Meeting Summary

On Wednesday, April 4, 2018 the Sacramento Regional Transit District (SacRT) held the first of two Stakeholder Representative Group (SRG) meetings for the SacRT Forward Network Plan.

Project team members that attended the meeting are as follows:

Sacramento Regional Transit	Jarrett Walker + Associates	AIM Consulting
James Boyle	Michelle Poyourow	Gladys Cornell
James Drake		Nicole Porter
Laura Ham		Katie Durham
Sarah Poe		
Wendy Williams		

36 stakeholder representatives attended the meeting, representing the following organizations:

- 350 Sacramento
- Alta California Regional Center
- American River College
- Caltrans District 3
- City Year Sacramento
- Crossroads Diversified Services
- Del Paso Boulevard Partnership
- Department of General Services
- Disability Organizing Group For Initiating Total Equality
- Downtown Sacramento Partnership
- Environmental Council of Sacramento
- Florin Road Partnership
- Folsom Cordova Community Partnership
- Greater Broadway Partnership
- Greater Folsom Partnership
- Mack Road Partnership
- Mutual Housing
- North Franklin District Business Association
- Organize Sacramento
- Power Inn Alliance
- R Street Partnership
- Ride Downtown 916
- Ridership for the masses
- River District
- Sacramento Housing and Redevelopment Agency
- Sacramento Regional Transit Mobility Advisory Council
- Sacramento State University
- Sacramento Transit Advocates and Riders
- Sacramento Transportation Management Agency
- SacTRU
- Society for the Blind
- Stockton Boulevard Partnership
- Twin Rivers Unified School District
- WALK Sacramento
- Yolo County Transportation District

The meeting objectives included:

- Review the goals and objectives of the SacRT Forward Network Plan
- Engage in a small group transit planning exercise
- Present existing conditions in the Sacramento region and SacRT service area
- Discuss key transit choices and tradeoffs

Below is a meeting and discussion summary.

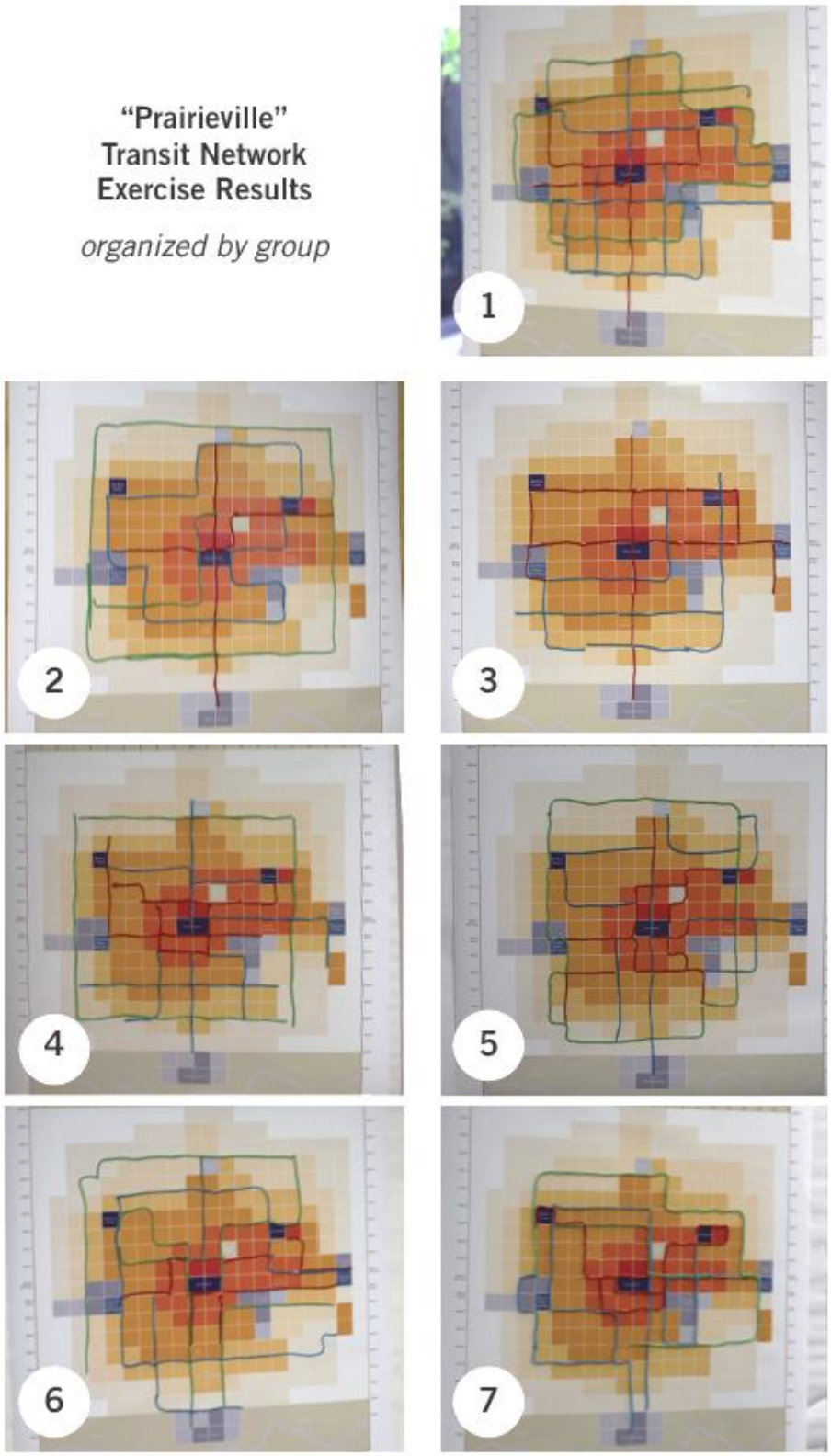
About the SacRT Forward Network Plan

SacRT Forward will rethink the purpose and design of Sacramento Regional Transit's entire transit network by exploring wholesale changes to the network, including a "blank slate" look at the purpose and goals of transit in the Sacramento region. Based upon technical analysis, best practices in the transit planning industry, and stakeholder and community input, the project development team will develop alternative transit networks, near-term recommendations, and a plan for expansion dependent upon increased local funding.

Group Exercise

The project team facilitated a small group exercise where groups of five to six stakeholder representatives were tasked with developing a transit network for a fictional town, Prairieville. The fictional town included designated areas for downtown, medical centers, business parks, senior housing, and schools. Each group was given a set number of "bus routes," which were sticky, waxy sticks, sized and color-coded to signify their frequency. Short, red sticks represented a bus that would come every 15 minutes; medium-length blue sticks represented buses that would come every 30 minutes; and long, green sticks represented buses that would come every 60 minutes. Each group was given the same number of each color stick, but could trade one service line for another if they wanted more or less frequent service for their networks. The groups spent an hour developing a transit network they thought was best for Prairieville based upon their priorities.

Below are photos of each group's final network plans for the fictional town:



The stakeholder representatives reviewed each group's transit network plans, and then discussed the following:

- Which network is best for the hospital? Downtown?
- Which network is best for low-income people?
- Which network does best at getting some service close to everyone?
- Which network is best for people in a hurry?
- Which network would have the highest ridership?

Presentation

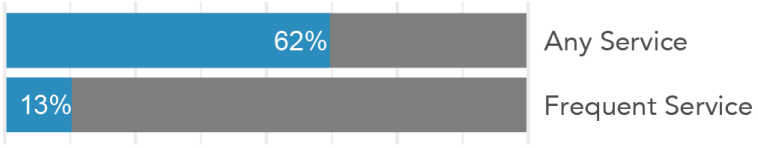
Following the small group exercise, Michelle Poyourow, Senior Associate at Jarrett Walker + Associates, presented an overview of SacRT's existing transit network and the existing conditions of its service area. Below is an overview of key findings from the existing conditions analysis performed for the project thus far. Maps and additional key findings are available in the SacRT Forward Network Plan Key Choices Report.

Performance Measurements

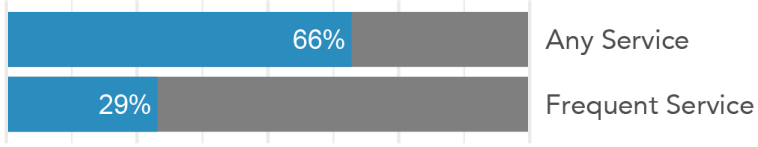
Coverage: Any Service vs. Frequent Service

There are several ways to measure how a transit service is performing. One measurement is coverage; currently, 55% of Sacramento-area residents have access to some type of SacRT transit service and 11% have access to a frequent transit service.

For people living on low-incomes, their access to SacRT transit is a little higher; 62% have access to some type of SacRT transit service and 13% have access to frequent transit service.



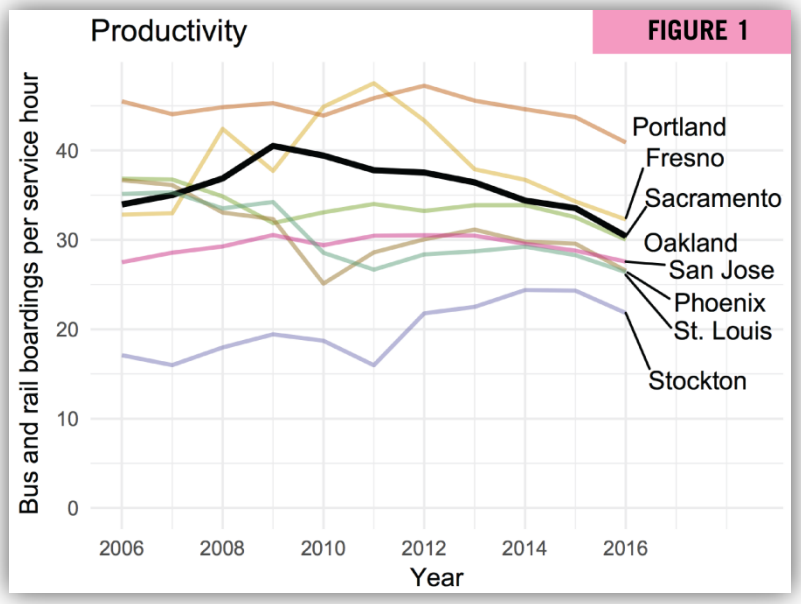
66% of Sacramento-area employees have access to some type of SacRT transit service and 29% have access to frequent transit service.



Productivity: Ridership Relative to Cost

Another measurement that can be used to determine transit service performance is ridership relative to cost. The way to measure this is by the number of bus boardings per hour of service; transit operating costs generally arise from each hour a bus and driver are out on the road. This measurement is referred to as "productivity."

Figure 1 on the right shows how the productivity of SacRT's existing transit network has compared to other cities' transit networks, over the past decade.



SacRT transit service is slightly more productive, meaning it has a higher number of bus boardings per hour of service, than cities such as Oakland and San Jose. It is currently less productive, meaning it has fewer bus boardings per hour of service, than cities such as Portland and Fresno.

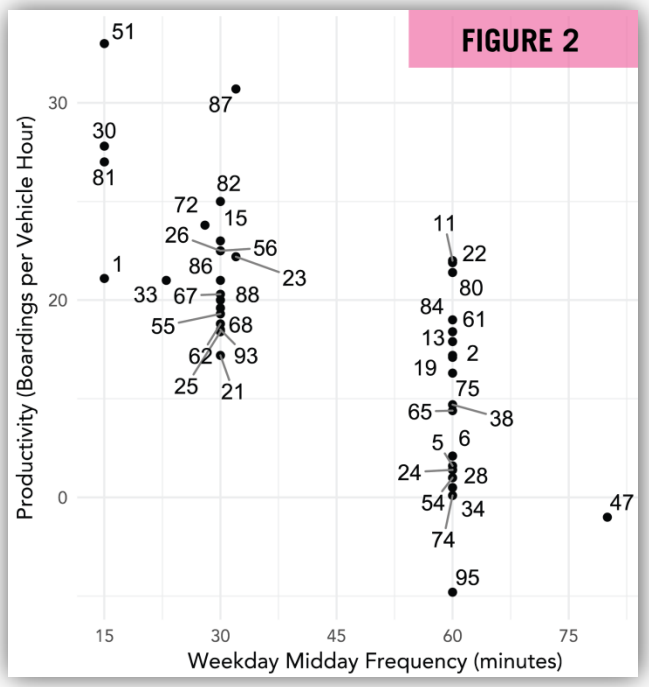


Figure 2 shows every SacRT all-day bus route as a single dot; the bus routes are plotted according to their frequency, or how often the bus route runs. SacRT bus routes can run at one of five frequencies: every 15 minutes, 30 minutes, 45 minutes, 60 minutes, or 75 minutes.

There is an upward curve in the graph, which means there is a correlation between more frequent routes and higher boardings per hour of service provided. More frequent routes correlate with higher ridership relative to cost, even though more frequent routes have a higher cost to the agency.

Frequency

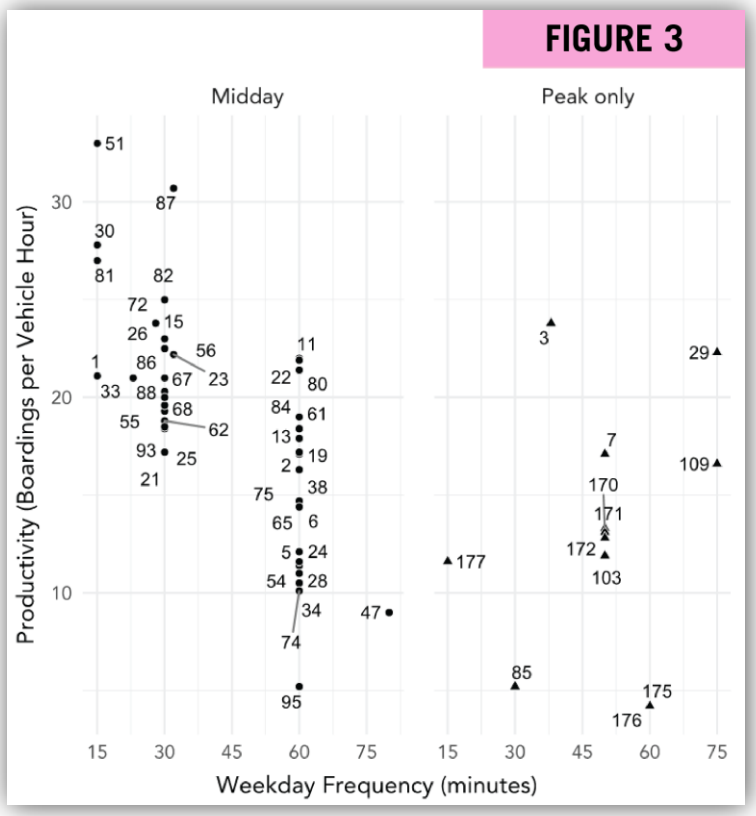
Transit frequency refers to the elapsed time between consecutive buses on a route. High frequency means transit is coming soon, and low frequency means you must wait longer for transit.

Low frequency is a hard concept to imagine for someone who does not ride transit often. Imagine there is a gate at the end of someone's driveway, and it only opens once an hour. They have to be ready to leave the moment the gate opens. If you are not ready, you will have to wait another hour to leave. Waiting doesn't just happen at bus stops; it can also happen at your destination. Imagine the gate opens at 7 a.m. but it takes you 35 minutes to drive to work, and you have to be at work by 7:30 a.m. Because of your gate, you have to decide if you want to arrive at work at 7:35 a.m., which is five minutes late, or 6:35 a.m., which is 55 minutes early. This is a familiar scenario for many service and retail employees, in which they are required to be at their workplace at a specific time.

There is a common misconception that if a transit service focuses only on high frequency, rush-hour, or "peak" service, then it will be more productive. While some peak service routes may have enough demand to fill buses in the midday, "rush-hour only" routes generally have a wide range of productivity. On average in Sacramento, rush-hour routes are less productive than all-day routes.

Figure 3 shows all of SacRT's bus routes plotted according to their frequency, and separated by midday routes and rush-hour ("peak") routes. The graph shows there is a wide range of productivity for both midday and peak routes. A couple of the peak routes are very productive, such as 3 and 29, but a couple are very unproductive, such as the 175 and 85.

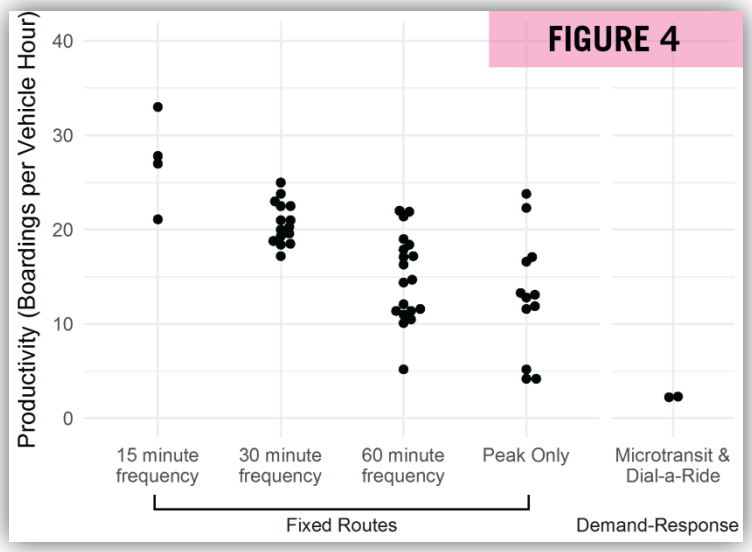
FIGURE 3



Rush-hour routes require extra costs such as split shifts for drivers, extra buses in a fleet that will only be used for just a few hours a day, and "deadhead," which is the time a bus spends driving from the bus storage facility to the route it serves.

Responsiveness

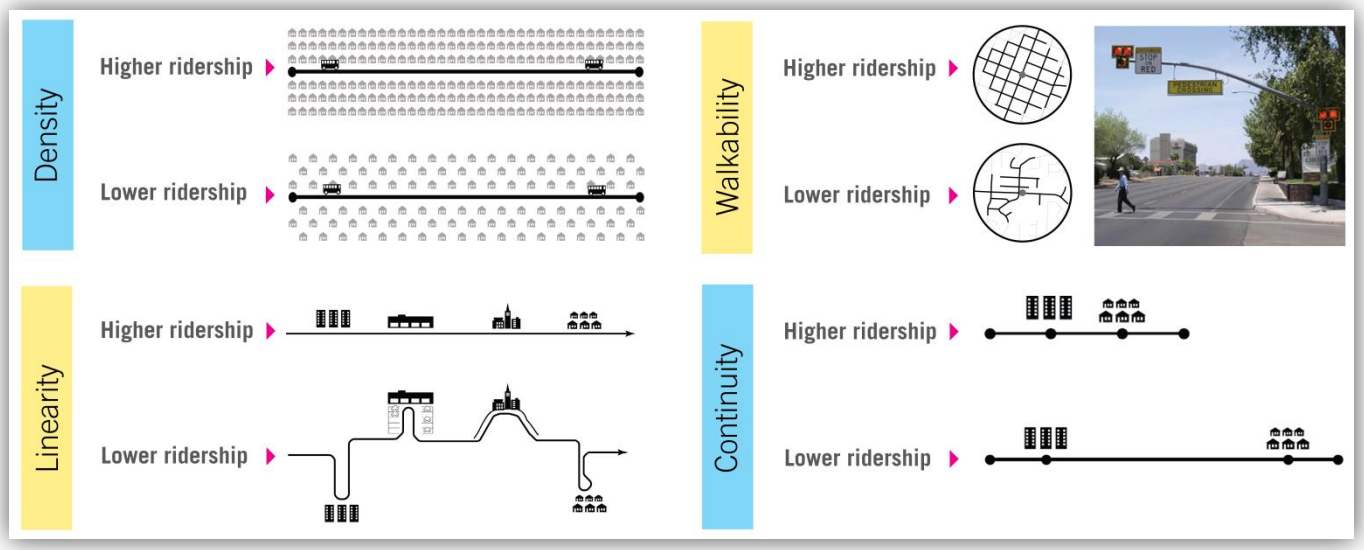
On-demand ridesharing services such as Uber and Lyft are more "responsive" to potential transit riders than fixed route bus services. However, responsiveness and productivity are inversely related. Figure 4 shows how even low-frequency SacRT bus routes are more productive than the microtransit and dial-a-ride transit services.. The more responsive a transit service is to individual requests, the fewer people it can move each hour. This is viewed as a coverage tool with access to new on-demand technology.



The "Ridership Recipe"

There are certain land use and transit network characteristics that can be combined to give a transit service high ridership. One "recipe" for high ridership is as follows: frequent, long-span service (service that is available when people need it, e.g. nights and weekends) and follows patterns of walkability, density, linearity, and continuity to form a connected transit network. These patterns are explained below. The key to this "recipe" is the connected network; it allows a transit rider to travel to destinations on their route and connect to additional destinations.

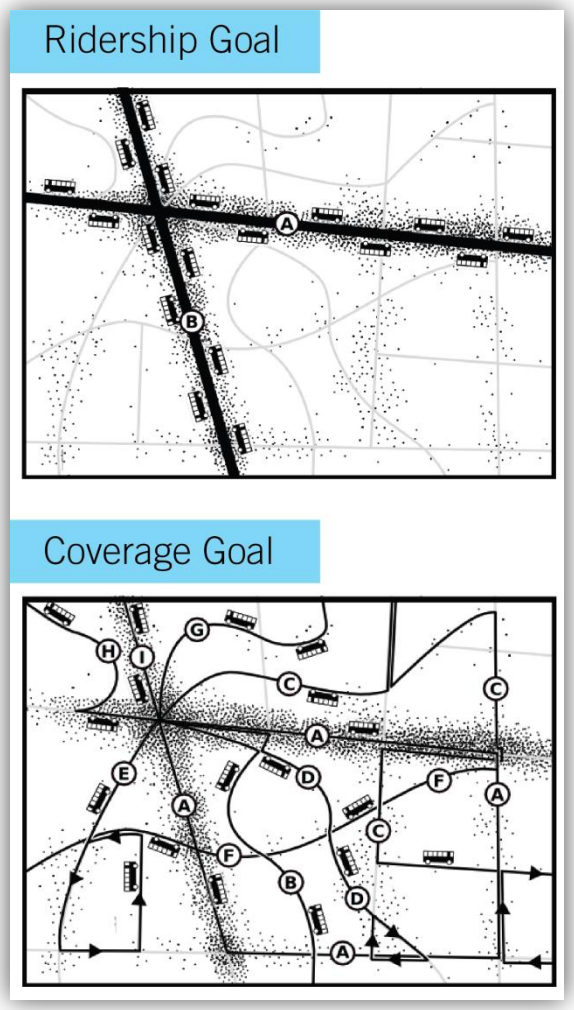
- Density: How many people are going to and from an area around a bus stop?
- Walkability: Can people around a bus stop walk to the stop?
- Linearity: Can transit run in straight lines that attract through-riders?
- Continuity: Does transit have to cross long low-ridership gaps?



Goals for a Transit Network

How a transit agency allocates its resources depends on its goals. Two goals on opposite ends of the spectrum are ridership and coverage.

The diagram to the right shows two different transit networks, developed based upon different goals, in a fictional urban area. The dots represent jobs and residents.



To maximize ridership, a transit agency would try to provide frequent and attractive service along dense and walkable paths. As a result, this transit network would have fewer routes, higher frequency, less complexity, and higher ridership.

To maximize coverage, a transit agency would try to provide some service for everyone, even those in expensive-to-serve places. As a result, this transit network would have more routes, less frequency, more complexity, and lower ridership.

Both goals are important, but they lead in opposite directions. The choice between them isn't binary, but every transit agency must choose a point on the spectrum that is appropriate for their service area.

Live Polling

After the presentation, stakeholder representatives participated in a live polling exercise. They responded to questions focused on the following topics:

- "Walking versus waiting": Concentrated transit service with fewer but more frequent routes versus spread out transit service with more routes that require long waits for riders
- Ridership goals
- Top priorities for any new funding

Discussion Summary

Throughout the meeting, stakeholder representatives were encouraged to ask questions. Below is a summary of their questions and the project team's responses.

- **Question:** There are eight other transit agencies that connect to downtown Sacramento, and the Capitol Corridor Joint Powers Authority also connects here as well. Are these being considered with regard to how SacRT and the project team will design new transit network alternatives?
    - **Response:** Yes. When we design draft network alternatives, we will consider the other transit services that already exist in the region.
- **Question:** What data did you use for the Activity Density map?
    - Response: We used census data through 2016 for the majority of all our analysis, and some census data through 2014 when that was all that was available.
- **Question:** Will this project include an analysis of the SacRT service area's pedestrian and bicycle network?
    - **Response:** No. However, we will be taking into consideration if there are bikeways nearby, or if it is difficult for pedestrians to cross a street somewhere near a potential transit stop. This analysis may generate a list of needed pedestrian improvements near potential transit stops in the SacRT service area.

Next Steps

At the conclusion of the meeting, the project team reviewed the next steps for SacRT Forward.

During the weeks of April 16, April 23, April 30, May 7, and May 14 the SacRT Forward project team will hold a series of pop-up workshops and a virtual community workshop to obtain input community-wide about the types of tradeoffs community members are willing to make for transit. The virtual community workshop will be available online for three weeks in multiple languages. Pop-up workshops will take place at community events, key activity centers, and transit stops throughout the SacRT service area.

This summer, the project team will begin to develop draft transit network alternatives based upon stakeholder and community input, technical analysis, and direction from the SacRT Board of Directors. The next Stakeholder Representative Group meeting will take place in the fall.

Appendix

- Meeting Invite
- SacRT Forward Service Area Maps
- SacRT Forward Network Plan Key Choices Report

Appendix

SacRT Forward
The new generation network

As a key stakeholder in the Sacramento region, you've been invited to participate in the Stakeholder Representative Group Meeting #1 for the SacRT Forward Network Plan

WHEN:

Wednesday, April 4
3:00 - 7:00 p.m.

WHERE:

Sacramento Regional Transit District Auditorium
1400 29th Street, Sacramento, CA 95812
Accessible via light rail to the 29th Street Station or bus routes 38, 67 and 68

WHAT:

Over the next year, the Sacramento Regional Transit District (SacRT) and its SacRT Forward planning team headed by Jarrett Walker + Associates, is reviewing its entire transit network and service goals to craft the SacRT Forward Network Plan. Now is your opportunity to help SacRT reshape the entire transit network, make major choices and tradeoffs, and design a system that will improve mobility and connectivity for the region now and into the future while adapting to the changing transportation environment.

As a representative of a key stakeholder group, we need your involvement. Because we are asking you to help make some difficult future choices about transit in the Sacramento region, we are asking that you commit to two 4-hour meetings (the first on Wednesday, April 4, and the second this fall).

The first workshop will be very interactive, fun and influential! The workshop will begin with a transit planning training session, then will proceed to either lunch or dinner (depending on the meeting time) and an informative presentation on the recent transit assessment work completed, and will end with real-time polling on people's opinions, and discussion.

In addition to these two stakeholder meetings, the project team will also gather community input through online questionnaires, pop-up and virtual workshops, and community workshops throughout the process.

CAN YOU JOIN US ON WEDNESDAY, APRIL 4?

Please RSVP by Wednesday, March 28 to Nicole Porter at

nporter@aimconsultingco.com or (916) 442-1168.

JARRETT WALKER + ASSOCIATES

Louis & Orlando
21 93 103 4 A B R

Sunrise Mall
1 21 23 93 24 25 28 95

Arden Fair
23 67 68 22 29

CSUS
30 82 87 34 255

Florin Towne Centre
51 55 67 68 81 47 65

Pocket
56 62 2 6 7 227 228 248

DOWNTOWN

170 171 172 173 to Downtown

109 to Downtown

3 7 226 228 to Downtown

0 2 4 miles

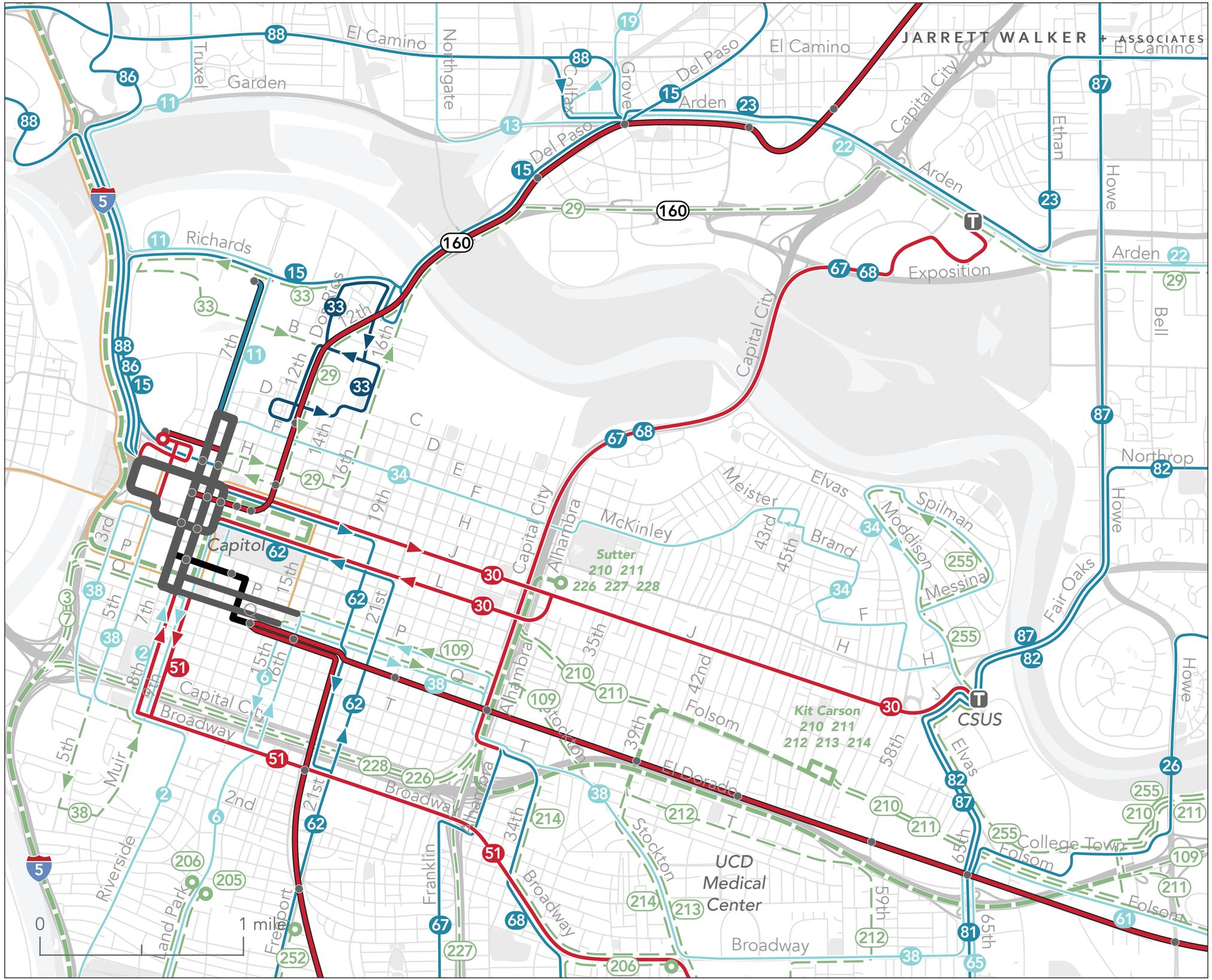
Weekday Network

SACRAMENTO, CA

Frequency (minutes between buses) at midday

- 15 min
- 20 min
- 30 min
- 60 min
- Peak or select trips only
- 3 or more peak or select routes
- Route continues at lower frequency

- Light Rail (Blue, Gold, Green)
- All 3 rail routes
- Many routes
- End of route
- Other agency service
- Light Rail Station
- Transit Center


JARRETT WALKER + ASSOCIATES
El Camino
Truxel
Garden
Northgate
Del Paso
Arden
Capital City
Ethan
Howe
Richards
Exposition
Bell
Northrop
Fair Oaks
Capitol
Broadway
Muir
Riverside
Land Park
Franklin
Alhambra
Stockton
Folsom
Elvas
Meister
McKinley
Brand
Spilman
Moddison
Messina
Sutter
210 211
226 227 228
Kit Carson
210 211
212 213 214
CSUS
UCD
Medical
Center
College Town
Freeport
0
1 mile

Weekday Ridership

SACRAMENTO, CA

Light Rail (LRT)

Bus

Average Daily Weekday Boardings

- 0
- 0 - 10
- 20 - 50
- 50 - 100
- 100 - 250
- 250 - 500
- 500 - 750
- over 750

Data Source: SacRT Ridership Data (Sept. - Dec. 2017)

N

0 2 4 miles

Sacramento RT Existing Route Frequencies