

# EAST COUNTY INTEGRATED TRANSIT STUDY

## Executive Summary at a Glance

### PROJECT BACKGROUND

The purpose of the East County Integrated Transit Study (ECITS), funded by a Caltrans grant, is to identify solutions for improving transit services between Brentwood and Antioch in East County. We started by identifying core goals that are in alignment with all related projects and initiatives in the area and made sure each goal was centered around providing seamless travel options that are **sustainable, smart, user friendly, and efficient**.

In addition to defining our study purpose and goals, we isolated **key considerations based on the needs and wants of East County residents**. Through this process we learned that residents would be best served if the transit solution does the following:

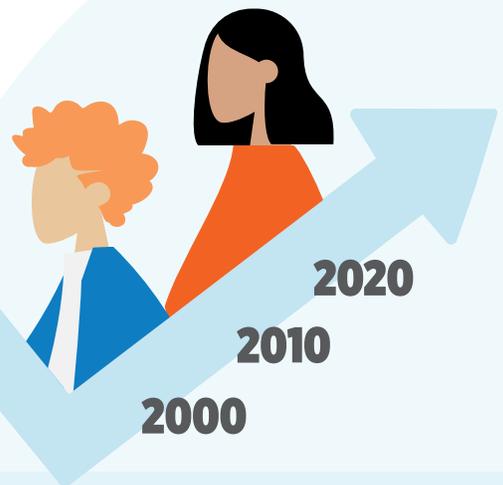
 <p>Provides a fast, frequent, cost-effective connection from Antioch BART to Innovation Center @ Brentwood</p>	 <p>Optimizes accessibility and is easy to use</p>
 <p>Attracts high-quality jobs and supports economic development</p>	 <p>Considers the needs of transit agencies involved in the solution</p>
 <p>Operates using clean fuels, not gas</p>	 <p>Addresses the needs and barriers of all who may use the system</p>
 <p>Improves travel times and is reliable</p>	

### EXISTING CONDITIONS

Many East County residents are bedroom community commuters and super commuters, which is increasing the congestion and travel delays along State Route 4, and, overall, impacts the quality of life for residents, employees, and visitors.

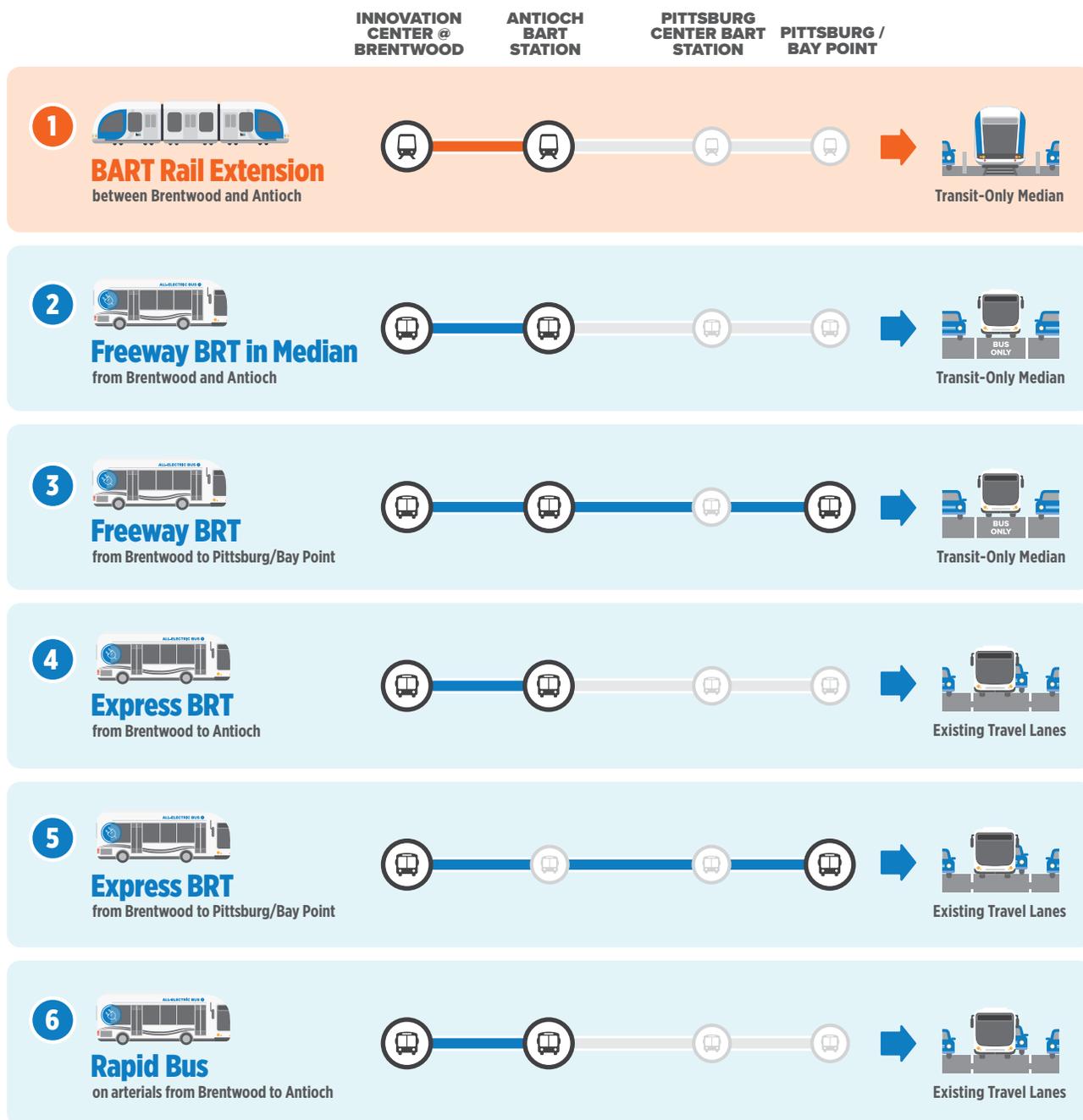
The population of East County grew nearly 50% from 2000 to 2020 and is estimated to continue that trend in the coming decades. This rapid growth combined with several transportation upgrades in the area, like the BART extension, updates to the Oakley Park & Ride lot, restructuring of Tri-Delta bus service, and the planned Innovation Center at Brentwood, set the stage for CCTA to take a closer look at transit in East County.

↑ 50%



# SIX ALTERNATIVES

There is a lot to consider in developing a study like this! The ECITS team carefully considered the benefits and impacts of many high-volume, zero-emission (ZE) transit options. Using the project goals and key considerations as a guide, we assembled a set of six alternatives for review— **one rail option** between Brentwood and Antioch, and **five bus options** with varying end points. The bus options would operate in either dedicated or transit-only spaces along SR-4 (like those for rail or Freeway Bus Rapid Transit – Freeway BRT), existing SR-4 travel lanes, or existing lanes along arterial roads.



To learn more about all the alternatives, please visit [www.ccta.net](http://www.ccta.net) or [www.eastcountyransit.com](http://www.eastcountyransit.com).

## EVALUATION RESULTS

During our careful evaluation, each alternative was scored on a scale of 1 to 5 (5 being the the most desirable) based on comparative performance within a variety of criteria like travel time savings, vehicle miles traveled (VMT) reduction potential, carrying capacity, service flexibility, and cost effectiveness, just to name a few. Each criteria was also given a weighted value based on the level of importance the community and stakeholders assigned to each criteria category.

More than 50% of survey respondents fully supported all of the alternatives at least somewhat, but the rail alternative (#1) and the express bus alternatives (#4) ranked highest. Both of these alternatives will be studied further.



## HIGHEST PERFORMING ALTERNATIVES

1



**BART Rail Extension between Brentwood and Antioch**

4



**Express Bus from Brentwood to Antioch**

“There is a growing population of elderly here in our community. The accessibility for wheelchair or restricted mobility is limited. Some ideas need to be thought out to support the ridership and easy access for the growing population.”

“I want to see more Tri Delta Transit service in Oakley! ...There are no Buses at all in my area!”



## COMMUNITY & STAKEHOLDER ENGAGEMENT

We used a series of online open houses to engage with the public during this study. Through these events, we gathered survey feedback from 325 participants about a variety of topics, including mobility needs, the framework of the study, and community preferences on the six proposed alternatives. Our online open house materials were available in over 108 languages in print or other formats upon request.



To view the content of our online open house series, please visit [www.eastcountytransit.com](http://www.eastcountytransit.com).

Regular meetings with a Steering Committee and a Technical Advisory Committee were also a critical part of our study process. The Steering Committee brought the community's perspective to our study team and the Technical Advisory Committee provided input on the underlying assumptions and analyses used to evaluate alternatives. These committees were made up of representatives from the following key transit organizations and municipalities:



## NEXT STEPS

There are more exciting developments ahead for the ECITS project team!

**First,** we'll be taking the two highest ranked alternatives— Bart from Brentwood to Antioch (Alternative #1) and Express Bus from Brentwood to Antioch (Alternative #4)— through a conceptual design process to identify infrastructure needs, construction costs, and operation details.

**Second,** we'll be taking our recommendations through an official approval process that involves acceptance by TRANSPLAN and the CCTA Board. Our recommendations will identify one **locally preferred alternative** and recommendations for implementation of that alternative as well as possible sources of funding for implementation. All of this work will be completed by February of 2022.

