



CONTRA COSTA
transportation
authority

Contra Costa Transportation Authority Integrated Transit Plan

October 2, 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.

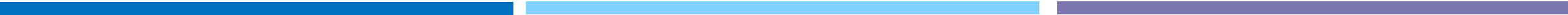
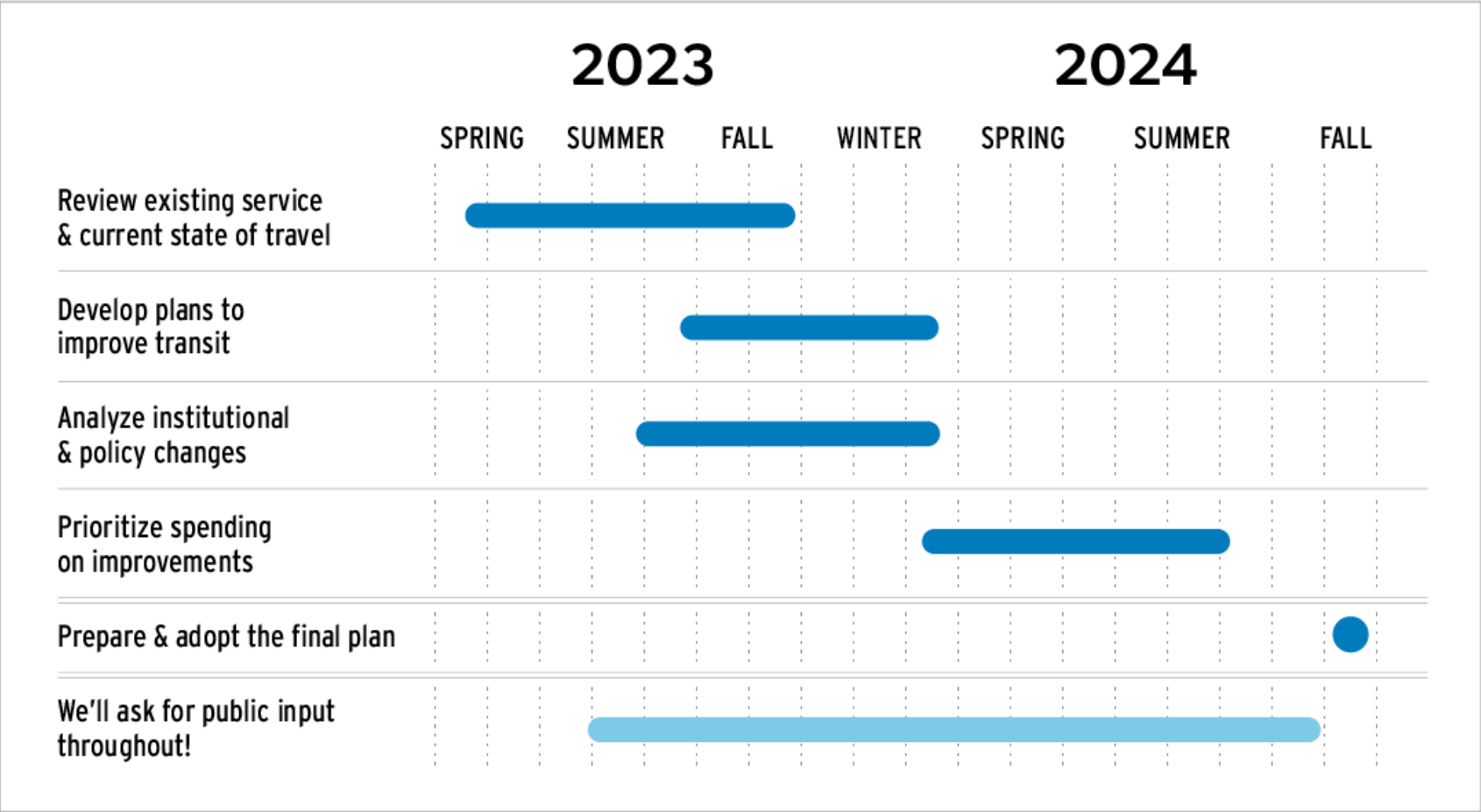
The ITP is an **18-month project** that began in April 2023 and is scheduled to be completed in late 2024.



Integrated Transit Plan Overview

Project Timeline

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



Market and Service Assessment, Gaps Analysis



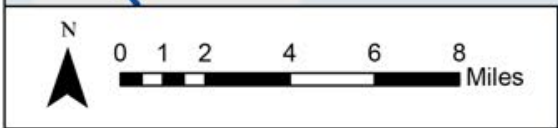
Contra Costa County Transit Service

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

MTC Equity Priority Communities

County Region Boundaries

Rail Services

Amtrak

BART

Bus Services

WestCAT

AC Transit

County Connection

Tri Delta Transit

Other Services

Tri MyRide (Microtransit)

Richmond Ferry Terminal

Transit Travel Trends pre/post-Pandemic

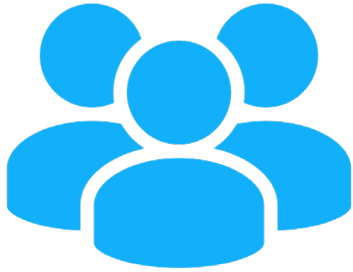
Transit Agency	June 2019	June 2023	% Recovery
Local Services			
AC Transit	3,798,757	2,866,073	75%
County Connection	247,838	197,833	80%
Tri Delta Transit ⁽¹⁾	149,674	112,184	75%
WestCAT	62,064	38,796	63%
Regional Services			
BART ⁽²⁾	9,831,320	4,159,215	42%
AC Transit Transbay	269,298	43,325	16%
WestCAT Lynx	28,839	12,310	43%
WETA Ferry ⁽²⁾	302,143	215,064	71%

(1) Includes Try MyRide microtransit, which began in July 2019.

(2) Ridership data from the entire systems.

Data Sources: Federal Transit Administration. Link to source: [Raw Monthly Ridership \(No Adjustments or Estimates\) | FTA \(dot.gov\)](#)

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

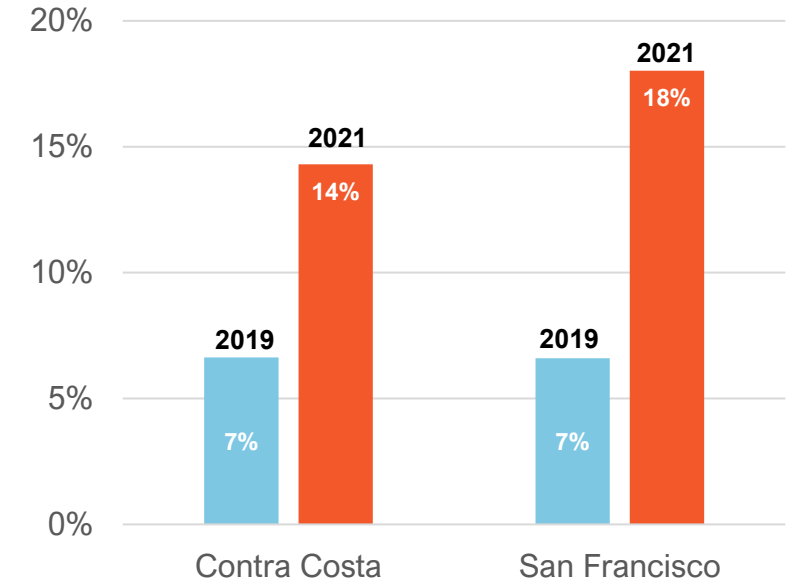
Source: Census



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

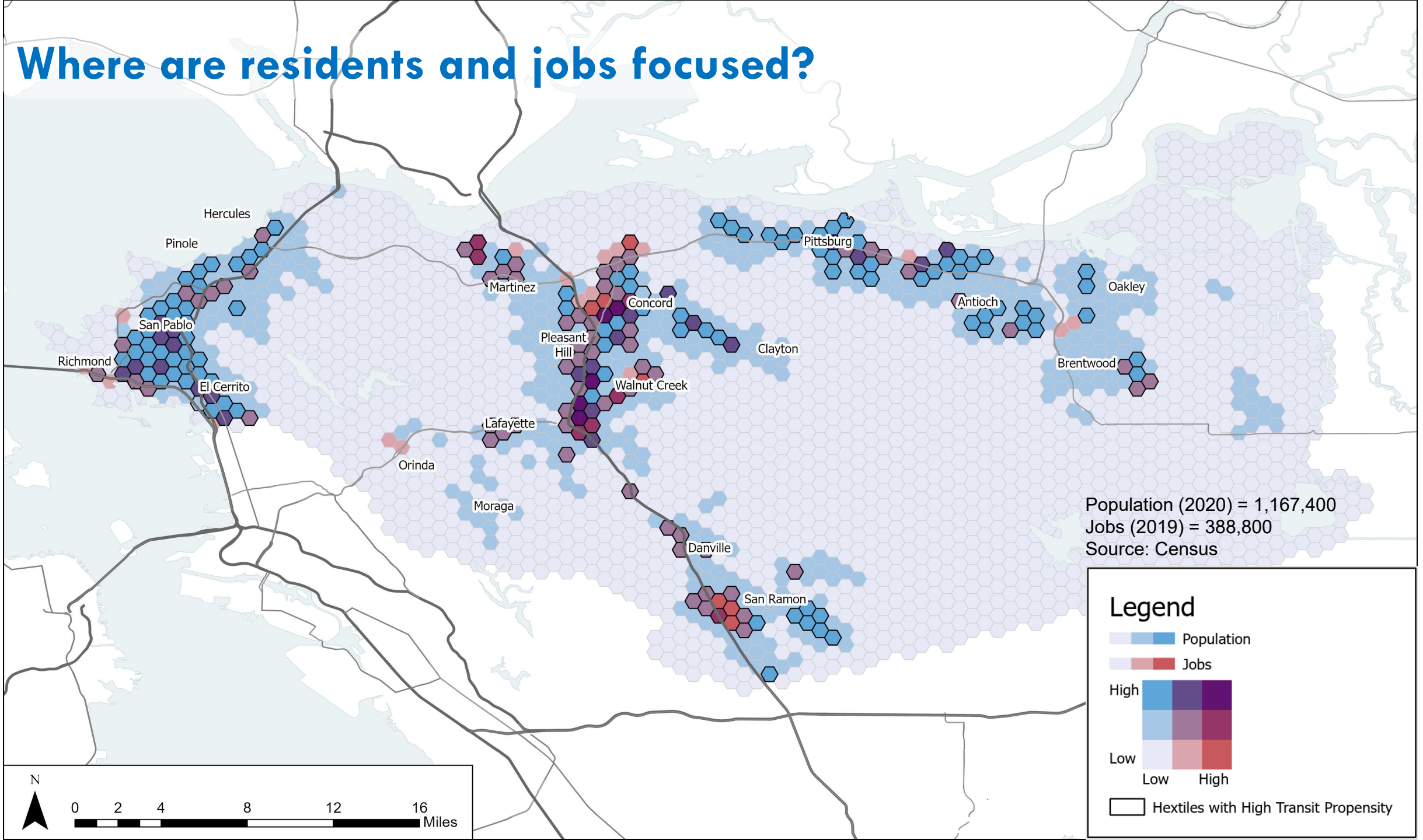


Remote work more than doubled between 2019 and 2021

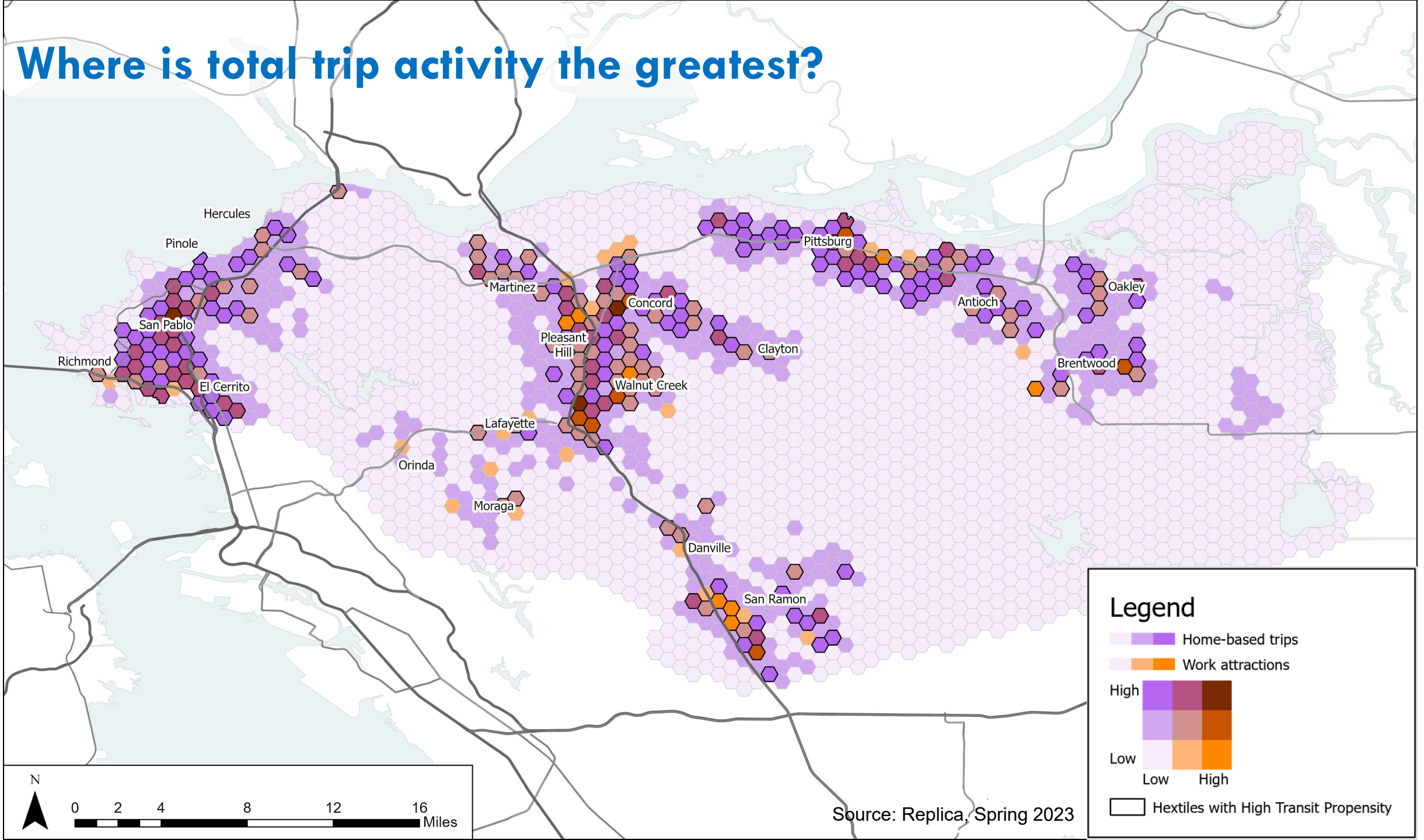
Work-from-home percentages and hybrid work schedules continue to persist

Source: Census

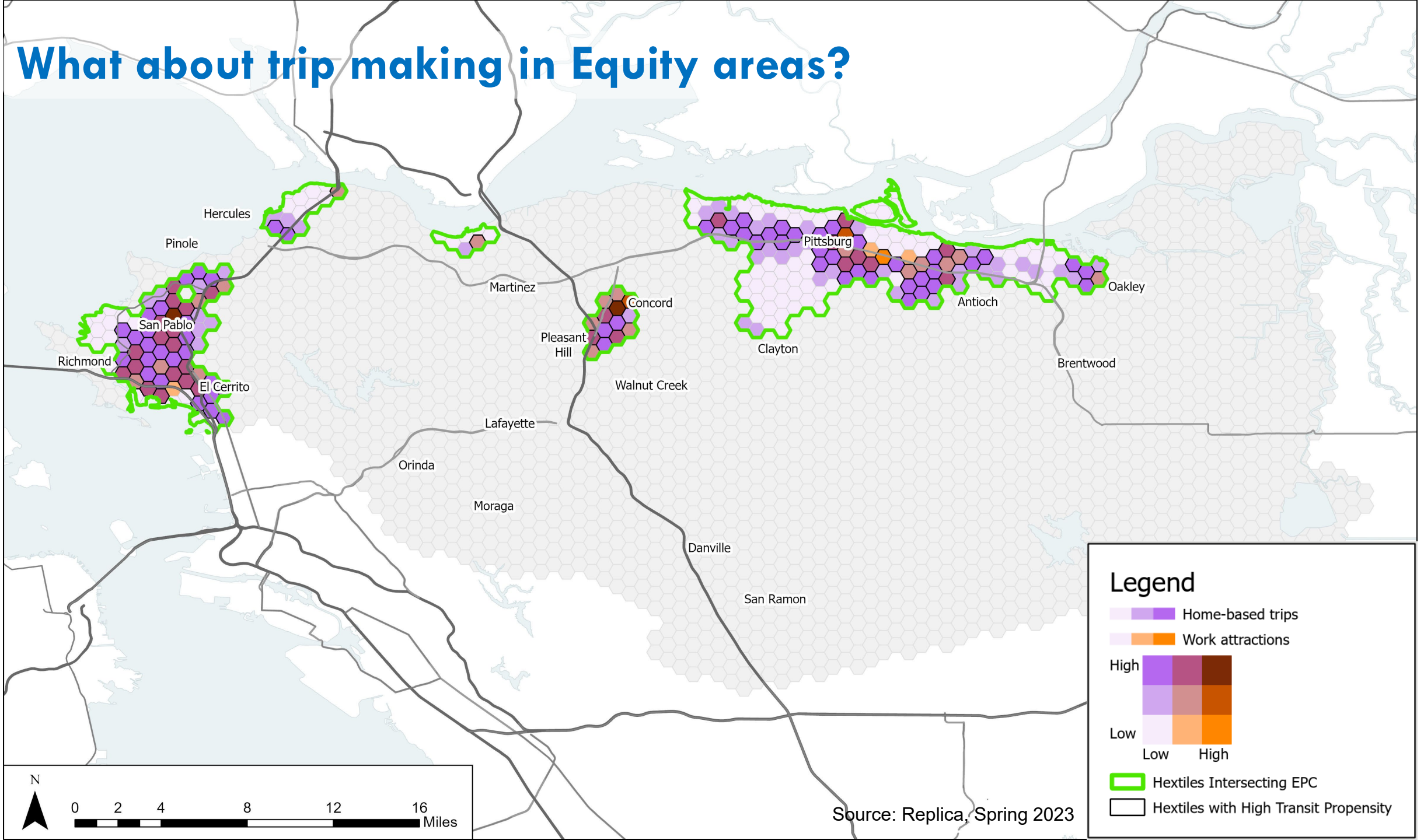
Where are residents and jobs focused?



Where is total trip activity the greatest?



What about trip making in Equity areas?



Service Area Coverage

1/4-mile walkshed around bus stops

1/2-mile walkshed around BART stations

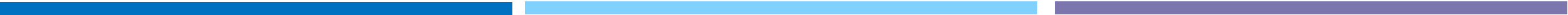
Key finding: The system generally covers important destinations throughout the county; A lot more of the county is accessible during weekday daytimes than on evening and weekend time periods.

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**.

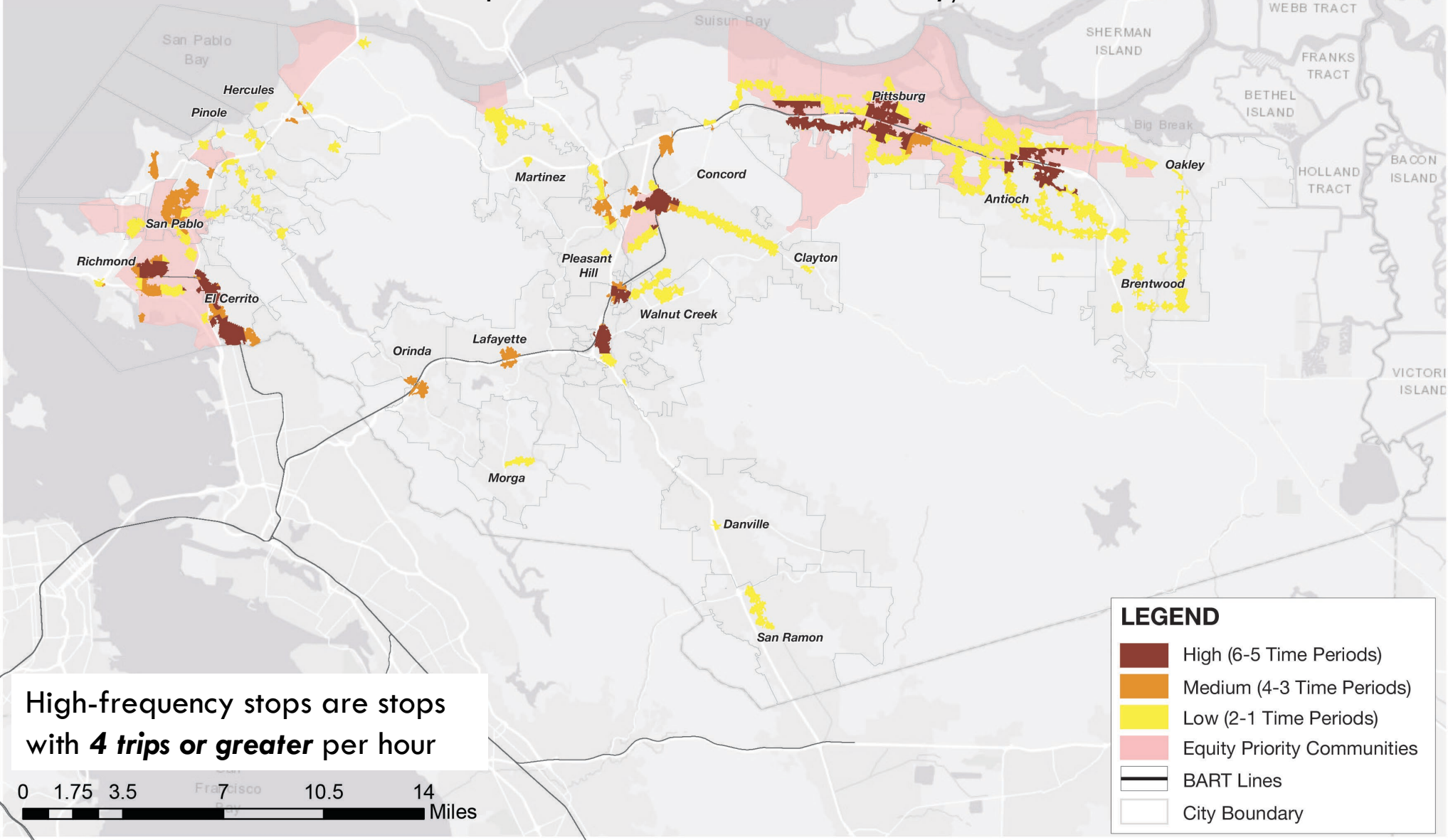
** Equity Priority Communities cover 20% of the County’s developed land area (307 sq. miles) and 8% of the overall county’s area (761 sq. miles)



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.



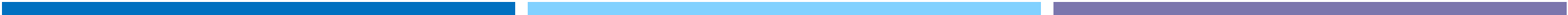
Trip and Time Period Gaps Assessment

OD Pairs where Transit Travel Time is Less than 45 minutes

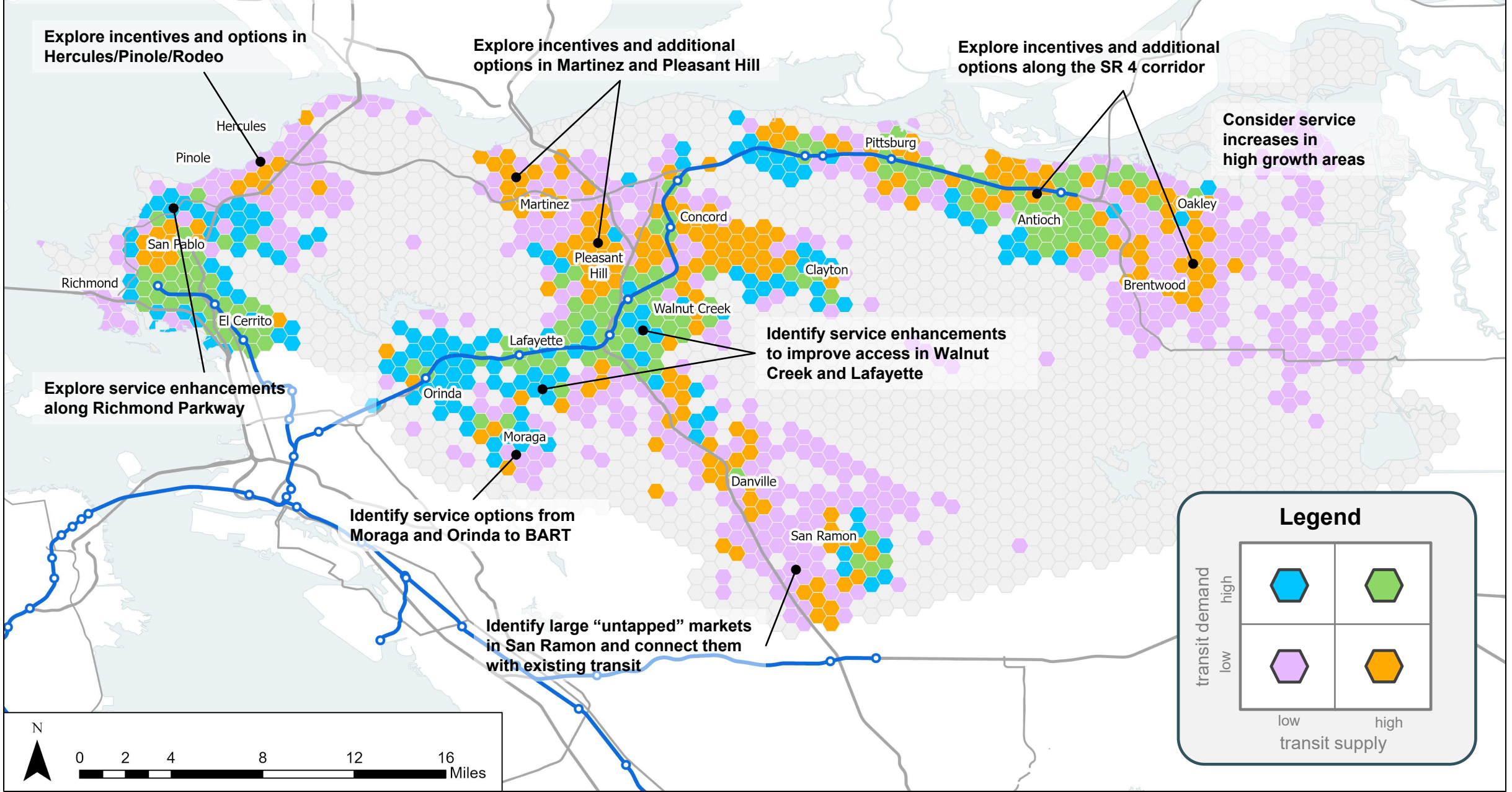
Key finding: Transit travel times indicate that the system becomes less convenient during night and weekend periods

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*



Where are the transit opportunities?



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.

A stylized illustration of a smart city street scene. In the foreground, a blue car is connected to a smart charging station. A blue bus is on the left. In the center, a 'HUB' information kiosk stands near a bench. A person is pushing a stroller, and a child is blowing bubbles. A person in a wheelchair is on the right. A bicycle is parked nearby. In the background, a person is riding a bicycle on a path, and a group of people is walking. The scene is set against a backdrop of trees and a clear sky.

Topics have included:





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 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%

Questions?

