



CONTRA COSTA  
transportation  
authority

# Contra Costa Transportation Authority Integrated Transit Plan

October 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.

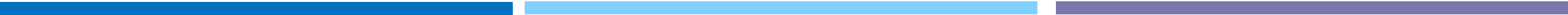
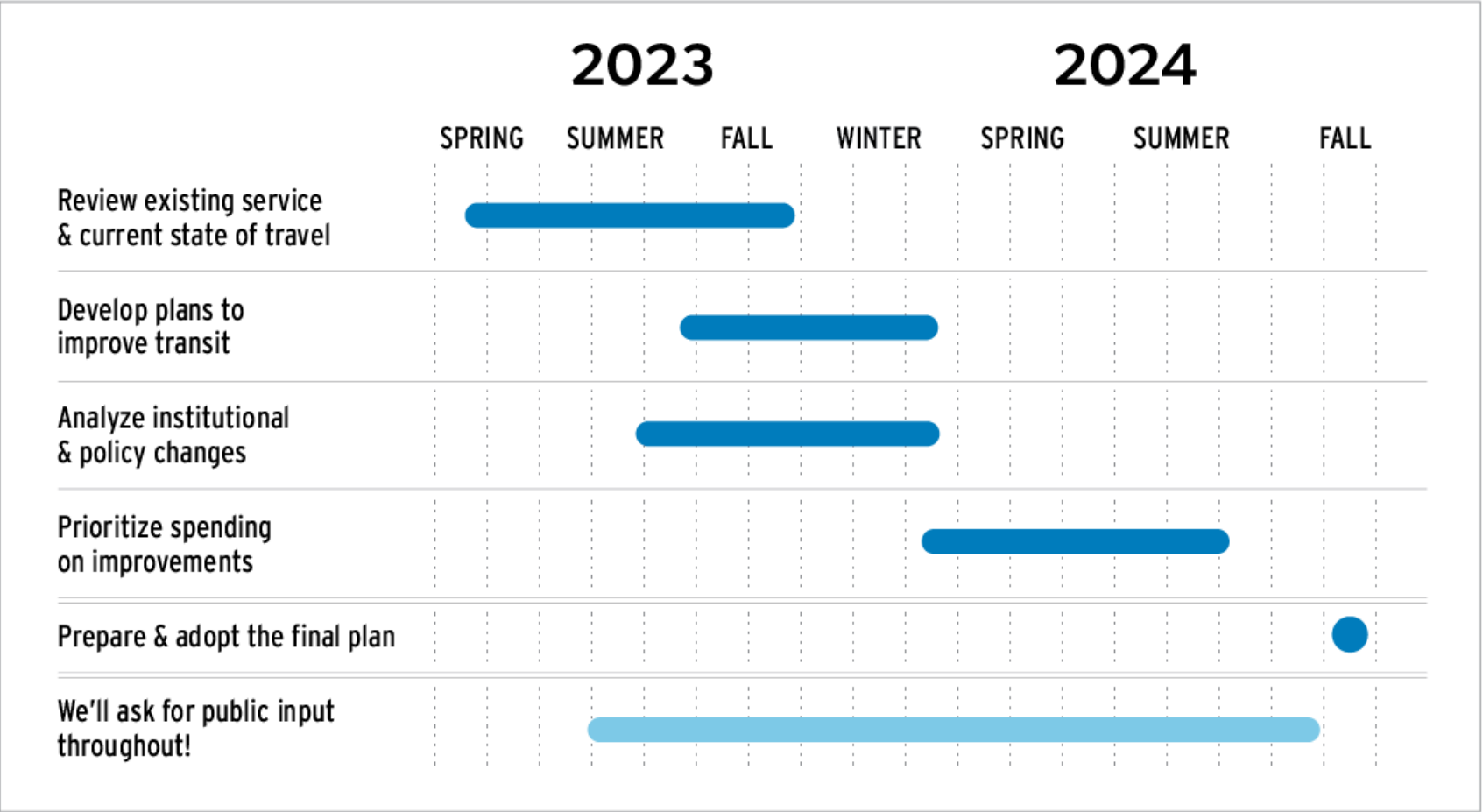
The ITP is an **18-month project** that began in April 2023 and is scheduled to be completed in late 2024.



# 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





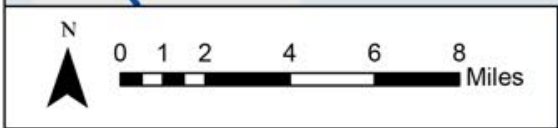
# Contra Costa County Transit Service

**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

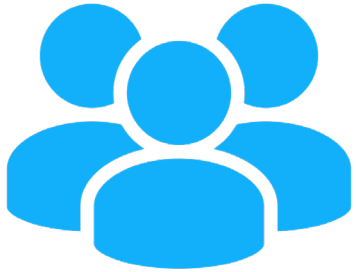
Transit Agency	June 2019	June 2023	% Recovery
<b>Local Services</b>			
AC Transit	3,798,757	2,866,073	75%
County Connection	247,838	197,833	80%
Tri Delta Transit <sup>(1)</sup>	149,674	112,184	75%
WestCAT	62,064	38,796	63%
<b>Regional Services</b>			
BART <sup>(2)</sup>	9,831,320	4,159,215	42%
AC Transit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

(1) Includes Tri 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

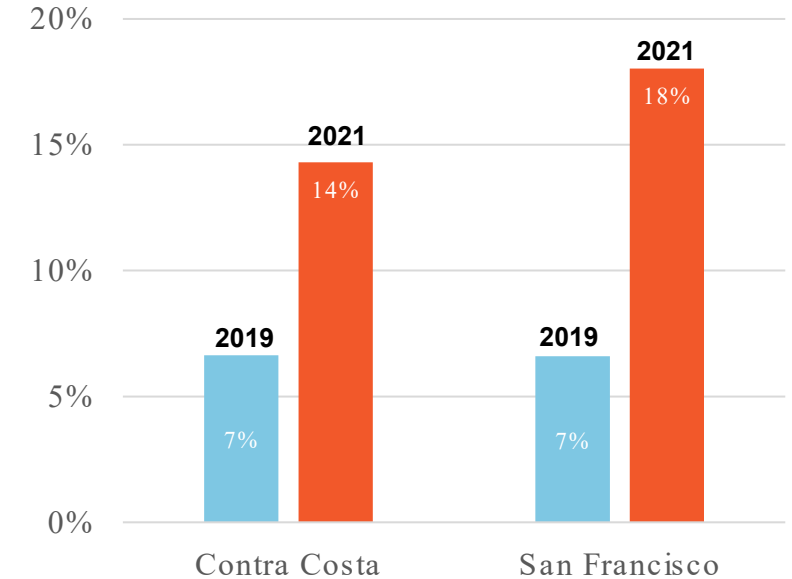
Source: Census



## 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



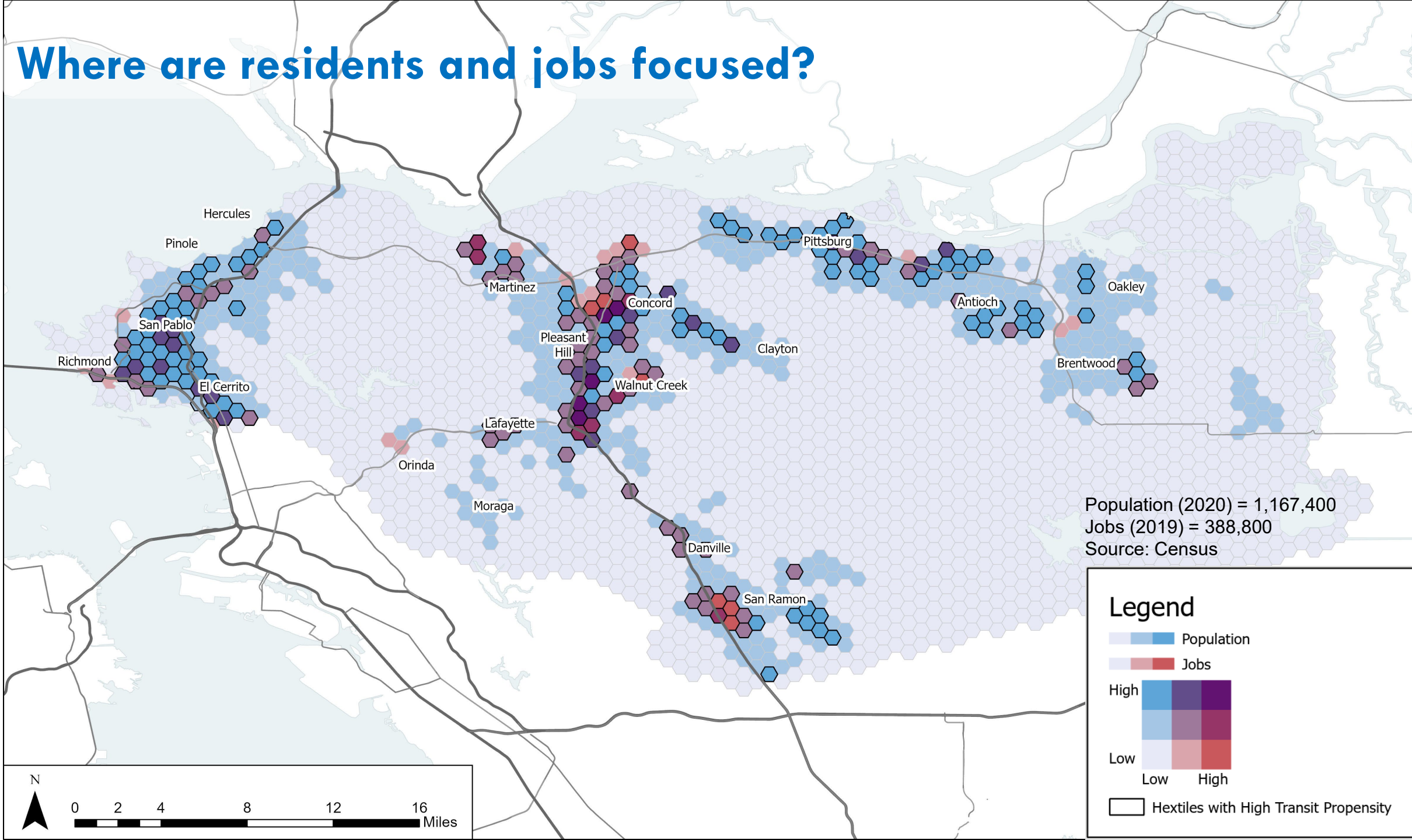
## Remote work more than doubled between 2019 and 2021

Work from home percentages and hybrid work schedules continue to persist

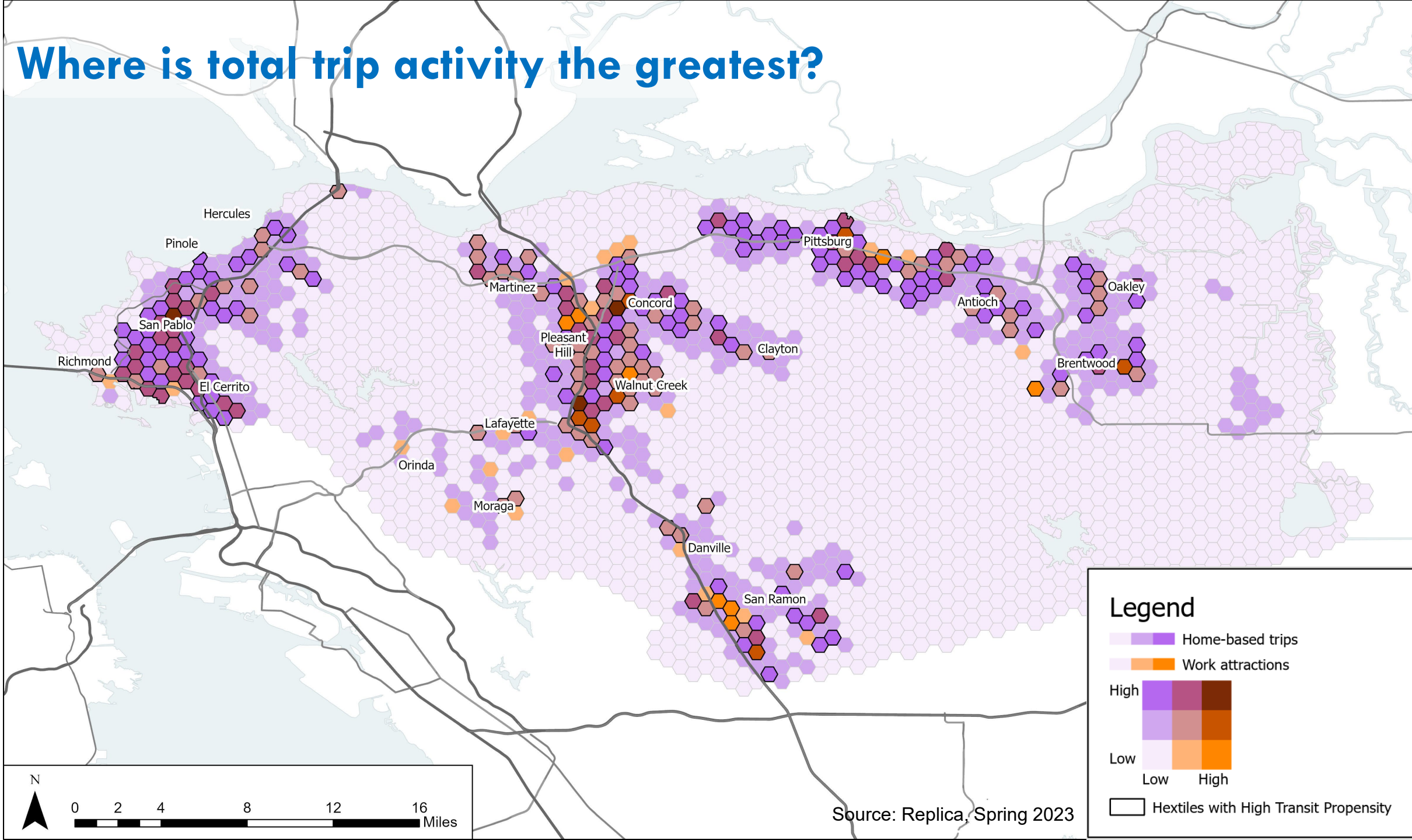
Source: Census



# Where are residents and jobs focused?

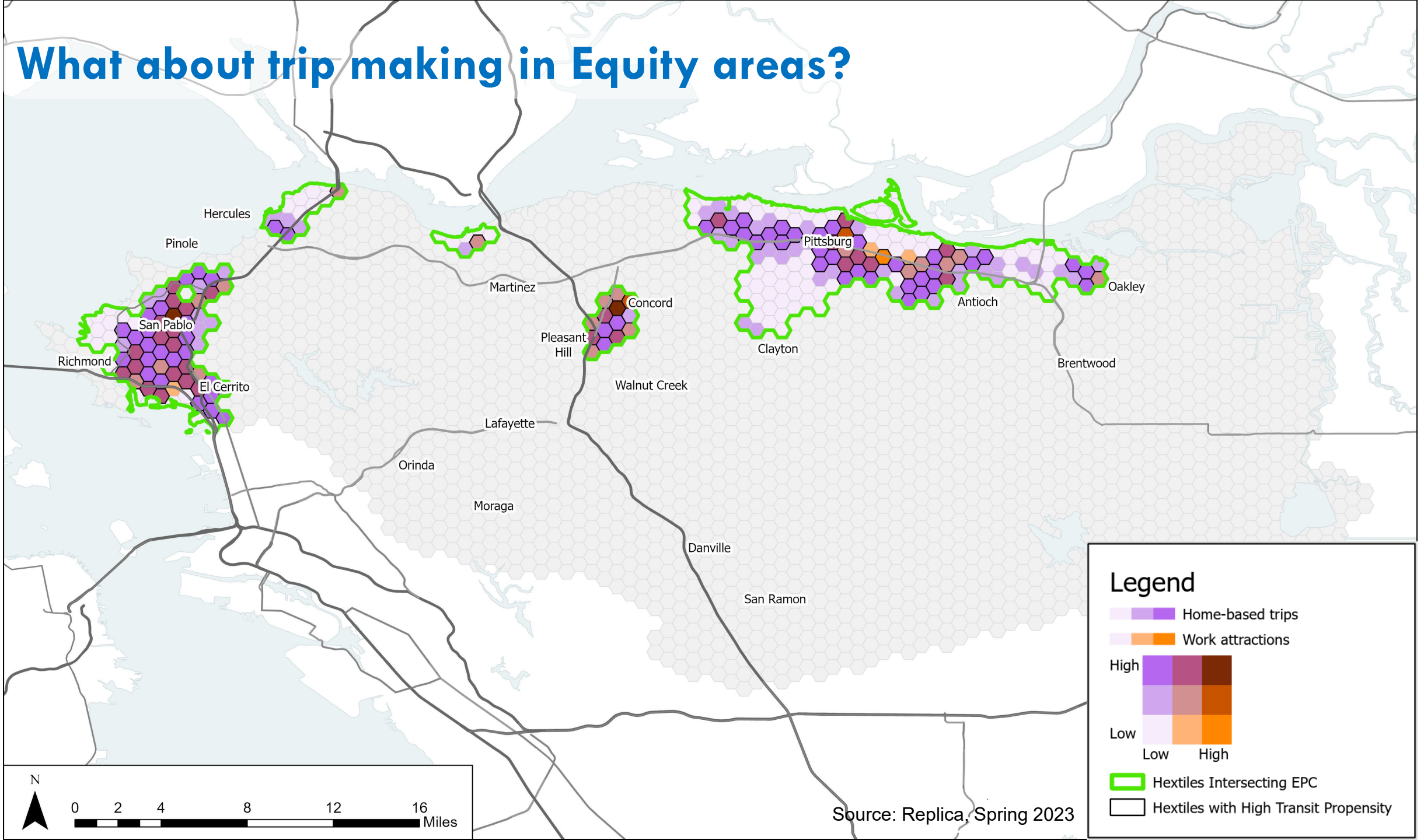


# Where is total trip activity the greatest?





# 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%



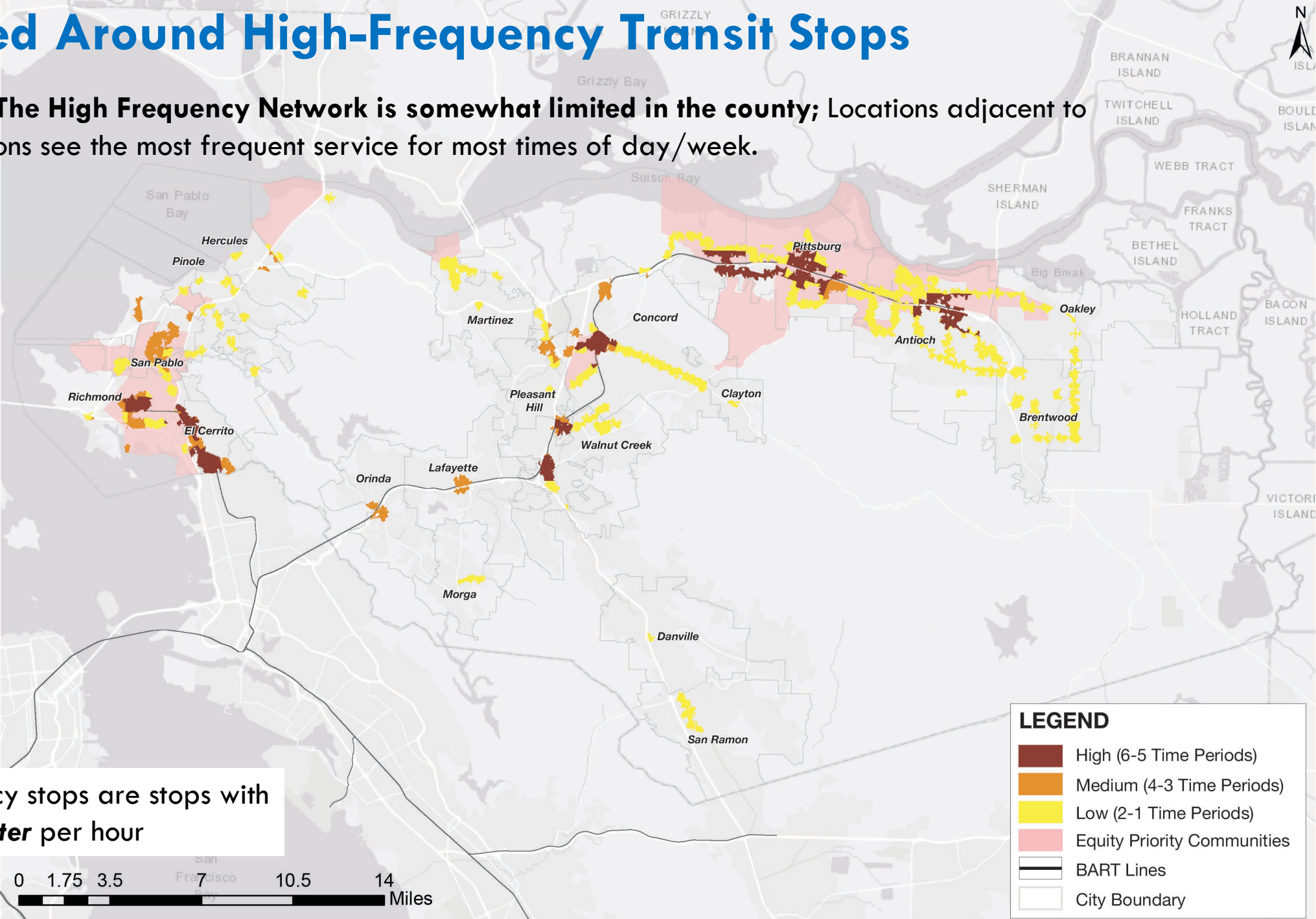
\* A total of 52 Activity Centers, such as colleges/universities, shopping centers, and hospitals, were identified using **Google API**.

\*\* 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.**



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

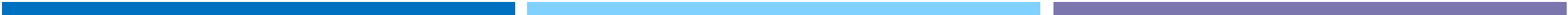
# Trip and Time Period Gaps Assessment

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**

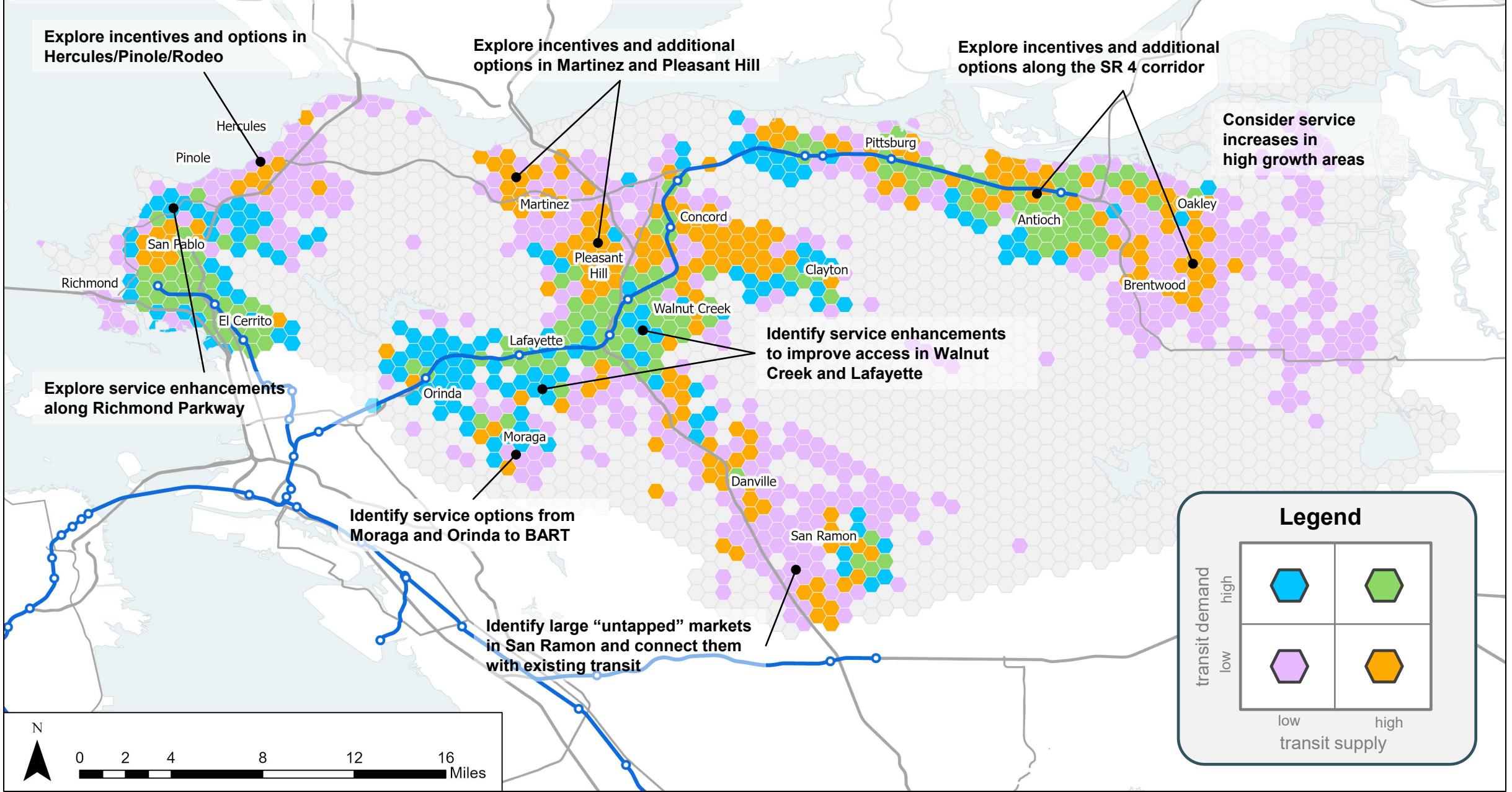
Time Period=>	Weekday AM (8a)	Weekday MID (12p)	Weekday PM (4p)	Weekday Eve (8p)	Sat Mid (12p)	Sat Eve (8p)
Countywide	7%	8%	9%	9%	5%	7%
East County*	14%	14%	17%	14%	13%	16%
Central County*	14%	15%	18%	17%	10%	13%
West County*	33%	44%	53%	50%	31%	44%

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





# 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.



# 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.

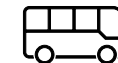
Topics have included:



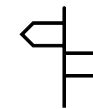
Current travel habits



Motives and barriers



Potential modes of travel



Project feedback







## 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	<b>SOMEWHAT/ VERY WILLING</b>
<b>West County</b>	32%	40%	18%	58%
<b>Central County</b>	51%	37%	8%	45%
<b>East County</b>	52%	33%	8%	41%
<b>Total</b>	<b>45%</b>	<b>37%</b>	<b>11%</b>	<b>48%</b>

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

# Takeaways from Framing Workshop



# Transit and Mobility Opportunities

**What opportunities are there for ITP to improve transit and mobility services in the county?**

Work from practical short-term solutions “quick-wins” to visionary long-term strategies.

## 1. Service opportunities

What transit and mobility services should be added or removed to better serve riders in the county?



## 2. Infrastructure needs

What capital transit projects are needed to support a better transit system?



## 3. Policy considerations & shared initiatives

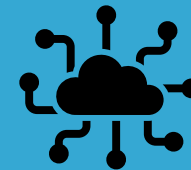
What policies do you think are important to support the future transit network?

What shared initiatives should be considered to make ITP a transformative plan for the county?



## 4. Emerging technologies

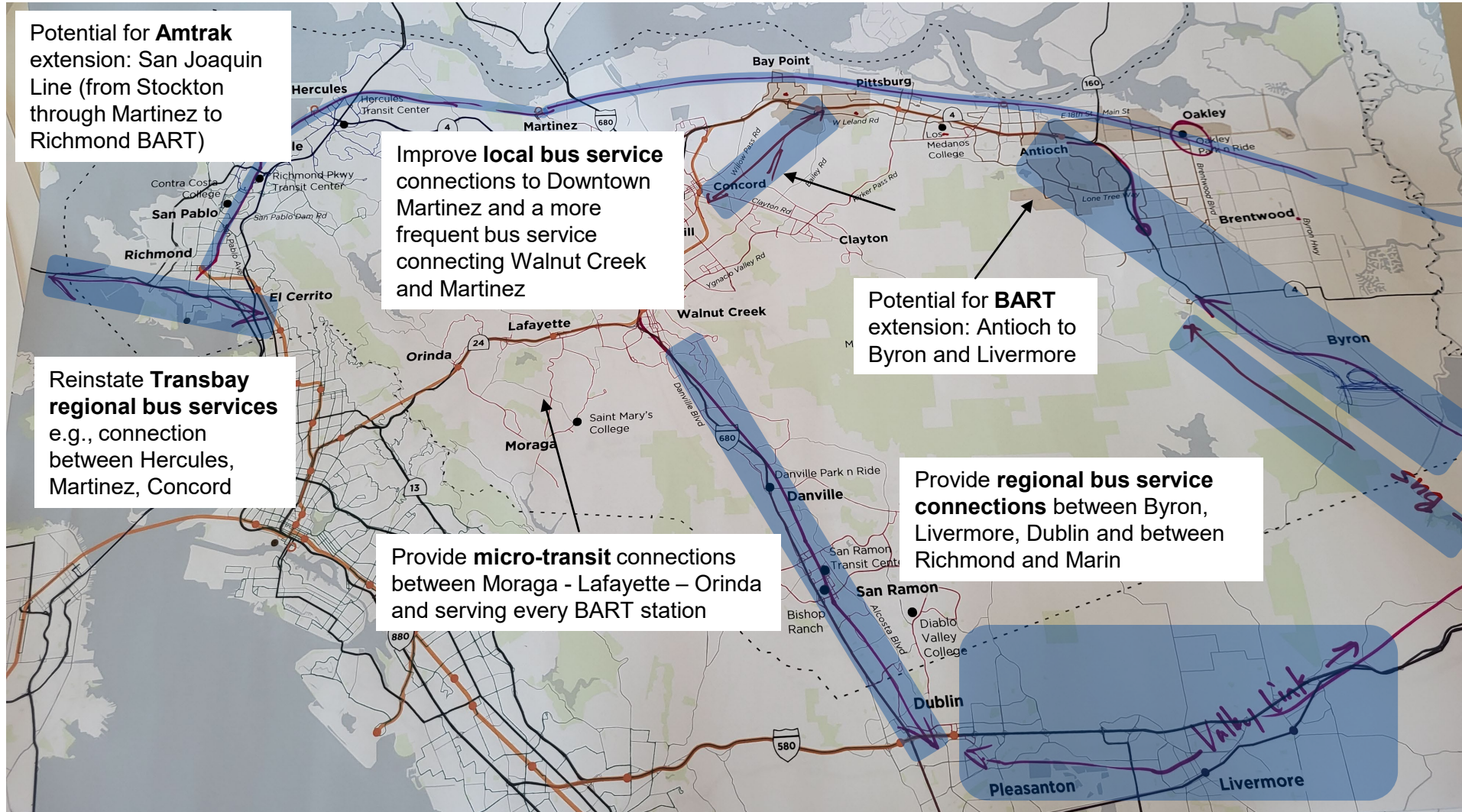
How should the ITP address emerging technologies in the transit sector in the short- and long-term?



**Other Opportunities?**

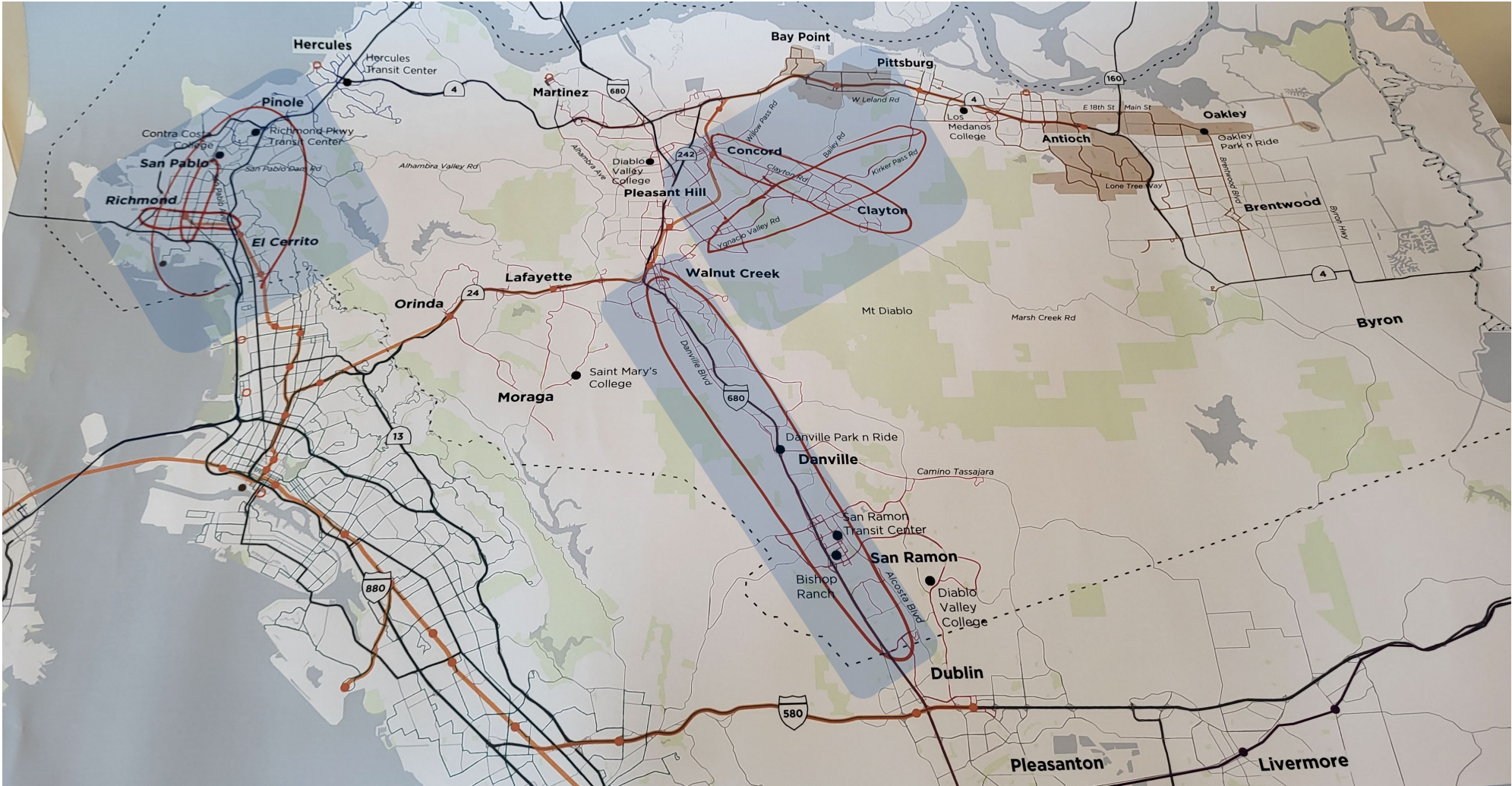


# Service Opportunities





# Infrastructure Needs





# Infrastructure Needs

- Identify **key corridors** for transit improvements e.g., San Pablo, 680 corridor, Walnut Creek – Pittsburg
- Balance various **modal priorities** rather than working against each other e.g., cycling and transit
- Provide **Transit Signal Priority** (TSP) corridors where justified by transit intensity
- **‘Hot Spot’ programs** to address spot locations that are significant sources of delay: high potential but limited resources/technical capacity to implement
- **Technical assistance** is important (operators can identify hot spot intersections via technical support)
- **Funding priorities** need to be set out, agreed funding is an issue for operators
- **Connectivity to transit hubs** – safer pedestrian and bike links similar to Iron Horse Trail





# Policy Considerations and Shared Initiatives

- **Land use policy** – Existing growth is not necessarily conducive to transit. MTC's transit priority initiative is a good structure for transit-supportive land use at designated nodes.
- Need for improved street **pedestrian connectivity to transit** services; BART freeway alignment is not good for access.
- Define **mode split goals & KPIs** – CCTA could host a dashboard. Sustainability has broad public support and local jurisdictions/transit agencies don't necessarily have expertise or bandwidth to do this.
- **Curb access** – Coordinate with transit operators and charge for access for private transit (employer shuttles).
- County-wide platform on **parking payment and demand-based parking pricing**.
- Coordinate to acquire **data on private transit fleet**, frequency, passengers etc.
- Focus on **what core riders want** and funding for providing the needed service (capital investments)
- Caltrans District 4 is shifting focus from freeways to **prioritizing transit**



# Emerging Technologies

- There is **some skepticism** around MaaS being the solution to all problems.
- Generally pro-technology but ensure it **serves the fundamentals**.
- Need to focus on **who the service is for** and who is impacted.
- Establish goals first then identify **how technology can serve the goals**.
- **Legislative approval** is needed for technologies, such as enforcing bus lanes by cameras.
- There is a lack of regional policy on modal prioritization. The **driving culture is a challenge**.
- There is political interest in new technologies; however, they need to be beneficial if they are to be implemented.





## Other ideas

- Encourage **best practice / lessons learned** knowledge-sharing.
- **Pilots** are a 'quick win' for improving streets and enabling permanent infrastructure.
- Develop a **service hierarchy**.
- Provide overarching **guidance** to operators on how to implement desired goals.
- Shared **data** access and subscriptions.





# Key Findings, Discussion and Next Steps



# Key Findings

- **Transbay trips** have declined significantly while **local transit trips** have rebounded more strongly.
- Comparing this travel demand to transit supply identifies **opportunities for additional transit service**.
- A significant portion of the County **population**, as well as a majority of the **jobs and activity centers**, are currently served by transit.
- Most frequent transit riders tend to be **West County residents** (58%), **younger** (49% between 18-39), **women** (61%), people of color (82%), in households **earning < \$100k** (68%), and **renters** (66%).
- **What would get more people onto transit:** greater frequency, if transit went the places they wanted to go, if buses were faster, and if trip times were more reliable.



# Key Findings

- Support existing plans and projects. Commitment and **'buy-in'** from all key **stakeholders**.
- Bridge gap between **land use and transportation**. Enable increased **access to transit** in all forms of land use and urban design.
- Define what should be the **role of public transport**.
- **Specificity and transparency** on existing network integration.
- It is important to understand **who the customer is** and provide for them.
- High BART ridership, so coordinate with and **link to BART stations**.





# Key Findings

- Create a system that is **adaptable, flexible and multi-modal**.
- **Increase in transit mode share** and timeframes for this.
- **Reduce VMT**.
- **Better connections** to areas of employment and activity centers.
- A unified face/brand across providers providing a **simplified network** for the user and seamless transition between providers. Consistency in signage.
- Improved **promotion** and information awareness.





# DISCUSSION

# Discussion

- Is there a role for CCTA in providing technical support to transit agencies, such as deliver transit capital projects and TSP?
- How can CCTA support the transit operators to improve cost effectiveness and system management?
- Should CCTA take on a larger role in collecting and analyzing data and KPIs to help improve transit efficiencies in Contra Costa County?
- What should be CCTA's role in the regional network management efforts?
- Would CCTA be willing to make significant investments to provide a higher quality level of service?

