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CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT DEPARTMENT
METROPOLITAN TRANSPORTATION COMMISSION

community-based transportation plan

FOR BAY POINT



FINAL—January 2007



M I G

prepared by
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in association with
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Executive Summary

The Executive Summary highlights the key points in the Community-Based Transportation Plan, and is organized based on the sections in the report.

Introduction

The Community-Based Transportation Plan for Bay Point was developed in 2006 by Contra Costa County with the assistance of a consultant team headed by Moore Iacofano Goltsman (MIG). The plan was financed with a grant provided to Contra Costa County by the Metropolitan Transportation Commission.

Throughout the process, the project team worked with key stakeholders, transportation service providers and community members to develop a transportation plan with the following goals:

- Improving all types of transportation
- Increasing access to services and activities
- Improving the quality of life for community members
- Providing environmental benefits
- Contributing to the sense of community in Bay Point

Background

Geographic Area

Bay Point is an unincorporated area in eastern Contra Costa County, west of Pittsburg (Figure 1). Bay Point is bounded by the Sacramento River to the north, State Route 4 to the south, the City of Pittsburg to the east, and the Concord Naval Weapons Station to the west.

Demographics

The U.S. Census states that the unincorporated area of Bay Point had a population of 21,534 in 2000. Other key demographic facts from the 2000 U.S. Census are as follows:

- **Age:** Bay Point is a relatively young community. In 2000, over one-third of Bay Point residents were children at 36 percent.
- **Employment Status:** For residents 16 years and older, 64 percent were in the labor force in 2000. The labor force includes individuals who are working or actively seeking work while being unemployed. Out of these individuals, 6 percent were unemployed in 2000.
- **Income Level:** The median income was \$44,951 in 1999.
- **Languages Spoken:** English only households represented the majority at 54 percent in 2000. Spanish speaking households were the other significant group at 32 percent in 2000.

- **Automobile Ownership:** Seven percent of households did not have a vehicle available in 2000.

Existing Conditions

This section describes the existing conditions of transportation options in Bay Point by mode (bus transit, BART, walking, bicycling and driving) and then by transportation information and land use-transportation linkages.

Community Outreach

Outreach Process and Participation Levels

The Bay Point Community-Based Transportation Plan includes several outreach components. Table 1 shows the participation levels of each outreach strategy that took place. The primary ways to measure outreach success is in the number of attendees at meetings, surveys distributed or completed and web site or toll free phone number hits.

Table 1: Outreach Approach and Participation Levels

Outreach Approach	Participation Level
Community stakeholder group	16 attendees at the first meeting; 14 attendees at the second meeting; up to five meetings total
Bay Point Municipal Advisory Council	18 attendees at the first meeting; 10 attendees at the second meeting; up to six meetings total
Telephone hotline	10 incoming calls from May to July, 2006
Latino community outreach	300 English and Spanish surveys completed and returned (65 percent of the total surveys completed)
Comment sessions	6 comment sessions serving 80 attendees
Roadshow kit	All 31 members of the stakeholder group received information
Public input surveys	Over 2,300 surveys were distributed in both English and Spanish 464 surveys completed: 178 (38 percent) in English and 286 (62 percent) in Spanish 268 respondents were added to the plan's mailing list 16 community groups received about 500 surveys 11 churches received about 300 surveys Riverview Middle School parents (900 total) were mailed surveys 500 surveys were distributed to parents of children in the Bay Point elementary schools (Bel Air, Rio Vista, Shore Acres and Delta Vista Elementary Schools) Tri Delta Paratransit Bay Point users (127 total) were mailed surveys Tri Delta Transit fixed route services displayed surveys
Community events	450 attendees at three events (60 English surveys and 14 Spanish surveys completed)
Website	93 hits on the English web page; 73 hits on the Spanish web page (as of December 26, 2006) (www.cocoplans.org)
Public workshop	7 attendees, December 6, 2006
Final Community-Based Transportation Plan Presentations	January 2007

Outreach Results

The purpose of this section is to describe and prioritize the transportation needs and proposed solutions that were revealed in the community outreach effort. A brief summary of the outreach findings is shown below:

- **Primary Way to Travel:** According to the survey responses, transit, automobiles and non-motorized travel all are well used in Bay Point.
- **Preferred Way to Travel:** Like the primary ways to travel, survey respondents chose a variety of transportation types as their preferred ways to travel with transit, non-motorized travel and driving all well represented.
- **Difficult Destinations to Access:** About one-half of the survey respondents mentioned that it is difficult to access shopping and medical facilities. About one-third of the respondents stated that it is difficult accessing schools and work.
- **Bicycling Improvements:** About 40 percent of survey respondents stated that slower traffic and additional bike lanes and trails would most encourage them to bicycle more frequently.
- **Walking Improvements:** Almost 60 percent of survey respondents reported that improved street lighting would encourage them to walk more frequently. About one-half of the respondents stated that improved sidewalks, trees and plantings, outdoor seating and slower traffic would encourage them to walk more frequently.
- **BART Improvements:** Almost 75 percent of survey respondents reported that a fare discount program would encourage them to use BART more frequently. About one half of respondents stated that improved connections to buses, free emergency ride home programs and increased safety would encourage them to ride BART.
- **Public Bus Routes – Improvements:** About 55 percent of the survey respondents reported that additional bus shelters, direct service to nearby cities and fare discounts would encourage them to take the bus more frequently. About one-half of the respondents mentioned that additional bus routes within Bay Point would encourage them to use the bus more frequently.
- **Public Bus Routes – Schedule Changes:** The most common request was for more frequent service.
- **Automobile Improvements:** About 55 percent of survey respondents reported that they would most use a free emergency ride home.

Funding

A variety of different funding sources exist at the federal, state and local levels to finance transportation projects. These funding sources typically differentiate the allocation of funds based on the type of project, most notably

making the distinction between operational, maintenance, repair and capital improvements. This report describes each potential funding source including its criteria for eligibility and its local match requirements, and specifies how the funds may or may not be applied to a particular project or program.

Recommended Transportation Solutions

Screening and Evaluation Criteria

Projects and programs were screened according to the evaluation criteria that were developed through consultation with the stakeholder group. The criteria are as follows:

- Support
- Benefits
- Costs And Funding Availability
- Other Considerations

Recommended High-Priority Projects and Programs

County staff and the consultant team combined projects and programs from previous transportation plans, which are mentioned in the Background Report, with the suggestions that surfaced during the community outreach process conducted for this planning effort. The projects and programs then were screened, evaluated and placed in the categories of “high priority” and “remaining” using the abovementioned criteria. Table 2 provides a summary of the recommended high-priority projects and programs.

Table 2: Recommended High-Priority Projects and Programs

Projects/Programs	Description (provider)	Costs	Timeframe
Corridor Improvement Projects	Make major streets easier and more conducive to walking, bicycling; street greenery; traffic calming (Contra Costa County)	\$11.8m to \$15.9m	Short Term (1-3 years) or Medium Term (3-8 years)
Emergency Ride Home Program	Provide emergency rides home for Bay Point residents who take public transit or ride with others to work, and don't have their car with them (511 Contra Costa)	\$160,000/year	Short Term
Expanded Marketing Programs	Make information about transportation services more available to Bay Point residents and businesses (511 Contra Costa)	\$20,000/year	Short Term
Crossing Guard Program at Schools	Provide larger, formalized crossing guard program at Bay Point schools (lead agency to be determined)	\$85,000 to \$90,000/year	Short Term
Bicycle Parking	Provide more bicycle racks in Bay Point and bicycle lockers at the BART station (511 Contra Costa, Contra Costa County, BART)	\$210,000	Short Term to Medium Term
BART Lighting and Information	Add lighting and a public information kiosk at the BART station (BART)	\$102,000 to \$415,000	Short Term
BART Parking	Provide more parking at the BART station (BART)	\$2m to \$2.8m	Short Term or Medium Term
Bus Shelters	Provide shelters and benches at more bus stops (Tri Delta Transit)	\$350,000	Short Term

Concord Bus Route	Provide a bus route from Bay Point to Concord destinations such as the Sun Valley Mall, Mt. Diablo High School and Mt. Diablo Hospital (Tri Delta Transit)	\$210,000 to \$550,000	Short Term or Medium Term
Increased Frequencies (Bus Route #300)	Run more frequent service on the route to match BART frequency (Tri Delta Transit)	\$2.7m to \$3.6m	Short Term or Medium Term

Remaining Projects and Programs

The remaining projects and programs were not considered “high priority” for one or more of the following reasons:

- Project/program already has occurred or will occur shortly such as Tri Delta Transit’s timed transfers, or design guidelines in the Bay Point Redevelopment Project Area
- Less community support compared to the recommended projects and programs
- Project/program is infeasible
- Long-term project – timing is better once other long-term projects such as eBART are completed

The remaining projects and programs are categorized by transportation type and are listed below:

Bus

- Fare assistance
- Flexible fixed route during off-peak period
- Shuttle study
- Increased service frequency and hours of service on local bus routes
- Expanded Children’s Transportation Program
- Improved BART station feeder bus routes
- Timed transfers
- Relocated school stops to side streets
- Improved transportation service for seniors and disabled persons
(note: this is a high priority that is already addressed by service providers, outside of this planning process)

BART

- Fare discount program
- Parking improvements

Walking

- Improved sidewalks on various collector and arterial streets

Bicycling

- Bicycle purchase assistance
- Bicycle lanes on various collector and arterial streets
- Trail improvements on trails other than the Delta de Anza

Driving

- Carpools
- Enforcement
- Expanded and new programs
- Facilities
- Public health concerns

Transportation Information

- Real-time traffic information signs at the interchange of Bailey Road and State Route 4

Transportation and Land Use Linkages

- Residential development at BART station
- BART station and surrounding area mixed-use development
- Design guidelines for new development
- Developer impact fee programs

Next Steps

The Next Steps section discusses an implementation strategy to ensure that the projects and programs will be pursued in a timely fashion and in a coordinated manner between the organizations that have roles in their implementation.

Introduction

Bay Point faces many of the same transportation challenges found in low-income communities throughout the Bay Area. Previous work in Bay Point has identified transportation barriers faced by community members trying to carry out daily life activities, such as accessing healthcare services or traveling to a job site. Community members struggle with high transportation costs, multi-leg transit trips, access to services during non-peak hours and scheduling issues.

The Community-Based Transportation Plan involved key stakeholders, transportation service providers and community members to develop a transportation plan that improves:

- All types of transportation
- Access to services and activities
- Quality of life for all community members
- Environment such as air, water and noise
- Sense of community for the unincorporated area

Previous planning efforts in the community were used as reference points to further improve and build on what is currently in place. The MIG Team used the following plans to prepare the Community-Based Transportation Plan:

- Can't Get There From Here, The Declining Independent Mobility of California's Children and Youth (A Joint Project of: Surface Transportation Policy Project, Transportation and Land Use Coalition and Latino Issues Forum, September 2003)
- Cleaning the Air, Growing Smarter, Transportation and Land Use Changes to Improve Public Health in Contra Costa County (Transportation and Land Use Coalition)
- Contra Costa County Low-Income Transportation Action Plan (Employment and Human Services Department, February 2006)
- Contra Costa Countywide Bicycle and Pedestrian Plan (Contra Costa Transportation Authority, 2002)
- Healthy Communities and Street Smarts Campaign (County Health Services Department)
- Lifeline Transportation Network Report (Metropolitan Transportation Commission, 2001)
- Pittsburg/Bay Point Station Access Plan (Bay Area Rapid Transit District, August 2002)

- Pittsburg/Bay Point BART Station Area Specific Plan, (City of Pittsburg and Contra Costa County, 2003)
- Priorities for Access to Health, Transportation Equity and Community Health – TEACH (Transportation and Land Use Coalition, 2004)
- Tri Delta Transit Short Range Plan FY 2006-2015 (Eastern Contra Costa Transit Authority, January 2006)
- East Contra Costa County Bikeway Plan, 2005 Update, TRANSPLAN

Through community outreach activities, Bay Point residents had an active role in determining and prioritizing proposed projects based on their needs and travel habits. The prioritized solutions that emerged from this planning effort have cost estimates, potential funding sources and responsible parties associated with them.

Background

Geographic Area

This section discusses the geographic boundaries and environmental issues of the planning area.

Geographic Boundaries

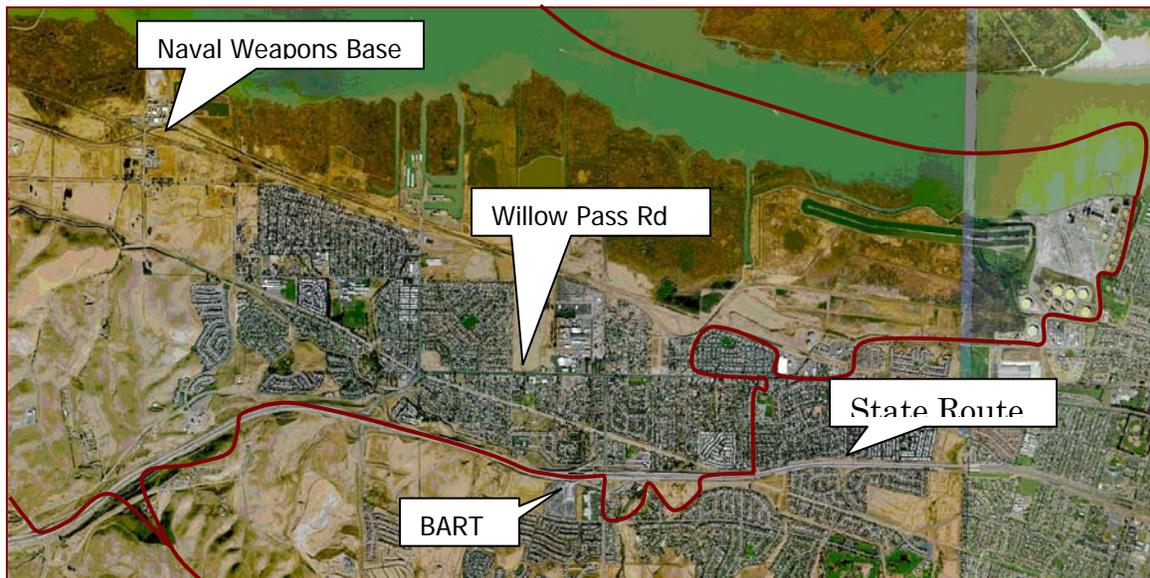
Bay Point is an unincorporated area situated in East Contra Costa County west of Pittsburg (Figure 1).

The Sacramento River runs north of Bay Point. State Route 4 runs along the southern boundary. The Concord Naval Weapons Station is to the west of Bay Point.

Even though much of the Naval Weapons Station is in the process of being transferred to the City of Concord, the section to the west of Bay Point still will be in operation as a Naval Weapons Station.

The main roadways into and out of Bay Point are State Route 4 and Willow Pass Road, which are east-west routes, and Bailey Road, which is a north-south route to the east of the BART station.

Figure 1: Bay Point Geographic Area



Environmental Issues

One key environmental issue of concern in Bay Point is the heavy industry such as chemical refineries and power plants and the environmental impacts they have, or may have, on the community. A Community Advisory Panel works with heavy industry to improve communications between the community and the industries. This panel works with three businesses in Bay Point / Pittsburg: General Chemical, Criterion and Henkel. One transportation-related complaint that arose during recent public meetings in regards to General Chemical is the amount of truck traffic the plant generates, and the impacts of the trucks on surrounding communities. General Chemical also is up for renewal of their hazardous waste storage permit, and is going through a review process, which includes community involvement.

Demographics

The purpose of this section is to highlight the demographics of the Bay Point community. The MIG Team used the 2000 U.S. Census as the source for existing conditions. The Census states that the unincorporated area of Bay Point had a population of 21,534 in 2000.

Age

Bay Point is a relatively young community in terms of resident age (Table 3). In 2000, over one-third of Bay Point residents were children at 36 percent. Over one-half the residents at 58 percent were between 20 and 64 years old. Only 6 percent of the residents were 65 years or older.

Table 3: Age of Bay Point Residents

Age (Years)	Number	Percent (%)
0 – 19	7,792	36.2
20 – 44	8,717	40.5
45 – 64	3,708	17.2
65 and over	1,317	6.1
Total	21,534	100.0

Source: U.S. Census Bureau, Census 2000.

Employment

Employment Status

For residents 16 years and older, 64 percent were in the labor force in 2000. The labor force includes individuals who are working or actively seeking work while being unemployed. Out of these individuals, 6 percent were

unemployed. Females were in the labor force at a slightly lower rate of 58 percent.

Disability Status

For individuals 21 to 64 years old, which represent the most productive work years, 26 percent of the residents had a disability in 2000. Only 44 percent of disabled individuals within this age group were employed as opposed to 71 percent of individuals within this age group who did not have a disability.

Income Levels

Household Income

In 1999, the U.S. Census shows that Bay Point has a wide spread of household incomes with high income households being less frequent (Table 4). The median income was \$44,951.

Table 4: Household Income (1999)

Income	Number	Percent (%)
0 - \$24,999	1,662	25.5
\$25,000 – \$49,999	1,995	30.6
\$50,000 - \$74,999	1,462	22.4
\$75,000 – \$99,999	800	12.3
\$100,000 or more	606	9.3
Total	6,525	100.0

Source: U.S. Census Bureau, Census 2000.

Poverty Status

The U.S. Census shows that 15 percent of Bay Point families were below the poverty level in 1999. Individuals were more apt to be below the poverty level at 17 percent. Almost 40 percent of families with a female householder and no husband present were below the poverty level. The poverty level measures the ability of families or individuals to pay for a nutritionally adequate diet. Families or individuals below the threshold are considered to have inadequate financial resources to pay for their basic food needs.

Ethnicity

Bay Point is a diverse community (Table 5). Most residents stated that they are one race at 92 percent. Table 5 shows race alone or in combination with one or more other races. The percentages are greater than 100 percent because some individuals reported more than one race.

Table 5: Ethnic Diversity

Ethnic Groups	Number	Percent (%)
White	11,332	52.6
Hispanic or Latino	8,321	38.6
Black or African American	3,092	14.4
American Indian and Alaska Native	602	2.8
Asian	2,833	13.2
Native Hawaiian and Other Pacific Islander	299	1.4

Source: U.S. Census Bureau, Census 2000.

Languages Spoken

Since 32 percent of Bay Point residents in 2000 were foreign born, a number of residents spoke multiple languages or only their native language. English only households represented the majority at 54 percent in 2000. Spanish speaking households were the other significant group at 32 percent in 2000. In over one-half of these Spanish speaking households, English was spoken less than “very well.”

Automobile Ownership

The majority of Bay Point households had access to an automobile in 2000. Seven percent of households did not have a vehicle available in 2000. Almost one-third of households had access to one vehicle. Over 40 percent had access to two vehicles. Over 20 percent had access to three or more vehicles. To commute to work, almost two-thirds of residents drove alone, 22 percent carpooled, 9 percent took public transportation and over 1 percent walked. No bicycle percentage was mentioned in the Census report.

Existing Conditions

This section describes the existing conditions of transportation options in Bay Point, and then focuses on issues and opportunities that have been recommended in previous Bay Point plans and studies. This section highlights the existing conditions by mode (bus transit, BART, walking, bicycling and driving) and then by transportation information and transportation and land use linkages.

Bus Transit

Tri Delta Transit operates both a fixed route and a dial-a-ride service in East Contra Costa County, which covers a 225-square mile area (Table 6 and Figure 2). The service costs \$1.00 for passengers six years old and older. Non-emergency medical transportation called MedVan also is provided.

The fixed route service carried about 2.3 million passengers in 2005. The dial-a-ride service carried about 8,000 seniors and individuals with

disabilities in 2005. The MedVan carried about 10 one-way passengers per week in 2005.¹

Tri Delta Transits’ “Dial-A-Ride” offers Americans with Disabilities Act (ADA) eligible and non-ADA eligible door-to-door transit services. The ADA eligible service is for individuals with disabilities who cannot use fixed route bus service. An application process is required. Service is available Monday through Friday from 3:00 a.m. to midnight, Saturday 6:00 a.m. to 1:00 a.m. and Sunday 7:00 a.m. to 1:00 a.m.

The Non-ADA eligible service is for individuals 65 years or older who have completed the Tri Delta’s Transit travel training program. This service is available Monday through Friday from 6:30 a.m. to 5:30 p.m. and Saturday from 10:00 a.m. to 5:30 p.m.

Table 6: Tri Delta Fixed Route Service Description

Route	Day	A.M./Depart	P.M./Arrive	Frequency
389 Clockwise	Week- days	5:13am Bay Pt. Bart	10:09pm Bay Pt. BART	Every hour (roughly)
389 Counter- clockwise	Week- days	4:55am Wharf & Pacific	9:37pm Bay Pt. BART	Every hour (roughly)
393 East	Saturday	6:11am Mariner’s cove	1:35 am Brentwood Park & Ride	Every hour Limited late evening
393 West	Saturday	5:22am Brentwood Park & Ride	10:44pm Bay Pt. BART	Every hour Limited late evening
393 East	Sunday/ Holiday	7:11am Mariner’s cove	1:35am Brentwood Park & Ride	Every hour Limited late evening
393 West	Sunday/ Holiday	6:18am Brentwood Park & Ride	10:44pm Bay Pt. BART	Every hour
200 East	Week- days	7:38am Amtrak Station	7:36pm Contra Costa Social Services	Roughly on the hour – variation during morning/mid-day/evening
200 West	Week- days	6:23am Contra Costa Social Services	6:07pm Amtrak Station	Roughly on the hour – variation during morning/mid-day/evening

Note: Route 393 runs between Bay Point, Pittsburg, Antioch, Oakley and Brentwood; Route 200 runs between Martinez, Concord, Bay Point, Pittsburg and Antioch)

Source: Tri Delta Transit, 2006.

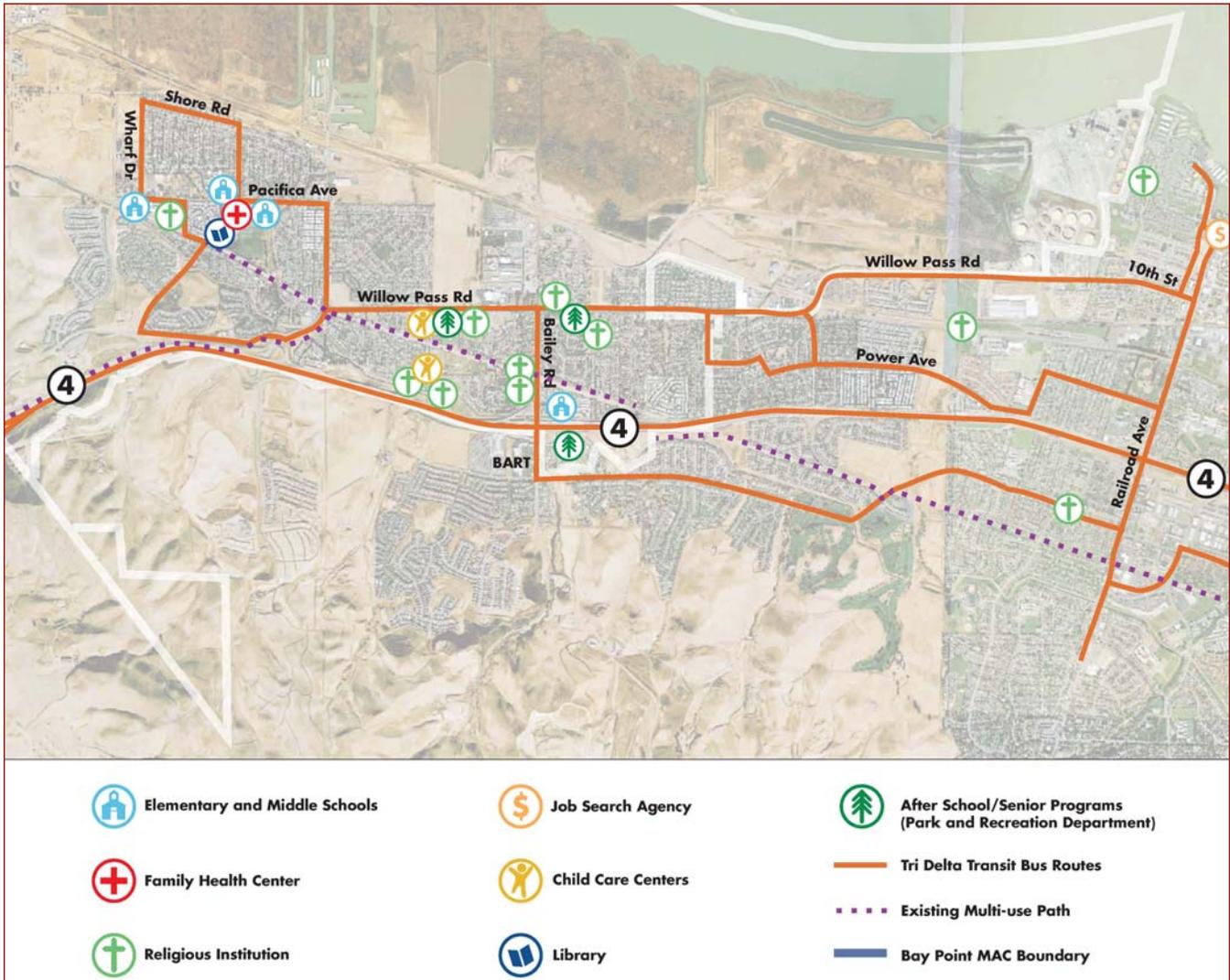
The Contra Costa County Employment and Human Services Department provides transportation for CalWORKS participants as part of their personal welfare-to-work plan that is developed with their case manager. Depending

¹ Tri Delta Transit Short Range Plan FY 2006-2015 (Eastern Contra Costa Transit Authority, January 2006)

on the type of assistance needed, the plan could include transit tickets or passes, mileage reimbursement and/or referral to the following services:

- Rides To Success: free transportation service for CalWORKS participants who do not have access to a vehicle. The service provides transportation to/from job sites, interviews, and other employment-related destinations.
- The Children's Transportation Program provides children of CalWORKs participants transportation between daycare and school.
- The KEYS Auto Loan Program is available to assist CalWORKS participants who have three months of current full-time employment to obtain a low-interest auto loan to purchase a car as a means to stabilize and expand their employment.

Figure 2: Tri Delta Fixed Route Bus Service in Bay Point



Pittsburg/Bay Point BART Station

BART helps link the Bay Point community with the rest of the Bay Area with its extensive east and west bay connections. The Pittsburg/Bay Point BART station is located in the median of State Route 4, and is the end-of-the-line station. BART passengers access the station south of State Route 4 via Bailey Road and West Leland Avenue. The Oak Hills subdivision is across from the station on West Leland Avenue.

BART runs every 15 minutes on weekdays and every 20 minutes on weekends. The one-way cost to travel to Concord is \$1.40, to Oakland is \$3.85 and to San Francisco is \$5.30.

In 2002, over 4,500 daily BART passengers entered the Pittsburg/Bay Point station. Most of these passengers originated in Antioch and Pittsburg.

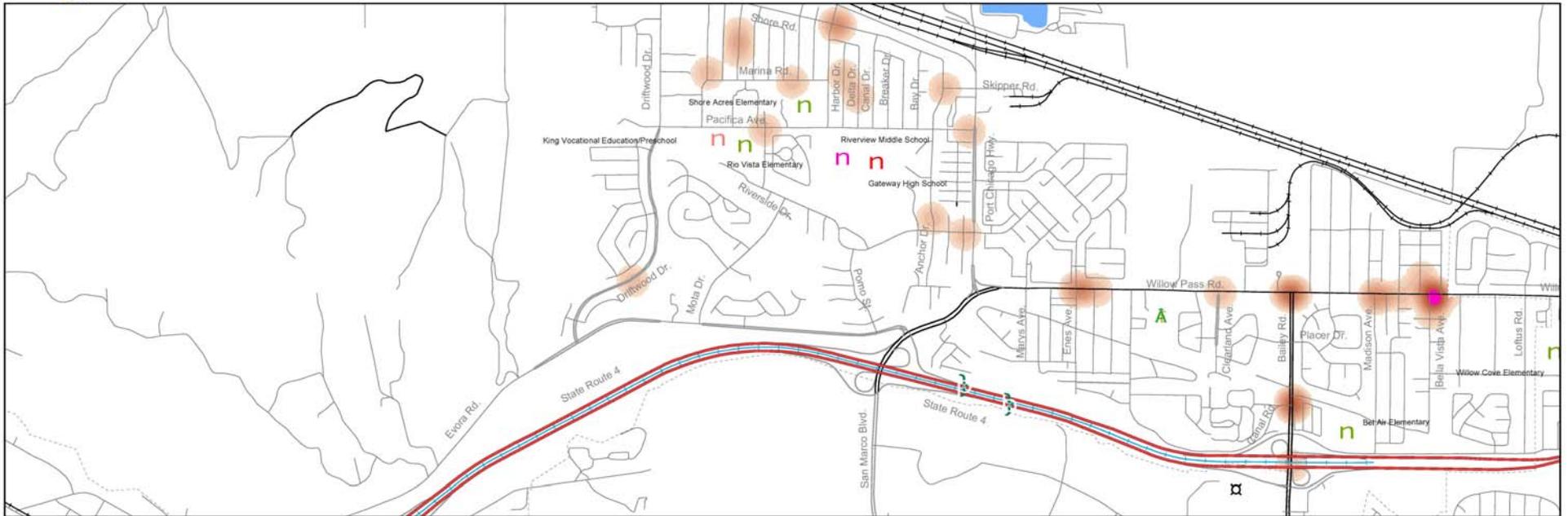
Walking



Sidewalks exist along most streets throughout Bay Point; however, sidewalk gaps do exist. The sidewalks that are present tend to be directly adjacent to the roadway without a landscaped buffer or bicycle lane, which would add a sense of security and safety to pedestrians walking these routes. The Delta de Anza Trail runs parallel to State Route 4. All types of non-motorized users (e.g., pedestrians, bicyclists and skateboarders) are allowed on this trail, which is operated and maintained by the East Bay Regional Park District.

Some parts of Bay Point are hilly, including the BART station, which makes walking challenging, especially for individuals with mobility impairments. Auto-oriented land uses also deter pedestrians. Figure 3 shows the density of all reported motor vehicle collisions when a pedestrian was a victim between 2000 and 2003.

Figure 3: Pedestrian-related Motor Vehicle Collisions



Legend

Collision Density
Density of Collisions Where a Pedestrian was a Victim

Activity Centers

- Other
- CONTINUATION
- ELEMENTARY
- HIGH SCHOOL
- JUVENILE HALL
- MIDDLE
- SPECIAL ED
- Ambrose Community Center
- Pittsburg/Bay Point BART Station

Contra Costa Planned & Existing Bicycle Facilities

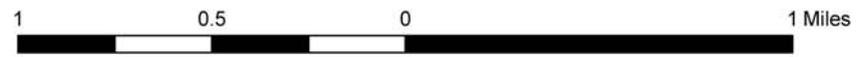
- Class I - Existing
- Class I - Planned
- Class II - Existing
- Class II - Planned
- Class III - Existing

Data Sources and Definitions

Reported Collisions 2000-2003.
These maps are designed to be used in the Safe Communities Planning process as a tool to see the location of, and relative number of collisions in each study area.

The number of collisions are indicated by shading, darker the shading the more collisions, lighter shading shows less collisions. This does not necessarily mean that areas with dark shading are any more hazardous. A major factor in the number of incidents displayed is the volume of traffic going through the area.

The data was obtained from the Statewide Integrated Traffic Records System database (SWITRS) maintained by the California Highway Patrol (CHP). The data was processed using Geographic Information Systems (GIS) software to group and display the data on collisions within the Study Area.



Prepared for the Health Services Department, Community Wellness and Injury Prevention Program by the Community Development Department for the Contra Costa Safe Communities Project, with funding provided by the Keller Canyon Fund

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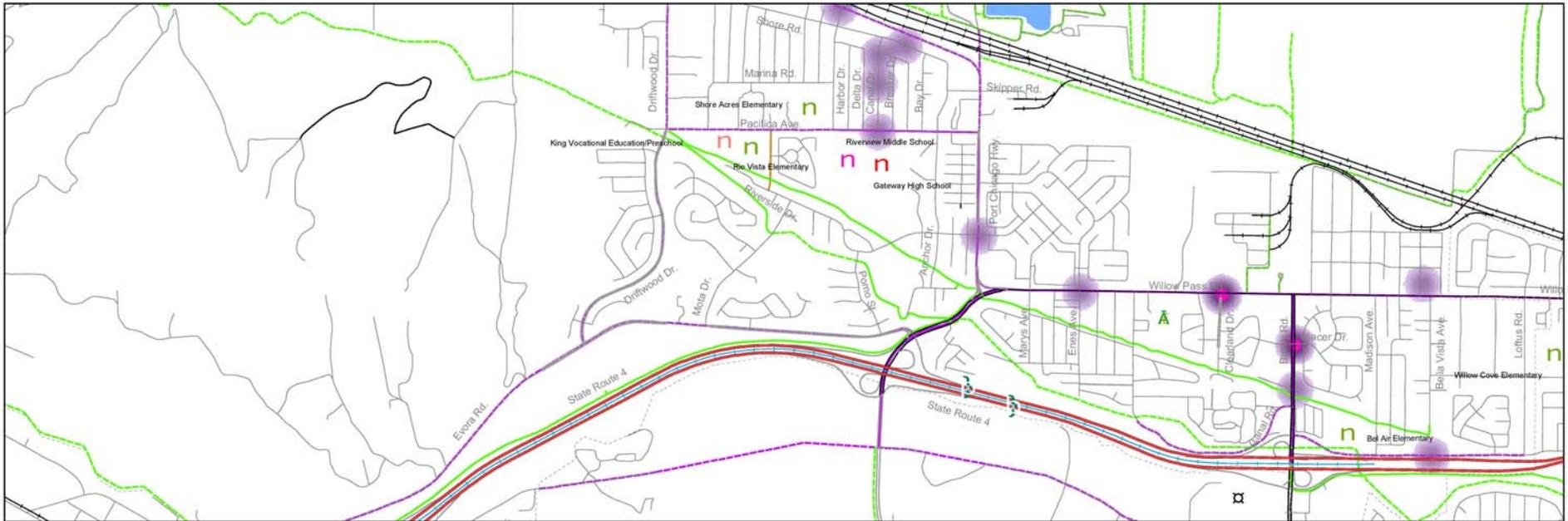
Map created 1/4/2005
by Contra Costa County Community Development
651 Pine Street, 4th Floor – North Wing
Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W

Bicycling

Except for the Delta de Anza Trail, which runs east-west and parallel to State Route 4, and a few bicycle lanes, limited bicycle facilities exist within Bay Point. Bike lanes exist on parts of Willow Pass Road, Pacifica Avenue, Port Chicago Highway, Bailey Road and San Marcos Boulevard. Contra Costa County has received a grant to complete the gap in bike lanes along Pacifica Avenue. Figure 4 shows the density of all reported motor vehicle collisions when a bicyclist was a victim between 2000 and 2003.



Figure 4: Bicycle-related Motor Vehicle Collisions



Legend

Collision Density
Density of Collisions Where a Bicyclist was a Victim

Increasing Density of Collisions

1 - 4 Collisions

Activity Centers

- Other
- CONTINUATION
- ELEMENTARY
- HIGH SCHOOL
- JUVENILE HALL
- MIDDLE
- SPECIAL ED
- Ambrose Community Center
- Pittsburg/Bay Point BART Station

Contra Costa Planned & Existing Bicycle Facilities

- Class I - Existing
- Class I - Planned
- Class II - Existing
- Class II - Planned
- Class III - Existing

Data Sources and Definitions

Reported Collisions 2000-2003.

These maps are designed to be used in the Safe Communities Planning process as a tool to see the location of, and relative number of collisions in each study area.

The number of collisions are indicated by shading, darker the shading the more collisions, lighter shading shows less collisions. This does not necessarily mean that areas with dark shading are any more hazardous. A major factor in the number of incidents displayed is the volume of traffic going through the area.

The data was obtained from the Statewide Integrated Traffic Records System database (SWITRS) maintained by the California Highway Patrol (CHP). The data was processed using Geographic Information Systems (GIS) software to group and display the data on collisions within the Study Area.



Prepared for the Health Services Department, Community Wellness and Injury Prevention Program by the Community Development Department for the Contra Costa Safe Communities Project, with funding provided by the Keller Canyon Fund

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Map created 1/4/2005
by Contra Costa County Community Development
651 Pine Street, 4th Floor – North Wing
Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W

Driving

Bay Point has a network of County-maintained roads that were built to support local residential neighborhoods, as well as major thoroughfares (called “arterials”) such as Willow Pass Road, Port Chicago Highway and Bailey Road that link Bay Point with neighboring communities. The State Route 4 freeway skirts the southern edge of Bay Point. As Bay Point residents know, State Route 4 is heavily congested during morning and afternoon commute periods.

Bay Point lost one of its key arterial connections with neighboring communities when the U.S. Navy closed a major segment of Port Chicago Highway that runs through the Concord Naval Weapons Station in the mid-1990s. This cut off the primary east-west surface street linking Bay Point with Concord to the west.

The amount of traffic using local roads in Bay Point generally reflects the size of Bay Point’s population and the level of activity that occurs each day in the area. Table 7 shows the latest available traffic counts for selected Bay Point roadways, provided by the Contra Costa County Public Works Department.



Table 7: Average Daily Vehicular Volumes

	Northbound/ Eastbound	Southbound/ Westbound	Volume	Date
<i>Willow Pass Road</i>				
west of Alves Lane	9,145	8,775	17,920	Nov-02
east of Bailey Road	11,783	6,546	18,329	Nov-02
west of Bailey Road	8,730	6,818	15,548	Jul-03
west of Loftus	8,390	6,547	14,937	Jul-03
east of Madison Avenue	9,450	7,908	17,358	Nov-02
west of Madison Avenue	9,270	7,446	16,716	Jul-03
east of Port Chicago Hwy	8,351	9,486	17,837	Jul-05
<i>Port Chicago Highway</i>				
west of McAvoy Road	1,260	1,481	2,741	Jul-05
south of McAvoy Road	1,798	1,594	3,392	Jul-05
east of Nichols Road	433	500	933	Aug-05
west of Nichols Road	1,265	1,222	2,487	Jan-95
north of Pacifica Avenue	2,500	3,010	5,510	Jul-05
south of Pacifica Avenue	6,258	6,035	12,293	Aug-03
north of Willow Pass Road	5,223	7,668	12,891	Aug-03
<i>Bailey Road</i>				
north of Canal Road	8,988	7,466	16,454	Jul-02
north of Laura Drive	4,533	4,222	8,755	Oct-03
north of West Leland Rd	8,507	8,720	17,227	Jul-95
south of West Leland Rd	3,889	3,933	7,822	Jul-02
south of Willow Pass Rd	8,004	6,966	14,970	Dec-05
<i>Pacifica Avenue</i>				
west of Anchor Drive	3,221	2,993	6,214	Jul-05
east of Beach Drive	2,645	2,452	5,097	Apr-04
east of Driftwood Drive	799	1,003	1,802	Apr-04
west of Port Chicago Hwy	4,084	4,009	8,093	Dec-05
<i>Evora Road</i>				
east of Willow Pass Road	3,584	4,017	7,601	Dec-05
west of Willow Pass Road	614	1,400	2,014	Jul-03
<i>Canal Road</i>				
east of Bailey Road	4,083	9,075	13,158	Jul-95
east of Madison Avenue	6,904	8,348	15,252	Aug-95

Transportation Information

Existing efforts to provide more transportation-related information to Bay Point residents include:

- Contra Costa County’s free “Transportation Resource Guide” and “Way To Go!” guide listing transportation services for the whole county.
- Tri Delta Transit has resources for monolingual Spanish speakers.
- “Street Smarts” is a traffic safety education campaign sponsored by the County’s Injury Prevention Program.

Transportation and Land Use Linkages

Land uses in Bay Point in the past tended to be auto oriented and medium density developments. In recent years the Contra Costa County Redevelopment Agency has planned and implemented a number of higher-density, transit- and pedestrian-oriented developments in the Bay Point Redevelopment Area. Transit-oriented developments that cater to pedestrians, bicyclists and bus riders make it easier to use these alternative modes of travel.

Community Outreach

Outreach Process and Participation Levels

The outreach strategy included the following components:

- Community stakeholder group
- Bay Point Municipal Advisory Council
- Telephone hotline
- Latino community outreach / Community-based organization (CBO) involvement
- Comment sessions and key stakeholder interviews
- Roadshow kit
- Public input surveys
- Community events
- Public workshop
- Website
- Final Community-Based Transportation Plan Presentations

Community Stakeholder Group

Contra Costa County Community Development Department convened a community stakeholder group that meets during key milestones of the project. The stakeholder group totals 31 invited members, including representatives from community groups, social service providers, the Metropolitan Transportation Commission, City of Pittsburg, various County departments and Tri Delta Transit. Table 8 shows the meeting topics, date and number of attendees at the meetings.

Table 8: Stakeholder Meetings and Participation Levels

<u>Topic(s)</u>	<u>Date</u>	<u>Attendees</u>
Background report/ outreach Strategy	May 18	15
Outreach results / project	August 23	14
Draft plan review	November 8	18

Bay Point Municipal Advisory Council

The project team provided regular updates at scheduled monthly meetings of the Bay Point Municipal Advisory Council (MAC) and its Traffic Area Committee (Table 9).

Table 9: Municipal Advisory Council Meetings

<u>Meeting Topic</u>	<u>Date</u>
Background report / community outreach strategy	May 2, 2006
Outreach progress	July 11, 2006
Outreach results / project evaluation criteria	September 2006
Draft plan	November 14, 2006

Telephone Hotline

The consultant team set up a toll-free phone number (800-790-8444) to ensure a quick response to questions about the plan. The purpose of the hotline actually was two-fold: to act as a “listening line” to better understand transportation gaps and to help inform community members about the process and outreach opportunities. Both English- and Spanish-language assistance was available via the hotline.

Latino Community Outreach / Community-based Organization (CBO) Involvement

MIG hired the Bay Point Latina Transportation Action Team to distribute the public input survey to Spanish-speaking community members at popular gathering spots in Bay Point. The Latina Transportation Action Team is a group of Bay Point women organized to foster public participation from the Spanish-speaking community in Bay Point transportation issues. MIG, the lead consulting firm on the plan, hired the Latina Transportation Action Team to better understand the perspective of the Latino community. MIG provided the Action Team with an overview of the surveying process and the materials needed to distribute the surveys. The Action Team was encouraged to use their knowledge of the local community to suggest survey locations as shown below.

Survey Locations

- Bay Point Family Health Center (Pacifica Avenue)
- Bonfair/Flamingos shopping center on Port Chicago Highway
- Del Valle shopping area on Willow Pass Road
- Lynnbrook Park
- Mis Amigos Meat Market shopping area on Willow Pass Road
- Our Lady Queen of the World (Catholic Church in Pittsburg on Winterbrook Drive)
- Safeway shopping center on Bailey Road
- Shore Acres neighborhood
- Shore Acres Shopping Center on Port Chicago Highway

Action Team members were encouraged to ask community members to fill-out the survey in-person to help ensure a higher return rate and accuracy on the survey. If community members did not have time to complete the survey in-person, Action Team members were instructed to give them a copy of the survey and to request that they return the survey by mail or fax. Action Team members collected about 300 completed surveys with the majority being Spanish language.

Comment Sessions and Key Stakeholder Interviews

Comment sessions and key stakeholder interviews were primary outreach strategies. The project team “went to the community” instead of expecting community members to “come to the planning process,” which is often inconvenient to the public.

County staff and the consultant team participated in comment sessions of:

- Regularly scheduled community-based organization meetings
- Small groups set up to specifically discuss the community-based transportation plan

The project team tracked the number of meetings and interviews, the contact information of interested parties and the community comments and suggestions (Table 10).

Table 10: Comment Sessions and Participation Levels

Comment Session	Date	Attendees
Child Welfare Services East County Redesign Partnership	June 13, 2006	18
East County Senior Coalition	June 14, 2006	16
Bay Point Chamber of Commerce	July 20, 2006	11
Bay Point Community Advisory Panel	August 28, 2006	10
Bay Point Family Health Center	July 18, 2006	5
Bay Point Partnership for Public Health	July 13, 2006	17
Bay Point Senior Group	July 28, 2006	13
Total Attendees		90

Roadshow Kit

A “roadshow kit” was provided to the 31 stakeholder group representatives. The kit makes it easier for the stakeholder representatives to present information on the project and to solicit input from community members. The kit includes the Background Report, public input surveys, updates throughout the study and a copy of a PowerPoint file that summarizes the plan purpose, issues and opportunities.

Public Input Surveys

May through July 2006, the project team conducted a community wide survey designed to target the typical community member who may not be involved in a social service or community organization. The MIG consultant team telephoned some community-based organizations before and after sending the surveys to ensure that they understood the survey purpose and that they would be amenable to distributing the questionnaires. Over 2,300 surveys in both English and Spanish were distributed to the listed agencies.

Organizations and service providers that received surveys include:

- Ambrose Community/Recreation Center
- Ambrose Head Start
- Association of Community Organizations for Reform Now (ACORN)
- Bay Point Career Center
- Bay Point Family Health Center
- Bay Point Family Services Center
- Bay Point email listserv (29 members)
- Bay Point Teen Center

- Crestview Mobile Home Park Homeowners Association
- EASTBAY Works
- Families First, Inc.
- Independent Living Resources
- Kingdom Hall of Jehovah's Witnesses
- Lavonia Allen Development Center
- Pittsburg Health Center
- Pittsburg Preschool (Pittsburg and Bay Point locations)
- YMCA of Contra Costa County – Delta Youth Care

Churches that received surveys include:

- Apostolic Assembly Church
- Church of Christ
- Community Baptist Church
- Delta Baptist Church
- First AME Community Church
- First Baptist Church
- Our Lady Queen of the World Church
- Pittsburg Baptist Church
- United Pentecostal Church of Bay Point, Inc.
- West Pittsburg Community Church of God in Christ
- West Pittsburg Community Church

School outreach included:

- English and Spanish copies of the survey were inserted in the Riverview Middle School parent newsletter, which was mailed to over 900 parents.
- English and Spanish copies of the survey were distributed to over 500 children attending summer school at the local elementary schools for their parents to complete and return.

Transit outreach included:

- Tri Delta mailed surveys to all Tri Delta Transit Paratransit users with Bay Point addresses, which totals 127 registered Dial-a-Ride users.
- Tri Delta displayed the surveys on Tri Delta Transit fixed route buses that serve the Bay Point community.

Completed surveys totaled 447 with 161 or 36 percent in English and 286 or 64 percent in Spanish, which includes the surveys filled out at the community events and Latino outreach efforts. About 268 respondents requested to be added to the plan's mailing list.

Community Events

The MIG Team attended three community events to educate community members about the community-based transportation plan and to solicit feedback on desired transportation improvements using the public input survey.

The MIG Team distributed *“Bay Point on the Move / Bay Point en Marcha”* buttons as an incentive to complete a survey and to build awareness and excitement for the community transportation plan.

Table 11 shows the community events that MIG staff targeted, the approximate number of attendees and the number of completed surveys.

Table 11: Community Events and Participation Levels

<u>Community Event</u>	<u>Date</u>	<u>Attendees</u>	<u>Completed Surveys</u>
Bay Point Job Fair	May 23, 2006	125	30
Bay Point Senior Appreciation Fair	May 20, 2006	125	5
Unity in the Community	June 3, 2006	200	25 English / 14 Spanish
Total		450	74

Websites

The County provided project-related information on the Community Development Department web site (<http://www.cocoplans.org>). Key documents that were uploaded to the site in both English and Spanish included the Background Report, Outreach Summary Report, Feasibility Report, Draft Plan and Final Plan. Opportunities for community involvement and input also were posted on the web site such as the public input survey and the dates for the public workshop, again in both languages. As of late December 2006, the web pages for the plan had 92 and 72 hits for the English and Spanish versions, respectively.

The Ambrose Recreation and Park District also uploaded the public input survey in both English and Spanish onto their website: www.ambroserec.org

Public Workshop (December 2006)

A public workshop was held on December 6, 2006 to review the draft plan. Childcare, Spanish language interpretation and light refreshments were offered.

The workshop was primarily advertised to those who had previously participated in the plan during the summer community outreach phase. The purpose was to gain their feedback on whether the draft plan responded to the input they had given earlier in the process. Attendance at the workshop was very sparse with only three members of the public attending.

Final Community-Based Transportation Plan Presentations (January-February 2007)

In January and February 2007 the final plan is to be presented to interested transportation agencies, local governments, stakeholder groups or other identified groups as well as to the Contra Costa County Board of Supervisor's Transportation, Water, and Infrastructure Committee, which is necessary for Board of Supervisors approval.

Outreach Results

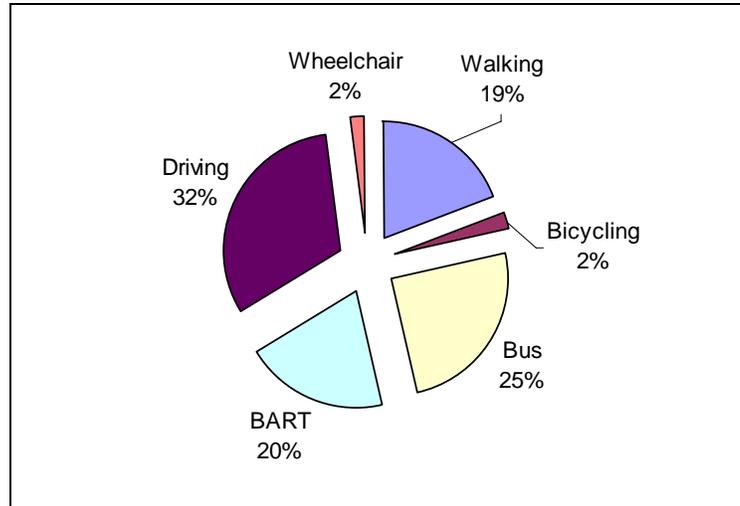
The purpose of this section is to summarize the transportation needs and proposed solutions that were revealed in the community outreach effort. Appendix C provides description of all the specific comments received whereas the summary below only lists the most common comments. The outreach components that provided the primary information for this analysis are:

- Public input survey with 447 respondents (May-July 2006)
- Stakeholder meeting (May 2006)
- Advisory Council on Aging Transportation Work Group Meeting Minutes (December 2005)
- Comment sessions (June-July 2006)

Primary Way to Travel

Public input survey respondents stated that they use a variety of different transportation types as their primary way to travel (Figure 5). Transit, automobiles and non-motorized travel all are well used in Bay Point.

Figure 5: Primary Way to Travel

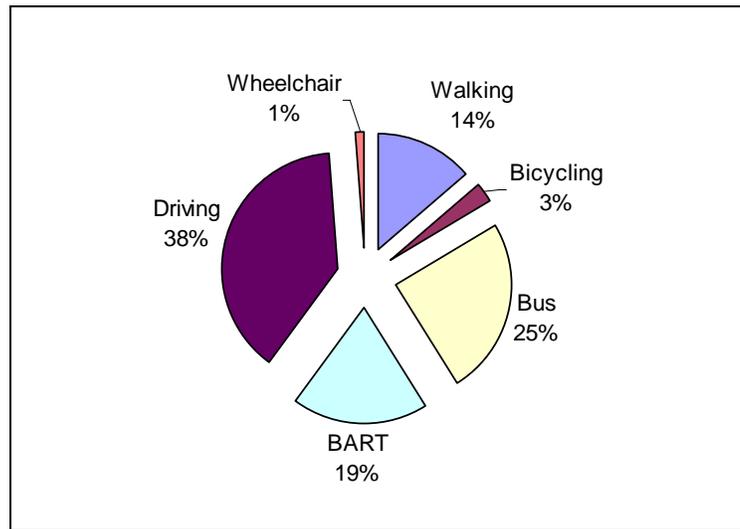


Preferred Way to Travel

Like the primary ways to travel, survey respondents chose a variety of transportation types as their preferred ways to travel with transit, non-motorized travel and driving all well represented.

A comparison with the actual ways residents travel (Figure 5) with the preferred ways to travel (Figure 6) shows that survey respondents were more apt to choose driving and less apt to choose walking.

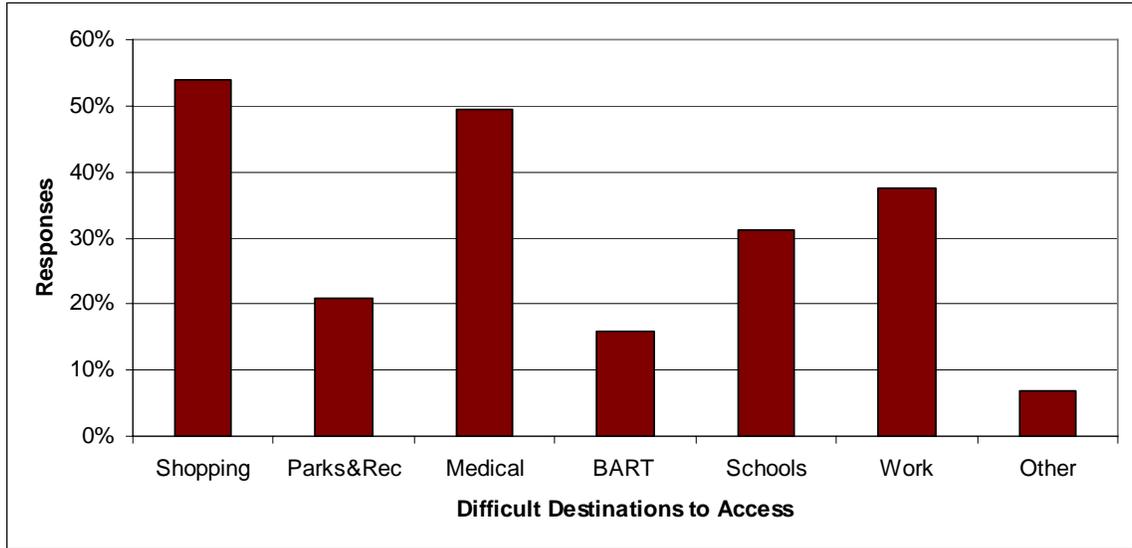
Figure 6: Preferred Way to Travel



Difficult Destinations to Access

About one-half of the survey respondents mentioned that it is difficult to access shopping and medical facilities (Figure 7). About one-third of the respondents stated that it is difficult accessing schools and work.

Figure 7: Difficult Destinations to Access



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

Shopping

- Antioch (14 respondents)
- Concord (23 respondents)
- Pittsburg (16 respondents)
 - Walmart (8 respondents)
- Malls (10 respondents)

Parks and Recreation

- Ambrose Park (4 respondents)
- Antioch (4 respondents)
- Concord (4 respondents)

Medical

- Antioch (25 respondents)
- Concord (8 respondents)
- Hospitals (11 respondents)
- Martinez (18 respondents)
- Pittsburg (34 respondents)

Schools

- Concord (9 respondents)
 - California State University East Bay (2 respondents)
 - High School (5 respondents)
 - Mount Diablo High School (12 respondents)
 - Ygnacio Valley High School (2 respondents)

Work

- Antioch (6 respondents)
- Concord (22 respondents)
- San Ramon (6 respondents)
- Walnut Creek (4 respondents)

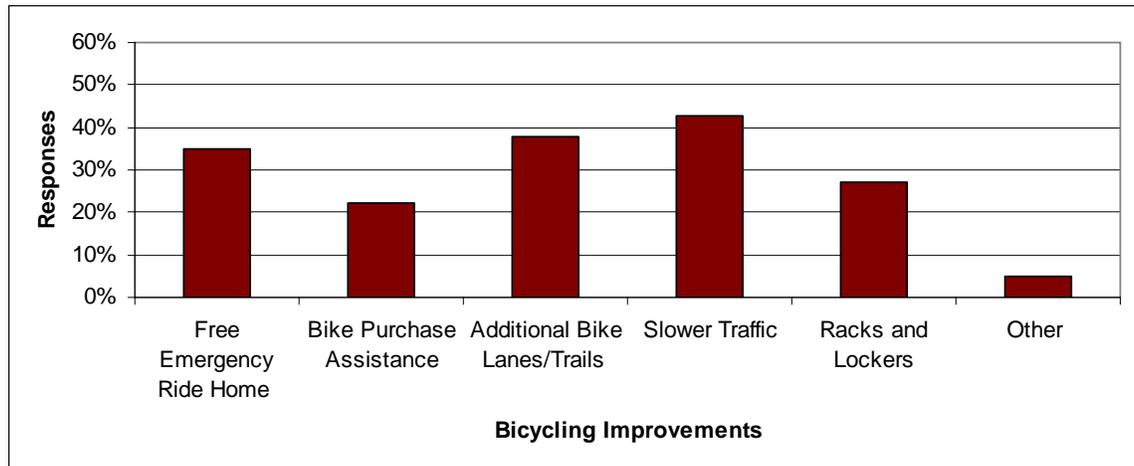
Other

- Church (7 respondents)

Bicycling Improvements

About 40 percent of survey respondents stated that slower traffic and additional bike lanes and trails would most encourage them to bicycle more frequently (Figure 8).

Figure 8: Bicycling Improvements



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

Additional Bike Lanes and Trails

- All arterials and collectors (7 respondents)
- Bailey Road bike lanes (10 respondents)
- Willow Pass Road bike lanes (7 respondents)

Slower Traffic

- Bailey Road (7 respondents)
- Pacifica Avenue (16 respondents)
- Port Chicago Highway (7 respondents)
- Schools (12 respondents)
- Shore Acres (7 respondents)
- Shore Road (8 respondents)
- Willow Pass Road (15 respondents)

Racks and Lockers

- BART (27 respondents)
- Parks (11 respondents)
- Schools (16 respondents)
- Shopping centers (29 respondents)

Walking Improvements

Almost 60 percent of survey respondents reported that improved street lighting would encourage them to walk more frequently (Figure 9). About one-half of the respondents stated that improved sidewalks, trees and plantings, outdoor seating and slower traffic would encourage them to walk more frequently.

Figure 9: Walking Improvements



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

Improved Sidewalks

- Bailey Road (10 respondents)
- Port Chicago Highway (13 respondents)
- Willow Pass Road (10 respondents)

Trees and Plantings

- Bailey Road (10 respondents)
- Pacifica Avenue (19 respondents)
- Willow Pass Road (23 respondents)

Curb Ramps

- Schools (8 respondents)

Improved Street Crossings

Improvement Types

- Auditory signals (7 respondents)

Locations

- Bailey Road (8 respondents)
- Kevin Drive (7 respondents)
- Pacifica Avenue (10 respondents)
- Port Chicago Highway (7 respondents)
- Schools (20 respondents)

Street Lighting

- Bailey Road (7 respondents)
- Clearland Drive (9 respondents)
- Kevin Drive (10 respondents)
- Pacifica Avenue (19 respondents)
- Residential areas (7 residents)
- Shore Acres (15 respondents)
- Willow Pass Road (17 respondents)

Outdoor Seating

- Bus stops (28 respondents)
- Bailey Road (6 respondents)
- Pacifica Avenue (7 respondents)
- Parks (14 respondents)
- Willow Pass Road (12 respondents)

Slower Traffic

- Pacifica Avenue (12 respondents)
- Port Chicago Highway (14 respondents)
- Schools (16 respondents)
- Speed humps (10 respondents)
- Willow Pass Road (10 respondents)

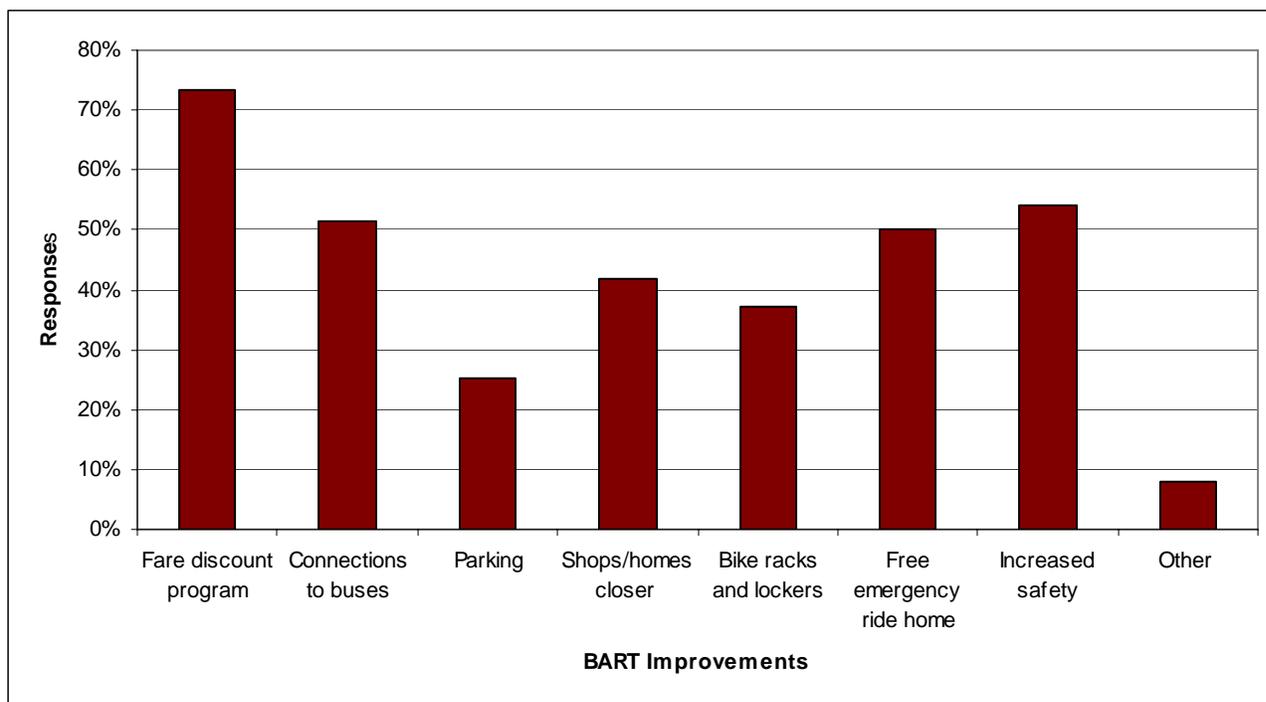
Push-button Traffic Signals

- Bailey Road (11 respondents)
- Kevin Drive (8 respondents)
- Port Chicago Highway (7 respondents)
- Willow Pass Road (11 respondents)

BART Improvements

Almost 75 percent of survey respondents reported that a fare discount program would encourage them to use BART more frequently (Figure 10). About one half of respondents stated that improved connections to buses, free emergency ride home programs and increased safety would encourage them to ride BART.

Figure 10: BART Improvements



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

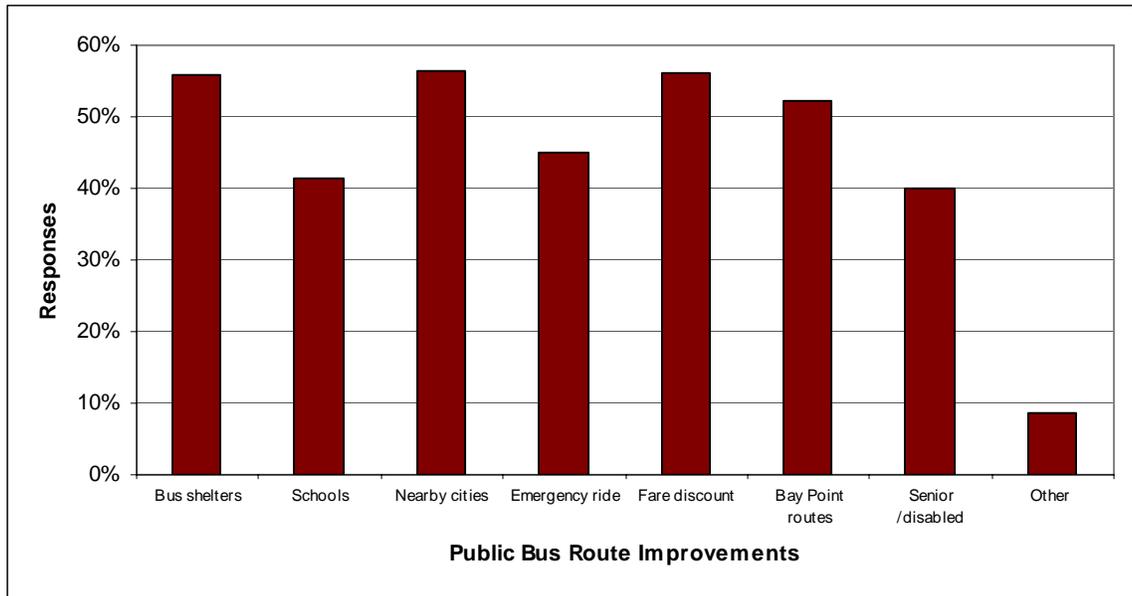
- More information on how to use BART (4 respondents)
- Extend BART hours (10 respondents)
- More frequent hours to use bikes on BART (5 respondents)

Public Bus Routes

Improvements

About 55 percent of the survey respondents reported that additional bus shelters, direct service to nearby cities and fare discounts would encourage them to take the bus more frequently (Figure 11). About one-half of the respondents mentioned that additional bus routes within Bay Point would encourage them to use the bus more frequently.

Figure 11: Public Bus Route Improvements



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

Benches/Shelters

- All bus stops (16 respondents)
- Bailey Road (7 respondents)
- Shore Acres (10 respondents)
- Willow Pass Road (22 respondents)

Service to Schools

- Mount Diablo High School (9 respondents)
- Riverview Middle School (19 respondents)

Service to Nearby Cities

- Antioch (36 respondents)
- Concord (101 respondents)
- Martinez (37 respondents)
- Pittsburg (52 respondents)

Senior/Disabled Improvements

- Accessible bus stop (3 respondents)
- Lower cost for Paratransit (3 respondents)
- Paratransit to allow bicycles (3 respondents)

Other

- Driver training to increase courtesy and bus passenger perceived safety (5 respondents)

- Improve schedule and route information available to consumers (3 respondents)
- Stroller policy should be more lenient (3 respondents)

Additional Bus Routes

- BART station (4 respondents)
- Kevin Drive (8 respondents)
- Schools (6 respondents)

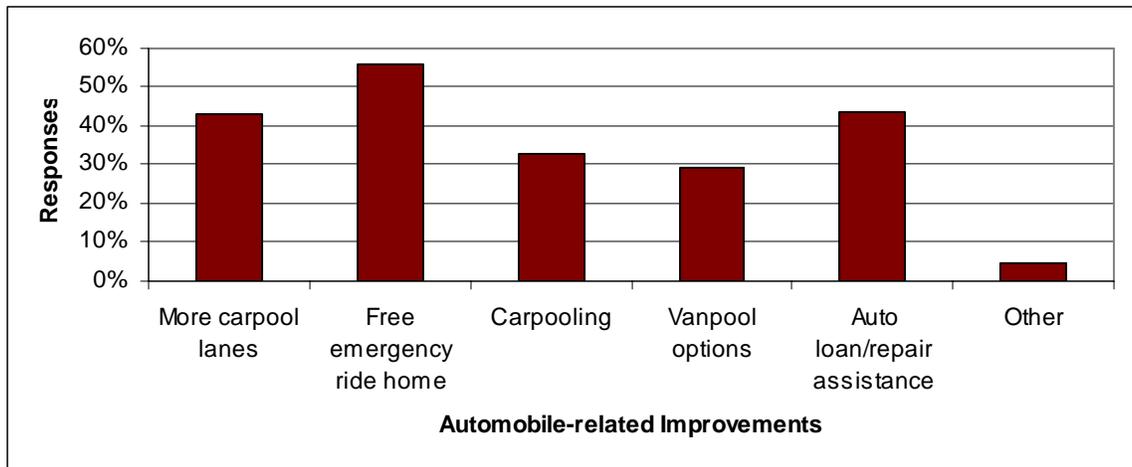
Schedule Changes

- Weekdays
 - Earlier in mornings (19 respondents)
 - Later in evenings (33 respondents)
 - More frequent service (62 respondents)
 - Every 15 minutes (24 respondents)
 - Every 20 minutes (36 respondents)
 - Every 30 minutes (39 respondents)
- Weekends
 - Earlier in mornings (15 respondents)
 - Later in evenings (35 respondents)
 - More frequent service (74 respondents)
 - Every 30 minutes (61 respondents)

Automobile Improvements

About 55 percent of survey respondents reported that they would most use a free emergency ride home (Figure 12).

Figure 12: Automobile Improvements



The most common specific comments that were stated in the survey and received from other outreach opportunities include:

- Lower gas prices (7 respondents)
- Signal timing and coordination (8 respondents)

Information Improvements

- Marketing of transportation information (7 respondents) such as through:
 - Direct mail
 - Materials distributed at clinics and other public meeting places
 - Materials distributed at local events
 - Materials distributed through schools
 - Information kiosk(s)
 - Bi-lingual information hotline
 - Community newsletters
 - Local media

Funding

A variety of different funding sources exist at the federal, state and local levels to finance transportation projects. These potential funding sources typically differentiate the allocation of funds based on the type of project, most notably making the distinction between operational, maintenance, repair and capital improvements. Each funding source outlines a set of criteria for eligibility, local match requirements, and specifies how the funds may and may not be applied to a particular project. These funding programs are distributed at different schedules or cycles. County staff works with other agencies to stay informed each time a funding opportunity approaches. The following section presents a list of funding sources categorized by the level at which they are offered.

Federal Funding Sources

At the federal level, funding for transportation projects is generally provided for capital projects, including highway and rail construction, and specific projects designated by Congress. Federal government funding is distributed to serve a range of distinct purposes. Sources of funding are presented below.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU)

Signed into law in August 2005, SAFETEA-LU authorizes more than \$250 billion in funding for federal surface transportation programs over five years. Replacing previous transportation bills, SAFETEA-LU maintains many of the same programs including Transportation Enhancements, Congestion Management and Air Quality and Recreational Trails while introducing several new programs described below.

Transportation Enhancements (TE)

Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects include facilities for pedestrians and bicycles, safety and educational activities for pedestrians and bicyclists, acquisition of scenic easements and scenic or historic sites, and landscaping and other scenic beautification. A 20 percent local match is required in most instances.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

CMAQ funds surface transportation and other related projects that contribute to air quality improvements and reduce congestion. Projects require a 20 percent local or state match. Funds can be used for projects in three categories:

- Traffic flow improvements, which reduce emissions by promoting efficient traffic movement. Eligible projects include traffic signal synchronization, channelization (to separate turning movements, for example), high occupancy vehicle lanes and transportation management improvements.
- Transit improvements including service or system expansion, provision of new transit service and financial incentives to use existing transit services.
- Travel demand strategies or improvements to other modes to get people out of cars such as funding for pedestrian and bicycle programs, rideshare, public education and outreach and guaranteed ride home programs.

Recreational Trails Program (RTP)

This program provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trails users. Funds are distributed through California State Parks. Uses can include maintenance, new trail development, purchase of right-of-way and education programs including monitoring and patrol programs. A local match of 12 percent is required for these funds.

Safe Routes to School

The goal of this new program is to enable and encourage primary and middle-school children to walk and bicycle to school by making it a safer and more appealing alternative. This funding source applies to the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Eligible projects include those related to infrastructure (planning, design, and construction) and non-infrastructure (such as public awareness campaigns).

Access to Jobs and Reverse Commute Program (JARC)

JARC funds are primarily distributed through the Metropolitan Transportation Commission's Lifeline Program although additional grants may be available directly from the JARC Program. The federal Access to Jobs and Reverse Commute Program (JARC) is a discretionary funding source that funds projects and services designed to transport low-income persons to work, training and childcare and supports development of transportation services between urban centers and suburban employment

opportunities. Funds can be used for capital improvements or operating expenses requiring a 20 percent local match for capital projects and 50 percent local match for operating expenses. Eligible projects include:

- New or expanded transportation projects or services that provide access to transportation;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace; and
- Facilitating public transportation services to suburban employment opportunities.

Community Development Block Grants (CDBG)

The Community Development Block Grants (CDBG) program is a federal program of grants to larger cities and urban counties, administered by the U.S. Department of Housing and Urban Development (HUD). CDBG funds allocate annual grants to develop viable communities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low- and moderate-income persons. CDBG funds may be used for:

- Construction of public facilities and improvements, such as streets, water and sewer facilities, neighborhood centers, and the conversion of school buildings for eligible purposes;
- Acquisition of real property;
- Relocation and demolition;
- Rehabilitation of residential and non-residential structures;
- Public services, within certain limits;
- Activities relating to energy conservation and renewable energy resources; and
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

FTA Section 5303 Technical Assistance

Federal Transit Administration (FTA) Section 5303 funds are used to support planning activities in metropolitan areas. These funds are distributed by the Metropolitan Transportation Commission and are available to all public transit operators within the Bay Area including Tri Delta Transit. Eligible projects include the development of short range transit plans, route restructuring studies, technical assistance for implementing technology upgrades and similar projects. Section 5303 grants require a 20 percent local match.

FTA Section 5307 Capital Grants

Federal Transit Administration (FTA) Section 5307 funds are used to support planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Section 5307 Grants require a 20 percent local match.

Hazard Elimination Safety Program (HES)

The Hazard Elimination Safety Program (HES) is a federal safety program monitored by Caltrans that provides funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure. These funds serve to eliminate or reduce the number and severity of traffic accidents at locations selected for improvement. Activities that are eligible include preliminary engineering, right-of-way costs and construction expenses. Any local agency may apply for these safety funds for up to 90 percent of project costs requiring a local match of 10 percent.

State Funding Sources

State level funding for transportation projects is used for capital projects and is also used to assume the maintenance costs associated with street and highway resurfacing. Additionally, state funds also are used for the local match required for many federal grants.

Safe Routes to School (SR2S) Program

The Safe Routes to School (SR2S) program, originally designated for five years, was extended for three more years until January 1, 2008. This program is administered by Caltrans using funds from the Hazard

Elimination Safety program. Projects must be on a route to school and must improve bicycle and pedestrian travel. Eligible projects are rehabilitation, new bikeways and sidewalks, and traffic calming. Grants are allocated competitively. A 10 percent match for most projects is required. Applications are typically due in May or June of each year.

Caltrans Community Based Transportation Planning (CBTP) Grants

The CBTP grant program is primarily used to seed planning activities that encourage livable communities. CBTP grants assist local agencies to better integrate land use and transportation planning, to develop alternatives for addressing growth and to assess efficient infrastructure investments that meet community needs. These planning activities are expected to help leverage projects that foster sustainable economies, increase available affordable housing, improve housing/jobs balance, encourage transit-oriented and mixed-use development, expand transportation choices, reflect community values, and include non-traditional participation in transportation decision making. CBTP grants are awarded by Caltrans and require a 20 percent local match.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) is a competitive grant program run by the Caltrans Bicycle Facilities Unit. The projects funded by this program are those that promote or otherwise benefit bicycling for commuting purposes. The fund has grown dramatically in recent years from \$360,000 per year to the current \$7 million dollars. Local agencies must provide a 10 percent match of the project cost from sources other than the BTA. To be eligible for BTA funds, the jurisdiction must have an adopted Bicycle Transportation Plan (BTP) that meets the requirements of Section 891.2 of the Streets and Highways Code, complies with the regional transportation plan, and has been adopted no earlier than four years prior to July 1 of the fiscal year in which BTA funds are granted. Bay Point meets these requirements. A minimum local match of 10 percent of total project cost is required.

California Office of Traffic Safety (OTS)

California Office of Traffic Safety distributes funds to mitigate traffic safety program deficiencies, expand ongoing activities or develop new programs. Traffic safety priority areas include projects related to police traffic services, alcohol and other drugs, emergency medical services, traffic records/roadway safety, occupant safety and pedestrian and bicycle safety. Included within these definitions are projects related to safety programs, education, enforcement, traffic safety and bicycle rodeos, and bicycle helmet distribution. OTS funds are one of the few sources that will support

programs, such as bicycle rodeos and education, in addition to capital projects. Eligible applicants are governmental agencies, state universities and colleges, school districts, fire departments and public emergency service providers.

Environmental Justice (EJ) Context-Sensitive Planning for Communities Grant Program

Caltrans Division of Transportation Planning (DOTP) provides grants to promote Environmental Justice: Context-Sensitive Planning for Communities. Environmental Justice grants focus on planning with low-income groups, minority communities and community-based organizations. Their intent is to engage low income and minority communities early in the transportation planning process to prevent or mitigate adverse impacts of plans, programs and projects on communities and to incorporate social equity in transportation investment decisions. Caltrans makes an estimated \$1,500,000 million in grants and up to \$250,000 per application available annually, budget permitting.

Regional Surface Transportation Program (RSTP)

Developed by the California State Statute for Surface Transportation Programs, approximately \$320 million in funding is apportioned annually. Funding stipulates that about 76 percent of the funds must be spent within the 11 urbanized areas with populations of 200,000 or more. Bay Point is contained within the Antioch urbanized area. Included within the projects eligible to receive funding are: highway and transit safety improvements and programs, transportation enhancement activities, and carpool projects. Eligible applicants include cities, counties, transit operators, Caltrans, Metropolitan Planning Organizations, and non-profit as well as private entities.

Regional/Local Funding Sources

Funding at the regional and local level has the greatest flexibility in terms of which types of costs can be covered (i.e. capital or operations). These funds can often be used as the local match required by state and federal grant programs. Local funding is often closely tied with voter-approved measures that specify how the money will be used on specific projects.

Lifeline Transportation Program

Lifeline funds are earmarked for projects, which address transportation gaps, or barriers identified through a Community-Based Transportation Plan (CBTP), countywide or regional Welfare-to-Work Transportation Plan or are otherwise documented as a need within the community to improve the range of transportation choices by adding new or expanded services. Eligible operating projects include enhanced fixed route transit services, shuttles,

children's programs, taxi voucher programs, improved access for autos, capital improvement projects. Capital projects that do not require on-going funding are encouraged, and may include purchase of vehicles, provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities. Lifeline funds also may include transportation needs specific to elderly or disabled residents of low-income communities. Lifeline funding requires a 20 percent local match.

Transportation for Livable Communities (TLC)

The purpose of this grant program is to support community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods and transit corridors. TLC provides funding for projects that are developed through an inclusive community planning effort, provide for a range of transportation choices, and support connectivity between transportation investments and land uses. Funds can be used for planning or capital improvements.

The capital program funds transportation infrastructure improvements to pedestrian, bicycle, traffic calming and transit facilities. The key objectives of this program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, improved internal mobility, and stronger sense of place. Project activities eligible for funding include bicycle and pedestrian paths and bridges; on-street bike lanes; pedestrian plazas; pedestrian street crossings; streetscaping such as median landscaping, street trees, lighting, furniture; traffic calming design features such as pedestrian bulb-outs or transit bulbs; transit stop amenities; way-finding signage; and gateway features. Funds can be used for preliminary engineering (design and environmental), right-of-way acquisition, or construction. TLC capital grants are allocated by the Metropolitan Transportation Commission with grants ranging from \$500,000 to \$3 million per project. A local match of 11.5 percent of the total project is required. The next call for projects has yet to be determined for the year 2007.

Projects in the early or conceptual stage of their development are eligible for Transportation for Livable Communities (TLC) planning grants of up to \$75,000, which are awarded to help sponsors develop, refine and elaborate promising project ideas.

Transportation Development Act, Article 3, Pedestrian/Bicycle Projects

Transportation Development Act (TDA) Article 3 funds are return-to-source funds generated from the sales tax on gasoline. They are returned to the

source county for local transportation projects; two percent of these funds are set-aside for bicycle and pedestrian projects. These funds can be used for engineering, right-of-way acquisition, construction, retrofitting to comply with American Disabilities Act (ADA), route improvements, and purchase and installation of facilities such as parking, benches, rest rooms, changing areas, showers which are adjacent to bicycle trails, bicycle traffic generators and are accessible to the general public. Each county decides its own formula for allocating the funds to the local jurisdictions within that county. These funds can be used directly for bicycle and pedestrian projects or as the local match for competitive State and Federal sources. Projects must be approved by a local Bicycle Advisory Committee, and be included in the bicycle plan, transportation element or other adopted plan. Locally, this program is managed by the Contra Costa County Public Works Department.

Regional Measure 2 Safe Routes to Transit (SR2T)

The \$22.5 million Safe Routes to Transit (SR2T) Program received Bay Area voter approval in March 2004 through Regional Measure 2, the \$1 bridge toll increase to implement the Regional Traffic Relief Plan. Of the SR2T funds, \$2.5 million are allocated directly to City CarShare projects (with \$750,000 already encumbered) and the remaining \$20 million is allocated on a competitive grant basis. To be eligible, projects must have a “bridge nexus,” that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services or City CarShare locations. Specific projects that can be funded under SR2T are as follows:

- Secure bicycle storage at transit stations, transit stops and City CarShare locations;
- Safety enhancements for pedestrian/bike access to transit stations, transit stops and City CarShare locations;
- Removal of pedestrian/bike barriers near transit stations; and
- System wide transit enhancements to accommodate bicyclists or pedestrians.

Regional Bicycle and Pedestrian Program

In December 2003, as part of the development of the long-range Transportation 2030 Plan, the Metropolitan Transportation Commission created the Regional Bicycle and Pedestrian Program to fund construction of the Regional Bicycle Network, regionally significant pedestrian projects as well as bicycle/pedestrian projects serving schools or transit. Furthermore, the Commission committed \$200 million to support the regional program over a 25-year period with yearly allocations of \$8 million. These funds are distributed through the county’s Congestions Management Agency, and can be used to provide bicycle or pedestrian access to regional activity centers, major transit stations, schools and facilities on the regional bicycle network.

Locally, these funds are distributed by the Contra Costa Transportation Authority.

Transportation Fund for Clean Air (TFCA)

The Transportation Fund for Clean Air (TFCA) is a grant program funded by a \$4 surcharge on motor vehicles registered in the Bay Area. This program generates approximately \$22 million per year in revenue. TFCA's goal is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve air quality. Projects must be consistent with the 1988 California Clean Air Act and the Bay Area Ozone Strategy. TFCA funds cover a wide range of project types, including purchase or lease of clean fuel buses; purchase of clean air vehicles by public agencies; shuttle and feeder bus service to train stations; ridesharing programs to encourage carpool and transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvements to speed traffic flow on major arterials; smart growth; and transit information projects to enhance the availability of transit information. Applications are submitted through the Bay Area Air Quality Management District or through the County Congestion Management Agency.

ABAG Bay Trail Grants

Funds are available for development of the San Francisco Bay Trail through the Association of Bay Area Governments (ABAG) Bay Trail Grant Program. These funds can be used for acquisition, planning, design, and construction. The current funding cycle is complete; the program will resume in the future.

Contra Costa County Measure J (reauthorization of Measure C)

First adopted by voters of Contra Costa County in 1988 as Measure C, the Contra Costa County Growth Management and Transportation Improvement Program implemented a ½-percent local transportation sales tax to fund transportation projects and programs. Reauthorized in 2004 as Measure J, the tax has been extended to the year 2034. The purpose of the measure is to provide funding for “the construction and improvement of state highways, the construction, maintenance, improvement, and operation of local streets, roads, and highways, and the construction, improvement, and operation of public transit systems.” The Expenditure Plan includes projects for improvements to highways, arterials, transit facilities and services, bicycle and pedestrian facilities, and transportation projects that support all alternative modes of travel and reflects projects and programs of countywide, sub-regional and local interest. Funding for projects is distributed according to the following categories:

- Capital Improvement Projects
- Countywide Capital and Maintenance Programs
- Other Countywide Programs

- Subregional Projects and Programs – (Subregions: Central, West, Southwest, and East Contra Costa County which includes Bay Point)

Within the Subregional Projects and Programs allocation, \$18 million is allocated to East County for improvements to major streets such as traffic signals, widening, traffic calming and pedestrian safety improvements, shoulders, installation of bike facilities, sidewalks, bus turnouts, curbs and gutters. Additional funding for subregional transportation needs is allocated in the amount of \$3.7 million for East Contra Costa County. Bay Point would be eligible for these funds, along with the other communities of East Contra Costa County.

Bay Point Area of Benefit Fee

This fee program, assessed on new development in Bay Point, is administered by the Contra Costa County Public Works Department. The Bay Point Area of Benefit Program currently has approximately \$825,000 to distribute. Currently, the fee program consists of three projects, one of which has been completed. The remaining two (uncompleted) projects are the addition of a left-turn pocket on Pacifica Avenue at Rio Vista Elementary School, and widening of Evora Road from Willow Pass Road to Pomo Street. The program, which was last updated in 1998, will be updated and revised by the County later this year. These fee programs are specifically designated for infrastructure improvements that will accommodate the demands of new growth.

Navy Mitigation Fund

This fund was provided by the Navy to mitigate the transportation impacts from the closure of Port Chicago Highway, an arterial that connected Bay Point and Concord (through the Naval Weapons Station). This connection was closed by the Navy in February 1995. The three types of impacts that can be mitigated by this funding source are:

- Loss of the traffic lanes
- Loss of a bicycle connection due to the road closure
- Loss of public access to wetlands.

An expenditure plan adopted by The Board of Supervisors allocates these funds with approximately \$7.5 million designated for the Evora Road extension westward into Concord (which would provide a replacement route for Port Chicago Highway) and about \$600,000 designated for trails in Bay Point. Most of these funds have already been committed for specific uses.

Keller Canyon Mitigation Program

This program is funded by the operators of the Keller Canyon landfill, which was opened in 1992. Program funds are distributed on a periodic competitive grant basis by the District 5 County Supervisor's Office.

Non-Traditional Funding Sources

In addition to the sources listed above, there are several non-traditional funding sources that are available for the implementation of project and program recommendations. The following paragraphs briefly describe several of the innovative ways that communities have funded similar projects.

California Conservation Corps (CCC)

The program provides emergency assistance and public service conservation work for city, county, state, federal and non-profit organizations. Both urban and rural projects are eligible and are selected on the basis of environmental and natural resource benefits and public use and on-the-job training opportunities. Use of the CCC is effective at reducing project costs.

Grant and Foundation Opportunities

Private foundations provide excellent opportunities for funding specific capital projects or single event programs. Generally to qualify for these types of funds, an established non-profit group acting on behalf of the project must exist. In general, private foundations are initially established for specific purposes, e.g. children and youth need, promotion of certain professional objectives, educational opportunities, the arts and community development. An excellent source of information about foundations and their funding potential can be found in the Foundation Directory, available at many public libraries or on-line at www.fconline.fdncenter.org/. Several foundations to consider are:

Kaiser Permanente Cares for Communities – This national community benefit grant program was created to improve the health of communities served by Kaiser Permanente and to increase access to affordable health care. The program focuses on:

- Vulnerable populations
- Evidence-based medicine
- Education
- Public policy

Through the community benefit program, Kaiser Permanente joins with public, nonprofit and private organizations to focus on health issues and

problems at the community level. The specific study areas that Kaiser Permanente is involved in include meeting community health goals centered around healthy living and active living programs, improving access to health services, educating consumers and policy makers on community health needs and issues, and providing health coverage for low-income families.

The California Endowment – The mission of the California Endowment is to expand access to affordable, quality health care for underserved individuals and communities, and to promote fundamental improvements in the health status of all Californians. A 2002 Roadblocks to Health study conducted by the Transportation and Land Use Coalition revealed that residents of Contra Costa’s low-income neighborhoods had the worst access to health care of the three counties it studied. One of the Endowment’s focuses is on policy changes at the local, regional and state levels seeking lasting reforms and improvements in the way health and mental health services are delivered. As such, the county would be eligible to pursue grants under the Endowments’ “Access to Health” goal which funds proposals that are designed to expand health coverage, simplify enrollment in health programs and improve the effectiveness of health systems. The projects that The California Endowment can finance include programs to increase coordination between health and transit agencies, coordination of health care clinic location with transportation routes and creation of health van shuttle programs between home and health facilities. Eligible applicants are nonprofit organizations, independent sponsored projects of a nonprofit organization, and government and public agencies.

Surdna Foundation - The Community Revitalization program of the Surdna Foundation seeks to transform environments and enhance the quality of life in urban places, increase their ability to attract and retain a diversity of residents and employers, and insure that urban policies and development promote social equity.

Zellerbach Family Foundation - The Mission of the Zellerbach Family Foundation is to be a catalyst for constructive social change by initiating and investing in efforts that strengthen families and communities. The areas focusing on improving human service systems and strengthening communities would support local community improvement efforts.

Bikes Belong Coalition - Bikes Belong is the national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Through national leadership, grassroots support, and promotion, the Coalition works to make bicycling safe, convenient, and fun. Bikes Belong Coalition supports non-profit organizations and public agencies with development of facilities, education programs and advocacy efforts.

Kodak American Greenways Awards Program – Through the support of Eastman Kodak, The Conservation Fund, and the National Geographic Society, small grants are available to stimulate the planning and design of greenways in communities throughout the United States. Community organizations are given priority in awarding of these grants although public agencies may apply. Grant applications are selected according to the importance of the project to local greenway development efforts, community support for the project and likelihood of tangible results. Funds can be used for the planning and technical assistance needed to complete a greenway project.

Adopt-A-Trail/Path Programs - Modeled upon the Southern California program of highway maintenance contributions, this program would post signs to indicate which individual or group has contributed to the development, installation or maintenance of a particular bike facility. Trail construction also can be considered by school or civic groups as a year-long project.

Memorial Funds - These programs are advertised as potential donor projects to be funded via ongoing charitable contributions or funds left to a particular project through a will. Most memorial projects include the location of a memorial plaque at a location specific to the improvement or at a scenic vista point.

Revenue-Producing Operations - As part of the development of a trail or bike path, plans can include the location of a revenue-producing operation adjacent to the proposed improvement. For example, bicycle rental facilities, food and drink establishments, bike storage facilities and equipment centers, or equestrian centers would be appropriate uses. The on-going lease revenues from these operations then could be used for trail/path maintenance.

Recommended Transportation Solutions

The project team worked with key stakeholders, transportation service providers and community members in Bay Point to develop the recommended projects and programs.

This chapter of the plan describes the:

- Process and criteria used to screen and evaluate proposals
- Recommended high-priority transportation projects and programs
- Remaining (lower-priority) projects and programs
- Next steps needed to ensure the recommendations are implemented

Screening and Evaluation Criteria

The screening and evaluation criteria, and thus the recommended projects and programs, reflect the plan goals, which are to improve:

- All types of transportation
- Access to services and activities
- Quality of life for all community members
- Environment such as air, water and noise
- Sense of community for the unincorporated area

The criteria are as follows:

Support

- Community support
- Implementing agency support

Benefits

- Improves access to key destinations suggested by the community
- Improves safety - reduces conflicts between pedestrians, bicyclists and motorists or reduces chances of collisions or crime on the transportation system
- Interconnectivity/gap closure

Other Considerations

- Project readiness – ease to implement, length of time
- Engineering or other feasibility issues
- Environmental issues
- Operational issues – sustainability over time

Costs and Funding

- Cost

- Cost effectiveness
- Funding availability

After obtaining approval of these criteria from the stakeholder group, the project team used the criteria to screen and evaluate the projects and programs. The following process was used:

- Combined the preliminary projects and programs from previous plans, which are mentioned in the Background Report, with the ones that surfaced during the community outreach conducted for this planning effort, which are mentioned in the Outreach Summary Report.
- Used the criteria to screen and place the preliminary projects and programs into the following two categories: “high priority” and “remaining.”
- Revised the preliminary high-priority projects and programs list to reflect feedback from the stakeholder group and the service providers – Tri Delta Transit, BART and 511 Contra Costa.
- Analyzed the preliminary projects and programs in more depth using the above evaluation criteria.
- Created a list of recommended high-priority projects and programs and a list of remaining projects.

Recommended High-Priority Project and Program Descriptions

The ten recommended high-priority projects and programs are summarized below in Table 12. The four criteria used in the prioritization (Support, Benefits, Other Considerations, and Costs/Funding) reflect the relative effectiveness of the project or program and its potential for implementation. Each solution was evaluated by these criteria with a ranking of High (H), Medium (M) or Low (L) with High reflecting the best scoring for that criteria. For the purposes of quantifying the results, High was given a value of 3 points, Medium a value of 2 points, and Low a value of 1 point.

Following Table 12, each project and program is described in more detail using the following categories:

- Project Description
- Timeframe
- Lead Agency
- Support
- Benefits
- Other Considerations
- Costs and Funding

The project descriptions are based upon discussions with the community, key stakeholders, the lead agency for the project, and sponsors of similar projects in other communities. These discussions were intended to identify potential implications (both positive and negative) of instituting these projects and programs in Bay Point. Please note that the estimated costs provided in the following discussion are provided at the conceptual planning level only, and include estimated costs for both capital improvements and operations, as appropriate to the project or program. Maintenance costs are also part of the ongoing cost of many of these projects and will be provided as they become available.

Table 12: Summary Evaluation of Recommended High-Priority Projects and Programs

Projects/Programs	Evaluation Category					Cumulative
	Support	Benefits	Considerations	Costs/Funding		
Corridor Projects	H	H	M	H		11 – High
Emergency Ride Home Program	H	M	H	H		11 – High
Expanded Marketing Programs	M	M	H	H		10 – High/ Medium
Crossing Guard Program at Schools	H	H	H	H		12 - High
Bicycle Parking	H	M	H	H		11 – High
BART Lighting and Information	H	H	H	H		12 – High
BART Parking	H	H	H	H		12 – High
Bus Shelters	H	M	M	H		10 – High/ Medium
Concord Bus Route	H	H	H	M		11 – High
Increased Frequencies (Bus Route #300)	H	H	H	M		11 - High

Project #1 – Corridor Improvement Projects

Project Description

Corridor improvement projects mainly are geared towards making major streets easier to walk, bicycle, ride the bus and get to BART. The projects are not expected to impact the driving experience in any significant way except for potential traffic calming on certain roadway segments.

The following corridors are ranked as recommended corridor improvement projects:

- Bailey Road, especially between the Delta de Anza Trail and West Leland Road, including the pedestrian tunnel beneath the Bailey Road off-ramp from State Route 4
- Delta de Anza Trail
- Port Chicago Highway
- Willow Pass Road

The below improvements will be considered for these recommended corridors:

- Accessible curb ramps and bus stops
- Bicycle lanes and trails – new or improved
- Shelters at bus stops
- Lighting
- Outdoor seating
- Push-button traffic signals for pedestrians
- Sidewalks/pedestrian connections
- Slower traffic
- Street crossing treatments such as curb extensions
- Trees and plantings

Timeframe

Short Term (1-3 years) or Medium Term (3-8 years)

Lead Agency

Contra Costa County

Tri Delta Transit (for shelters at bus stops)

East Bay Regional Park District (for some trail work)

Support (Ranking = High)

Community:

- Chamber of Commerce Comment Session
- Community Advisory Panel
- Community-Based Transportation Plan Stakeholder Group
- Improved sidewalks (Public input survey: 53 percent of respondents requested)
- Street trees and plantings (Public input survey: 51 percent of respondents requested)
- Slower traffic (Public input survey: 50 percent of respondents requested to make walking safer and 43 percent of respondents requested to make bicycling safer)
- Outdoor seating (Public input survey: 48 percent of respondents requested)
- Street lighting (Public input survey: 46 percent of respondents requested)
- Improved street crossings (Public input survey: 46 percent of respondents requested)
- Bicycle lanes and trails (Public input survey: 38 percent of respondents requested)
- Accessible curb ramps and bus stops. (Public input survey: 38 percent of respondents requested)
- Push-button traffic signals (Public input survey: 32 percent of respondents requested)
- Bailey Road (Public input survey: 4 percent of respondents requested in the open-ended comment section)
- Port Chicago Highway (Public input survey: 3 percent of respondents requested in the open-ended comment section)
- Willow Pass Road (Public input survey: 2 percent of respondents requested in the open-ended comment section)

Agency:

- BART's Pittsburg/Bay Point Station Access Plan for Bailey Road
- Countywide Bicycle and Pedestrian Plan for Bailey Road and accessible curb ramps and bus stops
- East County Bikeway Plan for Bailey Road
- Note: Caltrans is not in favor of improving the State Route 4 underpass/pedestrian tunnel adjacent to Bailey Road

Benefits (Ranking = High)

Access to Key Destinations: Many of the key destinations in Bay Point are located along the three major corridors that are recommended for this

corridor improvement project – Bailey Road, Port Chicago Highway and Willow Pass Road. The Delta de Anza Trail, maintained by the East Bay Regional Park District, is a key cross town connector between Willow Pass Road/Port Chicago Highway and Bailey Road, which helps individuals access the key community destinations. Among the most frequently mentioned problems was the pedestrian tunnel that goes beneath the Bailey Road off-ramp from State Route 4; many participants noted the poor condition, trash, and perceived danger lurking in the tunnel, which is why they said few use the tunnel. This makes it difficult to walk to the BART station from anywhere north of the State Route 4 freeway.

Safety: Figure 13 shows all motor vehicle-involved collisions that occurred between 2000 and 2003. The corridors with the most collisions are recommended for the corridor improvement project: Bailey Road, Port Chicago Highway and Willow Pass Road.

Interconnectivity/Gap Closure: The recommended corridors currently provide interconnectivity for motorists; however, interconnectivity is lacking for bicyclists, pedestrians and bus and BART riders.

Other Considerations (Ranking = Medium)

Project Readiness: The Contra Costa Redevelopment Agency has submitted an application for the 2006 Transportation for Livable Communities (TLC) Capital Program for the Bailey Road Streetscape Project, with strong support from the residents, BART, Tri-Delta Transit, and other stakeholders. With the closure of the Concord Naval Weapons Station, the City of Concord hopes to develop as many as 13,000 residential units on the Weapons Station site. Along with the presence of BART stations in both North Concord and Pittsburg/Bay Point, the priority corridors presented above are situated in one of the fastest growing regions of the Bay Area.

Contra Costa County also has submitted a grant application to Caltrans for similar improvements to the Bailey Road and Willow Pass Road corridors.

Engineering or other Feasibility Issues: Implementation of the roadway corridor projects may require additional right-of-way to accommodate the streetscape traffic calming improvements and maintain acceptable roadway capacity for existing and future traffic demand. Other engineering issues may arise during project design related to drainage, relocation of utilities, traffic controls, roadway geometrics and transit operation. The addition of lighting along the Delta DeAnza Trail would have temporary construction impacts for trenching and installation of electrical fixtures.

Environmental Issues: Not applicable.

Operational Issues: The addition of bicycle lanes, wider sidewalks, crossing treatments, and landscaping may require reductions in travel lanes to accommodate with available right-of-way. This loss of roadway capacity could negatively impact traffic levels-of-service. Landscaping, street furniture, bus shelters and other improvements would require on-going maintenance.

Costs and Funding (Ranking = High)

Cost: \$2.3 million for the ¾-mile Bailey Road Streetscape Project², or approximately \$3 million per mile which includes irrigation, tree planting, new median islands, bike lane and sidewalk paving, street lighting, pedestrian trail lighting, retaining walls, traffic signal controller improvements, and street furniture.

Based upon the Bailey Road estimates, similar improvements for Willow Pass Road are estimated at \$5 to \$7 million and Port Chicago Highway at \$4 to \$6 million.

Lighting improvement costs for Delta DeAnza Trail are estimated at \$0.5 million based upon 2.5 miles of trail at a cost of \$200,000/mile.

Itemized cost ranges (including contingencies) are as follows:

- Accessible curb ramps and bus stops: \$11-12 per square foot of paving.
- Sidewalks/pedestrian connections: \$11-12 per square foot of paving.
- Street crossing treatments such as curb extensions: \$11-12 per square foot of paving.
- Bicycle lanes and trails – new or improved: \$38 per square foot of paving and \$3 per linear foot of striping.
- Outdoor seating: \$2,000-\$3,000 per street furniture.
- Lighting (roadways): \$5,000-8,000 per accent or main lighting.
- Lighting (trail): \$200,000 per mile with spacing of 60 feet.
- Push-button traffic signals for pedestrians: \$60,000-\$120,000 per intersection.
- Trees and plantings: \$45,000 for irrigation, \$15,000 per tree removal, and \$8-18 per gallon of plants/soil.

Cost effectiveness: As one of the Bay Area's fastest growing regions, these improvements will help make it easier to walk, bicycle, and take transit to many of the key destinations in Bay Point.

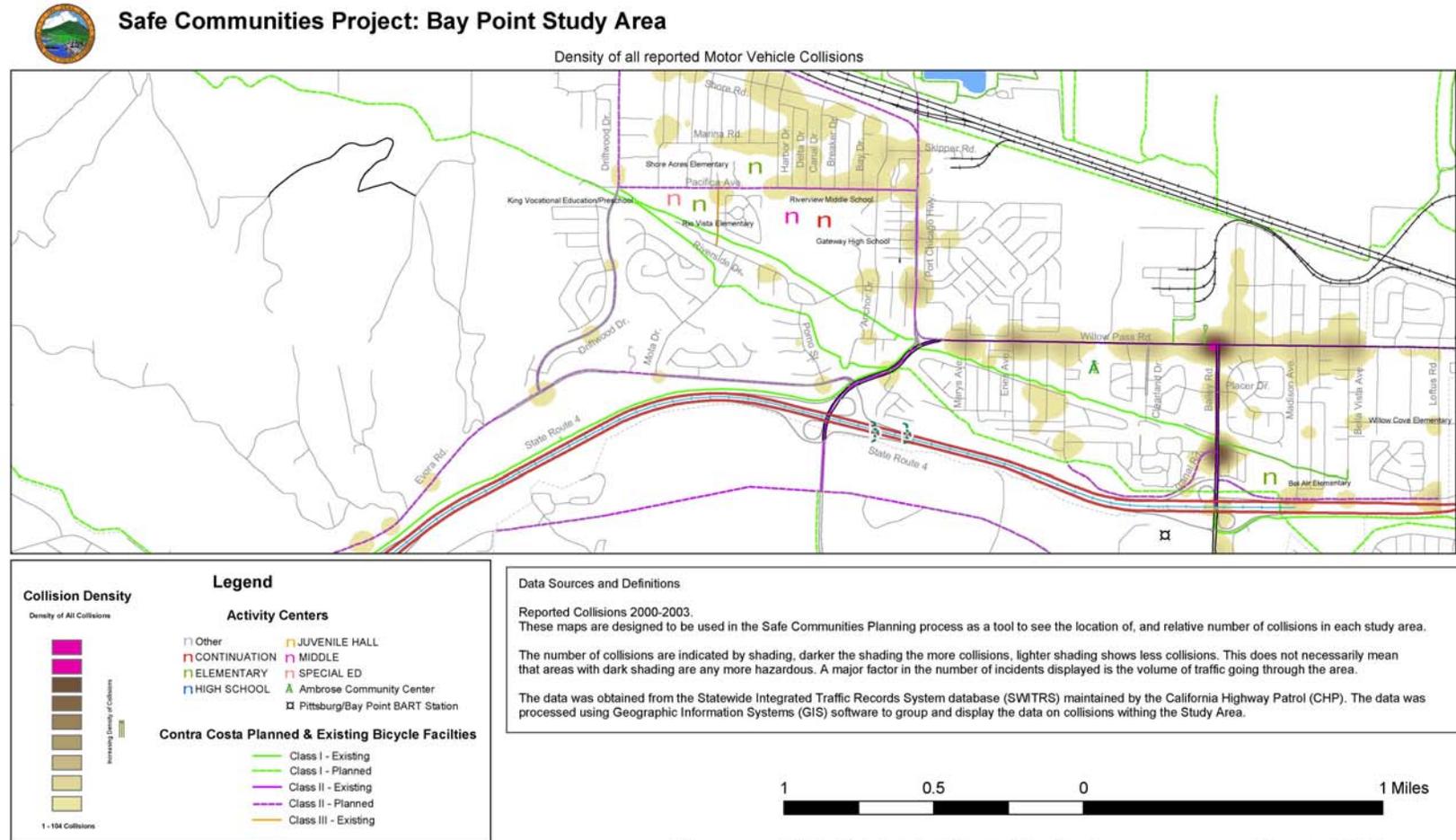
² 2006 Transportation for Livable Communities Capital Program grant application, Contra Costa County Redevelopment Agency, dated June 22, 2006.

Funding possibilities:

- ***Transportation Enhancements (SAFETEA-LU)***: Funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities.
- ***Recreational Trails Program (SAFETEA-LU)***: Funds to develop and maintain recreational trails for motorized and non-motorized recreational trails users.
- ***Safe Routes to School (SAFETEA-LU)***: This funding source applies to the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- ***Hazard Elimination Safety Program***: Funds for safety improvements on any public road, any public surface transportation facility, any publicly-owned bicycle or pedestrian pathway or trail, and for any traffic calming measure.
- ***Safe Routes to School (SR2S) Program (Caltrans)***: Projects must be on a route to school and must improve bicycle and pedestrian travel.
- ***Bicycle Transportation Account (BTA)***: The projects funded by this program are those that promote or otherwise benefit bicycling for commuting purposes.
- ***California Office of Traffic Safety (OTS)***: Funds to mitigate traffic safety program deficiencies, expand ongoing activities or develop new programs. Can be used for both capital and program projects and include projects related to pedestrian and bicycle safety.
- ***Regional Surface Transportation Program (RSTP)***: Within the projects eligible to receive funding are: highway and transit safety improvements and programs, transportation enhancement activities, and carpool projects.
- ***Lifeline Transportation Program***: Projects which address transportation gaps or barriers identified through a Community-Based Transportation Plan including provision of bus shelters, benches, lighting, sidewalk improvements or other enhancements to improve transportation access for residents of low-income communities.
- ***Transportation for Livable Communities (TLC)***: Support for community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods and transit corridors.
- ***Transportation Development Act, Article 3***: Funds for capital improvements including engineering, right-of-way acquisition, and construction for bicycle related improvements.

- ***Regional Bicycle and Pedestrian Program:*** Fund construction of the Regional Bicycle Network including access to major transit stations and schools.
- ***Transportation Fund for Clean Air (TFCA):*** Projects that will decrease motor vehicle emissions and improve air quality including bicycle facility improvements.
- ***Contra Costa County Measure J:*** Funding for highway, arterial, transit, bicycle and pedestrian facility improvements and projects that support alternative modes of travel.
- ***Bay Point Area of Benefit Fee:*** Funds for infrastructure improvements that will accommodate the demands of new growth.
- ***Assessment District:*** Maintenance of the corridor improvements could be provided through an assessment district, service area or planning/landscape area.

Figure 13: Motor Vehicle-involved Collisions (2000-2003)



Prepared for the Health Services Department, Community Wellness and Injury Prevention Program by the Community Development Department for the Contra Costa Safe Communities Project, with funding provided by the Keller Canyon Fund

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Map created 1/4/2005
by Contra Costa County Community Development
651 Pine Street, 4th Floor - North Wing
Martinez, CA 94553-0095
37:59:48.455N 122:06:35.384W

Project #2 – Emergency Ride Home Program

Project Description

511 Contra Costa offers a Guaranteed Ride Home Program to employees of companies and public agencies that participate in the program. The Guaranteed Ride Home Program provides the employee who has traveled to work that day by transit, carpool, and vanpool (some programs also include bicyclists) with taxi vouchers to be used for an emergency ride home in case of illness or family emergency. If the distance between the employee's home and workplace is significant, a rental car may be used instead of a taxi. An expanded Guaranteed Ride Home Program or a similar Emergency Ride Home Program for Bay Point residents will help encourage additional, smaller employers to participate in the program and to better market the program to new participants (employees and companies).

Timeframe

Short Term (1-3 years)

Lead Agency

East/Central County Transportation Demand Management (TDM) Program

Support (Ranking = High)

Community:

- Transportation and Land Use Coalition
- Community-Based Transportation Plan Stakeholder Group
- Free emergency ride home program for:
 - Bus riders (Public input survey: 45 percent of respondents requested)
 - BART riders (Public input survey: 50 percent of respondents requested)
 - Bicyclists (Public input survey: 35 percent of survey respondents requested)
 - Motorists (Public input survey: 56 percent of respondents requested)

Agency: Low Income Transportation Action Plan (Contra Costa County's Employment and Human Services Department)

Benefits (Ranking = Medium)

Access to Key Destinations: The ability to get to/from work is vital to all employees. Many hesitate to use transit, carpools or vanpools which may not allow the flexibility to get home in the case of sickness or family emergency. An Emergency Ride Home Program would alleviate this concern and make transit, carpools or vanpools more viable for working residents of Bay Point.

Safety: Not applicable

Interconnectivity/Gap Closure: As mentioned above, the Emergency Ride Home Program would give employees using transit, carpools or vanpools the flexibility to get home in case of sickness or family emergency.

Other Considerations (Ranking = High)

Project Readiness: The East/Central County TDM Program can establish a Bay Point Emergency Ride Home Program if sufficient funding is secured.

Engineering or other Feasibility Issues: Securing the necessary funding may be more difficult for a targeted Bay Point program. The 511 Contra Costa program is funded by Transportation Fund for Clean Air (TFCA) funds which require that the program be directed at changing the commuting habits of participants from drive alone to transit, bicycling or carpools. Since the Bay Point community is largely transit-dependant, the requirements of TFCA funds may not apply. There are, however, other funding sources more suitable for a Bay Point program.

It also might be effective to combine an Emergency Ride Home program with a ridematch service for Bay Point. Unlike more traditional ridematch programs which are directed at employer sites, the Bay Point program would be residential-based. Carpool assistance, information about transit and school transportation could also be made available.

Environmental Issues: Not applicable

Operational Issues: There is the potential for misuse of the program both by ride providers or program participants (i.e. the use of an Emergency Ride Home voucher for a trip not related to work). The process for distributing this benefit and contracting with taxi companies (or other ride-home providers) would need to be established to minimize the potential for abuse.

Costs and Funding (Ranking = High)

Cost: Without an estimate of the potential target population in Bay Point, it is not possible to accurately estimate the cost of this program. However, the 511 Contra Costa program costs \$160,000 per year to operate. The program has 3,600 registered users with approximately 600 rides being provided annually. The taxi ride averages \$25 per trip.

Cost effectiveness: Considering 3,600 people are encouraged to not drive alone for at least some of their daily commute trips, this program could be considered a cost-effective way to shift the mode share. In addition, the mechanism for operating this program is already established in Contra Costa County and may prove to provide for more efficient use of program resources.

Funding possibilities:

- ***Congestion Mitigation and Air Quality (CMAQ) Improvement Program:*** Funds surface transportation and other related projects that contribute to air quality improvements and reduce congestion including travel demand strategies such as guaranteed ride home and rideshare programs.
- ***Access to Jobs and Reverse Commute Program (JARC):*** - Projects and services designed to transport low-income persons to work, training and childcare and supports development of transportation services between urban centers and suburban employment opportunities.
- ***Lifeline Transportation Program:*** Projects which address transportation gaps, or barriers identified through a Community-Based Transportation Plan including taxi voucher programs.
- ***Transportation Fund for Clean Air (TFCA):*** Projects that will decrease motor vehicle emissions and improve air quality including rideshare programs.
- ***Contra Costa County Measure J:*** Funding for highway, arterial, transit, bicycle and pedestrian facility improvements and projects that support alternative modes of travel.

Project #3 – Expanded Marketing Program

Project Description

An expanded marketing program will better publicize existing transportation programs and services. Some respondents to the questionnaire survey suggested a need for various transportation services that already exist, but they were unaware of. Example programs and services that could be publicized in Bay Point in both English and Spanish include:

- BART's family discount program
- Tri Delta Transit's New daily bus pass for \$2.25
- CommuterChecks
- Rideshare program

Timeframe

Short Term (1-3 years)

Lead Agency

511 Contra Costa

Support (Ranking = Medium)

Community:

- Chamber of Commerce Comment Session
- Community-Based Transportation Plan Stakeholder Group
- Public input survey: 2 percent of survey respondents requested in the open-ended comment section
- Transportation and Land Use Coalition

Agency: Low Income Transportation Action Plan (Contra Costa County Employment and Human Services Department)

Benefits (Ranking = Medium)

Access to Key Destinations: Improved access to transportation information in Bay Point would make it easier for community members to understand and use the transportation options that are available to them.

Safety: With improved knowledge of the transportation options in Bay Point - and if safety information is provided - community members will be better able to make decisions that maximize their safety and security.

Interconnectivity/Gap Closure: Improved transit and transportation information will help community members make better informed decisions about their options in traveling to work, school, shopping or medical/dental facilities. This information can include transit routes and schedules, subsidies for low-income households available for transit or car purchase, employer-based travel subsidy programs, rideshare services, emergency ride home and other programs that provide mobility without dependence on an automobile.

Other Considerations (Ranking = High)

Project Readiness: 511 Contra Costa could use existing Bay Point community newsletters to disseminate transit and transportation information. Existing Bay Point service agencies could participate with bi-lingual translation assistance. Information also could be made available at key public sites, community centers and government offices in Bay Point.

Engineering or other Feasibility Issues: The key issues to implementing this project would be to identify the most effective process for distributing information (i.e. information kiosk, local phone number with bi-lingual operators, Bay Point website sponsored by local organization, etc)

Environmental Issues: Not applicable.

Operational Issues: Many of the contacts and informational materials are currently available through 511 Contra Costa. The challenge will be to identify how best to distribute the information, secure funding for the program and maintain the funding source(s) once the program has been established.

Costs and Funding (Ranking = High)

Cost: \$20,000 per year. This cost estimate assumes ¼-time staff person to administer the program.

Cost effectiveness: This program could assist a large portion of the Bay Point population by providing not only transit maps and schedules but also information about ridesharing and other transportation-related programs available to Bay Point residents.

Funding possibilities:

- ***Congestion Mitigation and Air Quality (CMAQ) Improvement Program:*** Funds surface transportation and other related projects that contribute to air quality improvements and reduce congestion

including travel demand strategies such as public education and outreach.

- ***Access to Jobs and Reverse Commute Program (JARC)***: - Projects and services designed to transport low-income persons to work, training and childcare and supports development of transportation services between urban centers and suburban employment opportunities.
- ***Lifeline Transportation Program***: Projects which address transportation gaps or barriers identified through a Community-Based Transportation Plan and improve the range of transportation choices.
- ***Transportation Fund for Clean Air (TFCA)***: Projects that will decrease motor vehicle emissions and improve air quality including transit information projects

Project #4 – Crossing Guard Program at Schools

Project Description

The proposed project involves increasing the number of street crossing guards adjacent to Bay Point schools by converting the existing small, volunteer program into a more formal, institutionalized and permanently funded one. The program would have paid crossing guards as well as a paid program coordinator to help ensure that a high quality program exists.

Timeframe

Short Term (1-3 years)

Lead Agency

To be determined – possibly the Contra Costa County Sheriff's Department or Mount Diablo Unified School District

Support (Ranking = High)

Community:

- Improved street crossings (Public input survey: 46 percent of survey respondents requested)
- Community-Based Transportation Plan Stakeholder Group
- Low Income Transportation Action Plan (Contra Costa County Employment and Human Services Department)
- East Contra Costa Safe Communities Project

Agency:

- California Highway Patrol
- Contra Costa County Community Development Department
- Contra Costa County Public Works Department
- Contra Costa County Sheriff's Department
- Mount Diablo Unified School District

Benefits (Ranking = High)

Access to Key Destinations: The crossing guards would assist students across streets adjacent to the following Bay Point schools on a regular and consistent basis:

- Bel Air Elementary School
- Delta View Elementary School
- Rio Vista Elementary School

- Riverview Middle School
- Shore Acres Elementary School

Safety: The safety benefits of the program are as follows:

- **Equipment:** Improved equipment such as hand-held “STOP” placards that the crossing guards use to stop cars while kids cross the street, rain gear for the crossing guards and signs warning motorists of students crossing ahead.
- **Training:** Training would be provided for the crossing guards to ensure all guards are aware of basic safety techniques including the rules of the road and first aid. Training is available from the California Highway Patrol and the California State Automobile Association.
- **Turnover rate:** The current volunteer program has a high turnover rate. A more formalized program would strive to have paid crossing guards, which would help ensure a lower turnover rate and more experienced crossing guards.

Interconnectivity/Gap Closure: The existing program has 15 crossing guards at the above schools except for Delta View Elementary School, although with high turnover as noted earlier. A formal program would help ensure that street crossings adjacent to schools would have crossing guards at designated times during all school days.

Other Considerations (Ranking = High)

Project Readiness: The main program constraint is funding and a decision on which agency will operate the program. Once a lead agency is identified and funds obtained, the program can be ready to go in a short time.

Engineering or other Feasibility Issues: Not Applicable.

Environmental Issues: Not Applicable.

Operational Issues:

- **Lead Agency:** The lead agency in charge of the program could be the Mount Diablo Unified School District, the Sheriff’s Department, or another County department. Example jurisdictions that use the school district approach are the Brentwood Union School District and Pittsburg Unified School District, which provide crossing guards. Jurisdictions that use the local police department include the Cities of Pleasant Hill, Concord and San Pablo. In the Mount Diablo Unified School District, which includes Bay Point, crossing

guard programs for schools are run by the local city in which each school is located, not by the school district itself.

- ***Paid Positions:*** The program will strive to find funding to pay the crossing guards as well as the program coordinator. Example jurisdictions that have paid positions rather than volunteer include: Dublin and Albany in Alameda County, Vacaville in Solano County and Pleasant Hill in Contra Costa County.

Costs and Funding (Ranking = High)

Cost: \$85,000 - \$90,000 per school year³. This estimate reflects a city/municipality budget for a crossing guard program and includes administration and enough guards to staff approximately nine crossings for the entire school year (180 days), or more if a rotating schedule is utilized. In summary, each crossing will require about 720 person-hours or \$10,000 per school year. Most of the jurisdictions contract the program operations out to a private firm; the costs listed above include the entire contract, which includes liability insurance costs.

Cost effectiveness: The program is cost effective in that the crossing guards only would be employed part time during the morning and afternoon hours when children are arriving and departing school, respectively.

Funding possibilities:

- ***Safe Routes to School (SAFETEA-LU):*** This funding source applies to the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.
- ***California State Automobile Association:*** Provides free crossing guard program training and some free equipment.
- ***Mount Diablo Unified School District:*** Will provide funds in the short term to immediately replace worn-out equipment.
- ***Community Services District:*** Each household could be assessed a certain amount of money each year to fund the crossing guard program. The Contra Costa County Public Works Department has a Special Districts Division that helps communities through the process of creating a special district. An example unincorporated area in Contra Costa County that recently formed a Community Services District is Crockett-Port Costa.
- ***Safe Routes to School (SR2S) Program (Caltrans):*** Projects must be on a route to school and must improve bicycle and pedestrian

³ Staff interviews with Cities of Pleasant Hill and Dublin, and the Transportation Authority of Marin (TAM), October 2006.

travel. These funds can only be used for capital equipment purchases or construction; they cannot be used for program operating costs such as stipends or salaries.

- ***Office of Traffic Safety (OTS)***: Funds to mitigate traffic safety program deficiencies, expand ongoing activities or develop new programs including programs related to safety.
- ***Parking and Traffic Fine Revenues***: A portion of these revenues could be directed to fund a crossing guard program, as was done in the past in Contra Costa County (the Public Works Department operated a limited crossing guard program at a small number of schools with difficult crossings). After the parking fine revenues were switched to other uses, the crossing guard program was discontinued for lack of funds.

Project #5 – Bicycle Parking

Project Description

- **Bicycle Lockers at BART Station:** This project proposes installing approximately 50 electronic bicycle lockers at the Pittsburg/Bay Point BART station.
- **Bicycle Racks at Selected Bay Point Locations:** The project proposes purchasing and installing racks at up to 50 sites throughout Bay Point on public property and key destinations in the community. Based on community outreach results, bicycle parking will be considered on the sidewalks adjacent to or on the properties of the following locations:
 - Parks
 - Schools
 - Shopping centers

Timeframe

Short Term (1-3 years) to Medium-Term (3-8 years)

Lead Agency

- Electronic lockers at BART stations: Bay Area Rapid Transit District (BART)
- Bicycle racks around Bay Point: 511 Contra Costa, Contra Costa County, property owners

Support (Ranking = High)

Community:

- Bike racks and lockers at BART station (Public input survey: 40 percent of survey respondents requested)
- Bicycle parking (Public input survey: 27 percent of survey respondents requested)
- Community-Based Transportation Plan Stakeholder Group
- Transportation and Land Use Coalition

Agency:

- BART's Pittsburg/Bay Point Station Access Plan
- Contra Costa County Public Works Department
- East Contra Costa County Bikeway Plan

Benefits (Ranking = Medium)

Access to Key Destinations: The project involves installing bicycle parking at all the key destinations within Bay Point including the BART station, parks, schools and shopping centers.

Safety: Electronic bicycle lockers will reduce bike theft at the BART station.

Interconnectivity/Gap Closure: One of the barriers to bicycling is the lack of bicycle parking making it inconvenient to ride. Increased bicycle parking will reduce this barrier and help make bicycling a more attractive way to travel in Bay Point.

Other Considerations (Ranking = High)

Project Readiness: BART is interested in replacing existing bicycle lockers with electronic lockers at all stations. The benefit of the electronic locker is that the locker is not assigned to one user but can be shared by many users as needed. BART has explored the various technologies available to provide this service and is ready for installation as funds become available.

For the installation of bicycle racks within the Bay Point community, it will be necessary to:

- Identify the responsible department or person within the County to lead this effort;
- Identify and secure funding for the purchase and installation of racks; and
- Identify and prioritize rack locations.

The City of Oakland has had a successful bike rack program for many years; through this program more than 1,000 bicycle racks have been installed citywide. Racks can be requested by residents, businesses or organizations. The bicycle rack must be located on city-owned property with the permission of adjacent property owners. In addition, the rack(s) must not obstruct pedestrian circulation. Typically, bicycle racks have been located for retail and commercial uses.

Engineering or other Feasibility Issues: The electronic lockers need running electricity to operate which can be provided from an adjacent power source. The construction required for trenching and laying the power lines is relatively minor and would cause only minimal disruption at the station.

The following guidelines should be followed for the placement of bicycle racks.

- Located in a well-light high pedestrian traffic location to ensure that bicycles are safe from theft and vandalism;

- Located to avoid adversely affecting pedestrian circulation, including requirements for accessibility in the Americans With Disabilities Act;
- Located to ensure that they can be used to their full design capacity.

Environmental Issues: For each trip to the BART station or other location in Bay Point which is made by bicycle instead of by car, environmental impacts associated with the operation of motor vehicles will not occur.

Operational Issues: BART would contract the administration and maintenance of the electronic lockers to an outside vendor.

Bicycle racks installed in Bay Point will require on-going maintenance to assure that they continue to be functional. It is also important to monitor and remove abandoned bicycles as they use up needed parking spaces.

Costs and Funding (Ranking = High)

Cost: \$185,000 for the purchase and installation of 50 lockers. Electronic bicycle lockers are estimated to cost \$3,500 each to purchase and install including necessary lighting, signage and landscaping improvements. Electronic lockers require electricity to operate. If power is not available at the locker location, construction costs to dig the trenches and lay the conduit are estimated between \$5,000 and \$10,000 to provide the electrical power.

Bicycle racks cost approximately \$500 each to purchase and install depending on the type selected. Assuming that 50 racks are purchased and installed, the cost would total \$25,000.

Cost effectiveness: Bicycle parking via racks and lockers is an inexpensive way to provide increased access for bicyclists and to expand alternatives to the use of single-occupant vehicles. Without the means to protect their bicycles from theft and vandalism, people are less likely to use their bicycle for certain trips especially when it is necessary to leave their bicycles for several hours.

Funding possibilities:

- ***Bicycle Transportation Account (BTA):*** The projects funded by this program are those that promote or otherwise benefit bicycling for commuting purposes.
- ***Transportation for Livable Communities (TLC):*** Support for community-based transportation projects that bring new vibrancy

to downtown areas, commercial cores, neighborhoods and transit corridors.

- ***Transportation Development Act, Article 3:*** Funds for capital improvements including engineering, right-of-way acquisition, and construction for bicycle related improvements.
- ***Regional Measure 2 Safe Routes to Transit (SR2T):*** Projects must have a “bridge nexus,” that is, reduce congestion on one or more state toll bridges by facilitating walking or bicycling to transit services including secure bicycle storage at transit stations.
- ***Transportation Fund for Clean Air (TFCA):*** BART applied for TFCA funds to install electronic bicycle lockers at the Pittsburg/Bay Point BART station which would be available in the short term.
- ***Contra Costa County Measure J:*** BART applied for these funds to install electronic bicycle lockers at the Pittsburg/Bay Point BART station which would be available starting 2009.

Project #6– BART Lighting and Information

Project Description

This proposed project has two components: an information center and lighting at the Pittsburg/Bay Point BART station.

Information Center: This project would provide a transportation information center at the BART station. The project will display regional and local transit information (maps, fares, and schedules highlighting timed-transfers), local maps with key Bay Point destinations, bicycle route maps, real-time transit information, and information about different transportation and transportation support services (BART’s family discount program, Tri Delta Transit’s New daily bus pass for \$2.25, CommuterChecks, rideshare program, and emergency ride home program). Materials would be provided in both English and Spanish.

Lighting: This project consists of increasing safety by installing additional lighting at the bus loading/unloading area of the BART station.

Timeframe

Short Term (1-3 years)

Lead Agency

Bay Area Rapid Transit District (BART)

Support (Ranking = High)

Community:

- Increased safety to/from/at station (Public input survey: 54 percent of respondents requested);
- Improve connections to local buses (Public input survey: 51 percent of respondents requested)
- Community-Based Transportation Plan Stakeholder Group

Agency:

- BART’s Pittsburg/Bay Point Station Access Plan
- Priorities for Access to Health, Transportation Equity and Community Health – TEACH (Transportation and Land Use Coalition, 2004)

Benefits (Ranking = High)

Access to Key Destinations: Improved lighting and information will make it easier for BART riders to access the Pittsburg/Bay Point BART station and easier for BART passengers to find their way to local destinations near the Pittsburg/Bay Point BART station.

Safety: Additional lighting presumably will make BART/bus transfer passengers feel safer at night.

Interconnectivity/Gap Closure: Improved information will help transit riders better understand the existing services that are offered such as timed transfers that have been available since October 2005. Increased safety (through improved lighting), convenience and information may encourage more local residents to use BART.

Other Considerations (Ranking = High)

Project Readiness: The lighting and information projects are ready to go and are waiting on committed funding sources.

Engineering or other Feasibility Issues: Not applicable.

Environmental Issues: Not applicable

Operational Issues: The main consideration for the information center is to identify the best location. A location within the BART station would help prevent vandalism of the kiosk but would only be convenient for BART patrons; a central location in the Bay Point community might better serve the community as a whole. Information provided on the kiosk must be kept updated and distributed items, such as route schedules or informational flyers, must be kept stocked.

Costs and Funding (Ranking = High)

Cost:

Lighting: \$100,000 - \$400,000 depending on scope of lighting improvements.

Information Center: Cost will vary depending upon lighting, design, and size requirements. BART staff will develop cost estimates.

Cost effectiveness: An information center is a low-cost improvement to provide transit and transportation information to the Bay Point community. Lighting improvements are more costly but would positively impact all patrons of the BART station.

Funding possibilities:

- ***Congestion Mitigation and Air Quality (CMAQ) Improvement Program:*** Funds surface transportation and other related projects that contribute to air quality improvements and reduce congestion including travel demand strategies such as public education and outreach.
- ***Regional Surface Transportation Program (RSTP):*** Within the projects eligible to receive funding are highway and transit safety improvements and programs.
- ***Transportation for Livable Communities (TLC):*** Support for community-based transportation projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods and transit corridors including transit stop amenities.
- ***Transportation Fund for Clean Air (TFCA):*** Projects that will decrease motor vehicle emissions and improve air quality including transit information projects
- ***Daily Parking Fees:*** To obtain a portion of daily parking fees for station access improvements, the County will need to formally request BART to begin a daily parking fee program at the Pittsburg/Bay Point BART station.
- ***Measure J:*** BART recently submitted a wayfinding application to receive Measure J funds starting in 2009. This proposed project also could obtain Measure J funds through its station access category yet also not until 2009.

Project #7 – BART Parking

Project Description

There are two components of the BART parking project: parking expansions and a daily parking fee program.

Parking Expansions

BART has received \$1 million in federal “Congestion Mitigation and Air Quality” funds for the purchase of property just east of the existing BART parking lot, and plans to use it for 400 additional parking spaces once they obtain additional funds to finalize purchase of the property and construct a surface parking lot. Additional funds are needed for grading, paving, striping, curb cuts, drainage, lighting and landscaping work.

Daily Parking Fee Program

A daily parking fee program would devote at least 25 percent of the fee revenue to access improvements at the Pittsburg/Bay Point BART Station. To establish daily fees BART would need a formal request from either the City of Pittsburg or the Bay Point community.

In May 2005, the BART Board of Directors approved several new parking programs including daily weekday parking fees for selected stations and a single day reserved program for East Bay stations. (The daily parking fee program is in addition to the monthly reserved parking program.) The criteria for imposing daily parking fees include:

1. Parking at those stations fill three or more days a week and at least 15% of the station’s parking spaces are sold as monthly reserved parking;
2. Or the local government jurisdiction requests BART to implement a daily fee.

The Pittsburg/Bay Point Station does not currently qualify for the daily paid parking fee program under Criterion 1 but Contra Costa County could request the program under Criterion 2.

Timeframe

- Parking Expansions: Medium Term (3-8 years)
- Daily Parking Fee Program: Short Term (1-3 years)

Lead Agency

Bay Area Rapid Transit District (BART)

Support (Ranking = High)

Community:

- Parking at BART station (Public input survey: 25 percent of survey respondents requested)
- Community-Based Transportation Plan Stakeholder Group

Agency: BART's Pittsburg/Bay Point Station Access Plan

Benefits (Ranking = High)

Access to Key Destinations: Increased parking will allow more East County residents to access the BART station and thus will increase their access to the greater Bay Area within the BART service area.

Safety: Increased parking will increase the number of BART riders accessing the station at any given time causing an increased presence around the station. Criminal activities often decrease in less isolated locations due to more “eyes on the street” (presence of other people in the area).

Interconnectivity/Gap Closure: A major constraint to residents of East County, including Bay Point, is the difficulty in accessing the Pittsburg/Bay Point BART Station due to limited parking and the difficulties of walking or bicycling to the station as noted earlier in this plan. More residents might use BART if additional parking were provided. It is known that some East County residents drive to the North Concord BART Station, where parking is usually available, instead of Pittsburg/Bay Point where parking is limited.

Other Considerations (Ranking = High)

Project Readiness: Modified BART add-fare machines were used to accept payment for the daily parking charge at the ten East Bay stations where the program has been implemented. There currently is no additional equipment available for this use. However, BART staff is currently studying additional payment technologies.

Although BART is in the process of acquiring the land for an additional parking lot, it will be necessary for BART to secure additional funding for constructing the actual parking facility.

The parking fee program and the parking expansion could be initiated within the next few years depending on funding.

Engineering or other Feasibility Issues: Parking expansion could potentially increase ridership at the Pittsburg/Bay Point BART Station as well as reduce

parking spillover into the surrounding neighborhood. To some degree the additional parking might draw East County residents who are currently using the North Concord BART Station. Initiation of a daily parking fee at the station could have an inverse effect by deterring patrons not willing or able to pay the fee; current Pittsburg/Bay Point patrons may choose instead to use an alternate station or drive directly to their final destination. However, BART staff reports that so far the daily parking fees initiated at some of their stations have not led to reduced ridership. Parking spillover into the surrounding neighborhoods – already a problem in neighborhoods near the Pittsburg/Bay Point station -- would most likely worsen with implementation of a daily parking fee. Although the daily parking fee could fund station access improvements, the added expense to lower-income households, many of whom reside in Bay Point, may make the cost of the transit trip a significant economic burden.

Initiation of a daily parking fee Pittsburg/Bay Point BART Station would require Contra Costa County and/or the City of Pittsburg to request the program be implemented. However, this is more than just a Bay Point issue and would require the consensus of other communities in East County whose residents use this station. In addition, BART will need to identify suitable parking fee collection equipment to expand the program to this and other stations.

Environmental Issues: Providing more parking may encourage more people to use BART. A daily parking fee may encourage more BART users to get to the station by bus, walking, bicycling or carpooling instead of driving by themselves. Both of these would be environmentally beneficial.

Operational Issues: Not applicable.

Costs and Funding (Ranking = High)

Cost: Parking expansion: \$2-2.8 million for the construction of a 400-space surface parking lot. This includes costs for grading, paving, drainage and lighting improvements.

Daily parking fee program: Undetermined until parking collection equipment can be identified and an agreement between BART and local jurisdictions on the provisions for the program can be reached.

Cost effectiveness: The cost-effectiveness of providing additional parking at the BART station or of implementing a daily parking fee is difficult to estimate until specific improvements or programs have been defined.

Funding possibilities:

- ***Daily Parking Fees:*** If the daily parking fee program at the station was initiated, part of these revenues would be used at the station for access improvements. The County and/or the City of Pittsburg will need to formally request BART to begin a fee program at the Pittsburg/Bay Point BART station.
- ***Parking Expansion:*** External BART funds will be required to expand the supply of parking. Potential funding sources include:
 - Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 - Surface Transportation Program (STP)

Project #8 – Bus Shelters

Project Description

This project involves installing new bus shelters or improving existing ones; the project also includes benches, paved sidewalks, lighting, schedule/route signage in English and Spanish, landscaping and other amenities at bus stops. High-priority bus shelter locations are bus stops with high daily bus boardings. Willow Pass Road and Bailey Road between West Leland Road and Willow Pass Road both fall into the high-priority category. This project consists of improving up to 5 bus shelters on Bailey Road and Willow Pass Road and installing up to 15 additional bus shelters on these same high-priority corridors.

Timeframe

Short Term (1-3 years)

Lead Agency

Tri Delta Transit

Support (Ranking = High)

Community:

- Public input survey: 56 percent of survey respondents requested
- Priorities for Access to Health, Transportation Equity and Community Health – TEACH (co-sponsored by the Transportation and Land Use Coalition and the Contra Costa County Health Services Dept., 2004)
- Community-Based Transportation Plan Stakeholder Group
- Community Advisory Panel

Agency:

- Low Income Transportation Action Plan (Contra Costa County Employment and Human Services Department)
- Tri Delta Transit has worked with the Bay Point community to prioritize bus shelter locations and then applied for a Lifeline grant to install bus shelters at those locations. Tri Delta Transit did not receive the grant but continues to seek funding (such as advertising companies) to install bus shelters in Bay Point.

Benefits (Ranking = Medium)

Access to Key Destinations: The main commercial areas in Bay Point are on Bailey Road and Willow Pass Road where the shelters are proposed.

Safety: By providing a designated and protected space for bus riders to wait, they will be safer and they will have an increased perception of safety. Enhanced lighting, a place to sit, protection from the weather, better understanding of the bus schedule and improved ability to maneuver around and to/from the bus shelter all help increase the safety of bus riders while they wait for buses to arrive.

Interconnectivity/Gap Closure: Not applicable

Other Considerations (Ranking = Medium)

Project Readiness: Shelters can be installed in a relatively short time once funding has been secured. Some locations will require involvement from the Contra Costa County Public Works Department, if changes to the public right-of-way are required.

Engineering or other Feasibility Issues: Some of the key issues are as follows:

- ***Narrow sidewalks:*** The sidewalks in Bay Point tend to be too narrow for bus shelters.
- ***Residential community:*** Bay Point is heavily residential. Placing shelters in front of personal residences is usually problematic and homeowners often seek political assistance to have such shelters removed.
- ***Accessibility:*** The Americans With Disabilities Act requires curb cuts, appropriate sidewalk width and minimal slopes adjacent to bus shelters.
- ***Right-of-way:*** Private property is framed by barriers such as fences that abut the sidewalk at the bus stop location leaving no room for a bus shelter. Tri Delta Transit does not become involved in right-of-way issues so when a right-of-way constraint occurs, a bus shelter may not be built at that particular location.

Environmental Issues: Not applicable.

Operational Issues: Routine maintenance of bus shelters will need to occur. This can be financed by advertising revenue from the shelters, among other sources.

Costs and Funding (Ranking = High)

Cost: The total project cost equals \$350,000 of which \$50,000 would be used for improving up to five existing bus shelters and \$300,000 would be used to install 15 additional bus shelters.

The durable shelters (perforated metal) that Tri Delta prefers are about \$6,000 each and \$1,000 for installation. This cost estimate does not include the concrete pour and potential adjacent crosswalk installation, which is estimated to average about \$13,000. Thus, the cost to install an average bus shelter is about \$20,000.

Cost effectiveness: According to Tri Delta Transit data, Bay Point has the highest per capita ridership of all East County communities, making this project highly cost effective.

Funding possibilities:

- *Advertising revenues.* Tri Delta is working on a bus shelter contract with an advertising agency that would bring shelters at no cost to Tri Delta Transit other than routine maintenance. Ad agencies typically will place shelters only on major thoroughfares where their ads will have high public visibility, but that should at least open the possibilities of more shelters on Willow Pass Road and Bailey Road in Bay Point.
- *Lifeline Transportation Program:* Projects which address transportation gaps, or barriers identified through a Community-Based Transportation Plan and improve the range of transportation choices.

Project #9 – Concord Bus Route

Project Description

The Concord bus route project involves Tri Delta Transit providing bus service to key locations in Concord such as Sun Valley Mall, Mount Diablo Hospital and Mount Diablo High School. The additional service also will include equivalent Americans With Disabilities Act / paratransit service as required by federal law.

Timeframe

Short Term (1-3 years) or Medium Term (3-8 years)

Lead Agency

Tri Delta Transit (Although the Concord bus route would provide service within the County Connection service area in Concord, the service would be primarily intended to provide a connection for trips originating in East County. Therefore this service would be provided by Tri Delta Transit.)

Support (Ranking = High)

Community:

- Direct service to nearby cities (Public input survey: 56 percent of respondents requested)
- Direct service specifically to Concord (Public input survey: 22 percent of respondents requested in the open-ended comment section)
- Community-Based Transportation Plan Stakeholder Group
- Community Advisory Panel

Agency: Tri Delta Transit is supportive of exploring the possibility of a proposed Concord bus route. Tri Delta Transit and County Connection, which is the bus provider for Central Contra Costa County, would have to agree on this proposed inter-regional route.

Benefits (Ranking = High)

Access to Key Destinations: Key destinations could include Sun Valley Mall, Mount Diablo Hospital and Mount Diablo High School. Other Concord destinations that survey respondents mentioned less frequently include California State University East Bay, Ygnacio Valley High School, Concord BART and Todos Santos Plaza in downtown Concord.

Safety: Not applicable

Interconnectivity/Gap Closure: This bus service from Bay Point ‘over the hill’ to Concord would provide the direct service connection requested by Bay Point residents. Currently making this trip by transit requires taking Tri Delta Transit route 389 to Pittsburg/Bay Point BART, riding BART to North Concord or Concord Station and connecting via County Connection bus to the final destination. As Bay Point residents have pointed out, this trip requires payment of individual fares for the different service providers and can take several hours.

Other Considerations (Ranking = High)

Project Readiness: Tri Delta Transit is aware of the desire and need for this service between Bay Point and Concord especially for the Bay Point students attending Mt. Diablo High School or other schools in Concord. Although there are currently no firm plans to provide this service, Tri Delta Transit in late 2006 took a preliminary look at vehicle availability and other scheduling and operational concerns, and found the service may be viable with existing equipment if enough ridership is found to support the service. Implementation of this service would require further study to refine scheduling issues and determine the actual demand.

Engineering or other Feasibility Issues: As previously mentioned, the feasibility of a Concord bus route would require adequate ridership to justify the service. To maintain their eligibility for certain funding sources, Tri Delta Transit must carry 20 riders per revenue hour. If this level of ridership is not maintained, Tri Delta Transit could lose funding.

Environmental Issues: Not applicable

Operational Issues: Initially the Concord bus route would provide limited service starting with service geared towards Mt. Diablo High School, Sun Valley Mall and Mt. Diablo Hospital as requested by the community. It is likely that service would be provided at 30-minute frequencies during the peak periods and 60-minute frequencies during the off-peak. Tri Delta Transit has found that service less often than once an hour does not attract enough riders to be viable.

Costs and Funding (Ranking = Medium)

Cost: \$210,000 - \$550,000/year for operating costs. This estimate is based upon an operating cost of \$50/bus/hour for driver, gas and other expenses. Based upon a preliminary analysis, Tri Delta Transit believes that it may be

possible to provide with service without the purchase of new buses. Therefore this cost estimate includes operating costs only.

- \$210,000-\$420,000 for initial peak hour service at 30-minute frequencies requiring 2-4 buses to operate weekday service for 4 hours in the AM peak and 4 hours in the PM peak
- \$130,000 for off-peak service at 60-minute frequencies assuming 2 buses to operate weekday service for 5 hours during the midday.

Cost effectiveness: According to Tri Delta Transit data, Bay Point has the highest per capita ridership of all East County communities. In addition, the transit-dependent percentage of Bay Point's population is higher than other East County communities. Before planning for this route can move forward, it will be necessary to develop precise ridership forecasts to determine if potential ridership would justify the service.

Funding possibilities:

- ***Congestion Mitigation and Air Quality (CMAQ) Improvement Program:*** Funds surface transportation and other related projects that contribute to air quality improvements and reduce congestion including travel demand strategies such as new or expanded transit services.
- ***Access to Jobs and Reverse Commute Program (JARC):*** - Projects and services designed to transport low-income persons to work, training and childcare including transportation to suburban workplaces.
- ***FTA Section 5307 Capital Grants:*** Funds to support planning, engineering design and evaluation of transit projects and other technical transportation-related studies.
- ***Lifeline Transportation Program:*** Projects which address transportation gaps or barriers identified through a Community-Based Transportation Plan including enhanced bus transit services.
- ***Transportation Fund for Clean Air (TFCA):*** Projects that will decrease motor vehicle emissions and improve air quality including shuttle or feeder bus services.
- ***Kaiser Permanente Cares for Communities:*** The community benefit program includes programs to improve access to health care.
- ***The California Endowment:*** Funds to improve access to health care within under served communities such as Bay Point.

Project #10 – Increase Frequencies of Bus Route #300 (Express Bus Service from Bay Point to Antioch and Brentwood)

Project Description

This project involves increased frequencies for existing express bus service from the Pittsburg/Bay Point BART Station to Hillcrest Avenue in Antioch and the City of Brentwood (bus route #300), going to 15-minute frequencies to match BART service.

Timeframe

Short Term (1-3 years) or Medium Term (3-8 years)

Lead Agency

Tri Delta Transit

Support (Ranking = High)

Community:

- Direct service to nearby cities (Public input survey: 56 percent of respondents requested)
- Community-Based Transportation Plan Stakeholder Group

Agency:

- BART's Pittsburg/Bay Point Station Access Plan
- Low Income Transportation Action Plan (Contra Costa County Employment and Human Services Department)
- Tri Delta Transit Short Range Transit Plan

Benefits (Ranking = High)

Access to Key Destinations: Survey respondents stated in open-ended questions that Antioch is a key destination for medical appointments and shopping. Destinations in Brentwood and other destinations in Antioch such as parks, schools and work were mentioned less frequently. Route 300 was designed as an express bus service from Antioch and Brentwood, westbound to the Pittsburg/Bay Point BART Station. However, Bay Point residents see the route as potentially important for eastbound trips, riding in the “reverse” direction from Bay Point to Antioch and Brentwood.

Safety: Not applicable.

Interconnectivity/Gap Closure: Of Tri Delta Transit's current passengers, the majority (80 percent) travel to destinations within East County, and the remaining 20 percent ride to BART. As a feeder bus connecting East County park-and-ride lots to the BART station, Route #300 does not serve the heart

of the Bay Point community and may not provide the most benefit to the transit-dependent Bay Point population. However, its potential for the reverse direction, taking Bay Point residents eastward to Antioch and Brentwood, was seen as beneficial if the service is frequent enough.

Other Considerations (Ranking = High)

Project Readiness: More frequent service on Route #300 and the ability to meet every BART train at the Pittsburg/Bay Point Station is a goal of Tri Delta Transit. To make this project a reality, it would be necessary to secure additional funding for capital and operating costs as well as have demonstrated public support for the project.

Engineering or other Feasibility Issues: Current ridership on Route #300 does not justify additional service especially given the capital investment that would be required to provide this service. The service already operates at 20-minute frequencies during the morning and evening commute periods and 30-minute frequencies the rest of the day.

Environmental Issues: Not applicable.

Operational Issues: With completion of the high-occupancy vehicle lanes on State Route 4 in East County and rerouting of Route #300 to take advantage of these lanes, it may be possible to refine the schedule with more frequent headways without an increase in equipment.

Costs and Funding (Ranking = Medium)

Cost: Capital Cost - \$2.4 - 3.2 million for purchase of 6-8 additional buses at \$400,000/bus. Operating Cost - \$300,000 - \$400,000/year to add the additional service at the rate of \$50/hour per bus.

Cost effectiveness: It would be necessary to estimate existing and potential Bay Point ridership on Route #300 to determine cost effectiveness.

Funding possibilities:

- ***Congestion Mitigation and Air Quality (CMAQ) Improvement Program:*** Funds surface transportation projects that contribute to air quality improvements and reduce congestion including travel demand strategies such as new or expanded transit services.
- ***FTA Section 5307 Capital Grants:*** Funds to support planning, engineering design and evaluation of transit projects and other technical transportation-related studies.

- ***Lifeline Transportation Program***: Projects which address transportation gaps, or barriers identified through a Community-Based Transportation Plan including enhanced bus services.
- ***Transportation Fund for Clean Air (TFCA)***: Projects that will decrease vehicle emissions including shuttle or feeder bus services.

Transportation for Senior Citizens and Disabled Persons

In response to federal law, local initiatives, and demographic trends – particularly the growing percentage of society that is elderly -- Contra Costa County and its public-transit providers place a high priority on provision of transportation service to senior citizens and disabled persons. These services often are referred to as “paratransit” or “dial-a-ride” service; they generally respond to specific requests for trips rather than running a fixed route every day like buses or trains. The service is “door to door,” picking up elderly or disabled persons at home and dropping them off at their destination.

These services did not emerge as a high-priority project in this Community-Based Transportation Plan because of the particular criteria and process that were used for this plan.

Nonetheless, these services are a high priority in Contra Costa County. The need for improved and expanded service is being addressed by the relevant agencies outside of this planning process. For Bay Point, the relevant agencies are Tri Delta Transit, which provides Dial-A-Ride paratransit service; the Contra Costa County Employment and Human Services Department, which operates the Senior Mobility Project and other services to assist seniors; and the Area Agency on Aging. Some funding and coordination services are provided by the Contra Costa Transportation Authority and the Metropolitan Transportation Commission.

In addition a number of community-based organizations are focusing on mobility for seniors and disabled persons in Bay Point and throughout Contra Costa County. While working with public-transit providers and the County, these community-based organizations also are exploring alternative solutions to supplement paratransit and other traditional transportation services. Some of the organizations working on this issue include Senior Helpline Services, the Caring Hands Volunteer Caregivers Program, Independent Living Resources, Jewish Family & Children Services of the East Bay, and the Pittsburg Pre-School and Community Council.

Remaining (Lower Priority) Projects and Programs

The remaining projects and programs are described below by transportation type. After each project or program, a reason is provided to explain why the project or program didn't make it into the high-priority group.

Bus Transit

Additional Bus Routes or Services

- Fare assistance (Public input survey: 56 percent of respondents requested)
 - Free or reduced cost passes to CalWORKs/low-income families and to students or youth. (Low Income Transportation Action Plan; Priorities for Access to Health); **Reason:** Program already occurs.
 - Daily or monthly passes to better accommodate passengers who transfer (Priorities for Access to Health); **Reason:** Starting December 2006, Tri Delta Transit will offer a daily pass for \$2.25, which is less than the existing round trip of \$2.50.
 - Flexible fixed route during off-peak hours (7 p.m. to 1 a.m.) for individuals who work non-traditional schedules (Low Income Transportation Action Plan); **Reason:** Less community support compared to other requested bus improvements.
 - Shuttle study – Conduct a Bay Point neighborhood shuttle planning study and seek funding for implementation. (Pittsburg/Bay Point Station Access Plan); **Reason:** Less community support compared to other requested bus improvements.

Enhanced Bus Routes or Services

- Increase service frequencies; **Reason:** The #389 loop route, which provides the main local service within Bay Point operates at one-half hour headways in that there is an eastbound loop and a westbound loop, each of which is on a one-hour headway. Tri Delta Transit doubts that they would have the resources to provide more frequent service.
 - Weekdays (Public input survey: 39 percent of respondents requested)
 - Weekends (Lifeline Transportation Network Report; Public input survey: 33 percent of survey respondents requested; Community Advisory Panel)
 - Increase service frequencies during school bell times or reroute stops closer to schools during these times. (Low

- Income Transportation Action Plan; Public input survey: 42 percent of respondents requested)
- Improve disabled/senior (Dial-a-Ride) transit service (Public input survey: 40 percent of survey respondents requested)
 - Better batch and zone scheduling, increased negotiated pick-up and drop-off times and increased use of taxi supplemental service. (Tri Delta Transit Short Range Transit Plan)
Reason: Tri Delta Transit is implementing a new software system that improves scheduling and dispatching, and the paratransit service exceeds minimum standards. Tri Delta Transit will not pursue taxi service because there are not enough taxi operators in East County and taxi drivers lack training so performance problems have resulted in other areas that tried it. *(See page 104 for a discussion of this high-priority issue. This issue is dealt with by service providers on an ongoing basis, outside of this particular planning process.)*
 - Increase hours of service; **Reason:** Less community and agency support compared to other requested bus improvements.
 - Earlier in mornings
 - Weekdays (Public input survey: 4 percent of respondents requested)
 - Weekends (Public input survey: 3 percent of respondents requested)
 - Later in evenings
 - Weekdays (Public input survey: 7 percent of respondents requested)
 - Weekends (Public input survey: 8 percent of respondents requested)
 - For express buses serving key Park & Ride facilities. (Pittsburg/Bay Point Station Access Plan)
 - Expand the Children’s Transportation Program (Low Income Transportation Action Plan); **Reason:** Less community support compared to other requested bus improvements.
 - Improve BART station feeder bus routes once the BART extension is completed and duplicative express bus routes are eliminated. (Tri Delta Transit Short Range Transit Plan; Low Income Transportation Action Plan)); **Reason:** Long-term project that will come to fruition in 2010 once eBART is in operation. Note that only an express or limited-stop route would be duplicative of eBART.
 - Coordinated scheduled or “timed transfers” between bus route #389 and #391 to decrease wait time for residents traveling to/from the Pittsburg Health Center. (Priorities for Access to Health); **Reason:** Tri Delta Transit began “timed transfers” in October 2005.

- Increased routes within Bay Point (Public input survey: 56 percent of respondents requested)
 - Change route #389 to travel through the Lynbrook Park neighborhood on Kevin Drive. (Priorities for Access to Health); **Reason:** Tri Delta Transit began this service in July 2006.

Improved Bus Stops

Relocate school stops to side streets (Low Income Transportation Action Plan); **Reason:** Less community support compared to other requested bus improvements.

Pittsburg/Bay Point BART Station

- Fare discount program (Public input survey: 73 percent of survey respondents requested); **Reason:** BART could better market existing discount programs such as the family discount program. Refer to the high-priority project titled “Enhanced Marketing Program.”
- Parking (Public input survey: 25 percent of survey respondents requested); **Reason:** BART considers these requests feasible; however, the timing should be coordinated with longer-term strategies at the Pittsburg/Bay Point station as the proposed transit village and the planned eBART commuter rail system.
 - Increased midday parking at the BART station with attendant midday parking or fee-based reservations. (Pittsburg/Bay Point Station Access Plan)
 - Redesigned carpool program at the BART station by updating the carpool database, implementing sunset dates for carpool permits and increasing the fine for parking in carpool spaces. (Pittsburg/Bay Point Station Access Plan)
 - Providing additional parking spaces by restriping using Measure J funds. (Pittsburg/Bay Point Station Access Plan)
 - Exploring the feasibility of creating a community parking district and using the generated revenue for access improvements. (Pittsburg/Bay Point Station Access Plan)
 - Increased parking spaces dedicated to carpools according to demand. Consider merging remaining midday and carpool spaces. (Pittsburg/Bay Point Station Access Plan)

Walking

- Improved sidewalks - remaining (Public input survey: 53 percent of survey respondents requested); **Reason:** Less community support compared to other requested sidewalk improvement requests.
 - Canal Road
 - Kevin Drive
 - Pacifica Avenue (Public input survey: 2 percent of survey respondents requested); **Reason:** The County is in the process of completing a corridor improvement project on Pacifica Avenue, which includes sidewalks.

Bicycling

- Offer bicycle purchase assistance to low-income individuals (Low Income Transportation Action Plan; Public input survey: 22 percent of survey respondents requested); **Reason:** Less community support compared to other requested bicycling improvement requests.
- Bicycle lanes (Public input survey: 38 percent of survey respondents requested, including trails); **Reason:** Less community support compared to other requested bicycling improvement requests.
 - BART access between the station and Bailey Road. (Pittsburg/Bay Point Station Access Plan; Public input survey: 1 percent of survey respondents requested)
 - Canal Road from Bailey Road to Alves Lane (East County Bikeway Plan)
 - Driftwood Drive from Evora Road to Port Chicago Highway (East County Bikeway Plan)
 - Evora Road, from Willow Pass Road to Concord (East County Bikeway Plan, public input survey)
 - Hanlon Way between Bella Vista Avenue and Balclutha Way
 - Port Chicago Highway open to bicyclists until Clyde (Community Advisory Panel)
 - San Marcos Blvd west side of State Route 4
 - West Leland Road (Pittsburg/Bay Point Station Access Plan, public input survey)
- Trails (Public input survey: 38 percent of survey respondents requested, including bicycle lanes); **Reason:** Less community support compared to other requested bicycling and trail improvement requests.
 - Calvary Temple Trail (Community Advisory Panel)
 - Contra Costa Canal, north of station from Bay Point to Bailey Road; encourage Contra Costa Water District to open the maintenance road parallel to the canal as called for in the

East Contra Costa County Bikeway Plan (Pittsburg/Bay Point Station Access Plan; public input survey)

- Delta de Anza Trail extension between Evora Road and Port Chicago Highway (Countywide Bicycle and Pedestrian Plan, East Contra Costa County Bikeway Plan)
- Evora Road trail between Mota Drive and Delta de Anza trail
- Oak Hills Shopping Center connection to allow bicyclists (and pedestrians) direct access from the new BART parking lot to the station. (Pittsburg/Bay Point Station Access Plan)
- Riverfront trail between Martinez and Bethel Island; potentially combined with the proposed McAvoy Harbor Trail to Pittsburg (public input survey)
- San Francisco Bay Trail extension through Bay Point (California State Senator Torlakson's office)
- State Route 4 Trails
 - South between North Concord BART and Evora Road/Willow Pass Road/State Route 4 intersection in association with the Concord Naval Weapons Station project
 - North between Evora Road/Willow Pass Road/State Route 4 intersection and Port Chicago Highway sponsored by the East Bay Regional Park District

Driving

- Carpools (Public input survey: 33 percent of respondents requested); **Reason:** Less community support compared to other requests.
 - More carpool lanes. Although carpools lanes were requested by a significant portion of the Bay Point community, this was not included in the project list as carpool lane construction is currently underway. Carpool lanes are now available on State Route 4 from Hwy 242 to west of Railroad Avenue. Funding for extension of the HOV lanes to Loveridge Road is now being sought. Ultimately, the HOV lanes are expected to extend to Hillcrest Road in Antioch.
 - Convert regular lanes and drop ramps to carpool lanes on local roads and State Route 4 (Pittsburg/Bay Point Station Access Plan and Cleaning the Air)

- Enforcement; **Reason:** Less community support compared to other requests.
 - Speed reductions on Shore Road (Station Area Specific Plan; Chamber of Commerce)
- Expanded programs; **Reason:** Less community support compared to other requests.
 - Vanpool incentives (Public input survey: 29 percent of survey respondents requested)
 - KEYS Auto Loan Program
 - Taxi vouchers
- New programs; **Reason:** Less community support compared to other requests.
 - Auto loan/repair assistance (Public input survey: 44 percent of survey respondents requested)
 - Neighborhood car-sharing program (Low Income Transportation Action Plan)
 - Driver training (either subsidized or free) for low-income individuals participating in the CalWorks program (Low Income Transportation Action Plan)
 - Automobile inspection services for CalWORKs clients who are purchasing a car outside of the KEYS program to increase vehicle reliability (Low Income Transportation Action Plan)
 - Vehicle clearinghouse for the sale of refurbished fleet vehicles to CalWORKs participants (Low Income Transportation Action Plan)
- Facilities; **Reason:** Less community support compared to other requests.
- Increase egress lanes onto West Leland Avenue eastbound from one lane to two lanes. (Pittsburg/Bay Point Station Access Plan)
 - Rename Willow Pass Road to “Bay Point Boulevard” (Public input survey)
- Public health concerns; **Reason:** Less community support compared to other requests.
 - Possible relationship between high amounts of automobile and truck traffic, and rates of asthma and other respiratory illnesses. (Statewide and Bay Area studies)

Transportation Information

- Real-time traffic information signs at Bailey Road exit of SR4 warning drivers whether BART lot is full. The signs can also alert drivers of empty spaces at North Concord. (Pittsburg/Bay Point

Station Access Plan); **Reason:** Less community support compared to other requests.

Transportation and Land Use Linkages

- Design standards to ensure transit-oriented, bicycle and pedestrian-friendly design of new development in Bay Point
- Developer fee programs to ensure developers pay their “fair share” of the costs of infrastructure needed to accommodate growth
- Opportunity for public input into design of the planned transit village in the Pittsburg/Bay Point BART Station Area; **Reasons:** The design standards and developer fee programs already exist; there will be opportunities for public input into the design of the planned transit village as the development process moves forward.
- Higher density for the Alves Ranch development in Pittsburg, west of the BART Station; **Reason:** The City of Pittsburg has already approved the project.
- Encourage the Bay Point Redevelopment Project Area Committee to address walking and bicycling issues when approving development within the community; **Reason:** These issues already are part of the Redevelopment Project Area’s policies and guidelines.
- Increase density near transit; **Reason:** plans already are in place to facilitate this via the Pittsburg/Bay Point BART Station Area Specific Plan adopted by the County, the City of Pittsburg and BART.
- A high school in Bay Point would eliminate the need to transport high school students to Mount Diablo High School in Concord. **Reason:** This is a long-term solution that is outside the scope of a transportation plan.

Next Steps/Implementation

Several organizations will need to be involved to implement the high-priority recommendations in this plan. Improvements to Bay Point roads and intersections are the responsibility of Contra Costa County. Improvements to bus routes and bus stops are the responsibility of Tri Delta Transit. BART is responsible for improvements at the BART station. 511 Contra Costa would be responsible for transportation information programs and the Emergency Ride Home Program. The East Bay Regional Park District would be involved in lighting and other improvements to the Delta De Anza Regional Trail, and several agencies may share the responsibility for a school crossing guard program.

The key steps in implementing these recommendations are listed below.

1. Continue inter-agency coordination

The responsibility for following up this planning process with inter-agency coordination, and overall plan implementation, rests with Contra Costa County. In the years ahead, the County will work with the agencies mentioned above to try to implement as many of the recommended solutions as possible. The Community-Based Transportation Plan process was valuable in bringing the above agencies together with community groups to help discuss and prioritize Bay Point transportation issues.

2. Watch for funding opportunities

The County will work the other agencies to track grant opportunities for which the Bay Point high-priority projects would be eligible. County staff may be able to provide assistance in grant application writing as needed.

3. Maintain accountability to the Bay Point community

The County will periodically report back to the Bay Point stakeholders and the Bay Point Municipal Advisory Council on the progress being made to implement this plan. The MAC and other community groups may be asked to write letters of support for grant applications for Bay Point transportation funding, as grant opportunities arise.

Appendix A – Public Input Questionnaire

Contra Costa County is developing a **Community Based Transportation Plan for Bay Point** to improve access for all modes of transportation: public transit, bicycle, walking, wheelchair use, and driving. This survey will help the County better understand transportation issues in Bay Point. Please return the survey no later than Monday, August 14, 2006.

Return to:
 Contra Costa County
 Community Development Dept.
 651 Pine Street, North Wing – 4th Floor
 Martinez, CA 94553-0095
Fax: (925) 335-1300

Age: _____ Sex: Male Female Own car/truck? Yes No

What is your primary way to travel? Walking Bicycling Bus BART Driving Wheelchair

How do you prefer to travel? Walking Bicycling Bus BART Driving Wheelchair

Destinations

Where are you having the most difficulty traveling to? (*List location*)

- | | |
|---|--|
| <input type="checkbox"/> Shopping _____ | <input type="checkbox"/> BART _____ |
| <input type="checkbox"/> Parks and Recreation _____ | <input type="checkbox"/> Schools _____ |
| <input type="checkbox"/> Medical _____ | <input type="checkbox"/> Work _____ |
| <input type="checkbox"/> Other _____ | |

Walking

What improvements would encourage you to walk more often? (*Check all that apply*)

- Improved sidewalks (Where?) _____
- Street trees and plantings (Where?) _____
- More curb ramps (Where?) _____
- Improved street crossings (Where?) _____
- Street lighting (Where?) _____
- Outdoor seating (Where?) _____
- Slower traffic along roads (Where?) _____
- Push-button traffic signals (Where?) _____
- Other _____

Bicycling

What improvements would encourage you to bicycle more often? (*Check all that apply*)

- Free emergency ride home program Bicycle purchase assistance
- Additional bike lanes/trails (Where?) _____
- Slower traffic along roads (Where?) _____
- Bike racks and lockers (Where?) _____
- Other _____ Comments: _____

BART

What improvements would encourage you to use BART more often? (*Check all that apply*)

- | | |
|--|---|
| <input type="checkbox"/> Fare discount program | <input type="checkbox"/> Connections to local bus lines |
| <input type="checkbox"/> Shops or home closer to BART | <input type="checkbox"/> Bike racks and lockers at Bay Point BART |
| <input type="checkbox"/> Increased safety to/from/at station | <input type="checkbox"/> Free emergency ride home program |
| <input type="checkbox"/> Parking | <input type="checkbox"/> Other _____ |

Bay Point Community Based Transportation Plan Public Input Survey (cont.)

Public Bus Route

What improvements would encourage you to take the bus more often? (*Check all that apply*)

- Bus stop benches/shelters (Where?) _____
- Increased service to local schools (Where?) _____
- Direct service to nearby cities (Where?) _____
- Fare discount program
- Free emergency ride home program
- Increased routes within Bay Point
- Senior/disabled service improvements
- Other _____

Where could additional bus routes go? (*Please list intersection information*):

- Destination/Intersection 1: _____
- Destination/Intersection 2: _____
- Destination/Intersection 3: _____

What schedule changes are needed?

- Weekday (Time?) _____
- Weekend (Time?) _____
- Comments: _____

Automobile

Which of the following auto-related improvements would you use? (*Check all that apply*)

- More carpool lanes
- Free emergency ride home program
- Carpooling
- Auto loan programs/Repair assistance
- Affordable vanpool options
- Other _____
- Comments: _____

Mailing List

- Add my name to the plan's mailing list: _____
- Email: _____
- Mailing Address: _____

Return Address:



Attn: John Greitzer
Contra Costa County
Community Development Department
651 Pine Street, North Wing -4th Floor
Martinez, CA 94553-0095

*For additional survey copies, please call 1-800-790-8444
or e-mail gailp@migcom.com*

Appendix B – Outreach Flyers

CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

Traveling in the Bay Point area?

Please fill out a public input survey to share your comments and concerns about traveling in Bay Point. Surveys can be returned by mail or fax.

Contra Costa County is developing a Community-Based Transportation Plan for Bay Point and we want to hear from YOU!

Your comments will inform the development of the plan and improve transportation throughout Bay Point.

For more information please call 1-800-790-8444 or email gailp@migcom.com.

¿Viaja usted en el área de Bay Point?

Por favor, rellene esta encuesta pública para intercambiar sus comentarios y sus preocupaciones acerca de viajes por Bay Point. Devuelve la encuesta por el correo o el fax.

¡Contra Costa County elabora un plan de transporte de base comunitaria para Bay Point y nosotros queremos tener noticias de USTED!

Sus comentarios informarán el desarrollo del plan y mejorarán el transporte por Bay Point.

Para más información por favor llame a 1-800-790-8444 o escribe un correo electrónico a gailp@migcom.com.

community based
transportation plan

FOR BAY POINT

community-based transportation plan

FOR BAY POINT

Contra Costa County is developing a Community-Based Transportation Plan for Bay Point and we want to hear from YOU!

Please join us for a comment session at the Bay Point Family Health Center. The comment session will provide an opportunity to share your comments and concerns about traveling in Bay Point. You are invited to share feedback on all transportation modes: public bus, bicycle, walking, wheelchair, and driving. Your comments will inform the development of the plan and improve transportation throughout Bay Point!

Comment Session Details

What: Community-Based Transportation Plan for Bay Point

Where: Bay Point Family Health Center (classroom)
215 Pacifica Avenue, Bay Point

When: July 18, 2006, 10:30am to 12:00pm

We hope that you will join us!

**For more information please call 1-800-790-8444 or
email gailp@migcom.com**

CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT DEPARTMENT

Appendix C – Outreach Results – Detailed Comments

Difficult Destinations to Access

Specific comments that were stated in the survey and received from other outreach opportunities include:

Shopping

- All
- Antioch (14 respondents)
 - Antioch Shopping Center (2 respondents)
 - Delta Fair Mall
- Bailey Road
- Clothing stores (4 respondents)
- Concord (23 respondents)
 - Sun Valley Mall (2 respondents)
- Grocery stores (5 respondents)
 - Mis Amigos (Willow Pass Road)
 - Safeway (4 respondents)
 - Shop & Save
- Malls (10 respondents)
- Martinez
- Pittsburg (16 respondents)
 - Atlantic Plaza (3 respondents)
 - Walmart (8 respondents)
- Pleasant Hill
- Walnut Creek
- Willow Pass Road

Parks and Recreation

- All
- Ambrose Park (4 respondents)
- Antioch (4 respondents)
 - Contra Loma
- Brentwood
- Concord (4 respondents)
- Kevin Drive Park (*actually Lynnbrook Park*)
- Martinez
- Pittsburg
 - Buchanan Park
 - Stoneman Park (2 respondents)

- Pleasant Hill (2 respondents)
- Willow Pass Road

Medical

- Antioch (25 respondents)
 - Kaiser (3 respondents)
- Bay Point clinics
- Brentwood
- Clinics (6 respondents)
 - Bay Point
- Concord (8 respondents)
- Hospitals (11 respondents)
 - County
- Kaiser (2 respondents)
- Martinez (18 respondents)
 - Hospital
 - Medical Center
- Oakland (2 respondents)
- Oakley
- Pittsburg (34 respondents)
 - Dentist
 - Los Medanos Clinic
 - Loveridge Road
 - Women, Infants and Children (WIC)
- Pleasant Hill
- Walnut Creek (5 respondents)
 - Mt. Diablo Hospital

BART

- Antioch
- Bay Point (5 respondents)
- Bus runs infrequently in the morning
- Concord (3 respondents)
- Kenneth Court (to/from BART station)
- No parking
- San Francisco
- Walnut Creek (3 respondents)

Schools

- Antioch
- Bay Point (1 respondents)
 - Bel Air Elementary
 - Delta View Elementary (2 respondents)
 - Riverview Middle School (9 respondents)

- Pacifica Avenue
 - Shore Acres (6 respondents)
- Brentwood
 - Loma Vista School
- Concord (9 respondents)
 - California State University East Bay (2 respondents)
 - High School (5 respondents)
 - Mount Diablo High School (12 respondents)
 - Ygnacio Valley High School (2 respondents)
- Martinez (2 respondents)
- Pittsburg (2 respondents)
 - Loveridge Road
- Pleasant Hill
 - Diablo Valley College (6 respondents)

Work

- Alamo
- Antioch (6 respondents)
- Bay Point (3 respondents)
 - Pacifica Avenue
- Concord (22 respondents)
- Danville (4 respondents)
- Hayward
- Martinez (3 respondents)
- Oakland (4 respondents)
- Pittsburg
- Pleasanton
- San Francisco
- San Jose (2 respondents)
- San Ramon (6 respondents)
- University of California in San Francisco
- Vacaville
- Walnut Creek (4 respondents)

Other

- Child care
- Church (7 respondents)
- Homes
 - East end of Willow Pass Road
- Movies
- Outside of Bay Point
- San Francisco
- San Ramon
- Social events

Bicycling Improvements

Specific comments that were stated in the survey and received from other outreach opportunities include:

Additional Bike Lanes and Trails

- All arterials and collectors (7 respondents)
 - Public Works should analyze each maintenance project (e.g., slurry seal, grind or overlay) for improved bicycling safety through realignment or striping
- Bailey Road bike lanes (10 respondents)
 - At State Route 4 undercrossing and at adjacent on/off ramps – improvements on both sides of the street are needed
 - Bay Point to Concord (3 respondents)
 - Between West Leland Road and State Route 4 when Orbisonia Heights development is built (2 respondents)
 - West side of Bailey Road – expand as multi-use path for pedestrians and bicyclists traveling between BART station and Bay Point
- BART station access (6 respondents)
 - Bike/pedestrian bridge over State Route 4 west of Bailey Road to facilitate access from the western edges of Bay Point; between the canal trail and the BART parking lot
 - Bike lanes at each BART station entrance and exit
- Bus stops
- Calvary Temple trail
- Canal – Encourage Contra Costa Water District to open the maintenance road parallel to the canal as called for in the TRANSPLAN bicycle plan
- Trail between Martinez and Bethel Island along the south edge of the Sacramento-San Joaquin River
- Delta de Anza Trail connection to Iron Horse Trail
- Evora Road
 - County should leave sufficient space for bike lanes when installing curbs
 - Evora Road Trail between Mota Drive and Delta de Anza trail
- Hanlon Way bike lane between Bella Vista Avenue and Balclutha Way: sign current configuration as a signed bike route and develop bike lane when feasible
- Inlet Drive
- Kirker Pass Road
- Loftus Road
- Lynbrook
- Marina Road

- McAvoy Harbor Trail between McAvoy Road and 8th Street linear park in Pittsburg
- North Parkside Drive (City of Pittsburg)
- Pacifica Avenue
- Parks (4 respondents)
- Port Chicago Highway (2 respondents)
 - Bike lanes between Willow Pass Road and Nichols Road (2 respondents)
 - Open to bicyclists between Nichols Road and Clyde
- San Marco Blvd bike lanes – west side of State Route 4 crossing
- Sandview Drive
- Schools (3 respondents)
- Shore Acres (2 respondents)
- Shore Road (2 respondents)
- State Route 4 trails
 - Trail south of State Route 4 between North Concord BART and Evora Road/Willow Pass Road/State Route 4 intersection in association with the Concord Naval Weapons Station project
 - Trail north of State Route 4 between Evora Road/Willow Pass Road/State Route 4 intersection and Port Chicago Highway sponsored by East Bay Regional Park District
- Stores (2 respondents)
- West Leland Road bike lanes (2 respondents) – request Pittsburg to build a planned 16-foot right-of-way, 12-foot trail along the north side of the street that conforms to Caltrans Highway Design Manual in lieu of the existing sidewalk
- Wider bike lanes (2 respondents)
- Willow Pass Road bike lanes (7 respondents)
 - At Bailey Road – stripe bike lane in easterly direction between the right-turn lane and the through traffic lane
 - Bailey Road and City of Pittsburg boundary – keep existing bicycle lanes
 - Bridge between Evora and Concord is too narrow
 - East of Range Road/North Parkside Drive/Willow Pass Road interchange with rebuilt interchange (City of Pittsburg)

Slower Traffic

- Anchor Drive (6 respondents)
- Bailey Road (7 respondents)
- Bay Drive (3 respondents)
- BART
- Bella Monte Avenue
- Canal Drive (2 respondents)

- Clearland Circle
- Cleveland Drive
- Inlet Drive
- Kevin Drive (2 respondents)
- Levee Road (2 respondents)
- Major roads (6 respondents)
- Manor Drive
- North Street
- Parks (2 respondents)
- Pacifica Avenue (16 respondents)
- Port Chicago Highway (7 respondents)
- Railroad Avenue (2 respondents)
- Residential Streets (2 respondents)
- Sandview Drive
- Schools (12 respondents)
- Shore Acres (7 respondents)
- Shore Road (8 respondents)
- Skipper Road
- Speed humps (3 respondents)
 - Anchor Drive
 - Clearland Circle
 - Clearland Drive
 - Sandview Drive
- Stores
- Virgil Street
- Willow Pass Road (15 respondents)

Racks and Lockers

- Apartments at 39 Broadway Avenue
- BART (27 respondents)
- Bicycle lanes, adjacent to and along them
- Bus stops (2 respondents)
- Clinics (4 respondents)
- Parks (11 respondents)
 - Kevin Drive Park (*actually Lynnbrook Park*)
- Schools (16 respondents)
 - Rio Vista Elementary School
 - Riverview Middle School (2 respondents)
- Shopping centers (29 respondents)
 - 7-11 store
 - Safeway
 - Shore Acres
- West Leland Road
- Willow Pass Road

Other

- Bikes on BART is great!
- Bikes on Paratransit
- Bike repair shops or bike maintenance assistance; free tire inflation or new inner tubes
- Bike safety class
- Dogs – too many loose dogs (2 respondents)
- Drainage grates – replace parallel with riveted “X” style of drain
- Earn-a-bike program for middle school students
- Increase hours you can take bicycles onto BART and buses
- Maintain and provide more bicycle lane signs and pavement markings
- Maintenance on trails and streets including routine cleaning of debris (2 respondents)
- Sponsor an electric bicycle contest (2 respondents)

Walking Improvements

Specific comments that were stated in the survey and received from other outreach opportunities include:

Improved Sidewalks

- Alves Lane
- Bailey Road (10 respondents)
 - At State Route 4 undercrossing, pedestrian tunnel and at adjacent on/off ramps – improvements on both sides of the street (5 respondents)
 - Install sidewalk north of State Route 4 on west side of street (3 respondents)
- Bay Drive (2 respondents)
- Bella Vista Avenue (4 respondents)
- Canal Road (3 respondents)
- Clearland Drive (3 respondents)
- Connie Court
- Crestview
- Hanlon Way
- Inlet Drive
- Jefferson Street
- Kevin Drive (5 respondents)
- Loftus Road (2 respondents)
- Marys Avenue
- Mims Avenue
- Pacifica Avenue (8 respondents)
 - Riverview Middle School
 - Wider sidewalks

- Parks (2 respondents)
- Pittsburg (2 respondents)
 - Railroad Avenue
- Point Marina and Riverfront Walkways
- Port Chicago Highway (13 respondents)
- San Marco Blvd safety improvements – west side of State Route 4 crossing
- Schools (9 respondents)
- Shore Acres (8 respondents)
- Shore Road
- Skipper Road
- Stores
- Willow Pass Road (10 respondents)

Trees and Plantings

- Bailey Road (10 respondents)
 - Trail by McDonalds
 - Trail by Safeway
- Bella Vista Avenue (2 respondents)
- Bus stops (4 respondents)
- Canal Road (2 respondents)
- Clearland Circle (2 respondents)
- Crestview Avenue
- Enes Avenue
- Hanlon Way
- Kevin Drive
- Pacifica Avenue (19 respondents)
- Parks (6 respondents)
 - Ambrose park
 - Kevin Drive (*actually Lynnbrook Park*)
- Pittsburg (2 respondents)
- Port Chicago Highway (5 respondents)
- San Marcos Blvd.
- Schools
- Seaview Drive
- Shore Acres (6 respondents)
- Shore Road (4 respondents)
- Trails
 - Delta de Anza
- Virgil Drive
- Wharf Drive
- Willow Pass Road (23 respondents)

Curb Ramps

- Anchor Drive
- Bailey Road (4 respondents)
- Bay Drive (3 respondents)
- Bella Vista Avenue (4 respondents)
- Clearland Drive (2 respondents)
- Hanlon Way
- Inlet Drive
- Pacifica Avenue (6 respondents)
- Parks
- Riverside Drive
- Sandview Drive
- Schools (8 respondents)
 - Riverview Middle School
- Shore Acres (2 respondents)
- Shore Road
- Stores
- Skipper Drive
- Willow Pass Road (3 respondents)

Improved Street Crossings

Improvement Types

- Auditory signals (7 respondents)
- Crosswalks (4 respondents)
- Enhanced crossing treatments (2 respondents)
- Flashing lights
- In pavement lights (4 respondents)
 - Schools (2 respondents)
- Mid-block crossings
- Signage at/before crosswalks
- Signal timing, more time for pedestrians (3 respondents)

Locations

- Bailey Road (8 respondents)
 - At Delta de Anza trail (2 respondents)
 - At Marys Avenue (5 respondents)
- BART station access – bike/pedestrian bridge over State Route 4 west of Bailey Road to facilitate access from the western edges of Bay Point; between the canal trail and the BART parking lot
- Bella Monte Avenue
- Canal Road (2 respondents)
- Clearland Drive (4 respondents)
- Evora Road

- Kevin Drive (7 respondents)
- Pacifica Avenue (10 respondents)
 - Anchor Drive
- Parks (4 respondents)
- Pomona Street
- Port Chicago Highway (7 respondents)
- Riverside Drive
- Schools (20 respondents)
 - Riverview Middle School
- Shopping
 - 7-11 store
- Willow Pass Road (6 respondents)
 - Port Chicago Highway intersection (2 respondents)

Street Lighting

- All dark crosswalks or streets (6 respondents)
- Alves Lane
- Anchor Drive
- Bailey Road (7 respondents)
 - Trail by McDonalds
 - Bailey underpass tunnel
- Bay Drive (5 respondents)
- Bella Vista Avenue (4 respondents)
- Bus stops
- Canal Road (3 respondents)
- Clearland Circle (3 respondents)
- Clearland Drive (9 respondents)
- Delta View Drive (3 respondents)
- Evora Road (2 respondents)
- Hanlon Way
- Inlet Drive
- Kevin Drive (10 respondents)
- Lynnbrook Avenue
- Madison Avenue
- Mar Vista Drive
- Mary's Avenue (3 respondents)
- Mota Drive (2 respondents)
- Oak Hills area
- Pacifica Avenue (19 respondents)
- Parks
 - Kevin Drive Park (*actually Lynnbrook Park*) (3 respondents)
- Port Chicago Highway (3 respondents)
 - Riverside Drive
- Residential areas (7 residents)

- Sandview Drive
- Schools (5 respondents)
 - Riverview Middle School
- Shore Acres (15 respondents)
- Shore Road (2 respondents)
- Skipper Road
- Trails (4 respondents)
 - Delta de Anza Trail
- Virgil Street (3 respondents)
- Water Drive
- Weldon Street
- Wharf Drive
- Willow Pass Road (17 respondents)

Outdoor Seating

- Bus stops (28 respondents)
- Bailey Road (6 respondents)
- Canal Road
- Clearland Circle
- Clinics (2 respondents)
- Inlet Drive
- Loftus Road
- Major streets (2 respondents)
- Marina
- Mota Drive (2 respondents)
- Pacifica Avenue (7 respondents)
- Parks (14 respondents)
 - Kevin Drive Park (*actually Lynnbrook Park*) (6 respondents)
- Port Chicago Highway (3 respondents)
- Schools (6 respondents)
 - Riverview Middle School
- Shade (3 respondents)
- Shore Acres (4 respondents)
- Stores (4 respondents)
- Skipper Drive
- Trails (2 respondents)
- Willow Pass Road (12 respondents)

Slower Traffic

- Alves Lane (2 respondents)
- Anchor Drive (7 respondents)
- Bailey Road (5 respondents)
- Bay Drive (3 respondents)
- Bella Monte Avenue (2 respondents)

- Bella Vista Avenue (4 respondents)
- Breaker Drive
- Canal Road (2 respondents)
- Clearland Circle (6 respondents)
- Clearland Drive (3 respondents)
- Cleveland Avenue
- Enes Avenue
- Hill Street
- Inlet Drive
- Kevin Drive
- Pacifica Avenue (12 respondents)
- Parks (3 respondents)
- Police enforcement (2 respondents)
- Port Chicago Highway (14 respondents)
- Residential areas (4 respondents)
- Riverside Drive
- San Marcos Blvd
- Sandview Drive
- Schools (16 respondents)
 - Delta View Elementary
- Seaview Drive
- Sharon Drive
- Shore Acres (6 respondents)
- Shore Road (6 respondents)
- Speed humps (10 respondents)
 - Kevin Drive
 - Virgil Street
- Willow Pass Road (10 respondents)

Push-button Traffic Signals

- Anchor Drive (2 respondents)
- Bailey Road (11 respondents)
 - At Marys Avenue (3 respondents)
- Bella Vista Avenue (2 respondents)
- Clearland Drive (2 respondents)
- Inlet Drive
- Kevin Drive (8 respondents)
- Leland Road
- Maintenance on existing push buttons (2 respondents)
- Pacifica Avenue (4 respondents)
- Parks (3 respondents)
- Port Chicago Highway (7 respondents)
 - Evora Road
- Schools (3 respondents)

- Shore Acres
- Shore Road
- Skipper Drive
- Trident Drive
- Virgil Street (3 respondents)
- Willow Pass Road (11 respondents)

Other

- Dogs – control loose dogs (4 respondents)
- Pedestrian destinations (6 respondents)
 - Corner grocery stores (4 respondents)
- Pedestrian access to Shoreline Park (2 respondents)
- Public restrooms (3 respondents)
- Safety improvements on trails (6 respondents)
 - 24/7 video surveillance (4 respondents)
 - Lighting (3 respondents)
 - More trail users so as to increase the number of “eyes on the trail”
 - Police patrol along trails (2 respondents)
 - Safety improvements on Delta de Anza to/from BART station, especially between Willow Pass Road and Clearland Drive (4 respondents)
- Street safety improvements (4 respondents)

BART Improvements

Specific comments that were stated in the survey and received from other outreach opportunities include:

Fare Discount Program

- Combination bus/BART pass at reduced costs
- Fare discount for families

Connection to Buses

- Shuttle to BART - possible door-to-door with a reasonable fee/fare (2 respondents)

Parking

- Bay Point resident designated parking
- Increase parking structures (2 respondents)
- More parking on the side where buses are leaving BART in the extra field towards the light

Shops/Homes Closer

- Community meeting space near the BART station is needed with kitchen facilities

- Day care near the BART station. The day care should be subsidized by the state with care for newborns to 12-year old children and extended hours. Some concerns exist about having day care near a transit station so ample security should be provided
- Jobs that employ local youth
- New juvenile court in East County adjacent to BART station because juveniles need to travel to/from the court throughout East County
- Shops near BART

Bike Racks and Lockers

- Bicycle lockers or higher security bicycle parking
- Provide video surveillance at bicycle parking (2 respondents)

Free Emergency Ride Home

- No comments

Increased Safety

- More police presence
- Bailey Road to Willow Pass Road to Port Chicago
- Trail safety
- Install call boxes for emergencies (3 respondents)

Other

- BART does not run often enough
- Curb ramps needed more frequently
- More information on how to use it (4 respondents)
- Extend BART hours (10 respondents)
- Improved cleanliness (2 respondents)
- Information in Spanish (2 respondents)
- More frequent hours to use bikes on BART (5 respondents)
- More change machines

Public Bus Routes

Specific comments that were stated in the survey and received from other outreach opportunities include:

Benches/Shelters

- All bus stops (16 respondents)
 - With overhead coverings
 - Clean and safe
 - Lighting
- Bailey Road (7 respondents)
 - Safeway (2 respondents)
- Enes Avenue (2 respondents)

- Inlet Drive (4 respondents)
- Kevin Drive (4 respondents)
- Leland Road (Pittsburg)
- Pacifica Avenue (4 respondents)
- Port Chicago Highway (3 respondents)
- Schools
 - Gateway High School
 - Riverview Middle School
- Shore Acres (10 respondents)
- Willow Pass Road (22 respondents)
 - Near Sapone Lane
 - Marys Avenue

Service to Schools

- Antioch High School
- Bel Air Elementary (7 respondents)
- California State University Concord Campus (2 respondents)
- Concord (4 respondents)
 - High School (4 respondents)
 - Ygnacio Valley High School (2 respondents)
 - Mount Diablo High School (9 respondents)
- Delta View Elementary school (4 respondents)
- Diablo Valley College in Pleasant Hill (6 respondents)
- Hayward State University
- Los Medanos Community College (4 respondents)
- Pacifica Avenue (3 respondents)
- Riverview Middle School (19 respondents)
- Shore Acres (6 respondents)

Service to Nearby Cities

- Antioch (36 respondents)
 - Amtrak
 - Delta Hospital
 - Fairgrounds
 - Kaiser
- Brentwood (9 respondents)
- Concord (101 respondents)
 - BART (2 respondents)
 - Mount Diablo Hospital (2 respondents)
 - Sun Valley Mall (3 respondents)
 - Todos Santos Park (4 respondents)
- Coordination with all local bus lines
- Maps (more/better) for going from BART and other bus lines that run in Concord, Martinez, Richmond and Pleasant Hill

- Martinez (37 respondents)
 - Amtrak (3 respondents)
 - Clinics
 - Hospital (8 respondents)
 - Kaiser
 - School
- Oakley (4 respondents)
- Pittsburg (52 respondents)
 - Century Plaza
 - City Council
 - Clinics (2 respondents)
 - Los Medanos
 - Loveridge Road shopping
 - Mall
 - Walmart (7 respondents)
- Pleasant Hill (2 respondents)
- San Ramon (2 respondents)
- Shuttle buses for hospitals
 - Hospitals to have shared service
 - Need direct service
 - Free to hospital staff and users
- Walnut Creek (9 respondents)

Free Emergency Ride Home

- No comments

Fare Discount Program

- Cheaper monthly bus pass
- Discounted BART/bus pass
- Family pass or reduced fares for children
- More use of transfers in all areas (3 respondents)
- Single fare for all systems

Routes within Bay Point

- Better atmosphere
- Cleanliness of buses
- Express bus service
- Lighting
- Safety, especially at night

Senior/Disabled Improvements

- Accessible bus stop (3 respondents)
- Assist with home improvement knowledge to facilitate rider movement in/out of residence

- Community based organizations to purchase retired Paratransit vehicles to provide senior/disabled trips
- Dial-a-ride direct service without transfers between transit providers (4 respondents)
- Improve communication between consumers and the dispatch unit by raising consumer awareness on how to ask for what they want
- Lift system faulty - poor lifts!
- Lower cost for Paratransit (3 respondents)
- Paratransit to allow bicycles (3 respondents)
- Provide all aspects of Paratransit service on the weekends
- Streamline Paratransit application process for new participants (2 respondents)
- Taxi service discounts for seniors/disabled individuals
- Vans instead of large Paratransit vehicle to reduce costs
- Volunteer driver program in East County to provide for screening and training of drivers

Other

- Driver training to increase courtesy and bus passenger perceived safety (5 respondents)
 - Involve Laidlaw management since the bus drivers work for this company
- Improve schedule and route information available to consumers (3 respondents)
 - Drivers to be more knowledgeable about connecting routes
 - Information at all bus stops on destinations, schedule, alternative bus stops and buses (2 respondents)
 - More Spanish speaking staff for phone lines
 - On the 393 bus, the bus schedule states that the bus stops at Pacifica Avenue/Mariners Cove when it actually stops at Rio Vista/Pacifica Avenue
- Park and Ride – availability of legal parking
- Stroller policy should be more lenient (3 respondents)

Additional Bus Routes

- Alves
- Bailey Road
 - To Concord
- BART station (4 respondents)
 - BART – Shore Acres – Bailey Road – Canal Road – Loftus Road
- Bay Drive
- Canal Road (2 respondents)
 - Bel Air – Power loop

- to UPC Church
 - between Loftus Road and Bailey Road
- Church (3 respondents)
- Clearland Drive
- Cleveland Avenue
- Express bus service that bypasses some stops
- Inlet Drive
- Island View Drive
- Kevin Drive (8 respondents)
- Loftus Road (2 respondents)
- Major roads (2 respondents)
- Morello/Arnold Drive
- Oak Hills Drive
- Pacifica Avenue (3 respondents)
- Parks
- Port Chicago Highway (3 respondents)
- Riverside Drive
- Route 200 to stop at North Concord BART
- San Marcos Blvd area (2 respondents)
- Schools (6 respondents)
 - Delta View Elementary
 - Shore Acres area
 - Willow Pass area
- Shopping (4 respondents)
 - Tower market
- Shore Acres (3 respondents)
- Shore Road (2 respondents)
- Virgil Street
- Willow Pass Road (4 respondents)

Schedule Changes

- Weekdays
 - All night
 - Earlier in mornings (19 respondents)
 - Faster (2 respondents)
 - Later in evenings (33 respondents)
 - More frequent service (62 respondents)
 - Every 15 minutes (24 respondents)
 - Every 20 minutes (36 respondents)
 - Every 30 minutes (39 respondents)
 - Mornings (5 respondents)
 - Afternoons (5 respondents)
 - All day: 8 a.m. to 5 p.m. (2 respondents)
 - On time, reliable service (4 respondents)

- Weekends
 - All night
 - Better weekend service
 - Earlier in mornings (15 respondents)
 - Faster (2 respondents)
 - Later in evenings (35 respondents)
 - More frequent service (74 respondents)
 - Every 15 minutes (7 respondents)
 - Every 20 minutes (7 respondents)
 - Every 30 minutes (61 respondents)
 - On-time, reliable service (6 respondents)

Automobile Improvements

Specific comments that were stated in the survey and received from other outreach opportunities include:

Carpooling

- Carpool lane enforcement
- Carshare program
- Designated casual carpool pick-up and drop-off
- Extend carpool lanes
- Increase Park & Ride lots

Other

- Assistance in trading vehicle for fuel efficient one
- Improved roads (2 respondents)
- Lower gas prices (7 respondents)
- Rename Willow Pass Road to “Bay Point Boulevard”
- Signal timing and coordination (8 respondents)
 - Bailey Road
 - Loftus Road – Willow Pass Road
 - San Marco Blvd
- Traffic calming – Willow Pass Road (2 respondents)
- Widen Canal Road (3 respondents)

Miscellaneous Improvements

Transportation/Transit Information

- Accessible formats (2 respondents)
- Marketing (7 respondents)
 - Direct mail
 - Materials located at clinics and other public facilities
- Spanish materials (3 respondents)
- Transit chaperones (or docents) for non-English speakers

Transportation/Land Use Links

- Alves Ranch density
 - Encourage the Project Area Committee to address walking and bicycling issues when approving development within the community
- High school in Bay Point is needed
- Increase density near transit