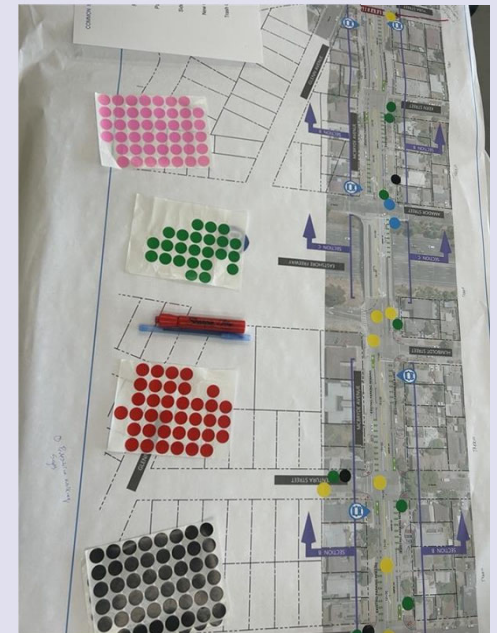




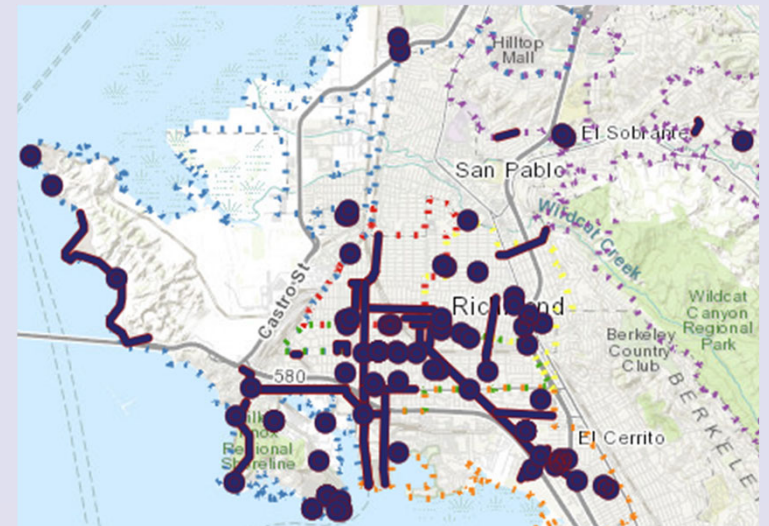
City of Richmond Transportation Program Plan Overview

May 5, 2026



Outline

- Overview: multimodal system
- Key Issues: safety and access
- Planning: key documents completed
- High Priorities: in motion
- Next Steps: discussion



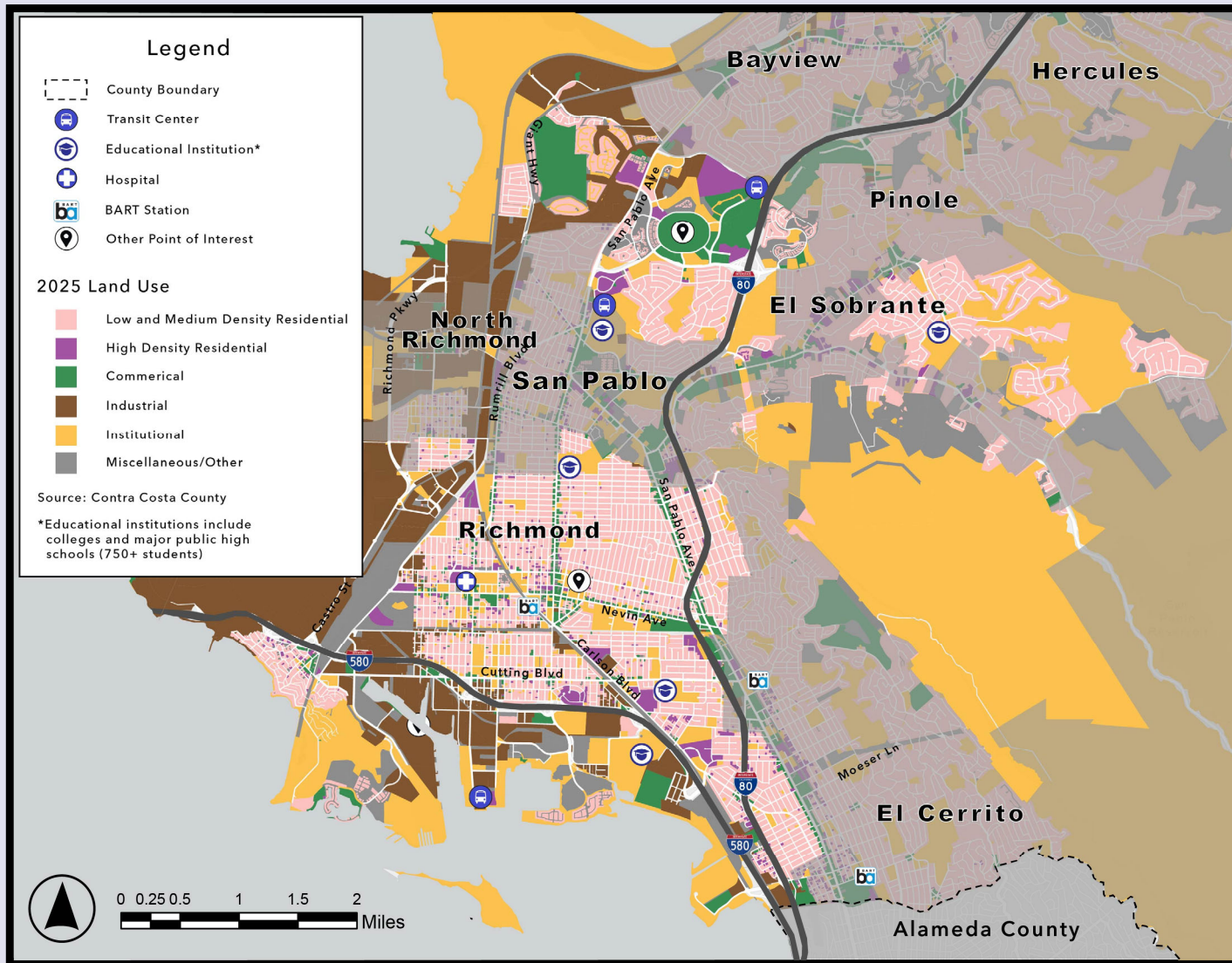
Overview: Census Snapshot

Topic	Richmond Data
Population	115,000
Age	Median (37 yrs), Under 18 (21%), 65+ (15%)
Poverty rate	14%
Homeowner rate	55%
Labor force participation	67%
Commute time	34 minutes (average)
Commute mode	Drive alone (60%), Carpool (19%), Transit (14%), Walk (2%) and Bike (1%)

Source: U.S. Census



Overview: Roadway System



Pavement
Condition:
Fair (59/100)

Source: Kimley-Horn



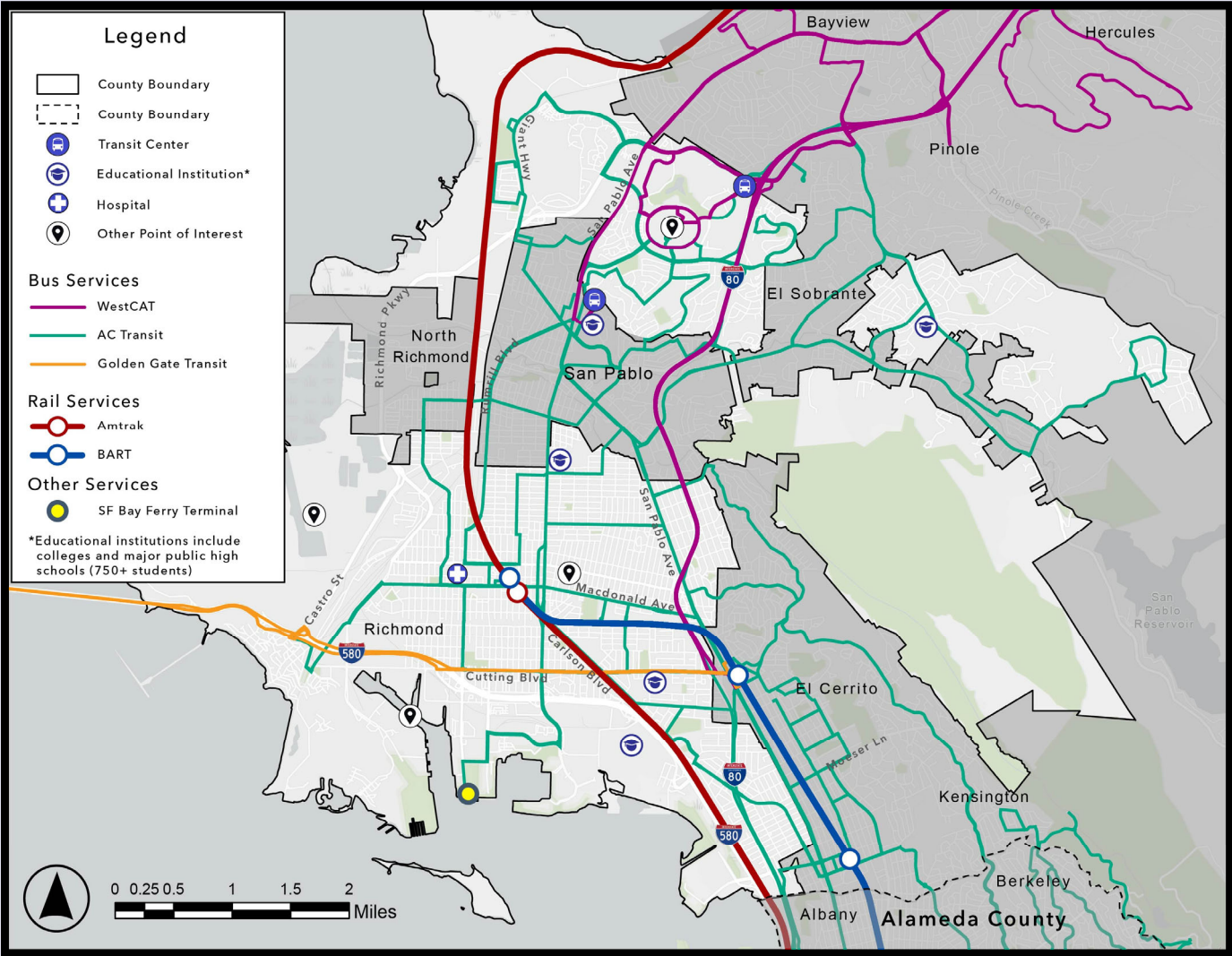
Overview: Daily Travel Patterns

Trip Type	Av. Daily Volume	Mode Share	Activity Trend (2019-23)
Vehicle	176,000	85%	- 11% ↓
Pedestrian	27,000	13%	- 5% ↓
Bicycle	3,500	1.7%	59% ↑

Source: Streetlight Data (location data from mobile devices and vehicles)



Overview: Transit



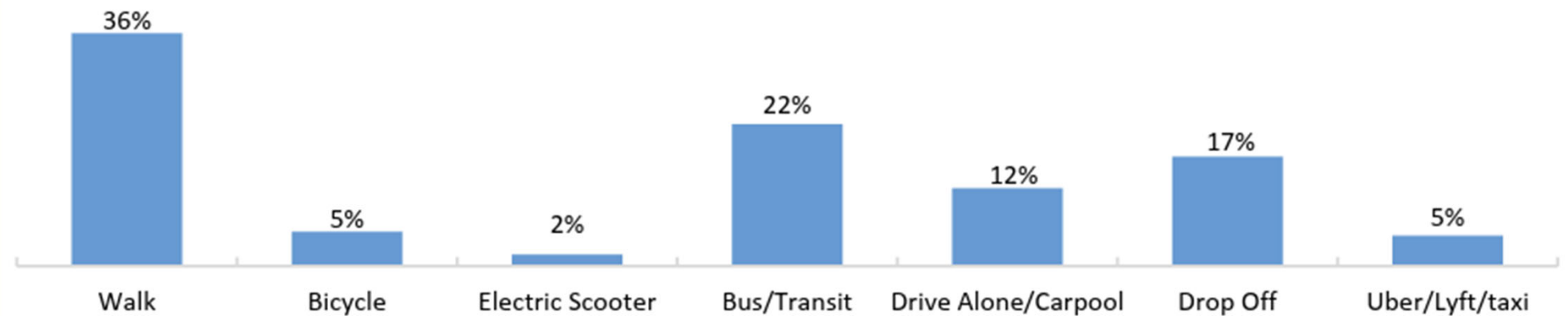
Source: Kimley-Horn



Overview: Transit (cont.)

- **Richmond BART Station**
 - 2,800 riders per weekday
 - 66% travel to workplace
 - 59% ride BART 5+ days/week

Travel Mode to Richmond Station (from home origins)



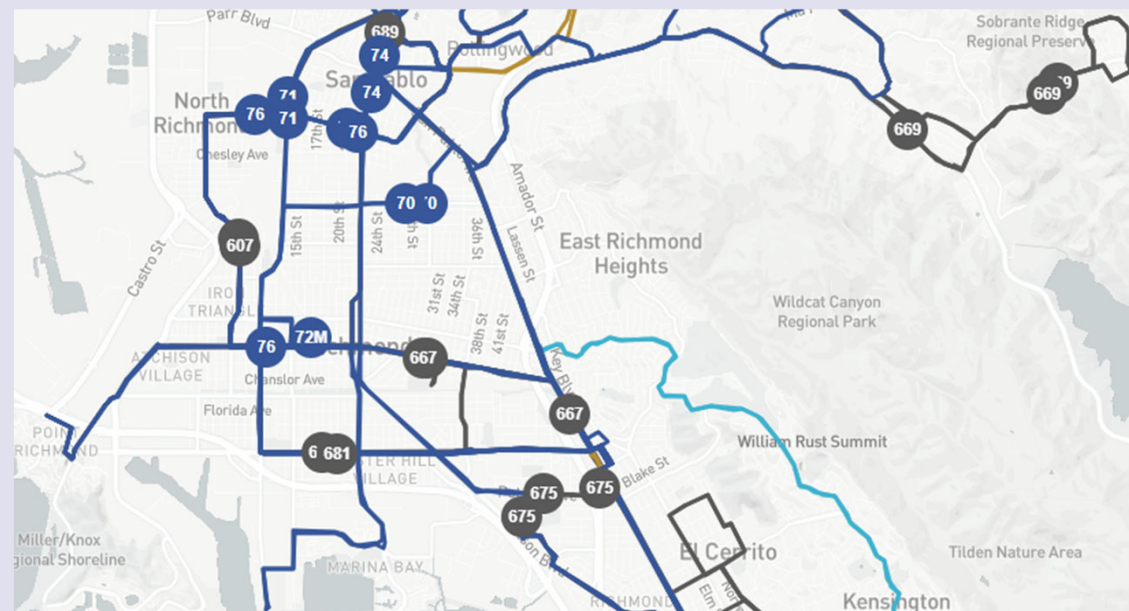
Source: BART, 2024



Overview: Transit (cont.)

- **AC Transit buses to/from Richmond**
 - 15,000 boardings/alightings per weekday
 - High Ridership
 - 72 (Pt. Richmond/San Pablo Ave.)
 - Medium Ridership
 - 7 (local)
 - 70 / 71 (El Sobrante)
 - 74 (Ferry/May Rd.)
 - 76 (Hercules/Pinole)
 - 376 (Transbay early)
 - 600 school series
 - 800 (all-nighter)

Without additional funding, AC Transit faces a \$200 million deficit possibly resulting in service reductions of 16%.



Source: AC Transit, 2026



Overview: Transit (cont.)

- **Ferry** service to/from Richmond
 - 1,500 riders per weekday (1,300 on weekends)
 - 33% growth (outpaced growth of WETA system)
 - Parking lots are close to capacity
 - Discussing AC Transit coordination, parking fees and regional bike sharing expansion



Key Issues: Safety - Crashes

	2019	2020	2021	2022	2023	2024	2025	2026*	Total	Average
Fatal	7	8	7	1	6	6	5	2	42	6
Severe Injury	31	26	41	20	32	39	25	8	222	31
Visible Injury	85	85	64	78	72	65	53	16	518	72
Complaint of Pain	306	238	240	181	218	189	198	60	1,630	224
Pedestrian	52	47	45	36	49	60	54	21	364	49
Bicycle	32	28	30	35	29	40	29	11	234	32
Total Crashes	1,403	1,261	1,124	915	1,012	1,088	1,110	338	8,251	1,130

Source: Crossroads, 2026

*2026 data: January through April 15, 2026

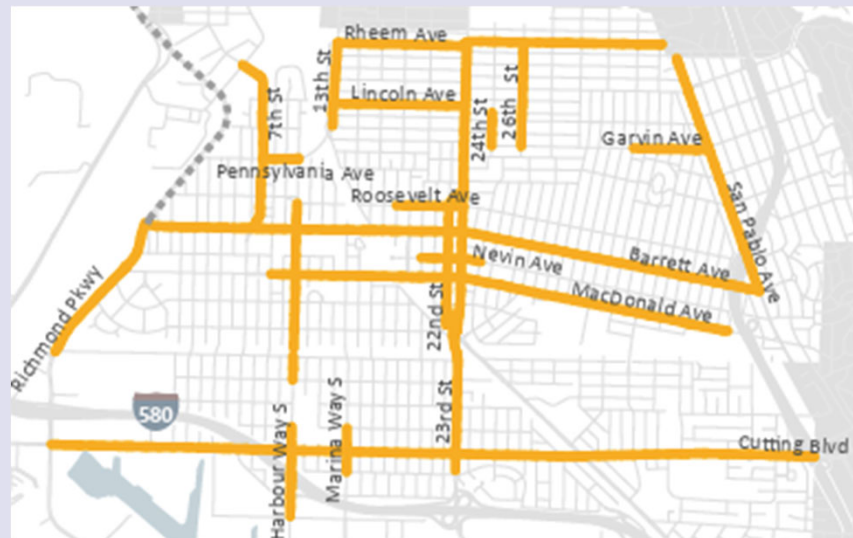
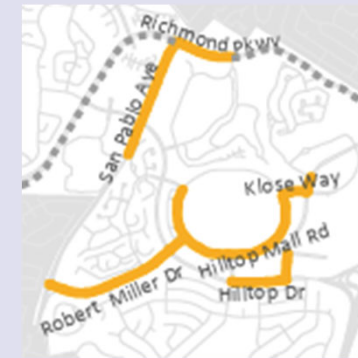


Key Issues: Safety - Crashes

	Total (2019- 2025)	Average (2019 – 2025)
Fatal	40	6
Severe Injury	214	31
Visible Injury	502	72
Complaint of Pain	1,570	224
Pedestrian	343	49
Bicycle	223	32
Total Crashes	7,913	1,130

Source: Crossroads, 2026

63% of crashes are on 8% of roadways



Source: Local Roadway Safety Plan, 2022



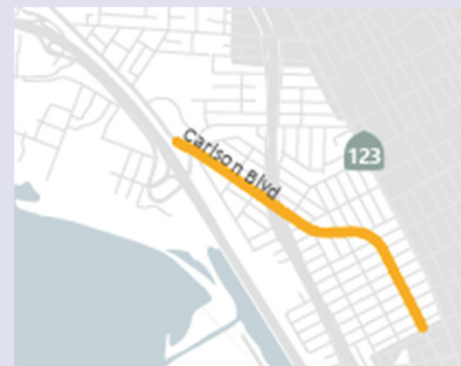
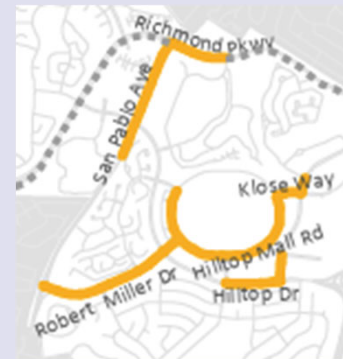
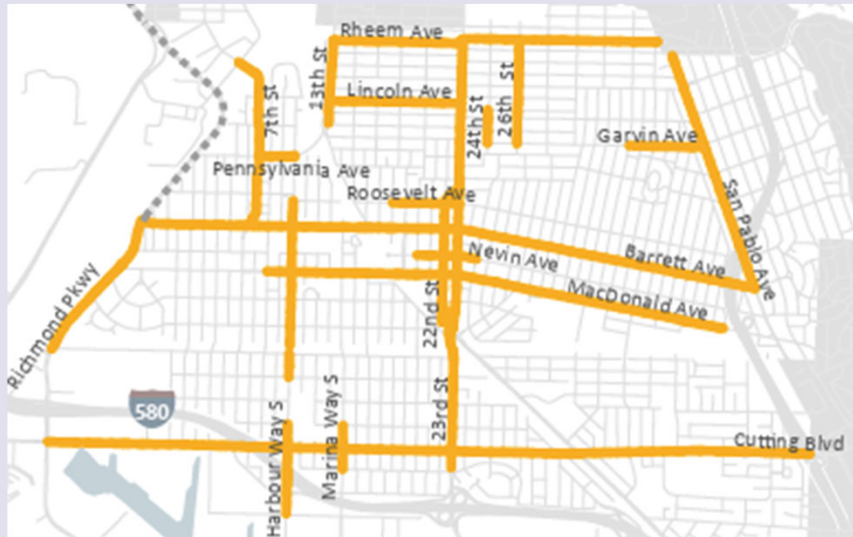
Key Issues: Access

- Walking
 - Gaps in sidewalks
 - ADA accessibility (e.g., curb ramps)
- Transit
 - Condition & proximity of bus stops
 - Service frequency
- Bicycling
 - Gaps in bicycling system
 - Pavement condition
- Driving
 - Congestion at hot spots (e.g., schools)
 - Pavement condition



Planning

- Citywide
 - Circulation Element of the 2030 General Plan (2012)
 - Local Roadway Safety Plan (2022)
 - Bicycle and Pedestrian Action Plan (2023)
 - Sidewalk Assessment (2023)



Note: 63% of crashes on 8% of roadways.



Planning (cont.)

- Neighborhood Connections
 - **Richmond Parkway Transportation Plan (2025)**
 - Ferry to Bridge to Greenway Plan (2021)
 - **Community-based Transportation Plan (2020)**
 - First/Last Mile Transportation Strategic Plan (2019)
 - **West County Plan for Regional Routes (2017)**
 - Richmond Wellness Trail Vision Plan (2016)
 - Rumrill Blvd/13th Street Complete Streets (2015)
 - South Richmond Transportation Plan (2015)



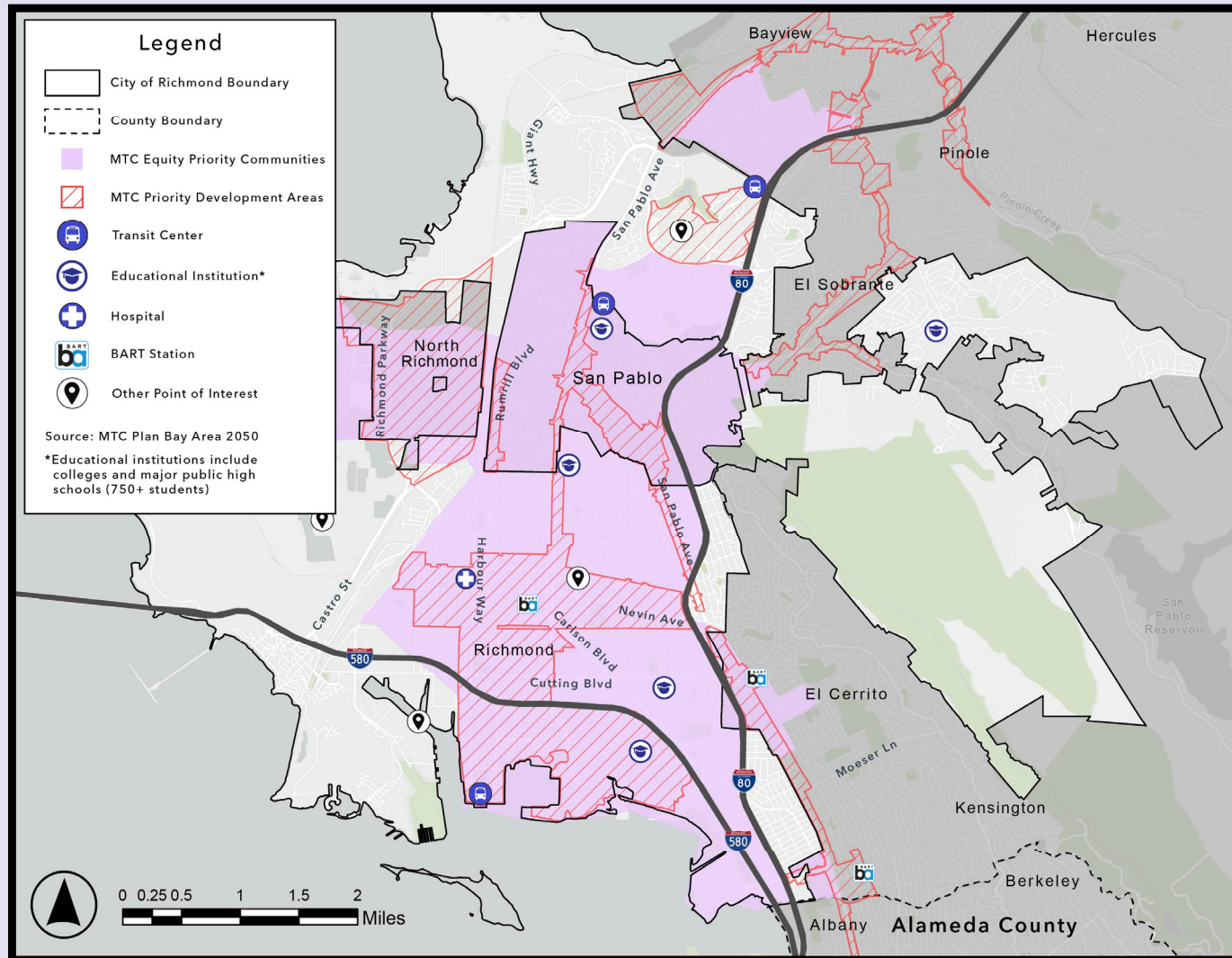
Planning (cont.)

- Transit Plans
 - Countywide Integrated Transit Plan (in progress)
 - Autonomous Transit Feasibility Study (in progress)
 - Safe Trips to BART: Action Plan for Safer Streets (2025)
 - West County Express Bus Plan (2020)
 - BART Walk and Bicycle Network Gap Study (2020)
 - West Contra Costa High-Capacity Transit Study (2017)



Planning (cont.)

MTC Priority Areas

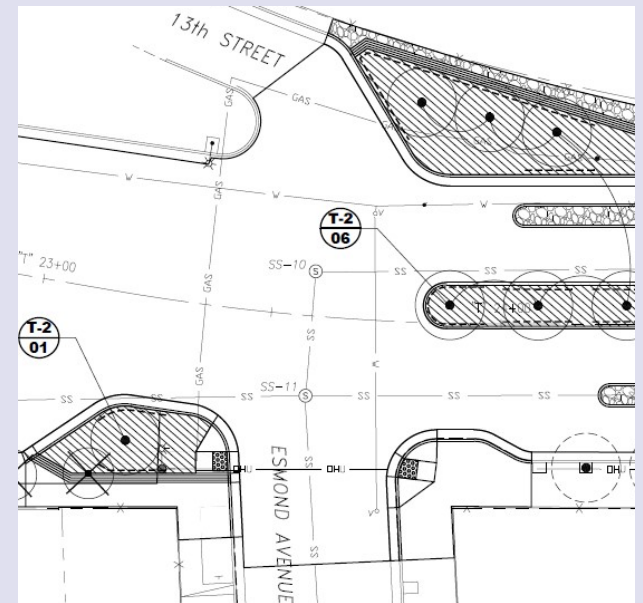


Source: Kimley-Horn



High Priorities: Construction

- Maintenance: Pavement, Bridge, Lighting & Landscaping
- ADA: Sidewalks, Curb Ramps
- Complete Streets
 - 13th Street
 - Canal Blvd. (Port)
 - Carlson Blvd. Crosstown Phase II
 - Macdonald Ave. Pedestrian XINGs
 - Richmond Art & Lighting
- Traffic Calming
 - Various (18 total)
- SF Bay Trail (Pt. Molate: EBRPD)



High Priorities: Construction

Est. Cost:

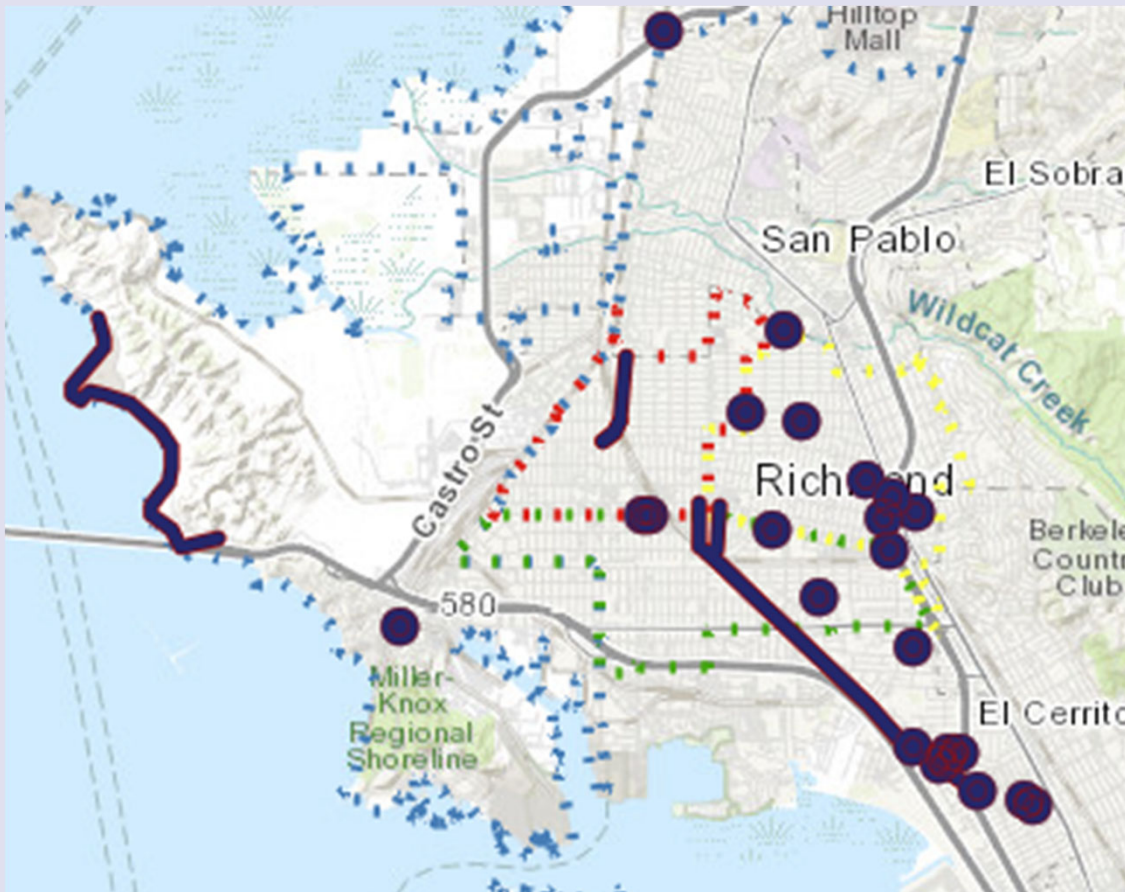
\$26 million

Active Projects:

7

Grant Funded:

5



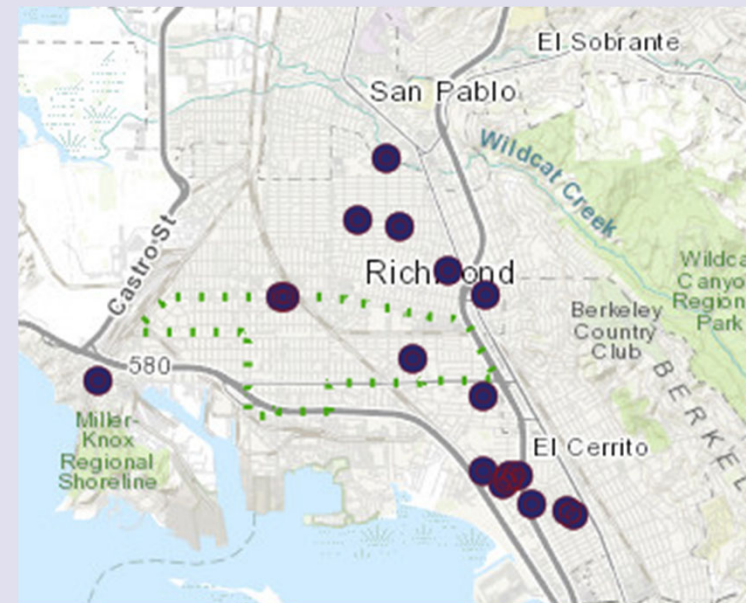
Note: Does not include Canal Blvd. (Port), Maintenance and ADA projects.



High Priorities: Construction (cont.)

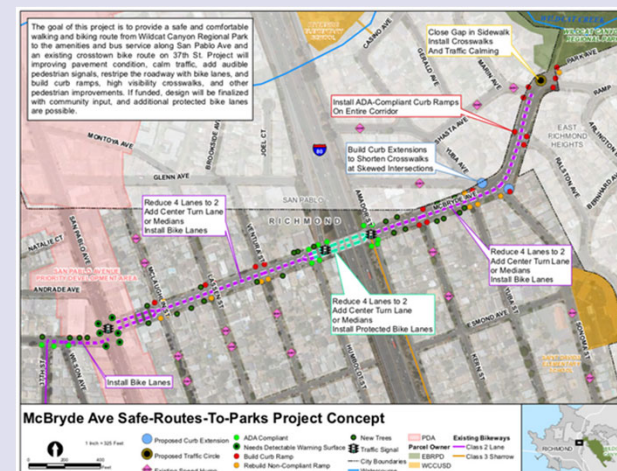
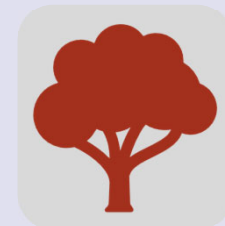
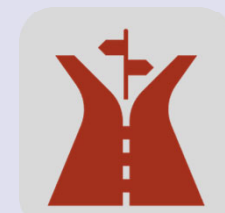
- Traffic Calming – 18 Locations

Project Name	Type
16th St/Macdonald Ave	Bike Signal
Esmond Ave - 24th St & 26th St	Speed Humps
Merced St/Carl Ave	Striping/Signage
32nd St - Garvin Ave & Clinton Ave	Speed Humps
S 55th St	Speed Humps
State Ave and 49th St	Speed Humps
Bayview Ave/I-580 Overpass	Sidewalk
29th St - Vale Rd	Striping/Signage
Barrett Ave and Key Blvd	Sideshow Prevention
41st/42nd St	Striping/Signage
15th St/ Macdonald Ave	Rectangular Rapid Flashing Beacon
S 37th St and Wall Ave	Sideshow Prevention
Carlson Blvd and Carl Ave	Rectangular Rapid Flashing Beacon
Carlson Blvd/Sutter Ave	Rectangular Rapid Flashing Beacon
Carlson Blvd/Shasta St	Rectangular Rapid Flashing Beacon
Carlson Blvd/Tehama Ave	Rectangular Rapid Flashing Beacon
Three Rail Crossings: Pt. Richmond	Striping/Signage
Mariposa St and Carl Ave	Drainage



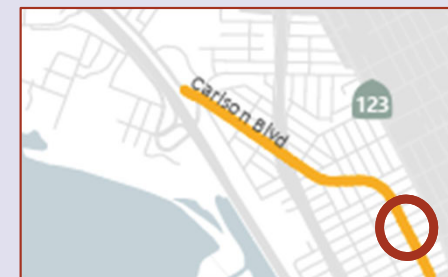
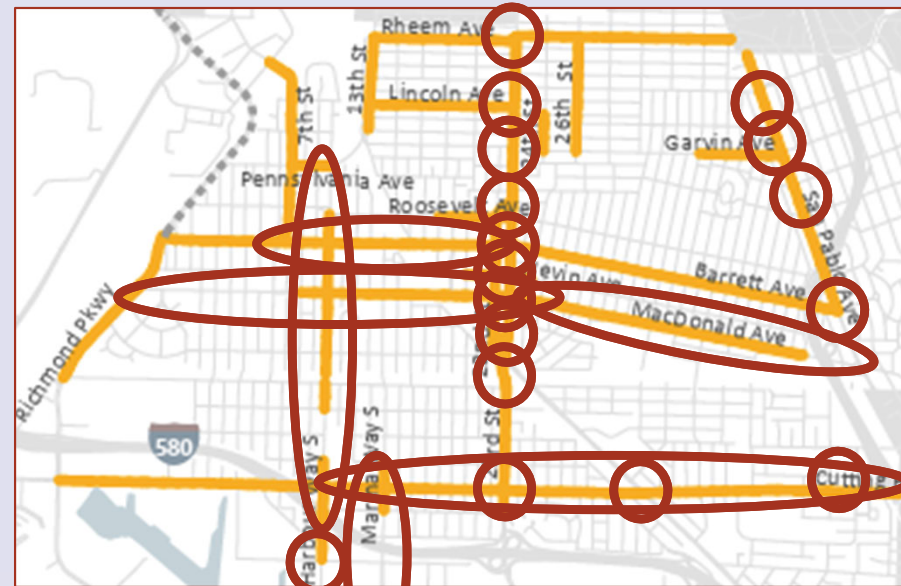
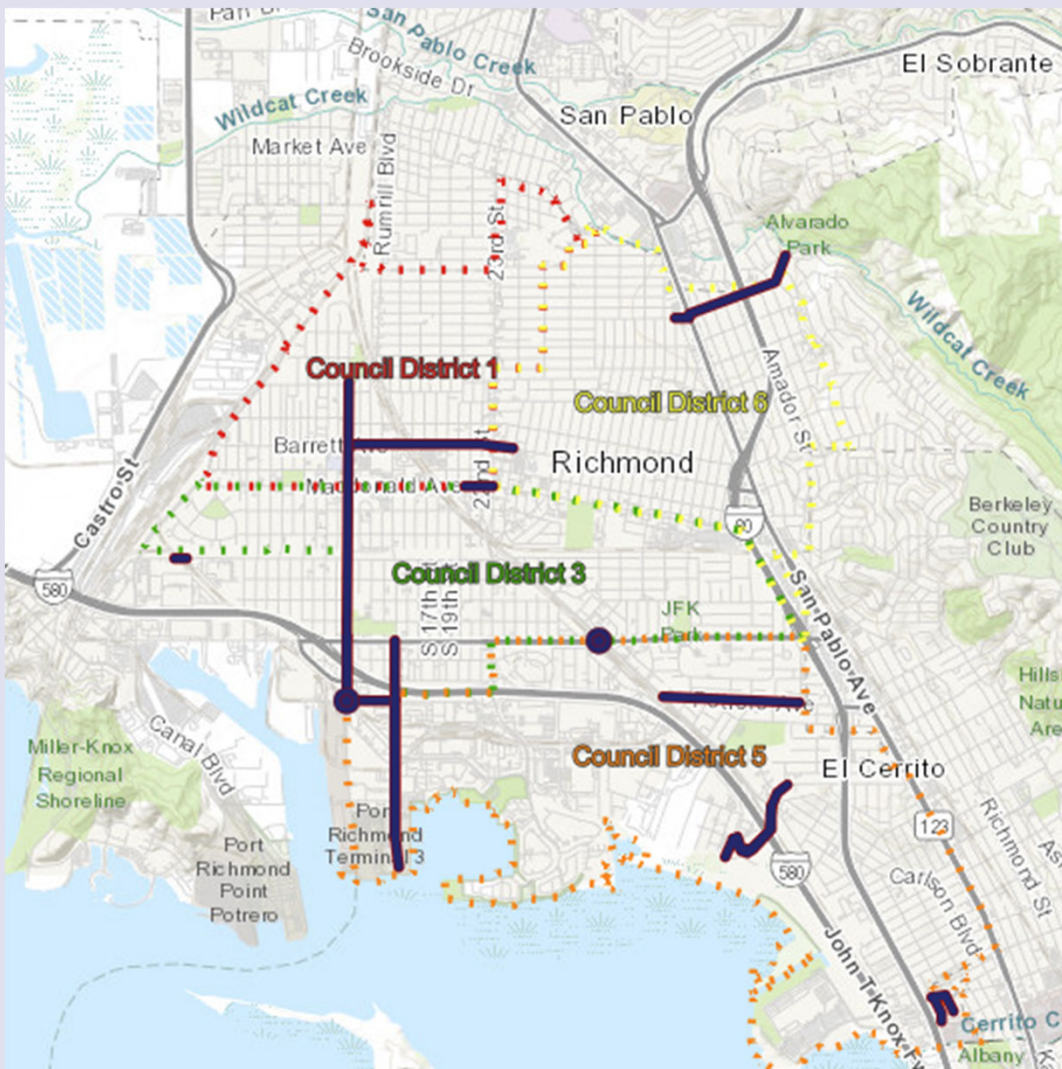
High Priorities: Design

- Maintenance: Pavement, Signals and ADA
- Complete Streets
 - 23rd St. & San Pablo Ave. Signals (CCTA)
 - Barrett Avenue Improvements
 - Bayview to BART: Potrero Ave. & Bayview Ave.
 - Cutting Blvd. & Macdonald Blvd. Transit (AC Transit)
 - McBryde Safe Routes to Parks
 - Neighborhood (Harbour Way S)
 - I-80 Central Interchange Phase II
 - Richmond Wellness Trail Phase II
- Railroad XINGs
 - Cutting Blvd. & Carlson Blvd.
 - Harbour Way & Wright Ave.
- Streetlights: Art & Lighting and Dornan Tunnel
- Traffic Calming
 - Various (6 data-driven intersections + others)



High Priorities: Design

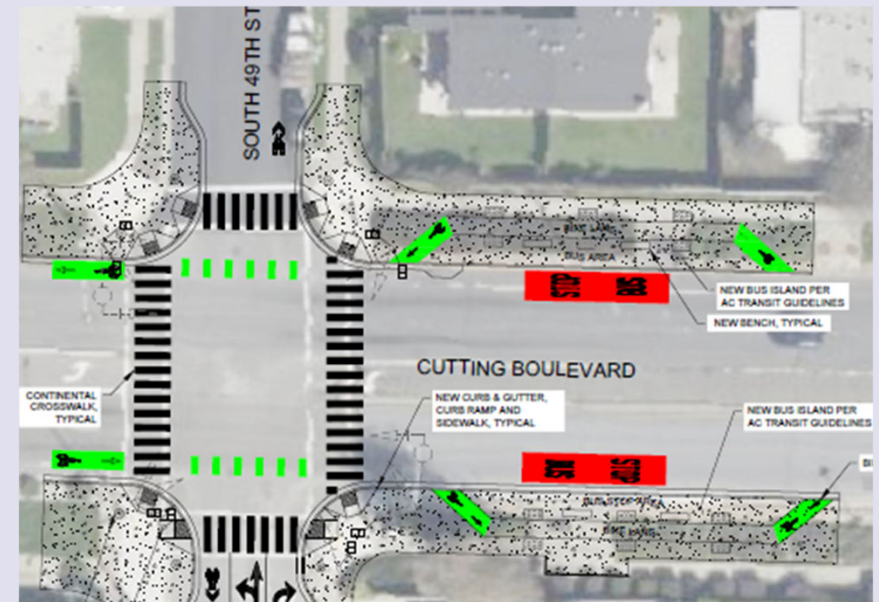
Est. Cost:	\$33 million	Active Projects:	8	Grant Funded:	8
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Note: Does not include CCTA's and AC Transit's projects and the 6 traffic calming sites.

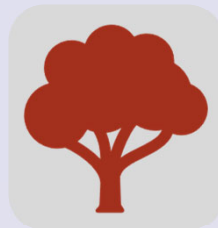
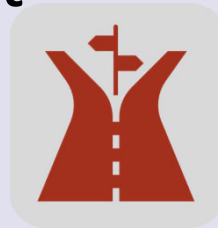
High Priorities: Design (cont.)

- Traffic Calming – 6 Locations (\$3 million est.)
 - 23rd St. & Downer Ave.
 - 23rd St. & Virginia Ave.
 - Carlson Blvd. & Columbia Ave.
 - Carlson Blvd. & Sacramento St.
 - Cutting Blvd. & S. 49th St.
 - San Pablo Ave. & Solano Ave.
- 41st St. & Bissell Ave.
- Tunnel Ave. and Scenic Ave.



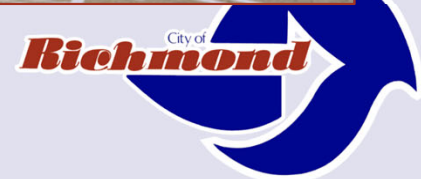
High Priorities: Planning

- Long-range Transportation Strategic Plan
- Asset Management System, Inventory & Assessment
- Maintenance: Pavement & Streetlight Plan
- ADA: Transition Plan, Blue Curbs & Bus Benches
- Complete Streets
 - 23rd St Y-Plan Safety Corridor Plan
 - Downtown Pt. Richmond Connectivity
 - Neighborhood (Harbour/Ohio/Macdonald)
 - San Pablo Ave. (CCTA)
- Autonomous Transit Network Study
- User Fees Study and Traffic Impact Fee Update
- Traffic Calming
 - McBryde one-way couplet
 - Donut Sideshow Abatement Pilot (6 intersections)



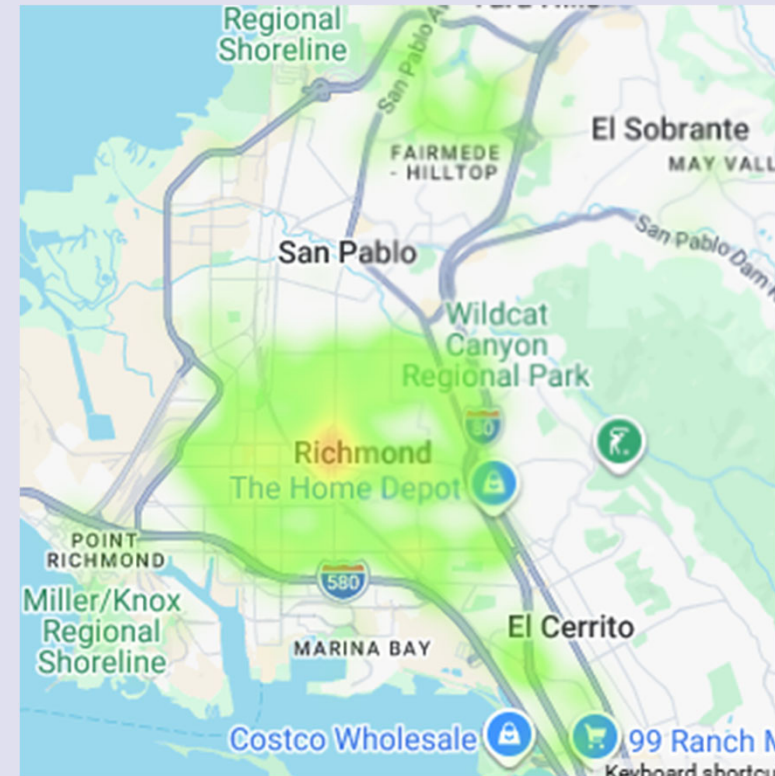
High Priorities: Planning (cont.)

- Traffic Calming: Donut Sideshow Abatement Pilot
 - 1st St. & Macdonald Ave.
 - Curry St. & Macdonald Ave.
 - 24th St. & Esmond Ave.
 - S. 2nd St. & Maine Ave.
 - S. 2nd St. & Florida Ave.
 - May Rd. & Santa Rita Rd.



Next Steps

- **CIP projects:** Complete
- **Traffic Calming:**
 - Consolidate programs
 - Prioritize 500+ requests
- **Create 5-yr Program Plan:**
Prioritize in Long-range
Transportation Strategic Plan
- Write grants → **Implement**



Next Steps: Traffic Calming

- Combine Programs:

- Bike and Pedestrian
- Neighborhood Traffic Calming
- Safe Routes to School
- Traffic Safety



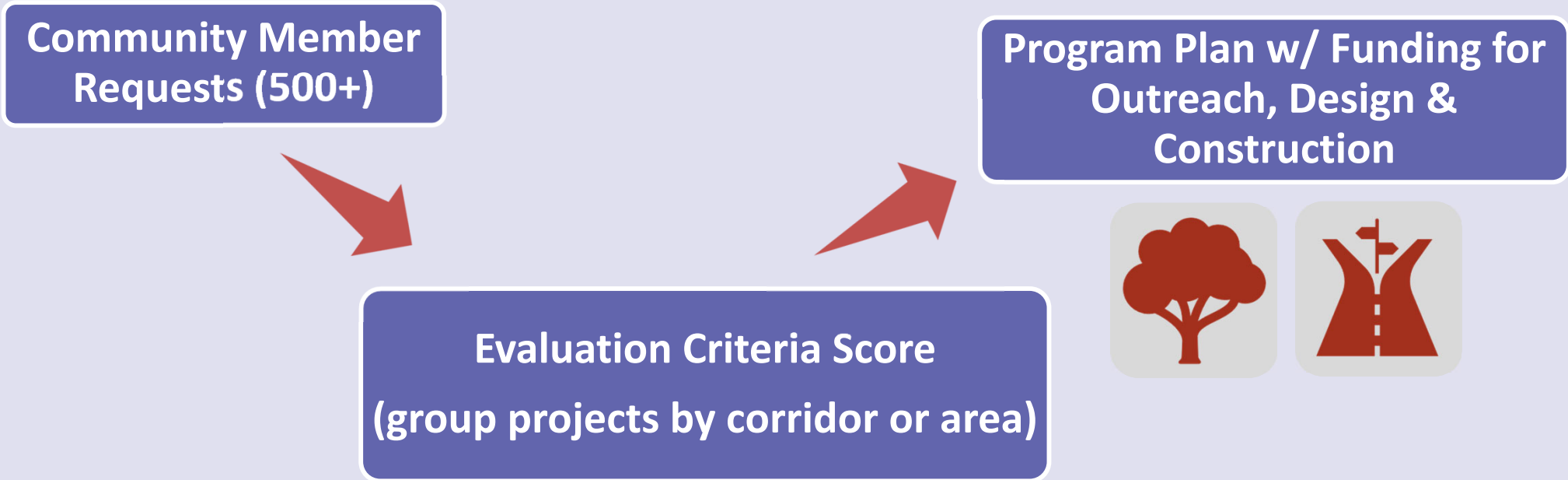
= Neighborhood Safety and Access Program

- Covers:

- **Safety**: traffic calming, speed management, safer crossings, Safe Routes to School
- **Access**: neighborhood connectivity, equitable mobility, biking, walking, rolling



Next Steps: Traffic Calming (cont.)



Next Steps: Criteria

- Project Scoring Criteria
 - Crashes and on/near high-injury roads
 - Vehicles: Speed and volume
 - Community member requests (500+)
 - Mode shift: Bike/Ped Plan or AC Transit street
 - Priority street/area in other plans
 - Next to schools, parks or commercial
 - Equity (disadvantaged communities)



= Data-driven process

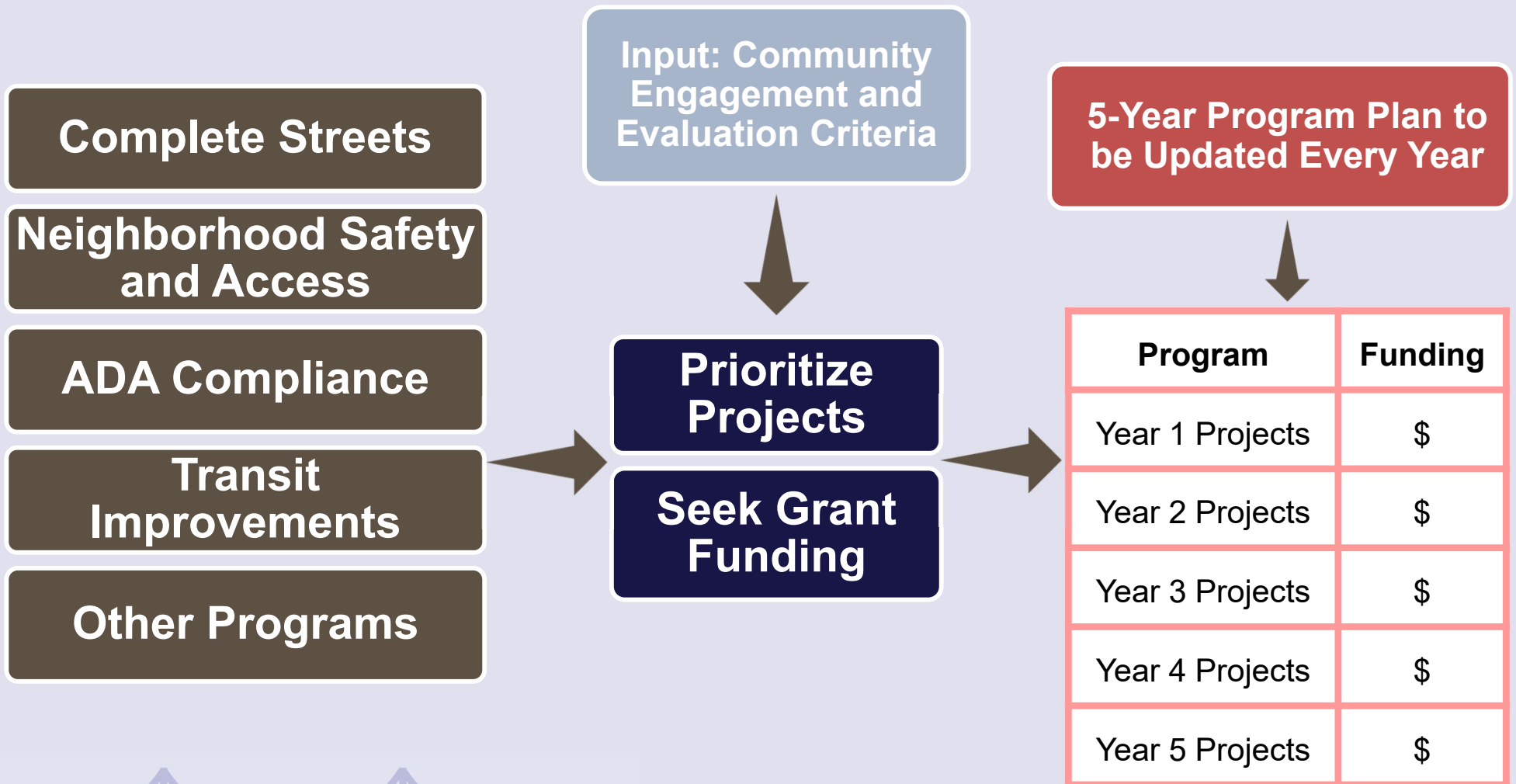


Next Steps: 5-Year Program Plan

- Long-range Transportation **Strategic Plan**
 - Compile projects
 - Complete Streets
 - Neighborhood Safety and Access
 - Transit Improvements
 - ADA Compliance
 - Others
 - Develop evaluation criteria
 - Prioritize projects
 - Seek grant funding
 - Conduct outreach
 - Design and construct



Next Steps: 5-Year Program Plan





City of Richmond Transportation Program Plan Overview

May 5, 2026

