COMPREHENSIVE TRANSIT ANALYSIS
LOCAL & COMMUTER SERVICE

AN ACTION PLAN TO GUIDE THE IMPLEMENTATION OF TRANSIT SERVICE IMPROVEMENTS OVER THE NEXT 5 TO 10+ YEARS.

**Study Findings**

**WHAT KIND OF SERVICE IS JUSTIFIED FOR ELK GROVE?**

**Peak Period Commuter Service to Sacramento**
- Maintain peak direction current capacity
- Increase frequency as affordable/within transit operating budget constraints
- Increase reverse direction capacity
- Coordinate non-freeway route segments with local network
- Concentrate service frequency at expanded park-ride lots

**Grid-oriented local fixed route bus network**
- All-day connections to RT Blue Line
- Bus rapid transit (BRT) extending south through the City
- City Master Plan recommends Big Horn Blvd
- East-West lines on Oakline, Sheldon, Laguna Blvd, Elk Grove Blvd
- North-south lines on Elk Grove Florin, Big Horn, Bruceville, Franklin & Harbour Point.
- Scalable service span & frequency

**Park-Ride Facilities Plan Recommendations**

**CONSTRUCT NEW FACILITIES**
- Elk Grove Civic Center
- Harbour Point / EG Blvd
- Hwy 99 & Bond/Laguna

**PHASE OUT SELECTED LOTS**
- Limited parking capacity
- Farther from freeway

**Objectives**

- Locate park-ride lots near I-5 & Hwy 99 interchanges in Elk Grove
- Expand capacity at key locations to support high frequency service

**Fare Policy & Rates**

**RECOMMENDATIONS**

- Pursue a minimum target for system farebox recovery
- Ensure equity across fixed route fare types
- Strategic Pricing
  - Reduce emphasis on cash
  - Incentivize fare prepayment
  - Review transfer charges and rules for use
- Consider relationship to regional fares

**Next Steps**

- Input received from the August 29th public workshops will be used to refine transit service scenarios
- Proposed service scenarios will be brought to the Elk Grove City Council in Fall 2016 for review and consideration
- Draft Comprehensive Transit Analysis will be presented to Elk Grove City Council in Winter 2016/17 for adoption

**For more information please contact (916) 687-3009, or email transit@elkgrovecity.org, or visit us at:**
e-tran.org
Local Service Recommendations

SIMPLIFY THE ROUTE NETWORK
- Consolidate nine existing routes into six proposed routes
- Grid design consistent with the City’s street network
- Replace free-standing school routes with supplemental capacity on regular routes
- Use the same alignments on weekdays & weekends

INTEGRATE LOCAL AND REGIONAL SERVICES
- Connect Blue Line South through Elk Grove with bus express service
- Big Horn corridor referenced as preferred transit corridor in City’s Master Plan
- Local routes operating mostly on arterial streets running east-west & north-south

OPERATE COMMUTER & LOCAL ROUTES ON COMMON ALIGNMENTS
- Improves peak frequency on local segments
- Expand midday and evening travel options for e-tran commuters
- Builds system visibility

Local Service Design Objectives
Restructure network to be more consistent with Elk Grove’s grid street network.

Commuter Service Recommendations
OPERATE FEWER ROUTES WITH BETTER SCHEDULES
- Minimum of three (3) scheduled trips per peak direction
- Modify or eliminate existing schedules containing 1 or 2 trips per peak period (i.e., Routes 66, 70, 90, 91 and Purple Route).

CONCENTRATE HIGH FREQUENCY (10-15 MINUTES) AT EXPANDED PARK-RIDE LOTS NEAR I-5 AND HWY 99 FREEWAY INTERCHANGES

LIMIT LOCAL PICKUP SEGMENTS TO 15 MINUTES (MAXIMUM) BEFORE ENTERING FREEWAY.

IMPLEMENT A COMMON TWO-WAY ROUTE ALIGNMENT THROUGH DOWNTOWN SACRAMENTO FOR ALL E-TRAN ROUTES.

Commuter Service Design Objectives
Maintain current level of service / expand within budget limitations

Data Collection and Existing Conditions Analysis
Project Initiation
Public Workshop/ Focus Group Sessions
Community Surveys
Alternatives Development
Alternatives Analysis and Evaluation
Preferred Alternative
Public Workshop/ Focus Group Sessions
Council Meeting
Final Report

WHY A COMMON ALIGNMENT?
- Reduce bus travel times through Downtown
- Reasonable walking distance for most customers
- Easier for new customers to find the right bus stop
- Shorter waiting times for many customers heading to Elk Grove
- Enable more buses to make a second trip within each peak period.

Proposed Commuter Service Alignment
Downtown Sacramento

Current System
Option A
Option B

<table>
<thead>
<tr>
<th>Service Span</th>
<th>Current System</th>
<th>Option A Level of Service (LOS)</th>
<th>Option B Level of Service (LOS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Revenue Hours</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>37,054</td>
<td>31,247</td>
<td>27,220</td>
</tr>
<tr>
<td>Commute</td>
<td>19,748</td>
<td>25,604</td>
<td>25,604</td>
</tr>
<tr>
<td>Total</td>
<td>57,502</td>
<td>56,850</td>
<td>52,924</td>
</tr>
<tr>
<td>Average Frequency - Local (minutes)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Peak Weekday</td>
<td>30 - 120</td>
<td>30 - 60</td>
<td>30 – 60</td>
</tr>
<tr>
<td>Midday Weekday</td>
<td>30 - 120</td>
<td>30 - 120</td>
<td>30 - 120</td>
</tr>
<tr>
<td>Evening Weekday</td>
<td>30 - 60</td>
<td>30 - 120</td>
<td>30 - 120</td>
</tr>
<tr>
<td>Saturday</td>
<td>80</td>
<td>60 – 120 (4 routes)</td>
<td>60 – 120 (short day)</td>
</tr>
<tr>
<td>Sunday</td>
<td>80</td>
<td>60 - 120</td>
<td>No service</td>
</tr>
<tr>
<td>Daily Trips (one-way)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Weekday</td>
<td>199</td>
<td>146</td>
<td>139</td>
</tr>
<tr>
<td>Local Saturday</td>
<td>10</td>
<td>55</td>
<td>49</td>
</tr>
<tr>
<td>Local Sunday</td>
<td>10</td>
<td>39</td>
<td>0</td>
</tr>
<tr>
<td>Commuter Weekday</td>
<td>73</td>
<td>90</td>
<td>90</td>
</tr>
<tr>
<td>Reverse Commuter</td>
<td>6</td>
<td>22</td>
<td>22</td>
</tr>
</tbody>
</table>

*Transit will help us get to soccer practice*