

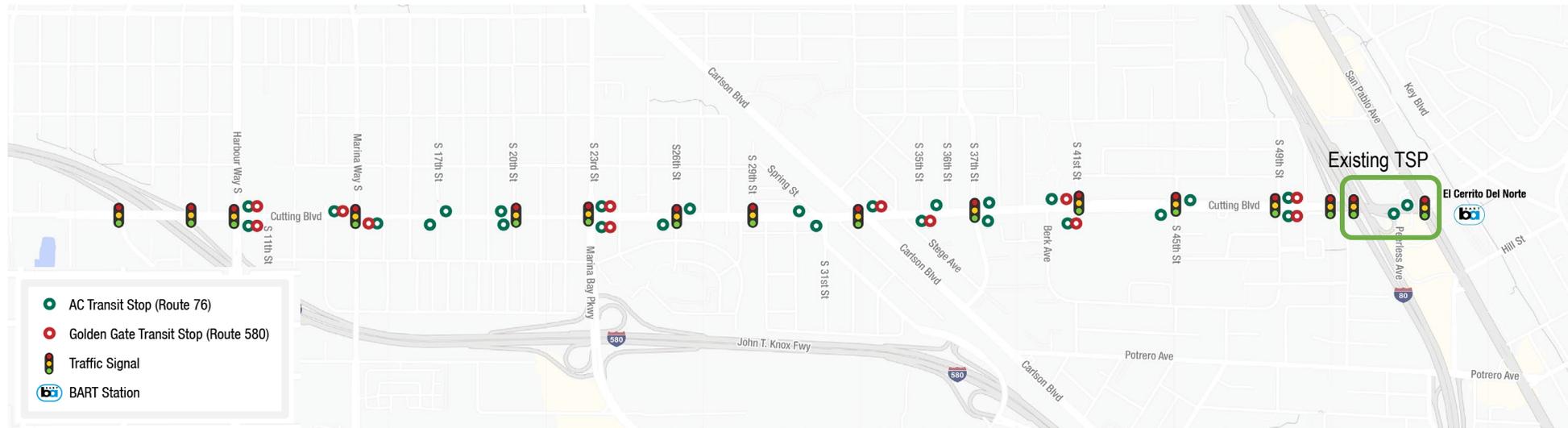
Cutting Boulevard Transit Priority Project

CCTA Countywide Bicycle Pedestrian Advisory Committee

Image Source: Youtube - Andrew The Muni Rider

Cutting Blvd. Corridor Overview

- 2.49 miles between I-580 and San Pablo Avenue
- 16 Traffic Signals
- 12 Bus Stops Shared between Golden Gate Transit and AC Transit
- 15 AC Transit-Only Bus Stops
- WestCAT, Soltrans, Vine Transit travel on Cutting at I-80 HOV ramp and San Pablo Ave



Cutting Blvd. Corridor Overview

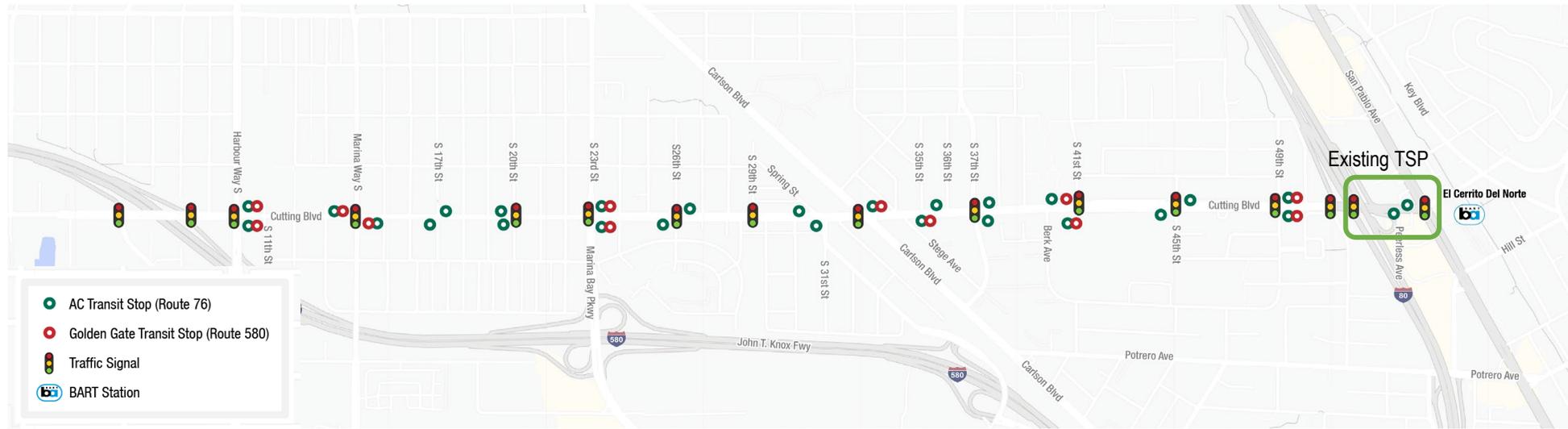
Existing Conditions



Cutting Boulevard Transit Priority Project

Improve transit operations and access by implementing:

- Transit signal priority (TSP)
- Signal Coordination
- Improvements at shared Golden Gate Transit & AC Transit bus stops



Scope



Implement TSP
and upgrade
signals as needed



Install bus shelters and
benches



Upgrade/install new curb
ramps

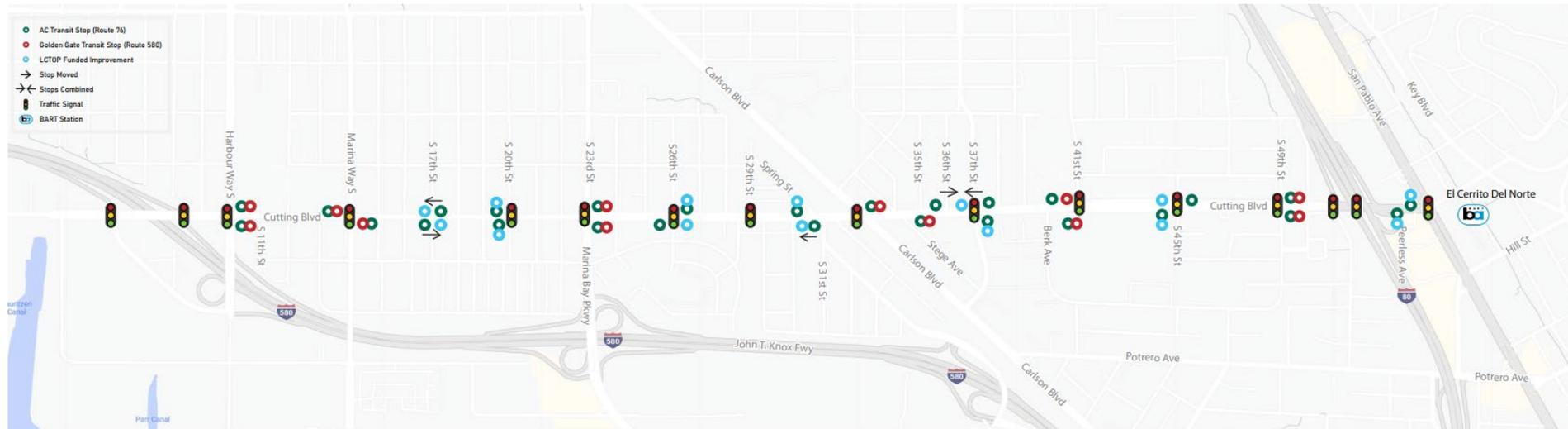
Also:

- Improve signal coordination for transit
- Improve sidewalk / bus stops for accessibility
- Refreshed Crosswalks

Cutting Boulevard Bus Stop Project

Improve transit operations and access at ACT-only bus stops by implementing:

- Stop relocations/Longer Bus Stops/Bus Bulbs
- Bus Shelters
- New/Upgraded Curbs Ramps
- Refreshed Crosswalks
- Sidewalk repairs and new concrete to provide ADA landings



Funding

	Cutting Boulevard Transit Priority Project	Cutting Boulevard Bus Stop Project
Scope	<ul style="list-style-type: none"> • TSP & Signal Improvements • Shared Golden Gate & AC Transit Stop Improvements 	AC Transit Stop Improvements
Funding	Regional Measure 3 (RM3): \$3M	Low Carbon Transit Operations Program (LCTOP): \$1.739M AC Transit Funds: \$0.5M

Timeline

Design/Outreach to occur in 2024

Construct and open by mid-2026

Complete Street Checklist

Topic: **Bicycle, Pedestrian and Transit Planning**

Question: Does Project implement relevant Plans, or other locally adopted recommendations?

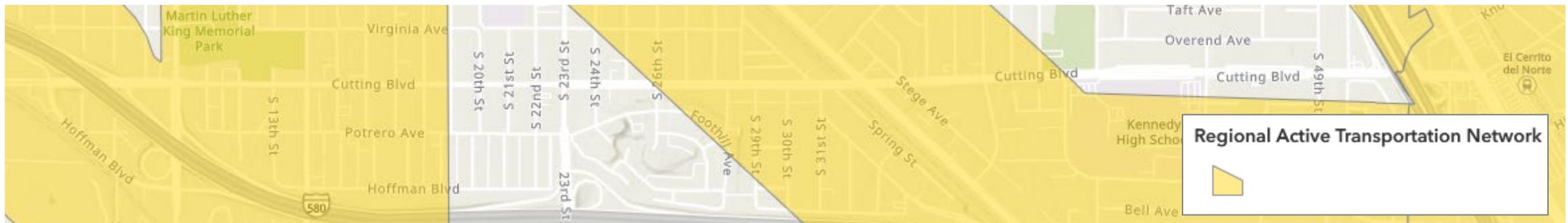
Response: Yes. The Project is consistent with the Bay Area Forward Program identified in Plan Bay Area 2050 (adopted 2021), which includes improvements such as transit signal priority in toll bridge corridors. The Project team will also work with the City of Richmond to prioritize identified pedestrian safety improvements in the Richmond Bicycle Pedestrian Action Plan (adopted 2023), such as directional ramps and high-visibility crosswalks, and evaluate for feasibility within the project budget. However, because the project scope and funding is focused on transit priority for the corridor, it does not include improvements such as installing new bikeways, identified in the plan.

Complete Street Checklist

Topic: Active Transportation Network

Question: Does the project area contain segments of the regional Active Transportation (AT) Network?

Response: Yes. Parts of Cutting Blvd overlap with the AT network, from Hoffman Blvd. to 19th St., 26th St to 39th Ave, and I-80 to San Pablo Ave. The project proposes to install new curb ramps, amenities such as shelters, benches, and trash cans, make sidewalk improvements for ADA access, and restripe crosswalks in accordance with the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way.



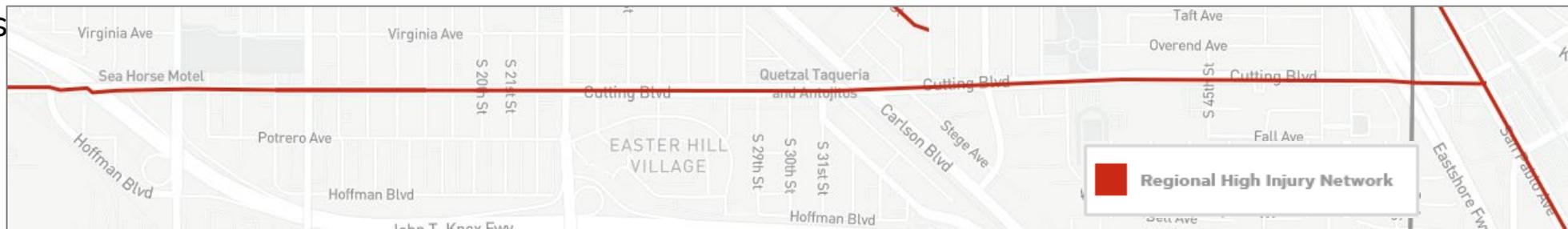
Complete Street Checklist

Topic: **Safety and Comfort**

Question A: Is the Project on a known High Injury Network (HIN) or has a local traffic safety analysis found a high incidence of bicyclist/ pedestrian-involved crashes within the project area?

Response: Yes. The full project extent of Cutting Blvd. is included on MTC's Regional High Injury Network, as well as the City of Richmond's High Injury Network as identified in the city's [Local Roadway Safety Plan](#) (LRSP, adopted 2023). The plan identifies 90 total collisions on Cutting Blvd between Hoffman Blvd and Carlson Blvd in 2015-2019, of which 22 involved bicycles or pedestrians.

The Project team will also work with the City of Richmond to prioritize identified pedestrian safety improvements in the Richmond Bicycle Pedestrian Action Plan (adopted 2023), such as directional ramps



Complete Street Checklist

Topic: **Safety and Comfort**

Question B: Does the project seek to improve bicyclist and/or pedestrian conditions? If the project includes a bikeway, was a Level of Traffic Stress (LTS), or similar user experience analyses conducted?

Response: The project will improve pedestrian access to bus stops with sidewalk, curb ramp, and crosswalk improvements.

In addition to the above, the LCTOP-funded bus stop project will also be implementing bus bulbs at some bus stops. Where possible, bike lanes will be designed to pass the bus on the right side, reducing conflicts between bicyclist and buses.

Complete Street Checklist

Topic: Transit Coordination

Question A: Are there existing public transit facilities (stop or station) in the project area?

Response: Yes. The following transit routes operate within the project area:

- Golden Gate Transit Route 580
- AC Transit Lines 76, 376, 675, 681
- Soltrans Routes R and G
- Vine Route 29
- WestCAT Routes JPX, JX, JR/JL

Complete Street Checklist

Topic: Transit Coordination

Question B: Have all potentially affected transit agencies had the opportunity to review this project?

Response: Project scope has been reviewed by affected transit agencies.

Complete Street Checklist

Topic: Transit Coordination

Question C: Is there a MTC [Mobility Hub](#) within the project area?

Response: The project is less than a quarter-mile from the El Cerrito Del Norte BART mobility hub. Staff has coordinated with relevant transit agencies but not other mobility providers. The Project will improve existing transit service.



Complete Street Checklist

Topic: **Design**

Question: If applicable, please describe the pedestrian focused improvements and cite the design standards used (links to standards are not needed).

If applicable, please provide Class designation for bikeways. Cite design standards used.

Response: The project will install new curb ramps, make sidewalk improvements for ADA access, and restripe crosswalks in accordance with adopted local jurisdiction standards.

In addition to the above, the LCTOP-funded bus stop project will also implement a pedestrian bulb to improve visibility for pedestrians crossing Cutting Blvd. in accordance with adopted local jurisdiction standards.

Complete Street Checklist

Topic: **Equity**

Question: Will Project improve active transportation in an Equity Priority Community (EPC)?

Response: The full extent of the project is within EPCs. These include Census Tracts: 379000, 380000, 381000, 382000, 386000



Equity Priority Communities - Plan Bay Area 2050

Complete Street Checklist

Topic: **BPAC Review**

Question: Has a local (city or county) Bicycle and Pedestrian Advisory Commission (BPAC) reviewed this checklist (or for OBAG 3, this project)?

Response: Meeting with Contra Costa Transit Authority BPAC on 5/20/24