses district. The freeway connection never came, leaving an irrelevant highway "stub" with the surrounding residents isolated and devoid of economic opportunity. In August 2022, the "stub" was relinquished to the City of Pasadena.

The planning project will study approaches to connect this community to all modes of transportation to access jobs and downtown amenities. The project outlines various engagement methods such as community task forces and project websites. In addition, the city has an existing climate action plan and will utilize this planning effort to continue to build upon implementing strategies for reducing the city's carbon footprint. The project proponent has an existing planning framework that includes community restoration and anti-displacement strategies to help ensure all residents have equal access and can live in decent, safe, and affordable housing.

Parkway Drive at State Route 99 Pedestrian Bridge  
City of Fresno, California

Planning

**RCP Award:** \$600,000

**Estimated Total Project Cost:** \$750,000

Funds will be used to support planning activities for a pedestrian bridge that crosses California State Route 99 and connects Parkway Drive and Roeding Park, primarily serving the Jane Addams Neighborhood. Planning activities include a community participation plan, concept drawings, preliminary engineering, and environmental review.

The construction of California State Route 99 ushered in a period of sharp decline for the Jane Addams Neighborhood, a disadvantaged community that found itself isolated from greenspace, community services, and economic investment following the project's completion. The isolation played a role in soon establishing Parkway Drive as the epicenter of human trafficking and crime in the Fresno community, further leading to disinvestment and community problems.

Historically, the neighborhood has largely lacked curbs, sidewalks, street trees, and green space in general. Pedestrian and vehicular crossings for SR 99 are minimal and limited to high-traffic volume collectors at half-mile intervals. Crossings for SR 180 are limited to Marks Avenue, Roeding Drive, and Teilman Avenue. The limited crossings hamper vehicular, bicycle, and pedestrian connections to other parts of the city, including Roeding Park, the world-class Fresno Chaffee Zoological Gardens, and Rotary Playland and Storyland. Additionally, there are no bus stops in the neighborhood, which further limits mobility and connectivity. The project would help to correct historic wrongs by reconnecting the Jane Addams Neighborhood to park land and services and increasing business opportunities that have been lacking for decades.

## Monterey Road Highway to Grand Boulevard Design Study City of San Jose, California

### Planning

**RCP Award:** \$2,000,000

**Estimated Total Project Cost:** \$2,500,000

Funds will be used to assess the feasibility and conceptual designs for converting Monterey Road from a motor highway to a grand boulevard that is enjoyable and safe for all road users. The project will undertake planning, design, conceptual engineering, and environmental review to reconstruct the road and intersections as a complete street through the project area. The project is expected to include dedicated transit lanes, protected bike lanes, and urban greening.

Monterey Road has been an important transportation corridor for hundreds of years – in the 1700s it was part of “El Camino Real” (Spanish for “The Royal Road”) and later became an established stagecoach route. Ever-expanding development led to Monterey Road as it exists today: a 100’ wide, six lane facility with speeds up to 50 mph, rendering walking or biking along or across the corridor unwelcoming and dangerous for the community that lives alongside it, a population of roughly 84,000, with over 20% of households defined as low-income. From 2019 to March 2022, Monterey Road was the site of 42 fatalities and severe injuries, 357 injuries, and 476 collisions.

The project proposes to redesign Monterey Road as a complete street that will prioritize safety and improve accessibility for individuals who walk, bike, or use transit. Connectivity and mobility restrictions exist for both east-west and north-south travel. This is due to the limited number of crossings over Monterey Road, and as a result of no parallel city streets that run continuously through the project area. Additionally, Monterey Road runs directly adjacent to the Union Pacific Railroad line with active freight and passenger trains, and California High Speed Rail service will soon be added.

The project area consists of many historically disadvantaged neighborhoods that have been disproportionately impacted and will be included in the transportation decision making process. Community engagement activities will bring residents, community organizations, and transportation agencies together to identify the most important transportation challenges and develop strategies to overcome them. Potential project improvements to be considered include dedicated transit lanes, protected bike lanes, urban greening, and reconstructed intersections. The application provides a clear vision that will consider and incorporate anti-displacement strategies and place-making efforts.