



the Plan

2050 Countywide Transportation Plan

Phase 1 Engagement Summary

May 2025



CONTRA COSTA
transportation
authority

Table of Contents

- Executive Summary 3
 - Survey Findings – Travel Behavior..... 3
 - Notable Findings About Mode Interests for Historically Underrepresented Communities 4
 - Survey Findings – Preferred Strategies 5
 - Next Steps 5
- 1. Overview and Purpose..... 6
- 2. Needs and Opportunities Survey 7
 - Promotion Campaign 7
 - Social Media Advertising..... 8
 - Respondent Demographics 8
- 3. Survey Results..... 13
 - Travel Destinations for Work or School.....13
 - Travel Destinations for Shopping, Dining, and Recreating 14
 - Current Travel Modes.....15
 - Transit Service Use16
 - Interest in Other Travel Modes17
 - Agreement with 2050 Blueprint Principles19
 - Other Suggested Principles..... 20
 - Preferred Strategies to Address the 2050 Blueprint Principles.....22
 - Survey Conclusion33
- 4. In-Person Tabling and Pop-Up Events 34
 - Summary of Feedback.....35
- 5. Direct Outreach to Community-Based Organizations 36
- 6. Stakeholder Engagement..... 37
 - Summary of Feedback.....37
- 7. Conclusion and Next Steps..... 39

Executive Summary

The Contra Costa Transportation Authority (CCTA) is developing the 2050 Countywide Transportation Plan (Plan). As part of Phase 1 engagement for the Plan, CCTA conducted a series of stakeholder and community outreach activities designed to gather feedback to inform the policy foundation for the Plan, known as the 2050 Blueprint. Outreach activities included an online survey, a series of pop-up events, direct outreach, and stakeholder engagement.

Survey Findings – Travel Behavior

The primary tool for feedback on the Plan was an online survey with questions about travel behavior and 2050 Blueprint principles and strategies. A total of 2,260 people completed the survey. Survey results highlighted the following:

County residents most frequently travel close to home. Whether for work, school, shopping, dining, or recreation, the most common place for people to travel was within their community (West County, East County, Central County, Lamorinda, and Tri-Valley). Many residents also commute to work or school outside of the county. Central County was a common destination for shopping, dining, and recreation for residents in all areas of the county.

Driving alone, walking, and transit are common ways of getting around. Driving alone was the most common way to get around, with nearly three quarters of respondents indicating that they drive alone either daily (5-7 days a week) or frequently (3-4 days a week). Walking was the second most common way of getting around followed by transit, primarily BART.

Contra Costa County residents are interested in using transit and driverless vehicles. At least 60% of respondents said they were either interested or would consider three modes that they currently do not use: Transit (66%), Driverless shuttles (64%) and Driverless Taxis (60%). See the next page for information about demographic differences in mode preference.

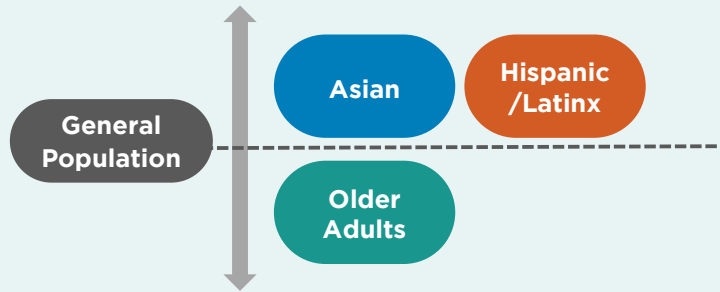
The Blueprint Principles resonate well with respondents. Over 80% of all respondents agreed or strongly agreed with all of the Blueprint Principles. *Safe Travel* and *Livable and Connected Neighborhoods* both received relatively more “strongly agree” answers, suggesting a messaging priority for CCTA on strategies and approaches that address safety and connectivity in Contra Costa County.

Notable Findings About Mode Interests for Historically Underrepresented Communities

The survey indicated distinctions among historically underrepresented communities about their mode preferences. Differences are modest in general, but some notable differences are highlighted below.

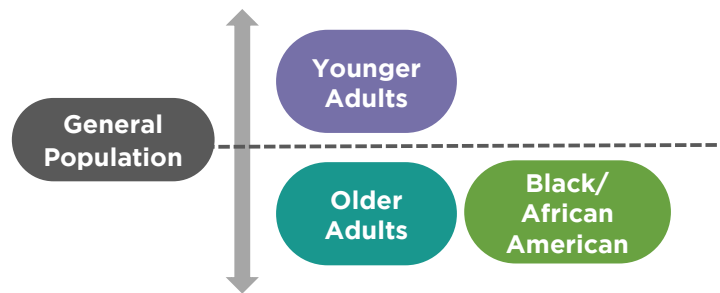
Interest in Carpooling/Ridesharing

Compared with the general population, Asian/Asian American and Hispanic/Latinx residents are more likely to be interested in ridesharing and carpooling while older adults are less interested.



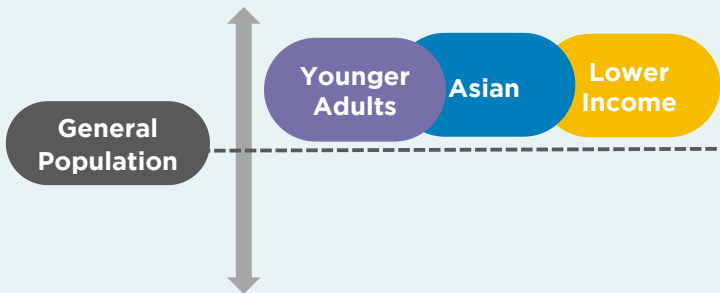
Interest in Walking

Younger adults are more interested in walking, while older adults and Black residents are less interested.



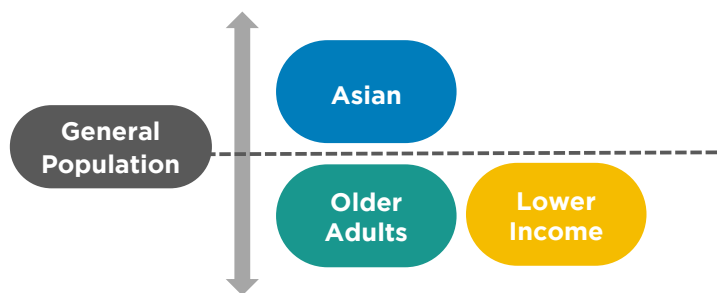
Using Transit

There is above-average interest in using transit by younger adults, Asian/Asian American residents, and lower-income residents.



Interest in Driverless Taxis

Asian/Asian American residents are more interested than the general population in driverless taxis; older adults and people with low incomes are less interested.



Survey Findings – Preferred Strategies

For each of the 2050 Blueprint Principles, respondents prioritized their top three strategies as follows:

- **Safe Travel:** (1) Prioritize investments on streets with the high risk of severe injury, (2) Adjust speed limits as appropriate, and (3) Design streets with a focus on vulnerable users.
- **Livable and Connected Neighborhoods.** (1) Provide more high-frequency, reliable transit service, (2) Better connect Contra Costa County to other Bay Area destinations, and (3) Provide high-quality streets and paths for pedestrians.
- **Access for All.** (1) Offer transportation assistance to low-income communities, (2) Expand programs for older adults and people with limited mobility, and (3) Expand programs for youth.
- **Growing Sustainably.** (1) Support mixed-use, compact development, (2) Preserve open space, and (3) Integrate urban greening infrastructure into projects.

Compared with the general population, people with lower incomes are more supportive of growing sustainably and access for all as Blueprint Principles for the Plan.

While Black residents are more supportive of access for all as a Blueprint Principle compared to the general population, they are also more supportive of commercial and job growth near where they live (as are Indigenous residents). Asian/Asian American and Black respondents are also more interested in addressing freeway congestion than the general population, while Indigenous residents are more interested in urban greening and preserving open space.

Next Steps

The input and information provided during this initial phase of engagement directly informed the 2050 Blueprint. The project team is planning the next round of engagement in mid-2025, which will center on implementation approaches for the 2050 Blueprint.

1. Overview and Purpose

The Contra Costa Transportation Authority (CCTA) plans, funds, and implements innovative transportation programs that strengthen Contra Costa County's diverse communities and improve the lives of residents. The CCTA uses a countywide transportation plan to guide long-range planning and transportation decisions in Contra Costa. The plan is regularly updated to reflect current priorities and funding realities. CCTA is developing the 2050 Countywide Transportation Plan (Plan), which will define priority projects and programs and set funding priorities for decades to come.

As part of Phase 1 engagement, CCTA conducted a series of stakeholder and community outreach activities designed to gather feedback to inform the policy foundation for the Plan, known as the 2050 Blueprint.

The goals for engagement in this phase included the following:

- Provide a clear understanding of CCTA, the Plan, and the upcoming process and opportunities for engagement and input.
- Gather input on transportation needs and opportunities to help shape the draft Plan.
- Cultivate a sense of ownership of, and support for, the Plan to encourage further engagement and advocacy throughout the development process.
- Ensure communities and stakeholders feel engagement is inclusive, accessible, comprehensive, and strategic to foster participation and prevent engagement fatigue.

To achieve these goals, the project team conducted the following public engagement activities:

- **An online survey** with questions about travel behavior and 2050 Blueprint principles and strategies.
- **A series of pop-up events** at a variety of locations throughout the county.
- **Direct outreach** to community-based organizations (CBOs), particularly those that work with underserved populations.

To promote this engagement, a **social media and radio ad campaign** was used to raise awareness about the project and get the word out about the survey.

Presentations were also conducted with four stakeholder groups and committees to share an overview of the project and collect feedback on the 2050 Blueprint.

This document compiles, records, and summarizes the stakeholder and public input received during this engagement phase. This includes input from 2,260 survey respondents, as well as comments and ideas from people who participated in the six pop-up events in January and February 2025. The vision for placemaking, mobility, and prosperity and the guiding principles for the Plan that are outlined in the 2050 Blueprint align with the feedback received during this first phase of engagement.

As CCTA continues to develop the Plan, there will be two additional phases of engagement. CCTA expects to publish a draft of the Plan in early 2026 before finalizing the Plan later in 2026.

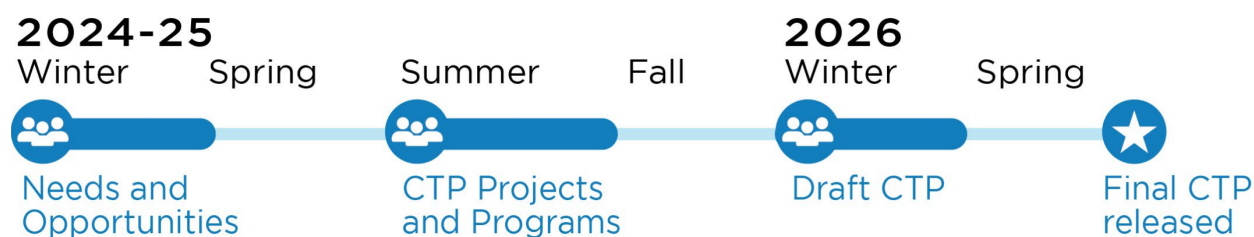


Figure 1 Engagement Timeline

2. Needs and Opportunities Survey

The project team administered a visually appealing needs and opportunities survey to assess travel behavior, interests, and priorities. The opt-in survey was developed using the SurveyMonkey platform and consisted of 25 questions, most of which were multiple choice, along with a few that were open ended (see Appendix A). The survey was available in English, Spanish, and Simplified Chinese.

The survey was promoted through a variety of channels, including both organic and paid social media posts on Facebook, Instagram, X, and LinkedIn, as well as via radio ads on Spotify. As an incentive to complete the survey, respondents were given the option to enter to win one of five \$100 VISA gift cards. Individuals were selected at random and gift cards were sent to the winners.

The survey was open from December 23, 2024, to March 3, 2025. A total of 2,260 people completed the full survey. The vast majority of responses were in English. Despite efforts to reach non-English-speaking communities, only 14 people completed the survey in Spanish. Only three people completed the Simplified Chinese survey.

Promotion Campaign

The project team implemented a paid social media and digital radio ad campaign, in addition to organic posts, to raise awareness about the Plan and drive participation in the online survey. The campaign aimed to reach a broad audience, including historically underrepresented communities, by leveraging digital platforms and audio streaming services as supplements to the overall outreach strategy.

Social Media Advertising

The project team ran paid advertisements on Meta (Facebook and Instagram) to target Contra Costa County residents with messaging about the Plan and to encourage survey participation. As shown in Figure 2, the advertisements were designed to be visually engaging and included a direct link to the survey.

The ad campaign achieved 133,535 impressions (views) from people on social media. A total of 1,203 people clicked on the ads and went to the survey.

Radio Ad Campaign (Spotify)

In addition to social media advertising, the project team implemented a paid Spotify ad campaign in both English and Spanish to further expand outreach efforts. The radio ads emphasized the importance of public participation in shaping the future of transportation in Contra Costa County and provided listeners with a link to access the survey. The project team targeted the radio ads by geography and user interests to maximize engagement among Contra Costa County residents.

The English-language ads were viewed by 188,590 people on Spotify; 830 people clicked on the ad and went to the survey.

The Spanish-language campaign aimed to enhance accessibility and encourage participation from the county's Hispanic/Latino communities. This was part of the project's "surge" campaign to increase participation from underrepresented communities.

The Spanish-language ads were viewed by 60,989 people on Spotify. A total of 126 people clicked on the ad and went to the survey.

Both the social media and radio ad campaigns played a key role in driving awareness of the Plan and increasing survey participation across diverse audiences.

Respondent Demographics

Survey respondents were asked to share demographic information to help the project team understand the composition of respondents compared to overall county demographics. Sharing demographic information was optional: respondents were able to choose "prefer not to answer" on any of the questions. Demographic information was provided by 1,548 respondents.

Based on the demographic information provided by respondents, the survey generally captured a fairly representative cross-section of county residents,



Figure 2 Graphic Used for Social Media and Spotify Ads. Note: A Spanish Language Version of This Ad was Also Used.

however there were some notable discrepancies.¹ To account for these discrepancies, the survey responses were weighted to provide a representative sample of Contra Costa County’s population as a whole. See Appendix B for more on the weighting and survey analysis methodology.

Place of Residence

Respondents were asked to identify which Contra Costa County subregion they lived in: West County, East County, Central County, Lamorinda, or the Tri-Valley. Only six people skipped this question.

East County and Tri-Valley residents were slightly underrepresented in the survey sample, while Central County and Lamorinda were slightly overrepresented. West County was generally accurately represented in the sample. This information is shown in **Figure 3**. About 5% of survey respondents indicated they reside outside of Contra Costa County.

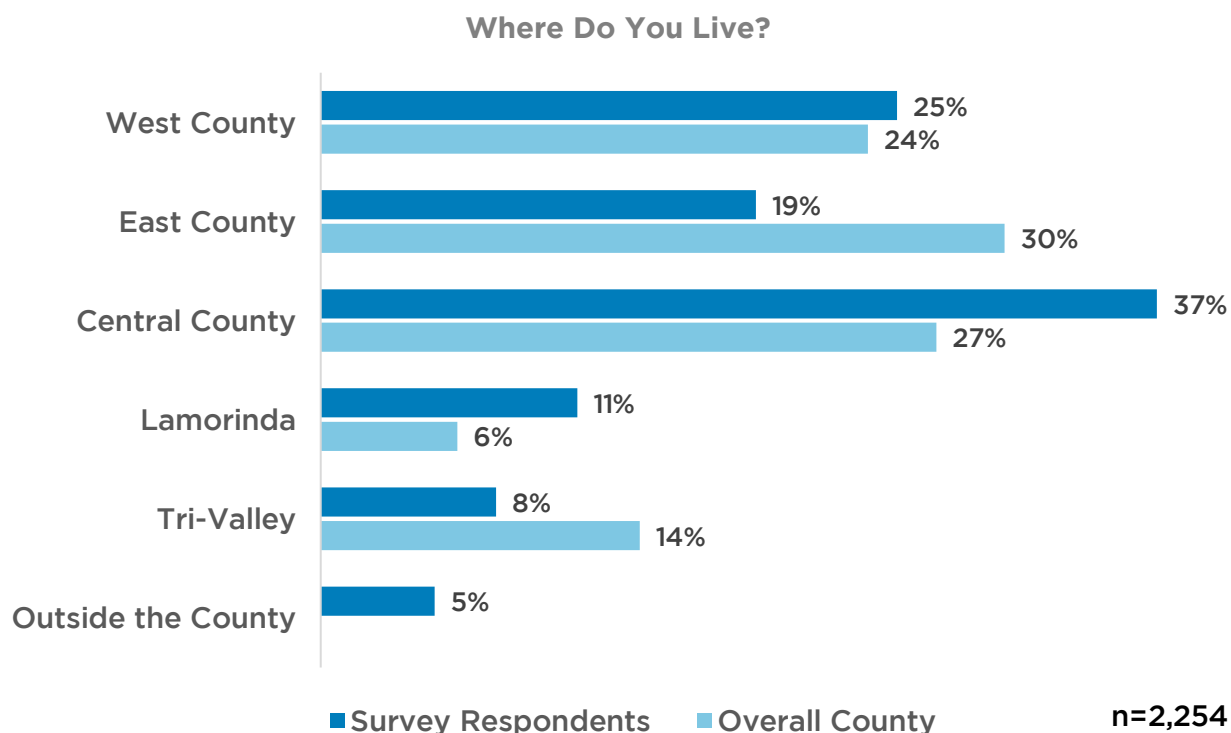


Figure 3 Distribution of Residence of Contra Costa County Respondents Compared to Overall Distribution in County

Race/Ethnicity

Respondents were asked to identify their race and/or ethnicity and could choose multiple options from a dropdown list. A total of 2,024 respondents (90%) provided an answer to this question, while 236 respondents preferred not to answer.

¹ Survey responses were compared to countywide census data from the [2023 American Community Survey](#).

Of those who provided a response, white respondents were overrepresented in the survey sample. Asian American and Black/African American survey respondents were fairly consistent with their overall population proportions in the county. Hispanic/Latino respondents were underrepresented in the survey sample (see Figure 4). Based on this participation, the project team has identified the Hispanic/Latino demographic as a priority area for Phase 2 engagement.

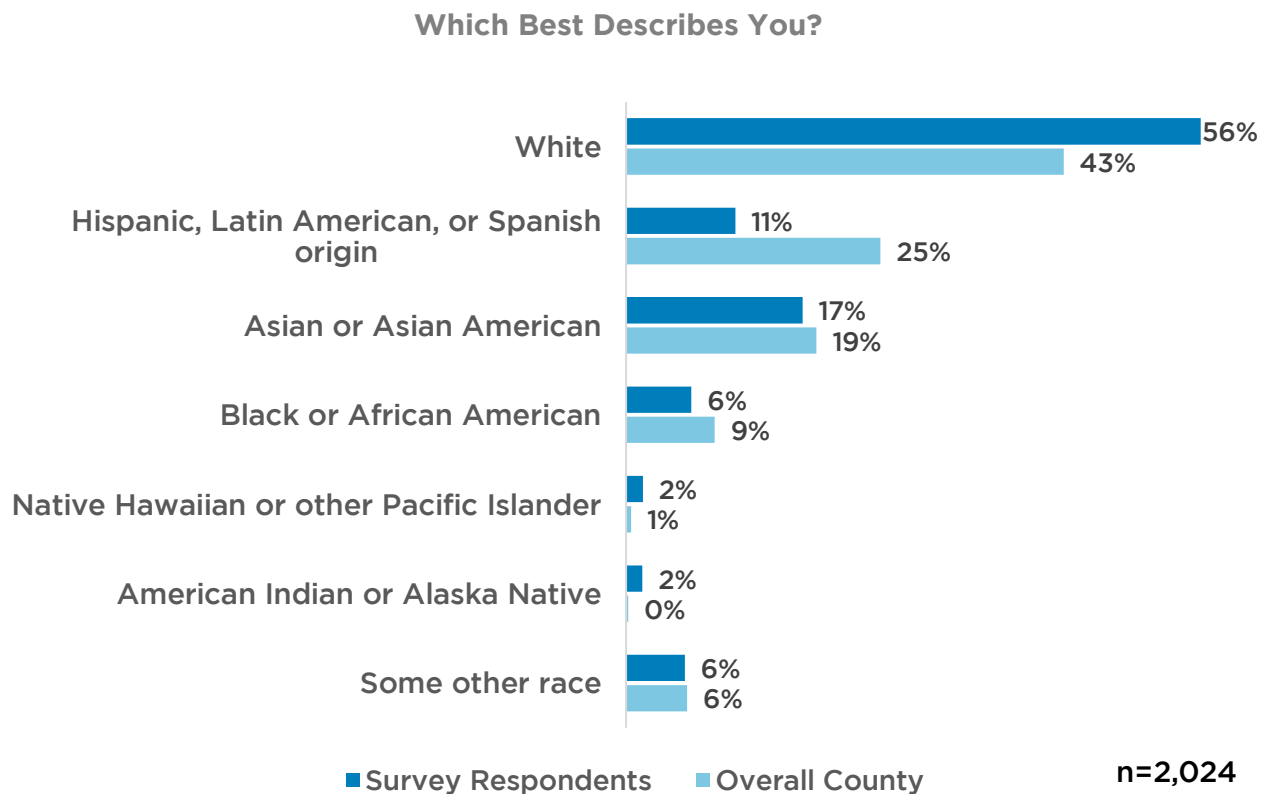


Figure 4 Race/Ethnicity Distribution of Respondents Providing a Response Compared to Overall Distribution of Race/Ethnicity in Contra Costa County

Income

Respondents were asked to identify their household income from a list of income categories from \$0 to over \$150,000. A total of 1,763 respondents (78%) provided an answer to this question, while 497 marked they preferred not to answer.

Of those who provided a response, the incomes from the survey sample tended toward middle incomes (between \$50,000 and \$150,000), with high incomes (over \$150,000) and low incomes (under \$50,000) slightly underrepresented. Respondents in the highest income category comprised the largest income group (34%), which aligns with the income distribution of the county as a whole. This information is shown in **Figure 5**.

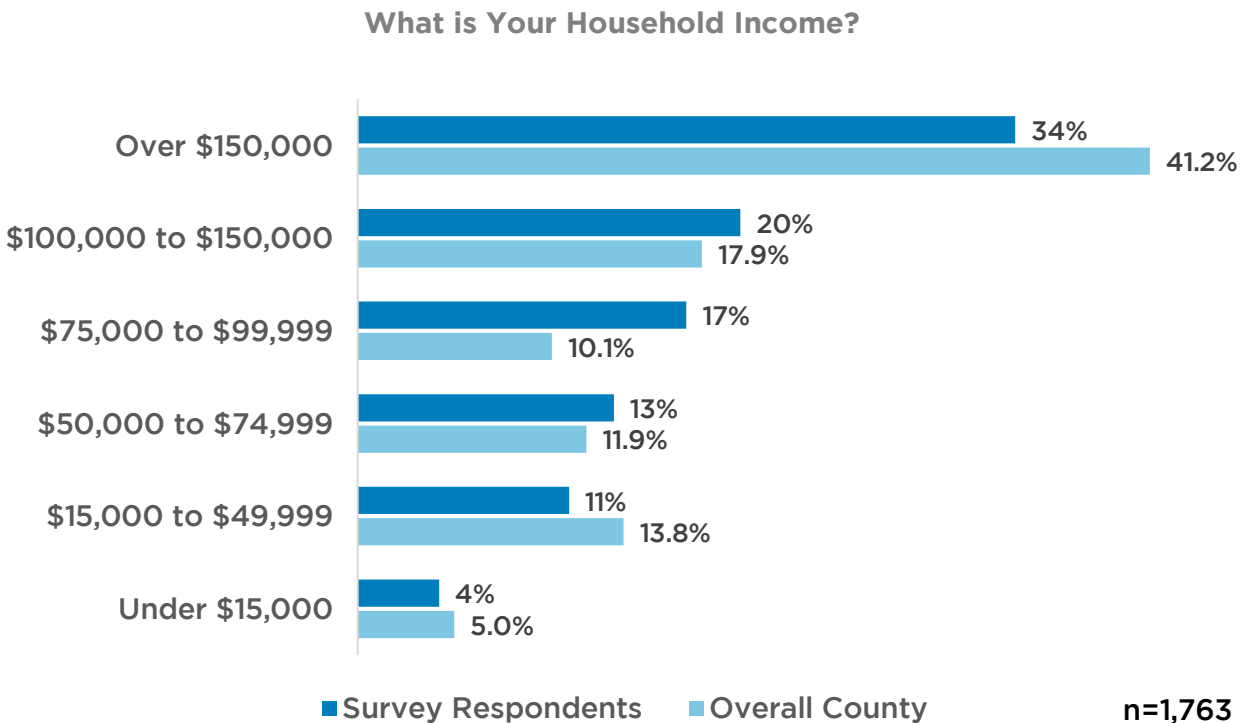


Figure 5 Household Income Distribution of Respondents Compared to Overall County Household Income Distribution

Age

Respondents were asked to select their age range. A total of 2,117 respondents (94%) provided an answer to this question, while 143 respondents preferred not to answer.

Survey respondents tended to be somewhat younger than the county population as a whole, with people between 25 and 44 slightly overrepresented and those over 55 slightly underrepresented. Only 22 survey respondents identified being under 18. **Figure 6** shows the percentage of respondents by age (those who provided their age and were over 18 years old). The project team has identified youth engagement – through focus groups or pop ups – as a priority area for Phase 2 engagement.

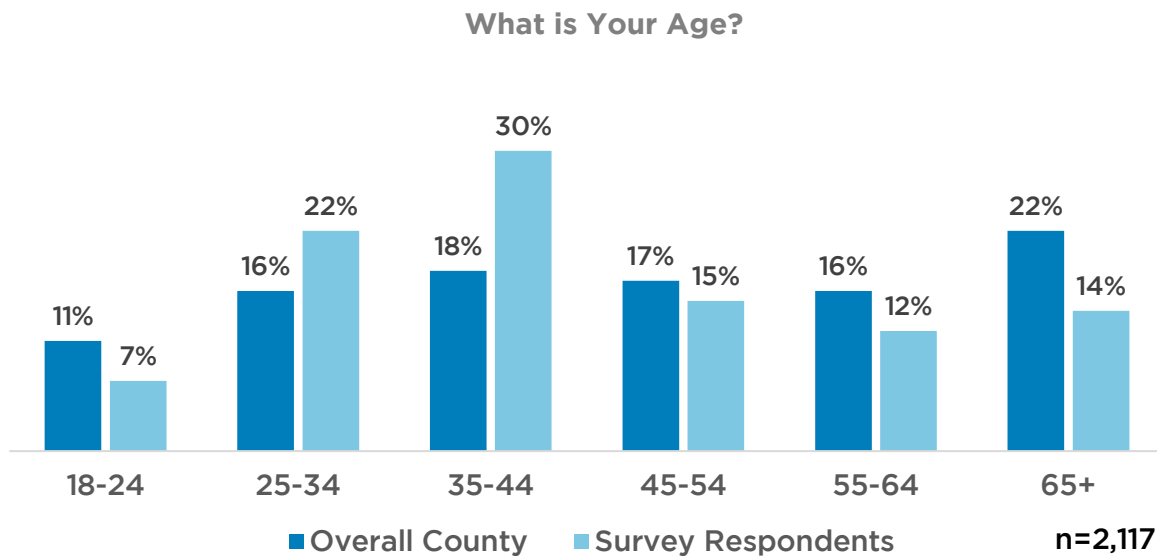


Figure 6 Age Distribution of Respondents Compared to Overall County Distribution

3. Survey Results

The project team used a weighted sample to analyze the survey questions (see **Appendix B** for more on the methodology). This section provides a summary of the results for each of the questions, including the travel behavior questions and questions about the 2050 Blueprint Principles and strategies.

The team also highlighted notable demographic differences in cases where certain population groups had notably different responses compared to the overall sample. These differences were only noted in cases where the difference was both statistically significant as well as relatively large enough to be meaningful (typically at least 8-10 percentage points difference, depending on the question).

Travel Destinations for Work or School

Respondents were asked to identify on a map of the five subregions where they travel for work or school. Respondents could mark more than one subregion if applicable. A total of 1,545 respondents from the sample answered this question (99%).

Generally speaking, the largest group of respondents goes to work or school in the same subregion in which they live (see **Table 1**). Central County is a common destination for residents in East County and Lamorinda, while destinations Outside the County were common for respondents in West and East County. People in West County and Tri-Valley were the most likely to travel outside their subregion for work.

Where Do You Travel For Work or School?

		Work or School					
		West County	East County	Central County	Lamorinda	Tri-Valley	Outside County
Live	West County	40%	5%	12%	9%	3%	36%
	East County	7%	42%	28%	5%	11%	28%
	Central County	7%	8%	46%	15%	7%	20%
	Lamorinda	7%	9%	27%	47%	7%	15%
	Tri-Valley	7%	7%	17%	12%	37%	19%

Table 1 Distribution of Where Respondents Travel for Work or School Using Weighted Sample

Travel Destinations for Shopping, Dining, and Recreating

Respondents were asked to identify which subregions they travel to for shopping, dining, and recreation. Respondents could mark more than one subregion if applicable. All 1,548 respondents from the representative sample answered this question.

As shown in Table 2, the majority of respondents from all subregions said that they shop, dine, and recreate in the subregion in which they live. Central County was also a common place for respondents from all subregions to travel for shopping, dining, or recreating (61%).

Where Do You Travel for Shopping, Dining, and Recreation?

		Shop, Dine, and Recreate					Outside County
		West County	East County	Central County	Lamorinda	Tri-Valley	
Live	West County	79%	9%	40%	19%	4%	36%
	East County	13%	65%	54%	6%	14%	15%
	Central County	7%	11%	93%	30%	21%	19%
	Lamorinda	10%	6%	71%	66%	28%	17%
	Tri-Valley	8%	5%	45%	37%	76%	10%

Table 2 Distribution of Where Respondents Travel for Dining, Shopping and Recreation Using Weighted Sample

Current Travel Modes

From a list of seven different transportation modes, respondents were asked to mark how frequently they use a variety of different transportation modes. Frequency options included daily (5-7 days a week), frequently (2-4 days a week), sometimes (1-7 days a month), rarely (less than once a month), and never. Respondents could also mark “I don’t know.” All 1,548 of the respondents from the representative sample answered this question.

As shown in **Figure 7**, driving alone was the most common way to get around, with nearly three quarters of respondents (73%) indicating that they drove alone either daily (5-7 days a week) or frequently (3-4 days a week). This is the only mode that a majority of respondents use either daily or frequently. Most respondents also said that they never or rarely (less than once a month) use transit, carpool, bike, ridehail, and carshare. Carsharing was the least common mode, followed by ridehailing services, with only three percent and five percent of respondents, respectively, using these two or more days a week.

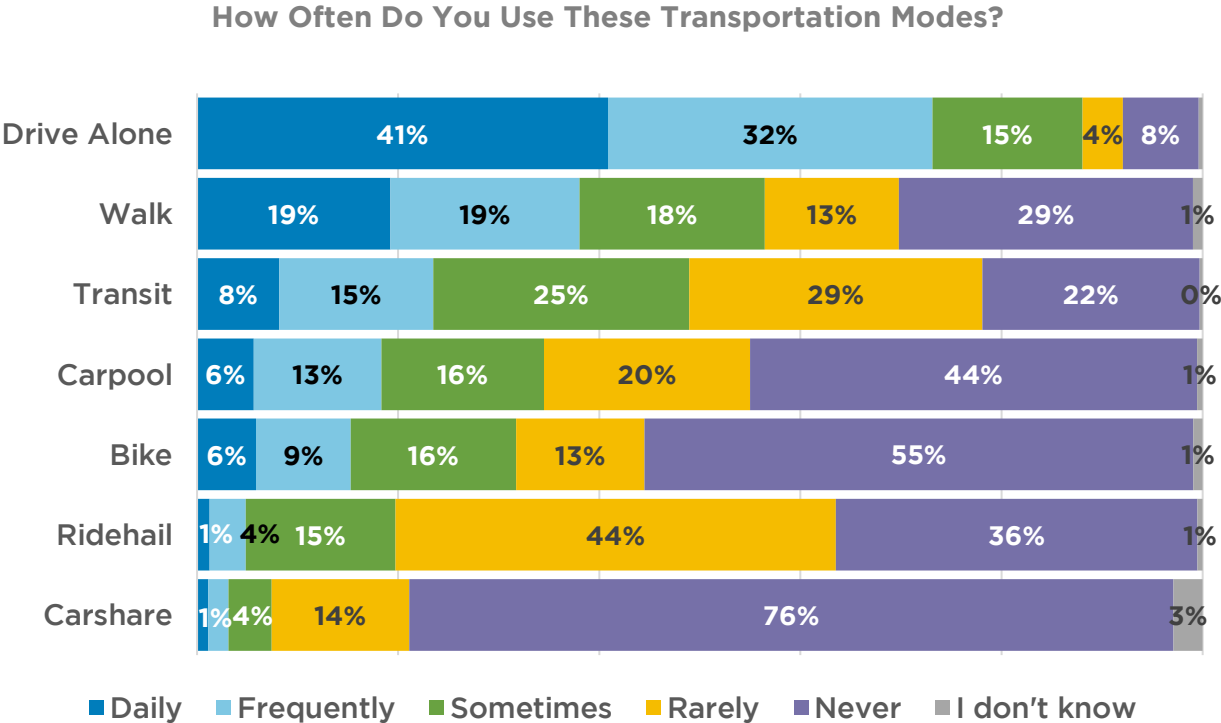


Figure 7 Distribution of How Frequently Respondents Use Different Travel Modes Using Weighted Sample

Notable Demographic Differences

- Respondents with lower incomes (22%) and those with disabilities (18%) were much more likely to say they never drive alone, compared with eight percent of all respondents.

- Larger proportions of older adults (72%) and respondents with a disability (66%) said they never bike or use a scooter, which was considerably higher than all respondents (55%).
- West County respondents were more likely to say they walk daily (30%).

Transit Service Use

Survey respondents who indicated they ride transit at all were asked to identify which transit services they use. They were presented with 12 different transit services and could mark any they use. A total of 1,011 respondents (83%) answered this question.

As shown in **Figure 8**, BART was by far the most common transit system used by respondents (83%). About a quarter of respondents use AC Transit (24%) and County Connection (23%). In general, most respondents who use transit use the system serving the region where they live. For example, 48% of West County residents indicated they ride AC Transit, 44% of East County residents said they use Tri Delta Transit, and 39% of Central County respondents use County Connection (39%).

Which Transit Services Do You Use?

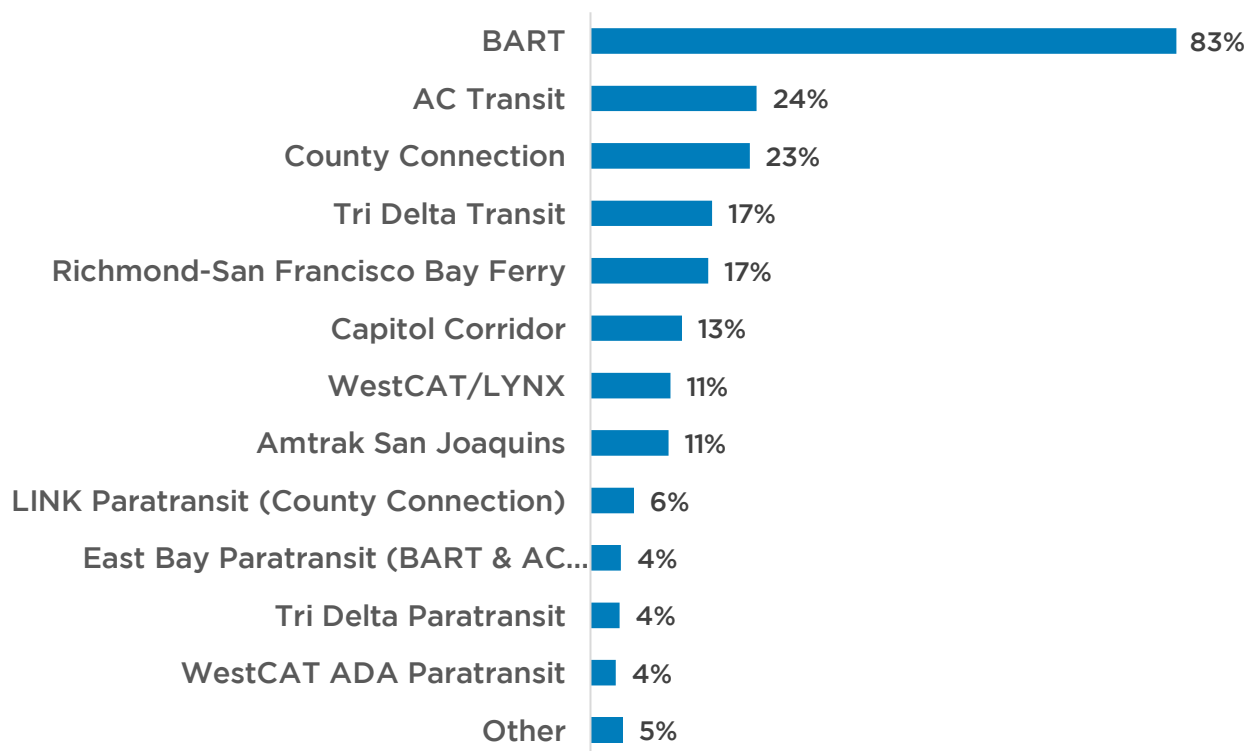


Figure 8 Distribution of Respondents Use of Different Transit Services Using Weighted Sample

Interest in Other Travel Modes

If respondents marked that they never use a specific mode, they were then asked a follow-up question about how interested they would be in using that mode in the future. All respondents were also asked about their interest in driverless taxis, driverless shuttles, and bikesharing —modes that do not currently exist in the county. Respondents could select one of the following as a response: “I am interested in this,” “I would consider this,” or “I would never use this.”

As shown in **Figure 9**, respondents were most interested in transit, driverless shuttles, and driverless taxis, with 66%, 64%, and 60% of respondents, respectively, saying they were either interested or would consider trying these modes. A majority of respondents said they would never vanpool/carpool (57%) or use a bike/scooter (54%).

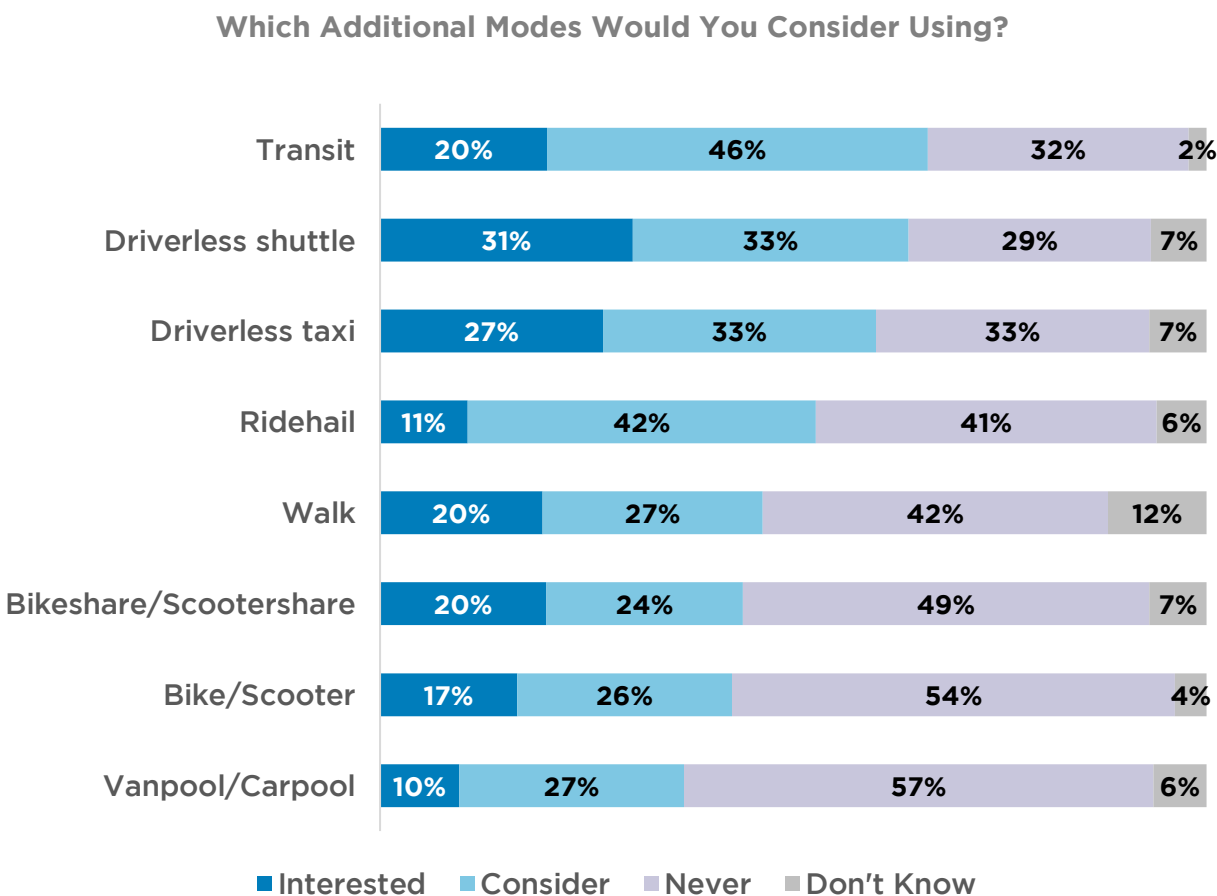


Figure 9 Distribution of Respondents Interest in Different Transit Modes Using Weighted Sample

Notable Demographic Differences

- Several groups were more likely to say they were interested or would consider using a bike or scooter, including respondents from Lamorinda (55%) and young adults (18-34) (65%).
- The groups with the largest proportion of respondents to say they would never use a bike or scooter were older adults (65+) (77%) and respondents with a disability (66%).
- Young adults (18-34) were more likely to say they were interested in or would consider walking (57%).
- The groups with the largest proportion of respondents to indicate they were interested or would consider transit were young adults (18-34) (80%) and Asian respondents (79%).
- While 44% of all respondents indicated they were interested or would consider bikeshare/scootershare, the idea was more popular among younger adults (18-35), with 62% of this group indicating they were interested or would consider bikeshare/scootershare. On the other hand, 74% of older respondents (65+) and 59% of respondents with disabilities said they would never use bikeshare/scootershare.
- Being interested in or willing to consider ridehailing was indicated by 53% of all respondents, but two demographics were much more likely to indicate an interest or willingness to use ridehailing services: Black respondents (87%) and Asian respondents (64%).
- Driverless shuttles drew considerable overall interest from respondents, with 64% of all saying they were interested or would consider driverless shuttles. Male respondents (71%), Asian respondents (71%) and high-income respondents (>\$150K) (71%) were most interested, while older respondents (65+) were less interested: 37% said they would never consider driverless shuttles (37%).
- Interest in driverless taxis was highest among Asian respondents (70%), male respondents (68%), and high-income respondents (>\$150K) (68%), while lower-income respondents (43%), older respondents (65+) (42%), and female respondents (38%) were more likely to say they would never ride driverless taxis.

Agreement with 2025 Blueprint Principles

The survey included the four 2050 Blueprint Principles that are guiding the development of the Plan, as shown in the graphic in **Figure 10**.

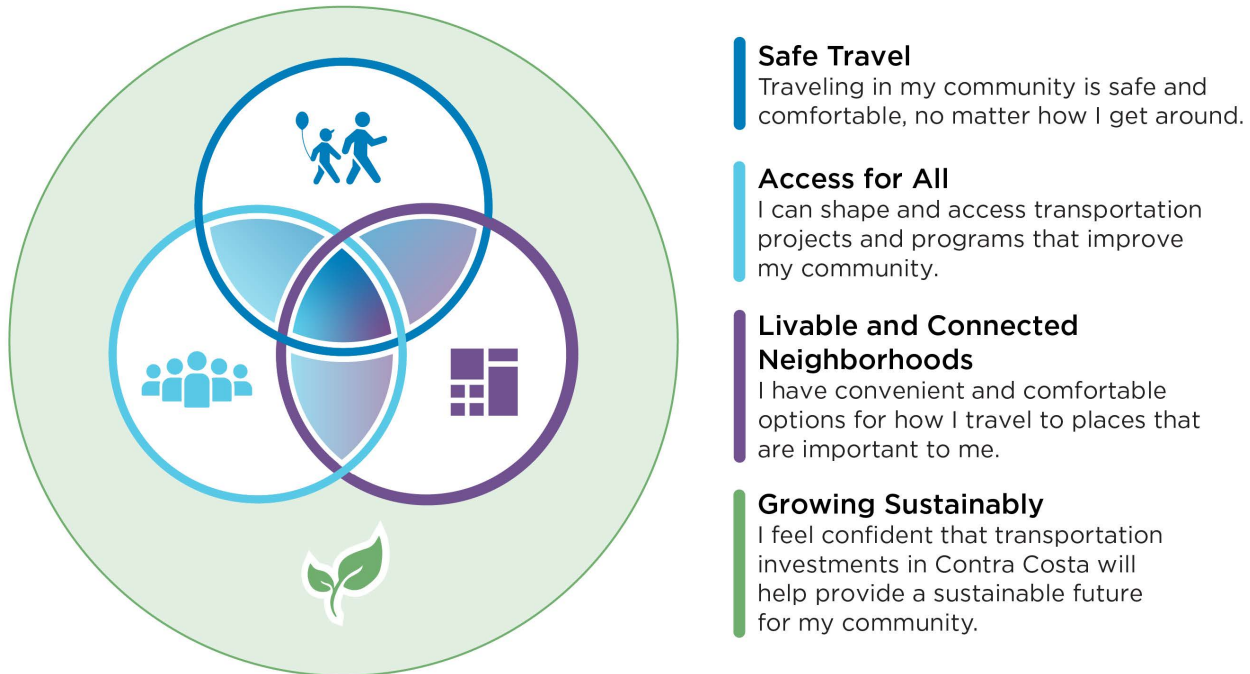


Figure 10 2050 Blueprint Principles

Respondents were asked how much they agree or disagree with each of the principles.

Overall, respondents aligned with all four of the values: more than 80% indicated they either “agree” or “strongly agree” with all four. And while all four were highly ranked, as shown in **Figure 11**, based on the percentage of respondents indicating they “agree” or “strongly agree,” the four are prioritized in the following order based on *strong agreement*:

1. Safe Travel (87% agree or strongly agree)
2. Livable and Connected Neighborhoods (85% agree or strongly agree)
3. Access for All (85% agree or strongly agree)
4. Growing Sustainably (83% agree or strongly agree).

This may suggest a messaging priority for CCTA on strategies and approaches that address safety and connectivity in Contra Costa County.

How Much Do You Agree with These Principles for Guiding Transportation Investments?

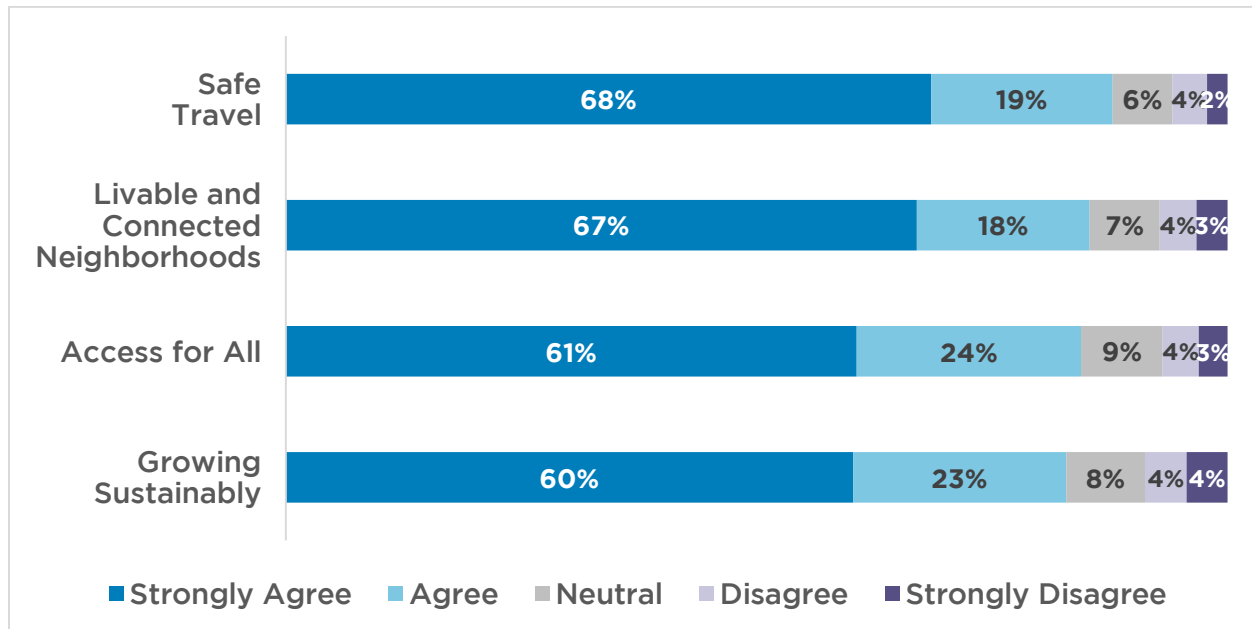


Figure 11 Distribution of How Much Respondents Agree With Each of the 2050 Blueprint Guiding Principles Using the Weighted Sample

Notable Demographic Differences

- Safe Travel had strong agreement by higher proportions of Asian respondents (79%) and low-income respondents (>\$50,000) (77%) compared to the sample overall.
- Low-income respondents (<\$50,000) were more supportive of Growing Sustainably (90% agree + strongly agree) than all groups combined (83%).
- While 85% of all respondents indicated support for Access for All, the numbers were slightly higher among some population groups: Low-Income respondents (<\$50,000) (94% agree + strongly agree), Black respondents (93% agree + strongly agree), people with disabilities (90% agree + strongly agree).

Other Suggested Principles

After reviewing the four principles for the Plan, survey respondents were asked to provide comments about other principles they felt should be added to help guide transportation planning in the county. A total of 914 respondents made comments, which include priorities for the transportation system that generally aligned with the four principles but provide more detail. The following is a summary of the major themes from these comments.

Transit priority. Comments highlighted the importance of transit improvements in general, including more accessibility, better frequency, greater affordability, and upgrades to cleanliness.

“Transit is not accessible near my home. A car is the only mode of transportation that is accessible to me.”

“Just getting all the kids to school and home via public transportation would be an enormous improvement and teach the next generation that public transportation is reliable and safe.”

“Safety and cleanliness of BART stations and trains are very important to me.”

Active transportation. Numerous comments highlighted the importance of safety for active transportation users, such as people walking and biking, and particularly for children and families using these modes.

“Improving biking safety so I feel comfortable allowing my children to bike on their own when they get to middle school is my biggest priority.”

“Safety should be top priority especially for those that need to walk.”

“Bike access and safety! There are bike lanes aplenty in Pleasant Hill and Walnut Creek, but I have to risk my life in Concord to get there.”

Accessibility. Numerous comments noted the importance of making transportation, especially transit, accessible to all users. Commenters noted accessibility improvements should focus particularly on families with low incomes and people with limited mobility. Commenters defined accessibility in various ways, including affordability and convenience, and some highlighted the importance of first- and last-mile service.

“Accessible transportation, especially for those older adults and persons with disabilities who need door-to-door service, which is not included in most of your options above.”

“Focus on last-mile solutions. BART and certain shuttles provide great connectivity for long distance travel. Last-mile solutions such as e-bike docking stations are great to have and help get people from the station to their work location.”

“Make it financially affordable as well. We do have some poor people in Lamorinda who are stranded because even public transportation is expensive to them.”

Car Infrastructure Improvement. Comments highlighted the importance of improving car infrastructure, such as reducing traffic through increasing freeway capacity, improving signage, and fixing potholes and roadways.

“Fix roadways, both freeway and city streets. Some streets are so bad, they are unsafe to drive on.”

“Fix high-traffic hotspots such as I-680 through Danville.”

“Driving is the majority travel mode - by far. There’s no issue with bike, ped, transit, etc. But don’t forget to fix the bottlenecks on Highway 4 at Port Chicago. Easy fixes.”

Preferred Strategies to Address the 2050 Blueprint Principles

For each of the 2050 Blueprint Principles, respondents were presented with a variety of strategies to consider. Respondents were asked to prioritize their top three strategies for each Principle. They were also given space to provide additional ideas for strategies. These are described below under each strategy.

Strategies for Safe Travel

A majority of respondents selected three strategies for safe travel. As shown in **Figure 12**, these included the following: prioritizing investments on streets with high risk of severe injury (56%), including safety improvements in all transportation projects (55%), and designing streets with a focus on vulnerable users (53%). Significantly fewer respondents chose the strategy on collaborating with emergency services and transit agencies (18%) — it was the only strategy with less than 30% support. There were notable demographic differences with this general ranking of the strategies remaining similar across every demographic group.

What Are the Most Important Ways to Promote Safe Travel?

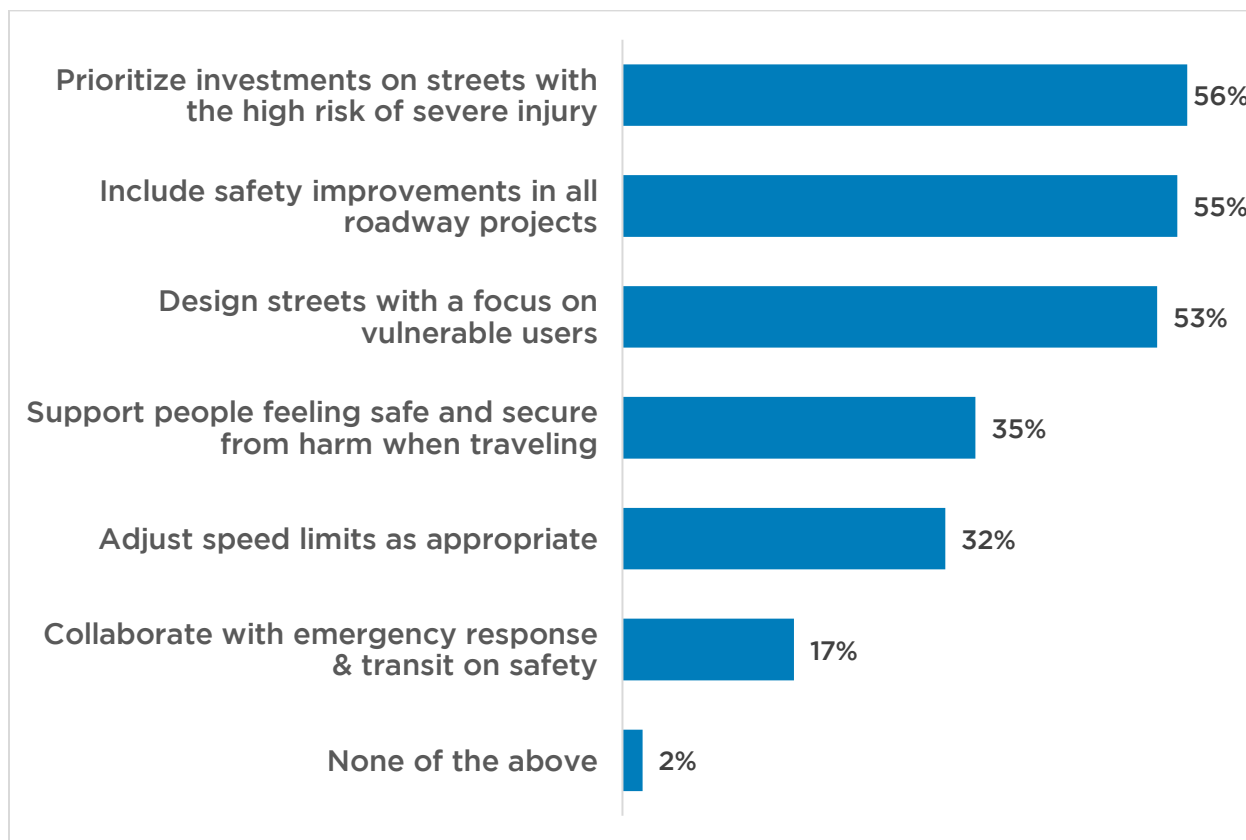


Figure 12 Percentage of Respondents that Chose Each Safe Travel Strategy Using Weighted Sample

Other Strategies for Safe Travel

After answering the previous question, respondents were asked to provide comments on other strategies that they thought could promote safer travel. A total of 724 respondents provided comments, which included suggestions or preferences about methods for improving safety for travel using various forms of transportation. Many responses aligned well with the existing proposed safe travel strategies.

The following summarizes major themes from these comments.

Enforcement. Numerous comments included the need for additional enforcement resources to help improve safety. Some suggested increasing penalties for breaking driving laws, such as speeding. Comments also mentioned enforcement of rules on

transit, raising concerns about fare evasion and drug use. Several respondents suggested increasing surveillance and enforcement with more cameras.

“Increased speed enforcement: a speed limit sign means little without enforcement.”

“More infraction and speed limit enforcement. As a daily walker, I constantly experience drivers that fail to give walkers the right of way and drive at very excessive speeds.”

“Make BART safe. Everyone I know is scared to use BART. It’s a real shame. We need more security at the BART stations and on the trains.”

Infrastructure maintenance. Numerous comments highlighted the value of maintaining and improving existing infrastructure, fixing potholes, repaving, and restriping roadways, fixing sidewalks, adding street lighting and signage, and improving transit infrastructure such as benches and shelters.

“Fix roads before spending money on any of this. Fill in potholes or repave roads that create unsafe driving conditions. Fix road drainage issues that create unsafe driving conditions. Quality of roads must be improved before any other changes have money allocated towards them.”

“Roads should be well maintained, well lit, and clean at all times.”

“Improve sidewalks. So many sidewalks are not wide enough, cracked, deformed, or missing altogether making it difficult to get to transportation. If you’re in a wheelchair, have a stroller, bags, etc. you’re even more worse off.”

Infrastructure improvements. Numerous comments offered suggestions for particular types of infrastructure improvements. The most common were protected bike lanes, speed bumps, better crosswalks, roundabouts, and road diets.

“More protected bike lanes and routes for cyclists. These help protect cyclists and improve safety for automobiles.”

“Speed bumps and median dividers will do much more than a sign drivers can ignore.”

“Recently added roundabouts in North and East in Richmond are promising ideas.”

Awareness and education. Several commenters suggested awareness and education campaigns about the rules of the road and the importance of safe transportation for driving, biking, and walking could help increase safety.

“Educate and emphasize the importance of following traffic speed limits and basic safe driving such as not running red lights or using cell phones while driving.”

“Education programs are needed not only for people who need access to safe and active transportation but most importantly people who primarily drive and do not believe in active transport.”

“Safety awareness taught in public schools. How to pay attention when walking or riding a scooter or bike.”

Strategies for Getting Around without Driving

Respondents were asked about effective strategies to get around without driving. As shown in **Figure 13**, the two most popular strategies, according to survey respondents, are “provide more high-quality, frequent transit” (51%) and “better connect Contra Costa to other Bay Area destinations” (48%) emphasizing the importance of transit-focused solutions. Other strategies were ranked somewhat lower, with the least popular strategy being “build streets with clear priorities” (24%).

What Are the Most Effective Strategies to Help You Get Around Without Driving?

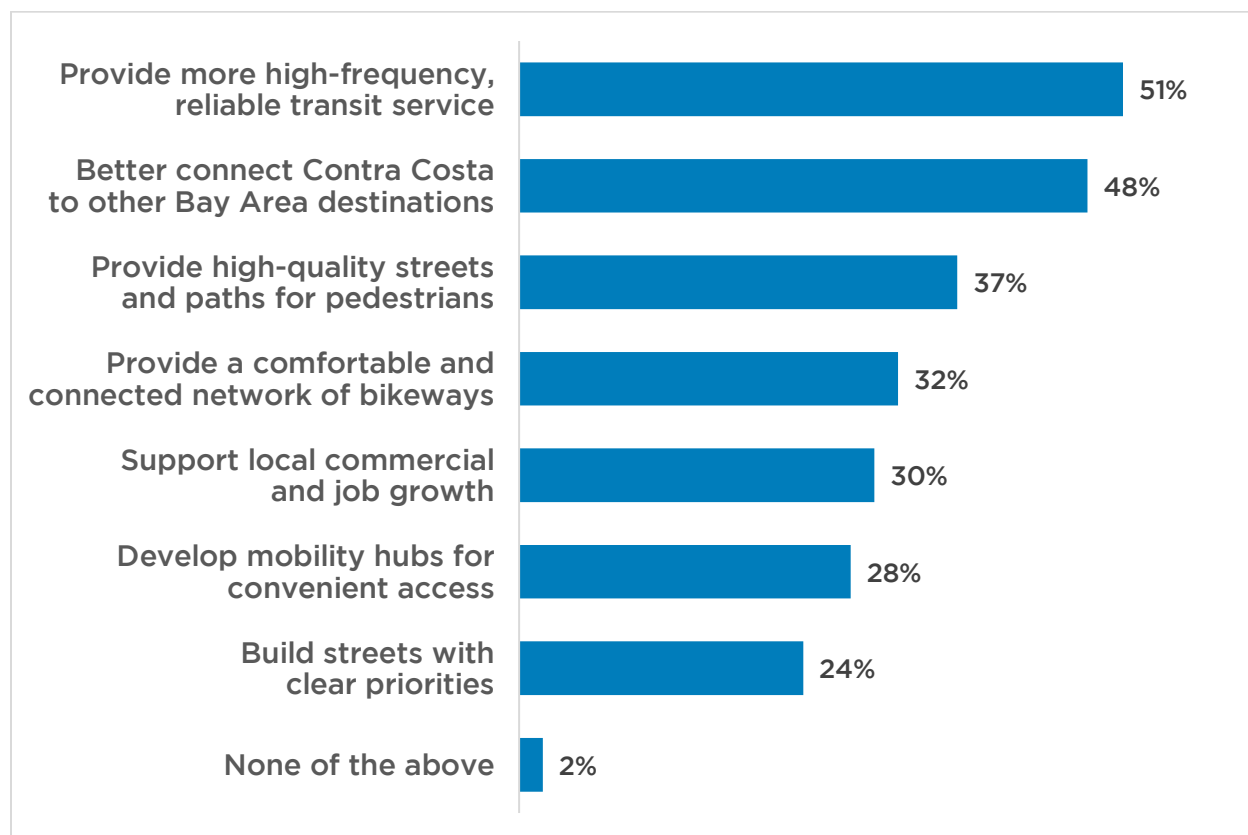


Figure 13 Percentage of Respondents that Chose Each Connectivity Strategy Using the Weighted Sample

Notable Demographic Differences

- Indigenous respondents (46%), East County respondents (38%), and Black respondents (38%) were more likely to choose supporting commercial and job growth near where they live, compared to 30% of respondents overall.
- High-income respondents were relatively more likely to choose improvements to biking infrastructure (40%) compared to 32% overall.
- High-frequency, reliable transit had higher levels of support among Indigenous respondents (62%) and West County respondents (58%).

Other Strategies for Getting Around without Driving

After answering the previous question, respondents were also able to provide comments on other strategies that they thought would help people get around without driving. A total of 465 comments were offered. Many responses aligned well with the existing proposed strategies.

Following is a summary of the major themes from these comments:

Importance of driving. Several respondents noted the importance of driving, particularly for some people with limited mobility. Respondents discouraged focusing too much on non-driving options or weighing alternatives at the expense of driving.

“Although I support bikes, pedestrians, skateboarders, wheelchairs, etc., it seems the cities are putting in barriers which make driving more difficult so I couldn’t choose any choice above.”

“Please stop being so anti driving. Yes, build a pathway for alternative commuting. But don’t cause dangerous congestion too.”

“I am a senior who drives a hybrid because I am too old and disabled to walk on any paths or ride my bike. I did both for as long as I was able.”

Connectivity. Numerous respondents noted the importance of better connectivity. Suggestions for improvements included better first- and last-mile connections such as shuttle rides or bike/bus connections, as well as extended transit hours.

“I like all of the suggestions above. Me and my senior citizen mom are a 20 min walk away from the bus we use on weekdays (99x, 98x). It would be great to use an on-demand stop on Arnold/Milano.”

“I would absolutely love it if I could visit my sister in Lafayette or my parents in Orinda without a car. I live on Olympic and there used to be a streetcar on this corridor! But now it’d take me nearly 2 hours to get to my sister’s house via transit, versus 10 minutes by car. Even having a more convenient bike + bus system would go a long way.”

“You say ‘provide more high-frequency transit service’ above, but this should also include extended hours. Employees who work swing shifts cannot rely on bus travel. Example: County Connection doesn’t operate past 9pm.”

Land Use. Numerous respondents highlighted the importance of building more housing and commercial areas near transit and active transportation corridors.

“Incentivize & support denser & transit-oriented development to enable Bikeable/walkable neighborhoods; many transportation problems require land use solutions.”

“Fill the open retail spaces with business in one location instead of building new ones so as have to drive to each location.”

“Build denser residential areas and rezone for mixed use.”

Strategies to Support a More Sustainable Future

When asked to identify which on the list were the most important ways to support a more sustainable future, one-half of respondents chose “support mixed-use compact development (50%) and nearly as many chose “preserve open space” (49%) (see Figure 14). “Integrate urban greening into projects” was a close third (47%). The least chosen of the strategies was to “expand clean vehicle initiatives and infrastructure” (27%).

What Are the Most Important Ways to Support a More Sustainable Future?

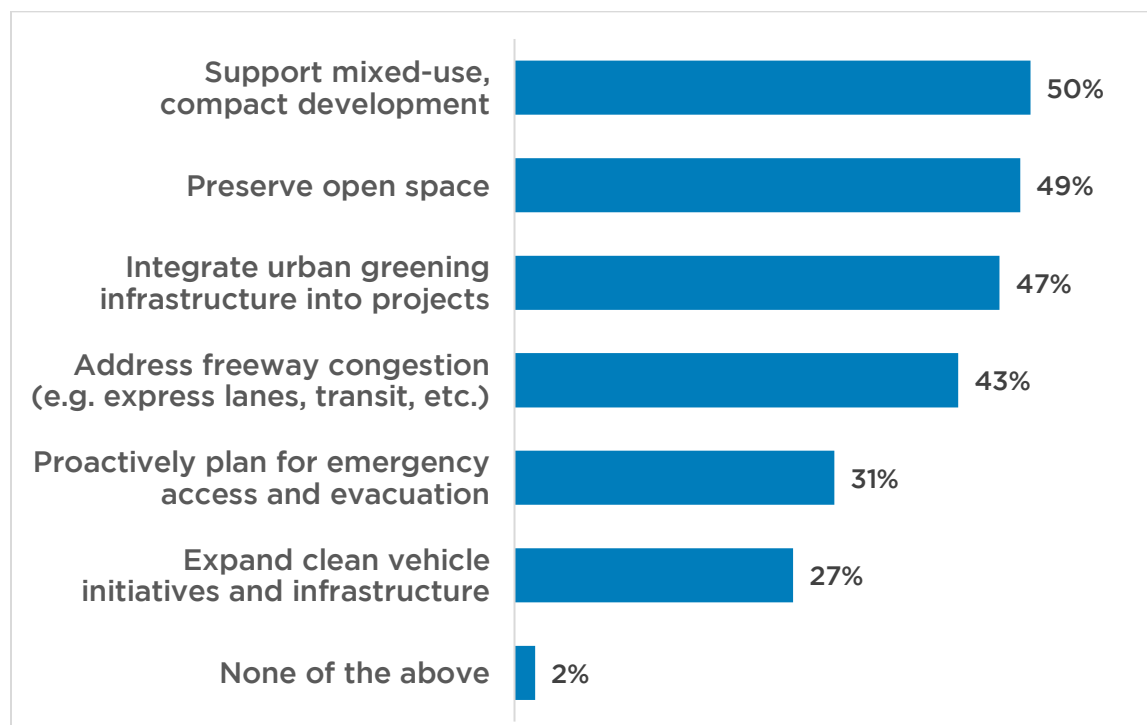


Figure 14 Percentage of Respondents that Chose Each Sustainability Strategy Using the Weighted Sample

Notable Demographic Differences

- Several groups were less likely to choose mixed-use compact development than the overall population, including Tri-Valley respondents (39%) and low-income respondents (<\$50k) (39%). Both groups preferred preserving open space, urban greening, and addressing congestion.
- Indigenous respondents were more likely to choose urban greening (61%) over preserving open space (55%) and compact development (46%).
- Compact development was more highly ranked by Asian respondents (61%) and high-income respondents(59%).
- Addressing freeway congestion was more highly ranked by Black respondents (57%), Asian respondents (54%), and Tri-Valley respondents (53%). Black respondents and Tri-Valley respondents chose it as their most preferred strategy.

Other Strategies to Support a More Sustainable Future

Respondents were also able to provide comments on other strategies that could support a more sustainable future. A total of 358 people commented.

Following is a summary of the major themes from these comments.

Create incentives for alternative modes. Numerous respondents reiterated the value of encouraging non-driving modes, particularly transit and bikes, as a way to address pollution and GHG emissions.

“Invest in public transportation to make it more reliable and less expensive.”

“Make public transportation accessible, frequent, cheaper and a popular topic in towns, schools and social media.”

“Prioritize a strong network of protected bike lanes with direct routes to important locations and increasing frequency and efficiency of bus routes.

Concerns with electric vehicles. Several respondents shared concerns with electric vehicles, suggesting that they are not as effective for reducing pollution and GHG emissions.

“Going towards All electric vehicles have been proven to not be the greenest alternative. I have seen electric buses being charged by diesel generators. Until the energy infrastructure can be updated, I wouldn’t recommend going all electric.”

“Electric vehicles are not clean! They create just as much garbage into the air as gasoline. Just a different type.”

“The goal of electric vehicles is to save the auto industry, not save the planet. Focusing on EVs makes traffic safety worse, not better.”

Focus on freeways. Respondents shared concerns about the use of express lanes, saying they are not effective and not equitable. Some respondents felt that traffic

congestion was a contributor to pollution and wanted to expand the roadways, which runs counter to some of the sustainability priorities identified by the project team.

“Express lanes are possibly the worst policy choice available. They are a form of regressive tax, make traffic worse, and more dangerous.”

“Fix our existing roads and expand existing roads for autos, congestion adds to pollution.”

“Get rid of the pay per mile express lanes and give the commuters a break on the cost of commuting.”

Strategies to Promote Transportation Equity

When asked, “What are the most important ways to promote transportation equity?” two strategies were prioritized by nearly half of respondents: “offer transportation assistance to low-income communities” (49%) and “expand programs for older adults and people with limited mobility” (46%). Fewer than one-third of respondents prioritized “coordinate with underserved community members” (29%). Notably, five percent of respondents opted to select “none of the above” when asked about addressing transportation equity, which represented more than twice as many respondents for the other three Principles. Based on some of the comments, this may reflect discomfort with/rejection of a focus on equity by some survey respondents. This information is shown in **Figure 15**.

What Are the Most Important Ways to Promote Transportation Equity?

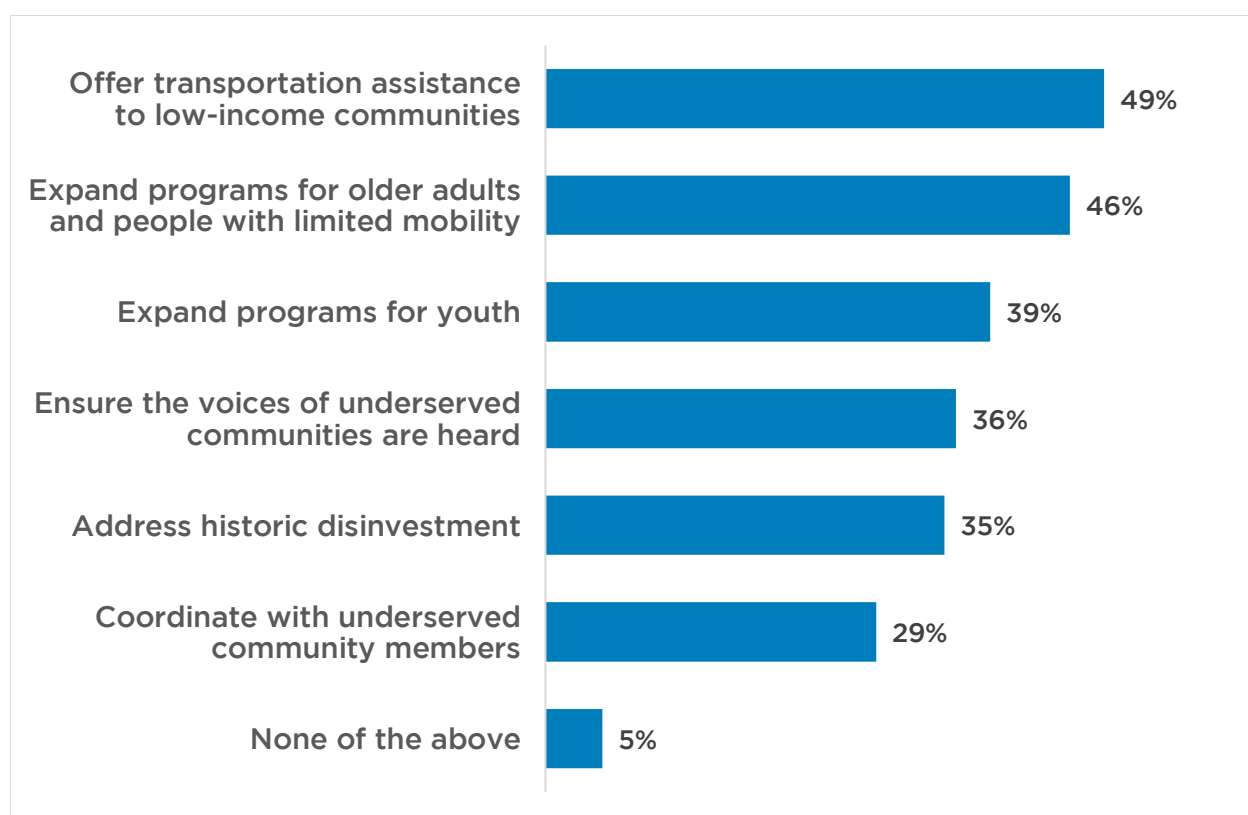


Figure 15 Percentage of Respondents that Chose Each Equity Strategy Using the Weighted Sample

Notable Demographic Differences

- Compared with the population as a whole, Indigenous respondents were more likely to choose ensuring underserved voices are heard (59%) and addressing historic disinvestment (58%), selecting these more often than all other strategies except low-income assistance.
- Several groups were less likely to choose programs for older adults and people with limited mobility including Black respondents (36%) and young adult respondents (18-34) (27%). Both groups chose this less often than all other strategies except coordinating with underserved communities.

- Older adults (65+) were more likely to choose programs for older adults and people with limited mobility (59%).
- Low-income respondents (<\$50k) were more likely to choose transit assistance for low-income communities (58%).

Other Strategies to Promote Transportation Equity

Respondents were also able to provide comments on other strategies to promote transportation equity. Of the four principles, this received the fewest comments (273 total). Many of the comments aligned with the existing proposed strategies.

Following is a summary of the major themes from these comments.

Transit Affordability. Several respondents noted that free or lower cost transit would be the most important way to increase equity.

“Eliminating fares reduces the financial burden on low-income and minority passengers most significantly.”

“End distance-based fares. One fare for one trip is fair. Make unlimited monthly passes available across all transit with reduced cost for youth, students, disabled, elderly, etc.”

“I love the ideas of incentives and assistance programs to get more people overall (as well as marginalized communities) using public transit.”

Better transit connections. Several respondents noted the importance of better connecting historically marginalized communities to job centers and critical services.

“Build lots more transit and make sure it runs very early in the morning and very late at night and on the weekends, so that it’s not just for white collar workers in 9-5 jobs but works for shift workers too.”

“Find out where many low-income people need transportation to get to higher-paying jobs and prioritize those areas more.”

“Have transit lines that connect communities of different socioeconomic conditions. Right now, the transit network itself is segregated.”

Concerns with a focus on “equity.” Several comments noted concern with the use of the term and/or focus on equity in planning. While this could represent a misinterpretation of the strategies, it may also reflect current political discourse around DEI initiatives.

“I agree with the statement in principle, but I don’t think people respond well to the term “equity” at this point. I think something like “quality transportation for all” is a better message.”

“In California public transportation is used by all the equity examples above, a considered strategy is how do we get the “average” driver to take public transportation, how do we make public transportation profitable, while subsidizing equity areas.”

“Equity is a charged term and should be avoided.”

Survey Conclusion

The virtual survey was a valuable tool for understanding transportation interests and priorities from the Contra Costa County community. The key takeaways from the survey analysis include the following:

- The 2050 Blueprint Principles resonate well with respondents, with over 80% of respondents agreeing or strongly agreeing with all four principles.
- Respondents are most interested in using transit and driverless vehicles, which may suggest a preference for investment planning in these modes.
- Respondents are interested in improving transit connections, focusing on safety improvements, and encouraging compact development as priority strategies for the Plan.
- Respondents are interested in improving transit access for low-income communities, particularly through free or reduced fares.
- While not specifically addressed in the multiple-choice questions, comments indicate that there is some interest in focusing on roadway maintenance and strategies to improve driving.

4. In-Person Tabling and Pop-Up Events

As part of the project team’s equitable engagement strategy, the team organized a series of six tabling events throughout Contra Costa County to raise awareness about the Plan and gather input from diverse groups of people. Events and activities were identified with target audiences that included underserved communities, as well as other who might not otherwise see the survey, including populations such as people with low incomes, BIPOC communities (Black, Indigenous, and People of Color), and youth.

At the six events, the team shared factsheets about the project and encouraged people to take the online survey (and distributed a QR code to access the survey). People were also encouraged to share their feedback about transportation opportunities via a sticky note exercise on a large board.

People could also sign up for email updates if they were interested in staying engaged in the project in the future.

The project team engaged nearly 300 individuals at the six tabling events, as shown in Table 3.



Figure 16 Tabling at the Hercules Martin Luther King, Jr. Celebration on January 18, 2025

Event	Date	Approximate Number of People Engaged
Hercules Martin Luther King, Jr. Day Celebration	1/18/25	65
Lafayette BART Station Rush Hour	1/24/25	50
Los Medanos College (Pittsburg) Welcome Week Resource Fair	1/28/25	100
Contra Costa College (San Pablo) Welcome Week	1/29/25	25
Diablo Valley College (Pleasant Hill) Welcome Week	1/30/25	30
Monument Crisis Center (Concord) Food Distribution Event	2/3/25	25
	Total	295

Table 3 Tabling Events for the Countywide Transportation Plan (CTP) Phase 1 Engagement

Summary of Feedback

Numerous people contributed to the interactive board, while other people provided direct input to the project team regarding transportation issues and opportunities. Below is a summary of the key themes from the feedback received. The feedback is organized as it relates to the four 2050 Blueprint Principles for the Plan.

Safe Travel

- Concerns about safety on transit, particularly BART, and the need for improved safety to support a better rider experience.
- Improving bike lanes would be a helpful way to improve actual and perceived safety while biking.



Figure 17 Tabling at Los Medanos College on January 28, 2025

Livable and Connected Neighborhoods

- Interest in more frequent transit connections to community college campuses, particularly better connections to and from BART stations, and better connections at night and on weekends. One person explicitly requested more Tri MyRide service in Pittsburg on weekends.
- Frustration with existing East Bay traffic and interest in better transit to address this issue.
- Interest in better ferry connections in Hercules/Richmond.
- Interest in more frequent transit service in general.

Growing Sustainably

- Lots of interest in improving access to electric vehicles, including electric buses, e-bikes and scooters, and electric charging stations for personal vehicles.

Access for All

- Concern about transit fares as a barrier to equity and accessibility. This was a notable theme from people at the food distribution event in Concord.

5. Direct Outreach to Community-Based Organizations

As part of the Phase 1 engagement effort, the project team reached out to a variety of community-based organizations (CBOs) to raise awareness about the project and request support in sharing and distributing the survey, particularly to historically underrepresented communities. The team contacted over 100 CBOs via email and by phone, including organizations that serve low-income communities, Hispanic/Latino communities, Veterans, youth, businesses, transportation advocacy groups, older adults, and others.

This engagement was intended to inform CBO leaders and groups about the Plan process, timeline, goals, and opportunities for engagement, including the Phase I online survey. Below are some of the additional engagement activities that resulted from direct outreach with CBOs:

- The project team was asked to present to the Veterans of Foreign Wars group in Lafayette on February 19. There were about 20 people in attendance.
- The project team was asked to present to the El Cerrito/Richmond Walk & Roll advocacy group on February 12. There were about 12 people in attendance.
- The project team was asked to present to a joint meeting of the Contra Costa Chambers of Commerce on January 31. There were about 15 people in attendance. The group agreed to share the survey with its business communities.
- The project team was asked to present to RCF Connects (formerly Richmond Community Foundation) staff on December 18, 2024.
- The Community Youth Center in Concord shared the survey via email with its community of families and young adults.
- The project team partnered with Monument Crisis Center to share information about the project and survey at one of its weekly food distribution events (noted in the previous section).
- The Boys & Girls Club of Contra Costa County posted a flyer for the survey in its building and also shared the survey via email with its community of families.
- The Rossmoor/Golden Rain Foundation shared information about the survey and project in their community paper.
- The Antioch Community Foundation sent the survey via email to all businesses in Antioch.

6. Stakeholder Engagement

In addition to engaging with the general public, the project team presented to stakeholder groups and CCTA committees to provide a project overview and collect feedback on the draft 2050 Blueprint. The project team presented to the following four stakeholder groups in Phase 1:

- **CCTA Citizen’s Advisory Committee** (December 11, 2024): residents who provide Contra Costa County citizen perspective, participation, and involvement in CCTA policy development and implementation.
- **CCTA Technical Coordinating Committee** (December 19, 2024): local jurisdiction staff who provide advice on technical matters that may come before the CCTA.
- **CTP External Stakeholder Group** (January 17, 2025): approximately 15 representatives from advocacy and special interest groups across the county.
- **CTP Task Force** (February 4, 2025): representatives from each Regional Transportation Planning Committee.

Summary of Feedback

Below is a summary of feedback received organized by the four 2050 Blueprint Principles. Generally, stakeholders and committee members were supportive of the 2050 Blueprint Principles with suggestions to clarify or strengthen strategies.

Safe Travel

- Support for focus on safe system approach
- Interest in technical assistance for local agencies

Livable and Connected Neighborhoods

- Support for focusing on people of all ages and abilities
- Desire for strategy addressing school-related traffic congestion
- Support for multimodal strategies, especially transit-supportive strategies like investment in transit-priority corridors
- Interest in transit hubs providing destinations that support business and economic activity

Growing Sustainably

- Interest in climate-resilient infrastructure investment
- Support for managing congestion without expanding freeway capacity and exploring utilization of extra capacity in the reverse commute direction
- Support for citing key destinations in convenient locations to reduce vehicle miles traveled
- Consideration of whether this principle, rather than Access for All, should be the cross-cutting principle

Access for All

- Support for including the public in the decision-making process, particularly people living in Equity Priority Communities and representatives of community-based organizations who are familiar with current needs and understand community priorities
- Support for including adults, disabled individuals, and youth in the definition of equity-focused populations

7. Conclusion and Next Steps

The input and information provided during this initial phase of engagement directly informed the 2050 Blueprint. Community members shared strong support for the four proposed guiding principles in the 2050 Blueprint and also highlighted their priorities for the types of strategies and transportation modes they are most interested in seeing prioritized in the Plan.

The project team is planning the next round of engagement in mid-2025, which will center on implementation approaches for the 2050 Blueprint. Additional engagement will continue through the process as CCTA anticipates publishing the Draft Plan in early 2026 and taking the Final Plan to the Authority Board for adoption in mid-2026. An Environmental Impact Report (EIR) will be prepared concurrently with the CTP update for compliance with the California Environmental Quality Act (CEQA).

Stay Involved!

Future outreach events will be listed on this webpage and will be advertised throughout the community to increase engagement. We look forward to hearing from you again!

Website: <https://ccta.net/planning/ctp>