

RICHMOND PARKWAY TRANSPORTATION PLAN

Richmond City Council Meeting

**Draft Plan Presentation
Project Overview and Priority Strategies**

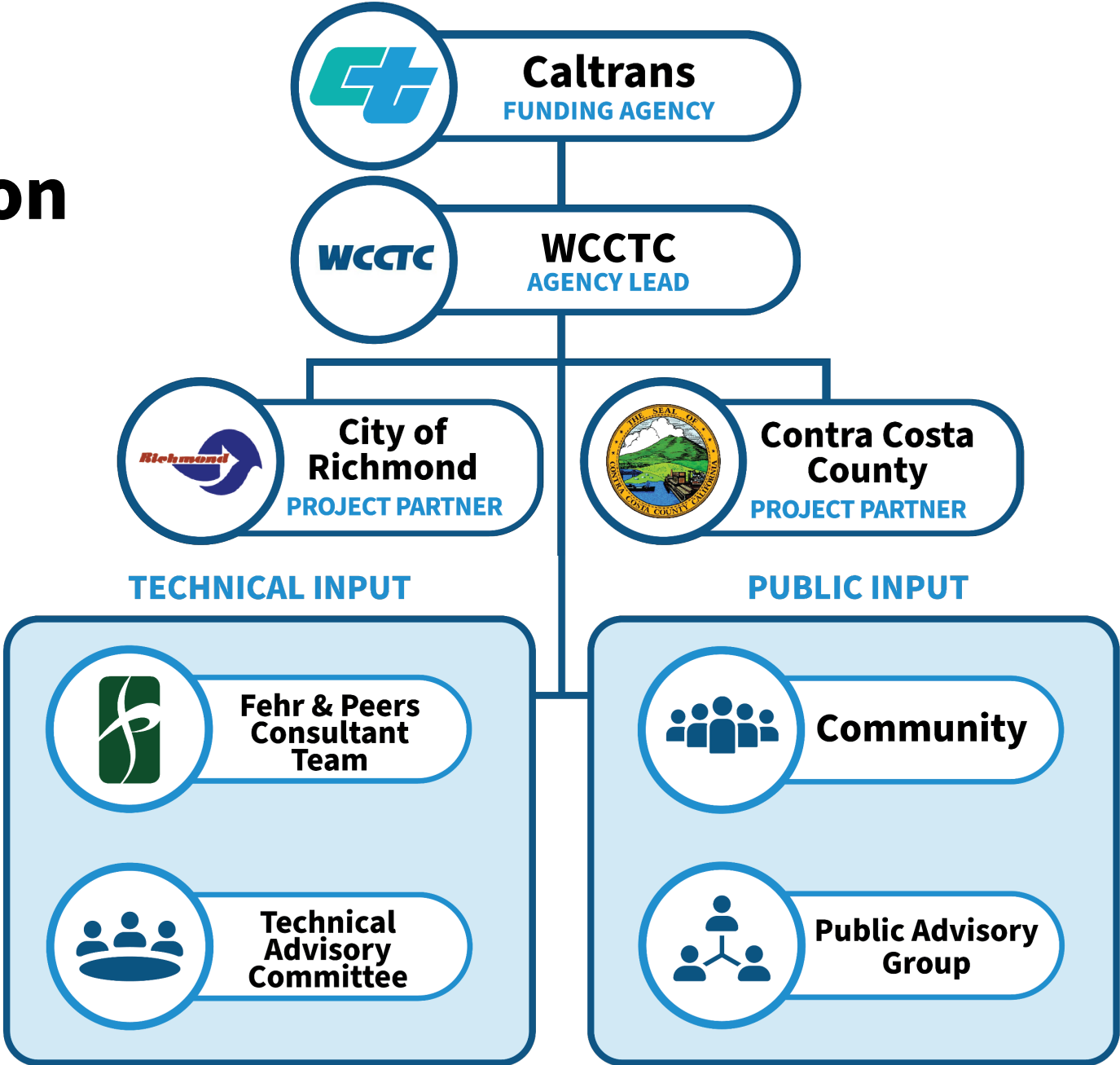


November 19, 2024

www.WestContraCostaTC.gov

WCCTC WEST CONTRA COSTA
TRANSPORTATION
COMMISSION

Project Organization



Agenda

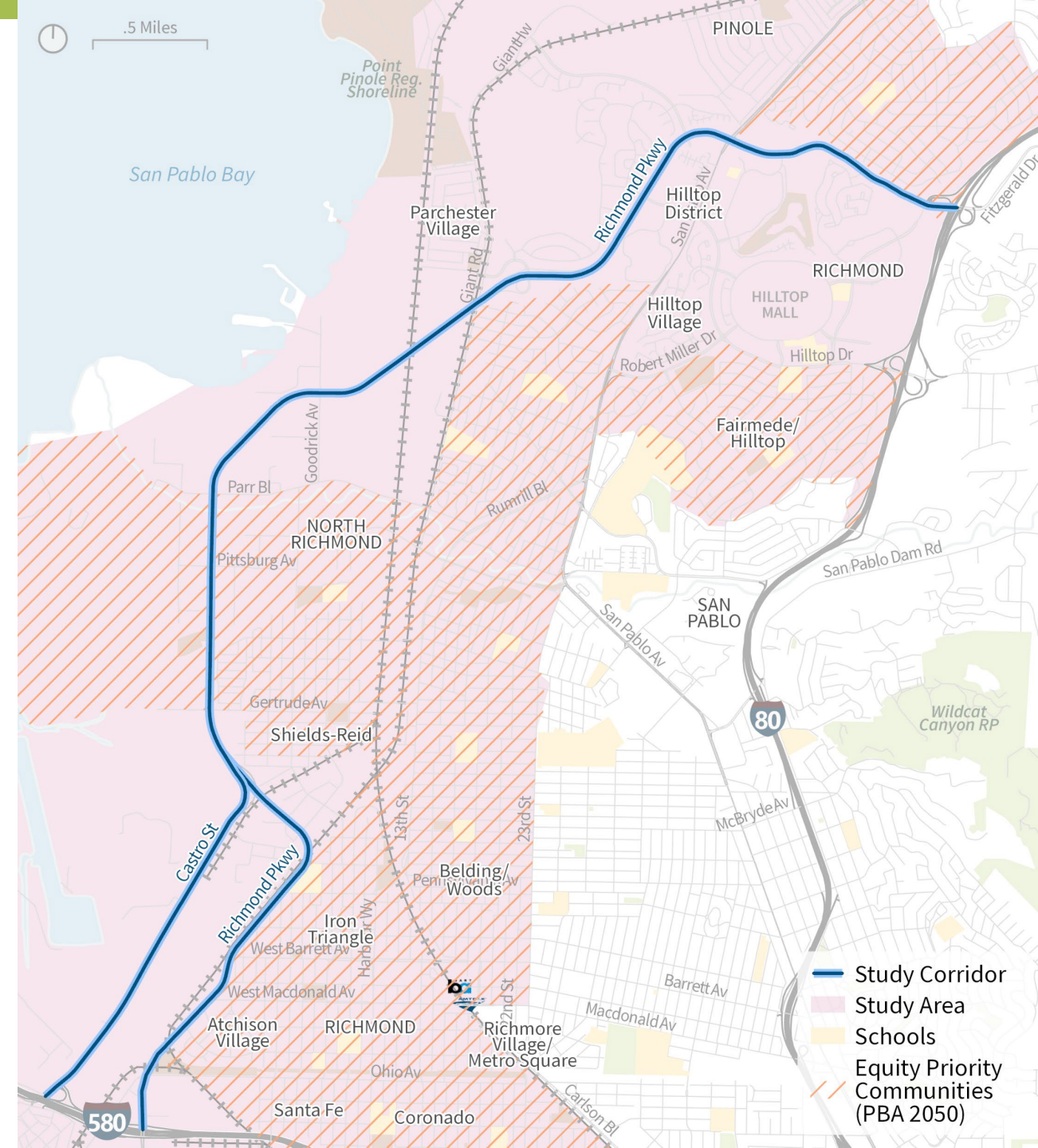
- **01** Project Overview
- **02** Priority Strategies
- **03** Funding & Implementation
- **04** Next Steps



Project Overview

Review of Project Corridor

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



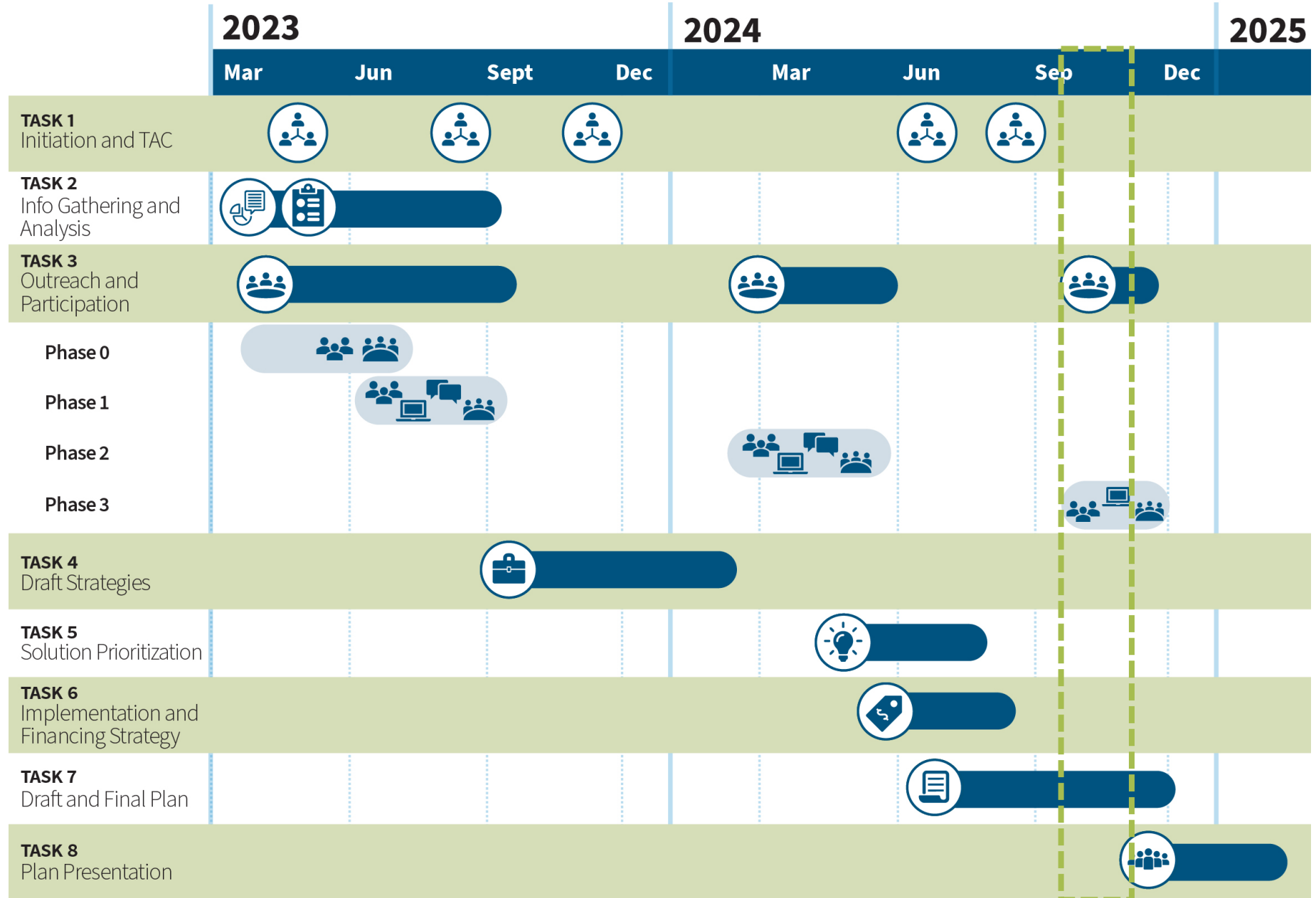
Schedule

Phase 3 Opportunities for Public Input

 Public Advisory Group Mtg

 Digital Engagement





 WCCTC Board Mtg



Public Engagement Plan





Phase 1

IDENTIFY NEEDS

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




Phase 2

EXPLORE STRATEGIES

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

Phase 3

REFINE SOLUTIONS

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



We reached a broad range of community members

5 Pop-ups



With **142** people providing feedback



71 people were Spanish speakers



3 online engagement tools



With **253** responses

from **211** contributors

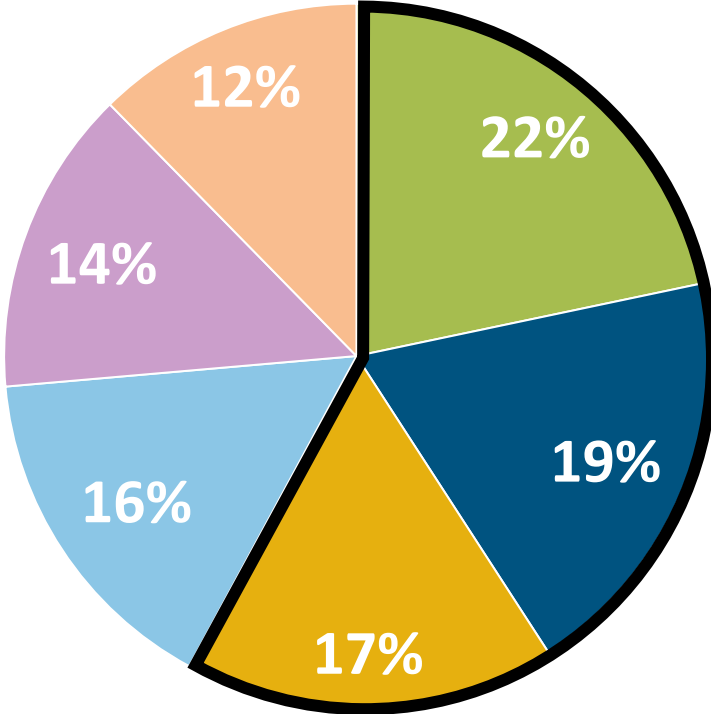
7 Community Meetings

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

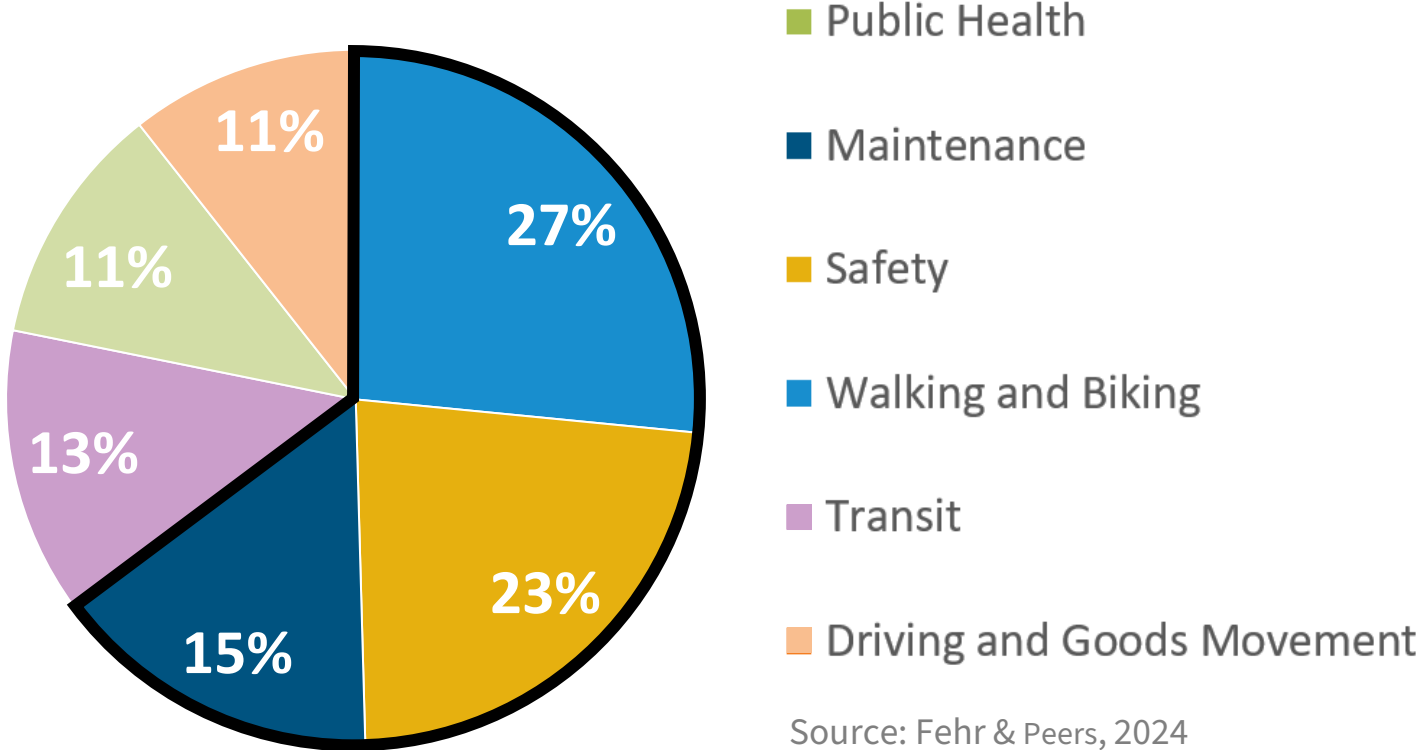


We used community input to develop and confirm strategies

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

Strategies Categories

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

Public Health

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

Safety

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

Walking and Biking

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

Driving and Goods Movement

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

Maintenance

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

Transit

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

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

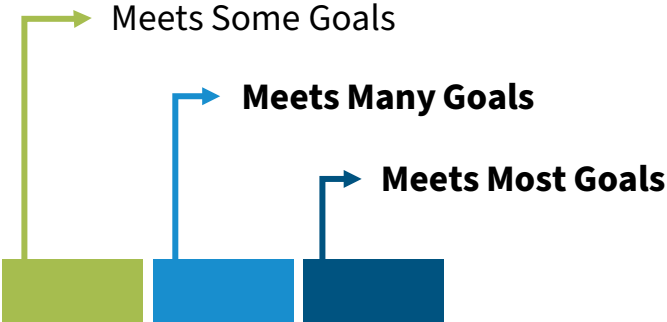


Enhance Travel Time Reliability and Efficiency



Support Feasible Strategies

All priority strategies meet at least many of the goals.



Priority Strategies

Category	Cost	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

*Strategies with **bold black text** to be implemented by City of Richmond

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



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	Confirm the City and County's interest in pursuing the action by approving an MOU to advance the program.	Negotiate agreement and determine guidelines for program development.
Upgrade and coordinate traffic signals	I	Confirm recommendations in the 2019 Program for Arterial System Synchronization (PASS) Report.	Apply for funding.

Priority Strategies Implementation

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

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 Measures such as sales tax, property tax, or increased tolls
- 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	

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

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Next Steps



Next Steps

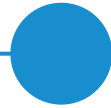
Nov



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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