

RICHMOND PARKWAY TRANSPORTATION PLAN

WCCTAC Board Meeting #3

Draft Strategies



March 22, 2024

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WCCTAC | West Contra Costa
Transportation
Advisory Committee

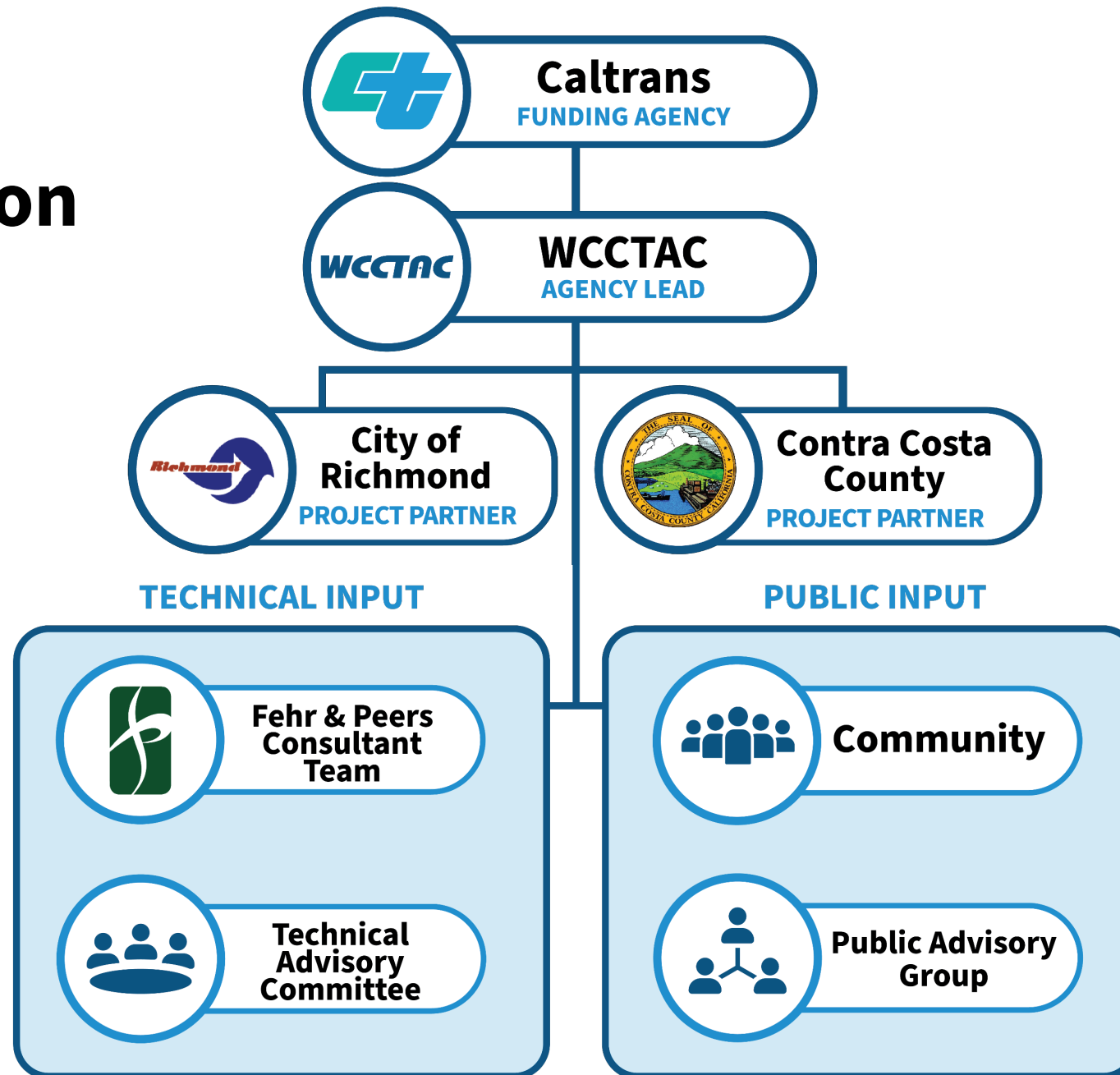
Agenda

- **01** Project Recap
- **02** Draft Strategies
- **03** Draft Strategies Engagement Plan



Project Recap

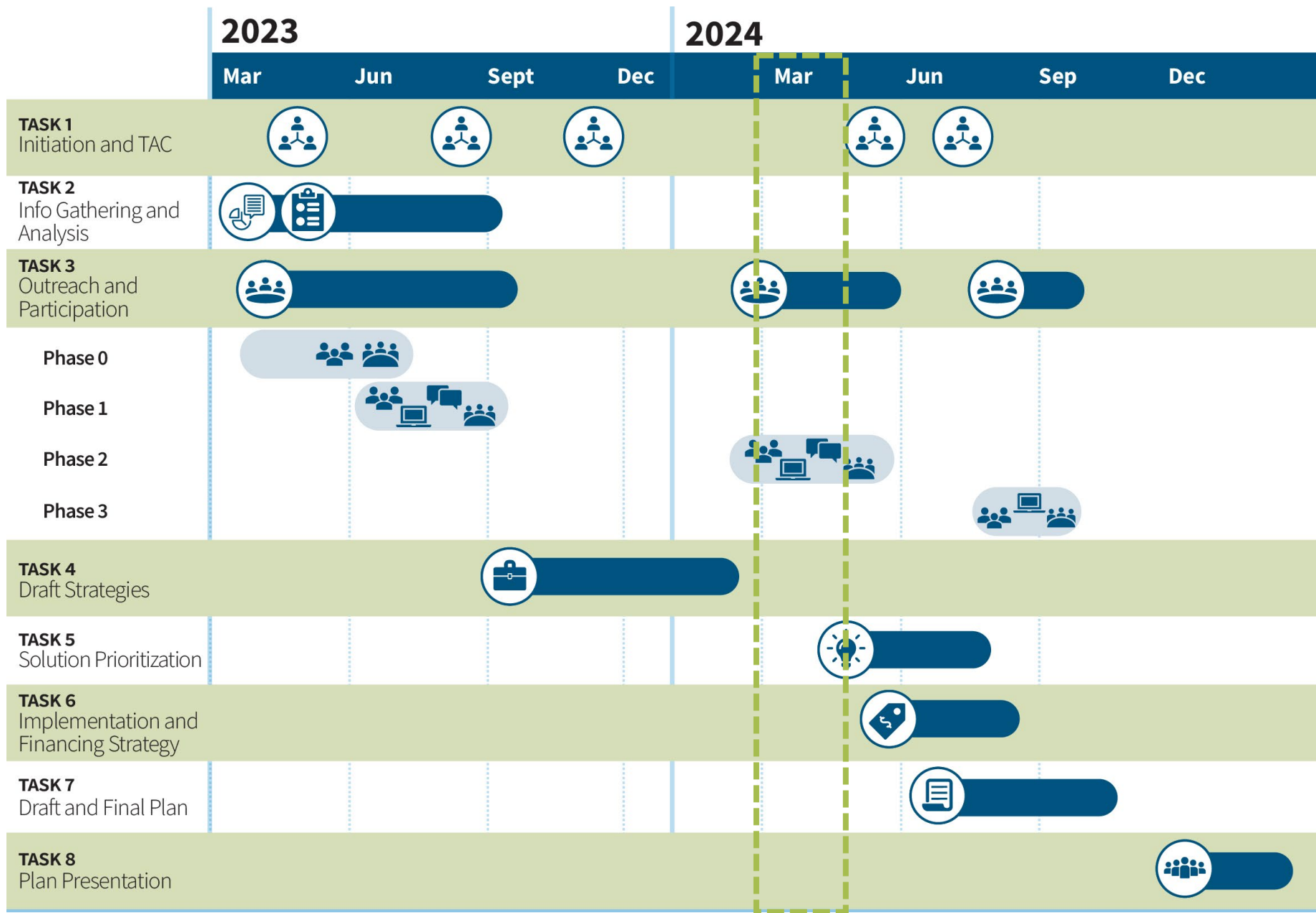
Project Organization



Schedule

Opportunities for Public Input

-  Public Advisory Group Mtg
-  6 Pop-ups and/or Community Mtgs
-  Digital Engagement
-  WCCTAC Board Mtg



Phase 1 Engagement Recap

1. Pop-Up Events: Aug 2023

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

2. Community Meetings: Sept 2023

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

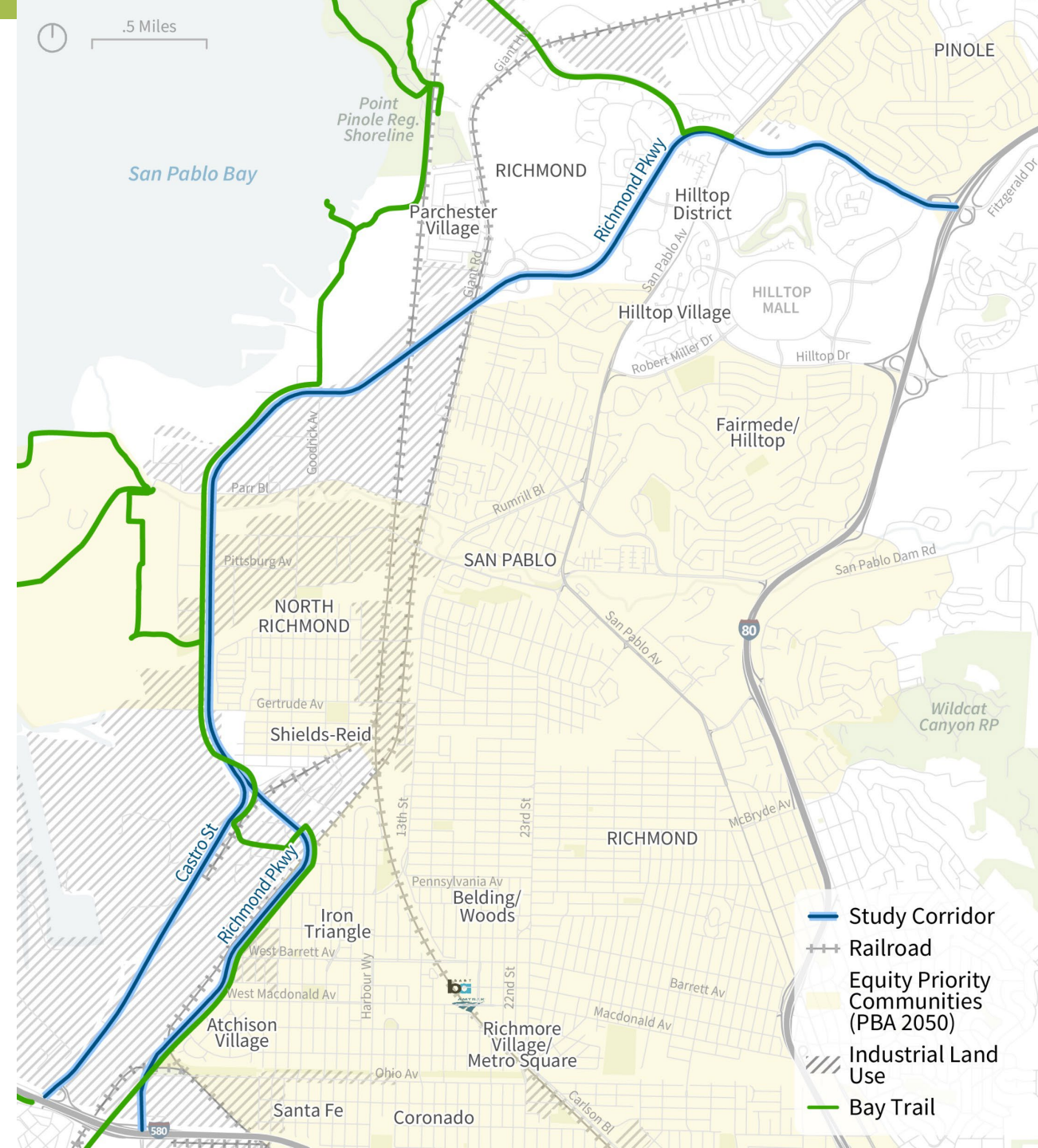
3. Webmap: Jun to Sept 2023

- 109 comments received
- 66 contributors



Key Corridor-Wide Challenges

- Heavy **industrial and warehousing** use generates **trucks** that impact **public health** and the roadway
- Lack of comfort, useability, and signage on the **Bay Trail**
- High rates of **severe injury and fatal collisions**
- **Multi-jurisdictional** corridor with **insufficient maintenance** funding
- **Heavy congestion** during the peak periods expected to worsen with growth over time





Draft Strategies

Strategies Overview

The draft strategies are designed to be responsive to the Plan's goals and the needs identified through existing conditions analysis and community engagement findings.

The strategies are organized into the following categories:

1. Walking and Biking
2. Safety
3. Driving and Goods Movement
4. Maintenance
5. Public Health
6. Transit



What are the goals?

The draft strategies aim to advance the goals of the Plan:



Improve Safety
for All Users



Increase Access to
Key Destinations



Improve Health



Advance
Placemaking

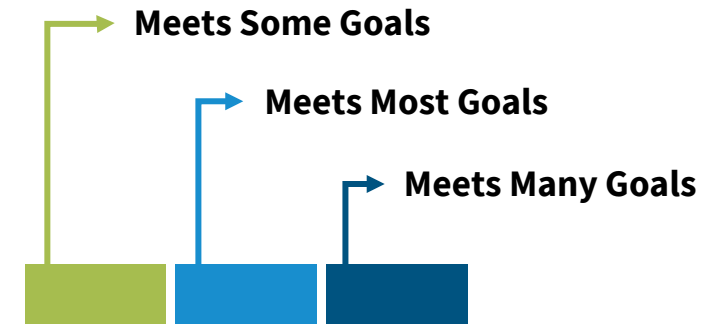


Enhance Travel Time
Reliability and
Efficiency



Support Feasible
Strategies

As shown in the following slides, all draft strategies qualitatively meet at least some of the goals.



Walking and Biking

#	Strategy	Goals Alignment
1	Upgrade on-street bikeways and connect sidewalk gaps	<div><div></div><div></div><div></div></div>
2	Upgrade segments and apply spot improvements along the Bay Trail	<div><div></div><div></div><div></div></div>
3	Install a signalized crossing for Wildcat Creek Trail with lighting and signage	<div><div></div><div></div><div></div></div>
4	Construct a pedestrian/bicycle overpass for Wildcat Creek Trail users	<div><div></div><div></div></div>
5	Test innovative bicycle and pedestrian detection at signalized intersections	<div><div></div><div></div></div>
6	Support Rich City Rides electric bike lending library	<div><div></div></div>



1

Bay Trail signage requirements from the *Bay Trail Design Guidelines and Toolkit*.

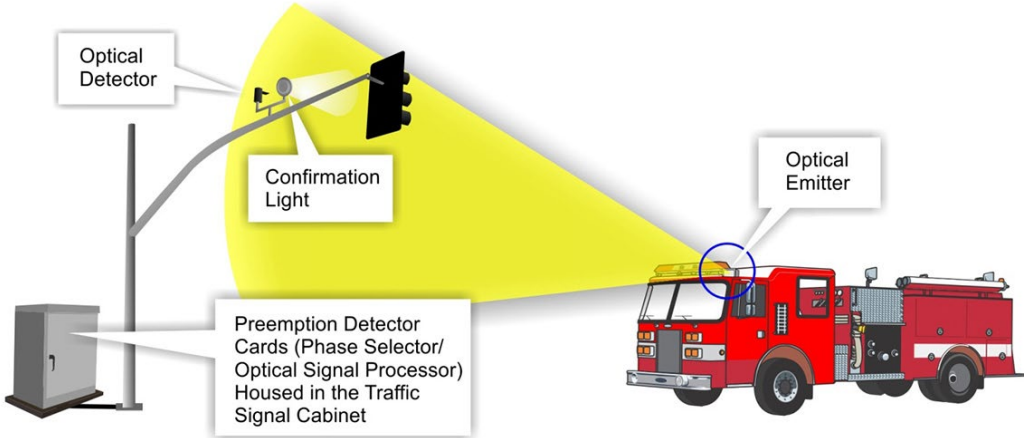


3

Signalized trail crossing example. Source: *Bike Walk Greenville*.

Safety

#	Strategy	Goals Alignment
1	Install safety improvements at intersections along the corridor, such as curb extensions to shorten crossing distance	<div><div></div><div></div><div></div></div>
2	Deploy an Emergency Vehicle Preemption and Transit Priority system	<div><div></div><div></div><div></div></div>
3	Implement measures to reduce speeding and lower the speed limit	<div><div></div><div></div></div>
4	Install physical treatments to prevent misuse of right turn lane	<div><div></div><div></div></div>
5	Install technology to monitor high-risk intersections for speeding and red light running	<div><div></div></div>



2

Infographic on emergency vehicle preemption.

Source: Maricopa Association of Governments.







3

Speed feedback sign.

Source: Trafficalm.

Driving and Goods Movement

#	Strategy	Goals Alignment
1	Convert the northbound right turn lane between Castro St and Giant Hwy into a lane for carpools and right-turning vehicles in the afternoon peak	
2	Add new signal and connection at Pennsylvania Ave to reduce cut-through traffic; improve crossing in front of Peres Elementary	
3	Add southbound left lane on Castro Street for carpools during peak hours	
4	Repurpose southbound shoulder on the Parkway for carpool only between West Barrett Avenue and I-580	



1

Bus using carpool and right-turn only lane. Source: SFMTA



3

Example of an expressway carpool lane. Source: Mercury News

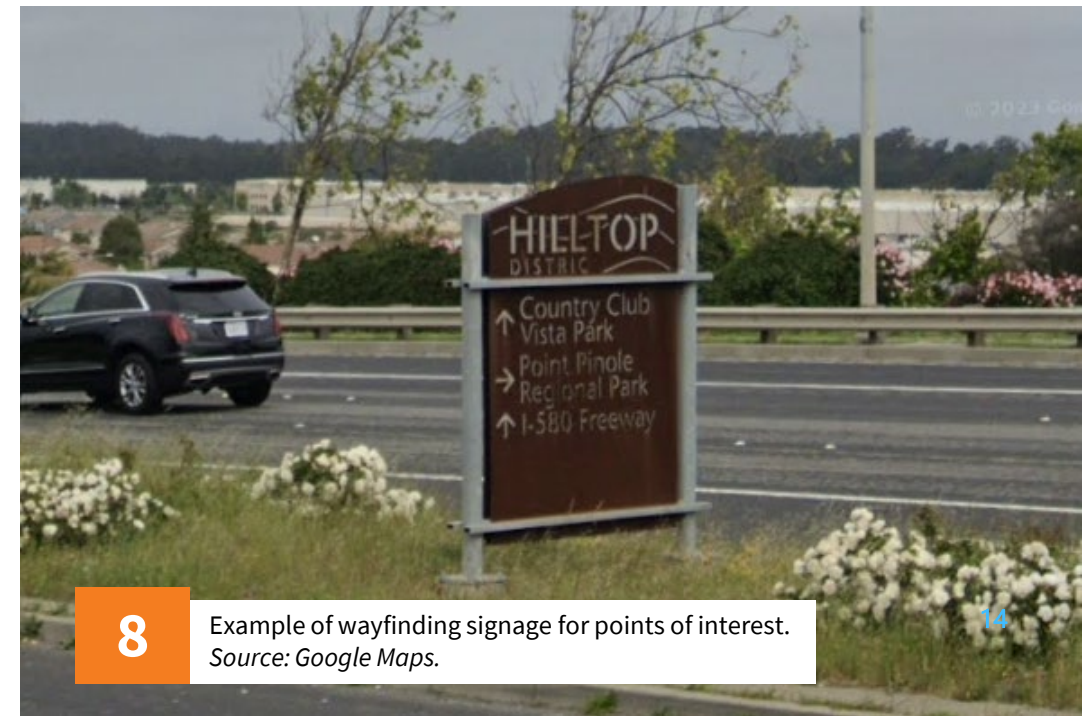
Driving and Goods Movement (Cont'd)

#	Strategy	Goals Alignment
5	Coordinate signals along the Parkway	<div><div></div><div></div></div>
6	Redesign Richmond Pkwy / Castro Street merge to improve merging experience	<div><div></div></div>
7	Install additional signage at blind turns	<div><div></div></div>
8	Install wayfinding signage for key destinations	<div><div></div></div>



7

Blind curve warning signage.
Source: Mark Wilson



8

Example of wayfinding signage for points of interest.
Source: Google Maps.

Maintenance

#	Strategy	Goals Alignment
1	Partner with advocacy groups to encourage people experiencing homelessness to keep sidewalks and paths clear	<div><div></div><div></div><div></div></div>
2	Implement a cross-jurisdictional Roadway Pavement and Maintenance Management Program	<div><div></div><div></div><div></div></div>
3	Implement a cross-jurisdictional Bay Trail Path Management Program	<div><div></div><div></div><div></div></div>
4	Upgrade traffic signal equipment to latest technology	<div><div></div><div></div></div>
5	Inventory signal detection assets and maintain detection equipment	<div><div></div><div></div></div>
6	Reduce illegal dumping via fencing and provide education on proper waste disposal	<div><div></div></div>



1 SOS Richmond advocacy group providing gear for unhoused people until they qualify for housing. *Source: SOS Richmond*



2 Example of roadway maintenance being conducted. *Source: Transport Topics.*

Public Health

#	Strategy	Goals Alignment
1	Update designated truck routes to avoid residential areas to the extent feasible	<div><div></div><div></div><div></div></div>
2	Incorporate trees and greening into all infrastructure projects on the corridor	<div><div></div><div></div><div></div></div>
3	Implement no truck idling or parking zones near sensitive land uses (e.g. homes, schools, hospitals, parks)	<div><div></div><div></div></div>
4	Install sensors and cameras to enforce heavy vehicles exceeding weight limit in neighborhoods	<div><div></div><div></div></div>



2 Example of street trees and landscaping.



3 No idling sign. Source: RoadTrafficSigns.

Public Health (Cont.)

#	Strategy	Goals Alignment
5	Condition new developments to accommodate electric truck access only	
6	Add electric vehicle charging infrastructure and provide education on electric vehicle subsidy or incentive programs	
7	Improve effectiveness of the sound wall near Giant Highway overpass	
8	Install and maintain high-quality air filtration systems in public facilities	



5

Electric truck charging at loading bay.
Source: Forbes.



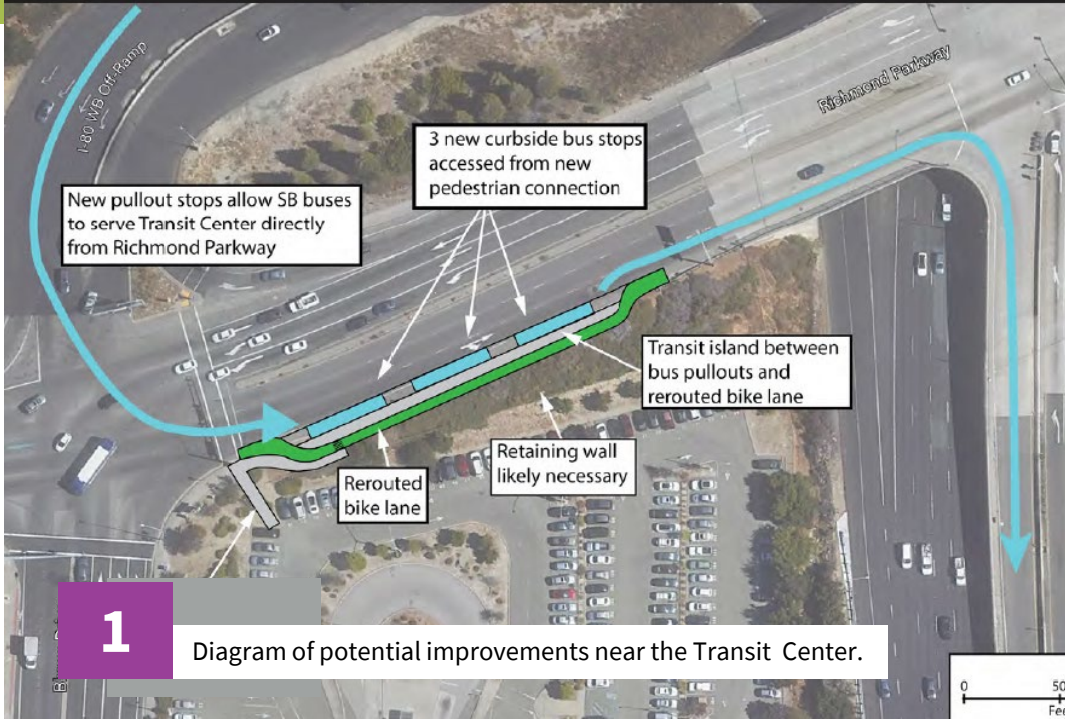
6

EV charging infrastructure.
Source: Bloomberg.

Transit

#	Strategy	Goals Alignment
1	Improve bus efficiency near the Richmond Parkway Transit Center via lane restriping and provision of a bus boarding island	<div><div></div><div></div><div></div></div>
2	Upgrade bus stop features	<div><div></div><div></div><div></div></div>
3	Study new transit service connecting corridor area to Marin County	<div><div></div><div></div><div></div></div>
4	Increase AC Transit bus frequencies **	<div><div></div><div></div><div></div></div>

*To be implemented by MTC via the I-80 Localized Transit Priority Project.
 **Subject to AC Transit’s ongoing Realign Plan.



1 Diagram of potential improvements near the Transit Center.



2 Example of bus stop shelter, seating, and lighting.

Transit (Cont'd)

#	Strategy	Goals Alignment
5	Support continued operation and expansion of Richmond Moves on-demand shuttle	<div><div></div><div></div><div></div></div>
6	Improve biking and walking access to the Richmond Parkway Transit Center	<div><div></div><div></div></div>
7	Study park-and-ride opportunities at the southern end of the corridor supporting transit service into Marin County	<div><div></div><div></div></div>
8	Better publicize transit information and make schedules for accessible	<div><div></div></div>



5

Richmond Moves is an existing on-demand shuttle program serving neighborhoods in the City of Richmond. *Source: CivicWell*



6

Example of bike lockers at Ashby BART station.

Let's Discuss

- Do you feel like these strategies respond to the main concerns we heard in Phase 1 engagement? Would you change any of the strategies?
- Which of these strategies are a high priority? Lower priority?
- Any strategies that seem infeasible or impractical?







Draft Strategies Engagement Plan

Public Engagement Plan





Phase 1

IDENTIFY NEEDS

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




Phase 2

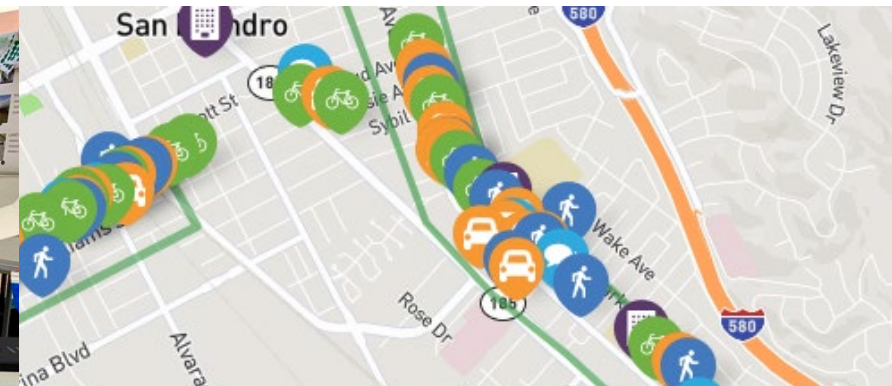
EXPLORE STRATEGIES

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

Phase 3

REFINE SOLUTIONS

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



Phase 2 Engagement Plan March—April 2024

1. Pop-Up Events

- North Richmond Flea Market, 3/24 (North Richmond)
- Earth Day Event, 4/20 (North Richmond)

2. Community Meetings

- Parchester Village Neighborhood Council, 3/12
- North Richmond Municipal Advisory Council, 4/2
- Councilmember Zepeda District Meeting, 4/6
- Iron Triangle Neighborhood Council, 4/17

3. Online Survey

- Currently live until 4/28
- fp.mysocialpinpoint.com/richmond-parkway

Desafíos clave Key Challenges

Use 3 pegatinas para votar qué desafío es el más importante a usted. Puede votar por el mismo desafío varias veces.
Use 3 stickers to vote on which challenge is the most important to you. You can vote for the same challenge multiple times.

Seguridad Safety

Entre 2011 y 2020, hubo un promedio de 4.5 choques que resultaron en lesiones graves o fatales cada año en el Parkway. Estos 4-5 choques son demasiado y es fundamental abordar estos eventos traumáticos que son prevenibles.

En el Parkway, la velocidad de conducción insegura es la máxima causa (28%) de choques graves y fatales. 1 de cada 1 choques graves o fatales involucran a personas que andan caminando o en bicicleta.

Between 2011 and 2020, there was an average of 4.5 collisions resulting in severe injuries or fatalities each year on the Parkway. This is 4-5 too many and it is critical to address these preventable traumatic events.

On the Parkway, unsafe driving speed is the top cause (28%) of severe and fatal collisions. 1 in 5 severe or fatal collisions involve people walking or biking.

Salud Pública Public Health

Hay muchos usos industriales en el área del estudio que generan tráfico de camiones. Las concentraciones de contaminantes tóxicos del aire son más altas cerca de estos usos industriales, incluyendo la terminal ferroviaria y las autopistas 1-80 y 1-80.

La mala calidad del aire a lo largo del corredor es clasificada como una de las peores del estado, con North Richmond en el peor 4%. La calidad del aire pobre y el ruido contribuyen a una variedad de problemas de salud, incluyendo asma, condiciones respiratorias, enfermedades cardiovasculares, bajo peso al nacer, finisim y alta presión.

There are many industrial land uses in the study area that generate truck traffic. Concentrations of toxic air contaminants are higher near these industrial uses, including the rail yard, and the 1-80 and 1-80 freeways.

The poor air quality along the corridor is ranked as some of the worst in the state, with North Richmond being in the worst 4%. Poor air quality and loud noise contribute to a range of health issues, including asthma, respiratory conditions, cardiovascular disease, low birth weight, finisim, and high blood pressure.

Tránsito Public Transit

Servicio limitado de autobuses opera en el corredor de Richmond Parkway, con rutas locales y regionales operando solamente en secciones al norte y sur del Parkway. El Centro de Tránsito de Richmond Parkway en la autopista 1-80 incluye un lote de estacionamiento para abordar una de las 4 rutas locales, 2 autobuses expresos, 1 de noche y 1 una ruta de transbay conecta a los pasajeros con destinos en Richmond, Hercules, San Pablo, El Centro y más allá de eso.

Limited bus service operates on the corridor, with key local and regional routes operating only on the northern and southern sections of the Parkway. The Richmond Parkway Transit Center at 1-80 includes a park and ride lot, 4 local, 2 express, 1 night, and 1 transbay bus route connects to destinations in Richmond, Hercules, San Pablo, El Centro, and beyond.

Andando en bicicleta y Caminando Biking and Walking

El Parkway tiene un ambiente desfavorable para caminar y cruzar la calle es difícil. Otros desafíos para los peatones y ciclistas incluyen una mala calidad de pavimento, falta de áreas, falta de alumbrado público en los senderos, y falta de rampas en los accesos. Las brechas en el Sendero de la Bahía y la falta de letreros para el camino de uso compartido causan que los peatones y ciclistas usen las carreteras más concurridas con vehículos en movimiento rápido. Estos desafíos crean barreras para las personas con problemas de movilidad y desalientan a las personas de todas las edades y habilidades a caminar o andar en bicicleta a lo largo del Parkway. Actualmente no existen programas para compartir bicicletas o scooters en el área.

The Parkway has an unpleasant walking environment and crossing the street is difficult. Other walking and biking challenges include poor pavement quality, missing sidewalks, a lack of well lighting, and missing curb ramps. Gaps in the Bay Trail and a lack of signage for the shared-use path also lead pedestrians and bicyclists onto crowded roadways with fast moving vehicles. These challenges create barriers for people with mobility impairments and discourage people of all ages and abilities to walk and bike along the Parkway. No bicycle or scooter share programs currently exist in the area.

Conducción y Movimiento de Mercancías Driving and Goods Movement

Richmond Parkway es una carretera principal que une la autopista 1-80 y la 1-80 y atiende el tráfico de camiones industriales, viajes regionales y viajes locales. El Parkway transporta más de 25,000 vehículos y 2,000 camiones diariamente y experimenta congestión de tráfico en el viaje de la mañana y de la tarde.

Para evitar esta congestión, los camiones a veces utilizan rutas alternativas a través de los vecindarios locales, lo que impone a los residentes con más contaminación y ruido. Porque el Parkway espera más crecimiento industrial y residencial, es posible que los desafíos existentes de conducción y movimiento de mercancías se empeoren.

Richmond Parkway is a major road linking 1-80 and 1-80 and serves industrial truck traffic, regional commuters, and local trips. The Parkway carries over 25,000 vehicles and 2,000 trucks daily and experiences traffic congestion in the morning and evening commute periods.

To avoid this congestion, trucks sometimes use alternative routes through neighborhoods, which impacts local residents with more pollution and noise. As new industrial and residential growth continues along the Parkway, existing driving and goods movement challenges are likely to worsen.

El Plan de Transporte de Richmond Parkway Richmond Parkway Transportation Plan WCCATC

Do you travel on Richmond Parkway?

Provide input on our draft improvement strategies! →

¿Le importa el transporte en Richmond Parkway?

¡Ayúdenos a priorizar las estrategias de mejora! →

WCCATC

Thank you

**FOR ADDITIONAL QUESTIONS OR
INFORMATION CONTACT:**

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