Community Meeting #2 – Thursday, March 27
City of Richmond

SOUTH RICHMOND TRANSPORTATION CONNECTIVITY PLAN
Today’s Agenda

- Project Update
- Key Corridors
- Modal Prioritization
- Typical Interventions
- Multimodal Networks
- Question & Answer
- **Breakout:** Preliminary Concepts by Corridor
SRTCP Project Purpose and Objectives

- **Purpose:** Identify deficiencies & develop specific recommendations to improve multimodal connectivity
- **Objectives:**
  - Improve regional accessibility
  - Connect neighborhoods
  - Connect to transit stations & adjacent communities
  - Balance modes/ prioritize use of r.o.w.
  - Evaluate innovative solutions
  - Provide Citywide access to opportunities
  - Encourage balanced mode split
Related Plans

- General Plan (City)
- Bay Campus Long Range Development Plan (LRDP)
- South Shoreline Specific Plan (City)
- Plan Bay Area (MTC/ABAG)
- Richmond Bicycle Master Plan (City)
- Richmond Pedestrian Plan (City)
- WCCTAC Transit Enhancement Plan (CCTA)
- Livable Corridors Initiative (City)
Prioritization in Planning Use of Right-of-Way

- Vulnerable road users
- Bicycle Master Plan and Pedestrian Plan
- Truck Routes
- Existing Transit Routes
- Future Transit Corridors (Primary and Secondary)
- Current vehicle traffic volumes
- Potential future vehicle travel to RBC & Shoreline
## Traffic Volumes: Selected South Richmond Arterials

<table>
<thead>
<tr>
<th>Street Segment</th>
<th>Daily # Vehicles*</th>
<th>Estimated Capacity</th>
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</thead>
<tbody>
<tr>
<td>Marina Bay Parkway (Meeker to Marina)</td>
<td>11,400</td>
<td>38,200</td>
</tr>
<tr>
<td>23rd (Bissel to Cutting)</td>
<td>17,400</td>
<td>38,200</td>
</tr>
<tr>
<td>Carlson Boulevard (23rd to Cutting)</td>
<td>9,100</td>
<td>38,200</td>
</tr>
<tr>
<td>Cutting Boulevard (23rd to Carlson)</td>
<td>15,900</td>
<td>38,200</td>
</tr>
</tbody>
</table>

*Richmond Bay Campus LRDP Draft EIR*
Preliminary Concepts: Types of Interventions

Types:
- Crossings
- Multimodal (e.g. angled parking, RR crossings)
- Bicycle facilities
- Transit facilities

Implementation:
- Low-cost and temporary (Near-term: Through 2024)
- Substantial changes (Near-term)
- Major changes (Long-Term: 2030 +)
- “Big Moves” (Long-term)
Rebalancing and Right-Sizing Streets
Enhanced, Accessible Crosswalks
Signal Improvements for Bicyclists & Pedestrians
Support for Bicycle Turning Movements
Bikeways through Interchanges
Green-Backed Sharrows
Buffered Bicycle Lanes
Protected Cycle Tracks
Rail crossing safety: Gates, warnings, lights
Back-in Angled Parking
Wayfinding Signage & Pavement Markings
Transit Facilities: Far-side stops, bus bulbs
Arterial High Occupancy Vehicle (HOV) Lanes

HOV 2+ ONLY
2 OR MORE PERSONS PER VEHICLE
Transit Signal Priority & Queue Jump
Transit Stop Amenities: High Demand Stops
Median Transitway
Truck Route Network (Existing)

- Harbour Way
- Marina Way
- S. 23rd/Marina Bay Parkway
- Regatta Blvd (E. of MBP)
- I-580
- I-80
- Cutting Blvd (W. of Harbour)
Conceptual Transit Network: Near-term Option A
Breakout: Corridor Concept Stations

- Harbour Way & Hoffman Boulevard
- Marina Bay Parkway & Marina Way
- Richmond Bay Campus to El Cerrito Del Norte BART:
  - S. 47th Street-Potrero Ave
  - Bayview Avenue-Ellis-Cypress
  - Juliga Woods/Spring-Cutting
- Cutting Boulevard
- Carlson Boulevard & Central Avenue
- Central Avenue
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For More Information, visit:
http://www.ci.richmond.ca.us/srtcp