

RICHMOND PARKWAY TRANSPORTATION PLAN

WCCTC Board Meeting #4

Priority Strategies, Funding & Implementation

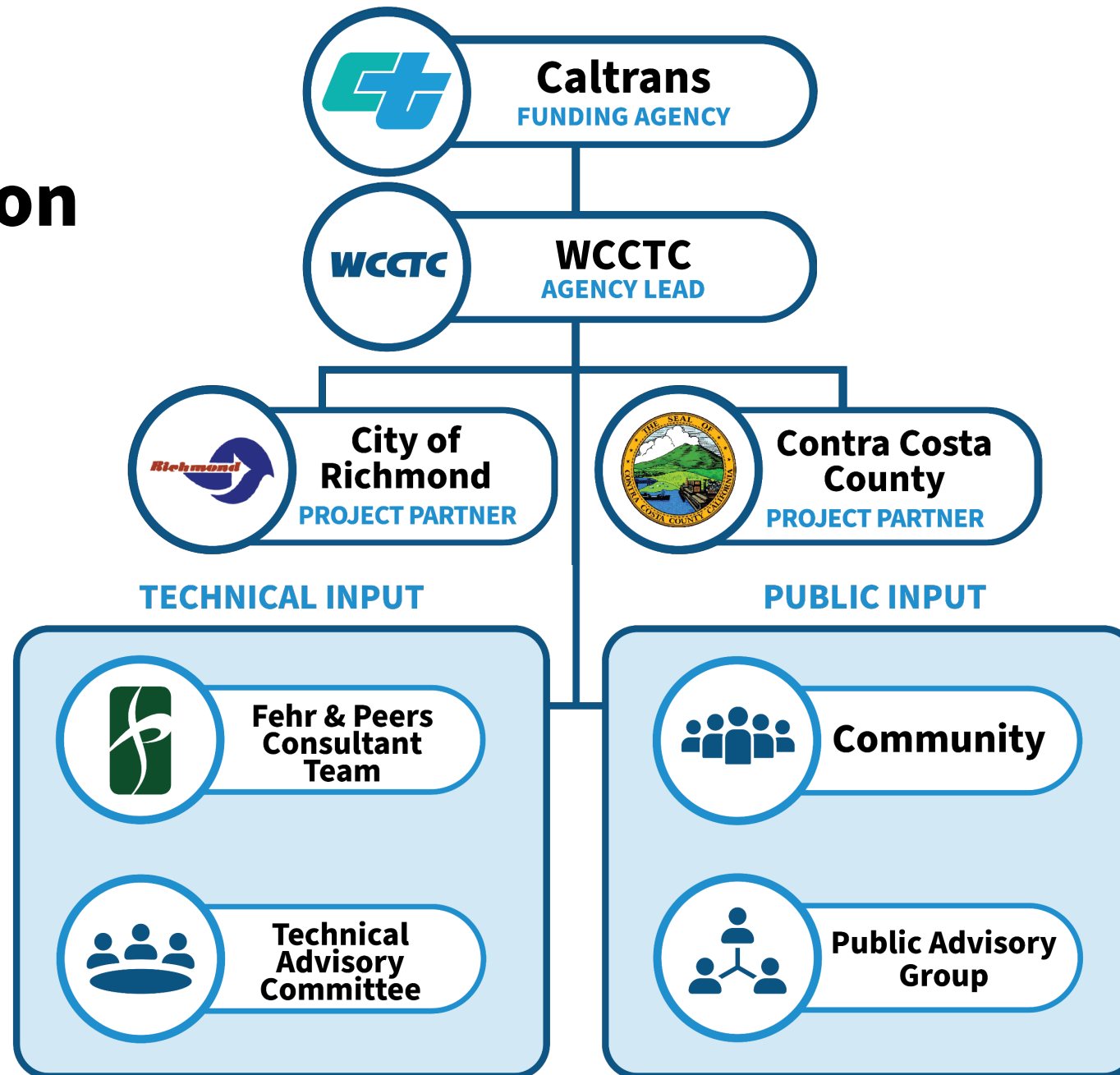
October 25, 2024

Presentation prepared October 17, 2024.

<https://www.WestContraCostaTC.gov>



Project Organization



Agenda

- **01** Project Recap
- **02** Priority Strategies
- **03** Funding & Implementation
- **04** Next Steps

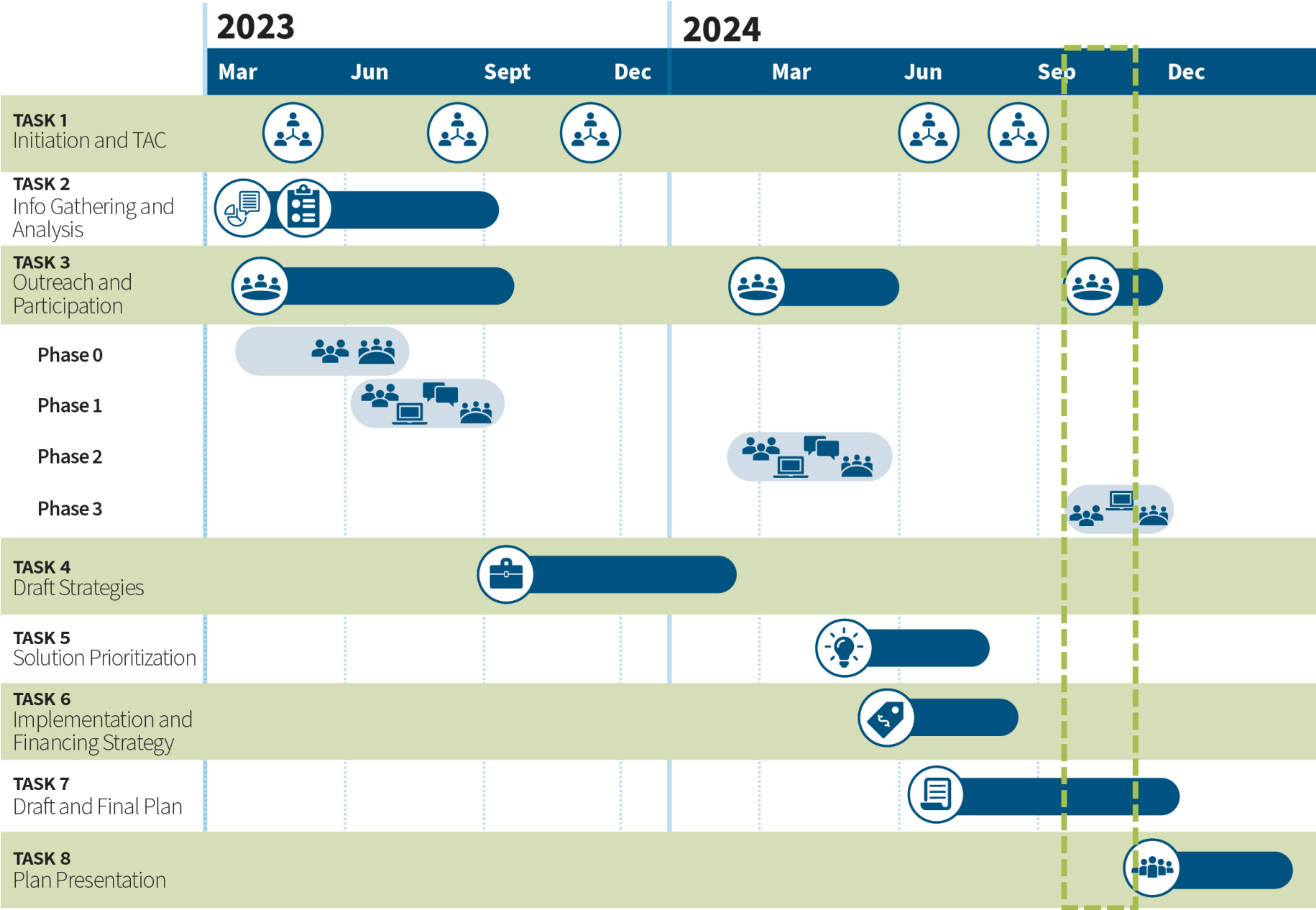


Project Recap

Schedule

Phase 3 Opportunities for Public Input

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



Strategies Overview

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

The strategies are organized into the following categories:

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



Strategies Recap



Public Health

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



Safety

Strategies that reduce vehicle speeds and address intersection conflict points.



Walking and Biking

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

Strategies Recap (Cont'd)



Driving and Goods Movement

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



Maintenance

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



Transit

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

Draft Strategies Public Engagement

1. Public Advisory Group: Feb 2024
2. WCCTC Board Meeting #3: March 22, 2024
3. Community Meetings: Mar to Apr 2024

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

4. Pop-Up Events: Mar to Apr 2024

- North Richmond Flea Market (North Richmond)
- North Richmond's Earth Day Festival (North Richmond)

5. Online Survey: Mar to Apr 2024

- 124 responses received

Richmond Parkway Transportation Plan



¡Vote por las estrategias que quisiera ver!

Use cinco pegatinas para votar por las estrategias que considere más importantes. Puede votar por la misma estrategia más de una vez.

Vote for which strategies you want to see!

Use 5 stickers to vote on which strategies are the most important to you. You can vote for the same strategy multiple times.

Acerca de las Estrategias Propuestas

Las estrategias propuestas están diseñadas para responder a los objetivos del Plan y a las necesidades identificadas a través de un análisis de condiciones existentes y de participación previa con la comunidad. Las estrategias están organizadas en las siguientes categorías:

1. Caminar y andar en bicicleta
2. Conducir y transporte de mercancías
3. Seguridad vial
4. Mantenimiento
5. Salud pública
6. Transporte público

About the Draft Strategies

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

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

Conducir y Transporte de Mercancías Driving and Goods Movement

Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Añadir carriles de alta ocupación vehicular en los segmentos con mayor congestión	Add carpool lane on segments with high congestion	
Permitir la conexión de vehículos con Pennsylvania Ave	Connect drivers on the Parkway to Pennsylvania Avenue	
Coordinar las señales de tránsito	Coordinate traffic signals	
Instalar señalización de curva adelantada	Install signage for blind turns	
Instalar señales de ruta para los conductores	Install wayfinding for drivers	
Rediseñar la intersección entre Richmond Parkway y Castro Street	Redesign Richmond Parkway/ Castro Street merge	



Caminar y Andar en Bicicleta

Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Mejorar la infraestructura ciclista sobre la carretera y conectar las áreas	Upgrade on-street bikeways and connect sidewalk gaps	
Mejorar segmentos y puntos específicos del Bay Trail	Upgrade segments and apply spot improvements on the Bay Trail	
Construir un cruce sobre la carretera hacia Wildcat Creek Trail	Provide on-street Wildcat Creek Trail crossing	
Construir un paso a desnivel para Wildcat Creek Trail	Build Wildcat Creek Trail overpass	
Probar innovaciones en la dirección de peatones y ciclistas en las intersecciones	Test innovative bicycle and pedestrian direction at intersections	
Expandir el programa de bicicleta eléctrica compartida	Expand electric bike share program	

Walking and Biking



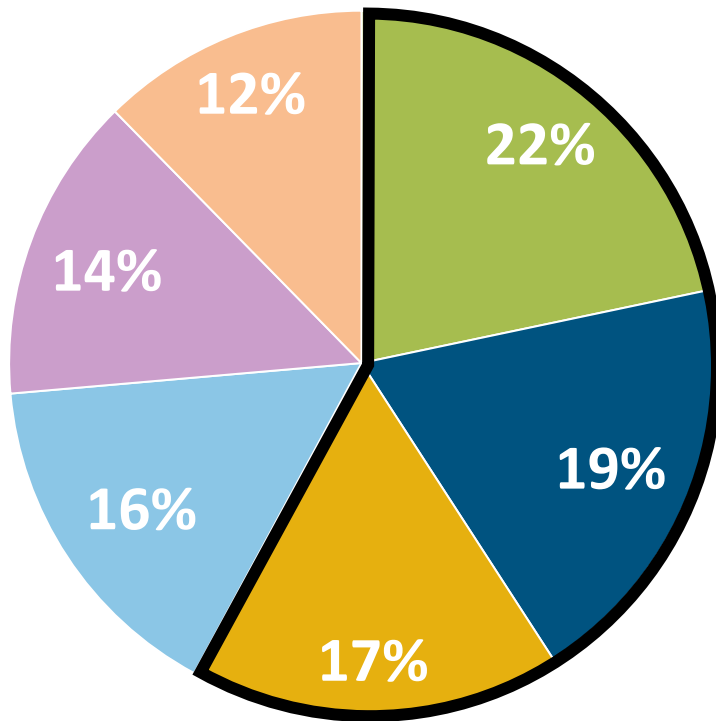
Seguridad Vial Safety

Estrategia	Strategy	¡VOTE AQUÍ! VOTE HERE!
Instalar mejoras de seguridad vial en todas las intersecciones	Install safety improvements at intersections	
Implementar un sistema de prioridad de vehículos de emergencia y de transporte público	Deploy an Emergency Vehicle Preemption and Transit Priority system	
Reducir el exceso de velocidad	Reduce speeding	
Reducir el uso incorrecto de los carriles de giro derecho	Reduce misuse of right turn lane	
Monitorear las intersecciones de alto riesgo por exceso de velocidad, inspeccionar la luz roja, etc.	Monitor high-risk intersections for speeding, red light running, etc.	

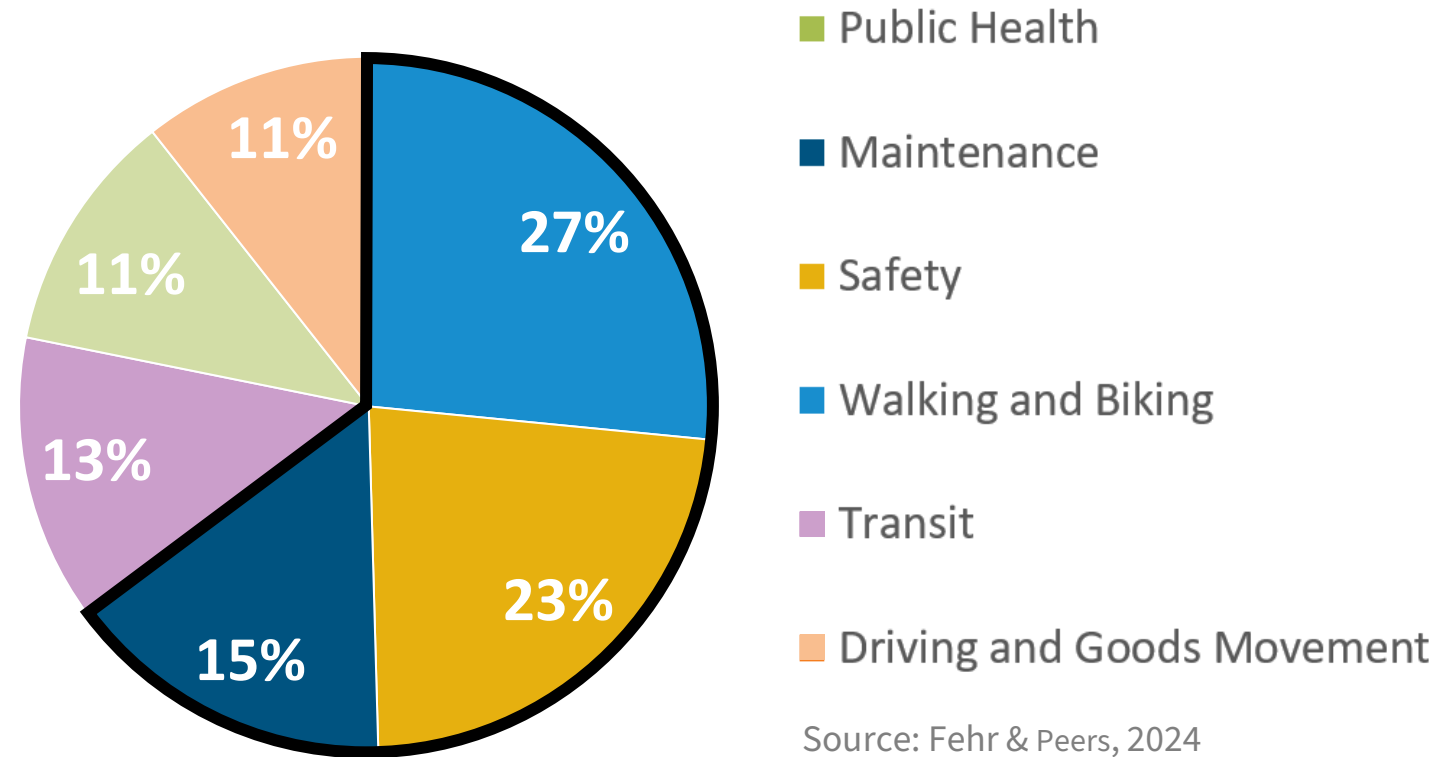


Public Health, Maintenance, Safety, and Walking & Biking were the most popular strategy categories

Pop-Up Votes by Category



Online Survey Votes by Category¹



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



Priority Strategies

The Priority Strategies Respond to Community Feedback and Meet Many or Most Goals

Goals of the Plan



Improve Safety
for All Users



Increase Access to
Key Destinations



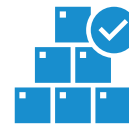
Improve Health



Advance
Placemaking

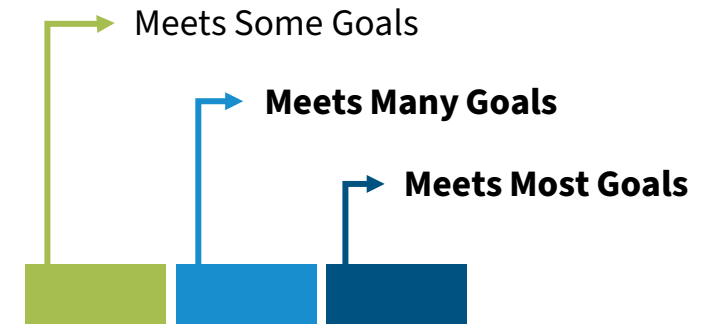


Enhance Travel Time
Reliability and
Efficiency



Support Feasible
Strategies

All priority strategies
meet at least many of the
goals.



Priority Strategies

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

The Priority Strategies Represent the Top Strategies to Fund and Implement

For each Priority Strategy, the following are identified:



Lead Agency(s)



Cost Estimate

\$: <\$1M

\$\$\$: \$6M-\$10M

\$\$: \$2M-\$5M

\$\$\$\$: >\$11M



Benefit



Completion Timeframe

Public Health

A

Trees & Green Infrastructure

Incorporate trees and green infrastructure into all capital projects where feasible.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

City of Richmond: Public Works

Contra Costa County: Public Works

Completion Timeframe

Ongoing

Benefit



Increased tree cover **improves air quality** and **reduces surface temperatures**.

Implementation Note: Funding already secured via CNRA Urban Greening Grant for tree planting along Richmond Parkway adjacent to Atchison Village and in North Richmond. Other segments require funding.

Public Health

B

Implement New Truck Routes

Update designated truck routes in North Richmond to ensure trucks avoid residential neighborhoods to the extent feasible. Install cameras for automated enforcement of heavy vehicles exceeding weight limit.

Goals Alignment



Cost

\$\$\$\$

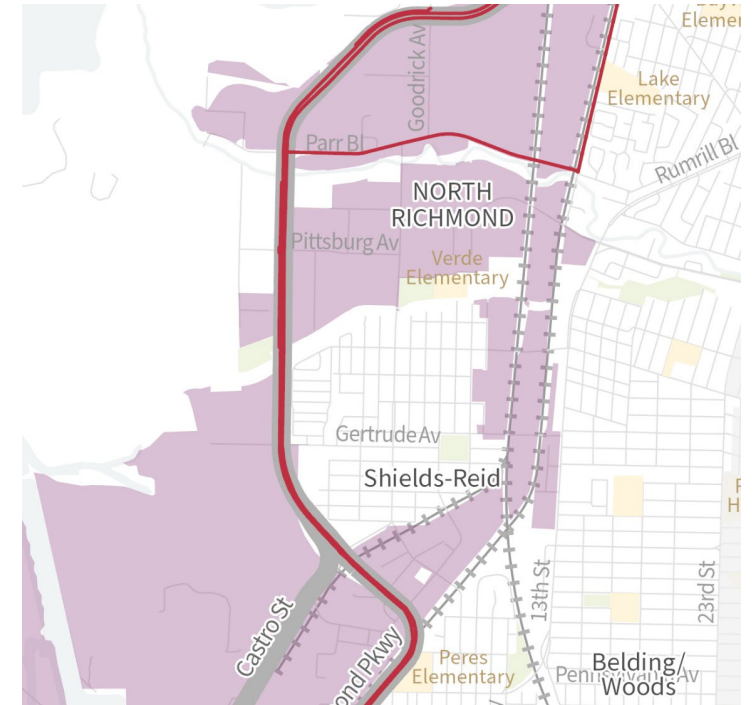
Lead Agency

Contra Costa County:
Planning, Public Works

Completion Timeframe

0-2 years

Benefit



New truck routes can be designated to **improve neighborhood sound quality** and **reduce exposure to emissions**.

Public Health

c No Truck Parking and Idling Zones

Place No Truck Parking and No Idling zones judiciously to reinforce but not overburden truck operations. Install signs in strategic locations such as residential areas and near sensitive receptors (e.g. schools, hospitals, parks).

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:

Planning

City of Richmond: Public Works

Completion Timeframe

0-2 years

Benefit



Idling trucks release more than 500 pounds of CO2 emissions per day. Deterring this truck activity can **improve local air quality**.

Source: EPA, 2024; US EPA Archive Document on Idling Reduction.

Safety



Safety Improvements at Intersections

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

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:

Public Works

City of Richmond:

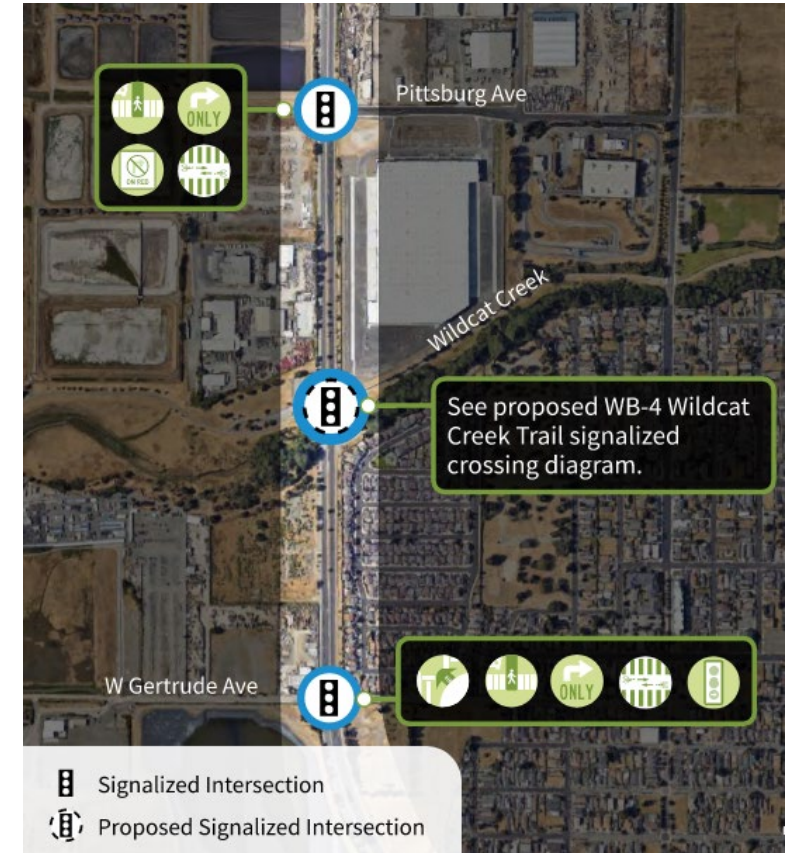
Public Works

Completion

Timeframe

6-10 years

Benefit



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

Safety

E

Reduce Speeding

Install speed-monitoring systems at high speeding locations and indicate speed limits. Study opportunity for speed limit reduction. Implement pilot of speed safety cameras (when legal).

Goals Alignment



Cost

\$\$\$\$

Lead Agency

City of Richmond: Public Works

Contra Costa County: Public Works

Completion Timeframe

3-5 years

Benefit



Speed reduction efforts could lead to a **20% reduction in all collisions.**

Sources: Caltrans, Local Roadway Safety Manual, 2024; FHWA, CMF Clearinghouse, 2024.

Walking and Biking



Upgrade Bikeways and Paths

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

Goals Alignment



Cost

\$\$\$\$

Benefit

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

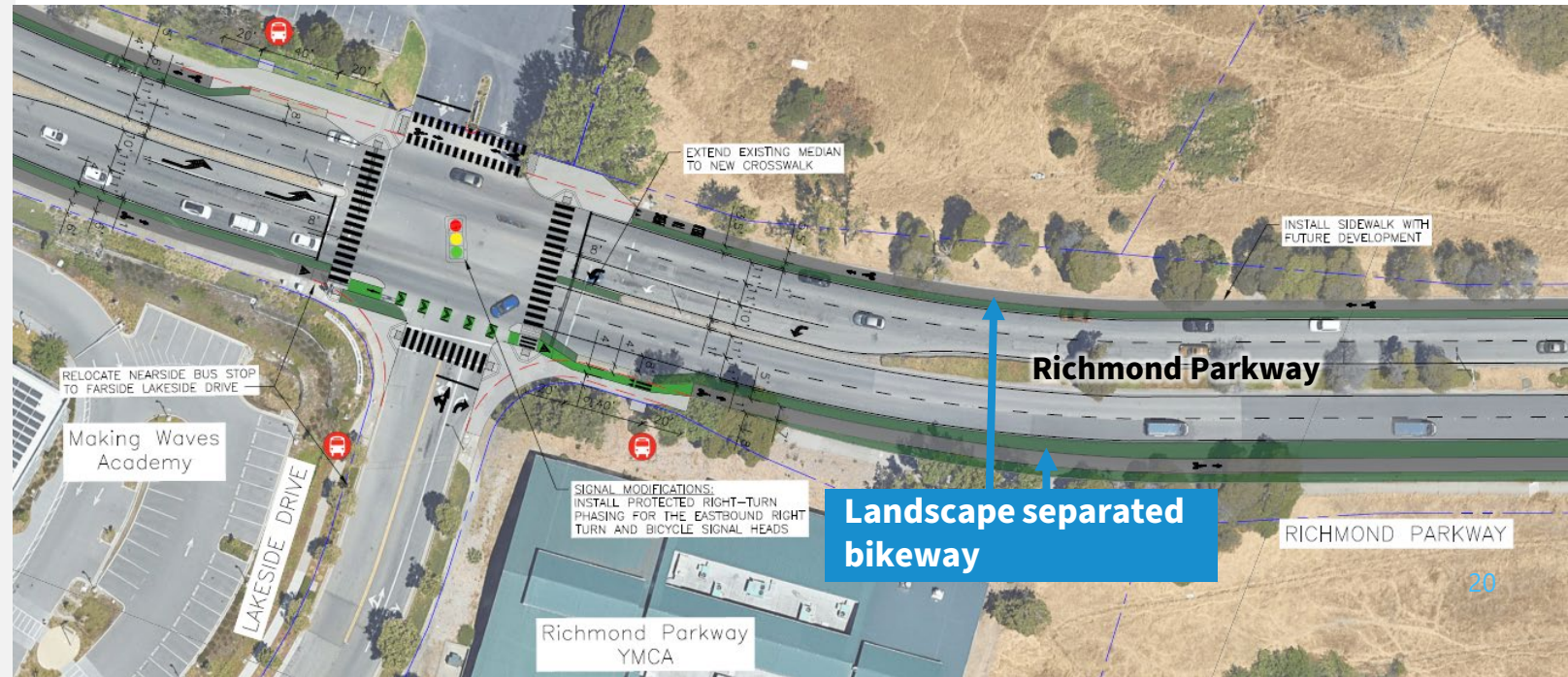
Sources: ESA, 2024; TravelAccess+, Fehr and Peers, 2024; LEHD, 2023.

Lead Agency

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

Completion Timeframe

6-10 years



Walking and Biking

G On-Street Wildcat Creek Trail crossing

Develop at-grade signalized multi-use crossing of Wildcat Creek Trail. Install lighting and add signage along Wildcat Creek Trail to indicate distance traveled or what facilities are provided/nearby.

Goals Alignment



Cost

\$\$\$\$

Lead Agency

Contra Costa County:
Public Works

Completion Timeframe

3-5 years

Benefit



This crossing could increase multimodal access and result in a total of **2.2 miles of low stress bicycle facilities** when the underpass is flooded.

Implementation Note: Lead agencies may consider this alternative following evaluation of use and effectiveness of signalized crossing.

Maintenance

H Roadway Maintenance Program

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

Goals Alignment



Cost

\$\$\$\$

Lead Agency

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

Completion Timeframe

0-4 years

Benefit



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

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

Driving and Goods Movement

I Upgrade and Coordinate Traffic Signals

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

Goals Alignment



Cost

\$\$\$

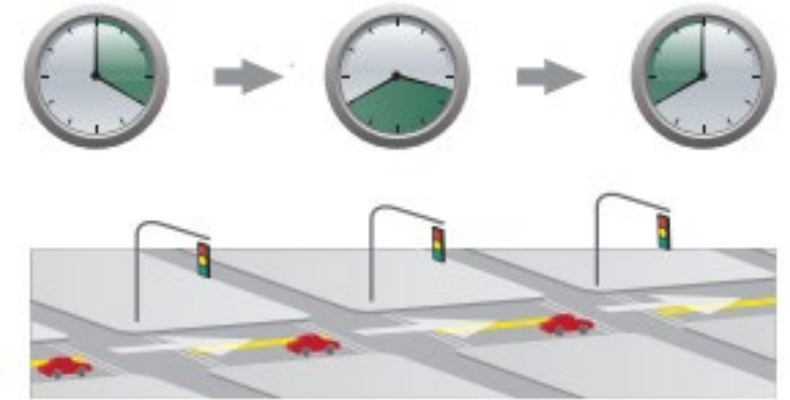
Lead Agency

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

Completion Timeframe

3-5 years

Benefit



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

Source: Fehr and Peers, SimTraffic Model, 2024.

Transit



Richmond Parkway Transit Center Access

Develop formal pedestrian connection between the northwest corner of the Transit Center and Richmond Parkway. Install bike lockers at the Transit Center. Provide bus stops on the Parkway north of the Transit Center to decrease bus travel times.

Goals Alignment



Cost

\$\$\$\$

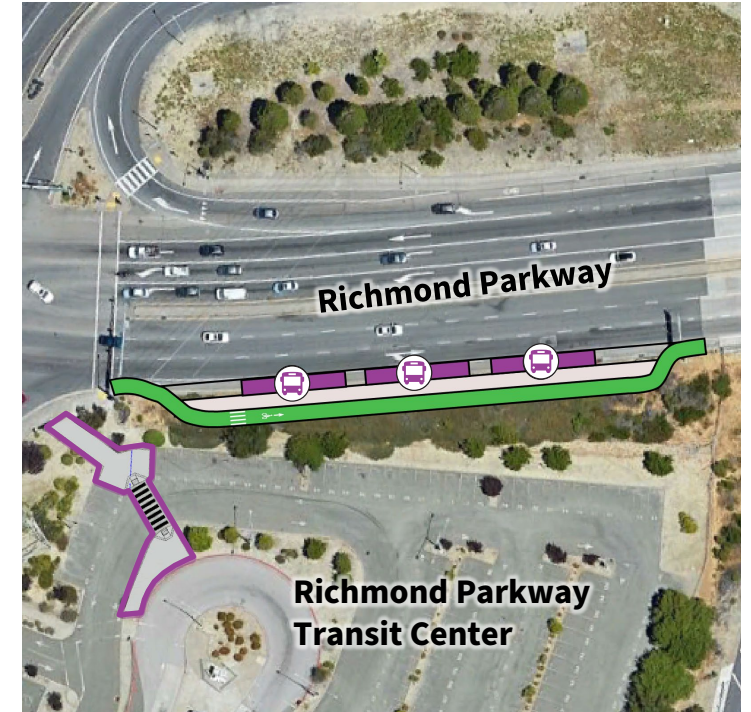
Lead Agency

AC Transit, City of Richmond: Public Works; MTC

Completion Timeframe

3-5 years

Benefit



New bus stop placements would save an estimated **13,000 annual rider hours** for southbound and eastbound routes.

Source: Express Bus Implementation Plan, WCCTC, 2020.

Discussion: Priority Strategies

- Are there any strategies that are unclear or need more explanation?
- Any implementation concerns/considerations?



Funding and Implementation

Priority Strategies Implementation

Action	Priority Strategies	Immediate Steps	Future Steps
Advance design concept for northern segment	A D E F G J	Pursue funding sources that cover multiple strategy categories to finalize design and construct project.	Pursue funding to develop concepts for remaining segments of the Parkway and Bay Trail.
Implement new truck routes	B	Assess existing staffing and funding capacity to advance planning component.	Apply for funding if needed.
Prohibit truck parking and idling	C		
Implement Roadway Maintenance Management Program	H	Hire a funding/financing consultant to guide City and County in establishing a potential new funding source and maintenance agreement.	Pursue selected potential funding source(s) and negotiate agreement.
Upgrade and coordinate traffic signals	I	Confirm recommendations in the 2019 Program for Arterial System Synchronization (PASS) Report.	Apply for funding.

Lead agencies can explore both existing and new potential sources of funding

Existing Sources

- Federal, State, and regional grant funding sources, such as the:
 - RAISE Grant
 - Local Highway Safety Improvement Program
 - Local Partnership Programs
 - Regional Measure 3
 - One Bay Area Grant Program

Potential New Sources

- Countywide Transportation Sales Tax
- Regional Measure, such as sales or property tax or toll
- Enhance Infrastructure Financing District
- Benefit Assessment District

Current Source

RM3

Regional Measure 3 is a Bay Area-wide regional measure funded via increased bridge tolls that funds transportation projects included in the expenditure plan.

Regional Measure 3 (RM3)

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



Source: KQED (2023)

Potential New Sources

Countywide Transportation Sales Tax

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

Contra Costa County Measure J

Tax revenues from Contra Costa's Measure J, approved by voters in 2004, funds an Expenditure Plan of transportation program and projects, such as the Smart Signals Project.



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

Potential New Sources

Regional Measure

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

Potential Regional Transportation Measure for 2026

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



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

Potential New Sources

Enhanced Infrastructure Financing District (EIFD)

EIFDs use tax increment financing (TIF) to reallocate a portion of future property taxes to fund infrastructure projects. A separate government entity can be created to finance infrastructure projects with community-wide benefits.

City of Placentia/County of Orange EIFD

The City of Placentia and County of Orange was the first city/county partnership to form an EIFD in 2019. The EIFD was formed to fund transit-supportive infrastructure in the communities near the upcoming Placentia Metrolink Station.



Source: City of Placentia EIFD StoryMap, SCAG (2024)

Potential New Sources

Benefits Assessment Districts

Benefit Assessment Districts are established for a specific geographic area where impacted parcel owners vote to tax themselves to fund infrastructure benefits like street lighting and maintenance.

City of Richmond's Hilltop Landscape Maintenance Assessment District

City of Richmond's Hilltop Landscape Maintenance Assessment District provides maintenance and landscaping services in the northern area of Richmond, such as this section of Lakeside Drive just south of Richmond Parkway.



Source: Google Maps (2022)

Discussion

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

Which of the priority strategies do you think are most important to implement?

Do these all seem like realistic options for the City/County to explore for future funding?

Are there other options that should be considered?

Which option should be prioritized?

Key:

\$: <\$1M \$\$\$: \$6-\$10M

\$\$: \$2-\$5M \$\$\$\$: >\$11M




Next Steps

Public Engagement Plan




Phase 1

IDENTIFY NEEDS

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




Phase 2

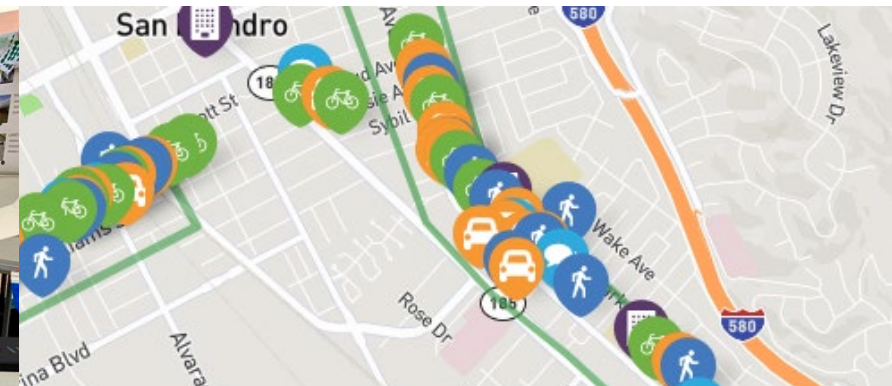
EXPLORE STRATEGIES

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

Phase 3

REFINE SOLUTIONS

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





Next Steps

Nov



Release Public
Review Draft online

Present to Richmond
City Council, 11/19

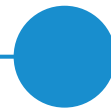
Dec



Present to County
Board of Supervisors
Transportation,
Water, and
Infrastructure
Committee, 12/9

Prepare the Final
Draft Plan

Jan



Present to CCTA
Board, date TBD

City of Richmond,
Contra Costa County,
and WCCTC Adopt
Final Plan

Feb



Lead agencies to
initiate immediate
actions for
implementing
priority strategies

Thank you

**FOR ADDITIONAL QUESTIONS OR
INFORMATION CONTACT:**

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TO LEARN MORE VISIT:

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