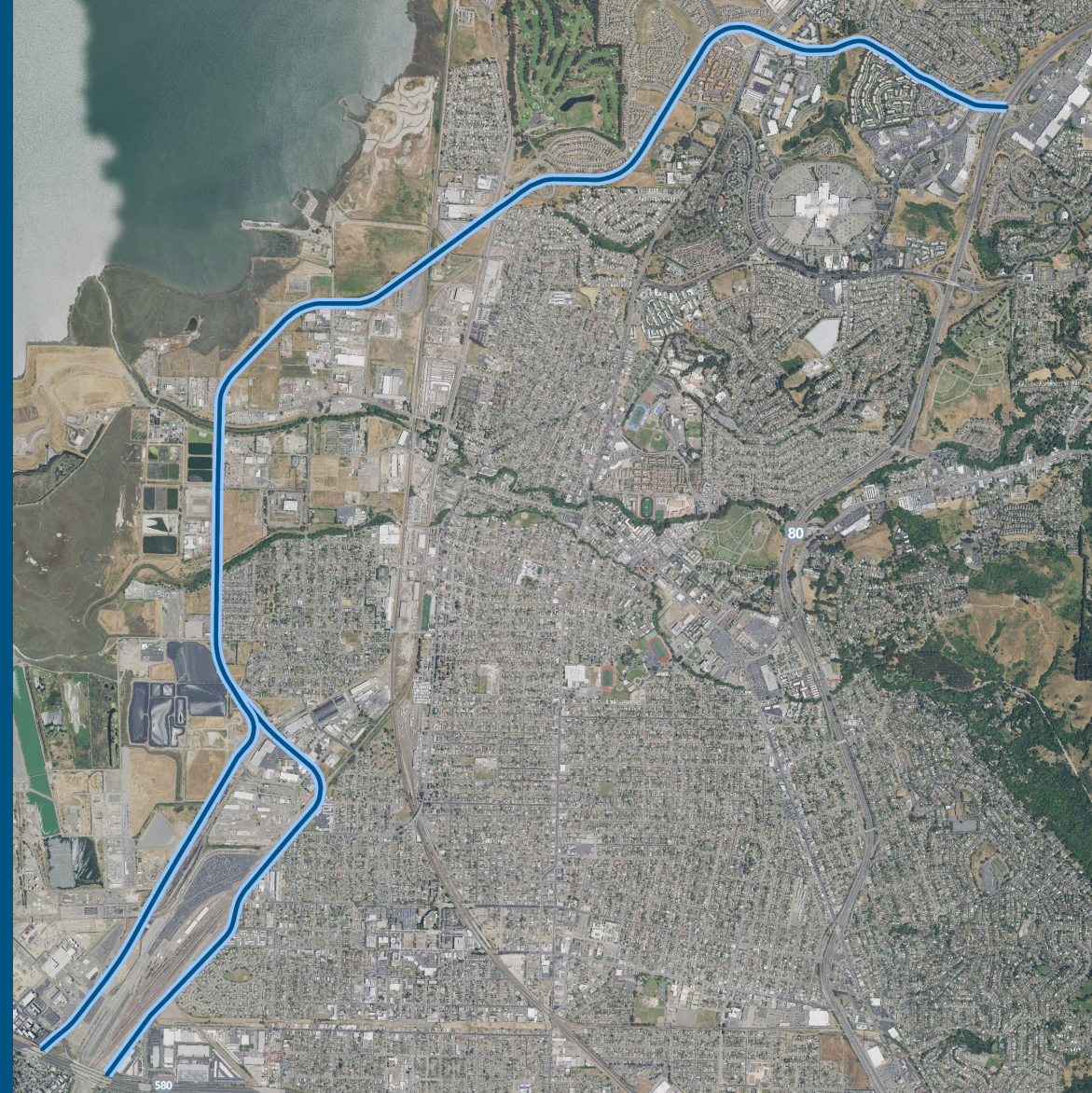


RICHMOND PARKWAY TRANSPORTATION PLAN

WCCTAC Board Meeting #2

**Existing & Future Conditions
and Phase 1 Engagement**



September 29, 2023

www.wcctac.org



WCCTAC | West Contra Costa
Transportation
Advisory Committee

Agenda

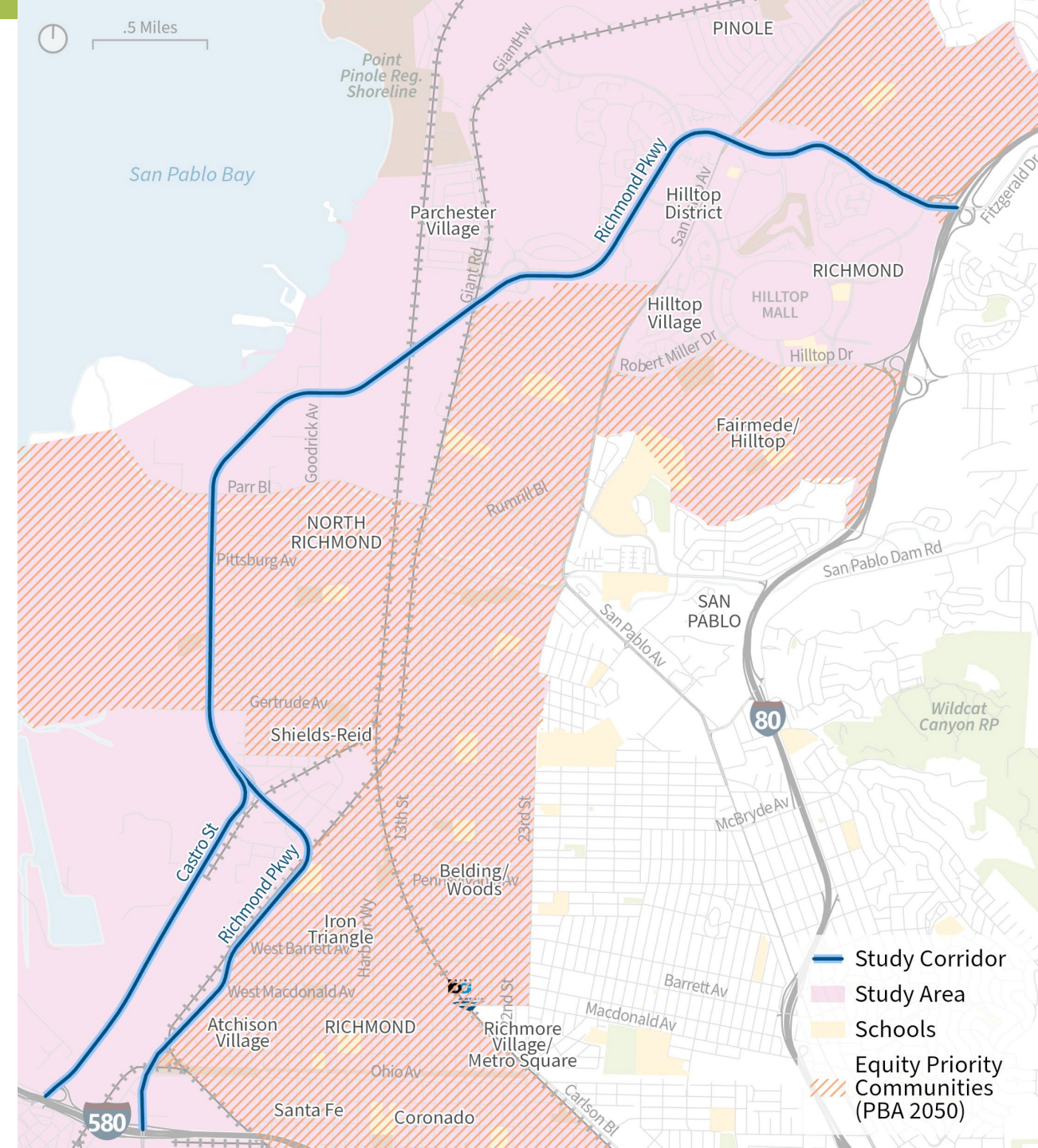
- **01** Project Recap
- **02** Existing & Future Conditions
- **03** Phase 1 Engagement Input
- **04** Next Steps



Project Recap

About the Project Corridor

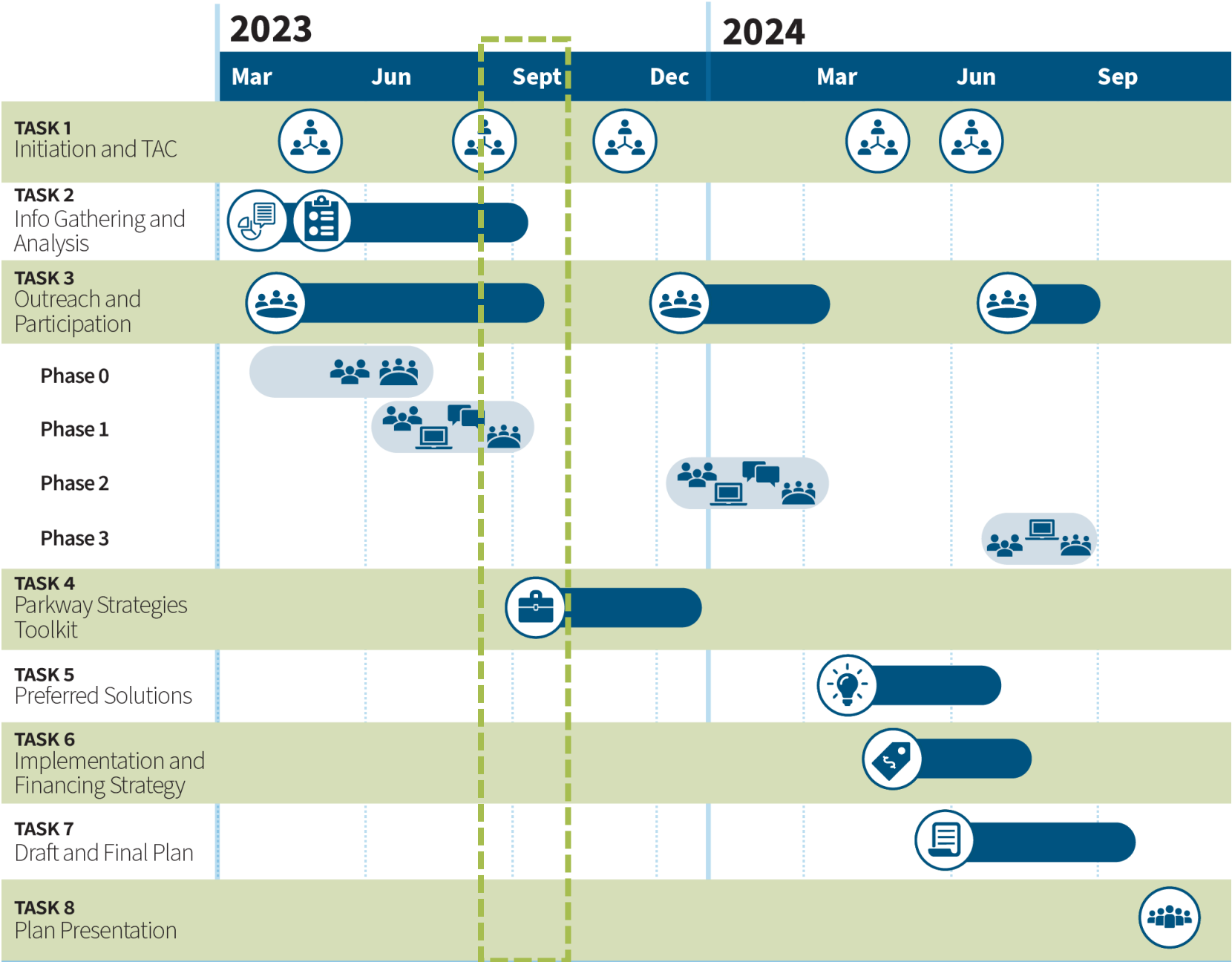
- Includes Richmond Parkway and Castro Street between I-580 and I-80
- Falls within City of Richmond and Unincorporated Contra Costa County
- Impacts Equity Priority Communities
- Local and regional connector
- Includes segments of the Bay Trail
- Planned growth



Schedule

Opportunities for Public Input

-  Public Advisory Group Mtg
-  3 Pop-ups, 3 Community Mtgs
-  Digital Engagement
-  WCCTAC Board Mtg





Existing & Future Conditions

Existing & Future Conditions Topic Areas



Safe Streets



**Bike & Pedestrian
Network**



Traffic Signals



Transit



Cars & Trucks



Public Health

Existing & Future Conditions Topic Areas



Safe Streets



**Bike & Pedestrian
Network**



Traffic Signals



Transit



Cars & Trucks



Public Health

Recap of Safety and Bike & Ped Network

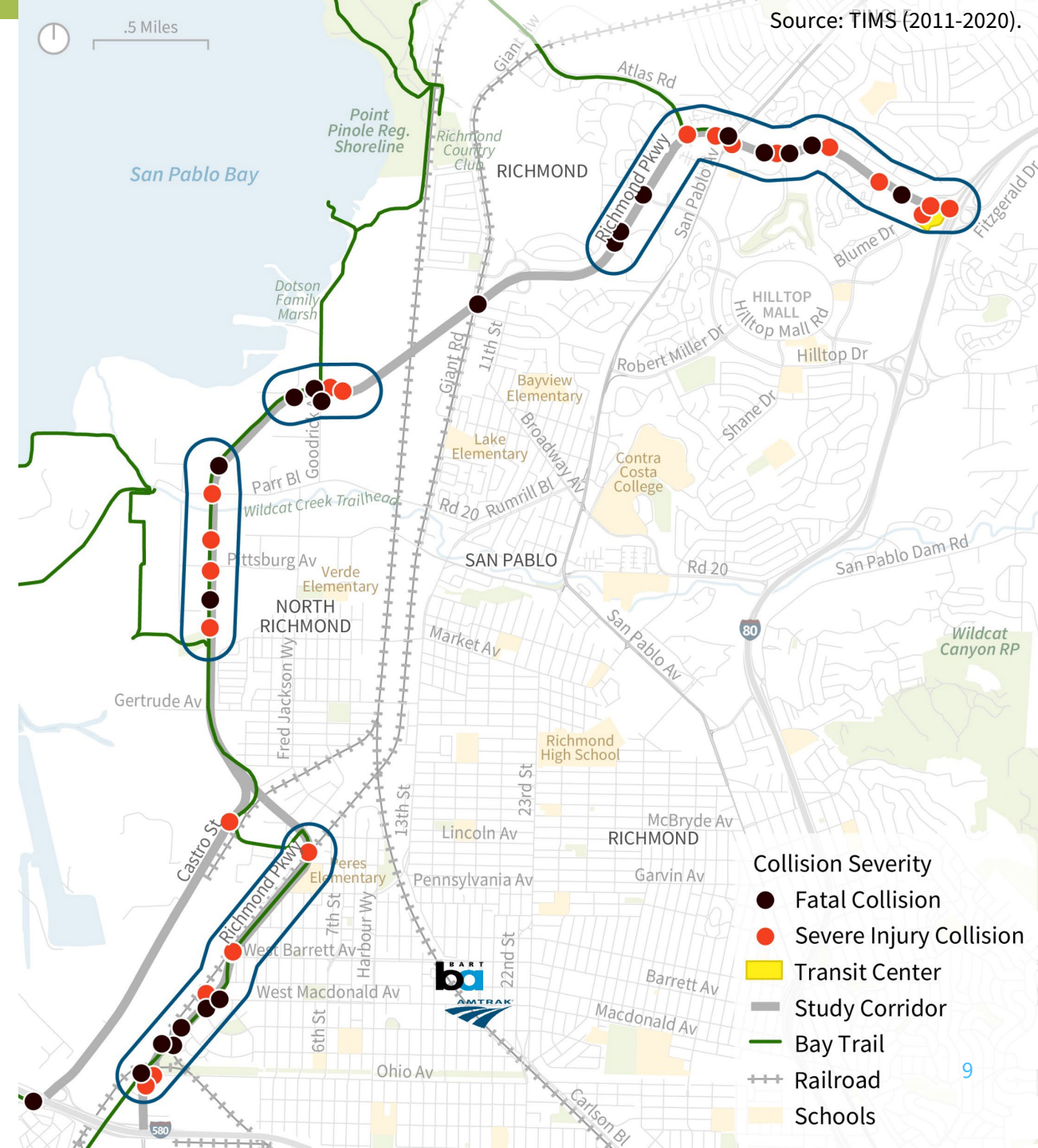
- Between 2011 and 2020, **46 people were killed or severely injured** in collisions along the corridor
 - Unsafe speed** is the leading primary collision factor (28%) for these collisions
- Limited and ill-maintained infrastructure on the Bay Trail, sidewalks, and crossings make **active transportation challenging for all ages and abilities**



Poor pavement quality

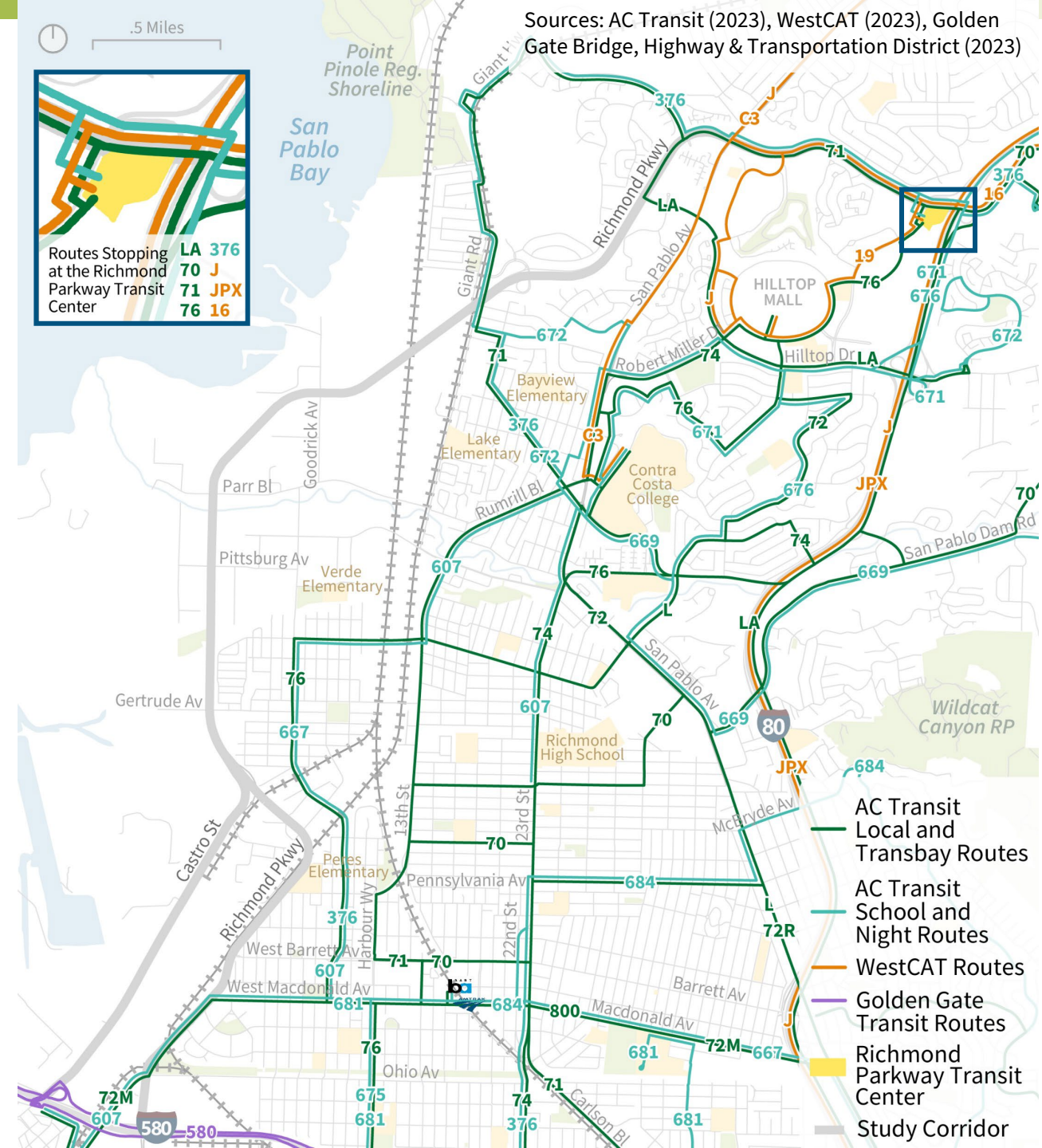


High vehicle turn speeds



Transit Service on the Parkway

- Although the study area has decent service coverage, bus service on the corridor is only provided on the **northern and southern ends**
 - 11 bus routes stop on the corridor, including 8 routes at the Richmond Parkway Transit Center
- Most stops along the corridor are **missing shelters and high-visibility crosswalks** at the intersection
- Opportunities to **improve bicycle and walking access to the Transit Center**, including a formal pedestrian access point at the Parkway and higher quality bikeways



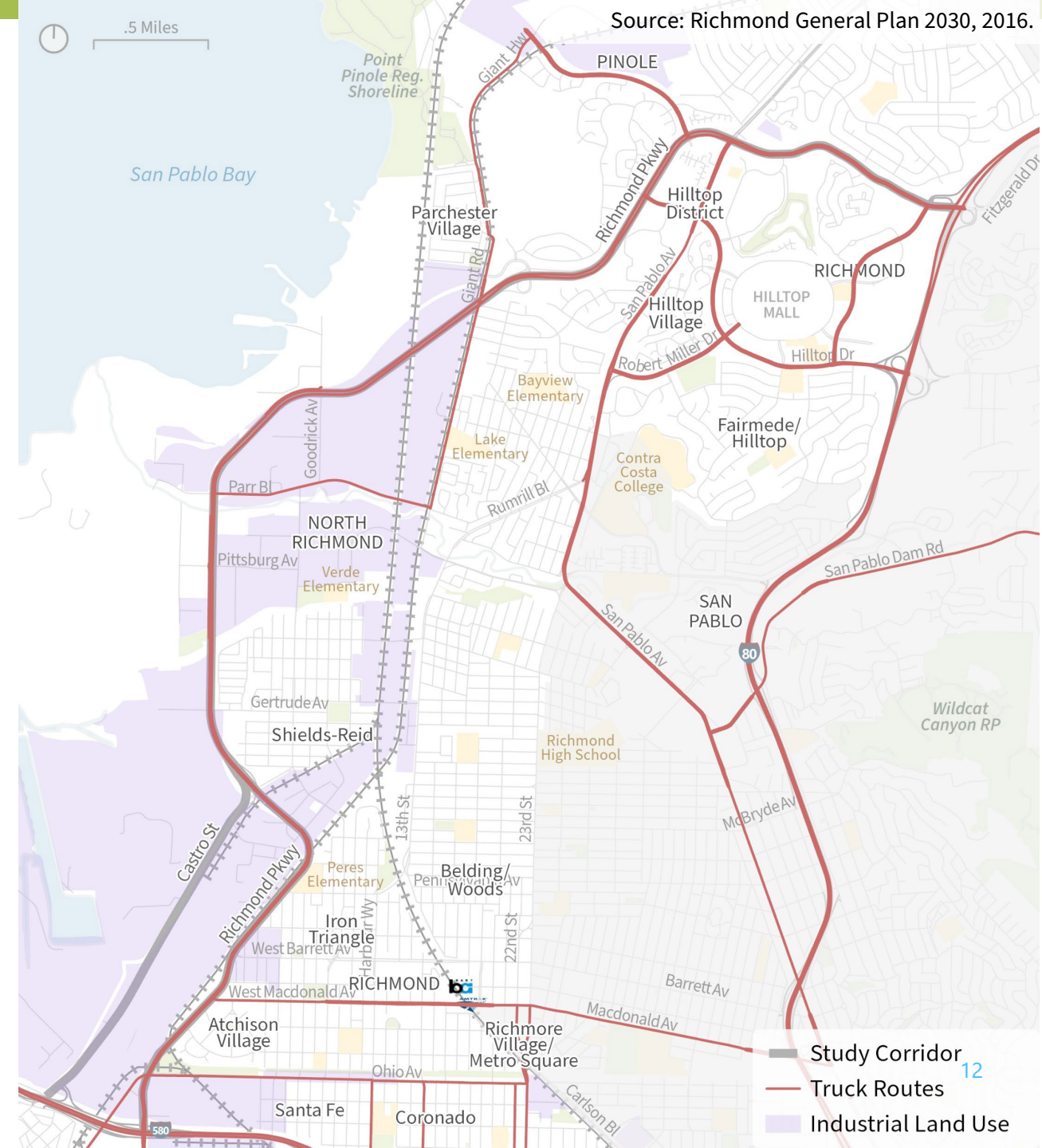
Existing Car Travel

- Over **25,000 cars** travel on the Parkway on weekdays (*Fehr & Peers, May 2023*)
- Commute patterns on the Parkway reflect **highest demand northbound in the afternoon**
- Drivers **typically use the Parkway for trips that start or end in the study area** rather than as a freeway-to-freeway connector
 - Less than a third of northbound PM drivers travel from the I-580 interchange and get onto I-80 (*Streetlight, 2022*)



Existing Truck Travel

- About **2,000 trucks** travel on the Parkway on weekdays (7% of total vehicle travel) (*Fehr & Peers, May 2023*)
- **Industrial uses** and the **nearby port** generate truck trips along the corridor
- Most truck traffic is concentrated in the **morning commute and midday periods** (*Streetlight, 2022*)
- **More than 60%** of trucks use the corridor to access or depart from destinations in the study area (*Streetlight, 2022*)



Existing and Future (2040) Travel Times

- Given the high level of development and land use growth expected in the area, additional vehicle volumes will **increase travel times in the future** along the corridor
- Drivers could see the **longest travel times in the afternoon in the northbound direction**
- Southbound AM** could also see at least a **15-minute increase** in travel time

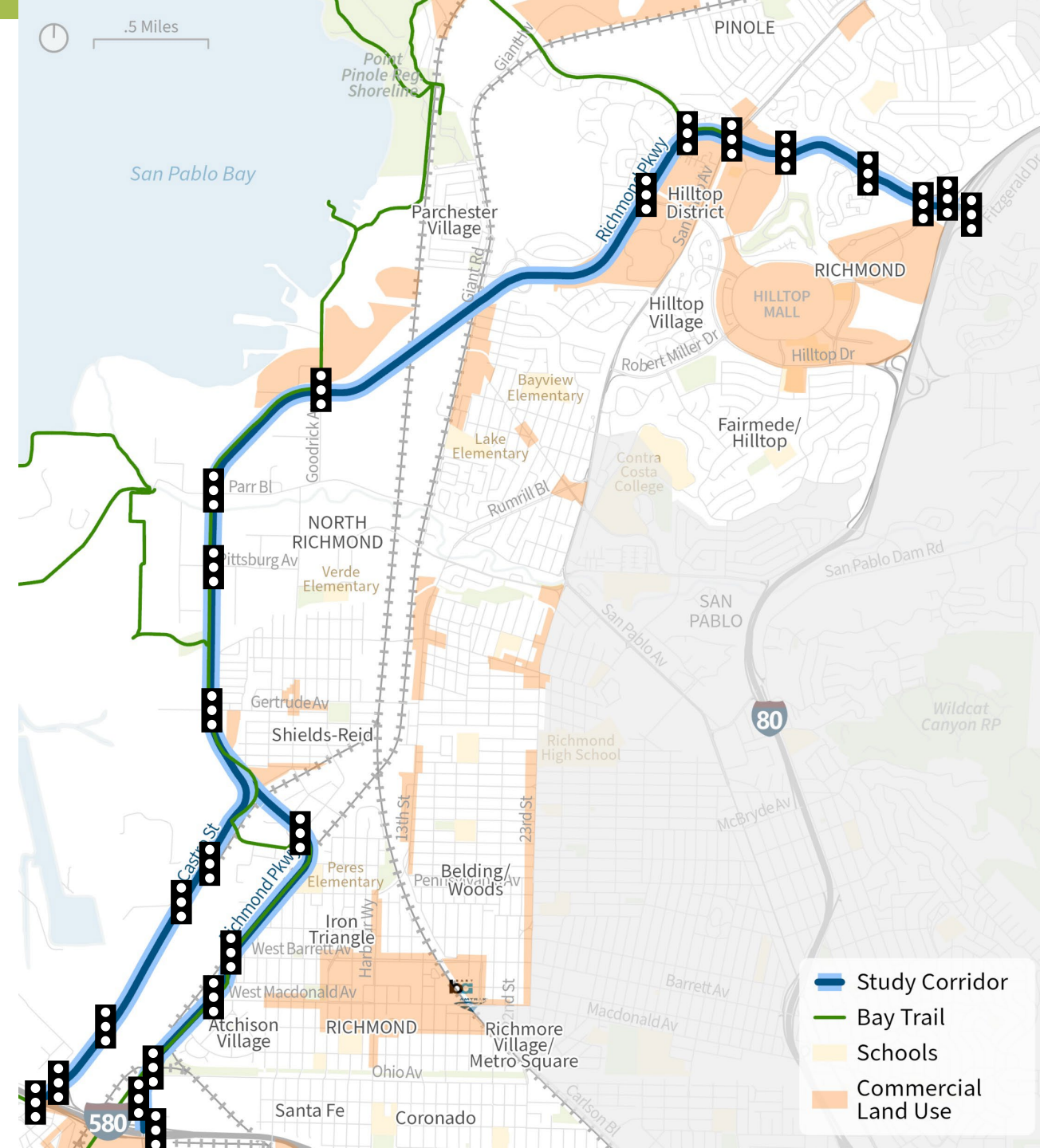
Study Corridor Direction	Existing Travel Time (minutes)		Future Travel Time (minutes)	
	AM Peak	PM Peak	AM Peak	PM Peak
Northbound	12	26	<20	> 60
Southbound	14	13	30-40	20-30

Note: These conditions are based on the CCTA travel demand model and future land use growth in the area. No transportation projects on Richmond Parkway are modeled as part of this analysis.

Source: Fehr & Peers, 2023

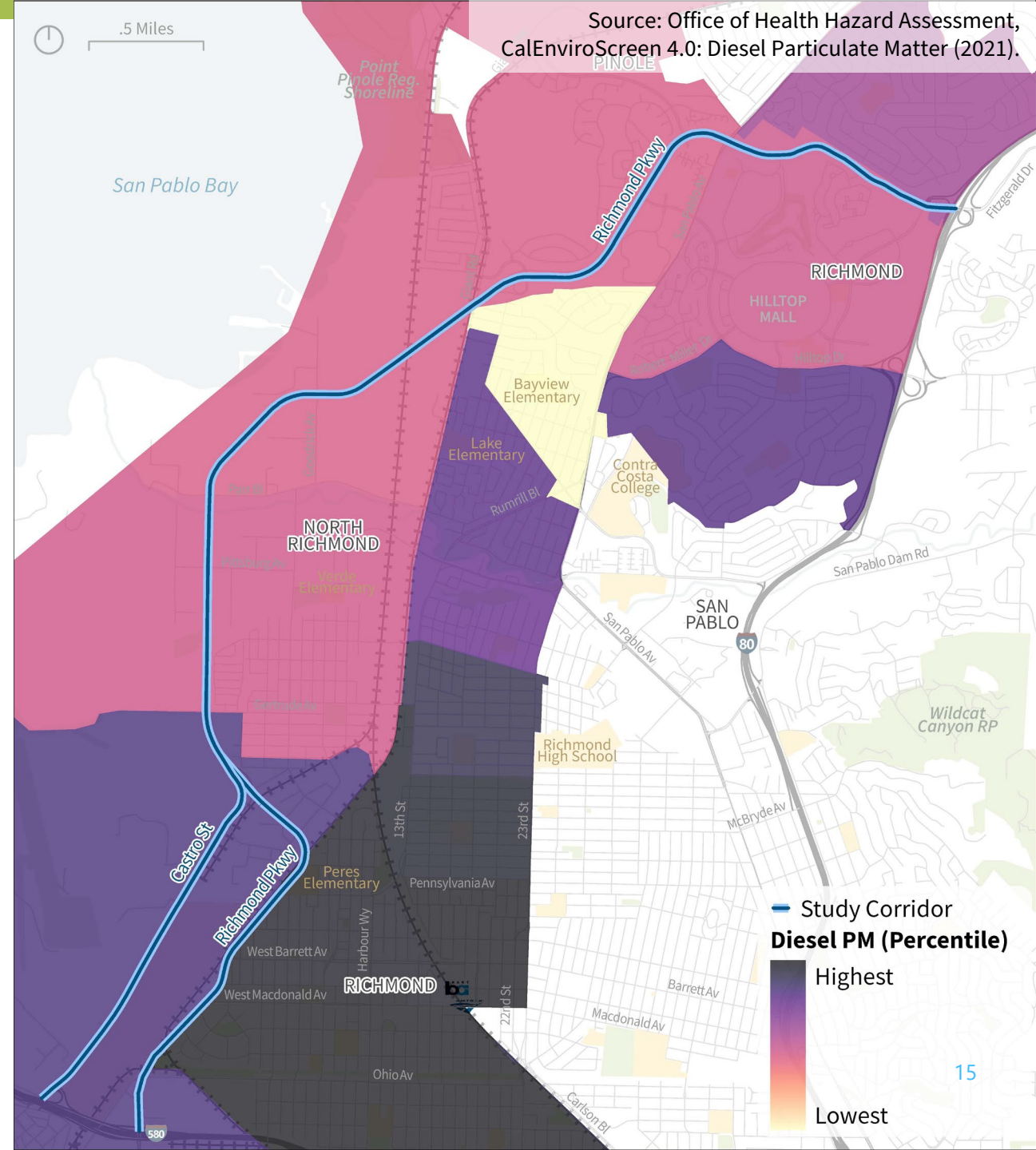
Traffic Signals

- Of the **23 signals** along the corridor:
 - 70% do not have bike detection
 - 65% do not have a pedestrian countdown signal
 - 39% do not have a battery backup
- Signals along most of the corridor are **not coordinated**
- To keep traffic moving, green times along the Parkway can be 30 seconds longer compared to other City signals. This results in **more delay for all users entering or crossing the Parkway.**



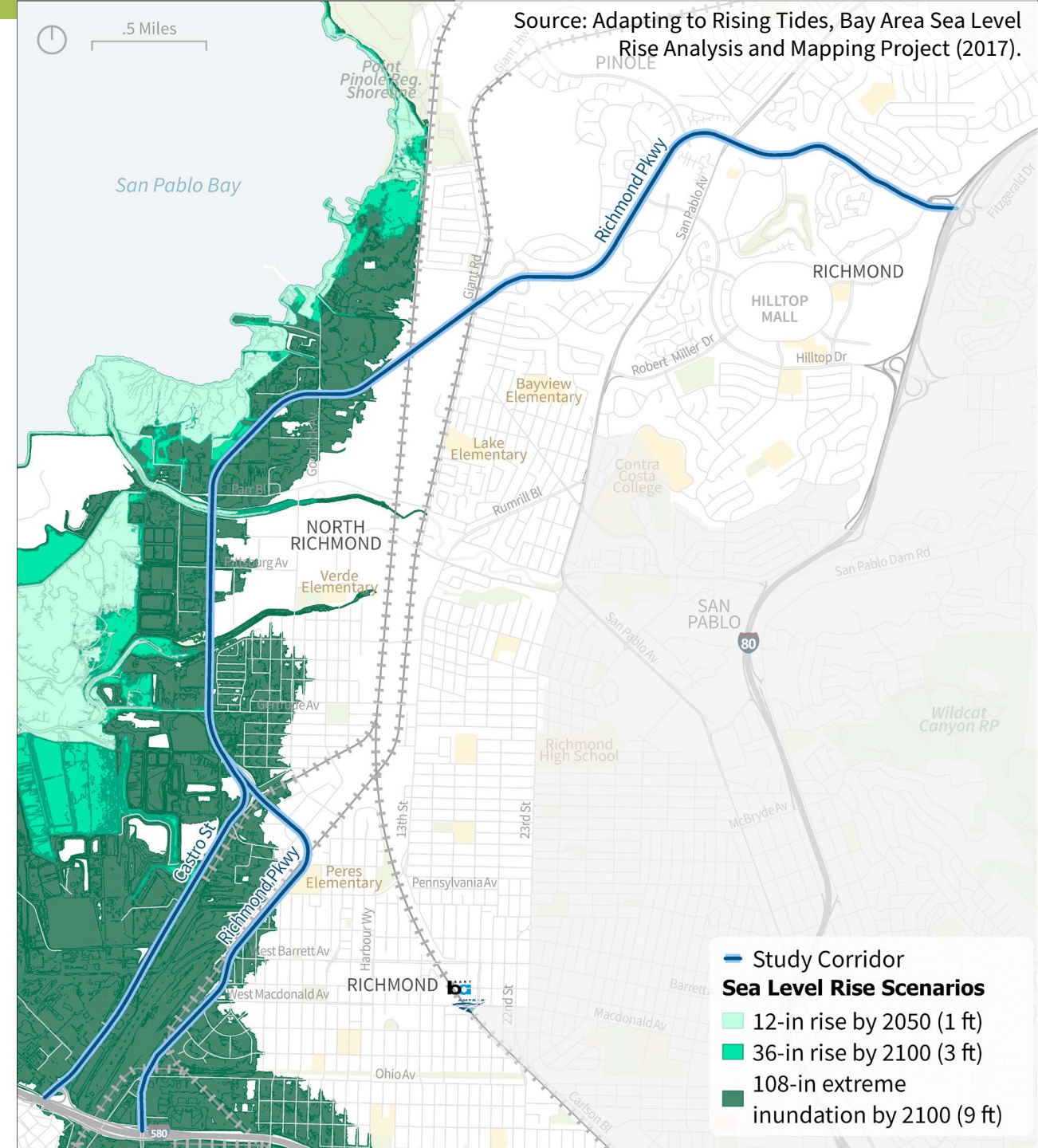
Diesel Particulate Matter (Diesel PM)

- Diesel PM is a **toxic air contaminant** produced by exhaust of trucks, trains, ships, and equipment with diesel engines.
- Diesel PM concentration around the Parkway ranges from 0.08 to 0.98 tons per year. This is **greater than 78% of communities** statewide.
- Higher levels of Diesel PM can cause eye, throat, and nose irritation and contribute to **asthma attacks, heart and lung disease, and lung cancer**.
 - North Richmond's asthma rate is greater than 98% of other communities statewide



Sea Level Rise

- Forecasts anticipate **up to 12-in of sea level rise by 2050, and 36-in by 2100**, directly affecting the area west of the corridor
- Flooding and inundation would **affect roadways, property, utilities and critical infrastructure, emergency services, and evacuations**
 - Already seeing impacts of this at the Wildcat Creek Trail crossing








Phase 1 Engagement Input

Public Engagement Plan

Phase 1

IDENTIFY NEEDS

-  3 Pop-up events and 3 community meetings
-  Digital engagement
-  WCCTAC Board Mtg #2
-  PAG Mtg #2
-  TAC Mtg #2


Phase 2

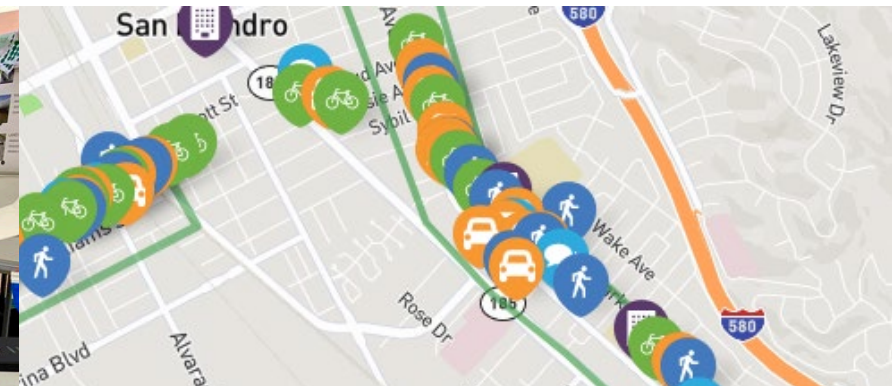
EXPLORE STRATEGIES

-  PAG Mtg #3
-  3 Pop-up events and 2-3 community meetings
-  Digital engagement
-  WCCTAC Board Mtg #3
-  TAC Mtg #4

Phase 3

REFINE SOLUTIONS

-  PAG Mtg #4
-  Digital Engagement
-  TAC Mtg #4-5
-  WCCTAC Board Mtg #4



Phase 1 Engagement: Pop-Ups & Community Meetings

Pop-Up Events: Aug 2023

- North Richmond Flea Market (North Richmond)
- Thrive Thursdays (Coronado)
- Wal-Mart (Hilltop)

MTC/Rich City Rides Bike Ride: Aug 2023

Community Meetings: Sept 2023

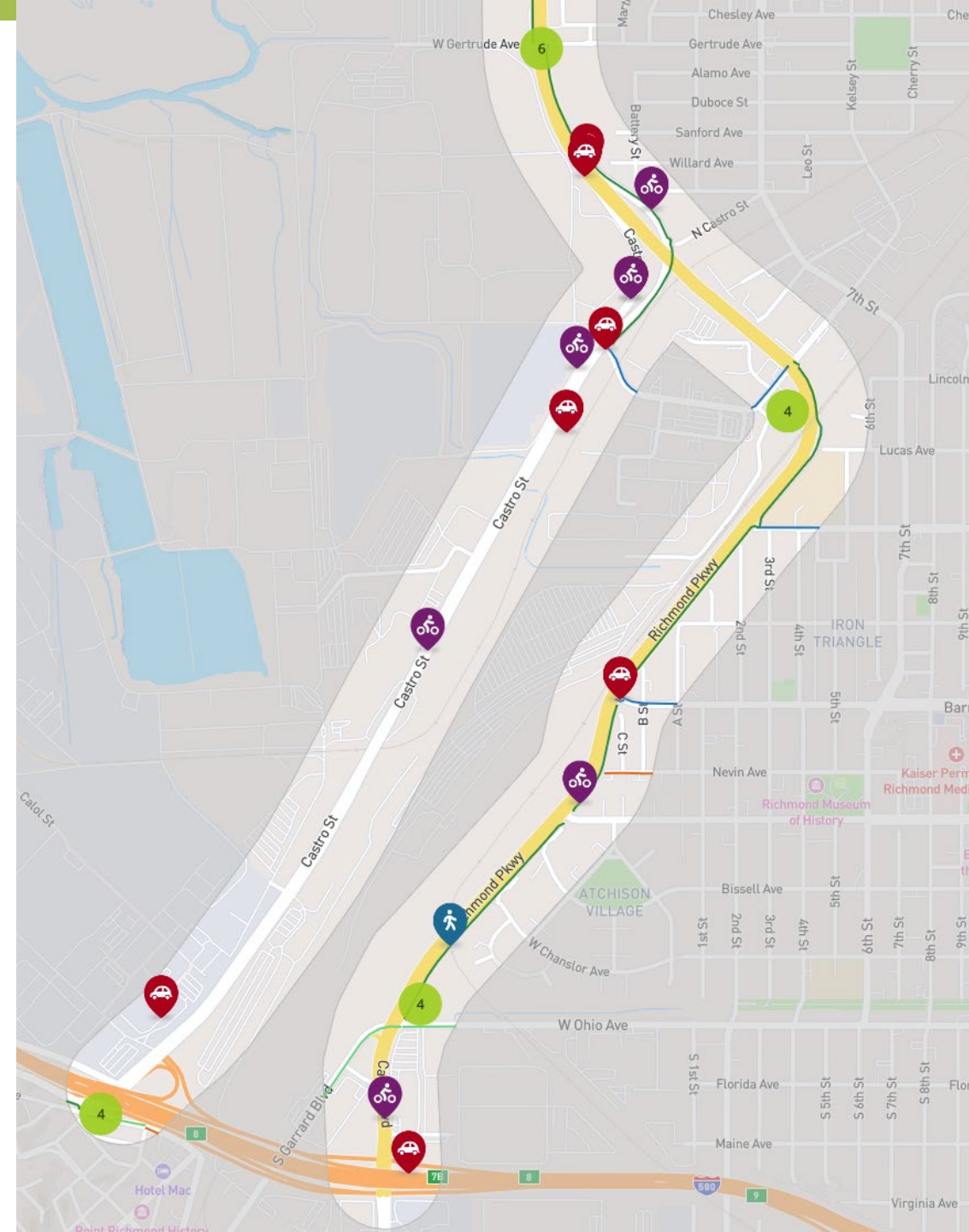
- North Richmond Municipal Advisory Council
- Parchester Village Neighborhood Council
- Iron Triangle Neighborhood Council

Public Advisory Group Meeting: Sept 2023



Phase 1 Engagement: Digital Engagement

- Webmap open from June 15th – Sept 4th
- 109 comments received
- 1,754 webmap visitors
 - 983 visitors learned about webmap through our social media ads



Feedback Themes

Most comments received from the public referenced four topic areas.



Safety

- 29% of pop-up comments
- 37% of online comments



Biking & Walking

- 26% of pop-up comments
- 35% of online comments



Congestion

- 13% of pop-up comments
- 16% of online comments



Maintenance

- 12% of pop-up comments
- 13% of online comments

Concerns about Safety & Speeding

- Safety was the **#1** concern for both pop-up attendees and online contributors
 - 15% of pop-up comments and 13% of online comments mention speeding specifically
- Cars often enter and exit at freeway speeds near I-580 and I-80, as well as from Castro onto Richmond Pkwy
- Speeding through intersections and red lights is regularly experienced
- Noticeable lack of police presence or cameras to discourage speeding, especially at night

"It's a deadly rat race road that I prefer not to drive on anymore."

"Cars blow through the yellow, and often red, light."

"The stretch where Parkway opens up from 2 lanes to 4 is crazy! It turns into a speedway!"

Comfort and Safety while Biking and Walking

- Missing sidewalks and high-quality crossings
- Desire for better bikeway connectivity on the Parkway and to connecting streets
- Lighting is absent or unreliable
- Bay Trail accessibility and signage is lacking and highly desired
- Signalized intersections need longer crossing times and better detection and protection for bicyclists

"Need more crosswalks, sidewalks, and bike lanes with good lighting."

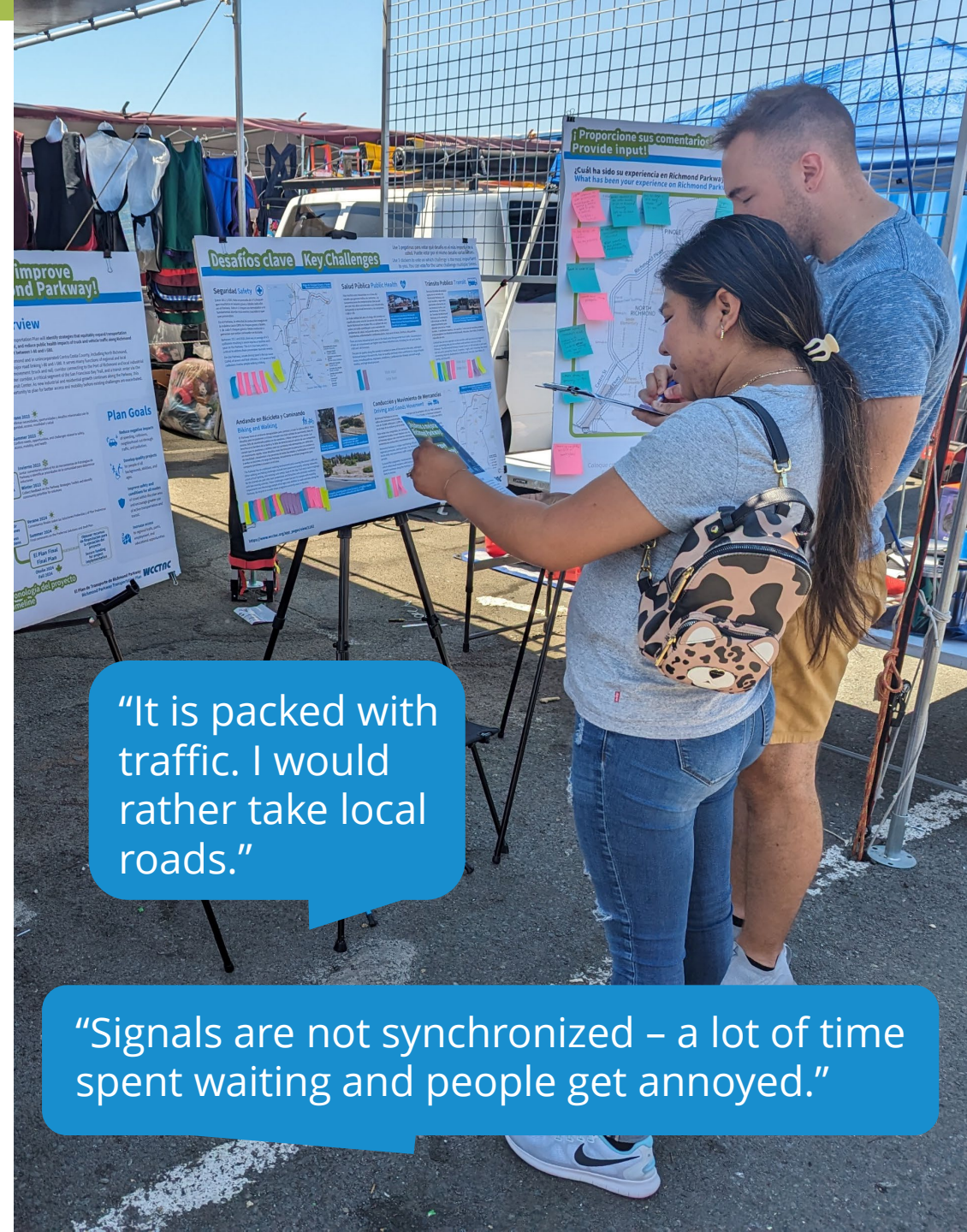
"Walking across the Parkway is super scary."

"Would not bike out there without Class IV protection."

"Our kids need to be safe walking to or from school."

Challenges with Peak Period Congestion

- Intersections with reportedly consistent congestion include San Pablo Ave, Giant Rd, Canal St, and 23rd St, as well as the Castro St. and Parkway interchange
- Suggestions to adjust signals for congestion
 - Better detection
 - Synchronized/coordinated signals
 - Shorter signal cycle lengths



"It is packed with traffic. I would rather take local roads."

"Signals are not synchronized – a lot of time spent waiting and people get annoyed."

Improving Street Maintenance

- Heavy truck traffic on the corridor deteriorates pavement quality and creates potholes
- Pedestrians and bicyclists must navigate around garbage and overgrown landscaping on sidewalks and bike lanes
- Desire for more trees, while ensuring overgrown trees that block traffic lights are trimmed



"Need to cut back the trees – you can't see the light until you're just past the bend."

"There is frequently a lot of debris and illegal dumping."

"Would be nice to see more trees, less potholes, and clearer lanes."

"Making the parkway look like it's being cared for will go a long way towards making people feel safe."



Next Steps

Next Steps



Wrap up **Phase 1 Engagement** (*Now*)



Develop **Parkway Strategies Toolkit** based on input from Phase 1 Engagement (*Oct – Dec 2023*)



Present Draft Strategies Toolkit in **WCCTAC Board Meeting #3** (*Early 2024*)

Let's Discuss

- Did we capture the primary challenges on the Parkway? What else is important to understand about current conditions?
- Which issues should be the highest priority for the Plan to address?
- Do you think the Phase 1 Engagement approach was effective?
 - Did we reach an appropriate range of community members?
 - Did we receive the kinds of input you were expecting?
- Questions about next steps?

Thank you

TO LEARN MORE VISIT:

www.wcctac.org/app_pages/view/1182