

**RICHMOND PARKWAY TRANSPORTATION PLAN**

# **WCCTC Board Meeting #6**

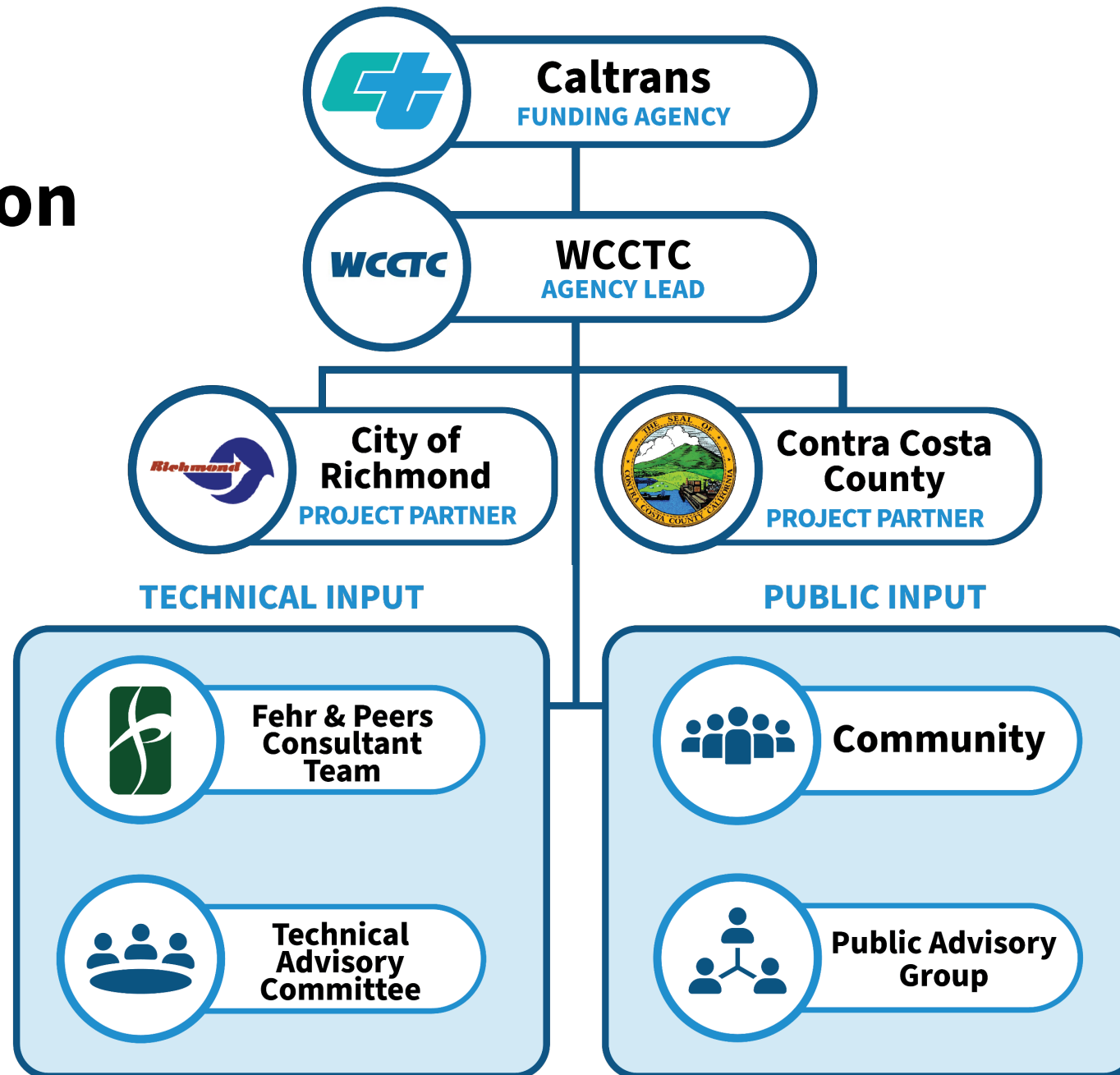
**Revised Final Draft Plan  
Revision Highlights and Adoption**

**February 28, 2025**

[www.WestContraCostaTC.gov](http://www.WestContraCostaTC.gov)



# Project Organization



# Agenda

- **01** Brief Project Overview
- **02** Revisions to Final Draft Plan
- **03** Uses for the RPTP
- **04** Next Steps

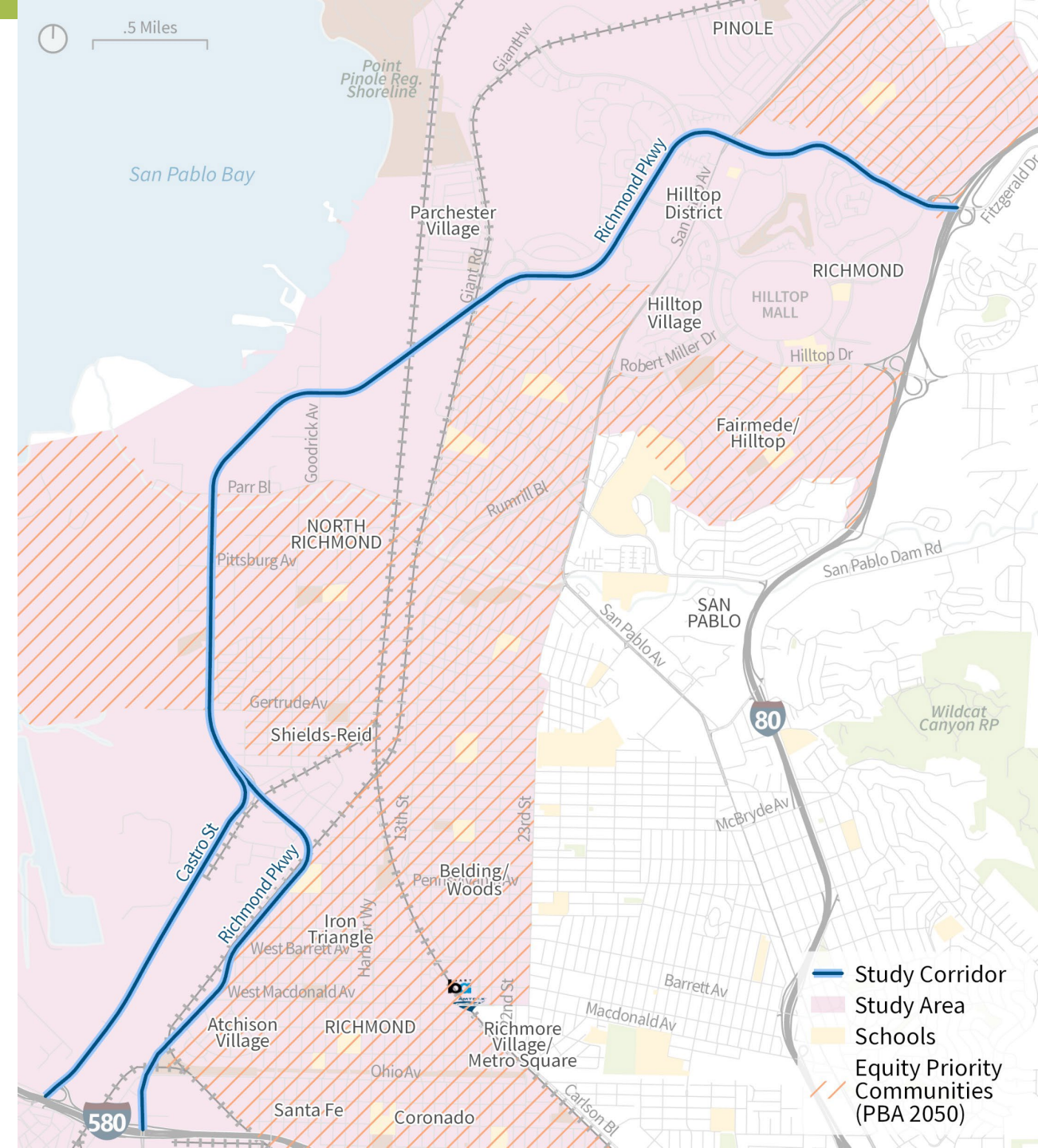


# Brief Project Overview



# Review of Project Corridor

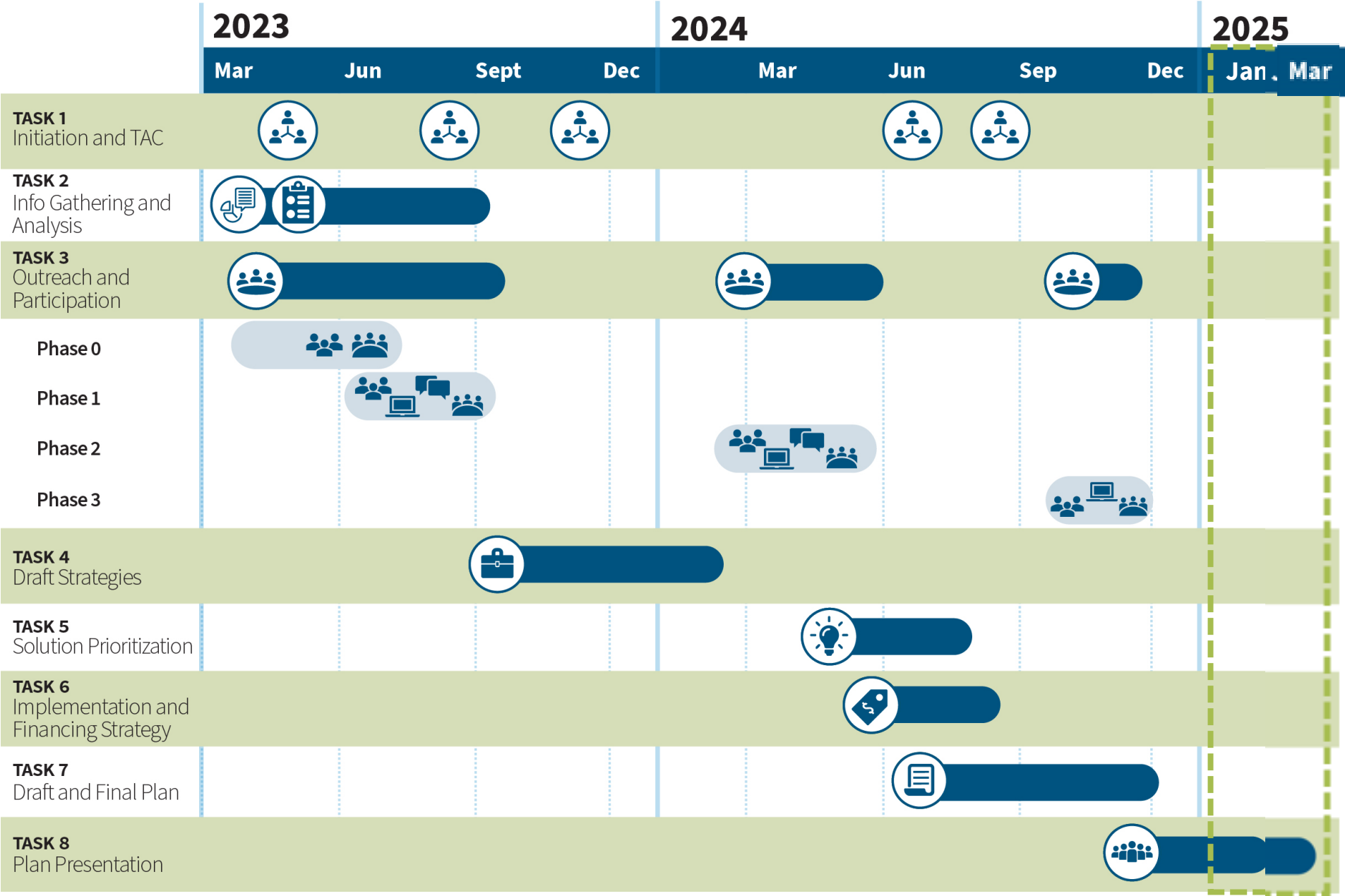
- Includes Richmond Parkway and Castro Street between I-580 and I-80
- Falls within City of Richmond and Unincorporated Contra Costa County
- Local and regional connector
- Includes segments of the Bay Trail
- Impacts Equity Priority Communities
- Planned industrial and residential growth



# Schedule

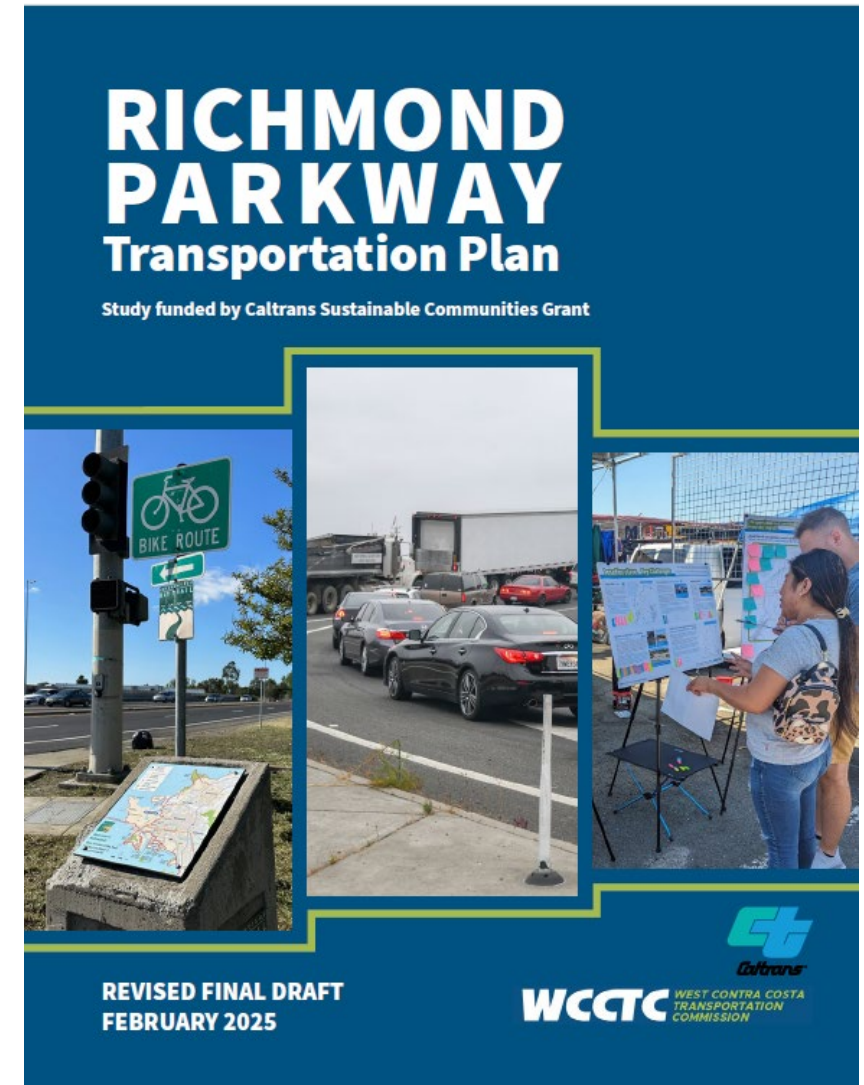
## Phase 3 Opportunities for Public Input

-  Public Advisory Group Mtg
-  Digital Engagement
-  WCCTC Board Mtg



# Key Components of the RPTP

TABLE OF CONTENTS	LIST OF APPENDICES
1. Introduction	A: Community Engagement Summary Notes
2. Existing Conditions	B. Overview of Regional Influence
3. Engagement	C. Plan Strategies Goals Alignment
4. Strategies	D. 35% Design Concept for Northern Segment
5. Priority Strategies	E. Existing Funding Sources for Priority Strategies
6. Implementation and Funding	F. Priority Strategy Cost Estimates





# Revisions to Final Draft Plan



# Revision Highlights

Topic	Response/Change
Truck Route Designation and Roadway Improvements	Changed PH-1 title to Confirm and enforce...” and added CHP as a Lead Agency. S-1 covers roadway design.
Zero-Emission Vehicles (ZEV)/Air Quality	<p>Merged PH-3, PH-4 and PH-7 into new priority strategy PH-3 to:</p> <ul style="list-style-type: none"> <li>• encourage ZEVs;</li> <li>• discourage truck parking and idling;</li> <li>• identify publicly-owned buildings exposed to emissions greater than BAAQMD’s thresholds</li> <li>• prioritize installation and maintenance of air filtration systems</li> </ul>
Maintenance Costs and Responsibilities	<p>Added text related to funding needs to Table 2, beginning of Priority Strategies Chapter, M-1 cutsheet, and Implementation &amp; Funding Chapter</p> <p>Prepared Resolution 2025-02 acknowledging need for additional funding beyond the two local jurisdictions.</p>

# Revision Highlights continued

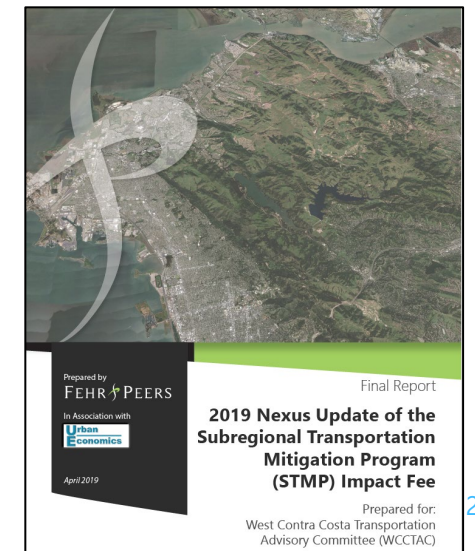
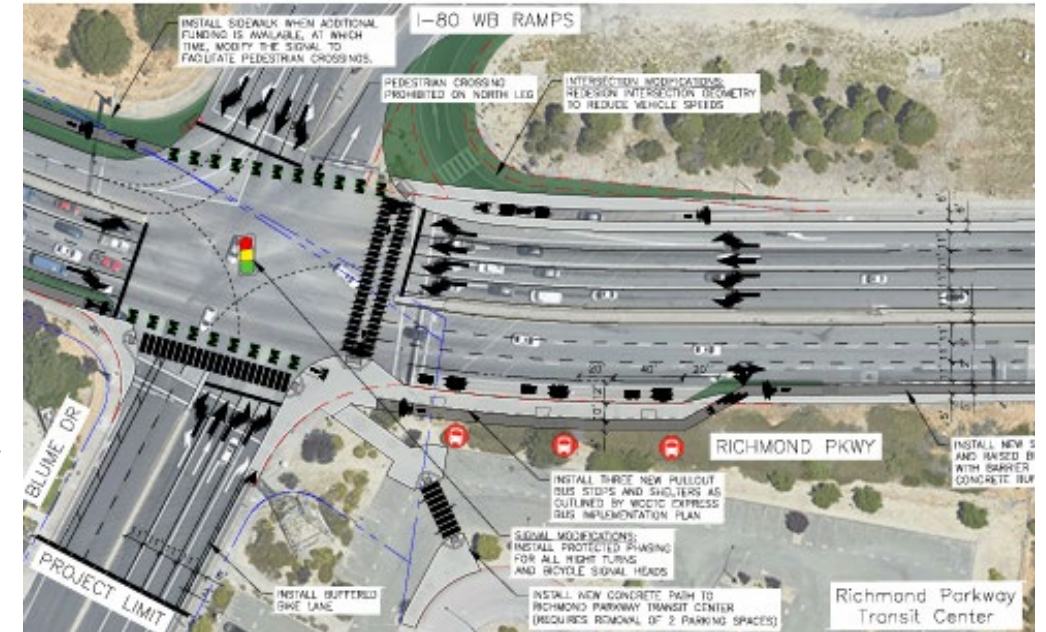
Topic	Response/Change
Maintenance Cooperation	Removed reference to Memorandum of Understanding in M-1
Changing Funding Environment	<p>Modified Implementation and Funding Chapter to acknowledge that regional and countywide measures offer the most promise.</p> <p>Clarified that the array of funding options discussed may not be appropriate for all strategies.</p>
Potential to Transfer Roadway to Caltrans	Included a History callout in the Introduction Chapter explaining the roadways evolution; prior study; Caltrans' conditions for acceptance; and estimated costs.
Competing Priorities	Added text to clarify that Lead agencies determine priority for implementation of strategies.



# Uses for the Richmond Parkway Transportation Plan

# How Could the RPTP be Used?

- **Inclusion in future funding measures**
  - Next Measure J
  - New Regional Measure (sales tax, toll increase)
- **Seeking existing funding opportunities**
  - Regional Measure 3 Expenditure Plan: Richmond Parkway
- **Seeking future grants for implementation**
  - Regional, state, and federal grants
- **Inclusion in next STMP update**
- **Coordination with other agencies**
  - MTC/Caltrans I-580/Richmond-San Rafael Bridge
  - MTC/Caltrans I-80
  - City of Richmond and Contra Costa County
- **Guidance for future development**







# Next Steps

**Feb**



WCCTC Board adopts  
Revised Final Plan

WCCTC Board  
approves Resolution  
2025-02 seeking new  
maintenance funding

**Mar**



City of Richmond and  
Contra Costa County  
accept Adopted Plan

WCCTC circulates  
Resolution 2025-02

**Apr**



Lead agencies to  
initiate actions for  
implementing priority  
strategies

# Thank you

**FOR ADDITIONAL QUESTIONS OR  
INFORMATION CONTACT:**

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lgreenblat@WestContraCostaTC.gov

**TO LEARN MORE VISIT:**





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# Extra Slides

# Public Engagement Plan





## Phase 1

### IDENTIFY NEEDS

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




## Phase 2

### EXPLORE STRATEGIES

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

## Phase 3

### REFINE SOLUTIONS

-  PAG Mtg #4
-  WCCTC Board Mtg #4
-  Digital engagement





# We reached a broad range of community members

## **5 Pop-ups**

 With **142** people providing feedback

 **71** people were Spanish speakers

## **3 online engagement tools**

 With **268** responses from **235** contributors

## **7 Community Meetings**

- North Richmond Municipal Advisory Council (2)
- Parchester Village Neighborhood Council (2)
- Iron Triangle Neighborhood Council (2)
- City of Richmond District 2 Meeting (1)



# The Strategies Respond to Community Feedback and the Plan Goals

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## 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

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# Strategies Categories

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

## Public Health

Strategies that **reduce truck cut-through traffic** and **reduce or capture vehicle emissions**.

## Safety

Strategies that **reduce vehicle speeds** and **address intersection conflict** points.

## Walking and Biking

Strategies that **support comfortable walking and biking** on the Parkway and the Bay Trail.

## Driving and Goods Movement

Strategies that **encourage carpooling**, **optimize signal timing**, and **improve wayfinding** for drivers.

## Maintenance

Strategies that holistically address corridor and Bay Trail **maintenance and reduce illegal dumping**.

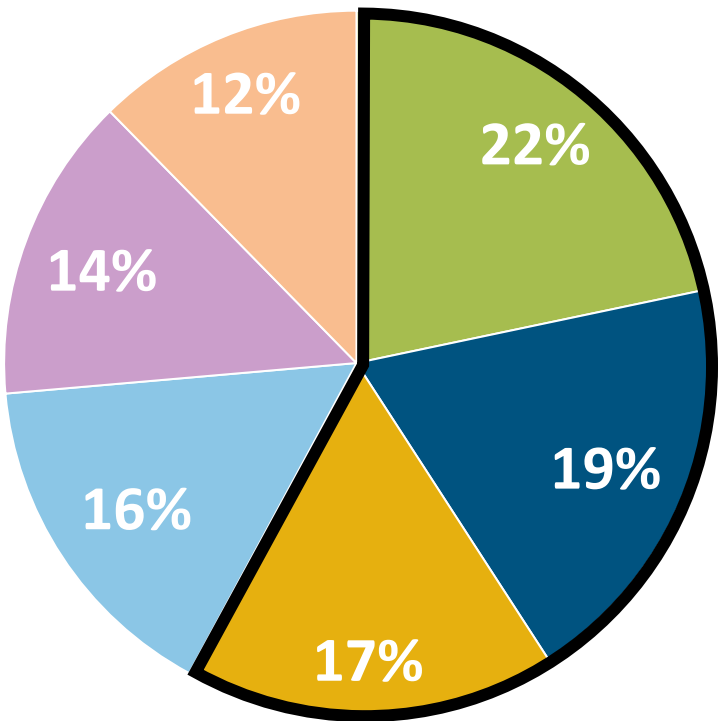
## Transit

Strategies that improve access and circulation at the **Richmond Parkway Transit Center** and **encourage transit ridership**.

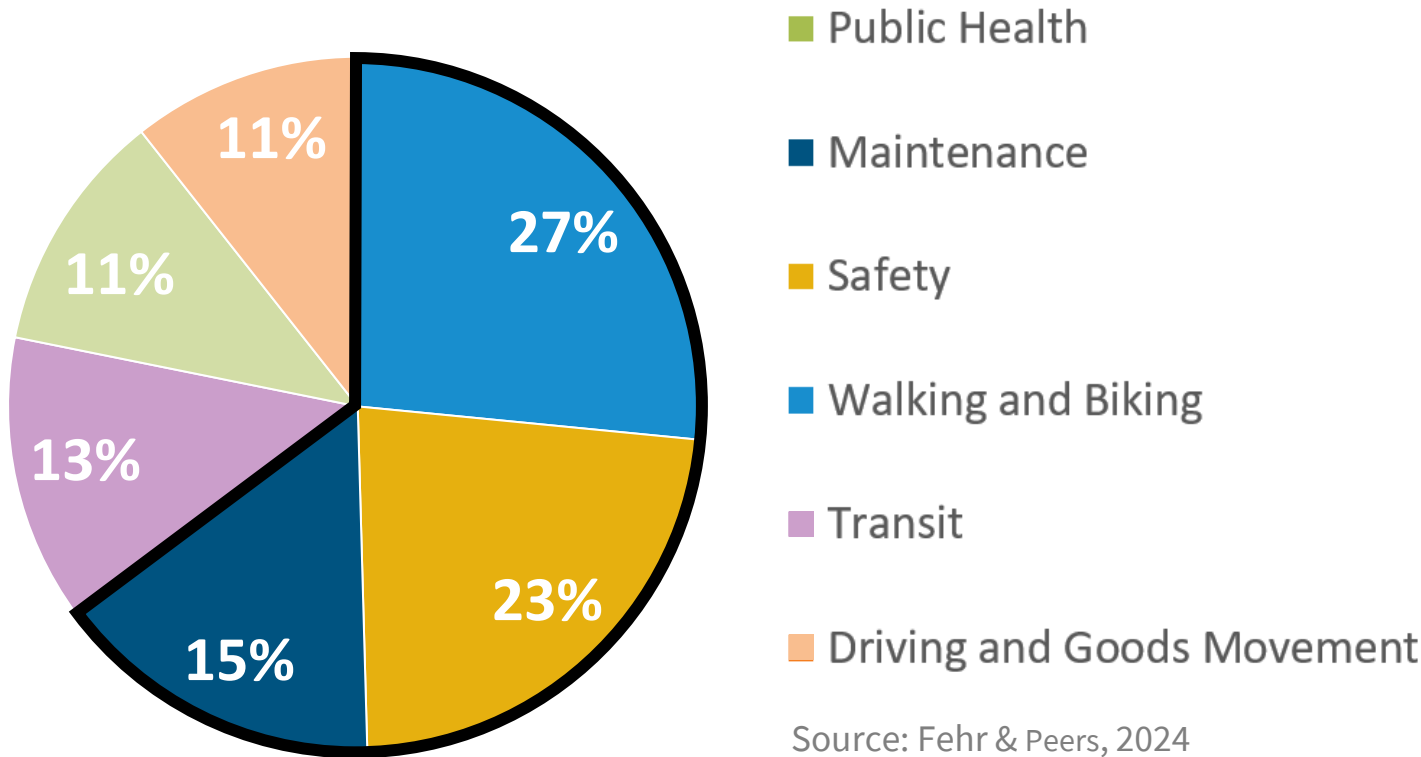


# We used community input to develop and confirm strategies

Pop-Up Votes by Category



Online Survey Votes by Category<sup>1</sup>



1. Online survey respondents skew Whiter and wealthier than residents living along the Parkway.

# Priority Strategies

Category	Cost	Strategy
Public Health	\$\$\$\$	<b>A</b> Incorporate <b>trees and greening</b> into all infrastructure projects on the corridor
	\$	<b>B</b> Update designated <b>truck routes</b> in North Richmond
	\$	<b>C</b> Implement <b>no truck idling or parking zones</b> near sensitive land uses
Safety	\$\$\$\$	<b>D</b> Install <b>safety treatments at intersections</b> along the corridor
	\$	<b>E</b> Implement measures to <b>reduce speeding</b> and conduct speed limit study
Walking and Biking	\$\$\$\$	<b>F</b> Upgrade <b>bikeways</b> and the <b>Bay Trail</b> and connect <b>sidewalk gaps</b>
	\$\$	<b>G</b> Install at-grade signalized <b>Wildcat Creek Trail crossing</b>
Maintenance	\$\$\$\$	<b>H</b> Implement a cross-jurisdictional <b>Roadway Pavement and Maintenance</b> Management Program
Driving & Goods Movement	\$\$\$	<b>I</b> <b>Upgrade and coordinate signals</b> along the Parkway
Transit	\$\$	<b>J</b> Improve access to the Richmond Parkway <b>Transit Center</b>

**Key:**    \$: <\$1M       \$\$\$: \$6-\$10M  
               \$\$: \$2-\$5M    \$\$\$\$: >\$11M



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Safety

## D Safety Improvements at Intersections

Install safety treatments such as high-visibility crosswalks, curb ramps and curb extensions, geometric changes, pedestrian countdown signals, and more.

### Goals Alignment

Meets **most** goals

### Cost

\$\$\$\$

### Lead Agency

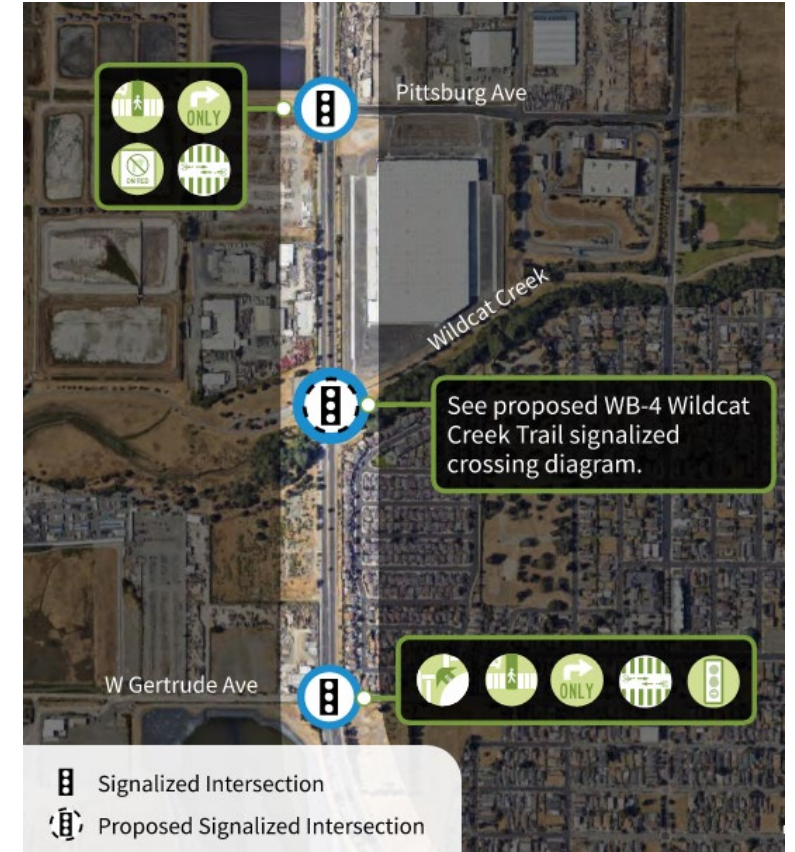
**Contra Costa County:**  
Public Works

**City of Richmond:** Public Works

### Target Completion Timeframe

6-10 years

### Benefit



These safety improvements could lead to a **43% reduction in bicycle and pedestrian injury collisions.**

Walking and Biking



# Upgrade Bikeways and Paths

Upgrade on-street bikeways and the Bay Trail and close sidewalk gaps. On-street bikeways should be separated from vehicle traffic via landscaped or concrete barriers.

## Goals Alignment

Meets **most** goals

## Cost

\$\$\$\$

## Benefit

Upgraded bicycle facilities could **increase access for bicyclists**. Within 20 minutes, residents near North Richmond would be able to **access up to 5x more amenities** on a low-stress facility.

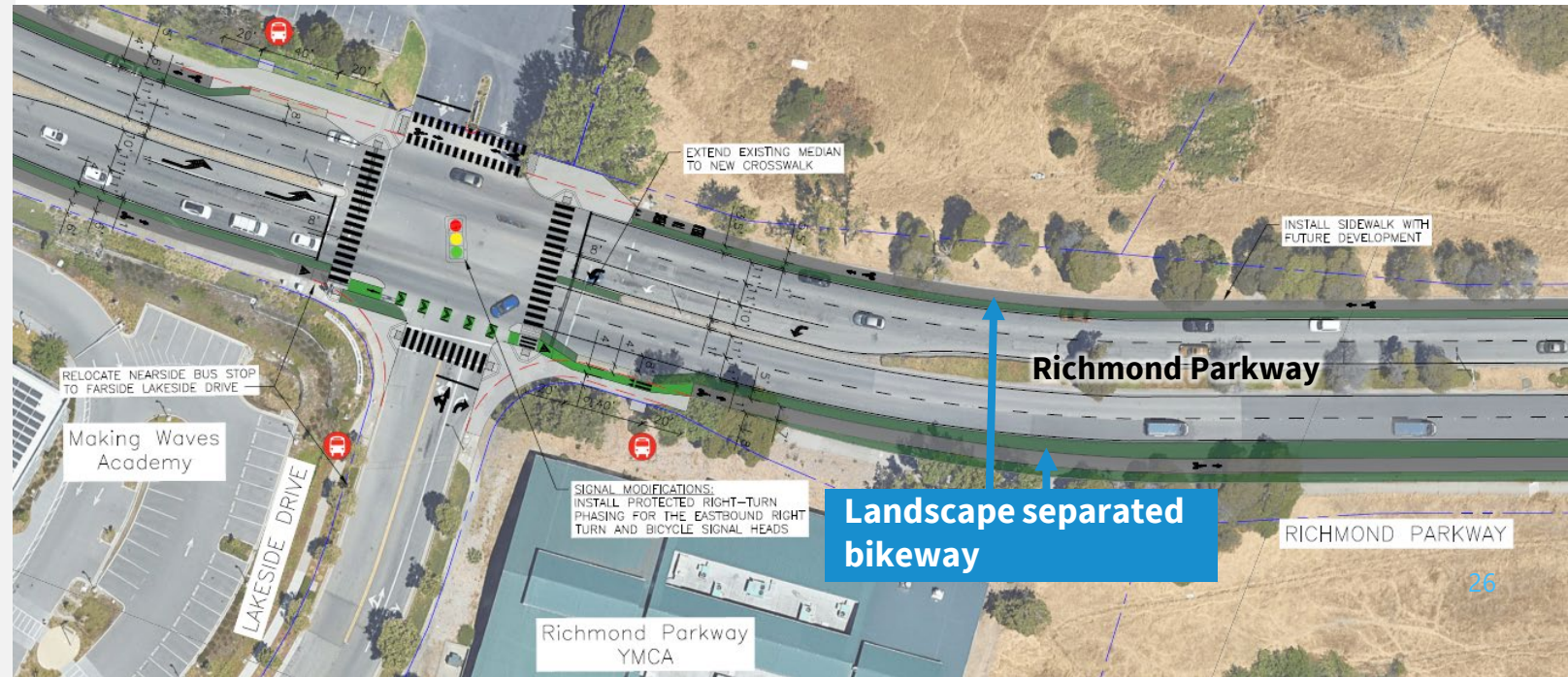
*Sources: ESA, 2024; TravelAccess+, Fehr and Peers, 2024; LEHD, 2023.*

## Lead Agency

**City of Richmond:** Public Works  
**Contra Costa County:** Public Works

## Target Completion Timeframe

6-10 years





Maintenance

## **H** Roadway Maintenance Program

Implement a cross-jurisdictional program to rehabilitate and maintain pavement quality and striping along the corridor. This program would also apply to signage, tree, and signal maintenance.

### Goals Alignment

Meets **most** goals

### Cost

\$\$\$\$

### Lead Agency

**Contra Costa County:** Public Works, **City of Richmond:** Public Works;

### Target Completion Timeframe

2-4 years

### Benefit



Improved pavement conditions could save drivers up to **4%-10%** of fuel consumption, repair, and maintenance, and tire wear.

*Source: How Pavement and Bridge Conditions Affect Transportation System Performance, FHWA, 2023; SMOOTHNESS MATTERS, Asphalt Pavement Alliance, 2008.*

Driving and Goods Movement

## I Upgrade and Coordinate Traffic Signals

Implement signal coordination along the Parkway and upgrade signal equipment to allow for emergency vehicle preemption and peak period signal coordination along the Parkway.

### Goals Alignment

Meets **many** goals

### Cost

\$\$\$

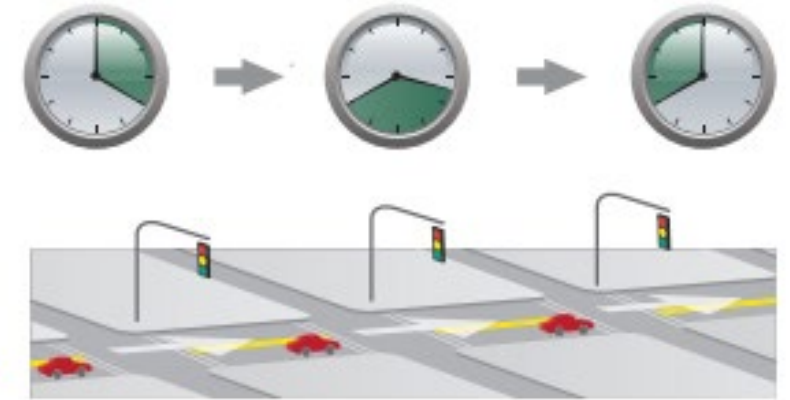
### Lead Agency

**City of Richmond:** Public Works; **Contra Costa County:** Public Works; **CCTA**

### Target Completion Timeframe

3-5 years

### Benefit



Coordinating signals along the Parkway could **save drivers up to 13 minutes** in the northbound direction in the afternoon peak period.

*Source: Fehr and Peers, SimTraffic Model, 2024.*



# Funding and Implementation



# Priority Strategies Implementation

Action	Priority Strategies	Next Steps	Future Steps
Advance design concept for northern segment	A D E F G J	Pursue <b>funding sources that cover multiple strategy categories</b> to finalize design and construct project.	Pursue funding to develop concepts for remaining segments of the Parkway and Bay Trail.
Implement new truck routes	B	<b>Assess existing staffing and funding capacity</b> to advance planning component.	Apply for funding if needed.
Prohibit truck parking and idling	C		
Implement Roadway Maintenance Management Program	H	<b>Confirm the City and County's interest</b> in pursuing the action by approving an <b>MOU</b> to advance the program.	Negotiate agreement and determine guidelines for program development.
Upgrade and coordinate traffic signals	I	<b>Confirm recommendations</b> in the 2019 Program for Arterial System Synchronization (PASS) Report.	Apply for funding.

# Priority Strategies Implementation

Action	Priority Strategies	Next Steps	Future Steps
Implement Roadway Maintenance Management Program	<b>H</b>	<b>Confirm the City and County's interest</b> in pursuing the action by approving an <b>MOU</b> to advance the program.	Negotiate agreement and determine guidelines for program development.

# Project partners can explore both existing and new potential sources of funding

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## Guaranteed Source

### Regional Measure 3

#### Potential Existing Sources

- Federal, State, and regional grant funding sources, such as the:
  - RAISE Grant : ~\$16M
  - Local Partnership Programs: ~\$13M
  - One Bay Area Grant Program: ~\$4M
  - Local Highway Safety Improvement Program: ~<\$1M

## Potential New Sources

- Countywide Transportation Sales Tax
- Regional Measures such as sales tax, property tax, or increased tolls
- Enhanced Infrastructure Financing District
- Benefit Assessment District
- Subregional Transportation Mitigation Program

Current Source

## RM3

Regional Measure 3 is a Bay Area-wide regional measure funded via increased bridge tolls that funds transportation projects included in the expenditure plan. About \$10M has been set aside for Richmond Parkway projects.

### Regional Measure 3 (RM3)

RM3 funds a package of 35 projects and programs, including Richmond Parkway designated funds. In addition, active transportation Parkway projects may be competitive for Safe Routes to Transit and Bay Trail funding pot under RM3; however, that category prioritizes access to rail transit.



Source: KQED (2023)

Potential New Sources

# Countywide Transportation Sales Tax

A new Contra Costa transportation sales tax could generate stable funding for capital and operating uses laid out in an Expenditure Plan. Requires 2/3 voter support.

## Contra Costa County Measure J

Tax revenues from Contra Costa's Measure J, approved by voters in 2004, funds an Expenditure Plan of transportation program and projects, such as the Smart Signals Project which currently does not cover Richmond Parkway.



Source: Smart Signal Project, Contra Costa Transportation Authority (2024)



Potential New Sources

## Regional Measure

A new Bay Area-wide regional measure - such as a sales tax, property tax or further increased tolls - could fund transportation projects and maintenance included in an expenditure plan.

### Potential Regional Transportation Measure for 2026

A new transportation revenue measure for the Bay Area is being crafted and may be on a future ballot as early as November 2026. The measure is expected to generate at least \$1 billion annually and is currently considering a wide range of options for its revenue source.



Source: Transform (2024); MTC (2024).

# Discussion

Priority Strategy	Cost	Sales Tax	Regional Measure
A. Trees and Green Infrastructure	\$\$\$\$	x	
B. Implement New Truck Routes	\$	x	
C. No Truck Parking and Idling Zones	\$	x	
D. Safety Improvements at Intersections	\$\$\$\$	x	x
E. Reduce Speeding	\$	x	x
F. Upgrade Bikeways and Paths	\$\$\$\$	x	x
G. On-Street Wildcat Creek Trail crossing	\$\$	x	x
H. Roadway Maintenance Program	\$\$\$\$	x	x
I. Upgrade and Coordinate Traffic Signals	\$\$\$	x	x
J. Richmond Parkway Transit Center Access	\$\$	x	x

## Key:

\$: <\$1M

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1. Which of the priority strategies do you think are most important to implement?
2. Do the priority strategies all seem like realistic options for the City/County to explore, particularly the Maintenance program?
3. Are there other funding options that should be considered?
4. Which funding option should be prioritized?



# Next Steps



# Next Steps

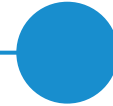
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**Mar**



Lead agencies to initiate  
actions for implementing  
priority strategies

WCCTC circulates funding  
and maintenance  
resolution with Adopted  
Plan