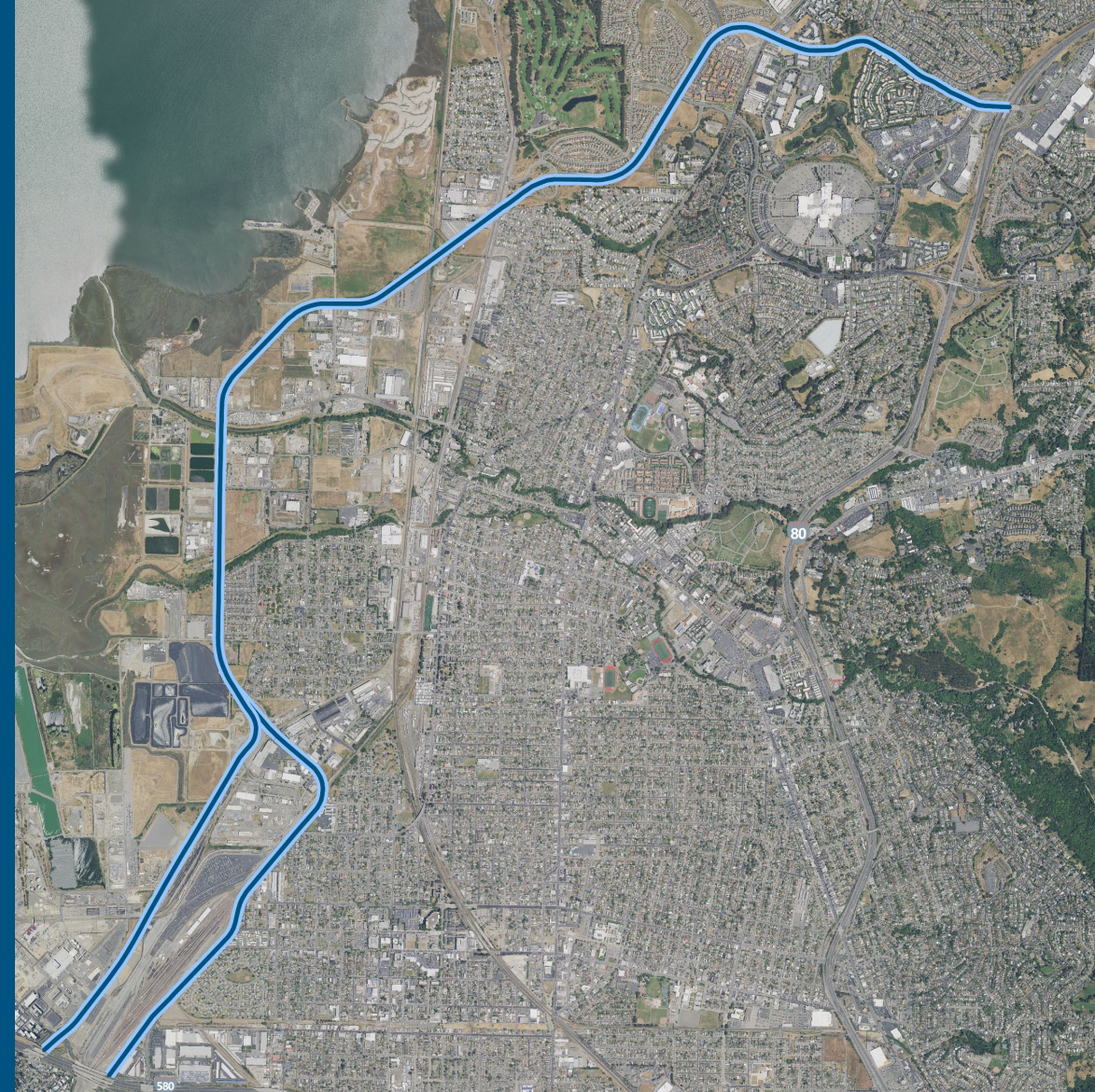


RICHMOND PARKWAY TRANSPORTATION PLAN

WCCTAC Board Meeting #1 Project Overview



May 26, 2023

www.wcctac.org

WCCTAC | West Contra Costa
Transportation
Advisory Committee

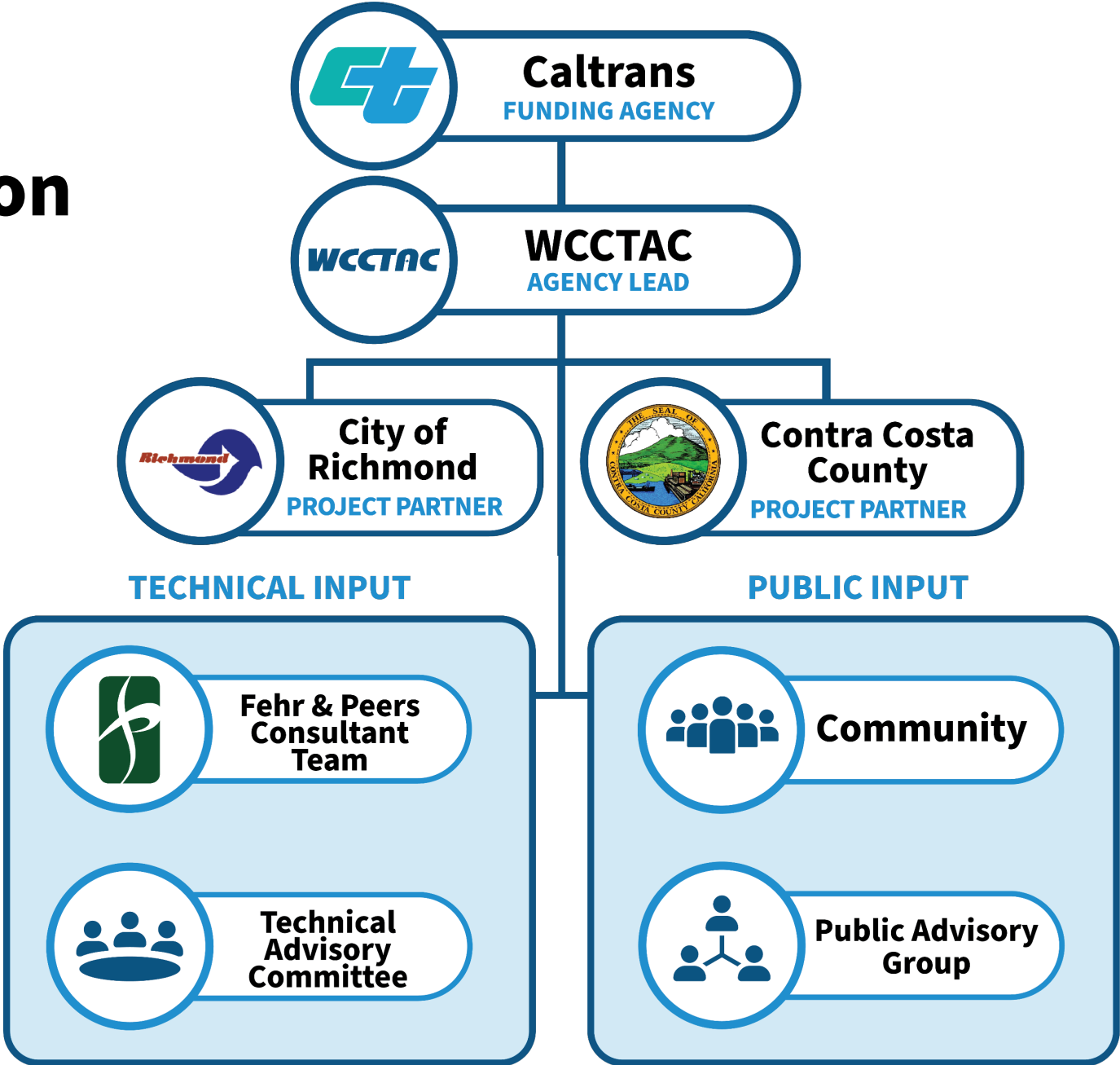
Agenda

- **01** Project Overview
- **02** Existing & Future Conditions
Initial Findings
- **03** Public Engagement Approach
- **04** Next Steps



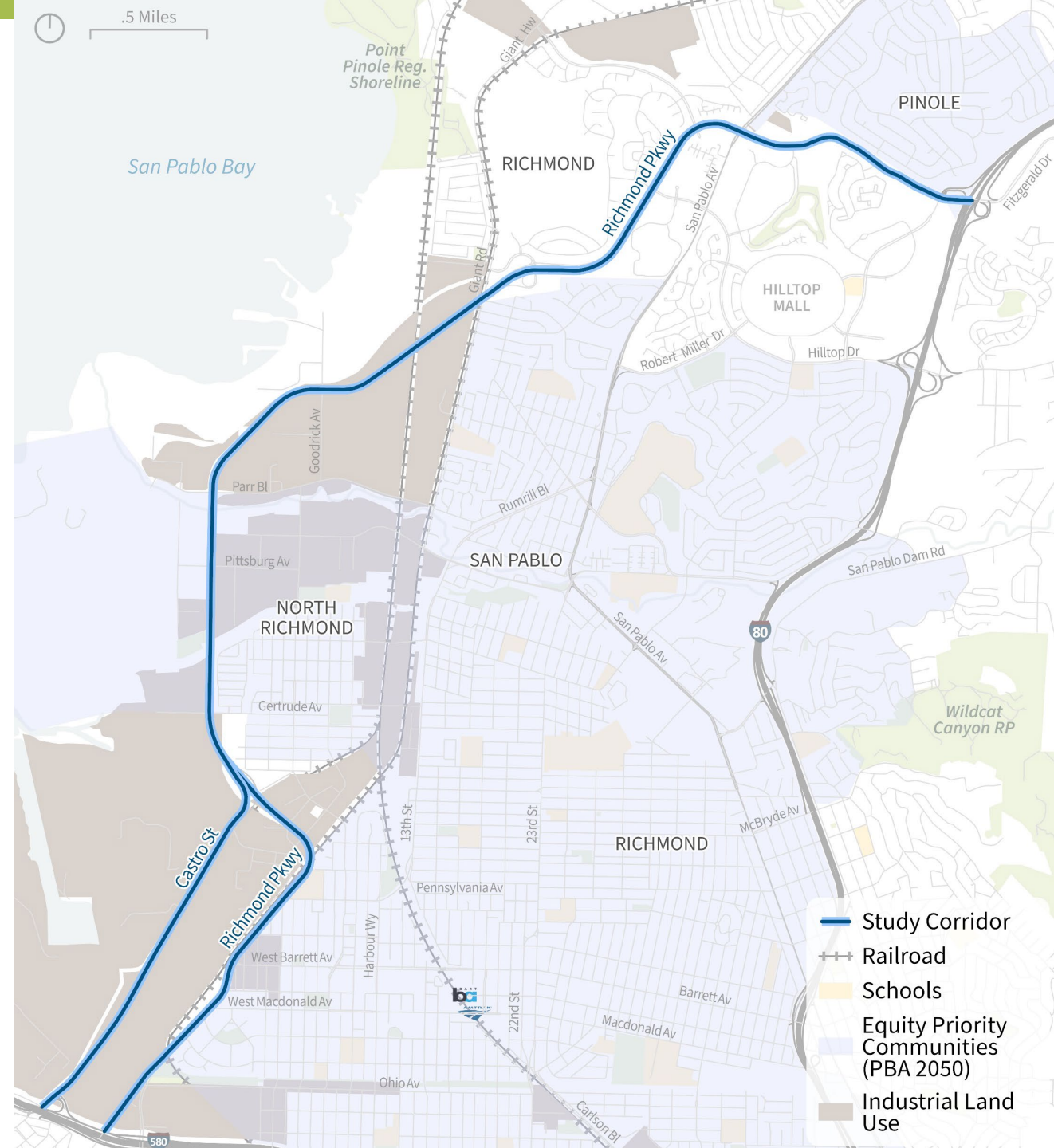
Project Overview

Project Organization



About the Project Corridor

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



Project Objectives

Process

- Identify transportation needs faced by **historically marginalized communities**
- Build **community consensus**
- **Coordinate on feasible and community-responsive projects** with Contra Costa County, the City of Richmond, and other nearby jurisdictions


Outcomes

- **Reduce negative impacts** of speeding, collisions, neighborhood cut-through traffic and localized pollution
- Develop quality projects for **people of all backgrounds, abilities, and ages**
- **Improve safety and conditions for all modes** within the plan area and encourage greater use of active transportation and transit
- **Increase access** to regional trails, parks, employment, and educational opportunities

Schedule

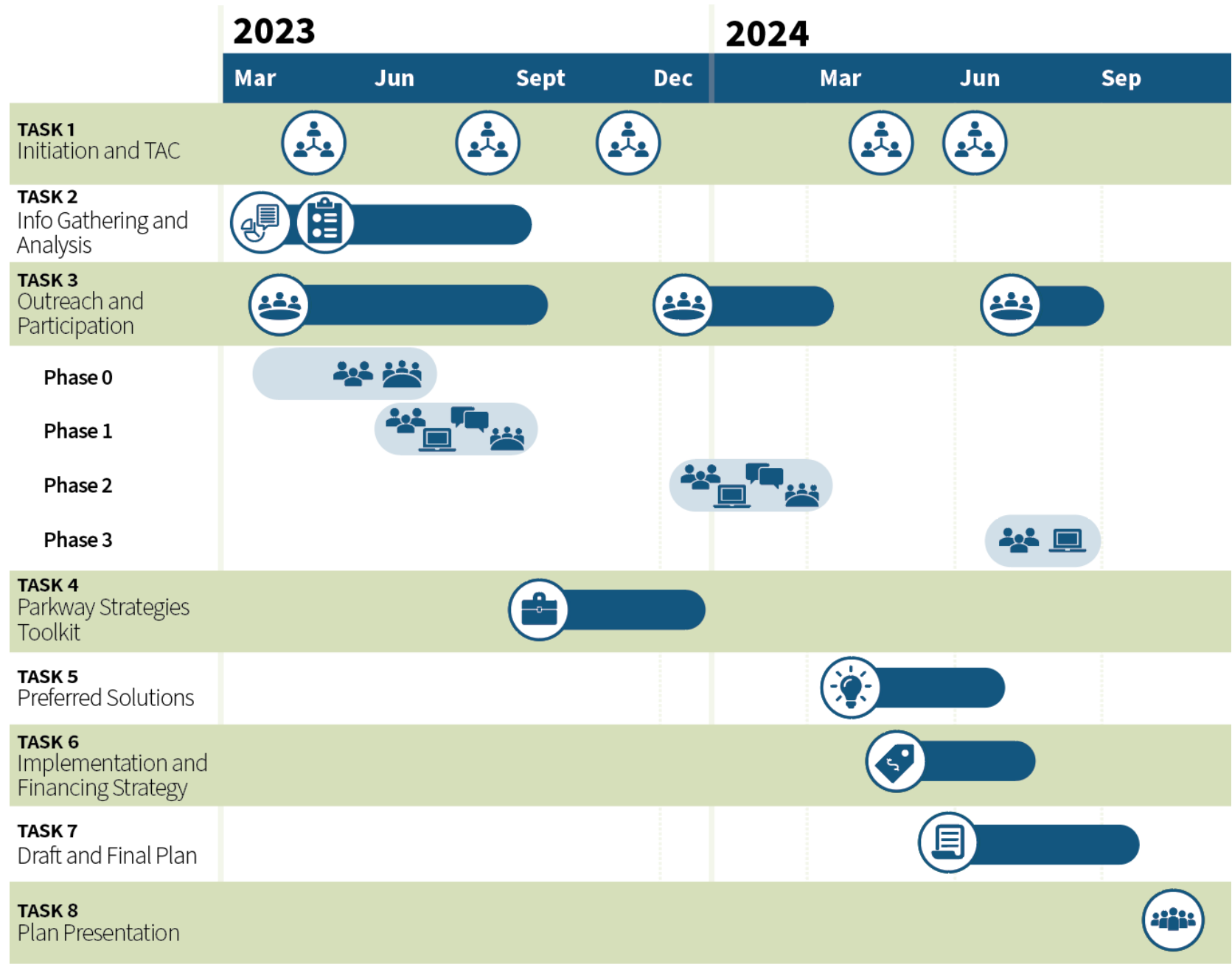
Opportunities for Public Input

 Public Advisory Group Mtg

 3 Pop-ups, 3 Community Mtgs

 Digital Engagement

 WCCTAC Board Mtg





Existing & Future Conditions Initial Findings

Existing & Future Conditions Topic Areas



Safe Streets



**Public Health
& Equity**



**Vehicle and Goods
Movement**



**Climate
Change**



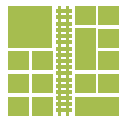
Transit



**Bike & Pedestrian
Network**



Traffic Signals



Land Use

Existing & Future Conditions Topic Areas



Safe Streets



Public Health & Equity



Vehicle and Goods Movement



Climate Change



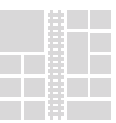
Transit



Bike & Pedestrian Network



Traffic Signals



Land Use

Previous Safety Studies

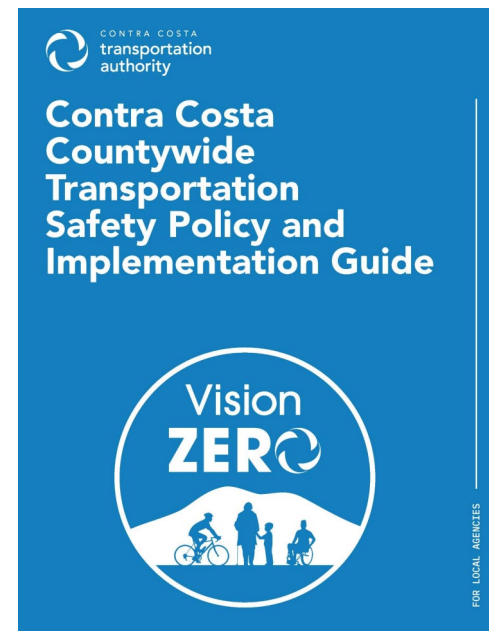
Previous Safety Studies

Recent safety studies have defined **High Injury Networks (HINs)** surrounding the study corridor:

- CCTA Contra Costa Countywide Transportation Safety Policy and Implementation Guide (2021)
- Contra Costa County Vision Zero (2022)
- City of Richmond Local Roadway Safety Plan (2022)

What is an HIN?

An HIN identifies corridors with the **highest concentration of fatal and serious injury** collisions. They can be multimodal or isolate crashes by mode.

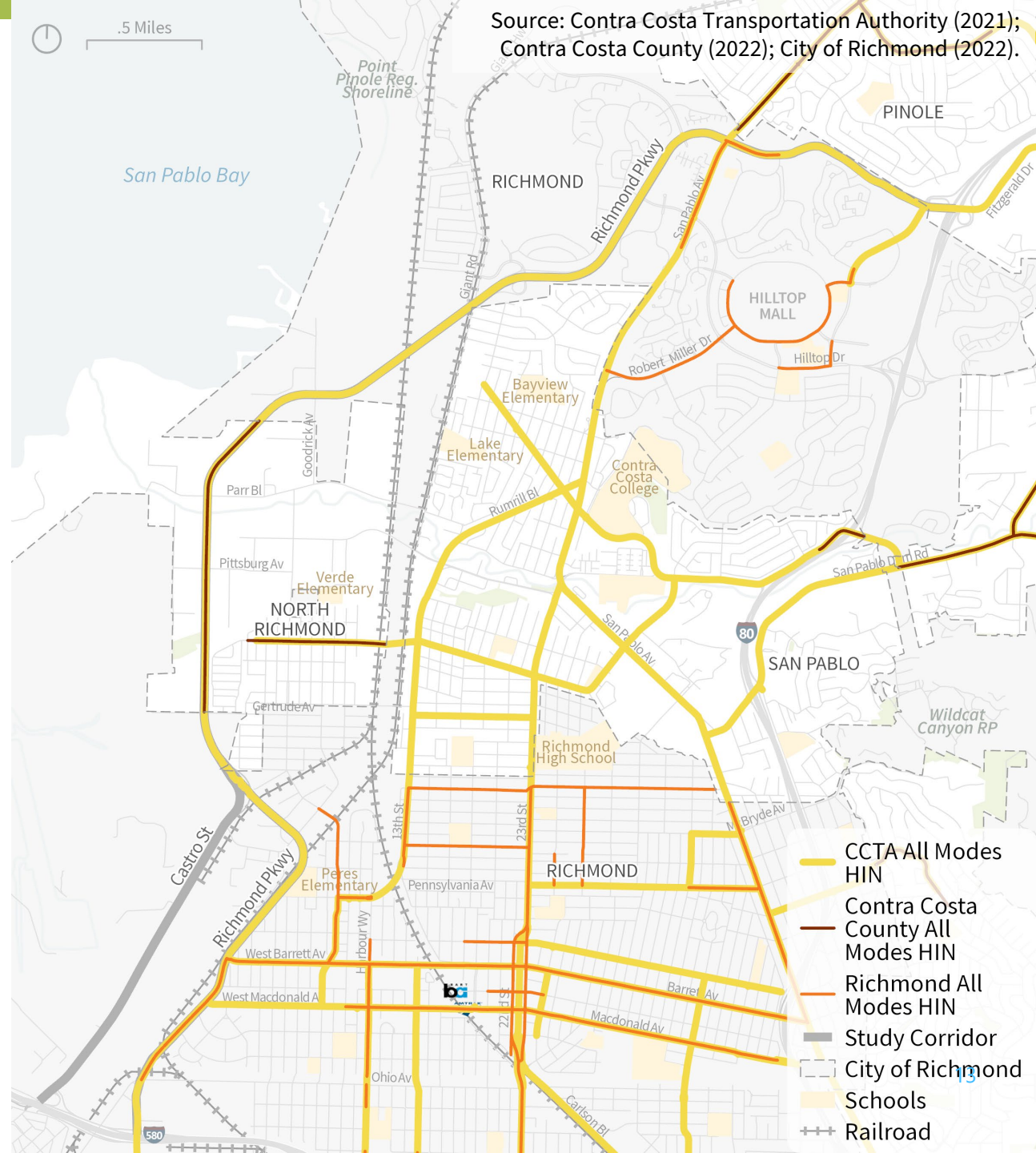


Multimodal High Injury Network

The multimodal HIN includes collisions of all modes: Vehicle, Bicycle, and Pedestrians.

All three HINs underscore Richmond Parkway as a high injury corridor.

Source: Contra Costa Transportation Authority (2021); Contra Costa County (2022); City of Richmond (2022).



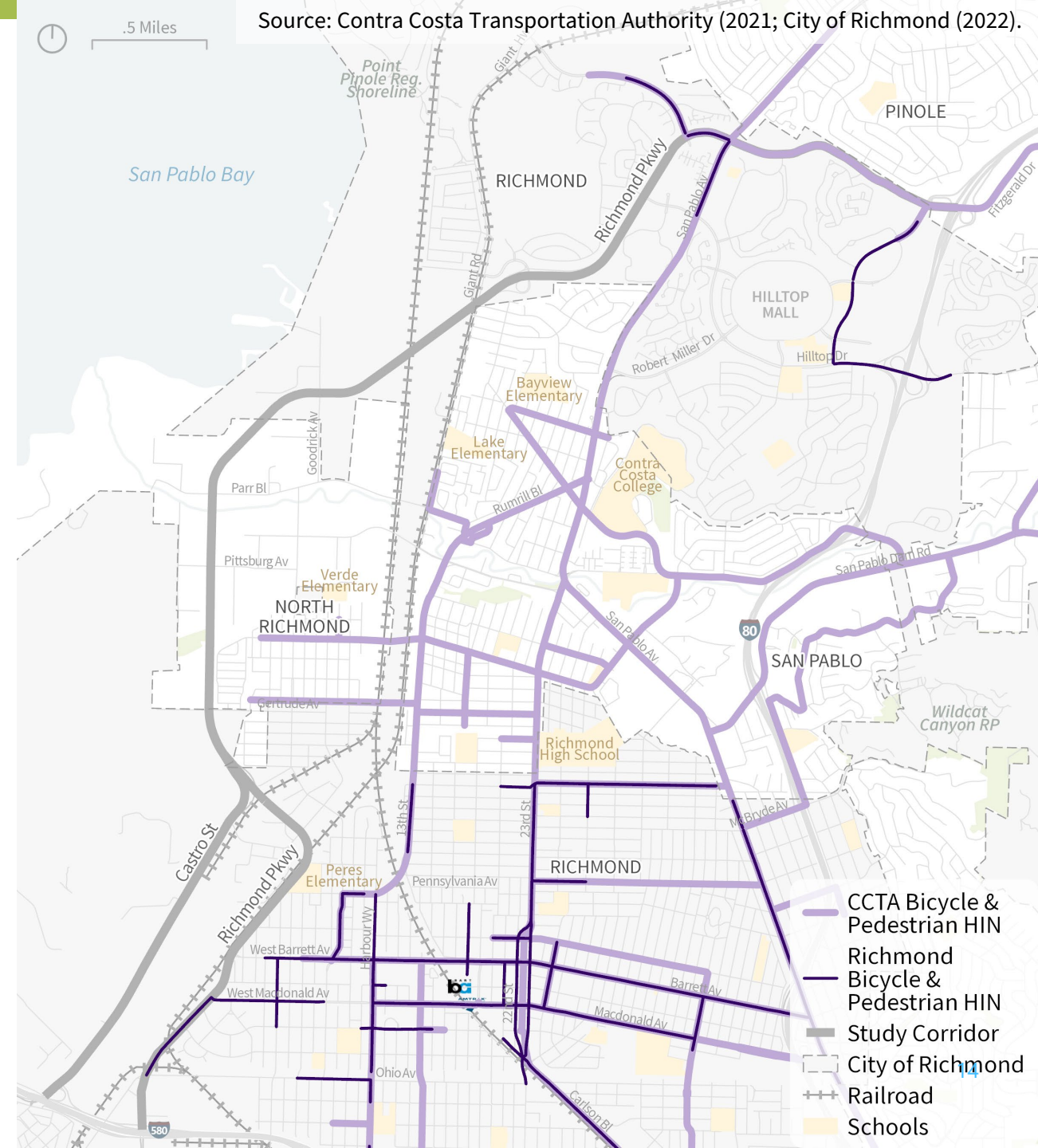
Bike & Pedestrian High Injury Network

The northern and southern segments of the Richmond Parkway are on the bicycle and pedestrian HIN:

- Pedestrian HIN between the Bay Trail and I-80
- Bicycle HIN south of Macdonald Ave

Note: Contra Costa County does not have a mode-specific HIN.

Richmond Parkway Transportation Plan



KSI Collision Trends

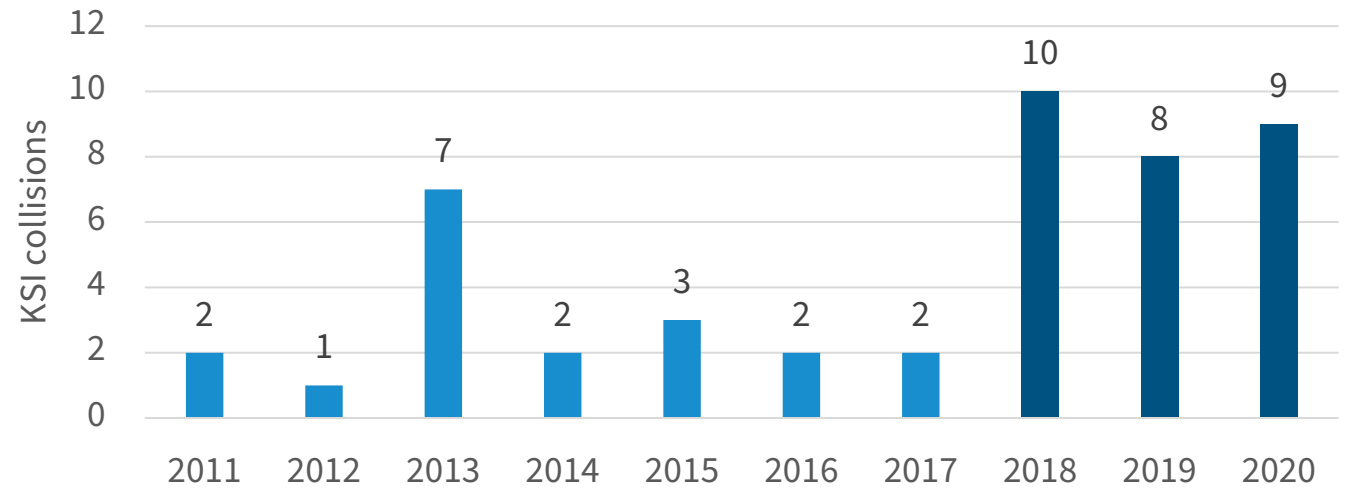
KSI = victim killed or severely injured

KSI Collision Trends

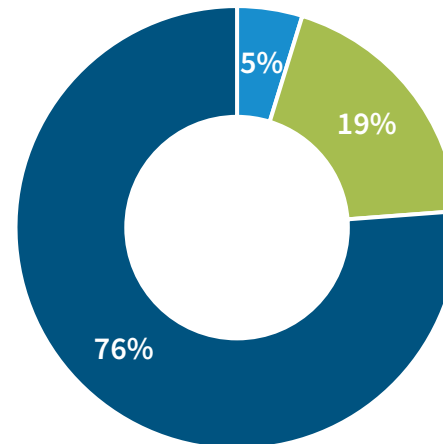
All Modes, KSI = victim killed or severely injured

- **46** KSI collisions along the study corridor
 - **21** resulted in a fatality
 - **25** resulted in a serious injury
- People walking and biking make up **6%** of all injury collisions but **20%** of KSI collisions and **24%** of fatal collisions

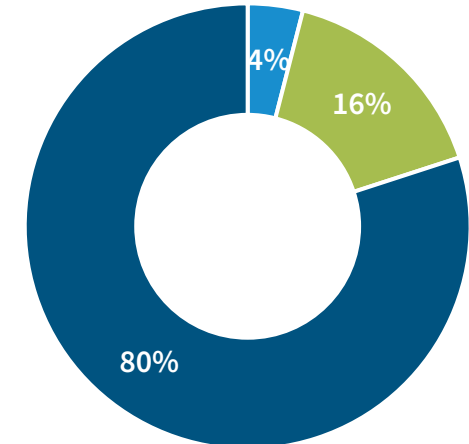
KSI Collisions by Year



Fatal Collisions



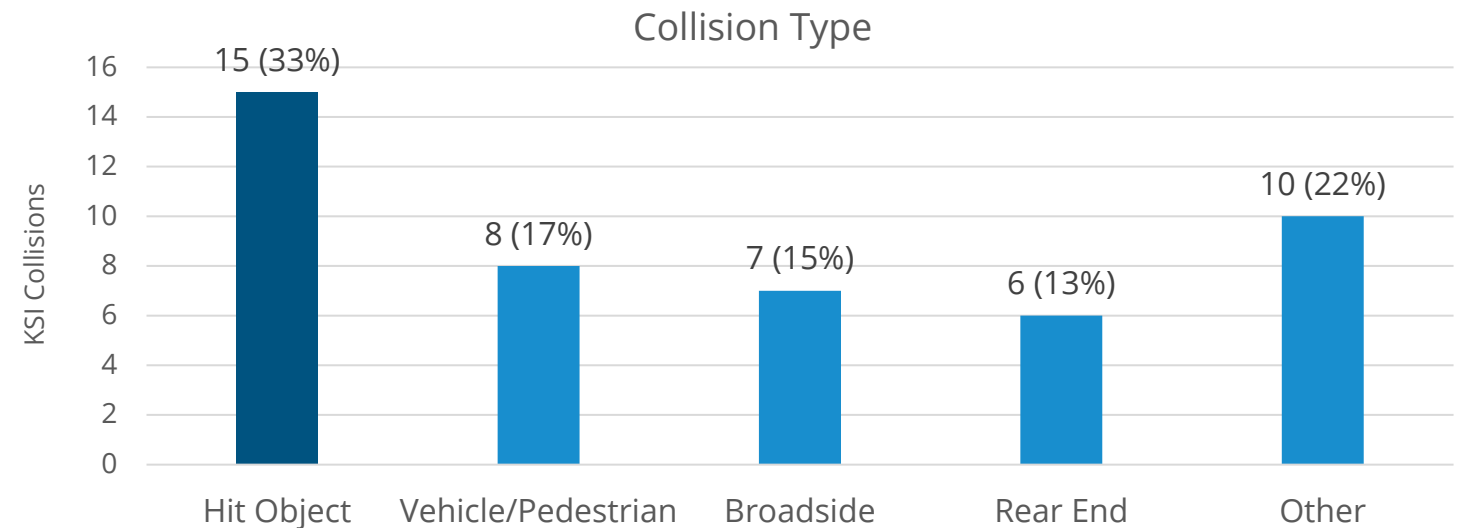
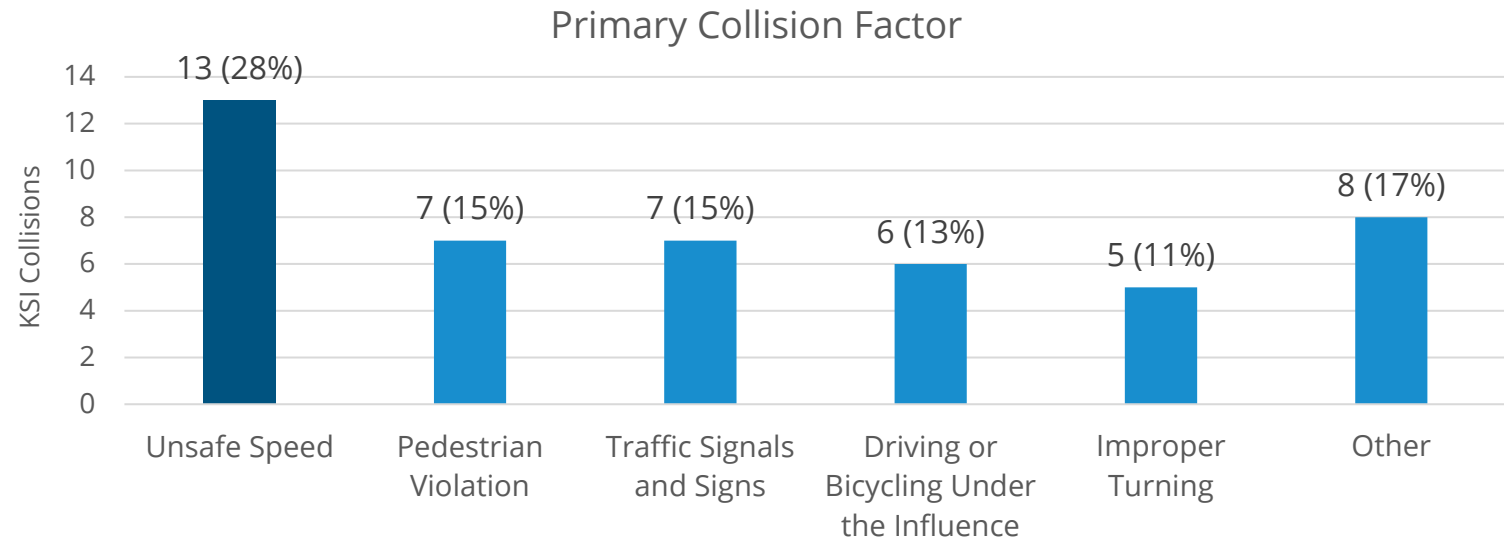
Serious Injury Collisions



■ Bike ■ Pedestrian ■ Vehicle

KSI Collision Trends

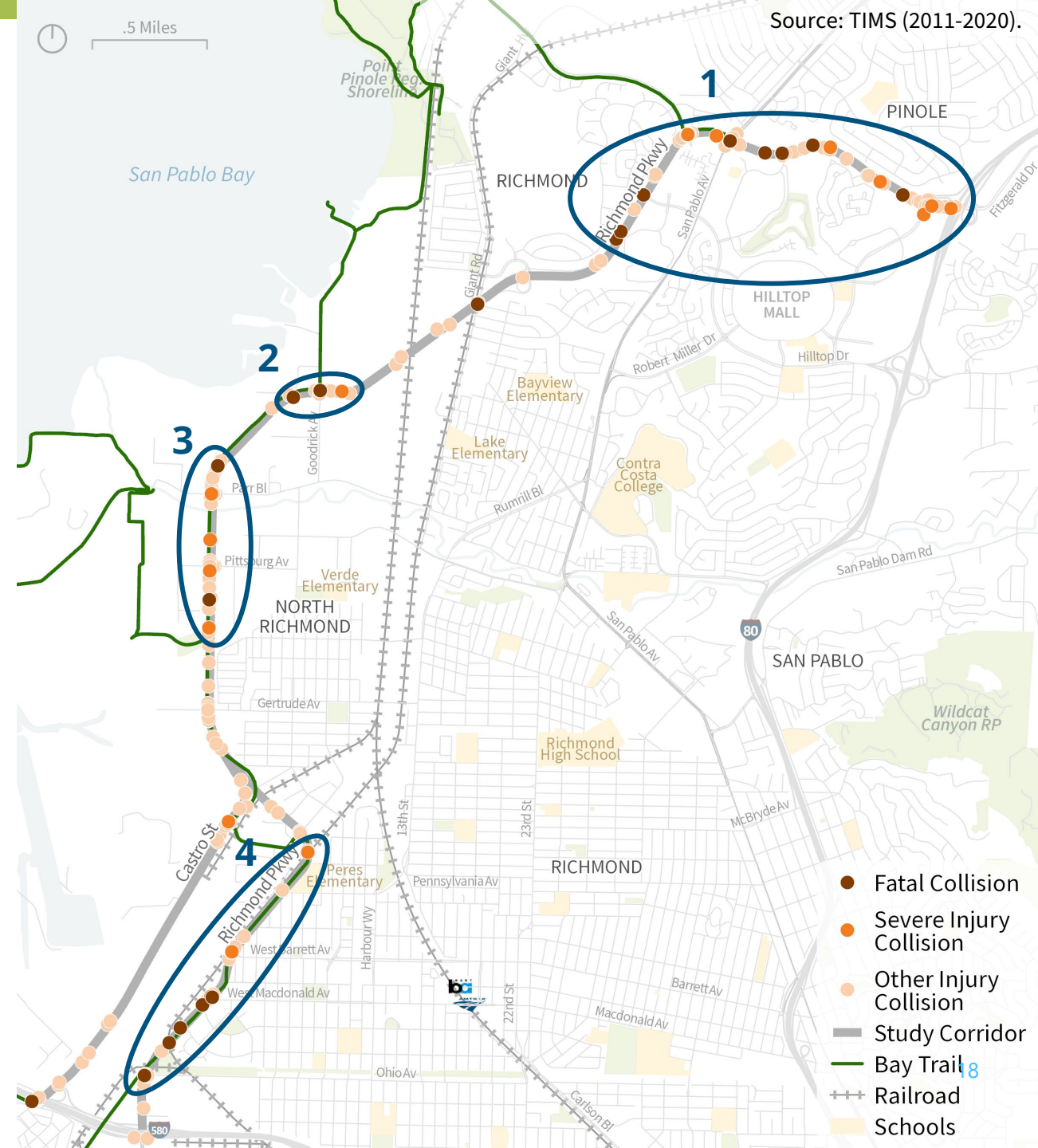
- **Unsafe speed** is the leading primary collision factor making up 28% of KSI collisions
- **Hit Object** is the top KSI collision type, which is consistent with unsafe speed



KSI Collision Hotspots

4 segments along the corridor have concentrations of KSI collisions (9+ KSI collisions/mile) and should be focus areas for safety improvements.

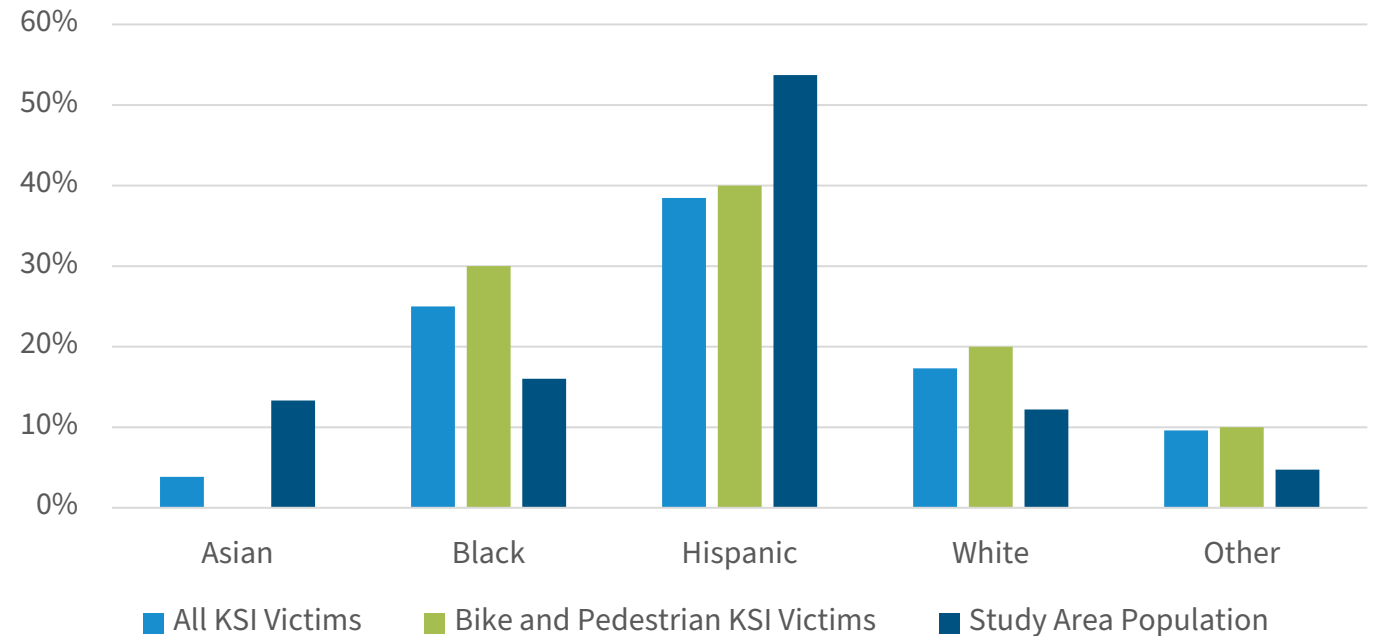
- 1. I-80 to WB Giant Rd Off-Ramp**
 - 15 KSIs: 5 fatal (1 ped), 10 severe injury
- 2. Within 650 ft of Goodrick Ave & Bay Trail**
 - 5 KSIs: 3 fatal, 2 severe injury
- 3. 800 ft north of Parr Blvd to Wildcat Creek Trail Underpass**
 - 6 KSIs: 2 fatal (1 ped), 4 severe injury
- 4. Hensley St to Ohio Ave**
 - 11 KSIs: 6 fatal (2 ped, 1 bike), 5 severe injury



Who's Most Impacted by KSI Collisions?

The share of Black victims in KSI collisions is over **1.5x** higher than the share of the Black population in the study area.

KSI Collision by Victim and Race



Existing Walking & Biking Conditions

Existing Sidewalk and Trail Conditions

There are opportunities improve the level of comfort on existing sidewalks and trail facilities corridor-wide.



Poor pavement quality



Limited shade in hot conditions



Lack of trail lighting



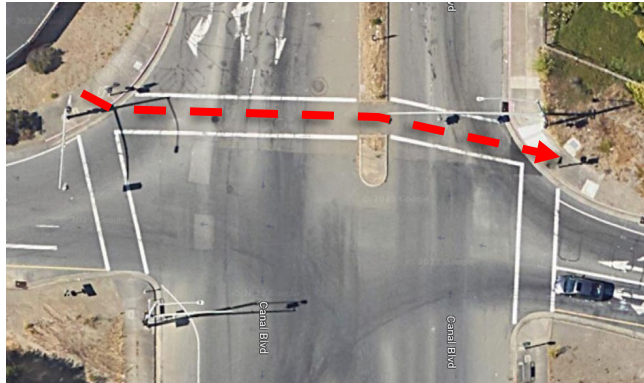
Small buffer between sidewalk and fast traffic



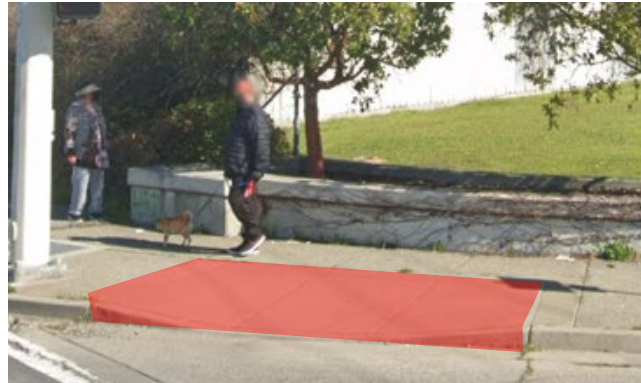
Missing sidewalks near more active land uses

Existing Crosswalk Conditions

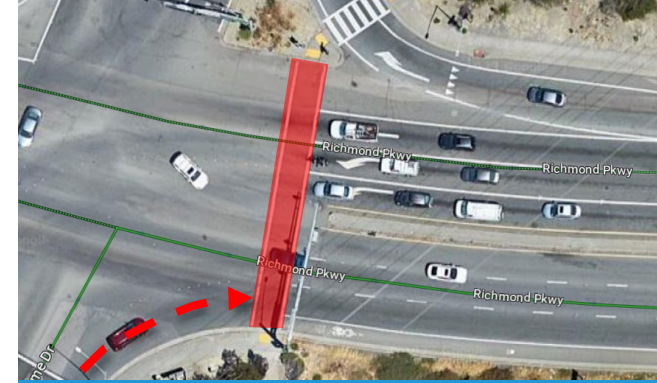
While crossing opportunities exist along the corridor at signalized intersections, safety and ADA improvements are needed corridor-wide.



Bent crosswalks



ADA non-compliant ramps



Corner sight distance issues



Outdated push buttons



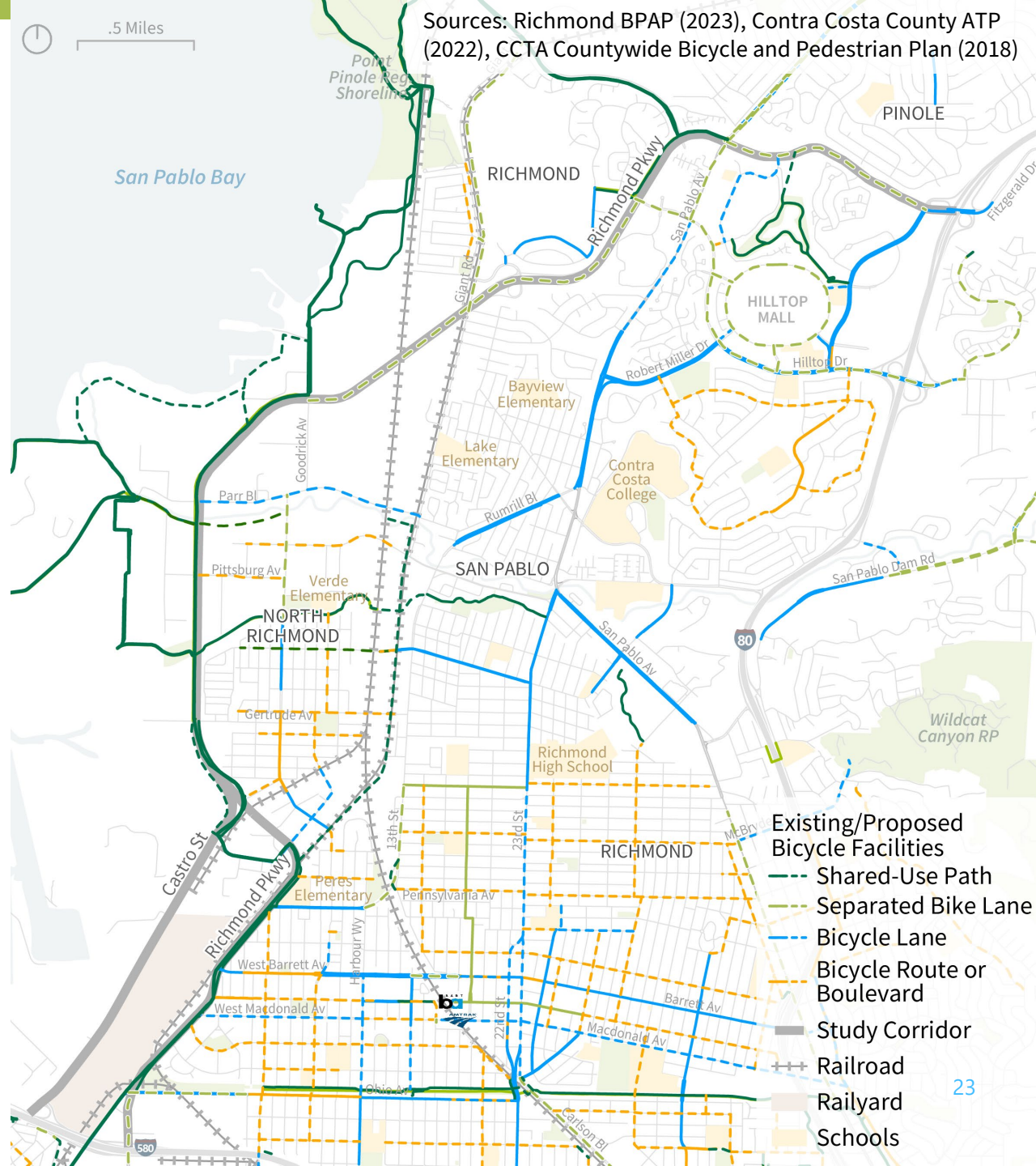
Faded markings



High vehicle turn speeds

Existing and Proposed Bike Network

- The **Bay Trail** is a major path for both bicyclists and pedestrians on the Parkway, connecting users to destinations across the Bay Area
- **No bicycle facilities** exist on Castro St and Richmond Pkwy east of Goodrick Ave
- There is **some existing connectivity** to Hilltop Mall, North Richmond via Wildcat Creek Trail, Peres Elementary, and Richmond BART



Existing Bike Conditions

Bicycle lanes on the Richmond Parkway primarily consist of shared-use paths, although gaps in the path exist



Low stress routes exist along Bay Trail but require detours



Inconsistent buffer between bike trail and roadway



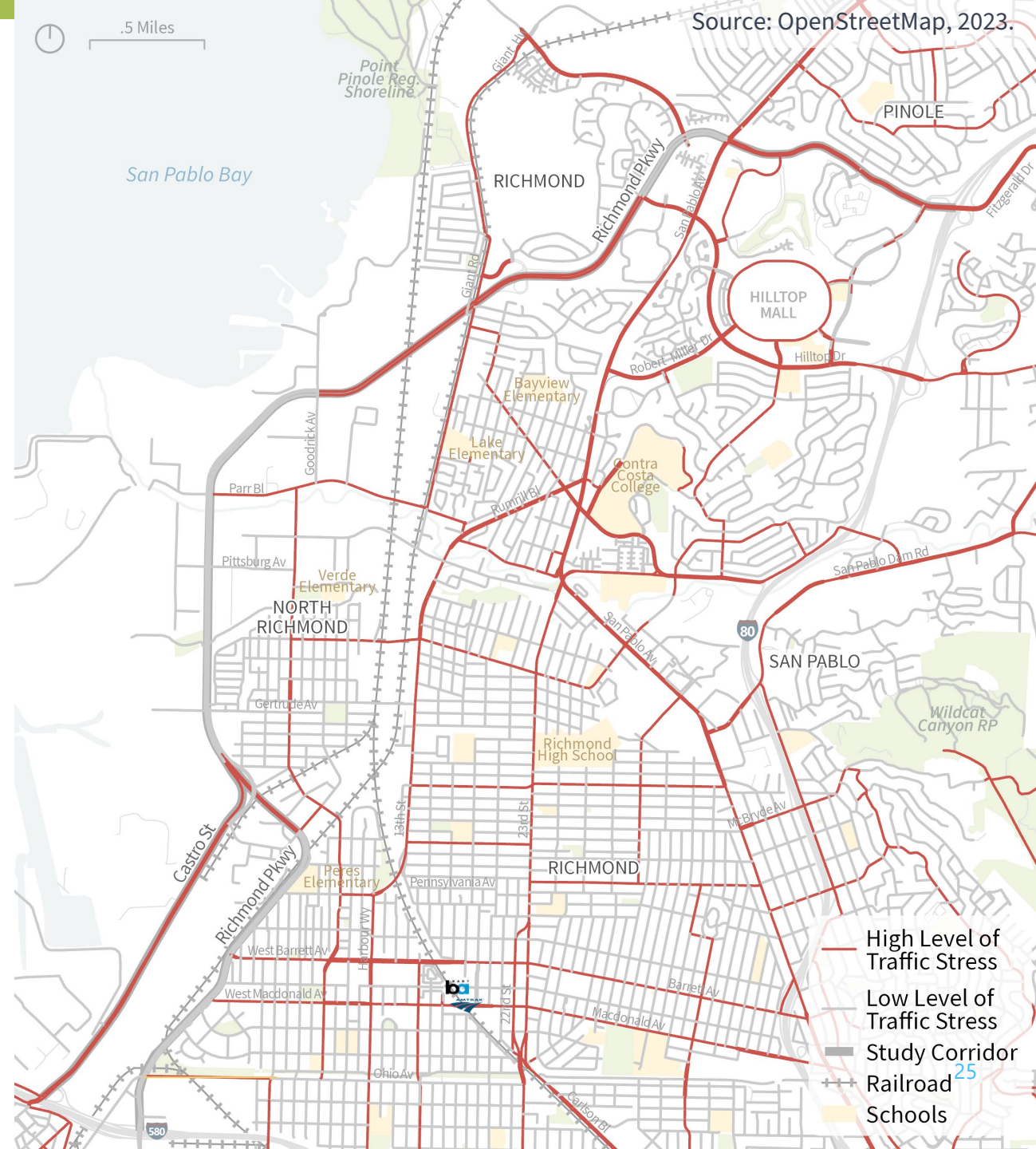
Trail gaps force people onto high-stress routes



Limited signage indicating shared-use path

Level of Traffic Stress

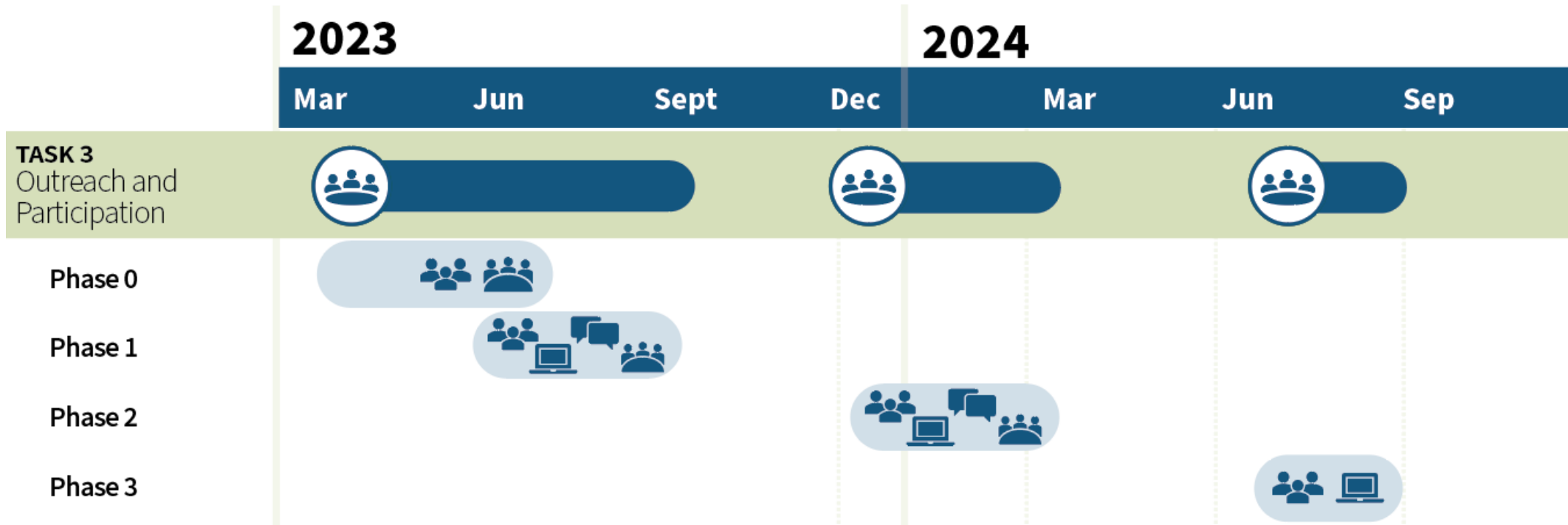
Segments of the study corridor that do not align with the Bay Trail are currently **high-stress** for people biking, meaning the conditions are **suitable for only “strong and fearless” adults**.





Public Engagement Approach

Public Engagement Schedule



Opportunities for Public Input



Public Advisory Group Mtg



WCCTAC Board Mtg



3 Pop-ups, 3 Community Mtgs



Digital Engagement

Pop-Up Engagement

Pop-Up Engagement is an effective approach to reach a broad range of community members, particularly lower-income communities of color, by **meeting them where they're at**. Potential locations may include farmers markets, churches, parks, etc.

The project team will collaborate with the Public Advisory Group to identify these opportunities.

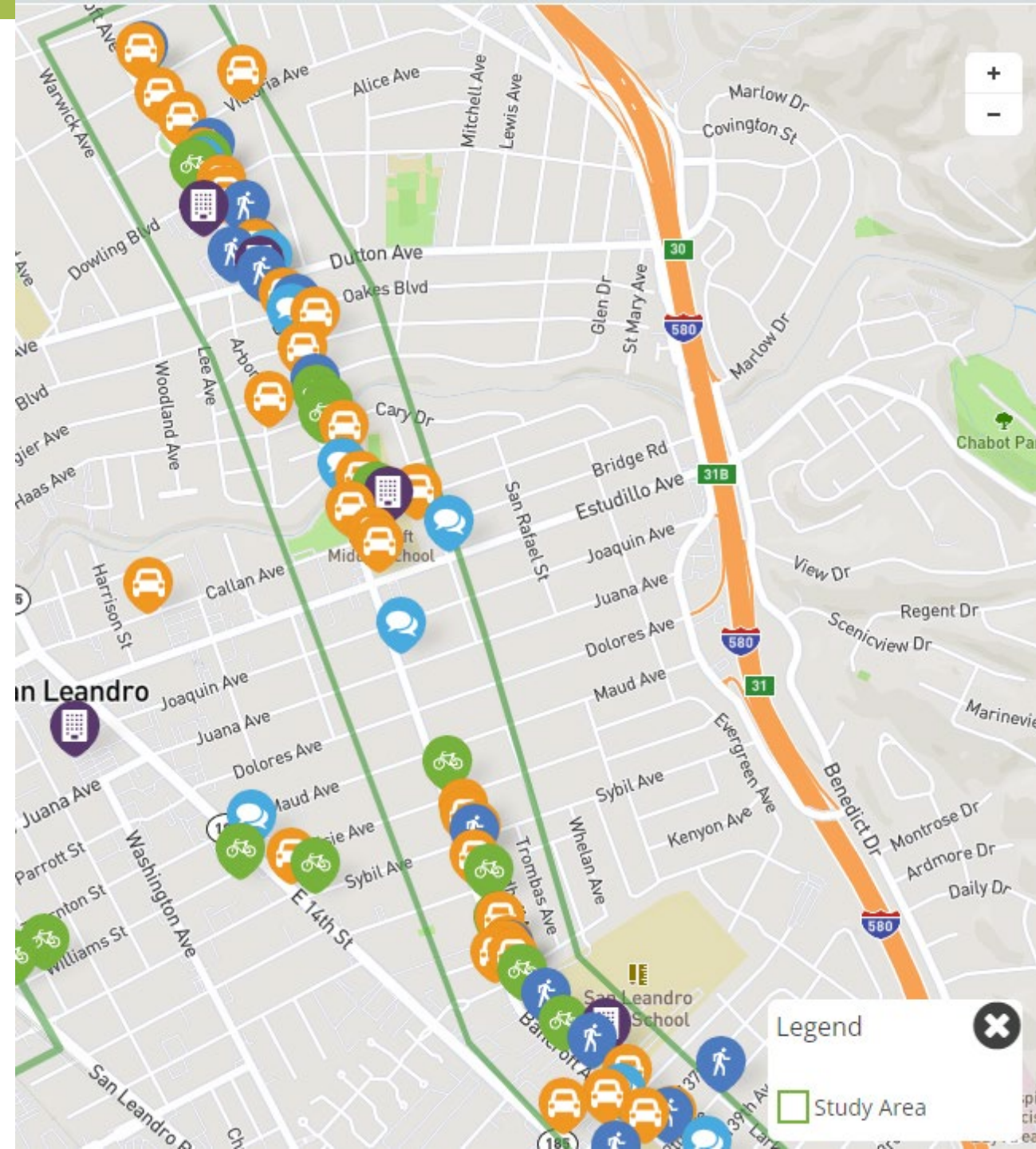


Digital Engagement

Digital Engagement consists of tools to **solicit input from community members online**, typically over a period of several weeks.

Strategies may include:

- Online surveys
- Interactive webmaps
- Open comment forms



Phase 0 Public Engagement

Establish the Public Advisory Group and Public Engagement Plan

April '23



Public Advisory
Group Roster

April/May



Draft Public
Engagement Plan

May/June



WCCTAC Board
Meeting #1

Public Advisory
Group Meeting #1

June



Final Public
Engagement Plan

Public Advisory Group (PAG) Roster

Community/Public Health Groups

- Groundwork Richmond
- Urban Tilth
- CHDC
- Watershed Project

Industrial/Trucking Groups

- Port of Richmond
- Industrial/Trucking Representative TBD

Bike/Ped Groups

- Trails for Richmond Action Committee (TRAC)
- Bike East Bay





Area/School Specific Groups

- Richmond Neighborhood Councils
- North Richmond Municipal Advisory Council

Draft Public Engagement Plan





Phase 1

IDENTIFY NEEDS

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



Phase 2

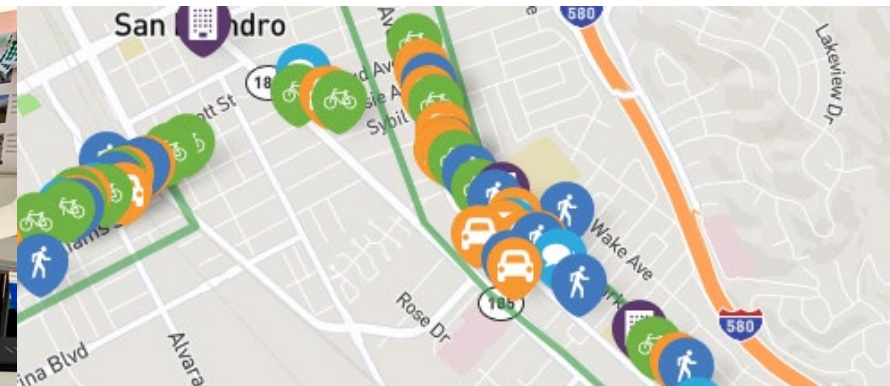
EXPLORE STRATEGIES

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

Phase 3

REFINE SOLUTIONS

-  PAG Mtg #4
-  Digital Engagement





Next Steps

Next Steps

- Existing and Future Conditions Assessment (Now-July '23)
- Phase 0 Engagement (Now-June '23)
 - First Public Advisory Group Mtg on 6/8
- Phase 1 Engagement (June '23)

Thoughts/Questions?

Thank you