



CONTRA COSTA
transportation
authority

PROJECT MANAGEMENT MEETING

Contra Costa Transportation Authority Integrated Transit Plan

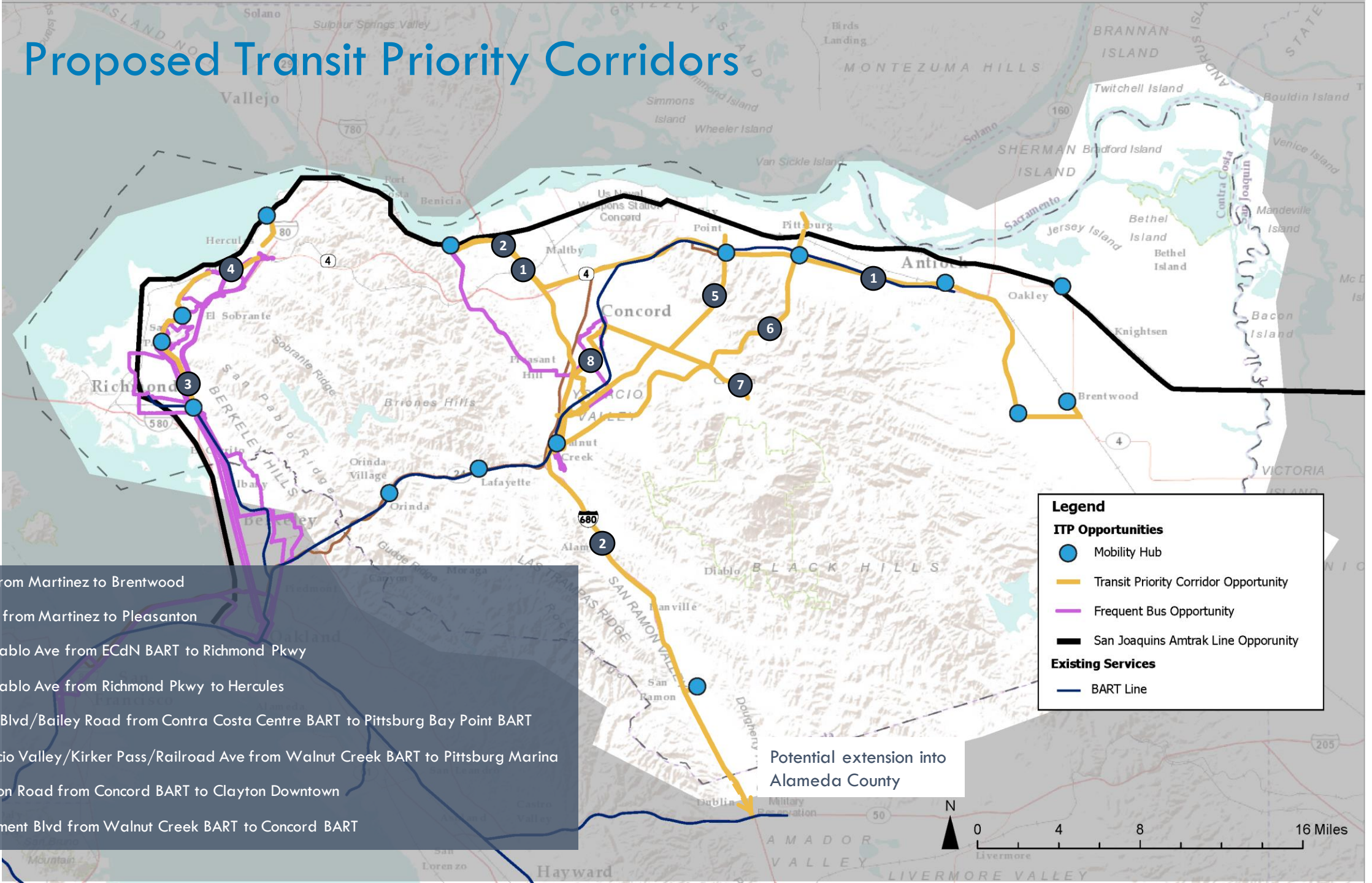
March 1, 2024



Bay Point BART
 431 daily riders (2022)
 Proposed Mobility Hub
 Transit Priority Corridors 1, 8
 Planned DPMT

Pittsburg Center BART
 431 daily riders (2022)
 Proposed Mobility Hub
 Transit Priority Corridors 1, 9
 Planned DPMT
 Bike share

Proposed Transit Priority Corridors



Legend

ITP Opportunities

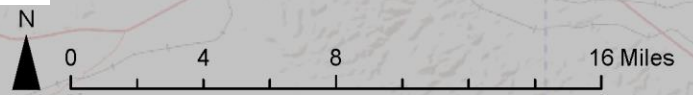
- Mobility Hub
- Transit Priority Corridor Opportunity
- Frequent Bus Opportunity
- San Joaquins Amtrak Line Opportunity

Existing Services

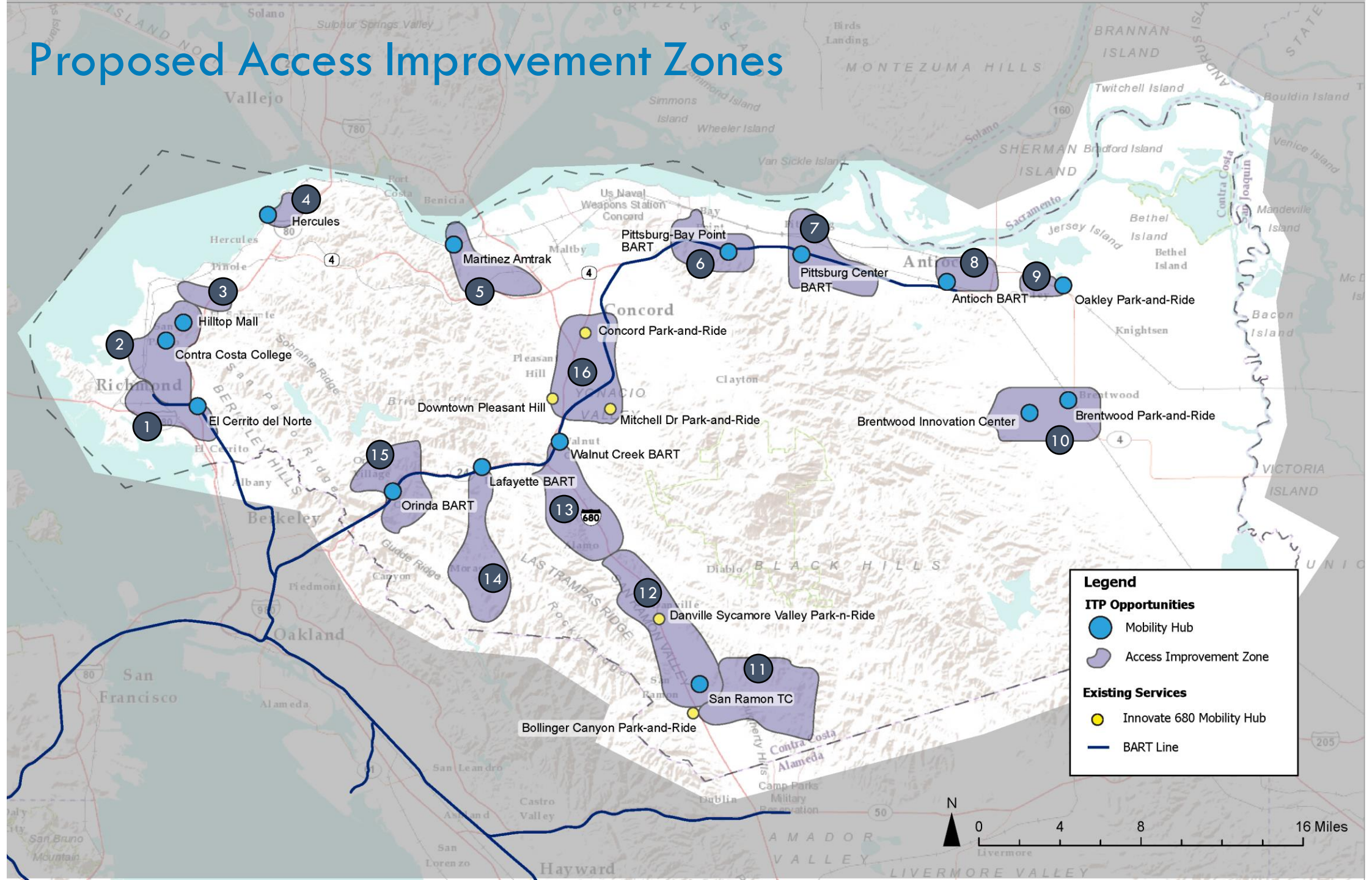
- BART Line

- TPC1: SR-4 from Martinez to Brentwood
- TPC 2: I-680 from Martinez to Pleasanton
- TPC 3: San Pablo Ave from ECdN BART to Richmond Pkwy
- TPC 4: San Pablo Ave from Richmond Pkwy to Hercules
- TPC 5: Treat Blvd/Bailey Road from Contra Costa Centre BART to Pittsburg Bay Point BART
- TPC 6: Ygnacio Valley/Kirker Pass/Railroad Ave from Walnut Creek BART to Pittsburg Marina
- TPC 7: Clayton Road from Concord BART to Clayton Downtown
- TPC 8: Monument Blvd from Walnut Creek BART to Concord BART

Potential extension into Alameda County

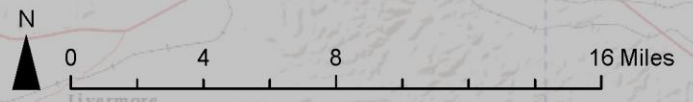


Proposed Access Improvement Zones

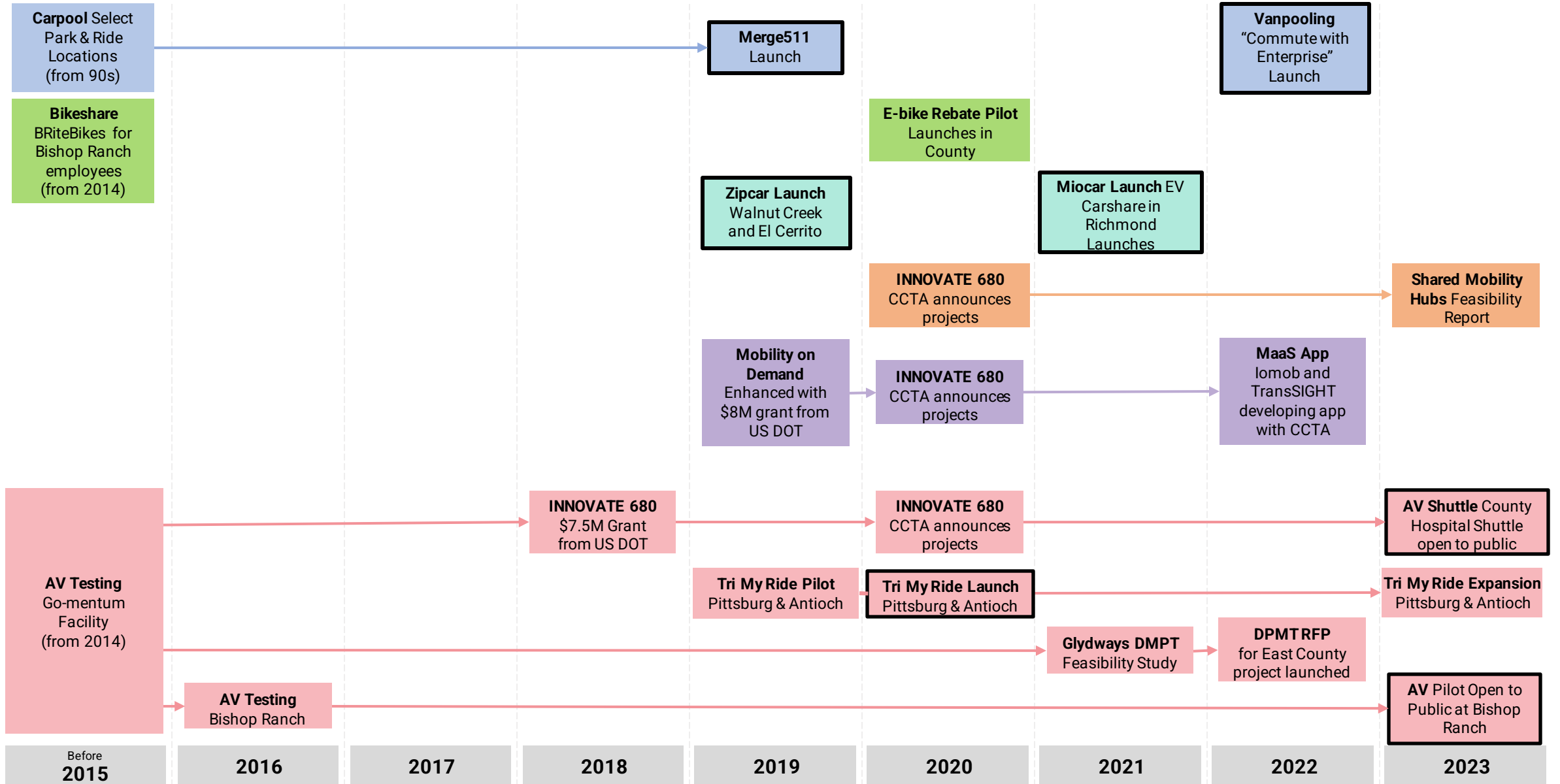


Legend

- ITP Opportunities**
 - Mobility Hub (Blue Circle)
 - Access Improvement Zone (Purple Shaded Area)
- Existing Services**
 - Innovate 680 Mobility Hub (Yellow Circle)
 - BART Line (Blue Line)



Timeline of Implementation for Emerging Mobility Projects in Contra Costa County



■ Apps
 ■ Microtransit
 ■ Ridepool
 ■ Carshare
 ■ Bikeshare
 ■ Mobility Hubs

Completed Projects

Emerging Mobility Opportunities



	Robo-taxis	AV shuttles	ADS micro transit	Automated Transit Network (ATN)	Advanced Air Mobility (AAM)
Passenger Load by vehicle	2	3	5	2	2
Upfront Cost	\$	\$\$	\$	\$\$\$	\$\$\$
O&M	\$	\$	\$\$	\$\$\$	\$\$\$
Trip Time	>>>	>>	>>	>>>>	>
Technological Maturity of Transport Mode	Pilot stage, with limited wide scale implementation at the city level.	Pilot stage	Testing Stage	Testing Stage	Testing stage
Type of Service	Zone-based, on-demand	Fixed route, schedule or on-demand	Zone-based, on-demand	Fixed route, on-demand	TBD but likely to be along pre-determined routes, on-demand



	Robo-taxis	AV shuttles	ADS microtransit	Automated Transit Network (ATN)	Advanced Air Mobility (AAM)
Suitable Areas	<ul style="list-style-type: none"> • Service areas with poor transit reach • Service areas with high vehicle ownership and residents commute primarily by driving 	<ul style="list-style-type: none"> • Service areas could be within campus-like environments or with O-D pairings that are linear along specific corridors. • Simple street network 	<ul style="list-style-type: none"> • Service areas with poor transit coverage (suburban, rural) with a substantial number of residents that carpool. • Service area should start small from a 3 sq mile zone with larger service areas in rural regions. 	<ul style="list-style-type: none"> • Service areas with poor transit reach • New service areas without existing supporting transit infrastructure • Areas with urban fabric that would support a grade separated guideway. 	<ul style="list-style-type: none"> • Challenging topography in the area that makes it difficult to operate conventional transit services (mountains, water bodies, over freeway or rail tracks). • Existing infrastructural challenges (congestion on existing road networks). • Could connect transit hubs such as a train station to an airport.
Trip patterns this mode could support	<ul style="list-style-type: none"> • No high-volume origins and destinations in the area • Low transit mode share and heavy reliance on cars and ride hail/taxis as a primary form of commute • May be suitable to complement areas with transit during hours where transit is not operating. 	<ul style="list-style-type: none"> • Serve as a connection or transfer between key nodes • First mile/last mile connections • Demand is not high enough to justify a conventional circulator route • Provide accessible options for individual with mobility challenges 	<ul style="list-style-type: none"> • High number of distributed trips heading in the same direction or to a common destination • Demand is not high enough to justify the placement of conventional circulator routes 	<ul style="list-style-type: none"> • Shuttle services or intermodal connections-transporting passengers between key nodes • Service areas with clear O-D patterns that would support a semi-fixed route service • Demand is not high enough to justify the placement of a conventional circulator route 	<ul style="list-style-type: none"> • Pre-determined route take-off and landing points providing an on-demand service for a small number of people and trips. Most relevant for trips that are urgent in nature. • Highly beneficial as a transportation option to/from remote areas where the topography is challenging for ground travel modes to navigate.