



EAST COUNTY INTEGRATED TRANSIT STUDY

Welcome to the East County Integrated Transit Study Online Open House Results!

Through the study, we worked to identify solutions for improving transit service between Brentwood and Antioch. This has been a two-year study funded through a Caltrans grant.

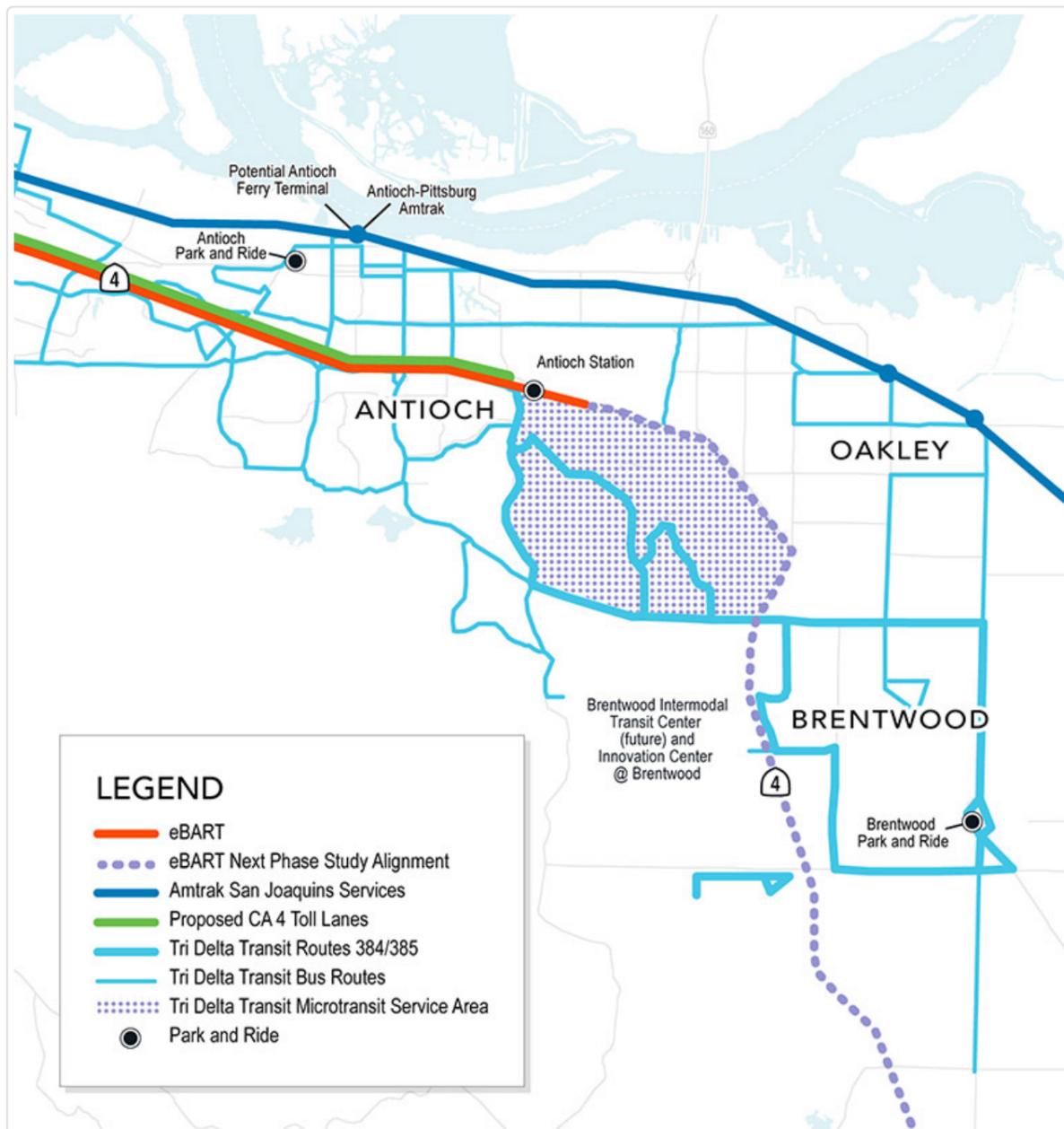
How this open house works +

Welcome to our online open house! Here you will travel between virtual “stations” like you would in-person to learn background information about the purpose and need for this study and more!

There are multiple informational sections/stations describing:

- The goals and focus of the study
- What we heard from communities in our previous engagement efforts
- How the previous alternatives compared
- Which alternative rose to the top

Please share this link with your neighbors, community members, and friends who live and travel through East County.



Study mission

Understanding our core goals

We want to provide seamless travel options for our residents, commuters and visitors – people like you. We are developing solutions that are sustainable, smart, user-friendly, and efficient.



Study Considerations +

There is a lot to consider in undertaking a study like this! We have carefully considered the benefits and impacts of many electric high-capacity (high volume) transit alternatives in East County. Our study is guided by a variety of constraints and considerations:



Any transit alternative we evaluate or propose must be powered by electricity and alternative fuels like hydrogen - not gasoline.



The study must consider how easily people can get to, from and use the transit alternative.



Compare potential travel times and reliability among alternatives to traditional auto trips.



Consider the needs of transit agencies responsible for operating and connecting to the alternative.



The needs of communities and stakeholders - people like you - and the mobility barriers you may face. Some people have faced systematic oppression because of race, native language, gender, sexuality, income, age, and physical ability. It is really important for us to understand as many needs and barriers as possible so we can help improve the system for everyone.



The alternative to driving the State Route 4 corridor must attract high quality jobs and support economic development in East County.



Alternatives to driving on the State Route 4 corridor must provide a fast, frequent, and cost-effective connection from the planned Innovation Center @ Brentwood, between Lone Tree Way and Sand Creek Road, and the Antioch Station, near Hillcrest Avenue. We've received inquiries about using the Southern Pacific Railroad's "Mococo rail line", which runs between Antioch and downtown Brentwood east of SR-4. The use of the Mococo rail line for transit has been included in several past studies, however the Southern Pacific Railroad is not interested in selling the right-of-way to the Contra Costa Transportation Authority (CCTA) or other transit agencies. Therefore, the Mococo rail line was not evaluated in this study.

Study goals



Improve rider experience



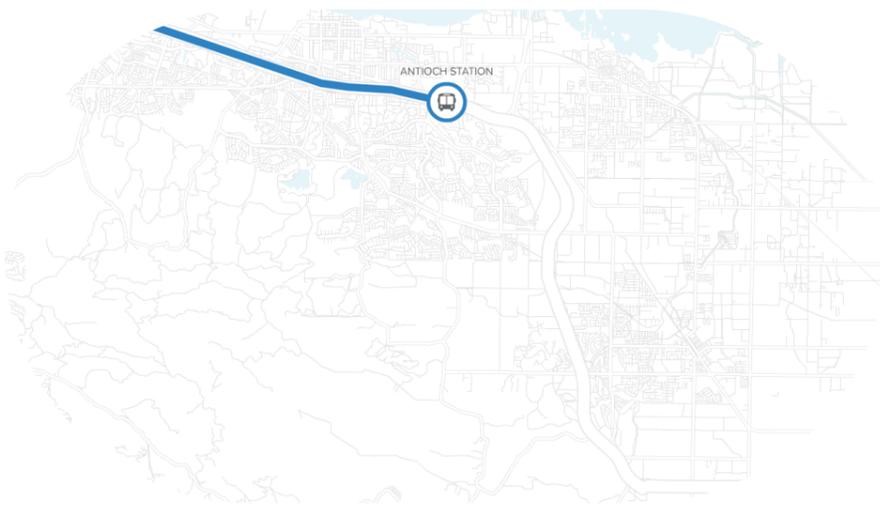
Communicate the benefits of transit



Respond to equitable access needs



Support economic development



Allow for future, innovative transit options



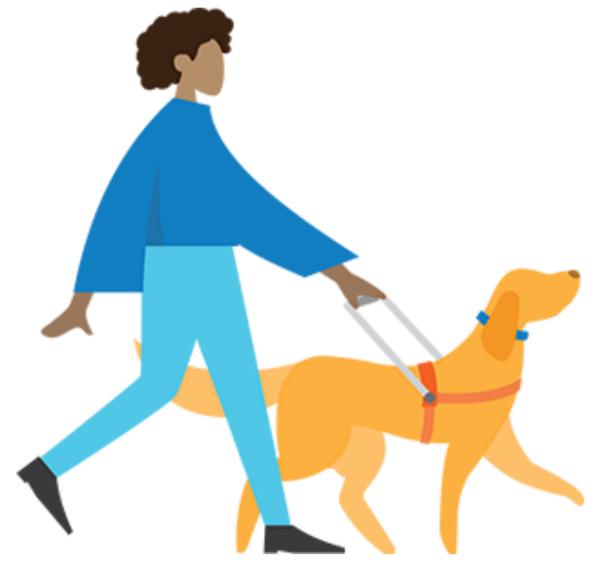
Improve air quality

How we engaged communities in East County

We gathered community feedback through two online open houses that ran from October 13, 2020 to February 15, 2021 and August 13 – September 27, 2021 that included a total of three surveys. Combined, the two online open houses — which were available in 108 languages via Google Translate — collected responses from 325 people.

The survey in the first online open house was focused on understanding mobility needs and alignment with the study goals and framework. The second online open house was focused on understanding community preferences through one survey about the study alternatives and another about the importance of factors for decision making.

We also gathered community, stakeholder, and technical feedback from the study Steering Committee and Technical Advisory Committee about our strategies for engagement, online open houses, community-based organization communication, and social media sharing.



Study Steering and Technical Assistance Committees +

The Steering Committee was tasked with advising the study team from a community perspective, and more specifically with the following:

- Consider Technical Advisory Committee input and other factors
- Review and consider community input
- Review and/or provide recommendations on draft technical and community content

The Technical Advisory Committee was tasked with advising the study team from a technical perspective, and more specifically with the following:

- Review draft technical and community content
- Review and consider community input
- Make technical recommendations

The Steering and Technical Assistance committees each have a representative from the following organizations:

Compatibility with a potential future rail extension, travel time savings, and the number and ease of transfers were deemed very important by over 80% of participants.

High support for all transit alternatives

All six proposed alternatives received high levels of support – each alternative was supported by at least 50% of participants in the Round 2 online open house. Alternatives 2 through 6 were supported by 50-53.1% of participants.

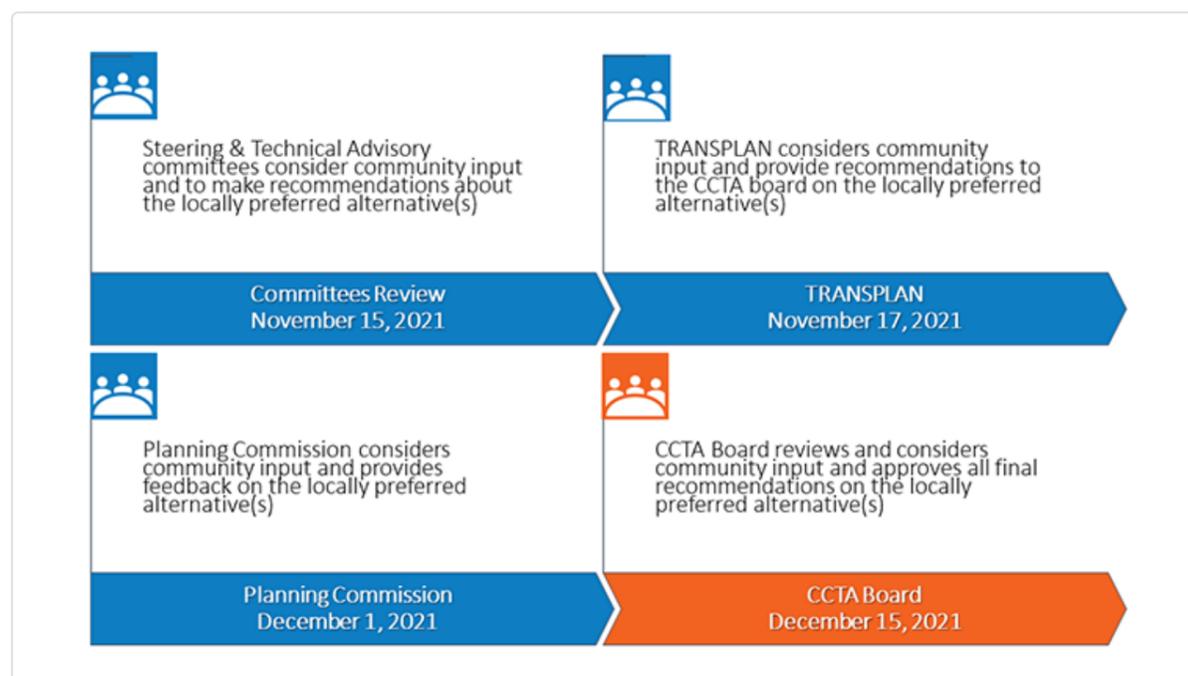
- Alternative 1, which would extend BART commuter rail service in the State Route 4 (SR-4) median from the future Innovation Center @ Brentwood Station to the existing Antioch Station, had the highest level of support at 83%.
- Alternative 6, a rapid bus on Slatten Ranch Road from the future Innovation Center @ Brentwood Station to the existing Antioch Station, had the second highest level of support at 53.1%.
- Alternative 3, a dedicated bus rapid transit in the SR-4 median from the future Innovation Center @ Brentwood Station to the existing Pittsburg / Bay Point Station, had the third highest level of support at 52.9%.

Open-ended comments

The word cloud above presents the results of the comment forms on the surveys. Common responses included passenger preferences about safety, prices, seamless transfers, access to retail, housing, and micro mobility options, and amenities; connections to specific places; preferences for BART and rail due to perception of faster and cheaper service; and connections between different transit providers.

Where do we go from here?

The next step is to review recommendations from the detailed evaluation results, and approve the locally preferred alternative, which follows the process shown below.



Click to enlarge

Following selection, the study will begin conceptual design of the locally preferred alternative to refine the assumptions and identify critical details for further study. This will all be summarized in the final study report, which will be completed by the end of February 2022 and shared on [CCTA's website](#).

What happens after the study is done?

CCTA, in collaboration with East County public agencies, will begin the process of identifying and securing funding for the preferred project.



Deeper dive into Round 1 engagement

The Round 1 online open house ran from October 13, 2020 – February 15, 2021. We used this input to guide the engagement for Round 2. Nearly 90% of Round 1 respondents indicated they live in East County. [View and/or print the Round 1 online open house archive PDF here.](#)

We learned the following from East County residents like you.

Transit needs +

- The top three transit priorities are to improve rider experience, allow for future, innovative transit options, and to support economic development.
- The top three onboard transit amenities selected were free Wi-Fi access, power outlets or USB ports, and comfortable seating.
- The top three station amenities selected were car parking, bathrooms, and on-site security personnel or security cameras.
- The most common travel or commute options were driving alone, taking a train, using multiple modes, using a public bus, and walking, jogging, or running with or without assistance.
- As people considered their ideal travel options for the future, responses showed the desire to increase taking the train, walking, jogging, or running with or without assistance, using a bike or scooter, using a personal motorcycle, moped or scooter, taking a private bus or shuttle, vanpooling, using a carshare service, or using Paratransit. Responses showed a noticeable decrease in driving alone and using Uber, Lyft, or app-based ridesharing services as a single passenger.
- The most common barriers to using transit indicated by the responses were cleanliness, safety on board, and safety at the station.



Development preferences +

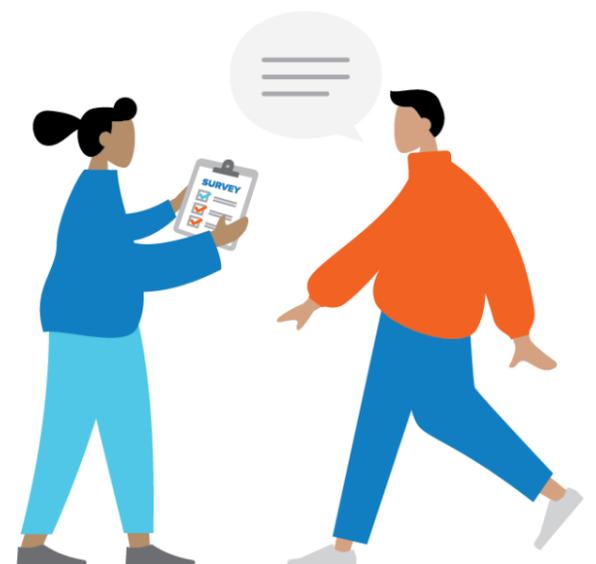
- Respondents said they would support development of 3-5 story mostly commercial and some mixed-use buildings within ½ a mile of major, regional transit stations.
- The top three most supported types of development were retail space, mixed-use space, and office space.

This feedback was used to influence elements of the alternatives, such as onboard transit and station amenities, and transfers. [Check out the Round 1 engagement Summary here for more details.](#)

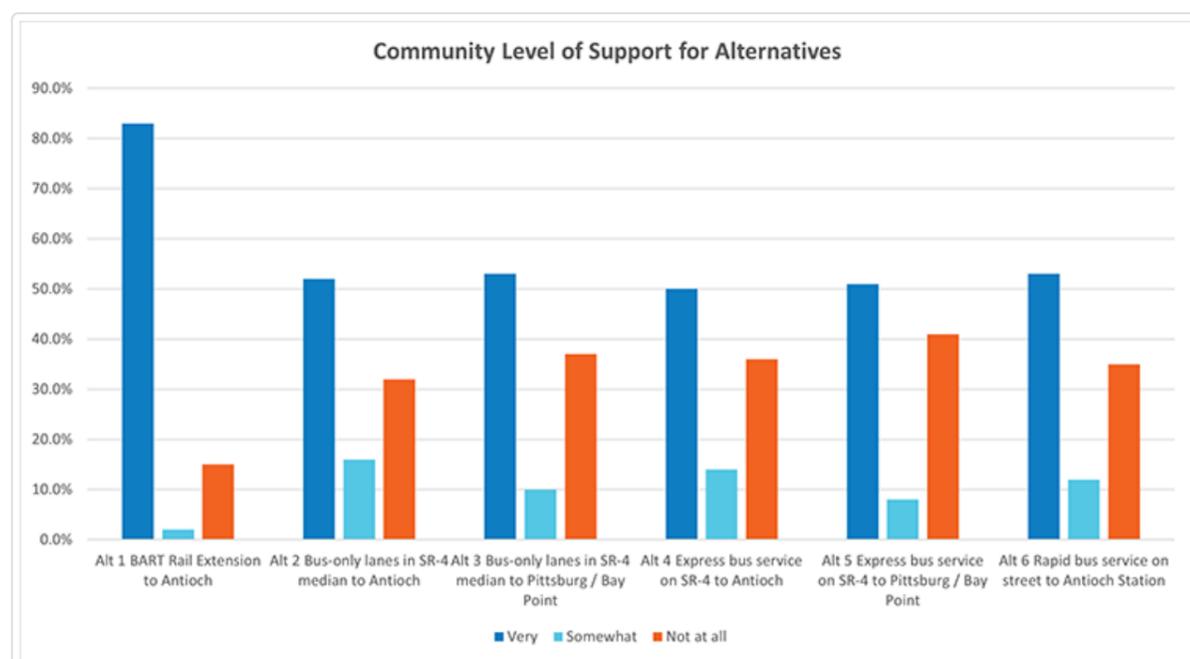
Deeper dive into Round 2 engagement

During the Round 2 engagement, we hosted an online open house to survey East County communities about the alternatives and evaluation criteria. Participants were able to indicate their level of support for each proposed alternative. This feedback influenced the scores for the Community Support metric. Participants' input regarding the importance of each evaluation criterion/metric determined how strongly each criterion factored into the evaluation of alternatives. View and/or print the [round 2 engagement summary PDF here](#) and the [round 2 online open house archive PDF here.](#)

How did participants support the alternatives? +



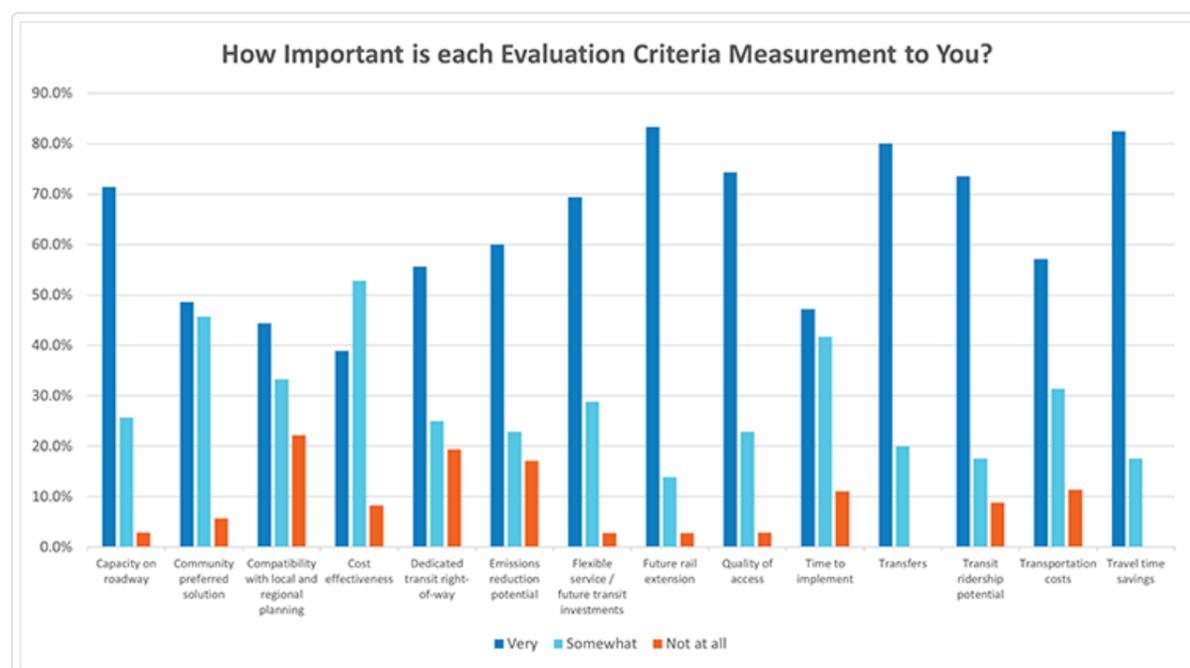
We asked online open house participants to rate their level of support for each alternative on a scale of one to three. Approximately 50 people responded to indicate their level of support for each alternative. Alternative 1: BART in Median from Brentwood to Antioch received the strongest support at 83%, and at least 50% of respondents indicated support for each of the alternatives. It's exciting to see East County's enthusiasm for any form of public transit!



[Click to enlarge](#)

How important were the evaluation criterion metrics to East County? +

We asked how important each evaluation criteria metric was and 36 people responded. As you can see in the graphic below, most participants generally find all the evaluation criterion metrics to be important. Allowing for a potential future rail extension came in as the most important at 83.3% followed closely by travel time savings at 82.4% and transfers at 80%. We interpret this to mean that modes of transportation that are perceived as faster and easier, like rail, are preferred, because travel time savings and ease of travel are important to participants.



[Click to enlarge](#)

How did your feedback impact the study? +

Weighting of the evaluation metrics (criteria)

In the Round 2 online open house survey about the importance of the evaluation metrics, the East County communities indicated that Travel Time Savings, Transfers, and Future Rail Extension were the most important evaluation metrics (criteria) to the public. As a result of this input from the public, the project team increased the weight of the Future

Rail Extension metric in the evaluation process. The community response on the importance of Travel Time Savings and Transfers metrics validated the already high weighting that the study had for these two metrics.

Community Preferred Solution

The Round 2 online open house survey about support for the alternatives directly impacted the scoring of each alternative for the Community Preferred Solution metric. With 83% of respondents strongly supporting Alternative 1, it scored a 5 of 5 in the Community Preferred Solution metric. The other alternatives were strongly supported by between 51% and 54% of the respondents, and all scored 3 out of 5 in the Community Preferred Solution metric.

How do the alternatives compare to each other when it comes to meeting the goals of the study? +

In the graphic below, the study alternatives are listed with a thumbs up, down, or up and down to indicate mixed ratings against the study goals, which are listed as the bold column headers. This performance is determined by the technical team through modeling and weighted based on feedback from the community, stakeholder, governmental, and teering / technical advisory committee members (as described above).

Alternative 1: BART in Median from Brentwood to Antioch, is listed first since it leads not only in community preference (as shown above), but also in terms of performance against the goals of the study and from a technical perspective (below).

Alternative	Description	From Brentwood to:	Study Goals					
			User Experience	Equitable Access	Improve Air Quality	Economic Development	Future Transit Investments	Communicate Benefits and Tradeoffs
1	 BART rail in SR 4 median	Antioch						
2	 Dedicated BRT in SR 4 median	Antioch						
3	 Dedicated BRT in SR 4 median	Pitt/Bay Pt						
4	 Express Bus in SR 4 travel lanes	Antioch						
5	 Express Bus in SR 4 travel lanes	Pitt/Bay Pt						
6a	 Rapid Bus on Lone Tree/Heidom	Antioch						
6b	 Rapid Bus on Slatten Ranch	Antioch						

Click to enlarge

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6a	 Rapid Bus on Lone Tree/Heidom	Antioch						
6b	 Rapid Bus on Slatten Ranch	Antioch						

Click to enlarge

Comment box

Thank you!

Share your email to stay updated on this study and other projects in Eastern Contra Costa!



Sign up for email updates

Are there any additional comments you'd like to share?

Would you like to sign up for email updates from the team? Enter your information below.

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Last Name

Email Address

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East County Integrated Transit Study, Contra Costa Transportation Authority Round 3 Community Engagement Summary February 2022

Introduction and background context

This report summarizes the engagement that took place in Round 3 of the Contra Costa Transit Authority (CCTA) East County Integrated Transit Study (study). The purpose of this round of engagement was to share the results of the study – how the evaluated alternatives compared and which ones rose to the top.

CCTA is studying the cost effectiveness and performance of transit service alternatives along the State Route 4 (SR-4) corridor between the Antioch Bay Area Rapid Transit (BART) station and the future Innovation Center @ Brentwood. The study, funded through a California Department of Transportation (Caltrans) Sustainable Communities Transportation Planning Grant, aims to identify both near-term and long-term solutions for providing transit service between Antioch and Brentwood.

Timeline

The process for developing the study was broken out into four different phases:

1. **Discovery.** We developed our vision and study goals and refine with community input.
2. **Develop details.** We started developing alternatives and evaluation criteria based our vision and goals.
3. **Decision making.** We refined and evaluated alternatives to identify a locally-preferred alternative.
4. **Design and Delivery.** We prepared a conceptual design, cost estimates, and implementation plan for the locally-preferred alternative.

As of February 2022, the study is wrapping up. Engagement efforts are complete and the final study information will be available on CCTA's website.

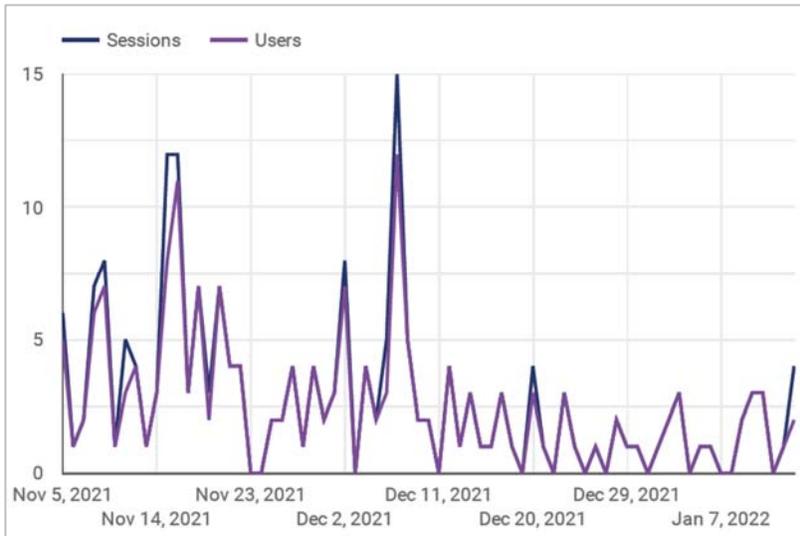
Online Open House – Round 3

From Nov 5, 2021 – Jan 14, 2022, CCTA hosted a third online open house at eastcountyttransit.com. Through this online open house, visitors could learn about the high-capacity transit options the study purpose and goals, the input community members provided in previous engagement efforts, how the previous alternatives compared, and which alternatives rose to the top. Feedback from previous outreach rounds helped inform the CCTA's study to identify solutions for improving transit service between Antioch and Brentwood.

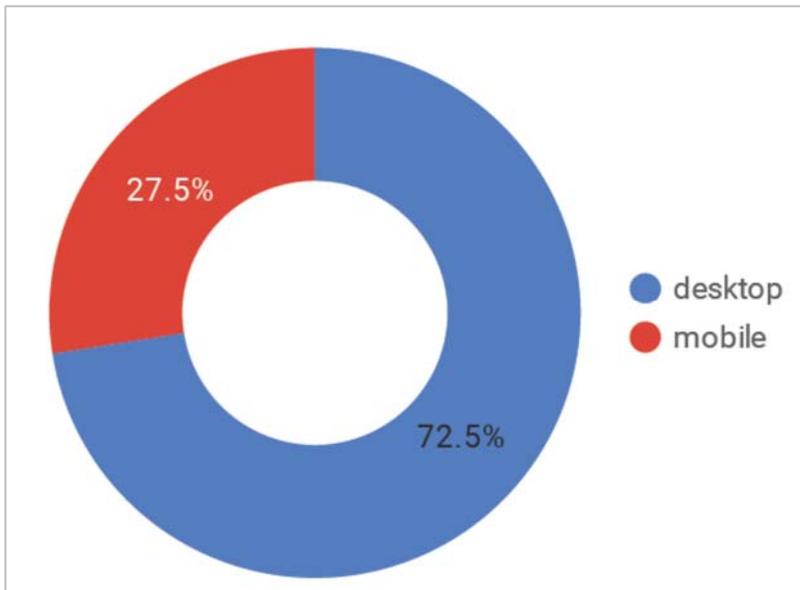
Community members learned about the online open house via email, Facebook, Twitter, Nextdoor, and other social media shares from governmental, transit, and technical partners who participate in the steering and technical advisory committees for the study.

The online open house met all accessibility requirements and had the option to be translated using Google Translate to 108 languages. The online open house could be accessed via computer, mobile, tablet, or laptop, and paper copies could be requested. Users represent unique number of visitors and sessions are the number of times the site was visited. Site analytics for the online open house included:

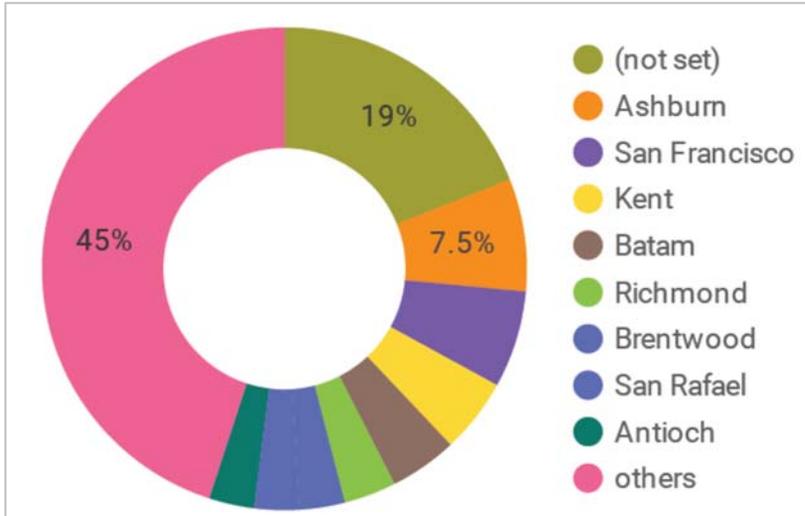
- Unique users: 159
- Sessions: 200
- Average session duration: nearly 3 minutes



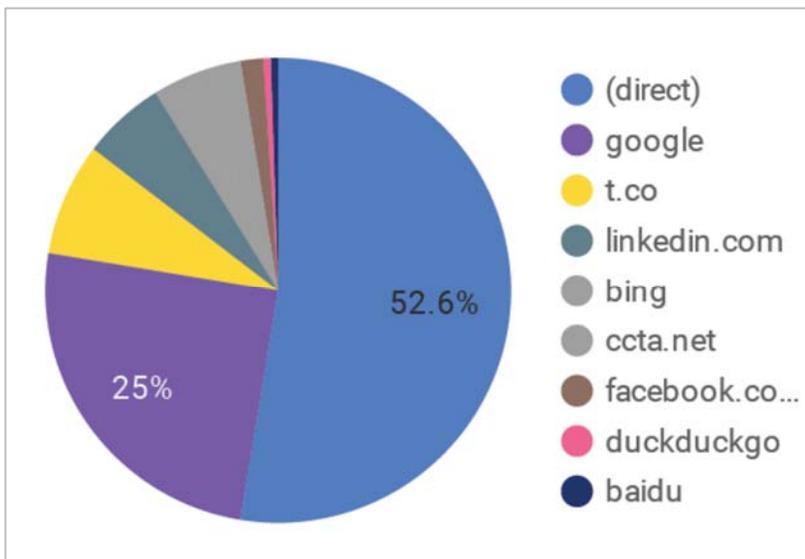
Visits: Trend of sessions and users over the course of the online open house.



Device: The percentage of the types of devices used to access the site were primarily desktop devices.



Location: Based on their IP addresses, the top three physical locations when accessing the site were Ashburn, San Francisco, and Kent. Site visitors also came from Batam, Richmond, Brentwood, San Rafael, and Antioch.



Source: Most of the site traffic came via a direct link to the site or through Google or Bing searches. Additional visitors were linked to the site from Twitter, LinkedIn, and Facebook.