



CONTRA COSTA
transportation
authority

FRAMING WORKSHOP

Contra Costa
Transportation
Authority
Integrated Transit Plan
September 20, 2023



Integrated Transit Plan Overview

CCTA's **transit-first vision** includes an Integrated Transit Plan (ITP) that provides technical and planning guidance with a clear vision for delivering a robust transit network that **connects all major activity centers and regional hubs in Contra Costa.**

The ITP will focus on the following areas:



Coordination: Identify ways to improve coordination between transit services so that riders have convenient and seamless travel.



Innovation: Explore emerging technologies that can improve access to transit and prioritize the movement of buses.

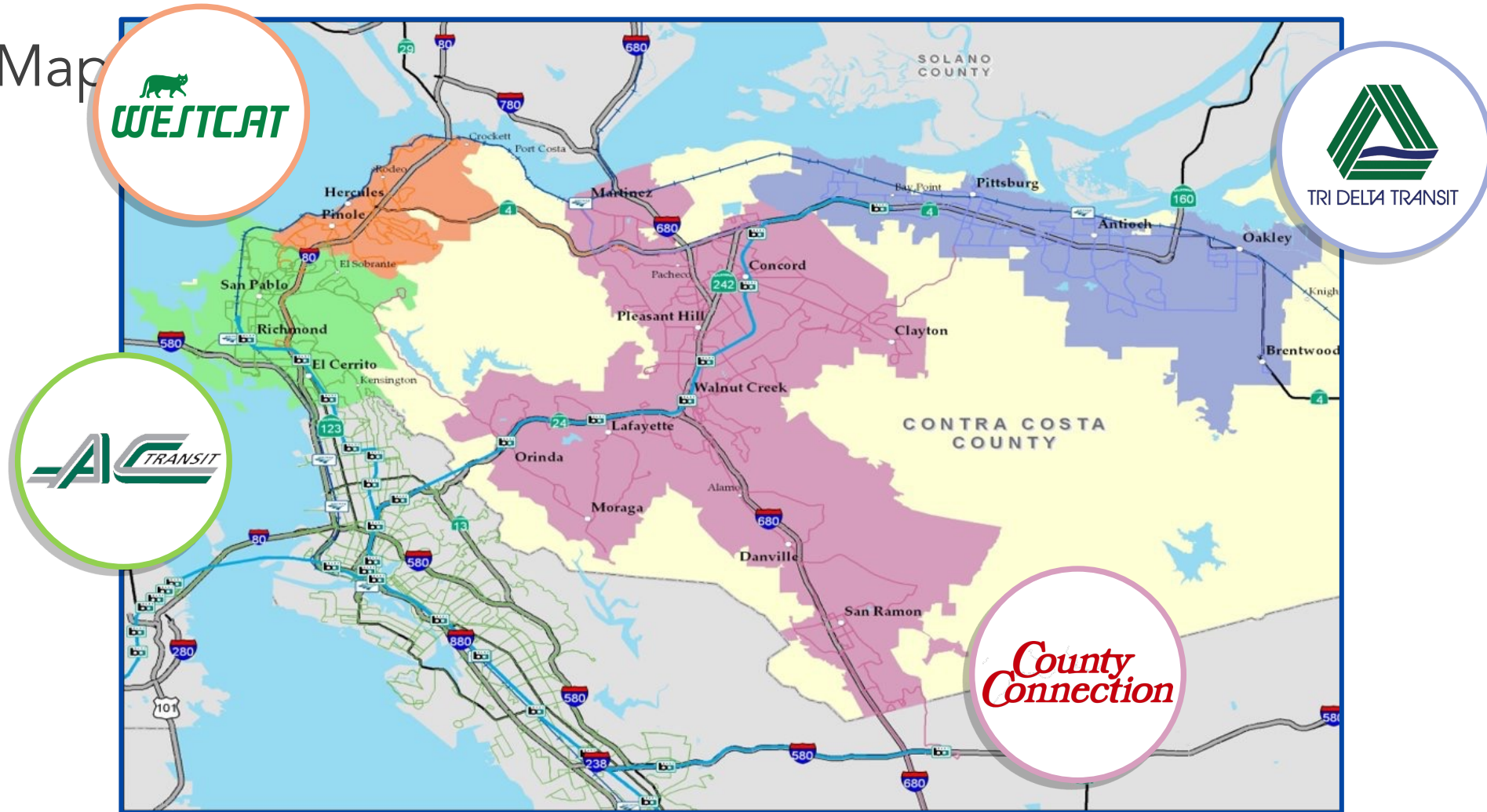


Equity: Ensure recommendations enhance or maintain access and coverage for all communities and residents, including low-income communities, communities of color, and people with disabilities.



Integrated Transit Plan Overview

Transit Service Map

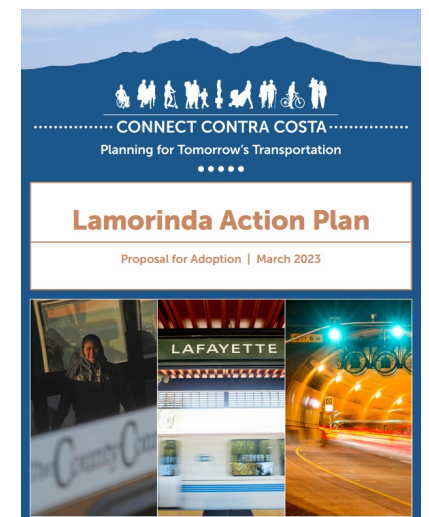
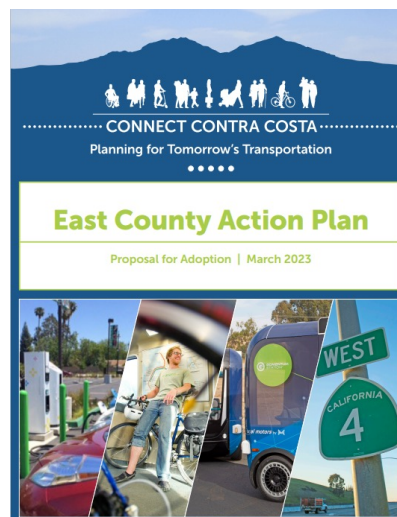
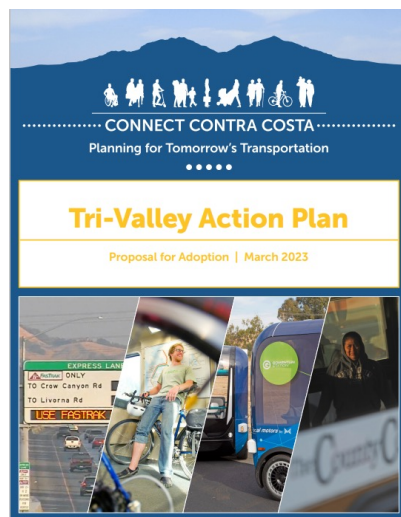
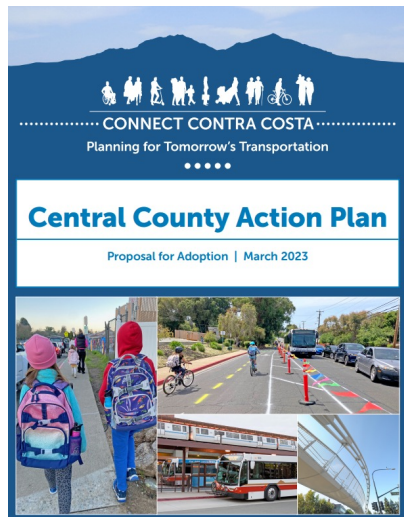


Integrated Transit Plan Overview

The ITP will align with planning strategies such as:

- Regional Plans e.g., Plan Bay Area 2050 & Bay Area Transit Transformation Action Plan
- Sub-regional Plans e.g., Transport Action Plans (Draft 2023)

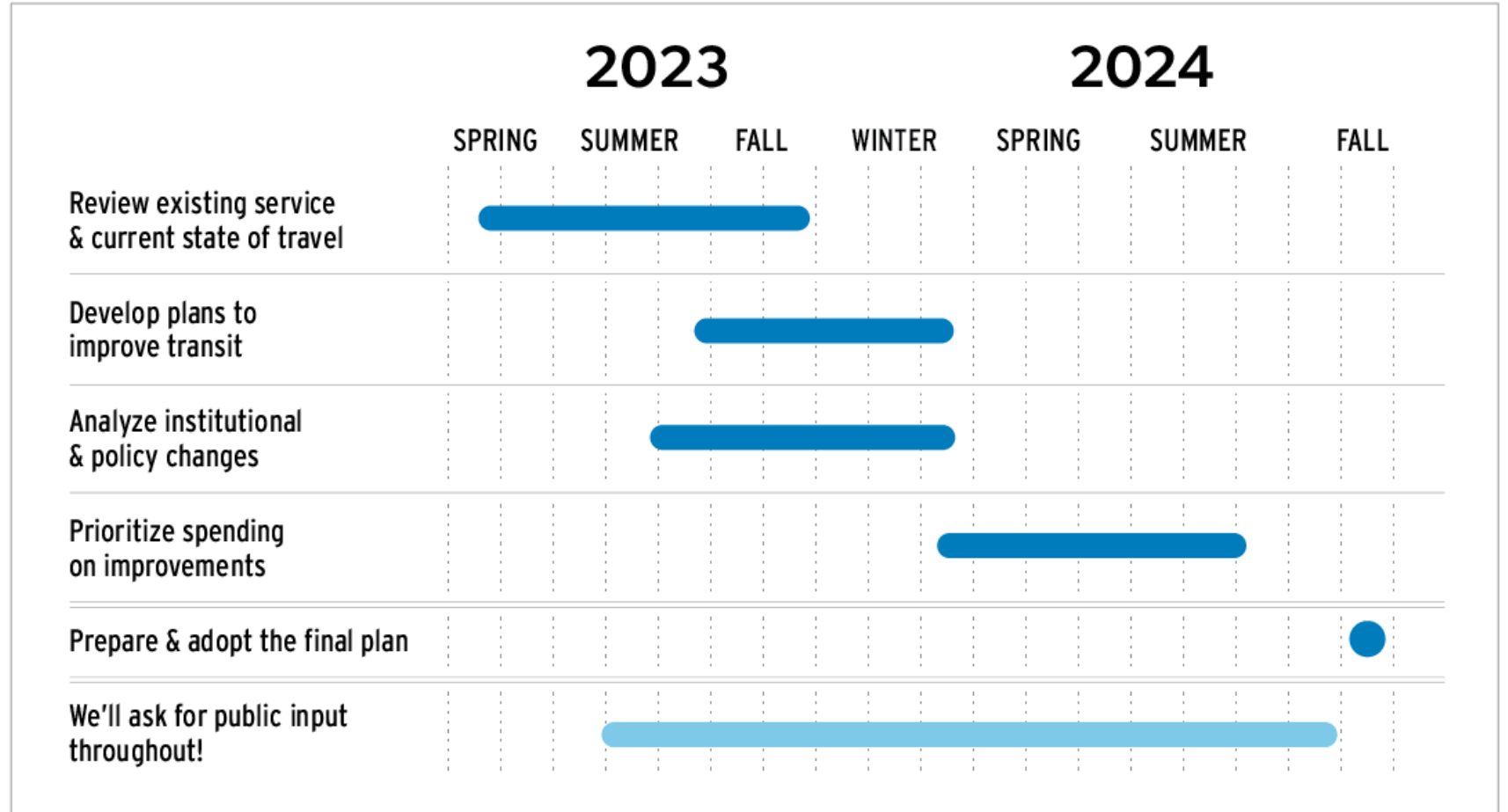
It will also consider neighboring county plans such as Alameda Countywide Transit Plan for cross-county collaboration opportunities & learnings.



Integrated Transit Plan Overview

Project Timeline

The ITP is an 18-month project that began in April 2023 and is scheduled to be completed in late 2024.



Integrated Transit Plan Overview

Project Tasks

- Existing service assessment and market analysis (to be discussed today)
- Action Plans to improve existing service and expand travel choices
- Evaluation of policy and recommended changes
- Capital improvements to support service
- Public and stakeholder engagement
- Delivery of Integrated Transit Plan



Workshop Objectives

We need your input on three important topics:

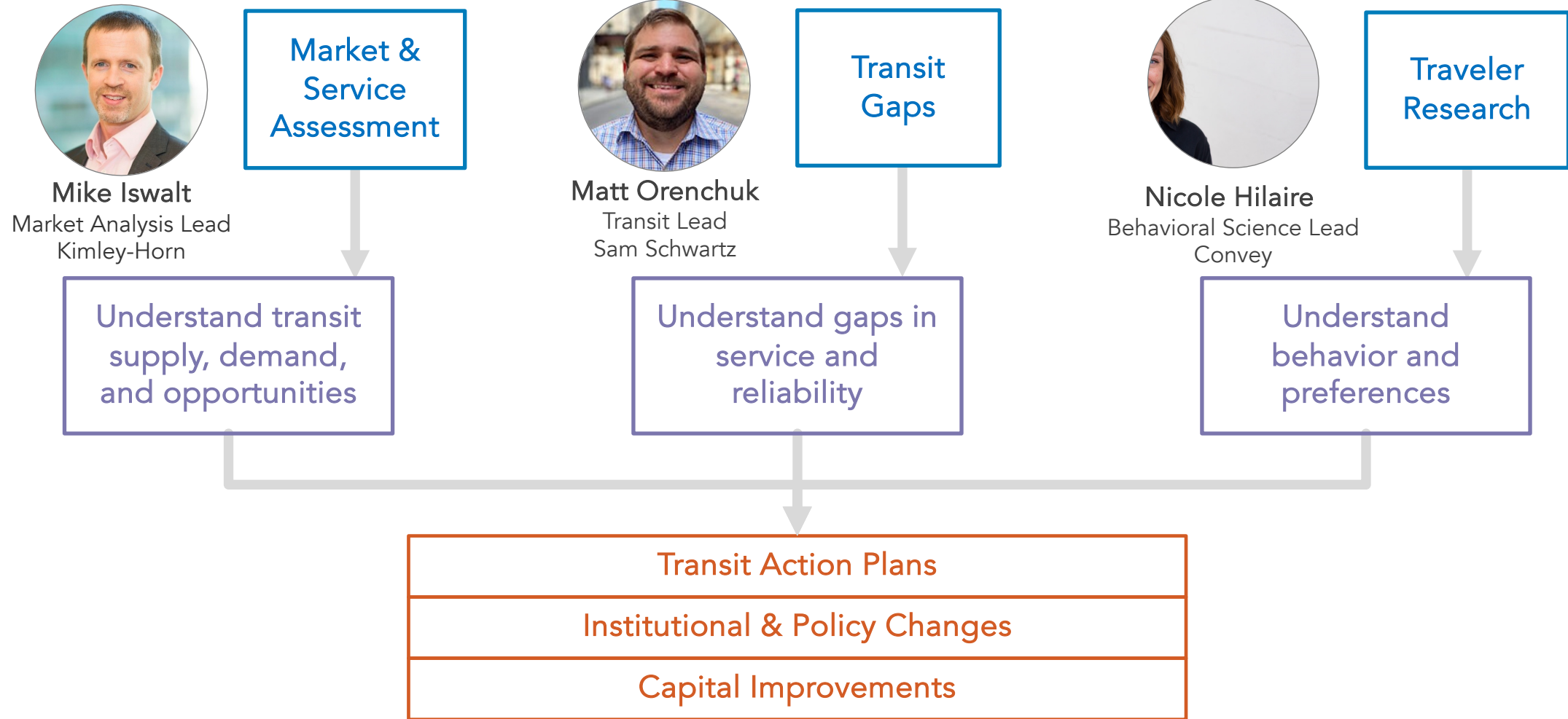
1. Gain feedback on findings from market and service assessment work
2. Help the project team develop desired outcomes for the ITP
3. Collaborate on potential service, infrastructure, policy and technological improvements that we should consider during our next phase of work.



Market and Service Assessment, Gaps Analysis



Market and Service Assessment Approach



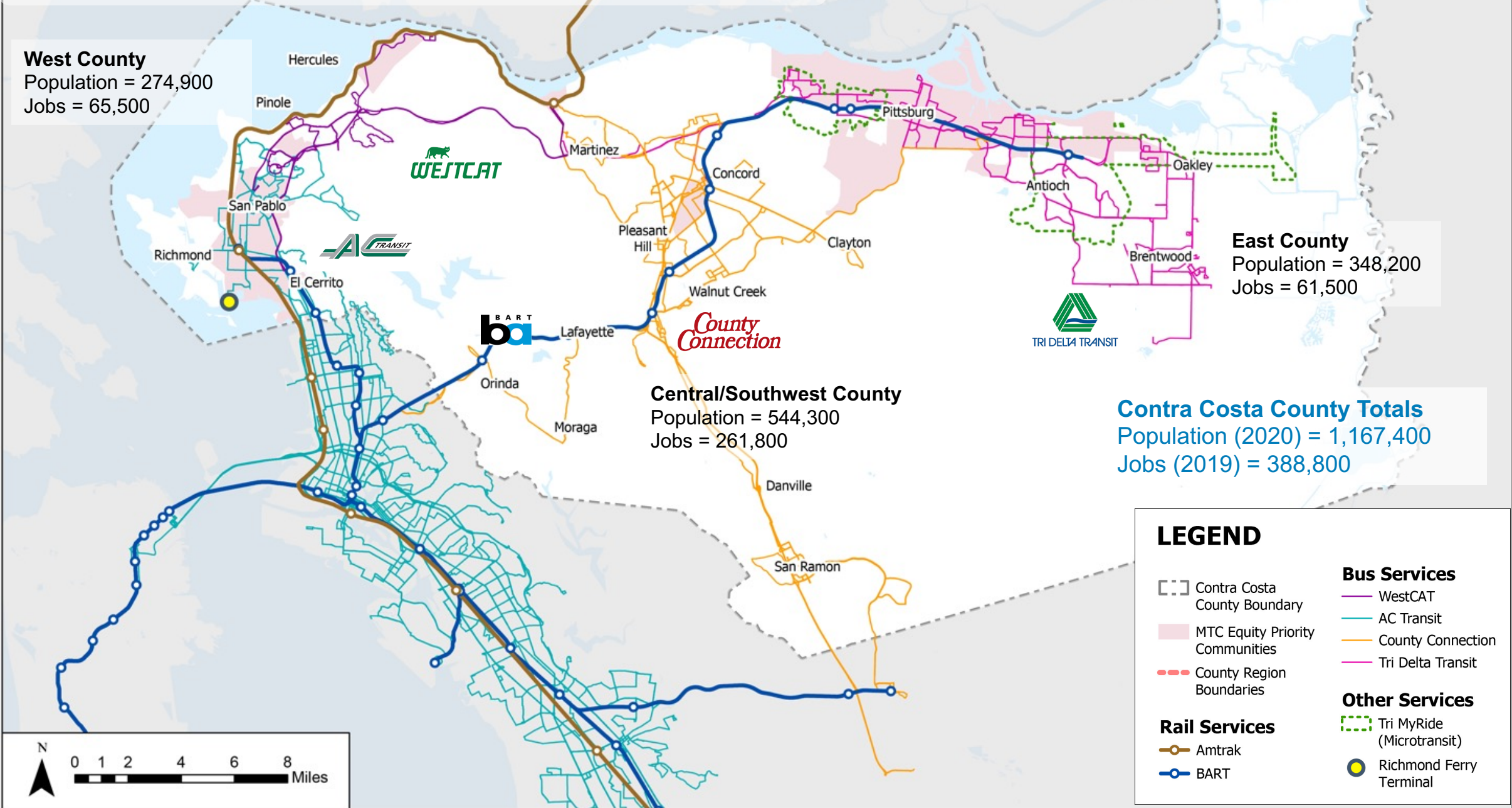
Contra Costa County Transit Service

West County
Population = 274,900
Jobs = 65,500

East County
Population = 348,200
Jobs = 61,500

Central/Southwest County
Population = 544,300
Jobs = 261,800

Contra Costa County Totals
Population (2020) = 1,167,400
Jobs (2019) = 388,800



LEGEND

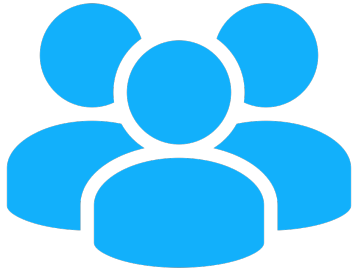
Contra Costa County Boundary	Bus Services
MTC Equity Priority Communities	WestCAT
County Region Boundaries	AC Transit
Rail Services	County Connection
Amtrak	Tri Delta Transit
BART	Other Services
	Tri MyRide (Microtransit)
	Richmond Ferry Terminal

Transit Travel Trends pre/post-Pandemic

Transit Agency	June 2019	June 2023	% Recovery
Local Services			
AC Transit	3,798,757	2,866,073	75%
County Connection	247,838	197,833	80%
Tri Delta*	149,674	112,184	75%
WestCAT	62,064	38,796	63%
Regional Services			
BART	9,831,320	4,159,215	42%
AC Transit Transbay	269,298	43,325	16%
WestCAT Lynx	28,839	12,310	43%
WETA Ferry	302,143	215,064	71%

* Includes TryMyRide microtransit, which began in July 2019. Ridership peaked at 4,300 in October 2019; June 2022 = 3,400 (79% of pre-pandemic)
Source: APTA

Transit Travel Trends Pre/Post-Pandemic



Decreases in Bay Area population since COVID-19 pandemic

Contra Costa County population decreased by -1.6% between April 2020 and January 2023

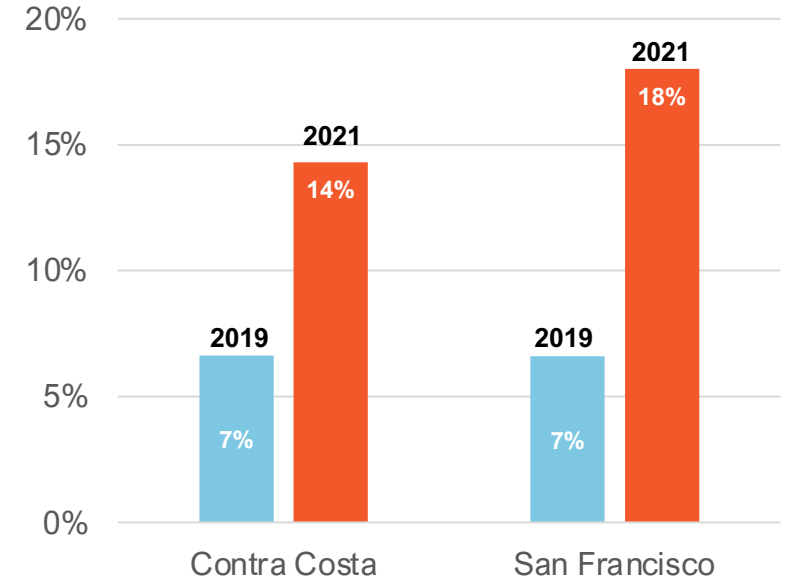
Source: Census



Sluggish employment recovery – levels have only recently recovered

Employment in San Francisco, Oakland, and San Jose recovered to pre-pandemic levels in May 2023

Source: Bay Area Council, State of California

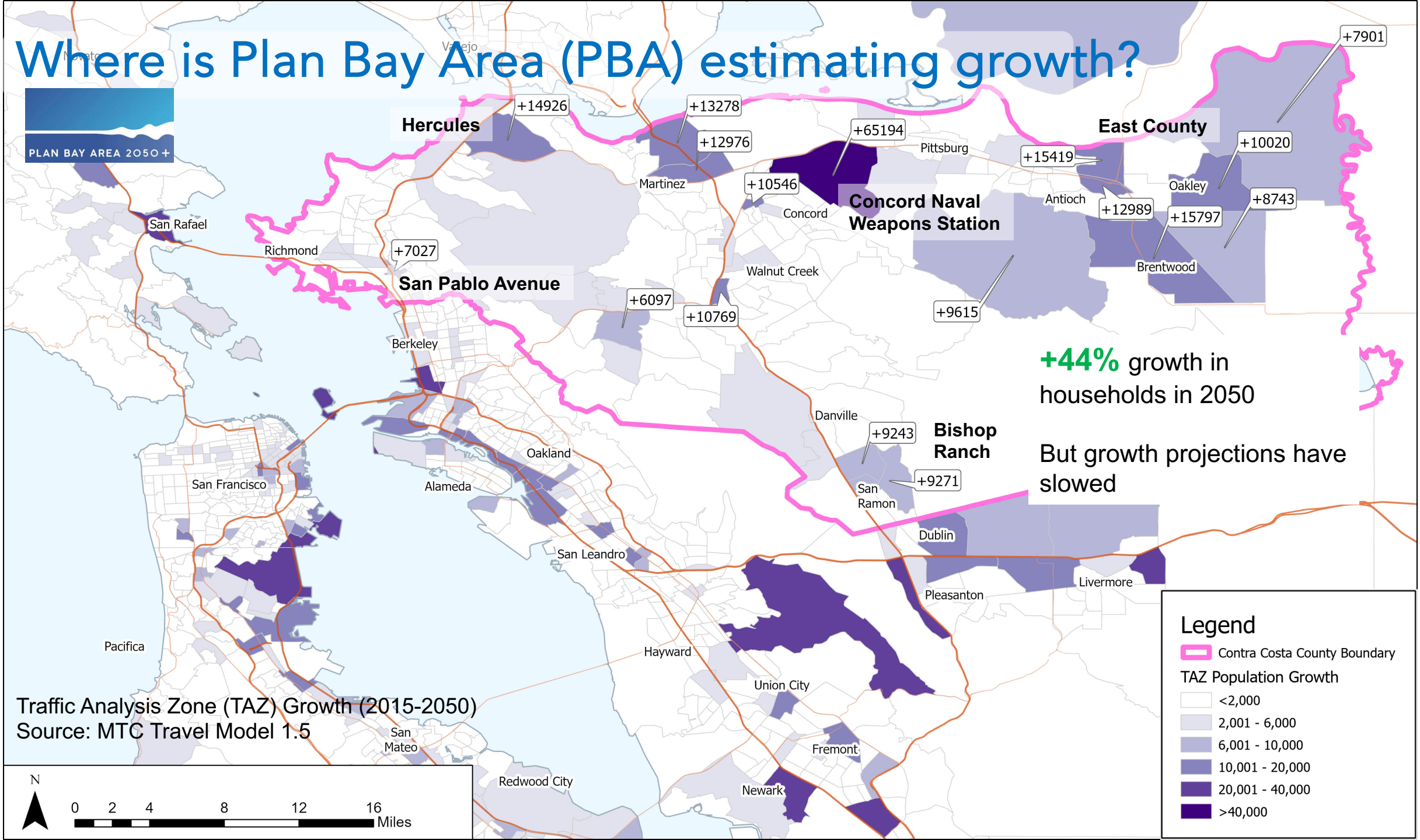


Remote work more than doubled between 2019 and 2021

Work-from-home percentages and hybrid work schedules continue to persist

Source: Census

Where is Plan Bay Area (PBA) estimating growth?



Hercules

+14926

+13278

+12976

+65194

East County

+10020

+7901

+15419

+10546

Concord Naval Weapons Station

+12989

+15797

+8743

San Rafael

Richmond

+7027

San Pablo Avenue

+6097

+10769

+9615

+44% growth in households in 2050

But growth projections have slowed

Danville

+9243

Bishop Ranch

+9271

San Francisco

Alameda

Oakland

San Ramon

Dublin

San Leandro

Pleasanton

Livermore

Pacifica

Hayward

Union City

Traffic Analysis Zone (TAZ) Growth (2015-2050)
Source: MTC Travel Model 1.5

San Mateo

Fremont

Redwood City

Newark

Legend

Contra Costa County Boundary

TAZ Population Growth

<2,000

2,001 - 6,000

6,001 - 10,000

10,001 - 20,000

20,001 - 40,000

>40,000

N



EQUITY PRIORITY COMMUNITIES

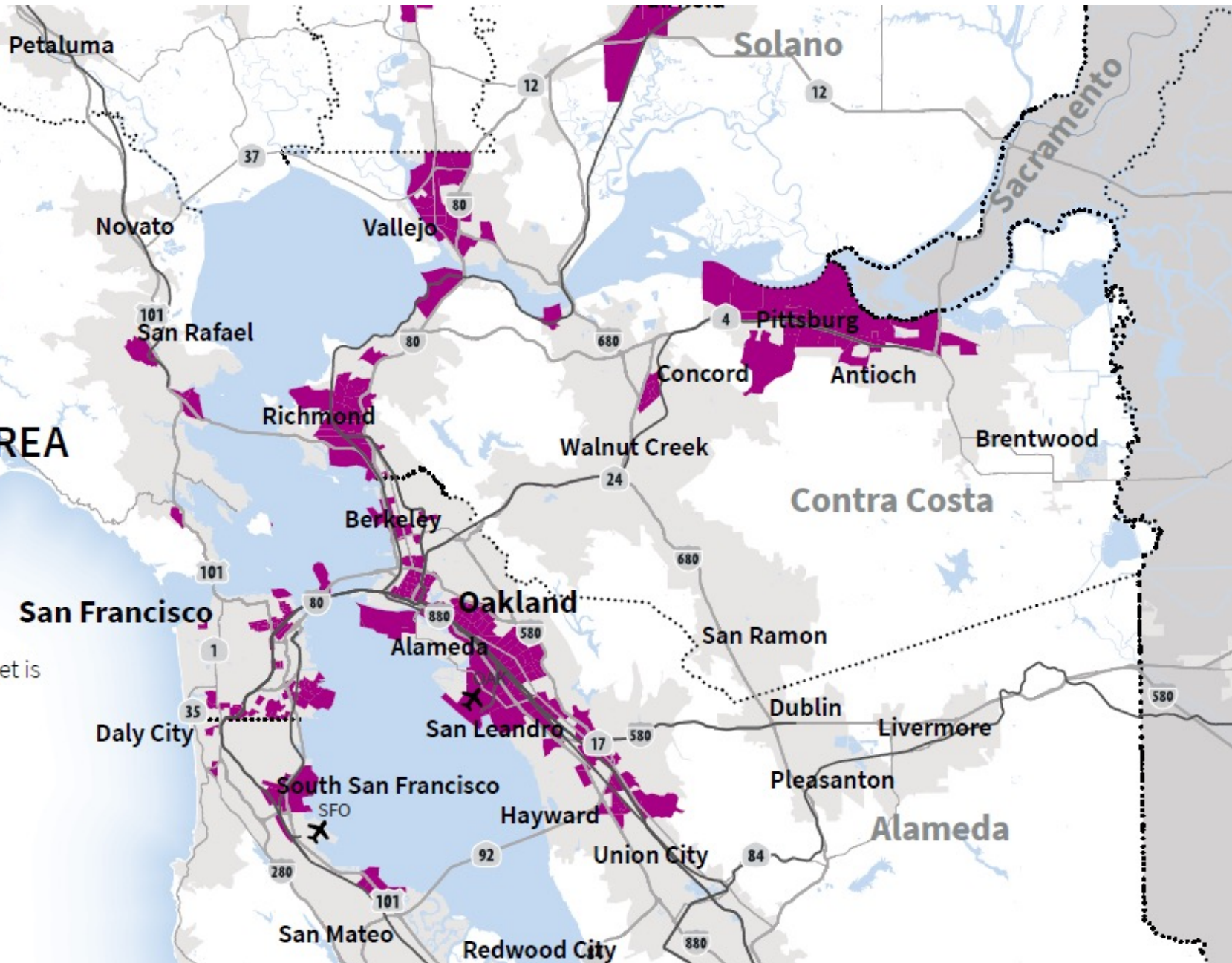
AMERICAN COMMUNITY SURVEY 2014-2018

TRACTS WITHIN URBANIZED AREA

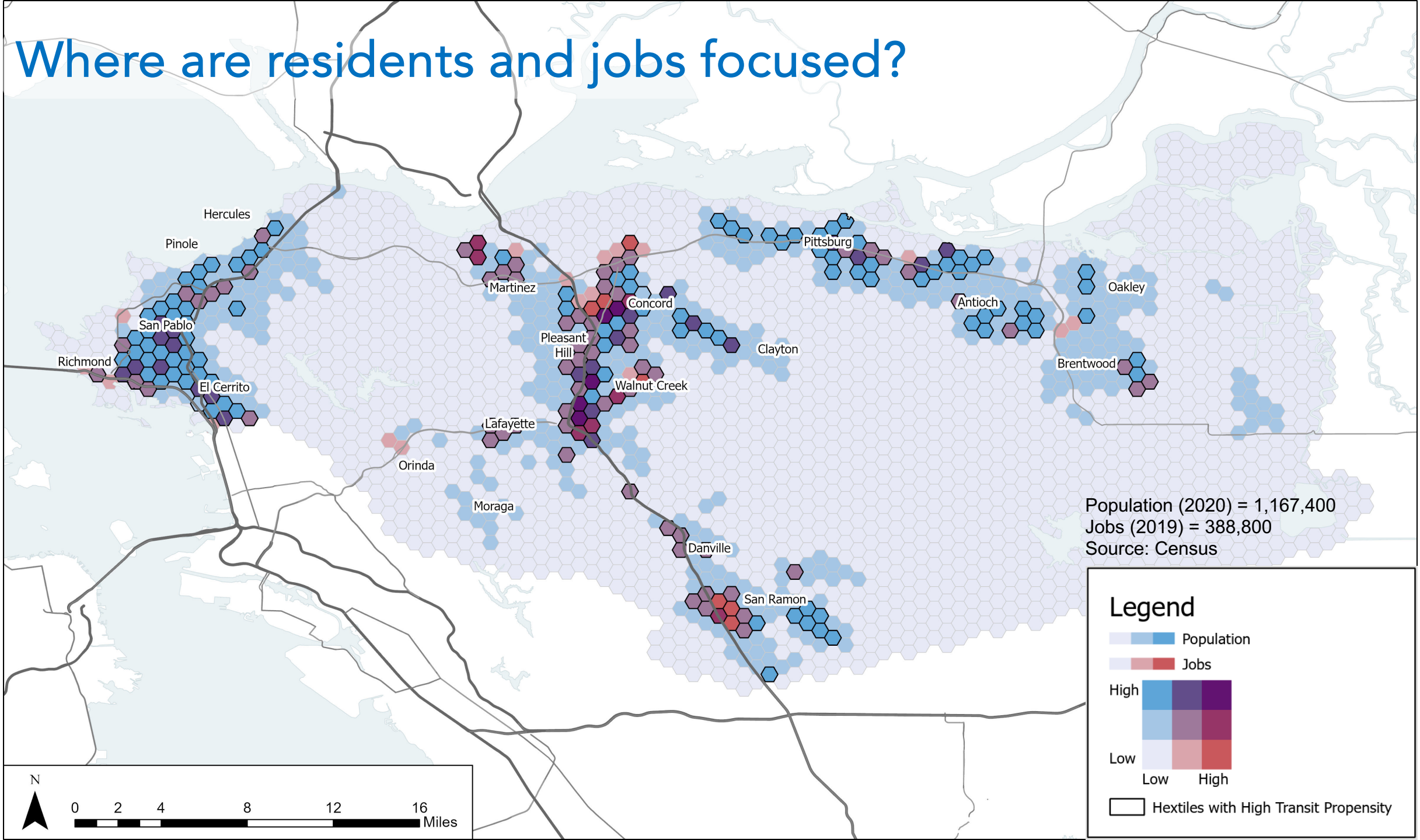


The Equity Priority Communities (tract geography) dataset is based upon eight demographic variables:

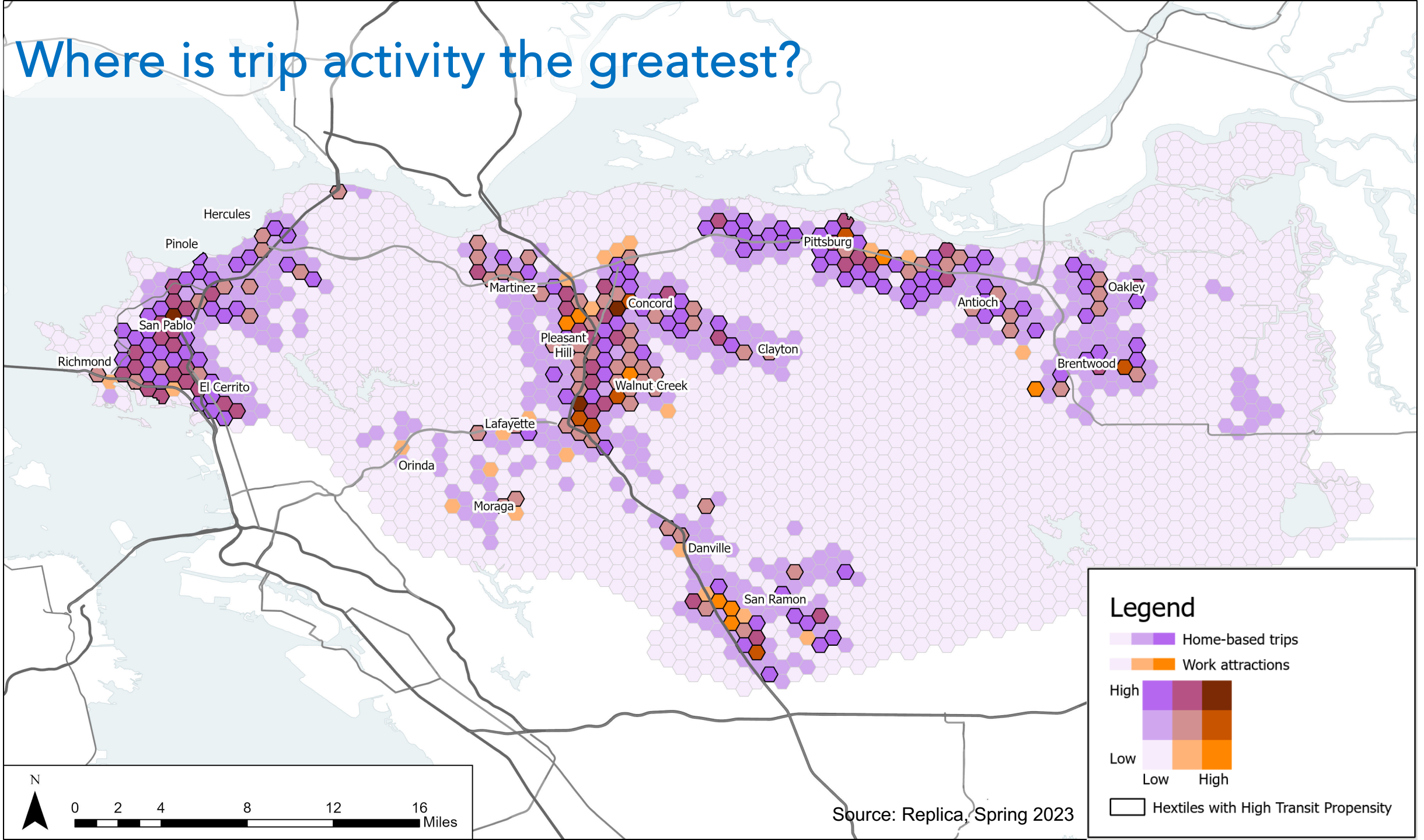
1. People of Color (70% threshold)
2. Low-Income (28% threshold)
3. Limited English Proficiency (12% threshold)
4. Seniors 75 Years and Over (8% threshold)
5. Zero-Vehicle Households (15% threshold)
6. Single Parent Families (18% threshold)
7. People with a Disability (12% threshold)
8. Rent-Burdened Households (14% threshold)



Where are residents and jobs focused?

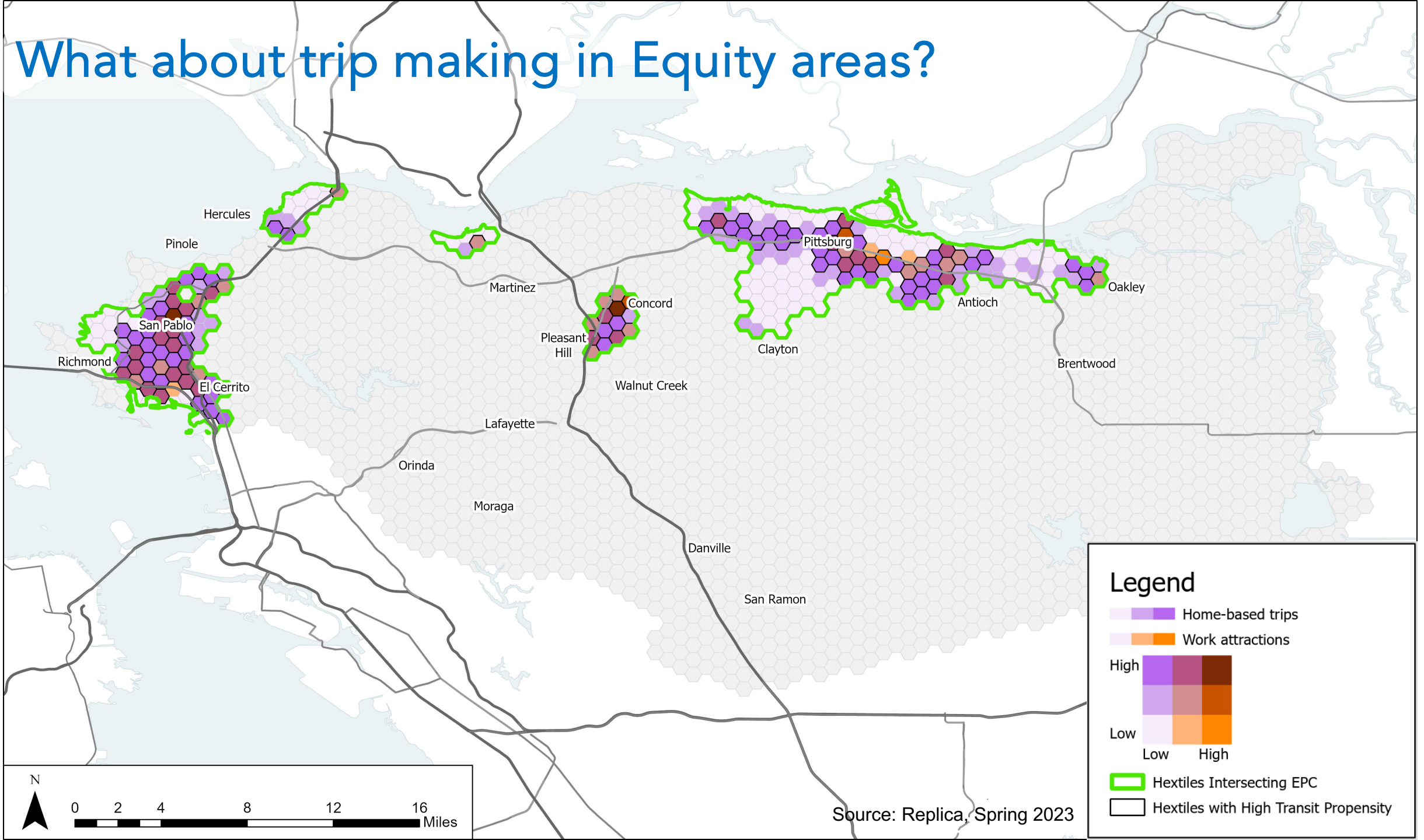


Where is trip activity the greatest?



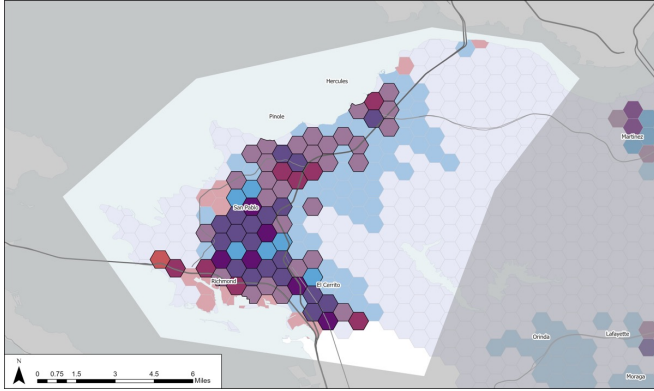
Source: Replica, Spring 2023

What about trip making in Equity areas?



Where are the major travel markets for each region?

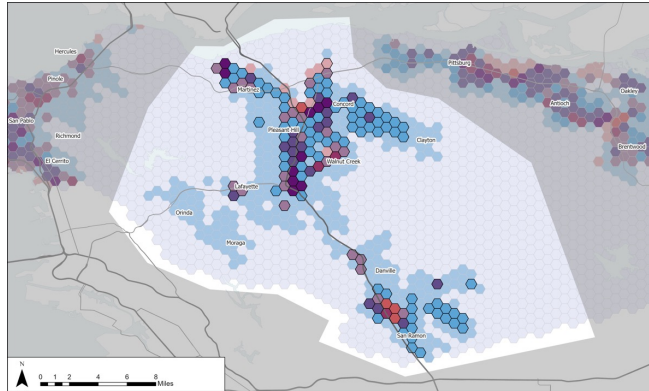
From West County...



To Destinations Outside West County

City	Total Daily Trips
Berkeley, CA	55,000
Oakland, CA	43,600
San Francisco, CA	36,600
Albany, CA	20,600
Vallejo, CA	16,000

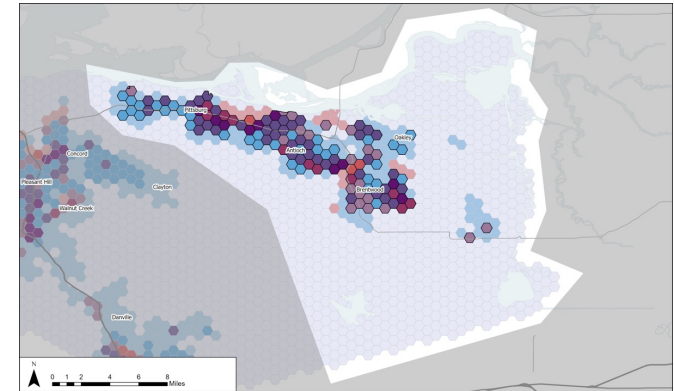
From Central/SW County...



To Destinations Outside Central County

City	Total Daily Trips
Oakland, CA	46,800
Dublin, CA	42,500
Pittsburg, CA	41,100
Antioch, CA	35,200
Pleasanton, CA	33,600

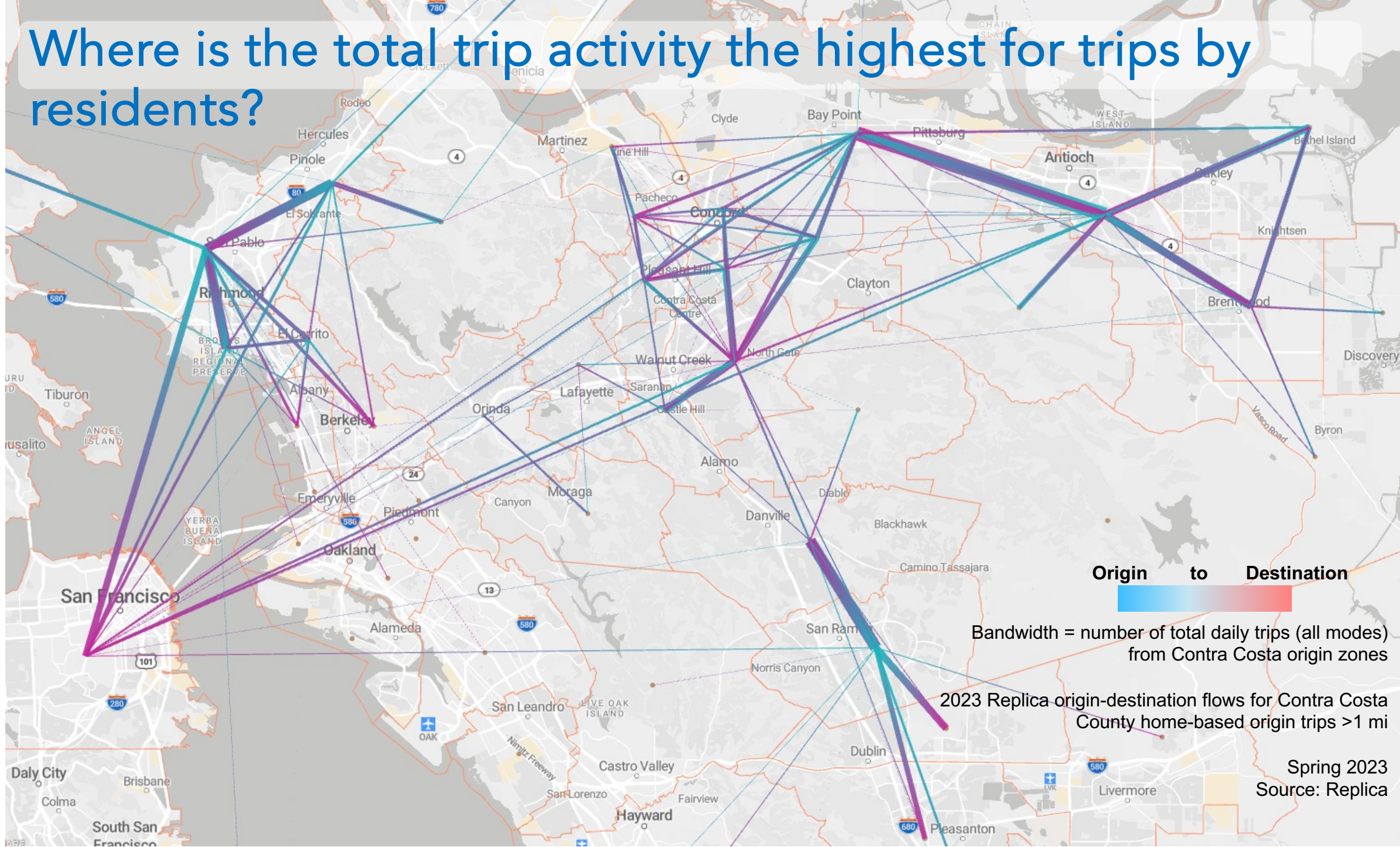
From East County...



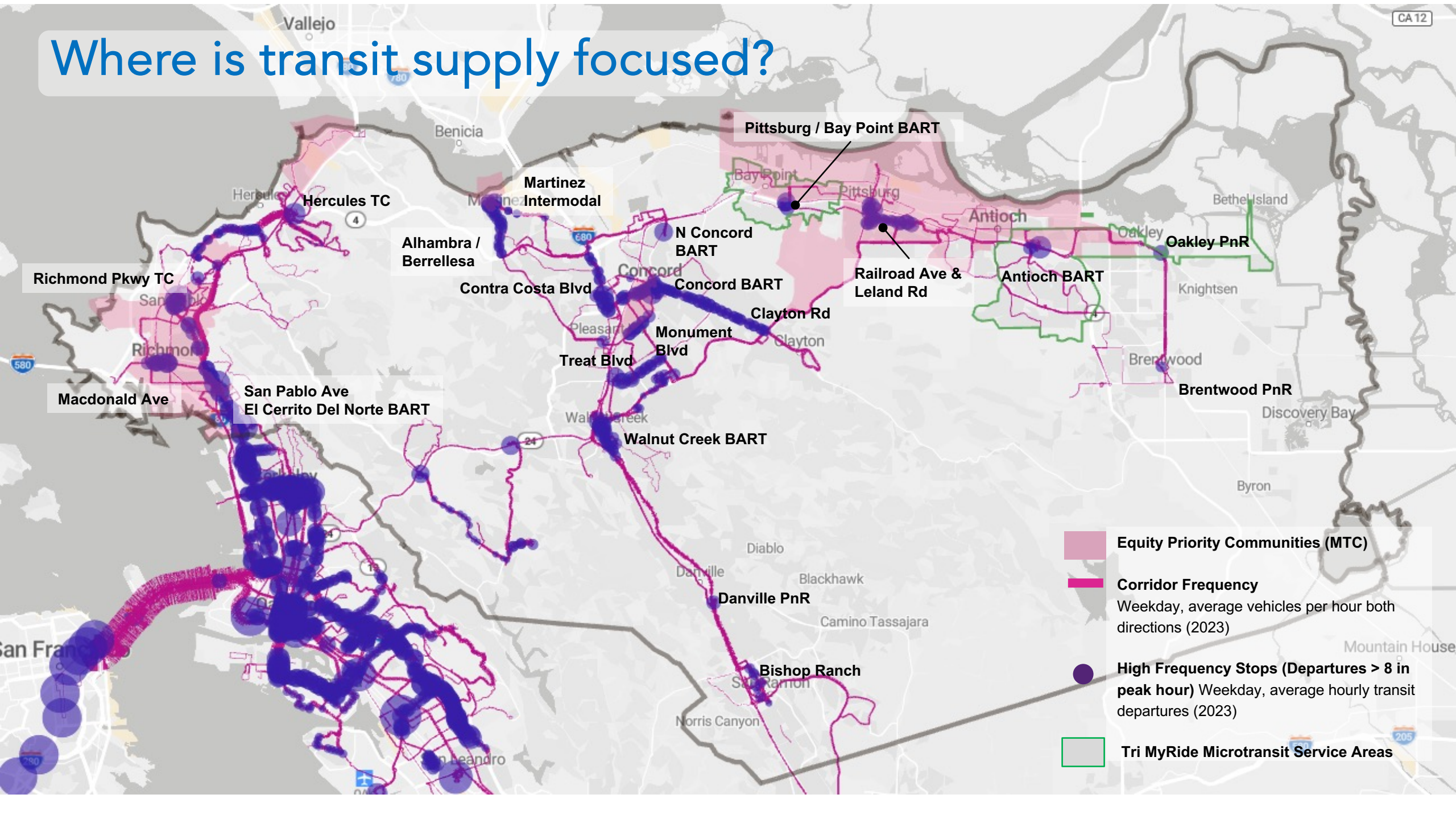
To Destinations Outside East County

City	Total Daily Trips
Concord, CA	51,400
Walnut Creek, CA	19,100
San Francisco, CA	15,800
Oakland, CA	13,900
Pleasant Hill, CA	12,800

Where is the total trip activity the highest for trips by residents?

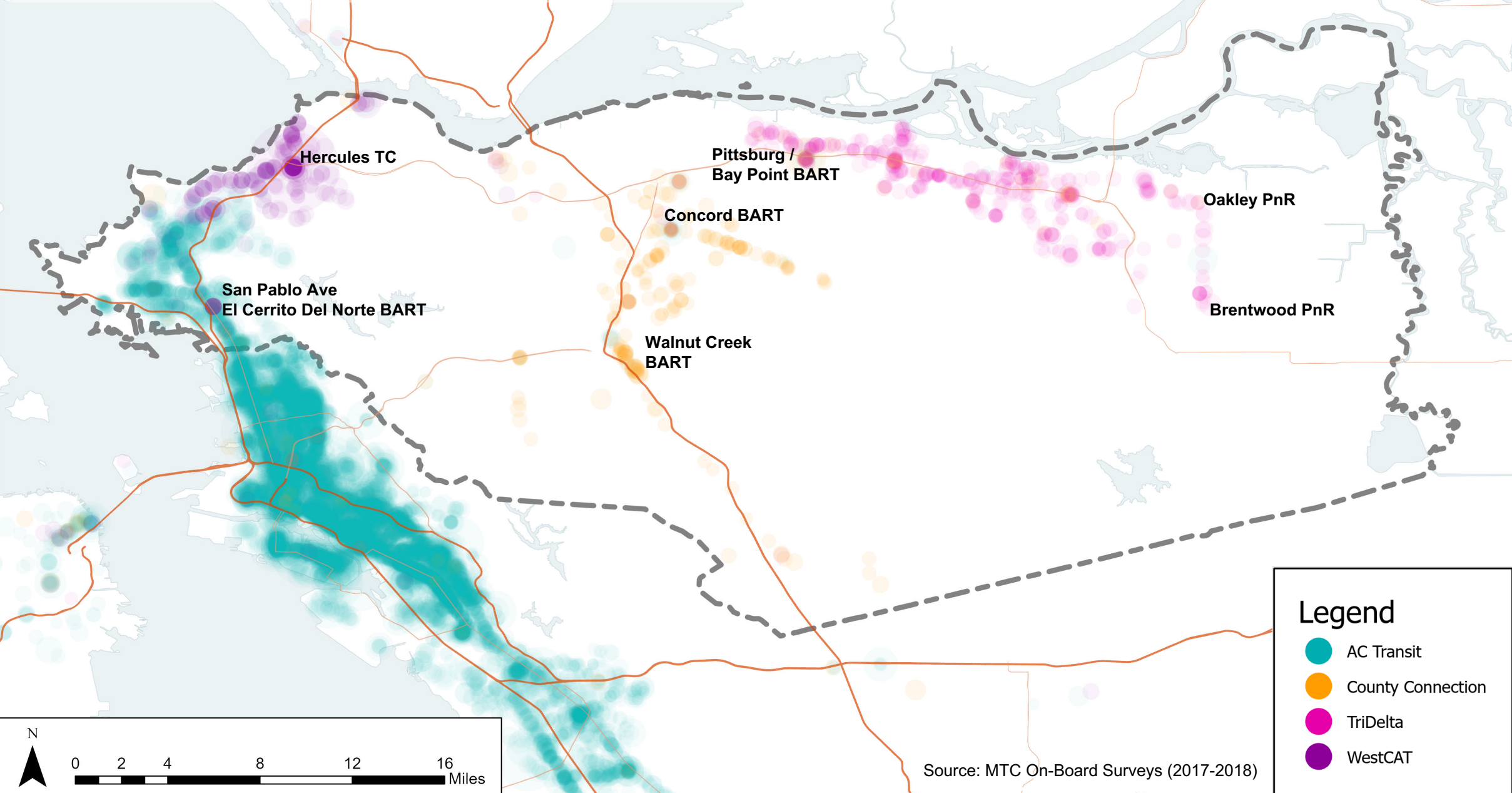


Where is transit supply focused?

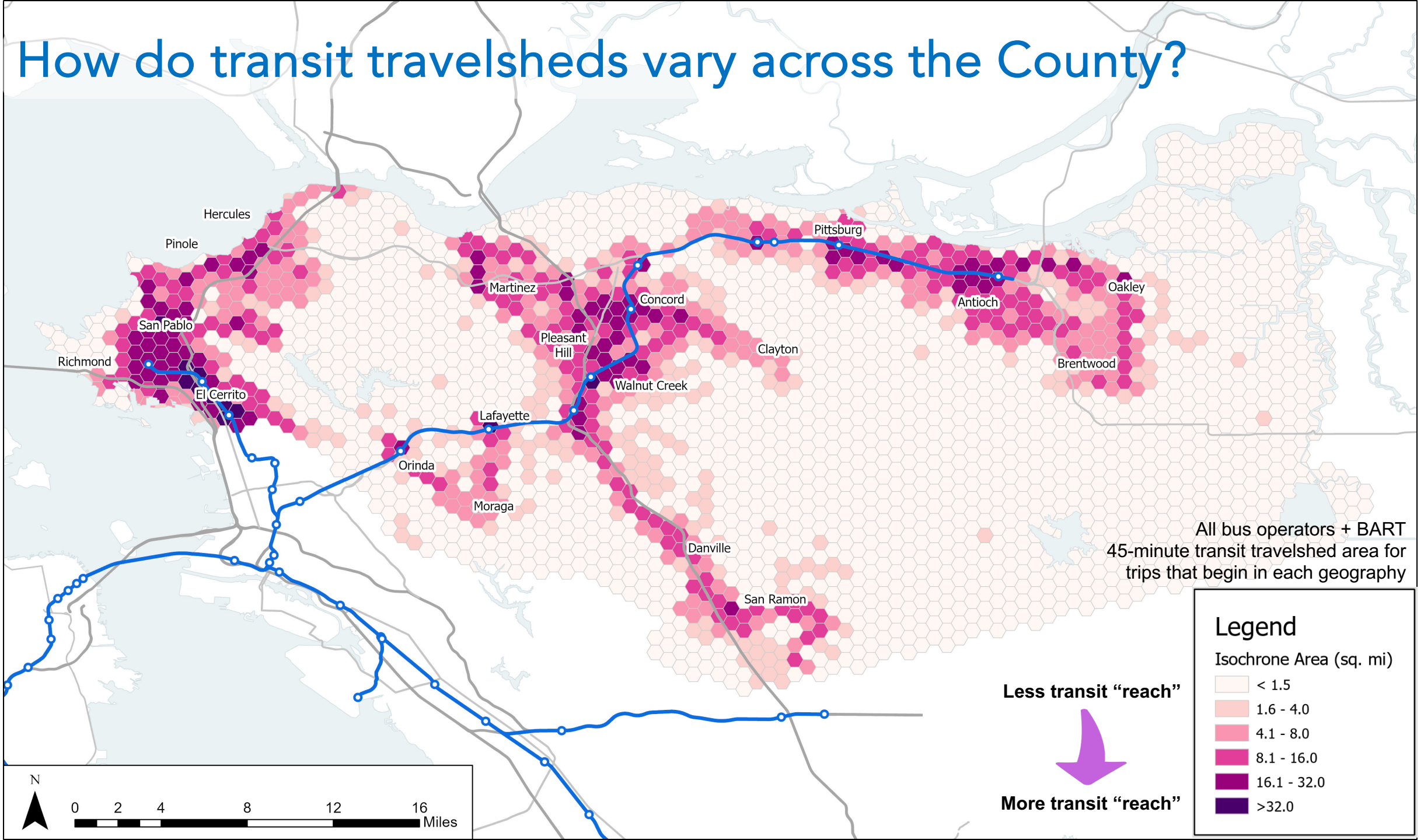


- Equity Priority Communities (MTC)**
- Corridor Frequency**
Weekday, average vehicles per hour both directions (2023)
- High Frequency Stops (Departures > 8 in peak hour)** Weekday, average hourly transit departures (2023)
- Tri MyRide Microtransit Service Areas**

Where are bus boardings distributed by operator?

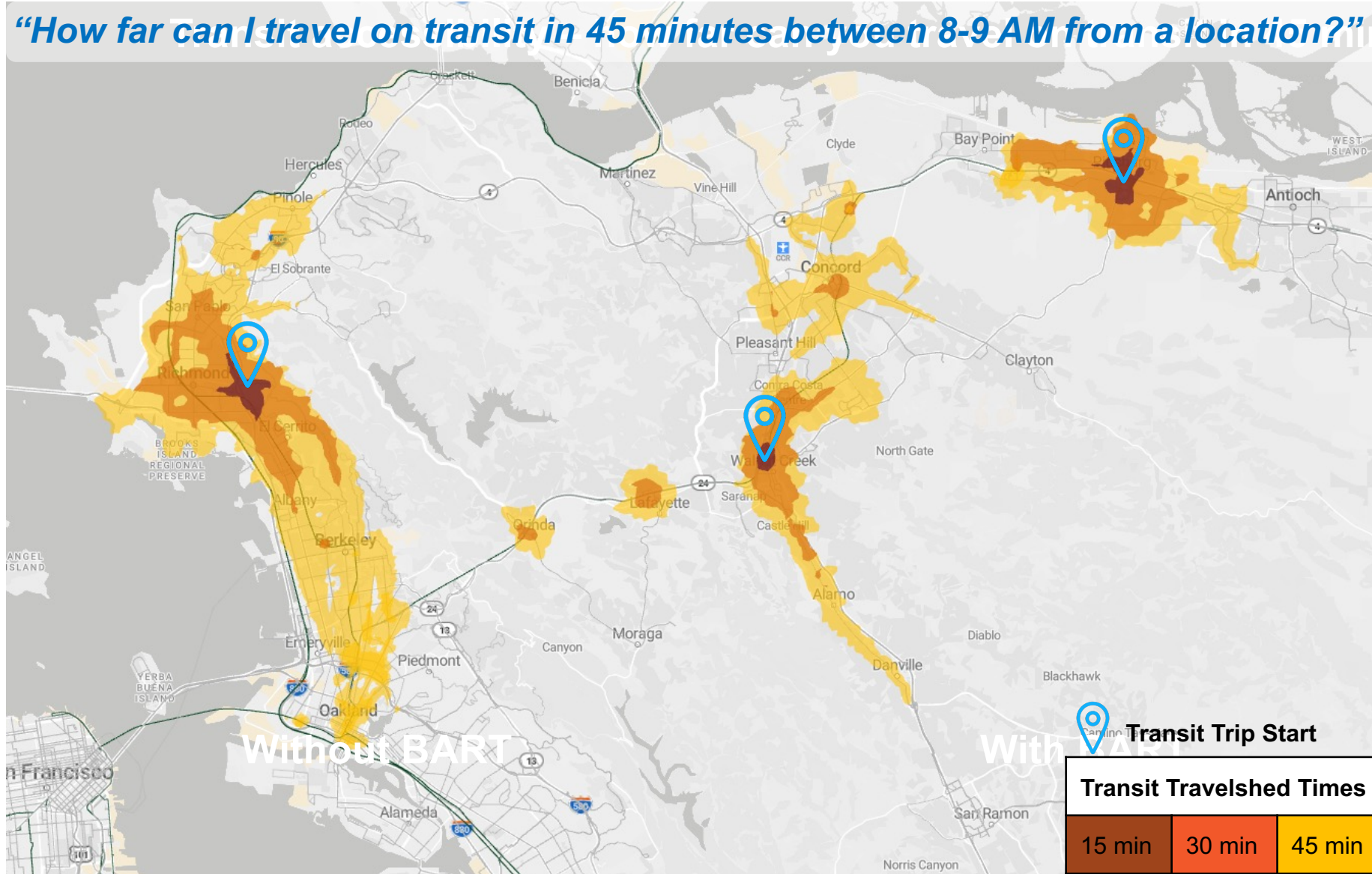


How do transit travelsheds vary across the County?



How far can you travel on transit?

“How far can I travel on transit in 45 minutes between 8-9 AM from a location?”



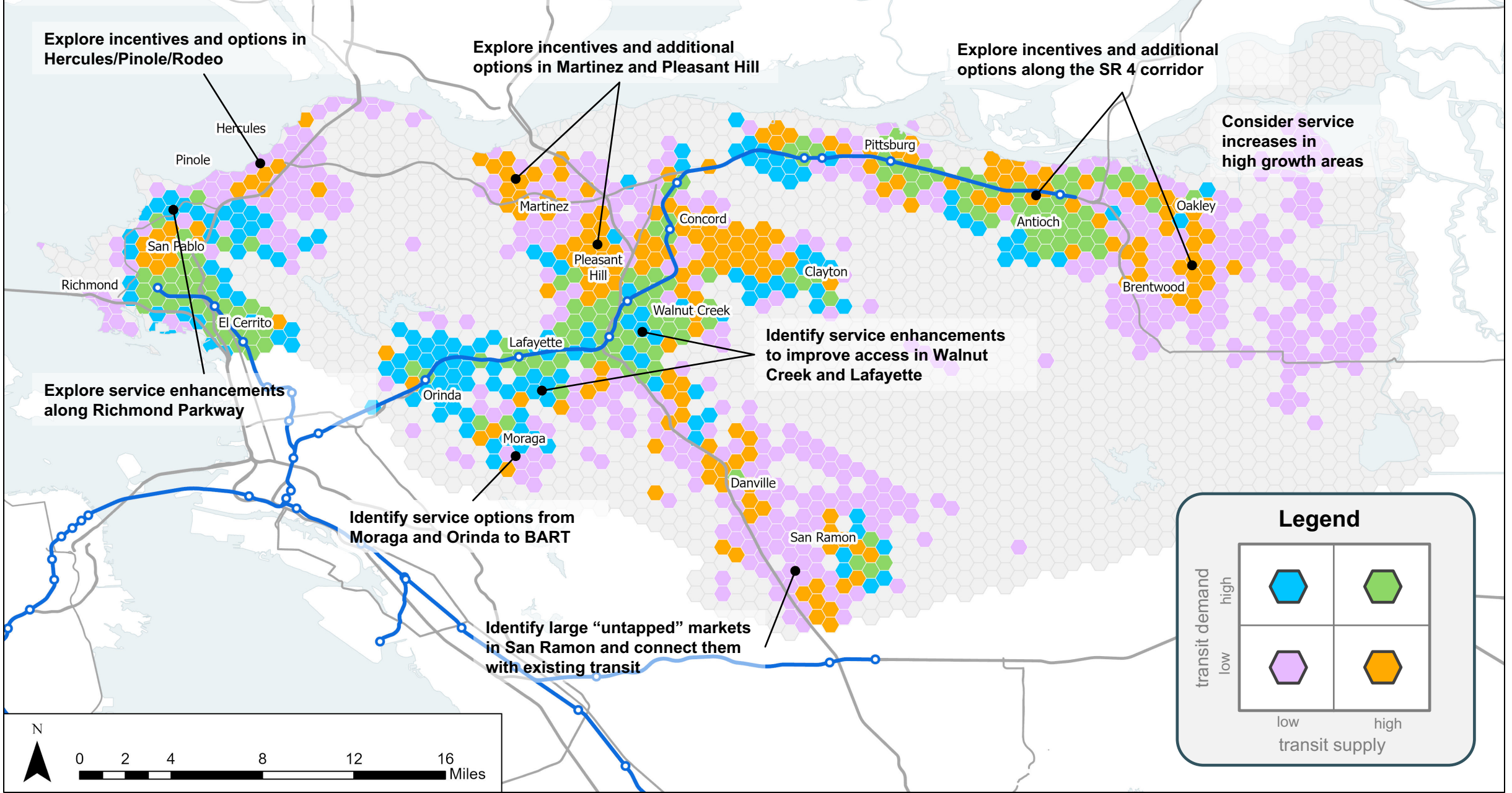
Transit 45-minute “travelsheds”

Higher speeds & frequency = larger travelsheds

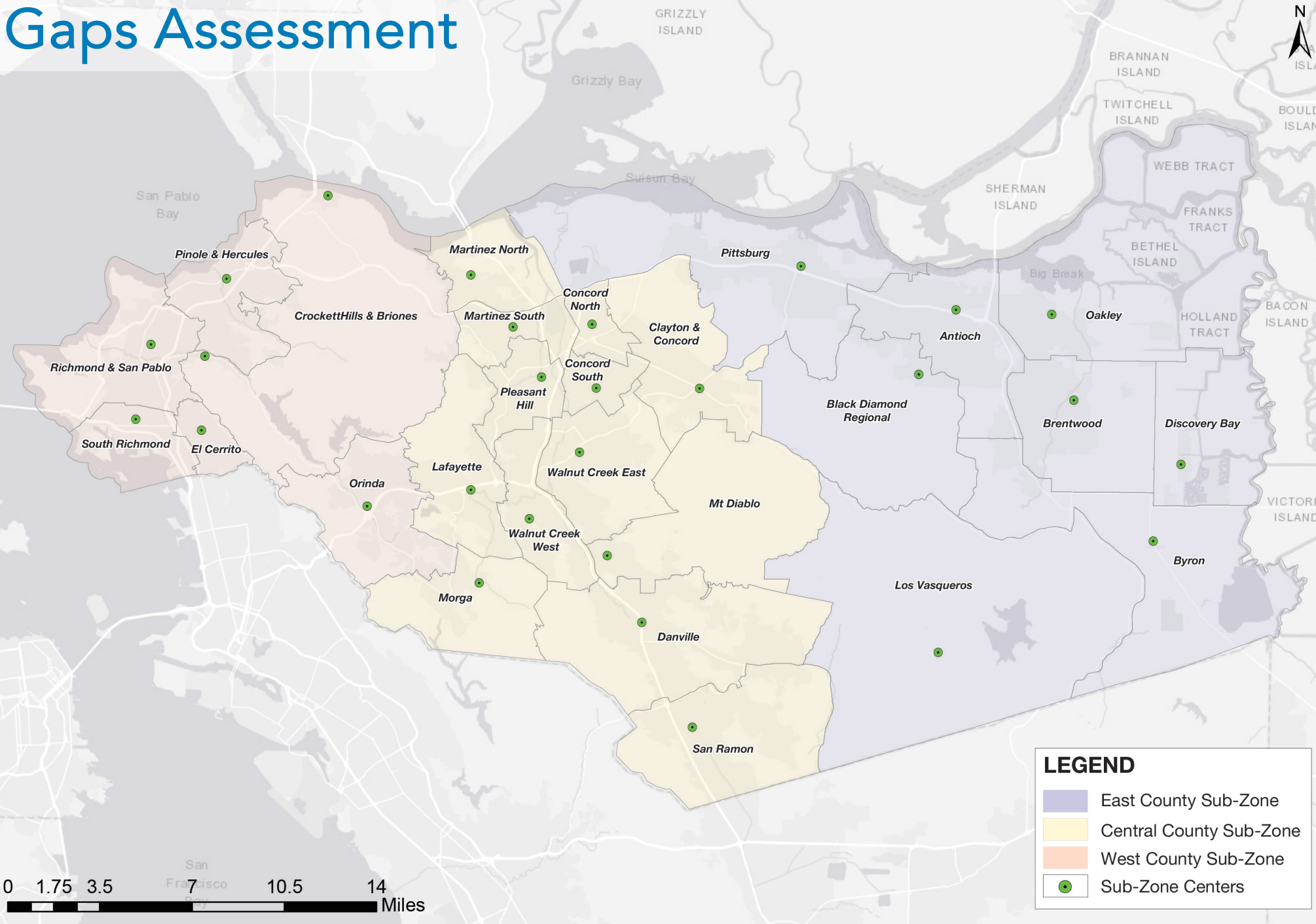
Measures transit’s **“reach”** in square miles of area

Can compare locations across the County

Where are the transit opportunities?



Gaps Assessment

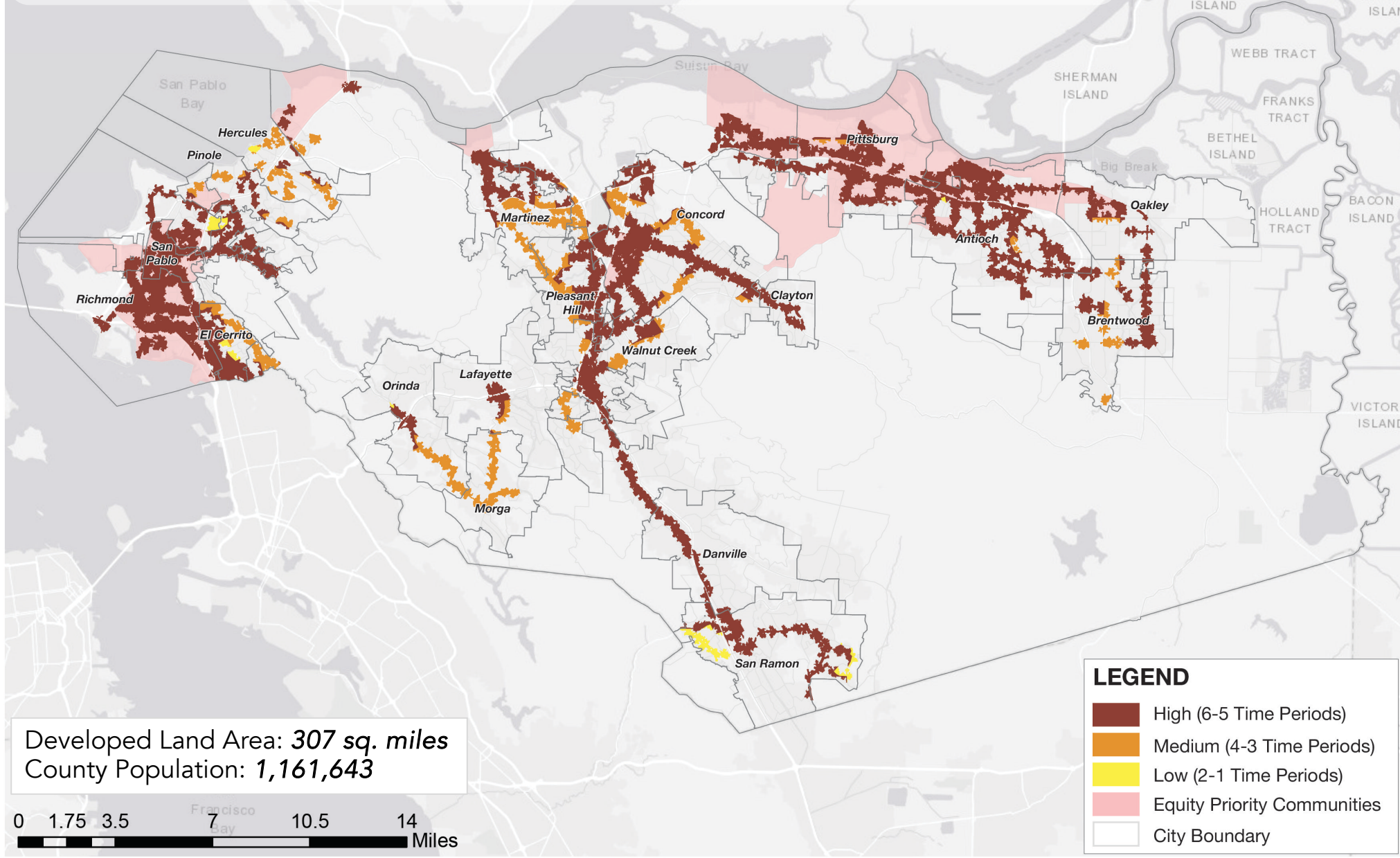


- Are people able to physically access the current transit system?
- Can people connect to the things they want to connect to using the transit network? Do current transit schedules, vehicle frequencies, and journey times allow for these connections?
- Can travelers reliably use transit to travel throughout the county?

Service Area Coverage

Walkshed around active transit stops, based on street network

Service area coverage with ¼ and ½ mile of walkshed from bus stops and BART Stations, respectively:



	Area (sq. miles)	Percent
Morning	64	21%
Midday	62	20%
Afternoon	65	21%
Evening	44	14%
Saturday_Midday	46	15%
Saturday_Evening	35	12%

Developed Land Area: **307 sq. miles**
 County Population: **1,161,643**

LEGEND

- High (6-5 Time Periods)
- Medium (4-3 Time Periods)
- Low (2-1 Time Periods)
- Equity Priority Communities
- City Boundary



Service Area Coverage

¼-mile walkshed around bus stops

½-mile walkshed around BART stations

Key finding: The system generally covers important destinations throughout the county; A lot more of the county is accessible during weekday daytimes than on evening and weekend time periods.

Time Period=>	TOTAL (in CC County)	Weekday AM (8a)	Weekday MID (12 p)	Weekday PM (4p)	Weekday Eve (8p)	Sat Mid (12p)	Sat Eve (8p)
Population	1,616,643	34%	33%	34%	26%	26%	21%
Jobs	306,078	76%	72%	75%	58%	61%	48%
Activity Centers*	52	94%	94%	94%	71%	85%	44%
EPCs Pop**	269,810	57%	57%	58%	55%	53%	47%



* A total of 52 Activity Centers, such as Colleges/Universities, Shopping Centers, and hospitals, were identified using **Google API**.

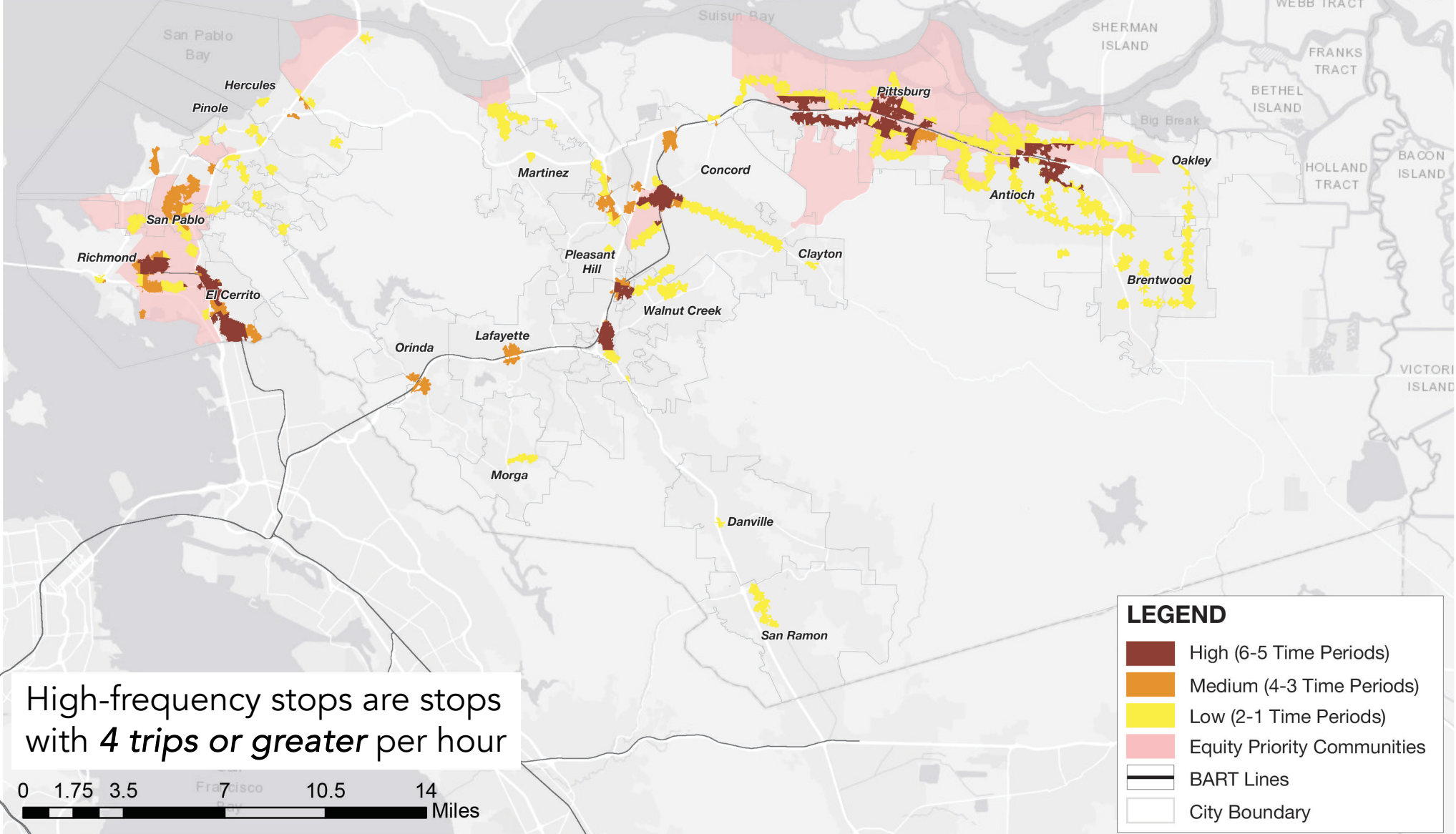
** Equity Priority Communities cover 20% of the County's developed land area (307 sq. miles) and 8% of the overall county's area (761 sq. miles)



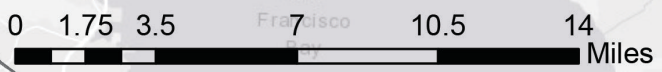
Walkshed Around High-Frequency Transit Stops



Key finding: The High Frequency Network is somewhat limited in the county. Locations adjacent to BART stations see the most frequent service for most times of day/week.



High-frequency stops are stops with **4 trips or greater** per hour



Trip and Time Period Gaps Assessment

OD Pairs where Transit Travel Time is Less than 45 minutes

Key finding: Transit travel times indicate that the system becomes less convenient during night and weekend periods

Time Period=>	Weekday AM (8a)	Weekday MID (12p)	Weekday PM (4p)	Weekday Eve (8p)	Sat Mid (12p)	Sat Eve (8p)
Countywide	7%	8%	9%	9%	5%	7%
East County*	14%	14%	17%	14%	13%	16%
Central County*	14%	15%	18%	17%	10%	13%
West County*	33%	44%	53%	50%	31%	44%

***Values displayed are for trips made within the sublevel grouping**

 Highest-share
 Lowest-share



Trip and Time Period Gaps Assessment

OD Pairs where Transit Travel Time is Less than 2x Auto Travel Time

Key finding: The transit network is generally not time-competitive with auto travel in the county during all time periods.

Time Period=>	Weekday AM (8a)	Weekday MID (12p)	Weekday PM (4p)	Weekday Eve (8p)	Sat Mid (12p)	Sat Eve (8p)
Countywide	2%	3%	3%	3%	2%	2%
East County*	2%	2%	2%	2%	1%	1%
Central County*	7%	9%	9%	5%	7%	7%
West County*	3%	7%	20%	20%	10%	7%

***Values displayed are for trips made within the sublevel grouping**

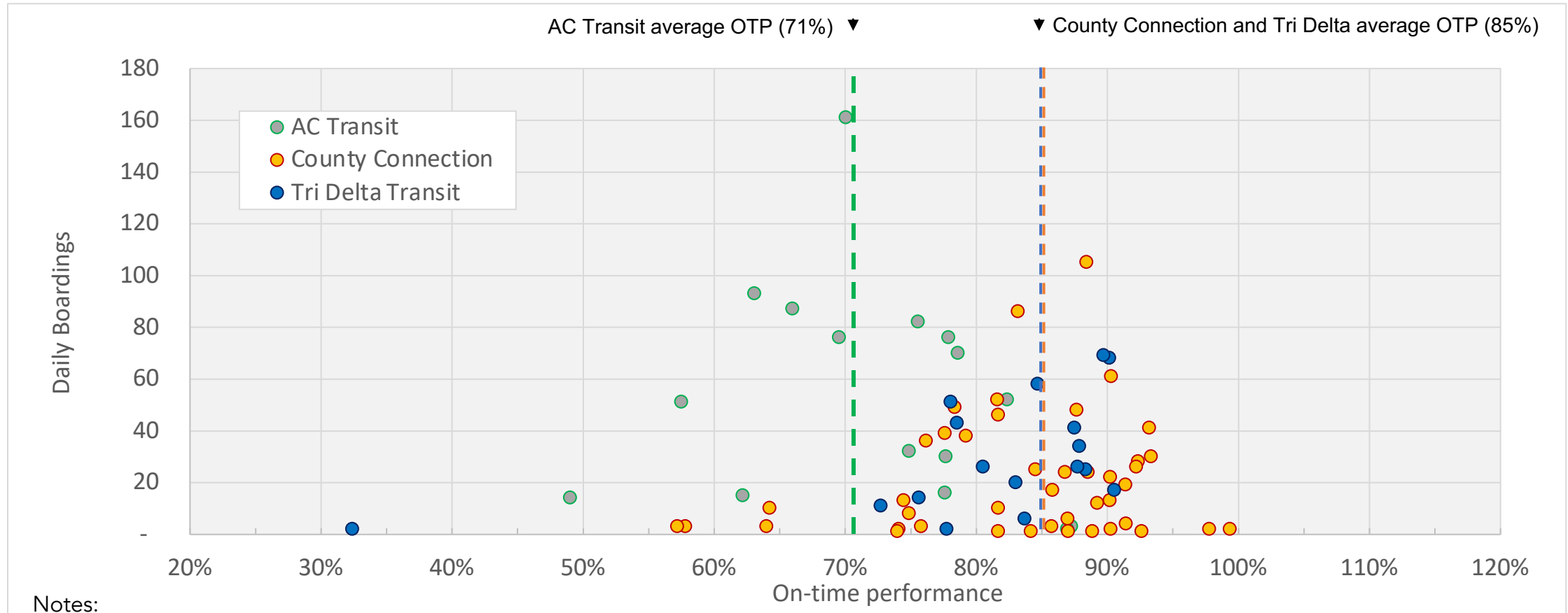
 Highest-share
 Lowest-share



Transit Reliability Gaps Assessment

Route level and systemwide On-Time Performance

Key finding: Routes with higher ridership tend to also suffer from OTP delays



- Route OTP rates were reported by the transit agencies for March 2023 (no rates were reported for WestCAT).
- Systemwide OTP figures are the weighted averages of the routes that serve Contra Costa County in the agencies' network.

Findings on Gaps Assessment

- The system generally covers more of the county during weekday daytimes, but this drops off on nights and weekends.
 - The High Frequency Network is mostly located near BART stations and is limited in the rest of the county.
 - Transit travel times indicate that the system becomes less convenient during night and weekend periods and is generally not time-competitive with auto travel in the county during all time periods.
 - Routes with higher ridership also have lower on time performance, indicative of traffic congestion issues in higher density parts of the county.
-

Traveler Research

Over the past few years, CCTA has conducted several innovative studies to shape the way they plan, implement, and communicate about transportation projects in the County.

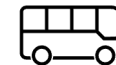
Topics have included:



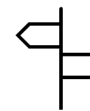
Current travel habits



Motives and barriers

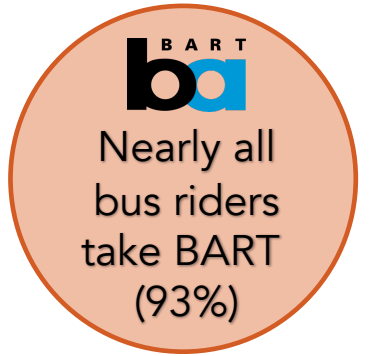


Potential modes of travel

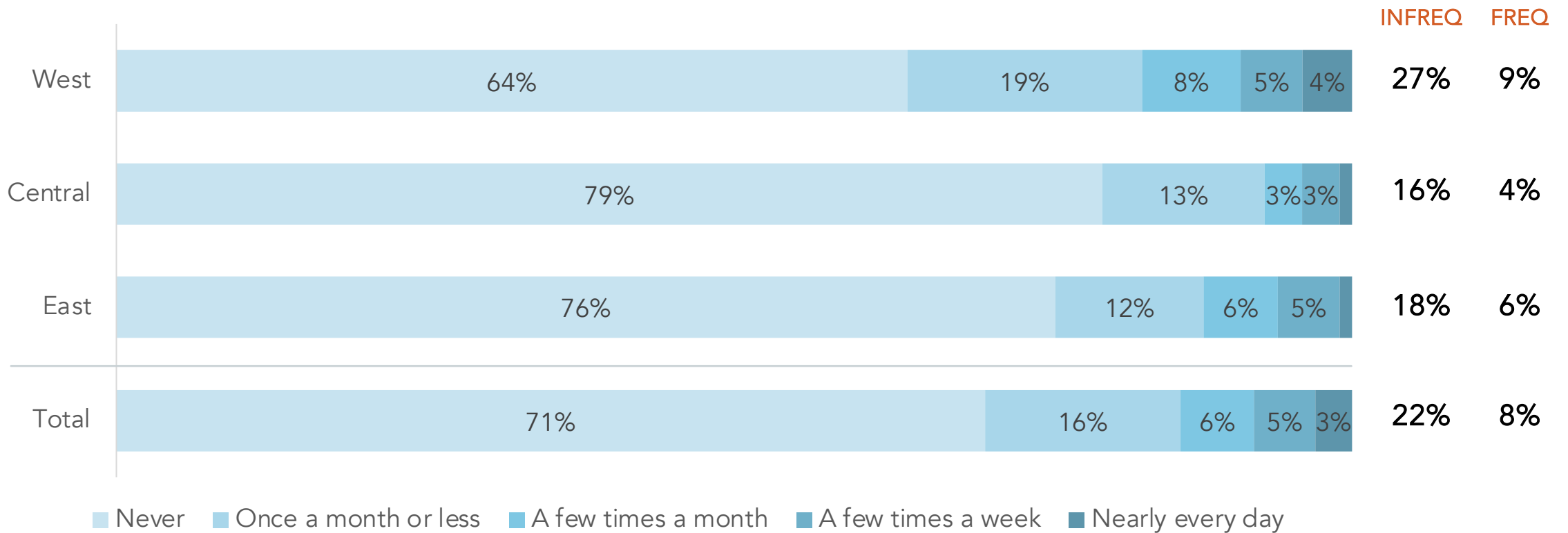


Project feedback

How often do people take public transit?



Frequency of public bus use, by region





Who takes transit?

Frequent bus riders tend to be:

- West County residents (58%)
- Younger (49% between 18-39)
- Women (61%)
- People of color (82%)
- In households earning < \$100k (68%)
- Renters (66%)

How willing are residents to take public transit?

West County leads Contra Costa in willingness to take transit

Willingness to try or increase public bus use, by region

	Not willing	Somewhat willing	Very willing	SOMEWHAT/ VERY WILLING
West County	32%	40%	18%	58%
Central County	51%	37%	8%	45%
East County	52%	33%	8%	41%
Total	45%	37%	11%	48%

How can we encourage residents to take transit?

Beyond the fundamentals, priorities vary by region

Top areas of improvement for willing/frequent riders, by region

<i>Areas of Improvement</i>	West	Central	East
Buses came more frequently	41%	40%	36%
It went to the places I need to go	37%	50%	35%
Buses were faster	21%	18%	20%
Trip times were more reliable	18%	19%	20%
It was safer at stops/stations	17%	14%	24%
There was better information about departure times and delays	15%	21%	18%
Buses didn't have to sit in traffic	21%	18%	10%

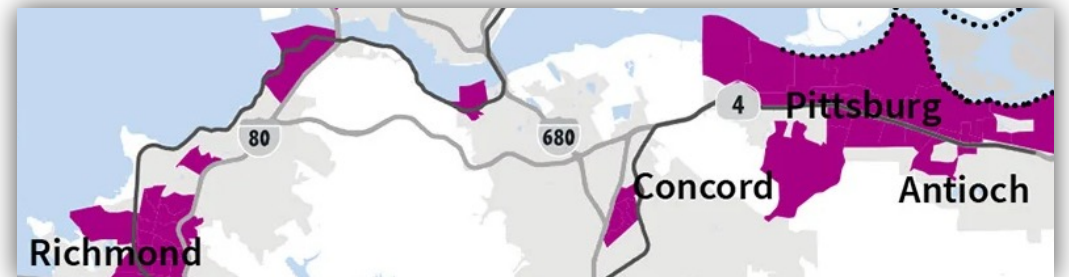
Who is willing to take transit more often?

Compared to those who are **unwilling** to take the bus, those who are **willing** are significantly more likely to be:

	Willing	Unwilling
West County residents	51%	37%
Younger than 50	52%	46%
People of color	62%	55%
In households earning < \$100k	46%	41%
Renters	29%	24%

There's greater willingness to try or increase public bus use among residents of:

- El Cerrito
- Hercules
- San Pablo
- Pinole
- Richmond
- Pleasant Hill
- Pittsburg



How can we encourage residents to take transit?

Beyond the fundamentals, priorities vary by experience with transit

Top areas of improvement for willing/frequent riders, by transit frequency

<i>Areas of Improvement</i>	Willing Non-Rider	Willing Infrequent Rider	Frequent Rider
Buses came more frequently	38%	44%	53%
It went to the places I need to go	44%	32%	26%
Buses were faster	21%	19%	25%
Trip times were more reliable	17%	21%	22%
There was better information about departure times and delays	17%	18%	20%
It was safer at stops/stations	19%	15%	15%
Facilities around the stop/station were nicer (shelters, sidewalks, lighting, etc.)	14%	18%	17%
It was less expensive	10%	17%	22%

To garner support for transit improvements, we must speak to most, if not all, residents

Residents prioritize congestion relief and road repair

Priorities for transportation, by transit frequency

Priorities	Non-Rider	Infrequent Rider	Frequent Rider	Total
Highway congestion relief	48%	32%	22%	43%
Local road and street maintenance	34%	24%	28%	31%
Major road congestion relief	35%	21%	13%	30%
Regional transit improvements	27%	39%	37%	30%
Complete street enhancements	27%	28%	25%	27%
Transit access and connectivity	24%	32%	39%	27%
Local transit improvements	19%	35%	60%	25%
Advanced technologies	20%	25%	18%	21%

Questions for our panelists?



Mike Iswalt
Market Analysis Lead
Kimley-Horn



Matt Orenchuk
Transit Lead
Sam Schwartz



Nicole Hilaire
Behavioral Science Lead
Convey