



West Contra Costa High-Capacity Transit Study

WCCTAC Board Meeting

September 25, 2015



Discussion Items

1. Project Overview
2. Goals and Objectives
3. Prior Studies
4. Transportation Conditions
5. Land Use/Socioeconomics
6. Outreach
7. Next Steps
8. Q & A





Project Overview



Project Overview

Public Outreach & Participation ★

Assessment

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

Alternatives Development & Analysis

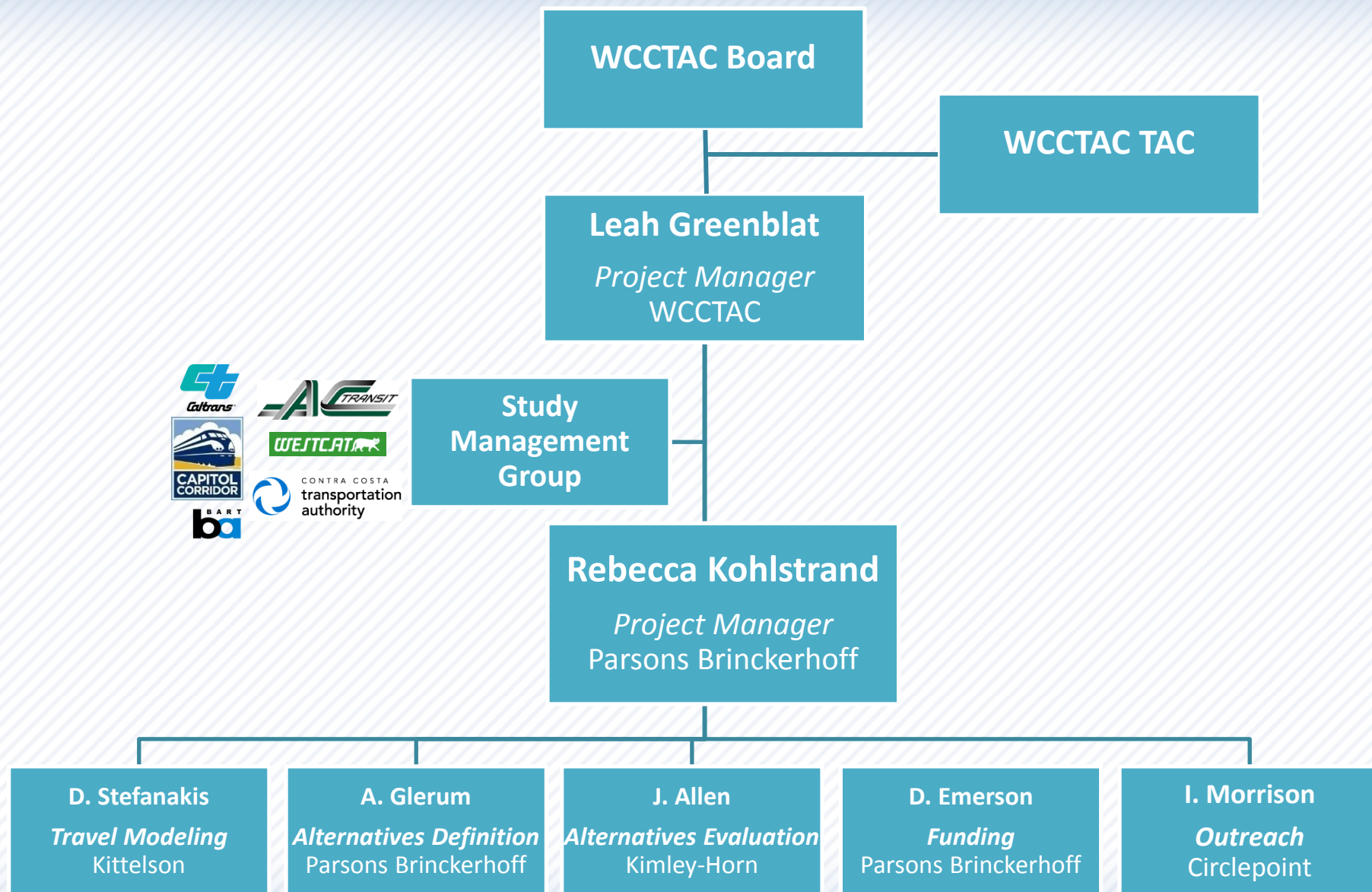
- ★ Conceptual Alternatives ← *We are here*
 - Evaluation Criteria
 - Preliminary Evaluation
- ★ Alternatives Refinement
 - Ridership Modeling
 - Cost Estimates
 - Funding Options

Final Alternatives

- ★ Final Alternatives Evaluation

★ Coordination with CCTA Transportation Expenditure Plan, CCTA Express Bus Study, AC Transit Major Corridors Study

Study Team





Goals and Objectives



Proposed Goals and Objectives

Goal 1: Increase transit ridership by providing efficient, frequent, and reliable service

Goal 2: Improve connections between transit systems and services

Goal 3: Expand transit in competitive corridors to new and underserved travel markets



Proposed Goals and Objectives (continued)

Goal 4: Protect and enhance the environment and maintain a high quality of life

Goal 5: Support sustainable urban growth

Goal 6: Provide equitable access for residents and businesses

Goal 7: Make efficient use of public financial resources





Review of Prior Studies



Review of Prior Studies

Key Findings

- Relief of I-80 congestion is the key objective for most studies
- Potential for ridership reaffirmed in studies
- Numerous studies conducted – investments have been made in express bus, ferry, and commuter rail
- Multiple modes reviewed – but not strong consideration of transit service integration or how they complement each other
- Issues to be addressed:
 - Compare costs, benefits
 - Develop phasing strategy
 - Identify funding and implementation plan

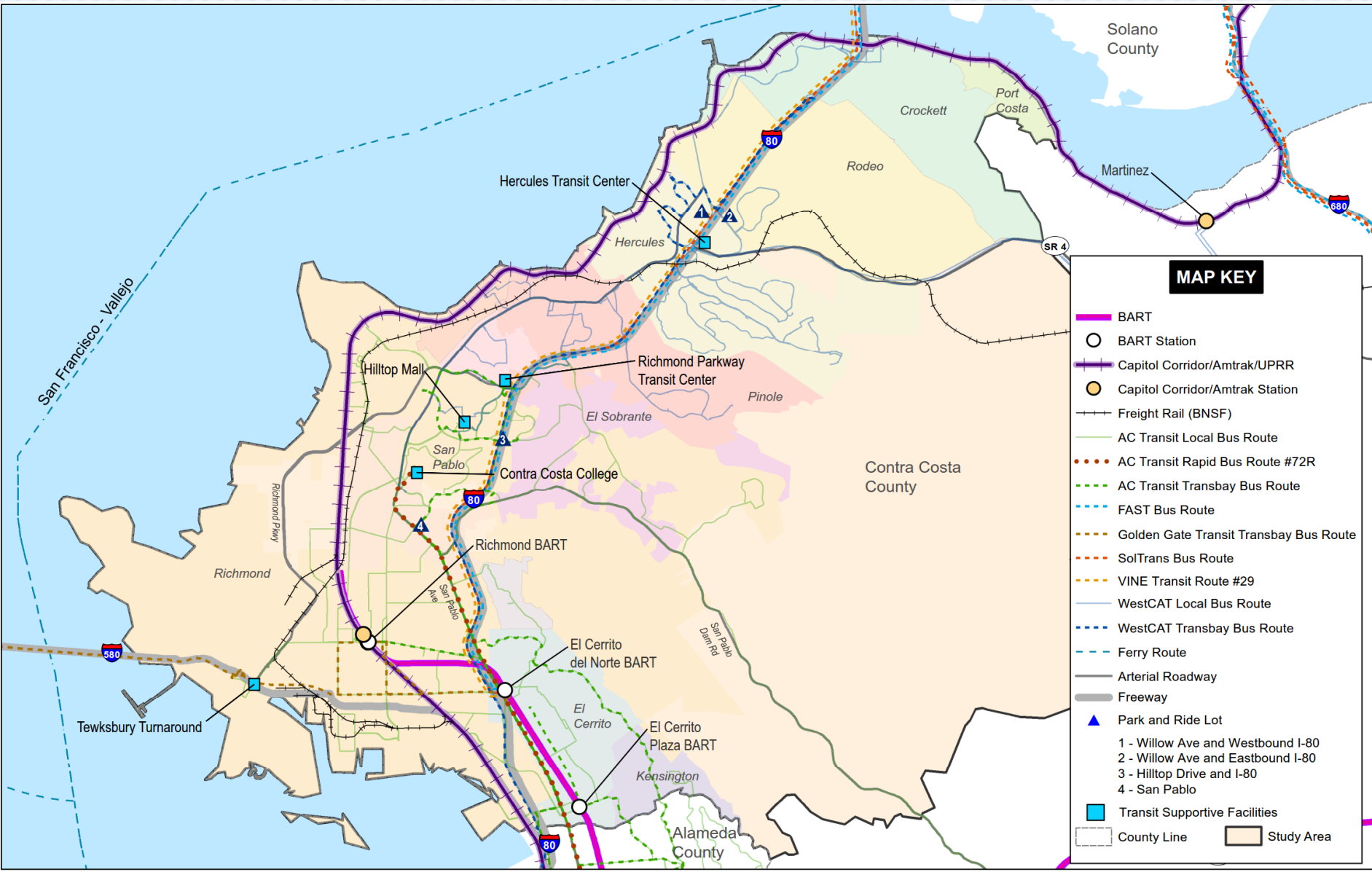




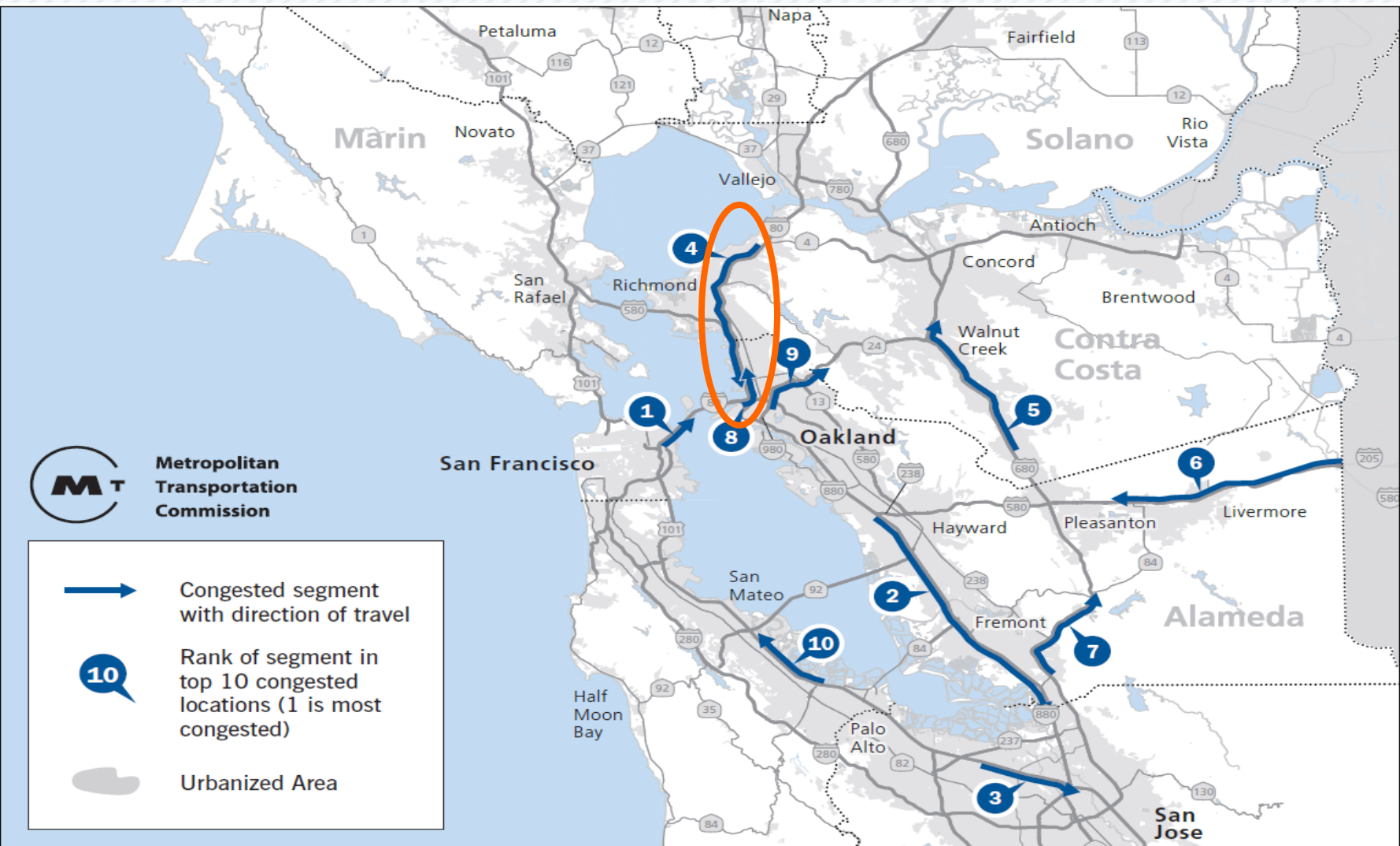
Existing and Future Transportation Conditions



Existing Transportation Network



Bay Area Freeway Locations with Most Commute Hours Delay 2013



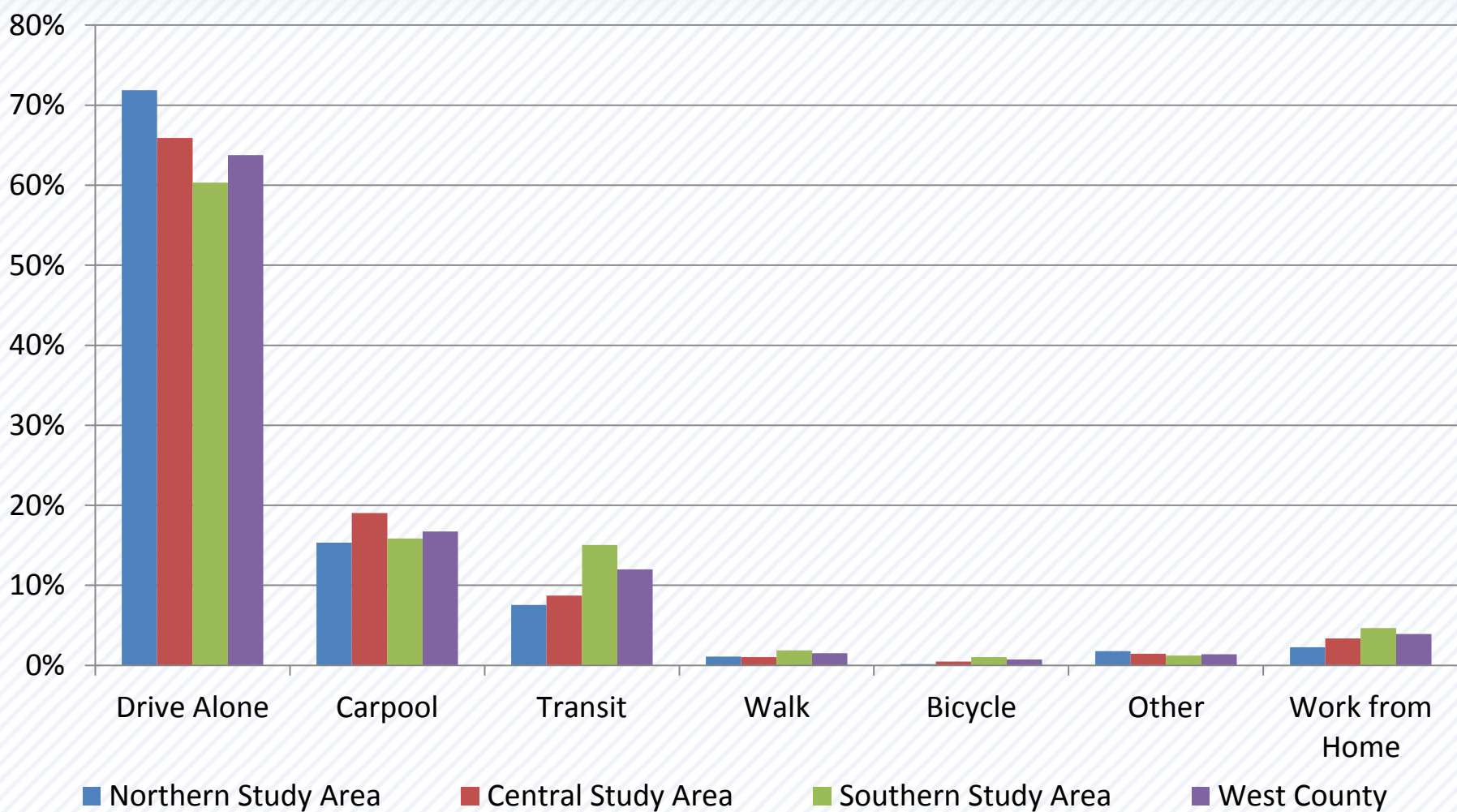
Source: MTC, Vital Signs, January 2015

Vehicle Travel Speeds on I-80

	2005				2035			
	Average Vehicle Speed (mph)				<i>Percentage change from 2005</i>			
	Eastbound		Westbound		Eastbound		Westbound	
	AM	PM	AM	PM	AM	PM	AM	PM
Between Bay Bridge and Central Avenue	44	30	34	43	-30%	-40%	-41%	-30%
Between Central Avenue and SR 4	60	32	33	51	-25%	-34%	-45%	-16%
Between SR-4 and Carquinez Bridge	62	24	28	64	-53%	-25%	-43%	-8%

Source: I-80 Corridor System Management Plan, Alameda County Congestion Management Agency, November 2010

Comparison of Modes for Commute Trips



Source: American Community Survey, 5-Year Estimates, 2009-2013 and 2014 Countywide Comprehensive Transportation Plan Update Volume 1 Draft for Public Review, Contra Costa County Transportation Authority

Transit Ridership in West County, 2014

Operator	2014 Average Daily Riders
AC Transit	25,510
BART	18,000
WestCAT	5,000
SolTrans	1,510
Fairfield-Suisun Transit	960
Golden Gate Transit	840
VINE	160
Total Daily Intra-County/ Regional Riders	51,980
Capitol Corridor (Amtrak)	530

Sources: Transit Operators, 2014

Findings – West County

- Transit options exist, but availability is not consistent throughout area
- Service not expanding fast enough to stem congestion
- Changes include improvements to Capitol Corridor, Express Bus Service, and new ferry service

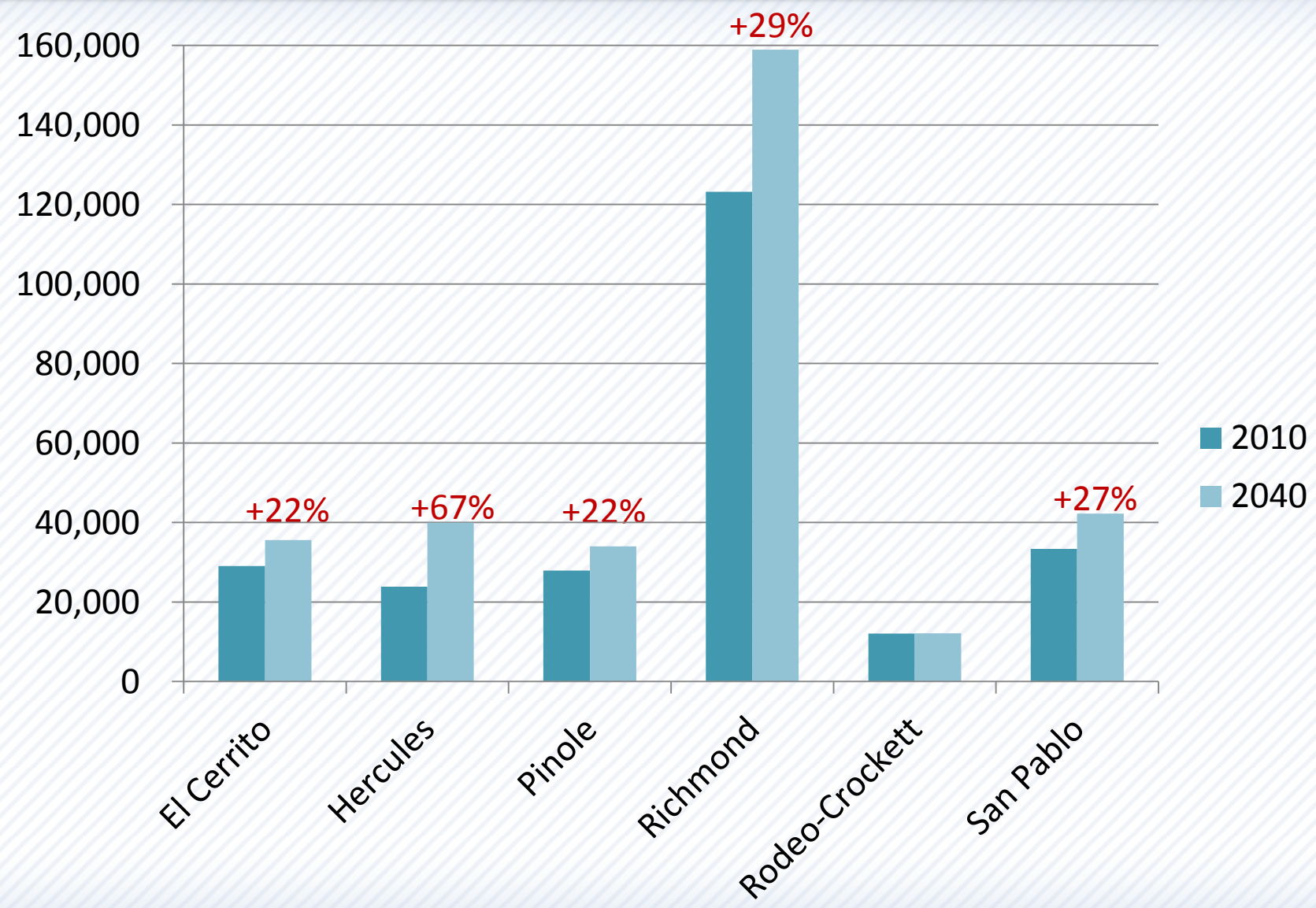




Land Use and Socioeconomics

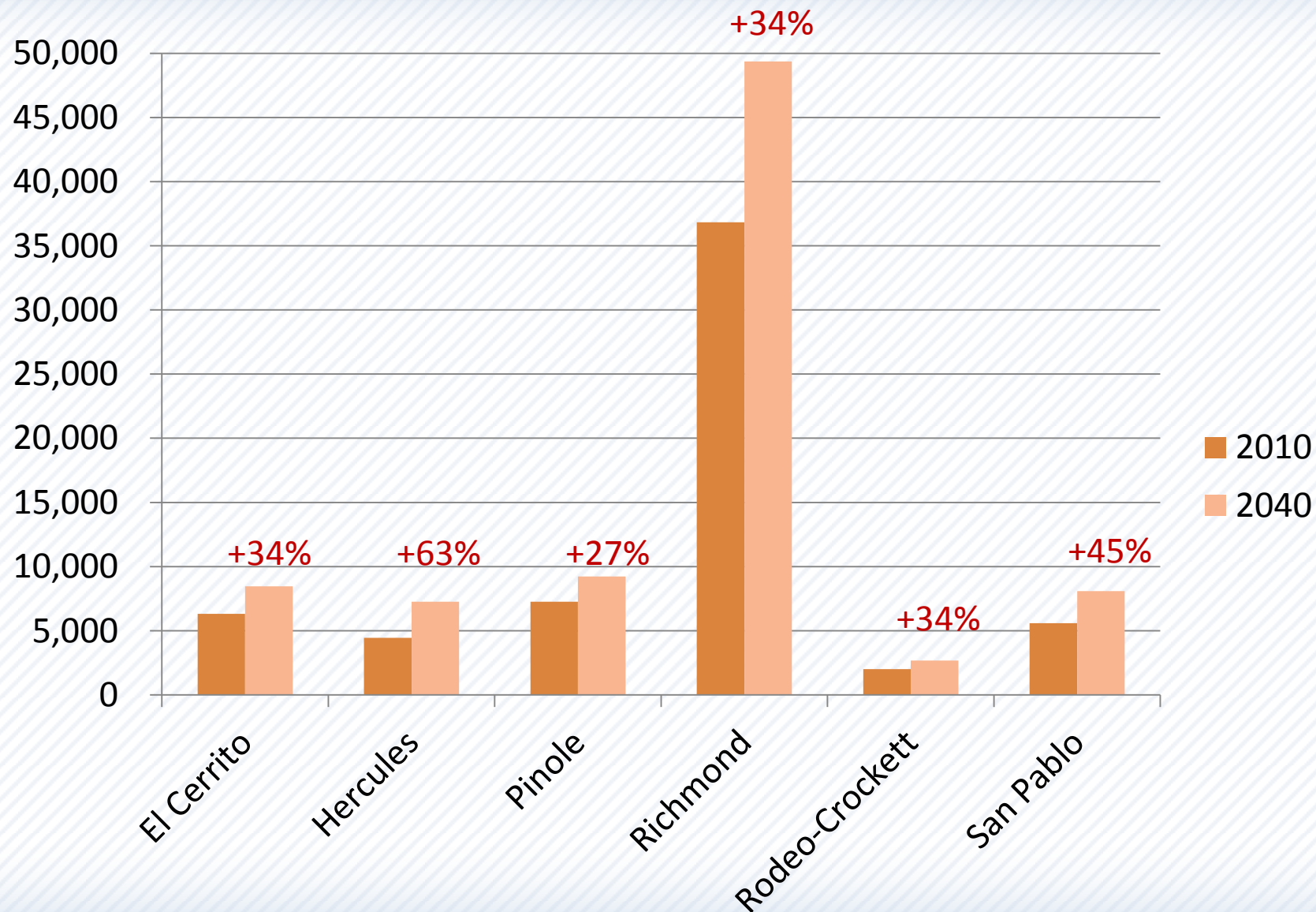


Population – West County Cities



Sources: ABAG Projections, 2013; MTC Regional Travel Analysis Zone calculations; Economic Planning Systems

Jobs – West County Cities

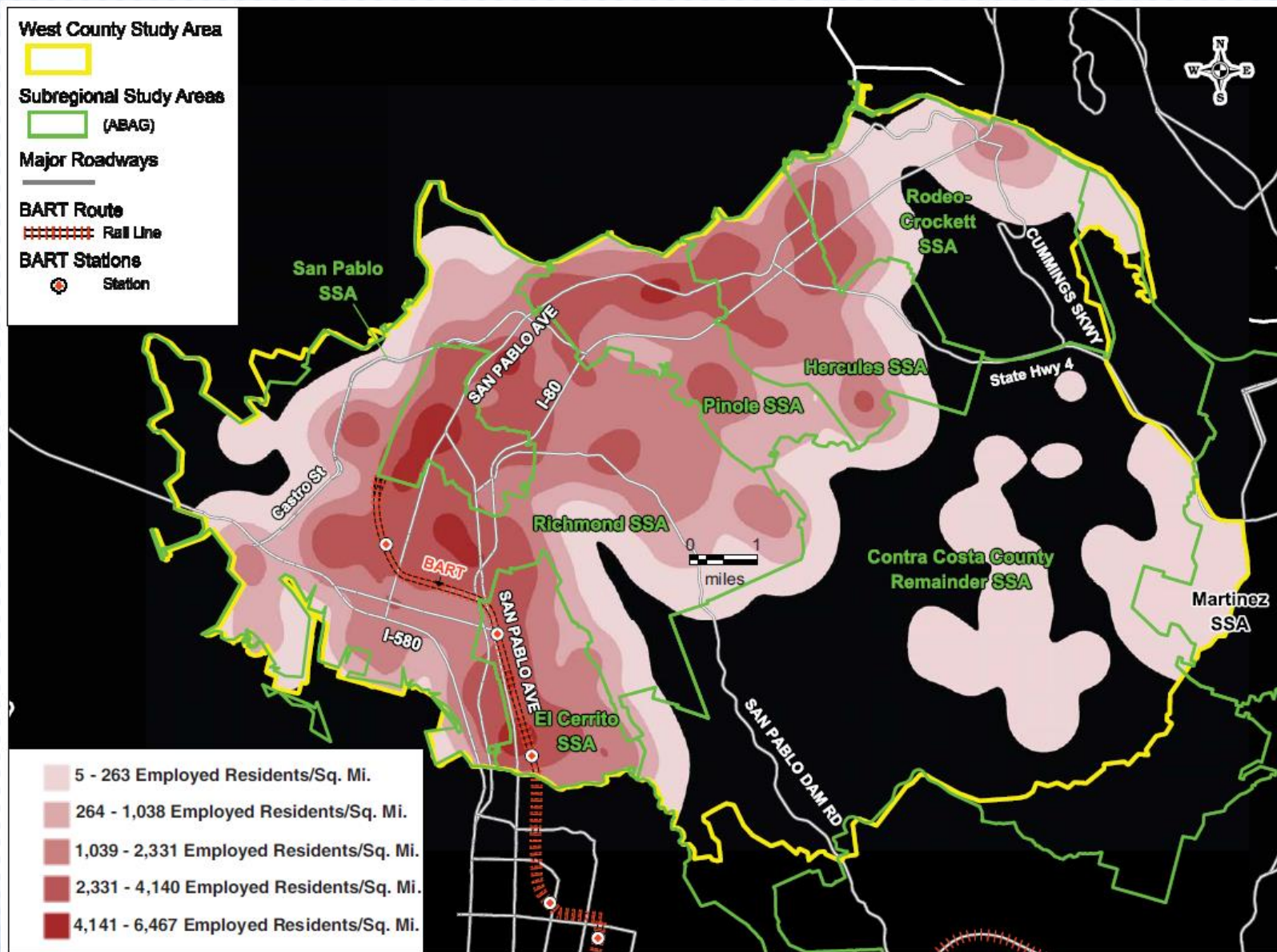


Sources: ABAG Projections, 2013; MTC Regional Travel Analysis Zone calculations; Economic Planning Systems

Findings – West County

- West County about 24% of population and 18% of jobs in Contra Costa County.
- Large net outflow of workers (~42,000 employees)
- 60% of projected growth expected to occur in 15 West County PDAs:
 - Hercules
 - Richmond
 - San Pablo Avenue Corridor

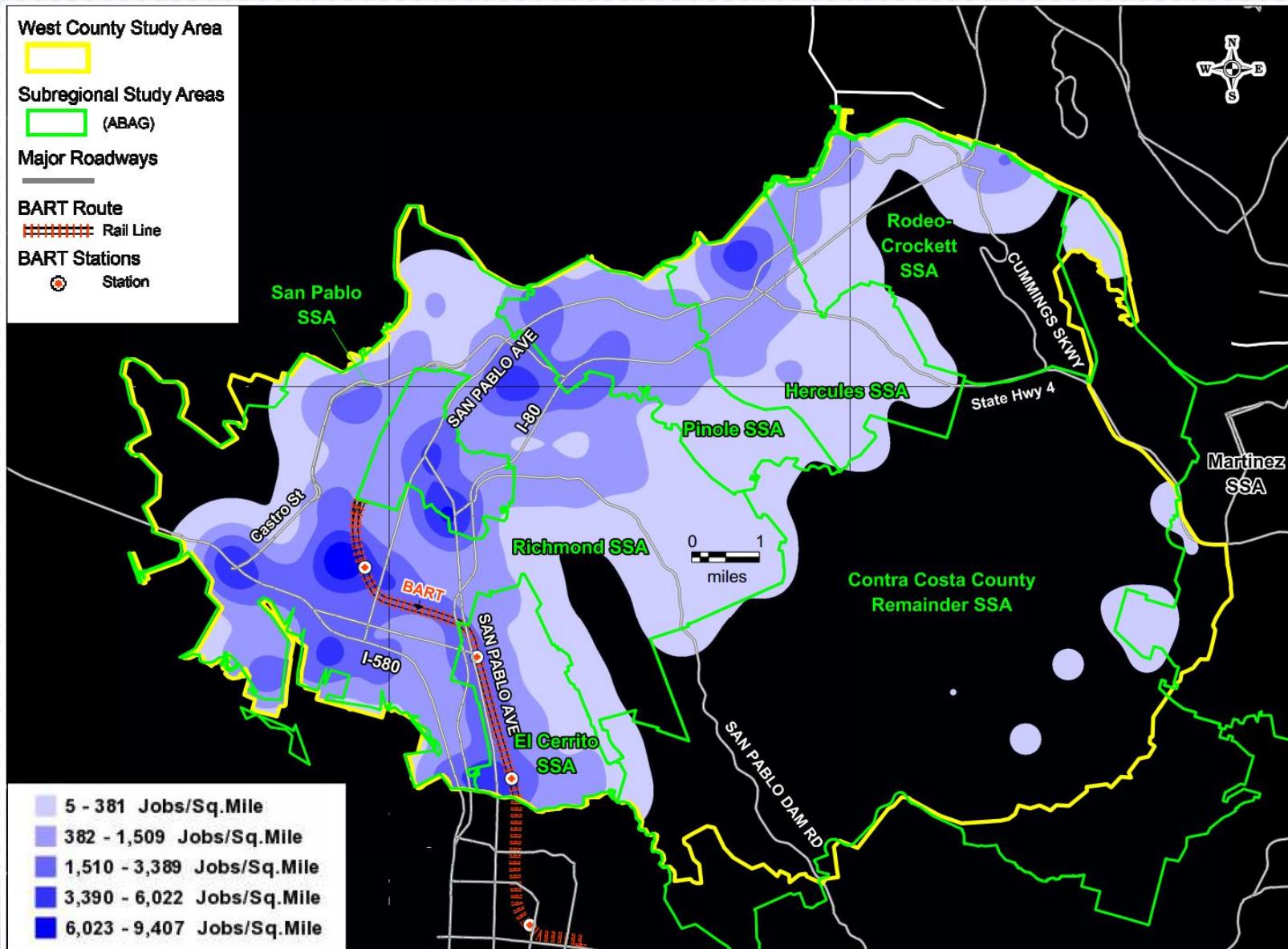
Employed Residents Heat Map (2011)



Green: SSAs; Gray: Major Roadways; Orange Rail: BART; Maroon: Job Centers; Yellow: Study Area Boundary

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Job Density Heat Map (2011)



Green: SSAs; Gray: Major Roadways; Orange Rail: BART; Blue: Job Centers; Yellow: Study Area Boundary

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Source: U.S. Census LEHD Origin-Destination Employment Statistics, OnTheMap Work Area Profile, 2011 LODS dataset; EPS



Outreach



Communications Plan

Communications Tools

- Telephone Town Hall (with CCTA) – November 12th
- Direct stakeholder outreach
- Public meetings (2 rounds of 2 meetings) – First meetings on December 9th in Pinole and 10th in Richmond
- Fact Sheets
- Social media

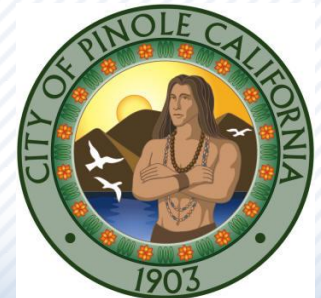


Project website:

<http://dev.westcountytransitstudy.com/>

Meetings with City Managers and West County

- Held one-on-one meetings with cities and West County supervisor's staff
- Received good input on study findings and alternatives development
- Identified additional opportunities for outreach





Next Steps



Next Steps

- Development of Alternatives
- Public meetings
 - Telephone Town Hall – November 12, 2015
 - Public Meetings – February 2016
- Board and TAC meetings
 - TAC – November 19, 2015:
Conceptual Alternatives and Screening Criteria
 - Board – January 22, 2016:
Travel Markets, Conceptual Alternatives, and
Evaluation Criteria



Discussion, Q&A

