



West Contra Costa High-Capacity Transit Study

Community Workshops

April 2016



Meeting Guidelines

Please...

- Hold your questions and comments until the end of the presentation
- Wait until called upon to speak
- Only one speaker at a time
- Provide constructive comments
- Stay on topic
- Turn off or mute cell phones and all devices



West Contra Costa County High-Capacity Transit Study

Lead Study Sponsor



Study Sponsors



Study Partners



Study Purpose

- Evaluate high-capacity transit options in West Contra Costa travel corridors
- Consider multimodal transit options including:
 - Freeway-based express bus,
 - Bus rapid transit (BRT),
 - Light rail transit,
 - Commuter rail,
 - Extension of BART, and
 - Ferry
- Provide a planning and road map for West County jurisdictions to pursue funding for transit improvements

What is “high-capacity” transit?



Project and Schedule Overview

Public Outreach & Participation

Assessment

- ✓ Goals & Objectives
- ✓ Relevant Prior Studies
- ✓ Existing & Future Transportation & Land Use
- ✓ Market Analysis

Alternatives Development & Analysis

- ✓ Conceptual Alternatives
 - ✓ Evaluation Criteria
 - Preliminary Evaluation
 - Alternatives Refinement
 - Ridership Modeling
 - Cost Estimates
 - Funding Options
- We are here*

Final Alternatives

- Final Alternatives Evaluation

Public Outreach and Participation

Public Outreach & Participation

WEST COUNTY TELEPHONE CALL-IN

**Note: Toll-free call-in details will
be mailed out and posted online*



*Learn more about the Study and
concurrent planning efforts*

NOVEMBER 2015

ROUND 1 ONLINE SURVEY



*Provide input on the
preliminary list of alternatives*

APRIL 2016

ROUND 1 COMMUNITY WORKSHOPS



ROUND 2 ONLINE SURVEY



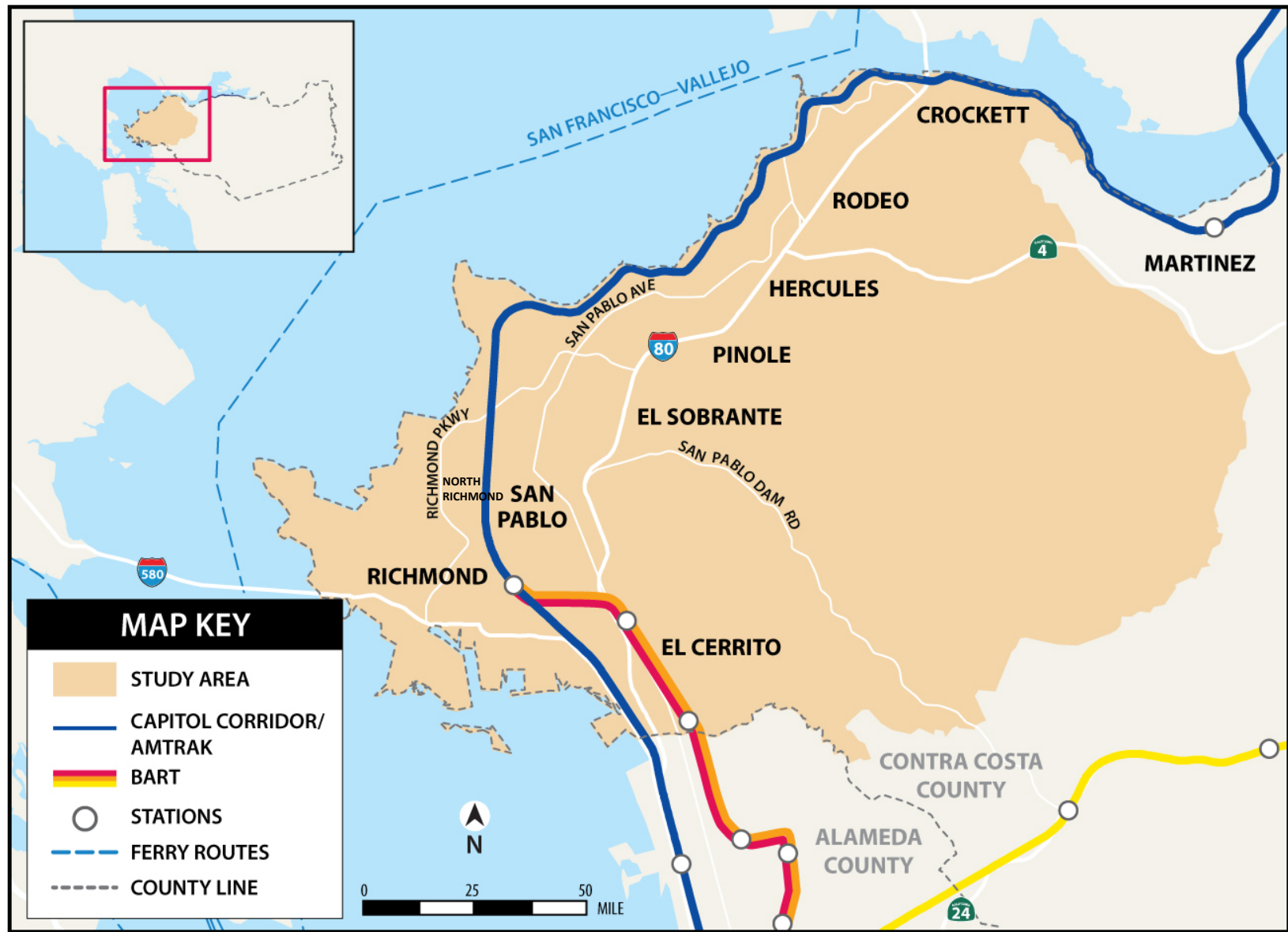
*Provide input on the
draft alternatives*

FALL 2016

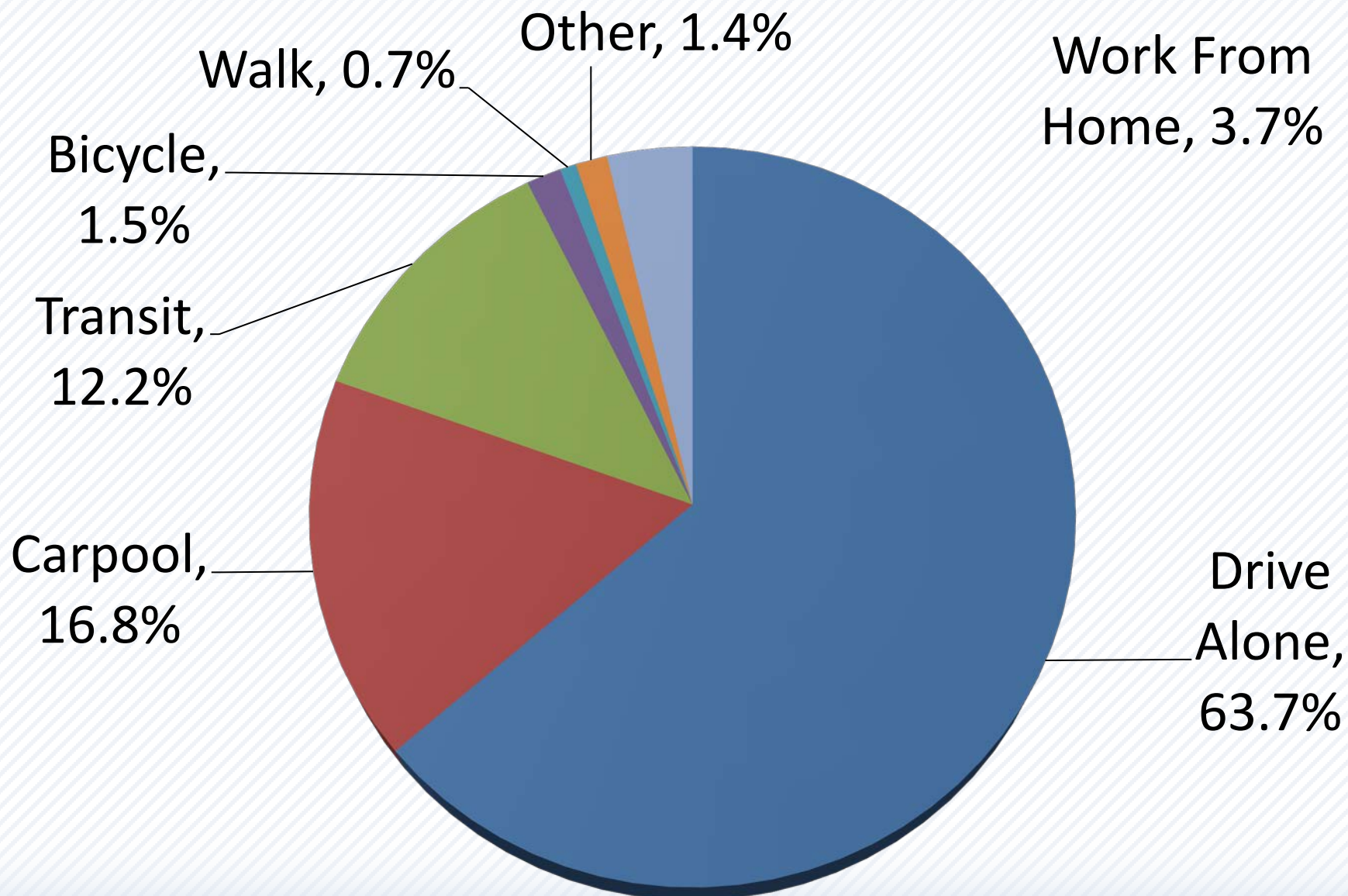
ROUND 2 COMMUNITY WORKSHOPS



Study Area



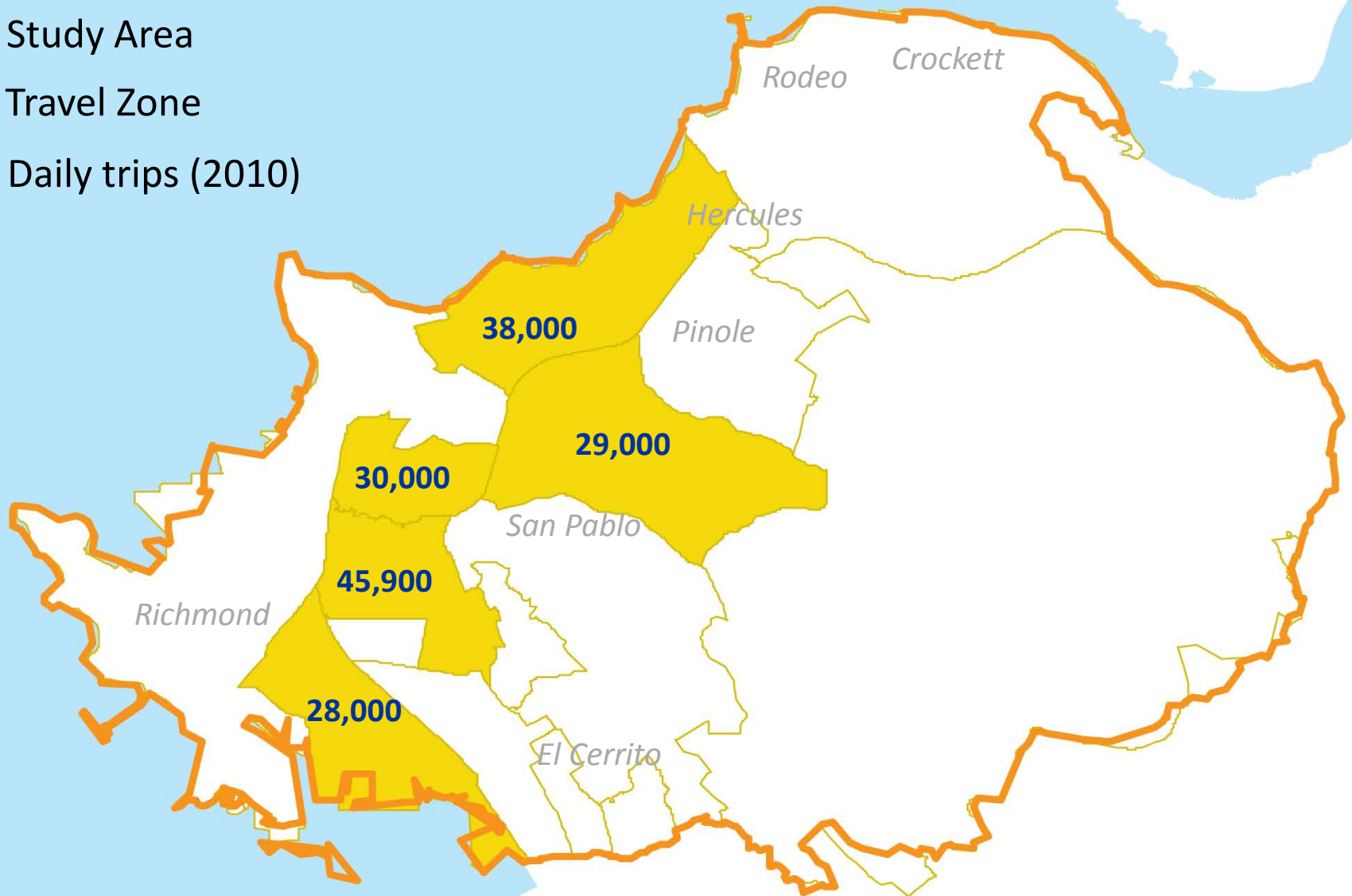
How do West County residents get around?



Source: U.S. Census Bureau, American Community Survey, 5-Year Estimates, 2013

West County Residents' Top Origins (within Study Area)

- Study Area
- Travel Zone
- # Daily trips (2010)



Source: WSP | Parsons Brinckerhoff, 2015

West County Residents' Top Destinations (within and outside Study Area)



Source: WSP | Parsons Brinckerhoff, 2015

How were the 8 alternatives developed?

- **Previous Studies**

- Identify most promising alignments and technologies, as well as constraints

- **New Information**

- Growing congestion and demand for Express Bus on I-80 corridor
- New developments, growth in Hercules

- **Adopted Plans**

- Serve anticipated growth areas
- Connect to new ferry terminal and intermodal station

Most Promising Transit Markets

- **Existing and future high demand areas**

- Data sources: U.S. Census, cell phone data, and Contra Costa County travel model
- Heaviest travel between study area and Alameda, San Francisco, and Marin counties
- Through travel from Marin, Sonoma, Napa, Solana, and Yolo counties to Alameda, San Francisco, and San Mateo counties

- **Projected growth in 2040**

- Focus on Priority Development Areas → places that cities have targeted for growth
- Growth to the north in Hercules and Pinole

- **Potential for trips that can be intercepted**

- Capturing trips from the I-80 corridor
- Connections at BART stations, rail stations, and bus centers

Eight Preliminary Alternatives

<i>No.</i>	<i>Description</i>
1	I-80 Express Bus Service
2	San Pablo Avenue/Macdonald Avenue BRT
3	23rd Street BRT
4	UPRR Corridor Commuter Rail
5	UPRR-BNSF Corridor Commuter Rail
6	BART Extension from Richmond Station to Hercules
7A	BART Extension from El Cerrito del Norte Station to Hercules
7B	BART/DMU Extension from El Cerrito del Norte Station to Hercules

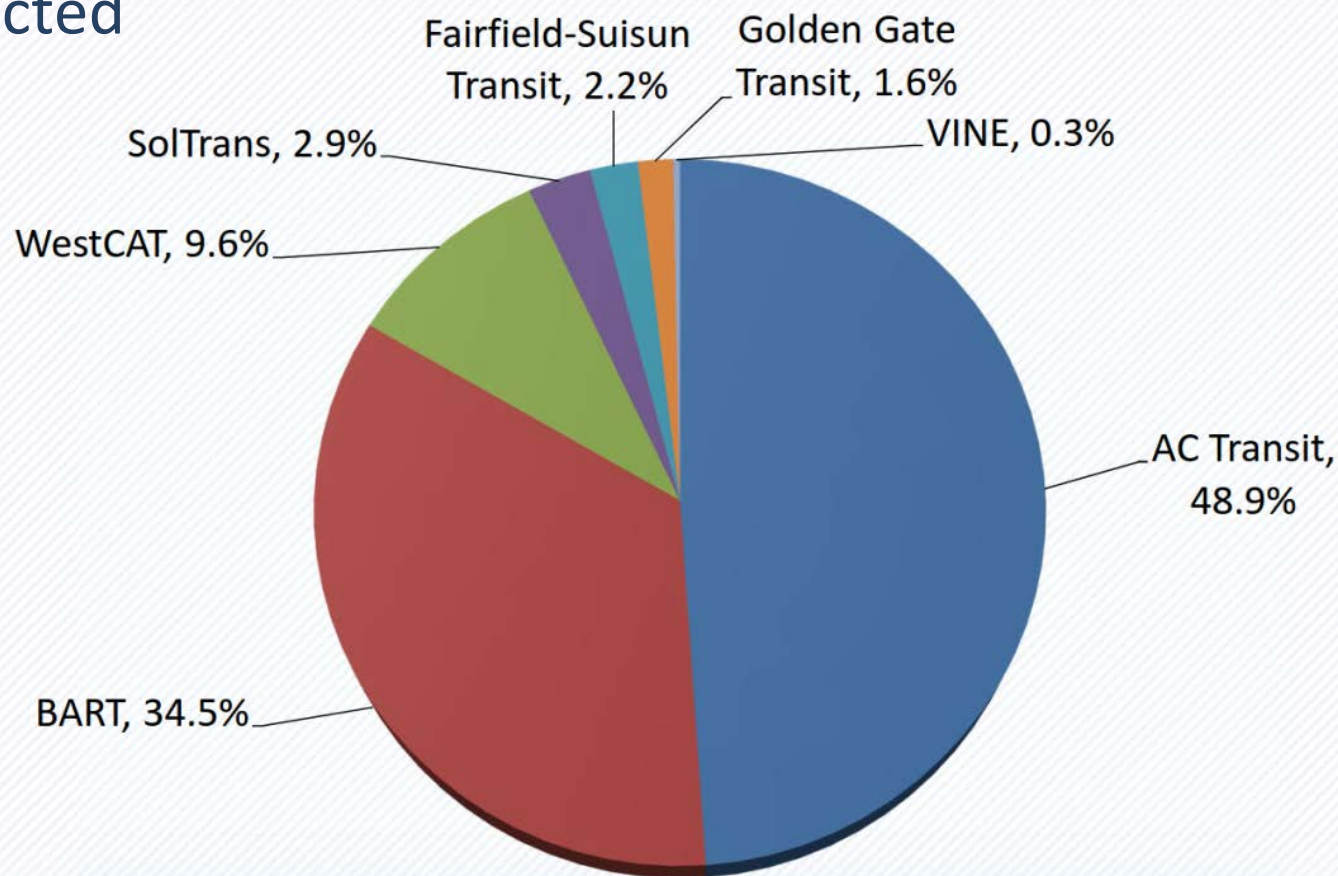


Why these 8 alternatives?



Why Expanded Bus Service?

- Local and express buses carry 65% of transit users in West County
- Demand for commuter bus service expected to increase



Why Expanded Bus Service?

(Continued)

- Improve bus reliability
 - Buses can carry more people, but get stuck in traffic
- Implementation flexible, scalable, and fast
 - Bus projects can be done in stages as funding becomes available



Alternative 1: Express Bus on I-80

- Linked to freeway and effective use of HOV lanes
- Travel market analysis shows demand to Berkeley, Emeryville, and Oakland as well as San Francisco
- Alternative includes service to San Rafael
- Can be done in stages:
 - 3 years for operations to East Bay along I-80
 - 10 years for full suite of proposed improvements



Alternatives 2 and 3: Bus Rapid Transit

BRT Light

\$1-4m per mile



Line 72R, AC Transit

- A. More frequent service
- B. Transit signal priority
- C. Queue-jumps
- D. Branding

Hybrid BRT

\$4-12m per mile



EmX, Eugene, OR

- A-C plus*
- D. Some dedicated bus lanes
- E. More station amenities
- F. Specialized vehicles

Full BRT

\$12-28m per mile



Health Line, Cleveland, OH

- A-F plus*
- G. Dedicated bus lanes for majority of corridor
- H. Off-board fare collection

BRT is customizable. Specific features will depend on each specific system's needs.

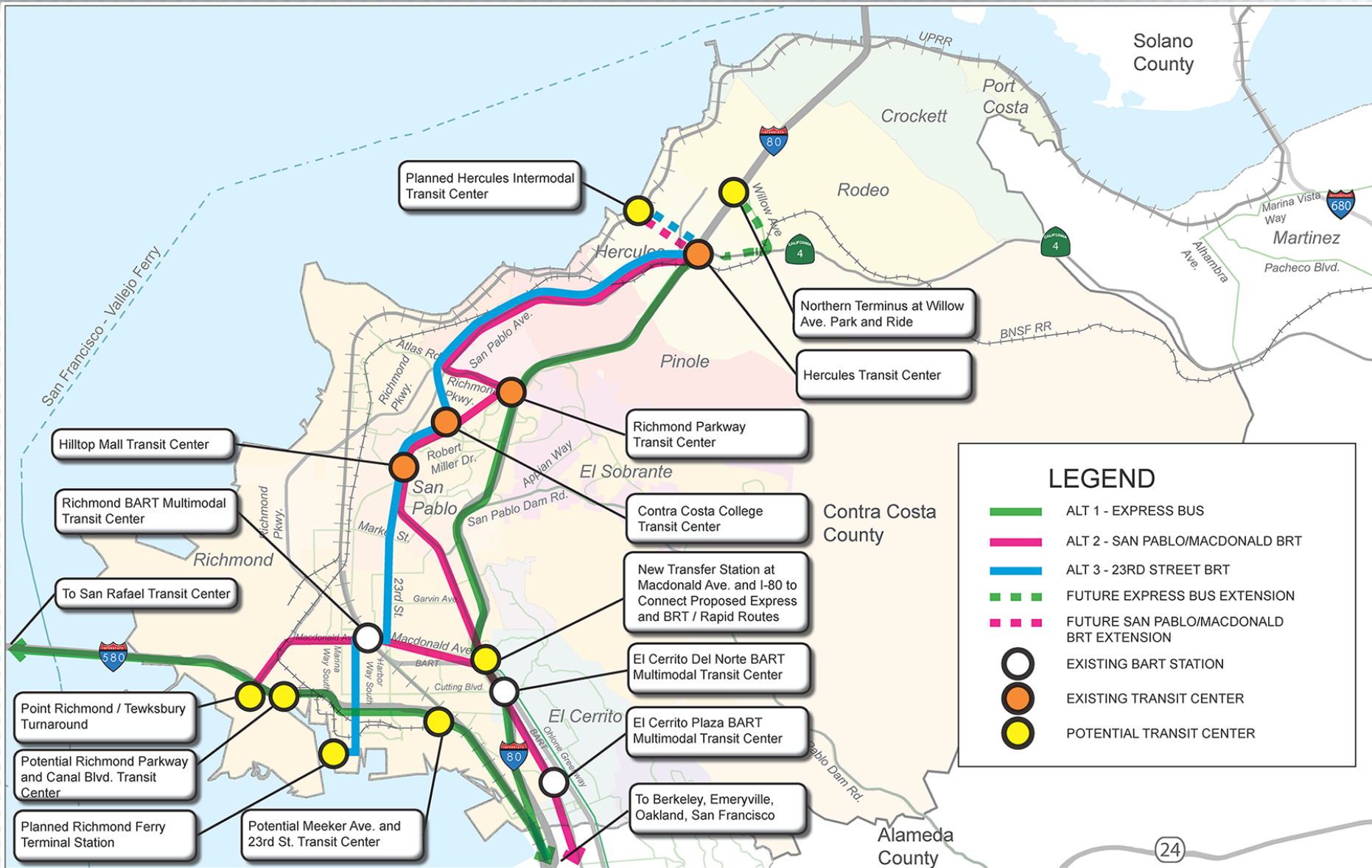
Alternatives 2 and 3: Bus Rapid Transit

(Continued)

- Serves the heart of the West County transit market
- San Pablo/Macdonald corridor – extension of potential AC Transit BRT project
- 23rd Avenue serves core of Richmond and ferry terminal
- Service affords flexibility in implementation



Alternatives 1, 2, 3: Bus



Why Expanded Commuter Rail Service?

- Uses existing rail right-of-way (ROW)
- Intercepts more through trips
- Provides connections to travel markets to the north and south

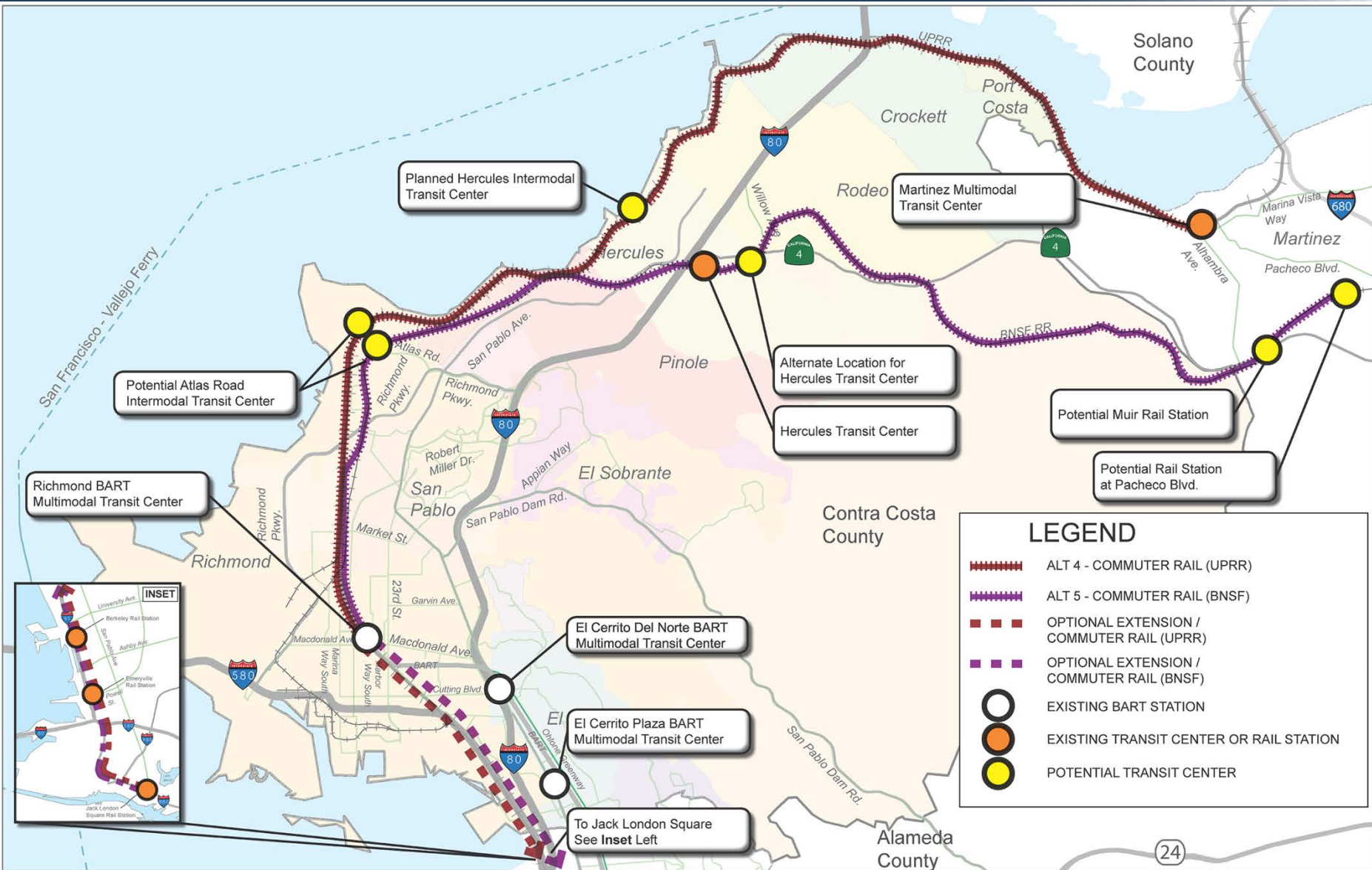


Alternatives 4 and 5: Commuter Rail

- Uses existing rail ROW – UPRR or BNSF
- Union Pacific Railroad Option:
 - Logical expansion of existing rail service
 - Builds on planned investment at Hercules Intermodal Transit Center
 - Affords opportunity for short-term investment
- Burlington Northern Santa Fe Option:
 - Greater potential capacity in corridor
 - Connects to Hercules Transit Center
 - High intercept potential



Alternatives 4 and 5: Commuter Rail



Why Expanded BART Service?

- BART carries 35% of transit ridership in West County on an average weekday
- El Cerrito del Norte BART station is reaching capacity
- Provides most connections to major destinations in Bay Area
- Draws transit riders closer to their trip origin
- Provides most reliable transit service

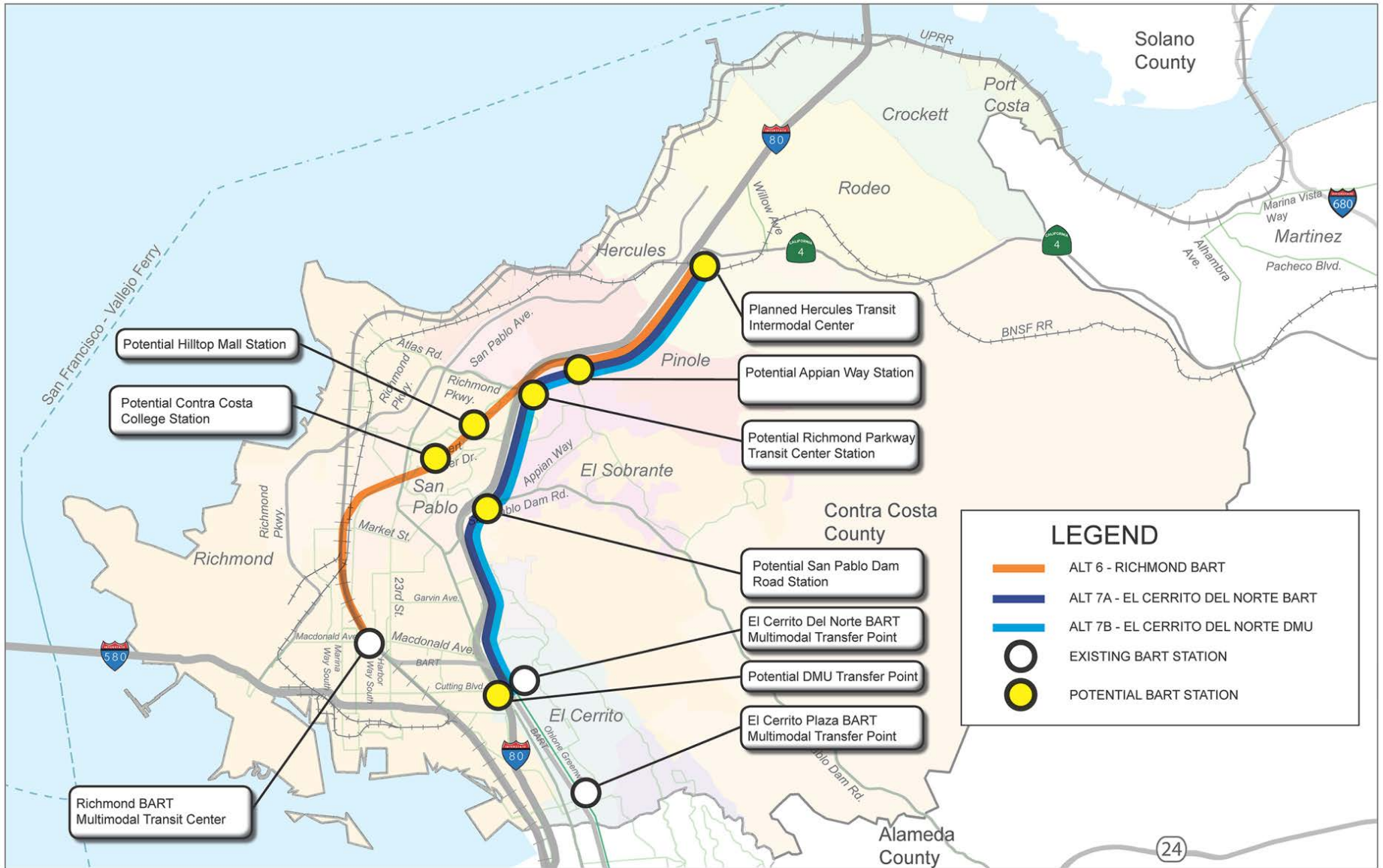


Alternatives 6, 7A, 7B: BART

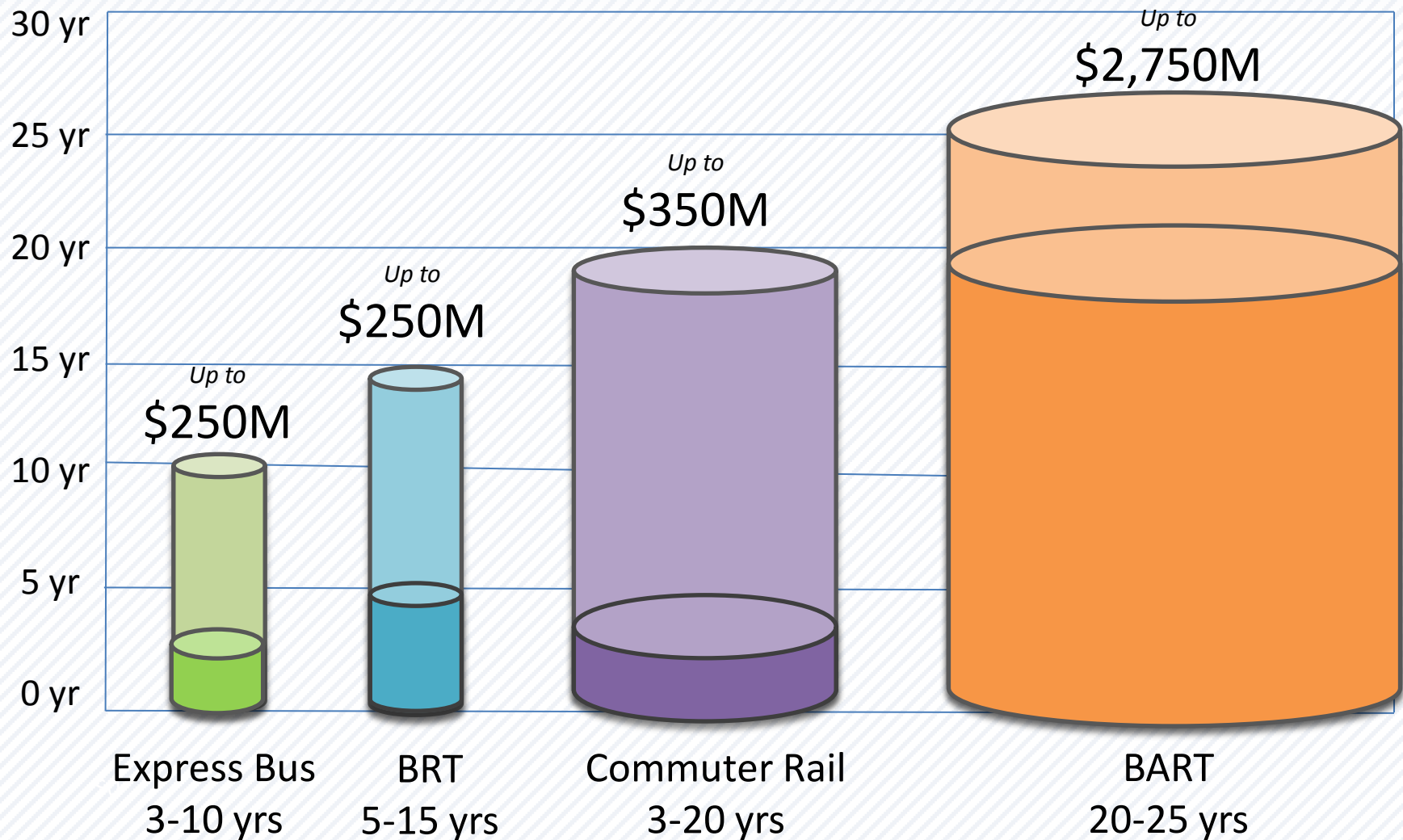
- Multiple alignments studied - UPPR, BNSF, I-80, and surface streets
- I-80 alignment from El Cerrito del Norte:
 - Provides most direct access to Hercules
 - Minimizes community impacts
- San Pablo/Rumrill alignment from Richmond:
 - Greater connectivity to major activity centers
 - Takes advantage of proximity to Richmond maintenance yard
 - Less impacts than other approaches to Hilltop Mall



Alternatives 6, 7A, 7B: BART



Context for Comparing Alternatives



\$ = Estimated capital costs (in millions)

Color shading reflects range of years for the project to be built and put in service

Evaluation Criteria

- Travel time and reliability
- Potential for transit ridership
- Access and connections to areas where service is needed
- Environmental benefits/impacts
- Consistency with local plans
- Congestion relief
- Cost-effectiveness
- Public and stakeholder support



Thank you for attending!

Stay informed. Get involved!

www.WestCountyTransitStudy.com

Make sure your voice is heard!

- ✓ Submit a comment card.
- ✓ Visit the website to:
 - Learn more about the study.
 - Fill out a survey to tell us about your preferred way of getting around and your favorite destinations.



Questions and Answers

