



Richmond Area Community-Based Transportation Plan

Contra Costa Transportation Authority



CONTRA COSTA
transportation
authority



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Richmond Area Community-Based Transportation Plan

Contra Costa Transportation Authority

Prepared By:



1625 Shattuck Avenue
Suite 300
Berkeley, California 94709
510.848.3815



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Executive Summary

This Community-Based Transportation Plan (CBTP) addresses transportation challenges in low-income Communities of Concern (CoC) across areas of Richmond, San Pablo, El Cerrito, and unincorporated Contra Costa County. The CBTP was developed by Contra Costa Transportation Authority (CCTA) with Metropolitan Transportation Commission (MTC) grant funding. In conformance with MTC guidelines, it represents a collaborative effort between CCTA, community members, local stakeholders, and transit operators to identify and fill local mobility gaps that impact low-income and challenged communities.

The CBTP recommends a series of projects and programs identified during community outreach and review of existing studies. These recommendations were prioritized using evaluation criteria developed with plan advisors.

COVID-19 Statement

The COVID-19 pandemic emerged following the outreach process of this CBTP. As a result, community feedback in this plan does not reflect new mobility habits, priorities, and challenges associated with COVID-19 and shelter-in-place orders.

However, development of CBTP recommendations and plan drafting began about four months into the crisis. The transportation environment, as well as the financial feasibility and implementability of various project types, shifted greatly during that time. Projects and programs in this plan reflect pre-COVID community feedback and post-COVID feasibility evaluation.

Predicating the long-term impact of COVID-19 on future mobility habits and gaps is difficult. The MTC CBTP program operates on a 10-year cycle, and CCTA determined that it is in the interest of communities to adopt this plan in the current context, rather than re-initiate the existing conditions, community outreach, and recommendations processes.

Study Area Profile

Demographic Profile

The last Richmond Area CBTP was completed in 2004. The study's target areas were the neighborhoods of North Richmond, the Iron Triangle, Coronado, Santa Fe, Old Town San Pablo, and Parchester Village.¹ At the time, it had a residential population of under 40,000. The 2004 CBTP recommended 11 mobility projects ranging from additional bus and shuttle services to new bicycle and pedestrian paths. Of those, five have been fully implemented and three have been partially implemented.

The current CBTP study area represents a significant expansion from 2004, as shown in Figure ES-1. It includes parts of the cities of Richmond, San Pablo, and El Cerrito, and now includes unincorporated Rollingwood, Montalvin Manor, Tara Hills, and Bayview. The current population exceeds 93,000. In 2017, the median household income in the study area was \$53,200, with approximately 46 percent of residents living in poverty (defined here as below 200 percent of the federal poverty threshold).

The study area is more diverse than Contra Costa County as a whole. It contains higher percentages of Hispanic or Latino and Black or African-American residents than the County, the same percentage of Asian residents, and a much lower percentage of white residents. Less than 12 percent of CBTP area residents are white non-Hispanic or Latino, compared to about 45 percent countywide. Approximately 6,500 households in the study area (17 percent of total households) are designated as "Limited English-Speaking Households," as compared to 7 percent of households countywide.

¹ Metropolitan Transportation Commission, 2004, Richmond Area Community-Based Transportation Plan, page ES-1.

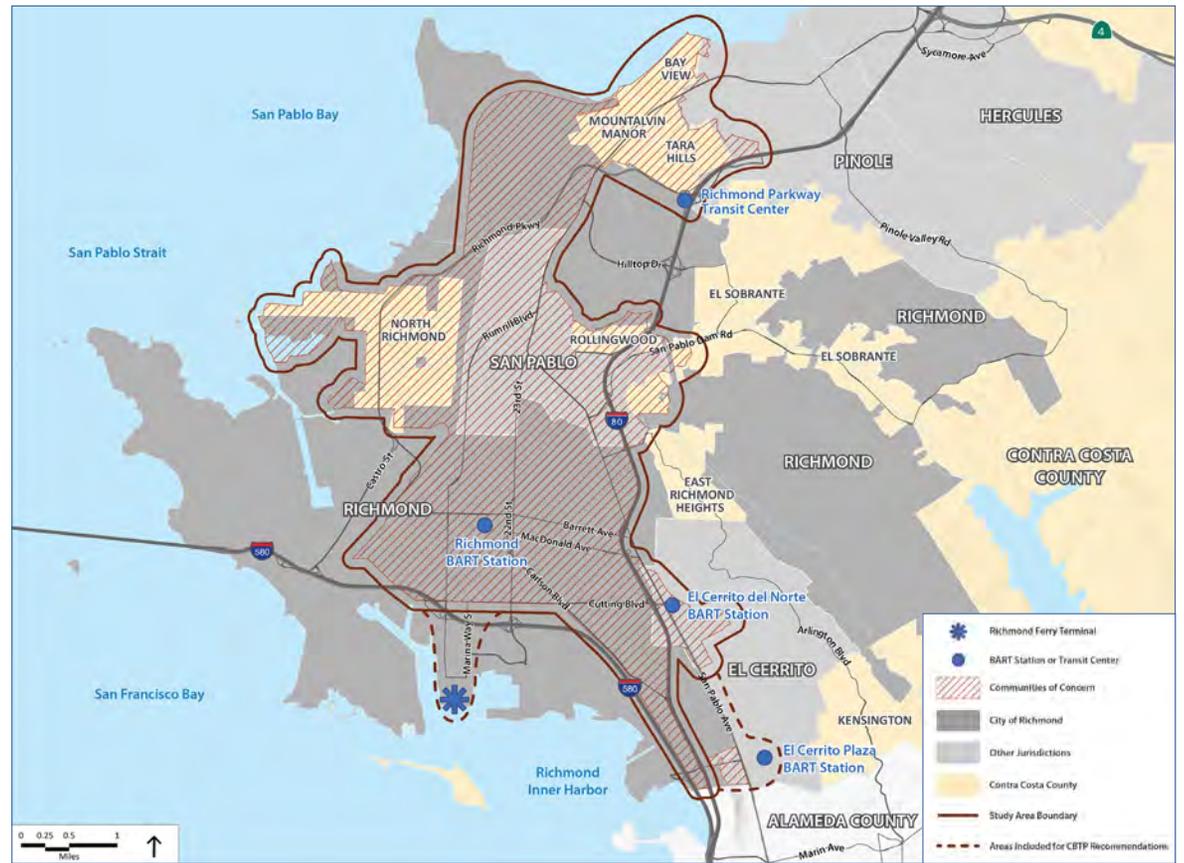
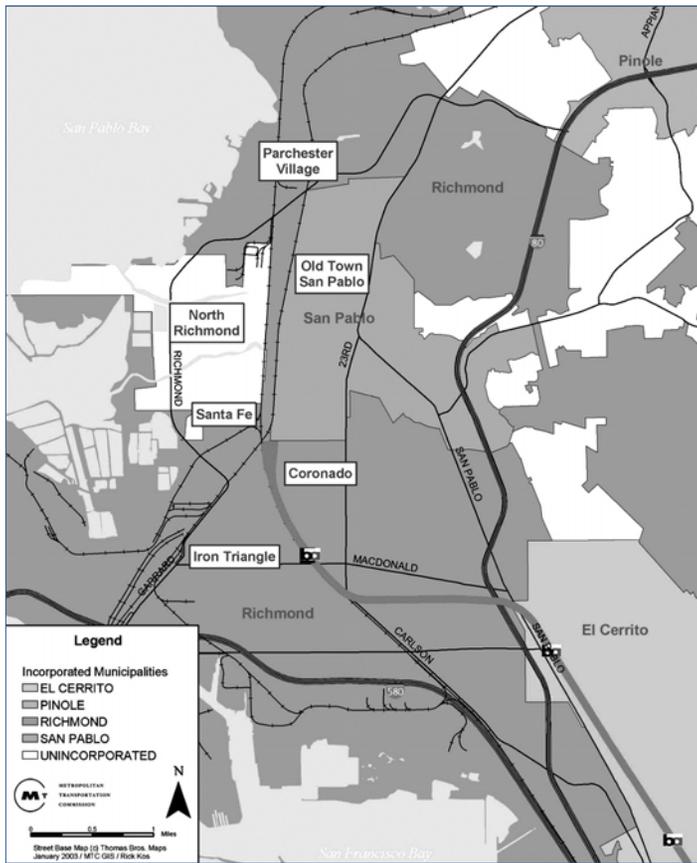


Figure ES-1 2004 and Current Community-Based Transportation Planning (CBTP) Study Areas

Transportation and Transit Profile

Of the approximately 55,000 commuters aged 16 years and over in the study area, about 78 percent travel to work by personal vehicle. Two-thirds of those workers drive alone. Residents of the northwest portions of the study area experience longer commutes—37 minutes or more—than others in the study area. However, there has been a doubling in the use of public transportation in the study area, from 7 percent in 2010 to 14 percent in 2017.

The study area includes the Richmond, El Cerrito del Norte, and El Cerrito Plaza Bay Area Rapid Transit (BART) stations, served by the Richmond-Millbrae and Richmond-Berryessa BART lines. Amtrak service (Capitol Corridor and California Zephyr lines) is available at the Richmond Transit Center, adjacent to the Richmond BART station. These trains provide direct connections to Berkeley, Oakland, San Jose, Sacramento, and points beyond.

Local and intercity bus transit is primarily provided by Alameda-Contra Costa Transit District (AC Transit), West Contra Costa Transportation Authority (WestCat), and Golden Gate Transit. AC Transit serves the entire study area through 10 bus routes, 3 transbay routes, and 1 24-hour route. WestCat operates six local and two regional bus routes in the study area.

An active transportation network includes a mix of bicycle facility types that provides some connectivity with transit. Multiple future bicycle projects are proposed adopted plans, including the 2018 Contra Costa County Bicycle and Pedestrian Plan.

Past and Current Studies

The recommendations in this CBTP respond to and build on previous and ongoing transportation studies. Due to the size and multijurisdictional make-up of the study area, understanding common mobility themes and adopted policies was significant to the development of relevant recommendations.

As detailed in Chapter 3, 19 local and countywide studies, spanning 1999 to the present, were reviewed.

Outreach and Engagement

All CBTP recommendations are based on a community coordination campaign consistent with MTC Guidelines.

Outreach and engagement in this plan included the following components:

1. Advisory group oversight
2. Project web page
3. Project awareness campaign
4. County planning events
5. “Pop-up” sessions at events in the study area
6. In-depth interviews with community members

Steering Committee Oversight

A CBTP Steering Committee was convened twice to ensure an inclusive outreach process, provide direction on reaching specific communities, and prioritize outreach opportunities. Members of the Steering Committee included:

- Ben Choi, Richmond City Council
- Elizabeth Pabon-Alvarado, San Pablo City Council
- Janet Abelson, El Cerrito City Council
- Robert Rogers, Office of Supervisor Gioia
- Jan Mignone, President, Richmond Neighborhood Coordinating Council
- Myrtle Braxton-Ellington, Chair, Richmond Commission on Aging
- Trina Jackson, Staff Liaison, Richmond Youth Council
- Cecilia Perez-Mejia, Community Liaison, First Five Contra Costa
- Nikki Beasley, Executive Director, Richmond Neighborhood Housing Service

Project Working Group Oversight

A Project Working Group (PWG) composed of local jurisdiction and transit agency staff convened five times throughout the outreach process to review the Outreach Strategy, help identify stakeholders in various COCs, and provide practical guidance on coordinating outreach events and stakeholders. Members of the PWG for the Pittsburg-Bay Point CBTP included:

- Martin Engelmann, Deputy Executive Director, Planning, CCTA
- Matt Kelly, Senior Transportation Planner, CCTA
- James Hinkamp, Associate Transportation Planner, CCTA
- Aileen Hernandez, Principal Grants Officer, BART
- Celestine Do, Senior Planner BART
- Rachal Factor, Principal Planner, BART
- Nathan Landau, AC Transit
- Ryan Lau, AC Transit
- Denee Evans, Transportation Demand and Sustainability Manager, City of Richmond
- Tawfic Halaby, Senior Civil Engineer, City of Richmond
- Misha Kaur, Paratransit Coordinator, City of Richmond
- Patrick Phelan, Infrastructure Administrator, City of Richmond
- Lori Reese Brown, Transportation Project Manager, City of Richmond
- Lina Velasco, Community Development Director, City of Richmond

- Dane Rodgers, Senior Civil Engineer, City of Richmond
- Ana Bernardes, Engineering Manager/Senior Engineer, City of El Cerrito
- Clayton Johnson, Senior Health Education Specialist, Contra Costa Health Services
- Alexander Zandian, Engineer, Contra Costa County
- Mary Halle, Senior Civil Engineer, Contra Costa County Public Works

Project Web Page

The CBTP team developed a project web page on the CCTA website. The web page included background information on the CBTP process, links to project submittals such as Existing Conditions Reports and Outreach Strategies, and notification of events using customized fliers.

Awareness Campaign

The CBTP team developed a graphics-rich Outreach Awareness Notice in English (see Figure 4-1) and Spanish (see Figure 4-2) to notice the public of outreach events in various COCs. The flier was adapted to each event and posted digitally on websites of agencies and stakeholders involved in the project.

The team also distributed information and fliers about the CBTP outreach process to over 150 Richmond community members at the Martin Luther King Day of Service and Celebration event at Unity Park Community Plaza, and distributed outreach information materials to about 40 ferry riders at the Richmond Ferry Plaza “Energizer Station” on Bike-to-Work Day.

County Planning Events

Contra Costa County is currently updating its General Plan, a process titled *Envision Contra Costa 2040*. The CBTP team attended the following outreach events associated with this process to gauge community mobility priorities in Richmond:

- Contra Costa County General Plan Update Community Meeting, North Richmond. This meeting was held on May 13, 2019, at the Community Heritage Senior Apartments.
- Contra Costa County General Plan Update Community Meeting, Bayview, Montalvin Manor, and Tara Hills. This meeting was held on May 14, 2019, at the Montara Bay Community Center.

Approximately 50 attendees contributed feedback concerning transportation challenges, most related to the pedestrian safety and security, transit delays and frequencies, gaps in bicycle infrastructure, and conditions on San Pablo Avenue.

Pop-Up Sessions

CBTP team members worked with Community Based Organizations (CBO), non-profits, and various local agencies to schedule “pop-up” outreach sessions at pre-scheduled events targeting low-income and other potentially transportation-challenged communities. The goals of these events were to collect detailed feedback about transportation challenges directly from COC residents and record personal narratives describing how these challenges impact daily life. English- and Spanish-speaking CBTP project staff facilitated “map and dot” study board exercises, on-site surveys, and “infrastructure gap” sticker exercises to allow participants to visually identify existing mobility gaps.

The CBTP team also conducted detailed interviews with volunteers, to develop personal vignettes about daily mobility challenges in the study area.

Pop-up sessions were conducted at the following events with the following participation rates:

1. **Greater Richmond Interfaith Program (GRIP) Community Lunch** at GRIP’s central location at 165 22nd Street in Richmond on November 26, 2019. Approximately 25 attendees participated in interactive exercises, and eight in-depth interviews were conducted.
2. **Richmond Youth Council Meeting** on December 10, 2019. Youth Councilmembers discussed their transportation needs as well as those faced by the population of Richmond youth they represent. PlaceWorks staff completed detailed interviews of all five councilmembers at the meeting. All five councilmembers, as well as 15 additional meeting attendees, also completed interactive exercises.
3. **Booker T. Anderson Community Center Brown Bag Lunch** on December 13, 2019. Team members interviewed participants in the grocery program about their transportation experiences in Eastshore/Panhandle Annex neighborhoods of Richmond. PlaceWorks staff recorded two detailed interviews and facilitated map exercises and/or discussions with 16 individuals

Key Findings

Table ES-1 summarizes the key findings and feedback from each outreach component.

Table ES-1 Key Findings from Community Outreach Events	
<p>Contra Costa County General Plan Update North Richmond Meeting</p>	<p>Pedestrian Challenges:</p> <ul style="list-style-type: none"> • Evening neighborhood safety and lighting conditions in North Richmond neighborhoods • Area-wide sidewalk conditions and gaps on major streets <p>Bicycle Challenges:</p> <ul style="list-style-type: none"> • Gaps in local bicycle infrastructure <p>Transit Challenges:</p> <ul style="list-style-type: none"> • Too many delays and poor system linkages • Insufficient fixed-route coverage across Richmond • Insufficient bus frequencies • Poor BART/transit access • Poorly design bus stops and transit curb management
<p>Contra Costa County General Plan Update Bayview, Montalvin Manor and Tara Hills Meeting</p>	<p>Transit Challenges:</p> <ul style="list-style-type: none"> • Overall lack transit connections to BART and transit types <p>Pedestrian Challenges:</p> <ul style="list-style-type: none"> • Fear of Tara Hills Drive and Shawn Drive due to vehicle speeds • Sidewalk and bicycle gaps and dangerous intersections on San Pablo Avenue

GRIP Community Lunch

Bicycle Challenges:

- Gaps in bicycle facilities on San Pablo Avenue and major corridors.
- Bike lane on San Pablo Avenue starting at the intersection with Rumrill Boulevard and College Lane does not extend westward towards Richmond.
- No protected lanes on San Pablo Avenue and Carlson Boulevard.
- Need bike improvements along Ohio Avenue east of 2nd Street
- Need better bike lanes on MacDonald behind Nicholl Park
- Bicycle Conditions Surrounding Nicholl Park area are difficult
- Cyclists avoid the greenway behind Nicholl Park because of safety issues and lack of lighting.

Pedestrian Challenges:

- Dangerous conditions on BART line crossings
- Lack pedestrian overcrossings in key locations
 - Over Richmond Parkway at Goodrick Avenue, for access to Point Pinole Park.
 - Over the train tracks to the West of Richmond so that people can access views of the San Rafael and San Pablo Bay.

Transit Challenges:

- Poor Bus Shelter Conditions (8 + comments)
- Lack of seating and lighting at stops along MacDonald Avenue
- Lack of Transit Access to Support Services (5 comments)
- Need for subsidized evening shuttle access to GRIP and other facilities
- WestCat Route 19 does not provide direct access to Social Security office
- Need for Dial-a-Ride shuttle between the Richmond BART station and Kaiser Permanente
- Route 72 is Inconsistent

Other

- Large commercial trucks in the ‘flats’ of Richmond create danger for other drivers and people walking or biking. Children walk in areas that are not safe for pedestrians due to commercial trucks, people speeding, and incomplete sidewalks.

Table ES-1 Key Findings from Community Outreach Events (Continued)

<p>Richmond Youth Council</p>	<p>Pedestrian Challenges:</p> <ul style="list-style-type: none"> • Poor pedestrian conditions on San Pablo Avenue • Poor pedestrian conditions surrounding Nicholl Park • Poor pedestrian conditions surrounding the Shoppes at Hilltop <ul style="list-style-type: none"> • Lack of sidewalk lighting • Lack of crosswalk reflectors and signalization • Students walking to/from Kennedy High School face poor conditions • Cutting Boulevard between South 49th Street and the highway has unsafe crossings, which students must use. • Unsafe driving Conditions around Pacific East Mall <ul style="list-style-type: none"> • Roads and signage are confusing for motorists around Central Avenue, which impacts pedestrian safety. • Multiple stop-controlled intersections where you can't see oncoming cross traffic <p>Transit Challenges:</p> <ul style="list-style-type: none"> • WestCat bus stop at Cutting Boulevard and Key Boulevard is highly used but has no shelter or seats • Many AC Transit stops along San Pablo Avenue lack seats and/or shelters • Lack of safety measures for young riders on BART and busses. • Inconsistent service and lateness of Route 76 to El Cerrito Del Norte BART • Young people feel Lyft/Uber are better alternatives
<p>Booker T. Anderson Community Center Senior Produce Brown Bag</p>	<p>Pedestrian Challenges:</p> <ul style="list-style-type: none"> • Difficult to walk near bike paths in Richmond; markings are confusing • Conditions on Potrero Avenue between Carlson and 80 are poor <ul style="list-style-type: none"> • Intersection of Carlson Boulevard and Potrero Avenue is dangerous • Lack of adequate lighting • Cars use segment to get to highway, but it is also a route to Stege Elementary School and Booker T. Anderson Community Center • Area need more and better curb cuts, with gentler slopes, for people in wheelchairs and using mobility devices <p>Transit Challenges:</p> <ul style="list-style-type: none"> • Kaiser Permanente and Richmond Care Center are difficult to get to on transit for those who can't walk far • AC Transit Routes are unreliable • Route 72 needs more busses daily • Route 71 bus is often late • Stops and shelters on 71 and 40 are inadequate; lack seating • There is a general lack of real-time signage along bus routes • Signage and timetables along routes are written in font size that is too small to read <p>Safety Challenges</p> <ul style="list-style-type: none"> • Iron Triangle needs better lighting and signage for non-auto mobility • Overall high crime rates in CBTP area make evening mobility frightening

Recommendations Methodology

Evaluation Criteria

The CBTP project team worked with the PWG to establish four evaluation criteria to rank projects and programs by their ability to improve mobility for challenged communities:

1. Reflects Community Priorities
2. Increases Access
3. Is Financially Feasible
4. Ease of Implementation

Scoring Methodology

Recommendations were scored one through five for each evaluation criteria. A score of one reflects the lowest potential for fulfillment of that category; five the highest. For all project and plans, the following score averages were calculated:

- **Area Need Score:** The average score of Criterion 1 (Community Priorities) and Criterion 2 (Increases Access)
- **Project Potential Score:** The average score of Criterion 3 (Financial Feasibility) and Criterion 4 (Ease of Implementation)

Projects and plans were categorized into the following groups based on the results of this scoring system.

High Need + High Potential Recommendations

These recommendations received an Area Need Score of 3.5 or above and a Project Potential Score of 3.5 or above. These are projects and programs consistent with community priorities, have the highest potential to reduce access gaps, and are unlikely to face implementation challenges.

High Need Recommendations

High Need Recommendations received an Area Need Score of 3.5 or above and a Project Potential Score of below 3.5. These projects will fulfill community priorities and increase community access but may be difficult to complete due to funding and costs, cross-jurisdictional management, engineering, and other implementation challenges.

Project Types

Recommendations fall within the following groups of projects and plans:

Active Transportation. These are generally capital improvements that increase safe, healthy, active transportation choices, namely walking and biking, for everyday trips.

Transit. Transit projects may include new routes, expanding operating hours of certain lines, increasing transit line frequency, or improving transit stops with lighting, shelter, and seating.

School Safety. School safety projects provide safe, non-motorized routes between where people live and local schools.

Recommendations

The following tables summarize recommendations across project type. Each table includes recommendations, *Area Need* score, *Project Potential* score, and estimated cost.

High Need + High Potential Recommendations

Active Transportation Projects and Programs

Active Transportation Projects comprise most High Need + High Potential Recommendations. Not only were such projects identified by the community, in current studies and during CBTP advisor coordination, but funding for active transportation and multi-modal safety remains available in the wake of COVID-19.

Table ES-2 High Need + High Potential Active Transportation Projects and Programs

Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Fill bicycle gaps on street networks surrounding public schools and neighborhood parks:			
Fill bicycle gaps surrounding Nicholl Park/DeJean Middle School by installing a Class III Bike Boulevard Route on Harry Ells Place from Richmond Greenway to Nevin Avenue.	3.5	4.25	\$105,000
Fill bicycle gaps surrounding John F. Kennedy High School and Laurel Park by installing a Class III Bike Boulevard Route along entire Berk Avenue/49 th Street loop.	4	3.65	\$330,000
Fill bicycle gaps surrounding Unity Park Community Plaza by installing a Class III Bike Boulevard Route on 16th Street from McDonald Avenue to Richmond Greenway.	3.75	3.5	\$125,000
Install a Class III Super Sharrow Route on Macdonald Avenue from Richmond Parkway to Key Boulevard.	3.75	3.75	\$90,000
Increase pedestrian safety along San Pablo Avenue from Cutting Boulevard to Rumrill Boulevard, with crosswalks, signals and lighting improvements coordinated with future transit services planned by WCCTAC and AC Transit.	5	3.5	\$3.5 million to \$5 million
Close sidewalk gaps, improve existing sidewalk conditions and improve access to bus stops along the west side of San Pablo Avenue between Tara Hills Drive and Murphy Drive in San Pablo.	4.5	4	\$750,000 to \$1.25 million
Increase pedestrian safety along MacDonald Avenue from San Pablo Avenue to Richmond Parkway, with crosswalks, signals and lighting improvements coordinated with future transit services planned by WCCTAC and AC Transit.	4.5	3.5	\$5 million to \$10 million
Install or improve ADA-compliant curb ramps in high-use areas of Tara Hills, Montalvin Manor and Rollingwood communities.	4.5	5	\$12,000 per ramp
Initiate City of San Pablo and City of El Cerrito <i>Vision Zero</i> Plans	3.5	4	\$250,000 per plan

Transit Projects and Programs

Public transit projects are a high priority for communities in the Richmond CBTP study area. However, declining transit revenues and loss of funding in the wake of COVID-19 have reduced the current financial feasibility of transit projects. As a result of current conditions, most transit recommendations received a lower *Project Potential* score.

Table ES-3 High Need + High Potential Transit Projects and Programs

Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Install lighting, signage and shelter improvements consistent with 2019 NACTO and ADA standards at up to 10 bus stops along AC Transit Route 71 and Golden Gate Transit Route 40, or other high-use corridors.	4.5	3.5	\$20,000 to \$30,000 per stop

School Safety Projects and Programs

As of this draft CBTP, all schools and facilities within the West Contra Costa County School District are closed to classroom learning for the 2020 through 2021 school year. As noted in Section 5.1, these conditions make it difficult to predict implementation of school safety projects. However, funding for previously identified Safe Routes to School programs increases the potential for these projects.

Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Implement Safe Routes to School infrastructure improvements along segment of Cutting Boulevard that connects El Cerrito Del Norte BART Station and Kennedy High School (between South 45 th Street and San Pablo Avenue).	5	4	\$400,000 to \$700,000
Implement circulation and safety improvements, including potential secondary entrance, on the Verde Elementary School campus.	4.5	3.5	\$300,000 to \$600,000

High Need Recommendations

Active Transportation Projects and Programs

Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Widen sidewalks, improve lighting, and increase maintenance conditions of the Barrett Avenue/BART undercrossing.	3.75	2	\$5 million to \$8 million
Widen sidewalks, improve lighting, and increase maintenance conditions of the Macdonald Avenue/BART undercrossing.	4	2	\$5 million to \$8 million
Widen sidewalks, improve lighting, and increase maintenance conditions of the Pennsylvania Avenue/BART overcrossing.	3.75	1.5	\$5 million to \$8 million
Extend current terminus of recent San Pablo Avenue complete streets improvements from Rivers Street to Rumrill Boulevard.	3.75	2.75	\$1.6 million to \$2.4 million
Develop pedestrian, bicycle and transit user safety program, including infrastructure, signalization and striping components, on Central Avenue from San Pablo Avenue through Interstate 80 intersection.	4.5	3	\$4 million
Develop Barrett Avenue “road diet” program at Interstate 80 to reduce auto speeds and increase pedestrian safety. Components include speed humps, bulb-outs, rapid flashing beacons and lane diet.	4	2.5	\$2 million to \$4 million
Reduce impacts of commercial truck by-passes on local travel routes with recommendations from the Development Program Report for the North Richmond Area of Benefit, such as truck restriction signage, truck calming measures and improved pedestrian and bicycle infrastructure.	3.75	3.25	\$20,000 for signage program to \$3 million in infrastructure

Transit Projects and Programs

Table ES-6 High Need Transit Projects and Programs			
Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Increase the frequency of AC transit Route 76 from 30 minutes to 15 minutes to increase access to BART stations throughout the CBTP study area.	4	1.5	\$1.5 million to \$2.5 million
Amend the Shoppes at Hilltop loop of WestCat Route 19 to provide direct service to the Richmond Social Security Office at 3164 Garrity Way.	3.5	2.5	\$500,000 to \$1 million
Program a City-subsidized shuttle service routed from BART Stations in the CBTP study area to social service facilities that support mobility-challenged communities, including: Greater Richmond Interfaith Program, Richmond Senior Citizens Center, El Cerrito Senior Center, San Pablo Senior Center, Richmond Health Center and North Richmond Center for Health.	3.5	2	Up to \$350,000
Close gaps in R-Transit programming by expanding holiday and weekend service.	4	1.5	\$500,000
Improve coordination between R-Transit program and East Bay Paratransit to avoid duplicating services.	4	3	\$50,000
Install new paratransit bays at Richmond Area BART stations to accommodate expanded service and improve vehicle access.	4	1	\$750,000

School Safety Projects and Programs

Table ES-7 High Need School Safety Projects and Programs			
Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Implement a near-term safe routes to school program on streets surrounding Verde Elementary School.	4.5	2.5	\$75,000
Improve signalization and striping at I-80/San Pablo Dam Road Interchange for safety of Riverside Elementary School students.	4.5	2.5	\$500,000

1. Introduction

1.1 Metropolitan Transportation Commission Lifeline Transportation Program

In 2001, the Metropolitan Transportation Commission (MTC) published two reports identifying gaps in the provision of transportation services in low-income Bay Area neighborhoods and initiated two programs to allocate funding for transportation improvement projects based on outreach to low-income communities. The Lifeline Transportation Program (LTP) allocates state and federal funds to provide grants for projects that meet mobility and accessibility needs in low-income communities. The Community-Based Transportation Planning (CBTP) Program is an outreach-based program to improve travel needs in specific low-income Communities of Concern (COC) throughout the Bay Area. Each CBTP is a collaborative effort between community members, transit operators, and congestion management agencies to identify local mobility challenges and community-oriented solutions.

The projects identified in CBTPs then become eligible for funding through the LTP. Per its 2018 guidelines, the goal of the LTP is to fund projects that result in improved mobility for low-income residents of the San Francisco Bay Area. Eligible projects must:

- Be developed through an inclusive planning process that engages a broad range of stakeholders,
- Improve a range of transportation choices by adding new or expanded services, and
- Address transportation gaps and/or barriers identified in CBTP Programs.

Both operating projects and capital projects are eligible for funding under the LTP.

LTP Cycle 5, which covers Fiscal Year 2016–2017 through Fiscal Year 2017–2018 was funded by two sources: State Transit Assistance (STA) and Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula funds. Table 1-1 details allocations to Contra Costa County.



Table 1-1 Cycle 5 Lifeline Transportation Program Funding

County and Share of Regional % Low-income Population	FY 2016–2017 (\$ Millions)		FY 2017–2018 (\$ Millions)		Total (\$ Millions) Estimate
	STA Actual	FTA Actual	STA Actual	FTA Estimate	
Contra Costa 14.7%	\$1.08 M	\$0.50 M	\$1.07 M	\$0.50 M	\$3.10 M
Rest of Bay Area 86.3%	\$6.22 M	\$2.87 M	\$7.19 M	\$2.93 M	\$19.36 M
Total	\$7.30 M	\$3.37 M	\$8.26 M	\$3.43 M	\$22.36 M

Source: Metropolitan Transportation Commission, Lifeline Transportation Program Cycle 5 Guidelines.

1.2 CBTP Guidelines

MTC has established guidelines to ensure that CBTP mobility recommendations are the result of community input. Per the 2018 MTC guidelines:

- All CBTP recommendations must be based on a Community Engagement Plan that includes at least three best practices for outreach to low-income residents.
- Community outreach must be coordinated with community stakeholders, such as Community Based Organizations (CBO) and non-profits working with the underserved.
- Each CBTP must convene a Steering Committee composed of social service, CBO, agency, and/or non-profit leadership to review outreach strategies, recommendation selection criteria, and milestones.
- Each CBTP must identify funding sources for “high-priority” projects.

1.2.1 Communities of Concern

As noted in Section 1.1, CBTP study areas are composed of MTC-identified COCs. These are census tract-based geographies that exhibit either:

1. A low-income population (<200-percent federal poverty level) that exceeds 30 percent and a minority population that exceeds 70 percent; or
2. A low-income population that exceeds 30 percent and a population that surpasses MTC thresholds for at least three of the following:
 - Level of English Proficiency
 - Elderly
 - Zero-Vehicle Households
 - Single-Parent Households
 - Disabled
 - Rent-Burdened Households



1.3 2004 Richmond-Area CBTP

The original Richmond CBTP study area was identified in MTC's 2001 Regional Transportation Plan (RTP). It was limited to Richmond and immediately adjacent areas. MTC initiated the CBTP planning grant program to address transportation gaps in this area and three others in Contra Costa County. The first, and most recent, Richmond CBTP was completed in 2004. The study area included North Richmond, the Iron Triangle, Coronado, Santa Fe, Old Town San Pablo, and Parchester Village, an area with a residential population of under 40,000 people at that time. According to the 2000 U.S. Census, that area contained the greatest density of residents in poverty within Contra Costa County. The 2004 CBTP recommended transit shelter enhancements, additional bus and shuttle services, subsidized taxi and bus pass programs, driver safety workshops, transit information centers, and construction of bicycle and pedestrian paths. Of the 11 2004 Richmond CBTP recommendations, 5 have been fully implemented and 3 have been partially implemented.

1.4 Current Richmond Area CBTP

1.4.1 Study Area

The boundaries of the current Richmond CBTP study area were determined primarily by the location of local COCs according to MTC's 2017 COC database. The current CBTP study area is depicted in Figure 1-1. It is larger and more populous than the 2004 study area, with a residential population of roughly 123,000—about three times the population of the previous CBTP.

As shown in Figure 1-1, the current CBTP study area encompasses COCs in the cities of Richmond, San Pablo, and El Cerrito, as well as unincorporated areas of Contra Costa County, including North Richmond, Rollingwood, Montalvin Manor, Tara Hills, and Bayview. It is roughly bounded by San Pablo Bay to the north, Interstate 80 to the east, Interstate 580 to the south, the Chevron Richmond Refinery and San Pablo Bay to the west, and San Francisco Bay to the south. Major destinations include El Cerrito del Norte and Richmond Bay Area Rapid Transit (BART) stations, Downtown Richmond, Kaiser Permanente Richmond Medical Center, and Contra Costa Community College. The study area encompasses many distinct neighborhoods and 26 public schools.

Key transit and commercial hubs are immediately adjacent the study area, including the recently opened Richmond Ferry Terminal, the El Cerrito Plaza BART station, and the adjacent San Pablo Avenue commercial corridor. These resources and surrounding areas have been integrated into the study area to provide opportunities to include them into comprehensive CBTP recommendations.

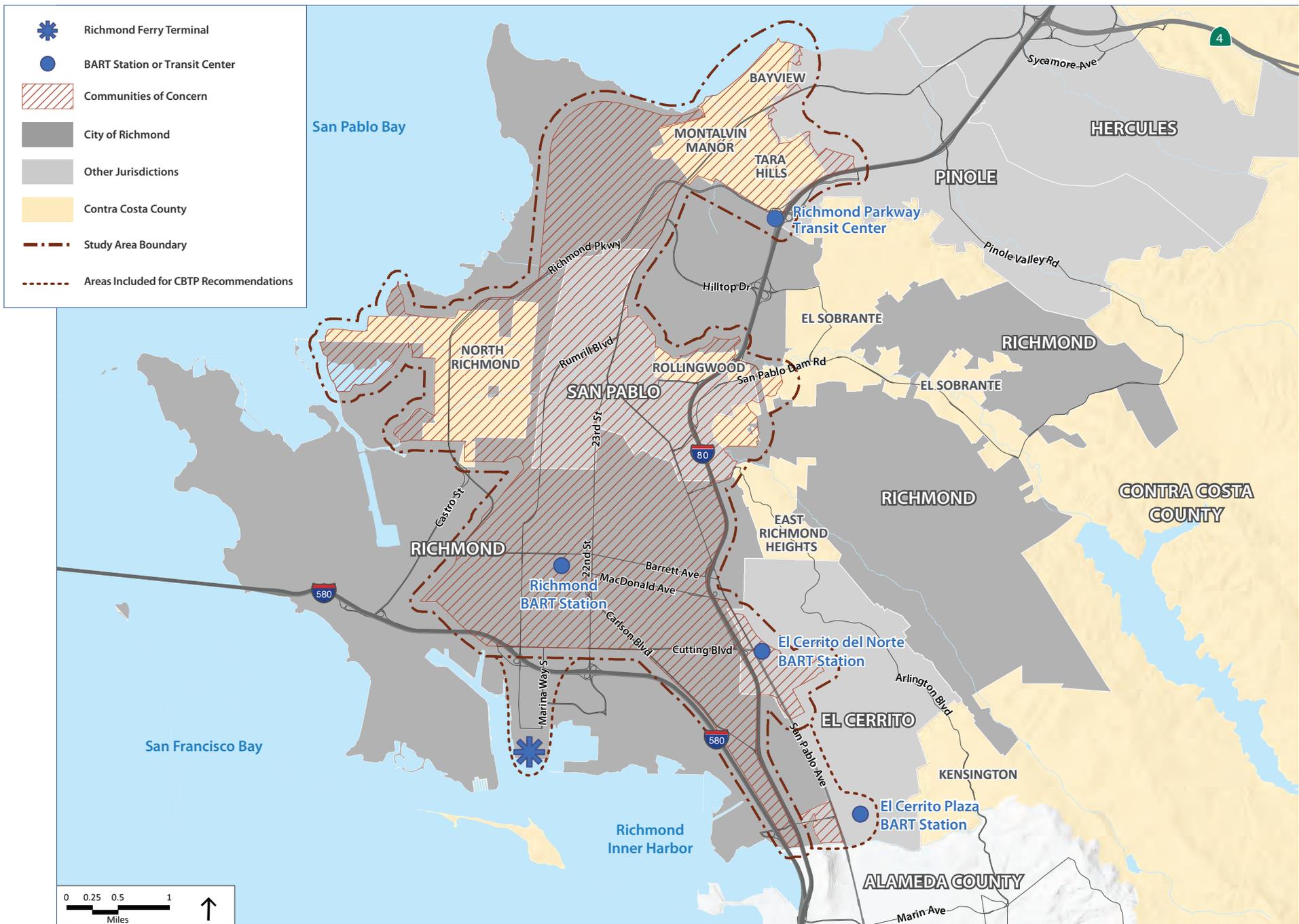


Figure 1-1 Community Based Transportation Plan Study Areat

1.4.2 CBTP Advisors

1.4.2.1 Project Steering Committee

Per MTC's 2018 CBTP Guidelines, the Richmond CBTP project team convened a Steering Committee (SC) consisting of representatives from CBOs, non-profits, and agencies with an interest in the CBTP outcome. The role of the SC was to ensure transparency and inclusivity throughout the process, review milestones, and assist in program evaluation. The SC provided input on reaching specific groups in the community, prioritized outreach opportunities, and evaluated the list of policy and project recommendations for the study area. The SC met twice during key points during the process. See Chapter 4 for a complete list of all project SC members.

1.4.2.2 Project Working Group

The project team also convened a Project Working Group (PWG), which included the project team as well as partners from local jurisdictions, transit agencies, and MTC. The PWG met five times throughout the outreach process to provide practical guidance on local input, review deliverables, and provide input on project review criteria and CBTP draft recommendations. See Chapter 4 for a complete list of all PWG members.

1.5 COVID-19 and CBTP Development

The COVID-19 pandemic emerged following the community outreach process of this CBTP (see Chapter 4). As a result, the community feedback that influences recommendations in this CBTP does not reflect the changes in mobility context, habits, priorities, and challenges due to COVID-19 and formal shelter-in-place orders.

However, scoring of the recommendations, which includes financial feasibility and ease of implementation (see Chapter 5) occurred about four months into shelter-in-place regulations. COVID-19 and the resulting mobility habits have shifted the funding and implementation potential of key project types. The projects and programs in this plan reflect pre-COVID community feedback and post-COVID feasibility.



The Contra Costa Transportation Authority determined that it is in the interest of communities in the CBTP study area to adopt this plan in the current context, rather than re-initiate the existing conditions, community outreach, and recommendations processes.

2. Study Area Profile

The current Community-Based Transportation Plan (CBTP) study area is large and diverse, composed of a range of existing land uses. The most common land use is residential, with low- to medium-density housing of about 5 to 20 dwelling units per acre distributed throughout the CBTP area. Mixed-use and commercial areas are concentrated along the San Pablo Avenue and 23rd Street corridors, as well as Richmond’s downtown area. Industrial uses are interspersed throughout the western and northern sections of the study area, with a concentration of light and heavy industrial uses around North Richmond.

A full CBTP Study Area Existing Condition Report is provided in Appendix A.

2.1 Demographic Analysis

The demographic profile presented in this report is based on census tract data from the 2010 U.S. Census. Data from the American Community Survey (ACS) five-year estimates (2006–2010 and 2013–2017) are compared to show trends since the last CBTP. In addition, future projections are provided on key demographic variables from the 2017 Regional Transportation Plan (RTP), which MTC published in July 2017. Also known as Plan Bay Area (PBA) 2040, this RTP contains forecasts for population, housing, and employment for the horizon year of 2040.

2.1.1 Population and Housing

The population of the study area in 2017 was approximately 123,414, an increase of 5 percent from the 2010 Census, when the population was 117,754. The study area has seen approximately half the countywide population growth over the past seven years, the latter of which grew 9 percent from 1,049,030 residents in 2010 to 1,147,439 in 2017. This trend is forecasted to reverse in the future, with an expected growth rate of 30 percent from 2018 to 2040 to 159,907 residents within the CBTP study area. This growth rate will be twice of the county’s long-term growth rate, which is expected to grow by only 17 percent (less than 1 percent per year) from 2018 to 2040 to a population of 1,338,240.



Household size in the study area is about 16 percent larger than households in Contra Costa County and is expected to increase. Households in the study area increased from 3.22 people in 2010 to 3.27 people in 2017 in the CBTP study area (a growth of 1.6 percent), while households countywide have increased 3.2 percent from 2.77 people to 2.86 people. By 2040, household size in the study area is expected to increase to 3.31 people and be 15 percent higher than the rest of the county, which is projected to increase to 2.89 people per household.

2.1.2 Race and Ethnicity

The study area contains higher percentages of Hispanic or Latino and Black or African-American residents versus Contra Costa County, while having approximately the same percentage of Asian residents and a much lower percentage of white residents versus the county (Table 2-1).

Table 2-1 Race and Ethnicity in the Study Area and Contra Costa Countyt

Race Category	2017 ACS % of Population		2010 Census % of Population	
	Study Area	Contra Costa County	Study Area	Contra Costa County
White	12%	45%	14%	49%
Black or African American	17%	8%	23%	9%
American Indian or Alaska Native	<1%	<1%	<1%	<1%
Asian	14%	16%	14%	14%
Native Hawaiian or Other Pacific Islander	<1%	<1%	<1%	<1%
Other	<1%	<1%	<1%	<1%
Two or More Races	3%	5%	2%	3%
Hispanic or Latino	53%	25%	47%	23%
Total	100%	100%	100%	100%

Source: 2013–2017 American Community Survey (ACS) 5-year estimates, 2010 U.S. Census. Note: Totals may not add up to 100% due to rounding.

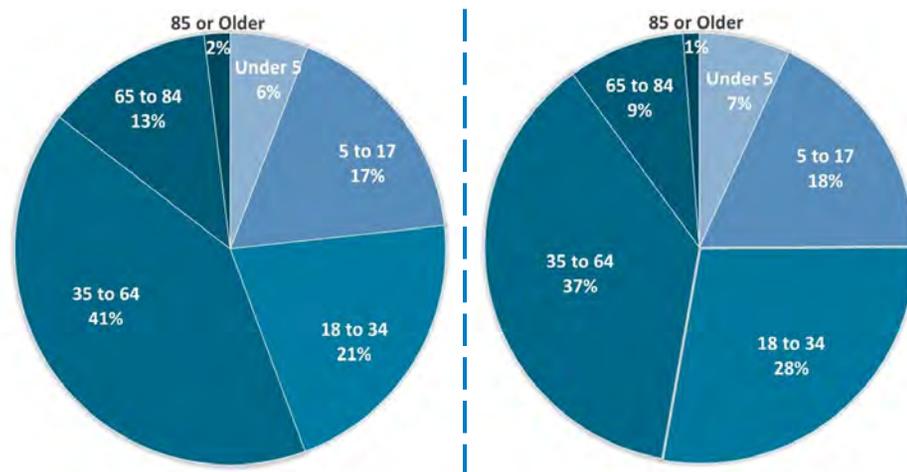


Figure 2-1 Age Distribution, Study Area (2017 ACS 5-Year Estimates)

Source: 2017 ACS 5-Year Estimates (2013-2017).

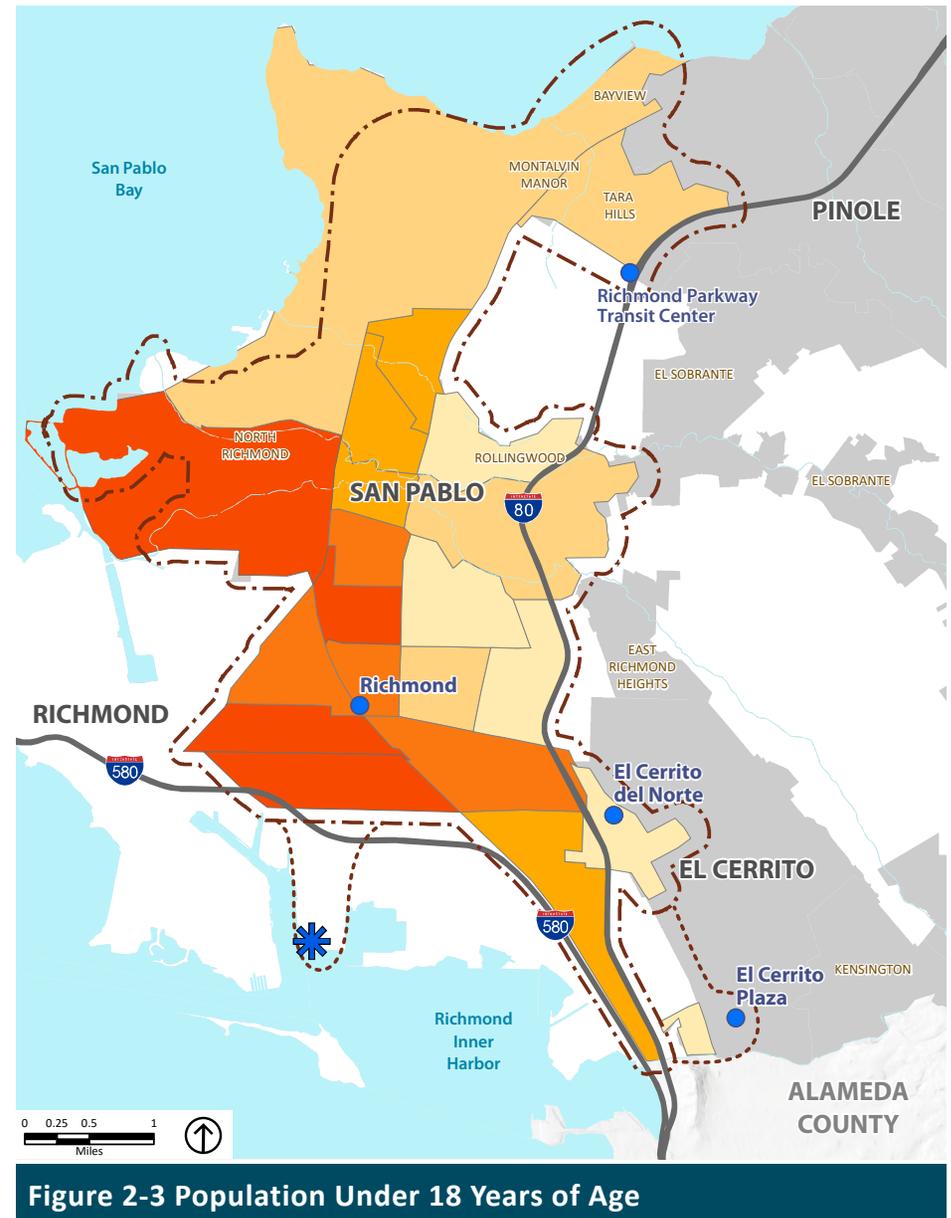
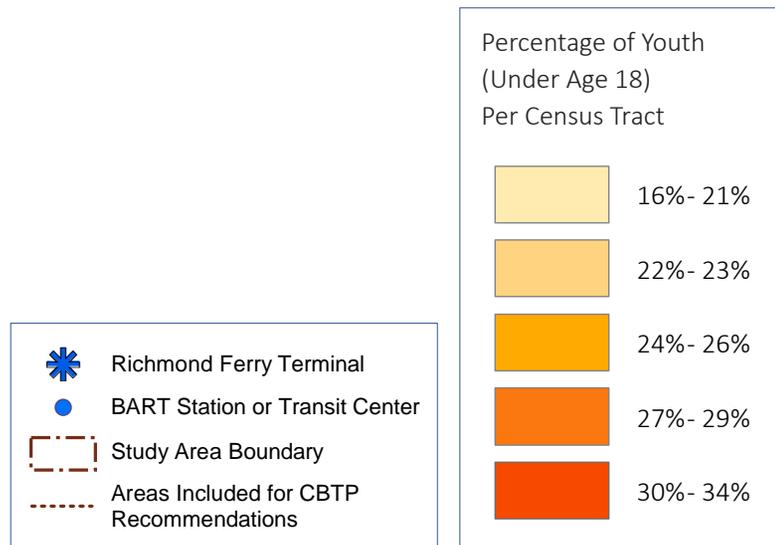
Figure 2-2 Age Distribution, Contra Costa County (2017 ACS 5-Year Estimates)

Source: 2017 ACS 5-Year Estimates (2013-2017).

2.1.3 Age Distribution

Age distribution in the study area is similar to Contra Costa County, although the senior population is smaller in the study area (see Figures 2-1 and 2-2). Approximately 25 percent of the study area’s total population is under 18 years of age, or around 31,000 people. This youth rate is similar to that of Contra Costa County (23 percent). Figure 2-3 shows the percentage of persons under the age of 18 in the study area by census tract. It reveals a greater concentration of young people in the south and west census tracts. Since 2010, it appears that the youth population in both the County and the study area is decreasing as a percentage of total population.

The senior population (65 years of age and older) in the study area constitutes approximately 10 percent of the total population, compared to 15 percent countywide. Figure 2-4 shows the percentage of seniors in the study area by census tract. By 2040, it is expected that the percentage of senior citizens (age 65 years and older) will increase to 21 percent of the area’s population, while the youth population will decrease from 27 percent today to 20 percent of the area’s total population by 2040.



Source: American Community Survey 5-Year Estimates, 2010 and 2017; Contra Costa County 2018; PlaceWorks, 2019.

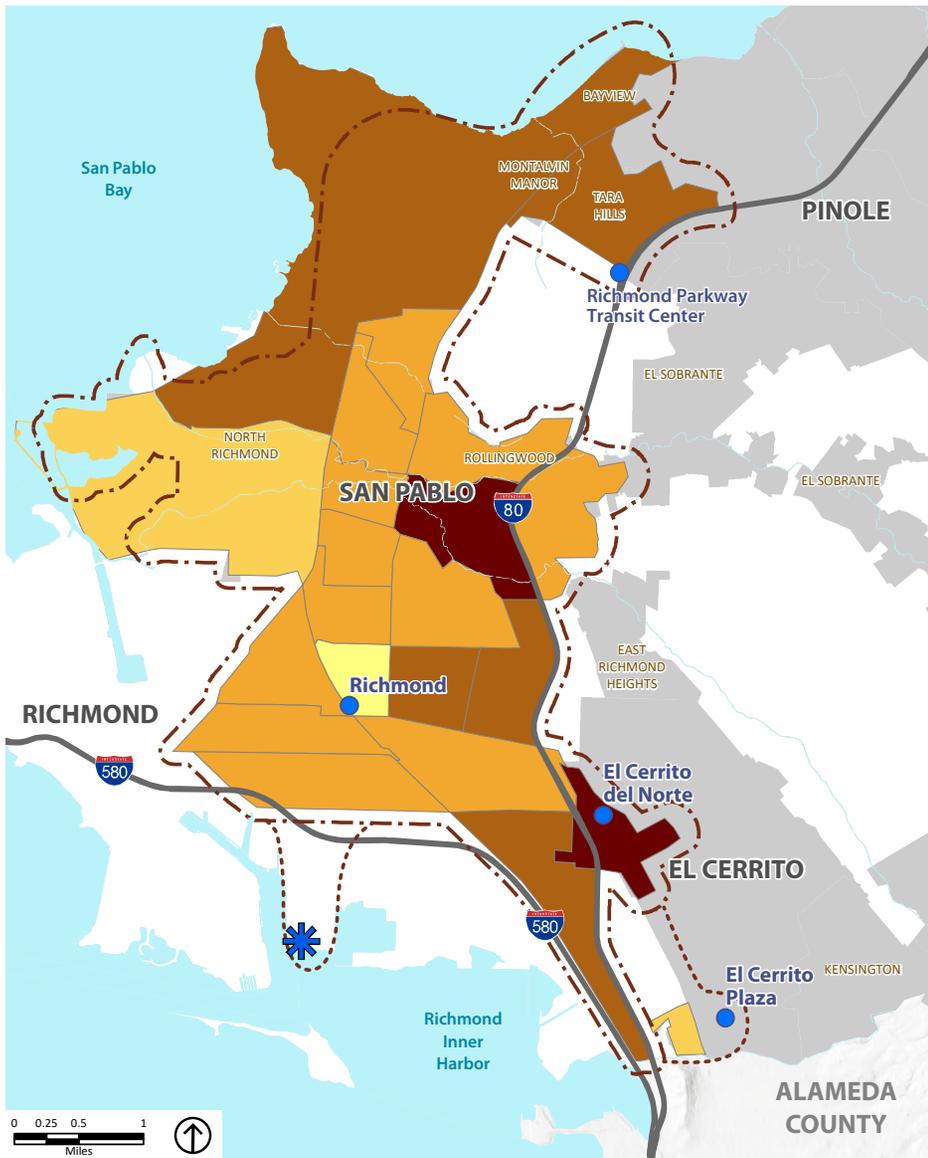


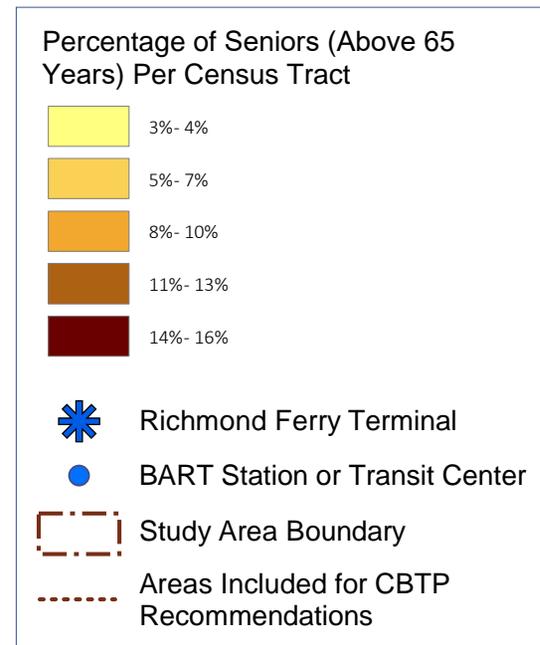
Figure 2-4 Population Age 65 and Over

2.1.4 Language and English Proficiency

In the Richmond Area CBTP, approximately 6,500 households (17 percent of total households) are designated as “Limited English-Speaking Households.” These are households in which all members 14 years and over speak a non-English language, with varying degrees of difficulty with English. This population segment is considerably larger in the study area relative to the countywide rate of 7 percent of total households (Figure 2-5).

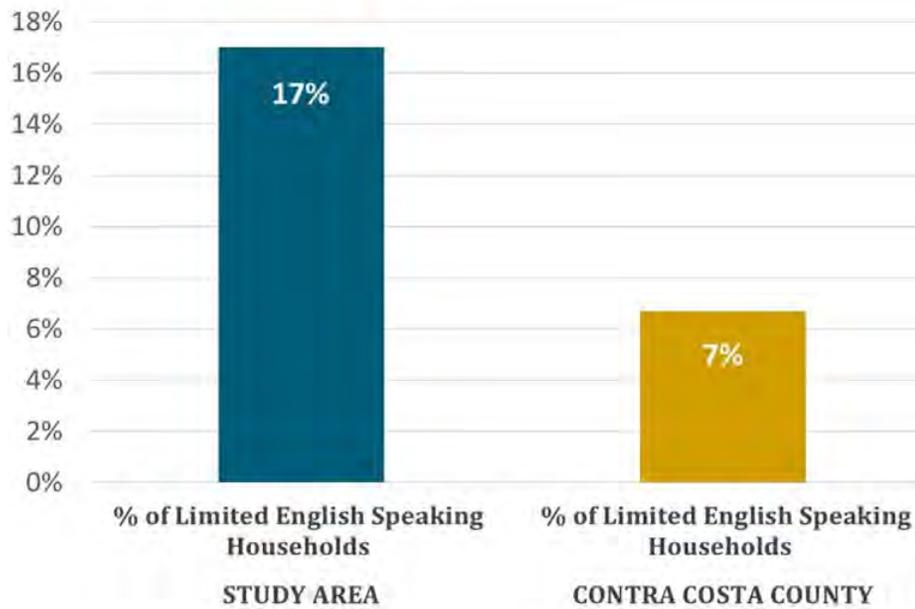
2.1.5 Income and Poverty

According to 2017 ACS 5-year estimates, the median household income in the study area is \$53,200, as compared \$88,500 for the entire county (Figure 2-6). The rate of increase of household income in the study area from 2010 to 2017 was also slower than the county. Census tracts in the study area with the lowest median household income (under \$50,000) are located in the Iron Triangle, Atchison Village, and Cortez/Stege neighborhoods in the City of Richmond, as well as the southern half of the City of San Pablo.



Source: American Community Survey 5-Year Estimates, 2010 and 2017; Contra Costa County 2018; PlaceWorks, 2019.

Figure 2-5 Limited English Proficiency, Study Area and Contra Costa County (2017 ACS 5-Year Estimates)



Source: 2017 ACS 5-Year Estimates (2013-2017).

2.1.5.1 Poverty Status

The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine the population living in poverty. If a family's total income is less than the poverty threshold, then that family and every individual in it is considered to be living in poverty. To reflect high living costs and wages in the Bay Area, the poverty threshold used in the CBTP analysis is 200 percent of the federal poverty threshold. These 200-percent thresholds for the 2013–2017 ACS five-year estimates range from \$31,754 for a family of two to \$101,362 for the largest families (nine people or more). According to 2013–2017 ACS five-year estimates, approximately 46 percent of residents in the study area were living in poverty. This figure is significant when compared to 23 percent in Contra Costa County as a whole.

Figure 2-6 Median Household Income, Study Area and Contra Costa County (2017 ACS 5-Year Estimates)



Source: 2017 ACS 5-Year Estimates (2013-2017).

As shown in Figure 2-7, the study area has a relatively significant number of households with annual household income lower than the poverty threshold. Five census tracts in the study area exhibit over 50 percent of the population with income below 200 percent of federal poverty level. These are primarily located in neighborhoods in the southwest section of the study area: Iron Triangle, Atchison Village, Richmore Village/Metro Square, and Cortez/Stege in the City of Richmond, as well as unincorporated North Richmond and the City Center neighborhood in San Pablo.

2.1.5.2 Unbanked Households

Unbanked households do not have an account at an insured institution or do have an account but obtained (nonbank) alternative financial services in the past 12 months. According to Prosperity Now, 16 percent of households in the study area are unbanked.¹

¹ Prosperity Now, formerly Corporation for Enterprise Development, 2014, Local Data Center Mapping Tool, <http://assetsandopportunity.org/localdata/>

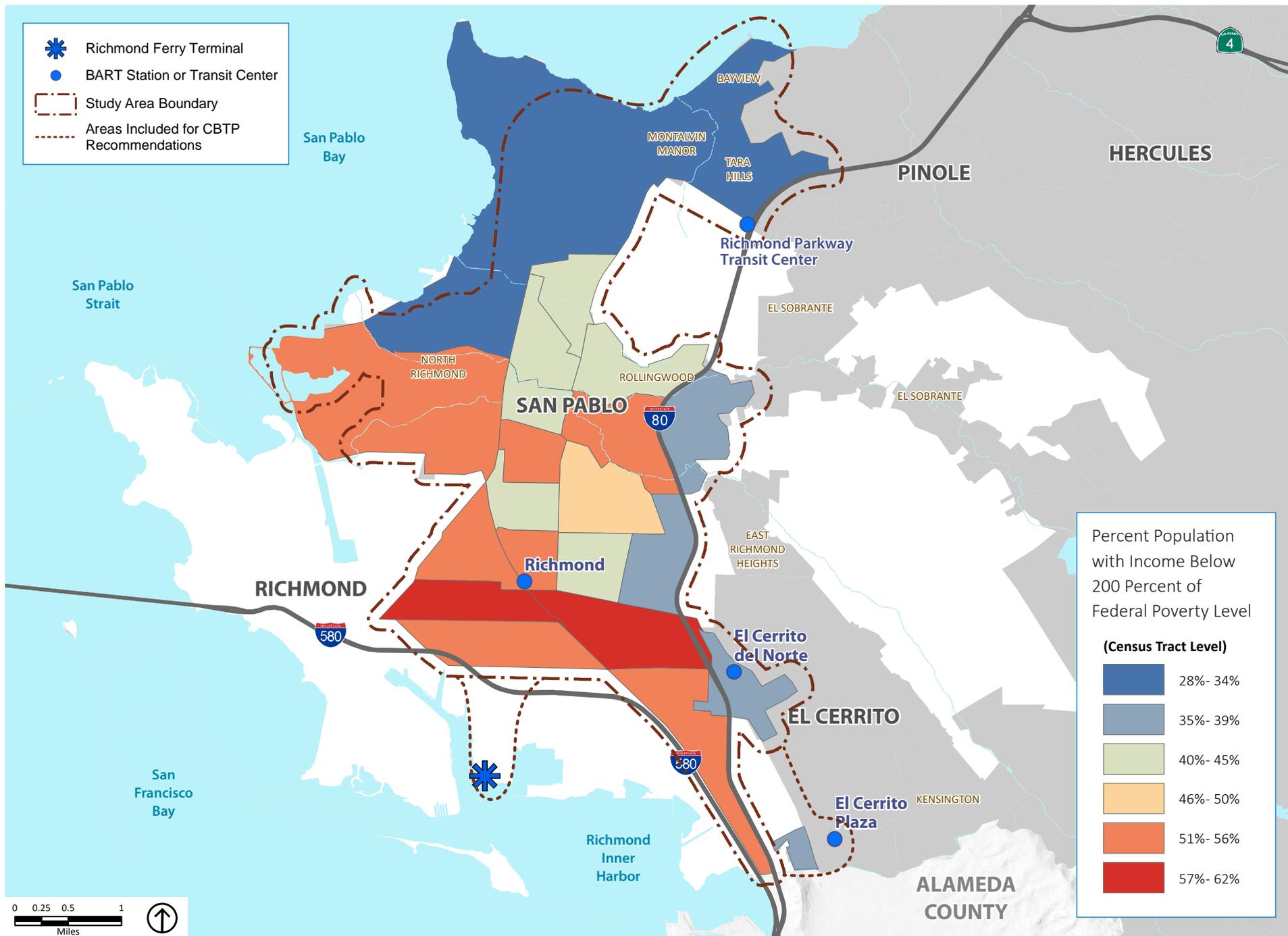


Figure 2-7 Population in Poverty (200% of Federal Poverty Level)

2.1.6 Disability

The U.S. Census separates disability type into sensory (hearing- and sight-impaired) and physical disabilities. Both are considered significant barriers to mobility. As shown in Figure 2-8, populations with high rates of sensory disabilities are concentrated in El Cerrito, Rollingwood, and central Richmond census tracts. Populations with high rates of physical disabilities (Figure 2-9) are concentrated in Tara Hills, Rollingwood, and between the MacArthur and Cutting Boulevard corridors.

2.2 Transportation Patterns

The following sections describe current transportation and commute patterns in the CBTP study area and countywide.

2.2.1 Vehicle Availability

The rate of household vehicle ownership is lower in the study area than Contra Costa County as a whole. As shown in Figures 2-10 and 2-11, the percentage of households without a private vehicle in the study area is 10 percent, as compared to 6 percent countywide. Similarly, 35 percent of households in the study area have one vehicle, compared to 28 percent countywide.

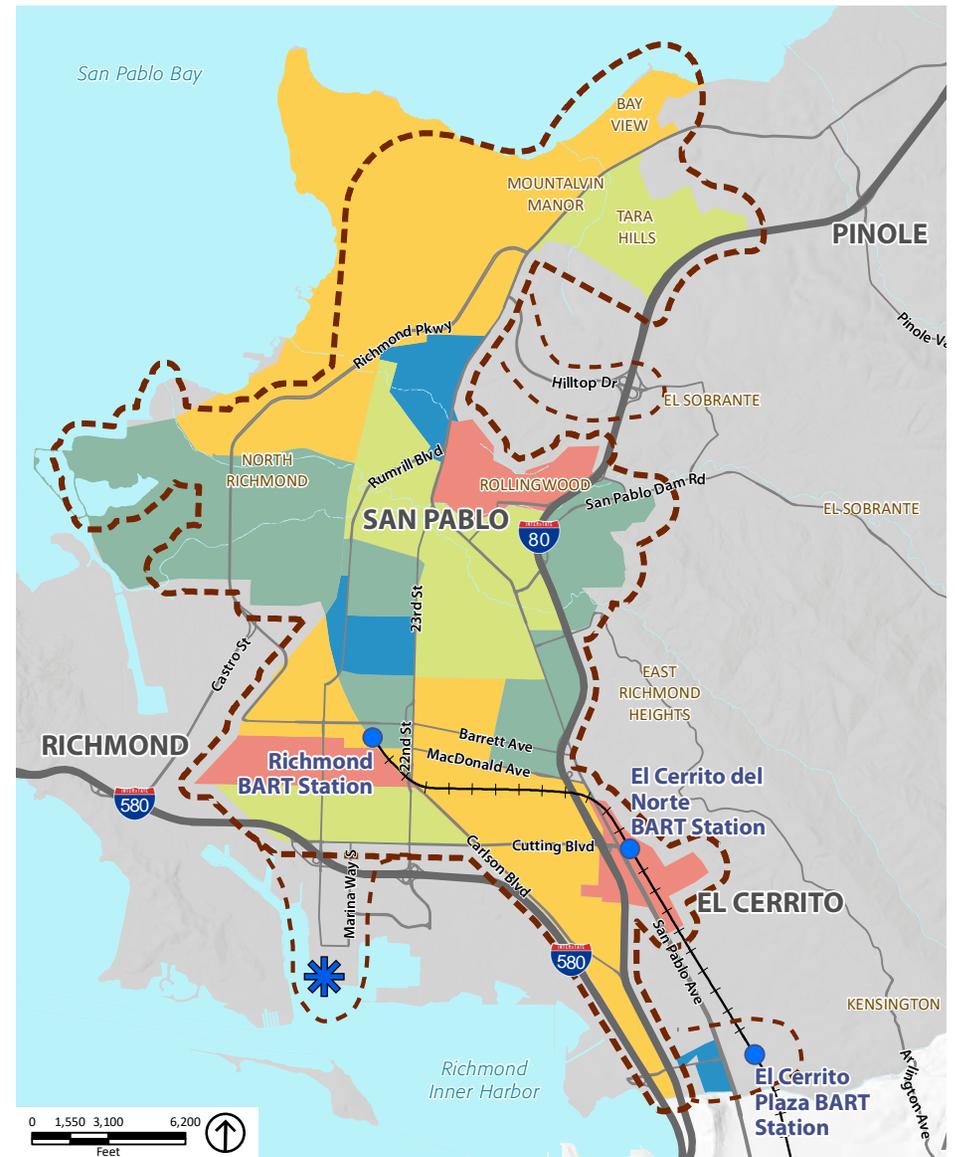
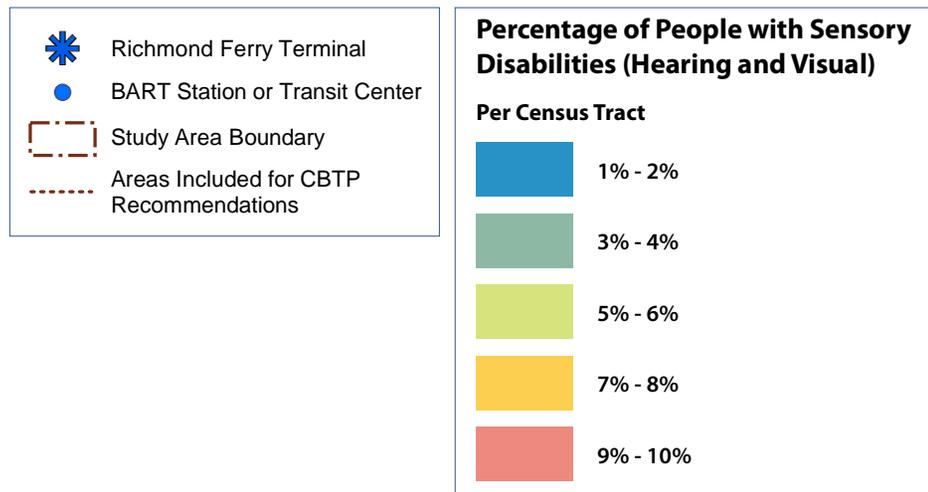


Figure 2-8 Percentage of People with Sensory Disabilities

Source: United States Census Bureau, S1810: Disability Characteristics, 2013-2017 ACS 5-Year Estimates.

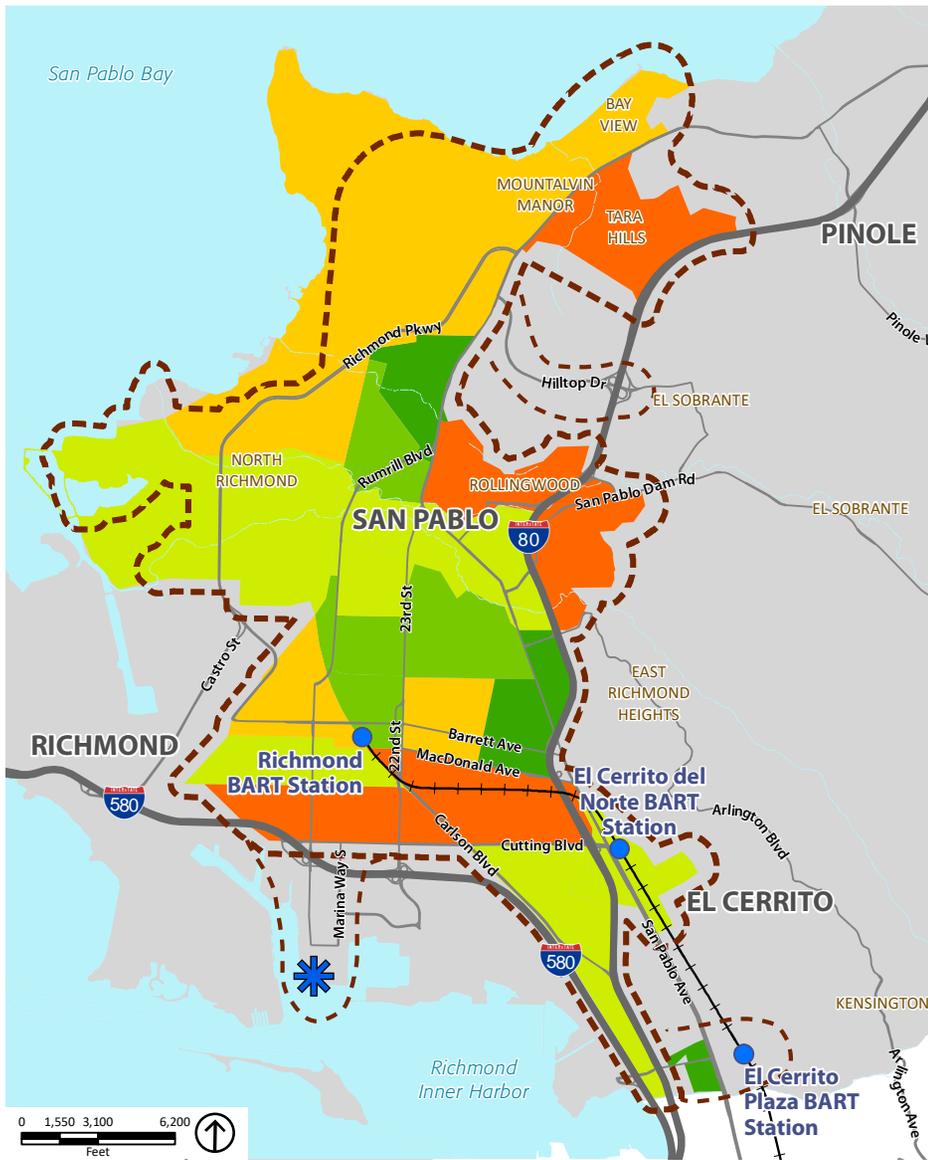


Figure 2-9 Percentage of People with Physical Disabilities

Source: United States Census Bureau, S1810: Disability Characteristics, 2013-2017 ACS 5-Year Estimates.

Figure 2-10 Vehicle Availability, Study Area (2017 ACS 5-Year Estimates)

Source: 2017 ACS 5-Year Estimates (2013-2017).

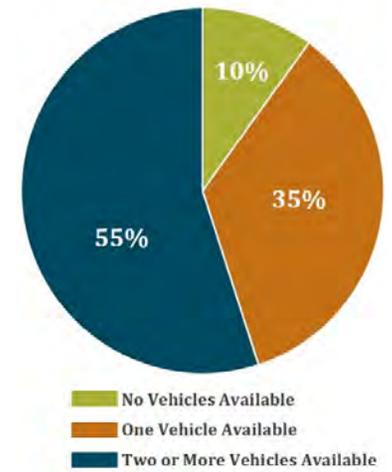
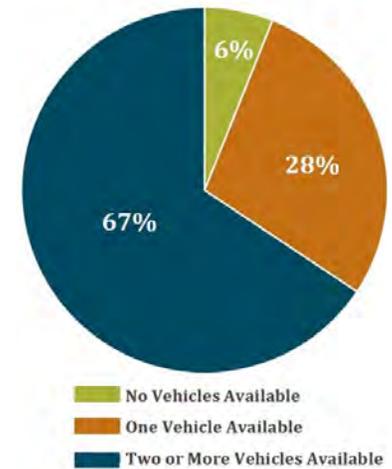


Figure 2-11 Vehicle Availability, Contra Costa County (2017 ACS 5-Year Estimates)

Source: 2017 ACS 5-Year Estimates (2013-2017).



Percentage of Disabled Population

Per Census Tract

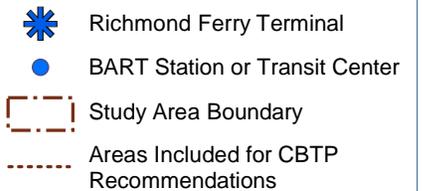
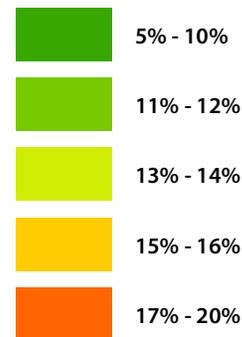
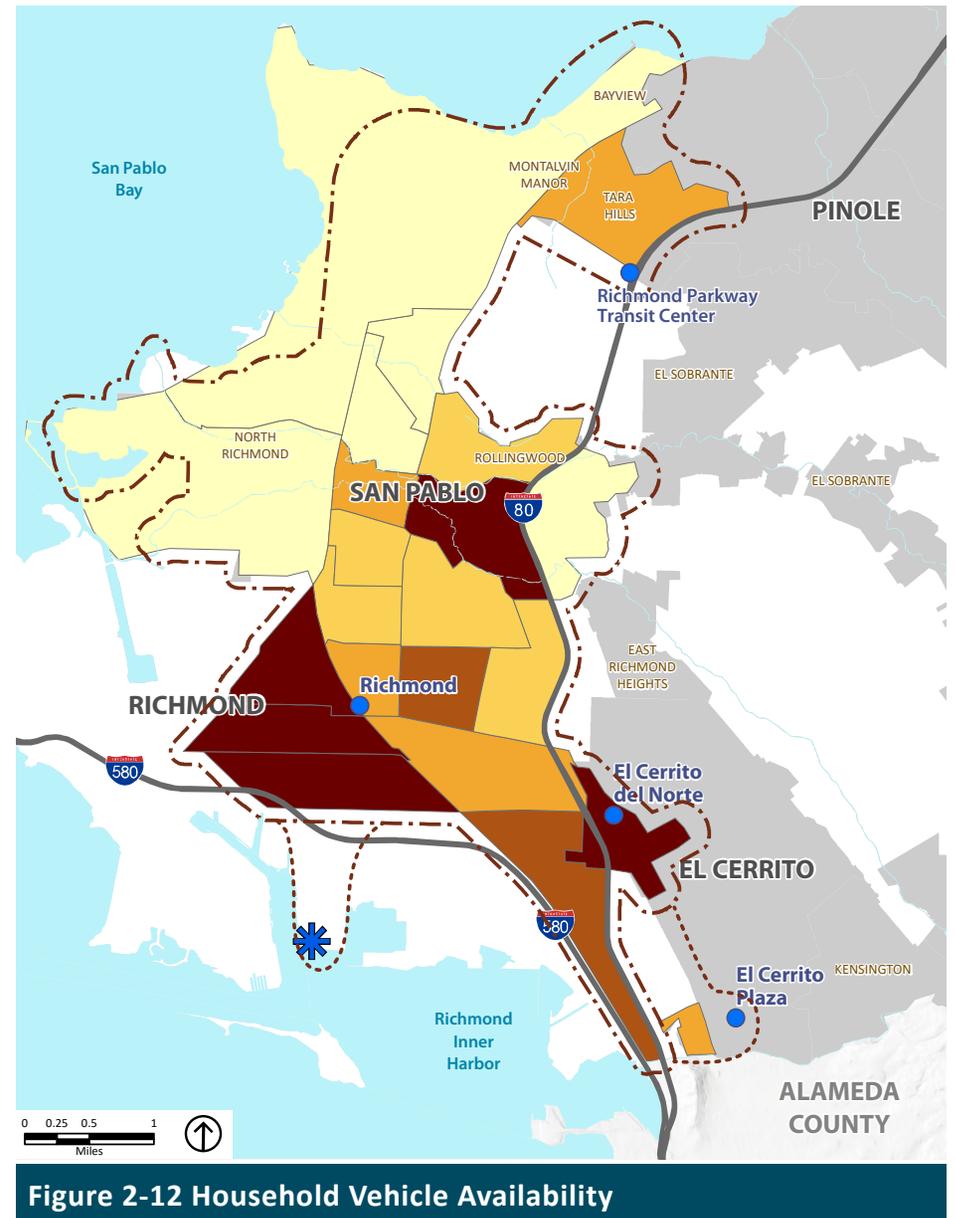
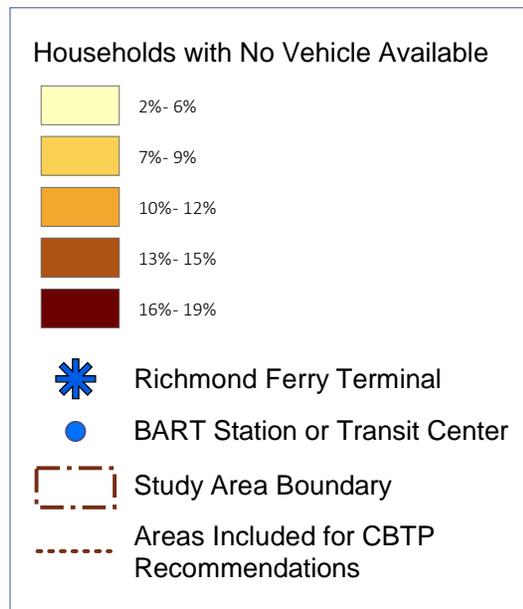


Figure 2-12 shows households with vehicle available by census tract for the study area. Areas with more households without vehicles generally correspond to areas with lower median household incomes. One exception is the area around the El Cerrito del Norte BART station, which has a higher median income than most other census tracts in the study area. Here, proximity to a transit hub likely contributes to reduced vehicle ownership.

The North Richmond area shows high vehicle availability per household. This is likely because the area is not well served by public transportation, and household sizes are larger in comparison to both the study area and Contra Costa County.

2.2.2 Journey to Work

Out of about 55,000 workers aged 16 years and over in the study area, approximately 78 percent travel to work by car, truck, or van. Two-thirds of these workers drive alone (Table 2-2). Using a vehicle as the primary means of transportation to work is slightly less prevalent in the study area than countywide, the latter of which reported 80 percent of workers aged 16 and over primarily use a personal vehicle.



Source: United States Census Bureau, S1810: Disability Characteristics, 2013-2017 ACS 5-Year Estimates.

Table 2-2 Mode of Travel to Work in the Study area and Contra Costa County

Means of Transportation to Work	2017 ACS (% of Total)		2010 Census (% of Total)	
	Study Area	Contra Costa County	Study Area	Contra Costa County
Car, Truck or Van	78%	80%	87%	82%
» Drove Alone	58%	68%	67%	70%
» Carpooled	21%	12%	20%	12%
Public Transportation	14%	10%	7%	9%
Bicycle	<1%	<1%	<1%	<1%
Walked	2%	2%	2%	2%
Other	1%	1%	2%	1%
Worked at Home	3%	6%	3%	6%
Total Workers 16 and Over	100%	100%	100%	100%

Note: Totals may not add up to 100% due to rounding.

Source: 2013–2017 American Community Survey (ACS) 5-year estimates, 2010 U.S. Census.

The use of public transportation in the study area is greater than countywide use. There has been a 100-percent increase in the use of public transportation in the study area, from 7 percent in 2010 to 14 percent in 2017. Much of this increase can be attributed to a rise in BART usage, which is indicated by increases to the “subway” category in the journey to work data for 2010. There appears to be no significant increase in transit use within Contra Costa County as a whole.

The rates of walking and bicycling as primary means of transportation to work are relatively low in the CBTP study area and countywide, at 2 percent and less than 1 percent, respectively.

2.2.3 Long Distance Commute

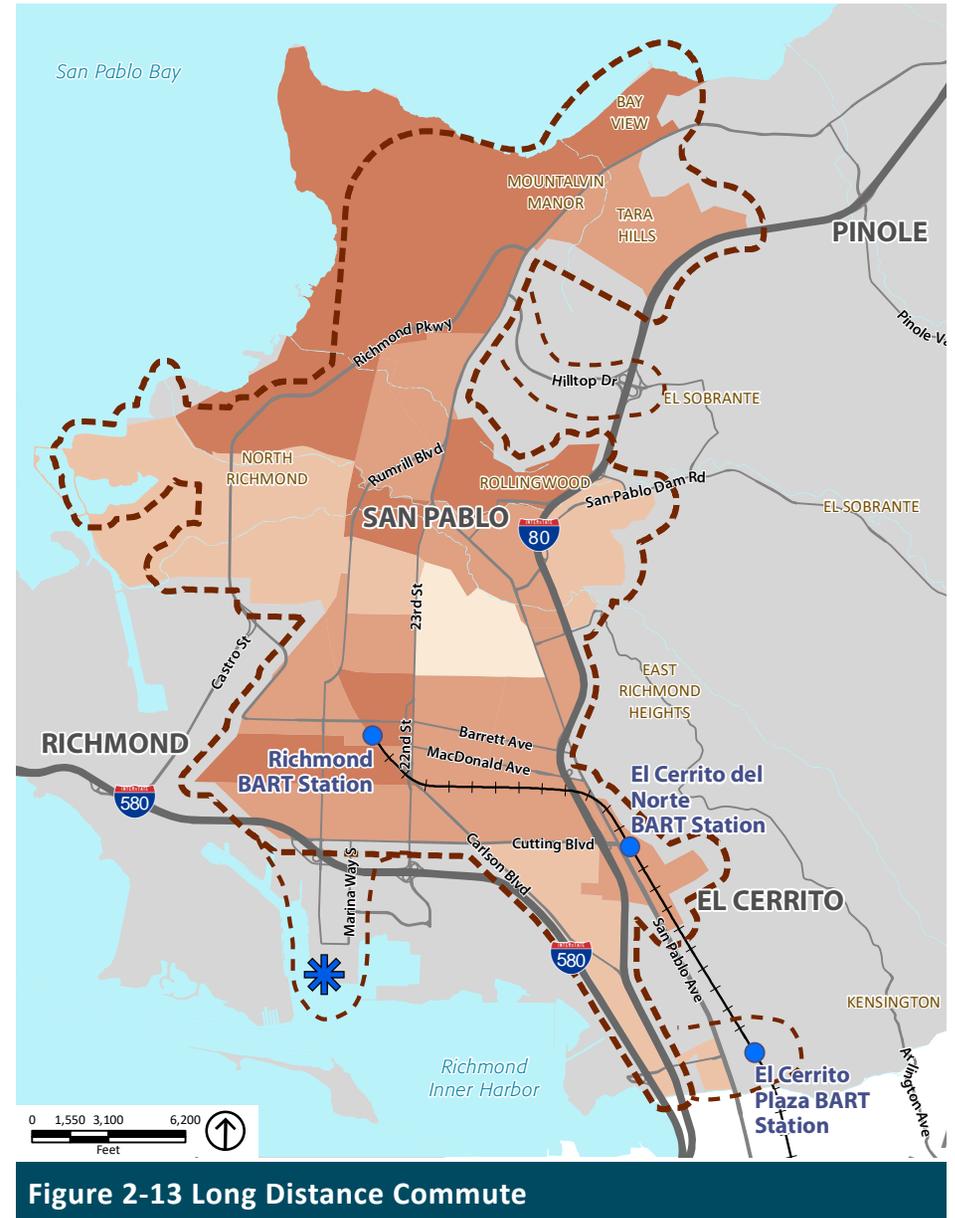
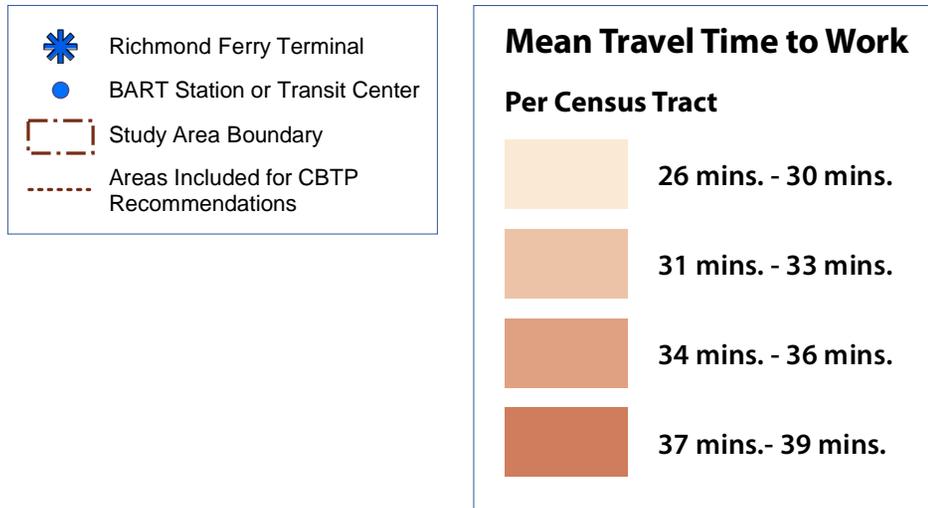
As evident in Figure 2-13, residents of northwestern Richmond generally experience the longest commutes—over 34 minutes—in the study area. This is probably because neighborhoods such as Montalvin Manor and Bayview are furthest from the three BART stations located in the study area.

2.3 Transportation Network

The following sections describe existing transit service and infrastructure in the study area and summarize gaps in the transportation network in relevant countywide and local plans.

2.3.1 Transit Network

Existing transit facilities in the study area are shown on Figure 2-14.



Source: United States Census Bureau, S0801: Commuting Characteristics by Sex, 2013-2017 ACS 5-Year Estimates.

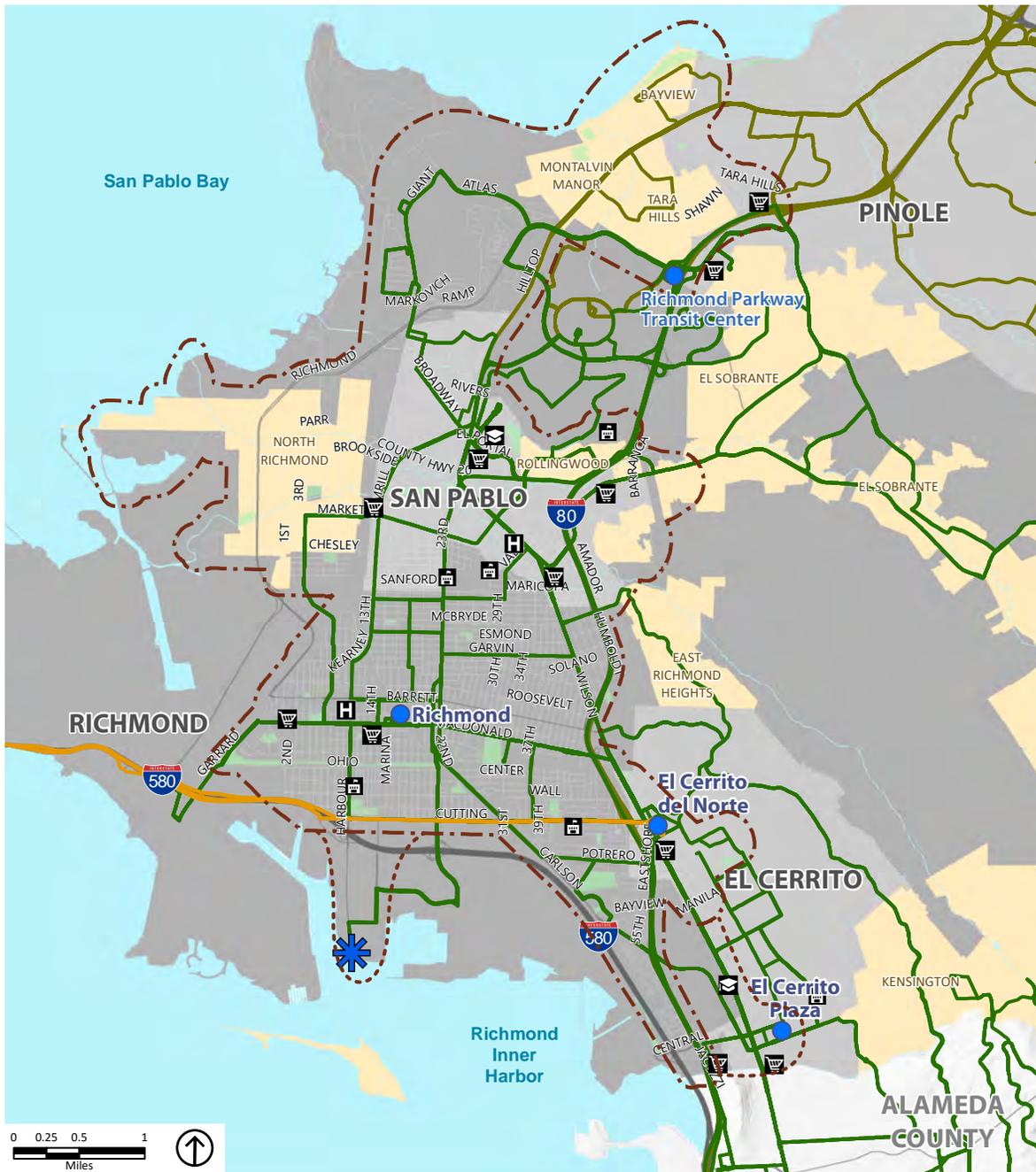
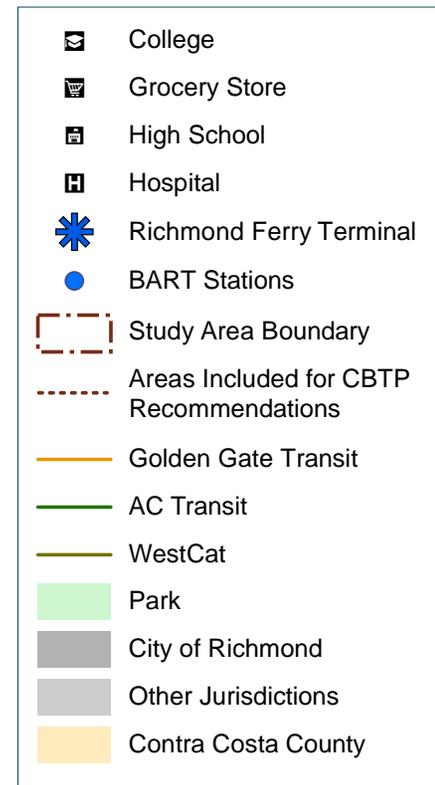


Figure 2-14 Existing Transit Facilities

2.3.1.1 Rail

Rail services in the study area are provided by the Richmond-Millbrae and Richmond-Berryessa BART lines. Three BART stations (Richmond, El Cerrito del Norte, and El Cerrito Plaza) are located in the central and southeastern portion of the study area.

Amtrak service (Capitol Corridor and California Zephyr lines) is available at the Richmond Transportation Center, adjacent to the Richmond BART station. These trains provide direct connections to Berkeley, Oakland, San Jose, Sacramento, and points beyond.



Source: Contra Costa County, 2018; Fehr & Peers, 2019; PlaceWorks, 2019.

2.3.1.2 Bus

Local and intercity bus transit is provided primarily by Alameda-Contra Costa Transit District (AC Transit), West Contra Costa Transportation Authority (WestCat), and Golden Gate Transit. AC Transit serves the entire study area through 10 bus routes, 3 transbay routes, and one 24-hour route (Table 2-3).

WestCat operates in western Contra Costa County and provides the study area with six local and two regional bus routes from Hercules, via the Richmond Parkway Transit Center to the El Cerrito del Norte BART station.

Golden Transit operates one bus line (with occasional express service along the same route) in the study area, which runs from the El Cerrito del Norte BART station through Point Richmond to the San Rafael Transit Center.

In addition, Fairfield and Suisun Transit (FAST) operates a SolanoExpress route connecting the El Cerrito del Norte BART station, Fairfield Transportation Center, and Suisun City Train Depot (Amtrak). Solano County Transit (SolTrans) operates a SolanoExpress route that runs from the Vallejo Transit Center to the El Cerrito del Norte BART station.

2.3.1.3 Ferry

The San Francisco Bay Ferry service departs the Richmond terminal six times a day Monday through Friday. AC Transit operates bus service to the Richmond Ferry Terminal via Route 74, which provides direct connections from the ferry terminal to the Richmond Transportation Center (BART and Amtrak Station) and Contra Costa College. Service from the San Francisco Ferry Terminal to the Richmond Ferry Terminal also occurs six times a day on weekdays.

Table 2-3 Transit Routes Serving the Study area

Transit Route	Route Description
AC Transit	
7	El Cerrito del Norte BART to UC Berkeley
70	Richmond BART to Richmond Parkway Transit Center
71	Richmond Parkway Transit Center to El Cerrito Plaza BART
72	Contra Costa College to 12 th Street Oakland BART
72M	Point Richmond to 12 th Street Oakland BART
72R	Contra Costa College to Oakland Jack London Square Ferry Terminal
74	Contra Costa College to Richmond Ferry Terminal
76	Hilltop Mall to El Cerrito del Norte BART
80	El Cerrito Plaza BART to Ashby Avenue
376	Cutting Boulevard/San Pablo Avenue to Pinole
H	Barrett & San Pablo Avenue to SF Transbay Terminal
L	Princeton Plaza Shopping Center via San Pablo Avenue to SF Transbay Terminal
LA	Richmond Parkway Transit Center to SF Transbay Terminal
800	Richmond BART to San Francisco (All-Night Service)
WestCAT	
16	Pinole to Richmond Parkway Transit Center
17	Bayview to Richmond Parkway Transit Center
18	Tara Hills to Hilltop Mall
19	Hercules Transit Center to Hilltop Mall
JR/JL	Hercules (via Richmond Parkway Transit Center) to El Cerrito del Norte BART
JX/JPX	Hercules (via Richmond Parkway Transit Center) to El Cerrito del Norte BART (Limited Stops)
Golden Gate	
40/40X	El Cerrito del Norte BART

Source: 2013–2017 American Community Survey (ACS) 5-year estimates.

2.3.1.4 Paratransit

Paratransit services include door-to-door individual trips, group trips, or shuttle services. These services are operated by the City of Richmond, R-Transit, that provides low-cost transportation services to people 55 or older or persons with a disability 18 years or older. Patrons must be Richmond residents or live in an adjacent community.

AC Transit also operates East Bay Paratransit, which transports eligible riders in accessible vans equipped with a wheelchair lift. Service is provided during the hours of AC Transit's bus and BART's rail operations. Service is limited to areas within $\frac{3}{4}$ mile of an operating bus route or BART station, and extends generally from Pinole to Fremont.

2.3.2 Bicycle Network

The existing and proposed bicycle network for the study area is shown on Figure 2-15. The existing network includes a mix of bicycle facility types and provides some connectivity with transit. The proposed bicycle projects in this figure are drawn from a review of the 2018 Contra Costa County Bicycle and Pedestrian Plan.

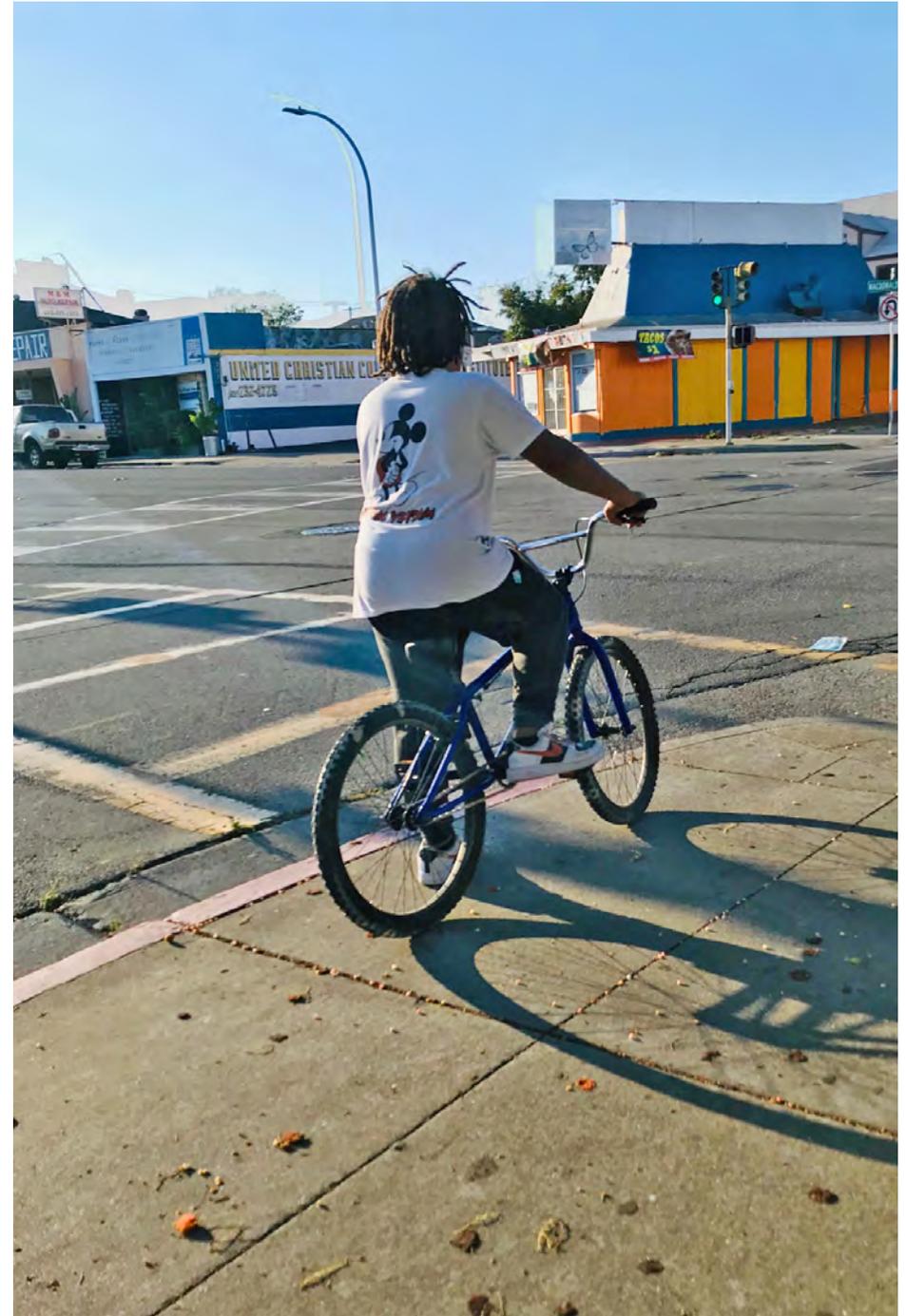
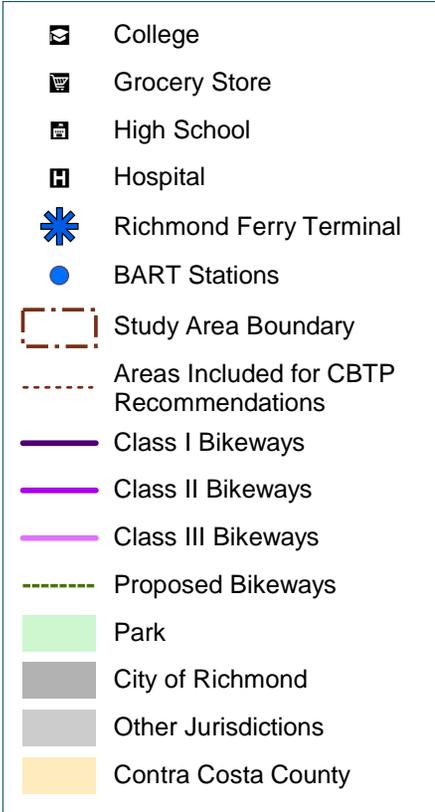




Figure 2-15 Bicycle Facilities



Source: Contra Costa County, 2018; Fehr & Peers, 2019; PlaceWorks, 2019.

3. Previous Studies and Mobility Gaps

Agencies with jurisdiction in the CBTP study area have adopted studies that expose mobility gaps in the study area and establish projects, plans, and policies to fill those gaps. This section provides a review of these previous studies and the transportation gaps they highlight.

The results of these studies are valuable to understanding and assessing the community input and recommendations outlined in Chapter 4 of this plan.

3.1 Local Studies

El Cerrito 1999 General Plan Circulation Element

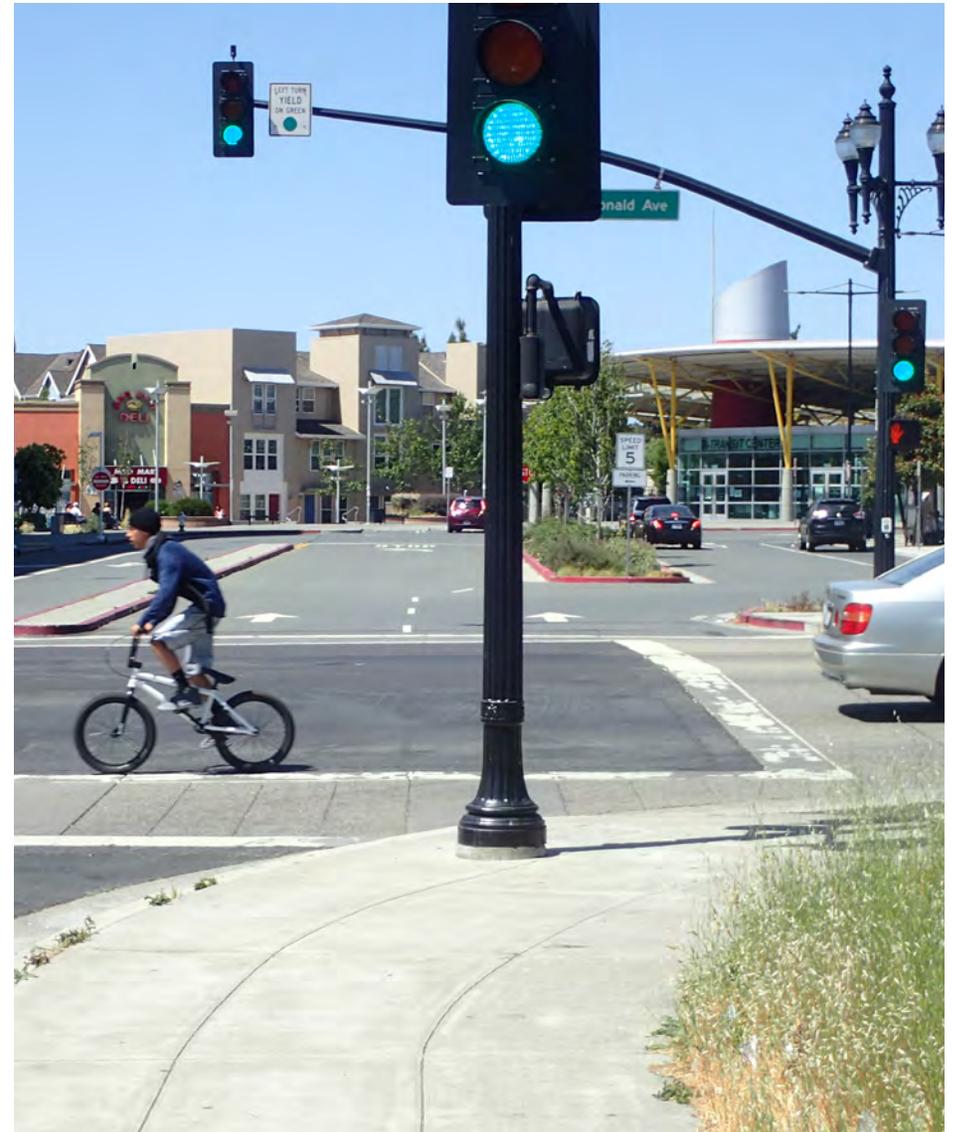
This General Plan element describes services and facilities that ensure safe vehicle, pedestrian, transit, bicycle, and emergency movement. It also outlines strategies for promoting and encouraging the use of alternative transportation modes and existing barriers to those modes.

Mobility Gaps Identified

- AC Transit weekend and evening off-peak service on many routes is insufficient.
- As of this plan, El Cerrito had no bike lanes or routes.
- Segment of San Pablo Avenue between Cutting Boulevard and Hill Street lacks crosswalks.
- San Pablo Avenue through the City is becoming an alternative to congested Interstate (I-) 80, impacting bike and pedestrian safety.

West County Action Plan for Routes of Regional Significance

This plan identifies performance objectives for designated Routes of Regional Significance along segments crucial to closing transportation gaps within the study area and I-80 from the Alameda County line to the Solano County line.



Mobility Gaps Identified

- Multiple routes in the study area that connect subareas, cross county boundaries, or access a regional highway or transit facility, need multi-modal improvements to mitigate impacts of increasing traffic by 2040.
- Segments of Carlson Boulevard, Appian Way, Central Avenue, San Pablo Dam Road, 23rd Street and Richmond Parkway will require expansion of effective local transit service, improved high-capacity transit in West County, more active transportation facilities, and new complete streets enhancements.

2011 City of Richmond Bicycle and Pedestrian Master Plans

These Master Plans identify gaps in the regional connections, pavement quality, bicycle parking, signage and wayfinding, and multi-modal connections throughout the City's bicycle and pedestrian networks. The plans propose bike and pedestrian facilities in focus areas throughout the City.

Mobility Gaps Identified

- Bicycle and pedestrian gaps on several routes in central Richmond, including Macdonald Avenue, Ohio Avenue, Nevin Avenue, Barnett Avenue, 2nd Street, 6th Street, and others

2015 Yellow Brick Road Iron Triangle Walkable Neighborhood Plan

This City of Richmond plan identifies barriers to complete streets in the Iron Triangle Neighborhood and proposed signage and surface treatment strategies to connect community assets on key routes.

Mobility Gaps Identified

- Bicycle and pedestrian accessibility barriers on Richmond Greenway, Richmond BART Station area, Harbour Way, Marina Way, Ohio Avenue, and Macdonald Avenue

2015 South Richmond Connectivity Plan

The plan provides a foundation for multimodal infrastructure in the area as bounded by the I-580 north to Maine Street, west to Harbor Channel and S. 6th Street, and east to San Pablo Avenue. The area includes the Ferry Terminal, Richmond Bay Campus, El Cerrito del Norte BART Station, and El Cerrito Plaza BART Station.



Mobility Gaps Identified

Intersections that impede pedestrian and bicycle activity, including:

- Hoffman Boulevard and Harbour Way
- Marina Bay Parkway and Regatta Boulevard
- Bayview Avenue and Carlson Boulevard
- Central Avenue and San Pablo Avenue
- Lack of network connectivity and services for residents in South Richmond
- Need for more flexible transportation services and supportive facilities, including taxi service, paratransit service, carsharing, ridesharing, and private for-hire transportation services

2015 Rumrill Boulevard/13th Street Complete Streets Study

The Cities of Richmond and San Pablo Rumrill Boulevard and 13th Street Complete Streets Study is a blueprint for a walkable, transit-friendly, and bikeable Rumrill Boulevard in Richmond and San Pablo. The study presents a “community-preferred vision” for the corridor that reduces vehicular lane space to promote pedestrian safety, transit utilization, and the adoption of bikeways. The entire length of the Rumrill Boulevard corridor is within the CBTP project boundary.

Mobility Gaps Identified

- A sidewalk gap on the north side of the 13th Street bridge
- Sidewalks north of Market Avenue are unbuffered and immediately adjacent to travel lanes
- All crosswalks between Brookside Drive and Broadway Avenue are unsignalized
- Wide vehicle lanes and high documented speeds impede bicycle comfort and safety
- Most bus stops on the corridor lack shade, seating, and infrastructure

2017 West Contra Costa County High-Capacity Transit Study

This study evaluates near-term and long-term multimodal high-capacity transit options for Western Contra Costa County. It assesses a series of rapid transit route alternatives to enhance transit connectivity and provide equitable access to transit. These alternatives include a Bus Rapid Transit (BRT) line; a BART extension from Richmond Station to Hercules via Richmond Parkway, with potential stops within the study area; and a San Pablo/Macdonald BRT, with improvements along the way to Hercules Intermodal Transit Center.

Mobility Gaps Identified

- Barrier of congested I-80 corridor
- Lack of high-speed/capacity alternatives to BART and buses

2017 City of Richmond First/Last Mile Transportation Strategic Plan

This plan identifies gaps in bicycle, pedestrian, and transit networks leading to the Richmond Ferry Terminal and Richmond BART station. The plan evaluated the quality of first mile/last mile access to various amenities, some in the CBTP study area.

Mobility Gaps Identified

- Pedestrian and bicycle access to the El Cerrito del Norte BART Station deemed poor to moderate
- Pedestrian and bicycle access to the Richmond Parkway Transit Center deemed poor
- Pedestrian, bicycle, and transit access to Hilltop Mall deemed poor to moderate
- Bicycle and transit access to bus stops along 13th Street/Rumrill Avenue corridor deemed poor to moderate
- Transit access to stops bus along 23rd Street corridor deemed poor
- Bike and transit access to bus stops along San Pablo Avenue corridor deemed poor
- Lack of paratransit facilities. For example, there are eight bus bays at the Richmond BART station, and only one of the eight is an island designated for paratransit vehicles.





- Inflexible and limited paratransit service: R-Transit, Richmond’s paratransit service, operates only on weekdays from 8:30 a.m. to 5 p.m., excluding holidays. Reservations must be made at least one day in advance, with no guarantee of availability.
- Lack of coordination between agencies and outdated, non-integrated operational systems

Richmond General Plan 2030 Circulation Element

The Richmond General Plan Circulation Element establishes policies to address the physical circulation network and various transportation options in the City. The element “seeks to ensure efficient mobility and access for all residents.”¹

¹ City of Richmond, General Plan 2030, Circulation Element, page 4.3.

Mobility Gaps Identified

- Richmond has a higher rate of pedestrian and bicycle injuries than cities of comparable size.
- A disproportionate number of collisions involving bicyclists and pedestrians have occurred at the intersection of Harbour Way and Pennsylvania Avenue.
- Only 14 percent of residents commute via transit; less than 3 percent via bike or foot.
- Intersections and corridors that would benefit from improvement include 22nd and 23rd Streets, Barrett Avenue, San Pablo Avenue/23rd Street, San Pablo Avenue/Richmond Parkway, Central Avenue, and San Pablo Dam Road.
- Multiple rail crossings throughout the City present danger to pedestrians and cyclists.
- Equitable access to transit and equitable mobility options are prioritized, but not entirely fulfilled.

San Pablo General Plan 2030 Circulation Element

The San Pablo General Plan 2030 Circulation Element is a policy framework for a “Complete Streets”-oriented circulation plan. It is intended to serve the needs of cyclists, pedestrians, transit users, and motor vehicles.

Mobility Gaps Identified

- Sidewalk and curb conditions on 23rd Street from Dover Avenue to southern City limits are poor.
- There is a pedestrian/bicycle gap on El Portal Gateway between Church Lane and I-80.
- The I-80/San Pablo Dam Road Interchange is unsafe and a barrier to local elementary school students.
- There are sidewalk gaps on San Pablo Avenue between Rivers Street and Lancaster Street.
- The lack of context-sensitive bus stop designs in San Pablo can hinder traffic flow and decrease rider safety.
- There is a gap in Wildcat Creek Trail from 23rd Street to eastern city limit.

2017 City of San Pablo Bicycle and Pedestrian Master Plan

The San Pablo Bicycle and Pedestrian Master Plan presents goals, policies, and strategies for a multimodal transportation system in the City. It was developed to help the City of San Pablo implement its General Plan with detailed analyses and thorough community input about bicycle and pedestrian opportunities. The plan establishes “Priority Pedestrian Zones” and seeks to address barriers such as lack of pedestrian-scale lighting, refuge islands, high-visibility crosswalks, speed bumps, and appropriate landscaping.

Mobility Gaps Identified

- Lack of Class IV bikeways in all of San Pablo
- Bicycle gap on San Pablo Avenue between the planned bike lanes starting at Rumrill Boulevard and the existing lanes starting at Road 20
- Lack of bike facilities on Broadway Avenue from 11th Street to San Pablo Avenue
- Lack of bike facilities on El Portal Drive
- Lack of bicycle facility on the City’s western border

3.2 Countywide Studies

To better understand gaps in the transportation network, the following policy documents were evaluated to identify proposed transportation projects and plans in the study area.

2013 Contra Costa County Mobility Management Plan

The Contra Costa County Mobility Management Plan was implemented in 2013 as part of Measure J, which allocates transportation funding for seniors and people with disabilities. To this end, the plan identifies funding priorities specifically for improving transportation services for seniors and people with disabilities in the County. The plan focuses in large part on improving paratransit service and integrating paratransit services among various transportation service providers throughout the County.



Mobility Gaps Identified

- The Americans with Disabilities Act (ADA) eligibility process is standardized within Contra Costa County, but not among transit operators in neighboring counties, which can be a barrier for someone in need of cross-county paratransit services.
- There is a need for a coordinated paratransit vehicle maintenance program for paratransit operators across the entire region. Pooling financial and capital resources into one facility that specializes in the service and maintenance specifically of paratransit vehicles would reduce costs for all operators.

Contra Costa Safe Routes to School, Understanding Needs Moving Ahead 2016

The Safe Routes to School (SR2S) Needs Assessment is a comprehensive assessment of existing SR2S projects and programs occurring throughout Contra Costa County. The purpose was to understand SR2S activities throughout Contra Costa County, estimate funding needed to support future SR2S capital improvements and programs, provide resources to local communities as they plan, design, and implement improvements, and offer technical assistance to school sites.

The assessment estimated the unmet countywide need for future SR2S capital improvements at \$243 million, and the unmet countywide cost of all SR2S programs at \$58 million annually.

Mobility Gaps Identified

- Roadway conditions surrounding many county schools are unsafe for student cyclists and pedestrians.
- Funding for required SR2S improvements and programs are largely unmet.

2017 Contra Costa Countywide Transportation Plan

The Contra Costa Transportation Authority (CCTA) regularly updates the comprehensive Countywide Transportation Plan (CTP), a long-range policy document that identifies transportation goals and projects at all levels of geography, from regional coordination to local assistance. The CTP was most recently updated in 2017. It includes a 10-year Project List consisting of cost-adjusted projects identified in MTC / ABAG's regional planning blueprint, the 2013 Plan Bay Area. The CTP allows local

municipalities to identify potential projects aimed to mitigate existing transportation gaps. The CTP includes potential projects in the CBTP study area.

Mobility Gaps Identified

- Challenges of one-way streets, including 22nd and 23rd Streets in Richmond.
- Lack of bicycle and pedestrian infrastructure and safety at I-80/San Pablo Dam Road interchange.
- Railroad crossing barrier at the Richmond Waterfront on Marina Bay Parkway.
- Unsafe pedestrian conditions at Cutting Boulevard and Carlson Boulevard.
- Costs associated with school bus passes in west Contra Costa County.
- Lack of transit enhancements along San Pablo Dam Road, Macdonald Avenue, Cutting Boulevard, and 23rd Street.
- Lack of stable funding source for improving or expanding paratransit service

2018 Contra Costa Countywide Bicycle and Pedestrian Plan

CCTA also prepared the 2018 Countywide Bicycle and Pedestrian Plan (CBPP) with the goal of increasing walking and cycling, improving bike and pedestrian safety, and developing a functional bike and pedestrian network throughout the County. The CBPP establishes projects to fill gaps in the pedestrian network within a series of Pedestrian Priority Areas. These include accessible walkways, functional curb ramps, safe crossings, traffic calming, direct connections, and streetscape improvements. Similarly, the CBPP includes a network of existing and proposed low-stress bikeways in the County that would benefit from bicycle infrastructure improvements.

Mobility Gaps Identified

Bikeways targeted for improvements include:

- Central Avenue
- San Pablo Avenue
- Carlson Boulevard
- Bayview Avenue
- Cutting Boulevard
- 7th Street/Fred Jackson Way
- Pennsylvania Avenue/13th Street /Rumrill Boulevard

- 23rd Street
- Marina Way South
- Harbour Way South
- Richmond Parkway
- Richmond Greenway
- Hilltop Drive
- Blume Drive

3.3 Current Studies

Ferry to Bridge to Greenway Complete Streets Plan

The Richmond Ferry to Bridge to Greenway Complete Streets Plan (in progress) will provide multimodal strategies on routes leading to the new Richmond Ferry Terminal, the planned multi-use path on the Richmond-San Rafael Bridge, and the Richmond Greenway. Pedestrian and bicycle facilities included in the plan will connect San Francisco, Contra Costa, and Marin Counties for the first time. The plan also identifies near-term multimodal improvements and long-range conceptual recommendations along Cutting Boulevard, Marina Way, Harbour Way, and 23rd Street. The improvements were developed to connect to the Richmond Ferry Terminal, Greenway, and Wellness Trail to alleviate connectivity barriers for communities.

BART Walk and Bicycle Gap Study

The BART Walk and Bicycle Gap Study identifies ways to make walking and bicycling to and from BART stations safe, comfortable, and convenient. The draft study provides specific recommendations to within a quarter-mile radius around the Richmond BART Station area, including:

- Connections to key east–west bikeways on Barrett Avenue and Macdonald Avenue and north–south bikeways along 19th Street.
- Bicycle facilities providing direct connections to the Richmond Wellness Trail.
- Specific pedestrian crossing and sidewalk improvements, such as directional curb ramps, high-visibility crosswalks, lighting, and wayfinding.



San Pablo Avenue Corridor Study

The San Pablo Avenue Multimodal Corridor Study is a joint effort between CCTA, the West Contra Costa Transportation Advisory Committee (WCCTAC) and the Alameda County Transportation Authority (ACTC) to develop a long-term vision and determine near-term improvements for a 12-mile-long segment of San Pablo Avenue through Richmond, San Pablo, El Cerrito, Albany, Berkeley, Emeryville, and Oakland. The project will integrate existing plans into a cohesive “Complete Streets” approach with transit priority treatments, pedestrian safety improvements, and improved bicycle infrastructure. Improvements along San Pablo Avenue could include dedicated bus lanes, queue jump lanes, and signals to bypass congested segments and improve reliability, transit signal priority, signal modernization and coordination, and enhanced bus stops or stations.

West County Express Bus Implementation Plan

The WCCTAC West County Express Bus Implementation Plan will identify opportunities to implement express bus service from Hercules, Pinole, San Pablo, Richmond, and unincorporated areas in west Contra Costa County to destinations in Berkeley, Emeryville, and Oakland. The plan will also address existing service to San Francisco that is at or near capacity.

3.4 Thematic Mobility Challenges

A series of thematic mobility challenges emerges from the evaluation of the previous 19 studies, which span two decades and cover all jurisdictions in the CBTP study area. Many of these challenges are reflected in the community input collected during the preparation of this plan and were identified by the current Project Working Groups and Steering Committee.

1. The most frequently mentioned challenge was the entire San Pablo Avenue Corridor. Nearly every study identifies challenges, plans, and programs associated with mobility on San Pablo Avenue. Issues include the corridor as a barrier, gaps in pedestrian and bicycle infrastructure along the corridor, unsafe intersections, inadequate crossings, poor lighting, and inadequate transit infrastructure. While many of the gaps identified over the past 20 years are addressed by the current San Pablo Avenue Corridor project, new input was collected during the current CBTP outreach process.
2. Pedestrian and bicycle improvements on major corridors. A series of arterials were identified frequently across the spectrum of studies as containing active transportation gaps. The need for sidewalk widening, curb improvements, improved crosswalks, and bikeways on the following corridors is cited repeatedly:
 - a. 22nd and 23rd Streets
 - b. Central Avenue (between I-80 and San Pablo Avenue)
 - c. Macdonald Avenue
 - d. San Pablo Dam Road, particularly at the I-80/San Pablo Dam Road interchange
 - e. Marina Bay Parkway (at Regatta Boulevard)
 - f. Cutting Boulevard (particularly at Carlson Boulevard)
 - g. Hilltop Drive and the area around the Shoppes at Hilltop
3. A lack of safe, non-auto access to schools throughout the study area, in part due to many railway and highway crossings.
4. Limited, unreliable, and inflexible paratransit service.
5. Bus stops without amenities and that are difficult to walk to due to poor sidewalk conditions, particularly on:
 - a. 23rd Street
 - b. Hilltop Drive
 - c. 13th Street/Rumrill Avenue corridor





4. Outreach and Engagement Summary

All CBTP recommendations are based on a diverse community outreach campaign consistent with Metropolitan Transportation Commission (MTC) Guidelines. The Richmond Area CBTP study area encompasses Communities of Concern (COCs) in the cities of Richmond, San Pablo, and El Cerrito, as well as unincorporated North Richmond, Rollingwood, Montalvin Manor, Tara Hills, and Bayview. The study area is defined by multiple distinct neighborhoods and has a population of over 120,000. The project and plans recommended in this CBTP are the result of an outreach and engagement effort intended to reach challenged communities in geographic and demographic cross-sections of the study area.

Outreach and engagement included the following:

1. Oversight by two advisory groups
2. Development of a Contra Costa Transit Authority (CCTA)-approved Outreach Strategy
3. Creation and distribution of awareness materials
4. Feedback at County planning events
5. Interactive CBTP “Pop-Ups” at various events in the study area

4.1 CBTP Advisor Groups

4.1.1 Steering committee

As noted in Chapter 1, a CBTP Steering Committee (SC) was convened to, among other guidance roles, ensure an inclusive outreach process, provide direction on reaching specific groups in the community, and prioritize outreach opportunities. Members of the SC for the Richmond-area CBTP included:

- Ben Choi, Richmond City Council
- Elizabeth Pabon-Alvarado, San Pablo City Council
- Janet Abelson, El Cerrito City Council
- Robert Rogers, Office of Supervisor Gioia
- Jan Mignone, President, Richmond Neighborhood Coordinating Council
- Myrtle Braxton-Ellington, Chair, Richmond Commission on Aging
- Trina Jackson, Staff Liaison, Richmond Youth Council
- Cecilia Perez-Mejia, Community Liaison, First Five Contra Costa
- Nikki Beasley, Executive Director, Richmond Neighborhood Housing Service

4.1.2 Project Working Group

A Project Working Group (PWG) composed of local jurisdiction and transit agency staff convened numerous times throughout the outreach process to review the Outreach Strategy, help identify stakeholders in various COCs, and provide practical guidance on coordinating outreach events and stakeholders. Members of the PWG for the Richmond-area CBTP included:

- Martin Engelmann, Deputy Executive Director, Planning, CCTA
- Matt Kelly, Senior Transportation Planner, CCTA
- James Hinkamp, Associate Transportation Planner, CCTA
- Aileen Hernandez, Principal Grants Officer, BART
- Celestine Do, Senior Planner BART
- Rachal Factor, Principal Planner, BART
- Nathan Landau, AC Transit
- Ryan Lau, AC Transit
- Denee Evans, Transportation Demand and Sustainability Manager, City of Richmond
- Tawfic Halaby, Senior Civil Engineer, City of Richmond
- Misha Kaur, Paratransit Coordinator, City of Richmond
- Patrick Phelan, Infrastructure Administrator, City of Richmond
- Lori Reese Brown, Transportation Project Manager, City of Richmond
- Lina Velasco, Community Development Director, City of Richmond
- Dane Rodgers, Senior Civil Engineer, City of Richmond
- Ana Bernardes, Engineering Manager/Senior Engineer, City of El Cerrito
- Clayton Johnson, Senior Health Education Specialist, Contra Costa Health Services
- Alexander Zandian, Engineer, Contra Costa County
- Mary Halle, Senior Civil Engineer, Contra Costa County Public Works

4.2 Outreach Strategy

Per a CCTA- and Steering Committee-approved Outreach Strategy, public outreach was organized into three phases corresponding with key milestones in the CBTP process. These are summarized as follows.

Phase 1: Establish Area Overview and Preliminary Community Needs

Phase 1 was designed to identify transportation-related challenges faced by those who live, work, and/or access services within various study area COCs. Outreach during this phase consisted of establishing lists of community stakeholders and events for outreach opportunities and developing a flexible Outreach Awareness Notice template (see Section 4.3). The CBTP team met with the PWG three times to review the study area and existing demographics, discuss early outreach strategies and SC formation, and review the draft Outreach Strategy. The CBTP team also met with the SC to introduce and review the draft Outreach Strategy.

Phase 2: Solicit Community Recommendations

In Phase 2, the CBTP team approached stakeholders and potential community event hosts identified in Phase 1. “On-the-ground” outreach was performed in this phase. Members of COCs in the study area were solicited for proposed projects, plans, and ideas to improve mobility. CBTP team members attended community events focused on challenged communities and organized “pop-up workshops” and “meet-and-greets.” Interactive exercises and one-on-one interviews were used to gather detailed input from a diverse range of participants. Community feedback collected in Phase 2 is the source of CBTP recommendations presented in Chapter 5 of this plan.

Phase 3: Analyze Potential Programs and Projects

During Phase 3, the CBTP team organized the community-identified mobility challenges and recommendations and worked with stakeholders, CCTA, and the PWG to develop criteria for evaluating and prioritizing the feedback. The CBTP team worked with PWG members to coordinate potential CBTP recommendations with existing planned mobility projects, “ground-truth” recommendations, and assess funding and implementation options for each. A draft CBTP was reviewed by both the PWG and SC, followed by PWG and SC meetings to discuss revisions. The Final CBTP was developed based on these revisions and discussions.

4.3 Outreach Awareness

4.3.1 Flier Noticing

Prior to engagement events, the CBTP team developed a graphics-rich Outreach Awareness Notice in English (see Figure 4-1) and Spanish (see Figure 4-2) to notice the public of outreach events in various COCs. The flier was adapted to each event and posted digitally on websites of agencies and stakeholders involved in the project. The notice was continually updated throughout the outreach process to reflect the status of the project.

The Awareness Notice was also adapted for use as a hard-copy flier for posting at major transit locations and other organizations. Hard-copy fliers were posted on Tri-Delta buses and bus stops, senior centers, community shuttles, and BART stations.

4.3.2 Outreach Events

4.3.2.1 Martin Luther King Day of Service and Celebration

The CBTP team attended the January 21, 2019, Martin Luther King Day of Service and Celebration event at Unity Park on the Richmond Greenway to raise awareness of the CBTP. The event included a bike ride organized by Rich City Rides. The CBTP team distributed information about the CBTP outreach process to community members. The event was attended by over 150 Richmond residents, many of whom spoke to the CBTP about the outreach process and signed the project contact list. Thirty participants received a project flier and others signed up for the project contact list.

4.3.2.2 Bike-to-Work Day at the Richmond Ferry

The Richmond Ferry opened in early 2019. On May 9, 2019, CBTP project staff helped facilitate the “Energizer Station” on Bike-to-Work day at the Ferry Station and distribute information about the CBTP study area and outreach process. Approximately 40 ferry users provided input during this event, all of whom were on their way to board ferries travelling from Richmond to San Francisco. Individuals expressed support for bike and pedestrian improvements connecting the ferry terminal and other transit hubs to Richmond neighborhoods.

Figure 4-1 Richmond Outreach Flyer

HELP IMPROVE TRANSPORTATION OPTIONS IN THE RICHMOND AREA!

PARTICIPATE IN THE RICHMOND AREA COMMUNITY-BASED TRANSPORTATION PLAN

The Richmond Area Community-Based Transportation Plan (CBTP) is an opportunity to improve transportation options and quality of life for neighborhoods in Richmond, North Richmond, San Pablo, and portions of El Cerrito.

The Plan will bring residents, community organizations and transportation agencies together to identify transportation challenges and develop solutions.

The CBTP will:

- Evaluate transportation gaps and barriers identified by the community
- Develop solutions & projects to address these challenges
- Identify possible funding sources to pay for these solutions & projects

How To Participate

Text-based mobile survey:

Please take a few moments to answer our short mobile phone survey about your transportation habits and challenges. To get started, text "CBTP" to (510) 621-6121.

Project webpage:

A project webpage is currently under development. Go to www.ccta.net to learn more about the project, project partners and community events!

Plan Study Area

Figure 4-2 Richmond Outreach Flyer (Spanish Verison)

¡AYUDENOS A MEJORAR LAS OPCIONES DE TRANSPORTE EN EL ÁREA DE RICHMOND!

PARTICIPE EN EL PLAN DE RICHMOND DE TRANSPORTE BASADO EN LA COMUNIDAD

El plan de Richmond de transporte basada en la comunidad, o CBTP, es una oportunidad para mejorar las opciones de transporte y la calidad de vida de los vecindarios en la Ciudad de Richmond, North Richmond y San Pablo, incluyendo porciones de El Cerrito.

El plan reunirá residentes, organizaciones comunitarias y agencias de transporte para identificar los desafíos y desarrollar estrategias para superar los.

El CBTP va a:

- Evaluar las brechas y barreras de transporte identificadas por la comunidad
- Desarrollar soluciones y proyectos para resolver estos desafíos
- Identificar las posibles fuentes de financiamiento para pagar las soluciones y proyectos

Cómo Participar

Encuesta móvil basada en texto:

Por favor, dedique un momento para responder a nuestra breve encuesta acerca de sus hábitos y desafíos de transporte por teléfono móvil. Acceda a la encuesta enviando un texto a (510) 621-6121.

Página web del proyecto:

La página web del proyecto está en construcción. ¡Visite www.ccta.net para aprender más del proyecto, socios del proyecto y eventos comunitarios!

Área de Estudio del Plan

Figure 4-3 Richmond Outreach Locations Map



4.4 Outreach Results

The following sections summarize the methods, participation rates, and results of CBTP outreach events. The locations of all outreach and engagement events are shown on Figure 4-3.

4.4.1 County Planning Events

Contra Costa County is currently updating its General Plan, a process titled *Envision Contra Costa 2040*. The update will establish transportation goals, policies, and implementation plans for multiple unincorporated communities within the CBTP study area. The CBTP team attended the following outreach events associated with this process to gauge community mobility priorities:

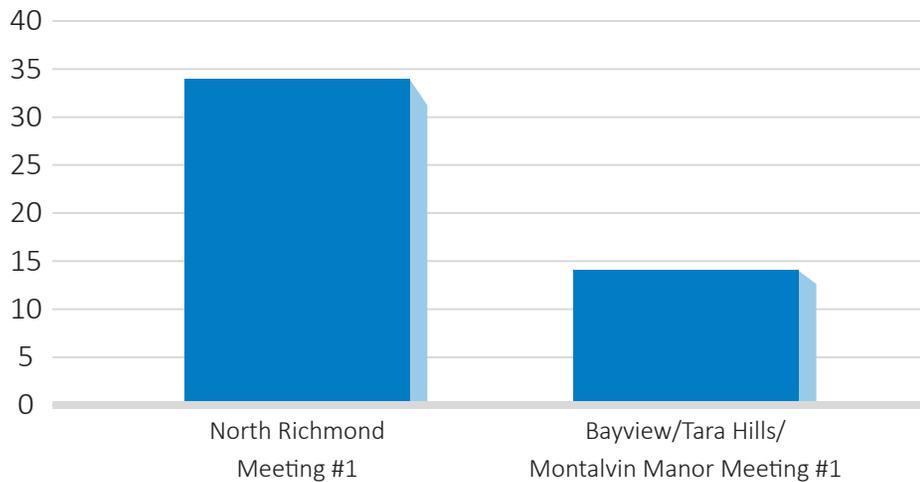
- Contra Costa County General Plan Update Community Meeting, North Richmond. This meeting was held on May 13, 2019, at the Community Heritage Senior Apartments.
- Contra Costa County General Plan Update Community Meeting, Bayview, Montalvin Manor and Tara Hills. This meeting was held on May 14, 2019, at the Montara Bay Community Center.

Unlike CBTP pop-up events, these events were not intended to reach specific mobility-challenged groups. As such, the CBTP team did not solicit feedback directly from participants but coordinated with the General Plan Update team for insight into individuals, events, and organizations to partner with, and participated in discussions and exercises about perceived Countywide mobility gaps. Awareness information and fliers about upcoming CBTP outreach events were distributed.

4.4.1.1 Participation

Thirty-four people attended the North Richmond Community Meeting and about 14 people participated in the Bayview, Montalvin Manor, and Tara Hills Community Meeting, as shown in Figure 4-4.

Figure 4-4: County Planning Event Attendance



4.4.1.2 Major Themes

CBTP team members recorded participant feedback at the North Richmond Community Meeting. The entire unincorporated North Richmond area is within the CBTP study area. The following mobility-related themes were expressed:

- Evening neighborhood safety and lighting conditions in North Richmond neighborhoods
- Area-wide sidewalk conditions and gaps on major streets
- Transit delays and poor system linkages
- Insufficient fixed-route coverage and bus frequencies
- Poor BART/transit access
- Challenges of communitywide ingress and egress
- Gaps in local bicycle infrastructure
- Poorly design bus stops and transit curb management

The unincorporated areas of Bayview, Montalvin Manor, and Tara Hills are also within the CBTP study area. During the General Plan Update meeting, CBTP staff recorded the following mobility challenges voiced by participants during group exercises:

- Lack of transit connections and transit types
- Fear of walking and biking on major corridors such as Tara Hills Drive and Shawn Drive due to vehicle speeds
- Sidewalk and bicycle gaps and dangerous intersections on San Pablo Avenue
- The intersection of Richmond Parkway and San Pablo Avenue

The CBTP team used some of these larger themes as starting points for discussion and feedback during the CBTP pop-up event process described below.

4.4.2 CBTP Pop-Up Events

CBTP team members worked with CBOs, non-profits, and various local agencies to schedule “pop-up” outreach sessions at pre-scheduled events targeting low-income and other potentially transportation-challenged communities. The goals of these events were to collect detailed feedback about transportation challenges directly from COC residents and record personal narratives describing how these challenges impact daily life. English- and Spanish-speaking CBTP project staff set up information and feedback tables at each event, with the following visual elements to prompt discussion:

- Project Information and Awareness Flier
- Poster-sized Study Area Map Boards
- Poster-sized Existing Transportation Network Boards
- Existing and Proposed Bicycle and Pedestrian Network Maps

PlaceWorks staff facilitated the following exercises with attendees to achieve the goals of the pop-up events. Raw results of these exercises are provided in Appendix B.

- **Map and Dot Exercises.** CBTP team members used study area boards to allow participants to illustrate transportation gaps and challenges. Participants highlighted mobility challenges and recommendations with color-coded dot stickers and used markers to illustrate travel routes, gaps, and potential solutions.

- **Interview Vignettes.** CBTP team members used CCTA-approved questions to interview volunteers about personal information, mobility gaps they encounter daily, and ideas for overcoming them. The goal of these interviews was to record true narratives of mobility gaps faced by challenged communities in the study area. Parts of these interviews are highlighted in sidebars of this chapter.

The CBTP team categorized feedback from these sessions into the following four groups of mobility challenges:

1. **Pedestrian Mobility Challenges:** These are challenges related to gaps in, and conditions of, pedestrian facilities and infrastructure. This category also includes physical barriers to pedestrian mobility, such as dangerous railroad and highway intersections.
2. **Bicycle Mobility Challenges:** These are challenges related to gaps in, and conditions of, bikeways. This category also includes physical barriers to bicycling, such as dangerous railroad and highway intersections.
3. **Transit Challenges:** Challenges related to transit access, bus stops, and shelters, fixed-route planning and service, paratransit service, and transit cost.
4. **Safety and Other Challenges:** These are challenges to safe and secure mobility, disabled access, and student access and safety.

4.4.2.1 Greater Richmond Interfaith Program Community Lunch

The Greater Richmond Interfaith Program (GRIP) is a Richmond-based coalition of congregations from varied faiths, dedicated to supporting communities in need to gain self-sufficiency.¹ As part of its comprehensive assistance program, GRIP maintains a free lunch program for community members between 11:30 a.m. and 1:00 p.m. daily, at its central location at 165 22nd Street in Richmond. According to GRIP staff, the program serves community members from throughout the CBTP study area.

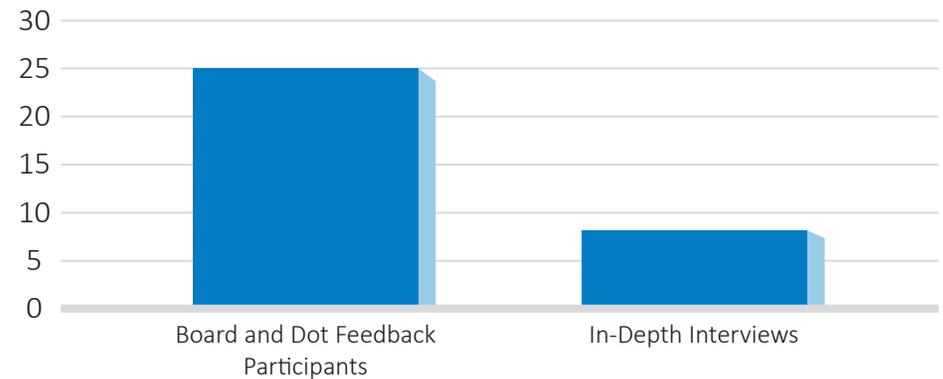
CBTP team members attended a GRIP lunch service and set up a pop-up booth in the parking lot on November 26, 2019. Individuals supported by the event participated in the feedback process as they entered and exited the GRIP facility. The CBTP team also interviewed GRIP staff about their mobility challenges getting to and from the GRIP location, as well as those they hear from their clients.

¹ Greater Richmond Interfaith Program website, Organization and Mission webpage, <https://gripcares.org/grid/grip-organization-and-mission/>, accessed May 2, 2020.

Participation

PlaceWorks staff recorded eight detailed interviews and facilitated map exercises and/or discussions with about 25 individuals, as shown in Figure 4-5.

Figure 4-5: GRIP Popup Event Responses



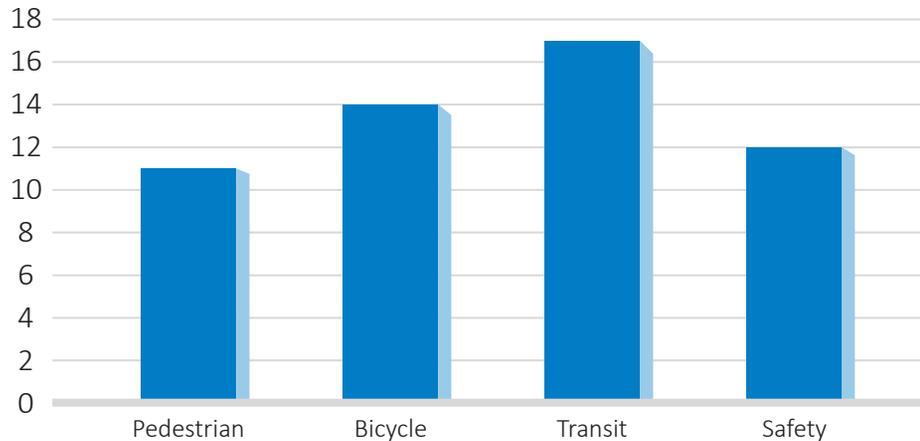
Feedback

GRIP participants described multiple mobility barriers across the spectrum of bicycle, pedestrian, transit, and safety issues. Many individuals at this event were very low-income and without automobiles. Most were frequent visitors to multiple City and community-based support facilities, such as GRIP. As such, they were familiar with the challenges of routinely accessing these facilities, as well as the routes connecting the facilities to one another and to bus stops and BART stations. Seniors at this event described mobility gaps associated with lack of direct access to the Richmond social security office and other senior services. Participants expressed mobility challenges related to bus frequency and inconsistency, conditions for pedestrians and cyclists accessing GRIP and other facilities and transit hubs, street and bus stop lighting, neighborhood and corridor safety, homelessness, and crime. Given the location of the event, responses were generally focused on the central Richmond portion of the CBTP study area.

Summary of Results

Figure 4-6 shows that of the 54 unique responses resulting from the Board and Dot exercises and in-depth interviews, 11 targeted pedestrian mobility gaps, 14 targeted bicycle mobility gaps, and 17 targeted transit mobility gaps. Twelve responses were specifically related to unsafe or perceived unsafe conditions.

Figure 4-6: GRIP Popup Event Feedback by Type



A major theme across all categories was the impact of substandard lighting and lack of safety features on non-auto mobility (roughly 12 comments highlighted these issues as barriers). Note that this input about the impact of safety on a specific mode of travel is categorized within that travel mode, not within the “Safety” category. Thus:

- Comments about subjects such as inadequate lighting or substandard fencing for sidewalks are categorized under “Pedestrian.”
- Comments regarding lighting or sight lines on bike lanes are categorized under “Bicycle.”
- Comments regarding bus stop lighting, poor shelters, or driver behavior are categorized under “Transit.”
- Comments about neighborhood, personal, or other safety concerns not targeting mobility are categorized under “Safety.”

Participant Input

The following are patterns of mobility concerns and barriers recorded during the event. They have been clarified for readability and/or transferred from markings on maps. However, they include original insight and ideas, and have not been ground-truthed against current conditions and/or ongoing plans and projects. The latter process occurred during the evaluation and prioritization of CBTP recommendations presented in Chapter 5 of this study.

Bicycle Challenges

Participants identified:

- Gaps in bicycle facilities on San Pablo Avenue and other major corridors.
 - Bike lane on San Pablo Avenue starting at the intersection with Rumrill Boulevard and College Lane does not extend westward towards Richmond.
 - Add protected lanes on San Pablo Avenue and Carlson Boulevard.
 - Need bike improvements along Ohio Avenue east of 2nd Street, like traffic-separated facilities.
 - Need better bike lanes on Macdonald Avenue behind Nicholl Park.
- Bicycle Conditions Surrounding Nicholl Park area.
 - Cyclists avoid the Richmond Greenway adjacent to Nicholl Park because of safety issues and lack of lighting.
 - There needs to be better bike lanes and lighting on Macdonald Avenue adjacent to Nicholl Park.



Pedestrian Challenges

Participants identified:

- Sidewalk conditions on BART line crossings are difficult and dangerous for pedestrians
 - Barrett Avenue undercrossing
 - Macdonald Avenue undercrossing
 - Pennsylvania Avenue overcrossing
- Lack of pedestrian overcrossings in key locations
 - Need a pedestrian bridge over Richmond Parkway at Goodrick Avenue, for access to Point Pinole Park.
 - Need a pedestrian crossing over the train tracks to the west of Richmond so that people can access views of San Rafael and San Pablo Bay.

“Children use the pedestrian undercrossings below the BART/railroad tracks at Barrett Avenue and Macdonald Avenue to get to and from school, but the lighting and waste, like broken glass and needles, is bad. The same is true for other pedestrian ramps overcrossings...over the BART/Train tracks, especially the entrance ramp on 13th Street.”

– **Orlando and Elaine**, Hilltop residents with school-aged children

“I travel from Antioch to Richmond a few days a week because there are so many good services in Richmond but I have...family in Antioch. I walk to [Contra Costa County] Employment & Human Services on Macdonald, but I wish it was easier to get to by transit because Macdonald can be intimidating to a woman at night.”

– **Brooke**, age 21, off- and on-homeless

Transit Challenges

Participants identified:

- Poor Bus Shelter Conditions (more than 8 comments)
 - Lack of seating and lighting at stops along Macdonald Avenue, specifically 21st, and 23rd, and 25th Streets; Civic Center
- Lack of Transit Access to Support Services (5 comments)
 - Need subsidized evening shuttle access to GRIP and other facilities
 - WestCat Route 19 does not provide direct access to Social Security office
 - Improve transit access to the Richmond Care Center
 - Dial-a-ride shuttle between the Richmond BART station and Kaiser Permanente
- Specific Route Challenges
 - Route 72 is inconsistent and frequently late
 - Route 76 toward El Cerrito Del Norte BART is highly used and frequently late

Safety Challenges

Participants identified:

- Area Surrounding Nicholl Park
 - Segment of Macdonald Avenue adjacent to Nicholl Park feels unsafe now due to street litter, cars, and encampments.
 - Most of the neighborhood surrounding Nicholl Park is “sketchy.”
 - Macdonald Avenue in this area is described as a “war zone” due to homeless and lack of lighting.
 - Commercial Truck Cut-Throughs
 - Large commercial trucks in the ‘flats’ of Richmond create danger for other drivers and people walking or biking. Children walk in areas that are not safe for pedestrians due to commercial trucks, people speeding, and incomplete sidewalks.
 - There should be a timing mechanism for when commercial trucks are allowed to pass through certain areas.

■ Shields-Reid Area

- Area north of Chesley Avenue is dangerous, and many kids using Shields-Reid Park and Community Center, as well as churches in the neighborhood.
- Fred Jackson Way, Hensley Street, and others are full of “road-racers” who speed down streets without enforcement.
- Residents of future senior housing complex in the area will be in danger.

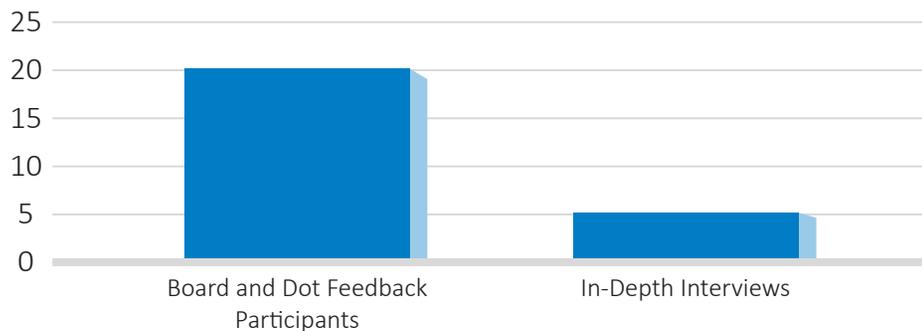
4.4.2.2 Richmond Youth Council Meeting

PlaceWorks staff reached out to Trina Jackson, Staff Liaison to the Richmond City Youth Council, and Project Steering Committee member, who organized a CBTP input segment during a monthly Richmond Youth Council, on December 10, 2019. During this agenda item, youth councilmembers discussed their transportation needs as well as those faced by the population of Richmond youth they represent. PlaceWorks staff supplied a large map clipped to foam core, markers, and stickers so councilmembers were able to locate specific areas in need of transportation improvements. This item ran for approximately 45 minutes.

Participation

PlaceWorks staff completed detailed interviews of all five councilmembers at the meeting, as shown in Figure 4-7. All five councilmembers, as well as 15 additional meeting attendees, also provided location and segment input via dot-and-board exercises.

Figure 4-7: Richmond Youth Council Meeting Responses

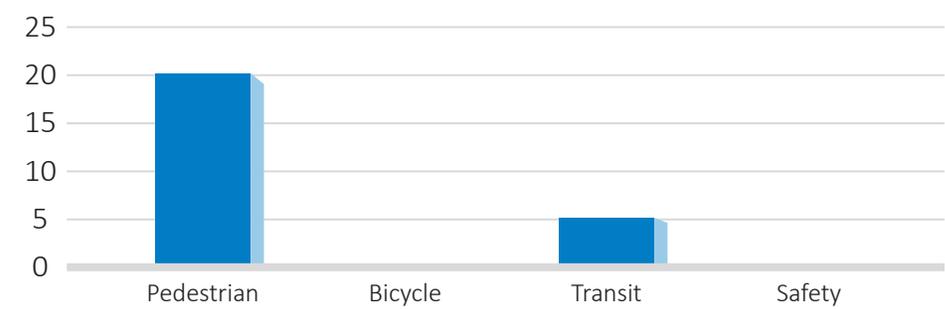


Feedback

Summary of Results

Figure 4-8 shows that of the 30 total unique comments the CBTP project team solicited from councilmembers and attendees, 20 were focused on pedestrian mobility gaps and 10 targeted transit mobility gaps. No feedback about bicycle-related challenges or safety-specific issues was collected at this event.

Figure 4-8: Richmond youth Council Meeting Feedback by Type



Like the feedback from the GRIP outreach event, a theme of the input from this event was the impact of poor lighting conditions on mobility, particularly along San Pablo Avenue and surrounding the Shoppes at Hilltop. Another common concern was about unsafe pedestrian crossings at specific locations along San Pablo Avenue, Macdonald Avenue, and Cutting Boulevard.

Participant Input

Bicycle Challenges

While there were no comments specially targeting bicycle improvements, many recommendations that were made regarding pedestrian street safety would be beneficial to cyclists, particularly those concerning street lighting and crosswalk safety.

Participants identified:

- Poor pedestrian conditions on San Pablo Avenue
- Poor pedestrian conditions surrounding Nicholl Park
 - Crosswalk on Macdonald Avenue is mid-block and has no signal
 - Signage does not alert drivers
- Poor pedestrian conditions surrounding the Shoppes at Hilltop
 - Lack of sidewalk lighting
 - Lack of crosswalk reflectors and signalization
- Student pedestrian safety surrounding Kennedy High School
 - Cutting Boulevard between South 49th Street and the highway has unsafe crossings, which students must use.
- Unsafe driving conditions around Pacific East Mall
 - Roads and signage are confusing for motorists around Central Avenue, which impacts pedestrian safety.
 - Multiple stop-controlled intersections where you can't see oncoming cross traffic.

"I definitely don't feel safe walking down San Pablo [Avenue] at night. It is dark starting from Central Avenue in El Cerrito and continuing all the way north through Richmond. I see people crossing at night and cars don't see them and slam on their breaks."

– **Ashlee**, Richmond Youth Councilmember and a Berkeley City College student

"The AC transit bus stop at San Pablo Avenue and Potrero Avenue has a shelter but nowhere to sit. I always drive past and see people sitting on the lawn in front of Denny's because there are no seats."

– **Kashaf**

Participants identified:

- Inadequate bus stops and shelters
 - WestCat bus stop at Cutting Boulevard and Key Boulevard is highly used but has no shelter or seats
 - Many AC Transit stops along San Pablo Avenue lack seats and/or shelters
- Lack of safety measures for young riders on BART and buses.
- Inconsistent service and lateness of Route 76 to El Cerrito Del Norte BART
 - Lyft/Uber are better alternatives

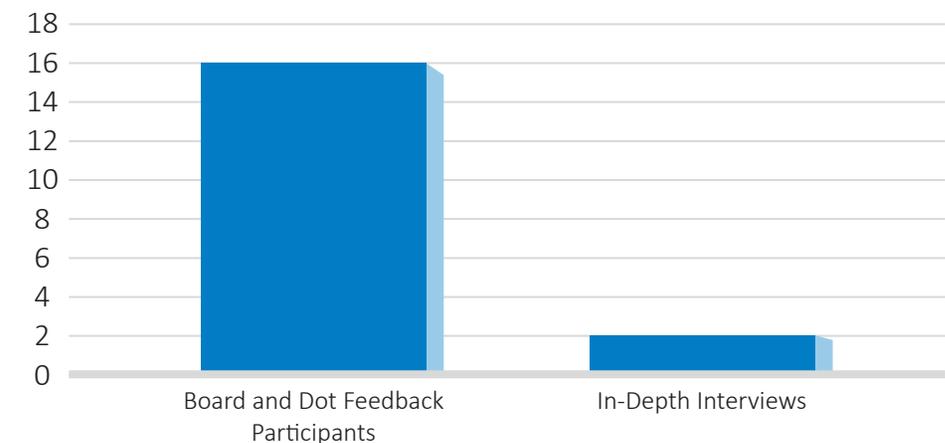
4.4.2.3 Senior Produce Brown Bag at the Booker T. Anderson Community Center

The Booker T. Anderson Community Center, located in the Eastshore/Panhandle Annex neighborhoods of Richmond, hosts a bi-monthly produce service for Richmond seniors. CBTP team members interviewed participants about their transportation experiences on December 13, 2019, while they waited to receive groceries.

Participation

PlaceWorks staff recorded two detailed interviews and facilitated map exercises and/or discussions with 16 individuals. See Figure 4-9.

Figure 4-9: Senior Produce Brownbag Responses

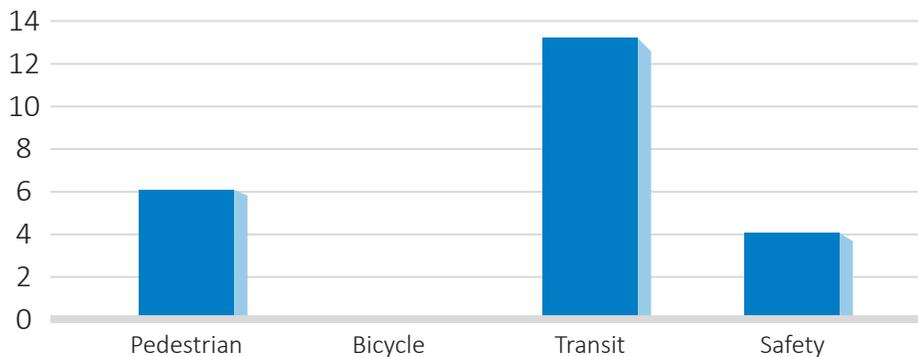


Feedback

Summary of Results

Figure 4-10 shows that of the 23 unique comments PlaceWorks staff received during the Booker T. Anderson Senior Brown Bag event, 6 were regarding pedestrian improvements, 13 were regarding transit improvements, and 3 responses concerned safety and other improvements.

Figure 4-10: Senior Brown Bag Feedback by Type



The majority occurrence of transit- and paratransit-related comments is not surprising, given the reliance on public transit by the elderly and those with disabilities. Similarly, participants expressed no bicycle barriers, but rather indirect impacts of the bicycle network on pedestrian movement. While the quantity of feedback about safety was relatively low, comments suggested an overall concern for well-being in the study area and sense of risk.

Participant Input

Pedestrian Challenges

Participants identified:

- Difficult walking on/near bike paths in Richmond
 - Marked lanes for cyclists going one way or the other makes it scary for those walking slowly, or with a cane or wheelchair

- Poor conditions on Potrero Avenue between Carlson Boulevard and Highway 80
 - Intersection of Carlson Boulevard and Potrero Avenue is dangerous
 - Lack of adequate lighting along this stretch
 - Many cars use this segment to get to highway, but it is also a route to Stege Elementary School [4949 Cypress Avenue] and Booker T. Anderson Community Center.
- Area needs more and better curb cuts, with gentler slopes, for people in wheelchairs and using mobility devices

Transit Challenges

Participants identified:

- Kaiser Permanente and Richmond Care Center are difficult to get to on transit for those who can't walk far
- AC Transit Routes that are popular with seniors are also unreliable
 - Route 72 needs more buses daily
 - Route 71 bus is often late
- Conditions of stops along well-travelled AC Transit Routes make it difficult to use public transit
 - Bus stops in the area generally lack seating
 - Routes 71 and 40, specifically, are missing seating and shelters at key stops
 - Resulting standing can cause back and knee pain for seniors
 - Stops on Route 71 are without adequate signage
 - There is a general lack of real-time adequate signage along bus routes
 - Signage and timetables along routes are written in font size that is too small to read
- Paratransit is unreliable
 - Participants have experienced not being picked up at all following scheduled pick-ups

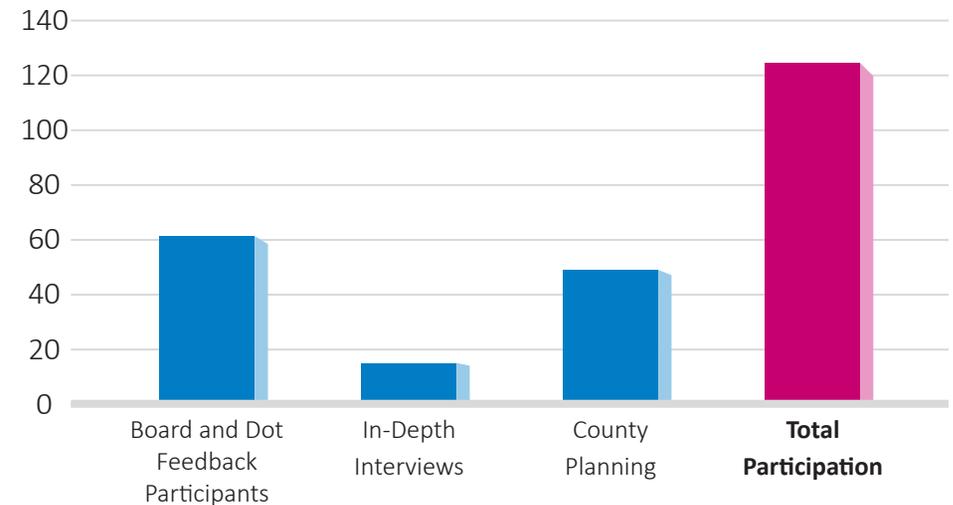


4.5 Outreach Summary

4.5.1 Total Participation

As shown in Figure 4-11, over 120 community members provided input during the Richmond-area CBTP outreach process. This figure also shows the number of participants at each outreach event. The CBTP team performed 15 in-depth interviews with volunteer interviewees, including teen councilmembers, low-income mothers, and senior citizens. Over 60 people provided feedback by participating in visual and mapping techniques, and just under 50 people attended County planning events.

Figure 4-11: Total Outreach Counts



“I go to the Eastmont Town Center in Oakland for services and medical appointments. It’s really hard to get there on transit from Richmond. Paratransit is totally unreliable. I am...happy that the Lifelong Over 60 Health Center in Berkeley picks me up from home...”

– **Joanna**, 62 years old

Safety Challenges

Participants identified:

- Sense of unsafe conditions in the Central Richmond business area (Iron Triangle) at night
 - Area needs better lighting
 - Area needs better signage
- Overall high crime rates in CBTP area make going out in the evening frightening

5. Methodology and Recommendations



This chapter identifies all recommended projects and plans. It outlines the evaluation criteria, evaluation methodology, and scoring approach used to identify and rank those recommendations. Potential funding sources, a key consideration in the evaluation process, are summarized.

5.1 COVID-19 and CBTP Development

As explained in Section 1.5, the COVID-19 pandemic emerged following the community outreach process of this CBTP. As a result, the community and stakeholder feedback in this plan does not reflect the changes in mobility context, habits, priorities, and challenges due to COVID-19 and formal shelter-in-place orders.

However, the scoring process was developed following shelter-in-place regulations. These regulations prompted significant shifts in the financial feasibility and implementation potential of key project types. For example, AC Transit has responded to reduced ridership by suspending operation of weekday-only local lines. Conversely, East Contra Costa County BART stations have been serving more than double the system average, as compared to normal ridership. This reaffirms that there are major transit needs in the area that require fulfillment both during and post-COVID.

The Contra Costa Transportation Authority decided to adopt this plan in the current context, rather than re-initiate the existing conditions, community outreach, and recommendations processes. The evaluation and scoring of recommendations in this plan reflect post-COVID feasibility conditions.

5.2 Evaluation Criteria

The CBTP project team worked with the Project Working Group (PWG) on February 3, 2020, to establish four evaluation criteria deemed appropriate to rank projects by their ability to improve mobility for challenged communities. Criteria such as diverse community benefit, degree of transportation improvement, current relevance, future technological challenges, usability and access, available funding, potential for cross-jurisdictional challenges, and ability to resolve mobility barriers were discussed.

Ultimately, the following four criteria were selected to score projects and plans:

1. **Reflects Community Priorities**
2. **Increases Access**
3. **Is Financially Feasible**
4. **Ease of Implementation**

5.2.1 Reflects Community priorities

This criterion is the degree to which a project or plan is consistent with the priorities and needs of residents, community stakeholders, and leaders in Communities of Concern (COC). Projects were ranked highly under this criterion if they:

- Reflect a theme in the community feedback collected during the CBTP outreach process described in Chapter 4;
- Are consistent with community mobility challenges identified in past plans and studies and the existing conditions analysis prepared for this CBTP;
- Support transportation goals established in current plans and studies; and
- Are consistent with projects prioritized in the previous Bay Point CBTP, but not yet implemented.



5.2.2 Increases Access

This criterion is the potential of a project to improve access to key facilities and locations across the study area. As noted in Chapter 1, the current CBTP study area encompasses COCs in the cities of Richmond, San Pablo, and El Cerrito, as well as unincorporated areas of Contra Costa County, including North Richmond, Rollingwood, Montalvin Manor, Tara Hills, and Bayview. Given the geographic scale and diversity of mobility gaps across the study area, projects with one of two benefits score highly under this criterion: those that would improve connectivity between systems and those that would facilitate mobility for groups challenged by limited options.

5.2.3 Is financially Feasible

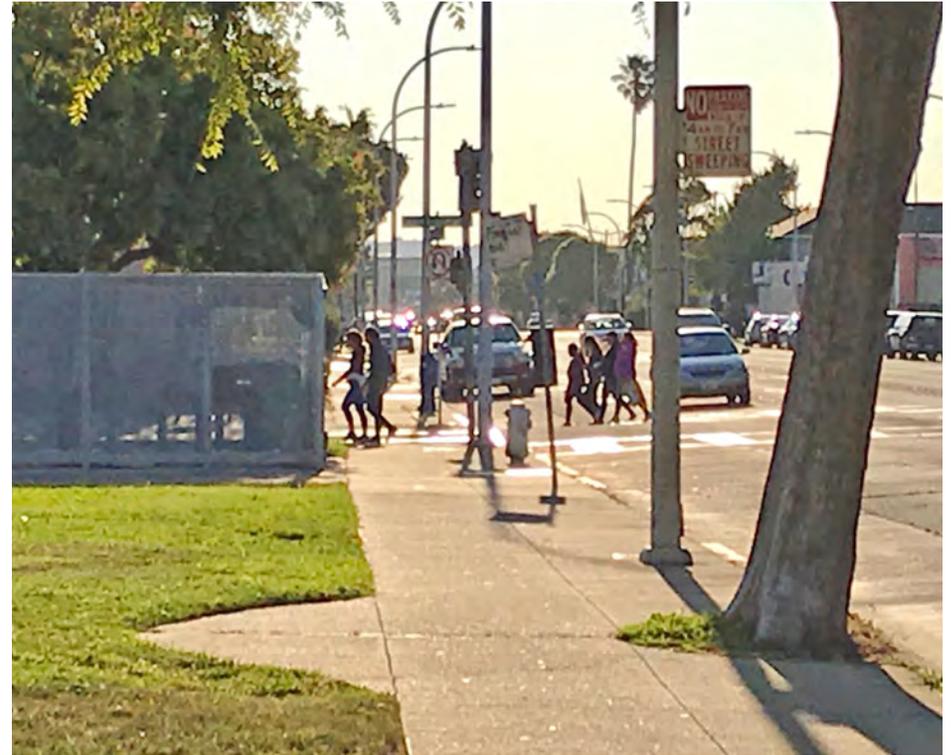
Cost and feasibility are important considerations for evaluating projects. This criterion considers more than the anticipated budget of a project, as one project may be more expensive than another but it may be eligible for a range of different funding sources, while the other project may be less expensive but does not fit into readily available funding categories.

MTC's CBTP guidelines are developed to ensure that mobility recommendations are the result of community input. Assessing the financial feasibility of projects is a tool to identify projects that are likely to find further support and move quickly to implementation. Projects were ranked under this criterion by estimates of hard costs, analyzing the potential for funding based on project type, and reviewing historical financial challenges.

Many of the recommendations outlined in this plan, especially those relating to transit service, are outside the committed funding sources. These needs must be addressed in future allocations of funding, such as pursuit of outside grant funding sources.

Ranking projects under this criterion included reviewing potential funding sources for local and countywide mobility projects. These include:

- **Senate Bill 375** - California Senate Bill (SB) 375, passed in 2008, directs the California Air Resources Board (CARB) to set up regional targets for reducing greenhouse gas (GHG) emissions with regional Metropolitan Planning Organizations (MPOs). The GHG targets are implemented through the MPO's regional Sustainable Communities Strategies (SCS). Below are a list of funding and grants offered by MTC as part of their SCS in fulfillment of SB 375.
 - **Lifeline Transportation Program** - funds offered by MTC for projects that are identified through a collaborative, inclusive, community-driven process, and that address transportation gaps and barriers identified in Community Based Transportation Plans or other local planning efforts in low-income neighborhoods.
 - **One Bay Area Grant Program (OBAG)** - These grants are rewarded to transit-oriented development projects located in Priority Development Areas—areas targeted for compact growth identified in Plan Bay Area (MTC's SCS). Priority is given to cities and counties that have been proactive in creating more housing and who have accepted a proportionally higher allocation of housing units through the Regional Housing Needs Assessment (RHNA) process.



- **Caltrans Active Transportation, Complete Streets, and Safe Routes to School Programs** - Active Transportation grants fund transportation improvements that foster healthy activity, namely walking and biking. Complete Streets grants improve sidewalks and curbs that connect to important destinations. Safe Routes to School grants fund projects that provide safe walking and biking routes between neighborhoods and local schools.
- **Bay Area Air Quality Management District (BAAQMD) Grants** - BAAQMD offers a variety of funding sources for projects that reduce air pollution in the Bay Area, like their Carl Moyer Program, which provides grants to replace or upgrade heavy-duty diesel vehicles.
- **Measure J, Countywide Transportation Sales Tax** - Measure J provides half-cent sales tax revenue for transportation projects through 2034. The expenditure plan that guides the Measure includes \$360 million for local street and roads, as well as \$123 million for transit projects supporting seniors and the disabled.

- **Transportation n for Livable Communities (TLC)** - These funds are intended to support local efforts to achieve more compact, mixed-use development, and development that is pedestrian-friendly or linked into the overall transit system.
- **California Air Resources Board (CARB) Sustainable Transportation Equity Project (STEP)** - This is a pilot program launched in 2020 that funds transportation and planning projects that reduce GHG emissions in California.
- **Federal Transit Administration (FTA) Section 5310** - Enhanced Mobility of Seniors and People with Disabilities Program - As the title suggests, this program funds projects that improve mobility for seniors and people with disabilities by identifying and removing barriers and improving transportation services like paratransit. This project is part of the FAST Act of 2015.
- **TRANSPAC Subregional Transportation Mitigation Program (STMP)** - TRANSPAC (Transportation Partnership and Cooperation) is a Regional Transportation Planning Committee for Central Contra Costa County. The STMP collects mitigation fees from new developments and allocates it to the most appropriate and effective regional transportation projects that increase the capacity of transportation systems to accommodate new development.
- **Highway Safety Improvement Program (HSIP) Grants** - These grants, administered by the Federal Highway Administration, fund projects that are meant to significantly reduce traffic fatalities on public roads. The HSIP program is a part of the 2015 FAST Act.
- **Regional Surface Transportation Block Grant** - These are grants provided by the FTA to states and localities for different transportation projects, including highway improvements, bridge or tunnel projects on public roads, pedestrian and bicycle infrastructure, and transit capital projects.
- **Land and Water Conservation Fund (LWCF)** - Created by congress in 1964, Land and Water Conservation Funds are used to purchase land for all types of parks, from national parks to community trails and neighborhood ball parks.
- **Recreational Trails and Greenways Grant Program** - Funded by Proposition 68, this program will fund projects that provide nonmotorized infrastructure development and enhancements that promote new or alternate access to parks, waterways, and outdoor recreational pursuits to encourage health-related active transportation.



5.2.4 Ease of Implementation

Numerous factors influence the ease or difficulty of initiating, completing, and putting a project into action. While a recommended project or program may align with community priorities, likely benefit many and appear a candidate for funding, assessing the challenges of implementation remains critical. Determining that the challenges of implementation of a single project are significant, facilitates the identification of other, more implementable projects that achieve the same benefits.

Factors used to assess the ease of implementation of recommendations include:

- Required cross-agency coordination
- Cross-jurisdictional physical footprint
- Engineering complexity
- Lack of technological “future proofing;” i.e., the potential that a project will become obsolete due to new technologies

5.3 Evaluation Process

As noted, the evaluation criteria outlined in Section 5.2 were developed in consultation with the PWG and then applied to candidate projects. This was part of a larger evaluation process that included:

1. Developing lists of potential projects and plans directly from community members during the outreach process, for review by the PWG. The PWG weighed in as a group and individually to identify projects with high potential based on recommendations.
2. Working with the PWG to develop the evaluation criteria outlined in Section 5.2.
3. Applying the four criteria to potential projects and plans, including:
 - Assessing candidate projects against existing mobility plans to identify those supportive of relevant mobility goals or redundant with implemented projects.
 - Assessing the feasibility of candidate projects in terms of required agency coordination, funding potential, and historic implementation challenges.

4. Presenting the draft CBTP to the project Steering Committee for document review and evaluation of recommendations.
5. Revising and finalizing priority projects and plans based on comments of the Steering Committee.

5.3.1 Criteria Scoring Categories

Recommendations were scored one through five for each evaluation criterion. A score of one reflects the lowest potential for fulfillment of that category; five the highest. For all project and plans, the following score averages were calculated:

- **Area Need Score:** The average score of Criterion 1 (Reflects Community Priorities) and Criterion 2 (Increases Access)
- **Project Potential Score:** The average score of Criterion 3 (Financial Feasibility) and Criterion 4 (Ease of Implementation)

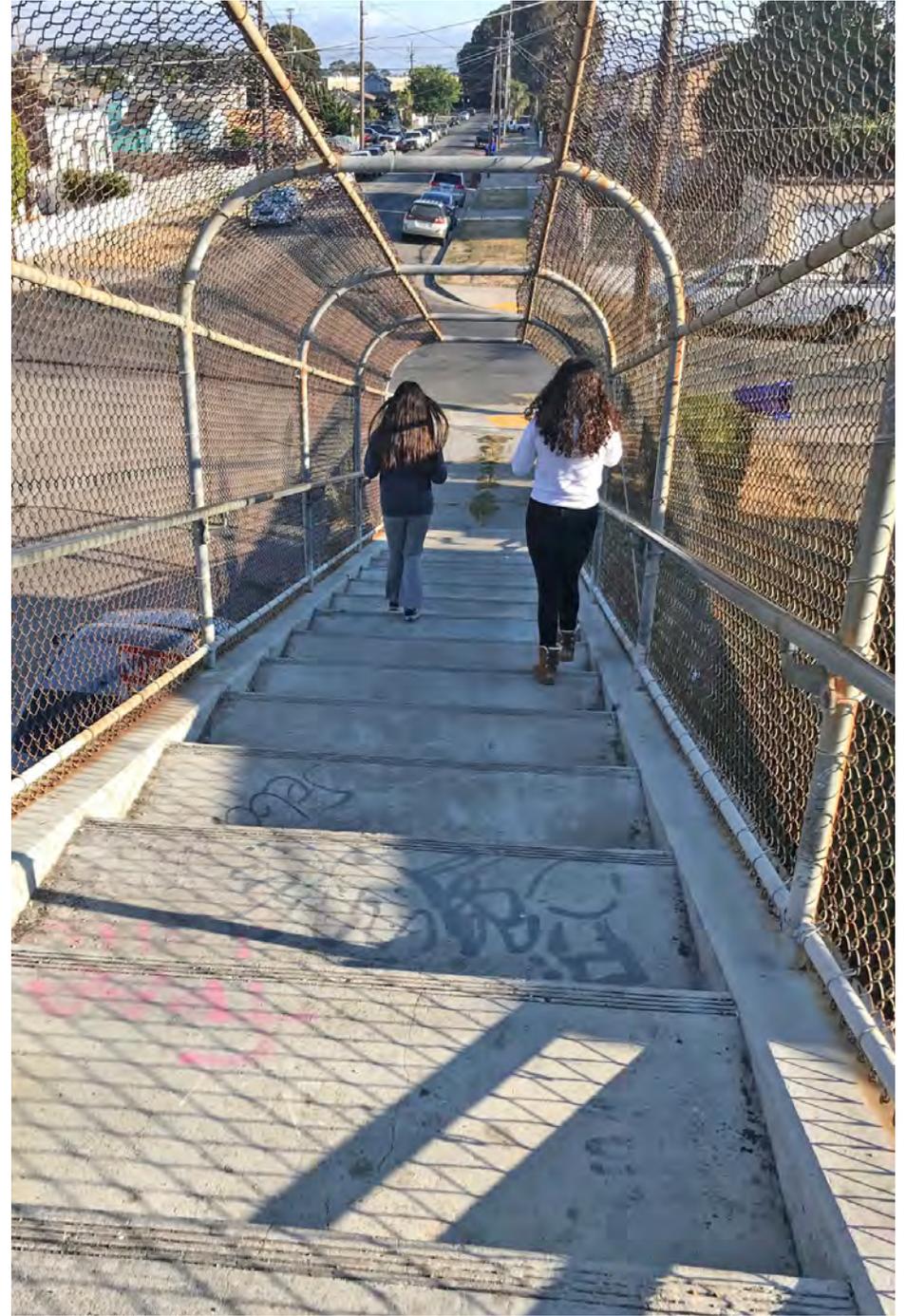
Projects and plans have been categorized into three groups based on the results of this scoring system.

High Need + High Potential Recommendations

These recommendations received an Area Need Score of 3.5 or above and a Project Potential Score of 3.5 or above. These projects and programs are consistent with community priorities, as reflected in mobility gaps identified in the CBTP outreach process, ongoing studies, and recommendations of the previous CBTP. These projects have the highest potential to reduce broad or specific access gaps that currently challenge community members.

In addition, these recommendations are also unlikely to face significant implementation challenges, as shown in high average scores for financial feasibility and ease of implementation.

High Need + High Potential Recommendations should be considered for near-term planning and implementation.



High Need Recommendations

High Need Recommendations received an Area Need Score of 3.5 or above and a Project Potential Score of below 3.5. These projects will fulfill community priorities and increase community access but may be difficult to complete due to funding and costs, cross-jurisdictional management, engineering, and other implementation challenges.

These projects should be considered for the future. They reflect the community's needs and past study results. The jurisdictions, agencies, and stakeholders that would likely need to coordinate on implementation should remain open to future management structures. Creative funding sources should be researched.

5.3.2 Project Types

Recommendations fall within the following three types of projects and plans:

Active Transportation. These are generally capital improvements that increase safe, healthy, active transportation choices, namely walking and biking, for everyday trips. Examples include improvements to trails and greenways, separated bike paths and cycle tracks connecting to jobs, grocery stores and transit, intersection improvements, and providing bike lockers and storage at important destinations like job centers and transit hubs.

Transit. Transit projects may include new routes, expanding operating hours of certain lines, increasing transit line frequency, or improving transit stops with lighting, shelter, and seating.

School Safety. School safety projects provide safe, non-motorized routes between where people live and local schools. Projects include enhancing school-adjacent crosswalks with signals and flashing beacons, providing neighborhood bike path access directly to schools, and improving lighting along these and other routes commonly traveled by students.

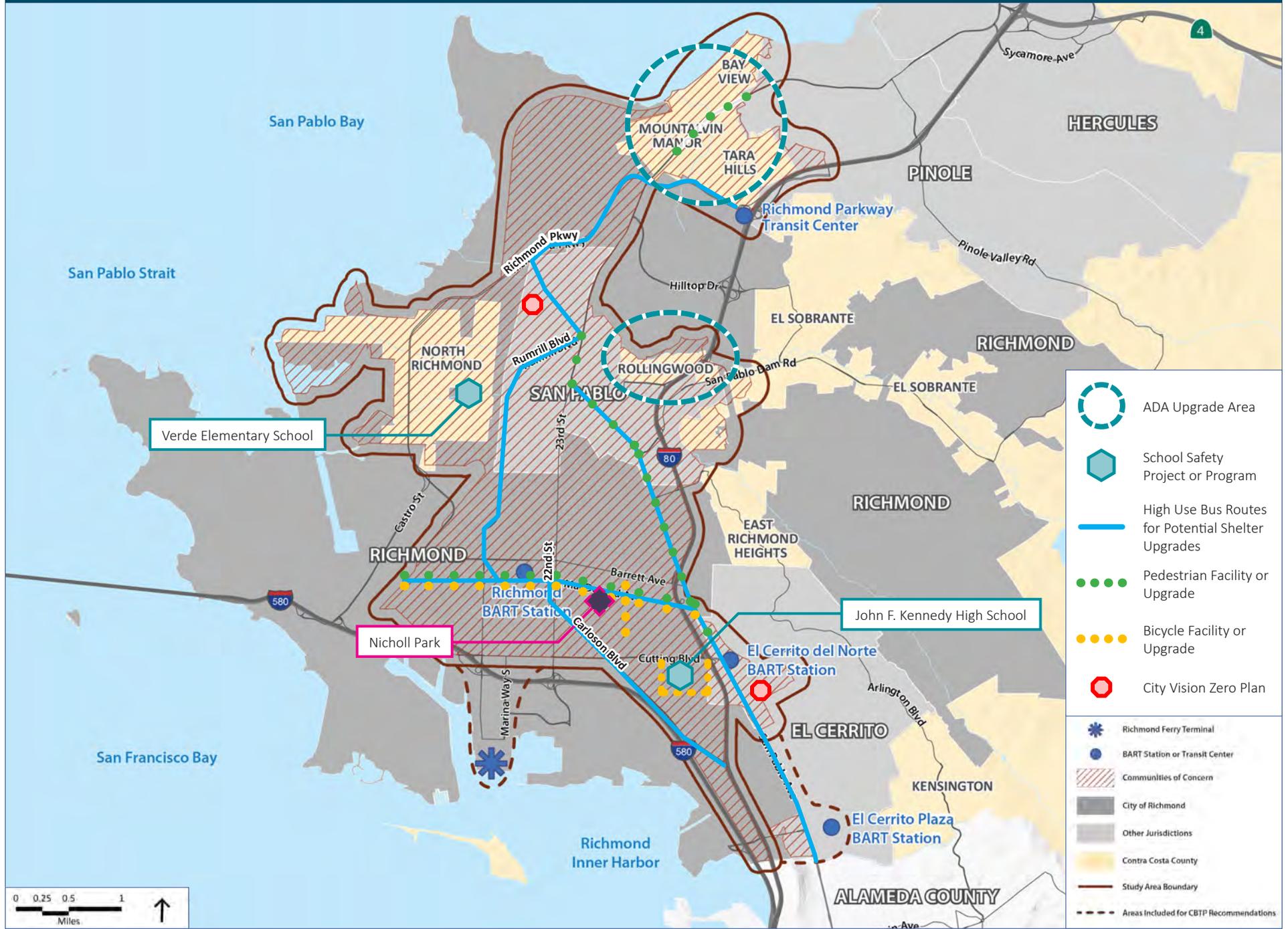


5.4 Recommended Projects and Plans

The following section includes all recommended projects and plans across the three categories for the Richmond CBTP study area, as identified by the scoring system described in Section 5.3.

High Need + High Potential Recommendations are shown on Figure 5-1.

Figure 5-1 High Need + High Potential Recommendations



5.4.1 High Need + High Potential Recommendations

As noted in Section 5.3, High Need + High Potential Recommendations are those projects and programs most consistent with community priorities. They have the highest potential to reduce access gaps that currently challenge community members. In addition, they are financially feasible and would face minimal implementation challenges. They received scores of 3.5 or above for both Area Need and Project Potential.

The following tables summarize recommendations across project type. Each table includes recommendations, Area Need score, Project Potential score, and estimated cost.

5.4.1.1 Active Transportation Projects and Programs

Active Transportation Projects, including bicycle and pedestrian programs and related capital improvements, comprise the majority of the High Need + High Potential Recommendations. Not only were such projects identified by the community, in current studies and during CBTP advisor coordination, but funding for active transportation and multi-modal safety remains available in the wake of COVID-19 mobility changes.

Table 5-1 High Need + High Potential Active Transportation Projects and Programs			
Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Fill bicycle gaps on street networks surrounding public schools and neighborhood parks:			
Fill bicycle gaps surrounding Nicholl Park/DeJean Middle School by installing a Class III Bike Boulevard Route on Harry Ells Place from Richmond Greenway to Nevin Avenue.	3.5	4.25	\$105,000
Fill bicycle gaps surrounding John F. Kennedy High School and Laurel Park by installing a Class III Bike Boulevard Route along entire Berk Avenue/49 th Street loop.	4	3.65	\$330,000
Fill bicycle gaps surrounding Unity Park Community Plaza by installing a Class III Bike Boulevard Route on 16th Street from McDonald Avenue to Richmond Greenway.	3.75	3.5	\$125,000
Install a Class III Super Sharrow Route on Macdonald Avenue from Richmond Parkway to Key Boulevard.	3.75	3.75	\$90,000
Increase pedestrian safety along San Pablo Avenue from Cutting Boulevard to Rumrill Boulevard, with crosswalks, signals and lighting improvements coordinated with future transit services planned by WCCTAC and AC Transit.	5	3.5	\$3.5 million to \$5 million
Close sidewalk gaps, improve existing sidewalk conditions and improve access to bus stops along the west side of San Pablo Avenue between Tara Hills Drive and Murphy Drive in San Pablo.	4.5	4	\$750,000 to \$1.25 million
Increase pedestrian safety along MacDonald Avenue from San Pablo Avenue to Richmond Parkway, with crosswalks, signals and lighting improvements coordinated with future transit services planned by WCCTAC and AC Transit.	4.5	3.5	\$5 million to \$10 million
Install or improve ADA-compliant curb ramps in high-use areas of Tara Hills, Montalvin Manor and Rollingwood communities.	4.5	5	\$12,000 per ramp
Initiate City of San Pablo and City of El Cerrito <i>Vision Zero</i> Plans	3.5	4	\$250,000 per plan

5.4.1.2 Transit projects and Programs

Public transit projects, including improved paratransit programming, are a high priority for communities in the Richmond CBTP study area. This is reflected in feedback on AC Transit routes, improved BART access, and upgrades to bus stop amenities along major corridors.

However, declining transit revenues and loss of funding in the wake of COVID-19 have reduced the current financial feasibility of transit projects. As a result of current conditions, most transit recommendations received a lower *Project Potential* score and fall under the High Need Recommendations category.

Table 5-2 High Need + High Potential Transit Projects and Programs

Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Install lighting, signage and shelter improvements consistent with 2019 NACTO and ADA standards at up to 10 bus stops along Routes 71 and 40, or high-use corridors.	4.5	3.5	\$20,000 to \$30,000 per stop

5.4.1.3 School Safety projects and Programs

As of this draft CBTP, all schools and facilities within the West Contra Costa County School District are closed to classroom learning for the 2020 to 2021 school year. As noted in Section 5.1, these conditions make it difficult to predict implementation of school safety projects. However, funding for previously identified Safe Routes to School programs increases the potential for these projects.

Table 5-3 High Need + High Potential Transit Projects and Programs

Recommendation	Area Need Score (3.5+)	Project Potential Score (3.5 +)	Estimated Cost
Implement Safe Routes to School infrastructure improvements along segment of Cutting Boulevard that connects El Cerrito Del Norte BART Station and Kennedy High School (between South 45th Street and San Pablo Avenue).	5	4	\$400,000 to \$700,000
Implement circulation and safety improvements, including potential secondary entrance, on the Verde Elementary School campus.	4.5	3.5	\$300,000 to \$600,000



5.4.2 High Need Recommendations

As noted in Section 5.3, High Need Recommendations are consistent with community priorities and have high potential to reduce access gaps. However, they may be more difficult to complete than High Need + High Potential Recommendations due to funding, management, engineering, and other implementation challenges. They received an Area Need Score of 3.5 or above, and a Project Potential Score below 3.5.

5.4.2.1 Active Transportation Projects and Programs

Table 5-4 High Need Active Transportation Projects and Programs

Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Widen sidewalks, improve lighting, and increase maintenance conditions of the Barrett Avenue/BART undercrossing.	3.75	2	\$5 million to \$8 million
Widen sidewalks, improve lighting, and increase maintenance conditions of the Macdonald Avenue/BART undercrossing.	4	2	\$5 million to \$8 million
Widen sidewalks, improve lighting, and increase maintenance conditions of the Pennsylvania Avenue/BART overcrossing.	3.75	1.5	\$5 million to \$8 million
Extend current terminus of recent San Pablo Avenue complete streets improvements from Rivers Street to Rumrill Boulevard.	3.75	2.75	\$1.6 million to \$2.4 million
Develop pedestrian, bicycle and transit user safety program, including infrastructure, signalization and striping components, on Central Avenue from San Pablo Avenue through Interstate 80 intersection.	4.5	3	\$4 million
Develop Barrett Avenue “road diet” program at Interstate 80 to reduce auto speeds and increase pedestrian safety. Components include speed humps, bulb-outs, rapid flashing beacons and lane diet.	4	2.5	\$2 million to \$4 million
Reduce impacts of commercial truck by-passes on local travel routes with recommendations from the Development Program Report for the North Richmond Area of Benefit, such as truck restriction signage, truck calming measures and improved pedestrian and bicycle infrastructure.	3.75	3.25	\$20,000 for signage program to \$3 million in infrastructure

5.4.2.2 Transit Projects and Programs

Table 5-5 High Need Transit Projects and Programs

Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Increase the frequency of AC transit Route 76 from 30 minutes to 15 minutes to increase access to BART stations throughout the CBTP study area.	4	1.5	\$1.5 million to \$2.5 million
Amend the Hilltop Mall loop of WestCat Route 19 to provide direct service to the Richmond Social Security Office at 3164 Garrity Way.	3.5	2.5	\$500,000 to \$1 million
Program a City-subsidized shuttle service routed from BART Stations in the CBTP study area to social service facilities that support mobility-challenged communities, including: Greater Richmond Interfaith Program, Richmond Senior Citizens Center, El Cerrito Senior Center, San Pablo Senior Center, Richmond Health Center and North Richmond Center for Health.	3.5	2	Up to \$350,000
Close gaps in R-Transit programming by expanding holiday and weekend service.	4	1.5	\$500,000
Improve coordination between R-Transit program and East Bay Paratransit to avoid duplicating services.	4	3	\$50,000
Install new paratransit bays at Richmond Area BART stations to accommodate expanded service and improve vehicle access.	4	1	\$750,000

5.4.2.3 School Safety Projects and Programs

Table 5-6 High Need School Safety Projects and Programs			
Recommendation	Area Need Score (3.5 +)	Project Potential Score (below 3.5)	Estimated Cost
Implement a near-term safe routes to school program on streets surrounding Verde Elementary School.	4.5	2.5	\$75,000
Improve signalization and striping at I-80/San Pablo Dam Road Interchange for safety of Riverside Elementary School students.	4.5	2.5	\$500,000





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