

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
14	12/10/18	Open	Action	12/05/18

Subject: SacRT Forward Draft Network Release

## ISSUE

Whether or not to release the SacRT Forward draft networks to the public for review and comment.

## RECOMMENDED ACTION

Motion: Directing Staff to Release the Draft SacRT Forward Networks to the Public for Review and Comment for a Period of at Least 30 Days.

## FISCAL IMPACT

No fiscal impact at this time.

## DISCUSSION

SacRT like many other transit agencies across the country has been seeing a steady decline in transit ridership. Staff, with the input of the Board, recognized that it was time for a wholesale, blank slate approach to redesigning the bus network to better meet today's transit needs for the greater Sacramento community. In an effort to address this complicated issue, SacRT engaged Jarrett Walker + Associates (JWA), an internationally known leader in transit planning, to assist with the effort.

The project's major milestones so far include:

February - March 2018	Independent assessment of SacRT's service and market
March 2018	Operator Focus Groups
April 2018	Choices Report Published
April 4, 2018	1 <sup>st</sup> Stakeholder Resources Group Meeting
April 2018	Board Workshop with JWA
April – May 2018	Public Outreach #1
June 4 – 8, 2018	Core Design Retreat
June – September 2018	Development of Alternatives Report, peer reviews, and technical analysis.
September 2018	Alternatives Report published
September – November 2018	Public Outreach #2
September 27, 2018	2 <sup>nd</sup> Stakeholder Resources Group Meeting
November 2018	Board presentation on Alternatives Report and Community Open House

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Approved:

Presented:

Final 12/5/18

General Manager/CEO

Director, Planning

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## Public Outreach Highlights

Phase II of public involvement began in late September with the convening of the Stakeholder’s Resources Group (SRG). JWA presented an overview of the Alternatives and led a discussion on the trade-offs of high frequency versus high coverage. Starting in October and running through early November a total of 22 pop up workshops were held across the SacRT service area, including at some of SacRT’s busiest transit centers. SacRT sent ambassadors out on SacRT’s busiest bus routes to hand out brochures and flyers updating riders on the project and encouraged people to visit the website or attend the open house on November 13. Staff also made over 20 presentations at various community meetings, neighborhood meetings, business association meetings and other community events. A community open house was held at SacRT on November 13; the open house was also available as a live-stream webcast on the SacRT Forward website.

An online virtual workshop was held from the period of November 2 - November 16. Overall, SacRT received a total of 409 submissions on the survey. The workshop included two short informational videos to explain the trade-offs. Website visitors were also asked a series of questions related to their priorities and the two alternatives. SacRT received over 200 written comments on the website.

Email notifications were sent out to over 8,000 interested community members and SacRT transit riders.

Staff also set up a display for the Bus Operators to review and provide their comments and feedback.

SacRT staff has developed draft transit networks that reflect the substantial community input received over the past several months as well as the SacRT Board’s guidance and direction on the ridership-coverage balance. Staff would like to take the draft transit service plan out to the community in a third phase of outreach. The draft plan’s network maps are presented as Attachment A. Staff and the consultants are also compiling a public comment and community outreach summary document. Staff anticipates that the document will be published within the next two weeks, at which time it will be shared with the Board and published on the SacRT Forward website. Summarized highlights of that document are included in Attachment A.

The draft transit service plan includes the following major features:

### **REALLOCATION OF RESOURCES FROM COVERAGE TO FREQUENCY/RIDERSHIP**

#### *What SacRT heard:*

The community asked Staff to include things such as more frequent routes, more weekend service, and later evening service. The community understood the choice between higher frequency/ridership model versus the coverage model. Overall, the majority of community input favored more frequent service, but clearly recognized coverage as an important goal, and that balancing the two is a difficult task.

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The areas that would lose fixed route service under a more frequent focused network are generally areas that lack the transit supportive characteristics such as dense, walkable, pedestrian-oriented spaces that are necessary for transit to be productive. SacRT is fortunate to be able to offer alternative mobility strategies, such as Smart Ride (microtransit) for these difficult-to-serve areas, as a component of a more frequent gridded network. SacRT is by far ahead of many of our peers, such as Austin and San Jose in delivering smart mobility options to those not near a fixed route bus line or light rail.

Frequency is improved in all draft networks, with 30 minute or better frequency. This level of frequency includes weekends in one alternative. Another alternative provides more 15 minute frequency on weekdays, with a trade-off of less weekend service versus the “New Network”. Staff proposes that much of the coverage is maintained, with the exception of a few very unproductive or duplicative routes. Although many riders would prefer 15 minute or better frequency throughout the system, this is a very difficult trade off that would come with the loss of many coverage routes. Staff does not recommend this extreme shift to high frequency without additional funding to maintain critical coverage routes. Staff has also developed higher funding scenarios for the Board’s consideration.

**INCREASED LIGHT RAIL SERVICE:**

*What SacRT heard:*

The community expressed a desire to have more frequent light rail service on the weekends and later at night.

January 2019, 15 minute frequent weekend light rail service will begin. This will be a key element in the development of a more frequent grid allowing those who need to transfer to do it efficiently, with little wait time. The light rail system serves as the backbone of the SacRT system and the draft network concepts. All route design concepts included an evaluation of connectivity to light rail, as well as the cost of transfers, as described in more detail below.

**LOWER FARES:**

*What SacRT heard:* Many people told Staff the fare is too high and they simply can’t afford to ride, especially those with large number of dependents in the household.

The Board voted in September and went into effect October 1, 2018 to temporarily reduce fare to \$2.50 and bring back the \$.25 transfer. This will be an important element to build ridership and support a more frequent grid as SacRT moves forward. The Board will be able to revisit the issue and decide whether it will make this change permanent at the end of the temporary period.

**IMPROVE SERVICE TO LOW INCOME AND MINORITY RESIDENTS**

*What SacRT heard:* With changing demographics, some low income and minority neighborhoods are left with no transit or poor transit service.

After careful technical analysis. Service has been increased in areas such as North Highlands to better serve an area with higher transit need.

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## EXPANDED WEEKEND SERVICE

*What SacRT heard:* If a bus route runs Monday through Friday, it should run Saturday and Sunday.

More weekend coverage is provided in all networks.

## TAKES TOO LONG TO TRAVEL BY BUS

*What SacRT heard:* 60 minute headways are useless.

60 minute headways do not appear in any of the draft networks.

## BETTER TIMING OF ROUTES

*What SacRT heard:* Fix schedules, run times, and on time performance.

All draft networks take into account actual run speeds to help improve on time performance and system reliability.

## IMPROVE STOPS, TRANSIT CENTERS AND STATIONS

*What SacRT heard:* Many riders complain about the conditions of bus stops and transit centers, lack of shelter, benches, etc. The community also expressed the importance of adequate passenger amenities when transferring as a component of the network design.

As a part of the SacRT Forward Plan, SacRT will develop a list of prioritized capital improvements for our transit centers and continue to work with the County all Cities in our service area to make improvements at all stops in the new network. Representatives from all jurisdictions have been involved in the planning process.

### Next Steps:

As SacRT continues to refine our network and seek additional public input, SacRT will host up to four additional Open Houses this month. They are as follow:

Wednesday, December 12

5pm - 7pm - SacRT Auditorium, 1400 29th Street, Sacramento

Thursday, December 13

5pm - 7pm - Mills Building, 10191 Mills Station Road (Mather Mills light rail station), Rancho Cordova

Tuesday, December 18

5pm - 7pm - Citrus Heights Community Center, 6237 Fountain Square Drive, Citrus Heights

Thursday, December 20

5pm - 7pm - Pannell Community Center, 2450 Meadowview Road, Sacramento

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Staff will also conduct a full Title VI analysis to ensure there are no adverse impacts to the community. All documents will be translated into alternative languages and discussed with the Mobility Advisory Council; staff will be conducting route ride-alongs, and reaching out to existing riders at transit centers and other outlets, such as our website and other electronic media.

SacRT is coordinating a livestream event to seek input on the draft networks as well.

Draft Network Overview

See Attachment A for more detail.

Recommended Action

Staff is requesting that the Board release the draft network plans to the public for a review and comment period for not less than 30 days.

# SacRT Forward

Proposed Networks

SacRT Board Presentation  
December 10, 2018



Attachment A

# Objectives

1. Gain ridership
2. Frequent service
3. Weekend service
4. Better reliability
5. Jurisdictional equity
6. Cost neutral

# Public Outreach

## Total Outreach

- Over 44 pop-up events attended
- Over 1,000 written comments received
- 8,000 notified by email
- 2 Stakeholder meetings
- 1 Open House event
- 1 live streamed event
- 1 project website
- 2 Virtual Workshops
- One-on-one staff meetings with municipal staff
- Bus route ride alongs





# Public Outreach

## Major Themes

- More weekend service
- More frequent service
- More late night service
- More places
- 7 day a week routes

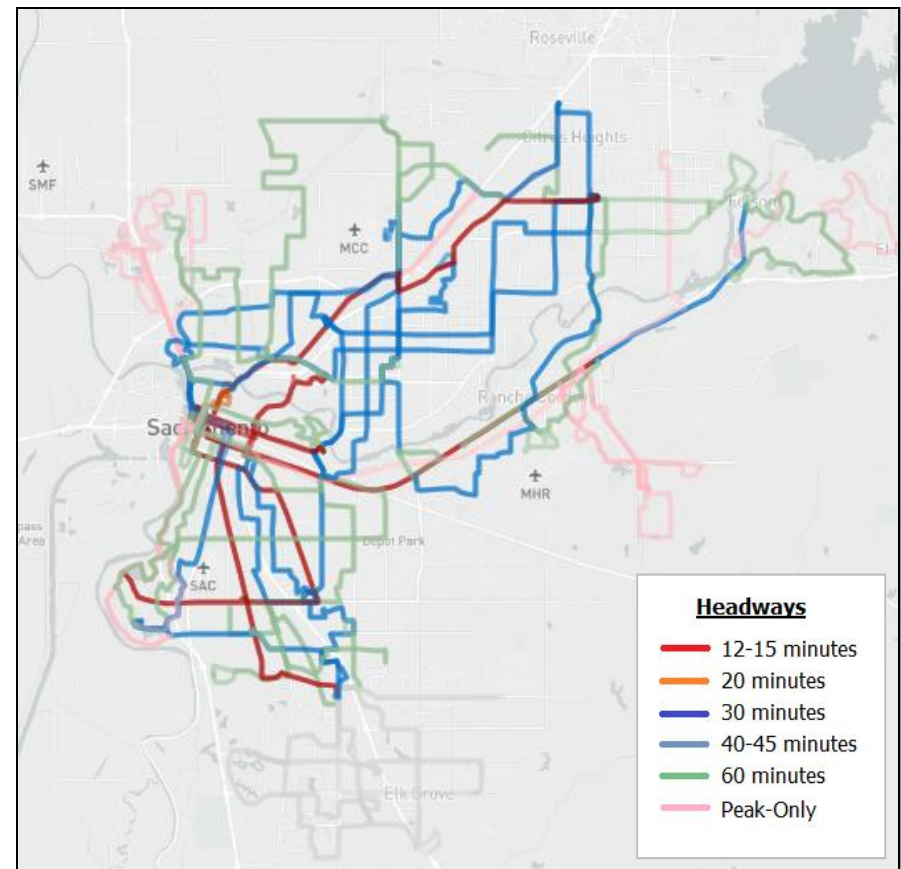
More weekend service followed closely behind more frequent service.

Over 100 written comments for more weekend service received.



# Existing Network

- 41 regular fixed bus routes
- 69 total fixed bus routes (includes expresses, feeders, contracted services etc.)
- 23% Frequent service, 77% Coverage
- 30% service cuts 2008-10
- Circuitous, duplicative routes
- No changes in south after Blue Line extension opened
- Cost Neutral



# Draft Networks

1. New Network
2. More Frequent Network
3. Cost-Plus Network
4. Measure A+ Network

# New Network

26 Routes | 7 Days/Week | No Hourly Service

# New Network

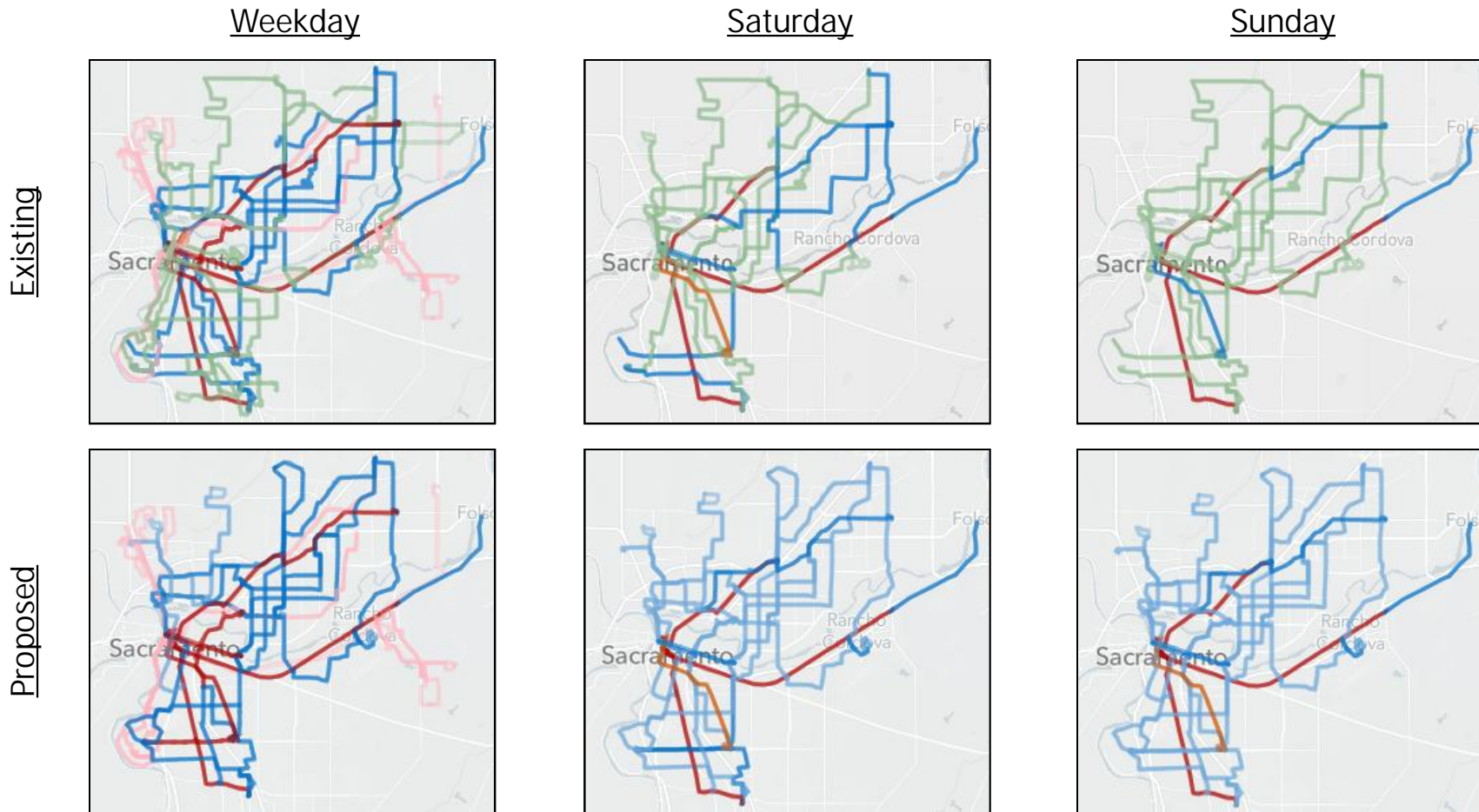
## EXISTING

- 41 regular routes
- Confusing/disorderly
- Half of routes lack 7-day service
- Hourly service
  - 28% of Weekday routes
  - 75% of Saturday routes
  - 90% of Sunday routes

## NEW NETWORK

- 26 regular routes
- Simpler, easier to use
- ALL routes have 7-day service
- NO hourly routes, ever
- Complements the new 15-minute frequency on weekend light rail

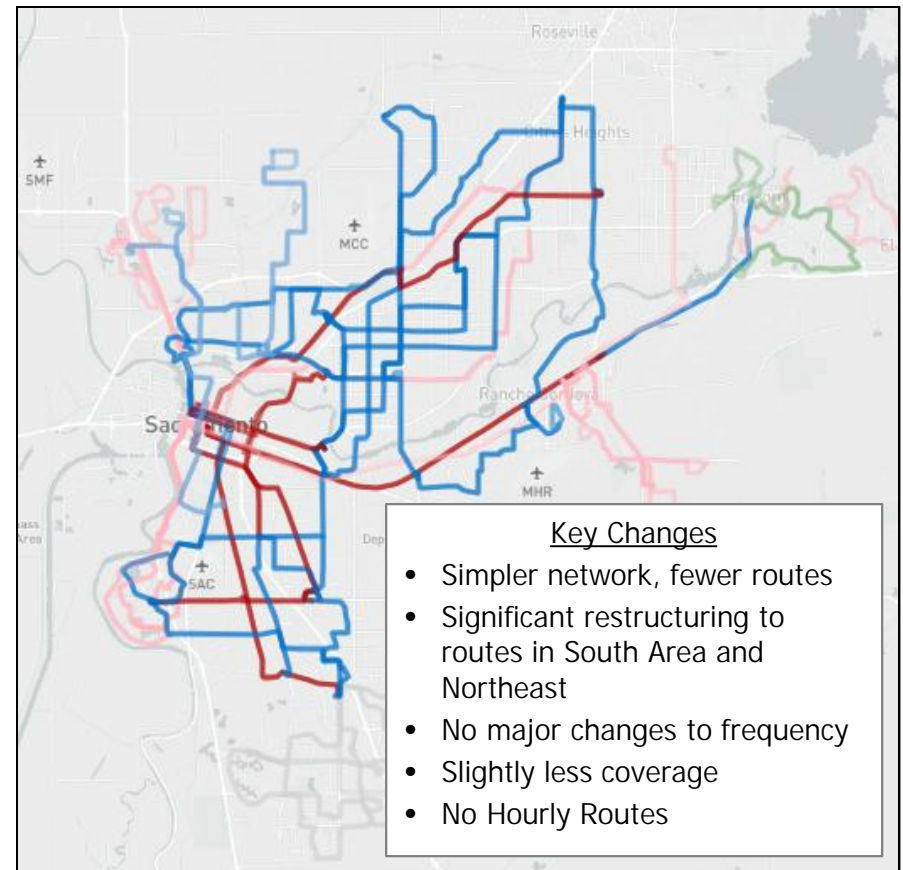
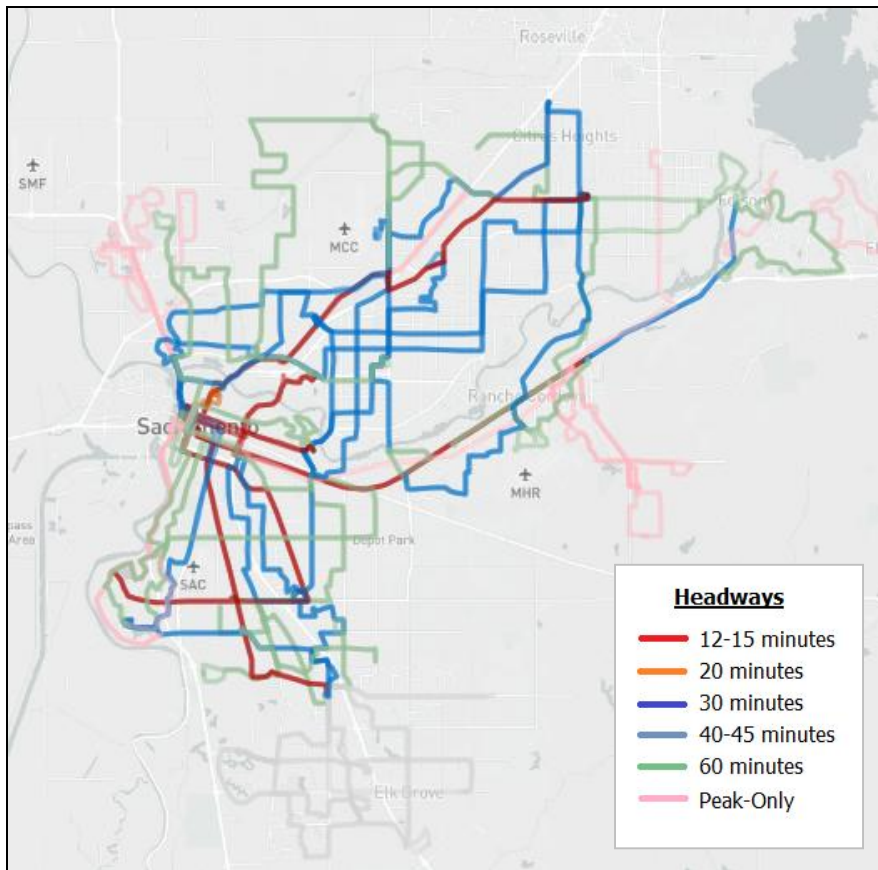
# New Network



# New Network | Weekdays

Existing

New Network

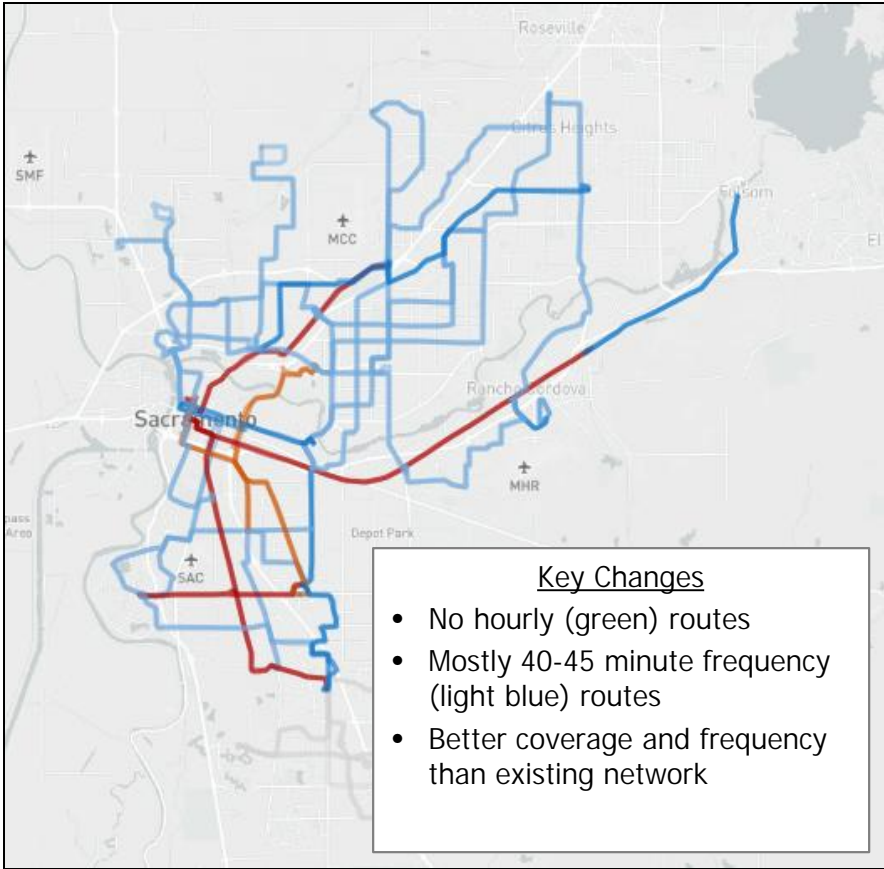
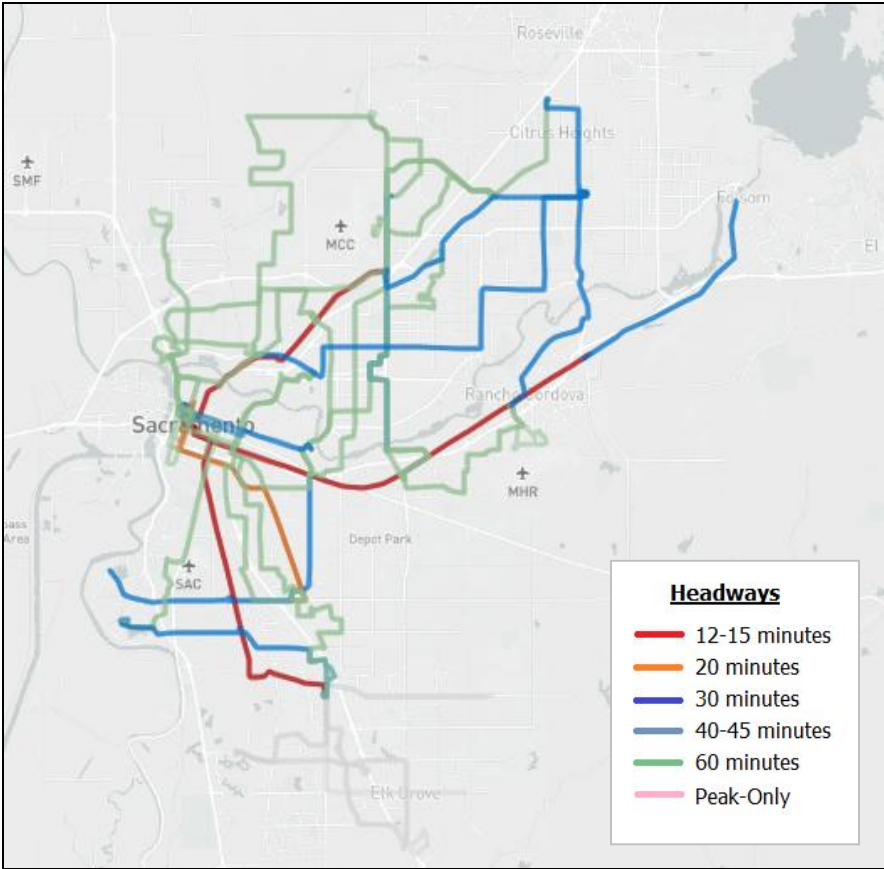


Folsom Stage Line shown but not included in project. Elk Grove Transit shown in gray.

# New Network | Saturdays

Existing

New Network



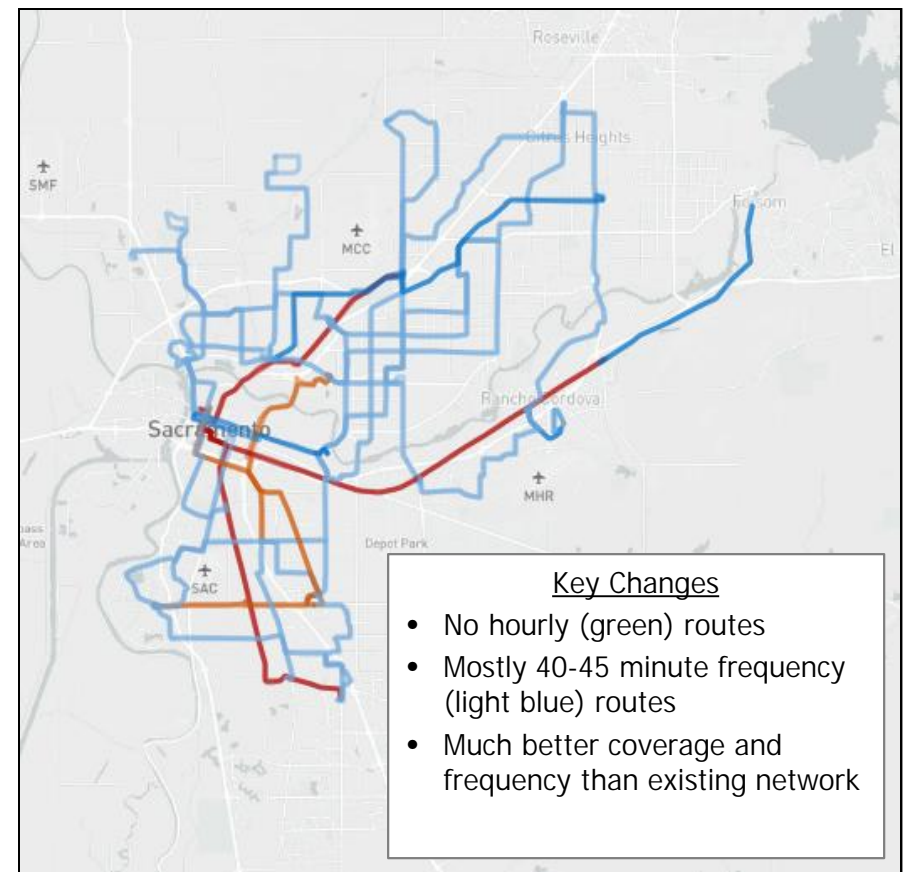
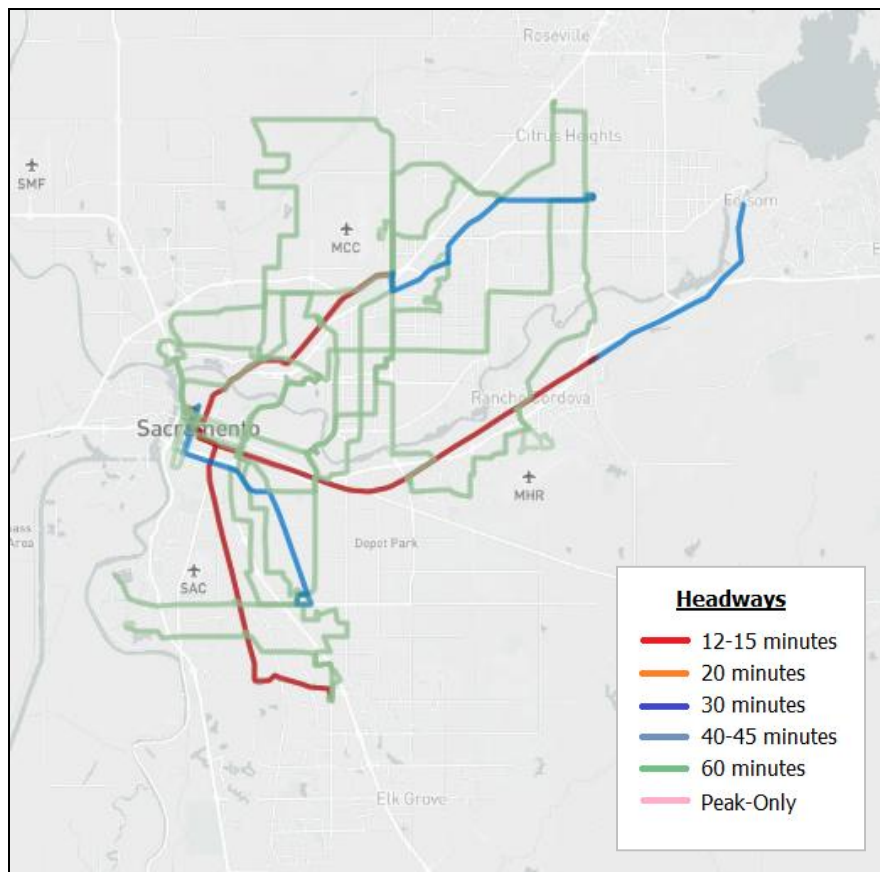
Elk Grove Transit shown in gray.



# New Network | Sundays/Holidays

Existing

New Network



# New Network

## Weekday/Weekend Splits

### Key Points

- Project is cost-neutral
- Fewer weekday hours
- More weekend service
- Sundays/holidays would become more similar to Saturdays

<u>Revenue Hours</u>	<u>Existing</u>	<u>New Network</u>
Weekdays	467,393	425,545
Saturdays	39,849	54,288
Sun/Hol	28,409	55,839
TOTAL	535,651	535,672

Revenue vehicle hours per year (254 weekdays, 52 Saturdays, 59 Sundays/Holidays)  
Sunday/Holiday hours are greater than Saturday hours on an annual basis due to the greater number of days per year.

# New Network

## Key Changes

- Fewer routes
- Same number of frequent routes
- No hourly routes
- Better average frequency on all days

<u>Avg Headway</u>	<u>Existing</u>	<u>New Network</u>
Weekdays	42 minutes	30 minutes
Saturdays	50 minutes	39 minutes
Sundays/Holidays	57 minutes	40 minutes
Regular routes	41	26
Express routes	5	7
Frequent routes	4	4
% Frequent service	23%	29%

Average headway indicates the simple average of the midday headway of all regular/local bus routes. Two peak-only express routes would be added in the New Network to replace #2 Riverside and #6 Land Park. Percent frequent service indicates the percent of weekday revenue vehicles hours devoted to frequent service (every 15 minutes or better).

# New Network

## Jurisdictional Splits – Weekday Service

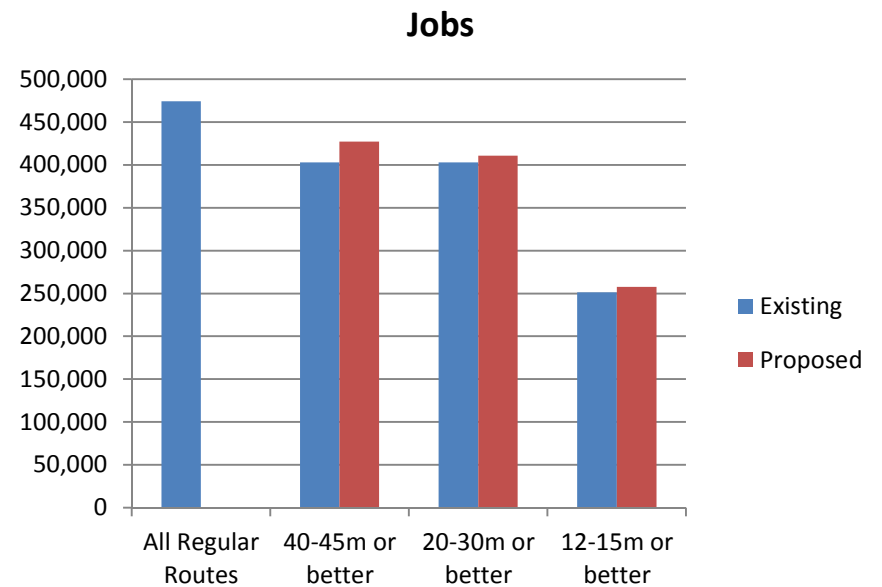
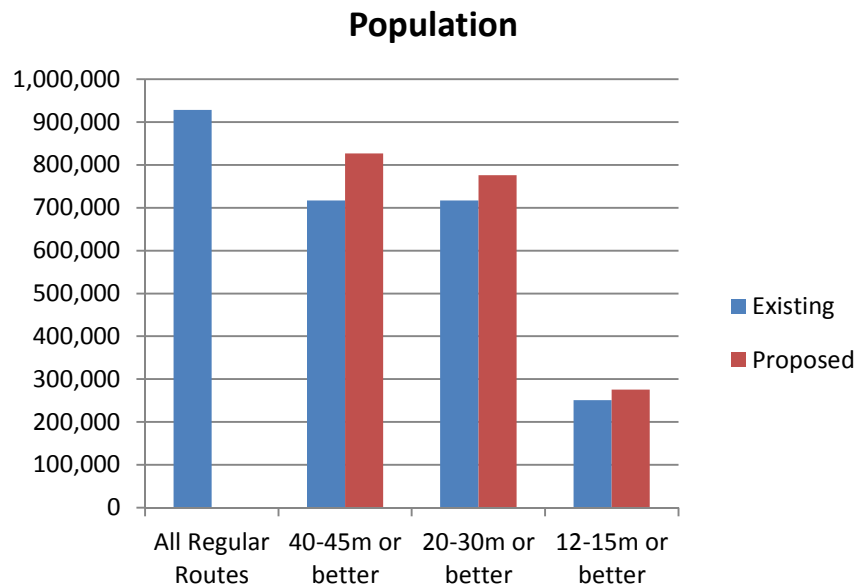
### Key Changes

- More service in Arden/Arcade
- More service in North Highlands
- Minimal change to Citrus Heights, Rancho Cordova
- Slight reduction to South Sacramento
  - Has not been restructured since Blue Line extension

Weekday Service	<u>Percent of Service</u>	
	<u>Existing</u>	<u>New Network</u>
North Sac/Natomas	14%	<b>15%</b>
Arden/Arcade	15%	<b>21%</b>
North Highlands	5%	<b>7%</b>
Northeast	11%	<b>9%</b>
Citrus Heights	6%	<b>6%</b>
Rancho Cordova/Rosemont	6%	<b>6%</b>
South Sacramento	29%	<b>26%</b>
Land Park/Pocket	4%	<b>4%</b>
Downtown Sacramento	10%	<b>7%</b>
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

# New Network | Coverage

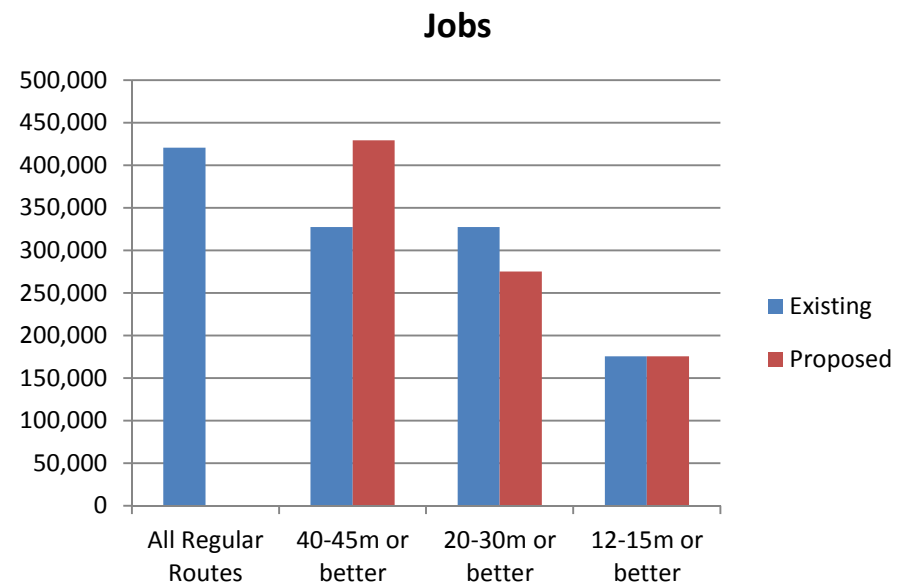
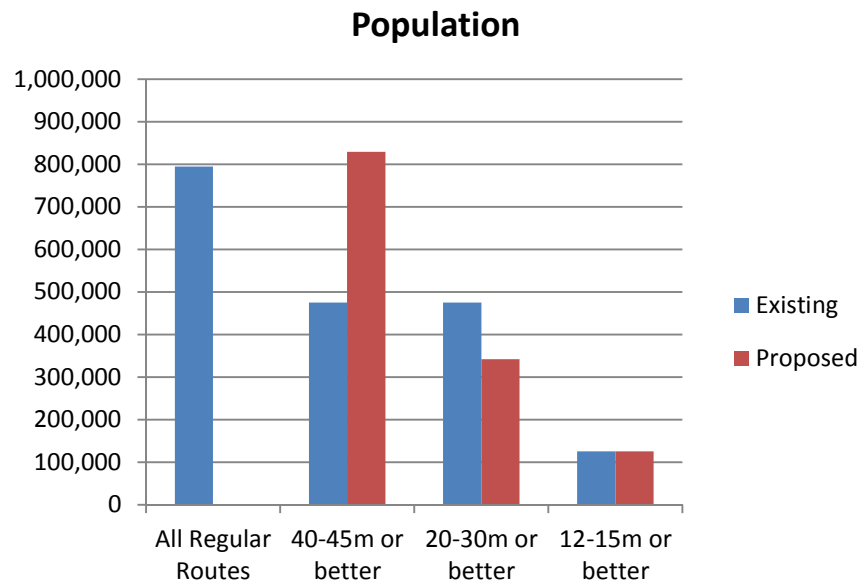
## Weekdays



Population and jobs served within 1/2 mile of weekday bus and light rail stops by frequency  
Excludes coverage provided by Smart Ride.

# New Network | Coverage

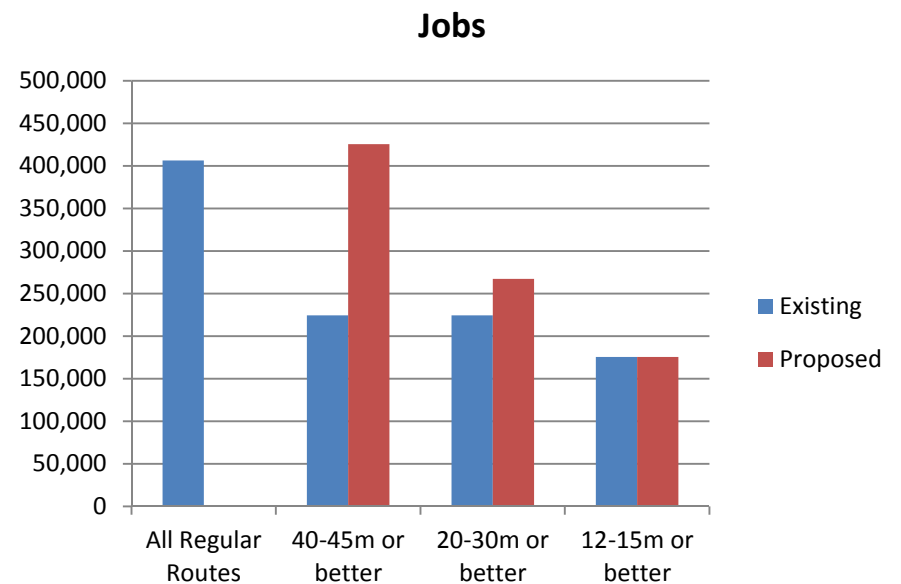
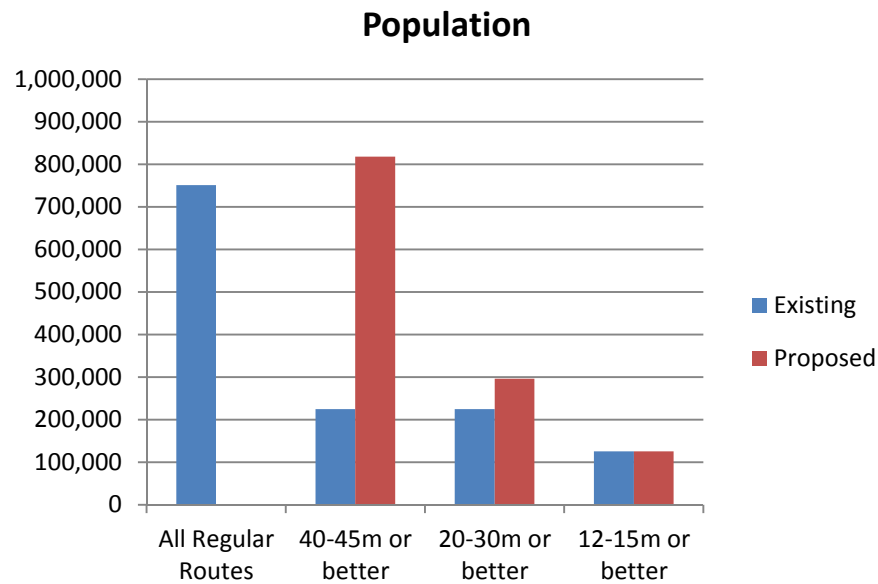
## Saturdays



Population and jobs served within 1/2 mile of weekday bus and light rail stops by frequency  
Excludes coverage provided by Smart Ride.

# New Network | Coverage

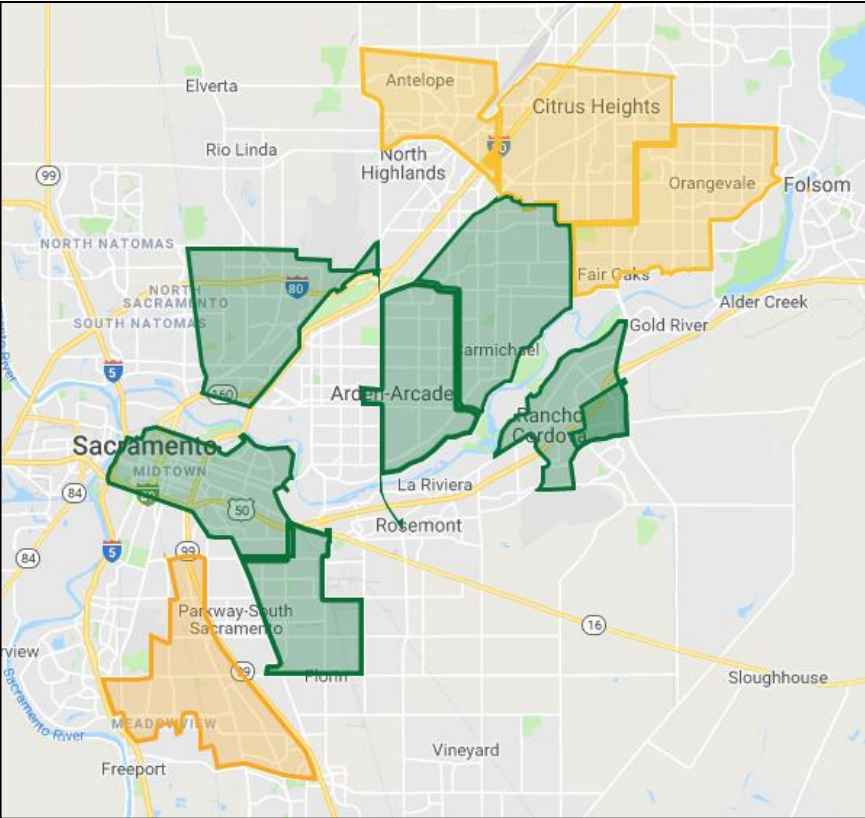
## Sundays/Holidays



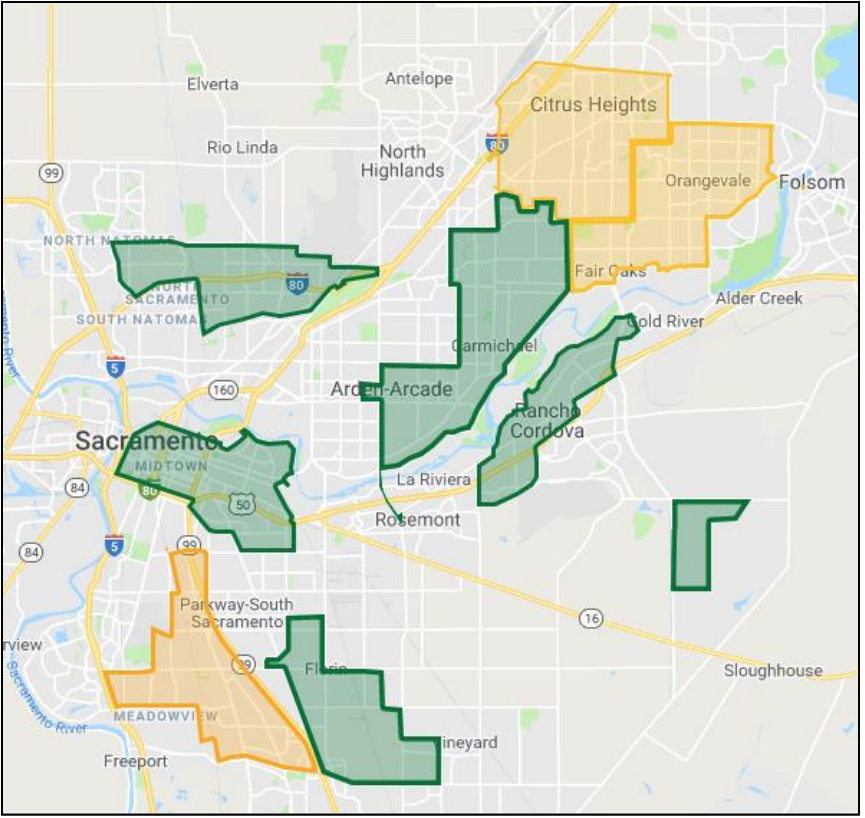
Population and jobs served within 1/2 mile of weekday bus and light rail stops by frequency  
Excludes coverage provided by Smart Ride.

# New Network | SmarT Ride

Existing/Planned



Proposed/New

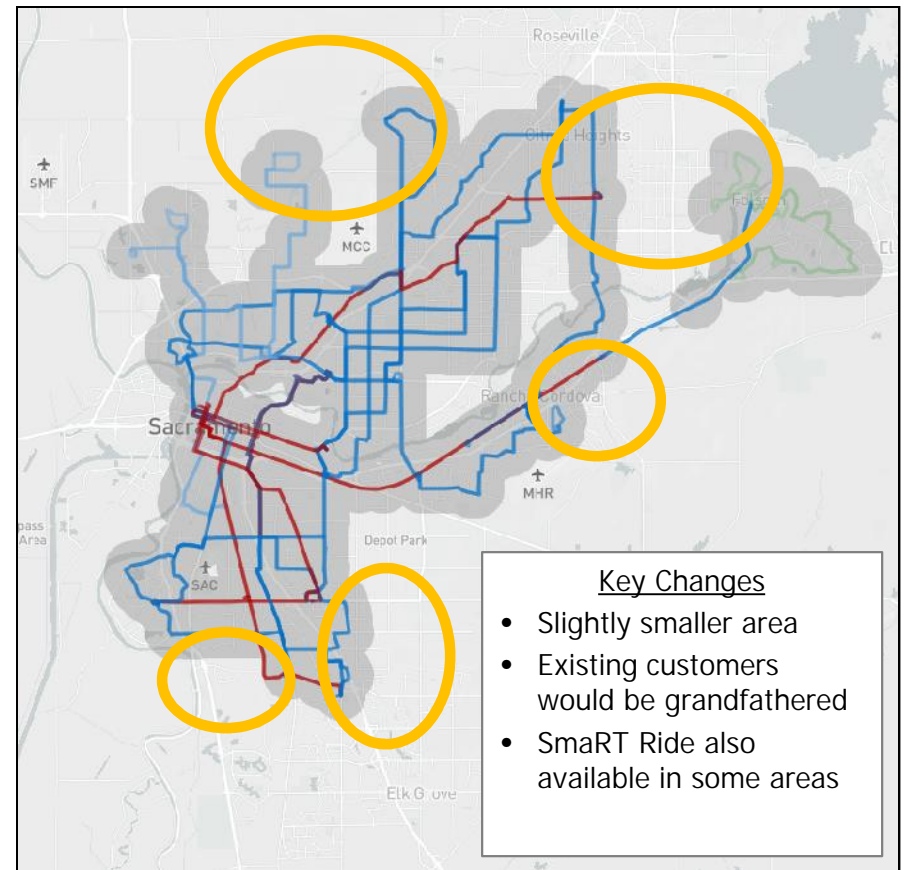
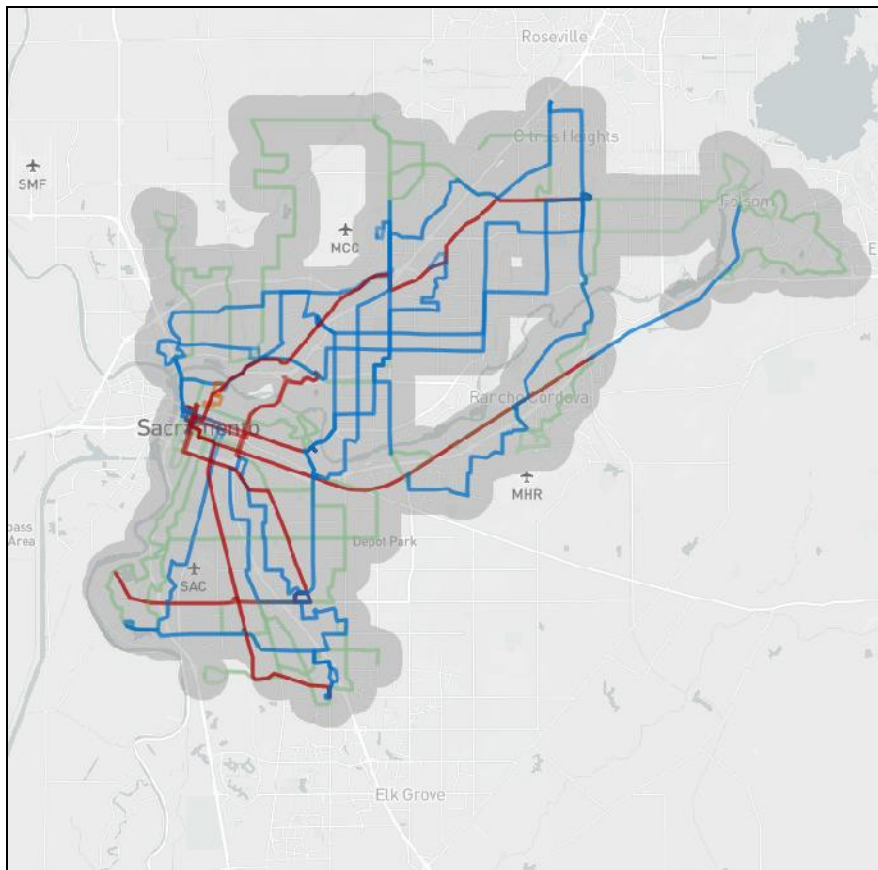




# New Network | Paratransit

Existing

New Network



Complementary ADA service area for weekday service, using 3/4 mile buffer from bus and light rail stations with regular all-day service.

# New Network

## Title VI – Coverage Demographics

	Existing	Proposed
<u>BASIC/LOCAL</u>		
% Low-Income	21.9%	22.7%
% Minority	54.6%	55.3%
<u>FREQUENT</u>		
% Low-Income	24.5%	24.9%
% Minority	58.1%	57.6%

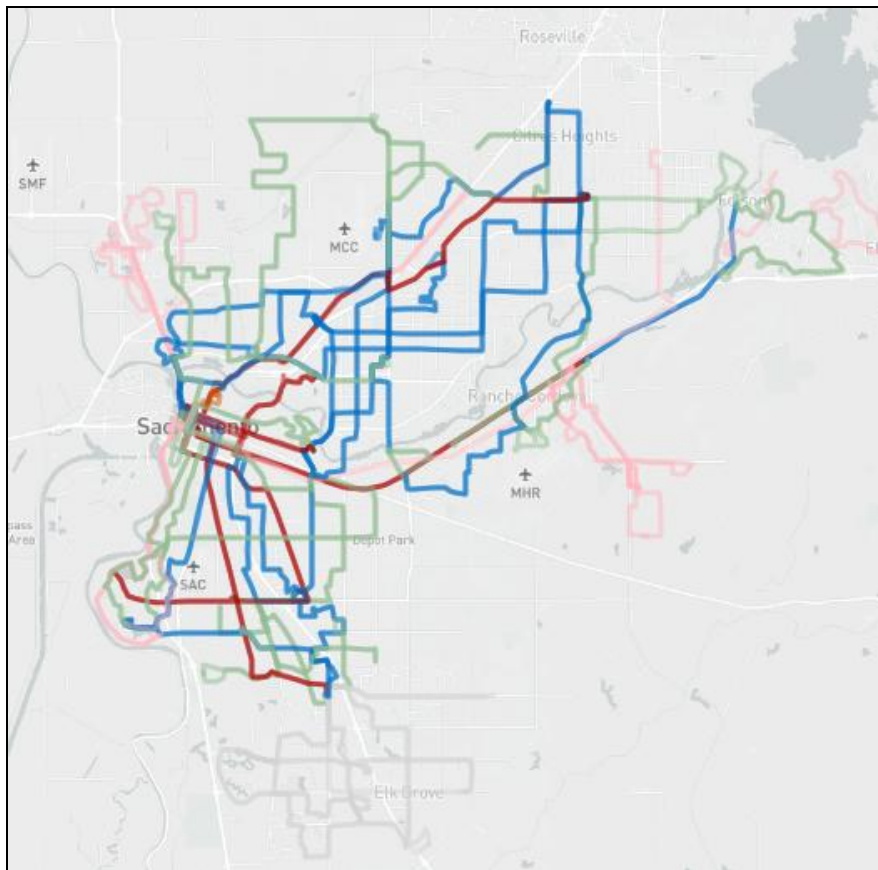
Demographics of population within 1/2 mile of basic local non-contract service and frequent service

# “What-If” More Frequent Network

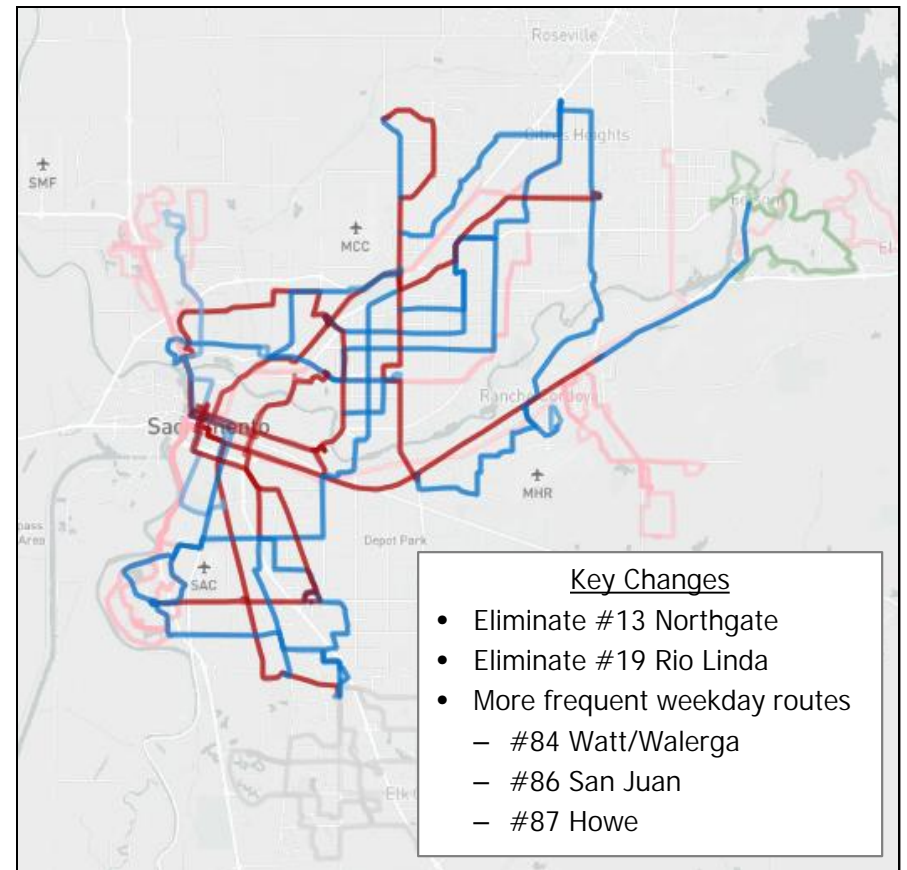
Same Budget, More Frequent Service, Less Coverage

# More Frequent Network | Weekdays

Existing



More Frequent Network



# More Frequent Network

## Key Points

- Slightly less allocation to weekend service than New Network
- More hours for weekday service

## Weekday/Weekend Splits

<u>Revenue Hours</u>	<u>Existing</u>	<u>New Network</u>	<u>More Frequent</u>
Weekdays	467,393	425,545	447,008
Saturdays	39,849	54,288	43,888
Sun/Hol	28,409	55,839	40,518
TOTAL	535,651	535,672	531,415

Revenue vehicle hours per year (254 weekdays, 52 Saturdays, 59 Sundays/Holidays)

# More Frequent Network

## Key Changes

- Adds three frequent routes
- More frequent weekday service
- Weekends less frequent than New Network

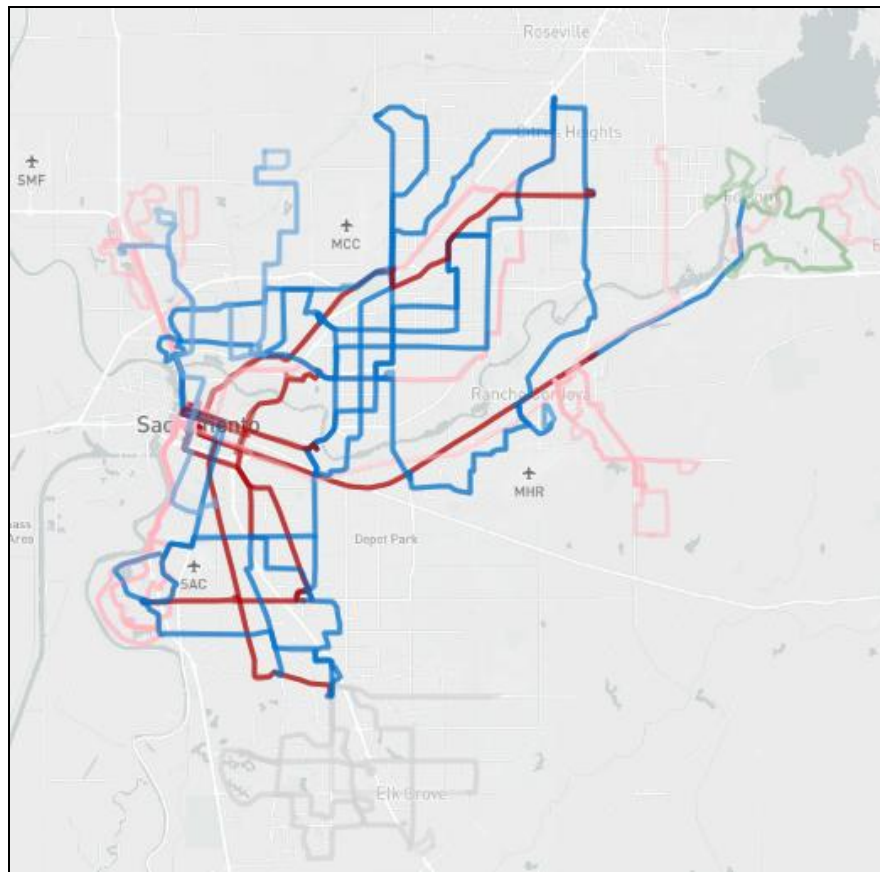
<u>Avg Headway</u>	<u>Existing</u>	<u>New Network</u>	<u>More Frequent</u>
Weekdays	42 minutes	30 minutes	27 minutes
Saturdays	50 minutes	39 minutes	44 minutes
Sundays/Holidays	57 minutes	40 minutes	53 minutes
Regular routes	41	26	26
Express routes	5	7	7
Frequent routes	4	4	7
% Frequent service	23%	29%	46%

# Cost-Plus Network

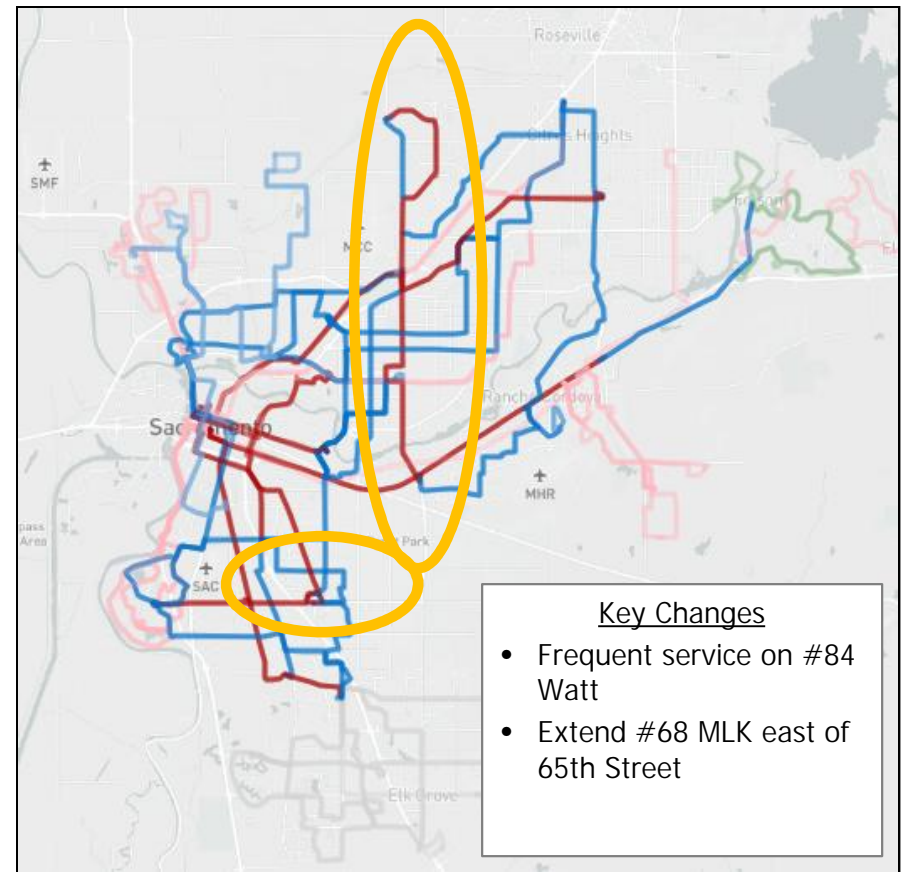
New Network Plus Extra \$3-4 million

# Cost-Plus Network | Weekdays

New Network



Cost-Plus Network



Key Changes

- Frequent service on #84 Watt
- Extend #68 MLK east of 65th Street

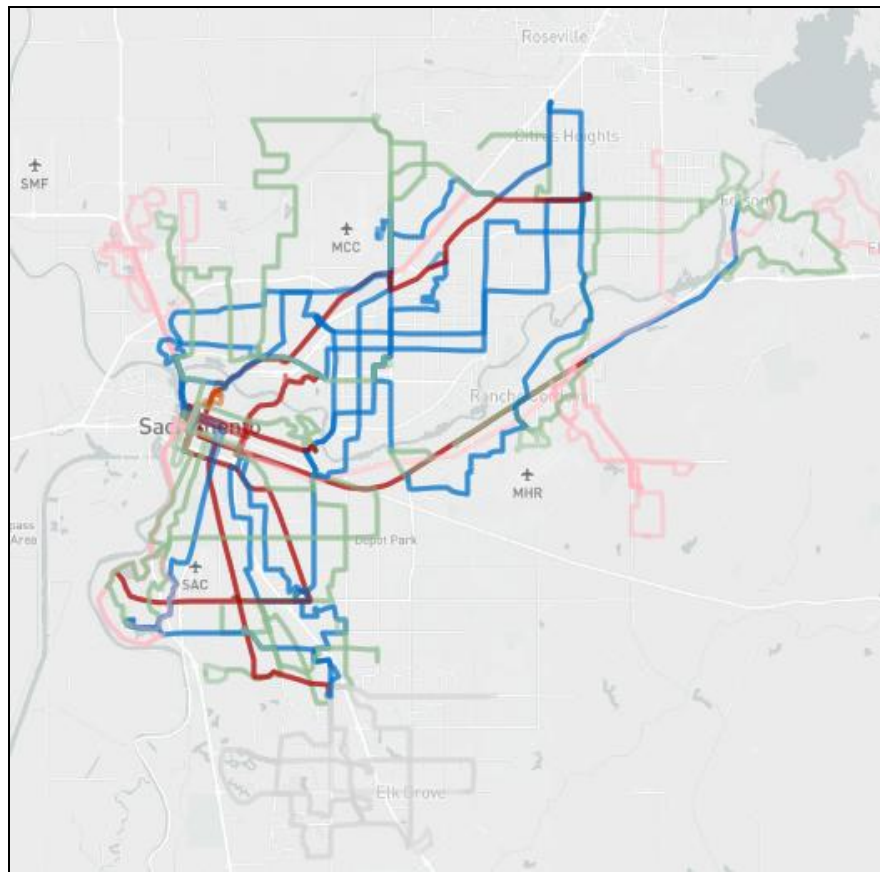


# Measure A+ Network

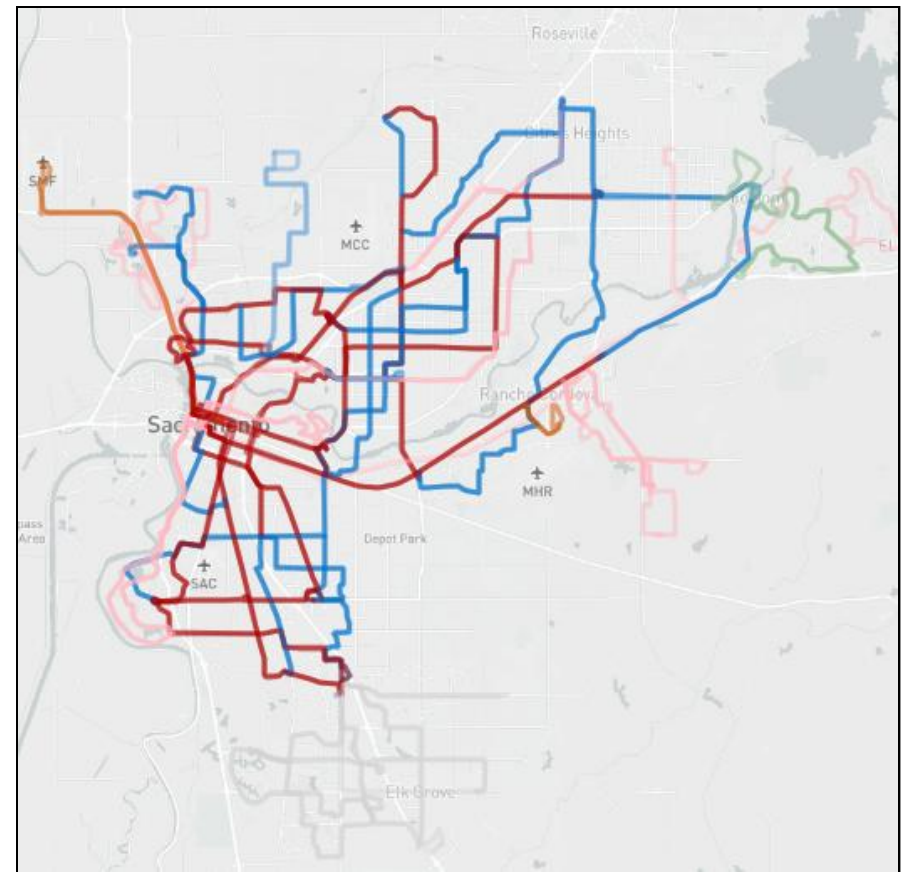
New Network Plus Additional \$30-40 million

# Measure A+ Network | Weekdays

Existing



Proposed



# Measure A+ Network

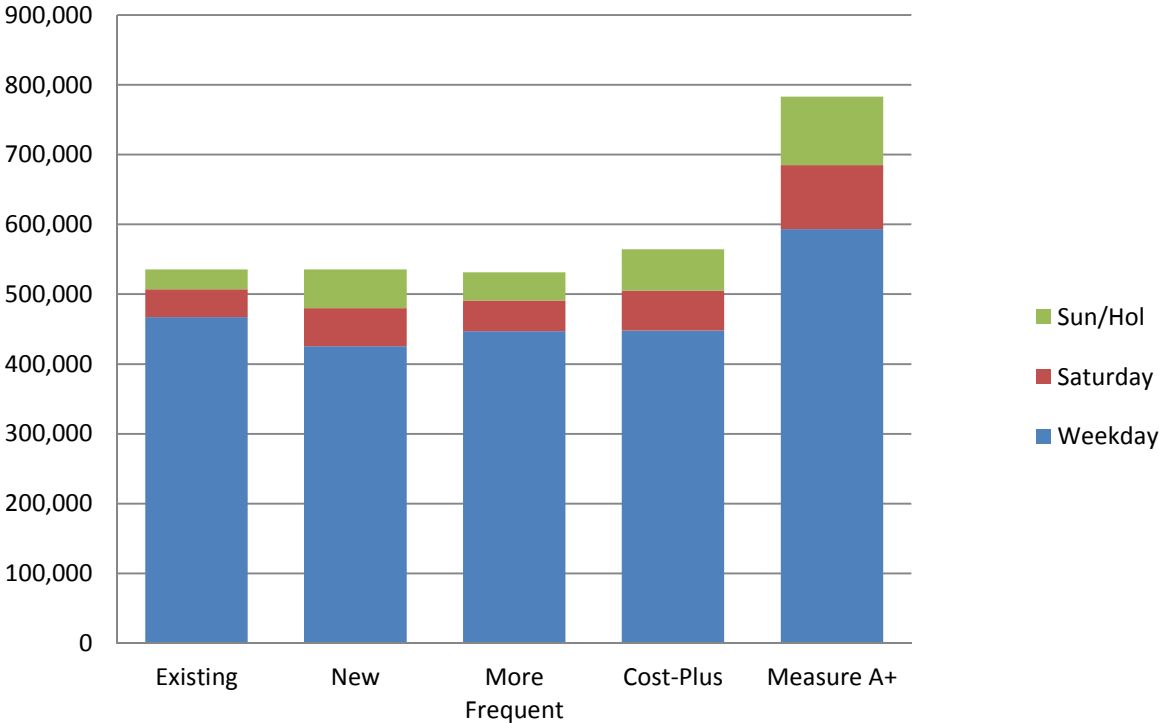
## Key Changes

- 40% increase in revenue hours from New Network
- 7 new frequent routes (11 total)
- 52% frequent (15-minute headways or better)
- Airport Express bus
- Later evening service
- Better headways later into the evening
- Better coverage of Natomas
- Frequent late night service on #30 Downtown and #51 Stockton/Broadway

# Benchmarking

# Benchmarking

Revenue Hours Per Year



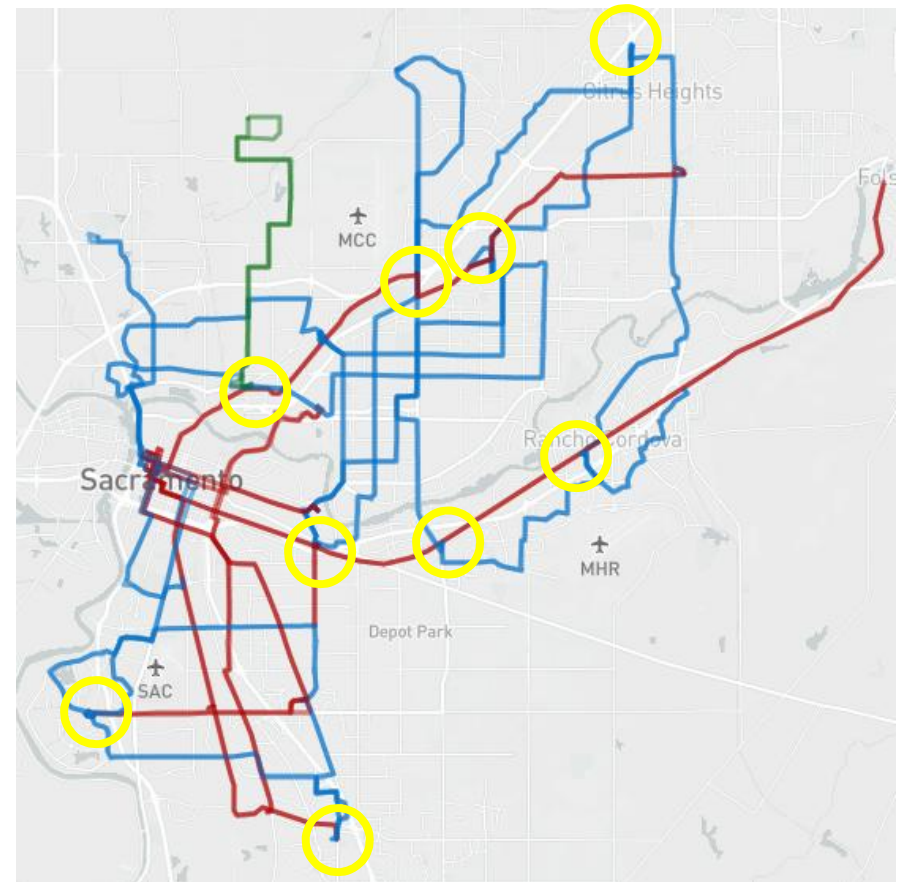
# Benchmarking

	<u>Existing</u>	<u>New</u>	<u>More Frequent</u>	<u>Cost-Plus</u>	<u>Measure A+</u>
Regular routes	41	26	24	26	28
Express routes	5	7	7	7	7
Frequent routes	4	4	7	5	11
Percent frequent	23%	29%	46%	39%	58%
Average headway					
Weekday	41	30	27	30	24
Saturday	50	39	44	38	28
Sun/Hol	57	40	53	39	28

# Implementation

# Bus Hubs

- Louis/Orlando
- Watt/I-80
- ARC
- Mather Field/Mills
- Watt/Manlove
- Arden/Del Paso
- University/65<sup>th</sup> Street
- Greenhaven/Florin
- CRC





# Key Takeaways

1. More Consistent Network
2. Complements new 15-minute weekend light rail service
3. No hourly routes
4. Better weekend service
5. New and Improved Schedules
6. Better Reliability
7. Equitable
8. Network to build upon
9. Fewer bus stops = Faster service

Questions?