



TECHNICAL ADVISORY COMMITTEE MEETING NOTICE & AGENDA

DATE & TIME: Thursday, October 8, 2020 • 9:00 AM – 11:00 AM

REMOTE ACCESS: <https://us02web.zoom.us/j/7321058840?pwd=c1dMVjJyd1-BoYk0yYWVlZWVlWHZ4Zz09>

MEETING ID#: 732 105 8840

PASSWORD (if requested): WCCTAC2020

Remote Participation Only

As a result of the COVID-19 public health emergency, including the County Health Officer and Governor’s directives, **there will be no physical location for the TAC Meeting.** TAC members will attend via teleconference and members of the public are invited to attend the meeting and **participate remotely.**

Pursuant to the Governor’s Executive Order N-29-20, TAC members: Yvetteh Ortiz, Mike Roberts, Tamara Miller, Lori Reese-Brown, Alan Panganiban, Colin Piethe, Rob Thompson, Nathan Landau and Celestine Do may be attending this meeting via teleconference, as may WCCTAC Alternate TAC Members. Any votes conducted during the teleconferencing session will be conducted by roll call.

The public may observe and address the WCCTAC TAC in the following ways:

Phone Participation

Dial one of the following numbers, enter the participant PIN followed by # to confirm:

+1 669 900 6833

Meeting ID: 732 105 8840

Password: 066620

Public Comment

Members of the public may address the TAC during the initial public comment portion of the meeting or during the comment period for agenda items.

Participants may use the chat function on Zoom or physically raise their hands to indicate if they wish to speak on a particular item.

Written Comment (accepted until the start of the meeting, unless otherwise noted on the meeting agenda). Public comments received by 5:00 p.m. on the evening before the TAC meeting date will be provided to the WCCTAC TAC and heard before TAC action. Comments may be submitted by email to creilly@wcctac.org

El Cerrito

Hercules

Pinole

Richmond

San Pablo

Contra Costa
County

AC Transit

BART

WestCAT

Comments may also be submitted via e-mail to creilly@wcctac.org at any time prior to closure of the public comment portion of the item(s) under consideration. All written comments will be included in the record.

Reading of Public Comments: WCCTAC staff will read aloud email comments received during the meeting that include the subject line "FOR THE RECORD" as well as the item number for comment, provided that the reading shall not exceed three (3) minutes, or such other time as the TAC may provide.

1. **CALL TO ORDER and MEMBER ROLL CALL**

*Estimated Time**: 9:00 AM, (5 minutes)

2. **PUBLIC COMMENT**

*Estimated Time**: 9:05 AM, (5 minutes)

The public is welcome to address the TAC on any item that is not listed on the agenda. Please fill out a speaker card and hand it to staff. Please limit your comments to 3 minutes. Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The WCCTAC TAC may direct staff to investigate and/or schedule certain matters for consideration at a future TAC meeting.

3. **CONSENT CALENDAR**

*Estimated Time**: 9:10 AM, (5 minutes)

A. **Minutes from September 10, 2020**

Recommendation: Approve as presented.

Attachment: Yes.

4. **REGULAR AGENDA ITEMS**

A. **Update on Safe Routes to BART Grant Program**

Description: BART Staff will provide an update on the results of its first round of grant awards including selected projects, takeaways from the scoring process, what made a winning proposal, ways to improve competitiveness and suggestions for the next round.

Recommendation: Receive update.

Attachment: Yes

Presenter/Lead Staff: Rachel Factor, BART Staff

*Estimated Time**: 9:15 AM, (15 minutes)

B. **Status Report on Measure J, 28b funds (Subregional Needs)**

Description: John Nemeth, WCCTAC Executive Director, will provide a report on Measure J 28b Subregional Needs funding capacity as suggested by the WCCTAC TAC.

Recommendation: Information Only

Attachment: Yes

Presenter/Lead Staff: John Nemeth, WCCTAC Staff

*Estimated Time**: 9:30 AM, (20 minutes)

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

C. Potential Richmond Parkway Corridor Study

Description: Staff from Contra Costa County discussed a draft scope for a potential Richmond Parkway corridor study at the previous TAC meeting. WCCTAC staff noted that they would bring the item back for discussion of: the West County Action Plan and policy direction for such a study, the draft scope of work for the study, the level of TAC interest, the possibilities for study lead agencies, and funding strategies.

Recommendation: Provide feedback and determine whether to continue the TAC's discussion of the item or solicit feedback from the WCCTAC Board.

Attachments: Yes

Presenter/Lead Staff: Leah Greenblat, WCCTAC Staff.

Estimated Time:* **9:50 AM**, (30 minutes)

D. Richmond Ferry Ridership Update

Description: Staff from WETA will provide an update on the recent performance of the Richmond Ferry, the rate of Measure J expenditures for the service, and potential upcoming promotions. This item will also be on the WCCTAC October Board meeting agenda.

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: Taylor Rutsch, WETA Staff

Estimated Time:* **10:20 AM**, (25 minutes)

5. STANDING ITEMS

A. Technical Coordinating Committee (TCC) Report

Description: TCC representatives will report on the last TCC meeting.

Recommendation: None.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:45 am** (0 minutes, no meeting)

B. Staff and TAC Member Announcements

Recommendation: Receive update.

Attachment: No

Presenter/Lead Staff: WCCTAC's TCC Representatives & WCCTAC Staff

Estimated Time:* **10:45 am** (5 minutes)

6. ADJOURNMENT

Description / Recommendation: Adjourn to the next regularly scheduled meeting of the TAC on Thursday, November 12, 2020. (The next regular meeting of the WCCTAC Board is Friday, October 23, 2020.)

Estimated Time:* **10:50 am**

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC TAC meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
 - If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
 - Handouts provided at the meeting are available upon request and may also be viewed at WCC-TAC's office.
 - Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
 - A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

* Estimated time for consideration is given as a service to the public. Please be advised that an item on the agenda may be considered earlier or later than the estimated time.

El Cerrito
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AC Transit
BART
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WCCTAC TAC Meeting Minutes

MEETING DATE: September 10, 2020

MEMBERS PRESENT: Colin Piethe, Contra Costa County; Allan Panganiban, San Pablo; Denee Evans, Richmond; Nathan Landau, AC Transit; Tamara Miller, Pinole; Robert Reber, Hercules; and Yvetteh Ortiz, El Cerrito

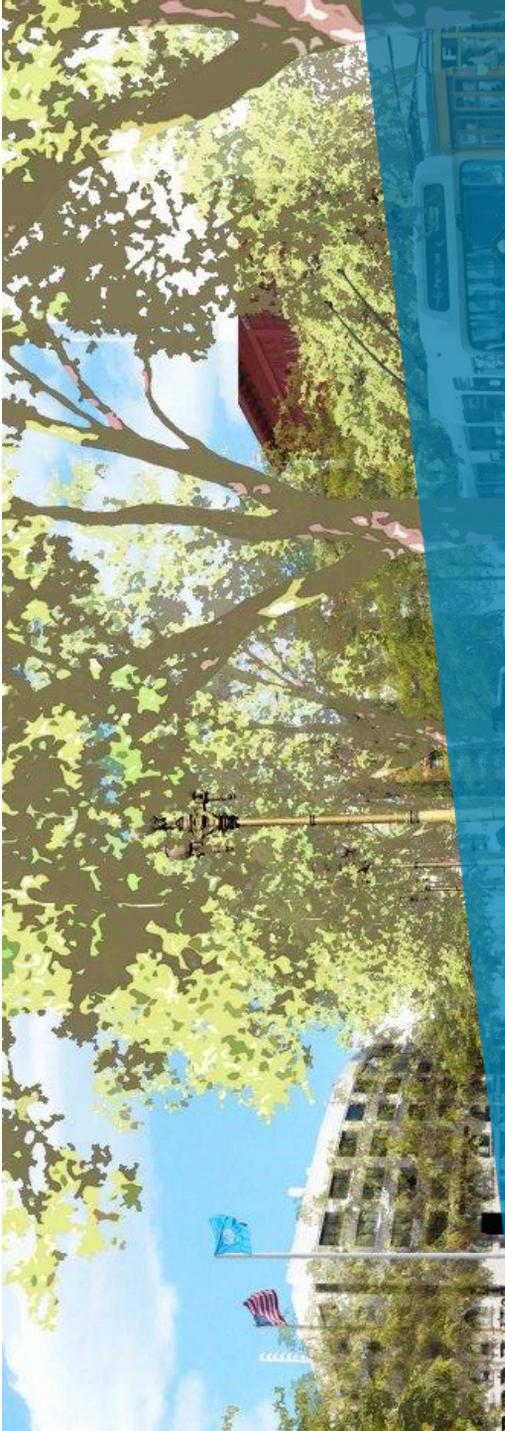
GUESTS: Michelle Go and Ashley Nguyen, MTC; Bill Pinkham, CBPAC West County Representative; Matt Kelly and Hisham Noeimi, CCTA; Bruce Beyaert and Bruce Brubaker, TRAC; Dave Campbell, Bike East Bay; Mary Halle and John Cunningham, Contra Costa County; Patrick Phelan, City of Richmond

STAFF PRESENT: John Nemeth, Leah Greenblat, Coire Reilly, Joanna Pallock

ACTIONS LISTED BY: WCCTAC Staff

| ITEM | ITEM/DISCUSSION | ACTION/SUMMARY |
|-----------------------------|--|---|
| 1. | Call to Order | The meeting was called to order at 9:04 a.m. |
| 2. | Public Comment | None. |
| 3. | Consent Calendar: a. Action Minutes from July 9, 2020 – Approve as presented. | Miller moved, Panganiban seconded, motion unanimously passed to approve the Consent Calendar. |
| Regular Agenda Items | | |
| 4. | I-580 WB Open Road Tolling & WB HOV Lane Extension - overview | Michelle Go sought feedback on a project that’s moving into the design phase for re-establishing HOV-2+ lanes on I-580 westbound. The TAC discussed the choice of HOV-2+ vs. HOV 3+ and transit service along the corridor. |

| | | |
|----|--|---|
| 5. | Potential Richmond Parkway Corridor Study | John Cunningham presented a draft scope of work for a study of the Richmond Parkway corridor. John Nemeth facilitated the discussion and suggested that a possible source of a portion of the funding could be Measure J 28b funds. The TAC requested that the item return at the next meeting along with separate agenda items providing an update on the 28b funds availability and a status report on the West County Action Plan. |
| 6. | Bike to Wherever (This Year's Bike to Work Day) & E-Bike Rebates | Coire Reilly explained that Bike to Work Day was rescheduled from May 2020 to September 2020 and rebranded as Bike to Wherever Days to de-emphasize commutes. He described the activities included in the program in West County. He also shared information on the upcoming program offering rebates for e-Bike purchases in the County. |
| 7. | TCC Update | Yvetteh Ortiz and Leah Greenblat reported that the TCC reviewed a CCTA staff proposal to prioritize the list of Measure J funded projects in anticipation of reduced sales tax revenue. John Nemeth stated that he would send the TAC the latest version of the rankings for comment and that the item was going to the WCCTAC Board at its next meeting. |
| 8. | Member Agency Updates on Transportation Services | Denee Evans announced that Richmond would be hosting its alternative fuel vehicle event virtually, with invitations being sent shortly. |
| 9. | Adjournment | The meeting adjourned at 10:45 AM. |



Safe Routes to BART (SR2B) Grant Program Update

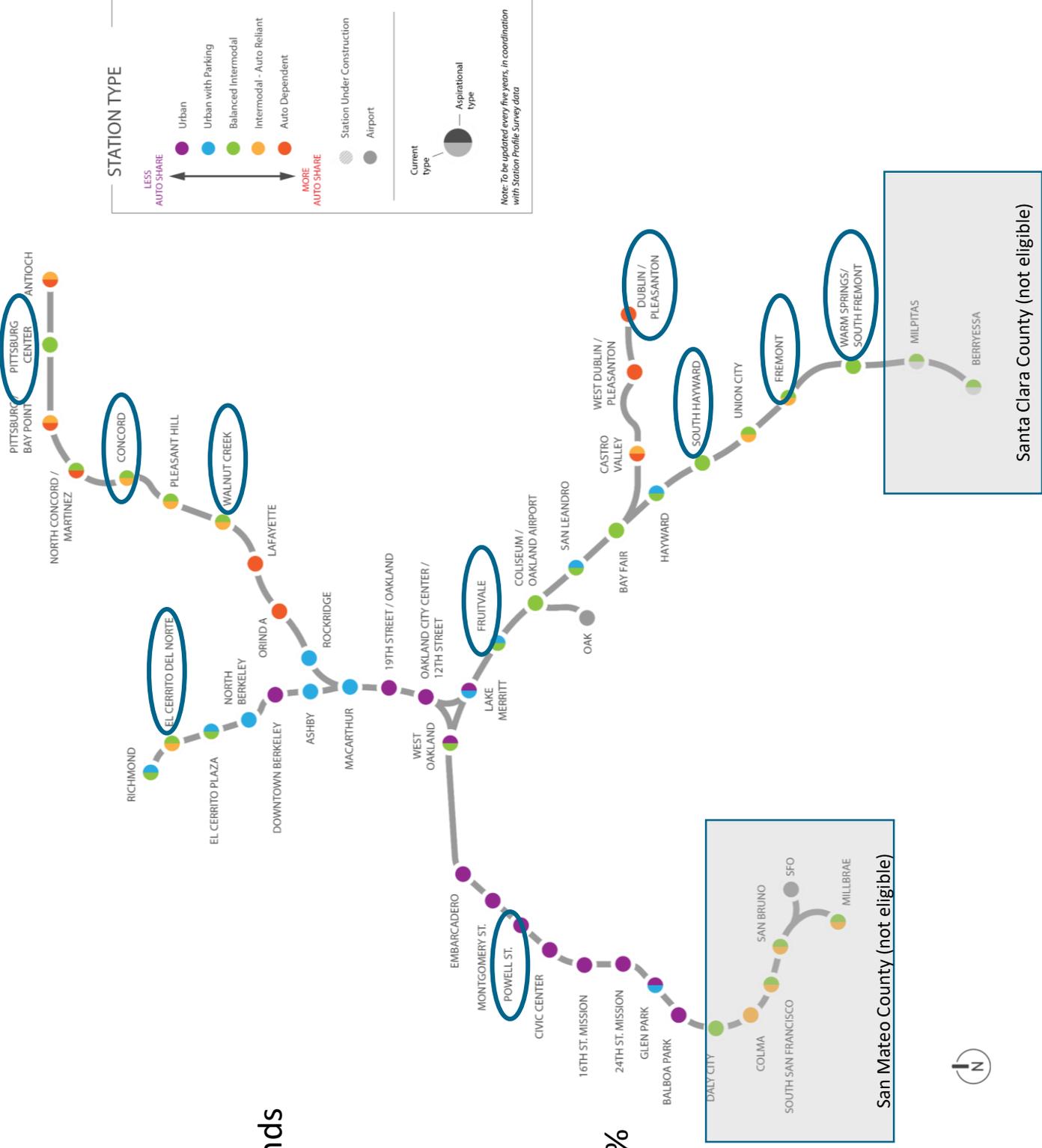
West Contra Costa Transportation Advisory Committee
(October 8, 2020)



Measure RR: Safe Routes to BART Grant Program

SR2B – Cycle 1

- Measure RR SR2B Program
 - \$25M of the \$135M RR Station Access funds
 - Cycle 1 target: 3-5 agreements
 - Job creation
- 10 applications
 - 1 submission from El Cerrito
- Total funding request of \$9.13M
 - Ranging from \$0.4M to \$1.5M
 - Funding matches ranging from 30% to 86%
- Diverse representation
 - Geographic
 - Station typology
 - Disadvantaged communities
- 4 SR2B funding awards



Application Evaluation Process

- **Selection Committee**
 - BART staff
 - Station Area Planning
 - Customer Access
 - Station Design & Construction
- External participants:
 - **Walk/Bike Advocacy:** Walk SF
 - **Equity Advocacy:** Transform
 - **Congestion Management Agency (CMA):** Contra Costa Transportation Authority (CCTA)
- **2 Rounds of Scoring**
 - Round 1: Individual using selection criteria guidance
 - Round 2: Deliberation and consensus on project ranking

Application Evaluation Criteria

| Selection Criteria | Station Access Policy Goals |
|--|--|
| Project Readiness | C. More Productive & Efficient |
| Connectivity and Mode Shift | A. Safer, Healthier, Greener B. More riders D. Better Experience |
| Customer Experience, Safety and Security | D. Better Experience |
| Equitable Access | E. Equitable Services |
| Complete Communities | D. Better Experience B. More riders |
| Partnerships | F. Innovation & Partnerships |
| Leveraged Funding | C. More Productive & Efficient |

Selected Projects - \$3.53M

- All projects are high priority evidenced by planning documents, support letters and levels of current investment
- Serve high % of low-income households and/or connect to disadvantaged communities
- Projects represent a range of access typologies and current access mode share

| Station (Applicant) | Project | Total Cost (M) | SR2B (M) | Funding Match | Non-BART |
|------------------------------|--|----------------|---------------|---------------|----------|
| Powell (SFMTA) | 5 th Street Improvement Project | \$1.88 | \$0.42 | 78% | |
| Fremont (Fremont) | Walnut Ave./Liberty St. Protected Intersection | \$1.83 | \$0.92 | 50% | |
| Pittsburg Center (Pittsburg) | BART Ped/Bike Connectivity Project | \$5.52 | \$0.70 | 87% | |
| Dublin/Pleasanton (Dublin) | Iron Horse Trail Bridge at Dublin Blvd | \$11.11 | \$1.50 | 86% | |
| | | \$20.34 | \$3.53 | | |

Pittsburg Center: BART Ped/Bike Connectivity

Project

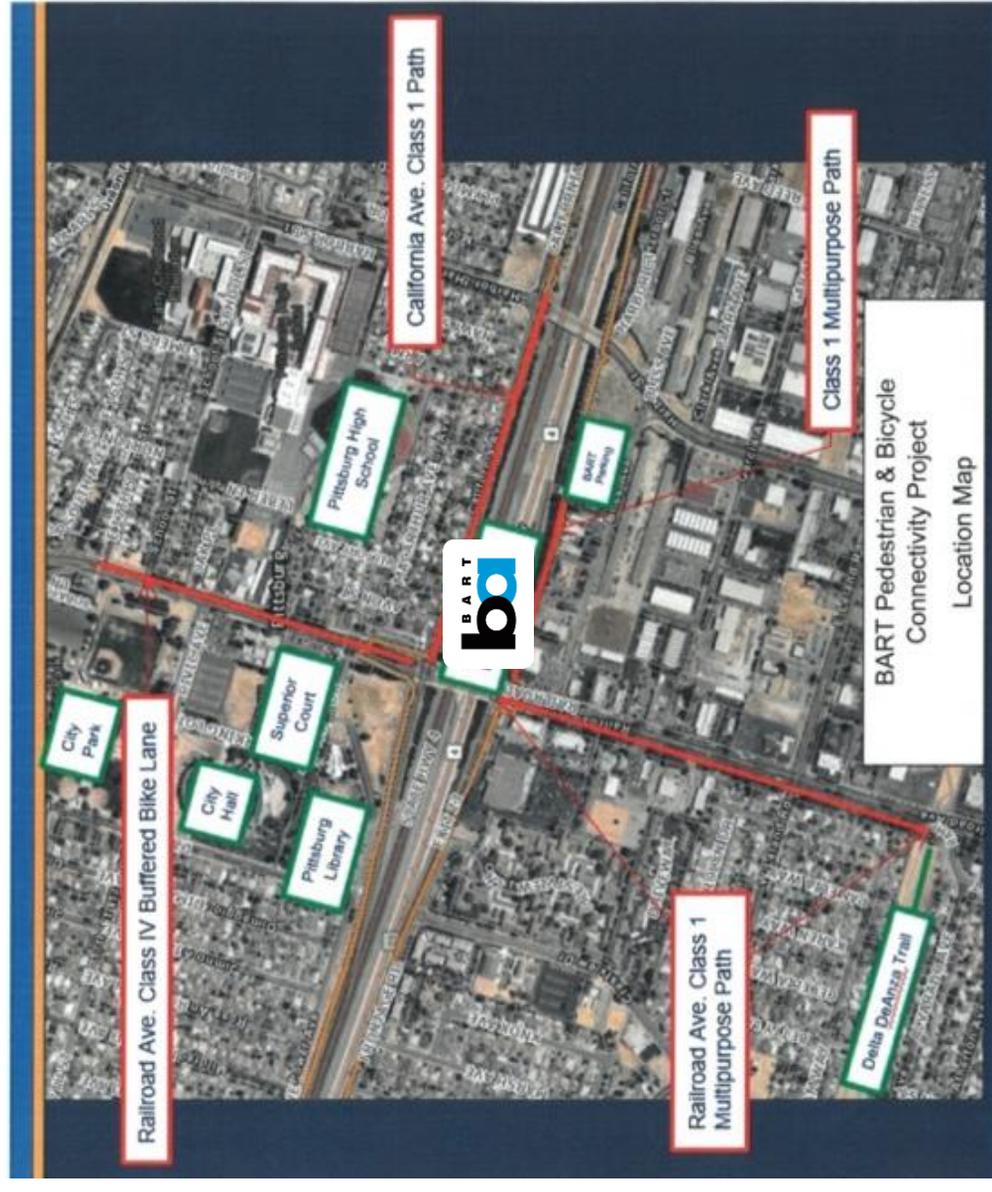
SR2B Award: \$700k

Total Project Cost: \$5.5M

Project description:

- **Implement 4 Class I & Class IV bike facilities**
 - Railroad Ave. b/w Delta DeAnza Trail & Pittsburg Center : Class I
 - Railroad Ave. b/w California Ave. & 17th: Class IV
 - California Ave. b/w Railroad Ave. to Harbor: Class I
 - Bliss Ave. b/w BART Parking lot & BART: Class I
- Fully separate pedestrians and cyclists from vehicle traffic
- Enhanced lighting and landscaping & high visibility crosswalks at all intersections/crossings
- 65% design

Timeline: 2 yrs. w/ construction starting in FY 21 Q4



SR2B Projects Moving Forward & Next Steps

Award **\$3.53M** in SR2B funds to Project Sponsors: **SFMTA, Fremont, Pittsburg & Dublin**

| Activity | Date |
|--|-----------------------|
| Project selection | Summer 2020 |
| Board update | September 10, 2020 |
| Notice of award | September 15, 2020 |
| Execute funding agreements | Fall 2020 |
| Project implementation | Fall 2020-Spring 2023 |
| Project evaluation (Intercept surveys, etc.) | TBD |
| Anticipated SR2B round 2 | 12-18 months |



TO: WCCTAC Board

MEETING DATE: October 8, 2020

FR: John Nemeth, Executive Director

RE: Status Report on Measure J, 28b funds (Subregional Needs)

REQUESTED ACTION

Information Only.

BACKGROUND AND DISCUSSION

At its September 10, 2020 meeting, the TAC discussed the prospect of a Richmond Parkway Corridor Study. Staff mentioned that Measure J Program 28b (Subregional Needs) funds could be one funding source for such a study. To better understand this option, the TAC asked for a detailed update on the current and future availability of these funds.

An increment of 0.3% of Measure J sales tax revenue is dedicated to Measure J Program 28b. These funds are for West Contra Costa's transportation needs and can be used for any Measure J-related purpose, with the approval of the CCTA Board.

At the start of the current fiscal year, on July 1, 2020, there was a balance of \$782,260 available in this program. The balance does not include unspent funds from the \$100,000 that the WCCTAC Board allocated for travel training for seniors and the disabled. Those unspent travel training funds are still committed.

In April of this year, the WCCTAC Board committed \$400,000 as a local match to the Caltrans District 4's ATP application for Central Avenue ped/bike improvements. At its September meeting, the WCCTAC Board committed \$150,000 to Phase 2 of the San Pablo Avenue Multimodal Corridor Study. When these two commitments are factored in, WCCTAC's uncommitted balance at the start of this fiscal year was \$232,260.

Over the course of this fiscal year, Measure J sales tax revenue is expected to generate an additional \$280,000 in this category (or about \$70,000 per quarter). This means that by June 30, 2021 there will be \$512,260 available in Measure J 28b, if the Central Avenue ATP grant application is successful, and \$912,260 if the application is unsuccessful.

In the last several years Measure J 28b funds have been used for a variety of purposes, but the most frequent use has been local matches to leverage grants, or as contributions to studies to match other outside funding contributions.

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TO: WCCTAC Board

MEETING DATE: October 8, 2020

FR: Leah Greenblat, Project Manager

RE: Potential Richmond Parkway Corridor Study

REQUESTED ACTION

Provide feedback and determine whether to continue the TAC’s discussion at a subsequent meeting or solicit feedback from the WCCTAC Board.

BACKGROUND AND DISCUSSION

At its September 2020 meeting, the WCCTAC TAC discussed a draft scope of work for a potential Richmond Parkway Corridor Study, attached, and requested that WCCTAC staff report back with additional information, including: the presence of any policy direction the West County Action Plan that supports such a study, the draft scope of work, the level of TAC interest, the possibilities for study lead agencies, and funding strategies.

West County Action Plan

As part of Measure J’s Growth Management Program, Action Plans are required to be prepared by each Regional Transportation Planning Committee (RTPC) for each subarea of Contra Costa County. The purpose of the Action Plans is for RTPC to work cooperatively to establish overall goals, set performance for designated Routes of Regional Significance, and outline a set of projects, programs, measures, and actions that will support achievement of the plan. The current West County Action Plan was officially adopted in 2017; however, it was prepared in 2014. The full plan is available on the WCCTAC website

[\(\[https://www.wcctac.org/app_pages/view/211\]\(https://www.wcctac.org/app_pages/view/211\)\)](https://www.wcctac.org/app_pages/view/211)

The plan designates Richmond Parkway from I-80 to I-580 (including Garrard Boulevard portion) as a Route of Regional Significance and notes that it is an important connector for traffic traveling between I-80 and I-580.

The plan contains several goals including a goal to improve the efficiency of highway and arterial operations with the following explanation:

Highways and major arterials in West County will continue to serve as key connections to major economic centers of the Bay Area. Improving connectivity to these facilities will ensure efficient goods movement and discourage heavy truck traffic through residential communities. Operational improvements will smooth

and balance traffic flow over all time periods, making optimal use of the existing investments in West County facilities.

The plan includes many action items which could be considered supportive of a Richmond Parkway Corridor Study, see attachment for all actions. The following actions appear to be most relevant:

| Action ID # | Select Actions from the West County Action Plan Related to a Potential Study of Richmond Parkway |
|--------------------|--|
| #18 | Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway. |
| #25 | Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities. |
| #29 | Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents. |
| #49 | Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities. |

Based on WCCTAC staff’s review of the West County Action Plan, the plan contains sufficient policy direction to undertake a Richmond Parkway Study. WCCTAC staff would still bring this issue before the Board if significant staff time, or funding resources in the purview of WCCTAC were needed to be dedicated to this effort. Compared to many other actions contained in the plan, those listed above have received relatively little attention.

Scope, Cost and Funding of a potential Richmond Parkway Corridor Study

The Richmond Parkway is approximately 7.25 miles long and touches multiple jurisdictions and crosses major arterials. It is a heavily used, complex corridor. WCCTAC staff reviewed the draft scope discussed at the last TAC meeting. It calls for significant data collection and analysis, development of multiple land use scenarios and right-of-way alternatives, criteria for evaluating alternatives and scenarios, multi-modal infrastructure improvements recommendations, policy recommendations, stakeholder outreach, and the development of cost estimates for potential projects.

Additionally, some preliminary environmental analysis may be needed, as well as coordination will be necessary with Caltrans and among jurisdictions and their elected officials. Based on recently completed WCCTAC work and input from CCTA staff, WCCTAC

staff believes that a \$125-200,000 cost estimate is probably too low. While further analysis is still needed, and input from the TAC is welcome, it appears to WCCTAC staff that the cost for this study would more likely be in the range of \$500,000-\$1 million. Should this potential study be developed further, a more detailed review of the scope and cost would be necessary. It may be possible for the CCTA's on-call planning consultant to assist with providing a cost estimate.

WCCTAC's Executive Director, John Nemeth, is providing information at the TAC meeting, prior to this agenda item, on the status of Measure J, 28 b funds, which might be an option for funding a potential study. There will be significant funds available in the current fiscal year, though likely not enough to fully fund a study.

WCCTAC staff is awaiting a response from CCTA staff as to whether any planning funds are available to contribute. John Cunningham, Principal Planner with the Contra Costa County's Department of Conservation and Community Development, suggested that it might be possible to condition future development in the area to fund the study. Upon further discussion, however, future development may not be a suitable source of funding for this study. The funds would not have a clear timeframe for collection and without the funds in-hand, it would be difficult to utilize them as grant matching funds. It may be more practical for the County and/or Richmond to require future development to implement or fund near-term recommendations arising from the final study.

One primary source for grant funding could be Caltrans' Sustainable Transportation Planning Grants. While a Richmond Parkway study is technically eligible for funding from this source, past funded projects have not been as focused on goods movement and tend to have a more dominant pedestrian and bicycle focus. WCCTAC staff will be meeting with Caltrans staff the week of the October TAC meeting and will report back to the TAC with any new information about this funding source. The applications for the next cycle of funding has not yet been released; however, the schedule Caltrans website anticipates an application deadline of November 2020.

In researching potential funding sources for a study, WCCTAC staff found potential Caltrans funding sources for construction of projects. These programs could be sources of funding for the study's recommended projects:

- The Trade Corridor Enhancement Program (TCEP) provides an ongoing source of state funding dedicated to freight-related projects. There is approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume.
- The Solutions for Congested Corridors Program (SCCP) provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. This statewide, competitive program makes \$250 million available annually for projects that implement specific

transportation performance improvements and are part of a comprehensive corridor plan by providing more transportation choices while preserving the character of local communities and creating opportunities for neighborhood enhancement.

A key consideration, with implications for developing a grant funding strategy, is whether the emphasis of the study about optimizing the Richmond Parkway for vehicular traffic flow, multi-modal improvement as alternatives to driving, or goods movement.

Study Partnerships and Management

When seeking funds for a study and developing the actual work products, it is essential to have appropriately knowledgeable staff from adjacent jurisdictions support and participate. County staff, in bringing this matter to the TAC, has indicated its interest and support in advancing a multi-jurisdictional study of the Richmond Parkway. WCCTAC staff reached out to Richmond's Lena Velasco, Community Development Director and Tawfic Halaby, Senior Civil Engineer and received confirmation of support and participation from their departments.

WCCTAC is willing to help seek funding for the study. When previously applying for a grant for the West County Express Bus Plan, the CCTA donated consulted time to provide the technical expertise and to assist in the application's preparation. WCCTAC staff has informally sought input from the CCTA staff on their interest in providing similar support for this study.

Should the potential study advance with funding identified, either WCCTAC or the CCTA appear to be the best candidates for managing the day-to-day work of a consultant and overseeing the study's progress. WCCTAC staff has expressed a willingness to manage this study, though it would need concurrence from the WCCTAC Board.

ATTACHMENTS:

- A. Richmond Parkway Regional Multimodal Mobility Analysis DRAFT Mini-Scope
- B. Excerpt from 2017 West County Action Plan

Richmond Parkway Regional Multimodal Mobility Analysis DRAFT Mini-Scope

Goals: Review existing and future multimodal mobility needs along Richmond Parkway between I-80 and I-580, understand cut-through traffic in the residential neighborhoods and identify methods to address, understand routing patterns of trucks and identify ways to better accommodate them, understand stakeholder concerns and evaluate improvement options against those concerns, build stakeholder consensus around improvements, and identify paths forward for implementation. Considering the regional nature of the facility, some coordination with the Metropolitan Transportation Commission and the Bay Area Toll Authority is warranted.

- Planning horizon years of 2025 (near-term) and 2040 (far-term)
- Hold stakeholder meetings to understand their concerns and develop a set of evaluation criteria to use in evaluating potential improvements.
- Identify existing and future multimodal origin-destination travel patterns using the CCTA model and use Big Data to understand current travel patterns and effects on North Richmond neighborhoods. The strengths and limitations of Big Data sources (e.g. INRIX, StreetLight, Airsage, Teralytics, etc.) should be considered in determining the best source(s) of data for use.
- Determine how the Richmond Bridge multiuse path¹, potential westbound Richmond Bridge AM peak period shoulder-running lane, toll plaza improvements, HOV/HOT system changes, and other nearby planned transportation projects will influence travel in the study area.
- Assessment of future travel should include a robust review of potential development capacity in the North Richmond industrial area. Assume 2-3 far term land use scenarios for analysis.
- Understand current origin-destination patterns of heavy trucks and projections about future growth in truck demand and evaluate opportunities to shift freight and heavy vehicles out of the North Richmond neighborhood and other residential areas.
- Review potential additional bicycle, pedestrian and transit opportunities in the Richmond Parkway corridor; use trip length data to identify short-distance trips and trips between certain O-D pairs where shifting to non-auto modes could be feasible.
- Review travel along the following parallel corridors that influence travel patterns on Richmond Parkway or are influenced by travel patterns on Richmond Parkway:
 - Goodrick Avenue, Fred Jackson Way, 7th Street, and 6th Street (to Ohio Avenue), including other local roadways in the North Richmond neighborhood
 - Rumrill Boulevard, 13th Street and Pennsylvania Avenue
 - San Pablo Avenue between I-80 and Richmond Parkway
 - 23rd Street between I-580 and San Pablo Avenue
 - Traffic calming or transit service changes will be reviewed for impacts on the Parkway
- Improvement options to be evaluated against the following criteria induced demand/VMT impacts, air quality, other environmental justice considerations (reflecting Communities of Concern and the soon-to-be completed Richmond Community Based Transportation Plan), travel time, maintenance/full life cycle costs, transit costs (ops/maintenance), and other criteria to be identified by stakeholders
- Present the results of the initial evaluation of improvement options to stakeholders and receive feedback; build consensus around a preferred set of near-term and far-term improvements.
- Develop concept plans and initial cost estimates of preferred near-term and far-term improvements.
- Identify next steps for implementation, including funding and jurisdictional authority/procedures.

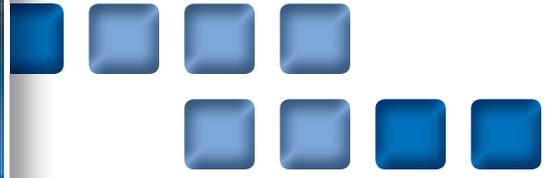
Budget: \$125k-\$200k.

¹ Future year scenarios should include with/without path iterations

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Final

West County Action Plan for Routes of Regional Significance



Prepared for:



and



Sept 2017

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|--|--|------------------|----------------------|
| 1 | Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County. | WCCTAC, Local jurisdictions, Transit providers | A, I | 1, 2, 3, 7, 8, 9, 11 |
| 2 | Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access. | Local jurisdictions, transit providers | A | 8, 11 |
| 3 | Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas. | Local jurisdictions, BART | G | All |
| 4 | Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers. | WCCTAC, Caltrans, Local jurisdictions, Transit providers | A, I | 5, 6, 10 |
| 5 | Partner with the Water Emergency Transportation Authority and MTC to plan and fund ferry service in West County. | WCCTAC, Cities of Richmond and Hercules | A | |
| 6 | Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor. | WCCTAC, Local jurisdictions, Capitol Corridor JPA, San Joaquin JPA, BART | A, B, J | |

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580 | 7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|--|--|------------------|----------------------|
| 7 | Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects. | WCCTAC, Local jurisdictions, Transit providers, MTC | A, B | All |
| 8 | Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County. | WCCTAC, BART, Cities of El Cerrito and Richmond | A | |
| 9 | Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist. | WCCTAC, Local jurisdictions, CCTA | C | All |
| 10 | Support the WCCTAC TDM program in promoting commute methods and modes that reduce single-occupant vehicle travel at peak times. | WCCTAC, Local jurisdictions, 511 Contra Costa | F | All |
| 11 | Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas. | WCCTAC, Local jurisdictions, Transit providers, CCTA | C | 1, 2, 3, 7, 8, 9, 11 |
| 12 | Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools. | WCCTAC, Local jurisdictions | C | 1, 2, 3, 7, 8, 9, 11 |

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
7. Richmond Parkway | 8. San Pablo Avenue | 9. San Pablo Dam Road | 10. State Route 4 | 11. 23rd Street

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|--|---|------------------|-------------------------|
| 13 | Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas. | Local jurisdictions, BART | C | All |
| 14 | Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County. | Local jurisdictions, WCCTAC | C | All |
| 15 | Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions. | WCCTAC, Local jurisdictions | C | |
| 16 | Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge. | WCCTAC, City of Richmond | C, D | 6 |
| 17 | Improve pedestrian and bicycle access through freeway interchange areas. | Local jurisdictions, Caltrans | C | 1, 2, 3, 5, 6, 8, 9, 11 |
| 18 | Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway. | City of Richmond, Contra Costa County | C, D | 7 |
| 19 | Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures. | WCCTAC, Local jurisdictions, CCTA | H, J | 2, 3, 7, 8, 11 |
| 20 | Complete the reconstruction of the I-80/San Pablo Dam Road interchange. | City of San Pablo, CCTA, Caltrans | E, H | 5, 9 |
| 21 | Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project. | WCCTAC, Local jurisdictions, Caltrans | H | 1, 3, 4, 5, 7, 8, 9, 10 |
| 22 | Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4. | WCCTAC, CCTA, Caltrans, City of Hercules, Contra Costa County | H | 4, 10 |

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|--|---|------------------|-------------------------|
| 23 | Implement recommendations of the State Route 4 Integrated Corridor Analysis. | WCCTAC, CCTA | H | 10 |
| 24 | Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road. | Contra Costa County | C, H | 4 |
| 25 | Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities. | Contra Costa County, Cities of Richmond and San Pablo, CCTA, WCCTAC | H | 6, 7 |
| 26 | Complete the improvements associated with the I-80/Central Avenue interchange. | Cities of El Cerrito and Richmond | H | 3, 5 |
| 27 | Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions. | WCCTAC, Local jurisdictions, CCTA | C, D | 3, 8 |
| 28 | Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance. | Local jurisdictions | I | 1, 2, 3, 4, 7, 8, 9, 11 |
| 29 | Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental, health, quality-of-life) on West County residents. | WCCTAC, Local jurisdictions, Caltrans, CCTA, MTC | H, I, J | 4, 5, 6, 7, 8, 9, 10 |
| 30 | Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions. | WCCTAC, Local jurisdictions | G | |
| 31 | Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure. | WCCTAC, CCTA, Local jurisdictions, Transit providers | I | All |

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|---|--|------------------|-----------------|
| 32 | Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies. | WCCTAC, Local jurisdictions, CCTA, Transit providers | F | All |
| 33 | Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County. | WCCTAC, Local jurisdictions | A, E, G | All |
| 34 | Improve the reliability and efficiency of bus service along San Pablo Avenue. | Local jurisdictions, Transit providers | A | 8 |
| 35 | Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue. | Cities of El Cerrito, Pinole, Richmond and San Pablo | A, C, E | 1, 3, 7, 8, 9 |
| 36 | Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett. | Contra Costa County | A, C, E | 8 |
| 37 | Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study. | Contra Costa County, City of Pinole | A, C, E | 1, 8 |
| 38 | Implement the recommendations of the Downtown El Sobrante Study. | Contra Costa County | A, C, E | 1, 9 |
| 39 | Complete the implementation of the Hercules Intermodal Station. | City of Hercules, Transit providers | A, D | 5, 8, 10 |
| 40 | Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus. | Cities of Richmond and El Cerrito, WCCTAC, Transit providers | A, C, G | 2, 6, 11 |

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|---|---|------------------|-----------------|
| 41 | Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers. | Local jurisdictions, Transit providers | A, C, E | 2, 3, 7, 8, 11 |
| 42 | Support completion of the Wildcat Creek Trail, including the Bay Trail to Ridge Trail connector. | Cities of Richmond and San Pablo, Contra Costa County | C, D | |
| 43 | Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP). | WCCTAC, Local jurisdictions, Caltrans, CCTA | H | 5 |
| 44 | Implement the recommendations of the specific plans along 23 rd Street. | Cities of Richmond and San Pablo | A, C, E | 11 |
| 45 | Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area. | City of El Cerrito, Transit providers, WCCTAC | A, C, H | 8 |
| 46 | Support broad coordination between Contra Costa and neighboring counties (including Alameda, Solano, and Marin) to reduce single-occupant vehicle travel along the I-80 corridor. | WCCTAC, CCTA | F, H | 5, 6 |
| 47 | Enhance transportation services for mobility-impaired West County residents, through improved coordination of existing services and consideration of expanded services. | WCCTAC, Transit providers | A | All |
| 48 | Support the coordination of transit services across all areas of Contra Costa to improve connectivity and access. | WCCTAC, Transit providers | A | All |

TABLE 5-1: ACTIONS FOR WEST COUNTY ROUTES OF REGIONAL SIGNIFICANCE

| Action # | Action | Responsible Agency | Applicable Goals | Affected Routes |
|----------|---|--|------------------|-----------------|
| 49 | Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities. | WCCTAC, Local jurisdictions, CCTA | F, H | All |
| 50 | Implement the Express Bus recommendations from the West County High Capacity Transit Study | Transit providers, WCCTAC, CCTA, Local jurisdictions | A, B, H | 5 |
| 51 | Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study | Transit providers, WCCTAC, CCTA, Local jurisdictions | A, B | 8 |
| 52 | Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study | WCCTAC, Local jurisdictions, CCTA, Transit providers | A, B | 11 |
| 53 | Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad – Complete Street | Pinole, WCCTAC, CCTA | C, E, H, I | 8 |
| 54 | Participate in San Pablo Avenue Multimodal Corridor Project | ACTC, WCCTAC, CCTA, AC Transit, Local jurisdictions | A, B | 8 |

Routes of Regional Significance:

1. Appian Way | 2. Carlson Boulevard | 3. Central Avenue | 4. Cummings Skyway | 5. Interstate 80 | 6. Interstate 580
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