

**To:** Operations and Scheduling Committee

**Date:** February 20, 2013

**From:** Laramie Bowron, Manager of Planning

**Reviewed by:**

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**SUBJECT: TJKM Update**

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**Background:**

In June 2012, CCCTA entered into an agreement with TJKM to complete an Access Improvement Study funded by TRANSPAC Measure J. The purpose of this project is twofold: to develop and populate a database where every bus stop is inventoried and to analyze, identify, and prioritize bus stop improvements that will facilitate pedestrian and bike access.

TJKM has coordinated with MTC, CCTA, the County Health department, and local jurisdictions, among others to obtain data necessary to evaluate access.

The following handout represents TJKM's methodology as well as preliminary results from the Route #10.

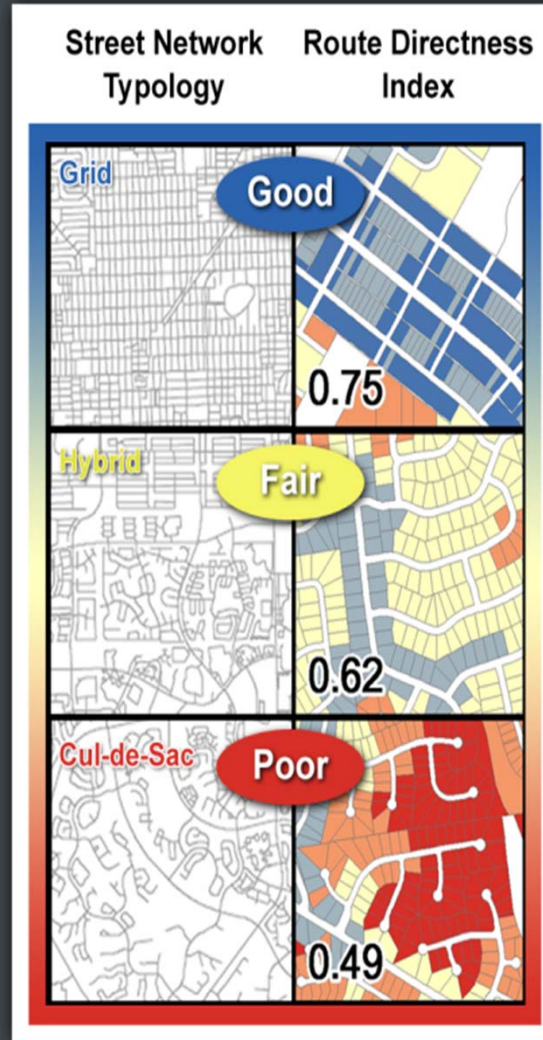
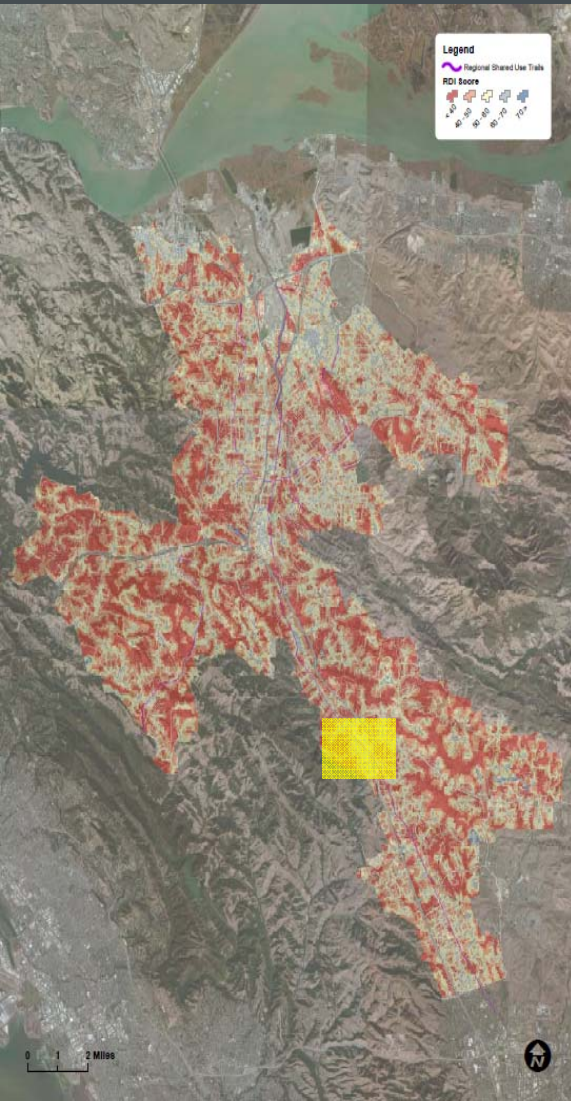
**Recommendation:**

Information Only

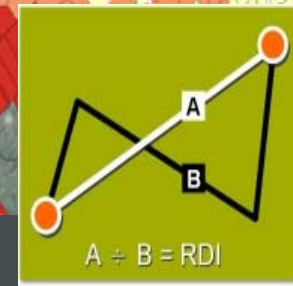
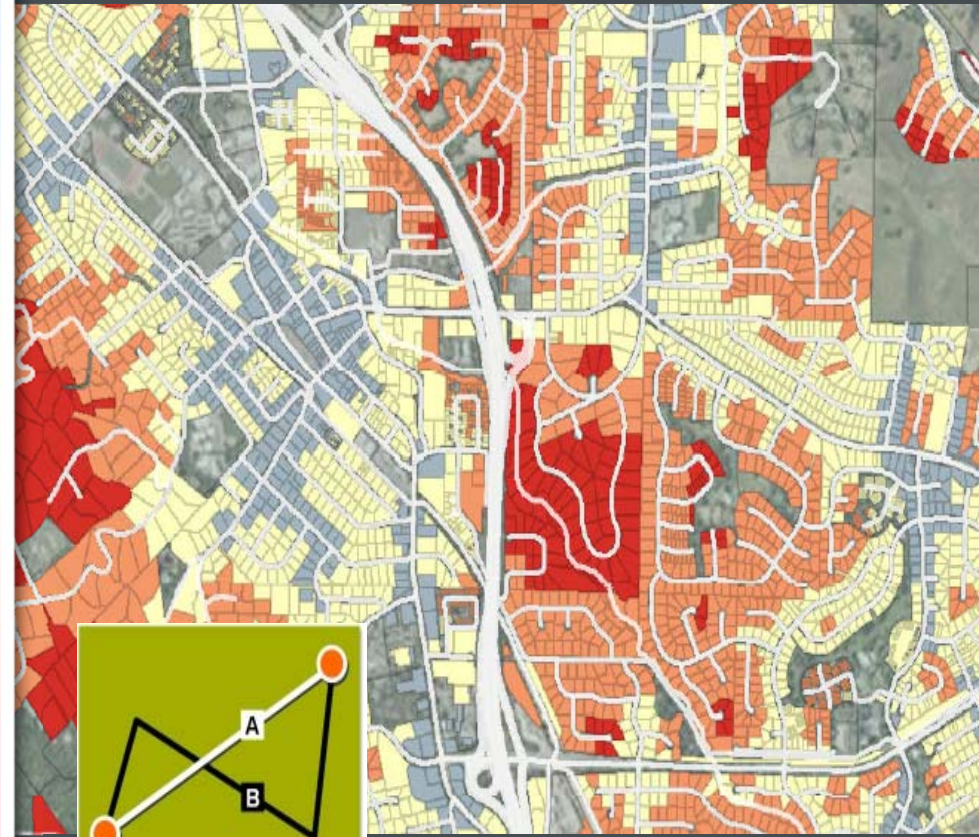
**Attachment:**

TJKM methodology and results

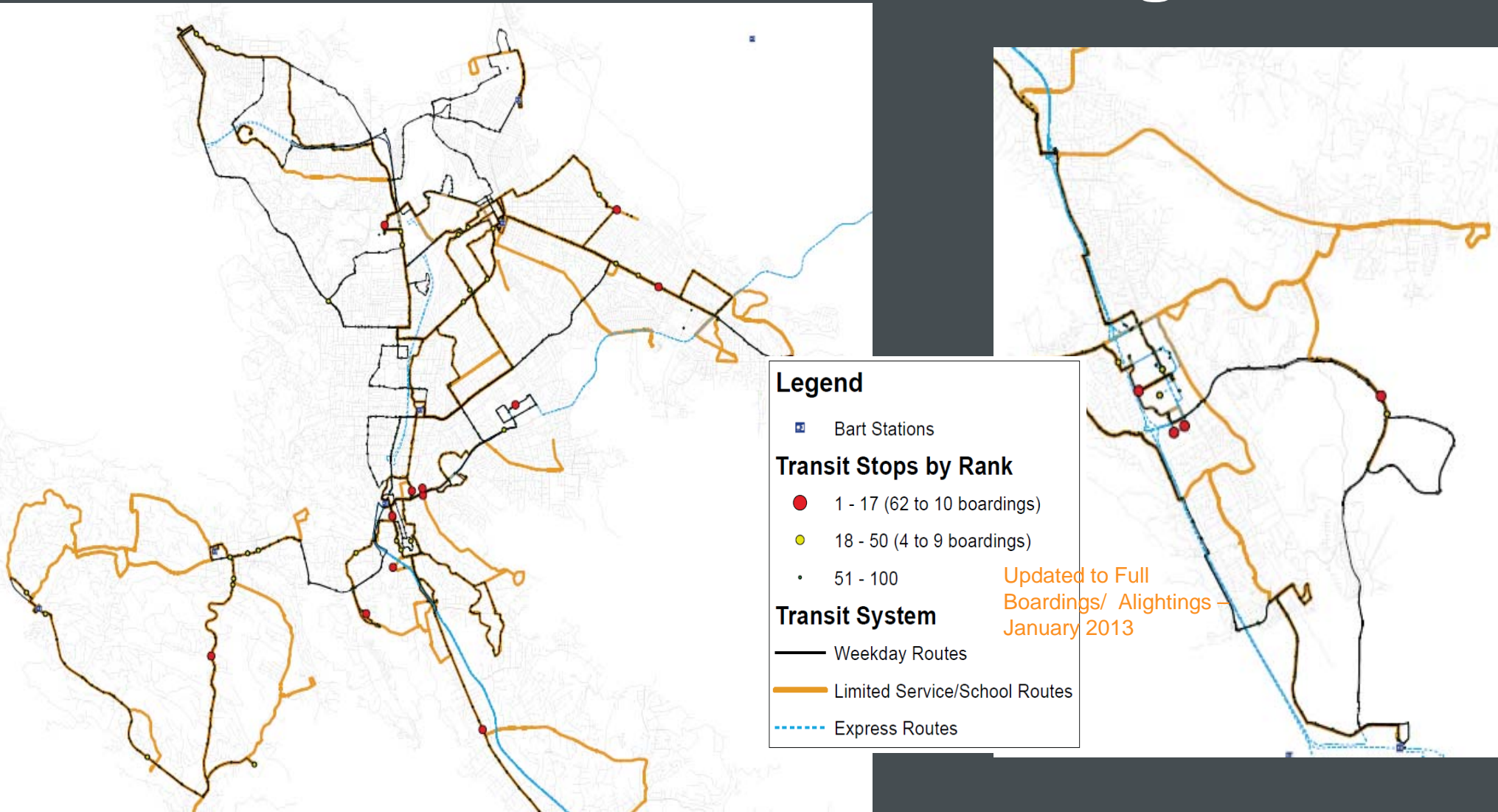
# Central Contra Costa Co. Connectivity



Danville



# 2012 CCCTA Routes & Boardings



# Linear & Multiple Regression

## Independent Variable(s)

2010 US Census (at Block Group level):

- Population
- Households
- Median Household Income

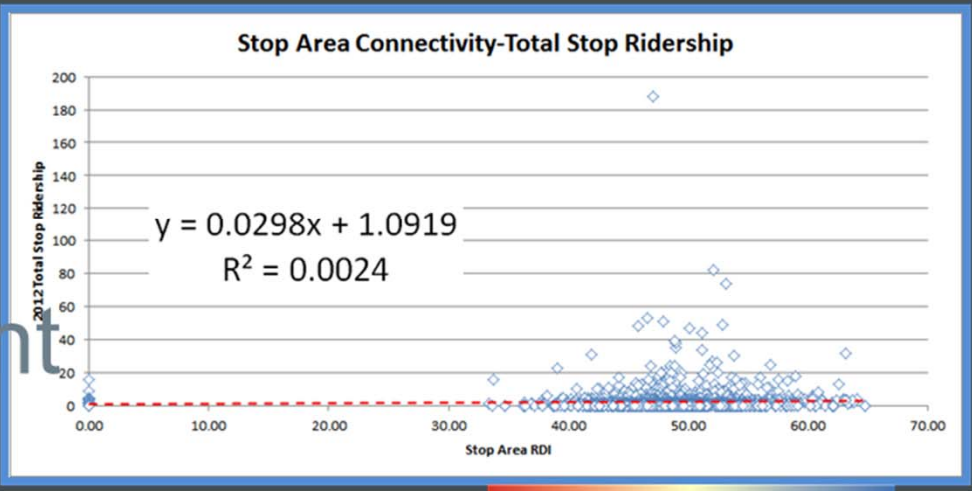
Parcel-level Connectivity Score (RDI)

*used to explain*

## Dependent Variable

Bus Stop Daily Boardings  
(or Total Riders)

Original / Proposed  
Scope of Work  
Method



Revised Assessment

# Linear & Multiple Regression

## Independent Variable(s)

2010 US Census (at Block Group level):

- Population
- Households
- Median Household Income

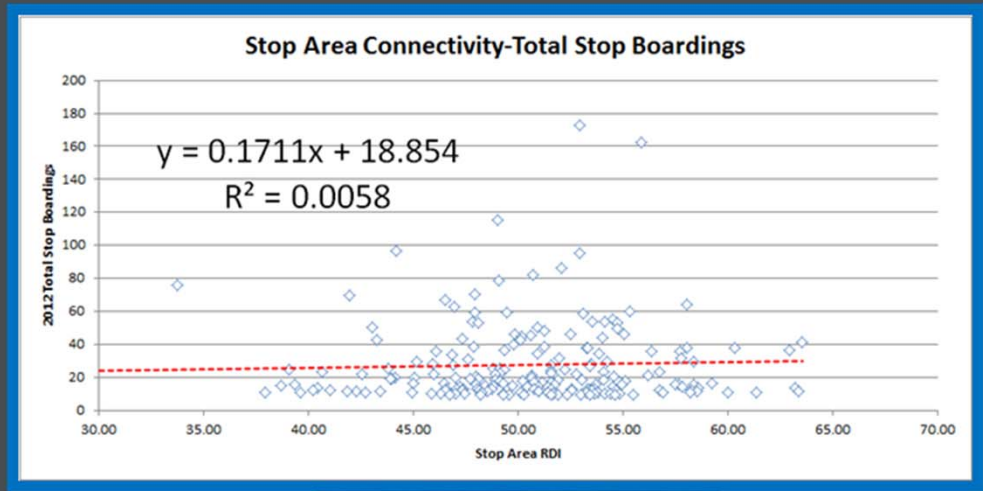
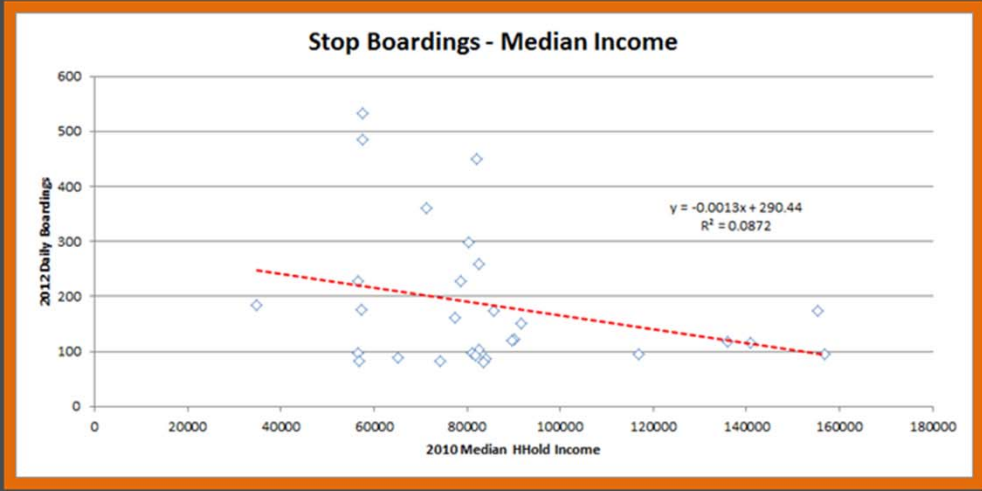
Parcel-level Connectivity Score (RDI)



## Dependent Variable

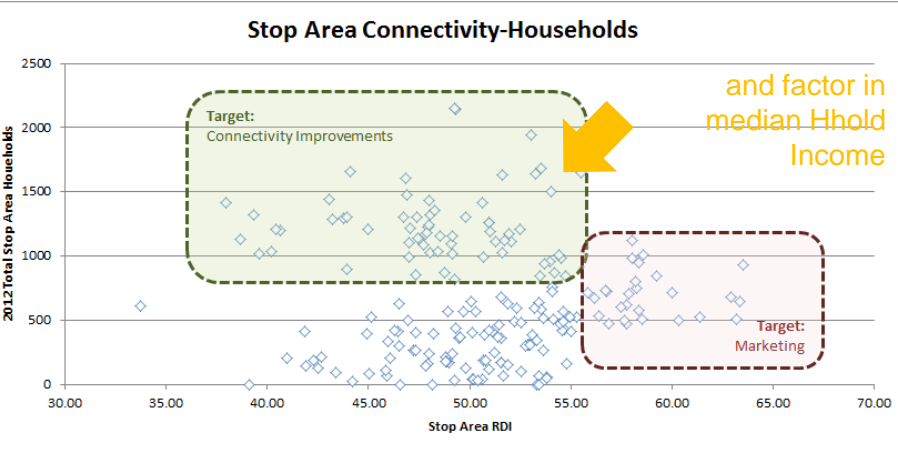
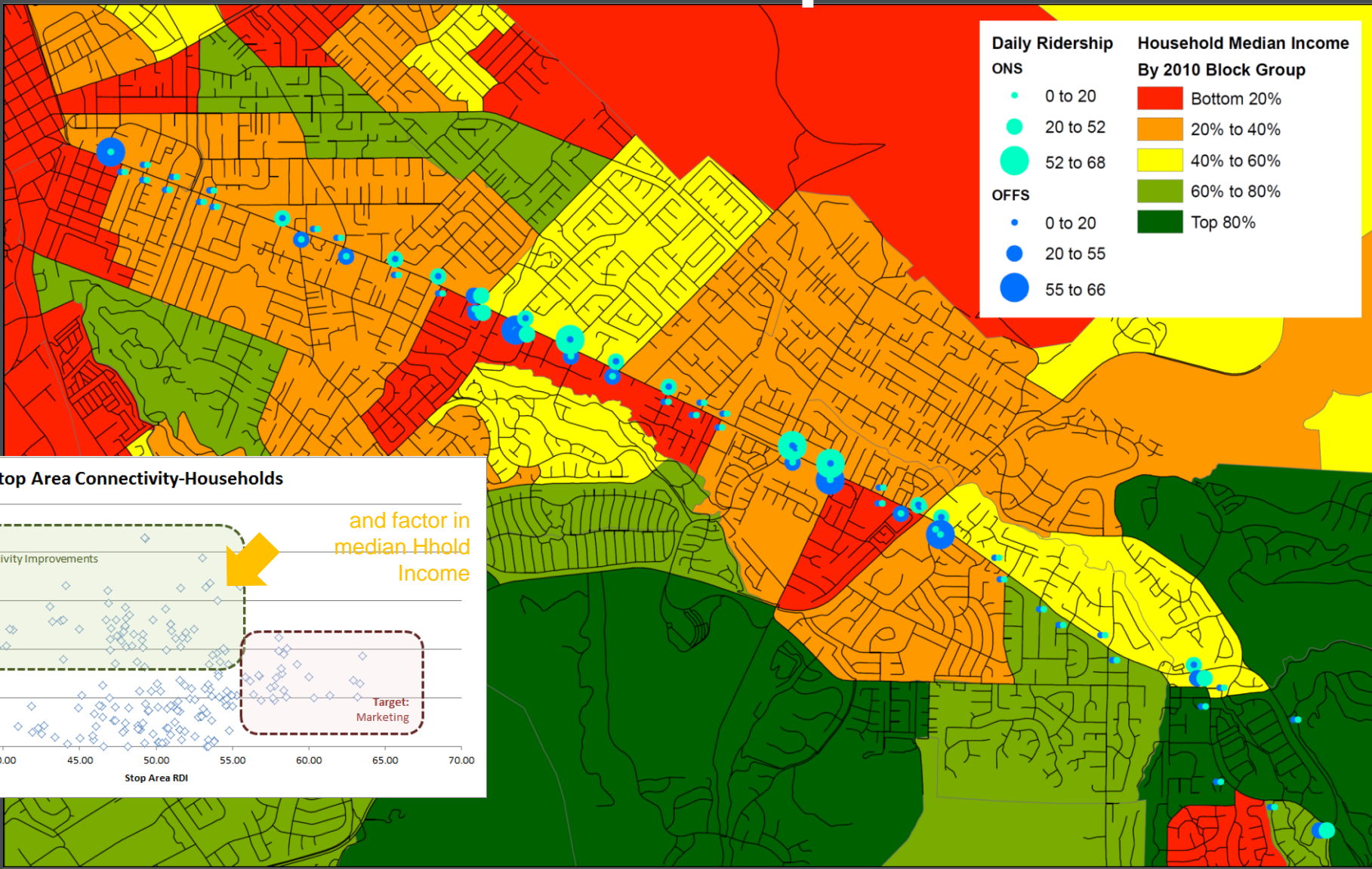
Bus Stop Daily Boardings  
(or Total Riders)

Original / Proposed  
Scope of Work  
Method



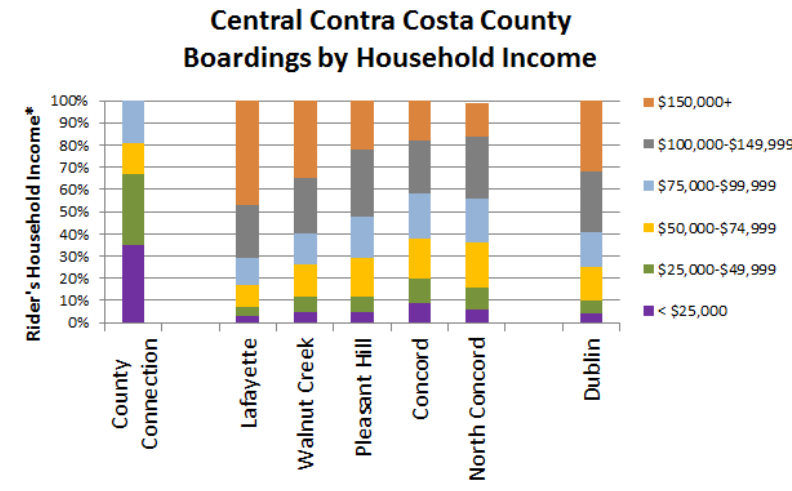
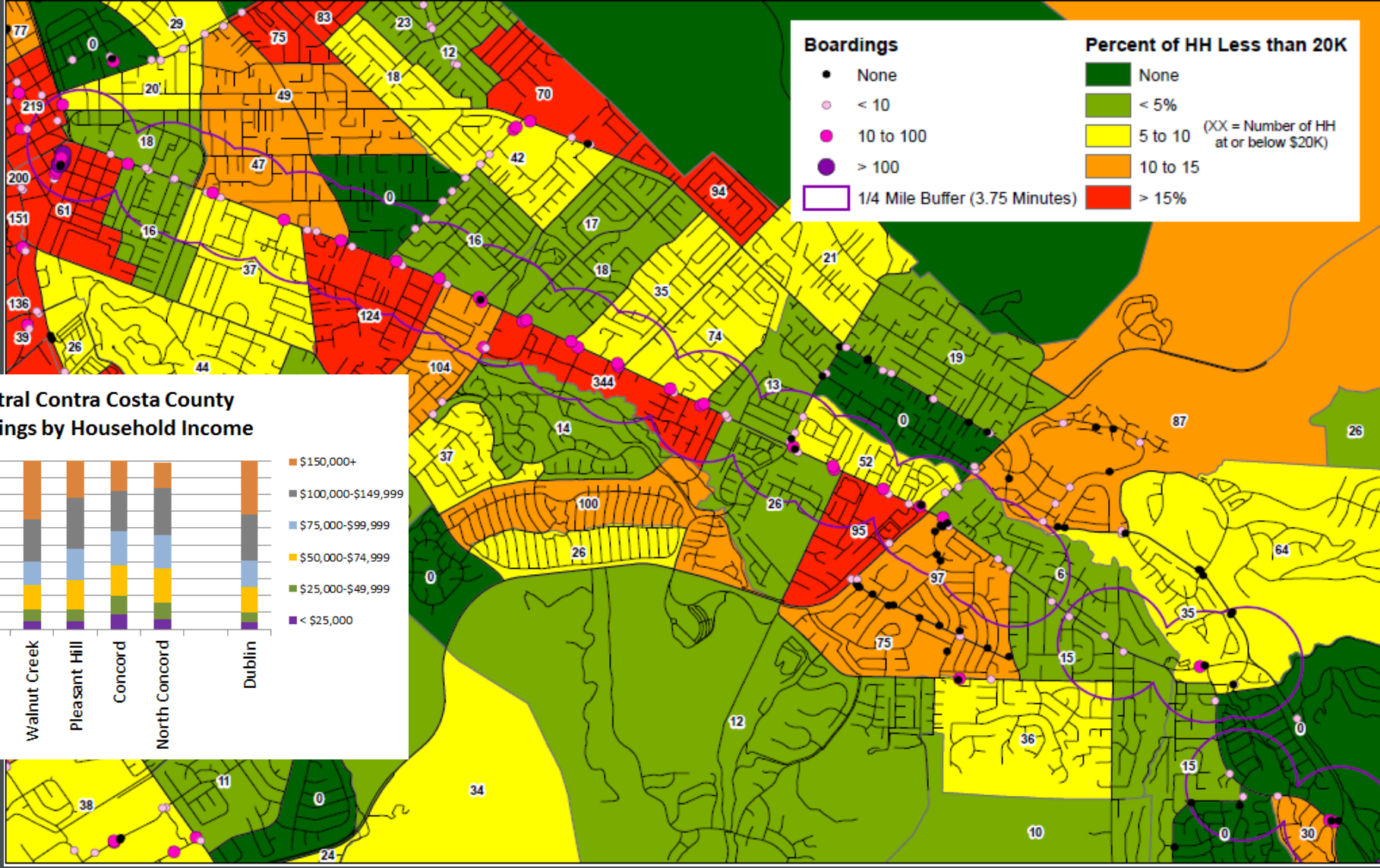
## Revised Assessment

# Median Income & Ridership: On-Offs



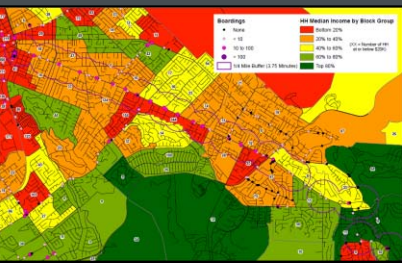
# Median Income & Ridership: On-Offs

We also looked at housing density

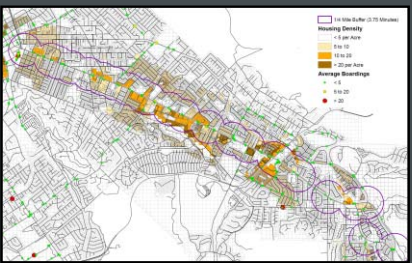


# Priority Stop Plan: Improve Connectivity

## Potential Ridership

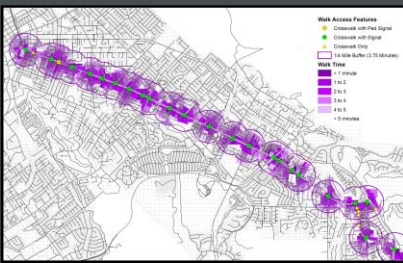


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## Built Environment



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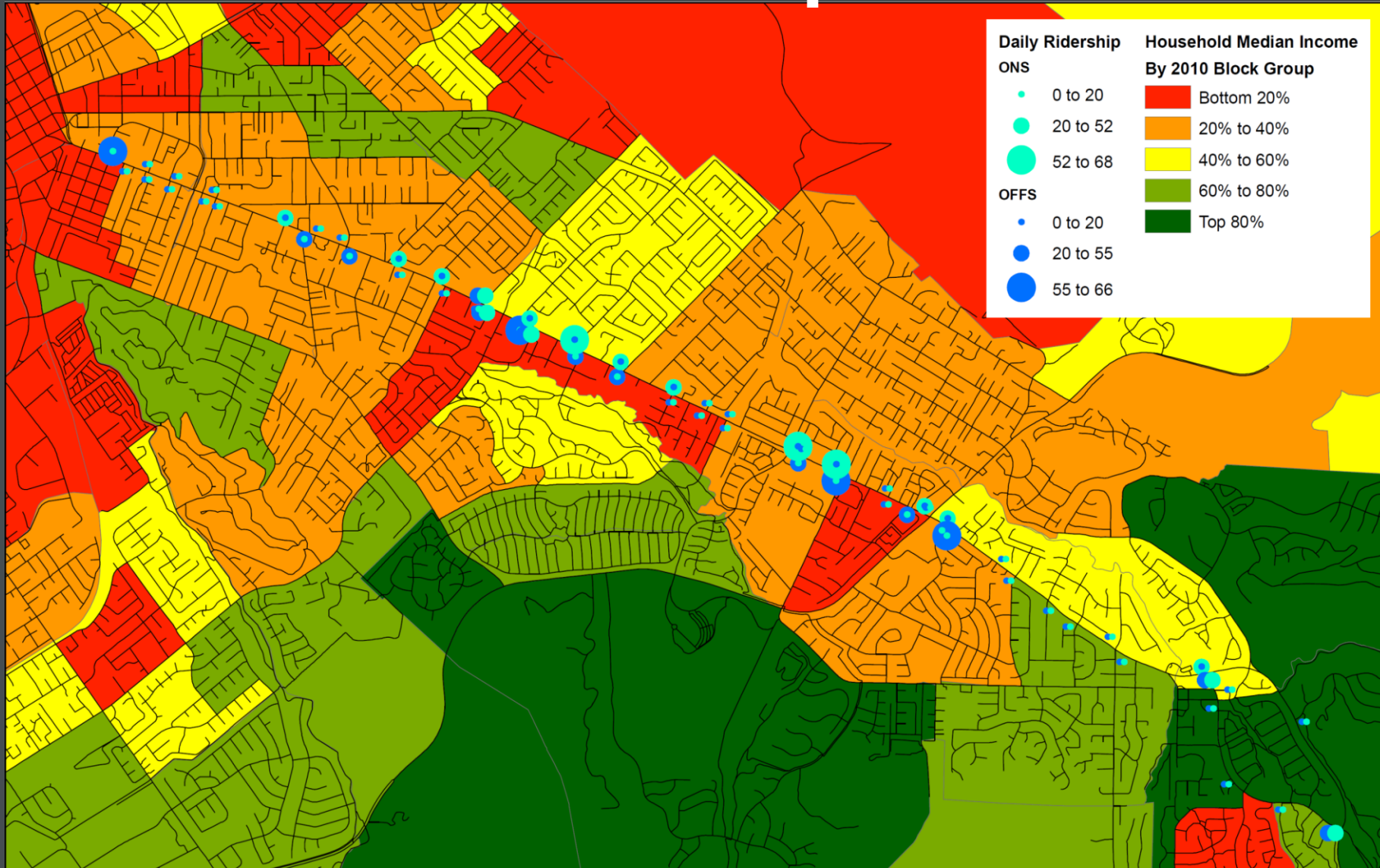
(re-assigned summary by individual bus stop)

## Priority Stop Plan:

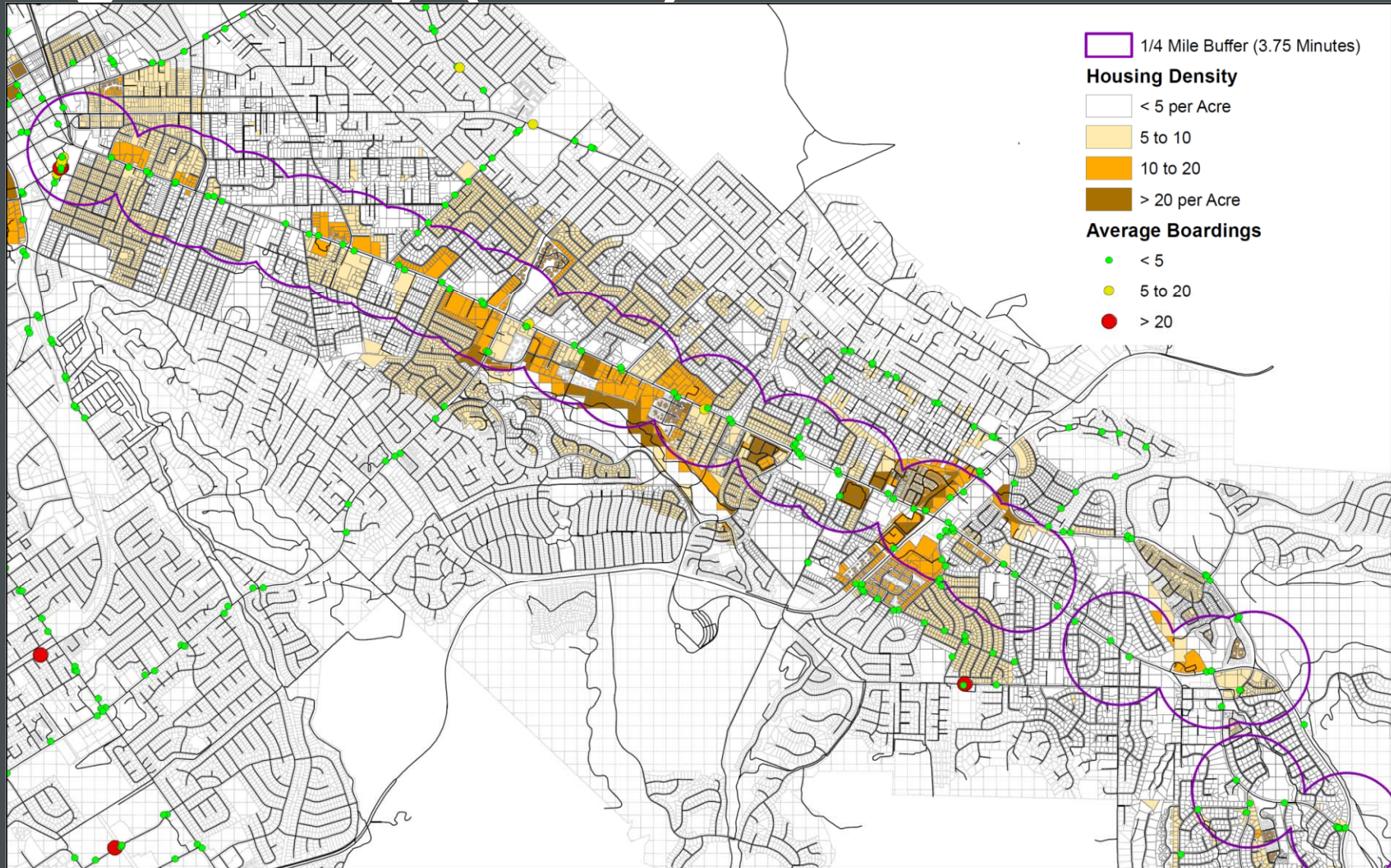
== Improve Connectivity



# Median Income & Ridership: Route 10



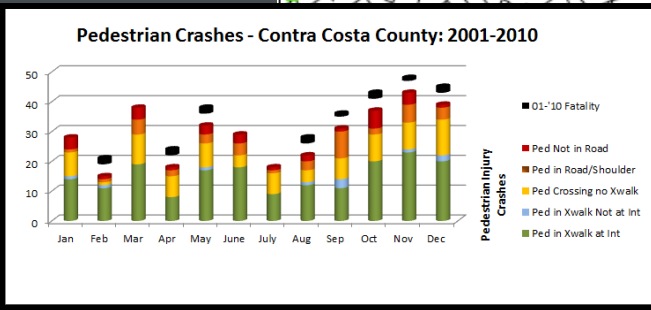
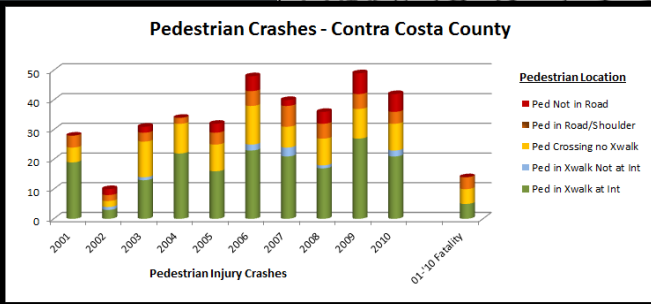
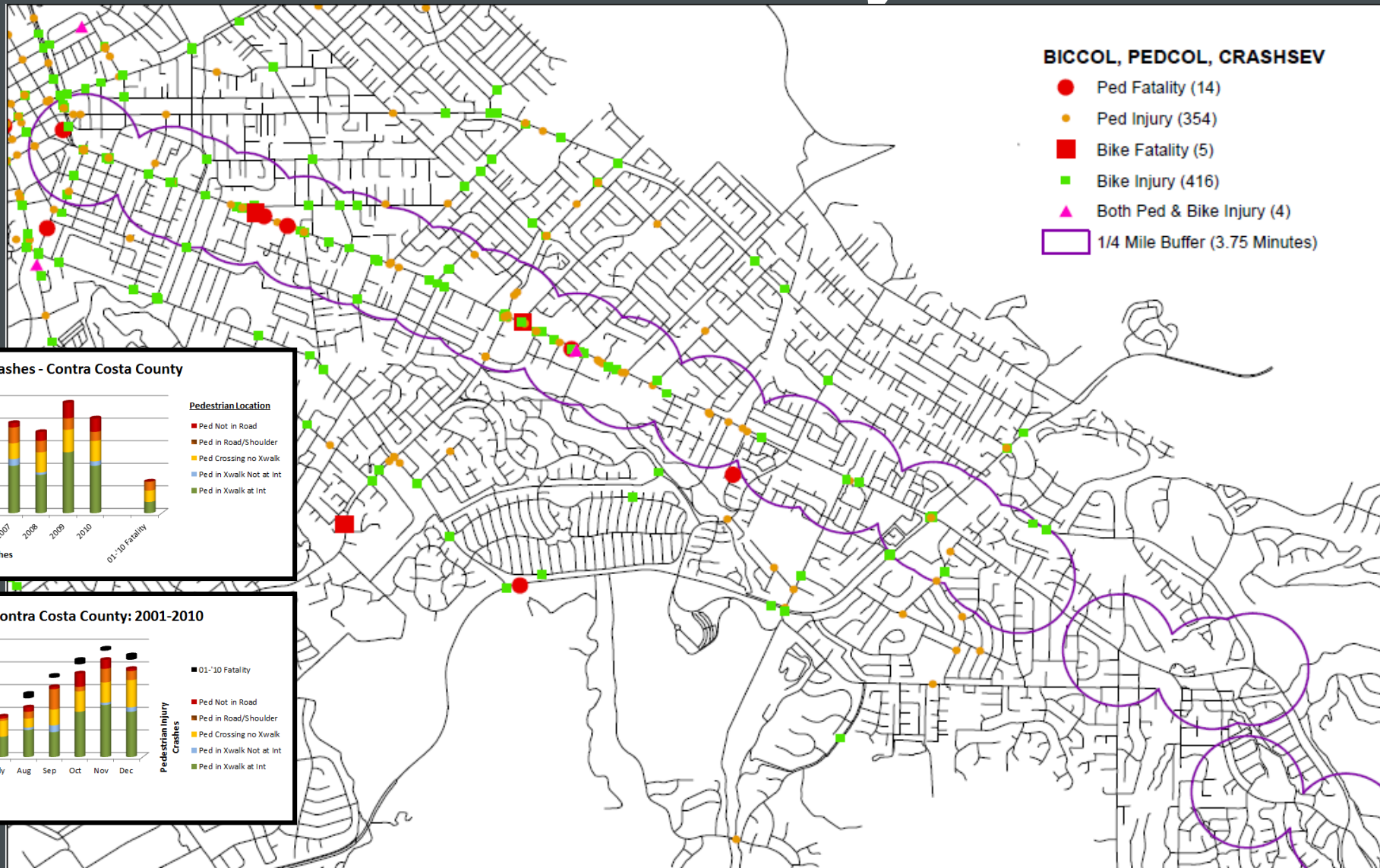
# Housing Density (2010): Route 10



# Walk Access – Travel Time: Route 10

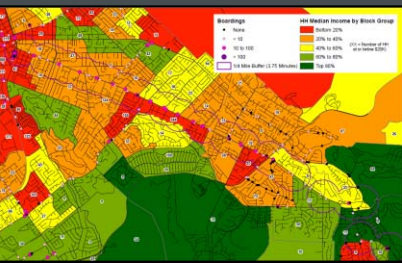


# Non-Motorized Crash History: Route 10

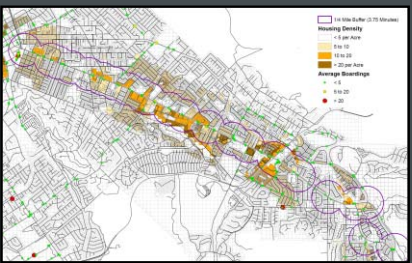


# Priority Stop Plan: Improve Connectivity

## Potential Ridership

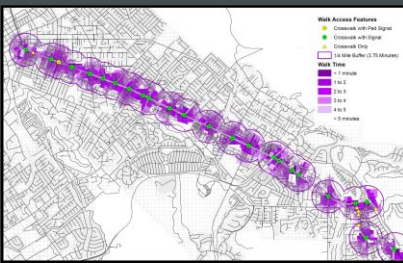


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## Built Environment

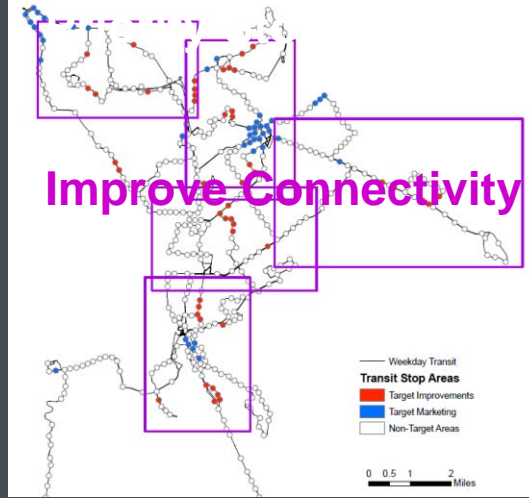


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(re-assigned summary by individual bus stop)

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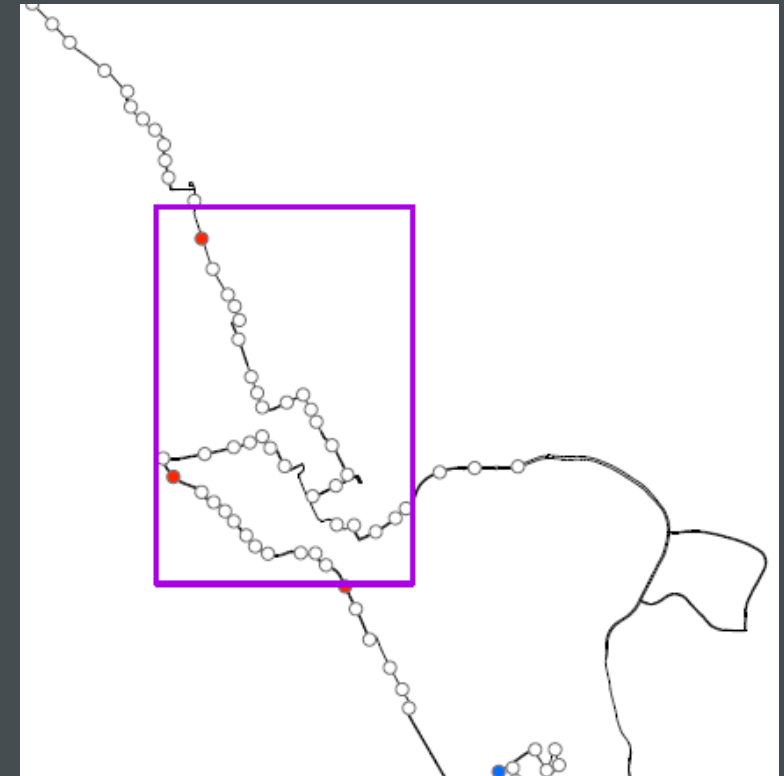
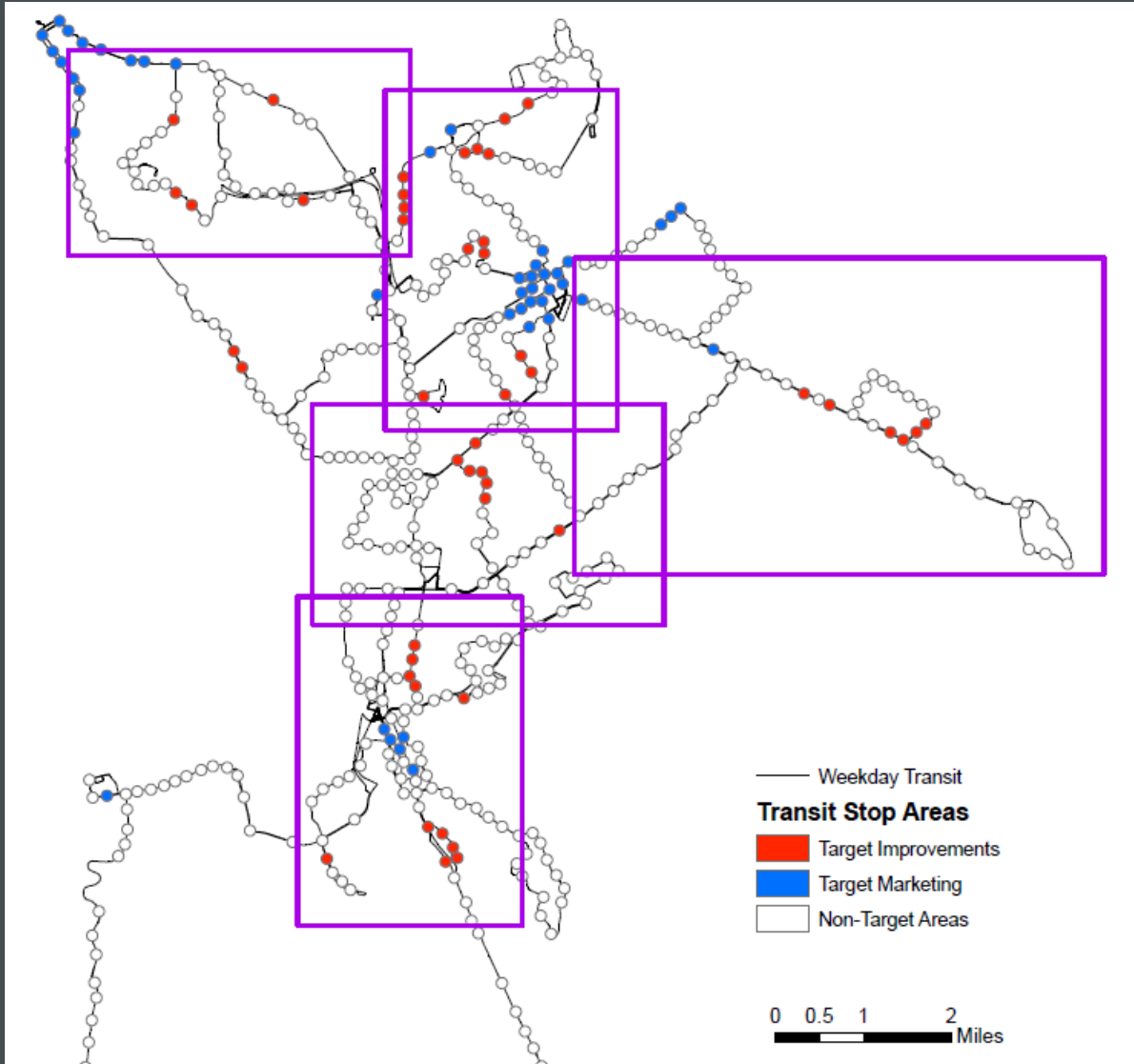
**Next Step:**

Local Pedestrian Plan Refinement and Implementation

**Walk-Transit Barriers**

- ✓ Sidewalk Coverage/Inventory
- ✓ ADA Transition Plan

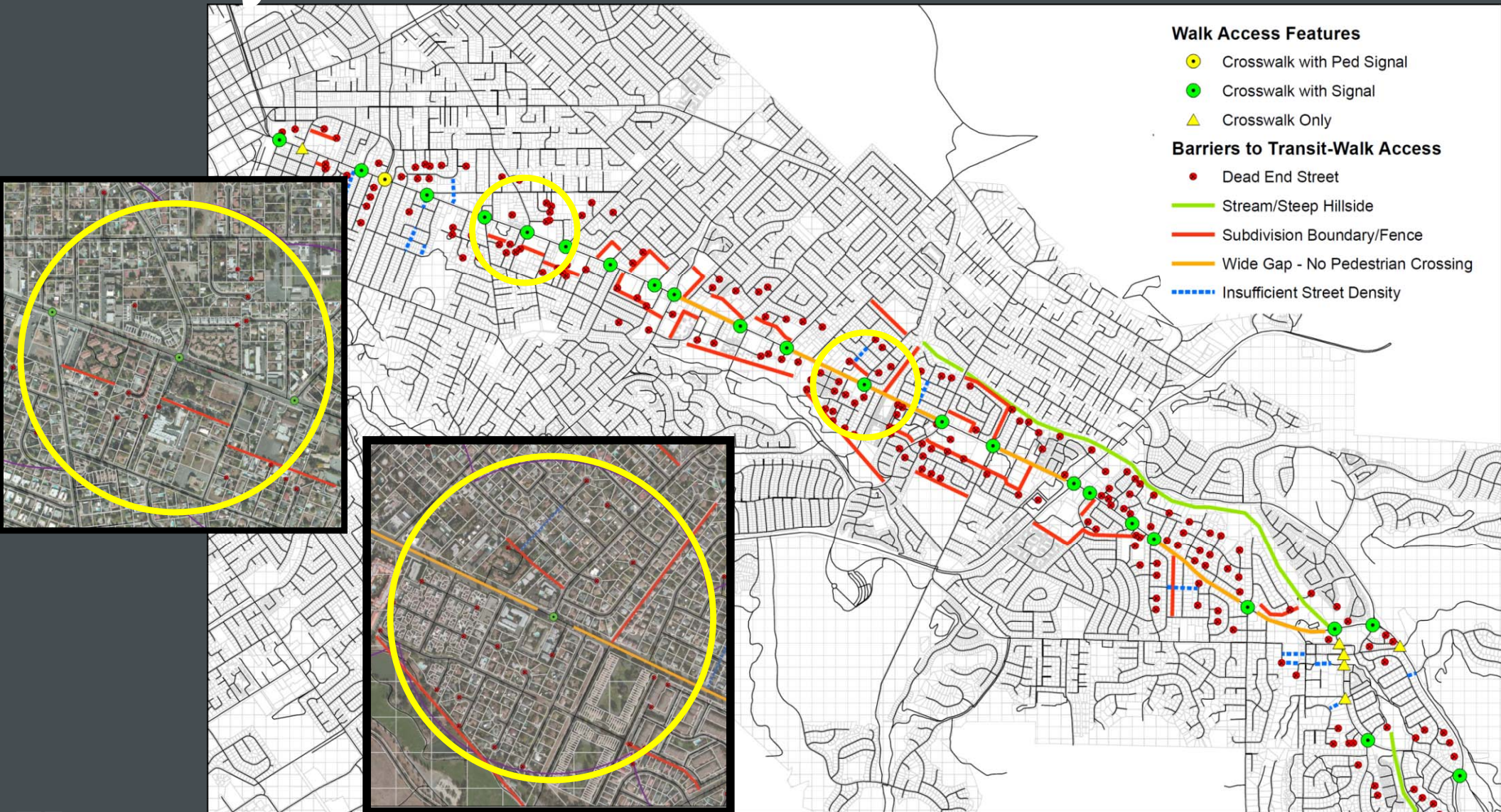
# Priority Stop Plan: Improve Connectivity



# Walk Access – Travel Time: Route 10



# Identify Walk Barriers: Route 10

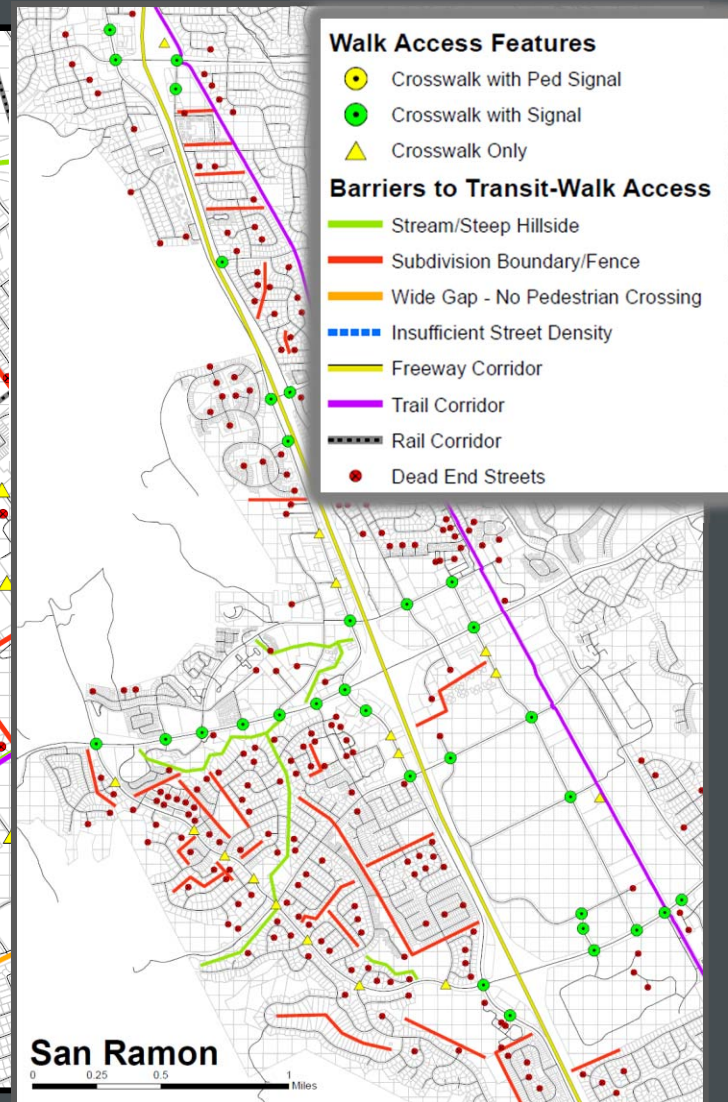
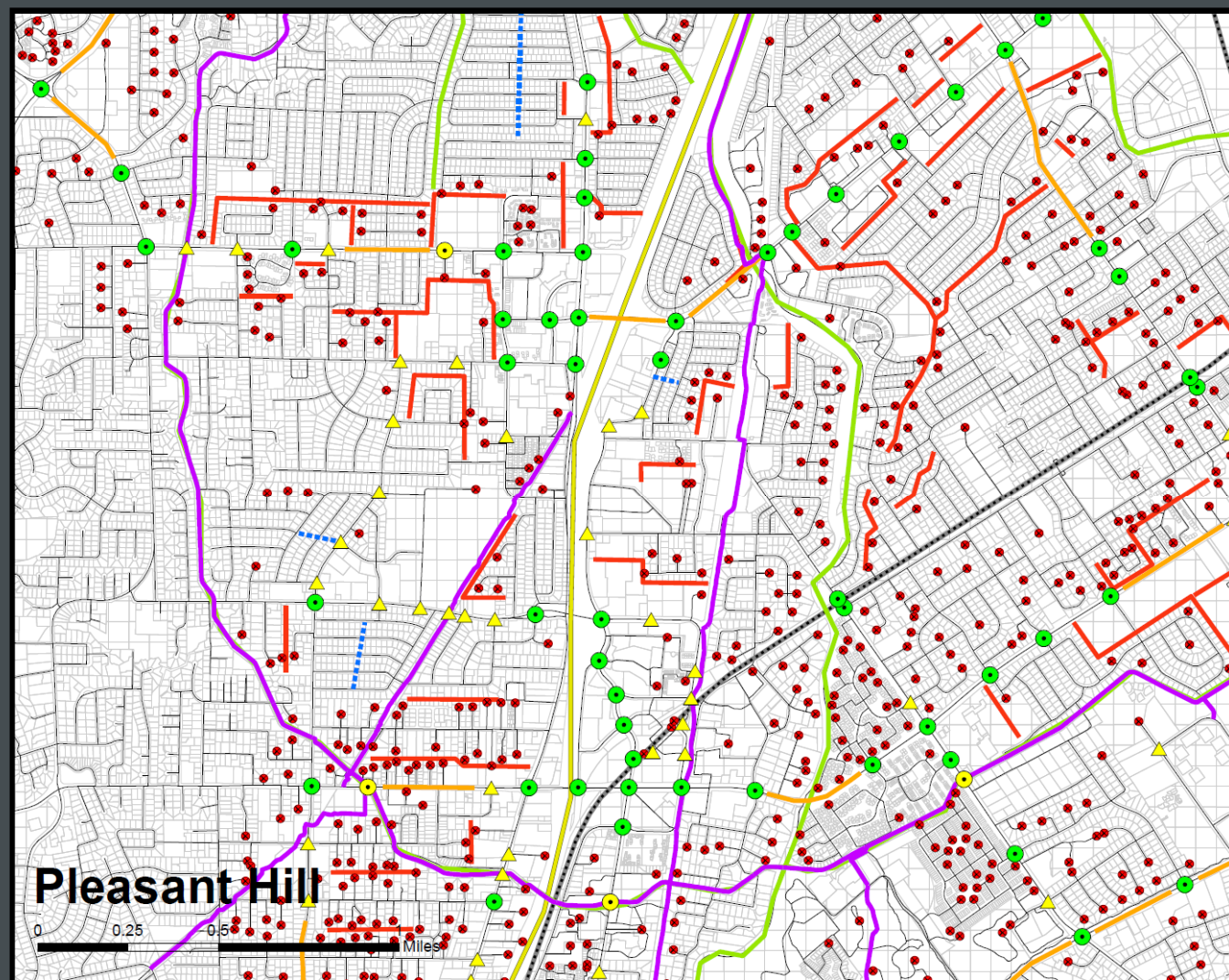




# Identify Walk Barriers

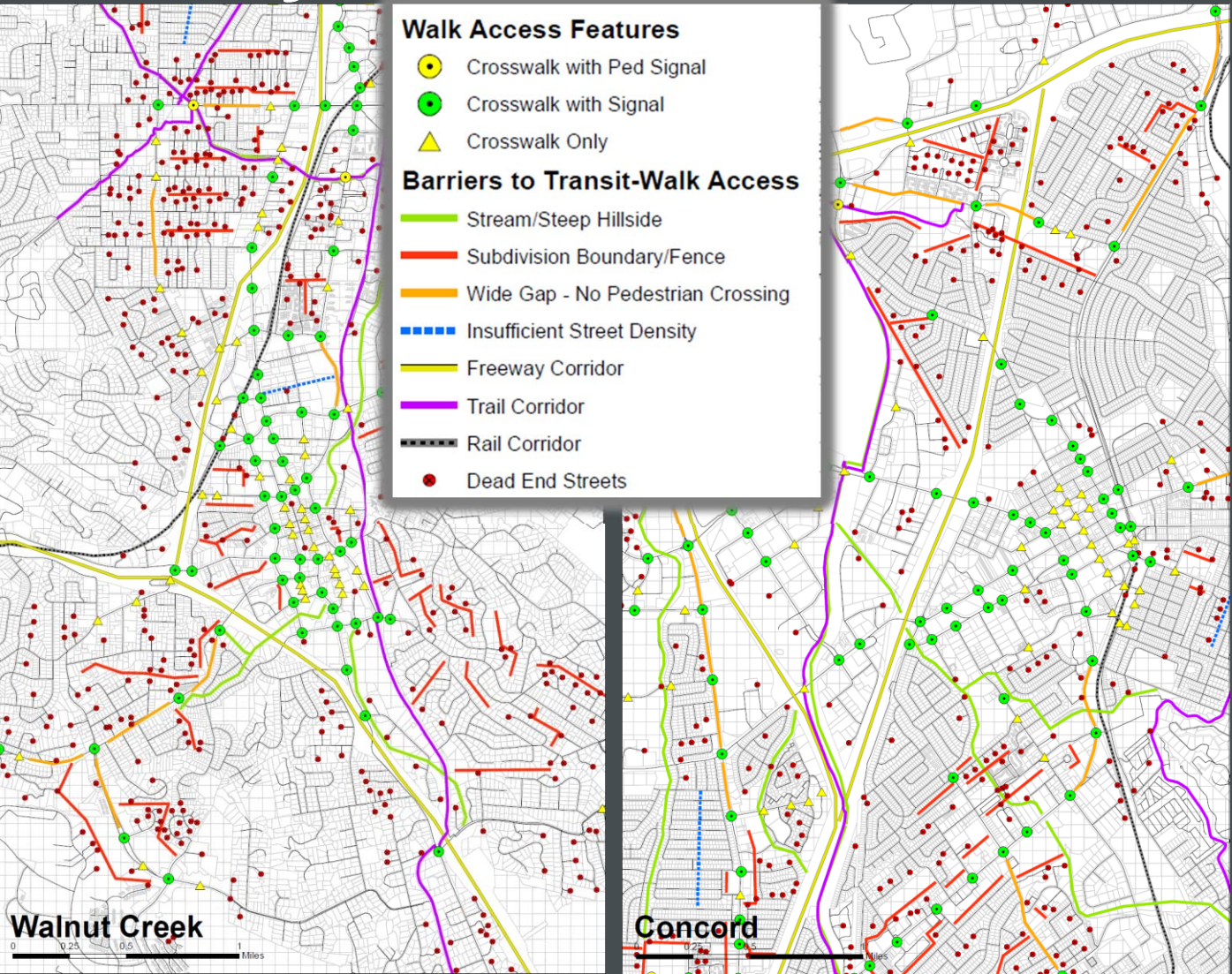


# Identify Walk Barriers

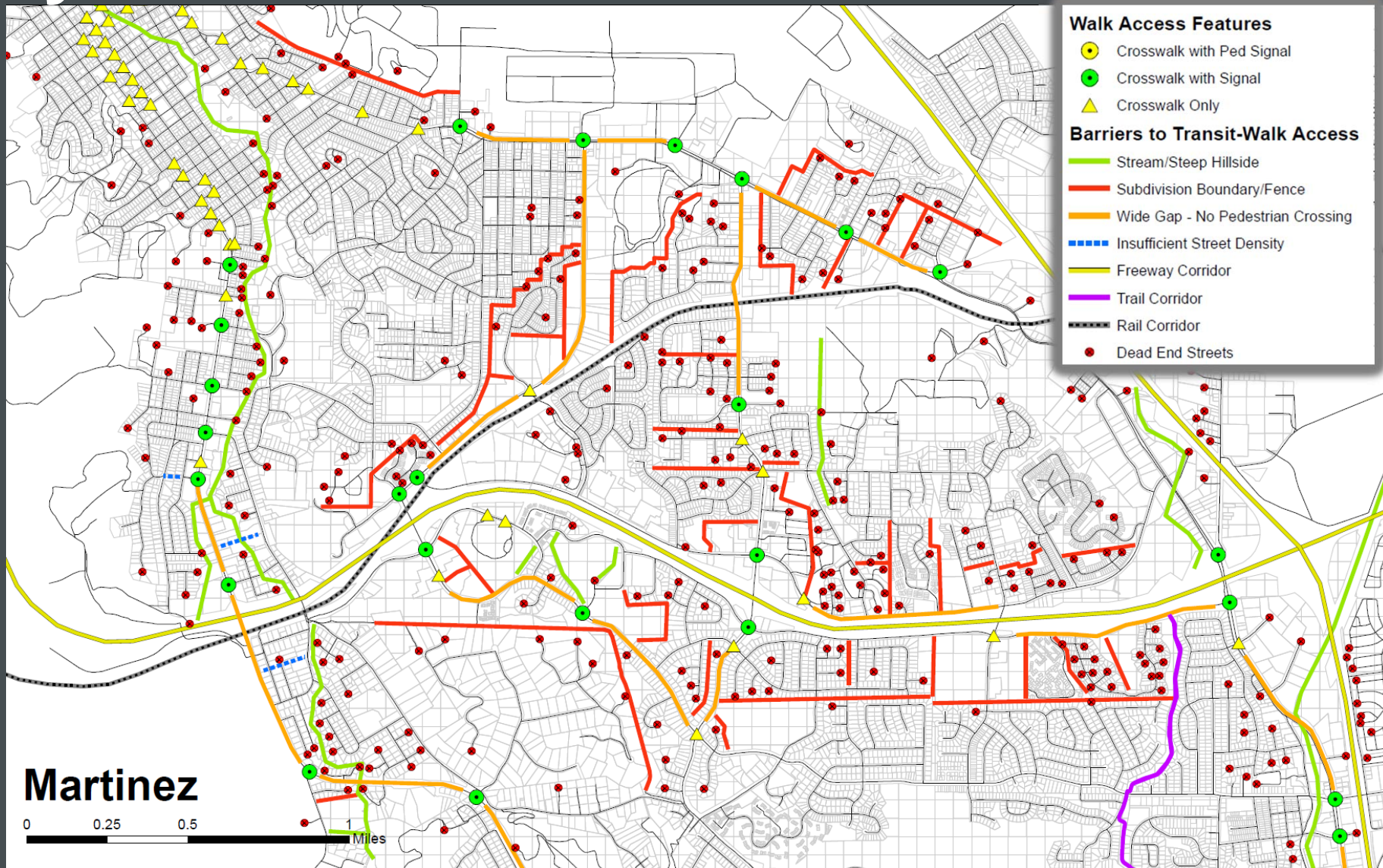


- Walk Access Features**
- Crosswalk with Ped Signal
  - Crosswalk with Signal
  - ▲ Crosswalk Only
- Barriers to Transit-Walk Access**
- Stream/Steep Hillside
  - Subdivision Boundary/Fence
  - Wide Gap - No Pedestrian Crossing
  - - - Insufficient Street Density
  - Freeway Corridor
  - Trail Corridor
  - - - Rail Corridor
  - Dead End Streets

# Identify Walk Barriers



# Identify Walk Barriers

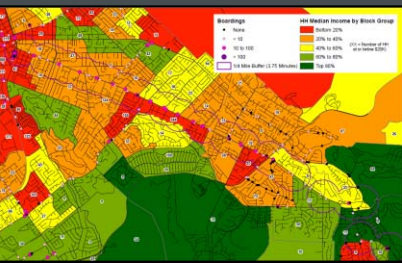


Martinez

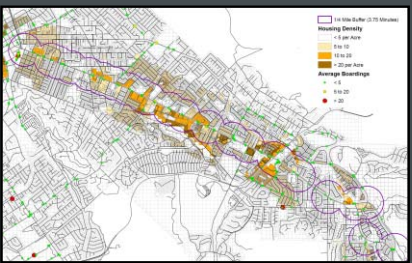
0 0.25 0.5 1 Miles

# Priority Stop Plan: Enhanced Marketing

## Potential Ridership

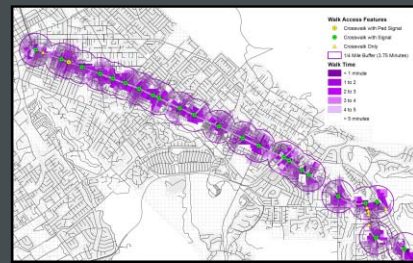


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## Built Environment



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(re-assigned summary by individual bus stop)

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