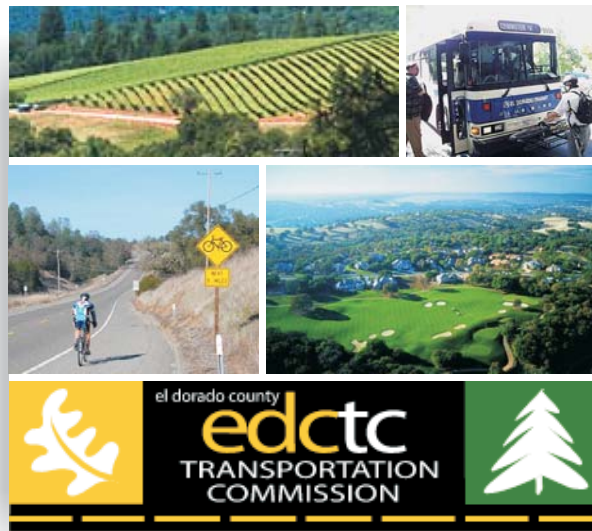


El Dorado Hills Community Transit Needs Assessment and Highway 50 Corridor Operations Plan

Final Report



Prepared for

El Dorado County Transportation Commission

Prepared by



LSC Transportation Consultants, Inc.

El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Operations Plan

Final Report

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The preparation of this report has been financed with Federal Transit Administration (FTA) 5304 and Transportation Development Act (TDA) funds.



May 31, 2013

LSC #127090

TABLE OF CONTENTS

<i>Chapter</i>	<i>Page</i>
1	Introduction..... 1
	Plan Purpose and Report Contents 1
	Key Study Issues 2
	Review Previous Studies and Projects..... 3
2	Existing Study Area Conditions 7
	Study Area 7
	Major Activity Centers in El Dorado Hills 7
	Population 14
	Households and Housing 26
	Employment 26
	Citizen Participation Process Input 32
3	Evaluation of Current Transit Services 35
	Background 35
	Existing El Dorado Transit Services 35
	Existing Service Calendar 43
	Existing Fare Structure 43
	Existing Ridership Service Levels..... 45
	Financial Characteristics 52
	Transit Capital Assets 54
	Other Transit Providers in El Dorado County 58
	Regional Transportation Services 61
4	El Dorado Hills Transit Demand Analysis 63
	Quantifying Transit Need..... 63
	Forecasting Transit Demand 64
	Summary of Transit Demand 67
	Future Trends in Transit Demand..... 68
5	Survey Analysis and Public Outreach 71
	Community-Based Surveys 71
	Outreach Efforts 82
	Ridership Zones 83
6	El Dorado Hills Service Alternatives 87
	Introduction 87
	Types of Transit 87
	Potential Service Alternatives for El Dorado Hills 92
	Comparison of Service Alternatives 108

TABLE OF CONTENTS

<i>Chapter</i>	<i>Page</i>
7	Capital Needs..... 113
	Introduction 113
	Vehicle Needs 113
	Bus Stop Improvements 113
	Potential El Dorado Hills Operations Base 116
8	Funding Considerations 125
	Federal Transit Funding Sources 125
	New Programs Under Map-21 125
	Consolidated Programs Under Map-21 126
	State Transit Funding Sources 128
	Other Miscellaneous Revenue Sources 129
9	El Dorado Hills Transit Plan 131
10	Highway 50 Corridor Plan 135
	Service Plan 136
	Capital Plan 150

APPENDIX

- A – Project Advisory Committee Members
- B – Survey Instruments
- C – Outreach Materials
- D – Summary of Open-Ended Responses
- E – Detailed Route Ridership Tables

LIST OF TABLES

<i>Table</i>	<i>Page</i>
1 El Dorado County and El Dorado Hills Historic Population.....	15
2 Western El Dorado County and El Dorado 2010 Demographics by Area	17
3 School Enrollment in El Dorado Hills	26
4 Housing Units in El Dorado Hills	27
5 Commute Patterns To and From El Dorado County.....	29
6 Commute Patterns To and From Western El Dorado County.....	30
7 Commute Patterns To and From El Dorado Hills	31
8 El Dorado Transit Fare Structure	44
9 Total El Dorado Transit Ridership by Month, Fiscal Year 2011-12.....	46
10 El Dorado Hills Dial-A-Ride Ridership	49
11 El Dorado Transit Dial-A-Ride Activity	49
12 Top Locations for Dial-A-Ride Service To and From El Dorado Hills	50
13 El Dorado Transit Local Fixed Route Boarding and Alighting Locations	51
14 Local Fixed Route Stops With Highest Passenger Activity	51
15 Average Daily Boarding and Alighting: Morning Commute Routes.....	52
16 El Dorado Transit Expenses, Fiscal Years 2011-12 and 2012-13	53
17 El Dorado Transit Revenues, Fiscal Years 2011-12 and 2012-13	54
18 El Dorado Transit Vehicle Roster	55
19 Park-and-Ride Lots in the Highway 50 Corridor: El Dorado County	56
20 El Dorado Transit Shelter and Bench Locations	57
21 Service Area Characteristics Inputs.....	64
22 Transit Need/Demand Estimation Outputs	65
23 Summary of El Dorado Hills Transit Demand	68
24 Responses for El Dorado Hills Community Transit Surveys (Questions 1-9)	73
25 Responses for El Dorado Hills Community Transit Surveys (Questions 10-14).....	74
26 Nearest Intersection to Where Respondents Live	75
27 El Dorado Hills Service Alternatives.....	97
28 Sample Schedule for Deviated Fixed Route Service	100
29 Potential Checkpoint Service	105
30 Comparison of El Dorado Hills Transit Service Alternatives	109
31 Improvements Required for Potential Bus Stops	114
32 Cost Estimate of Potential Transit Stops	118
33 EDT Facility in El Dorado Hills – Cost Estimate Assuming Use of Existing Unfenced Parking Lot	120
34 EDT Facility in El Dorado Hills – Cost Estimate Assuming New Parking Lot Construction.....	120
35 Summary of Capital Costs.....	123
36 Proposed Bicycle Facilities that Support Fixed Route or Checkpoint Transit Service in El Dorado Hills.....	124
37 50 Express Schedule	141
38 New Cameron Park Schedule	143
39 US 50 Corridor Plan Cost and Ridership Summary	148
40 US 50 Corridor Plan Performance Measures	151

LIST OF FIGURES

<i>Figure</i>		<i>Page</i>
1	Western El Dorado County Site and Location.....	8
2	El Dorado County Census Designated Places	9
3	El Dorado Hills Activity Centers.....	11
4	El Dorado Hills Census Tracts within Designated Place.....	18
5	El Dorado Hills Population by Census Tract	19
6	El Dorado Hills Elderly Population by Census Tract	20
7	El Dorado Hills Youth Population by Census Tract	22
8	El Dorado Hills Mobility Limited Persons by Census Tract	23
9	El Dorado Hills Poverty Status by Census Tract 2010	24
10	El Dorado Hills Zero Vehicle Households by Census Tract.....	25
11	El Dorado Hills Households by Census Tract.....	28
12	El Dorado County Transit Authority Local Fixed-Routes	37
13	Western El Dorado and Sacramento Commuter Bus Route Map.....	38
14	El Dorado County Transit Authority Dial-A-Ride Zone System Map.....	41
15	Proportion of 2011-12 El Dorado County Transit Ridership by Service.....	45
16	Ridership by Month by Service	47
17	El Dorado Transit Average Passengers per Hour by Service, FY 2011-12.....	48
18	El Dorado County Bicycle Facilities Network	59
19	Q1: Are you a resident of El Dorado Hills?.....	74
20	Q4 What best describes your work status?.....	76
21	Q6 What is your age?	76
22	Disability Limiting Driving.....	77
23	Q10 Should transit services be expanded in El Dorado Hills	78
24	Desired Destinations for Transportation	78
25	Desired Commercial and Retail Destinations	79
26	Desired Social and Recreational Destinations	80
27	El Dorado Hills Ridership Zones	85
28	Potential Route Deviation Service	99
29	Sample Schedule for Checkpoint Service	103
30	Bus Stop Improvements at El Dorado Hills Senior Center	115
31	Bus Stop Improvements at White Rock Village	117
32	US 50 Express Route	139
33	Planned Cameron Park Route	144

El Dorado Hills Needs Assessment and US 50 Corridor Operations Plan *Executive Summary*

*Prepared for the El Dorado County Transportation Commission
by LSC Transportation Consultants, Inc.*

The El Dorado County Transportation Commission (EDCTC) oversees planning efforts for the El Dorado County Transit Authority (El Dorado Transit). A study was conducted of transit needs in El Dorado Hills and whether expanded services are warranted. A second, separate task of this study was to develop a plan for transit services along the Highway 50 Corridor, consisting of an express service along Highway 50 between Placerville and Folsom with local “feeder” routes.

STUDY AREA

El Dorado Hills is an unincorporated community in the westernmost portion of El Dorado County. The US Census Bureau defines an El Dorado Hills Census Designated Place, which had a 2010 population of 42,108 persons. Of this total, 4,480 persons were aged 65 or over, 7,623 were youths between 10 and 19 years old, 656 had a mobility limiting disability, and an estimated 1,179 were persons living in low-income households. An estimated 158 households (1.1 percent of all households) did not have a vehicle.

Existing Transit Service

Transit services in the study area consist of the following:

- **Local Routes** – Consisting of the Placerville Route, Pollock Pines Route, Diamond Springs Route, Cameron Park Route, and Saturday Express Route, none of which currently access El Dorado Hills.
- **Commuter Services** -- Eleven departures in each direction Monday through Friday between El Dorado County and downtown Sacramento. The majority serve a park-and-ride lot in El Dorado Hills.
- **Iron Point Connector** -- The Iron Point Connector (IPC) Route runs twice in the morning and twice in the afternoon from the Central Transit Center in Diamond Springs to the Iron Point Light Rail Station in Folsom, via Cameron Park and El Dorado Hills.
- **Dial-A-Ride** – This service is designed for senior and disabled passengers, with limited access available for the general public. The service is available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM, and between 8:00 AM and 5:00 PM on Saturdays and Sundays.
- **SAC MED Non-Emergency Medical Appointment Transportation** – The SAC MED service is a public shared-ride non-emergency medical appointment transportation program operated Tuesdays and Thursdays for El Dorado County residents traveling to medical destinations in Sacramento County and Roseville.

Evaluation of Transit Demand/Public Outreach

A series of analysis techniques was used to assess the potential demand for transit service. In El Dorado Hills, an estimated 65,000 transit passenger one-way trips per year is forecast, assuming that a high level of transit service is available to all residents of El Dorado Hills.

A survey was conducted both online and through paper surveys distributed at activity centers. A total of 618 surveys were completed. Survey respondents were largely in favor of expanded services (87 percent), though it should be noted that residents were more likely drawn to respond to the survey if they were interested in having transit services. Additionally, 12 percent said services should not be expanded and 9 percent did not answer this question. The most common desired trip purposes were for shopping (22 percent), medical (19 percent), recreational (15 percent) and social (14 percent).

EDCTC and El Dorado Transit staff also met with various groups in the community, including the Senior Council of the Senior Center of El Dorado Hills, the El Dorado Hills Business Park Property Owners Association, and the El Dorado Hills Community Vision Coalition.

El Dorado Hills Service Alternatives

A wide range of service alternatives were analyzed, including traditional fixed-route service, demand response service, deviated fixed route, checkpoint service, and taxi voucher programs. For each, the operating costs and capital requirements were identified, and ridership estimated. Performance measures were then assessed.

EL DORADO HILLS TRANSIT PLAN

This plan focuses on two strategies to enhance public transit options in El Dorado Hills as presented in this chapter. More traditional fixed schedule transit services were found in this study to not be a cost-effective use of public funding, in that they would not meet adopted transit performance standards.

Taxi Voucher Program

El Dorado Transit should establish a taxi voucher program for residents of El Dorado Hills, with the following parameters:

- *Eligibility* – Taxi voucher participants must be residents of El Dorado Hills, with a residence within the El Dorado Hills area. Residents wishing to participate in the program would need to register with El Dorado Transit. Once participants are registered, they would be able to purchase vouchers by phone, mail or online. In addition, El Dorado Transit could make arrangements with local organizations (such as the CSD or Senior Center) to sell vouchers.
- *Fares* – The recommended fare for an El Dorado Hills Taxi Voucher is \$2.50 per taxi trip for ADA-eligible passengers and \$5.00 per taxi trip for general public passengers. If multiple passengers share a taxi ride, the fare would be \$2.50 if there is at least one ADA-eligible passenger or \$5.00 if there are no ADA-eligible passengers.

- *Tipping* – Some taxi voucher programs forbid tipping, while others encourage it. This issue should be negotiated as part of the taxi company selection process.
- *Limitations* – As El Dorado Transit must have a means of controlling its budget, the taxi voucher program would have a fixed maximum annual cost. The recommended budget for the first full year of the program is \$87,500. To create equity within the community, sales of vouchers will be limited by month and by individual. No individual will be able to purchase more than ten vouchers per month, except on a case by case basis for medical needs. Vouchers will be non-transferrable and will have an expiration date (though they could be returned for full reimbursement of purchase price). The taxi vouchers will be valid for any trips within El Dorado Hills. If passengers travel beyond El Dorado Hills, only the portion within El Dorado Hills is subject to the rules of the Taxi Voucher program, and additional costs incurred are the responsibility of the passenger, including tips. One option that should be discussed in negotiations with the taxi companies would be to establish a second flat-fee zone for the nearby portion of Folsom. While no additional subsidy would be provided for service to/from Folsom, the certainty of a flat-fee zone would increase the convenience of the program to El Dorado Hills residents.
- *Scheduling a Taxi Voucher Trip* – Voucher holders would simply call one of the taxi companies to make a trip request. When picked up, the voucher holder would present the driver with a signed voucher and the appropriate fare.
- *Minimum Taxi Company Requirements* – Taxi companies wishing to participate in the Taxi Voucher program would be required to meet minimum standards and agree to the rules and expectations set forth by El Dorado Transit.

Wednesday Activity Bus Service (Demonstration Program)

El Dorado Transit should also implement a one-day-a-week “Activity Bus,” on a demonstration basis. An additional van should be made available for demand-response service every Wednesday between 8 AM and 4 PM. El Dorado Hills residents could reserve trips no more than 14 and no less than 2 days in advance (closing reservations at 5 PM on Monday). If less than five one-way trip requests are received by 5 PM on Monday, service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service. One-way fares should be \$4.00 for the general public, and \$2.00 for seniors, persons with disabilities, K-12 students and Medicare card holders. Dispatchers would negotiate with passengers to group trips to key destinations at key times. This service would provide a second travel option for those not choosing to enroll in the taxi voucher program. It would also provide a good demonstration of potential scheduled transit service in the future, particularly if specific patterns of ride requests emerge. Service should be reviewed on at least a quarterly basis, to assess the need for changes. After one year, the service should be made permanent if ridership attains a minimum of 2.0 passenger-trips per hour of service. Including deadhead travel from Diamond Springs, this service would cost approximately \$35,000 per year to operate, while subsidy requirements would equal \$32,500.

HIGHWAY 50 PLAN

A separate plan was prepared to revise overall El Dorado Transit service along the Highway 50 corridor between Pollock Pines on the east and Folsom on the west. The service plan will:

- Expand service along the entire US 50 corridor between Pollock Pines and Folsom to hourly service, including improved service between the two Folsom Lake College campuses and between the El Dorado County Government Center and the communities in the western portion of the County
- Enhance service within Cameron Park by providing consistent hourly service
- Improve on-time reliability of Placerville Service

Convert Iron Point Connector into 50 Express Route

The main “spine” of the corridor service will be service along the US 50 corridor between the El Dorado County Government Center and Folsom, as shown in Figure 35. Ultimately, two buses will be operated on a two-hour-long round-trip route, providing consistent hourly service, as shown in Table 36.

This route generally is consistent with the existing Iron Point Connector Route, with the following changes:

- The number of stops in Folsom is reduced to Iron Point Station and Folsom Lake College (scheduled) plus Kaiser Permanente on a request basis (when it serves El Dorado County residents).
- In addition, either Iron Point Station or Folsom Lake College will be served on any one run, but not both (except for the last run of the day). This provides the running time to allow service to the El Dorado County Government Center, starting at 8:40 AM. Iron Point Station will be served on the AM and PM peak commute runs, to accommodate the existing El Dorado County residents accessing the light rail service at these times. From 8:57 AM to 6:09 PM (with the exception of 4:57 PM) hourly service will be provided to Folsom Lake College.
- A stop in Cameron Park at Rodeo Road (near Cameron Park Place) is added. The service is scheduled to provide both buses at this stop within a few minutes of each hour, allowing the Cameron Park Route to transfer directly to both 50 Express buses in both directions.
- The buses will serve the Missouri Flat Transfer Center at the top of the hour (including a minimum 9 minute scheduled driver layover). This timing allows direct transfers between the 50 Express and the Placerville Routes in both directions, from the Diamond Springs Route arriving from Diamond Springs, and the Diamond Springs Route departing to Folsom Lake College – El Dorado Center.
- The route is “rebranded” as the 50 Express. The existing Iron Point Connector was implemented primarily to provide a transit connection to the Sacramento RT light rail system (at the Iron Point Station). Under this plan, however, the route will serve additional purposes, specifically

expanded transit access along the US 50 corridor in El Dorado Hills. The revised name better reflects the role of the service.

Revise Cameron Park Route to Enhance Local Service

The Cameron Park Route (currently serving Cameron Park as well as connecting to Missouri Flat via the Red Hawk Casino and Folsom Lake College – El Dorado Center, four times a day) will be converted to an hourly route within the Cameron Park area only. Direct transfers will be provided to/from the 50 Express Route buses at Rodeo Road, near Cameron Park Center. Service will be provided from 6:30 AM until approximately 6:00 PM. With a layover/driver break at Rodeo Road from 18 after the hour to 30 after the hour, this schedule allows direct transfers to the 50 express buses in both the eastbound direction (23 after) and westbound direction (28 after).

Reduce Running Times on Placerville Route

Existing on-time performance issues on the Placerville Route will be addressed by (1) eliminating request stop service on the Placerville Route to Broadway/Point View Drive and Camellia Lane, Phoenix Center (Mallard Lane), (2) making Coloma Court a request stop from 10:00 AM to 2:00 PM, and (3) relocating the bus stop at Raley's to reduce delays.

Revise Pollock Pines Route

On-request stops should be added at Upper Room (eastbound only), Broadway/Point View Drive and Camellia Lane. El Dorado Transit should also work to establish defined, signed stops at popular flag stops, to ensure that passenger know where to wait, that drivers consistently stop in the same location, and that the transit service has a higher profile in the community.

Revise Fare Policies

This plan will increase the need for passengers to transfer between buses. To avoid an excessive increase in costs to existing passengers (particularly those currently riding the Cameron Park Route between Cameron Park and the Missouri Flat area for a single fare), the following changes in fares are recommended:

- Provide an "El Dorado Zone" fare on the 50 Express, equal to the local fare. Only charge the higher \$2.50/\$1.25 fare for travel to/from Folsom.
- Provide the discounted fare on the 50 Express for K-12 students traveling within El Dorado County.
- Provide a day pass, available from the driver (or other fare outlets) for \$4 general public and \$2 for seniors, persons with disabilities, Medicare cardholders, and K-12 students. Riders making a round-trip on two or more routes (such as Cameron Park and 50 Express) would use these day passes to minimize overall fare, thereby facing a modest fare increase of \$0.50 general public / \$0.25 discount per one-way trip.

Cost and Ridership Impacts

This plan will add a net of 4,741 vehicle-hours and 125,973 vehicle-miles. This additional service is forecast to increase operating costs by \$480,000 per year. Overall, the plan will increase linked one-way passenger-trips (excluding transfers) by 32,100 more than current ridership. The plan would increase overall fare revenues by \$74,100, yielding an overall operating subsidy increase of \$405,900 per year.

Initial Phase

An initial implementation phase would implement all elements of the recommended plan with the exception that a single bus would be operated on the 50 Express, providing service every two hours. Total net operating costs would be \$195,200 over existing costs under this scenario. A ridership increase of 16,400 passenger-trips per year would generate a net increase of \$41,100 per year in farebox revenues, yielding a net increase in subsidy requirements of \$154,100.

Capital Requirements

Capital elements needed to implement this plan are as follows:

- One additional bus to operate the 50 Express Route. Given existing and forecast passenger loads, for the foreseeable future a 26-passenger cutaway vehicle would be sufficient.
- Improvements to the transfer point in Cameron Park Place. In the short-term, this could consist of additional paving and provision of a shelter at the existing commuter bus stop on Rodeo Road. A reasonable budget for these improvements (assuming available public right-of-way) is \$30,000. In the long-term, a full transfer point should be implemented. While total costs would depend on any acquisition or lease costs for private land, construction costs would be on the order of \$250,000.
- In addition, establishing new stops as well as relocating the Placerville Raley's stop would require on the order of \$4,000.

PLAN PURPOSE AND REPORT CONTENTS

The El Dorado County Transportation Commission (EDCTC) is the Regional Transportation Planning Agency for western El Dorado County. As such, one of their responsibilities is to oversee planning efforts for the El Dorado County Transit Authority (El Dorado Transit). Of current interest is whether transit needs are being met in El Dorado Hills and whether expanded services are warranted. This community is currently served by El Dorado Transit Dial-A-Ride services, Commuter Service, and the Iron Point Connector Route. These latter two services only serve the El Dorado Hills Park and Ride Lot, which leaves the remainder of El Dorado Hills with no general public transit services. In recent years, El Dorado Hills has experienced rapid growth in housing, population, employment and commercial development. It is appropriate to evaluate whether this growth has led to an increased demand for local transit service (both within the community and to other communities) that would warrant an expansion in service. Additionally, the potential need to serve residents, particularly seniors, and the need to serve employees needs to be assessed. This study explores how the recent growth and projected development impact the need for transit services, and identifies the most appropriate type and level of service needed given the demand.

A second, separate task of this study was to develop a Highway 50 Corridor Express service as identified in the *Western El Dorado County 2008 Short Range Transit Plan*. The Short Range Transit Plan outlined a restructuring of the current local route system by developing an express service along Highway 50 between Placerville and El Dorado Hills with local “feeder” routes (including a potential El Dorado Hills route). This current report includes an implementation plan for this restructuring.

The early chapters of this report provide an overview of the study background, including identification of study issues, a review of recent studies, and a demographic summary of the study area in general, with a more detailed demographic analysis provided for the El Dorado Hills Community. Additionally activity centers for El Dorado Hills were identified and transit needs were assessed. These needs are then compared against existing El Dorado Transit Dial-A-Ride services, to assess how well that service is meeting the needs of the community. Survey efforts are summarized and evaluated in this report, and public outreach efforts are described. Based on findings from early efforts in the study, a series of service and capital alternatives were developed, and the most appropriate alternatives were further developed into an implementation plan in the Plan Chapter of this report.

Oversight and input is being provided for this study by members of a Project Advisory Committee (PAC). Members of the PAC were invited from throughout the El Dorado Hills community and El Dorado County and include representatives of the senior community, youth community, affordable housing residents, business community, passenger advocates, along with EDCTC staff and El Dorado Transit staff and representatives of government entities involved in the process. The PAC members are listed in *Appendix A*.

KEY STUDY ISSUES

El Dorado Hills is the only sizeable community within western El Dorado County that is not served by a fixed route service. The community has grown rapidly, both residentially and commercially. The overarching issue addressed in this study is whether public transit services should be expanded in El Dorado Hills and, if so, what should be the form and structure of the resulting services. Through meetings with the PAC and the public, stakeholder interviews, and discussions with transit staff, the following key transit issues have been identified for the study:

- El Dorado Hills has grown substantially in the last decade and has a more complex make-up than when it was essentially a bedroom community. Transit needs are therefore becoming more complex.
- The most notable needs are for seniors, youth, and affordable housing residents. The specific needs of these groups need to be identified.
- The need for service to special events (the County Fair, Day in the Park, etc.) as well as to locations such as South Lake Tahoe needs to be evaluated.
- Teenagers want access to locations for activities and jobs, especially to the Teen Center, Skate Park, Library, and Town Center.
- Seniors want access to the Senior Center for lunch and to the CSD for activities.
- Residents of El Dorado Hills need access to Mental Health and Social Service offices located in Placerville.
- Residents of affordable housing developments do not have easy access to shopping, jobs and services. Residents feel “trapped” within their housing locations.
- Resident’s desire transit access to shopping and medical facilities in Folsom.
- In general, bicycle and pedestrian access is important to overall mobility and the success of a transit service in particular. This may include bicycle and pedestrian enhancements to transit stops.
- Cost is an issue. There would be substantial costs associated with adding transit services to El Dorado Hills. These costs need to be evaluated in terms of benefit and in relation to how costs will affect other transit services.
- In addition, there is a lack of facilities and infrastructure for transit in El Dorado Hills. Establishing service will require either dead-heading vehicles or finding an appropriate vehicle storage location (perhaps for only one or two vehicles initially). Passenger amenities such as bus stop signs, benches and shelters will also be needed, and additional sidewalks and bicycle facilities to access stops may also be warranted.

REVIEW OF PREVIOUS STUDIES AND PROJECTS

There are a number of studies and projects conducted over recent years that address transit issues and planning processes in the study area. These studies and their relevance to the current plan are described below in chronologic order.

US Highway 50 Corridor Short Term Transit Plan, March 3, 2006, *LSC Transportation Consultants, Inc.*

As a result of increased growth in El Dorado County, commuting along the US 50 Corridor between Sacramento and El Dorado County has expanded, stressing the capacity of the El Dorado Transit services. In order to address these issues, a *US 50 Corridor Short Term Transit Plan* was developed in 2006, which provided short term improvements to be implemented within the next three to five years. Recommendations from the report are as follows:

- Provide two consistent routes into the Downtown area and drop any current stops that have fewer than five daily boardings and alightings, or that are less than two blocks from one another
- Provide an additional run in the morning and afternoon, and provide additional “express” runs
- Revise routing at Park-and-Ride lots
- Provide El Dorado Transit commuter bus connection to light rail, using one bus operating between Missouri Flat Road and the Iron Point Light Rail Station
- Discontinue the Rancho Cordova commuter bus service
- Promote a vanpool service and/or have the El Dorado Transit assist others in a vanpool program that serves Rancho Cordova

El Dorado County Transit Authority Park-and-Ride Master Plan, November 14, 2007, *Dokken Engineering*

The purpose of this *Park-and-Ride Master Plan* was to identify the policies, actions, and financing needed to ensure a continuous, adequate supply of parking capacity in El Dorado County to support El Dorado Transit’s commuter bus service, as well as carpooling, vanpooling, and other forms of shared rides. The Plan estimates funding needs to be almost \$45 million for the following projects:

- \$33.3 million to construct new park-and-ride capacity. Of this amount, \$7.9 million should be funded by El Dorado Transit.
- \$140,000 in priority operational improvements at the Ponderosa Road facility
- \$1.3 million for system-wide deferred maintenance, including \$300,000 in high-priority deferred maintenance on existing facilities operated by El Dorado Transit
- \$10.0 million to fully fund annual operations and maintenance, and long-term maintenance. An average of \$112,057 per year is needed for existing facilities. This amount of annual operation and maintenance costs is expected to grow to \$431,347 per year as new facilities are constructed. Of these amounts, El Dorado Transit’s annual maintenance responsibility for facilities it operates is currently \$57,953 growing to almost \$200,000 per year in the next 20 years.

While not in the Master Plan, a significant project which will affect transportation in El Dorado Hills is the Silva Valley Parkway/US Highway 50 Interchange project. This funded project, which is in the design and right-of-way phase, will construct a new overpass of US Highway 50, on/off ramps, signalize intersections, and add new bicycle/pedestrian facilities, and will include a park-and-ride lot. The park-and-ride lot would be significant in relieving congestion at the El Dorado Hills Park-and-Ride lot located at the Town Center in El Dorado Hills.

Western El Dorado County 2008 Short Range Transit Plan, June 18, 2008, *LSC Transportation Consultants, Inc.*

The study included an evaluation of demographics, as well as updated forecasts of population, development, and employment. An extensive review of existing El Dorado Transit services was conducted, and used to assess transit service, capital and financial alternatives. Based upon the results of the analysis as well as public input, a financially constrained operating and capital plan was developed to guide improvements in the transit program, including:

- Establishment of local transit service in El Dorado Hills
- Improvements in service along US Highway 50
- Establishment of a taxicab subsidy program
- Elimination of non-productive services
- Strategies to better coordinate transit, pedestrian, and bicycle travel
- Fleet enhancements
- Bus stop and transit center improvements
- Increases in transit fares

The overall plan allowed El Dorado Transit to address the short-term drop in subsidy funding while still improving the overall services and increasing ridership by 25 percent.

Coordinated Public Transit – Human Services Transportation Plan, August 28, 2008, *Nelson\Nygaard*

The *Coordinated Public Transit-Human Services Transportation Plan for Western El Dorado County* was sponsored by Caltrans. It was part of a larger planning effort overseen by Caltrans on behalf of 23 counties in non-urbanized areas within the State of California. The project included an Existing Conditions Report, which described existing transportation services and programs, and identified service gaps and needs. This was followed by identification of potential strategies and solutions to mitigate service gaps, and development of a plan to implement those strategies.

The highest priority strategies included the following:

- Provide sufficient resources to allow the Consolidated Transportation Services Agency (CTSA) to negotiate interagency agreements, providing for coordinated use of assets and operating funds
- Provision of contract maintenance through CTSA
- Expand Dial-A-Ride Service, either through increased service hours (El Dorado Transit as operator) or through agreements with human service agencies (El Dorado Transit as CTSA)

- Increase days of service to Sacramento for medical and social service appointments
- Provide travel training for potential passengers to use existing commuter service to Sacramento for connections/transfers
- Identify agencies or community leaders to develop and coordinate volunteer programs, including the recruitment, screening, training and managing of volunteers
- Identify or create new insurance programs to eliminate exposure of volunteers and agencies to inappropriate levels of liability
- Coordinate arrangements for purchase of capital equipment, including vehicles to help tap available funding, e.g. Federal Transit Administration (FTA) Section 5310
- Use older vehicles for less intense social service agency transportation needs
- Expand traditional transit service through addition of reverse commute. Could be done by adjusting trip times for returning buses from Sacramento to serve El Dorado Hills and Placerville

The projects identified in the *Coordinated Public Transit-Human Services Transportation Plan* are intended to improve the mobility of individuals who are disabled, elderly, or of low-income status. The plan focused on identifying needs specific to those population groups as well as identifying strategies to meet their needs.

US Highway 50 Corridor System Management Plan (CSMP), May 2009, Caltrans

A CSMP is a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor. A CSMP includes all travel modes in a defined corridor: highways and freeways, parallel and connecting roadways, public transit (bus, bus rapid transit, light rail, intercity rail) and bikeways, along with intelligent transportation technologies, which include ramp metering, coordinated traffic signals, changeable message signs for traveler information, incident management, bus/carpool lanes and car/vanpool programs, and transit strategies. Each CSMP identifies current management strategies, existing travel conditions and mobility challenges, corridor performance management, planning management strategies, and capital improvements.

Specific strategies for the Highway 50 Corridor include:

- High occupancy vehicle (HOV) lanes from Watt Avenue to Sunrise Boulevard
- White Rock Road expansion from Grant Line Road to Prairie City Road
- HOV lanes from El Dorado Hills Boulevard to Bass Lake Road (first phase) and to Cameron Park (second phase)

Triennial Performance Audit of the Commission and the El Dorado County Transit Authority (El Dorado Transit), June 2009, LSC Transportation Consultants, Inc.

LSC Transportation Consultants, Inc. was retained by the EDCTC to conduct triennial performance audits of the Commission and El Dorado Transit. It was determined that El Dorado Transit was well managed, providing a host of local services within the Placerville area, as well as a strong commuter program to Sacramento. LSC made minor recommendations regarding data reporting, including revisions to the format of driver trip sheets to more accurately track fare revenue.

El Dorado County Transit Survey Report, September, 2011, *LSC Transportation Consultants, Inc.*

LSC Consultants conducted and analyzed survey of the passengers on all El Dorado Transit system. The surveys were conducted in May, 2011, and the report completed in September of 2011. A total of 480 valid surveys were collected on all four services (local fixed routes, commuter service, dial-a-ride and SAC MED). The report included information on passenger characteristics, travel patterns and customer satisfaction based on the survey findings, and service improvements were recommended based on these findings. Portions of the Survey Report which are directly relevant to the current transit needs assessment of El Dorado Hills and the Highway 50 Corridor are discussed in Chapter 3 of this report.

Capital SouthEast Connector Study, (multiple studies), *SACOG*

The Capital SouthEast Connector Joint Powers Authority (JPA) was formed in December 2006 when the cities of Elk Grove, Folsom and Rancho Cordova, as well as El Dorado and Sacramento Counties, formalized their collaboration to proceed with planning, environmental review, engineering design and development of a new roadway connecting El Dorado Hills and Folsom with Elk Grove. Initially called the Elk Grove-Rancho Cordova-El Dorado Connector Project, it is now called the Capital SouthEast Connector. The Sacramento Area Council of Governments (SACOG) oversaw the early planning stages.

The Connector is a planned 35-mile parkway that would span from Interstate 5 south of Elk Grove to Highway 50 in El Dorado County, just west of El Dorado Hills. Communities in El Dorado and Sacramento Counties will be efficiently linked with Folsom, Rancho Cordova and Elk Grove. Currently, there are three alternative routes being analyzed. The intent of this Connector would be to reduce congestion on Highway 50 and reduce travel time between El Dorado Hills and Elk Grove.

El Dorado County General Plan and Targeted General Plan Amendment

The *General Plan* provides long-range direction and policy for the use of land within El Dorado County. It provides a mechanism through which the County can focus on the issues of greatest local concern as well as a basis for rational decision-making regarding long-term physical development. The transportation and circulation element of the General Plan contain objectives and policies pertaining to motorized and non-motorized transportation. The General Plan was developed in 2004, with several updates in the interim. The El Dorado County Department of Transportation is currently developing a targeted General Plan Amendment which will specifically address transportation needs.

El Dorado County Bicycle Master Plan Update, 2010

In 2010, the El Dorado County Transportation Commission updated the previously adopted El Dorado County Bicycle Master Plan, which was adopted in January 2005. The proposed bikeway system is slightly over 280 miles in length, and includes a strategy for development of Class I Bike Path along the entire Sacramento-Placerville Transportation Corridor, also known as "The El Dorado Trail." The existing and proposed bicycle facilities for El Dorado Hills are discussed in Chapter 3 of this report.

Chapter 2

Existing Study Area Conditions

STUDY AREA

The area served by El Dorado Transit encompasses the western slope of El Dorado County (west of the Sierra crest) including Placerville, Cameron Park, El Dorado Hills, Pollock Pines, Camino and Diamond Springs as well as smaller communities along the US Highway 50 (US 50) corridor into downtown Sacramento. The area includes substantial suburban areas to the west, towns and villages, as well as large areas of dispersed population. As a whole, it encompasses approximately 1.1 million acres, and is shown in Figure 1.

The major arterial east/west access is provided by US 50, connecting Western El Dorado County with Sacramento to the west and South Lake Tahoe and Carson City, Nevada to the east. North/south highway access to Western El Dorado County is provided by State Route 49, connecting the area with Auburn to the northwest and Sonora to the southeast. State Route 193 provides northern access to Georgetown.

El Dorado Hills is an unincorporated community in the westernmost portion of El Dorado County. Its town center is just 3 miles from the City of Folsom's Broadstone commercial neighborhood, 22 miles from downtown Sacramento and 17 miles from the county seat in Placerville.

El Dorado Hills is governed by El Dorado County, but it is also part of the Sacramento Metropolitan Area, as defined by the US Census Bureau. This designation affects funding programs administered by the Federal Transit Administration. The area identified by the US Census Bureau as the El Dorado Hills Census Designated Place (CDP) grew from approximately 17 square miles in 2000 to 48 square miles in 2010. This change in the boundaries of the CDP is illustrated in Figure 2.

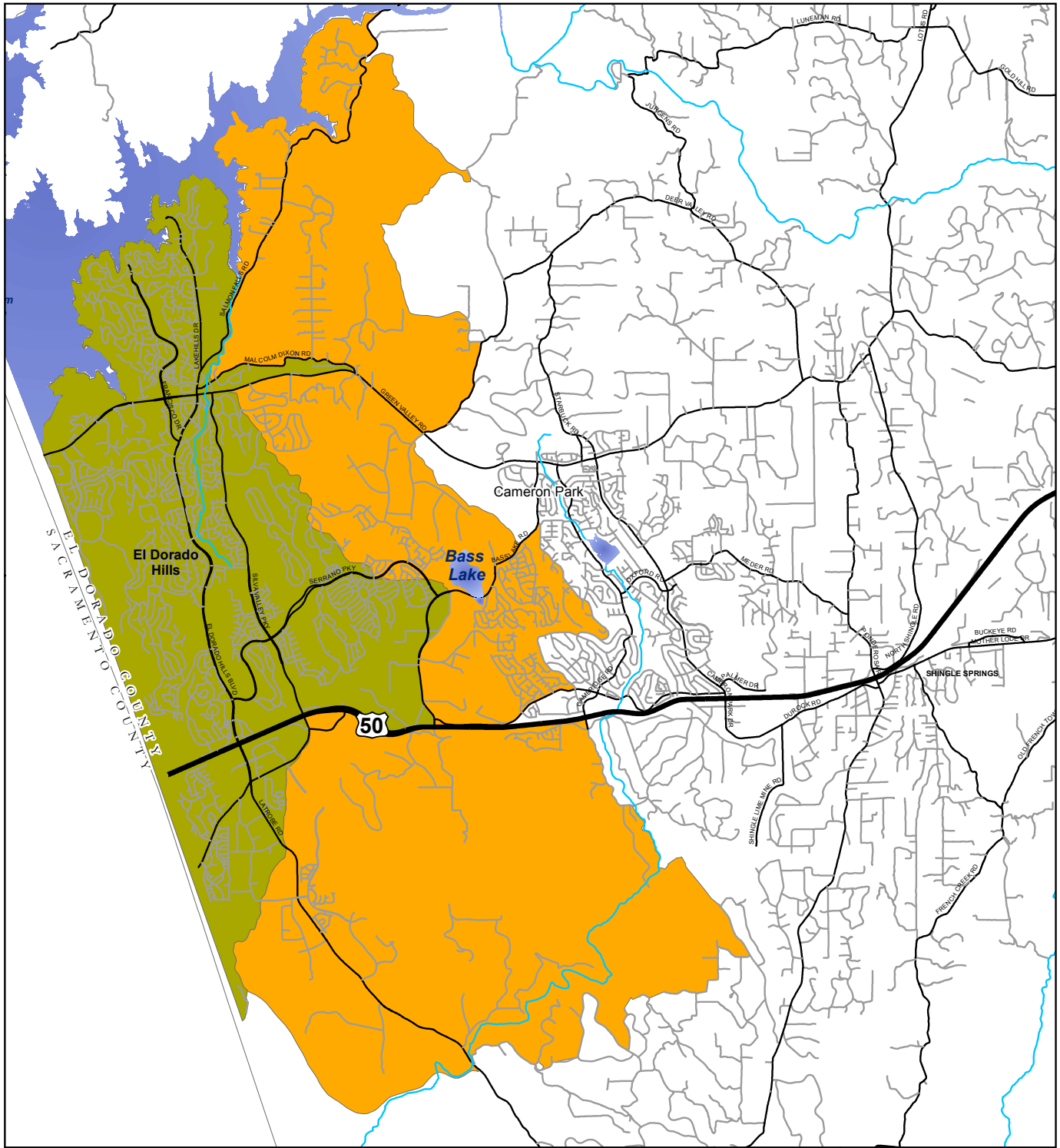
MAJOR ACTIVITY CENTERS IN EL DORADO HILLS

Activity centers potentially generate transit ridership, depending on the clientele served. Social service programs typically generate ridership from low income, seniors and/or disabled residents; shopping centers often generate ridership from all types of residents, but particularly seniors and low income passengers; schools and recreational facilities may generate transit ridership from the youth population. Major community activity centers in El Dorado Hills which are potential transit ridership generators are listed below. The El Dorado Hills activity centers most likely to generate transit demand are shown in Figure 3.

Commercial Concentrations

In El Dorado Hills, the primary retail/shopping areas include:

- Town Center south of Highway 50 off Latrobe Road
- El Dorado Hills Village Center north of Highway 50 and east of El Dorado Hills Boulevard
- Safeway Center at Francisco Village Center On Green Valley Road







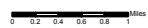

El Dorado County Census Designated Places

Figure 2

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

-  Major Roads
-  Minor Roads
-  2000 Census Designated Places
-  2010 Census Designated Places

1 inch = 7,746 feet  

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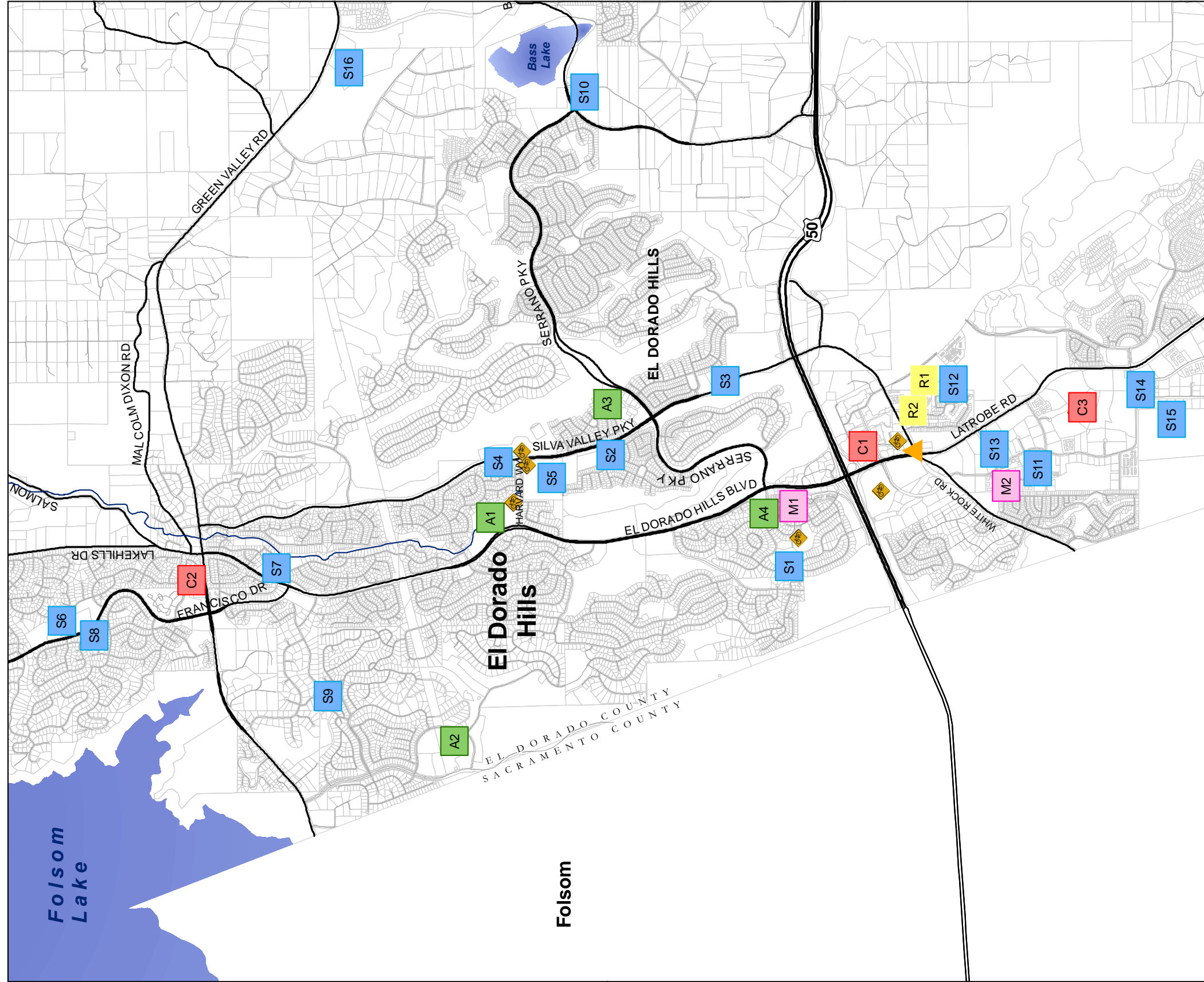


Figure 3: El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Operations Plan

El Dorado Hills Activity Centers

Map Source: El Dorado County Transportation Commission
 Data Source: El Dorado County

Map Feature Key

- ▭ Parcels
- ▬ Major Roads
- ▬ Minor Roads
- 1 inch = 3,000 feet
- 0 0.1 0.2 0.3 0.4 0.5 Miles



Activity Centers Key

- | | | | | | |
|---|--|---|--|--|-------------------------------|
| <p>SCHOOLS</p> <ul style="list-style-type: none"> S1 = William Brooks Elementary School S2 = Silva Valley Elementary School S3 = Oak Meadow Elementary School S4 = Rolling Hills Middle School S5 = Oak Ridge High School S6 = Marina Village School S7 = Jackson Elementary School S8 = Lake Forest Elementary School S9 = Lakeview Elementary School S10 = Sienna Ridge School S11 = Guiding Hands Golden Hills School S12 = White Rock Head Start S13 = La Petite Academy S14 = Phoenix School S15 = Marble Valley School S16 = Pleasant Grove School | <p>COMMUNITY SERVICES AND RECREATION</p> <ul style="list-style-type: none"> A1 = El Dorado Hills Community Services District Headquarters A2 = Promontory Community Park (tennis courts) A3 = El Dorado Hills Skate Park A4 = Senior Center, 990 Lassen Lane, El Dorado Hills | <p>LOW INCOME RESIDENTIAL</p> <ul style="list-style-type: none"> R1 = White Rock Village Affordable Housing, 2200 Valley View Parkway R2 = Sunset Mobile Home Park | <p>COMMERCIAL</p> <ul style="list-style-type: none"> C1 = Town Center C2 = Safeway Center on Francisco and Village Center Drive C3 = El Dorado Hills Business Park | <p>MEDICAL</p> <ul style="list-style-type: none"> M1 = MD Stat Urgent Care M2 = El Dorado Hills Care Center, Mercy Medical Group, 4987 Golden Foothill Parkway, | <p>BICYCLE PARKING</p> |
|---|--|---|--|--|-------------------------------|

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El Dorado Hills residents also shop in nearby Folsom, which have big box stores, outlet malls and large retail centers.

Activity Centers for Seniors, Persons with Disabilities, and Low-Income Persons

Social services and mental health services are provided in Placerville for El Dorado County residents. Within El Dorado Hills, services are somewhat limited, but include the following:

- Ramona “Moni” Gilmore Senior Center, 990 Lassen Lane, El Dorado Hills (at the corner of El Dorado Hills Blvd)
- White Rock Village Affordable Housing, 2200 Valley View Parkway

The Senior Center serves about 40 meals per day at noon each Monday through Friday.

Medical Facilities

As with shopping, most residents travel outside of the area to Folsom or beyond for medical services. However, there are several local medical facilities within El Dorado Hills and in nearby Cameron Park:

- Marshall Medical Center, 5137 Golden Foothill Parkway El Dorado Hills
- Marshall Medical Center, 3581 Palmer Drive Cameron Park
- MD Stat Urgent Care, 3840 El Dorado Hills Blvd., Suite 303
- El Dorado Hills Care Center, Mercy Medical Group, 4987 Golden Foothill Parkway, El Dorado Hills
- Cameron Park Care Center, Mercy Medical Group, 3427 Robin Lane, Suite 100, Cameron Park

Education

Three school district serve El Dorado Hills, consisting of the following:

Buckeye Union

- Blue Oak Elementary School
- William Brooks Elementary School
- Silva Valley Elementary School

El Dorado Union High School District

- Oak Ridge High School
- Shenandoah High School

Rescue School District

- Jackson Elementary School
- Lake Forest Elementary School
- Marina Village Middle School

Other educational centers include:

- White Rock Head Start Children’s Center
- La Petite Academy
- Guiding Hands Golden Hill School (at the Business Park)

Recreation

Recreation facilities have the potential to generate transportation demand, particularly for youth. A number of recreation sites are located in El Dorado Hills, including:

- El Dorado Hills Community Services District (CSD) Headquarters, including
 - o El Dorado Hills Community Pool
 - o El Dorado Hills Community Services District (CSD) Teen Center
 - o Skate Park
- Promontory Community Park (tennis courts, sports fields and other amenities)
- El Dorado Hills Skate Park
- El Dorado Hills Library
- Regal Theaters, Town Center, El Dorado Hills

POPULATION

US Census Data

The population and other demographic data used in this report were derived from the US Census Bureau. The U.S. Census counts every resident in the United States every 10 years, as mandated by the Constitution. Extensive data forms are completed for each household, but it takes several years for the Census Bureau to compile and release the data. This is known as the Decennial Census. The Census Bureau also conducts the American Community Survey (ACS) which is a nationwide survey designed to provide communities a more frequent look at how they are changing. The ACS collects information such as age, race, income, commute time to work, home value, Veteran status, and other important data but only surveys a small sample of approximately 2.5 percent of the community’s population. The ACS data is summarized based on data periods of one, three and five years. The one-year window provides the most current data, while the five-year window provides the most accurate data. Data in this report is drawn from multiple sources, in order to provide the best “picture” of demographics in the El Dorado Hills community. For example, total number of households is derived from the 2010 Census, but vehicle availability by household is derived from the five-year ACS. This results in minor

inconsistencies in total counts of households. Each table in this report includes a citation of the data source.

As mentioned previously, in the 2000 US Census, the El Dorado Hills Census Designated Place (CDP) included 17 square miles. The El Dorado Hills CDP now includes 48 square miles for the 2010 US Census. While much of this increase includes newly developed areas built in the last decade, it also includes some households that were not previously within a CDP but already existed.

Historical Population

The study area's quality of life and proximity to the Sacramento area has resulted in substantial and continuing population growth. Population growth trends over the past 40 years for El Dorado County and the State, as well as for the last two decades for El Dorado Hills are presented in Table 1. As presented, the annual population growth rate in El Dorado County over the past decade was 1.5 percent, which exceeded that of California as a whole, though not outpacing it as quickly as in previous decades.

El Dorado Hills grew particularly rapidly in the past two decades, more than tripling from 1990 to 2000, and more than doubling from 2000 to 2010, as shown in Table 1. As mentioned, some of this increase was due to the expansion of the area identified as part of the El Dorado Hills Census Designated Place (CDP), but primarily the increase was due to new growth in the area.

	1970	1980	1990	2000	2010
El Dorado County Population	43,833	85,812	125,995	156,299	181,058
Annual Percent Growth	–	6.9%	3.9%	2.2%	1.5%
Over Previous 10 Years	–	95.8%	46.8%	24.1%	15.8%
El Dorado Hills Population ¹	--	--	6,395	18,016	42,108
Annual Percent Growth	--	--	--	10.9%	8.9%
Over Previous 10 Years	--	--	--	181.7%	133.7%
California Population	19,953,134	23,667,902	29,760,021	33,871,648	37,253,956
Annual Percent Growth	–	1.7%	2.3%	1.3%	1.0%
Over Previous 10 Years	–	18.6%	25.7%	13.8%	10.0%

Note: The area defined as El Dorado Hills grew from 17 square miles in 2000 to 48 square miles in 2010, accounting for some of the growth.

Source: U.S. Census Bureau, 1970 to 2010

Potentially Transit Dependent Population

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the “potentially transit dependent” population. This category includes seniors, persons with disabilities, youths, low-income persons, and members of households with no available vehicles. There is considerable overlap among these groups.

Total Population

Table 2 presents population by Census Designated Place (CDP) in Western El Dorado County and for each Census Tract in El Dorado Hills, and Figure 4 shows the location of each Census Tract. The data was derived from the U.S. Census Bureau data that comprise the “transit dependent” elements of the community – those persons with characteristics that make them more likely to be dependent on transit for their transportation needs. As presented in the table, recent data shows the population of El Dorado Hills at 42,108. This number varies slightly when evaluated by individual census tracts, as some of the tracts are partially within El Dorado Hills CDP and partially in Cameron Park CDP. The data for these Census Tracts were based on the portion of the tracts estimated to be within El Dorado Hills. Figure 5 shows the basic population count of each Census Tract.

The greatest population density was found in the Census Tracts closest to US Highway 50 (north side) and in those bordering Folsom, with up to 2,157 persons per square mile (found in Census Tract 318, north of Highway 50 between El Dorado Hills Boulevard and Silva Valley Parkway). In comparison, the average density in the El Dorado Hills CDP was 896 persons per square mile, with only 73 persons per square mile in the portion of Census Tract 308.01 (north of Malcolm Dixon Road) that is within the El Dorado Hills CDP.

It should be noted that El Dorado Hills is part of the Sacramento Urbanized Area due to the regional population and proximity to urbanized areas. This makes the area eligible for FTA 5307 Urban formula grants instead of FTA 5311 Rural formula grants. Funding opportunities are discussed in later reports for this study.

Senior Population

The US Census found there were an estimated 4,480 persons aged 65 or over residing in El Dorado Hills CDP, comprising 10.6 percent of the total population. This proportion was somewhat lower than the statewide average of 15.9 percent. Within the El Dorado Hills CDP, the proportion of seniors ranges from as low as 5.9 percent in Census Tract 318 (north of Highway 50), to as high as 19.3 percent in Census Tract 308.08 (south of Bass Lake). In terms of the highest number of senior persons, Census Tract 307.04 (south of US Highway 50) had 848 persons aged 65 or older. The senior population is shown in Table 2 and graphically in Figure 6.

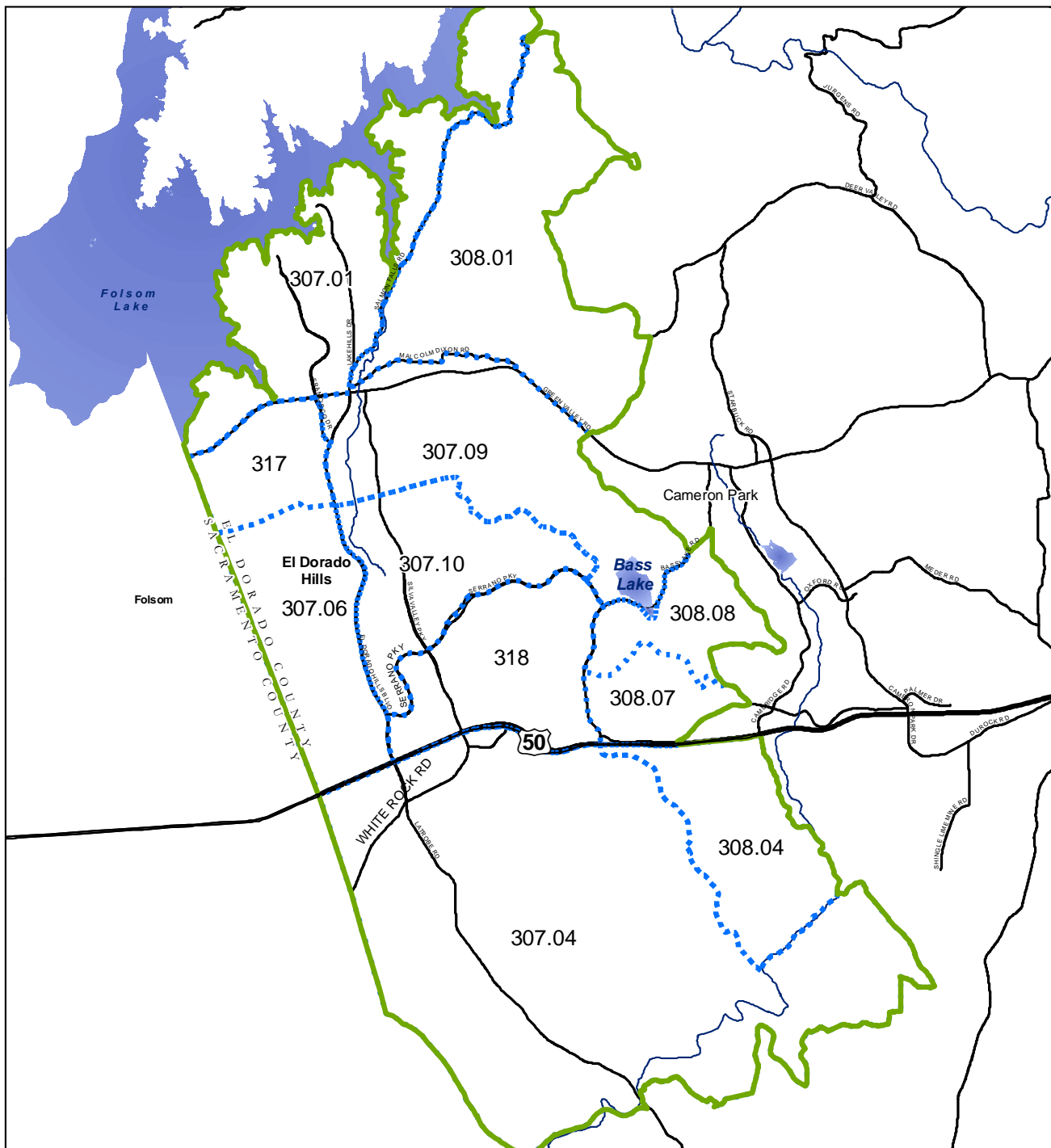
Youth Population

Young people, typically between 10 and 19 years old, represent a potential transit demand demographic as they may be independent enough to use public transit services, but not old

TABLE 2: Western El Dorado County and El Dorado Hills 2010 Demographics by Area

Area	Population ⁽¹⁾		Households ⁽¹⁾		Elderly Persons ⁽¹⁾ (Aged 65 and Over)		Youth (Aged 10 to 19) ⁽¹⁾		Mobility Limited Persons ⁽²⁾		Persons Below Poverty Status ⁽³⁾		Zero-Vehicle Households ⁽⁴⁾	
	Total Number	Per Sq. Mile	Total Number	Per Sq. Mile	Persons (1)	Percent of Area	Total Number	Percent of Area	Total Number	Percent of Area	Total Number	Percent of Area	Total Number	Percent of Area
Western El Dorado County														
Cameron Park CDP	18,228	1,641	6,993		2,630	14.4%	2,610	14.3%	--	--	930	5.1%	245	3.5%
Camino CDP	1,750	778	723		380	21.7%	216	12.3%	--	--	229	13.1%	12	1.7%
Diamond Springs CDP	11,037	663	4,579		2,435	22.1%	1,255	11.4%	--	--	1,004	9.1%	284	6.2%
El Dorado Hills CDP	42,108	869	14,368		4,480	10.6%	7,623	18.1%	--	--	1,179	2.8%	158	1.1%
Grizzly Flats CDP	1,066	161	432		176	16.5%	141	13.2%	--	--	97	9.1%	0	0.0%
Placerville City	10,389	1,788	4,129		1,841	17.7%	1,206	11.6%	--	--	1,766	17.0%	103	2.5%
Pollock Pines CDP	6,871	867	2,827		1,128	16.4%	791	11.5%	--	--	666	9.7%	71	2.5%
Shingle Springs CDP	4,432	540	1,627		625	14.1%	593	13.4%	--	--	430	9.7%	34	2.1%
Western El Dorado County	95,881	896	35,678		12,051	12.6%	14,435	15.1%	--	--	6,302	6.6%	907	2.5%
Census Tracts Partially or Fully in El Dorado Hills CDP														
307.01	6,629	1,279	2,114		592	8.9%	1,087	16.4%	103	1.6%	199	3.0%	49	2.3%
307.04	5,674	371	2,297		848	14.9%	897	15.8%	88	1.6%	221	3.9%	46	2.0%
307.06	6,118	1,921	2,190		772	12.6%	969	15.8%	95	1.6%	55	0.9%	0	0.0%
307.09	4,702	965	1,422		455	9.7%	866	18.4%	73	1.6%	28	0.6%	23	1.6%
307.10	4,831	1,584	1,762		633	13.1%	819	17.0%	75	1.6%	135	2.8%	9	0.5%
308.01	399	73	147		60	15.0%	57	14.2%	6	1.6%	8	2.0%	3	1.8%
308.04	574	174	213		100	17.5%	73	14.3%	9	1.6%	55	9.5%	5	2.3%
308.07	1,993	1,107	723		240	12.0%	302	15.1%	31	1.6%	86	4.3%	20	2.7%
308.08	1,949	1,218	1,200		376	19.3%	628	32.2%	30	1.6%	49	4.1%	13	1.1%
317.00	2,655	1,811	829		208	7.8%	529	19.9%	41	1.6%	82	3.1%	2	0.2%
318.00	6,637	2,157	2,089		394	5.9%	1,463	22.0%	106	1.6%	299	4.5%	13	0.6%
	42,160	872	14,985		4,678	11.1%	7,689	18.2%	656	1.6%	1,217	2.9%	180	1.2%
El Dorado County Totals	169,263		67,092		26,524	15.7%	23,632	14.0%	4,817	2.8%	14,003	7.9%	2,220	3.3%
State of California Totals	34,286,823	211.6	12,214,891		5,881,977	17.2%	4,120,520	12.0%	1,765,633	5.1%	5,128,708	15.0%	969,080	7.9%

Note 1: Total population, households and population by age for CDPs and Census tracts were derived from US Census Data Profiles, 2010.
 Note 2: Mobility limited data available for El Dorado Hills CDP through American Community Survey 2005-2009; percentage (1.6%) applied to each census tract to estimate number by tract.
 Note 3: Percent in Poverty used from Poverty Status from the American Community Survey S1701 five year estimates, applied to 2010 population by CDP and Census Tracts.
 Note 4: Zero Vehicle Households are from the 2006-2009 American Community Survey five year estimates, US Census
 Note 5: Census Tracts partially in El Dorado Hills. Data is estimated based on proportion of housing in the tract which is within the El Dorado Hills CDP: 307.09 = 92 percent; 308.01 = 10 percent of total tract; 308.04 = 9 percent; 308.07 = 50 percent and 308.08 = 50 percent of total tract.
 Source: U.S. Census Bureau, 2005-2009 American Community Survey



El Dorado Hills Census Tracts within Designated Place 2010

Figure 4

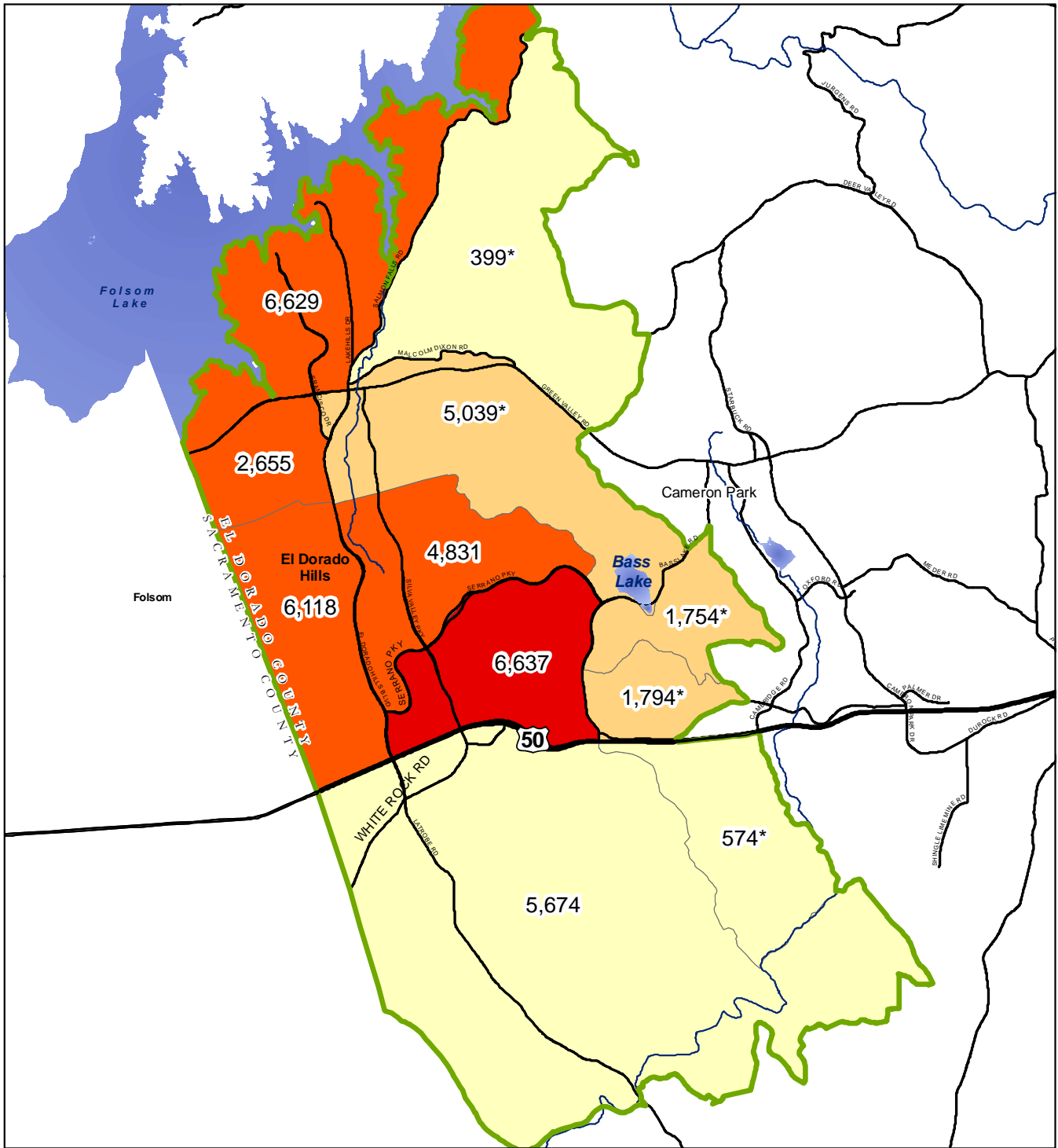
Map Source: El Dorado County Transportation Commission
Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts
- # Census Tract Number

1 inch = 7,334 feet





El Dorado Hills Population by Census Tract 2010

Figure 5

Map Source: El Dorado County Transportation Commission
Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

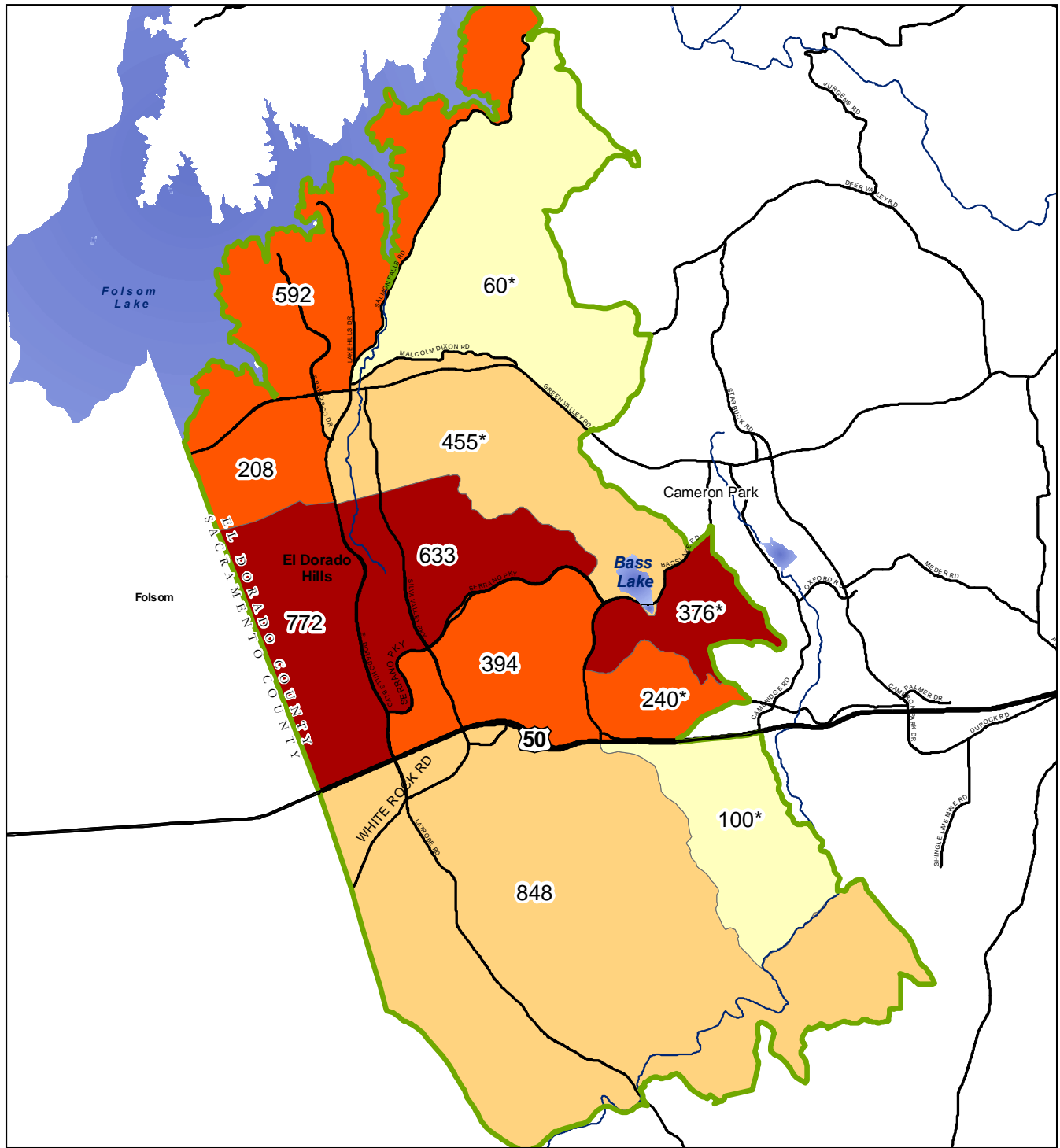
Density by Square Mile

- | | |
|-----------|---------------------|
| 0-500 | # 2010 Population * |
| 501-1000 | |
| 1001-1500 | |
| 1501-2000 | |
| 2001-2500 | |

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet





El Dorado Elderly Population by Census Tract 2010

Figure 6

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

Density by Square Mile *

- 0-50
 - 51-100
 - 101-150
 - 151-200
 - 201-250
- # 2010 Elderly Population (Age 65 and Older) *

* Determined by proportion of the housing estimated within the El Dorado Hills area of those Census Tracts extending beyond the community region.

1 inch = 7,334 feet



enough to drive or own a car. As shown in Table 2, the youth population in El Dorado Hills is just over 18 percent. This is higher than the average of 12.0 percent statewide or even 14 percent countywide. In particular, Census Tracts closest to US Highway 50 have the highest percentages of youth as shown in Figure 7.

Persons with Disabilities

The U.S. Census Bureau identified persons as having a “mobility limitation” if they had a health condition that had lasted for six or more months and which made it difficult to go outside the home alone. The disability can be mental or physical. As this data was not available on a Census Tract level, the percentage of individuals with a self-care limitation in El Dorado Hills CDP (1.6 percent) was applied within each Census Tract to estimate the number of mobility limited individuals within each Census Tract. This data is shown in Figure 8.

Low Income Population

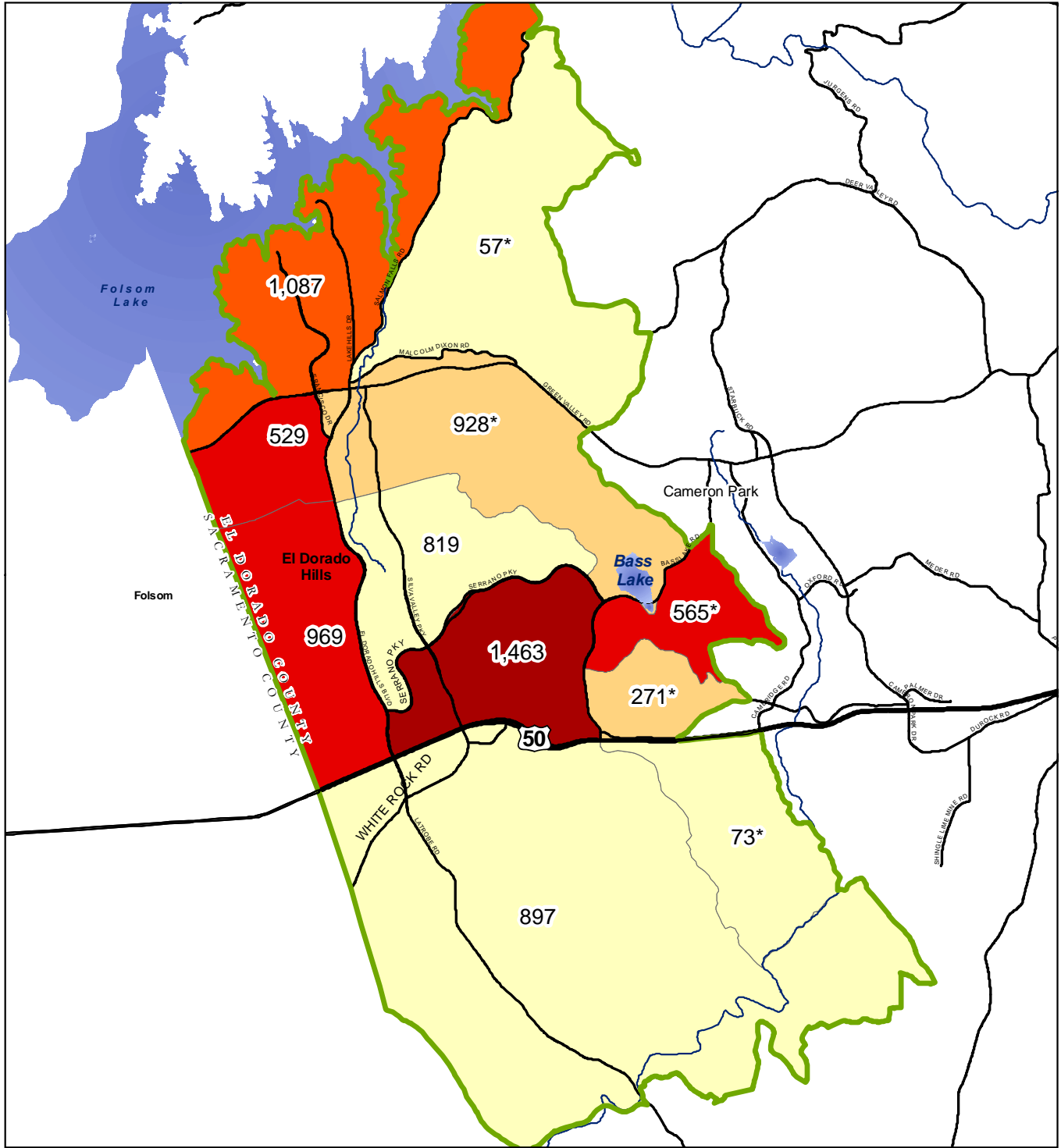
Low-income persons are another potential market for transit services, as measured by the number of persons living below the poverty level. The best available data was from the American Community Survey Five Year Estimates from 2005 to 2010 and is included in Table 2. An estimated 1,179 low-income persons reside in the El Dorado Hills CDP, representing 2.8 percent of the total population. In comparison, the countywide average was much higher at 7.9 percent, and the statewide average was significantly higher at 15.0 percent. However, it should be noted that as this data was collected just as the economy was declining, current numbers are likely somewhat higher. The proportion of residents below poverty status was highest in Census Tract 308.04, which is south of US Highway 50, but the highest number in poverty is found in Census Tract 318 north of US Highway 50, as shown in Figure 9.

Households Without Vehicles

The current number of households without access to an operable vehicle is perhaps one of the best indicators of transit dependency. The total number of households without vehicles in the El Dorado Hills CDP was estimated at 158 households. This is 1.1 percent of all households, compared to 3.3 percent countywide or 7.9 percent statewide, as shown in Table 2. The area with the highest proportion of zero vehicle households is 308.07 (south of Bass Lake and just north of US Highway 50) with 2.7 percent or 18 households without vehicles. The highest number of households without vehicles available is Census Tract 307.01 (north-western portion of El Dorado Hills, along the shores of Folsom Lake), which had 49 households without a vehicle, representing 2.3 percent of the households in the Census Tract. This data is shown graphically in Figure 10.

School Enrollment

Students, particularly between grades 5 to 12, are another population element with a relatively high potential to use transit services. Table 3 presents school enrollment figures. As indicated, a total of 14,379 students reside in El Dorado Hills. Of these, 6,429 students (15 percent of the community's population) are in the age range most likely to need transportation to and from school or to after school programs.



El Dorado Hills Youth Population by Census Tract 2010

Figure 7

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

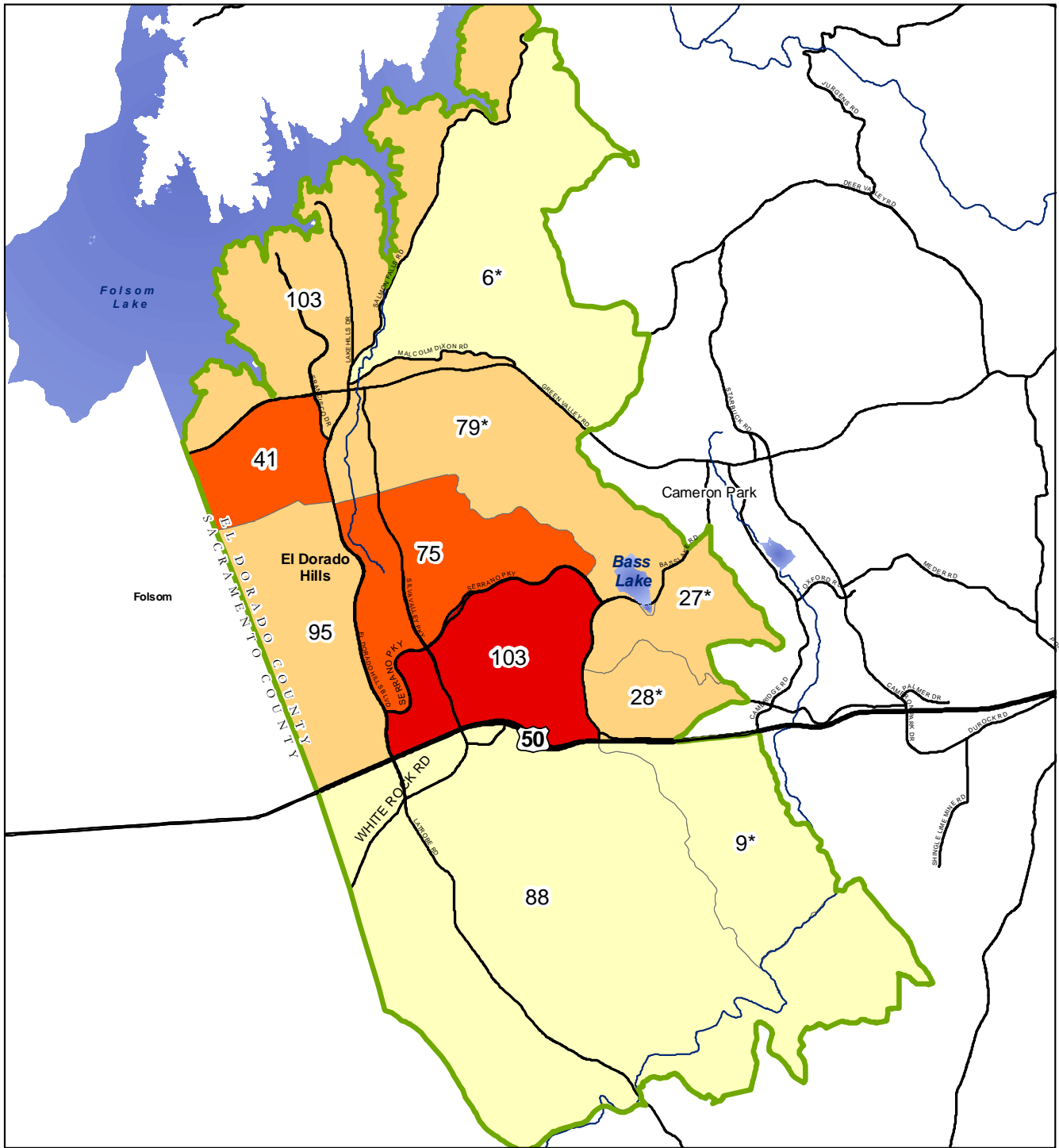
Density by Square Mile

- | | |
|---------|---------------------------|
| 0-100 | # 2010 Youth Population * |
| 101-200 | |
| 201-300 | |
| 301-400 | |
| 401-500 | |

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet





El Dorado Hills Mobility Limited Persons by Census Tract 2010

Figure 8

Base Data Source: El Dorado County

Map Source: El Dorado County Transportation Commission

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

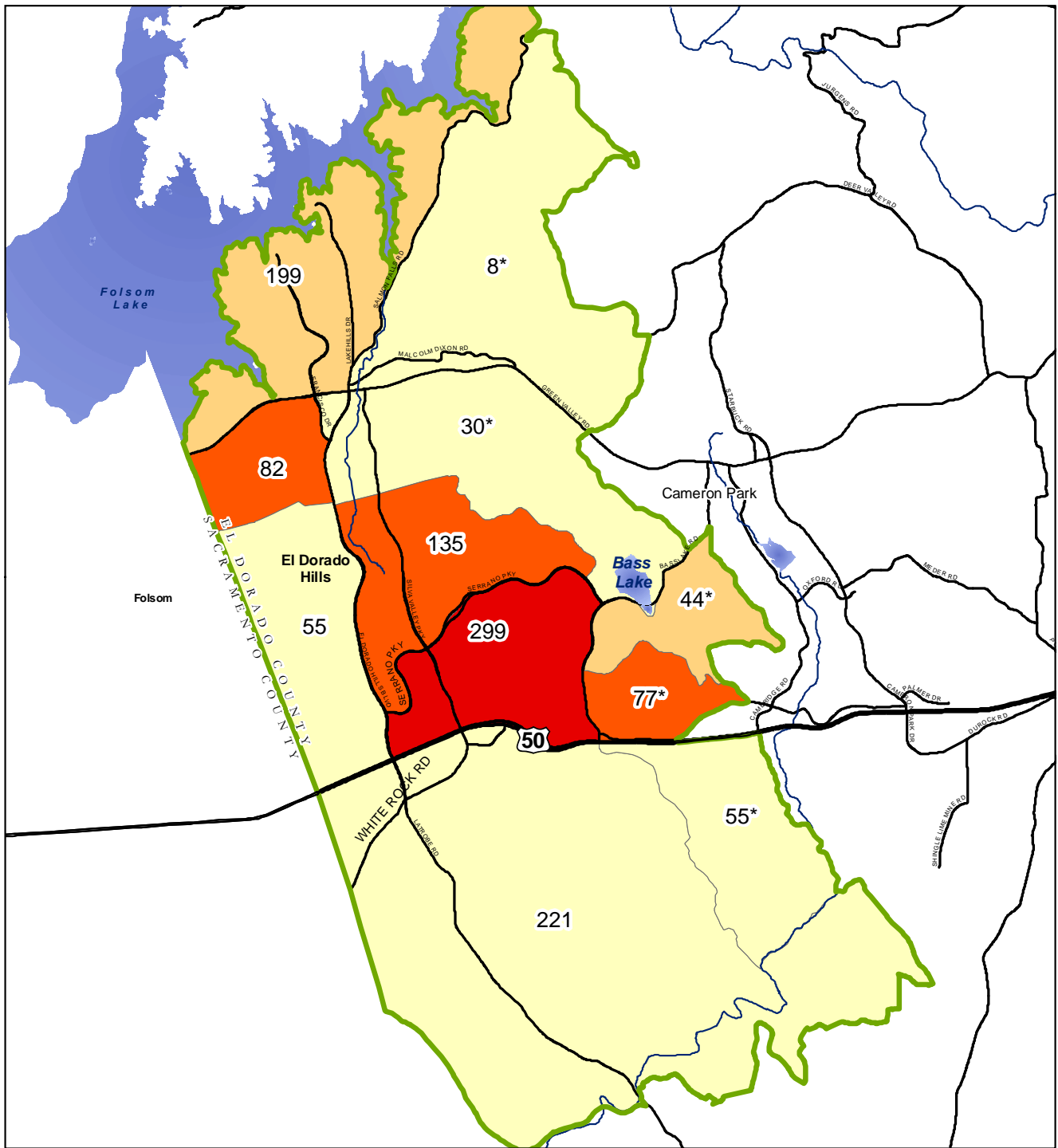
Density by Square Mile

- 0-10
 - 11-20
 - 21-30
 - 31-40
- # 2010 Mobility Limited Persons *

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet





El Dorado Hills Poverty Status by Census Tract 2010

Figure 9

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

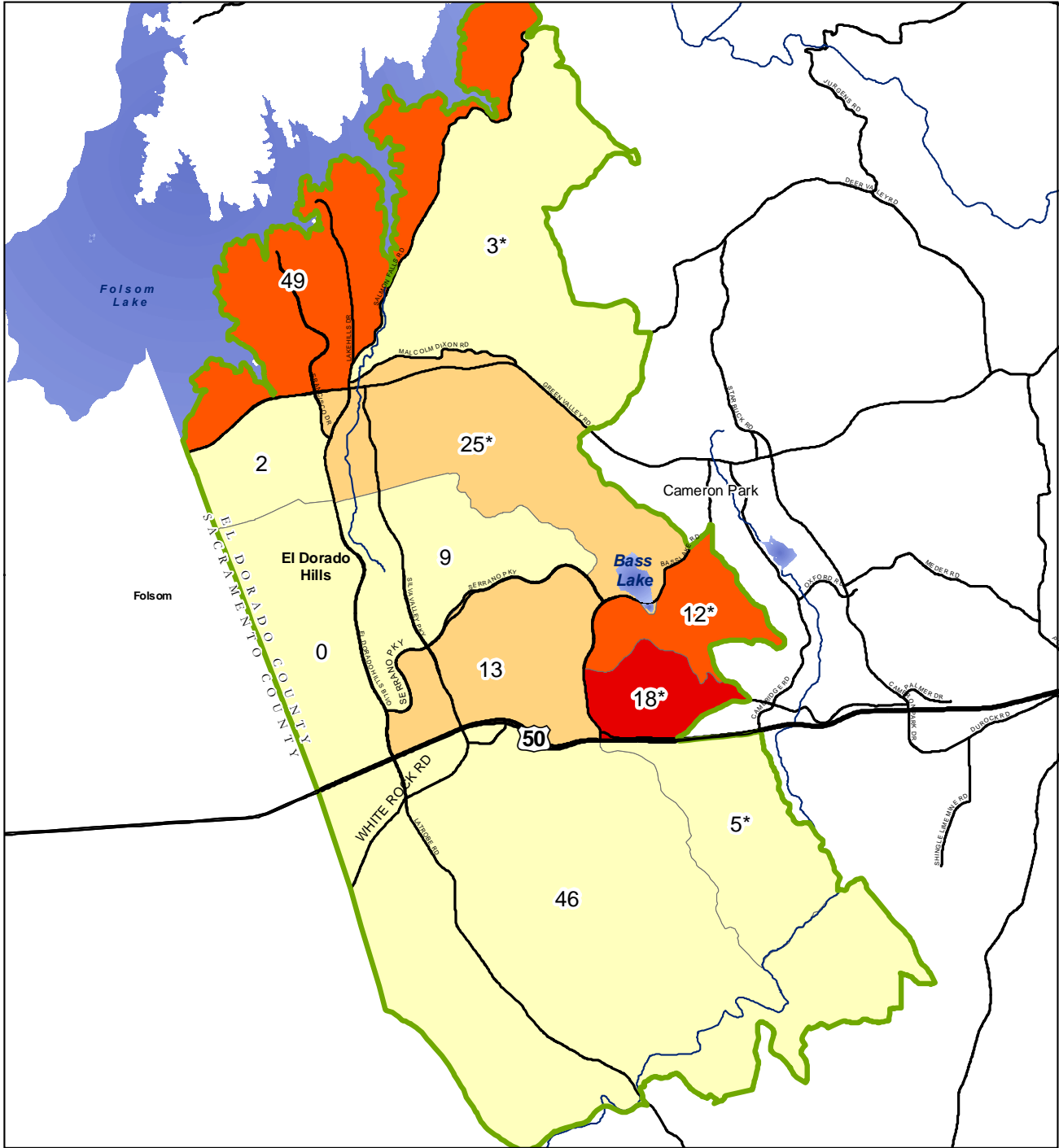
Density by Square Mile

- 0-20
 - 21-40
 - 41-60
 - 61-80
 - 81-100
- # 2010 Poverty Status *

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet





El Dorado Hills Zero Vehicle Households by Census Tract 2010

Figure 10

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

Density by Square Mile

- 0-3 # 2010 Zero Vehicle Households *
- 4-7
- 8-10
- 11-14

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet



TABLE 3: School Enrollment in El Dorado Hills

Population	Number	Percent
Enrolled in school:	14,359	33%
Enrolled in nursery school, preschool	1,113	3%
Enrolled in kindergarten	748	2%
Enrolled in grade 1 to grade 4	2,921	7%
Enrolled in grade 5 to grade 8	3,149	7%
Enrolled in grade 9 to grade 12	3,280	8%
Enrolled in college, undergraduate years	2,558	6%
Graduate or professional school	590	1%
Not enrolled in school	29,065	67%
Most Likely to Use Transit (5th to 12th grades)	6,429	15%
Total Population	43,424	100%

Source: US Census 2010, El Dorado Hills Census Designated Place (CDP)

HOUSEHOLDS AND HOUSING

The housing data from the 2010 US Census is shown in Table 4 for El Dorado Hills CDP. There are an estimated 15,679 total housing units, 95 percent of which are occupied units. Of the occupied housing units, 2,548, or 17 percent, are renter-occupied. The Census Tracts with the highest density (most occupied houses per square mile) are those bordering US Highway 50 on the north side and those bordering Folsom, as shown in Figure 11.

EMPLOYMENT

The California Employment Development Department provides labor force data. March 2012 data indicates that the unemployment rate was 13.1 percent countywide and in Western El Dorado County, unemployment was 12.3 percent. The California unemployment rate was also 12.3 percent during this same period.

Major Employers in El Dorado Hills

The largest single employer in El Dorado Hills is Blue Shield, which has an estimated 1,750 employees. Other large employers include DST Output, with approximately 820 employees, and Envision RX with 200 employees. Additionally, Marshall Medical, with facilities in El Dorado Hills and Cameron Park, employs 1,350, and Red Hawk Casino employs 1,400.

Commuting Patterns

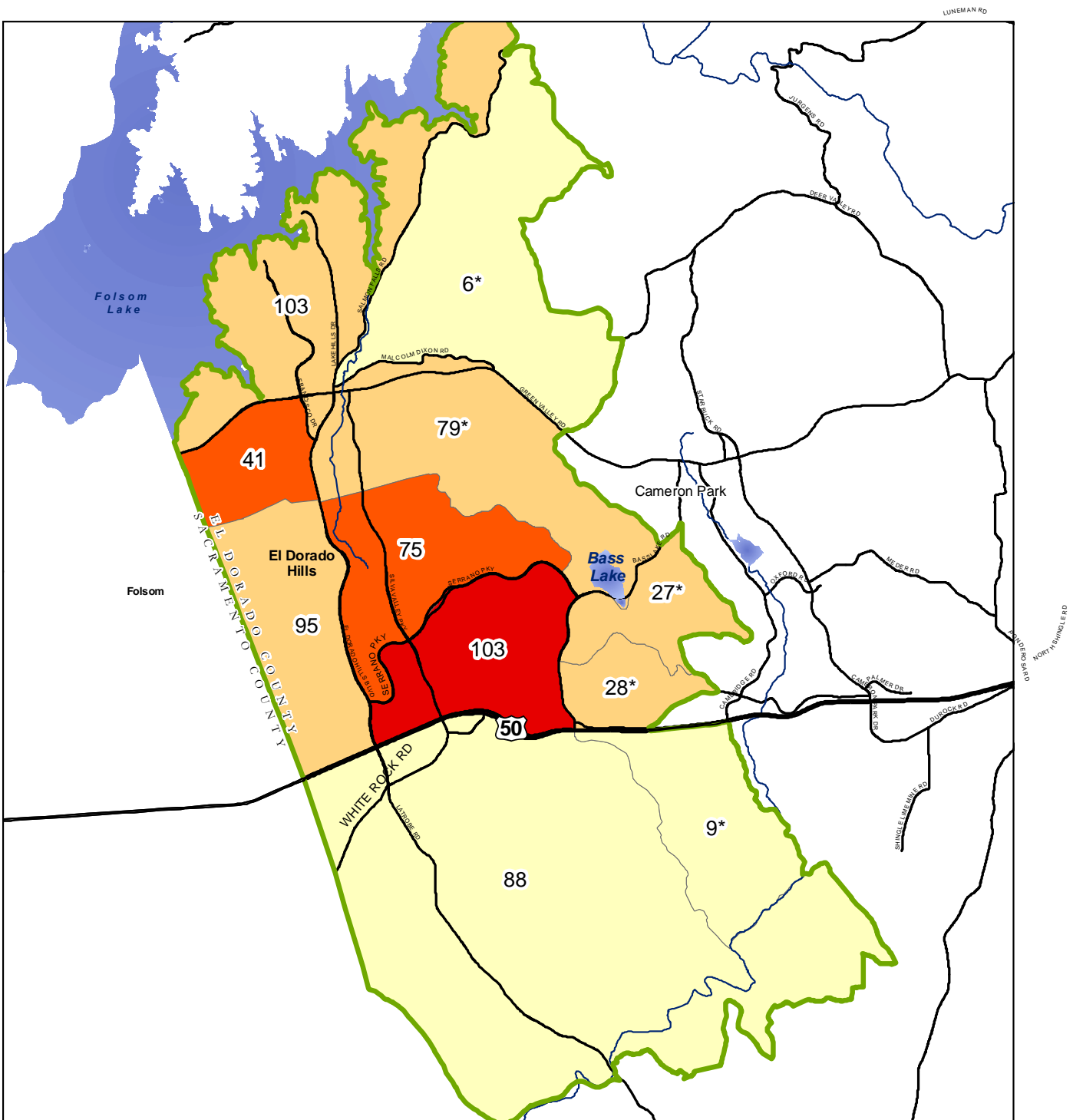
Commuting patterns are useful in assessing potential choice transit ridership. This can be evaluated both at a countywide level, and at a more detailed level. On a countywide level, the 2010 U.S. Census results indicate that slightly more than one-half (55 percent) of the employed residents within El Dorado County commute to jobs within the county, while approximately

TABLE 4: Housing Units in El Dorado Hills

Census Tract Number	Occupied Housing Units				Vacant housing units								
	Occupied	Vacant	Total Housing Units	Renter occupied	Owner occupied	Renter occupied	For rent only	Sold, not occupied	For seasonal, recreational, or occasional use	Other vacant	Total		
307.01	2,114	73	2,187	332	1,782	332	13	2	23	7	16	12	73
307.04	2,297	151	2,448	643	1,654	643	36	4	38	16	19	38	151
307.06	2,190	89	2,279	439	1,751	439	22	1	24	5	21	16	89
307.09 (1)	1,422	64	1,486	110	1,312	110	6	1	22	6	17	12	64
307.10	1,762	66	1,828	184	1,578	184	4	1	33	7	16	5	66
308.01 (1)	147	13	160	24	123	24	7	2	21	1	35	65	131
308.04 (1)	213	13	226	37	176	37							
308.07 (1)	723	37	760	193	530	193	39	0	12	5	2	16	74
308.08 (1)	1,200	42	1,241	247	953	247							
317.00	829	53	882	67	762	67	1	0	21	10	7	14	53
318.00	2,089	94	2,183	273	1,816	273	7	1	35	10	24	17	94
Total	14,985	695	15,679	2,548	12,437	2,548	135	12	229	67	157	195	795

Note 1: Census Tracts partially in El Dorado Hills: population estimates for 308.01 = 10 percent of total tract; 308.04 = 8 percent of total tract; 308.08 = 20 percent of total tract.

Source: US Census DEC_10_SF1_QTH1_with_ann, LSC Transportation Consultants, Inc.



El Dorado Hills Households by Census Tract 2010

Figure 11

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

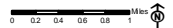
- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts

Density by Square Mile

- 0-10
 - 11-20
 - 21-30
 - 31-40
- # 2010 Mobility Limited Persons *

* Determined by proportion of housing estimated within the El Dorado Hills CDP of the Census Tract

1 inch = 7,334 feet



27 percent travel to nearby Sacramento County, as shown in Table 5. It is safe to assume that the majority of western El Dorado County residents are commuting to Sacramento, Placer, Yolo, Amador, and other California Counties, while residents of the eastern portion of the County (such as South Lake Tahoe), are commuting to nearby portions of Nevada, such as Douglas County and Carson City.

TABLE 5: Commute Patterns To and From El Dorado County

El Dorado County Employed Resident Commuting To.....			El Dorado County Workers Commuting From.....		
El Dorado County	39,709	55.1%	El Dorado County	39,709	82.9%
Sacramento County	19,353	26.8%	Sacramento County	4,963	10.4%
Douglas County , NV	4,130	5.7%	Douglas County , NV	881	1.8%
Placer County	3,663	5.1%	Placer County	872	1.8%
Yolo County	831	1.2%	Amador County	257	0.5%
Carson City, NV	805	1.1%	Yolo County	190	0.4%
Amador County	369	0.5%	Nevada County	155	0.3%
San Mateo County	321	0.4%	San Joaquin County	85	0.2%
San Francisco County	288	0.4%	Other California Counties	532	1.1%
Santa Clara County	271	0.4%	Other States	258	0.5%
Alameda County	262	0.4%			
San Joaquin County	256	0.4%	Total	47,902	100.0%
Other California Counties	1,300	1.8%			
Other States	535	0.7%			
Total	72,093	100%			

Source: 2010 U.S. Census On the Map LEDH Data, compiled by LSC Transportation Consultants, Inc.

El Dorado County residents represent the majority of commuters traveling to El Dorado County at 82.9 percent. Of those commuting into the County, most come from Sacramento County (10.4 percent of workers), followed by Douglas County, Nevada (1.8 percent) and Placer County (1.6 percent). Again, it is likely that those traveling from counties in Nevada are working in South Lake Tahoe or nearby surrounding areas within the eastern portion of the County.

Commuting patterns within El Dorado County are further detailed in Tables 6 and 7. As shown in Table 6, there are 19,455 employees who both work and live in El Dorado County. There are approximately 37,411 residents who work outside of the County, and approximately 15,915 employees who live outside of the County and commute in for work. In other words, there is extensive commuting between El Dorado County and the neighboring counties.

In terms of specific work locations, Placerville is the largest center of employment for El Dorado County residents (6,535 residents work there), followed by Sacramento (5,478), El Dorado Hills (3,916) and the City of Folsom (3,660).

TABLE 6: Commute Patterns To and From Western El Dorado County

Where Western El Dorado County Employees Live....			Where Western El Dorado County Residents Work...		
El Dorado Hills, CA	3,260	9.2%	Placerville, CA	6,535	11.5%
Cameron Park CDP, CA	2,408	6.8%	Sacramento, CA	5,478	9.6%
Placerville, CA	2,039	5.8%	El Dorado Hills CDP, CA	3,916	6.9%
Diamond Springs CDP, CA	1,877	5.3%	Folsom, CA	3,660	6.4%
Folsom, CA	1,444	4.1%	Diamond Springs CDP, CA	2,963	5.2%
Sacramento, CA	1,209	3.4%	Rancho Cordova, CA	2,438	4.3%
Pollock Pines CDP, CA	1,046	3.0%	Roseville, CA	1,779	3.1%
Shingle Springs CDP, CA	606	1.7%	Cameron Park CDP, CA	1,775	3.1%
Citrus Heights, CA	574	1.6%	Arden-Arcade CDP, CA	1,247	2.2%
Roseville, CA	466	1.3%	San Francisco, CA	1,031	1.8%
All Other Locations	<u>20,441</u>	57.8%	All Other Locations	<u>26,044</u>	45.8%
Total	35,370	100.0%	Total All Jobs	56,866	100.0%
Western El Dorado County Employees' Place of Residence					
Employed in Western El Dorado County	35,370				
Employed and Living in the Western El Dorado County	19,455				
Employed in Western El Dorado County but Living Elsewhere	15,915				
Western El Dorado County Residents' Place of Employment					
Living in Western El Dorado County	56,866				
Living and Employed in Western El Dorado County	19,455				
Living in Western El Dorado County but Employed Elsewhere	37,411				
Source: 2010 U.S. Census On the Map LEDH Data, compiled by LSC Transportation Consultants, Inc.					

TABLE 7: Commute Patterns To and From El Dorado Hills

Where El Dorado Hills Employees Live...			Where El Dorado Hills Residents Work...		
El Dorado Hills CDP, CA	1,651	15.4%	El Dorado Hills CDP, CA	1,651	12.1%
Folsom, CA	885	8.2%	Folsom, CA	1,649	12.1%
Cameron Park CDP, CA	655	6.1%	Sacramento, CA	1,344	9.9%
Sacramento, CA	577	5.4%	Rancho Cordova, CA	889	6.5%
Citrus Heights, CA	296	2.8%	Roseville, CA	644	4.7%
Rancho Cordova, CA	251	2.3%	Placerville, CA	592	4.4%
Roseville, CA	227	2.1%	Arden-Arcade CDP, CA	410	3.0%
Arden-Arcade CDP, CA	215	2.0%	Cameron Park CDP, CA	402	3.0%
Diamond Springs CDP, CA	209	1.9%	Diamond Springs CDP, CA	275	2.0%
Orangevale CDP, CA	209	1.9%	San Francisco, CA	236	1.7%
All Other Locations	5,577	51.9%	All Other Locations	5,501	40.5%
Total All Jobs	10,752	100.0%	Total All Jobs	13,593	100.0%

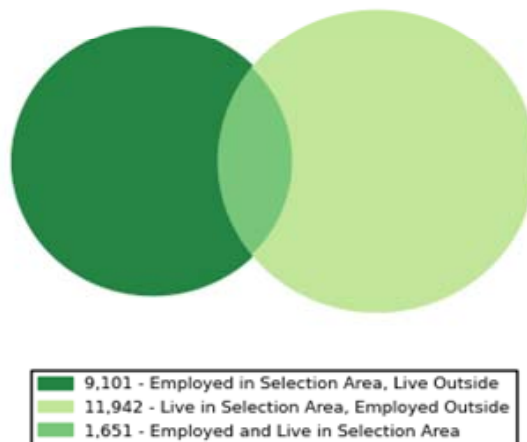
El Dorado Hills Employees' Place of Residence

Employed in El Dorado Hills	10,752
Employed and Living in El Dorado Hills	1,651
Employed in El Dorado Hills but Living Elsewhere	9,101

El Dorado Hills Residents' Place of Employment

Living in El Dorado Hills	13,593
Living and Employed in El Dorado Hills	1,651
Living in El Dorado Hills but Employed Elsewhere	11,942

Inflow/Outflow Job Counts in 2010



Source: 2010 U.S. Census On the Map LEDH Data, compiled by LSC Transportation Consultants, Inc.

CITIZEN PARTICIPATION PROCESS INPUT

The California Transportation Development Act (TDA) requires EDCTC, as the Regional Transportation Planning Agency, to ensure the establishment and implementation of a citizen participation process including provisions for at least one public hearing in the jurisdiction represented by the EDCTC Social Services Transportation Advisory Council (SSTAC). Since El Dorado Transit currently claims all available TDA funds for transit purposes, the formal unmet needs process and analysis referenced in the TDA Statutes and California Code of Regulations does not apply. In lieu of this process, EDCTC conducts a citizen participation process public hearing for public transportation. Pertinent comments received and responses are summarized below.

In May 2011, EDCTC staff received one comment related to transit at the public hearing:

Comment: A representative from the Senior Community in El Dorado Hills indicated she was excited about the announcement of the Senior Shuttle, but was disappointed that it only extends to parts of the county including Placerville and Cameron Park. She indicated that people in El Dorado Hills feel like they are shut out, and indicated that she would like the El Dorado Hills area to be surveyed for transit needs.

Response: The Senior Shuttle is a volunteer-supported service that is operated and managed by the El Dorado County Department of Human Services. This comment was forwarded to the El Dorado County Department of Human Services for their consideration. Staff at the El Dorado County Department of Human Services indicated that the Senior Shuttle will provide service in El Dorado Hills, provided there is enough demand for a minimum of three passengers per trip. To date, this demand has not been realized.

Public transit services currently available in El Dorado Hills include Dial-A-Ride and SAC MED. Dial-A-Ride is a fully accessible, curb-to-curb transit service. Rides are available seven (7) days a week from 7:30 a.m. to 5:00 p.m. Monday through Friday and from 8:00 a.m. to 5:00 p.m. on the weekends. Rides are scheduled over the phone, up to three weekdays in advance, with seniors and persons with disabilities given priority. The Dial-A-Ride service area covers most of Western El Dorado County, including El Dorado Hills, and fares are distance-based using a zone system. One-way fares for seniors and persons with disabilities range from \$2.00 to \$7.00.

The SAC MED service is available by request on Tuesdays and Thursdays to El Dorado County residents traveling to non-emergency medical appointments in the greater Sacramento area. The SAC MED bus will pick up passengers at six locations within the County, including the El Dorado Hills Park and Ride, and provides curbside service at the medical facility. Reservation requests for SAC MED are accepted up to fourteen days in advance and separate Dial-A-Ride service can be reserved to provide passengers a connecting trip from home to the bus. The one-way fare for SAC MED is \$10.00.

El Dorado Transit currently utilizes all available funding for operation of existing transit services. As a result, there are no additional funds available at this time for implementation of transit service in El Dorado Hills. However, EDCTC has submitted a

Fiscal Year 2011/12 grant application to Caltrans for development of the "El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Transit Operations Plan." If awarded, the grant funding will support a planning effort that will determine community transit needs in El Dorado Hills and support the development of a financial and operations plan for El Dorado Transit to consider implementation of transit service in El Dorado Hills.

The most recent process was conducted in May 2012. Through this process, EDCTC staff received two comments related to transit at the public hearing:

Comment: A woman noted that she is new to the area and said that she doesn't know what she would do without the bus service. She is hopeful that bus services are not cut because a disability prevents her from driving. She also indicated that it is challenging for her to use Dial-A-Ride because of the requirement to schedule trips three days in advance. She said that taking the buses away would be especially problematic, as many people are dependent on the existing services.

Response: El Dorado Transit does not have any current plans to reduce or cut existing transit services. El Dorado Transit accepts Dial-A-Ride requests starting three weekdays in advance until the day of the actual trip. Three day advance scheduling is not required; however, rides are scheduled on a first-come, first-serve basis with priority given to seniors and persons with disabilities. The service often runs at or near capacity. Same day rides are granted when space is available due to a cancellation. The ability to schedule Dial-A-Ride up to three days in advance was adopted in 2006 as a result of a user focus group recommendation.

Comment: A woman commented that she would very much like to see a bus service in El Dorado Hills. She mentioned that bus service in El Dorado Hills was mentioned on the El Dorado Hills Chamber of Commerce "walk about." She suggested that a route that goes to the business park and all the apartments, villages, shopping, post office, banks, etc. would be very helpful to those who do not or cannot drive. She also noted that it would benefit the businesses in El Dorado Hills. She said that parents of children in before/after school programs ask her about bus service for their children. She also noted that the school districts do not offer this service in El Dorado Hills.

Response: EDCTC was successful in securing grant funds from the California Department of Transportation's 2011/12 Transit Technical Planning Assistance (Section 5304) Grant program to develop the El Dorado Hills Community Transit Needs Assessment and US 50 Corridor Transit Operations Plan. The complimentary, two-part planning effort will focus primarily on the following tasks:

1. Facilitate the necessary public outreach, operational, and financial analysis to determine the feasibility of implementation of public transit service in El Dorado Hills; and
2. Develop a detailed transition plan that supports the implementation of a US 50 corridor based transit system that will improve the convenience and efficiency of El Dorado Transit's operations.

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Chapter 3

Evaluation of Current Transit Services

BACKGROUND

Western El Dorado County transit services are provided through a joint powers agreement between the County of El Dorado and City of Placerville. El Dorado Transit is governed by a five-member Board of Directors: three members appointed by the County Board of Supervisors and two members appointed by the Placerville City Council. Additionally, a transit advisory committee, made up of ten members representing both transit users and advocates, is responsible for reviewing the operation of the transit system, monitoring levels of service based upon budgets, and providing advice to the Executive Director. The Executive Director supervises a staff of approximately 70 regular employees, including the Operations Manager, Administrative Services/Human Resources Manager, Fiscal Administration Manager, office and accounting staff, Transportation Supervisors, a Planning/Marketing Manager, Transit Scheduler and Dispatchers, Mechanics, as well as 27 Full-Time Equivalent (FTE) Transit Drivers and 15 seasonal employees (referred to as “extra help” drivers).

El Dorado Transit operates a wide range of services including local fixed-routes, demand response, intercity commuter service, medical transportation and contracted social service transportation. The following describes each of the existing services in detail, while Figures 12 and 13 present the local routes and commuter routes graphically.

EXISTING EL DORADO TRANSIT SERVICES

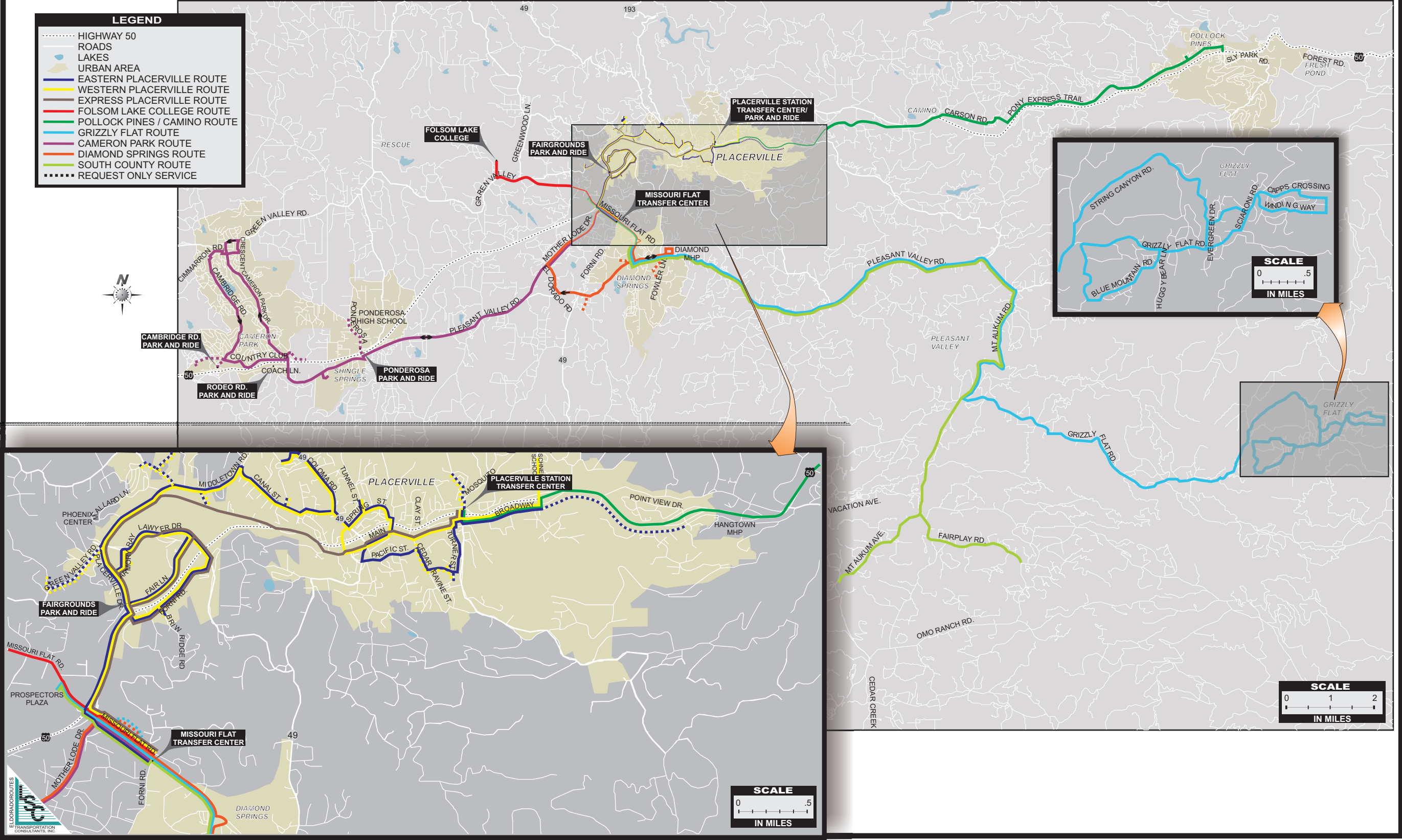
Local Routes

Placerville Routes – El Dorado Transit operates an East Route and a West Route along the US 50 Corridor in the City of Placerville. These routes provide fixed-route service mainly along the US 50 Corridor between the Missouri Flat Transfer Center and Point View Drive on the eastern side of Placerville. The East and West Routes are essentially directional trips of the same loop, although the routes do serve different stops between Spring Street and Point View Drive. Service is provided Monday through Friday on one hour headways from 7:00 AM to 6:00 PM. Some notable stops along the Placerville routes are: Human Services, El Dorado County Fairgrounds Park-and-Ride, Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.) workshop, Marshall Hospital, Rite Aid, and Home Depot. Request stops are available along Green Valley Road, Cold Springs Road, Clay Street, and Cedar Ravine Road. As discussed below, complementary paratransit service is provided in Placerville, and the Placerville routes do not deviate.

Pollock Pines Route – The Pollock Pines route provides fixed-route transit service along the US 50 Corridor between the Missouri Flat Transfer Center in Diamond Springs, the Camino area, and the Safeway Plaza on Pony Express Trail in Pollock Pines. Service is provided Monday through Friday between 6:30 AM and 5:30 PM. Route deviations are provided for Americans with Disabilities Act (ADA) passengers up to three-quarters of one mile from the designated route. ADA route deviation requests can be scheduled the previous service day, though same day requests are accommodated when possible.

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**FIGURE 12
El Dorado County Transit Authority Local Fixed-Routes**



Saturday Express Route – A route between the Missouri Flat Transfer Center and the Safeway Plaza on Pony Express Trail is operated on hourly headways on Saturdays from 9:00 AM to 5:00 PM.

Diamond Springs Route – The Diamond Springs Route begins at the Missouri Flat Transfer Center and follows a clockwise loop around Diamond Springs on Pleasant Valley Road, back to the Missouri Flat Transfer Center. The Diamond Springs Route takes about one hour to operate. Service for this route is provided hourly from 7:00 AM to 6:00 PM on Monday through Friday. The Diamond Springs Route serves the Diamond Springs Mobile Home Park and El Dorado Transit Offices. Route deviations are provided for registered ADA passengers up to three-quarters of a mile from the designated route.

Cameron Park Route – The route begins at the Missouri Flat Transfer Center in Placerville and first serves the Folsom Lake College/El Dorado Center, then continues to the Shingle Springs Tribal Health clinic and Red Hawk Casino, before continuing on to Cameron Park. On the way to Cameron Park, the route will deviate to Durock Center and Market Court by request. After serving Cameron Park in a clockwise direction, the route serves the Cambridge Park and Ride and returns via Country Club Drive. The Cameron Park Route operates four runs daily and one morning express run with limited stops. Deviations are not permitted on the express run.

ADA Complementary Paratransit for Local Routes – This service is compliant with the transportation requirements of the ADA and is only available to persons who are unable to use the fixed routes. El Dorado Transit complementary paratransit provides curb-to-curb transit service during the same hours and days as the local fixed routes and route deviations within three-quarters of a mile from the fixed-routes. Passengers may reserve a ride up to 14 days in an advance. As is typical for paratransit services, this service has extremely low ridership with less than ten (10) passengers per hour.

Rural Route

Grizzly Flat Route – The Grizzly Flat Route provides two round-trips on Thursdays between Prospectors Plaza on Missouri Flat Road and the Grizzly Flat area southeast of Placerville. The bus is only operated when there are a minimum of five (5) passenger requests for service. Eastbound runs depart at 7:50 AM and 3:00 PM, and westbound runs depart at 8:26 AM and 3:36 PM. The afternoon eastbound run from Grizzly Flat to Placerville is by request only. Route deviations are provided for ADA passengers up to three-quarters of one mile from the designated route. ADA route deviation requests can be scheduled the previous service day, though same day requests are accommodated when possible.

Commuter Services

The Sacramento Commuter Service provides eleven departures in each direction Monday through Friday between El Dorado County and downtown Sacramento. Morning departures from El Dorado County locations are scheduled from 5:10 AM to 8:00 AM, and afternoon eastbound departures from Sacramento occur from 2:40 PM to 6:00 PM. A reverse commuting service is offered for persons commuting from Sacramento to El Dorado County destinations (using bus runs that would otherwise be operated as “deadhead” trips to position buses and drivers). Reverse commutes are provided on Routes 6 and 7, Monday through Friday. Morning

reverse commute runs depart Sacramento at 7:00 AM and 8:57 AM. Afternoon reverse commute runs depart the Central Park-and-Ride (on Commerce Way where El Dorado Transit offices and operations are located) at 1:50 PM and the El Dorado County Fairgrounds Park-and-Ride at 4:40 PM. The Commuter routes serve the Central Park-and-Ride; Placerville Station; El Dorado County Fairgrounds Park-and-Ride; Rodeo Road Park-and-Ride; Cambridge Road Park-and-Ride; and El Dorado Hills Park-and-Ride.

The Sacramento Commuter service uses a total of ten vehicles. All buses are based out of the El Dorado Transit facility in Diamond Springs. In the morning, nine vehicles are used to operate eleven commuter routes and two reverse commuter routes. All but four buses, which are parked in Sacramento during the day, travel back to the El Dorado Transit operations facility after the morning run. Drivers of the four buses left in Sacramento are shuttled back to El Dorado County in the returning buses. In the afternoon, six buses travel west to Sacramento to operate (along with the four buses staged downtown) eleven, Commuter runs, and two reverse commuter routes.

Iron Point Connector

The Iron Point Connector (IPC) Route provides direct service from El Dorado County to Folsom with connections to Sacramento Regional Transit light rail on weekdays. This route runs twice in the morning and twice in the afternoon from the Central Transit Center to the Iron Point Light Rail Station in Folsom. Other stops include the Missouri Flat Transfer Center, Red Hawk Casino, Ponderosa Road Park-and-Ride, Cambridge Road Park-and-Ride, and El Dorado Hills Park-and-Ride.

Dial-A-Ride

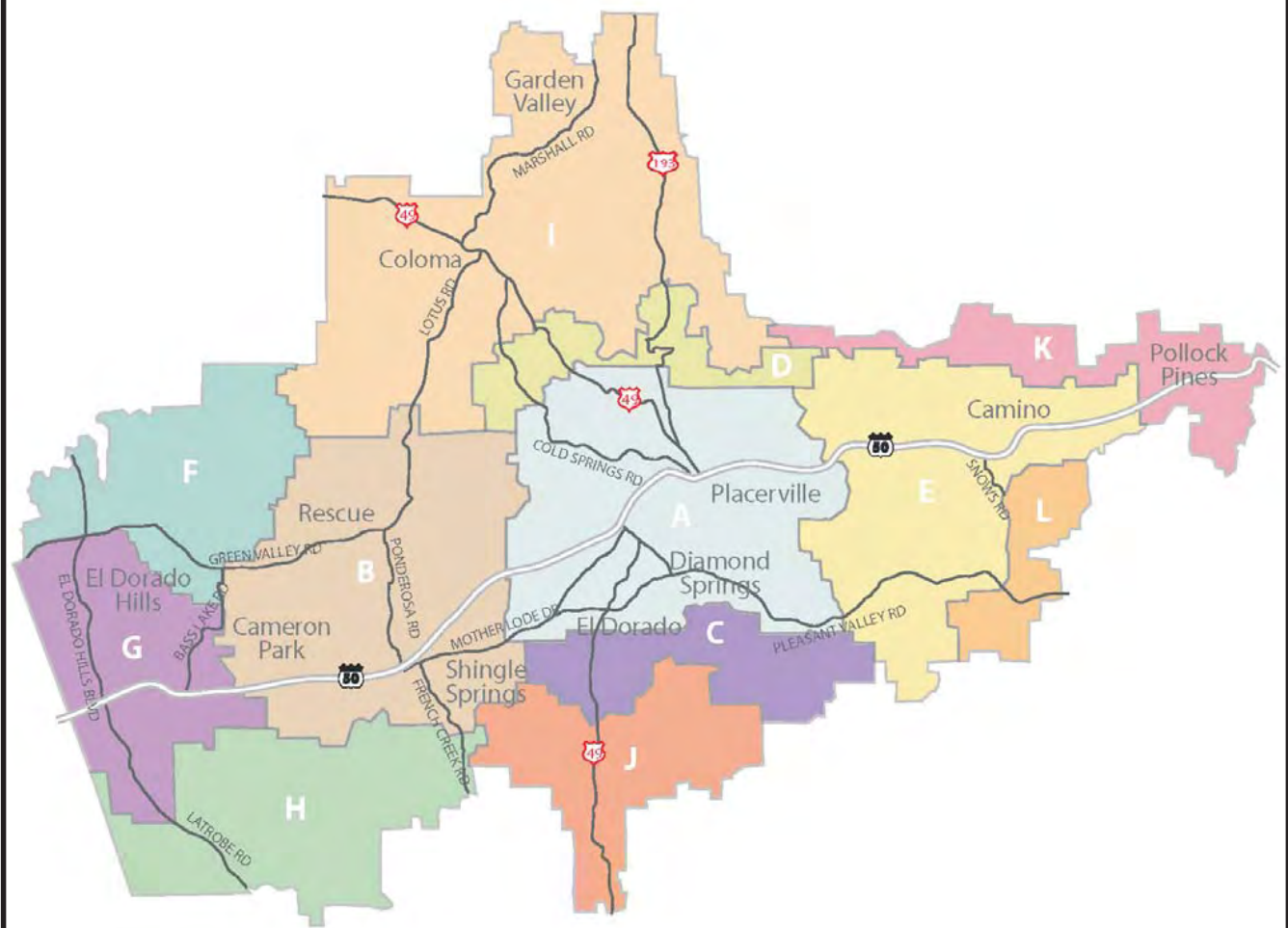
The dial-a-ride service is a demand response service designed for seniors and disabled passengers, with limited access available for the general public. The service is available on a first-come, first-serve basis Monday through Friday between the hours of 7:30 AM and 5:00 PM, and between 8:00 AM and 5:00 PM on Saturdays and Sundays. The dial-a-ride service area consists of twelve geographic zones stretching from El Dorado Hills to Pollock Pines and from Garden Valley to the southern portions of the county, as shown in Figure 14. Ride requests may be made on weekdays between 9:00 AM and 3:00 PM up to three days in advance or by subscription. Preference in scheduling is provided to seniors and disabled passengers, with other ride requests accommodated on a space available basis starting at 3:00 PM on the day prior to the ride request. In addition, service to the general public is not provided to the most outlying zones.

SAC MED Non-Emergency Medical Appointment Transportation

The SAC MED is a public shared-ride non-emergency medical appointment transportation service for seniors, disabled, and general public passengers. Ride requests are scheduled on a first-come, first-served basis, and confirmed with a call back by 4:00 PM the day before the scheduled ride. Reservations for SAC MED must be made four days in advance and can be scheduled up to fourteen days in advance. The service operates Tuesdays and Thursdays, with the Sacramento County destination arrival times dependent upon the number of appointments

FIGURE 14

El Dorado County Transit Authority Dial-A-Ride Zone System Map Zones A-L



scheduled for that day. Passenger medical appointment times must be between 10:00 AM and 2:00 PM. SAC MED pick up and drop off locations in El Dorado County are:

- Placerville Station
- Prospector Plaza Bus Station
- Ponderosa Road Park-and-Ride
- Bel Air Shopping Center Bus Shelter
- El Dorado Hills Park-and-Ride
- Missouri Flat Transfer Center
- Central Transfer Center

Special Social Service Transportation

El Dorado Transit also provides a range of subscription and contracted activity program services:

- The **Senior Day Care Center** is located in Placerville, and operated by the El Dorado County Human Services Department. This program provides close supervision and assistance with a full day of scheduled therapeutic activities for homebound individuals with mental and physical impairments. The Center provides transportation services to approximately 20 seniors each week. Subscription dial-a-ride service to and from the Center is provided by El Dorado Transit.
- **ALTA California Regional Center (ALTA)** assists persons with developmental disabilities, including infants at risk and their families by providing and securing those services and supports necessary to maximize opportunities and choices. ALTA contracts with public transit, private taxi companies and the school district to provide transportation for their consumers in the Western El Dorado County area. Alta is the entity that organizes contract transportation with El Dorado Transit for the operation of the M.O.R.E routes (discussed below) and dial-a-ride trips to employment opportunities in Rancho Cordova for a group of Alta consumers.
- **Mother Lode Rehabilitation Enterprises, Inc. (M.O.R.E.)** provides a variety of services including vocational training, job placement, independent living training, semi-independent residential program, community integration, life skills, and social/vocational counseling and behavior management as needed. In addition to its contract with El Dorado Transit for transportation, M.O.R.E. operates a 15-passenger van providing daily transportation to twelve clients residing at Pathways, a group home in Placerville. Transportation is provided between M.O.R.E. and Pathways, and to and from shopping, jobs or recreational activities. M.O.R.E service requires up to seven El Dorado Transit cutaway vans at peak times.

Special Event Services

In addition, El Dorado Transit operates several special event shuttle services over the course of the year:

- The **Apple Hill® Shuttle** service is a special high-profile service providing shuttle transportation for visitors to the Apple Hill® ranches every weekend during the month of October. It is intended to address traffic and parking issues. Shuttle buses depart from two locations from 10:00 AM to 5:00 PM every 15 to 30 minutes. This fare-free service is

financed through grants from the El Dorado County Air Quality Management District and the Apple Hill® Growers Association.

- El Dorado Transit operates an **El Dorado County Fair Shuttle**. The shuttle transports fair patrons between remote parking sites and the fair during all hours of the event. El Dorado Transit has received grant funding from the El Dorado County Air Quality Management District for this service.
- The **Main Street Shuttle**, which primarily transported prospective jurors between free parking at the Placerville Station and the Courthouse in downtown, was discontinued in July 2012. Jurors are allowed to ride two (2) local fixed routes between the Placerville Station and Courthouse.

EXISTING SERVICE CALENDAR

El Dorado Transit observes the following holidays:

- | | |
|-------------------------------|--|
| – New Year’s Day | – Christmas Day |
| – Martin Luther King, Jr. Day | – Columbus Day (limited service) |
| – President’s Day | – Veteran’s Day |
| – Memorial Day | – Thanksgiving Day and the day
after Thanksgiving |
| – Independence Day | – Christmas Eve (limited service) |
| – Labor Day | |

Routes are modified or not operated on these days.

EXISTING FARE STRUCTURE

Table 8 presents the fare structure for each specific El Dorado Transit service. As shown, general public fares are \$1.50 per one-way trip or \$60 for a month pass on local fixed routes. Discounts of 50 percent are offered to seniors/disabled and students. Route deviations and complementary paratransit cost an additional \$0.50 per person per route.

Fares on the Dial-A-Ride are determined by geographic zone and range, as shown in Table 8. The General Public base fare Zone A is \$4.00, with an additional fare of \$1.00 per zone crossed. The General Public fare in Zones B through E is \$5.00, with an additional \$1.00 fare per zone crossed. Senior and disabled fares are discounted 50 percent. Zone F through L are only available to seniors and disabled with a fare of \$5.00 with an additional \$0.50 per zone crossed.

Commuter fares can be purchased for El Dorado Transit services, or a combination of El Dorado Transit and Sacramento Regional Transit services, as shown in Table 8. Base fares on El Dorado Transit commuter routes are \$5.00 per one-way trip. A prior transfer agreement between El Dorado Transit and Sacramento Regional Transit was discontinued at Sacramento Regional Transit’s request, and passengers are required to pay full fares when transferring without the two-system pass. However, students with a valid Los Rios Community College or California State University Sacramento student ID can receive a \$1.00 discount per trip off the regular cash commuter fare and can ride for free on El Dorado Transit’s local bus routes within

TABLE 8: El Dorado Transit Fare Structure

Route	General Public		Elderly/Disabled/Medicare		Student (K-12)	
	One-Way	Monthly	One-Way	Monthly	One-Way	Monthly
Local Routes						
Pollock Pines, Placerville Routes Diamond Springs, Cameron Park, Grizzly Flats Route	\$1.50 \$10.00	\$60.00 --	\$0.75 \$5.00	\$30.00 --	\$0.75 \$5.00	\$30.00 --
ADA Off-route Deviation Complementary Paratransit Service	-- --	-- --	\$0.50 \$2.00	-- --	-- --	-- --
Dial-A-Ride ¹						
Zone A Zone B-E Zone F-L	\$4.00 \$5.00 N/A	N/A N/A N/A	\$2.00 \$3.00 \$5.00	N/A N/A N/A	N/A N/A N/A	N/A N/A N/A
Commuter Routes ²						
Sacramento Commuter Routes Combination Pass (RT and EDT) Iron Point ³ and Inter-County Service ⁴ Service Combination Pass (IPC and RT)	\$5.00 N/A \$2.50 N/A	\$180.00 \$210.00 \$90.00 \$130.00	N/A N/A \$1.25 N/A	N/A N/A \$90.00 \$130.00	N/A N/A \$1.25 N/A	N/A N/A \$90.00 \$130.00
SAC-MED Route	\$10.00	N/A	\$10.00	N/A	\$10.00	N/A
<p>Note 1: Additional cost of \$0.50 per zone boundary crossed for Elderly/Disabled and student fares and additional cost of \$1.00 per zone boundary crossed for General public.</p> <p>Note 2: Students with a "Student Access Card" from the Los Rios Community College District or students of California State University Sacramento receive a discounted fare of \$4.00; all other students are charged the full \$5.00 one-way fare.</p> <p>Note 3: Folsom Lake College and California State University Sacramento students with ID receive a discounted fare of \$1.50.</p> <p>Note 4: Fares for passengers riding from one Park-and-Ride in the County to another.</p>						
<p>Source: El Dorado County Transit Authority. Updated 6-21-12</p>						

El Dorado County during school sessions. Passes are available for \$180 per month for El Dorado Transit, or \$210 per month for El Dorado Transit and Sacramento Regional Transit.

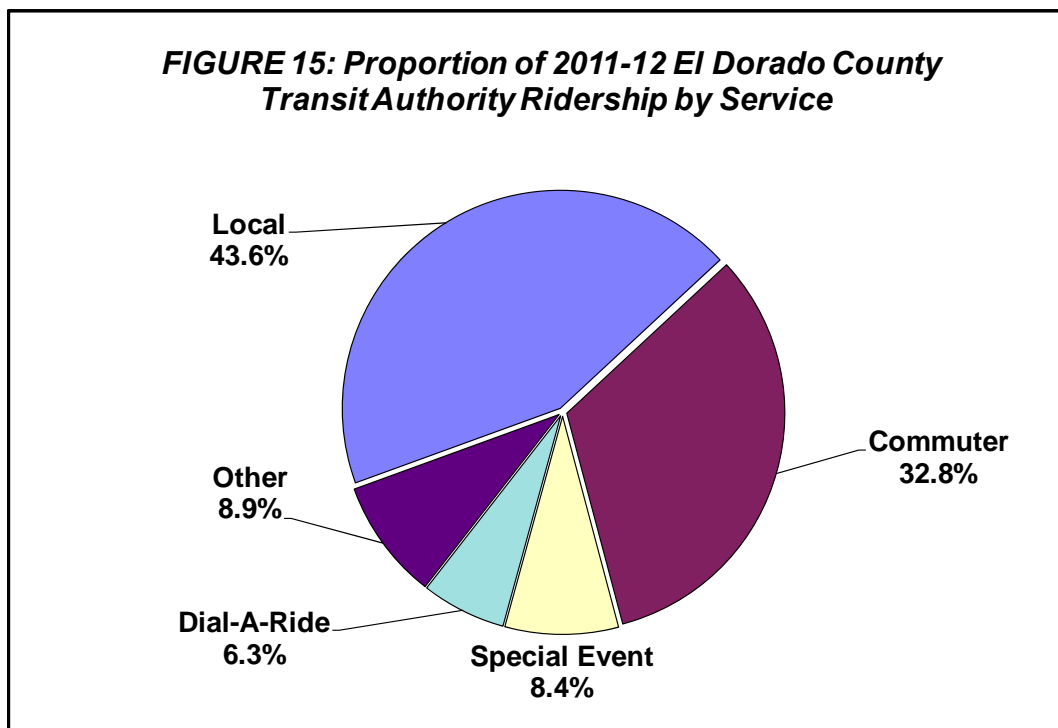
The Iron Point Connector (IPC), which is also a commuter route but which travels a shorter distance, has a base fare of \$2.50 per passenger trip (discounted to \$1.25 for seniors and disabled); \$90.00 for a monthly pass; and \$130 for a IPC/Sac RT combination pass.

Additionally, El Dorado Transit offers an "Inter-County Fare" on commuter routes at this same rate for trips between the park-and-ride lots.

El Dorado Transit will be entering into a universal fare card program with Sacramento Regional Transit that would involve the purchase of smart card readers for some or all of El Dorado Transit vehicles.

EXISTING RIDERSHIP AND SERVICE LEVELS

Total annual systemwide ridership for FY 2011-12 on all El Dorado Transit services was 423,677 one-way passenger-trips. The local routes accounted for 43.6 percent of the Figure 15. Special transportation (the Apple Hill® Shuttle and Fair Shuttle) accounted for 7.5 percent of the total annual ridership.



Ridership by Month

Monthly ridership data by route/service for the most recent fiscal year is presented in Table 9 and Figure 16. As shown, total systemwide ridership is highest in the month of October, due in

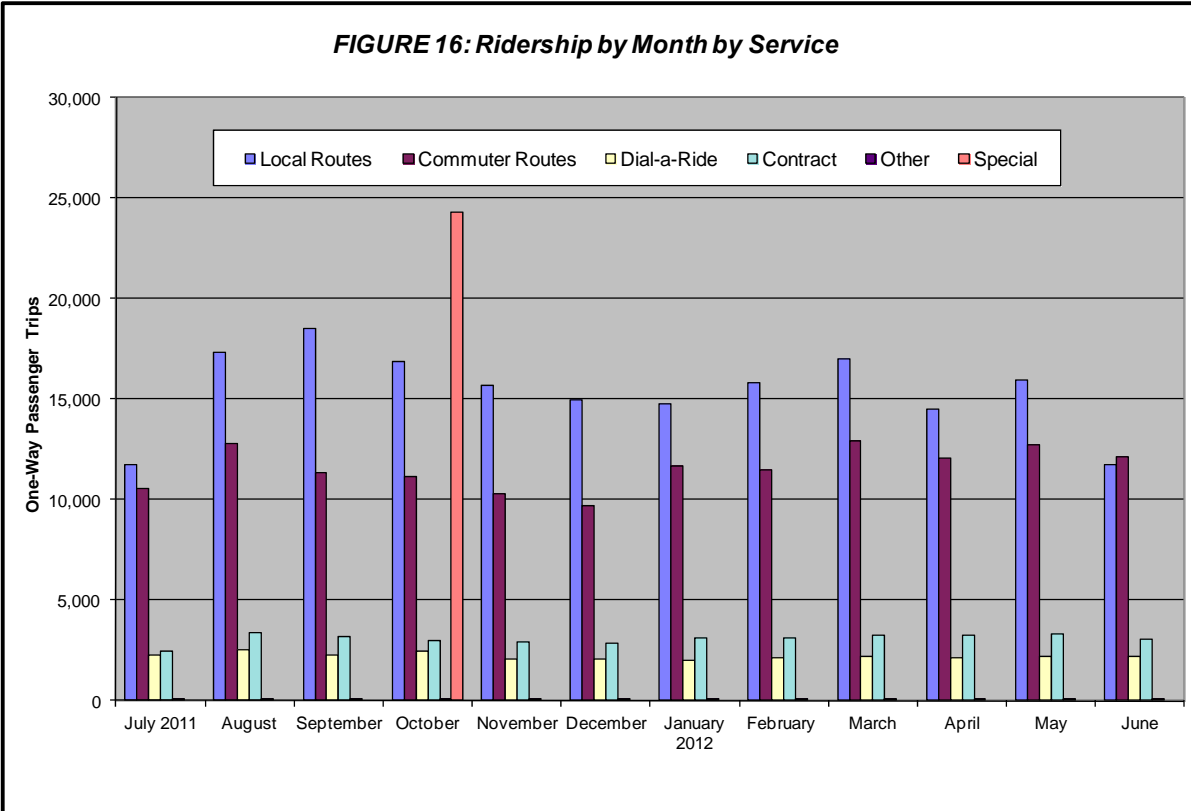
TABLE 9: Total El Dorado Transit Ridership by Month, Fiscal Year 2011-12

Month	Local Routes							Commuter Routes							Special Event ⁽¹⁾	Total		
	Cameron Park	Pollock Pines	Placerville	Main St. Shuttle	Diamond Springs	Saturday Express	Subtotal Local Routes	Diablo-Ride	Commuter Reverse Commute	Iron Point	Subtotal Commuter Routes	Contract MORE	SDC	Grizzly Flat			SAC MED	
July 2011	1,318	3,908	4,464	296	1,172	603	11,761	2,263	9,856	118	576	10,550	2,083	406	10	63	0	26,730
August	2,842	5,364	5,117	235	3,273	501	17,332	2,517	11,849	127	804	12,780	2,876	523	15	54	0	35,574
September	3,288	5,324	4,850	330	4,213	520	18,525	2,290	10,399	109	836	11,344	2,742	438	26	74	0	35,001
October	3,199	4,806	4,457	95	3,568	731	16,856	2,466	10,289	107	761	11,157	2,592	414	24	74	24,310	57,479
November	2,881	4,559	4,118	436	3,145	525	15,664	2,074	9,511	72	731	10,314	2,528	401	0	60	0	30,640
December	2,702	4,398	4,329	155	2,583	787	14,954	2,075	9,023	77	627	9,727	2,415	414	17	58	0	29,246
January 2012	1,800	4,447	4,881	221	2,922	529	14,800	2,021	10,936	76	669	11,681	2,636	473	9	67	0	31,214
February	2,127	4,831	4,663	241	3,380	594	15,836	2,108	10,682	86	728	11,496	2,669	432	7	43	0	32,159
March	2,234	5,127	4,996	247	3,656	715	16,975	2,230	12,022	89	801	12,912	2,741	534	0	49	0	34,907
April	1,798	4,408	4,694	269	2,745	560	14,474	2,111	11,209	74	783	12,066	2,791	494	0	56	0	31,498
May	2,169	4,980	5,203	76	2,905	600	15,933	2,177	11,620	82	1,038	12,740	2,782	517	8	50	0	33,690
June	1,211	4,008	4,660	147	1,102	643	11,771	2,191	11,110	73	955	12,138	2,573	487	0	40	11,293	40,006
Total	27,569	56,160	56,432	2,748	34,664	7,308	184,881	26,523	128,506	1,090	9,309	138,905	31,428	5,533	116	688	35,603	423,677
Monthly Average	2,297	4,680	4,703	229	2,889	609	15,407	2,210	10,709	91	776	11,575	2,619	461	10	57	2,967	35,306
% of Systemwide Total	6.5%	13.3%	13.3%	0.6%	8.2%	1.7%	43.6%	6.3%	30.3%	0.3%	2.2%	32.8%	7.4%	1.3%	0.0%	0.2%	8.4%	

Note 1: Special Event = Apple Hill Shuttle and Fair Shuttle

Source: El Dorado Transit Administrative Operations Reports, July-December 2010; Summary report January-June, 2011.

1538.3



part to the seasonal Apple Hill® Shuttle, followed by June, which had special event transportation to the El Dorado County Fair. Excluding special event transportation, August, September and March had the highest transit ridership. Ridership was the lowest in the months of July, June and December in FY 2011-12.

Average Passengers per Hour by Service

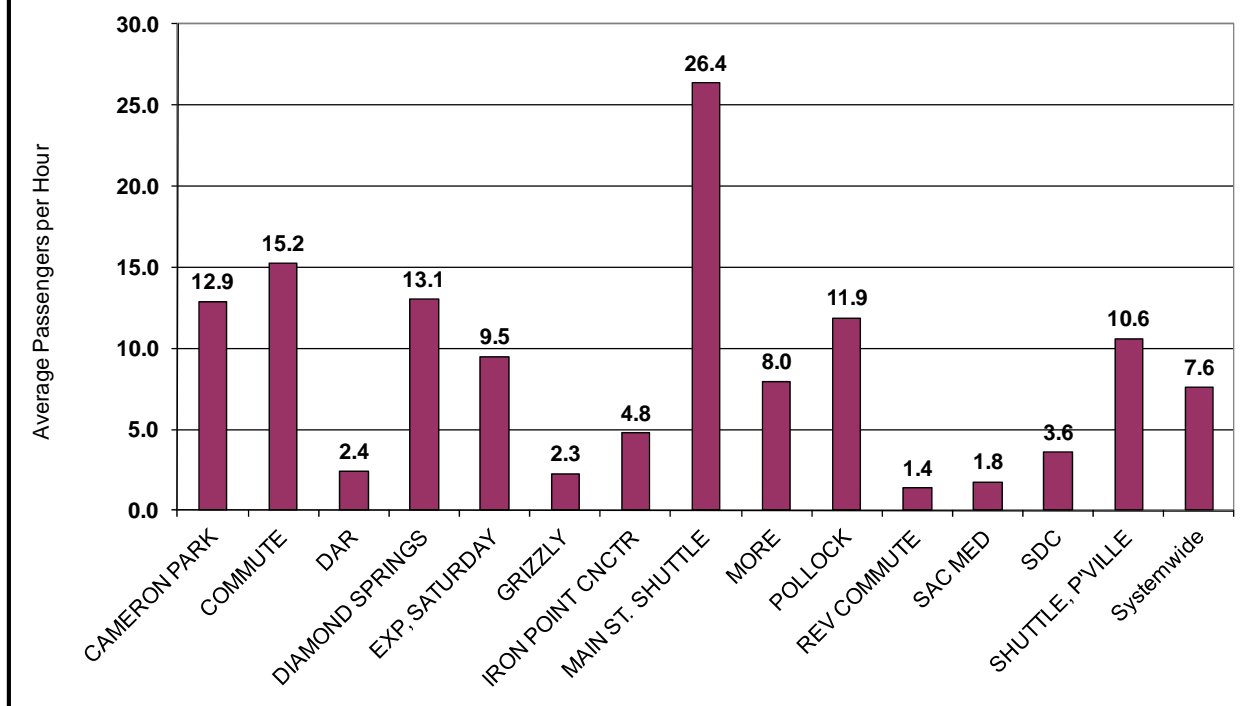
To get an idea of the productivity of each route, the annual average passengers-per-service hour were charted. As shown in Figure 17, the Commuter Service had the highest productivity with an average of 15.2 passengers carried per service hour (excluding the Main Street Shuttle). This was followed by the Diamond Springs service, which carried an average of 13.1 per hour of service. In fact, all of the local routes had relatively productive ridership of between 9.5 to 13.1 passenger trips per hour of service.

The least productive services were the Reverse Commute (1.4 passengers per hour); SAC MED (1.8 passengers per hour); Grizzly Flat (2.3 passengers per hour); and Dial-A-Ride (2.4 passengers per hour).

Dial-A-Ride Activity in El Dorado Hills

In order to gain a better understanding of the dial-a-ride activity within El Dorado Hills, which might lead to a better understanding of where overall demand lies, dial-a-ride logs were

FIGURE 17: El Dorado Transit Average Passengers per Hour by Service, FY 2011-12



evaluated for a two week period in March, 2012. As shown in Table 10, 2,133 one-way passenger trips were provided on the total Dial-a-Ride service during this period, of which 124 (5.8 percent) originating and/or ending in El Dorado Hills. Table 11 presents trip pattern information for those trips with one or both trip ends in El Dorado Hills. As shown, nearly 70 percent of trips from El Dorado Hills on the Dial-a-Ride were going to Placerville, and over 75 percent of trips coming into El Dorado Hills on dial-a-ride were coming from Placerville. Just over 17 percent of the dial-a-ride trips leaving El Dorado Hills were going to Cameron Park, while fewer than ten percent were coming from Cameron Park. Approximately 10 percent of trips started and ended in El Dorado Hills. Only one trip was made to and from Folsom and one to and from Shingle Springs.

There were a number of specific sites with relatively high dial-a-ride activity associated with trips to/from El Dorado Hills, including the Senior Day Care in Placerville, the MORE Workshop in Placerville, the 5000 block of Nawal Drive in El Dorado Hills, the McDonalds in El Dorado Hills, and a dialysis site in Cameron Park. These locations represent a handful of individuals making repeat trips. The top locations served by dial-a-ride within El Dorado Hills are shown in Table 12.

Boarding and Alighting Activity on Local Fixed Routes

Boarding and alighting data is useful in determining which currently served locations generate the most activity and therefore need to be considered in future routing options. In May 2011,

TABLE 10: El Dorado Hills Dial-A-Ride Ridership

Day	Date	Passengers		
		El Dorado Hills	Total Western Slope	Percent El Dorado Hills
Sunday	3/11/2012	0	27	0.0%
Monday	3/12/2012	13	118	11.0%
Tuesday	3/13/2012	11	118	9.3%
Wednesday	3/14/2012	22	127	17.3%
Thursday	3/15/2012	15	252	6.0%
Friday	3/16/2012	9	224	4.0%
Saturday	3/17/2012	0	52	0.0%
Sunday	3/18/2012	0	52	0.0%
Monday	3/19/2012	10	222	4.5%
Tuesday	3/20/2012	8	206	3.9%
Wednesday	3/21/2012	10	260	3.8%
Thursday	3/22/2012	10	245	4.1%
Friday	3/23/2012	16	227	7.0%
Saturday	3/24/2012	0	44	0.0%
Total		124	2,174	5.7%

Source: El Dorado Transit Call Back DAR logs, March 11 to March 24, 2012, compiled by LSC Transportation Consultants.

TABLE 11: El Dorado Transit Dial-A-Ride Activity

Service Location	From El Dorado Hills		To El Dorado Hills	
	Number	Percent	Number	Percent
Cameron Park	12	17.6%	6	9.7%
El Dorado Hills	7	10.3%	7	11.3%
Folsom	1	1.5%	1	1.6%
Placerville	47	69.1%	47	75.8%
Shingle Springs	1	0.0%	1	1.6%
Total	68		62	

Source: El Dorado Transit Call Back DAR logs, March 11 to March 24, 2012, compiled by LSC Transportation Consultants.

TABLE 12: Top Locations for Dial-A-Ride Service To or From El Dorado Hills

Service Area	Location	Number of Passenger-Trips
Pick Up		
Placerville	Senior Day Care, 933 Spring St	33
Placerville	MORE workshop, 399 Placerville Drive	14
El Dorado Hills	5000 block Nawal Drive	11
El Dorado Hills	McDonald's, 4312 Town Center Blvd	9
El Dorado Hills	2000 block Summer Drive	8
El Dorado Hills	1500 block Southbridge Court	6
El Dorado Hills	El Dorado Hills Sports Club, 530 Post Court	6
Cameron Park	Dialysis Davita, 311 Coach Lane, Suite C	5
Drop Off		
Placerville	Senior Day Care, 933 Spring St, Placerville	36
Placerville	MORE workshop, 399 Placerville Dr, Placerville	10
El Dorado Hills	5000 block Nawal Drive	9
El Dorado Hills	McDonald's, 4312 Town Center Blvd	9
Cameron Park	Dialysis Davita, 311 Coach Lane, Suite C	7
El Dorado Hills	2000 block Summer Drive	7
El Dorado Hills	El Dorado Hills Sports Club, 530 Post Court	6
Cameron Park	3600 block Kimberly Road	5
<p><i>Source: El Dorado Transit Call Back DAR logs, March 11 to March 24, 2012, compiled by LSC Transportation Consultants.</i></p>		

LSC Transportation Consultants, Inc. conducted boarding and alighting counts on behalf of El Dorado Transit. Table 13 shows boarding and alighting locations by community. As indicated, just over 40 percent of the ridership originated in Placerville, while 20 percent originated in Diamond Springs and 15 percent in Pollock Pines. It should be noted that the transfer center at Missouri Flat Road is located in Diamond Springs, so that stop has an inflated number of boardings and alightings because of the high number passing through to transfer. Cameron Park is also a popular transit location with 10 percent of the ridership originating there.

Table 14 shows which local fixed route stops had the highest activity during the May 2011 surveying efforts. As indicated, the Missouri Flat Transfer Center had 436 combined boardings and alightings on an average day. The next busiest stop was the Placerville City Hall, with an average of 88 boardings and alightings per day. Other stops with high activity include the Child Development Center at Folsom Lake College (El Dorado Center), Raley's (Placerville), Folsom Lake College (El Dorado Center) and the Safeway in Pollock Pines.

TABLE 13: El Dorado Transit Local Fixed Route Boarding and Alighting Locations

Boarding Locations	Passengers		Alighting Locations	Passengers	
	#	%		#	%
Cameron Park	24	10.9%	Cameron Park	17	8.4%
Camino	13	5.9%	Camino	11	5.4%
Diamond Springs	45	20.5%	Diamond Springs	71	35.1%
El Dorado	2	0.9%	Folsom	5	2.5%
Folsom	8	3.6%	Placerville	72	35.6%
Grizzly Flat	2	0.9%	Pollock Pines	24	11.9%
Placerville	89	40.5%	Shingle Springs	1	0.5%
Pollock Pines	34	15.5%	Somerset	1	0.5%
Shingle Springs	3	1.4%			
Total Boardings	220		Total Alightings	202	

Source: Data collected May 3 to May 15, 2011. LSC Transportation Consultants, Inc.

TABLE 14: Local Fixed Route Stops With Highest Passenger Activity

Stop	Routes Served						Total # On or Off
	Placerville East	Placerville West	Pollock Pines E.	Pollock Pines W.	Cameron Park	Diamond Springs	
Missouri Flat Transfer Center	✓	✓	✓	✓	✓	✓	436
Old Placerville City Hall	✓	✓					88
Child Development Center					✓		60
Raley's (Placerville Dr.)	✓	✓	✓	✓			49
Folsom Lake College					✓		47
Safeway Plaza Pollock Pines			✓	✓			37
Cameron Park Dr. & Green Valley Rd.					✓		36
Pleasant Valley Rd & Church St.						✓	34
Safeway (Cameron Park)					✓		33
Placerville Station	✓	✓					31
Placerville Library	✓	✓					26
Pearl Place & Courtside Dr.						✓	23
Big 5 (Placerville Dr.)	✓		✓				22
Coloma Court	✓	✓	✓	✓			20
Human Services							18
Placerville Post Office	✓	✓					17
Tunnel St. Apartments	✓	✓					16
Upper Room	✓						16
Independence High School						✓	16

Source: LSC Transportation Consultants, Inc.--onboard surveys conducted May 2011.

Boarding and Alighting Activity on Commuter Routes

Boarding and alighting counts were also conducted for the El Dorado Transit commute routes in May 2011. As shown in Table 15, nearly half (127, or 45 percent) of commute passengers boarded at the El Dorado Hills Park-and-Ride in the mornings. The next most popular stops were the Cambridge Road Park-and-Ride with 16 percent of total morning commuters on a typical day, followed by the El Dorado County Fairgrounds Park-and-Ride and Ponderosa Road Park-and-Ride (13.5 and 13.2 percent of morning commute boardings, respectively).

Boarding Stop	# On		Deboarding Stop	# Off	
	#	%		#	%
El Dorado Hills Park-and-Ride	127	45.2%	P Street at 9th Street	45	15.5%
Cambridge Rd. Park-and-Ride	46	16.4%	P Street at 16th Street	40	13.8%
EDC Fairgrounds Park-and-Ride	38	13.5%	P Street at 11th Street	33	11.4%
Ponderosa Rd. Park-and-Ride	37	13.2%	5th Street at P Street	27	9.3%
Rodeo Rd./Coach Ln. Park-and-Ride	14	5.0%	P Street at 30th Street	25	8.6%
Central Park and Ride	12	4.3%	P Street at 13th Street	24	8.3%
Placerville Station	7	2.5%	5th Street at L Street	17	5.9%
			H Street at 11th Street	16	5.5%
			5th Street at N Street	15	5.2%
			8th Street at I Street	9	3.1%
			8th Street at N Street	8	2.8%
			J Street at 6th Street	7	2.4%
			P Street at 21st Street	6	2.1%
			8th Street at K Street	5	1.7%
			H Street at 14th Street	5	1.7%
			9th Street at L Street	4	1.4%
			15th Street at K Street	3	1.0%
			L Street at 14th Street	1	0.3%
			N Street at 14th Street	0	0.0%
Total Observed	281			290	

Note 1: Commuter routes were surveyed in the morning to downtown; no reverse commutes (all boarded in El Dorado County, alighted in Sacramento County).
Source: LSC Transportation Consultants, Inc.--onboard surveys conducted May 2011.

FINANCIAL CHARACTERISTICS

System Expenses

The El Dorado Transit expenses totaled \$6,257,212 (unaudited) in FY 2011-12 as shown in Table 16. The majority of the expenses (60.6 percent) were for salaries and benefits of operating and administrative staff. After salaries and benefits, the next highest cost was fuel

TABLE 16: El Dorado Transit Expenses, Fiscal Years 2011-12 and 2012-13

Expense (Line Item)	Fiscal Year 2011-12 (Adopted)		Fiscal Year 2012-13 (Proposed)	
	Total	% of Total	Total	% of Total
Salaries and Wages	\$2,507,411	45.6%	\$2,558,828	44.5%
Employee Benefits	\$1,287,000	23.4%	\$1,331,600	23.2%
Payroll taxes	\$43,300	0.8%	\$45,400	0.8%
Worker's Compensation Insurance	\$187,000	3.4%	\$187,000	3.3%
General Liability Insurance	\$106,811	1.9%	\$187,500	3.3%
Fuel & lubricants	\$753,000	13.7%	\$845,000	14.7%
Vehicle Maintenance	\$280,000	5.1%	\$262,000	4.6%
Professional Services	\$70,000	1.3%	\$70,000	1.2%
Small Tools and Equipment	\$70,200	1.3%	\$63,700	1.1%
Utilities	\$52,000	0.9%	\$52,000	0.9%
Special Department Expense	\$1,000	0.0%	\$1,500	0.0%
Communications	\$25,000	0.5%	\$28,000	0.5%
Office Expense/Building Maintenance	\$22,500	0.4%	\$21,600	0.4%
Equipments Rents Leases	\$20,500	0.4%	\$20,500	0.4%
Uniforms	\$9,230	0.2%	\$9,800	0.2%
Household Supplies	\$15,750	0.3%	\$15,750	0.3%
Membership and Publications	\$32,000	0.6%	\$32,000	0.6%
Staff Development and Training	\$7,800	0.1%	\$7,800	0.1%
Park and Ride & Bus Stop Expenses	\$8,500	0.2%	\$8,700	0.2%
Total Expenditures	\$5,499,002		\$5,748,678	

Source: El Dorado Transit, July 2012 (unaudited). Excludes contingency and Apple Hill costs.

and lubricants (13.7 percent). Table 16 also shows the proposed budget for FY 2012-13, which indicates that the fuel and lubricants expenses are expected to be higher and the general liability insurance is increasing.

System Revenues

The revenue sources required to support El Dorado Transit's administration, operations and maintenance are drawn from a number of sources. Table 17 shows the unaudited revenues received in FY 2011-12, totaling \$6,264,412. As indicated, the largest source of income for El Dorado Transit is Local Transportation Funds (LTF) funds which account for 55.1 percent of the budget. The next largest source of revenue is passenger fares (16.2 percent of the revenues) which included cash fares, scrip, and local and commuter bus pass sales. State Transit Assistance Funds (STA) accounted for 9.4 percent of the revenue, and FTA Section 5311 (for urbanized areas) accounted for 10.5, including a preventative maintenance grant. A small portion of the revenue (1.8 percent) comes from AB 2766 (air quality improvement grants) funding for operation of the Apple Hill® Shuttle and the Fair Shuttle. Table 17 also shows the proposed budget for FY 2012-13. The biggest change is an expected increase in STA funds. The Apple Hill® Shuttle and Fair Shuttle funding are still pending.

TABLE 17: El Dorado Transit Revenues, Fiscal Years 2011-12 and 2012-13

Revenues	Fiscal Year 2011-12 (Adopted)		Fiscal Year 2012-13 (Proposed)	
	Total	% of Total	Total	% of Total
Passenger Fares	\$1,016,000	16.2%	\$1,045,000	16.1%
Contracted Services	\$432,000	6.9%	\$455,000	7.0%
Charter Service Revenue	\$5,000	0.1%	\$5,000	0.1%
Local Transportation Funds (LTF)	\$3,448,836	55.1%	\$3,028,114	46.7%
State Transit Assistance Funds (STA)	\$588,801	9.4%	\$1,280,317	19.8%
Federal Transit Administration 5311 Grant	\$449,500	7.2%	\$449,500	6.9%
Federal Transit Administration 5307 Grant (PM)	\$210,000	3.4%	\$200,000	3.1%
Misc Revenue	\$0	0.0%	\$400	0.0%
Apple Hill Shuttle AB2766 Grant	\$65,666	1.0%	Pending	--
Fair Shuttle AB2766 Grant	\$30,609	0.5%	Pending	--
Interest Revenue	\$18,000	0.3%	\$18,000	0.3%
Total Operating Revenue	\$6,264,412		\$6,481,331	

Source: El Dorado Transit, July 2012 (unaudited)

TRANSIT CAPITAL ASSETS

El Dorado Transit Vehicle Fleet

As of August 2012, the El Dorado Transit vehicle fleet consisted of nine El Dorado Transit non-revenue vehicles and 50 revenue vehicles (including four held in surplus). As presented in Table 18, the revenue vehicles range in capacity from 3 to 45 passengers; all of the revenue vehicles are equipped with wheelchair lifts and securement positions. The average age of the revenue fleet is 4.2 years, and the average accumulated mileage is 122,700 per revenue vehicle. A total of 36 revenue vehicles are eligible for replacement in the next five years.

Park and Ride Facilities

El Dorado County has a network of park-and-ride facilities in the US Highway 50 Corridor which facilitate multiple modes of transportation and make commuting easier. Table 19 lists the current park-and-ride lots within El Dorado County and some of their attributes, including the parking space capacity, parking use, amenities and the general condition of each facility.

Bus Stops and Bus Shelters

El Dorado Transit continues to improve passenger amenities, including the placement of bus stop benches and shelters. There are currently twenty-three bus stop locations with passenger shelters (and benches). Additionally, bus benches (without shelters) are provided at fifteen bus stops throughout the El Dorado Transit system. Table 20 provides a listing of existing bus stops with shelters and benches (within El Dorado County). It should be noted that in El Dorado Hills,

TABLE 18: El Dorado Transit Vehicle Roster

#	Year	Type	Seating Capacity	Service Used for	Planned Replacement	Mileage	WC
601	2006	Bluebird bus	45a/2wc	COM		200,334	√
602	2006	Bluebird bus	45a/2wc	COM		220,496	√
603	2006	Bluebird bus	45a/2wc	COM		216,347	√
604	2006	Bluebird bus	45a/2wc	COM		163,835	√
605	2006	Bluebird bus	45a/2wc	COM		159,908	√
606	2006	Bluebird bus	37a/2wc	COM		12,158	√
607	2006	Bluebird bus	37a/2wc	COM		137,632	√
608	2006	Bluebird bus	37a/2wc	COM		93,506	√
609	2006	Bluebird bus	37a/2wc	COM		128,708	√
610	2006	Bluebird bus	37a/2wc	COM		221,784	√
1001	2010	MCI coach	57a/2wc	COM		120,151	√
1002	2010	MCI coach	57a/2wc	COM		98,160	√
1003	2010	MCI coach	57a/2wc	COM		105,645	√
1004	2010	MCI coach	57a/2wc	COM		92,653	√
1005	2010	MCI coach	57a/2wc	COM		87,124	√
1006	2010	MCI coach	57a/2wc	COM		116,273	√
1007	2010	MCI coach	57a/2wc	COM		104,179	√
1008	2010	MCI coach	57a/2wc	COM		74,883	√
1009	2010	MCI coach	57a/2wc	COM		86,292	√
611	2006	minivans	3a/1wc	DR	2012/13	202,338	√
612	2006	minivans	3a/1wc	DR	2012/13	170,438	√
801	2008	minivans	5a/1wc	DR	2012/13	155,546	√
802	2008	minivans	5a/1wc	DR	2012/13	149,638	√
803	2008	minivans	5a/1wc	DR	2013/14	139,238	√
1010	2010	minivans	5a/1wc	DR	2016/17	41,296	√
1011	2010	minivans	5a/1wc	DR	2016/17	48,211	√
1012	2010	minivans	5a/1wc	DR	2016/17	43,582	√
1013	2010	minivans	5a/1wc	DR	2016/17	33,813	√
1101	2001	minivans	5a/1wc	DR	2017/18	7,756	√
201	2002	cutaway	20a/2wc	DR/LO	2012/13	244,960	√
304	2003	cutaway	20a/2wc	DR/LO	2013/14	197,099	√
703	2007	cutaway	26a/2wc	DR/LO	2014/15	146,148	√
704	2007	cutaway	26a/2wc	DR/LO	2014/15	158,927	√
705	2007	cutaway	26a/2wc	DR/LO	2014/15	190,470	√
706	2007	cutaway	26a/2wc	DR/LO	2013/14	242,968	√
707	2007	cutaway	26a/2wc	DR/LO	2014/15	175,929	√
708	2007	cutaway	26a/2wc	DR/LO	2013/14	205,539	√
901	2009	cutaway	26a/2wc	DR/LO	2015/16	117,963	√
902	2009	cutaway	26a/2wc	DR/LO	2015/16	111,031	√
903	2009	cutaway	26a/2wc	DR/LO	2015/16	99,492	√
904	2009	cutaway	26a/2wc	DR/LO	2015/16	59,409	√
905	2009	cutaway	26a/2wc	DR/LO	2015/16	64,219	√
906	2009	cutaway	26a/2wc	DR/LO	2015/16	67,806	√
907	2009	cutaway	26a/2wc	DR/LO	2015/16	69,918	√
908	2009	cutaway	26a/2wc	DR/LO	2015/16	58,066	√
1201	2012	cutaway	28a/2wc	DR/LO		2,098	√
107	2001	cutaway	20a/2wc	n/a	surplus	307,538	√
202	2002	cutaway	20a/2wc	n/a	surplus	296,729	√
305	2003	cutaway	20a/2wc	n/a	surplus	239,925	√
9601	1996	trolley	20a/1wc	n/a	surplus	74,004	√

DR = Demand Response LO = Local Routes CO = Commuter Routes
Source: El Dorado Transit, August 2012 WC = Wheelchair

TABLE 19: Park-and-Ride Lots in the Highway 50 Corridor: El Dorado County

Location	Post Mile	Parking Spaces	Lot Usage (number, percent)						Amenities		Conditions		Transit Serving Lot	
			2000	2001	2002	2003	2004	2005	# of Bike Locks	Bike Lkrs? Phones?	Maint.	Security		
El Dorado Hills,	2	120	n/a	83	101	95	126/104	129/131	10	yes	no	good	good	EDC Transit
White Rock Road and Latrobe Road					84%	79%	96%	108%	Lights, 3 sets bike racks, 4 covered transit shelters, 3 battery charging units, needs garbage pick-up. Packed cars now double parking, needs more spaces. Better Signage to lot, great condition.					
Shingle Springs,	8.6	111	61	58	62	74	73/67	71/67	0	no	no	poor	average	EDC Transit
Ponderosa Road and Wild Chaparral			55%	52%	56%	67%	63%	62%	Poor pavement and stripping, and plant overgrowth.					
Placerville,	15	70	55	59	56	43	50/60	56/51	0	no	no	average	average	EDC Transit
Missouri Flat Road and Mother Lode Drive			79%	84%	80%	61%	79%	77%	Needs glass sweep & garbage pick-up.					
Shingle Springs,	8.6	57	14	20	9	32	23/19	21/18	0	no	no	average	poor	EDC Transit
South Shingle Rd and Durock Rd, S. of 50			25%	35%	16%	56%	37%	35%	Need garbage pick-up & glass sweep;concrete bumpers crumbling. Lots of plant overgrowth in spaces and sewage smell.					
Cameron Park,	5	33	47	45	39	33	43/48	46/47	0	no	no	average	average	EDC Transit
US 50 and Cameron Drive			142%	136%	118%	100%	136%	142%	Needs more signage as only one P&R sign posted on SR; no lot striping; bike lockers still in bad condition. Lot is crowded needs more spaces.					
Shingle Springs,	8.6	28	14	20	16	20	24/9	11/9	0	no	no	average	average	EDC Transit
Ponderosa Road and Shingle Road			50%	71%	57%	71%	59%	36%	Needs repaving; needs glass and trash pickup, bus stop in complete disrepair.					
Five Mile Terrace,	23.3	24	--	3	6	3	5/0	1/1	0	no	no	average	poor	No
Sierra Blanca Drive			13%	13%	25%	13%	10%	4%	On Camino Heights Drive across gas station/phone; good condition.					
Unincorporated,	12.2	22	3	3	2	3	6/5	2/4	0	no	no	poor	poor	No
US 50 and Greenstone Road			14%	14%	9%	14%	25%	14%	No lights, needs trash pickup, concrete bumpers crumbling.					
Shingle Springs,	14.9	19	5	5	5	3	4/6	4/3	0	no	no	poor	poor	No
US 50 and Shingle Springs Drive (NW)			26%	26%	26%	16%	26%	18%	Dirt in lot/need re-striping, no ADA, no phone, has lights, needs glass sweep, concrete bumpers crumbling.					
Total		484	199	296	296	306	336	327						
Percent Usage			59%	61%	61%	63%	69%	67%						
Source: Sacramento Area Council of Governments and Caltrans (www.SacRegion511.org).														

TABLE 20: El Dorado Transit Shelter and Bench Locations

Bus Stops with Shelters

Bel Air (Goldorado Center)	Market Court
Big 5 (Placerville Dr.)	Marshall Hospital
Broadway and Schnell School Rd.	Missouri Flat Transfer Center
Cambridge Road Park and Ride	Placerville Library/Govt. Center
Cameron Park Dr. and Green Valley Rd.	Placerville Station Transfer Center/Park and Ride
Central Transit Center	Prospector Plaza
Coloma Court	Regal Theaters
Cottonwood Senior Apts.	Safeway Plaza (Pony Express Trail)
El Dorado Hills Park and Ride	Tunnel Street Apts.
El Dorado Transit Offices	Woodman Circle
Forni Rd. and Lo-Hi Way	
Home Depot, Placerville Dr.	

Bus Stops with Benches

Big Lots (Fair Lane)	Golden Center Ct. (Building 1)
Broadway and Carson Rd.	Panther Ln.
Carson Rd. and Larson Dr.	Placerville Post Office
Cold Springs Dental	Placerville Senior Center
Diamond Springs Mobile Home Park	Pleasant Valley Rd. and Church St.
DMV, Placerville Office	Pleasant Valley Rd. and Diamond Meadows Way
Eskaton Lincoln Manor	Rite Aid (Broadway)
Fowler Way	

Source: El Dorado Transit

should the Rolling Hills Church located on White Rock near Latrobe Road decide to expand, there is a requirement that they designate a portion of their parking lot for public transit use (such as a park-and-ride).

Bicycle and Pedestrian Facilities

At least on one end of their trip, the large majority of transit passengers are also pedestrians or cyclists, or wheelchair users. As a result, attractive, convenient and safe pedestrian and bicycling routes are a very important element in a successful transit program. While the specific location of transit stops in El Dorado Hills will be determined at later stages of this study, it is worthwhile to review current pedestrian and bicycle conditions and facilities in the community. Though it is a relatively modern community, portions of El Dorado Hills were developed in a period when sidewalks and bicycle facilities were not a high priority.

In 2010, the El Dorado County Transportation Commission updated the previously adopted El Dorado County Bicycle Master Plan, which was adopted in January 2005. The proposed bikeway system is slightly over 280 miles in length, and includes a strategy for development of Class I Bike Path along the entire Sacramento-Placerville Transportation Corridor, also known as

"The El Dorado Trail." The existing and proposed bicycle facilities for El Dorado Hills are depicted in Figure 18. The existing bicycle facilities listed in the plan include the following:

- New York Creek Nature Trail, along El Dorado Hills Boulevard from
- Class II Bike Lanes on Sophia Parkway
- Class II Bike Lanes on White Rock Road—Joerger Cut-Off Road to Latrobe Road
- Class II Bike Lanes on White Rock Road—Latrobe Road to Carson Crossing Road
- Class II Bike Lanes on Latrobe Road—Golden Foothill Parkway to Town Center
- Class II Bike Lanes on Green Valley Road—400 feet west of El Dorado Hills Boulevard to County line
- Class I Bike Path—Near Serrano Parkway to Woedee Drive
- Class I Bike Path—Along Bass Lake Road from Silver Dove Way to Serrano Parkway
- Three Bike Route Signs: one at Harvard Way, two at Governor's Drive
- Bike Parking (bike lockers and a bike rack) at the El Dorado Hills Park-and-Ride

The development of the proposed system will provide better access to the County's transit network and activity centers as well as encourage increased use of the bicycle as a transportation mode.

There is not currently an inventory of sidewalks in El Dorado Hills, but there are numerous Safe Routes to Schools studies conducted throughout the area which describe bicycle and pedestrian conditions near schools.

OTHER TRANSIT PROVIDERS IN EL DORADO COUNTY

In addition to El Dorado Transit, there are several other transportation providers serving Western El Dorado County. Summary descriptions of the available transportation services are described below.

Senior Shuttle Program – Operated by the El Dorado County Department of Human Services, this program assists adults 60 years and older with grocery shopping trips two to three times each week and monthly outings to Senior Nutrition Dining Centers. There are seven (7) different Senior Dining Centers within Western El Dorado County: Placerville, Diamond Springs, Pollock Pines, Greenwood, Somerset, Shingle Springs, and El Dorado Hills. Using volunteer drivers, one van is used to transport approximately 140 seniors each month. The Senior Shuttle Program operates in Placerville, Diamonds Springs, and is beginning service in El Dorado Hills.

Snowline Hospice Volunteer Services – Snowline Hospice is a non-profit, community-based organization dedicated to meeting the unique physical, emotional, and spiritual needs of those who are nearing the end of their life. As part of the program, volunteers often provide transportation for consumers to medical appointments.

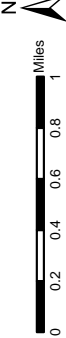
Placerville Advocacy, Vocational, and Educational Services (PAVES) – PAVES provides training in areas of self-help skills, advocacy, community integration, and pre-employment for adults with developmental disabilities. Volunteers provide transportation for consumers.

EL DORADO COUNTY Bicycle Facilities Network

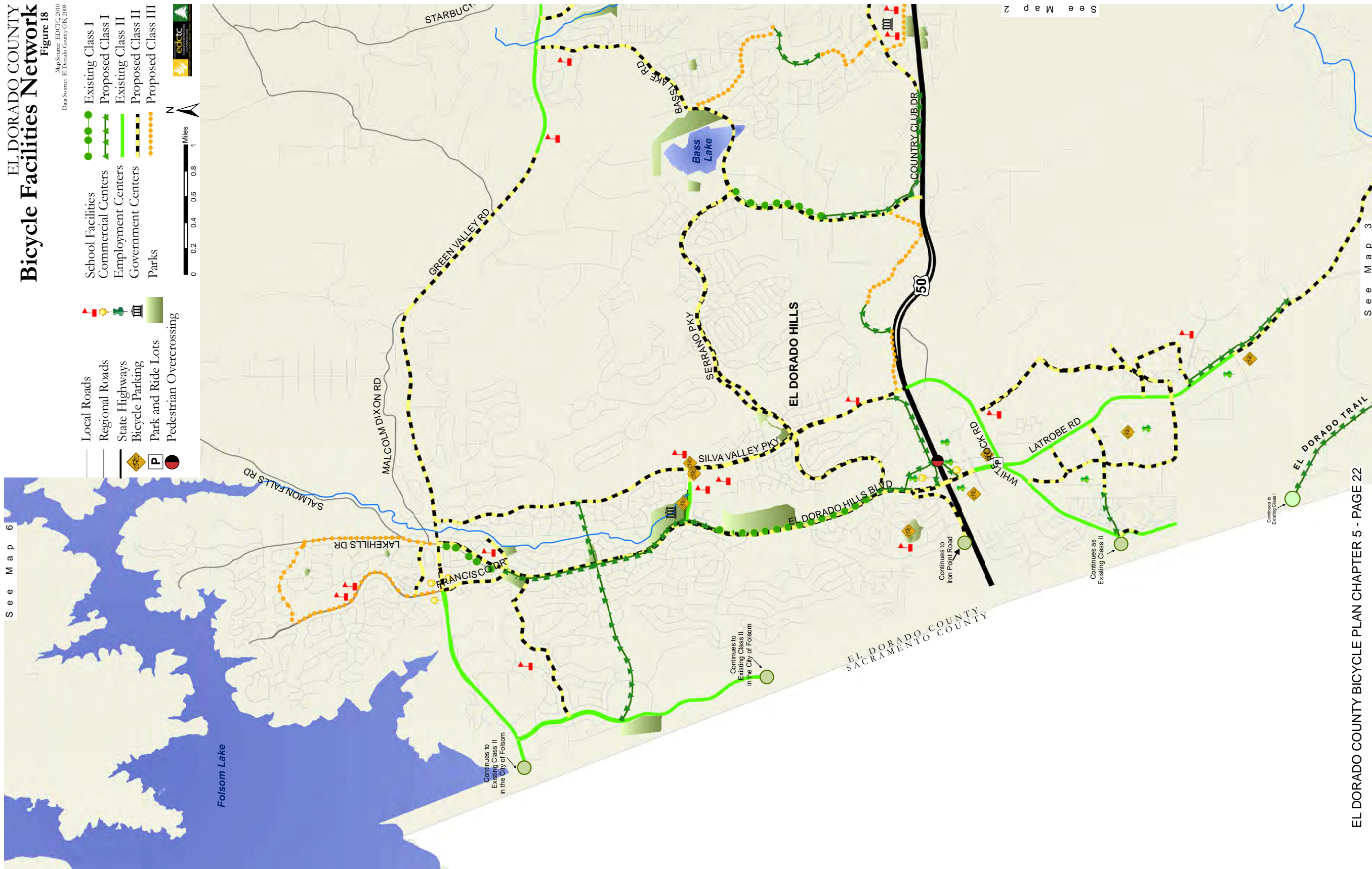
Figure 18

Map Source: EDC/CTC 2010
Data Source: El Dorado County GIS, 2009

- | | | | |
|--|-------------------------|--|--------------------|
| | Local Roads | | Existing Class I |
| | Regional Roads | | Proposed Class I |
| | State Highways | | Existing Class II |
| | Bicycle Parking | | Proposed Class II |
| | Park and Ride Lots | | Proposed Class III |
| | Pedestrian Overcrossing | | School Facilities |
| | | | Commercial Centers |
| | | | Employment Centers |
| | | | Government Centers |
| | | | Parks |



See Map 6



See Map 2

See Map 3

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The Gates Recovery Foundation – The Gates Recovery Foundation offers detoxification services, substance abuse counseling, and recovery programs to those individuals who suffer from alcohol or drug addiction. Volunteer transportation is provided.

United Cerebral Palsy (UCP) of Greater Sacramento – UCP provides adult day programs, transportation, in-home respite, independent living skills instruction, toy lending library, equine assisted therapy and sports program for people with cerebral palsy and other developmental disabilities. Specialized door-to-door transportation services are provided for consumers to educational or vocational programs.

El Dorado County Department of Human Services - Adult Protective Services (APS) – The program is supervised by the California Department of Social Services and administered locally by the El Dorado County Department of Human Services. It provides assistance to seniors and dependent adults who are functionally impaired, unable to meet their own needs or are victims of abuse, neglect or exploitation. In addition to crisis intervention, other emergency services can be provided such as food, transportation (vouchers for El Dorado Transit), shelter, and referrals.

Vision Coalition of El Dorado Hills and Teen Advisory Committee – The mission of the Vision Coalition is to promote activities to keep youth safe, healthy, and free from drugs, alcohol, and tobacco. The Coalition organizes volunteer transportation. The Vision Coalition is interested in partnering with other agencies such as the senior center, other non-profits, and human services agencies to share transportation costs, and may also be a good recipient for retired transit vehicles.

New West Haven (Assisted Living) – New West Haven is a residential care facility for seniors offering residents with assistance with the activities of daily living. The program includes arranging transportation to medical and dental appointments.

50 Corridor Transportation Management Association (TMA) – The TMA promotes commuting alternatives by providing information for ridesharing and placement assistance to employers, individuals, developers, and other interested organizations.

Taxi and Limousine Services – There are several taxicab companies serving Western El Dorado County which operate 24-hour service. Although their main service area is the greater Placerville area, they will take customers to destinations as far as South Lake Tahoe and the Sacramento International Airport. Base fares range from \$4 for the first 1.5 miles to \$8 for the first 3.2 miles, with a cost of \$2.50 for each additional mile or fraction thereof. Fares to the Airport range between \$55 and \$105 or more depending on the pick-up location. In addition to taxicab companies, there are several limousine companies that serve Western El Dorado County.

REGIONAL TRANSPORTATION SERVICES

Amtrak Thruway

Amtrak Thruway feeder bus service is provided daily from the Placerville Station Transit Center to the Sacramento Amtrak station (as part of a longer route between Carson City Nevada and

Sacramento). Amtrak Thruway buses serve the Placerville Station eastbound at 11:00 AM and 5:10 PM. Westbound service from Carson City to Sacramento stops at the Placerville Station at 10:05 AM and 3:35 PM.

Chapter 4

El Dorado Hills Transit Demand Analysis

A key step in developing and evaluating transit plans is a careful analysis of the mobility needs of various segments of the population and the potential demand for transit services. This is a particularly difficult task for El Dorado Hills because it has blended characteristics of a small urban, suburban and rural community and is not easily classified. While historically El Dorado Hills has been a bedroom community for the Sacramento Region, it has grown into a community with an increased number of retirees, more low income households, as well as commercial growth.

The best approach for forecasting demand and estimating need is to use multiple methodologies and then evaluate the results in the context of the specific conditions in El Dorado Hills. The demand analysis presented in this Chapter is based on methodologies developed for the Transportation Research Board (TRB) of the American Academy of Scientists. The demand estimation models are presented in *Methods for Forecasting Demand and Quantifying Need for Rural Passenger Transportation* published as a web-based document in 2009 by the Transit Cooperative Research Program and authored by Vanasse Hangen Brustlin; LSC Transportation Consultants, Inc.; and Erickson Consulting, LLC. The methodology developed for this project is based on data available through the US Census (American Community Survey) and is an update of initial work on estimating demand for rural passenger transportation that was published in 1995 in TCRP Report 3.¹ The document will herein be referred to as the *Workbook*. The Workbook includes a linked spreadsheet for applying the procedures to quantify need and estimate demand. The data input spreadsheet is presented in Table 21 and the data output of need and demand estimation is shown in Table 22. The applications of the methodologies are discussed below.

QUANTIFYING TRANSIT NEED

Need is defined in two ways—as the number of people in a given geographic area likely to require a passenger transportation service, and as the number of trips that would be made by those persons if they had minimal limitations on their personal mobility. Because the incremental cost of a trip using a car is low for those who have ready access to and ability to use a car, the difference between the number of daily trips made by persons with ready availability of a personal vehicle and by those lacking such access is used as the indicator of the unmet need for additional person-trips. Not all of this unmet need will be provided by public transit services. Persons lacking a personal vehicle or the ability to drive access transportation through friends, relatives, volunteers and social service agencies, as well as from public transportation services.

Additionally, the number of zero vehicle households was multiplied by the occupancy of zero vehicle households to estimate the total number of individuals who need transportation. This data was derived from the American Community Survey. The calculated result, or output, is shown in Table 22. As indicated, based on the income and zero vehicle households, as well as a

¹ The current web-based document with detailed information on the methodology can be found at http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_webdoc_49.pdf.

TABLE 21: Service Area Characteristics Inputs

Service Area:	El Dorado Hills, CA
Analysis Description:	Transit Need and Demand Estimates
Additional Description:	Semi-rural Community with minimal Transit Services

Transit Need Inputs		
Number of persons residing in households with income below the poverty level:	<input type="text" value="1,217"/>	
Number of persons residing in households owning no vehicles:		
	Households	Persons
1-Person households:	<input type="text" value="142"/>	<input type="text" value="142"/>
2-Person households:	<input type="text" value="41"/>	<input type="text" value="82"/>
3-Person households:	<input type="text" value="18"/>	<input type="text" value="54"/>
4-or-more-Person households:	<input type="text" value="0"/>	<input type="text" value="0"/>
Mobility Gap:		
Enter State (from drop-down list):	<input type="text" value="CA"/>	
General Public Rural Demand		
Estimate rural transit trips based on vehicle-miles		
Rural vehicle-miles:	<input type="text" value="68,850"/>	Annual Vehicle-Miles
Estimate rural transit trips based on vehicle-hours		
Rural vehicle-hours:	<input type="text" value="4,590"/>	Annual Vehicle-Hours
Small City Fixed Route Inputs		
Population of City	<input type="text" value="42,108"/>	Persons
College and University Enrollment:	<input type="text"/>	Students
Annual Revenue-Hours of Service:	<input type="text" value="4,590"/>	Annual Revenue-Hours
Commuter to Urban Centers Inputs		
Person work trips:	<input type="text" value="15,410"/>	
Service Availability Inputs		
Size of Service Area	<input type="text" value="32"/>	Square Miles
Vehicle-Miles Available to Persons Age 60 and Above	<input type="text" value="15,000"/>	Annual Vehicle-Miles
Vehicle-Miles Available to Persons with Mobility Limitations Age 16 to 64	<input type="text" value="15,000"/>	Annual Vehicle-Miles
Taxi Vehicle-Miles Available to General Public	<input type="text" value="0"/>	Annual Vehicle-Miles
Non-Taxi Vehicle-Miles Available to General Public	<input type="text" value="0"/>	Annual Vehicle-Miles

Program Type	Enter Number of Participants	Estimated number of	Annual Number of Days Service
Developmental Services: Adult	<input type="text" value="20"/>		
Developmental Services: Case Management		<input type="text" value="24"/>	
Developmental Services: Children		<input type="text" value="45"/>	
Developmental Services: Pre-School			
Group Home			
Headstart		<input type="text" value="13"/>	
Job Training			
Mental Health Services	<input type="text" value="25"/>		
Mental Health Services: Case Management	<input type="text" value="53"/>		
Nursing Home	<input type="text" value="15"/>		
Senior Nutrition	<input type="text" value="40"/>		
Sheltered Workshop	<input type="text" value="5"/>		<input type="text" value="255"/>
Substance Abuse		<input type="text" value="37"/>	

Demographics Inputs	Enter demographic data (from US Census website or other source)	American Community Survey Table Number	Decennial Census Table Number
Total Population	<input type="text" value="42,108"/>	S0101	QT-P1
Persons Age 16 and Above		S0101	QT-P1
Persons Age 60 and Over	<input type="text" value="6,852"/>	S0101	QT-P1
Persons Age 16 to 64		S0101	QT-P1
Mobility Limited Population		S1801	QT-P21
Mobility Limited 16 to 64	<input type="text" value="893"/>	S1801	QT-P21
Families Below Poverty Level	<input type="text" value="241"/>	C17013	PCT157
Persons Age 16 to 59	<input type="text" value="24,538"/>	S0101	QT-P1
Persons Age 75 and Above		S0101	QT-P1
Persons Age 65 and Above		S0101	QT-P1
Persons Age 64 or Less Living Below Poverty	<input type="text" value="1,101"/>	C17001	PCT142

While not currently available for all areas, the preferable source of demographic data is the American Community Survey, available at:
http://factfinder.census.gov/servlet/DatasetMainPageServlet? lang=en& ts=257695067045& ds_name=ACS_2008_3YR_G00_& program
 At that website, first click "Clear all selections," then Select "Enter a Table Number."
 For the number of persons residing in households that do not own vehicles, enter table number C08201
 For the number of persons residing in households below the poverty level, enter table number C17001
 If required data are not available from the American Community Survey for the desired location, data may be obtained from the Decennial Census. Click on the link below:
http://factfinder.census.gov/servlet/DatasetMainPageServlet? program=DEC& submenuld=datasets_1& lang=en
 At that website, first click "Clear all selections," then Select "Enter a Table Number."

"mobility gap factor" determined by evaluating travel trends across the United States, the estimated transit need is calculated to be 150,800 annual one-way passenger trips. Again, this need represents the entire travel need of those without vehicles, only a portion of which would potentially be served by a comprehensive, high quality public transit program.

FORECASTING TRANSIT DEMAND

While transit need is defined by the number of people requiring trips and the number of trips made by those people, demand is defined as the number of trips likely to be made over a given period within a given geographic area at a given price and level of service. The TCRP

Table 22: Transit Need/Demand Estimation Outputs

Service Area:	El Dorado Hills, CA
Analysis Description:	Transit Need and Demand Estimates
Additional Description:	Semi-rural Community with minimal Transit Services

Estimation of Transit Need		
Total need for passenger transportation service:	1,495	Persons
Total households without access to a vehicle:	201	Households
State Mobility Gap:	2.5	Daily 1-Way Psgr.-Trips per Household
Total need based on mobility gap:	503	Daily 1-Way Passenger-Trips
	150,800	Annual 1-Way Passenger-Trips

Small City Fixed Route		
Annual Ridership:	49,000	Annual 1-Way Passenger-Trips

Commuters to Urban Centers		
Commuter trips by transit between counties:	185	Daily 1-Way Passenger Trips
	47,200	Annual 1-Way Passenger-Trips

Rural Program Demand		
<i>Annual Program Trip Estimation</i>		
Developmental Services: Adult	7,200	Annual 1-Way Passenger-Trips
Developmental Services: Case Management	900	Annual 1-Way Passenger-Trips
Developmental Services: Children	N/A	Annual 1-Way Passenger-Trips
Developmental Services: Pre-School		Annual 1-Way Passenger-Trips
Group Home		Annual 1-Way Passenger-Trips
Headstart	3,400	Annual 1-Way Passenger-Trips
Job Training		Annual 1-Way Passenger-Trips
Mental Health Services	8,700	Annual 1-Way Passenger-Trips
Mental Health Services: Case Management	300	Annual 1-Way Passenger-Trips
Nursing Home	100	Annual 1-Way Passenger-Trips
Senior Nutrition	9,900	Annual 1-Way Passenger-Trips
Sheltered Workshop	2,000	Annual 1-Way Passenger-Trips
Substance Abuse	N/A	Annual 1-Way Passenger-Trips
Total Rural Program Demand	32,500	Annual 1-Way Passenger-Trips

methodology has been developed to provide planners with the ability to answer questions regarding the magnitude of the need for public transit services within a geographic area, as well as the annual ridership (i.e. "demand") that a transit service would be expected to carry. The procedures for preparing forecasts of demand have been stratified by market:

- General public services
- Program or sponsored trips
- Commuters
- Intercity transit services (service between two or more cities)

General Public Demand

Two different methods were applied to estimate transit demand generated by the general public (methods are listed in order of suggested application):

- **Peer Data Method:** This method calculates the transit usage in the current El Dorado Transit service area and forecasts ridership at a similar level in El Dorado Hills. Applying the transit ridership per capita for the existing ridership level of El Dorado Hills population, expected ridership would be approximately 185,000 passenger trips per year. However, the demographics of El Dorado Hills indicate that a lower per capita transit rate is appropriate. Specifically, the lower proportion of low income households (only 2.9 percent in El Dorado Hills versus 6.6 percent in Western El Dorado County) and the lower proportion of zero vehicle households (only 1.2 percent of households in El Dorado Hills versus 2.5 percent in Western El Dorado County). Overall, the potential demand in El Dorado Hills is forecast to be 43 percent of the peer average, indicating an annual ridership of 79,400.
- **TCRP Small City Fixed Route Method:** The TCRP methodologies includes a specific methodology for small urban areas (less than 50,000 population) which is applicable to El Dorado Hills. This methodology simply takes into consideration the total population and estimated annual vehicle hours of service. Assuming two vehicles operate full days all year, the annual vehicle hours would be 4,590, and the forecast ridership would be an estimated 49,000 one-way trips annually.

A reasonable planning estimate for purposes of this study is the average of the two results, or approximately 65,000 transit passenger one-way trips per year. Note that this figure assumes a high level of transit service is available to all residents of El Dorado Hills.

Program (Sponsored) Trips

In rural or small urban areas such as El Dorado Hills, the transit trips made by residents to and from specific social programs (such as for job training or sheltered workshops) typically comprise a large part of the total transit demand. This demand differs from other types of demand, in that clients in each program specifically generate this need for service. To develop an estimate of the demand for program trips the types of programs and related population (or better still, the actual number of participants) are entered into the "input" spreadsheet in Table 21. Based on the selected input, the forecasted demand is estimated at 32,500 one-way trips annually, with the largest demand (9,900) by senior nutrition and the next largest demand (8,700) for mental health services.

Commuters to Sacramento

An important element of the total demand for transit services in the region is commuter services. This element has become an important "market" for many transit systems, including El Dorado Transit. The TCRP methodology for this market segment is strictly a function of mode split for the number of employees commuting from El Dorado Hills to another County. Based on commuter pattern data shown in Table 7, it can be determined that 7,705 residents commute to locations in Sacramento, Placer and Yolo Counties and are potential transit commuters. It is also assumed that these individuals make a round trip each day, so that 15,410 work trips are

made each day, as shown in the input data in Table 21. Based on this information, it estimated that 185 commute trips would be made by transit daily, or 47,200 one-way trips annually.

Commuters to El Dorado Hills Employment Sites

There is also a potential demand for persons commuting to El Dorado Hills from residences elsewhere along the US 50 corridor. Reflecting that commuter services are not found to generate significant ridership for short travel distances (other than for employment sites with paid parking and/or significant traffic delays), this analysis focuses on residential areas more than 10 miles from El Dorado Hills, both to the west (Sacramento, Rancho Cordova, Orangevale) and to the east (Placerville, Diamond Springs, Camino). Applying a conservatively low transit mode split (reflecting the relatively easy conditions of commuting to El Dorado Hills by car), a potential demand for persons commuting to employment sites in El Dorado Hills is estimated to be 6,300 trips per year for commuters coming "up the hill" and 1,500 for commuters coming "down the hill." Depending on final routing, these passengers could potentially add to use on a local general public service in El Dorado Hills.

Intercity Transit Demand

As El Dorado Transit provides a connection to intercity bus, rail and air services in Sacramento, another potential source of transit demand is persons using the local transit program as part of their longer intercity trip. In order to estimate demand for intercity bus service, a model was used from the report "*Planning Techniques for Intercity Transportation Services.*" In general, the model considers data including the number of passengers traveling one-way on a given route, the frequency of service, the population served, cost to the rider, and the distance of the trip.

In El Dorado Hills, assuming one round-trip would be made each day throughout the year at a fare equivalent to \$0.10 (an industry standard), the total demand for intercity service can be calculated to equal 13,970 one-way passenger trips per year.

SUMMARY OF TRANSIT DEMAND

A summary of the results of the various demand methodologies above are presented in Table 23. These estimates are not cumulative; some are different approaches to the same target market, and different methods forecast demand for different target markets. As indicated, the general public demand is estimated to equal 65,000 one-way annual passenger trips (average of two methods). For program-sponsored trips, demand is forecast to be an estimated 39,100 one-way passenger trips. Total commuter demand both to and from El Dorado Hills equals 55,000 passenger-trips per year.

While the demand forecasts have highly variable results, they are useful in determining a range of service which might be appropriate in the future, particularly in light of what service is available. Table 23 also presents the current service available to El Dorado Hills residents. While there is no fixed route service available, Dial-a-Ride service is available, as is commuter service, and a limited amount of service through the Community Center and Senior Shuttle. Currently, an estimated 41,760 commute trips are made by El Dorado Hills residents (based on 128,506 total annual trips, of which 32.5 percent were made by residents of El Dorado Hills). This

TABLE 23: Summary of El Dorado Hills Transit Demand

Estimation Methodology	Type of Trip					TOTAL
	Work	Elderly / Disabled	Other Non-Program	Total Non-Program	Program	
<u>General Public Demand</u>						
Peer Analysis Method	--	--	--	--	--	79,400
Method Average	--	--	--	--	--	49,000
						65,000
Program (Sponsored) Trips	--	--	--	--	32,500	32,500
<u>Commuter Demand</u>						
To Sacramento County from EDH	47,200	--	--	--	--	47,200
To EDH From Sacramento County	6,300	--	--	--	--	6,300
To EDH From Placerville Area	1,500	--	--	--	--	1,500
Total: All Commuter Demand	55,000					55,000
Intercity Demand						13,970
Current Level of Service in El Dorado Hills	Type of Trip					TOTAL
	Work	Elderly / Disabled	Other Non-Program	Total Non-Program	Program	
El Dorado Transit Commuter Service ¹	41,760	--	--	--	--	41,760
El Dorado Transit Dial-a-Ride Service ²	--	1,510	--	--	--	1,510
El Dorado Transit MORE	--	--	--	--	--	0
El Dorado Transit SDC	--	--	--	--	--	0
Community Center Transportation	--	--	--	--	--	0
Senior Center Transportation	--	--	--	--	--	0
<p>Note 1: Ridership of 128,506; 45% of boardings were at El Dorado Hills PNR; but El Dorado Hills residents accounted for 32.5% of ridership based on May 2011 surveys.</p> <p>Note 2: DAR annual ridership of 26,523, of which 5.8% originated or ended in El Dorado Hills.</p> <p>Source: LSC Transportation Consultants, Inc.</p>						

indicates the level of commuter service very nearly meets the demand generated in El Dorado Hills. On the other hand, only an estimated 1,540 annual trips are made on the Dial-a-Ride serving seniors and disabled, including some program-sponsored needs, and this is a much lower level than is indicated by demand forecasts. Furthermore, the general public demand ranges between 13,770 to as much as 92,500, indicating that the service provided by the Dial-A-Ride provides only a small percentage of demand.

FUTURE TRENDS IN TRANSIT DEMAND

Future change in actual transit demand will be influenced by a variety of factors, including:

Increasing Fuel Costs – The dramatic increase in gas prices over the last several years has increased the demand for public transit services across the nation. This increase particularly affects low income and discretionary riders, and has less of an impact on program-related demand. This factor was not considered in developing the transit demand methodologies used above.

Development in El Dorado Hills – The economic slowdown of the past several years has created some vacancies in housing and commercial areas, and building has nearly stopped, but a turn-around in the next several years is likely. An increase in commercial development could increase the need for local transportation services, and an increase in housing could translate to an increased demand for all transit markets.

Change in Total Population – The total countywide population is expected to grow at a slow but steady pace of approximately 1.4 percent each year, according to the California Department of Finance (May 2012 estimates). However, El Dorado County grew at a similar rate over the past decade while El Dorado Hills grew at a rate of 8.9 percent annually (US Census). While El Dorado Hills will not likely continue this rapid pace of growth, it is likely to grow faster than other portions of the County, and this will affect demand.

Change in Senior Population – The change in the senior population will also impact transit demand. There are no age-based projections available. However, in the past decade, the number of seniors aged 65 and older in El Dorado Hills outpaced other age groups, increasing from 7.5 percent of the El Dorado Hills population in 2000 to 10.1 percent of the population in 2010. If this trend continues, there will be an increased demand for senior transportation.

Changing Infrastructure – How people and vehicles move around affects transit demand as well. Some infrastructure changes that might affect transit include:

- **Park-and-Ride Lots:** The overcrowding of the El Dorado Hills Park-and-Ride lot discourages some passengers from using that lot. Expanded parking might increase the level of commuting, although it is more likely to attract up-hill commuters to drive to further if easier access is provided.
- **HOV Lanes and the Capital Southeast Connector:** Changes to the road infrastructure which make road travel faster can impact decisions to use transit. If the roads are more convenient, travelers may opt to drive alone rather than carpool or use transit. But what also can happen is that buses can access High Occupancy Vehicle (HOV) lanes to move much faster than individual vehicles, making transit more attractive.
- **Bike and Pedestrian Access:** El Dorado Hills has pleasant weather conditions much of the year, making walking and cycling viable and attractive options for mobility (although the hilly terrain limits this mode for many would-be cyclists). The increased attention to the infrastructure for bikes and pedestrians can also affect the need for transit service to complete trip ends.

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Chapter 5

Survey Analysis and Public Outreach

COMMUNITY-BASED SURVEYS

An important part of this study is to gain an understanding of the need and demand for transit services in El Dorado Hills, including an understanding of who is interested in transit service and for what purposes. While Chapter 4 described transit need and demand based on methodologies applied to the demographics of the area (resulting in a quantitative analysis of that demand), a community-based survey was conducted in order to gain valuable insight into the individual needs for public transit services, and an understanding of the qualitative factors of need and demand.

Survey Instruments

The surveys were developed by the consultant with input from the Project Advisory Committee. LSC Transportation Consultants created a survey intended to answer the transit demand questions which would help in planning potential transit services. The survey questions and format were then reviewed by the committee which provided feedback that resulted in a survey instrument which better suited the local needs, including a stream-lined format. Surveys were available in an online format and as hard copies. The finalized survey instruments are provided in *Appendix B: Survey Instruments*.

Survey Outreach

There were numerous outreach efforts to encourage the El Dorado Hills community to participate in the survey, including:

- An article about the survey was included in the *Village Life* newspaper.
- Members of the Project Advisory Committee were key in posting flyers in community clubhouses, at the Community Services District, at the Senior Center, at low income housing centers, and at other key locations. PAC members also provided flyers and copies of the surveys to their constituents.
- Flyers were posted at the El Dorado Hills Park-and-Ride lot and on commuter buses to alert passengers of the upcoming survey.
- Announcements were posted on the El Dorado Transit website as well as the EDCTC website. These announcements included direct links to take the survey.

This outreach encouraged members of the community to participate in the survey, particularly if they had an interest in seeing transit services provided in the El Dorado Hills community. Copies of the flyer and web announcements are included in *Appendix C: Outreach Materials*.

Survey Methodology

Surveys were available in hard copy and online from Tuesday, July 10 to Friday, August 3, 2012. Online copies were accessed through links at the El Dorado Transit and El Dorado County Transportation Commission websites. Flyers included web addresses for individuals to find the surveys online.

Hard copies were mailed to all who requested them. In particular, hard copies were distributed to members of the PAC, including:

- The El Dorado Hills Senior Center
- Four Seasons Senior Housing Community
- White Rock Affordable Housing Community
- Vision Coalition

A total of 377 surveys were completed online. Additionally, LSC Transportation Consultants received 241 hard copies of surveys for a total of 618 completed surveys. Because survey participants were self-selected, the survey does not represent a statistically valid representation of the El Dorado Hills community. Only a randomly selected survey pool could provide statistical validity. Therefore, this survey cannot be used to quantitatively evaluate the number of individuals who would likely use transit over the entire community. What the survey can determine, however, is what purpose residents have for wanting transportation services (focusing on those residents with enough interest in public transit to complete a survey), what destinations are most in demand, and what hours and days transportation service are desired. This information is important in developing service alternatives for meeting potential demand.

Survey Results

The following provides a summary of survey results, summarized in order of questions on the survey form (see *Appendix B* for survey instrument). The answers are also summarized in Tables 24 and 25.

Q1. Are you a resident of El Dorado Hills?

The majority (78 percent) of respondents are El Dorado Hills residents, as indicated in Table 24 and Figure 19. Other residential locations of respondents included Cameron Park (6 percent), Placerville (3 percent), Shingle Springs (2 percent) and Folsom (2 percent). The full list of responses is listed in *Appendix D: Summary of Open Ended Responses*.

Q2. What is the nearest cross street to your home?

Table 26 lists the locations where respondents from El Dorado Hills live. A total of 449 identifiable intersections were listed. As shown, many of the respondents live near White Rock Road and Latrobe Road (including residents of White Rock Village) as well as Four Seasons Boulevard and White Rock Road (including residents of Four Seasons Senior Community). Over 25 percent of respondents live near White Rock Road, and approximately 23 percent live near El Dorado Hills Boulevard. The full list of cross streets listed is included in *Appendix D*.

TABLE 24: Responses for El Dorado Hills Community Transit Surveys (Questions 1-9)

1. Responses by Area	El Dorado Hills	Cameron Park	Placerville	Shingle Springs	
Number of Respondents	482	35	20	15	
Percent of Respondents	79%	6%	3%	2%	
	Folsom	Rescue	Other	SUM	
Number of Respondents	13	9	38	612	
Percent of Respondents	2%	1%	6%		
3. Response by Development	Four Seasons	Serrano	White Rock Village	Ridgeview	
Number of Respondents	87	72	25	19	
Percent of Respondents	14%	12%	4%	3%	
	Stonegate	St. Andres Village	Crown Valley	Woodridge	
Number of Respondents	18	17	15	14	
Percent of Respondents	3%	3%	2%	2%	
	Govenors Village	Other	None Identified	SUM	
Number of Respondents	12	195	144	618	
Percent of Respondents	2%	32%	23%		
4. Work Status	Full Time	Part Time	Unemployed	Retired	
Number of Responses	244	62	34	247	
Percent of Responses	40%	10%	6%	40%	
	Student	Other	Sum		
Number of Respondents	12	18	617		
Percent of Respondents	2%	3%			
5. Work Location	El Dorado Hills	Sacramento	Placerville	Folsom	
Number of Responses	99	97	35	20	
Percent of Responses	31%	31%	11%	6%	
	Rancho Cordova	Cameron Park	Other	SUM	
Number of Respondents	13	9	44	317	
Percent of Respondents	4%	3%	14%		
6. Age Group	12-17	18-59	60-79	80+	SUM
Number of Respondents	3	281	252	74	610
Percent of Respondents	0%	46%	41%	12%	
7. Disability	Yes	No	SUM		
Number of Respondents	67	540	607		
Percent of Respondents	11%	89%			
8. Use a wheelchair	Yes	No	SUM		
Number of Respondents	15	587	602		
Percent of Respondents	2%	98%			
9. Car Available	Yes	No	SUM		
Number of Respondents	528	68	596		
Percent of Respondents	89%	11%			
9. Why no car...	Too expensive	No Driver's license	Disability	Shared w/Other	
Number of Responses	27	33	15	6	
Percent of Responses	32%	39%	18%	7%	
	Other reasons	SUM			
Number of Respondents	3	84			
Percent of Respondents	4%				

Source: Web and distributed survey conducted summer 2012.

FIGURE 19: Q1. Are you a resident of El Dorado Hills?

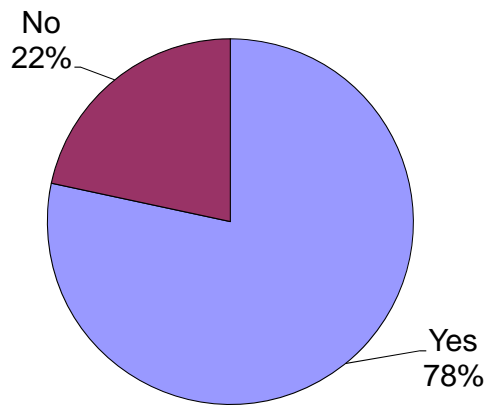


TABLE 25: Responses for El Dorado Hills Community Transit Surveys (Questions 10 -14)

Questions	Answers							
10. Should EDH have transit?	Yes	No	SUM					
Number of Respondents	488	73	561					
Percent of Respondents	87%	13%						
11. If yes, what type of trips?	Shopping		Recreational	Social	Medical			
Number of Responses	427		286	275	365			
Percent of Responses	22%		15%	14%	19%			
	Work		School	After School	Other	SUM		
Number of Respondents	204		171	134	53	1,915		
Percent of Respondents	11%		9%	7%	3%			
12. If no, why not?	Cost		No Need	Priorities	Other	SUM		
Number of Responses	32		20	10	12	74		
Percent of Responses	43%		27%	14%	16%			
14. Rank of Desired Services	1 = Least Important 5 = Most Important						Average	% 4 or 5
	1	2	3	4	5			
Weekdays 8 AM to 5 PM	19	0	9	24	381	4.7	94%	
Weekdays Prior to 8:00 AM	96	16	27	16	136	3.3	52%	
Weekdays 5 PM to 7 PM	39	10	34	34	155	3.9	69%	
Weekdays 7 PM to 10 PM	112	31	29	29	59	2.6	34%	
Saturdays 8 AM to 5 PM	50	14	25	44	150	3.8	69%	
Sundays 8 AM to 5 PM	93	16	32	32	106	3.2	49%	

Source: Web and distributed survey conducted summer 2012.

TABLE 26: Nearest Intersection to Where Respondents Live

Intersection in El Dorado Hills Where Respondents Live		Responses	
1st cross street:	2nd cross street:	Number	Percent
White Rock Rd	Latrobe Rd	57	12.0%
White Rock Rd	Four Seasons Dr	30	6.3%
Green Valley Rd	Francisco Dr	28	5.9%
White Rock Rd	Valley View Pkwy	18	3.8%
El Dorado Hills Blvd	St. Andrews Dr	15	3.2%
Bass Lake Rd	Serrano Parkway	14	2.9%
Bass Lake Rd	Green Valley Rd	12	2.5%
El Dorado Hills Blvd	Green Valley Rd	10	2.1%
El Dorado Hills Blvd	Harvard Way	10	2.1%
Serrano Parkway	Silva Valley Parkway	10	2.1%
El Dorado Hills Blvd	Lassen Rd	9	1.9%
Silva Valley Parkway	Serrano Parkway	9	1.9%
El Dorado Hills Blvd	Crown Village	8	1.7%
El Dorado Hills Blvd	Serrano Parkway	8	1.7%
El Dorado Hills Blvd	Francisco Dr	7	1.5%
El Dorado Hills Blvd	Olson Lane	7	1.5%
Bass Lake Rd	Madera	6	1.3%
El Dorado Hills Blvd	Governor Dr	6	1.3%
El Dorado Hills Blvd	Wilson Blvd	6	1.3%
Green Valley Rd	Sophia Pkwy	5	1.1%
Other		200	42.1%
Total		475	100.0%

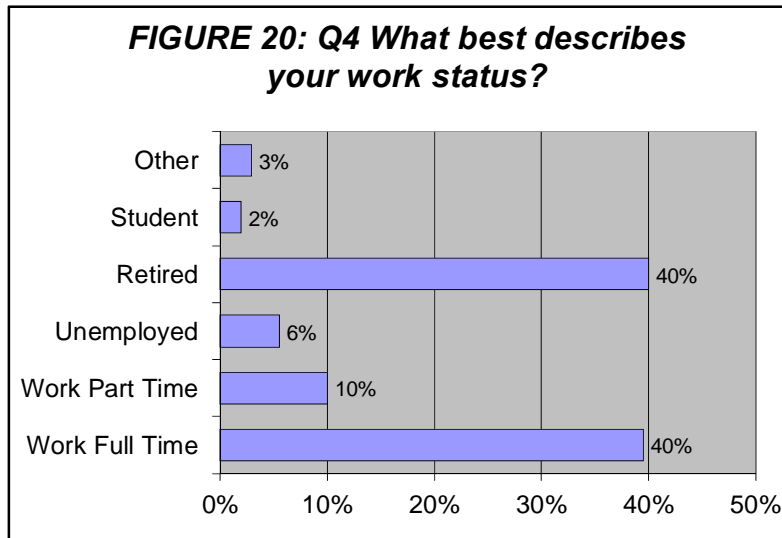
Source: Surveys July 10 to August 3, 2012; summarized by LSC Transportation Consultants, Inc.

Q3. If you live in a residential development, what is the name of that development?

Question 3 also helps to identify where residents live. As indicated in Table 24, 87 respondents (14 percent of all respondents) stated that they live at the Four Seasons Senior Community. Additionally, 12 percent live at the Serrano Senior Community, and 4 percent live at the White Rock Village affordable housing. The full list of residential developments listed by respondents is included in *Appendix D*.

Q4. What best describes your work status?

As indicated in Table 24 and Figure 20, a nearly equal number of respondents work full time or are retired (approximately 40 percent). Another 10 percent of respondents work part time, and 6 percent are unemployed. Only 2 percent of the respondents were students. The full list of “other” work statuses listed is included in *Appendix D*.

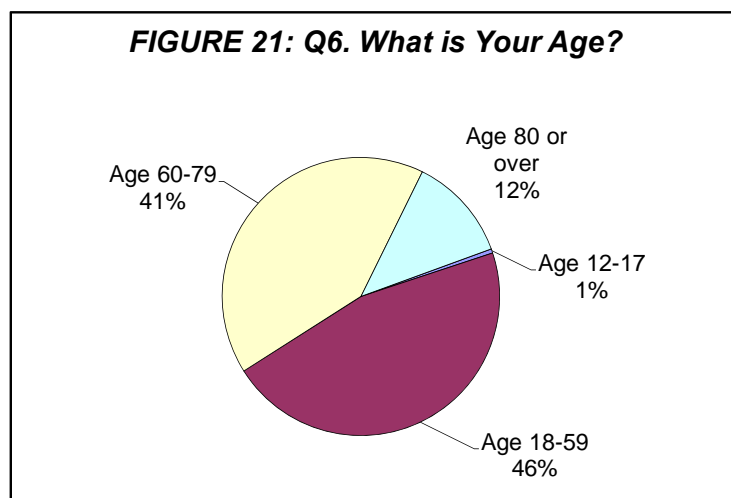


Q5. If you work, where do you work?

Of those that work, nearly a third work in El Dorado Hills and nearly a third work in Sacramento, as shown in Table 24. Additionally, approximately 11 percent of working respondents work in Placerville, and 6 percent in Folsom. The full list of “other” work locations is included in *Appendix D*.

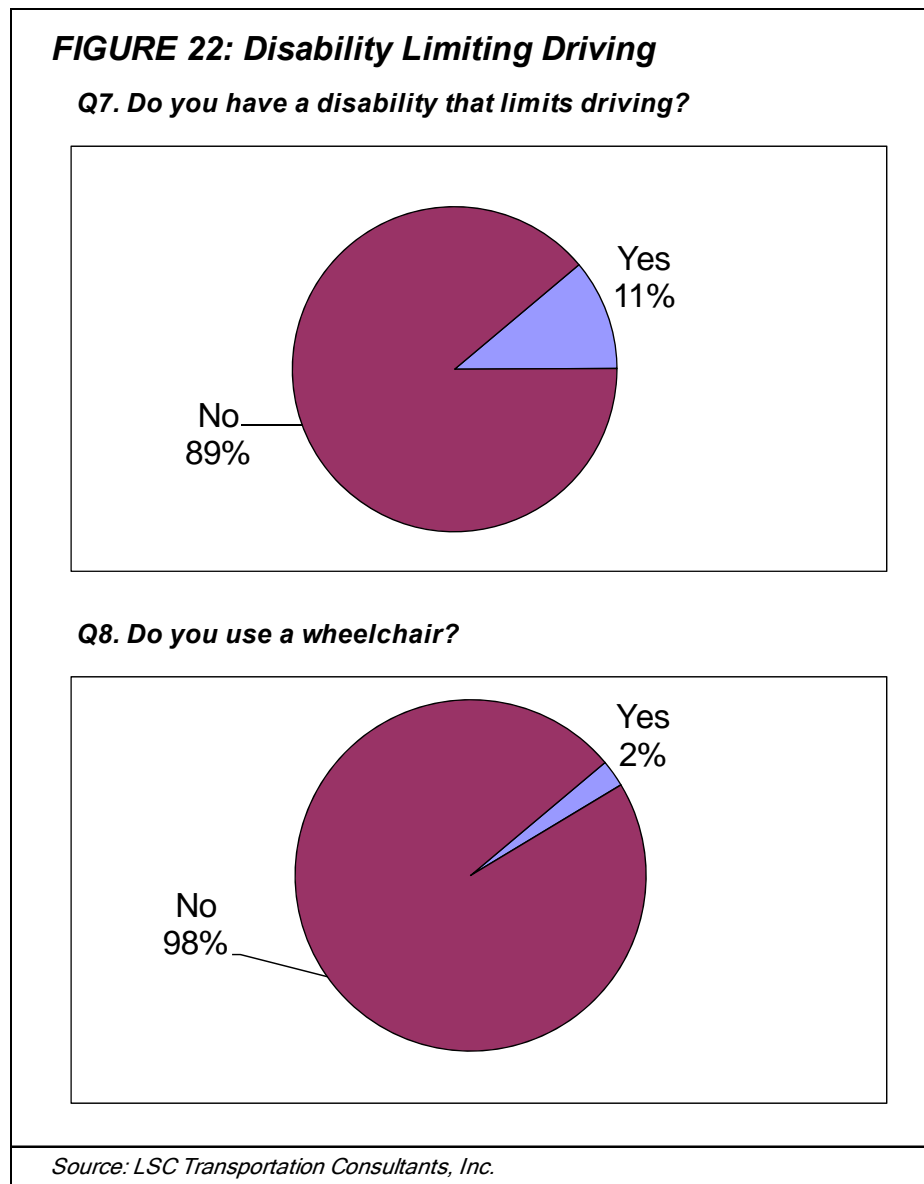
Q6. What is your age?

The survey also asked the age of respondents, with age categories matching the fare categories on El Dorado Transit. As shown in Table 24 and Figure 21, just over half (53 percent) of the respondents are seniors, with 12 percent of respondents over the age of 80. Considering that only 11 percent of the El Dorado Hills population is over the age of 65 (see Table 2 in Chapter 2 of this Report), the survey has a high representation of seniors.



Q7. Do you have a disability that makes it difficult to travel outside of your home? Q8. Do you use a wheelchair?

A total of 67 individuals (11 percent of respondents to this question) said they have a disability which makes it difficult to travel outside of the home. Only 15 individuals (2 percent of respondents) said they use a wheelchair. This data is shown in Table 24 and Figure 22.



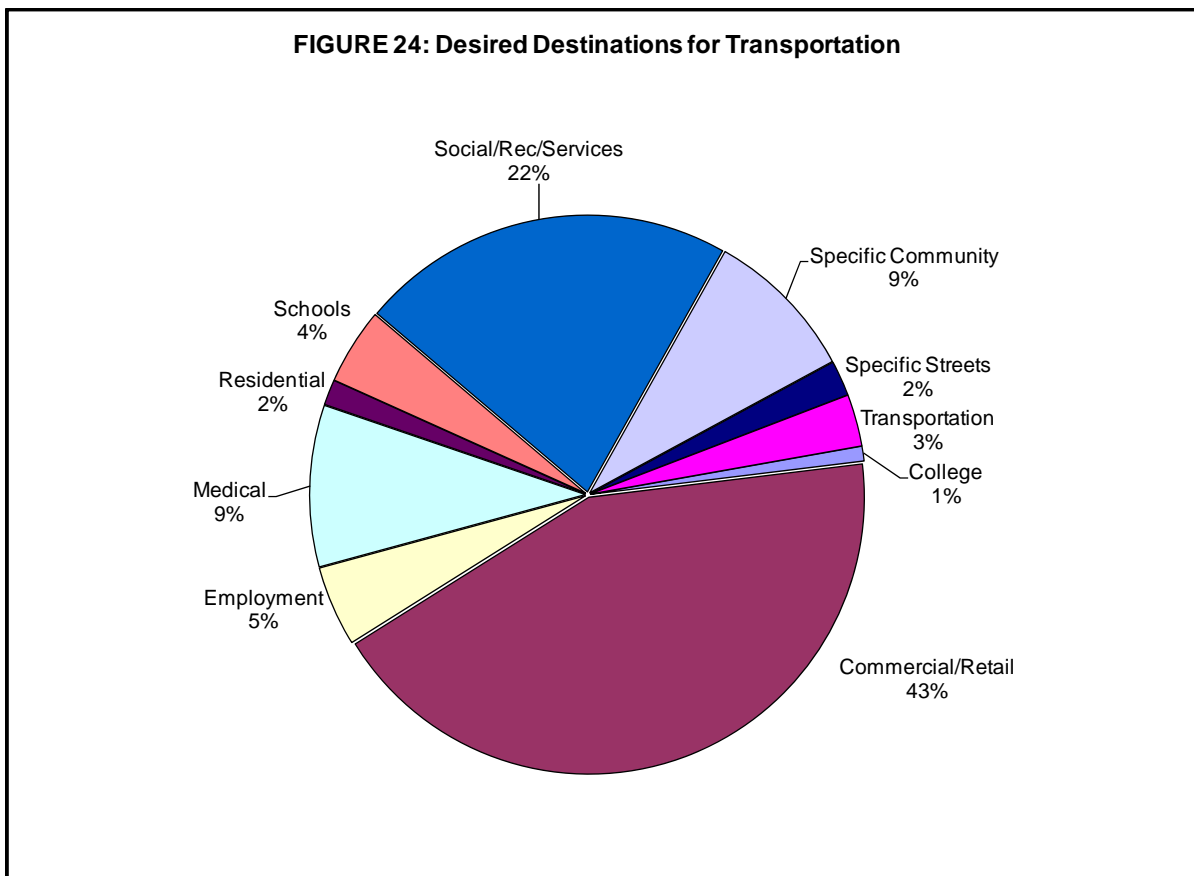
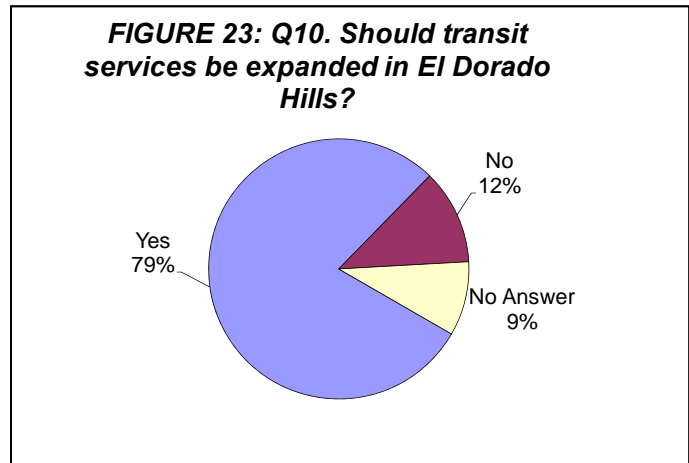
Q9. Is a car available for your trips around El Dorado Hills? If no, why not?

Automobile availability is one of the strongest indicators of transit dependence. According to responses, 11 percent said do not have a car available to make trips in El Dorado Hills. When asked why they did not have a car available, the most common reason given was that the

respondent did not have a license (33 respondents) or that it was too expensive (27 respondents). Respondents also stated that they did not drive due to a disability (15 respondents) or that a car was not available because it was shared with another household member (6 respondents). Results are shown in Table 24. The full list of "other" reasons a car is not available is included in *Appendix D*.

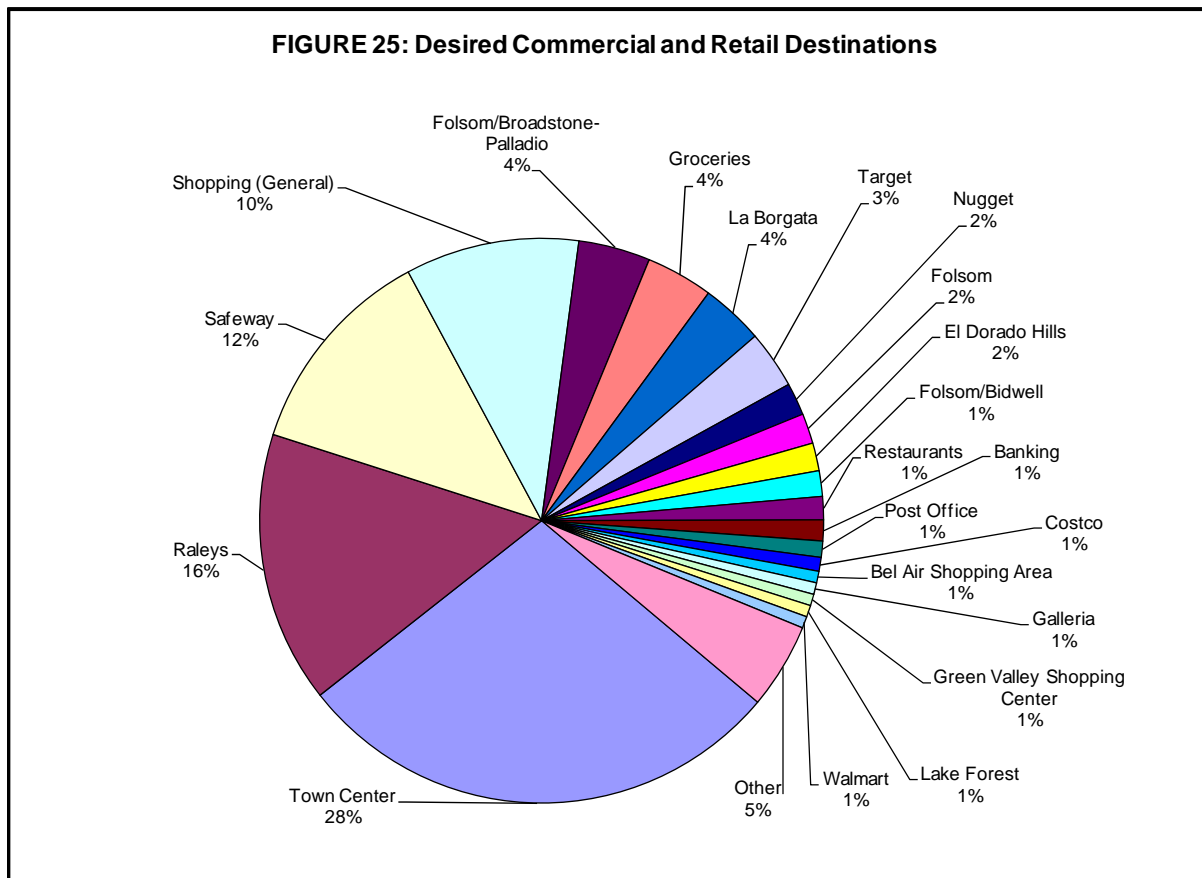
Q10. Do you think that transit services should be expanded in the El Dorado Hills area?

Survey respondents were largely in favor of expanded services (79 percent), though it should be noted that residents were more likely drawn to respond to the survey if they were interested in having transit services. Additionally, 12 percent said services should not be expanded and 9 percent did not answer this question, as shown in Table 25 and Figure 23.



Q11. If yes (to Question 10), what are the key types of trips that transit services are needed?

Respondents who answered “Yes” to Question 10 were given the opportunity to rank their preference for the types of trips, as shown in Table 25. Respondents were asked to “check all that apply” which resulted in 1,915 answers. The most common trip desired was for shopping (22 percent) followed by medical (19 percent), recreational (15 percent) and social (14 percent). The full list of “other” types of trips respondents listed is included in *Appendix D*.

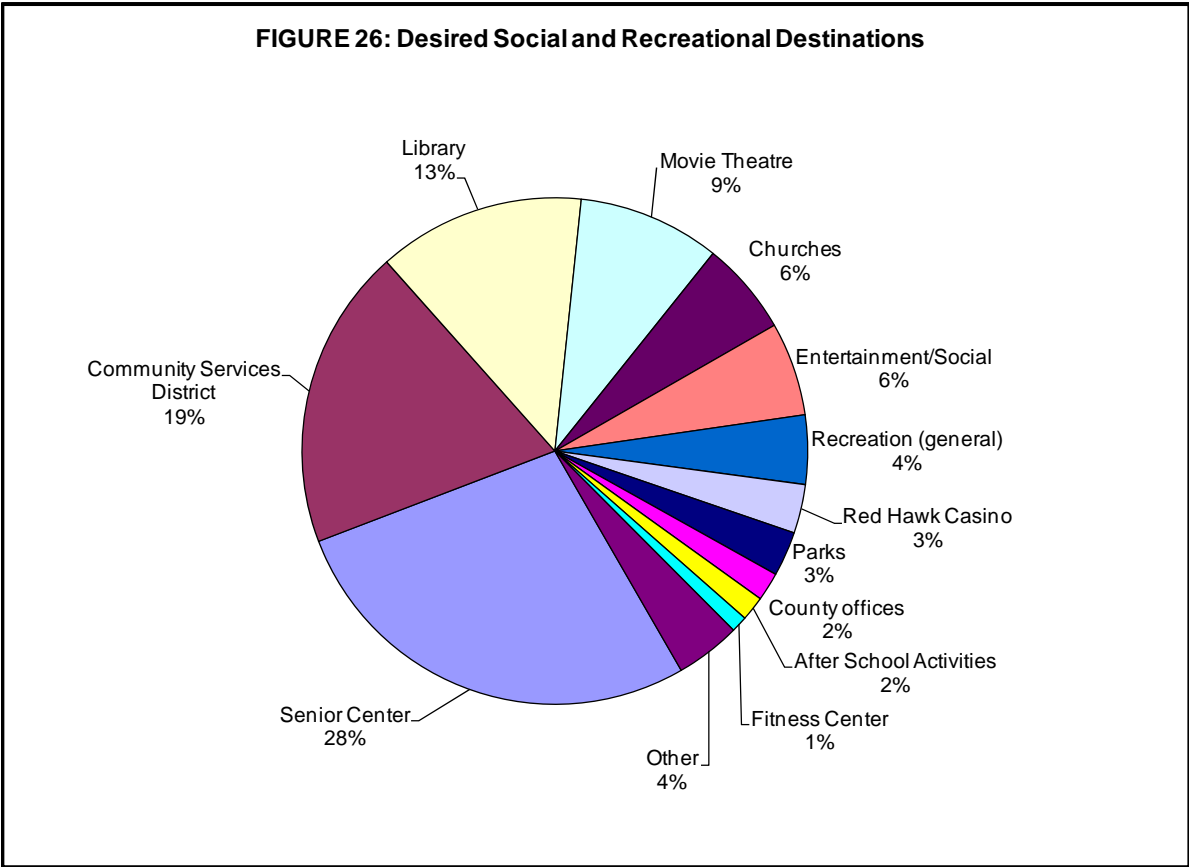


Q12. If no (to Question 10), why not?

Respondents who answered “No” to Question 10 were asked reasons for not wanting service expanded. The primary reason given was the cost (32 respondents) followed by comments indicating there is no need for transit (20 respondents). Additionally, 12 respondents gave other reasons and 10 respondents stated that there were other priorities, such as expanded service in Cameron Park, expanded infrastructure improvements, or having private taxis fill the need. Several respondents (4) also stated that transit would increase traffic, and 3 respondents stated that it would bring undesirables into the area. Results are summarized in Table 25, and listed in detail in *Appendix D*.

Q13. What are the top five destinations that you think public transit should serve in El Dorado Hills?

In this open ended question, respondents listed the top five destinations where they believe transit should serve. This resulted in a total of 1,750 answers. The most common response was for commercial or retail destinations (753 responses, or 44 percent), with Town Center, Raley's and Safeway topping the list of specific commercial destinations. This data is shown graphically in Figures 24 and 25. Additionally, 22 percent of responses listed social, recreational or service-related locations, also shown in Figure 24. The most commonly cited among these was the Senior Center (listed 106 times), followed by the Community Services District (listed 74 times). The percentages of specific social, recreational and service-related answers are shown graphically in Figure 26, and detailed responses are included in *Appendix D*.



Q14. On a scale of 1 to 5, with 1 being not important and 5 being most important, indicate how important you think transit service is at (listed) time periods?

As shown in Table 25, respondents ranked their preferences for which times were least or most important to be served. On the weighted scale, weekday service between 8:00 AM and 5:00 PM scored highest, with an average score of 4.7 out of 5. The next most important to serve was weekdays from 5:00 to 7:00 PM, which scored 3.9 on average. The least important time to

serve was from 7:00 to 10:00 PM, which averaged only 2.6. Considering the proportion of respondents who indicated the time period is important, (4) or very important, (5), 94 percent of respondents indicated that service should be provided on weekdays between 8:00 AM and 5:00 PM, while only 49 percent indicated that service should be provided Sunday and 34 percent indicated that service should be provided weekday evenings.

Q15. Additional Comments

Respondents were asked if they had any additional comments. A total of 215 responses were listed, which are included in *Appendix D*. The comments were categorized as: supporting the need for transit (103 comments); specific suggestions about where or when transit was needed or for what purpose (57 comments); relating to commuter service (27 comments); not in support of transit (10 comments stating it is too expensive and 4 comments saying there is no need), as well as 14 miscellaneous comments.

Survey Analysis

In reviewing the survey results as a whole, the following conclusions can be drawn:

- The number of completed survey was substantial (618 completed surveys), but does not represent a random sample and is not a scientific representation of the community.
- Seniors and retirees had a high representation in the survey: 53 percent of respondents were over the age of 60 (compared to 15.3 percent of the population in El Dorado Hills which is over 60). However, over 300 surveys were also received from non-elderly residents.
- Approximately a third of employed respondents work in El Dorado Hills and a third work in Sacramento.
- The number of respondents without a car available was 11 percent, while census data shows there only 3.3 percent of households are without a vehicle. However, many of these respondents noted there was a car in the household, but they could not drive due to disability or due to sharing the vehicle with another householder.
- There was a positive response in support of transit in El Dorado Hills (87 percent), but not an insignificant percent that were not in favor of service (13 percent).
- Of those who want transit, the primary reason is that they see a need for service, particularly for seniors.
- Of those who did not want transit service, the most common reason cited was cost, followed by a perception that there is no need, or that other priorities (transit and otherwise) take precedence. Some noted it would cause a negative environment in the community and a few declared it would cause traffic congestion.
- The most common purpose survey respondents would want to use transit for would be shopping, followed by medical trips, and social and recreational trips.

- Top commercial destinations passengers would like to go include the El Dorado Hills Town Center, Raley's, Safeway and shopping in general, as well as many locations in Folsom.
- Top social and recreational destinations passengers would like to go include the senior center, community services district, library, Movie Theater and churches.

OUTREACH EFFORTS

In addition to the outreach conducted through the survey process, the EDCTC and El Dorado Transit staff met with various groups and individuals in the community to inform them about the intent of the study and to let residents and community stakeholders know how they could stay informed and/or involved in the planning process. These meetings were primarily informational. Participants were invited to provide feedback, but feedback was minimal. Below is a list of meetings that were held.

Senior Council, Senior Center of El Dorado Hills (May 2012)

Jerry Barton of EDCTC and Matt Mauk of El Dorado Transit met with the Senior Council of El Dorado Hills. Mr. Barton discussed the intent of the study, emphasizing the needs assessment for El Dorado Hills. The meeting was informational, and provided seniors with a venue to stay updated and involved with the plan process. Senior citizen representatives Janet Kennewig and Yvonne Griffin are representatives on the Project Advisory Committee (PAC).

El Dorado Hills Business Park Property Owners Association (June 2012)

Jerry Barton of EDCTC and Matt Mauk of El Dorado Transit met with the property owners of the El Dorado Hills Business Park. As property owners, these members are not generally business owners within their properties, but are interested in having their properties operate under optimal conditions, which could include access by public transit. Participants agreed to pass information to the leasers of their properties.

El Dorado Hills Community Vision Coalition (June 2012)

Jerry Barton of EDCTC and Matt Mauk of El Dorado Transit met with the Executive Committee of the Vision Coalition. The Vision Coalition was formed to help youth in El Dorado Hills by providing "positive youth development" opportunities, including financial support. Services and activities include after school and weekend recreational activities, mentoring, and tobacco, drug and alcohol prevention programs.

The Vision Coalition has expressed a strong interest in having public transit services in El Dorado Hills to support youth. The Coalition was instrumental in starting a pilot youth shuttle program, but it was not continued due to a lack of funding. Two members of the Vision Coalition staff are participants in the Project Advisory Committee.

Outreach to Major Employers (September 2012)

Efforts were made to reach major employers including DST Output and BlueShield through emails and phone calls, but there was little response. BlueShield did inform the EDCTC that the majority of their employees work from 8:00 AM to 5:00 PM (there are an estimated 1,750 employees).

RIDERSHIP ZONES

The demographic data and survey data provided thus far in this study provide insight as to location of major trip generators. These are considered both in terms of areas that produce transit trips (residential locations) and those that attract transit trips (commercial, employment, educational, recreational, medical and social service agency locations).

Using demographic data provided in Working Paper One, the area with the greatest concentration of potential residential transit trip productions (measured primarily from the low income, senior and zero vehicle household population) was found in the following Census Tracts:

- 307.04, located in the southwest part of the El Dorado Hills Census Designated Place (CSD), including the Four Seasons senior housing development, Sunset Mobile Home Park, White Rock Village, Town Center, and the El Dorado Hills Business Park. This Census Tract has a relatively high proportion of seniors (14.9 percent) and a total of 49 households without vehicles available.
- 308.07, located north of Highway 50 and South of Bass Lake, this area is within the El Dorado Hills CSD but is generally considered part of Cameron Park, and includes dense suburban neighborhoods, Blue Oaks elementary school, and the Cameron Park library. There are a relatively high proportion of seniors (12.0 percent), low income (4.3 percent), and 20 total households without vehicles available.
- 308.04 borders 308.07 on the south side of Highway 50 and also includes dense suburban neighborhoods with a high proportion of seniors (17.5 percent) and low income (9.5 percent).
- 307.01, located in the northwest portion of the El Dorado Hills CDP north of Green Valley Road and including Village Center, this Census Tract has a 49 zero vehicle households.

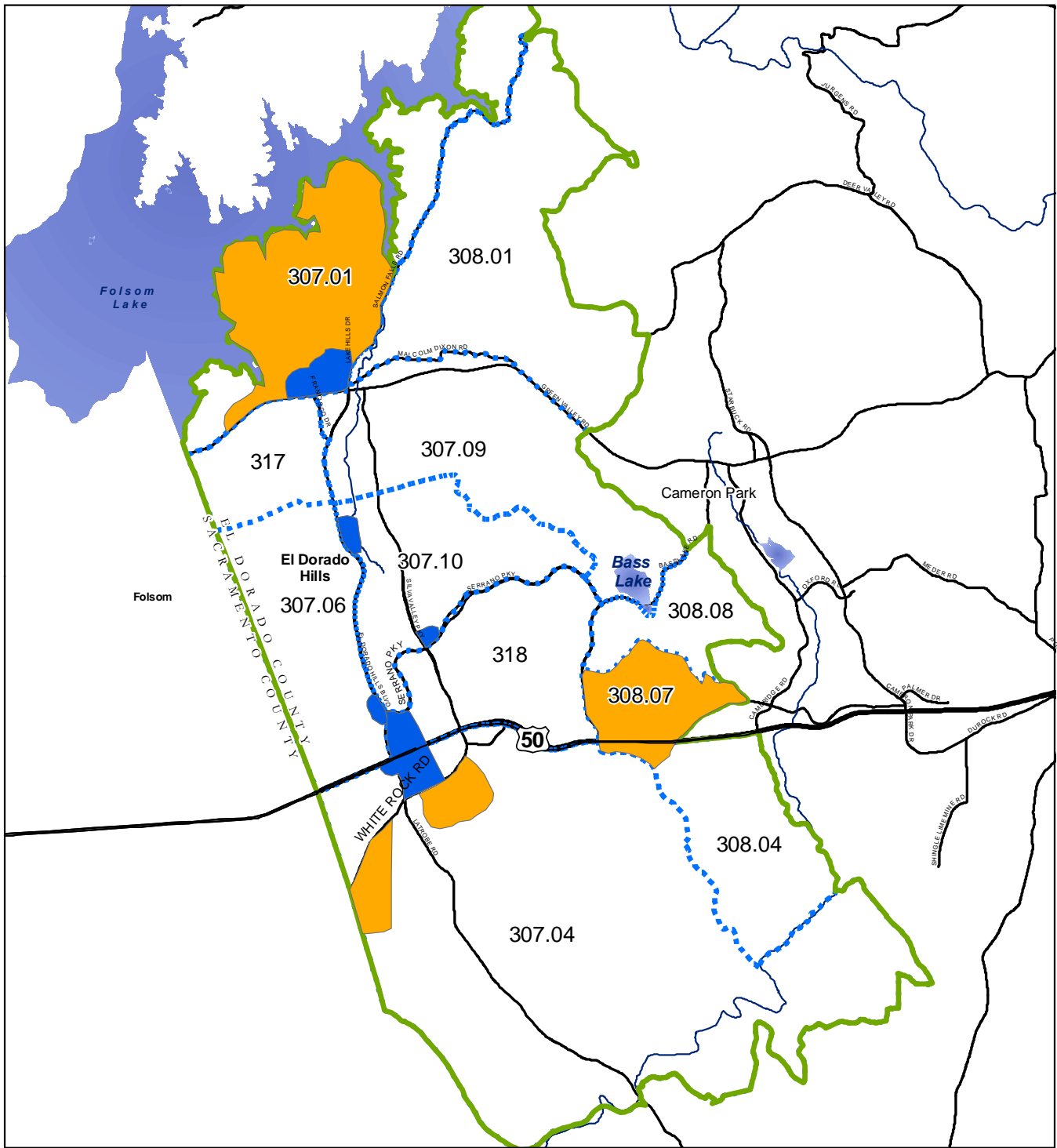
These tracts therefore represent the highest potential for residential-generated transit productions. The residential areas within these tracts, representing the key transit trip production zones, are depicted in Figure 27.

Key zones of transit trip attractions were determined through survey results and include the following:

- Town Center
- Raley's Shopping Center
- El Dorado Hills Senior Center

- El Dorado Hills Community Services District
- Village Center Shopping Center
- El Dorado Hills Library

These potential transit ridership attraction zones are also depicted in Figure 27.



El Dorado Hills Ridership Zones

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Figure 27

Map Feature Key

- Major Roads
- Minor Roads
- El Dorado Hills 2010 Census Designated Place
- Census Tracts
- # Census Tract Number
- Transit Trip Production Zones
- Transit Trip Attraction Zones

1 inch = 7,334 feet



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Chapter 6

El Dorado Hills Service Alternatives

INTRODUCTION

The previous chapters in this report presented a review of the current demographic and economic conditions of El Dorado Hills, an analysis of current transit services, and results from surveys and outreach efforts. All of this information created the foundation for developing transit service alternatives for El Dorado Hills and was presented to the Project Advisory Committee (PAC). The PAC considered the data, and with guidance from the Consultant, a list of service alternatives was identified for development and evaluation. The service alternatives are presented in this Chapter.

TYPES OF TRANSIT

Before discussing transit options specific for the El Dorado Hills, it is worthwhile to discuss the different common types of transit services, which encompass a wide range of alternatives, as described below.

Traditional Fixed-Routes

Fixed-route service fits the popular conception of a bus system – vehicles operating on a predetermined route following a set schedule. Each route consists of a number of specific stops where passengers are picked-up and dropped-off. Routes are typically “radial” in all but the largest cities – they all originate from a common point (typically in a downtown area) and travel to outlying areas before returning. Research has found that fixed-route passengers are willing to walk up to a quarter-mile to reach the bus stop; as a result, an efficient fixed-route service pattern usually consists of routes with half-mile spacing.

Fixed-route service is particularly convenient for passengers without mobility impairments, such as the low-income and the general public. The advantages of fixed-route service are: (1) it can be provided at a relatively low cost on a per passenger-trip basis, (2) schedule reliability is relatively high since buses do not deviate from the route, and (3) service does not require an advance reservation.

On the other hand, many persons with a car available for a trip find fixed-route transit service to be relatively unattractive. The need to walk even a few hundred yards to a bus stop, coupled with waiting for the vehicle on an often cold, wet, or hot street corner makes the option of a warm, comfortable car an easy choice. Furthermore, operating a fixed-route service requires that a complementary paratransit service is available within three quarters of a mile of the route to accommodate individuals with disabilities under the Americans with Disabilities Act (ADA). In the long run, in a location such as El Dorado Hills, this redundancy in service might create a higher operating cost than would be warranted by the potential demand.

Demand Response Service

Demand response transit service, also termed Dial-A-Ride (DAR), is characterized as curb-to-curb (or door-to-door) service, scheduled by a dispatcher. A 24-hour advance reservation for

service is normally required, though some immediate requests are typically filled as time permits and if the service is particularly needed. El Dorado Transit currently operates a demand response service which includes El Dorado Hills, but demand for the service systemwide is high.

Demand response service is most convenient for persons who can schedule their trips in advance. The need to provide curb-to-curb service increases the time required to serve each passenger, which in turn requires a relatively high cost per trip provided. A standard “productivity” of demand response service is on the order of three to five passenger-trips per hour. With the size of El Dorado Hills and the dispersed trip destinations, it is likely that the lower end of this range could be realized.

The other substantial limitation of demand response service is that, by its very nature, requires passengers to be more flexible in terms of pick-up and arrival time than fixed-route transit. To maximize productivity, vehicles are dispatched to make several pick-ups in a residential area before travelling to the commercial core (or other destination). Individual passengers must therefore wait for the vehicle while subsequent pick-ups are made. This factor substantially decreases the attractiveness of demand response service to passengers that are time-sensitive, particularly if they have an auto available for the relatively short trips within El Dorado Hills.

Deviated Fixed Route

Another increasingly common type of transit service is “deviated fixed route.” Transit vehicles follow a specific route, but leave the route to serve demand response origins or destinations. The vehicles are required to return to the designated route within a block of the point of deviation to ensure all stops along the route are served. As with the demand response service, passenger on-board travel time is increased and actual times of service vary more than under a fixed route schedule. However, by allowing a route to deviate up to three quarters of a mile from the fixed-route, deviated fixed route service complies with the requirements of the ADA without the need to provide complementary paratransit² service.

Checkpoint Service

A “checkpoint” service does not follow a specific route, but instead serves only a series of designated checkpoint stops. These stops may be either scheduled (served on a published schedule) or “on demand” (served only when requested). The driver has the discretion to use any streets to travel between checkpoint stops, so long as these stops are served within the defined schedule window. This service type is more appropriate in areas where land use and street patterns concentrate the need for service in specific locations, or where it is difficult to establish stops on a regular spacing along local streets. Depending on the time required to accommodate the checkpoint stops, it may also be possible for a checkpoint vehicle to serve additional deviations for ADA passengers.

² Under the Americans with Disabilities Act (ADA) “Complementary Paratransit” service is required for individuals with disabilities who are unable to ride fixed routes. The complementary paratransit services must be provided at a level of service comparable to the fixed route system.

Fixed-Route with On-Demand Stops

Flexibility can be added to a fixed-route service by serving some stops on-demand. This is particularly practical when stops near the route have demand only during certain parts of the day, or only occasionally. In this case, the passenger onboard would request that the driver deviate to the on-demand stop, while a passenger wishing to be picked up at an on-demand stop would telephone in a request half an hour prior to their need. Furthermore, passengers could establish a standing reservation for pick-ups or drop-offs at on-demand stops. This differs from Deviated Fixed Route as there are designated on-demand stops, where check point service serves any area within a specified distance of the route. The advantage of this service strategy is that it provides service to outlying areas only when needed, thereby reducing costs and excess travel time for passengers.

User-Side Subsidy or Taxi Voucher Program

The concept of a “user-side subsidy” program is to direct the public subsidy funding traditionally provided to the transit provider (such as El Dorado Transit) and instead providing it directly to the transit user, in the form of a voucher that can be used to purchase private transportation services. As these private transportation services are often taxi companies, this concept is also referred to as a “taxi voucher” program.

The concept takes advantage of existing private transportation providers and the market process, making transportation affordable and strengthening private companies. User-side subsidy programs are commonly provided for relatively low-demand areas, typical of point-to-point services provided for special user groups (e.g., senior persons and persons with disabilities). Eligible citizens receive subsidies in the form of coupons or vouchers to purchase transportation services at a discount. The sponsoring agency (city, county, or other group such as a social service agency) redeems the coupons or vouchers at full value, with rates negotiated with private firms in advance. This ensures that the providers receive full fare for their services.

There are three basic approaches to a user-side subsidy program:

- One is to sell coupons at a discount through approved outlets. For instance, a book of 20 \$1 coupons, for use as payment for rides, might sell for \$10.
- The second approach is to issue identification cards to eligible users. Upon presentation of the card, the individual pays a fixed price (such as \$1) for the trip, or a variable price based on mileage. The carrier presents the signed voucher to the sponsoring agency for the difference.
- In the third form, if a taxicab service is used, the user pays a percentage of the metered fare upon presentation of the ID card.

In all cases, it is important to establish rigorous controls and monitoring procedures to address any potential for abuse.

One mechanism used to prevent overcharging by operators and to simplify program administration is negotiation of a flat fare system. For example, Lassen County and the City of

Susanville, California, negotiated a flat rate with a taxicab company to provide subsidized trips to senior persons and persons with disabilities for specific trip purposes. Coupons to use the service are available to qualified users for the same price as the Dial-A-Ride service provided by Lassen Rural Bus, the public transit provider in the county. Eligible persons may choose which of the two providers they wish to utilize.

User-side subsidy programs are only effective when a reliable and willing taxi provider can be engaged, and when the contract clarifies expectations for customer service and vehicle standards, among other details. El Dorado County and many other public entities have experienced unfavorable taxi-voucher programs in the past due to poorly written contracts, or due to taxi companies' inability to meet the required standards. However, the presence of long-standing and successful programs indicates that this service option can effectively address specific transportation needs.

Some examples of user-side subsidy programs in rural Northern California include:

- **City of Rio Vista/Solano County:** Rio Vista sells \$5,000 of taxi script annually, which provides a 50 percent discount on taxi fares for ADA-eligible passengers. Vouchers are good for travel within 35 miles of Rio Vista. In 2011, the taxi provider withdrew from the program, and another provider was found, but after two months also withdrew, and a third provider was contracted. The taxi voucher program is a supplement to deviated fixed route services and dial-a-ride services and is intended to provide mobility at times and locations where regular service is not available. Solano County has a similar program for intercity taxi service throughout the County. Passengers purchase \$100 worth of script for \$15.00, valid only for intercity trips.
- **Yuba City/Sutter County:** Yuba-Sutter Transit offered a weekday evening subsidized taxi program between 1994 and 1999. The taxi program was available from 6:00 PM to 10:00 PM each weekday within the urban dial-a-ride boundary. There were no eligibility requirements. Discounts were offered to seniors (age 62 or older) and persons with disabilities. A valid Discount Eligibility Card was presented to the taxi driver to receive service. To obtain the discount card, an application had to be filed in person at the Yuba-Sutter Transit Administrative office with proof of age or disability. Upon approval of the application, a valid discount eligibility card was issued. There was no charge for the application or card. The taxi firm kept all the fare revenue generated. Yuba-Sutter Transit subsidized the difference between passenger fares and a contract rate of \$9.00 per trip (regardless of the number of passengers per trip).
- This program had mixed results. It was an effective way to meet demand initially. The first year, 1,800 trips were served. However, the program grew rapidly, to 3,500 trips the second year and 5,400 trips the third year, before declining to 3,800 trips and ending with 1,800 trips in the last year. As the program became more known, more passengers started using the program, but trip lengths increased as well. Eventually the taxi provider felt the trip rate agreed upon initially was not adequately covering the cost, and the administrative demand on both the taxi provider and Yuba/Sutter Transit were very high. The taxi company was not keeping up with drug testing, drivers were starting to demand tips from passengers, and there was not an adequate supply of accessible vehicles. Furthermore, there was fraud as individuals started selling taxi vouchers, and record keeping by the taxi

companies was inadequate. Ultimately, the taxi provider withdrew from the program as they felt they were losing money on the program. The decline in ridership on the last two years was likely due to the provider being less interested in promoting the program and their decreased ability to meet the demands of the program.

- **Lassen County:** The "Taxi Coupon Program" is operated by the Lassen Transit Service Agency (LTSA) and is managed by Lassen Senior Services. The program is designed to provide subsidized transportation to seniors and/or disabled. Allowable trips under the program are trips to and from the hospital, doctor's office, pharmacies, shopping, eating establishments, and senior centers within the City of Susanville. Coupons can be used for rides within the service area on both the Lassen Rural Bus "Dial-A-Ride" service and the Sierra Express Taxi Service (the current taxi provider). Qualified patrons for the program purchase ride coupons from the Lassen Senior Services for \$1.75 each and are required to sign their name on a coupon register and coupons at the time of purchase. The Sierra Express Taxi hours are 7:00 AM to 2:00 AM, Monday through Sunday. The taxi service must respond to requests for a ride within 20 minutes of the call during non-peak hours of operation, and within 30 minutes during peak hours.
- **Thousand Palms, California:** Sunline Transit Agency has operated a taxi voucher program for seniors and disabled residents of the Coachella Valley (Desert Hot Springs to Mecca) for just over a year. The taxi program supplements an extensive fixed route and paratransit system and is available 24 hours per day. Trips are restricted to within the Coachella Valley, but do not have to be within three quarters of an existing route. Passengers complete an application form, and if eligible (age and/or disability, and proof of residency), may purchase up to \$150 of taxi fare at a 50 percent discount. Initially, the program used paper vouchers (a 10-voucher book with ten \$1.00 vouchers could be purchased for \$5.00, or a 20-voucher book with ten \$2.00 vouchers could be purchased for \$10.00). The taxi vouchers were presented to the taxi provider in lieu of cash and could not be used for tips. Vouchers expire October 31 each year. The program recently switched to a Smart Card system, and passengers can add up to \$75.00 (a value of \$150) on their cards every 30 days.

The first few months of operations, approximately 100 passenger trips were provided each month, increasing to a high of just under 500 passenger trips in September 2012 (representing 125 unique users). There are 300 individuals enrolled in the program, which is a small percentage of the 47,000 senior individuals residing in the Valley (plus an unspecified number of disabled individuals).

Sunline Transit Agency states that the administration of the program has not been difficult, but the agency is also the regulating agency for the taxi program, which gave political support to establishing the program. Each cab company has a number of accessible vehicles, so access has not been a problem. Two of the three cab companies have Smart Card readers, and the third will acquire them and has had to go through extra steps to process Smart Cards. The paper vouchers required approximately 24 hours per month of administrative time to review transactions. It is expected this review will be greatly reduced with the Smart Cards. Only two hours per month are spent addressing grant requirements. The program is funded 25 percent through an FTA New Freedom grant, 25 percent through local match, and 50 percent through passenger fares. The original two-year New Freedom

grant was for \$161,000, though the agency expects it will not use all of the funding over four years. In September 2012, the total operating cost was approximately \$8,000, indicating an average cost per taxi trip of \$16.00 at an \$8.00 subsidy.

Special Events Transportation

Some transit systems provide service for special events, particularly in destination resorts or areas with limited parking. Examples include services to county fairs and street fairs. Special events transportation has the benefit of reducing traffic and therefore emissions, and can be an enjoyable way for people to access public events. It also helps generate public support for a transit program, as it can serve area residents that would otherwise not use transit service. For such a service to be successful, it requires frequent, convenient service at either no charge or a minimal or standard fee. Typically, the special events route circulates between the events center, remote parking, and a downtown core. El Dorado Transit provides Special Event transportation to the County Fair and to Apple Hill®. These programs are funded through Air Resource Board grant funding.

POTENTIAL SERVICE ALTERNATIVES FOR EL DORADO HILLS

The service alternatives presented below include an analysis of resources necessary to implement the alternative (capital equipment and operating requirements of the service), ridership impacts, and expected fare revenues. The pros and cons of each alternative are also described. Once a service plan is selected, the capital and funding requirements can be identified and the appropriate institutional and management strategies can be determined. These will be presented in the Draft Final Report. The preferred alternatives will be selected upon review of this document and through input from local staff, the Project Advisory Committee, and the public.

As discussed in detail in Chapter 7: Capital Needs, one option that impacts the costs associated with the service alternatives is the possible establishment of a new transit operating facility in El Dorado Hills. For each service alternative, the assumption regarding the location of the operating facility is identified.

Alternative: Status Quo

The first alternative would be to maintain the status quo. This provides an important “base line” to compare the impacts of other alternatives for adding service. Current services in El Dorado Hills are limited to commuter service to Sacramento provided from the El Dorado Hills Park-and-ride; dial-a-ride service which provides approximately 1,500 one-way annual trips; and contract services with Mother Lode Rehabilitation Enterprises, Inc. (MORE) and Senior Day Care of Placerville (SDC) for program-related trips. Based on the analysis provided in Working Paper One, this leaves an estimated unmet annual transit demand as follows:

- General Public Demand: 65,000 annual one-way transit trips in demand – 150 provided = 64,850 annual unmet transit demand
- Program-related Demand: 32,000 annual one-way transit trips in demand – 1,350 provided = 30,650 annual unmet transit demand

In total, the current service configuration results in 95,500 potential annual one-way transit trips within El Dorado Hills that are not presently being met.

In addition to continuing this pattern of unmet demand, another issue to consider in the status quo is the fact that El Dorado Hills Dial-A-Ride passengers pay a higher local base fare than passengers traveling within Placerville. The existing dial-a-ride fares for the El Dorado Hills zones were established in 2009 based on the cost of serving locations throughout western El Dorado County from the El Dorado Transit base in Diamond Springs. The lowest fares available are in Placerville and Diamond Springs, and fares increase based on distance from this center. The existing dial-a-ride zones were shown in Figure 14 in Chapter 3. Prior to establishing this zone fare, El Dorado Hills seniors and disabled passengers paid \$2.50 per trip, while in Placerville seniors and disabled passengers currently pay \$2.00. Since the new zone fares were established, El Dorado Hills seniors and disabled passengers pay \$5.00 per trip within their zone. By examining two weeks of Dial-a-Ride ridership logs in March 2009 (at the \$2.50 fare for seniors and disabled) and two weeks of dial-a-ride logs in March 2012, it was determined that, while overall ridership increased by 32 percent, ridership within El Dorado Hills dropped by 42 percent, with the most likely cause being the increase in fares. Therefore, cost did seem to have an impact on ridership, but the ridership at lower fares was still very low and does not appear to be the only factor in low ridership.

Another consideration in El Dorado Hills, and throughout the El Dorado Transit service area, is that many residents find the dial-a-ride reservation system cumbersome. Rides may be reserved up to three days in advance of a reservation. When rides are scheduled, they are scheduled for an exact time, not a window of time as is offered in many dial-a-ride programs. Some residents have complained that the capacity is filled within the first few hours of a reservation window, so that if they only know they need a trip one day in advance, the rides have already been assigned and there is no availability. However, passengers were also dissatisfied when one day advance reservations were available and complained that they could not be guaranteed a ride for an appointment several days out. Either policy has trade-offs.

While El Dorado Transit does turn down requests for exact pick up times, almost all requests can be accommodated within a half hour before or after the requested time. In trying to be responsive to exact requests, El Dorado Transit is not flexible in setting schedules for dial-a-ride drivers, and no-shows or late cancellations sometimes result in drivers waiting for their next appointment if they are unable to accommodate additional rides.

Again, this policy of providing exact appointment times has tradeoffs. Most passengers prefer to have an exact pick-up time, but the lack of flexibility means fewer passengers can be accommodated. For the purposes of this plan, it is assumed the dial-a-ride reservation policies will remain unchanged.

Alternative: Expanded Dial-A-Ride in El Dorado Hills for ADA-Eligible Passengers at Reduced Fares

While it is generally reasonable to adjust fares based on proximity of residences (i.e., someone who chooses to live in the remote community of Coloma would be expected to pay a fare premium), El Dorado Hills is a major center of population, and therefore it can be argued that it is more equitable to establish fares similar to what other centers of population pay (such as

Placerville). This alternative calls for a reduction of ADA-eligible fares to \$2.00 per one-way trip within El Dorado Hills (equal to fares required in Placerville). The fares to cross transit zones would remain at \$0.50 per crossing for ADA-eligible passengers. Under this alternative, the current \$5.00 dial-a-ride fares in El Dorado Hills would be reduced to \$2.00 per passenger trip. To determine the impact of the fare reduction, ridership data over two weeks in March 2009 was examined (when El Dorado Hills base fares were \$2.50) and compared to ridership at the increased fare (\$5.00) from two weeks in May 2012. It was found that ridership was fairly low to and from El Dorado Hills both years, but the proportion of trips was higher in 2009 compared to 2012. In 2009, 213 of 1,642 dial-a-ride trips over two weeks in March had their origin or destination in El Dorado Hills (13.0 percent of trips) while in 2012, only 124 of 2,174 dial-a-ride trips in the two week period in March started or ended in El Dorado Hills indicating the price change did have an impact. Based on annual ridership, this would indicate that at a fare of \$2.50, approximately 2,300 dial-a-ride one-way passenger trips were served to or from El Dorado Hills, compared to 1,350 one-way trips at a fare of \$5.00. It can therefore be estimated that reducing the fare to \$2.00 per one-way passenger trip, given all else is equal, would generate an annual ridership of approximately 2,800 one-way passenger trips, an increase of 1,450 one-way trips annually, as shown in Table 27.

This level of additional ridership would not warrant establishing a new facility in El Dorado Hills. As a result, much of the additional trips would require deadhead travel from Diamond Springs. Considering the current availability of DAR vehicles in El Dorado Hills (that would provide the opportunity to serve new trips without additional deadhead travel), it is estimated that 0.9 vehicle-hours of service would be required to serve each additional trip. This service would therefore require 1,290 vehicle hours of service, and 46,000 vehicle-miles (including deadhead). It would incur an annual operating cost of \$133,000. The fare revenue would be reduced by an estimated \$1,200 due to lower fares, requiring an annual subsidy of \$134,200, as shown in Table 27.

Alternative: Expanded Dial-A-Ride in El Dorado Hills for ADA-Eligible Passengers and General Public Passengers

Dial-a-ride service is currently not available to the general public in El Dorado Hills. Under this alternative, service open to the general public would be offered Monday through Friday, 7:30 AM to 5:00 PM and Saturdays from 8:00 AM to 5:00 PM. Fares would be \$2.00 for ADA-eligible passengers and \$4.00 for the general public. The fares to cross transit zones would remain at \$0.50 for ADA-eligible passengers and \$1.00 for general public passengers. As indicated above, the estimated annual dial-a-ride ridership for ADA-eligible passengers at this fare would be 2,800 annually. It is difficult to gauge the additional dial-a-ride ridership that would be generated from the general public. It might be expected that rate of use would be higher than other portions of Western El Dorado County based on the fact that no other local transportation services are available; yet overall demand is much lower because the biggest factor in generating general public ridership outside of age and disability is income status and proportion of zero vehicle households, both of which are very low factors in El Dorado Hills. Currently, the system-wide average ridership per passenger hour of dial-a-ride service on El Dorado Transit is 2.4. It is reasonable to assume El Dorado Hills would generate a similar ridership level, despite the lower demand, given there are no other transit options. Therefore it is estimated that operating one vehicle over the fore-mentioned hours of service would generate ridership of 6,720 trips annually, 2,800 of which would be ADA-eligible and 3,920 of which would be general

public ridership, an increase of 5,370 passenger trips per year. The fare revenue would be an estimated \$21,300, requiring an annual subsidy of \$200,300, as shown in Table 27.

Operating costs for this service alternative were evaluated for two scenarios. If an operating base were established in El Dorado Hills, deadhead travel would be minimized, resulting in an annual operating cost of \$221,600. If this service were to be operated out of the existing facility in Diamond Springs, the additional deadhead (out-of-service) vehicle-hours and vehicle-miles would increase annual operating costs to \$265,100.

Taxi Voucher Program

As described above, the taxicab voucher concept takes advantage of existing private transportation providers by providing subsidies to eligible citizens to purchase transportation services at a discount. There are a number of methods for subsidizing the service, such as a voucher system (subsidizing a portion, such as 50 percent, of a trip); scrip (where discounted tickets or books of tickets are bought at a discount and redeemed for face value); and coupons (purchased at a discount, entitling the passenger to percentage discount of the normal charge).

As an area of relatively limited size, it would be possible to negotiate a flat fare with taxi companies for all trips within El Dorado Hills. Under this scenario, El Dorado Transit would offer discounted coupons to eligible passengers for one-way passenger trips within El Dorado Hills and participating taxi companies would accept the coupons and redeem them at the negotiated rate. Several taxi companies in the area have fares of a \$3.00 flag fee and \$3.00 per mile thereafter. Average taxi travel distances and resulting fares were estimated based upon an analysis of the proportion of residential trip origins in the various portions of El Dorado Hills versus the proportion of trip designations in each commercial/institutional activity center. This yielded an average trip length of three miles and an average full fare of \$12.00. While the potential for increased and more consistent patronage under a voucher program could result (through negotiation) in a lower rate, a conservative estimate of a flat rate fare is \$12.00 per trips. This alternative would have two options: one in which the voucher program is available only for ADA-eligible passengers, and one for general public passengers as well.

There are three taxi companies based in Placerville and five in Folsom which could potentially participate in a taxi voucher program. One company, Gold Rush Taxi based in Placerville, already contracts with the El Dorado County Department of Social Services to provide transportation for social service programs. Another, Green Valley Shuttle, currently provides free group trips on Sundays to Four Seasons residents. As mentioned above, any taxi company selected to participate would need to understand ADA requirements and other funding-related guidelines and regulations to provide service, as well as be willing and able to provide a high standard of customer service and to monitor and report on the service. A lack of these abilities has been the downfall of many taxi voucher programs. It would therefore be critical that a clear and precise contract be developed for the voucher program.

Taxi Vouchers for ADA-Eligible Passengers

Under this alternative, the taxi voucher coupons would be available to ADA-eligible individuals only. Per the discussion above, a \$12.00 flat rate would be paid to the taxi provider for all trips within El Dorado Hills. A reasonable fare in light of other services provided by El Dorado Transit

would be \$2.50 per passenger-trip. The remaining \$9.50 subsidy per passenger trip would be paid to the taxi service contractor(s) by El Dorado Transit. The taxi service would be available during the same hours as typical local El Dorado Transit services, which is 7:00 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM Saturdays.

In reviewing taxi voucher programs such as those presented earlier, each has special circumstances or unique qualities, making it difficult to use them as a basis to assess ridership within El Dorado Hills. The ridership of such a program can fluctuate greatly depending on the responsiveness of taxi companies, as was found by the Yuba Sutter program where ridership grew quickly, but declined as cab companies became discouraged and the quality of service (as reflected in factors like timely response to ride requests) declined. In general, transit systems experience less ridership through voucher programs than they do through dial-a-ride programs, but often that is because taxi vouchers are used as a supplement to dial-a-ride or fixed route service. A reasonable estimate for El Dorado Hills would be an annual ridership of 3,000 passenger trips. The subsidized fare would therefore cost \$28,500, with passengers paying \$7,500. The management costs would be an estimated \$5,800 annually for grant administration and \$10,100 annually to review voucher use, monitor sales and review records (based on Sunline Transit's experience of spending 24 hours per month to review 300 voucher uses monthly). Printing vouchers would cost an estimated \$6,000 annually.

In sum, at a ridership of 3,000 taxi trips annually, this program would have a \$57,900 annual operating cost and with passengers paying \$7,500 in fares, for an annual subsidy of \$50,400, as shown in Table 27.

Taxi Vouchers for General Public

As with the ADA voucher program, it is very difficult to predict the ridership that would be generated by a taxi voucher program for the general public. The most likely users of this program would be households with zero vehicles or low income individuals. A reasonable estimate for El Dorado Hills, based upon ridership at other existing voucher programs that serve the general public, would be an annual ridership of 3,000 ADA-eligible trips and 3,000 general public passenger trips. The subsidized fare would therefore cost \$49,500, with passengers paying \$22,500. This assumes a fare of \$5.00 per one-way trip for general public passengers. The management costs would be an estimated \$5,800 annually for grant administration and \$20,200 annually to review voucher use, monitor sales and review records. Printing vouchers would cost an estimated \$12,000 annually. In all, at a ridership of 6,000 taxi trips annually, this program would have a \$110,000 annual operating cost and with passengers paying \$22,500 in fares, for an annual subsidy of \$87,500, as shown in Table 27.

El Dorado Hills Deviated Fixed-Route

Under this alternative, a fixed route with deviations would operate within El Dorado Hills, from roughly 7:00 AM to 6:00 PM on weekdays. A single bus would operate along a defined route and schedule, with adequate time to also serve individual ride requests to specific locations (for all persons) within three-fourths of a mile of the designated route. This semi-fixed route strategy would avoid the need to provide an additional complementary paratransit van service except during peak hours (as discussed below).

**TABLE 27: El Dorado Hills Service Alternatives
FY 2013-2014 Ridership and Cost Analysis of Additional Services**

Alternative	Assumed Operating Base	Vehicles Required ²	Operating Characteristics ¹			Ridership Impact (One-Way Trips)		Annual		
			Total Annual	Veh. Serv. Miles ³	Veh. Serv. Hours ³	Operating Cost ⁴	Daily	Annual	Farebox Revenue	Subsidy Required
Dial-a-Ride Options										
Provide DAR Service for ADA at Reduced Fares	Diamond Springs	1	46,000	1,290	\$133,000	5	1,450	-\$1,200	\$134,200	
Provide DAR to ADA and General Public at Reduced Fares	El Dorado Hills	1	42,000	2,800	\$221,600	18	5,370	\$21,300	\$200,300	
Provide DAR to ADA and General Public at Reduced Fares	Diamond Springs	1	42,000	2,800	\$265,100	18	5,270	\$21,300	\$243,800	
Taxi Voucher Program Options										
Taxi Voucher Program, ADA-eligible Only	Not Applicable	--	--	--	\$57,900	12	3,000	\$7,500	\$50,400	
Taxi Voucher Program, General Public	Not Applicable	--	--	--	\$110,000	24	6,000	\$22,500	\$87,500	
Semi-Fixed Route Options										
Deviated Fixed Route Service	El Dorado Hills									
Deviated Fixed Route		1	42,800	2,750	\$219,500	44	12,700	\$13,300	\$206,200	
Complementary Dial-A-Ride		1	12,000	1,000	\$75,700	4	900	\$2,700	\$73,000	
Total		2	54,800	3,750	\$295,200	48	13,600	\$16,000	\$279,200	
Checkpoint Service	El Dorado Hills									
Checkpoint Service		1	46,300	2,750	\$223,500	56	13,900	\$18,800	\$204,700	
Complementary Dial-A-Ride		1	12,000	1,000	\$75,700	4	900	\$2,700	\$73,000	
Total		2	58,300	3,750	\$299,200	59	14,800	\$21,500	\$277,700	

Note 1: Assuming operating base established in El Dorado Hills, minimizing deadhead costs.

Note 2: Assumes 250 weekdays and 51 Saturdays of service.

Note 3: Based on a cost allocation of \$61.76 per hour of service plus \$1.16 per mile of service.

Source: LSC Transportation Consultants, Inc.

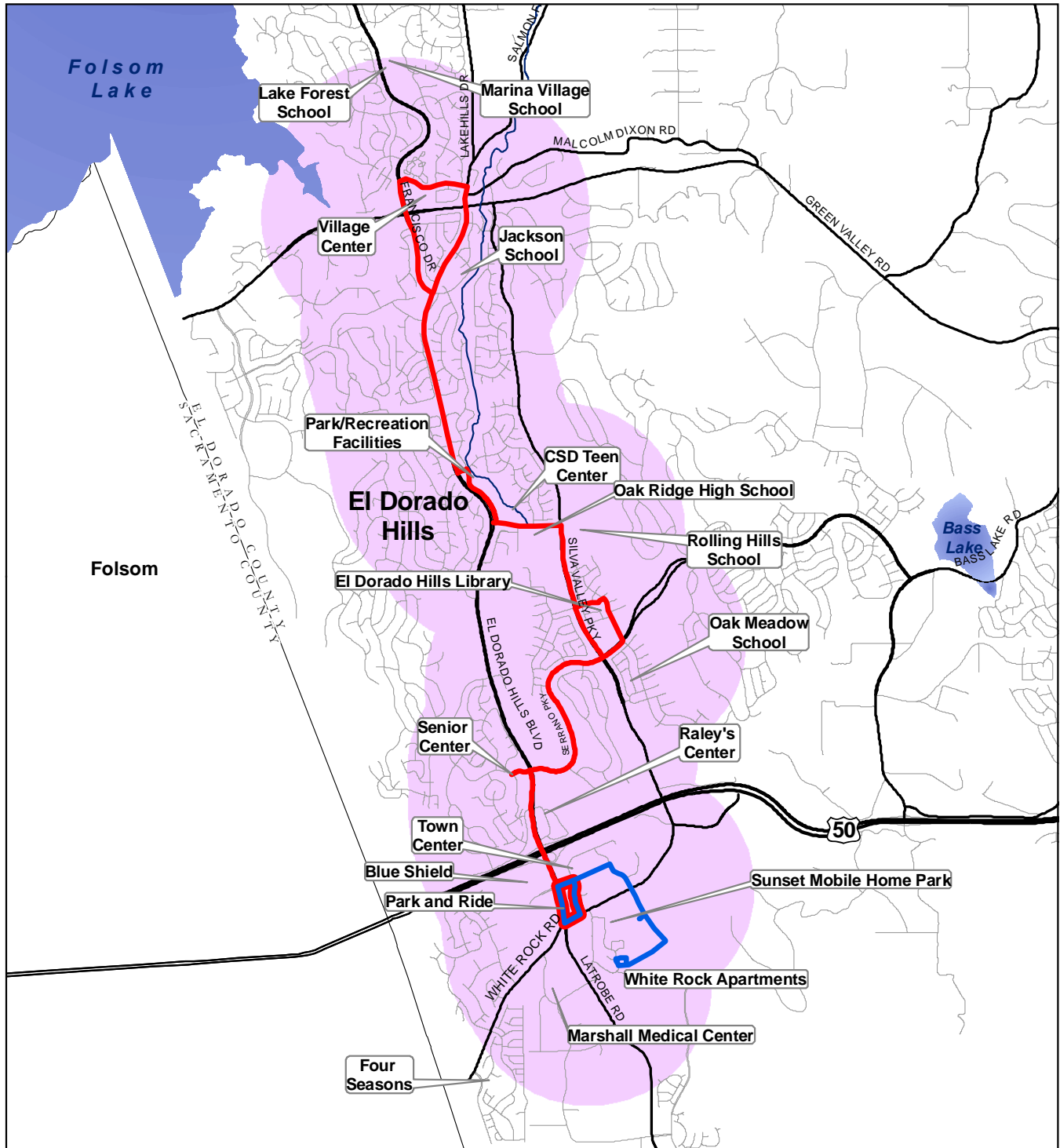
Figure 28 presents a potential route, and shows the area that would be included within three-fourths of a mile of the route. One bus would be used to provide hourly service on the following individual routes, alternating between the route segments:

- **North Route (Red):** Departing the El Dorado Hills Park-and-Ride, the El Dorado Hills Red Route would travel north along El Dorado Hills Boulevard, directly serving the Raley's Center. The route would also divert off of El Dorado Hills Boulevard on Lassen Lane to service the Senior Center, then travel via Serrano Boulevard to Silva Valley Parkway to serve the library. From Silva Valley, the route would travel west on Harvard Way to serve Oak Ridge High school, then turn onto Hawker Place just before El Dorado Hills Boulevard to serve the Teen Center and other recreational facilities. The route would return to El Dorado Hills Boulevard at St. Andrews Drive. The route would turn left on Francisco Drive, right onto Village Center Drive, and right onto Salmon Falls Road before returning southbound along the same route. With a left turn onto Town Center Boulevard and a right turn on Post Street, the route segment will terminate at the park-and-ride. Not including deviations, this route segment would require roughly 29 minutes to complete.
- **South Route (Blue):** The southern portion of the route would consist of a smaller loop serving the Town Center and the multifamily area along Valley View Parkway, and would be in walking proximity to the Sunset Mobile Home Park. From the park-and-ride, the route would turn right from Post Street onto White Rock Road, right on Latrobe, and right on Town Center Boulevard. The route would stay on Town Center to the theater and turn right on Vine Street, crossing over to Valley View Parkway to serve housing south of White Rock Boulevard, turning around in the White Rock Apartment complex. The route would return via Valley View Parkway and Vine Street to Town Center Boulevard to Post Street. This route segment would require roughly nine minutes to complete.

Including dwell time (time spent boarding and deboarding passengers at stops), this route would take approximately 40 minutes to complete, leaving up to 20 minutes to deviate and to provide hourly breaks for the driver. The final route design would require more detailed evaluation of bus stop and routing opportunities on a site-by-site basis, including discussions with public agencies and adjacent property owners. For instance, the limited public street network may require the use of private driveways to access some specific stops, which will be dependent on discussions with private landowners. Specific improvements needed at individual locations are discussed below in Chapter 7.

Like other existing El Dorado Transit deviated fixed-routes, service would also be available on demand to any location within a three-fourths of a mile distance of the routes. As shown in Figure 28, this service area includes many of the key activity centers in El Dorado Hills, including the Sunset Mobile Home Park, the northern portion of the El Dorado Hills Business Park (including the Marshall Medical Clinic), El Dorado Hills Library, and a number of schools including Oak Ridge High School and Rolling Hills Middle School. This route should be scheduled to provide direct transfers to and from the Iron Point Connector (IPC) at the El Dorado Hills Park-and-Ride.

Based on the current IPC service times at 39 minutes past the hour westbound and 24 minutes past the hour eastbound, an example schedule is shown in Table 28.



Potential Route Deviation Service

Figure 28

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- North Route
- South Route
- Route Deviation Service Area (Within 3/4 Mile of Route)

1 inch = 4,196 feet

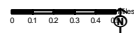


TABLE 28: Sample Schedule for Deviated Fixed Route Service

Route and Stops	Minutes After the Hour	
	Departure	Arrival
North Route Segment: Red Route		
El Dorado Hills Park-and-Ride	:41	
EDH Community Service District Northbound	:48	
Village Center Drive	:53	
EDH Community Service District Southbound	:59	
El Dorado Hills Park-and-Ride		:05
South Route Segment: Blue Route		
El Dorado Hills Park-and-Ride	:15	
Town Center Theater	:18	
White Rock Apartments	:21	
El Dorado Hills Park-and-Ride		:26

Source: LSC Transportation Consultants, Inc.

After operating this service for six months, it would be appropriate to evaluate the deviation requests and determine if any of the often-requested stops should become part of the route or if they should become “on demand” stops, which means they would be on the schedule to be served, but would only be served upon request. To make a request, passengers would either call in advance to request a pick-up, or let the driver of the bus know they wish to stop there, or they could have a standing reservation.

In assessing the ridership potential for this alternative, it is important to consider the proportion of possible trips that is within a reasonable walk distance of the stops. For a fixed route in a lower density area, a walk distance of one-half mile can be used as the maximum that potential passenger would be willing to walk. For a transit route to serve a potential passenger’s trip, both trip ends need to be within this distance. While the route shown in Figure 28 does a good job of serving the preponderance of trip destinations, the low density distribution of residences in El Dorado Hills results in many homes that would not be served by the transit route. A review of residential locations in El Dorado Hills indicates that approximately 40 percent of all dwelling units would be within a half-mile walk of a transit stop. Considering this figure by dwelling unit type, it is estimated that 42 percent of single family homes and 40 percent of multifamily units would be served under this alternative. As residents of multifamily units are more likely to be transit users, overall it is estimated that this alternative would serve a geographic area that encompasses 40 percent of the overall transit demand within El Dorado Hills.

It is unlikely that this service would have adequate time to deviate for all ADA-eligible trips within three-fourths of a mile of the routes. Although El Dorado Transit currently offers

dial-a-ride service to El Dorado Hills residents, changes would be required to make it complementary to the Deviated Fixed Route service, as follows:

1. Reservations would need to be available the day before service is requested. Therefore, if an ADA-eligible person wished to use the service on Monday, they would need to be able to make a reservation on Sunday. El Dorado Transit currently has phone staff available for making such reservations.
2. As ADA-eligible passengers could not be turned down due to a lack of capacity, all requests for complementary service would need to be honored (within an hour of the desired time, during the same hours as the deviated fixed route service and within three fourths of a mile of any stop).
3. The fares for ADA-eligible passengers cannot be greater than double the amount of the general passenger fares. The dial-a-ride fares for ADA-eligible passengers would therefore be limited to \$3.00 per trip, for example, if the local deviated fixed route service fares were \$1.50 (which would be in line with other local services).

The fare on this service would be comparable to other local fixed route fares in El Dorado County: \$1.50 for general public riders and \$0.75 for elderly, disabled or K-12 students. ADA complementary fares would be \$3.00 per one-way trip. General public (non-ADA) fares for deviation requests would be \$5.00 per one-way trip.

Based on the reduced fare of dial-a-ride service, ridership would increase from 1,350 to an estimated 2,000. Furthermore, it is reasonable to expect that establishing a scheduled local service in El Dorado Hills would increase the overall awareness of public transit and thus the demand for curb-to-curb service. It is assumed for purposes of this study that ADA requests would increase by 33 percent over current levels, bringing the new level of curb-to-curb ridership to an estimated 2,700 trips annually. In total, this is equivalent to approximately eight additional trips per day, with approximately four requests in peak hours. The deviated fixed route would be able to accommodate the majority of these trips, but it is estimated an additional four hours of dial-a-ride service would be needed on weekdays to complement the deviated fixed route service.

Ridership on the deviated fixed route service can best be estimated by looking at hourly ridership on other El Dorado Transit services. Cameron Park most closely resembles the El Dorado Hills community. The Cameron Park route carries 12.9 passengers per hour, which is among the higher ridership efficiency. However, the ridership on this route is heavily boosted by charter school students and college students (including a large number who drop their children at the Folsom Lake College child care center). Excluding this ridership, and considering the relative potential transit demand (as discussed in Working Paper 2), it is estimated that this alternative would generate a ridership of 4.6 passengers per hour of service, or 12,700 annually.

Using the current marginal allocated cost of \$61.76 per hour of service plus \$1.16 per mile of service, the deviated fixed route service is estimated to have an annual operating cost of \$219,500. As indicated in Table 27, this would result in \$13,300 in fare revenue (at an average of \$1.10 per passenger trip based on an estimated 60 percent discounted fares and 40 percent

full fares) which would reduce the subsidy for the service to \$206,200. The increased paratransit service would incur operating costs of \$75,700 per year, generating additional farebox revenue of \$2,700. Combined, the overall operating cost of this alternative would be \$295,200, with an annual subsidy of \$279,200.

Alternative: Checkpoint Service with Scheduled and On-Demand Stops

A checkpoint service is bus service that only serves specific “checkpoints” but can vary with regards to the route used to travel from checkpoint to checkpoint. This semi-fixed route alternative differs from the deviated fixed route service in that the route deviation follows a set route and schedule with extra time built in to make curb-to-curb deviations, while the checkpoint service has greater flexibility in its actual route and in the order the stops are served. As curb-to-curb service is not provided by the checkpoint service, complementary DAR service would need to be provided.

Under this alternative, there would be two types of stops: scheduled (within a ten minute time frame) and on-demand. Service to an on-demand stop would be provided based on any of the following:

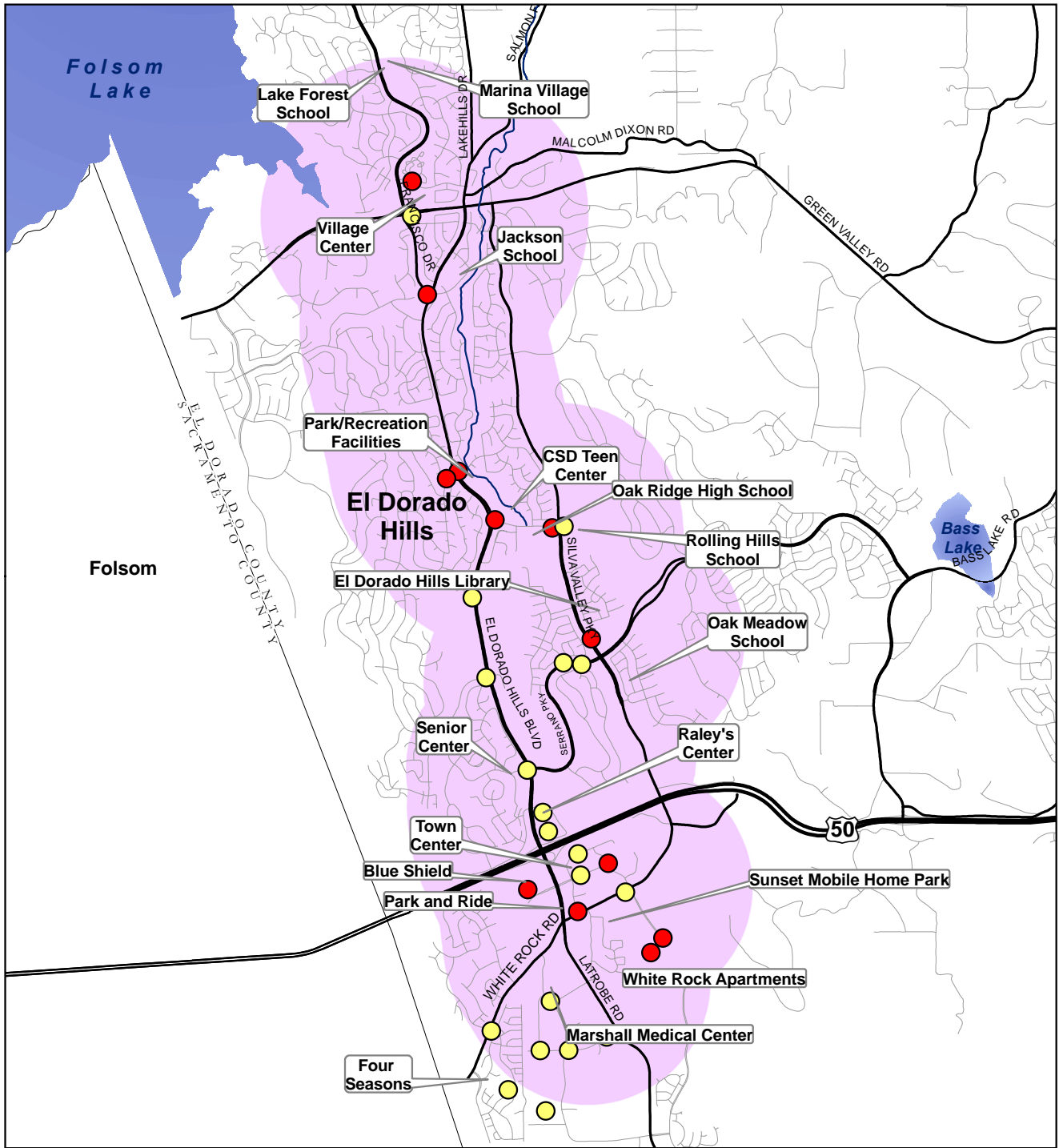
- A request for a pick-up is made by phone or electronically on the day of service, at least 30 minutes prior to the desired pickup time.
- The passenger requests a drop-off at an on-demand stop when boarding at a scheduled stop.
- For specific stops with a consistent pattern of requests at a specific time (such as at a Senior Center just after the end of a daily program), a “standing request” could be made by which the checkpoint is served at a specific time without the need for a daily request.

Note that scheduled times are established when the on-demand stops would be served, with the important difference being that they are only served upon request.

A sample checkpoint service for El Dorado Hills is depicted in Figure 29. The red stops indicate scheduled stops, and the yellow stops indicate on-demand stops. These stops include the following:

Scheduled Checkpoint Stops

- El Dorado Hills Park and Ride
- Town Center Theater
- Valley View Apartments
- White Rock Village Apartments
- Valley View Parkway
- Raley’s Shopping Center South
- Raley’s Shopping Center North
- El Dorado Hills Senior Center
- El Dorado Hills Library



Potential Check Point Service

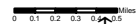
Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Figure 29

Map Feature Key

- Major Roads
- Minor Roads
- Check Point Stop
- On Demand Check Point Stop
- Within 3/4 Mile of Stops

1 inch = 4,196 feet



- Oak Ridge High School
- El Dorado Hills Community Services District
- St. Andrews Drive and Tam O'Shanter Drive
- El Dorado Hills Boulevard, south of Francisco Drive
- Village Center Drive, East of Village Center Shopping Center Driveway

On-Demand Checkpoint Stops

- Town Center Boulevard at Post Court
- Nugget Market
- Sunset Mobile Home Park
- Marshall Medical Center Clinic, Golden Foothill Parkway
- Suncast Lane, just west of Latrobe
- Suncast Lane and Golden Foothill Parkway
- Suncast Lane and Windplay Drive
- Gate at Four Seasons Drive
- Four Seasons Drive Community Center
- Blue Shield Blue Cross
- Wilson Boulevard at El Dorado Hills Boulevard
- Olson Lane at El Dorado Hills Boulevard
- Serrano Parkway and Miralo Drive
- Serrano Parkway and Vilaflor Place
- Embarcadero Mall

The fixed checkpoints would generally be served in order and served in both directions, while the on-demand checkpoints would be served in whichever order best accommodates the schedule based on requests. The fixed checkpoints can also be considered as the stops that would be served if no requests for additional stops are received.

A sample schedule is shown in Table 29. Unlike a deviated fixed route, where the vehicle must return to the route within a block of where it departed from the route, the checkpoint needs only to serve the scheduled stops within a ten minute time frame. Therefore, a passenger waiting at a signed checkpoint stop would be picked up within a ten minute range rather than a specific time.

Complementary DAR service would be required to meet all ADA-eligible trips within three fourths of a mile of all of the checkpoint stops, which would require changes in the reservation policies, no turn-downs, and a maximum fare no more than double the base fare. As with the deviated fixed route, it is assumed the lower fares and increased awareness of services would increase the dial-a-ride ridership to an estimated 2,700 annually, most of which could be accommodated through the checkpoint service and the existing dial-a-ride service. However, an additional four hours of dial-a-ride service would be required each weekday to provide adequate capacity.

Ridership for the checkpoint service would be very similar to the route-deviation service. However, because the checkpoint service has greater flexibility in meeting the demand, it is estimated the ridership would be slightly higher than the deviated fixed route service. As shown

TABLE 29: Sample Schedule for Checkpoint Service

Stops	Time (Minutes Past the Hour) ¹	
Northbound		
El Dorado Hills Park and Ride	:27	
Town Center Boulevard at Post Court	:28	On Demand
Town Center Theater	:29	
White Rock Village Apartments	:32	
Sunset Mobile Home Park	:33	On Demand
Town Center Theater	:36	
Nugget Market	:37	On Demand
El Dorado Hills Park and Ride	:38	
Marshall Medical Center Clinic, Golden Foothill Parkway	:40	On Demand
Suncast Lane, just west of Latrobe	:40	On Demand
Suncast Lane and Golden Foothill Parkway	:40	On Demand
Suncast Lane and Windplay Drive	:40	On Demand
Gate at Four Seasons Drive	:44	On Demand
Four Seasons Drive Community Center	:44	On Demand
Blue Shield Blue Cross	:46	On Demand
Raley's Shopping Center	:50	
El Dorado Hills Senior Center	:52	
Wilson Boulevard at El Dorado Hills Boulevard	:54	On Demand
Olson Lane at El Dorado Hills Boulevard	:56	On Demand
Serrano Parkway and Vilaflor Place	:54	On Demand
El Dorado Hills Library	:55	
Oak Ridge High School	:57	
EDH Community Service District	:00	
St. Andrews Dr and Tam Oshanter Dr	:01	
El Dorado Hills Boulevard and Francisco Drive	:03	
Embarcadero Mall	:03	On Demand
Village Center Drive	:05	
Southbound		On Demand
Village Center Drive	:10	
El Dorado Hills Boulevard and Francisco Drive	:12	
St. Andrews Dr and Tam Oshanter Dr	:14	
EDH Community Service District	:15	
Oak Ridge High School	:17	
El Dorado Hills Library	:19	
Serrano Parkway and Miralo Drive	:20	On Demand
Olson Lane at El Dorado Hills Boulevard	:20	On Demand
Wilson Boulevard at El Dorado Hills Boulevard	:21	On Demand
El Dorado Hills Senior Center	:21	
Raley's Shopping Center	:22	
El Dorado Hills Park-and-Ride	:24	
<p>Note 1: The bus may serve each checkpoint up to 10 minutes later than the time shown. For service to on-demand stops, passengers should call (530) 642-3696 for pickup at least 30 minutes prior to your desired time, or ask the driver for a drop-off upon boarding the bus.</p>		
<p>Source: LSC Transportation Consultants, Inc.</p>		

in Table 27, annual ridership would be 13,900. The checkpoint and complementary dial-a-ride together are estimated to cost \$299,200 annually. The ridership is estimated to be 14,800 annually, generating fare revenues of \$21,500. This results in a required annual subsidy of \$277,700.

Alternative: Wednesday Activity Bus

Under this option, an additional demand-response activity bus would be made available in the El Dorado Hills area, one day a week. This additional service would be available from 8 AM until 4 PM, on Wednesdays only, and would be open to all passengers. Reservations would be accepted no more than 14 days in advance, and no less than two days in advance (closing at 5:00 PM on Monday). Similar to the Grizzly Flat Route, service would only be operated if a minimum of five requests are made in advance, though additional rides could be accommodated on a time-available basis on the day of service. While operating on a demand-response basis, this service would focus on carrying passengers between their homes and key activity centers, such as Town Center (including the park-and-ride, for transfers to other routes), Village Center, the Senior Center, Recreation Center and Library. Dispatchers would strive to group trip reservations to these key centers.

Including deadhead travel from Diamond Springs, this service would cost approximately \$35,000 per year to operate. Fares would be identical to Zone A dial-a-ride fares, at \$4.00 for the general public and \$2.00 for Seniors, persons with disabilities, and Medicare cardholders. While this service would not accommodate daily travelers (such as commuters), it would enhance mobility options for persons that need access to flexible shopping, medical, or recreation destinations. Based on the demand analysis presented in this document and public input, a minimum of 20 passenger-trips per day is estimated. This assumes good awareness of the service generated by outreach through social service agencies and marketing through local newsletters and papers. Generating \$2,500 in annual fares, subsidy requirements for this alternative would equal \$32,500.

Alternative: Fixed Route Service

A fixed route service would follow a designated route on a designated schedule, with no deviations. This service would also require complementary paratransit service within $\frac{3}{4}$ miles of the route to meet requirements of the ADA. A fixed route would be structured similarly to the deviated route presented above. This type of service is best suited where there is a sizeable population within a convenient walk distance of the route (typically considered to be a quarter mile), and where this population can be connected to trip generators within a convenient walk distance, such as commercial centers, medical services, schools, recreation, etcetera.

Operating costs of this alternative would be equal to that of the checkpoint alternative, as discussed above. The service area, however, would be more limited than that of the checkpoint service, and as a result ridership potential would be less. A key issue with regards to this alternative is that many of the roadways in El Dorado Hills are not well designed to easily accommodate bus stops. Unlike rural roads with wide shoulders or urban areas with on-street parking, roads such as El Dorado Hills Boulevard have limited shoulders that are insufficient to allow a bus to pull fully out of the adjacent travel lane. Traffic volumes on many roads in

El Dorado Hills, moreover, are too great to simply stop in the through travel lane. As a result, additional bus stops would require substantial roadway widening (including potential changes in drainage facilities and nearby utilities) in many locations. Given the infrastructure costs of this alternative, the comparable operating costs to the checkpoint service and lower ridership potential, this alternative is not cost effective in the short-term and is not being considered further.

Reverse Commute

The current commuter service from El Dorado Hills to downtown Sacramento meets over 80 percent of all commuter transit demand. The remaining demand is primarily for trips to El Dorado Hills from Sacramento (approximately 6,300 one-way trips annually, or 25 per weekday) and, to a smaller extent, from Placerville to El Dorado Hills (1,500 trips annually, or 6 per weekday). These trips are somewhat difficult to serve because the trip originations (somewhere in Sacramento County) are much dispersed, and the major employers (DST Output, BlueShield, Marshall Medical, etc.) have a high percentage of unconventional shift times, as well as ample free parking. Nonetheless, it is worth exploring a service alternative designed to meet the needs of reverse commuters.

Currently, two morning and two afternoon existing commuter runs on El Dorado Transit are available for reverse commuting. (These runs are used to position buses and to transport drivers to and from the buses parked in Sacramento during the mid-day period.) However, the first of these services does not get to the El Dorado Hills Park-and-Ride eastbound until 8:00 AM, and the last westbound bus leaves at 5:05 PM, making a typical eight-hour work day by commute possible only if the commuter works within close walking distance of the transit center. Additionally, the Iron Point Connector (IPC) provides eastbound service departing the Iron Point light rail station at 6:52 AM and arriving at El Dorado Hills at 7:24 AM. However, in the afternoon, the westbound trips leave El Dorado Hills at 4:39 PM and 6:39 PM, which are too early and too late (respectively) for most commuters. To make commuting to El Dorado Hills possible for reverse commuters, the current schedule would need to be altered in the afternoon, or additional service would be needed to meet demand. Given the low demand, it would be too expensive to add service to meet this demand, but if the current schedule could be altered to meet demand, this would be a no-cost option.

If a deviated fixed route or checkpoint service is implemented in El Dorado Hills, it may be possible to modify the IPC schedule to provide service at times convenient for commuters to El Dorado Hills. Shifting the afternoon IPC later by 30 minutes would provide a 5:09 westbound departure from the El Dorado Hills park-and-ride, while shifting by 60 minutes would provide a 5:39 departure time, both of which would also provide direct connections to westbound light rail departures at Iron Point. If deviated fixed route or checkpoint service is selected for El Dorado Hills, additional assessment of the overall impacts of this service modification will be conducted as part of the draft and final plan.

Employee Vanpools

A better tailored and more affordable option for employee transportation for El Dorado Hills (particularly with odd shift times) would be to participate in a vanpool program. The Sacramento Area Council of Governments (SACOG) oversees the well-established "Rideshare"

program which helps facilitate carpool and vanpool formation. To form a vanpool, one person volunteers to be the primary driver/coordinator of the van. In exchange for taking on that responsibility, the driver sometimes does not pay towards the cost of the vanpool or pays a reduced cost. Riders usually meet at a designated pick-up location such as a park-and-ride lot or transit transfer point. Some vans have more than one pick-up point, while others do not. The same applies to drop-off points at the destination.

The riders share a fee that covers the cost of the vanpool lease and gas (or a personal vehicle may be used). The leasing price depends on the number of miles the vanpool travels each month, how many people are in the van and the vanpool vendor. All maintenance, license, and insurance costs are included in the lease. Vanpool information can be found at <https://rideshare.511.org/vanpool/>.

Special Event Transportation

During the Project Advisory Committee meetings, a number of members expressed a desire for special events transportation. In addition to reducing traffic congestion, such services, particularly if operated with a visually pleasing trolley, can create a favorable impression of the transit system. Several suggestions for providing service included providing transportation for:

- Friday Night concerts (hosted by the CSD)
- Day in the Park, August 11th (5,000 attendees)
- El Dorado County Fair (can use Park-and-Ride weekends, but not weekdays, if shuttle provided)
- 4th of July at Town Center (actually on the 3rd in 2012)
- June 30th Cameron Park 4th of July Celebration

Providing special event service among services using Federal Transit Administration (FTA) funds (such as El Dorado Transit) has been made more complicated by regulations regarding "charter" service. While there are some narrow exemptions, service provided to special events on an irregular basis is considered to be a charter service. Before operating charter service, any recipient of FTA grant funding is required to determine if a private transportation operator is willing to provide the service. The public transit agency must solicit bids from private transportation operators through a web-based charter operations process. If a private operator on the web-based registered list (not necessarily a local operator) is willing to perform the service, the public transit agency who receives FTA funding cannot provide that charter service. If there is no response from a registered charter operator, the public transit agency can provide the service, although the public transit operator must maintain detailed records of the service. If an FTA grantee does not follow these procedures, fines can be levied or FTA funds denied.

COMPARISON OF SERVICE ALTERNATIVES

A comparison of the service alternatives is presented in Table 30. Note that alternatives which were discussed qualitatively rather than quantitatively are not reflected in this summary. The operating characteristics of each of the alternatives are shown, with the assumption that each would be individually implemented in addition to or as a replacement of the current services,

TABLE 30: Comparison of El Dorado Hills Transit Service Alternatives

Alternative	Assumed Operating Base	Annual Vehicle Service Miles	Annual Vehicle Service Hours	Annual Ridership	Annual Operating Cost	Marginal Fare Revenue	Marginal Annual Subsidy	Ridership per Vehicle Service Hour	Marginal Farebox Return Ratio	Net Operating Subsidy per Passenger-Trip
Dial-a-Ride Options										
Provide DAR Service for ADA at Reduced Fares	Diamond Springs	46,000	1,290	1,450	\$133,000	(\$1,200)	\$134,200	1.1	-0.9%	\$92.55
Provide DAR to ADA and General Public at Reduced Fares	El Dorado Hills	42,000	2,800	5,370	\$221,600	\$21,300	\$200,300	1.9	9.6%	\$37.30
Provide DAR to ADA and General Public at Reduced Fares	Diamond Springs	42,000	2,800	5,370	\$265,100	\$21,300	\$243,800	1.9	8.0%	\$45.40
Wednesday Activity Bus	Diamond Springs	8,000	416	1,040	\$35,000	\$2,500	\$32,500	2.5	7.1%	\$31.25
Taxi Voucher Program Options										
Taxi Voucher Program, ADA-eligible Only	Not Applicable	--	--	3,000	\$57,900	\$7,500	\$50,400	--	13.0%	\$16.80
Taxi Voucher Program, General Public	Not Applicable	--	--	6,000	\$110,000	\$22,500	\$87,500	--	20.5%	\$14.58
Semi-Fixed Route Options										
Deviated Fixed Route Service	El Dorado Hills	54,800	3,750	13,600	\$295,200	\$16,000	\$279,200	3.6	5.4%	\$20.53
Checkpoint Service	El Dorado Hills	58,300	3,750	14,800	\$299,200	\$21,500	\$277,700	3.9	7.2%	\$18.76

Source: LSC Transportation Consultants, Inc.

as appropriate. Performance measures of the alternatives can then be evaluated in terms of how the change in service would impact the transit program. A review of this summary indicates the following:

- The impact of the various alternatives on annual ridership ranges from an increase of 1,040 passenger-trips (for a weekly activity bus) to an increase of 14,800 passenger-trips (for the checkpoint alternative).
- The impact on annual subsidy requirements ranges from an increase of \$32,500 (for the weekly activity bus) to an increase of \$299,200 (for the checkpoint alternative).
- The estimated passenger-trips provided per vehicle-hour of new transit service ranges from 1.1 (for the ADA dial-a-ride service) to a high of 3.9 (for the checkpoint service).
- The “farebox return ratio” is the ratio of the net change in fare revenues to the total operating costs. As reducing DAR fares for ADA passengers would reduce fares while increasing costs, it results in a negative farebox return ratio. The “best” alternative based on this performance measure is the voucher program options, followed by expansion of DAR to ADA and the general public.
- The best measure of the value of these alternatives is the resulting subsidy per passenger-trip. Based on this measure, the taxi voucher has the best value at \$14.58 per passenger trip. The next best value is the Checkpoint service, which results in an estimated \$18.76 per passenger trip.

Overall, Table 30 presents the substantial differences in the various alternatives. While the deviated fixed route and checkpoint alternatives serve the greatest ridership, this comes at a relatively high cost. While the DAR alternatives are less costly than the deviated fixed route and checkpoint alternatives, they require more subsidy per new passenger-trip. Finally, while the voucher alternatives are substantially less expensive, they serve relatively low numbers of passenger-trips. One clear conclusion that can be drawn from Table 30 is that the checkpoint alternative is preferable to the deviated fixed route alternative.

The *Western El Dorado County 2008 Short Range Transit Plan* (LSC, 2008) presents a series of goals and standards for transit services provided by El Dorado Transit, which can be used as a guideline to assess the performance of the various alternatives. Pertinent performance standards are as follows:

- Local Route Service Passenger-Trips per Vehicle Service Hour (Minimum) – 5.0
- Local Route Service Operating Subsidy per Passenger-Trip (Maximum) – \$15.00
- Local Route Service Operating Farebox Return Ratio (Minimum) – 10.0 %
- Demand Response Service Passenger-Trips per Vehicle Service Hour (Minimum) – 2.0

Note that not all of these standards can be applied to all alternatives. Comparing these standards with the results shown in Table 30 indicates the following:

- Neither the Deviated Fixed Route Service nor the Checkpoint Service would attain the standards regarding Passenger-Trips per Vehicle Service Hour, Operating Subsidy per Passenger-Trip, or Operating Farebox Return Ratio.
- Of the dial-a-ride options, the only one attaining the 2.0 Passenger-Trips per Vehicle Service Hour standard is the weekly activity bus (though the 1.9 value for the ADA/General Public option is close).
- The General Public Taxi Voucher program (if considered against the pertinent Local Route Service standards) would attain both the Operating Subsidy per Passenger-Trip standard and the Operating Farebox Return Ratio standard. The ADA-only Taxi Voucher program would attain the Operating Farebox Return Ratio standard, but would (at the assumed subsidy level) slightly exceed the maximum value of the Operating Subsidy per Passenger-Trip (\$16.80 versus a standard of \$15.00).

Note that these standards do not reflect capital costs that would be associated with implementation of these alternatives, which are discussed in the following chapter.

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INTRODUCTION

This chapter provides a discussion regarding capital needs that would be required to implement the various service alternatives.

VEHICLE NEEDS

The type of vehicle needed for service in El Dorado Hills will depend on which service alternative(s) is selected, but in general, a minivan would be desirable for dial-a-ride service, or a cutaway for deviated fixed route, checkpoint or fixed route service. Therefore, alternatives which implemented these services would need an additional vehicle as described in Table 27 in Chapter 6.

Additionally, there may be a need for complementary dial-a-ride service under any of the fixed- or semi-fixed- route alternatives. However, this service could be accommodated using a current back-up vehicle. El Dorado Transit currently has a more than adequate spare vehicle ratio (the number of spare vehicles available at peak times to the number in operation). While a 20 percent spare ratio is considered a desirable figure, El Dorado Transit currently has a spare ratio of 31 percent for cutaways (used for local fixed route and demand-response services) and 40 percent on minivans (used for demand-response), indicating that a vehicle would be available for complementary paratransit service or semi-fixed routes.

BUS STOP IMPROVEMENTS

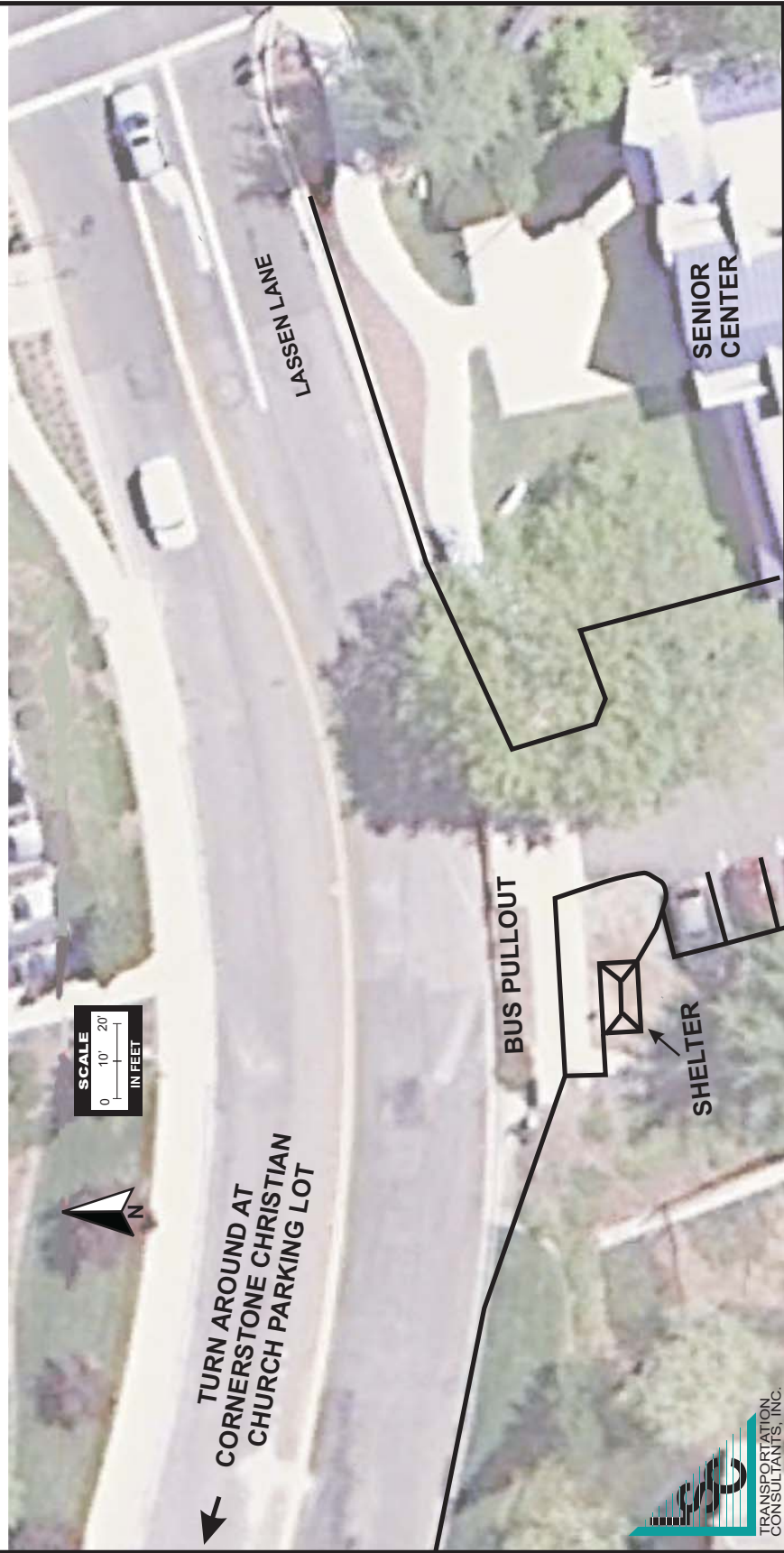
The bus stop improvements needed for service in El Dorado Hills will depend on which service alternative is selected. Table 31 shows a list of improvements that would be required for all potential stops for all of the alternatives in Chapter 6, as well as the recommended transit travel path for each stop. As shown, most of the sites can be accessed using the current roadway system, and all that would be required would be a bus stop sign, and in some instances, installation of a concrete wheelchair loading pad. However, several of the stops would require more extensive improvements in the short or long term, including the following:

- *Senior Center:* The best location for dropping and picking up passengers would be west of the Senior Center Driveway on Lassen Drive. As this location has approximately a four percent grade, the site would require grading to install a wheelchair landing pad. Ultimately, it would also be desirable to provide a shelter and bench, as the site would serve seniors, and would be a high trip generator for the area. A sketch of the bus stop improvement is shown in Figure 30.
- *White Rock Village Apartments:* This location is also anticipated to generate significant ridership, should the service be successful. Currently, the best access would be to take the drive at the top of Valley View Parkway down to the White Rock Village apartments, turning right at the third drive. Passengers could board and disembark at the small park there.

TABLE 31: Improvements Required for Potential Bus Stops			
Stop		Improvements	Transit Travel Path
El Dorado Hills Park-and-Ride		None	Existing stop with pullout. Capacity for 2 commuter buses plus 1 local small bus.
Town Center Boulevard West of Bridge		Reconfigure curb to provide pullout; eliminate 3 parking spaces on south side.	Stop just west of bridge in both directions
Town Center Theater	Short Term	In the short term, use existing drop-off lane (north end).	Enter drop-off lane in both directions
	Long Term	To avoid congestion in the long-term, make pullouts on either side of Town Center Boulevard east of Vine Street by eliminating 4 spaces on each side.	Pull into pullouts.
White Rock Village Apartments	Short Term	None	Enter drive to apartments; third right, stop in front of park; circle left through parking lot.
	Long Term	Remove 9 parking spaces at entrance to create bus turnaround	Use bus turnaround to serve stop on north side.
Vineyards at Valley View		None	Stop at south end of dropoff circle.
Sunset Mobile Home Park		Pad	Enter Sunset Mobiles Lane, make right turn to serve stop adjacent to park, exit onto White Rock Rd. via Keagles Lane.
Nugget Market		None	Stop in front of east end of store on Mercedes Lane.
Marshall Med Center Clinic, Golden Foothill Pkwy		None	Enter driveway on Golden Foothill Pkwy; stop in front of clinic drop-off; exit onto Windfield Way
Suncast Lane, just west of Latrobe		None	Pull up to curb
Suncast Lane and Golden Foothill Parkway		None	Pull up to curb
Suncast Lane and Windplay Drive		None	Pull up to curb
Gate at Four Seasons Drive		None	Turn around in front of gate (if not entering)
Four Seasons Drive Community Center		None	Enter driveway, serve via circle
Blue Shield Blue Cross		None	Westbound on Town Center Blvd, turn into second drive; turn around at end of drive (in front of building)
Raley's Shopping Center, South End		Pad on south side of circle drive, adjacent to Shell station. Eliminate 2 parallel parking spaces.	From Saratoga Way, turn left at first roadway, stopping at the south and north ends of the half circle drive.
Raley's Shopping Center, North End		Pad on north side of circle drive, just west of existing parking spaces.	From Saratoga Way, turn right at first roadway, stopping at the north and south ends of the half circle drive.
El Dorado Hills Senior Center		Construct bus stop with shelter and wheelchair pad.	Turn onto Lassen Lane; turn around at Cornerstone Christian Church; stop on south side of Lassen Lane west of Senior Center driveway.
Wilson Blvd at El Dorado Hills Blvd		Pad	Turn east onto Wilson; turn around at fire station; stop at curb on north side of Wilson east of El Dorado Hills Blvd
Olson Lane at El Dorado Hills Boulevard		Pad	Turn onto Olson Lane; serve stop on north side of Olson Lane just past El Dorado Village Apartments entrance; turn around in cul-de-sac on Mathew Court.
Serrano Parkway and Vilaflor Place		None	Pull onto Vilaflor, circle around island, serve stop on far side of gate.
Serrano Parkway and Miralo Drive		None	Pull onto Miralo Drive, circle around island, serve stop on far side of gate.
El Dorado Hills Library	Northbound	None	From Silva Valley, turn right into driveway north of the library, stop in front of library, exit via driveway south of the library.
	Southbound	None	From Silva Valley, turn left into driveway south of the library, stop in front of library, circle right out to Village Green Drive (covered bridge), turn right onto Serrano.
Oak Ridge High School	Northbound	None	Stop on Harvard Way, west side of Clermont Intersection.
	Southbound	None	Stop on Harvard Way, midblock east of Clermont Way Intersection.
EDH Community Service District Rec Center	Northbound	Pad	Enter from Harvard Way; stay on Hawker Way, stopping at west end of parking lot.
	Southbound	Pad	Enter from St. Andrews Drive (becomes Hawker Way), stop at west end of parking lot.
St. Andrews Dr and Tam O'shanter Dr	Northbound	Remove landscaping to construct pullout and pad	Stop on St. Andrews, opposite Tam O'Shanter.
	Southbound	Construct pad	Stop on St. Andrews and Tam O'Shanter, before turning right on St. Andrews.
El Dorado Hills Blvd and Francisco Dr	Short Term	Construct pad on Hoffman Ct.	Turn around in Hoffman Court cul-de-sac
	Long Term	Construct pullout and pad on Francisco Drive at north end of Hoffman Park	Exit via Francisco Dr. and Campbell Ranch Dr., or turn around in Hoffman Court cul-de-sac
Embarcadero Mall	Short Term	None	Turn right on Green Valley Drive into first driveway of shopping center; stop at curb in southwest corner of lot, exit right onto Embarcadero Drive, return to Francisco Drive.
	Long Term	Construct pullout and pad on north side of Embarcadero Drive just east of Francisco Drive	Access via Telegraph Hill Drive and Embarcadero Drive.
Village Center Drive		Pad, Shelter	Turn right onto Village Center Drive; stop at curb east of shopping mall driveway.

Source: LSC Transportation Consultants, Inc.

FIGURE 30
Bus Stop Improvements at El Dorado Hills Senior Center



Ultimately, however, it would be desirable to create a turn-around by removing several parking spaces, as shown in Figure 31.

- *Town Center Theater:* In the short term, the current drop-off lane at the Theater could be used as a bus stop drop off. However, this could cause operating delays if the transit vehicle gets stuck behind other vehicles. A long term solution would be to construct bus pullouts on either side of Town Center Boulevard east of Vine Street by eliminating four parking spaces on each side of the street.
- *Town Center Boulevard, West of Bridge:* This stop would require reconfiguration of the curb to provide a bus pullout. This would eliminate three parking spaces on the south side of Town Center Boulevard.

Preliminary cost estimates have been provided for bus stop improvements, as shown in Table 32. At a minimum, each stop will require a bus stop sign. Some stops will require installation of a pole, while others can use existing poles. Benches and shelters would be desirable at locations with high ridership. As indicated, the total cost of improvements in the short term would be \$129,650, and long term costs would be \$152,850, for a total cost of \$282,500.

It is important to underscore that these cost estimates do not include land acquisition costs, engineering costs, utility relocation costs, and permitting fees. While these costs cannot be identified prior to detailed engineering and negotiations with owners of any land not within public rights-of-way, they could be very substantial (particularly if eminent domain proceedings are required).

Some of the stops shown in Tables 31 and 32, moreover, are located on private land. Unless agreements are successful negotiated with private landowners prior to establishment of the stops, there would be the ongoing potential that stops could be eliminated in the future.

It would also be possible to operate a demonstration bus service, minimizing as much as possible the capital improvements. This presumes El Dorado Transit would run one of the semi-fixed route services with the bare minimum bus stop improvements. Each stop would still require a sign, and some would also require posts, but no benches or shelters would be installed. The stops at the Senior Center, Olson Drive and Wilson Drive would also require a pad to unload wheelchairs. As shown in Table 32, the capital cost of bus stop improvements for a demonstration project would be \$19,450.

POTENTIAL EL DORADO HILLS OPERATIONS BASE

At present, services in El Dorado Hills currently require “deadheading” a vehicle from the operating base in Diamond Springs. Under any service alternative that increases El Dorado Transit vehicles operating in El Dorado Hills, there are two options for operating the service: continuing to deadhead vehicles from Diamond Springs, or establishing a new facility in El Dorado Hills. A local operations base would reduce deadhead operating costs, and could potentially improve responsiveness to service interruptions and ridership requests.

FIGURE 31
Bus Stop Improvement at White Rock Village

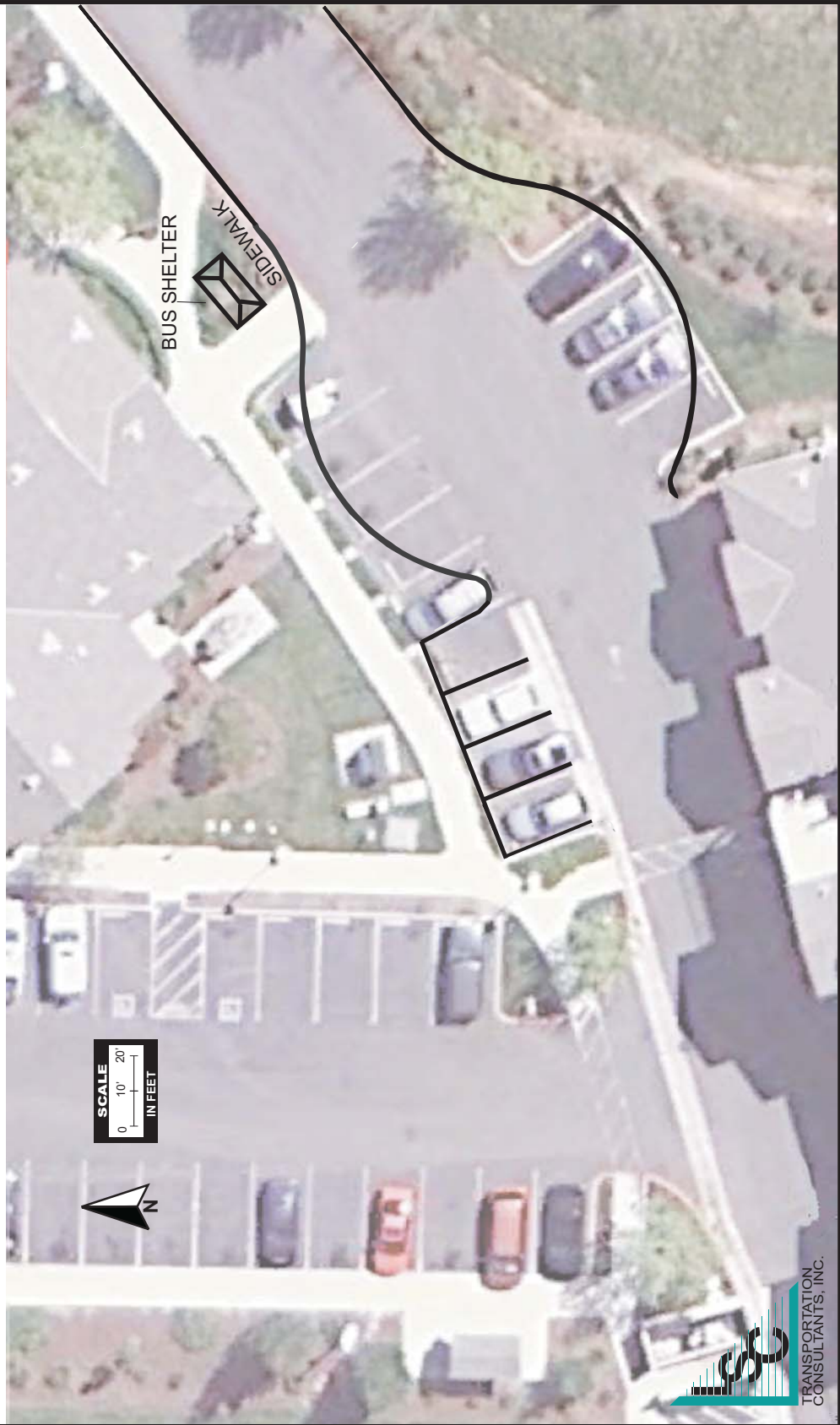


TABLE 32: Cost Estimate of Potential Transit Stops

Excludes Land Acquisition, Engineering, Utility Relocation and Permitting Costs

Unit Costs	
Industry standard shelter	\$8,500
Industry standard steel bench	\$600
Sign	\$200
Post	\$350
Pad	\$1,200
Pull out	\$20,000

Stop	Construction Quantities						Factor for Additional Pullout Site Improvements	Cost		Total	Demonstration Only
	Sign	Post	Pad	Bench	Shelter	Pullout		Short Term	Long Term		
El Dorado Hills Park and Ride	1	0	0	0	0	0	0%	\$200		\$200	\$200
Town Center Boulevard West of Bridge	2	2	0	0	0	2	150%	\$61,100		\$61,100	\$1,100
Town Center Theater	Short Term	1	1	0	0	0	0%	\$550		\$550	\$550
	Long Term	1	0	0	0	2	150%		\$60,200	\$60,200	
White Rock Village Apartments	Short Term	1	1	0	0	0	0%	\$550		\$550	\$550
	Long Term	0	0	0	0	1	200%		\$48,500	\$48,500	
Vineyards at Valley View	1	1	0	0	0	0	0%	\$550		\$550	\$550
Sunset Mobile Home Park	1	1	1	0	0	0	0%	\$1,750		\$1,750	\$550
Nugget Market	1	0	0	0	0	0	0%	\$200		\$200	\$200
Marshall Med Center Clinic, Golden Foothill Pkwy	1	1	0	0	0	0	0%	\$550		\$550	\$550
Suncast Lane, just west of Latrobe	1	1	0	0	0	0	0%	\$550		\$550	\$550
Suncast Lane and Golden Foothill Parkway	1	1	0	0	0	0	0%	\$550		\$550	\$550
Suncast Lane and Windplay Drive	1	1	0	0	0	0	0%	\$550		\$550	\$550
Gate at Four Seasons Drive	1	1	0	0	0	0	0%	\$550		\$550	\$550
Four Seasons Drive Community Center	1	0	0	0	0	0	0%	\$200		\$200	\$200
Blue Shield Blue Cross	1	1	0	0	0	0	0%	\$550		\$550	\$550
Raley's Shopping Center, South End	1	1	1	1	0	0	0%	\$2,350		\$2,350	\$550
Raley's Shopping Center, North End	1	1	1	1	0	0	0%	\$2,350		\$2,350	\$550
El Dorado Hills Senior Center	1	0	0	0	1	1	0%	\$8,700		\$8,700	\$1,400
Wilson Blvd at El Dorado Hills Blvd	1	1	1	1	0	0	0%	\$2,350		\$2,350	\$1,750
Olson Lane at El Dorado Hills Boulevard	1	1	1	1	0	0	0%	\$2,350		\$2,350	\$1,750
Serrano Parkway and Vilafor Place	1	1	0	0	0	0	0%	\$550		\$550	\$550
Serrano Parkway and Miralo Drive	1	1	0	0	0	0	0%	\$550		\$550	\$550
El Dorado Hills Library	Northbound	1	0	0	0	0	0%	\$200		\$200	\$200
	Southbound	0	0	0	0	0	0%	\$0		\$0	\$0
Oak Ridge High School	Northbound	1	1	0	1	0	0%	\$1,150		\$1,150	\$550
	Southbound	1	1	0	1	0	0%	\$1,150		\$1,150	\$550
EDH Community Service District Rec Center	Northbound	1	1	1	0	0	0%	\$1,750		\$1,750	\$550
	Southbound	1	1	1	0	0	0%	\$1,750		\$1,750	\$550
St. Andrews Dr and Tam O'shanter Dr	Northbound	1	1	1	0	0	100%	\$21,750		\$21,750	\$550
	Southbound	1	1	1	0	0	0%	\$1,750		\$1,750	\$550
El Dorado Hills Blvd and Francisco Dr	Short Term	1	1	1	0	0	0%	\$1,750		\$1,750	\$550
	Long Term	1	1	1	1	0	100%		\$22,350	\$22,350	
Embarcadero Mall	Short Term	1	1	0	0	0	0%	\$550		\$550	\$550
	Long Term	0	0	1	1	0	100%		\$21,800	\$21,800	
Village Center Drive	1	1	1	0	1	0	0%	\$10,250		\$10,250	\$550
TOTAL QUANTITY	34	28	13	8	3	9					
TOTAL COST	\$6,800	\$9,800	\$15,600	\$4,800	\$25,500	\$220,000		\$129,650	\$152,850	\$282,500	\$19,450

Source: LSC Transportation Consultants, Inc.

Starting a trip in Diamond Springs requires drivers report to the Diamond Springs operations facility for check-in and pre-trip inspection, drive to El Dorado Hills to start service, and then return to Diamond Springs at the end of their shift. From Diamond Springs to Town Center in El Dorado Hills is 16.3 miles, approximately a twenty minute drive. Therefore, every time a vehicle is deadheaded from Diamond Springs to serve El Dorado Hills, this costs the transit system approximately \$39.47. Considering that a typical transit span of service (hours of operation) would require two drivers over the course of the day each making a round trip, operating a single vehicle in El Dorado Hills incurs a deadhead cost of \$157.90 per day. Operating 250 weekdays per year would cost an estimated \$39,500 annually; weekends, with lower demand and shorter operating hours, would likely require one driver deadheading twice daily for an additional \$8,000 annually.

With an operating base in El Dorado Hills, drivers would start work at this new operating base, checking in with the dispatcher in Diamond Springs by phone. This would minimize dead-head travel time.

As discussed in Chapter 6, if a service alternative is implemented that includes operation of one or more vehicle in El Dorado Hills, it would be practical and cost effective in the long term to develop a transit operating base in El Dorado Hills. This would reduce deadhead operating costs, and could potentially improve responsiveness to service interruptions and ridership requests. At a minimum, a facility would provide the following:

- Secure office space for driver lockers and operational office space
- Storage space for operating supplies
- Staff restrooms
- Secure parking for a minimum of three transit vehicles

There are several ways in which a facility could be provided:

- Use of existing office space and parking lot (such as at a Community Services District facility). Availability and costs are currently unknown. This is probably not a viable long term solution.
- Leasing a facility. Given the relatively modest program, it may be possible to lease existing office space with associated unsecured parking area. A review of commercial lease rates in El Dorado Hills indicates that a reasonable annual lease cost would be on the order of \$20,000 annually.
- Construction of a new facility on an existing parking area (such as an unused parking lot). This would require fencing and construction of a small office building. As shown in Table 33, this is estimated to equal \$250,000 (including design, furnishings, and contingency). Note that this figure does not include land costs.
- Construction of a new facility on an undeveloped parcel without existing parking lot. Table 34 indicates that this option would cost on the order of \$300,000 (again, without land costs).

The operations base would preferably be centrally located, such as at the Community Services District or Town Center. Dispatching services would still take place through the El Dorado Transit offices in Diamond Springs.

Operational/Administrative Considerations

Establishing a second operating facility would be a substantial change in current El Dorado Transit operations and management. To establish a base of operations in El Dorado Hills, the following issues would need to be addressed:

1. **Driver Check-In:** Based on a now-superseded Federal Transit Administration statute which required that drivers to be observed 25 percent of the time (to meet drug/alcohol compliance), El Dorado Transit currently observes 100 percent of driver check-ins and

TABLE 33: EDT Facility in El Dorado Hills - Cost Estimate Assuming Use of Existing Unfenced Parking Lot

ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE
1	Mobilization	--	--	EA	\$5,000
2	Construction Staking	--	--	EA	\$2,000
3	Office Space	1,000	SF	\$100	\$100,000
4	Parking and Vehicle Circulation	-	SF	\$4.44	\$0
5	Curb	-	LF	\$40	\$0
6	Fencing	324	LF	\$20	\$6,480
7	Gate	1	EA	\$5,000	\$5,000
8	Security / Lighting	--	--	EA	\$10,000
9	Pavement Marking/Striping	400	LF	\$0.50	\$200
10	Signage	--	--	EA	\$1,000
	<i>Subtotal</i>				\$129,680
11	Contingency (5%)				\$19,500
	<i>Subtotal</i>				\$149,180
12	Bond (1%)				\$1,500
13	General Conditions (8%)				\$11,900
	<i>Subtotal</i>				\$162,580
14	Overhead and Profit (15%)				\$24,400
	TOTAL CONSTRUCTION COST				\$186,980
15	Design & Permitting (20%)				\$37,400
16	Furnishings	--			\$20,000
17	Land				\$0
	TOTAL				\$244,380
	TOTAL ORDER OF MAGNITUDE ESTIMATE				\$250,000

TABLE 34: EDT Facility in El Dorado Hills - Cost Estimate Assuming New Parking Lot Construction

ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	TOTAL ESTIMATE
1	Mobilization	--	--	EA	\$5,000
2	Construction Staking	--	--	EA	\$2,000
3	Office Space	1,000	SF	\$100	\$100,000
4	Parking and Vehicle Circulation	3,456	SF	\$4.44	\$15,400
5	Curb	280	LF	\$40	\$11,200
6	Fencing	324	LF	\$20	\$6,480
7	Gate	1	EA	\$5,000	\$5,000
8	Security / Lighting	--	--	EA	\$10,000
9	Pavement Marking/Striping	400	LF	\$0.50	\$200
10	Signage	--	--	EA	\$1,000
	<i>Subtotal</i>				\$156,280
11	Contingency (15%)				\$23,400
	<i>Subtotal</i>				\$179,680
12	Bond (1%)				\$1,800
13	General Conditions (8%)				\$14,400
	<i>Subtotal</i>				\$195,880
14	Overhead and Profit (15%)				\$29,400
	TOTAL CONSTRUCTION COST				\$225,280
15	Design & Permitting (20%)				\$45,100
16	Furnishings	--			\$20,000
17	Land				\$0
	TOTAL				\$290,380
	TOTAL ORDER OF MAGNITUDE ESTIMATE				\$300,000

believes this policy has ensured drivers are fit for duty every time they are on the clock. There are several potential solutions to address this in a secondary operations base situation:

- a. Assign experienced drivers to El Dorado Hills, but also have them work in other supervised locations at least 25 percent of the time.
 - b. Work with staff on site (such as staff at the Community Services District or at a business in Town Center) to have them visually confirm that the driver is checked in and fit to work.
 - c. Have supervisors stop by for drivers check either 25 percent of the time or in some combination with the above solutions to equal a minimum of 25 percent of the time.
 - d. A video call (such as Skype) could also give the supervisor in Diamond Springs a better understanding of the driver's condition before driving.
2. **Fueling:** While El Dorado Transit uses a card lock for fueling vehicles in Diamond Springs, vehicles stationed in El Dorado Hills would need to fuel at commercial stations, which makes price slightly less predictable.
 3. **Vehicle Maintenance:** Major maintenance would continue to be conducted at the El Dorado Transit facility in Diamond Springs, but minor maintenance such as jumping a battery, adding oil, etcetera, would need to be available locally. There are no County corporation yards for such services. Adequate containment and handling procedures for fluids would need to be provided. Exchanging vehicles for scheduled maintenance could be accomplished through advanced scheduling and use of "deadheading" Sacramento Commuter Service drivers traveling between Diamond Springs and Sacramento County (assuming that the deadheading bus can easily access the new facility location from US 50). Vehicle breakdowns could require Mechanics to travel to/from El Dorado Hills as well as potential towing, adding costs.
 4. **Vehicle Cleaning:** While the frequency of cleaning of El Dorado Transit varies with conditions, vehicles in service are at a minimum cleaned internally daily and externally weekly. Either additional cleaning staff would be needed in El Dorado Hills, or additional driver time would be needed.
 5. **Security:** Parking would need to be secure (locked, fenced area) and office space would be needed for securing the fareboxes.
 6. **Mobile Data Terminals:** All El Dorado Transit vehicles have Mobile Data Terminals (MDTs), which are exchanged every day. At a minimum, additional hardware and communications equipment would be needed at a new facility to allow information to be exchanged.
 7. **ZONAR:** El Dorado Transit also uses the ZONAR system, which generates geolocation information of vehicles and drivers. A detector currently serves as a "geofence" at the existing facility; a similar detector would be needed at the new facility.
 8. **Driver Timesheets:** All drivers currently turn in and pick up timesheets on at least a weekly basis. At a minimum, procedures would need to be established for these sheets to

be transmitted (such as by fax or scan) between Diamond Springs and El Dorado Hills, and the necessary equipment provided.

9. **Fareboxes:** All fareboxes are counted on a daily basis. This requires “two deep” staffing for security purposes. Unless additional staff and/or driver time is provided at an El Dorado Hills facility, extra fareboxes would need to be provided, and fareboxes moved between the two facilities on a daily basis. This could potentially be accomplished using the off-direction Commuter Service buses. In any case, specific protocols would need to be established to ensure adequate security regarding storage, transfer, counting and deposits of fares generated in El Dorado Hills.

These issues would need to be addressed and/or negotiated before establishing a transit facility in El Dorado Hills.

Ongoing operating costs associated with a new facility could include the following:

- Utilities, including communications
- Taxes and fees
- Cleaning and maintenance
- Additional staffing, per the discussion above

These costs could vary substantially, particularly with regards to the possibility of joint use with another organization (such as the Community Services District). So long as additional staff (beyond drivers) are not required to staff this new facility, a preliminary economic analysis indicates that the reduction in deadhead travel costs would outweigh the additional facility costs (construction plus operating costs) after roughly a 10 year period. In sum, if a new service is implemented (beyond the option of reducing Dial-A-Ride fares for ADA passengers) and the various operational/administrative considerations discussed above can be addressed, El Dorado Transit would be better off financially over the long run with a second operational facility in El Dorado Hills.

Summary of Transit Capital Costs

Table 35 presents a summary of estimated capital costs associated with the various service alternatives. This table reflects the assumption that a new facility (if necessary) would require full construction of a building and lot on available publically-owned land, and that the unit cost of a dial-a-ride vehicle is \$55,000 and that of a small bus is \$110,000 per year. As shown, on one hand the voucher alternatives would have no capital costs. On the other extreme, the deviated fixed route or checkpoint alternatives would require \$747,500 in initial capital costs (as well as replacement of vehicles over the years). A demonstration project of either the deviated fixed route or the checkpoint service would require capital costs (above vehicle operating costs) of \$34,450, using existing spare vehicles and leasing a temporary office space with unsecured parking.

Bicycle Facilities to Support Transit

The construction of 14.7 miles of Class II Bike Lanes in the El Dorado Hills area would help to support non-motorized transportation to and from bus stops considered on the proposed fixed route and checkpoint service options. In accordance with the El Dorado County Bicycle Transportation Plan, the approximate capital costs associated with the construction of 14.7 miles of bike lanes is estimated at \$900,000, as seen in Table 36. Locations for potential bicycle parking facilities such as racks and lockers would also need to be considered where appropriate.

TABLE 35: Summary of Estimated Capital Costs

	Facility Cost	Number of Vehicles			Cost of Vehicles ¹		Bus Stop Improvements	TOTAL
		DAR Van	Small Bus	DAR Van	Small Bus			
Provide DAR Service for ADA at Reduced Fares	\$0	1	0	\$55,000	\$0	\$0	\$55,000	
Provide DAR to ADA and General Public at Reduced Fares	\$300,000	1	0	\$55,000	\$0	\$0	\$355,000	
Wednesday Activity Bus	\$0	0	0	\$0	\$0	\$0	\$0	
Taxi Voucher Program, ADA-Eligible Only	\$0	0	0	\$0	\$0	\$0	\$0	
Taxi Voucher Program, General Public	\$0	0	0	\$0	\$0	\$0	\$0	
Deviated Fixed Route Service	\$300,000	1	1	\$55,000	\$110,000	\$282,500	\$747,500	
Checkpoint Service	\$300,000	1	1	\$55,000	\$110,000	\$282,500	\$747,500	
Demonstration Project ²	\$15,000	0	0	\$0	\$0	\$19,450	\$34,450	

Note 1: At an estimated cost of \$55,000 per DAR van and \$110,000 per small bus.

Note 2: Demonstration Project would use spare vehicles; facility cost is a six month rental fee plus \$5,000 to address administrative costs.

TABLE 36: Proposed Bicycle Facilities That Support Fixed Route or Checkpoint Transit Service in El Dorado Hills

Roadway, Route Or Project Name	Segment	Segment Distance (Miles)	Bikeway Facility	Estimated Cost
Saratoga Way	Class II bike lanes on the extension of Saratoga Way	1.0	Class II Bike Lanes	\$25,000
White Rock Road	Entire Length, to County Line	1.0	Class II Bike Lanes	\$25,000
Silva Valley Parkway	Entire Length	4.0	Class II Bike Lanes	\$375,000
El Dorado Hills Blvd Bike Lanes	Phase 1: Saratoga Way to Governor Dr./St. Andrews	1.7	Class II Bike Lanes	\$25,000
El Dorado Hills Blvd Bike Lanes	Phase 2: Governors Dr./St. Andrews to Green Valley Road	1.5	Class II Bike Lanes	\$75,000
Harvard Way	Entire Length	0.5	Class II Bike Lanes	\$25,000
Francisco Drive	Green Valley Road to El Dorado Hills Boulevard	0.5	Class II Bike Lanes	\$150,000
Serrano Parkway	Entire Length	3.5	Class II Bike Lanes	\$175,000
Saratoga Way	Entire Length	1.0	Class II Bike Lanes	\$25,000
Total		14.7		\$900,000
*Proposed projects and cost estimates consistent with 2010 El Dorado County Bicycle Transportation Plan				

Chapter 8

Funding Considerations

Expanding transit services into El Dorado Hills under any of the service alternatives has associated operating and capital costs. This chapter considers the funding sources that are typically available for a transit program in El Dorado Hills. A detailed financial plan will be developed for the *Draft Final Report* after preferred service alternatives are selected and developed.

Current Sources of Funding for El Dorado Transit

The revenue sources required to support El Dorado Transit's administration, operations and maintenance are drawn from a number of sources. Currently, the largest source of income for El Dorado Transit is Local Transportation Funds (LTF) funds, which account for over half of operating revenues. This is followed by passenger fares, which account for approximately 16 percent of revenues and which include cash fares, scrip, and local and commuter bus pass sales. State Transit Assistance Funds (STA) and the FTA Section 5311 program (for transit programs in non-urbanized areas) make up the bulk of the remainder of revenues, with a small portion of the revenue from AB 2766 (air quality improvement grants) funding for operation of the Apple Hill® Shuttle, Spare the Air free fare days and the Fair Shuttle. These sources of funding and any potential to increase funding levels for El Dorado Hills service are discussed below.

FEDERAL TRANSIT FUNDING SOURCES

The Federal Transit Administration (FTA) administers a variety of public transit grant programs across the nation. The latest legislation for funding transportation programs is MAP-21, the *Moving Ahead for Progress in the 21st Century Act* (P.L. 112-141), signed into law on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005 (which was extended ten times). MAP-21 is intended to create a streamlined and performance-based surface transportation program building on many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Below is a description of the various grant programs, some of which are new, and some of which have been consolidated or changed from previous programs.

NEW PROGRAMS UNDER MAP-21

FTA Section 5339 Bus and Bus Facilities Program

A new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program (which El Dorado Transit was a recipient of in the past). This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Authorized funding is \$422 million in FY 2013 and \$428 million in FY 2014. Each year, \$65.5 million is allocated with each State receiving \$1.25 million and each territory (including DC and Puerto Rico) receiving \$500,000.

The remaining funding is distributed by formula based on population, vehicle revenue miles and passenger miles. This program requires a 20 percent local match.

FTA Section 5337 State of Good Repair Program

MAP-21 established a new grant program to maintain public transportation systems in a state of good repair. This program replaced the fixed guideway modernization program (Section 5309). Funding is limited to fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity bus (high intensity bus refers to buses operating in High Occupancy Vehicle (HOV) lanes.) Projects are limited to replacement and rehabilitation, or capital projects required to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan to receive funding. The new formula is comprised of: (1) the former fixed guideway modernization formula; (2) a new service-based formula; and (3) a new formula for buses on HOV lanes. Authorized funding for this program is \$2.1 billion in FY 2013 and \$2.2 billion in FY 2014.

FTA Section 5326 Asset Management Provisions

MAP-21 requires FTA to define the term “state of good repair” and create objective standards for measuring the condition of capital assets, including equipment, rolling stock, infrastructure, and facilities. Based on that definition, FTA must then develop performance measures under which all FTA grantees will be required to set targets. All FTA grantees and their sub-recipients are required to develop transit asset management plans. These plans must include, at a minimum, capital asset inventories, condition assessments, and investment prioritization. Each designated recipient of FTA formula funding will be required to report on the condition of its system, any change in condition since the last report, targets set under the above performance measures, and progress towards meeting those targets. These measures and targets must be incorporated into metropolitan and statewide transportation plans and transportation improvement programs (TIPs). FTA supports this effort through technical assistance, including the development of an analytical process or decision support tool that allows recipients to estimate their capital investment needs over time and assists with asset investment prioritization.

CONSOLIDATED PROGRAMS UNDER MAP-21

FTA Section 5307 Urbanized Area Formula Grants

The largest of FTA's grant programs, this program provides grants to urbanized areas (50,000 population or more per the US Census) to support public transportation. Funding is distributed by formula based on the level of transit service provision, population, and other factors. The program remains largely unchanged with a few exceptions:

- *Job access and reverse commute activities now eligible:* Activities eligible under the former Job Access and Reverse Commute (JARC) program, which focused on providing services to low-income individuals to access jobs, are now eligible under the Urbanized Area Formula program. This includes operating assistance, with a 50 percent local match required for job access and reverse commute activities. In addition, the urbanized area formula for distributing funds now includes the number of low-income individuals as a factor. There is

no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities. Services for the White Rock Affordable Housing might be eligible for this funding, as well as services connecting to the Iron Point Connector or Commuter runs.

- *Expanded eligibility for operating expenses for systems with 100 or fewer buses:* MAP-21 expands eligibility for using Urbanized Area Formula funds for operating expenses. Previously, only urbanized areas with populations below 200,000 were eligible to use Federal transit funding for operating expenses. Now, transit systems in urbanized areas over 200,000 can use their formula funding for operating expenses if they operate no more than 100 buses. Systems operating between 76 and 100 buses in fixed route service during peak service hours may use up to 50 percent of their “attributable share” of funding for operating expenses. Systems operating 75 or fewer buses in fixed-route service during peak service hours may use up to 75 percent of their “attributable share” of funding for operating expenses. This expanded eligibility for operating assistance under the Urbanized formula program excludes rail systems. El Dorado Transit would fall under the category of 75 or fewer buses in fixed-route service.
- *New takedown for safety oversight:* MAP-21 sets aside one half of one percent (approximately \$22 million per year) of Urbanized Area Formula funds for State safety oversight grants (see above section on safety).

El Dorado Hills and Cameron Park are included in the Sacramento Urbanized Area. El Dorado Transit is eligible to apply for these funds through the Sacramento Area Council of Governments (SACOG) through a competitive process. However, with the changes related to allocating funding based on the number of buses in operation, this makes combining urban and rural funding much more difficult. This is an issue El Dorado Transit is currently investigating.

FTA Section 5311 Rural Area Formula Grants

This program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. The program remains largely unchanged with a few exceptions:

- *Job access and reverse commute activities eligible:* Activities eligible under the former Job Access and Reverse Commute (JARC) program, which provided services to low-income individuals to access jobs, are now eligible under the Rural Area Formula program. In addition, the formula now includes the number of low-income individuals as a factor. There is no floor or ceiling on the amount of funds that can be spent on job access and reverse commute activities.
- *Tribal Program:* The Tribal program now consists of a \$25 million formula program and a \$5 million discretionary grant program. Formula factors include vehicle revenue miles and the number of low-income individuals residing on tribal lands.
- *Other Programs:* The set-aside for States for administration, planning, and technical assistance is reduced from 15 to 10 percent. The cost of the unsubsidized portion of

privately provided intercity bus service that connects feeder service is now eligible as in-kind local match.

The FTA 5311 grant program has been an important revenue source for El Dorado Transit in the past. In California, a 16.43 percent local match is required for capital programs and a 47.77 percent match for operating expenditures. The bulk of the funds are apportioned directly to rural counties based on population levels. The remaining funds are distributed by Caltrans on a discretionary basis and are typically used for capital purposes. El Dorado Transit received \$449,500 in FTA Section 5311 funds in 2012-13, but this has been reduced to \$372,427 for 2013-14. El Dorado Transit will likely request additional 5307 funds to make up for this \$77,000 reduction. As El Dorado Hills is within the Sacramento urbanized area, these funds cannot be used directly to fund new services in El Dorado Hills.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

This program provides formula funding to increase the mobility of seniors and persons with disabilities. Funds are apportioned based on each State's share of the targeted populations and are now apportioned to both non-urbanized (for all areas with population under 200,000) and large urbanized areas (over 200,000). The former New Freedom program (5317) is folded into this program. The New Freedom program provided grants for services for individuals with disabilities that went above and beyond the requirements of the Americans with Disabilities Act (ADA). Activities eligible under New Freedom are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program.

Projects selected for funding must be included in a locally developed, coordinated public transit-human services transportation plan; and the competitive selection process, which was required under the former New Freedom program, is now optional. At least 55 percent of program funds must be spent on the types of capital projects eligible under the former section 5310 -- public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45 percent may be used for: public transportation projects that exceed the requirements of the ADA; public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; or, alternatives to public transportation that assist seniors and individuals with disabilities. Using these funds for operating expenses requires a 50 percent local match while using these funds for capital expenses (including acquisition of public transportation services) requires a 20 percent local match.

In the past, El Dorado Transit has been awarded 5310 funds for DAR vans. Depending on the alternative selected, this may be a funding source for operations or capital in El Dorado Hills.

STATE TRANSIT FUNDING SOURCES

Transportation Development Act Local Transportation Fund Program

A mainstay of funding for transit programs in California is provided by the Transportation Development Act (TDA). The major portion of TDA funds are provided through the Local

Transportation Fund (LTF). These funds are generated by a one-fourth cent statewide sales tax, returned to the county of origin. The returned funds must be spent for the following purposes:

- Two percent may be provided for bicycle facilities per TDA statues.
- The remaining funds must be spent for transit and paratransit purposes, unless a finding is made by the Transportation Commission that no unmet transit needs exist that can be reasonably met. (Article 4 or 8)
- If a finding of no unmet needs reasonable to meet is made, remaining funds can be spent on roadway construction and maintenance purposes. (Article 8)

TDA-LTF funds allocated to the El Dorado Transit program in FY 2011/12 totaled \$3.4 million, and typically no TDA funds are allocated to streets and roads. In FY 2012/13, LTF funding is anticipated to decrease to \$3.0 million.

State Transit Assistance (STA) Funds

In addition to LTF funding, the TDA includes a State Transit Assistance (STA) funding mechanism. The sales tax on gasoline is used to reimburse the state coffers for the impacts of the 1/4 cent sales tax used for LTF. Any remaining funds (or "spillover") are available to the counties for local transportation purposes. El Dorado Transit anticipates \$1.28 million in STA revenues for FY 2012/13.

OTHER MISCELLANEOUS REVENUE SOURCES

Passenger Revenues

Passenger revenues are an important source of revenue. Fares can be very flexible in that they can be reduced for portions of the population (such as seniors and the disabled) that are least able to pay. When the available supply of transit service is exceeded by demand, fares can ration service so those who most need the service (and are thus most willing to pay) are provided with service.

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Chapter 9

El Dorado Hills Transit Plan

This plan focuses on two strategies to enhance public transit options in El Dorado Hills as presented in this chapter: institution of a taxi voucher program for all El Dorado Hills residents, as well as a one-day-a-week demand response Activity Bus program. More traditional fixed schedule transit services, as discussed in Chapter 6, were found in this study to not be a cost-effective use of public funding, in that they would not meet adopted transit performance standards.

It should also be noted that the EDCTC is currently starting work on a Short-and-Long-Range Transit Study for all transit services in Western El Dorado County. As part of this study, changes in existing dial-a-ride services will be considered that could enhance public transit services beyond those discussed below.

Taxi Voucher Program

El Dorado Transit should establish a taxi voucher program for residents of El Dorado Hills. As described in Chapter 6, the taxi voucher concept takes advantage of existing private transportation providers by providing subsidies to eligible citizens to purchase transportation services at a discount. This alternative would be contingent on El Dorado Transit finding cooperative taxi providers and successfully negotiating a flat fare with one or more qualified taxi companies. Details of the recommended program are provided below.

Eligibility

Taxi voucher participants must be residents of El Dorado Hills, with a residence within the El Dorado Hills Census Designated Place, as defined by the US Census Department and shown in Figure 4. Residents wishing to participate in the program would need to register with El Dorado Transit by providing proof of residency (such as a driver's license and a utility bill with local address). To receive discounted voucher fares, participants would need to apply for ADA eligibility, currently a process available through a paper application available at the El Dorado Transit offices or at <http://www.eldoradotransit.com/assets/pdf/forms/adaapp.pdf>. Note that this form should be modified to include reference to the taxi voucher program, as well as to indicate that Questions 5 through 16 do not apply (as no fixed route service is available).³ Once participants are registered, they would be able to purchase vouchers by phone, mail or online. In addition, El Dorado Transit should make arrangements with local organizations (such as the CSD or Senior Center) to sell vouchers at location such as the El Dorado Senior Center, the Recreation Center and the Four Seasons Lodge.

Fares

The taxi voucher program is intended to bring greater equity in transportation services available to El Dorado County residents. As such, fares would be similar to dial-a-ride fares in the Placerville area. The recommended fare for an El Dorado Hills Taxi Voucher is \$2.50 per taxi trip for ADA-eligible passengers and \$5.00 per taxi trip for general public passengers. If multiple passengers share a taxi ride, the fare would be \$2.50 if there is at least one ADA-eligible passenger or \$5.00 if there are no ADA-eligible passengers. The maximum number of passengers carried by the taxi provider for one voucher would be at the discretion of the taxi company.

³ Alternatively, a separate form could be provided specific to the taxi voucher program

Tipping

Some taxi voucher programs forbid tipping, while others encourage it. Passengers are not expected to tip on regular transit services, which is why some programs prohibit the practice. The voucher patrons should be able to expect a level of customer service equal to other transportation services provided to the public regardless of tipping. However, the taxi model is that drivers expect a tip for adequate or well performed services. Some voucher programs that prohibit tipping have found that drivers gave a preference for non-subsidized passengers who tipped, and the response rate for voucher holders began to decline (both in quality and in response to requests for service). Other programs with a no-tipping policy have reported a “shake-down” of voucher-holding passengers for tips.

El Dorado Transit has expectations of high quality customer service from all of its drivers, none of whom receive tips. It is therefore reasonable to establish a taxi voucher program where tips are not allowed, but a high level of customer service is expected. This issue should be negotiated as part of the taxi company selection process. One option would be for the negotiated flat rate fare to include a \$1.50 tip to be paid by the taxi company to the individual driver for each voucher trip provided. If drivers do not perform at a satisfactory level or if they solicit tips, they would be reported to El Dorado Transit and disciplinary action should follow (such as banning the driver or the taxi company from participation in the program).

Limitations

As El Dorado Transit must have a means of controlling its budget, the taxi voucher program would have a fixed maximum annual cost. As discussed in Chapter 6, the program is expected to generate 3,000 ADA-eligible taxi trips and 3,000 general passenger voucher trips. This equates to \$72,000 annually in taxi fares paid to the taxicab companies. Passengers would pay \$22,500 of this in fares, with \$49,500 in subsidy remaining. Administrative costs would be an additional \$38,000 annually, at least in the initial year when contracts and billing procedures are being established. This would bring the total operating cost to \$110,000 and require a subsidy of \$87,500 annually, which would be the recommended limit for the first year of the program. Furthermore, to create equity within the community, sales of vouchers will be limited by month and by individual. No individual will be able to purchase more than ten vouchers per month, except on a case by case basis for medical needs. Only one voucher may be used per taxi trip.

Vouchers will be non-transferrable and will have an expiration date (though they could be returned for full reimbursement of purchase price). The taxi vouchers would be valid for any trips within El Dorado Hills. If passengers travel beyond El Dorado Hills, only the portion within El Dorado Hills is subject to the rules of the Taxi Voucher program, and additional costs incurred are the responsibility of the passenger, including tips. One option that should be discussed in negotiations with the taxi companies would be to establish a second flat-fee zone for the nearby portion of Folsom (such as those areas south and east of Oak Avenue Parkway, Blue Ravine Road, and Green Valley Road). While no additional subsidy would be provided for service to/from Folsom, the certainty of a flat-fee zone would increase the convenience of the program to El Dorado Hills residents.

Scheduling a Taxi Voucher Trip

Voucher holders would receive a brochure when they purchase their vouchers, providing guidelines for using the taxi program, including a list and phone numbers of participating taxi providers. Voucher holders simply call one of the taxi companies to make a trip request. There are two types of taxi ride requests that could be made: (1) if the passenger is ready to be picked up immediately, they call and request a ride, and the taxi driver would arrive within 45 minutes of the call, or (2) if the passenger wishes to be picked up at a specific time more than 45 minutes from the call, the passenger may place a time order request. For example, a passenger could call at 9:00 am and request a pick-up for any time after 9:45 am. These trips would have a 20 minute pick-up window, meaning that the taxi would arrive within 10 minutes of the scheduled pick-up time. When picked up, the voucher holder would present the driver with a signed voucher and the appropriate fare (\$2.50 or \$5.00).

Minimum Taxi Company Requirements

Taxi companies wishing to participate in the Taxi Voucher program would be required to meet minimum standards and agree to the rules and expectations set forth by El Dorado Transit. These requirements would be clearly identified in contracts developed by El Dorado Transit. Items the contract would cover include the following:

- *Vehicle Standards:* Vehicles would need to be clean and in good operating condition. Taxi companies would need to have at least one wheelchair accessible vehicle and would need to be prepared to respond to all requests for wheelchair accessible rides.
- *Training:* Drivers would need to be trained in how to accommodate passengers with disabilities, and also participate in a discussion with El Dorado Transit staff regarding the goals and requirements of the Taxi Voucher program.
- *Customer Service:* Taxi companies would agree to provide a high level of customer service. Voucher holders would be informed of a complaint process when purchasing vouchers. Taxi companies which receive multiple complaints might be subject to expulsion from the program.
- *Documentation:* Taxi providers would be required to track all ride requests and all service delivery. Information that would be tracked for each trip would include the following:
 - Name of Voucher holder
 - Number of passengers
 - Voucher number
 - Requested time of trip
 - Actual pick up time, and pick up location
 - Drop off time and location
 - Trip mileage
 - If a wheelchair was accommodated on the trip

This data would be included in a monthly summary provided by each participating taxi provider. The monthly report would include:

- Total ADA Vouchers Used
- Total General Public Vouchers Used
- Actual vouchers used
- Total Cost to be reimbursed to the Taxi Company (at \$9.50 per ADA trip and \$7.00 per General Public trip)
- Total Passengers carried
- Total Passengers with wheelchair carried
- Total mileage operated
- Total hours of service operated
- An explanation of any trip requests which were not satisfied.
- A brief narrative of operational issues that occurred during the month

As a new program, it is important that ridership, use patterns and costs be monitored closely. At least for the first two years of service, quarterly reviews of the taxi voucher program should be conducted that assess the number of vouchers purchased and used, ridership by passenger type, trip origin, trip destination, time of day, and day of week. This information should be used to re-assess the effectiveness of the program, and whether adjustments in fare levels, fare categories and eligibility should be made.

Wednesday Activity Bus Service (Demonstration Program)

El Dorado Transit should also implement a one-day-a-week "Activity Bus," on a demonstration basis. An additional van should be made available for demand-response service every Wednesday between 8 AM and 4 PM⁴. El Dorado Hills residents⁵ could reserve trips no more than 14 and no less than 2 days in advance (closing reservations at 5 PM on Monday). If less than five one-way trip requests are received by 5 PM on Monday, service would not be operated. In addition, trips would be accommodated on an on-call and as-available basis on the day of service. One-way fares should be \$4.00 for the general public, and \$2.00 for seniors, persons with disabilities, K-12 students and Medicare card holders. Dispatchers would negotiate with passengers to group trips to key destinations at key times.

This service would provide a second travel option for those not choosing to enroll in the taxi voucher program. It would also provide a good demonstration of potential scheduled transit service in the future, particularly if specific patterns of ride requests emerge. Service should be reviewed on at least a quarterly basis to assess the need for changes. After one year, the service should be made permanent if ridership attains a minimum of 2.0 passenger-trips per hour of service. Including deadhead travel from Diamond Springs, this service would cost approximately \$35,000 per year to operate, while subsidy requirements would equal \$32,500.

⁴ In a week when Wednesday is a holiday, service should be offered on Tuesday.

⁵ Residing within the El Dorado Hills Census Designated Place boundaries.

Chapter 10

Highway 50 Corridor Plan

This chapter presents the plan to revise overall El Dorado Transit service along the Highway 50 corridor between Pollock Pines on the east and Folsom on the west. First, background information is presented regarding existing ridership patterns. Service strategies are then discussed, followed by capital improvements. Finally, implementation steps are identified.

Background Information – Existing Passenger Activity Patterns

As a basis for this plan, it is invaluable to review updated information regarding passenger boarding/alighting activity. Specifically, passenger activity recorded through the RouteMatch™ software was evaluated for a six week period on the Iron Point Connector route, and two week period on the remaining routes. Summaries of average daily boarding/alighting by stop are provided in Appendix E (Tables E-1 through E-7). A review of this data indicates the following key patterns:

- Much of the current passenger activity generated by the Iron Point Connector is generated by passengers boarding/alighting at the Iron Point Station (34 percent). Other relatively busy stops are El Dorado Hills Park and Ride (16 percent), Missouri Flat Transfer Center (14 percent) and Cameron Park Park-and-Ride (12 percent).
- Other than Iron Point Station and Folsom Lake College's Folsom Campus, little ridership is generated by the stops in Folsom, and most of this ridership is trips within Folsom.
- Busy stops on the Cameron Park Route consist of Missouri Flat Transfer Center (22 percent), the Safeway at Cameron Park Place (18 percent) and the Folsom Lake College and nearby Child Development Center (9 percent). In addition, the stops in the Cimmarron Road/La Canada/Green Valley Road area as a whole generate roughly 20 percent of the ridership.
- Diamond Springs Route ridership is strongly oriented to and from the Missouri Flat Transit Center, where 42 percent of total boardings and alightings occur. Additionally, the Folsom Lake College El Dorado Center and nearby Child Development Center generates 14 percent of ridership, followed by Pleasant Valley Road/Church Street with 10 percent.
- While there are four request stops on the Diamond Springs Route, they generate only roughly 2 passenger-trips per day, with an average of only 1 to 2 requests per day. Serving these requests therefore has little impact on overall service on-time performance.
- Ridership on the Placerville Eastbound Route is heaviest at Raley's (14 percent), Missouri Flat Road (11 percent), Tunnel Creek Apartments (9 percent) and Old Placerville City Hall (6 percent). This route serves a total of 17 request stops. On average, 19 deviations are made per day, serving 33 passengers (20 of all passenger-trips on this route).

- The busiest request stop is El Dorado High School (8 passengers per day) followed by Upper Room (4 passengers per day). On the other hand, there are five request stops that serve less than 0.5 passengers per day (El Dorado County Fairgrounds Park and Ride, Phoenix Center, 3177 Turner Street, Broadway/Point View Drive, and Camellia Lane).
- To further evaluate the impacts of on-demand stop requests on the Placerville East Route, the number of deviations served per individual run over a two-week period was tallied, as shown in Table E-8. Requests for deviations were highest for the 12:00 PM run, with an average of 3.1 route deviations, though this average was relatively high from 10 AM to 4 PM. On one run, six individual deviations were served.
- Placerville Westbound Route ridership is concentrated at the Missouri Flat Transfer Center (17 percent), Raley's (12 percent) and Old Placerville City Hall (8 percent). A total of 13 request stops are served. On an average day, 14 deviation vehicle-trips are made, serving a total of 24 passengers. The most popular request stops are El Dorado High School and Ridgecrest Apartments, both with roughly 4 passengers per day. Request stops with low ridership (less than 1 passenger per day, on average) consist of Clay Street/New Jersey Way, Phoenix Center, Fowler Way, and Woodridge Court.
- An evaluation of service provided to request stops by day and run (Table E-9) indicates that an average of 14.4 requests are served per day on the Placerville Westbound Route, with the highest number (2.3, on average) on the 1:00 PM run. Up to 5 requests were served on any one run.
- The busiest stop on the Pollock Pines Route is the Missouri Flat Transfer Center with a total in both directions of 64 passenger boardings/alightings, followed by the Old Placerville City Hall (60) and the Pollock Pines Safeway (46). This route also serves numerous stops between Camino and Pollock Pines with strong ridership (20 per day or more). The only request stop on this route (Upper Room) is served an average of 4 times per day, serving a total of 8 passenger-trips.

This information is used as a basis for the service plan, as discussed below.

SERVICE PLAN

Overview

This service plan will:

- Expand service along the entire US 50 corridor between Pollock Pines and Folsom to hourly service, including improved service between the two Folsom Lake College campuses and between the El Dorado County Government Center and the communities in the western portion of the County
- Enhance service within Cameron Park by providing consistent hourly service
- Improve on-time reliability of Placerville Service

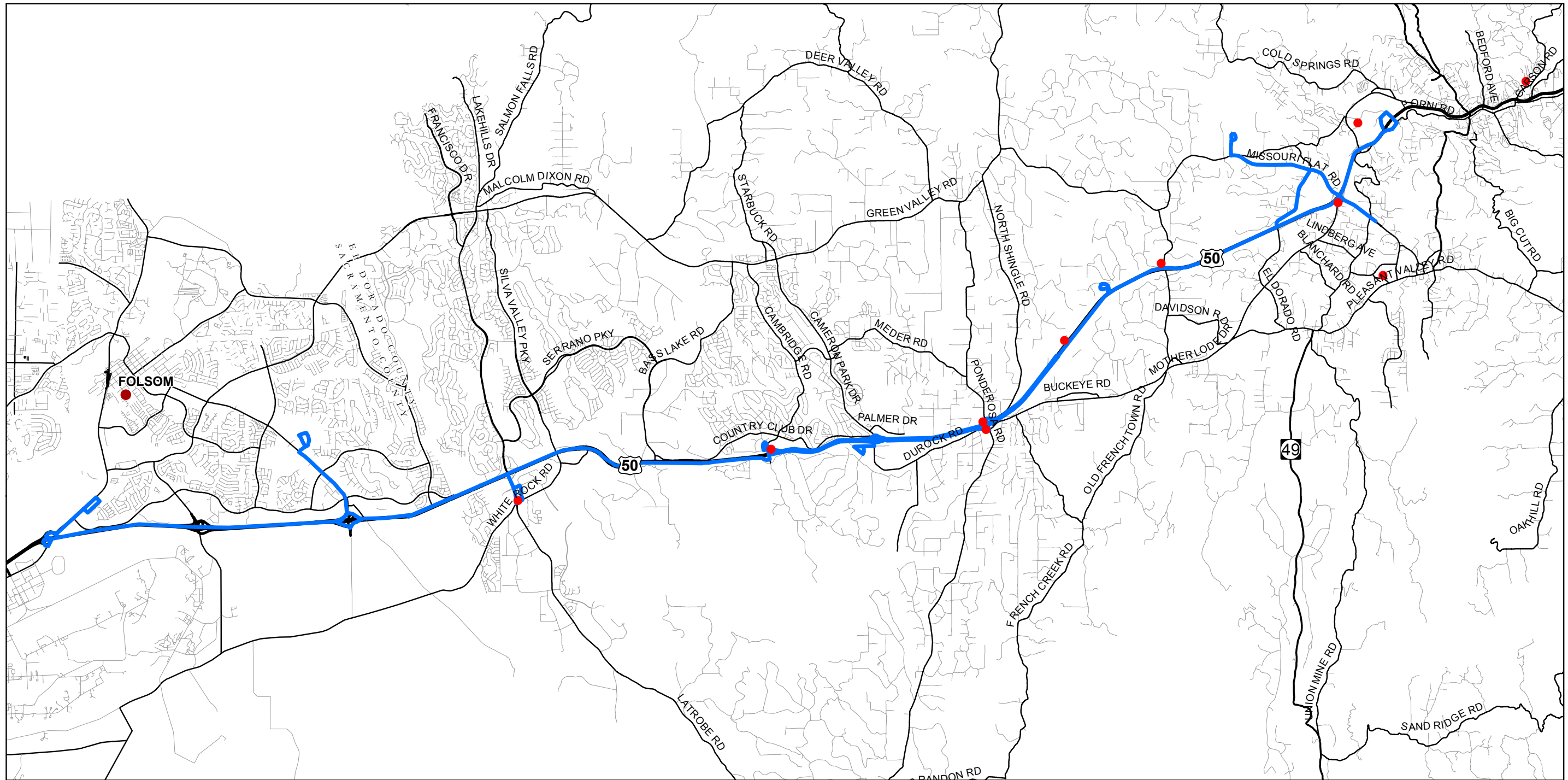
Convert Iron Point Connector into 50 Express Route

The main “spine” of the corridor service will be service along the US 50 corridor between the El Dorado County Government Center and Folsom, as shown in Figure 32. Ultimately, two buses will be operated on a two-hour-long round-trip route, providing consistent hourly service, as shown in Table 37.

This route generally is consistent with the existing Iron Point Connector Route, with the following changes:

- The number of stops in Folsom is reduced to Iron Point Station and Folsom Lake College (scheduled) plus Kaiser Permanente on a request basis (when it serves El Dorado County residents). This allows the running time of the route to be reduced by using US 50 in both directions. Detailed analysis of passenger activity at the other stops showed very little ridership, of which most were trips to/from Iron Point Station.
- In addition, either Iron Point Station or Folsom Lake College will be served on any one run, but not both (except for the last run of the day). This provides the running time to allow service to the El Dorado County Government Center, starting at 8:40 AM. Iron Point Station will be served on the AM and PM peak commute runs, to accommodate the existing El Dorado County residents accessing the light rail service at these times. From 8:57 AM to 6:09 PM (with the exception of 4:57 PM) hourly service will be provided to Folsom Lake College. Note that transfers can be made to Folsom Stage transit service at both Folsom Lake College and Iron Point Station.
- Folsom Lake College – El Dorado Campus (and adjacent Child Development Center) are typically served in one direction (westbound). (Between the Diamond Springs Route serving the campus before the top of the hour and the 50 Express Route serving the campus after the top of the hour, passengers can directly transfer to/from the Placerville and Pollock Pines Routes both to and from the campus.) For the first run of the day, the El Dorado Campus is served eastbound, in order to meet schedule times at the Child Development Center.
- A stop in Cameron Park at Rodeo Road (near Cameron Park Place) is added. The service is scheduled to provide both buses at this stop within a few minutes of each hour, allowing the Cameron Park Route to transfer directly to both 50 Express buses in both directions.
- Several other stops (notably the Ponderosa Road Park and Ride and the Cambridge Road Park and Ride) are served on demand only in lower demand periods (identified from existing ridership patterns). Once a Silver Valley Parkway Park-and-Ride is constructed, it should also be served with a similar schedule.
- The route is “rebranded” as the 50 Express. The existing Iron Point Connector was implemented primarily to provide a transit connection to the Sacramento RT light rail system (at the Iron Point Station). Under this plan, however, the route will serve additional purposes, specifically expanded transit access along the US 50 corridor in El Dorado Hills. The revised name better reflects the role of the service.
- The buses will serve the Missouri Flat Transfer Center at the top of the hour (including a minimum 9 minute scheduled driver layover). This timing allows direct transfers between the

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US 50 Express Route

Map Source: El Dorado County Transportation Commission
 Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- US 50 Express Route
- Park and Ride Lot

Figure 32

1 inch = 7,378 feet



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TABLE 37: 50 Express Schedule

	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2	Bus 1	Bus 2
WESTBOUND												
Missouri Flat Transfer Center (Dep)	6:10 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
FLC - El Dorado Center / CDC	--	★	8:09 AM	9:09 AM	10:09 AM	11:09 AM	12:09 PM	1:09 PM	2:09 PM	3:09 PM	4:09 PM	5:09 PM
Red Hawk Casino	★	★	8:18 AM	9:18 AM	10:18 AM	11:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	5:18 PM
Ponderosa Rd. Park and Ride	6:25 AM	7:25 AM	★	★	★	★	★	★	★	★	4:25 PM	5:25 PM
Cameron Park (Rodeo Road)	6:28 AM	7:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM
Cambridge Rd. Park and Ride	6:32 AM	7:32 AM	★	★	★	★	★	★	★	★	4:32 PM	5:32 PM
El Dorado Hills Park and Ride	6:42 AM	7:42 AM	8:42 AM	9:42 AM	10:42 AM	11:42 AM	12:42 PM	1:42 PM	2:42 PM	3:42 PM	4:42 PM	5:42 PM
FLC – Folsom Campus (Arr)	--	--	8:54 AM	9:54 AM	10:54 AM	11:54 AM	12:54 PM	1:54 PM	2:54 PM	3:54 PM	--	--
Iron Point Light Rail Station (Arr)	6:55 AM	7:55 AM	--	--	--	--	--	--	--	--	4:55 PM	5:55 PM
EASTBOUND												
Iron Point Light Rail Station (Dep)	6:57 AM	7:57 AM	--	--	--	--	--	--	--	--	4:57 PM	5:57 PM
Kaiser Permanente	--	--	★	★	★	★	★	★	★	★	★	★
FLC – Folsom Campus	--	--	8:57 AM	9:57 AM	10:57 AM	11:57 AM	12:57 PM	1:57 PM	2:57 PM	3:57 PM	--	6:09 PM
El Dorado Hills Park and Ride	7:09 AM	8:09 AM	9:09 AM	10:09 AM	11:09 AM	12:09 PM	1:09 PM	2:09 PM	3:09 PM	4:09 PM	5:09 PM	6:21 PM
Cambridge Rd. Park and Ride	7:19 AM	8:19 AM	★	★	★	★	★	★	★	★	4:19 PM	6:31 PM
Cameron Park (Rodeo Road)	7:23 AM	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	6:35 PM
Ponderosa Rd. Park and Ride	7:26 AM	8:26 AM	★	★	★	★	★	★	★	★	4:26 PM	★
Red Hawk Casino	★	★	9:33 AM	10:33 AM	11:33 AM	12:33 PM	1:33 PM	2:33 PM	★	★	★	★
FLC - El Dorado Center / CDC	7:39 AM	--	--	--	--	--	--	--	--	--	--	--
Forni Road and Lo-Hi Way	--	8:40 AM	9:40 AM	10:40 AM	11:40 AM	12:40 PM	1:40 PM	2:40 PM	3:40 PM	4:40 PM	5:40 PM	★
Placerville Government Center (Library)	--	8:43 AM	9:43 AM	10:43 AM	11:43 AM	12:43 PM	1:43 PM	2:43 PM	3:43 PM	4:43 PM	5:43 PM	★
Missouri Flat Transfer Center (Arr)	7:48 AM	8:51 AM	9:51 AM	10:51 AM	11:51 AM	12:51 PM	1:51 PM	2:51 PM	3:51 PM	4:51 PM	5:51 PM	★

★ Request Only -- No Service

50 Express and the Placerville Routes in both directions, from the Diamond Springs Route arriving from Diamond Springs, and the Diamond Springs Route departing to Folsom Lake College – El Dorado Center.

As an aside, another option that was considered was to include the Pollock Pines Route into the overall plan, providing a single route and therefore a “single seat” service between Pollock Pines and Folsom. While this would avoid the need for persons traveling between points east of Placerville and west of Missouri Flat to transfer, there are several disadvantages with this option:

- The current service schedule of the Placerville Routes and Pollock Pine Routes provides convenient service roughly every half hour between key stops in the Placerville areas (those stops served by the Pollock Pines Route). A single long route would either require the Pollock Pines Route to serve Missouri Flat at the same time as the Placerville Routes (near the top of the hour), or shift the 50 Express schedule by a half-hour. This latter option would then require half-hour waits for transfers to/from the Placerville Routes. As the Placerville Routes serve more stops in the Placerville area than does the Pollock Pines Route, it is more important to provide convenient transfers between the 50 Express Route and the Placerville Routes.
- Operating a single Folsom – Pollock Pines Route would tie on-time performance on one end of the route to events on the other end. Snow-related delays in Pollock Pines, for example, would result in delays to service in El Dorado Hills, while traffic delays in Folsom would affect on-time performance in Camino. As the type of transit vehicle used on one end of this corridor could well differ from that appropriate at the other end, a single long route would also impose operational issues.

Another option that was considered would be to eliminate service to Iron Point Station, instead making Folsom Lake College (Folsom Campus) the western end of the 50 Express route. Under this option, however, existing ridership would be eliminated to/from the light rail. This is 34 percent of existing IPC ridership, of which a majority is El Dorado County residents (largely those originating in El Dorado Hills and Cameron Park) who travel to the light rail station in the morning, returning in the afternoon. Overall, this option would serve approximately 1,800 fewer rides per year than the recommended plan.

Revise Cameron Park Route to Enhance Local Service

The existing Cameron Park Route currently serves Cameron Park as well as connecting to Missouri Flat via the Red Hawk Casino and Folsom Lake College – El Dorado Center, on a roughly two-hour route, operated four times a day. This will be converted to an hourly route within the Cameron Park area only. Direct transfers will be provided to/from the 50 Express Route buses at Rodeo Road, near Cameron Park Center.

As shown in Table 38, the schedule will allow layover time at Rodeo Road to provide direct connections to and from the 50 Express buses in both directions.

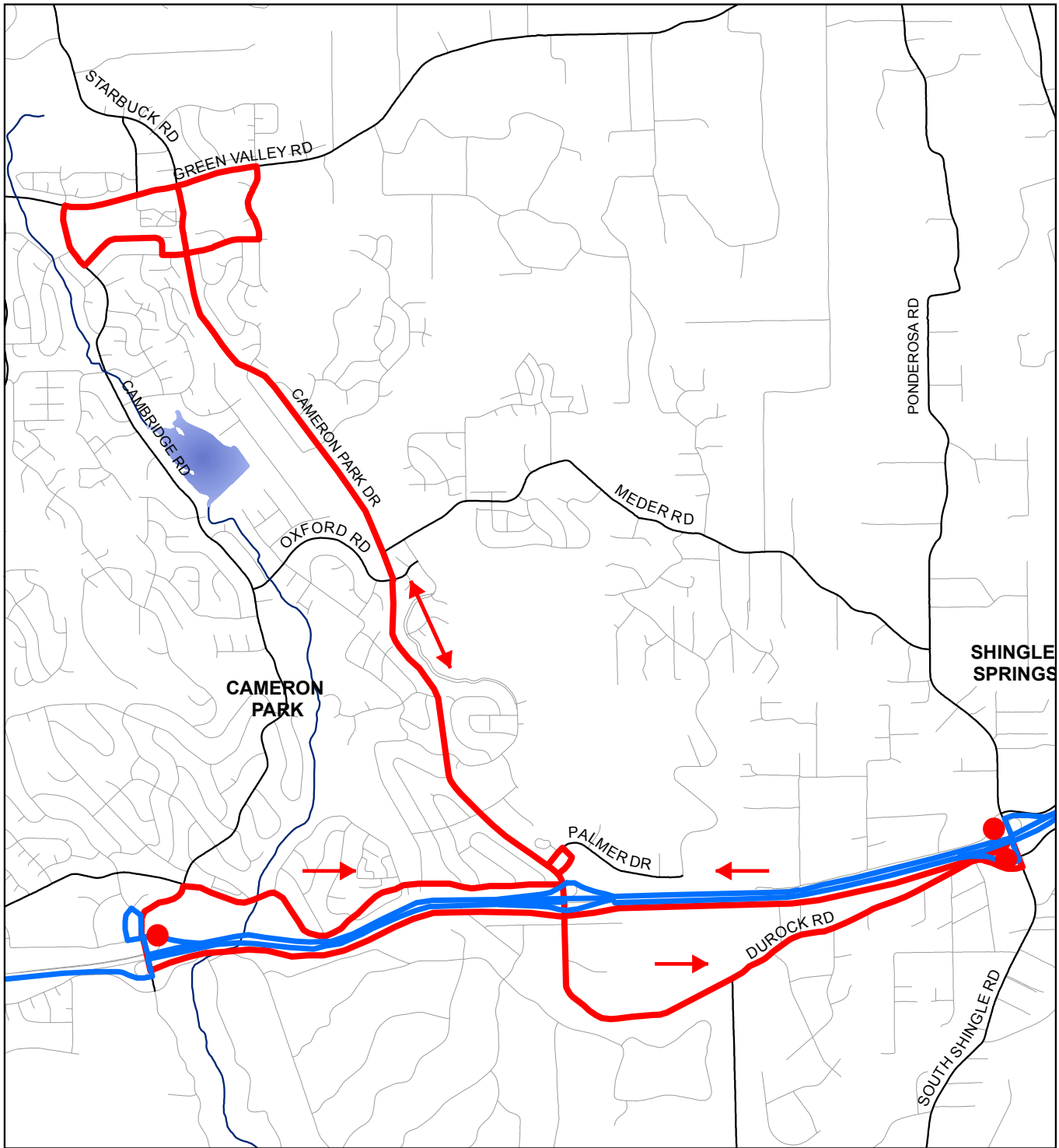
As shown in Figure 33, departing this transfer point the bus will traverse the following route:

- Service northward along Cameron Park Drive, serving a loop at the north end consisting of Green Valley Road, La Crescenta Drive, La Canada Drive, Cimmarron Road and Cambridge

TABLE 38: New Cameron Park Schedule

Stop	6:30 AM	7:30 AM	8:30 AM	9:30 AM	10:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM
Safeway (Rodeo Road) (Dep)												
Bel Air (Goldorado Center)	6:36 AM	7:36 AM	8:36 AM	9:36 AM	10:36 AM	11:36 AM	12:36 PM	1:36 PM	2:36 PM	3:36 PM	4:36 PM	5:36 PM
Marshall Medical, Cameron Park	++	++	++	++	++	++	++	++	++	++	++	++
La Crescenta Dr. and Green Valley Rd.	6:43 AM	7:43 AM	8:43 AM	9:43 AM	10:43 AM	11:43 AM	12:43 PM	1:43 PM	2:43 PM	3:43 PM	4:43 PM	5:43 PM
Cimmarron Rd. and La Canada	6:46 AM	7:46 AM	8:46 AM	9:46 AM	10:46 AM	11:46 AM	12:46 PM	1:46 PM	2:46 PM	3:46 PM	4:46 PM	5:46 PM
Cambridge Rd. and Green Valley Rd.	6:48 AM	7:48 AM	8:48 AM	9:48 AM	10:48 AM	11:48 AM	12:48 PM	1:48 PM	2:48 PM	3:48 PM	4:48 PM	5:48 PM
Cameron Park Dr. and Green Valley Rd.	6:50 AM	7:50 AM	8:50 AM	9:50 AM	10:50 AM	11:50 AM	12:50 PM	1:50 PM	2:50 PM	3:50 PM	4:50 PM	5:50 PM
Cameron Park Dr. and Meder Rd. (Airpark Center)	6:52 AM	7:52 AM	8:52 AM	9:52 AM	10:52 AM	11:52 AM	12:52 PM	1:52 PM	2:52 PM	3:52 PM	4:52 PM	++
Bel Air (Goldorado Center)	6:55 AM	7:55 AM	8:55 AM	9:55 AM	10:55 AM	11:55 AM	12:55 PM	1:55 PM	2:55 PM	3:55 PM	4:55 PM	++
Marshall Medical	++	++	++	++	++	++	++	++	++	++	++	++
Cameron Park Dr. and Robin Lane (CPP)	6:58 AM	7:58 AM	8:58 AM	9:58 AM	10:58 AM	11:58 AM	12:58 PM	1:58 PM	2:58 PM	3:58 PM	4:58 PM	++
Durock Road/Product Dr.	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	++
Market Street	++	++	++	++	++	++	++	++	++	++	++	++
Durock Center	7:02 AM	8:02 AM	9:02 AM	10:02 AM	11:02 AM	12:02 PM	1:02 PM	2:02 PM	3:02 PM	4:02 PM	5:02 PM	++
Mother Lode Dr. and South Shingle Rd.	7:03 AM	8:03 AM	9:03 AM	10:03 AM	11:03 AM	12:03 PM	1:03 PM	2:03 PM	3:03 PM	4:03 PM	5:03 PM	++
Ponderosa Rd. and South Shingle Rd.	++	++	++	++	++	++	++	++	++	++	++	++
Cambridge Rd. Park and Ride	7:08 AM	8:08 AM	9:08 AM	10:08 AM	11:08 AM	12:08 PM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	5:08 PM	--
Cameron Park Library/Community Center	++	++	++	++	++	++	++	++	++	++	++	--
Country Club Dr. and Cambridge Rd.	7:10 AM	8:10 AM	9:10 AM	10:10 AM	11:10 AM	12:10 PM	1:10 PM	2:10 PM	3:10 PM	4:10 PM	5:10 PM	--
Country Club Dr. and Garden Circle	++	++	++	++	++	++	++	++	++	++	++	--
Safeway (Rodeo Road) (Arr)	7:18 AM	8:18 AM	9:18 AM	10:18 AM	11:18 AM	12:18 PM	1:18 PM	2:18 PM	3:18 PM	4:18 PM	5:18 PM	--
US 50 Express Westbound at Rodeo Road	6:28 AM	8:28 AM	9:28 AM	10:28 AM	11:28 AM	12:28 PM	1:28 PM	2:28 PM	3:28 PM	4:28 PM	5:28 PM	--
US 50 Express Eastbound at Rodeo Road	--	8:23 AM	9:23 AM	10:23 AM	11:23 AM	12:23 PM	1:23 PM	2:23 PM	3:23 PM	4:23 PM	5:23 PM	6:35 PM

++ Request Only -- No Service



Planned Cameron Park Route

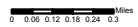
Figure 33

Map Source: El Dorado County Transportation Commission
Base Data Source: El Dorado County

Map Feature Key

- Major Roads
- Minor Roads
- US 50 Express Route
- New Cameron Park Route
- ↔ Direction of Travel
- Park and Ride Lot

1 inch = 2,608 feet



Road, returning along Cameron Park Drive. Golderado Center (scheduled) and Marshall Medical (on request) will be served in both directions.

- After serving a stop at Cameron Park Center southbound on Cameron Park Drive, the bus will travel east on Durock Road, serving scheduled stops as well as a request stop at Market Street. Existing stops at the Durock Center and on Mother Load Drive will be served, with Ponderosa Road Park and Ride served on request.
- The bus will then access US 50 eastbound, and proceed directly to the Cambridge Road Park and Ride⁵, and then will serve the stops eastbound along Country Club Drive before returning to the Rodeo Road transfer point.

Service will be provided from 6:30 AM until approximately 6:00 PM. With a layover/driver break at Rodeo Road from 18 after the hour to 30 after the hour, this schedule allows direct transfers to the 50 Express buses in both the eastbound direction (23 after) and westbound direction (28 after).

Reduce Running Times on Placerville Route

A significant problem with the existing Placerville Route (in either direction) is the on-time performance. As an example, a review of RouteMatch™ data for a two-week period in January 2013 indicated that 41 percent of eastbound runs were behind schedule, and 46 percent of westbound runs.

A key factor in on-time performance is the time required to serve the many “request only” stops. These stops have been added to the schedule over the years to provide service to specific locations that generate ridership on an infrequent basis. At present there are a total of 17 request-only stops in the eastbound direction, and 13 in the westbound direction. As documented in Appendix E, on average 2.0 deviations are served on each eastbound run, and 1.3 on each westbound run. However, specific runs (particularly in the middle of the day) have an average of up to 2.9 deviations per run on average, and runs with up to six deviations have been required. Given the time needed to serve deviations, and the limited “layover” time at the end of each run, falling behind on one run often leads to a late departure on the next. It is clear that the number of deviations need to be reduced if the current schedule and routing of the Placerville Route are to provide a good quality of service.

To assess this issue, Tables E-4 and E-5 in Appendix E present an evaluation of the relative effectiveness of serving each deviation stop. The number of deviation vehicle-trips as well as the number of individual passenger-trips served at each stop were determined. The number of minutes required to serve each deviation was then calculated. By dividing the number of passenger-trips served per day by the total minutes required to serve these passengers, a good “performance measure” of the effectiveness of serving each stop (the passenger-trips served per minute of vehicle time) was identified. Under this measure, a higher figure is “better,” as it reflects more passengers served for each minute of additional running time (and associated delays to other passengers) incurred. The “best” deviation stop was found to be Home Depot, with 0.9 passengers served per minute of diversion, followed by Human Services at 0.8. At the other extreme, the

⁵ As the Cameron Park bus will not be at this stop at the same time as the 50 Express bus, the limited bus capacity of this stop should not be an issue.

following stops were found to serve 0.3 passengers or less for every minute of diversion (or, in other words, require more than 3.3 minutes of vehicle time for every passenger served):

- Eastbound -- Phoenix Center (Mallard Lane), 3177 Turner Street, Woodridge Court, Clay Street/New Jersey Way, Broadway/Point View Drive
- Westbound – Woodridge Court, Phoenix Center (Mallard Lane)

One other item of note in these tables are those stops that require substantial time to serve on each deviation, including Upper Room (5 minutes), Broadway/Point View Drive (6 minutes) and Phoenix Center/Mallard Lane (6 minutes), which can particularly impact route on-time performance. Based upon this evaluation as well as a review of running times, the following changes are recommended:

- Eliminate request stop service on the Placerville Route to Broadway/Point View Drive and Camellia Lane, and instead serve Broadway/Point View Drive and Camellia Lane on request on the Pollock Pines Route. While this will reduce service availability to these stops to hourly, it is no longer possible to include these stops on the Placerville Route given overall running time constraints.
- Eliminate the request stop at Phoenix Center (Mallard Lane)
- Make Coloma Court a request stop from 10:00 AM to 2:00 PM. This will save substantial time on runs with a deviation request at the El Dorado High School but not a request at Coloma Court. Often during this mid-day period there are no passengers boarding at Coloma Court.
- Relocate the bus stop at Raley's to avoid the bus traveling across the front of the store and conflicting with pedestrians and speed bumps. This will require working with the store owners to identify a spot where the bus can load/unload for up to 6 minutes without unduly blocking traffic or parking.

One option that was considered but rejected was to break the Placerville Routes into two smaller routes (a "Placerville East Route" and "Placerville West Route"), each operated with a single vehicle. These two routes would serve a common stop (such as near the High School) to transfer passengers. A review was conducted on existing passenger trip patterns to assess how this change would affect existing passengers. Using the 2011 onboard survey data, passenger trip origin/destination information was summarized for four general zones (Missouri Flat, the Placerville Drive area, Downtown Placerville (including stops along the Coloma Street corridor), and the area east of Downtown). The greatest proportion of passengers was found to be traveling between Downtown and Missouri Flat (23 percent), followed by Missouri Flat – Placerville Drive and Placerville Drive – Downtown (16 percent each). A total of 14 percent were found to be traveling between Missouri Flat or Placerville Drive and points east of downtown. In total, if the Placerville Route were divided into a Placerville East and Placerville West route, approximately 38 percent of existing passengers would need to transfer between routes.

Revise Pollock Pines Route

The Pollock Pines Route is currently working well. Current schedules providing more flexibility for travel across Placerville by providing service to eastern Placerville roughly a half-hour off of the Placerville Route schedule. Two modifications are recommended:

- Make Upper Room eastbound, Broadway/Point View Drive (in both directions) and Camellia Lane (in both directions) on-request stops⁶.
- Work to establish defined, signed stops at Alder Drive/Pony Express, Blair Road/Pony Express, Trap Lane/Pony Express, Kimberly Lane/Pony Express, and School Street/Pony Express (rather than the existing flag stops). These stops are frequently used, and establishing a signed stop will ensure that passengers know where to wait, that drivers consistently stop in the same location, and that the transit service has a higher profile in the community. It should be noted that simply placing a pole and bus stop sign does not trigger the need for additional improvements to address Americans with Disabilities Act requirements, as any more extensive improvements would.

Revise Fare Policies

At present, the El Dorado Transit local routes (Placerville, Cameron Park, Diamond Springs and Pollock Pines) require a \$1.50 one-way fare for the general public, and \$0.75 for seniors, persons with disabilities, Medicare cardholders, and K-12 students. A \$60/\$30 monthly pass is available for general public/reduced fare passengers respectively. The Iron Point Connector requires a \$2.50 one-way fare for the general public, and \$1.25 for seniors, persons with disabilities, and Medical cardholders. A \$90 monthly pass is available for all. No transfers are issued.

This plan will increase the need for passengers to transfer between buses. To avoid an excessive increase in costs to existing passengers (particularly those currently riding the Cameron Park Route between Cameron Park and the Missouri Flat area for a single fare), the following changes in fares are recommended:

- Provide an "El Dorado Zone" fare on the 50 Express equal to the local fare. Only charge the higher \$2.50/\$1.25 fare for travel to/from Folsom.
- Provide the discounted fare on the 50 Express for K-12 students traveling within El Dorado County
- Provide a day pass, available from the driver (or other fare outlets) for \$4 general public and \$2 for seniors, persons with disabilities, Medicare cardholders, and K-12 students. Riders making a round-trip on two or more routes (such as Cameron Park and 50 Express) would use these day passes to minimize overall fare, thereby facing a modest fare increase of \$0.50 general public/\$0.25 discount per one-way trip.

⁶ As there is not sufficient space on the north side of Broadway at Upper Room for a stop, it is not possible to also serve this stop on the Pollock Pines Route in the westbound direction.

Cost and Ridership Impacts

Operating Costs

The cost and ridership impacts of this plan are presented in Table 39. To calculate costs, first it is necessary to estimate the net annual change in vehicle-hours and vehicle-miles of service. Multiplying the running time and mileage of each route by the number of runs per year, the new Cameron Park and 50 Express Routes will provide 8,812 vehicle-hours and 229,550 vehicle-miles of service per year. Compared with the existing Cameron Park and Iron Point Connector routes, the plan will add a net of 4,741 vehicle-hours and 125,973 vehicle-miles. This reflects both the additional bus in operation, as well as the substantially longer hours of operation. Multiplied by the current El Dorado Transit cost equation, this additional service is forecast to increase operating costs by \$480,000 per year⁷. There will also be some modest reductions in vehicle-miles and costs associated with the reduction in on demand stops on the Placerville Route. However, these are expected to be negligible.

Alternative	Operating Characteristics				Ridership		Annual	
	Vehicles Required ¹	Total Annual Veh. Serv. Miles	Veh. Serv. Hours	Operating Cost ³	(One-Way Trips) Daily Annual		Farebox Revenue	Subsidy Required
Status Quo								
Cameron Park Route	1	47,786	2,087	\$184,300	111	27,600	\$29,700	\$154,600
Iron Point Connector	1	55,792	1,984	\$187,300	38	9,300	\$21,600	\$165,700
Total	2	103,578	4,071	\$371,600	149	36,900	\$51,300	\$320,300
Plan – US 50 Express Every Hour								
Cameron Park Route	1	51,797	2,926	\$281,900 (1)	50,400 (2)	\$54,400 (3)	\$227,500	
US 59 Express	2	177,753	5,886	\$569,700	49,800 (2)	\$71,000 (3)	\$498,700	
Total (Unlinked Trips)	3	229,550	8,812	\$851,600	100,200	\$125,400	\$726,200	
		<i>Adjusting for Transfers</i>			-31,200			
Total Linked Trips					69,000			
<i>Change from Existing</i>		125,973	4,741	\$480,000	32,100	\$74,100	\$405,900	
Initial Phase – US 50 Express Every 2 Hours								
Cameron Park Route	1	51,797	2,926	\$281,900 (1)	165	41,000 (2)	\$44,250 (3)	\$237,650
US 50 Express	1	88,877	2,943	\$284,900	138	34,100 (2)	\$48,150 (3)	\$236,750
Total (Unlinked Trips)	2	140,674	5,869	\$566,800	303	75,100	\$92,400	\$474,400
		<i>Adjusting for Transfers</i>			-88	-21,800		
Total Linked Trips					215	53,300		
<i>Change from Existing</i>		37,096	1,798	\$195,200	66	16,400	\$41,100	\$154,100
<i>Note 1: Includes additional deadhead miles and hours for travel between Diamond Springs and Cameron Park.</i>								
<i>Note 2: Including transferring passengers in each.</i>								
<i>Note 3: Allocating half of passenger revenue generated by transferring passengers to each route.</i>								

⁷ In addition to the service hours and miles, deadhead hours and miles were included in the new Cameron Park Route costs reflecting three deadhead round trips between Diamond Springs and Cameron Park daily.

Ridership Impact

The net ridership impact of the plan was identified in the following steps:

1. Existing passenger activity on the Cameron and Iron Point Connector Routes was carefully evaluated. Iron Point Connector ridership by stop was assessed. In addition, passenger trip pattern (individual boarding and alighting locations) data collected as part of the 2011 onboard surveys were reviewed for the Cameron Park Route. This data indicates the following patterns: on the Cameron Park Route, 30 percent of existing trips are wholly within the Cameron Park area, 65 percent are between Cameron Park and Missouri Flat (including the FLC El Dorado Campus), and 5 percent are between Cameron Park and the casino.
2. For existing Cameron Park riders traveling within Cameron Park, the plan will improve service from once every 3 hours to once every hour. Elasticity analysis was used (based on existing ridership within Cameron Park) to identify an increase in this ridership group of 10,900 passenger-trips per year.
3. For existing Cameron Park riders traveling to points east of Cameron Park on the Cameron Park Route, the plan will increase service frequency to hourly, but will result in a higher fare associated with use of a day pass. In addition, there will be a modest reduction in ridership associated with the inconvenience of transferring between buses. Overall, elasticity analysis indicates that this ridership group will grow by 2,500 passenger-trips per year.
4. Ridership on the 50 Express will be increased over the existing Iron Point Connector ridership due to the improvement in service frequency from 4 times per day to hourly headway. In addition, riders wholly within El Dorado Hills will see a reduction in fare. Together, these factors will increase ridership by 8,700 passenger-trips per year (excluding passengers transferring to/from Cameron Park).

Overall, the two planned services will see a total of 100,200 annual boardings, compared with a current total of 36,900. However, this figure consists of “unlinked trips” whereby passengers transferring between the Cameron Park and the 50 Express Routes are counted twice. Adjusting to eliminate this double-counting of transferring passengers, the “linked trip” total of the two services is forecast to be 32,100 more than current ridership.

Fare Revenue Impact

Fare revenue under the plan was based on the ridership projections and the existing average fare per passenger-trip, adjusted to reflect the reduction in fares for 50 Express passengers within El Dorado County, and the shift in fare payment type for persons transferring between routes to use of day passes. As shown in Table 28, the plan would increase overall fare revenues by \$74,100.

Operating Subsidy Impact

Subtracting the increase in fare revenues from the additional operating costs, this plan would increase overall operating subsidy requirements by \$405,900.

Initial Phase

Table 38 also presents the costs and ridership implications of a potential initial phase of this plan. This would implement all elements of the recommended plan with the exception that a single bus ("Bus 1" shown in Table 36) would be operated on the 50 Express, providing service every two hours. Total net operating costs would be \$195,200 over existing costs under this scenario. A ridership increase of 16,400 passenger-trips per year would generate a net increase of \$41,100 per year in farebox revenues, yielding a net increase in subsidy requirements of \$154,100.

Performance Measures

Using the plan impact forecasts, the performance of the services under the plan can be measured, and compared against adopted standards. The *Western El Dorado County 2008 Short Range Transit Plan* presents a series of performance measures for various El Dorado Transit routes and services. Pertinent standards are as follows:

- Passenger Trips per Vehicle-Hour of Service – No less than 5.0
- Operating Subsidy per Passenger-Trip – No more than \$15.00
- Farebox Return Ratio – No less than 10 percent

Table 39 presents an evaluation of both the existing Cameron Park and Iron Point Connector services, as well as the services under the plan. As shown, the Cameron Park Route currently attains all three standards. However, at 4.7 passenger-trips per vehicle-hour, the Iron Point Connector does not attain the standard of 5.0, nor does the subsidy per passenger-trip of \$17.82 attain the standard of \$15.00.

As shown in the central portion of Table 40, under the plan both routes would attain all standards, as would the plan as a whole. The revised Cameron Park Route would carry 17.2 unlinked passengers per vehicle-hour, while the 50 Express would serve 8.5 unlinked passengers per vehicle-hour. Both routes, as well as the system as a whole, would substantially exceed the 10 percent minimum farebox return ratio.

If an initial phase with one bus operating the 50 Express Route is implemented, performance measures would all meet minimum standards, with values exceeding those of the recommended plan.

CAPITAL PLAN

Capital elements needed to implement this plan are as follows:

- One additional bus to operate the 50 Express Route. Given existing and forecast passenger loads, for the foreseeable future a 26-passenger cutaway vehicle would be sufficient.

Improvements to the transfer point in Cameron Park Place. In the short-term, this could consist of additional paving and provision of a shelter at the existing commuter bus stop on Rodeo Road. A reasonable budget for these improvements (assuming available public right-of-way) is \$30,000.

TABLE 40: US 50 Corridor Plan Performance Measures

Measures Not Attaining Standard Shown in Shading

	Passenger-Trips per Vehicle-Hour of Service	Subsidy per Passenger-Trip	Farebox Return Ratio
Standard	No Less Than 5.0	No More Than \$15.00	No Less Than 10.0%
Existing Service			
Cameron Park Route	13.2	\$5.60	19.2%
Iron Point Connector	4.7	\$17.82	13.0%
Total (Unlinked Trips)	9.1	\$8.68	16.0%
Plan -- US 50 Express Every Hour			
Cameron Park Route	17.2	\$4.51	23.9%
US 50 Express	8.5	\$10.01	14.2%
Total (Unlinked Trips)	11.4	\$7.25	17.3%
Total Linked Trips	7.8	\$10.52	17.3%
<i>Change from Existing</i>	6.8	\$12.64	18.3%
Initial Phase -- US 50 Express Every 2 Hours			
Cameron Park Route	14.0	\$5.80	18.6%
US 50 Express	11.6	\$6.94	20.3%
Total (Unlinked Trips)	12.8	\$6.32	19.5%
Total Linked Trips	9.1	\$9.08	19.5%
<i>Change from Existing</i>	9.1	\$9.40	26.7%

In the long-term, a full transfer point should be implemented. Programming/siting considerations for this transfer point are as follows:

- A location within a convenient walk distance to shopping destinations (particularly grocery shopping), and to a restroom available to transit drivers.
- A location that allows safe movement of transit buses, with minimal delays.
- Adequate capacity to accommodate a minimum of 3 buses, outside of travel lanes.
- Expanded shelters and landscaping/seating areas.
- Lighting

- Full compliance with Americans with Disabilities Act and Public Right-of-Way Accessibility Guidelines design requirements.

One potential location that accommodates these considerations is the east side of Strolling Hills Road, to the north of the shopping center access drive between Rodeo Road and Coach Lane. This would require working with the shopping center owner. While total costs would depend on any acquisition or lease costs for private land, construction costs would be on the order of \$250,000.

- In addition, signing existing flag stops along the Pollock Pines Route, signing two new stops on the Cameron Park Route (Cameron Park Drive/Robin Lane and Durock Road/Product Drive) as well as relocating the Placerville Raley's stop would require on the order of \$4,000.

Appendix A

Project Advisory Committee Members

EDH Transit Needs Assessment and Highway 50 Corridor Study Project Advisory Committee Members

Organization	Name
EDCTC	Jerry Barton
EDCTC	Woody Deloria
Citizen	Lindell Price
EDCTC SSTAC Member	Stanley Price
Four Seasons Civic League	John Raslear
White Rock Village-Mercy Affordable Housing	Audrey Oberle
EDH Senior Center	Janet Kenneweg
EDH Senior Center	Yvonne Griffin
EDHCSD	Sandi Kukkola
EDH Vision Coalition	DJ Peterson
El Dorado County DOT	Eileen Crawford
EDCTA	Matt Mauk, Mindy Jackson
EDH Senior Center	Margurita Yowell

Appendix B
Survey Instruments

10. Do you think that transit services should be expanded in the El Dorado Hills area?
Yes () No ()

11. If yes, what are the key types of trips that transit should serve? (please check *all that apply*)

- a. Shopping ()
- b. Recreational ()
- c. Social ()
- d. Medical ()
- e. Employment ()
- f. School ()
- g. after school activities ()
- h. other _____

12. If no, what is your main reason for not wanting transit services expanded?

13. What are the top five destinations that you think public transit should serve in El Dorado Hills?

- a. _____
- b. _____
- c. _____
- d. _____
- e. _____

14. On a scale of 1 to 5, with 1 being not important and 5 being most important, please indicate how important you think transit service is in the following time periods (*please circle best answer*):

	<u>Least Important → Most Important</u>				
a. Weekdays 8 AM – 5 PM	1	2	3	4	5
b. Weekdays prior to 8 AM	1	2	3	4	5
c. Weekdays 5 PM to 7 PM	1	2	3	4	5
d. Weekdays 7 PM to 10 PM	1	2	3	4	5
e. Saturdays 8 AM to 5 PM	1	2	3	4	5
f. Sundays 8 AM to 5 PM	1	2	3	4	5

15. Do you have any other comments on transit services in El Dorado Hills?

If you would like more information, contact Selena McKinney at selena@lsctahoe.com or 530-583-4053

Appendix C
Outreach Materials



EL DORADO HILLS COMMUNITY TRANSIT SURVEY

*Help us determine the need for transit services in
El Dorado Hills...*

The El Dorado County Transportation Commission is leading a study to determine the need for transit services in the El Dorado Hills community. Let us know your transit needs by completing an online survey at...

www.eldoradotransit.com

Just follow the link to the survey.

Thank you!

For more information, please visit <http://www.edctc.org>

Mountain Democrat

Monday, May 20, 2013

CALIFORNIA'S OLDEST NEWSPAPER - EST 1851

Volume 162 · Issue 60 | 99¢

Bus service in El Dorado Hills? Probably not

By Mike Roberts

From page A1 | 2 Comments

El Dorado Hills is the largest foothill community along the Highway 50 corridor, and the only one without local fixed-route bus service.

Would affluent El Dorado Hills residents use local bus service if it were available?

A recent study suggests that a flexible, well-planned route in the north-south core of El Dorado Hills on weekdays would carry 56 passengers daily, 13,900 annually, but would require a \$204,700 annual subsidy, plus \$747,500 in startup costs and an additional \$73,000 annually for complementary ADA-compliant paratransit service, provided by El Dorado Transit's Dial-A-Ride system.

Ridership projections were based on a detailed analysis of the 2010 census data, which found 4,480 seniors, 10.6 percent of the El Dorado Hills population, plus 7,623 kids age 10 to 19, both considered prime candidates for a bus ride. Those statistics drive a complex transit demand calculation.

In a community known of its affluence and vehicles, it also found a surprising 2.8 percent poverty level and 158 households with no vehicle.

But don't look for a bus on the corner any time soon. The study recommends a far less expensive "taxi voucher system," combined with a trial one-day-a-week "activity bus," both providing inexpensive local on-demand curb-to-curb service. Existing taxi and shuttle companies say they can meet ADA requirements, which makes startup costs negligible.

El Dorado Transit Executive Director Mindy Jackson said she could get the system up and running in early 2014, assuming her board adopts the final study on June 13.

Senior advocates Janet Kenneweg and Yvonne Griffin run the El Dorado Hills Senior Center. They've bent the ears of local elected officials for years, begging for better public transportation options for seniors. John Raslear joined the chorus on behalf of the senior population at Four Seasons. Raeanne Jones and DJ Petersen of the Vision Coalition chimed in on behalf of local youth.

The El Dorado County Transportation Commission heard them. In July, 2011 the commission won a \$65,000 federal transit grant written by Senior Transportation Planner Jerry Barton for an El Dorado Hills Community Needs Assessment and a related US 50 Corridor Transit Operations Plan.

The commission awarded the project to LSC Transportation Consultants in Tahoe City in March, 2012 for \$52,920.

Barton continued to serve as project manager, assembling an advisory committee and assisting the consultants in surveys, public meetings and working papers published.

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Commute patterns, activity centers and ridership zones were identified. Elderly, disabled, youth and poverty populations were charted and mapped. Existing El Dorado Transit services and capacity were examined.

Finally, transit options were analyzed; including on-demand transit such as the popular Dial-A-Ride service, conventional fixed-route bus service and several hybrid variations.

The results are in. Gordon Shaw of LSC Transportation presented the draft report to the Transportation Commission on May 2.

The study identified the "potentially transit dependent" population in El Dorado Hills: the elderly, age 65 or greater; the young, age 10 to 19; those living in poverty, income less than \$22,050 for a family of four, or \$10,830 for a single individual; the disabled and households without a vehicle.

The study also found that El Dorado Hills was built with little thought to public transportation access. Turnouts are nonexistent on major transportation arteries. Bus stops, benches, sidewalks and shelters would be needed for any fixed route service.

Ridership, operating costs and startup costs were estimated for each of several alternative transit scenarios. The two alternatives which might serve the most passengers were dismissed as too expensive.

Deviated fixed route

A deviated fixed route service would operate like a normal bus route with "curb-to-curb" service via route detours up to .75 miles to pick up or drop off passengers at, or closer to, their homes and destinations. The report suggests two specific routes that are within a half-mile of 40 percent of El Dorado Hills residences.

The suggested routes include major local destinations such as Town Center, the Senior Center, the Safeway Center, the Community Park, the library, Oak Ride and Rolling Hills schools, White Rock Apartments and the Sunset Mobile Home Park. Destinations not on the route but within the .75 mile route deviation area include Four Seasons, Marshall Family Medicine and four schools: Marble Valley, Oak Meadows, Marina Village and Lake Forest.

The report estimates that a deviated fixed route service would generate 13,600 passenger-trips at a operating cost of \$279,200 annually.

Checkpoint service

A checkpoint service is a semi-fixed route alternative that follows set route deviations with fewer scheduled stops, more on-demand "check point" stops, but doesn't provide curb-to-curb service.

This approach could serve slightly more residents at a slightly lower cost, 14,800 trips for \$277,700 annually.

Both fixed-route options would require an additional \$747,000 capital investment for buses and bus stops, according to the study. Cost estimates don't include land acquisition costs, utility relocation or permit fees.

The recommended routes cover the north-south El Dorado Hills core but exclude the Bass Lake Road corridor, eastern Serrano, the neighborhoods north of Lake Forest Park and the Blackstone subdivisions along Latrobe Road.

Neither of the two fixed-route options would meet county transit performance standards, which require local route service to generate at least five trips per hour and require no more than a \$15 subsidy per passenger.

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The fixed-route options would serve only 44 to 56 riders per day, less than four per hour, and require a subsidy between \$18 and \$21 per trip, according to the study.

Demand response options

On-demand transit options, called "demand response" in transit circles, are widely used in other communities and provide ADA-compliant door-to-door service without buying any buses or building any ADA bus stops.

Dial-A-Ride

The study found that El Dorado Transit's Dial-A-Ride provides an average of nine one-way trips per day for elderly or handicap El Dorado Hills residents at a flat-fee of \$5 per trip. The majority of El Dorado Hills trips are to or from the Senior Day Care Center in Placerville. Several changes were considered.

The study found that annual El Dorado Hills Dial-A-Ride trips dropped from 2,300 to 1,300 after El Dorado Transit implemented zone fares, raising the cost of a trip within El Dorado Hills from \$2.50 to \$5.

It predicted that reducing the fare to \$2 would roughly double usage to 2,800 trips at an annual cost of \$134,200.

Opening Dial-A-Ride to the general public six days per week at a \$4 local fare would add another 3,920 passengers annually, bringing the total to ridership to 6,720 at an annual subsidy cost of \$244,000.

The increased volume would require another \$55,000 van. An El Dorado Hills operations center would cost \$300,000 up front but reduce the annual subsidy to \$200,300.

The two Dial-A-Ride proposals would serve an estimated 1.1 and 1.9 passengers per hour. The county transit standards for demand-response service is two passengers per hour.

Taxi voucher program

The study recommends a voucher-based taxi system which it estimates would generate 6,000 trips per year, assuming good service from the cab companies.

The recommended fare of \$2.50 per one-way trip for ADA-eligible passengers and \$5 per trip for the general public would generate \$22,500 in fare revenue annually, offsetting an estimated \$110,000 operating cost and yielding a \$14.58 per passenger-trip subsidy, which complies with El Dorado Transit's \$15 per trip performance standard.

Participants would then purchase vouchers in advance and call one of the participating taxi companies to schedule a pickup.

The vouchers would be valid for trips within El Dorado Hills, and could also offset a portion of the fare for longer trips. Taxi companies might also establish a second flat-fee zone for trips to Folsom or Cameron Park.

Voucher sales would be limited by month and by individual to prevent misuse, with exceptions for those with medical needs. Vouchers would be non-transferrable but fully redeemable for face value.

The report recommends paying the cab companies \$12 per trip, and capping the annual subsidy at \$87,500.

Wednesday Activity Bus

The report also recommends a one-day-a-week "activity bus" on a trial basis to determine the potential for scheduled transit service and demonstrate usage patterns.

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An existing van is currently available on Wednesdays, and would be dispatched from Diamond Springs. Reservations could be made in advance, similar to Dial-A-Ride. Suggested one-way fares are \$4 for the general public, \$2 for seniors and disabled.

Dispatchers would attempt to group trips to key destinations at key times, a juggling act they often achieve with Dial-A-Ride.

The Wednesday activity bus would provide an estimated 1,040 trips per year at a cost of 35,000 to operate. The study estimated just \$2,500 in offsetting fare revenue, requiring a \$31.25 per trip subsidy.

Kenneweg was present for the report's unveiling. She praised its thoroughness, but said she was disappointed at the cost projections for traditional fixed route bus service. "There's no room for bus stops on El Dorado Hills Boulevard, and most seniors couldn't get there anyway," she said.

She called the taxi service "a good start."

Walk then run

The study demonstrates demand for nearly 100,000 annual transit trips in El Dorado Hills.

Yet the proposed projects, if they are approved, planned, funded and implemented, meet a fraction of that demand, just over 7,000 trips per year.

Jackson, the El Dorado Transit director, concedes that the taxi service and activity bus won't meet the demand identified in the study. "But let's get this started," she said. "You have to walk before you run."

She sees El Dorado Hills as a large hole in the service her agency provides, and hopes to start filling it in 2014.

Jackson predicted her board would adopt the study and instruct her to draw up an implementation plan and start looking for funding.

The two El Dorado Hills transit proposals fall within the range of projects covered by her current state and federal funding sources, which are in flux, but generally supportive of well conceived transit projects, she said.

The taxi voucher program details have to be worked out. State and federal passenger safety compliance alone will take most of the rest of 2013, she said. "There's no boilerplate for something like this, but we've done it before and know what it takes."

The El Dorado Hills Needs Assessment is available on the El Dorado County Transportation Commission Website, under projects.

It is conjoined with a report on U.S. 50 Corridor Operations, which contains an analysis of corridor transit performance and recommendations to improve it.

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Mike Roberts

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Monday, May 20, 2013

CALIFORNIA'S OLDEST NEWSPAPER - EST. 1851

Volume 162 · Issue 60 | 99¢

Estimating transit demand is tricky business

By Mike Roberts

From page A1 | 2 Comments

The county Transportation Commission recently unveiled a comprehensive assessment of public transportation alternatives and costs in El Dorado Hills, and took an analytical approach to the murky task of estimating transit demand.

The study, conducted by LSC Transportation Consultants in Tahoe City, used data from the American Community Survey, which is part of the U.S. Census, and techniques developed, in part, by principals of the firm for the Transportation Research Board of the American Academy of Scientists.

They found hidden pockets of poverty and a growing retiree population in the generally affluent community where increased commercial growth is fueling the local economy and providing more local destinations.

"But if you don't have a car, you can't get there," said El Dorado Hills Senior Council Chair Yvonne Griffin, arguing for senior mobility to be formally included in community development efforts currently underway.

The study uses multiple approaches to capture transit demand in El Dorado Hills.

Transit need: 150,800 trips
 Transit need is a broad social measure, using the 1,179 El Dorado Hills residents living below the poverty line and the 158 households without a vehicle and assuming they'd made a national average 2.5 trips per day if they had ready access to a car and could afford to put gas in it, resulting in a whopping 150,800 trips annually.

Transit demand
 The transit demand calculation is a more pragmatic approach. It calculates demand in four broad and potentially overlapping usage categories: general public, social program, commuter and intercity trips.

General public: 65,000 trips
 The study calculates general public transit demand two ways, then splits the difference to arrive at 65,000 currently unmet transit trips.

The first measure uses overall El Dorado Transit ridership levels, adjusts for the upscale El Dorado Hills demographics and posits demand for 79,400 transit trips each year.

The second measure is based on national usage statistics for fixed route service, and assumes that two buses operating in El Dorado Hills would generate 49,000 trips per year.

The study uses the difference, 65,000 trips, as the currently unmet general public demand.

Program trips: 32,500 trips
 Social programs for seniors and the disabled require

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transportation, much of which is being provided by El Dorado Transit today. The big contributors in El Dorado Hills are senior nutrition at 9,900 trips and mental health services at 8,700.

Commuter trips: 55,000

One local transit bright spot is the fare revenue generated by the estimated 41,760 El Dorado Transit commute trips to or from El Dorado Hills each year, and how those bus fares help fund the entire system.

The study found 11,942 El Dorado Hills residents working outside the community as of 2010, 7,705 of whom work in Sacramento, Placer or Yolo counties and as such, are potential commuters. It estimates that 1.2 percent of those trips, 185 daily, or 47,500 annually, are candidates for public transit.

The study also found 10,752 workers in El Dorado Hills, 9,101 of which live elsewhere, and could generate 7,800 more transit trips per year.

Increased demand

The study predicts increased transit demand as fuel costs increase and the buildout of El Dorado Hills continues, but points out one factor more than any other driving demand for transit in El Dorado Hills: a senior population that grew from 7.5 percent in 2000 to 10.1 percent in 2010.

During that time the Four Seasons age-restricted community sold out quickly despite the housing downturn. The Carson Creek project will put 1,700 more senior homes between White Rock and Latrobe Roads, west of the business park.

Because age-restricted projects pay no school fees, enjoy discounts on other development fees and seem to sell well, residents can expect to see more senior housing proposed locally.

The draft El Dorado Hills Needs Assessment is available on the El Dorado County Transportation Commission Website at edctc.org/3/EDHTransitNeedsAsses-US50Plan.html, under projects.

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NEWS

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Summary of Open-Ended Responses

TABLE D1: Residential Location of Respondents Outside of El Dorado Hills

El Dorado County	Respondents
Cameron Park	35
Camino	3
Coloma	1
Diamond Springs	4
El Dorado	4
Garden Valley	4
Georgetown	1
Gold Hill	2
Green Springs Ranch	1
Placerville	20
Pollock pines	3
Rescue	9
Shingle Springs	15
Somerset	1
<i>Subtotal</i>	<i>103</i>
Outside of El Dorado County	Respondents
Alameda	1
Carmichael	2
Citrus Heights	1
Fair Oaks	1
Fiddletown	1
Folsom	13
Orangevale	1
Rancho Cordova	1
Rocklin	1
Sacramento	5
<i>Subtotal</i>	<i>27</i>
Total	130
<i>Source: Web and distributed survey conducted summer 2012.</i>	

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 1 of 6)

Cross Streets of El Dorado Hills Residents		
1st cross street:	2nd cross street:	Respondents
Appian Way	Aberdeen Ln	1
Appian Wy	Silva Valley Parkway	1
Arrowhead	Lassen Circle	1
Arrowhead	Saratoga Way	1
Avellano	Rosada Dr	1
Bass Lake Rd	Alyssum	1
Bass Lake Rd	Bridlewood	1
Bass Lake Rd	Country Club	1
Bass Lake Rd	Green Valley Rd	12
Bass Lake Rd	Hollow Oak Road	1
Bass Lake Rd	Magnolia Hills	4
Bass Lake Rd	Serrano Parkway	14
Bass Lake Rd	Summer Cinnamon Teal	1
Bonita Dr	Lakehills Drive	1
Bonita Dr	Loma Verde Dr.	1
Bonita Drive	Lakehills Drive	1
Bridlewood	Dorchester	1
Ceder Ravine	Quarry Road	1
El Dorado Hills Blvd	Crown Dr	8
El Dorado Hills Blvd	Francisco Dr	7
El Dorado Hills Blvd	Governor Dr	6
El Dorado Hills Blvd	Green Valley Rd	10
El Dorado Hills Blvd	Harvard	10
El Dorado Hills Blvd	Highway 50	1
El Dorado Hills Blvd	Lassen	9
El Dorado Hills Blvd	Olsen	7
El Dorado Hills Blvd	Park Dr	2
El Dorado Hills Blvd	Rio Linda	1
El Dorado Hills Blvd	Salmon Falls Rd	1
El Dorado Hills Blvd	Saratoga Way	4
El Dorado Hills Blvd	Serrano Parkway	8
El Dorado Hills Blvd	Silva Valley Parkway	4
El Dorado Hills Blvd	Springburn	1
El Dorado Hills Blvd	St Andrews Drive	15
El Dorado Hills Blvd	St. Frances	1
El Dorado Hills Blvd	Timberline	1
El Dorado Hills Blvd	Tonino	1
El Dorado Hills Blvd	Wilson Blvd	6
Falkirk way	Keswick drive	1
Finders Way	Saratoga Way	1
Four Seasons Dr	Rushmore	2
Francisco Dr	Guadalupe Drive	1
Francisco Dr	Kensington Dr	3
Francisco Dr	Maning	1
Francisco Dr	Promontory Drive	1
Francisco Dr	Sheffield	1
Francisco Dr	Templeton	1
Gillett Drive	Olson Drive	1
Governor Dr	Pardee Ct	1

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 2 of 6)

Cross Streets of El Dorado Hills Residents (continued)		
1st cross street:	2nd cross street:	Respondents
Governor Dr	Ridgeview Dr	1
Governor Dr	Warren Lane	2
Green Valley Rd	Cameron Park Drive	1
Green Valley Rd	Embarcadero	1
Green Valley Rd	Francisco Dr	28
Green Valley Rd	Guadalupe	1
Green Valley Rd	Hickock Rd	1
Green Valley Rd	Lakehills	1
Green Valley Rd	Lakeridge Oaks Drive	1
Green Valley Rd	Malcom Dixon	2
Green Valley Rd	Mormon Island	1
Green Valley Rd	Rocky Springs Road	1
Green Valley Rd	Salmon Falls Road	4
Green Valley Rd	Silva Valley Parkway	2
Green Valley Rd	Sofia Parkway	5
Green Valley Rd	Sylva Valley	1
Greenview Drive	Errante	1
Greenview Drive	Serrano Parkway	3
Guadalupe	Francisco Dr	1
Highway 49	Highway 50	1
Highway 50	Cameron Park Drive	1
Inyo CT	Basil	1
Knight Lane	Patterson	1
Lake Hills Dr	Encina	1
Lake Hills Drive	Salmon Falls Road	2
Lakehills dr	Cresta Ct	1
Lassen Rd	Park	1
Latrobe Rd	Clubview	1
Latrobe Rd	Larkstone Pl.	1
Latrobe Rd	Town Center Blvd	2
Latrobe Rd	Valley View Parkway	1
Madera	Camilla Ct	1
Meadow Wood Ct	Boundary Oaks Dr	1
Meadow Wood Drive	Laurel Grove Circle	1
Meder	Ponderosa	1
Monte Mar	Briarberry	1
Monte Mar Dr	Creekberry Way	2
Monte Mar Dr	Fallview	1
Monte Mar Dr	Four Seasons Dr	1
Monte Mar Dr	Rushmore	1
Monte Verde Dr	Concordia	1
Montridge	Wilson Blvd	1
Moonstone	Ridgeview Dr	1
Muse Drive	Moosridge Way	1
Muse Drive	Powers Drive	1
Olsen	Stanford	1
Outrigger	Mast	1

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 3 of 6)

Cross Streets of El Dorado Hills Residents (continued)		
1st cross street:	2nd cross street:	Respondents
Patterson Way	Ridgeview Dr	2
Pendleton	Starmount	1
Pendleton	Tam O'Shanter Dr	2
Ponderosa	Meder	1
Powers	Muse	1
Powers	Rocky Ridge Way	1
Ridgeview	Gillette	3
Ridgeview	Wilson Blvd	3
Riviera Circle	Willowdale	1
Serrano Parkway	Appian Way	1
Serrano Parkway	Greenview Dr	4
Serrano Parkway	Miralo	1
Serrano Parkway	Miralo Drive	1
Serrano Parkway	Penniman Dr	3
Serrano Parkway	Ranchetto	1
Serrano Parkway	Silva Valley Parkway	10
Serrano Parkway	Terracina	4
Serrano Parkway	Torino	1
Serrano Parkway	Villagio Dr	5
Silva Valley Parkway	Aberdeen Ln	1
Silva Valley Parkway	Appian Way	2
Silva Valley Parkway	Charter Way	1
Silva Valley Parkway	Harvard Way	1
Silva Valley Parkway	Serrano Parkway	9
Silva Valley Parkway	Stockwood	1
Silva Valley Parkway	W Glenmore Drive	1
Sophia Parkway	Elmores Wy	1
Sophia pkway	Bordeaux drive	1
Stanfel	Beckett	1
Suffolk Way	Elmores Wy	1
Summer Dr	Honey Circle	1
Summer Dr	Jasmine Circle	1
Summer Dr	Peach Spruce Dr	1
Tam O'Shanter	Brookline Circle	1
Tam O'Shanter	St. Andrews Dr	2
Titlest	Cordero	1
Trangelo (golf course)	Grogan	1
Valley View Pkwy	Latrobe Rd	2
White Rock Rd	Carson Crossing	3
White Rock Rd	Concordia	1
White Rock Rd	El Dorado Hills Blvd	3
White Rock Rd	Four Seasons Dr	30
White Rock Rd	Lathrop	1
White Rock Rd	Latrobe Rd	57
White Rock Rd	Valley View Parkway	18
White Rock Rd.	Four Seasons Dr	2
Wilson	Ridgeview Dr	1
Total		443

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 4 of 6)

Cross Streets of Cameron Park Residents		
1st cross street:	2nd cross street:	Respondents
Bass Lake Rd	Cambridge	2
Bass Lake Rd	Green Valley	1
Bass Lake Rd	Woodleigh	3
Bertella Road	Montero Road	1
Cambridge Road	Cameron Park Drive	1
Cambridge Road	Green Glen Rd	1
Cambridge Road	Highway 50	1
Cambridge Road	Knollwood	1
Cambridge Road	Merrychase	1
Cambridge Road	Country Club Drive	1
Cambridge Road	Pasada Road	2
Cameron Park Drive	Hacienda	1
Cameron Park Drive	Palmer Drive	1
Cameron Park Drive	La Canada	1
Cameron Park Drive	Mira Loma	1
Country Club	Castana	1
Country Club	Royal Drive	1
Country Club	Hillsborough Rd	1
Gold Spur	High Crest	1
Green Valley	Cambridge	2
Osborne	Wentworth	1
Royal	Heights	1
Sierrarama rd	Meder Rd	1
Strolling Hills	Coach Lane	1
Woodleigh	Wilkinson	1
Woodleigh Lane	Pt West Court	1
Total		31

Cross Streets of Residents in Other Locations in El Dorado County		
1st cross street:	2nd cross street:	Respondents
<i>Camino</i>		
Carson	Larson	1
Pony Express Trail	Carson Rd.	1
Camino Heights Drive		
<i>Coloma</i>		
Highway 49	Cold Springs Rd	1
<i>Diamond Springs</i>		
Highway 49	Skyline Drive	1
Missouri Flat	Highway 50	1
Pleasant Valley Rd.	Patterson	1
Pleasant Valley Road	Fowler	1
<i>El Dorado</i>		
El Dorado Rd	Shady Lane	1
Mother Load	Kingvale Dr	1
Pleasant Valley	Highway 49	1

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 5 of 6)

Cross Streets of Residents in Other Locations in El Dorado County		
1st cross street:	2nd cross street:	Respondents
<i>Garden Valley</i>		
Marshall Road	Garden Valley	1
Marshall Road	Highway 49	1
Marshall Road	Mt. Murphy	1
<i>Georgetown</i>		
Wentworth Springs Road	Volcanoville Road	
<i>Gold Hill</i>		
Highway 49	Gold Hill Road	2
<i>Green Springs Ranch</i>		
Green Valley Road	Deer Valley Road	1
<i>Orangevale</i>		
Greenback Lane	Oak Avenue	
<i>Placerville</i>		
Arrowbee	Luneman	1
Carson Road	Broadway	1
Cedar Ravine	Country Club	2
Cedar Ravine	Main	1
Cedar Ravine	Pleasant Valley Rd	1
Cold Springs	Cool Water Creek	1
Green Valley Rd.	Green Stone	1
Green Valley Road	Placerville Drive	1
Lake Hills Dr	Salmon Falls	1
Lotus Road	Stagecoach Road	1
missouri flat	el dorado road	1
Pleasant Valley Road	Bucks Bar Road	1
Spring St	Hwy 50	1
<i>Pollock Pines</i>		
Blair	Forebay	1
Ridgeway (lower)	Hazel	1
<i>Rescue</i>		
Cameron Park	Cambridge	1
Deer Valley Road	Jurgens Road	1
Green Valley Road	Bass Lake Road	2
Green Valley Road	Cameron Pk Blvd	1
Green Valley Road	Deer Valley Road	2
Green Valley Road	El Dorado Hills Blvd	1
Green Valley Road	Ponderosa	1
<i>Shingle Springs</i>		
Cambridge	Knollwood	1
Doe Street	Mother Lode Drive	1
Durock Road	Coach Lane	1
Durock Road	Product	1
Green Valley	Francisco	1
Green Valley	Lotus Road	1
Meder	Cameron Park Dr	1
Meder	Ponderosa	3
Motherload and French Creek	French Creek and Banbury Cross	1
South Shingle Road	Highway 50	1
South Shingle Road	Milton Ranch	2

TABLE D2: Details for Question 1, Nearest Intersection to Where Respondents Live (page 6 of 6)

Cross Streets of Residents in Other Locations in El Dorado County

Somerset

bucks bar	sand ridge	1
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Cross Streets of Residents in Other Locations in Sacramento County

1st cross street:	2nd cross street:	Respondents
-------------------	-------------------	-------------

Carmichael

Walnut	Marconi	1
--------	---------	---

Citrus Heights

Van Maren	Auburn Blvd	1
-----------	-------------	---

Fair Oaks

Sunset Ave.	Kenneth Ave.	1
-------------	--------------	---

Folsom

Auburn/Folsom	Greenback	1
---------------	-----------	---

Blue Ravine	East Bidwell	2
-------------	--------------	---

Blue Ravine	Oak Ave. Pkwy	1
-------------	---------------	---

Empire Ranch Road	Iron Point Drive	1
-------------------	------------------	---

glen	sibley	1
------	--------	---

Golf Links Drive	East Natoma Street	1
------------------	--------------------	---

Highway 50	Prairie City-Folsom	1
------------	---------------------	---

Iron Point	Broadstone	1
------------	------------	---

Iron Point	Prairie City	1
------------	--------------	---

Oak Avenue Parkway	Riley	1
--------------------	-------	---

Sibley	Glenn	1
--------	-------	---

Rancho Cordova

Meritage	Zinfandel	1
----------	-----------	---

Sacramento

Broadway	Riverside	1
----------	-----------	---

Gerber	French	1
--------	--------	---

Madison	Interstate 80	1
---------	---------------	---

Riverside	Broadway	1
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Elder Creek Road	Power Inn Road	1
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Cross Streets of Residents in Other Locations in Placer County

1st cross street:	2nd cross street:	Respondents
-------------------	-------------------	-------------

Rocklin

Blue oaks	Highway 65	1
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TABLE D3: Developments Outside of El Dorado Hills

El Dorado County	Respondents
Cameron Park	
Black Oaks Estates	2
Cameron Estates	3
Cameron Park Village	1
Cameron Woods	1
Granada Heights Homes	1
Royal Heights	2
Woodleigh Summit	1
Camino	
Camino Heights	1
Diamond Springs	
Diamond Sunrise Apartments	1
Green Springs Ranch	
Green Springs Ranch	1
Placerville	
Arrowbee Ranch Estates	1
Christian life manor	1
Greenstone Country	1
Rescue	
Deer Valley Ranch	1
Green Springs Ranch	2
Sierra Crossing	2
Shingle Springs	
Barnett Business Park	1
Cameron Estates	1
Deer Hills Subdivision	1
East Wood Park	1
Green Valley Hills	1
Hacienda De Estrellas	1
Milton Ranch	2
Subtotal	30
Sacramento County	Respondents
Folsom	
Bryncliff	1
Diamond Glen	1
Empire Ranch	1
Hills of California	1
Madrone	1
Overlook at Blue Ravine	1
Prairie Oaks	1
Royal Oaks	1
Terrazo Estates	1
Willow Creek	2
Rancho Cordova	1
Stone Creek	1
Subtotal	13
TOTAL	43

Source: Web and distributed survey conducted summer 2012.

TABLE D4: Respondents Answers to Question 4 "Other" Work Status

"Other" Work Status	Respondents
Consultant	1
Disabled	7
founder/facilitator mobility support group	1
Homemaker	1
Self Employed	1
Semi-retired	1
Stay At Home Mom	2
Volunteer	2

TABLE D5: Respondents Answers to Question 5 "Other" Work Locations

"Other" Work Locations	Respondents
Bay Area	2
Cameron Park	10
Citrus Heights	1
Diamond Springs	2
Downtown Sacramento	35
Folsom	20
multiple counties	2
Placerville	35
Pollock Pines	1
Rancho Cordova	13
Regionally	9
Rescue, Ca	2
Sacramento	57
Sacramento Area	12
Shingle Springs	4
SW USA	1
Varied	4
Total	210

**TABLE D6: Respondents Answers to Question 9 "Other"
Reasons Car is Not Available**

"Other" Reasons Car Not Available

Age

too old

Alternative

prefer to roll unless distance prohibits

Anticipate Future Need

as long as I can drive

don't know how much longer I can drive

For now, but this could change in my life or others' lives as we get older or disabled.
for the present

I don't know how long -- I have a license now, but I don't know if it will be renewed.

will need

will need

will need

Disability

Age/poor vision, car has been donated

Blind

Blind; daughter/son-in-law drive me

Can't Drive due to vision.

Car is available to wife, but not husband since he uses a walker.

deaf

disabled

I am confined to a wheelchair

Macular degeneration/can't drive/rely on friends/relatives

Not able to drive due to disability

Parkinsons disease - license renewal always chancy for me.

will never drive due to disability

Driving Difficult or Don't Drive

cant drive pin hills

dont drive anymore

Don't drive much and not sure for how much longer.

don't drive too far from home

Hard to drive sometimes

Have a car, but don't drive

I have a car but prefer to ride the bus.

I use dial-a-ride for medical; all others not available. I also hitchhike.

no longer able to drive

Quit driving, relinquished licensed

Expense

Limited budget for gasoline

My truck was repo'd... So I'm using public transportation and bicycling.

old car may go out soon - no money to repair

Shared Vehicle

2 drivers/1 car

only one car in household

only one car/not always available

Parent has car - teen age student does not have transportation

share one car with husband - so it's not always available

spouse uses car for work

Unreliable

car has mechanical issued that I cannot afford

TABLE D7: Answers to Question 11 "Other" Types of Trips That Should be Served by Transit

"Other" Types of Trips to Serve	Respondents
Airport	3
Banking	1
Bay Area and Tahoe Connectivity	1
Bus from Cameron Park to Town Center would be terrific!	1
Church	8
Commuter	2
Commuters to Rancho Cordova??? At least to the lightrail.	1
Connect with Light Rail	4
Connecting to Regional Transit	4
County resources/agencies, DMV, etc.	1
Don't live there but I'm sure it would all area would benefit.	1
Employment is #1 / Dial-a-Ride does not work.	1
Everyone should have some type of access to transportation	1
Folsom for dr	1
Folsom/Placerville	1
For elderly, disabled, kids, low income. General population would not use transit. So	1
For teenage sons	1
For: I am thinking of my midle school student	1
For: Maybe only for Seniors or Low Income Families	1
For: more bus service needed for young people for employment	1
For: think it is good for the elderly	1
For: Youth Transportation	1
From surrounding communities to EDH	1
Library	2
Meals at Sr Ctr	1
Movies	1
Post office	1
Restaurants	1
Senior Center	2
Senior Center, Community Center, Parks	3
Senior Needs / Activities	4
Senior transportation to county transport	5
To three stages, Sierra College	6
When i no longer can drive, there would be no resource available to meet my needs	1
Within a small mileage radius could be beneficial	1
TOTAL	67

TABLE D8: Reasons for Not Wanting Transit Service in El Dorado Hills (Q12) (page 1 of 3)

"Other" Reasons for Not Wanting Transit

Negative Environment

Brings rif raf

I do not want to see increased traffic on neighborhood streets. Public Transit that goes outside of the community, especially into Sacramento County also provides the ability for non-residents to enter the community for no real purpose.

I see what the expanded transit service has done to Folsom and I do not want that to happen to El Dorado Hills. There are more homeless people around Folsom than ever before and I do not want that to happen in El Dorado Hills.

Public transportation will destroy the atmosphere of EDH. EDH would be better to contract with a taxi service and subsidize the fare for people who qualify as being at least 20% below the poverty line

Commuter Only

Commuter only.

Commuter routes is where money mostly comes from. Use this money to enhance commuter routes. Only expand service to El Dorado Hills if it pays for itself.

Focus on Sac Commuter routes. Priority #1 - Route to accommodate Cameron Park during the 7 AM hour. Suggest having Route 12 stop at Cambridge Park and Ride at 7:15 AM

Cost

Already, they are a liability to the tax payers

Because it will be another taxpayer subsidy

Because it will be completely uneconomical and result in higher taxes that I will end up paying for someone else's benefit.

certainly, expanded service will mean higher taxes - perhaps there are grants available
City is too small to make a profit to sustain a transit system.

Cost

Cost

cost and everyone drives around here

Cost vs. benefit

Cost. If this can be done at little to no cost ok. Otherwise edh has too small a tax base to support this. Edh is not a retirement community, so family needs to step up for this.

Costs of running empty buses if the new routes are not in high demand.

Expense

Expensive.

For the same reason Folsom doesn't expand transit... not enough riders, too high a cost. What would be a better idea is a private market solution involving taxis or dial a ride.

For us & our S.O.I. we don't need it. I do not see a lot of disabled or even elderly that do not have the funds to get their own transportation. We would like to see the funds put in something else.

High cost, noise and pollution of a service that will only be used by a very few. Given the experience of other communities with characteristics similar to EDH, it is likely more cost effective and less invasive on the environment to offer taxi service to

Higher costs to commuters.

I do not feel our town should use our tax dollars to provide transportation to it's citizens. We have a senior transportation system already in place. "Call Dial-A-Ride at (530) 642-3696 to make arrangements for transportation to the Senior Center and pe

TABLE D8: Reasons for Not Wanting Transit Service in El Dorado Hills (Q12) (page 2 of 3)

"Other" Reasons for Not Wanting Transit Cost (continued)

I think the cost versus the utilization would not be justified.
It could be costly; however, if there are sufficient numbers of folds in need, a CBA should be performed.
It is not the governments responsibility to take tax money and provide people with transportation with it. That is the reason for family, friends and neighbors.
It never pays for itself; huge funding up front, would be underutilized, another burden to tax payers
It will cost money!
Noise; waste of tax dollars
Not cost effective. There are too many transit vehicles now running around empty. Who will pay other than the taxpayers?
Seems like it would be too inefficient...not a good use of tax dollars.
The state has gone broke. We do not have the money
There would be limited use and costs would likely have to be offset through increased revenue from commuter passes.
Too costly
too expensive
Too much cost to he county
Why would we need transit service in El Dorado Hills? Doesn't make sense and would not be **cost effective**. I think you need to talk about expanding service "to" EDH.

No Need

Demographics are too diverse, population is very sparse in some areas.
Do not need transit services, will be too expensive and under utilized.
Doesn't appear necessary but I don't live in El Dorado Hills. I would rather of course see Cameron Park served more.
Don't see a need for it here.
Don't see the need
For the same reason Folsom doesn't expand transit... **not enough riders**, too high a cost.
What would be a better idea is a private market solution involving taxis or dial a ride.
Have two cars.
I can drive
I don't need expanded transit services in El Dorado Hills, but other people may need it.
It is fine the way it is.
Little need, funds could be better used elsewhere
Little need, funds could be better used elsewhere
No need to have in this community.
no one rides mass transit
Not needed Benefit would not be cost effective.
Prefer to drive my own car
Reason for trips is for errands/shopping. Rather use personal car.
There is probably not enough demand to justify frequent bus trips (every hour or less) that would make taking a bus to EDH to shop or attend movies worth-while.

TABLE D8: Reasons for Not Wanting Transit Service in El Dorado Hills (Q12) (page 3 of 3)

"Other" Reasons for Not Wanting Transit

No need (continued)

We are not yet a city and the town is, what, 8 miles long. Until we can support it as a city, there is **no need** for additional transportation. Busses on our streets, please, we can barely handle the current traffic levels.

Why would we need transit service in El Dorado Hills? Doesn't make sense and would not be cost effective. I think you need to talk about expanding service "to" EDH.

Priorities

because Cameron Park needs expanded service.

For the same reason Folsom doesn't expand transit... not enough riders, too high a cost. What would be a better idea is a **private market solution involving taxis** or dial a ride.

I don't believe it is necessary to have local lines around EDH, but we need to expand park and ride services

I would like to see freeway interchanges expanded and improved. Bass Lake Road needs to be re-paved.

I would rather use County resources in the schools than in un-needed transit services.

If you aren't considering expanding services in Cameron Park, I don't think transit services should be expanded in El Dorado Hills. I would venture there is a higher population of those in need of expanded transportation in Cameron Park than there is in

It isn't necessary for me. I am a commuter so I don't live/work in this area. BTW - issue I hear about it the Park and Ride accommodation size - EDH commuters say you have to address an inadequate parking lot size.

Service to the Folsom area is more logical. There are so many more available services to justify the additional distance and costs.

Why would we need transit service in El Dorado Hills? Doesn't make sense and would not be **cost effective**. I think you need to talk about expanding service "to" EDH.

Expansion might affect my present use of the system and increase the cost for use.

With limited funding at this time, all areas serviced by EDT should be evaluated and prioritized for expansion of service.

Traffic

Adds to traffic

I do not want to see **increased traffic on neighborhood streets**. Public Transit that goes outside of the community, especially into Sacramento County also provides the ability for non-residents to enter the community for no real purpose. I don't think th

I would not want more congestion in the area.

We are not yet a city and the town is, what, 8 miles long. Until we can support it as a city, there is no need for additional transportation. Busses on our streets, please, we can barely handle the current **traffic levels**.

TABLE D9: Full List of Locations Survey Respondents Would Like to See Served (Q13)

Desired Destination	Number Marking Choices					Total	Desired Destination	Number Marking Choices					Total
	First	Second	Third	Fourth	Fifth			First	Second	Third	Fourth	Fifth	
College							Social, Recreation, Services						
Folsom Lake College	4	1	4	3	2	14	Senior Center	29	24	25	18	10	106
Sacramento State University	--	--	--	1	--	1	Community Services District	11	19	20	14	10	74
Subtotal	4	1	4	4	2	15	Library	7	6	6	16	16	51
Commercial/Retail							Movie Theatre	8	5	8	8	6	35
Town Center	115	58	25	11	4	213	Churches	3	3	5	3	9	23
Raleys	22	46	20	17	12	117	Entertainment/Social	--	--	9	3	11	23
Safeway	7	17	30	24	14	92	Recreation (general)	--	3	3	5	6	17
Shopping (General)	25	23	16	9	2	75	Red Hawk Casino	2	1	3	1	5	12
Folsom/Broadstone-Palladio	2	8	8	7	6	31	Parks	1	2	3	3	2	11
Groceries	14	--	8	6	1	29	County offices	--	1	3	2	1	7
La Borgata	1	26	--	--	--	27	After School Activities	--	2	--	2	2	6
Target	7	6	6	4	2	25	Fitness Center	1	--	--	1	2	4
Nugget	2	6	3	2	1	14	Three Stages Theater	--	2	--	--	1	3
Folsom	4	2	2	3	2	13	Folsom Lake	--	1	--	--	1	2
El Dorado Hills	5	1	3	3	--	12	Placerville Day Center	1	--	--	--	1	2
Folsom/Bidwell	3	1	5	1	1	11	Special Events	--	--	1	1	--	2
Restaurants	--	2	4	3	1	10	Adult Center	--	1	--	--	--	1
Banking	--	1	5	--	3	9	Community Park	1	--	--	--	--	1
Post Office	3	1	2	--	1	7	Crocker Art Museum	--	--	--	--	1	1
Costco	--	1	4	1	--	6	DMV	--	1	--	--	--	1
Bel Air Shopping Area	--	2	1	--	2	5	Employment Training	--	--	1	--	--	1
Galleria	1	--	--	3	1	5	Legal Services	--	--	--	--	1	1
Green Valley Shopping Center	--	2	1	--	2	5	Grace Foundation	--	--	--	--	1	1
Lake Forest	1	--	2	1	1	5	Subtotal	64	71	87	77	86	385
Walmart	--	--	2	1	2	5	Specific Community						
Folsom/Outlets	--	2	1	1	--	4	Folsom	13	11	11	5	4	44
Pharmacy	--	--	2	2	--	4	Placerville	6	8	5	10	7	36
CVS	--	1	--	2	--	3	Cameron Park	3	5	4	7	3	22
Haircut	--	--	2	1	--	3	Sacramento	9	3	4	3	1	20
Sunrise Mall	--	1	--	2	--	3	Downtown Sacramento	6	2	2	1	1	12
Food For Less	1	--	--	--	1	2	Roseville	--	--	3	2	--	5
Gas Station	--	1	1	--	--	2	Tahoe	--	--	1	1	2	4
Sam's	--	1	--	1	--	2	Rancho Cordova	--	--	1	1	1	3
Trader Joes	1	--	1	--	--	2	San Francisco	1	--	2	--	--	3
Winco, Folsom	--	1	--	1	--	2	El Dorado Hills	1	1	--	--	--	2
Auto Mechanic	--	--	--	--	1	1	Auburn	--	--	1	--	--	1
Embarcadero	--	--	--	1	--	1	Jackson	--	--	--	1	--	1
Farmers Market	--	--	--	1	--	1	Pollock Pines	--	--	1	--	--	1
Folsom/Blue Ravine	--	1	--	--	--	1	Reno	--	--	--	1	--	1
Marina Village	--	--	--	--	1	1	Rocklin	--	--	--	--	1	1
Market Center	--	1	--	--	--	1	West Sacramento, Raley's Field	1	--	--	--	--	1
Promontory Park	--	--	--	1	--	1	Subtotal	40	30	35	32	20	157
Riley	1	--	--	--	--	1	Specific Streets						
Somewhere near industrial area:	--	--	--	1	--	1	Bass Lake Road	--	--	--	1	1	2
Walgreens	--	--	1	--	--	1	Bass lake and Green Valley	--	1	--	--	--	1
Subtotal	215	212	155	110	61	753	Bass Lake Road and Hwy 50	--	--	--	--	1	1
Employment							Bradshaw and Goethe Dr	1	--	--	--	--	1
Business Park	16	9	13	7	2	47	Creekside St	--	--	1	--	--	1
Employment/Work	5	4	3	8	1	21	El Dorado Hills Blvd.	1	--	1	--	--	2
Downtown Sacramento	1	--	1	1	--	3	EDH Blvd/St. Andrews	--	--	--	--	--	1
Industrial Park	--	1	--	1	1	3	El Dorado Hills Blvd/Silva Valley	--	--	--	--	1	1
Intel	--	--	1	1	--	2	Folsom Lake/ Browns Ravine	--	--	--	1	1	2
Kalithia Park	--	--	2	--	--	2	East Bidwell, Folsom	--	--	--	--	1	1
DST Output	--	--	1	--	--	1	Francisco and Green Valley	2	--	3	1	2	8
Golden Foothill Pkwy Business F	--	--	--	1	--	1	Francisco Dr	1	1	--	1	--	3
Local Businesses	--	1	--	--	--	1	Governor/Warren	1	--	--	--	--	1
Rancho Cordova, White Rock Rd	--	1	--	--	--	1	Green Valley-EDH	1	--	--	--	1	2
Subtotal	22	16	21	19	4	82	Guadalupe Drive	1	--	--	--	--	1
Medical							Iron Pt Road	--	--	--	--	1	1
Medical (general)	19	25	12	12	5	73	Oak Hills Road	--	--	1	--	--	1
Kaiser	8	11	5	3	5	32	Ridgeview Drive	1	--	--	--	--	1
Doctor	8	7	4	2	1	22	Serrano and Silva Valley	--	--	--	--	1	1
Medical/Folsom	2	1	4	1	2	10	Serrano Parkway	--	--	--	--	1	1
Cameron Park Marshall campus	2	5	2	--	--	9	Silva Valley and Harvard	--	--	--	1	--	1
Mercy Hospital	5	--	1	1	1	8	Town Center Blvd.	1	--	--	--	--	1
UC Davis Medical	1	1	--	2	--	4	Valley View Parkway	1	--	--	--	--	1
Dental	--	1	--	1	--	2	Subtotal	11	2	6	5	12	36
Creekside Medical Campus in F	1	--	--	--	--	1	Transportation						
Health dept.	1	--	--	--	--	1	Light Rail	6	3	5	3	3	20
Medical/Business Park	--	--	--	1	--	1	Airport	1	1	1	1	2	6
Medical/Golden Foothills Pkwy	--	--	--	1	--	1	Regional Transit connections	--	2	1	1	2	6
Medical/Roseville	1	--	--	--	--	1	EDH Park-and-Ride	2	2	--	1	--	5
Subtotal	48	51	28	24	14	165	Park-and-Ride	3	--	2	--	--	5
Residential							Amtrak, Sacramento	--	1	2	1	--	4
Serrano	--	--	3	1	2	6	Sacramento RT Connection	2	1	--	--	--	3
White Rock Village	3	--	1	1	1	6	Commuter Bus Connection	1	--	--	1	--	2
Four Seasons	1	--	1	2	1	5	Bay Area - Vallejo Ferry	--	--	--	1	--	1
Low Income Housing	--	1	--	1	1	3	Cameron Park Park-and-Ride	--	1	--	--	--	1
Neighborhoods	2	--	--	--	--	2	Subtotal	15	11	11	9	7	53
Blackstone	--	1	--	--	--	1							
Green Valley Road Area	--	1	--	--	--	1	Grand Total	444	418	373	293	222	1,750
Montano El Dorado	--	1	--	--	--	1							
Retirement Community	--	1	--	--	--	1							
Subtotal	6	5	5	5	5	26							
Schools													
School (General)	10	8	14	6	6	44							
Oak Ridge High School	1	6	6	1	--	14							
High School	2	2	1	--	1	6							
Marina Middle School	2	--	--	1	3	6							
Jackson School	2	1	--	--	--	3							
Middle School	1	1	--	--	1	3							
Elementary Schools	1	--	--	--	--	1							
Rolling Hills Middle School	--	1	--	--	--	1							
Subtotal	19	19	21	8	11	78							

TABLE D10: Results of Question 15: Additional Comments (Sorted by support for transit, and nature or category of response)

Categories described:

- Commuter:** Comment relates to commuter service.
- Need:** Supports transit or describes a specific need.
- Suggestion:** Makes a specific suggestion about how service should be implemented or when/where it is ne
- No Need:** Comments declare no need for transit, sometimes explained.
- Cost:** Cost is too much or outweighs benefits
- Priorities:** States a priority other than transit in EDH.
- None:** Not categorized

General survey comments received from persons answering "Yes" to Q10 (do expand transit)

Category of Response	Q15. Open-Ended Response
1 Commuter	Commuter Service is outstanding. It would be nice to have some service to Sacramento between 9 & 2
2 Commuter	I'm very thankful for the commuter service from/to Sacramento
3 Commuter	It will be great if another commuter bus to downtown is added @8AM on week days
4 Commuter	The comuter bus is great
5 Commuter	Drivers are very helpful and friendly. The EDH Commuter is reliable and clean. Great job.
6 Commuter	El Dorado Transit has the best drivers and buses. Thank you for all you do.
7 Commuter	I appreciate having the commuter service to Sacramento for my job.
8 Commuter	I have been an El Dorado Transit Commuter rider for many years. It is a great service for residents of El Dorado County.
9 Commuter	I LOVE the commuter service to Sacramento
10 Commuter	
11 Commuter	My husband and I LOVE El Dorado Transit He commutes daily to Sac. To work @ 74 years. Thank you for providing great commuter service from Town Center to downtown Sacramento during the week, it's a life saver!
12 Need	All communities should have public transportation.
13 Need	As our community gets older the need will become greater. If addition senior facilities are added on Carson Crossing and nnear White Rock and Latrobe the use will increase.
14 Need	As time goes on these services will be essential. As the population ages and the area grows, there needs to be public transportation. Currently living in this area without the use of a car is almost impossible.
15 Need	Badly needed not only for Seniors but for the environment.
16 Need	Big need.
17 Need	Bus service is sorely needed in El Dorado Hills.
18 Need	Bus service must consider the hills are difficult for most of us.
19 Need	considering the percentage of aging population in EDH, a transit service would be most helpful
20 Need	Easy and consistent Service from EDH to South Lake Tahoe and return is needed. Services for youth and seniors is needed.
21 Need	EDH is growing and transit must meet population needs.
22 Need	El Dorado Cty needs better access in general. It needs to comply with needs of the community as a whole not just the elderly
23 Need	Even though I do not live in EDH I believe the services would be a benefit as long as it didn't take away from services in other areas.
24 Need	Even though I drive, one day I may not be able to. Then being able to call for a bus to take me somewhere in EDH would be beneficial.
25 Need	Everyone needs access to tranportation, whether it be your own vehicle, friends, etc. Many people cannot drive because of medical, physical problems, etc. No one should have to feel shut in, just because they have no means of transportation, other than
26 Need	Get better public transportation.
27 Need	Great idea.

28 Need Hopefully it won't take too long -- thank you!

29 Need How come every community in El Dorado County has good transportation except El Dorado Hills? Bad planning, people!!

30 Need I am counting this happening so I may continue to live independently.

31 Need I am not disabled at the present time, but you never know.

32 Need I believe that some sort of transit services should be made available for our region, with the understanding that there should be a reasonable payment for use. Some individuals may need this type of resource in order to perform daily tasks like getting t

33 Need I have a 16 year old who is not interested in getting a driver's license. Living in EDH she is a virtual prisoner in our home unless I am available to drive her somewhere. She cannot take on a part time job because she would have to rely on me to get her

34 Need I have always wondered why we don't have transit in this area. Makes it very hard on students without cars to have jobs.

35 Need I hope we get it so I won't be isolated when I can't drive anymore.

36 Need I rode the commuter route for many years to/from Sacramento and was pleased with the service. I hope we can grow the system to include more regular service within El Dorado Hills and connect to the rest of the county.

37 Need I think this is a very necessary and important part of our community for many reasons, thank you for working towards this goal.

38 Need I think transit service could be very beneficial for the seniors living at Four Seasons and the CSD. I would love to be able to put my teenage-children on the bus and send them to their activities. Thank you for your consideration

39 Need I WANT transit expanded! There is none. Transit needs to be available and affordable.

40 Need I wish I could catch a bus from my neighborhood.

41 Need I wish there were more public transportation here. We're kind of isolated and it would be great to have some way to connect easily to Folsom.

42 Need I would be a great asset to the community but expensive and hard to accommodate all villages. It seems if you do not have a car, you still need to get to the transit stop.

43 Need I would use transit to save gas expenses and help the environment if a good route and times were available.

44 Need I'm getting older and I won't always be driving a car. With health issues, taking a transit service ride would be very helpful on certain days.

45 Need I'm glad we are considering transit. I really dislike walking across the town.

46 Need I'm still able to drive, but I worry--will My husband and I still be able to live here when I can no longer drive. He will be 90 on his next birthday

47 Need It is needed.

48 Need it would be great!

49 Need It would be nice to have our kids be able to get around town easier. Also, a connection to light rail would be awesome!

50 Need It would be wonderful to have it available when the need arises.

51 Need It would be wonderful to have transit services in El Dorado Hills.

52 Need It would open up options for students, elderly, and even for low income families who do not own a car, are unable to drive, or can't afford to drive.

53 Need It's about time

54 Need It's hard getting to buses in the rain in morning. Very long walk. Maybe a bus stop in the community apartments between Vineyards/White Rock Apts. Lots of people can't walk up big hill. Need service times earlier than 3:00 p.m.

55 Need It's needed very much!

56 Need Junior High kids get out at 2:00 - if you do not want them to ride in a van to Teen Center - how are they supposed to get anywhere when parents are working full time.

57 Need Kids also need a way to get around the county (to doctor appts, schools and recreation)

58 Need Lack of services to Folsom and Placerville.

59 Need Many of the Seniors in the area would prefer a ride than try to drive in the busy traffic.

60 Need Many people have medical care locate in Folsom, primarily near Mercy Hospital. ED Transit should develop an agreement with Folsom Transit for transfer point near the county line on Green Valley Road. A primary loop for EDH transit should be Town Center,

61 Need much needed for senior citizens

62 Need Much needed.

63 Need necessary to cut down on traffic congestion

64 Need Need for Folsom -- Kaiser, Walmart, Trader Joe's.

65 Need Need Kaiser in Folsom or Roseville transportation; please go across county lines.

66 Need

Need the Iron Point Connector to run more frequently and to stop in fewer locations in Folsom.

67 Need Need to expand to Folsom.

68 Need need to get to doctors in folsom

69 Need Needed

70 Need Needed. A neighbor who cannot drive (blind in one eye) has a husband with Alzheimers and is frightened as to what she'll do when husband can no lonber drive. Teenagers need a safe way to get around.

- 71 Need Older or disabled citizens who cannot drive for some reason would find it hard, perhaps even to get to a bus stop. They really need "door-to-door" services.
- 72 Need Older residents have to leave EDH due to lack of public transportation. Wonderful community for those who can still drive, but the day will come that my husband and I can't drive. Current options too expensive and difficult to access.
- 73 Need Our Doctors are in Folsom and so is the hospital that our insurance covers
- 74 Need Our family doesn't need or can't use public transit at this time, but I can see its value to others, but not at a huge expense to taxpayers.
- 75 Need Our teenagers need the ability to get work inside and outside EDH by taking bus to a job. There are not enough jobs in EDH to support our teens so it is imperative that EDH gets additional transit services to support getting teens to work site.
- 76 Need Outside of the bus service adjacent to the post office, I do not think it exists unless you have mental and physical disabilities.
- 77 Need Please bring a bus to EDH for "the rest of us."
- 78 Need Please get some! Kids and young people need a way to get around town and to Placerville for services.
- 79 Need Please help this happen. My husband used to use the bus to get to Placerville Day Center.
- 80 Need Please pick us up!
- 81 Need Public transit will ease traffic issues, allow people to easily attend work/business/medical needs, and with a good connection, bring in business from outside.
- 82 Need Really need transportation within town and surrounding areas
- 83 Need Really needed; to Folsom Kaiser; UCD, too.
- 84 Need Residents, and people who work in El Dorado Hills need to be able to live without owning a vehicle.
- 85 Need Ridgeview should have bus service because people cannot walk up and down the steep hills.
- 86 Need Senior transit is restricted by county. Need a service between Folsom and EDH
- 87 Need Seniors need transportation when they are unable to drive. To Doctors appt, grocery store etc.
- 88 Need Some people may need door to door service, since they cannot walk far enough to reach regular transit services
- 89 Need The seniors really need this service and as time passes, it will be more and more important to this group.
- 90 Need There are many disabled & seniors who have no cost-effective methods of transportation. They are at times unable to access services vital to their health & well-being. El Dorado Transit service would greatly enhance their quality of life.
- 91 Need There is no transit service in EDH! If there were, I would use it all the time and save gas. EDH is rapidly growing and will need public transportation to connect us to our neighbors.
- 92 Need There is no way of getting to the store w/o public transit but I don't see many disabled here. I would move closer to necessities myself.
- 93 Need These services would be a great enhancement to life in EDH.
- 94 Need They are needed. My husband used dial-a-ride, but they are difficult to schedule on short notice.
- 95 Need This survey is for my mother who lives with me. Elderly.
- 96 Need This will help the senior but also the young adults, teens and children of the community.
- 97 Need transit and transportation services are sorely lacking and EDH is a large population - please fix ASAP. This is a large tax base.
- 98 Need Transit service would be fantastic in El Dorado Hills, especially for the elderly.
- 99 Need Transportation is so needed. If car breaks down, I cannot get around.
- 100 Need TRYING TO GET FROM ONE SIDE OF EL DORADO HILLS TO THE OTHER IS HARD WHEN YOU DO NOT HAVE A VEHICLE OR TOO YOUNG FOR A DRIVERS LICENCE
- 101 Need Way overdue!
- 102 Need We are in desperate need of services for our community. It will greatly improve the lives of our seniors and children by providing them safe options for routine transportation services. As well, if services were provided for the major restaurant areas
- 103 Need We could make this town #1 in public transportation. For such a small town, we could make this a model for other cities to follow.
- 104 Need We could use transit that is not too expensive and doesn't need 3 day notice like dial a ride that is wheelchair accessible. Thank you
- 105 Need We do not need this service, however there are many seniors, working mothers, disabled, that this service would greatly improve their life.

- 106 Need We have given up on Dial-a-Ride (having tried for over 5 years). It's too difficult to use and a cumbersome system of calling daily, waiting in a queue and then not getting a ride because an ill patient has higher priority or a ride goes to an individual t
- 107 Need We have no services so there is nothing to comment on except they are needed for not only seniors but for our youth. They too need to be able to get around safely and independently to work, activities, etc.
- 108 Need We moved to Four Seasons, a 55 & over senior development, 6 years ago. As we age, we will need to depend on outside transportation, not our own cars. A regular bus service to local shopping and medical centers would provide us with continued transportat
- 109 Need We need to add public transit for single mothers who don't drive. To the schools, and to the main parts of town. Also, it would be great to have more frequent commuter buses that go up to the placerville area
- 110 Need What transit service? The largest town, population, tax base in our county can no longer be ignored.
- 111 Need Will need service when Parkinsons progresses,
- 112 Need With an aging communities being built in the future in El Dorado County, transit for seniors who can no longer drive and are alone is extremely necessary,
- 113 Need Without a car, we have no transportation.
- 114 Need would be a great addition
- 115 Suggestion An El Dorado Hills / Latrobe Road bus should be expanded up to the Bass Lake Road / Serrano Parkway intersection when the planned shopping center at that intersection is built and/or the Bass Lake Regional Park is built.
- 116 Suggestion at a minimum, a service is needed that goes down EDH blvd. Start at the business park, thru the retirement center, town center, CSD. Options would include adding going up serrano parkway (library), Safeway, going to folsom lake at browns ravine and
- 117 Suggestion Connections to Bidwell, FLC, Lightrail, and Mercy Hospital as well as Placerville.
- 118 Suggestion Coordinate your times with the buses that bring people in from Sacramento. These would be people that either work in Sac or are coming in from the airport.
- 119 Suggestion Door-to-door service for seniors. Dial-a-ride for everybody in EDH or a special taxi service for seniors at a discount rate.
- 120 Suggestion EDH taxpayer monies need to stay and help EDH community. Seniors need to have more help and assistance with transportation as well as those who cannot afford cars and their own mode if transportation.
- 121 Suggestion Envision a Multi-Modal and Multi-Story Transit Center with Parking at EDH TownCenter near White Rock and LaTrobe. Rd.
- 122 Suggestion Establishing some regular small-bus feeder routes would be helpful. Run bus routes to connect with other public transportation.
- 123 Suggestion Even just a mini-bus would be helpful for many people as well as elders.
- 124 Suggestion for me, it's being able to put together a transit plan that would connect with other major transit
- 125 Suggestion For the youth of this community I feel it is 5 to have transportation from 2:30-8p.
- 126 Suggestion How about a service to Kaiser Permanente in Folsom from El Dorado Hills?
- 127 Suggestion How about Saturday night?
- 128 Suggestion I am sorry but the options you offer for times do not cover dinner and theater, etc on week ends. It should also cover school start and stop times as well as the teen center. This could help relieve some school buses. A "Fast Pass" could be purchased with
- 129 Suggestion I currently commute to Natomas. I used to take El Dorado Transit downtown, but my job moved out to Natomas (off of Truxel). There are no buses that go out to this area. It would be nice if the bus system expanded to more areas besides downtown drop off
- 130 Suggestion I think that you will need to extend service beyond the boundaries of El Dorado Hills in order to secure adequate transit service users.
- 131 Suggestion I would be interested in seeing tour-type trips added for seniors for sightseeing and shopping as a group.
- 132 Suggestion I would like to see available transit to the business park from light rail made available, as it would bring more ee's here from the greater sacramento area
- 133 Suggestion I would like to see train service from Placerville to downtown Sacramento, similiar to what exists along highway 80. The rail right of way seems to exist.
- 134 Suggestion If a need is found -perhaps a shuttle bus from EDH Business Park to Safeway Centertwice a day am and pm might be workable and affordable
- 135 Suggestion If I were to schedule buses in the EDH area, I would use the smaller 20 passenger ones--if they proved to be more economical I am 82 and it won't be too long before I will welcome transit service in our area. El Dorado Hills has a high percentage of sen

- 136 Suggestion If we had service to the light rail station, we could use that to go downtown.
- 137 Suggestion It would be nice if they put a bus stop at White Rock Village.
- 138 Suggestion it would be nice to have a transit that goes from rolling hills to the EDHCSD teen center
- 139 Suggestion Land use needs to be adjusted to facilitate efficient transit.
- 140 Suggestion Limited
- 141 Suggestion Lots of state workers in El Dorado Hills - would be nice to get a light rail station up here, however I understand crime increases near light rail. Would be nice to have a regular (albeit infrequent) service in outlying areas (ie Ridgeview Dr., Bass La
- 142 Suggestion make sure there are routes from/to el dorado hills to drop off points in placerville , cameron park and shingle springs areas.
- 143 Suggestion Most residents in our community do a high percentage of shopping and medical visits in Folsom. I don't believe we should spend EDC money to support Folsom's sales tax.
- 144 Suggestion Other surrounding areas (Roseville/Granite Bay) service
- 145 Suggestion Pick up where you live.
- 146 Suggestion Provide a circulating public transit throughout the residential communities linking them to the the shopping and work centers within EDH
- 147 Suggestion Senior vans that come to the elderly's houses and deliver them to their appointments and then returns to bring them hom would be a great service.
- 148 Suggestion Service to Cameron Park
- 149 Suggestion Should tie in with Folsom's rapid transit (light rail).
- 150 Suggestion The cost of public transportation in El Dorado Hills and Cameron Park needs to be the same as the rest of the county.
- 151 Suggestion There should be transit on the routes I put down; I hope it will help people out.
- 152 Suggestion Transit services should be available in El Dorado Hills @ Town Center to serve the south end of EDH and @Francisco to serve the north of EDH
- 153 Suggestion We need the small type buses (natural gas powered) that they have in Placerville. Why don't we? Also we need to lower the berm at Lassen Lane and Serrano Parkway - very dangerous area.
- 154 Suggestion Weekend evening hours will be important for dining, recreation, socializing. Areas impacted would be Town Center, and to a lesser degree Raleys Plaza. Transport after a good meal with wine could reduce DUI damage.
- 155 Suggestion Weekend service should run for an hour after until town center closes
- 156 Suggestion What about weekends until midnight, for the drunk's leaving Towncenter bars are EDH Saloon
- 157 Suggestion When will light rail connect to El Dorado County. (916) 308-2314 Please, paratransit needs to connect to Sacramento County so that motorized wheelchairs can be transported!
- 158 Suggestion You should work with downtown employers like UC Davis Health Systems to provide discounted transit passes. It should be easier to buy transit pass over web at a discount for multiple (like 10/20 together). We should be able to use credit card to buy tr
- 159 None I cannot comment on transit service exclusive to EDH
- 160 None I take amtrack to lightrail to iron connection to get to Red Hawk Casino.
- 161 None I'm still able to drive to get to shopping areas.
- 162 None It's such a small community that I haven't thought about transit here before, but then, I have a car.
- 163 None Not sure we can coordinate with regional transit
- 164 None
- Public transit is underused everywhere. It's not for those who don't need it and have options.
- 165 None Thank you for pursuing this endeavor.
- 166 None Thank you for the survey option.
- 167 None Thank you for this very important survey.
- 168 None When we first moved here in 1995 there was a bus. What happened to it?
- 169 None Why is the bus stop at the post office and a tire store? Really?
- 170 None Would you cross the county line? Many use Kaiser on Ironpoint and that's Sac County.
- 171 None You have to hit critical mass before transit services can survive economically. If you don't have enough routes and/or times, people won't get in the habit of using it and it will fail.
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Appendix E
Detailed Route Ridership Tables

TABLE E-1: Iron Point Connector Daily Passenger Activity

Based on Routematch Reports for 1/7/13 to 2/18/13

Type of Stop	Average Daily														
	Run 1: 6:00 AM to 8:55 AM			Run 2: 8:00 AM to 9:55 AM			Run 3: 4:00 PM to 5:55 PM			Run 1: 6:00 PM to 7:55 PM			Total: All Runs		
	Boardings	Alightings	Total Psgrs	Boardings	Alightings	Total Psgrs	Boardings	Alightings	Total Psgrs	Boardings	Alightings	Total Psgrs	Boardings	Alightings	Total Psgrs
Westbound															
Central Transit Center	0.2	0.0	0.2	0.1	0.0	0.1	0.2	0.0	0.2	0.1	0.0	0.1	0.6	0.0	0.6
Missouri Flat Transfer Center	0.9	0.2	1.0	1.6	0.0	1.6	2.1	0.0	2.1	0.3	0.2	0.5	4.9	0.4	5.3
Red Hawk Casino	0.4	0.0	0.4	0.3	0.0	0.3	0.6	0.1	0.7	1.2	0.2	1.3	2.4	0.3	2.7
Ponderosa Rd Park & Ride	0.6	0.0	0.6	0.8	0.0	0.8	0.5	0.0	0.5	0.1	0.0	0.1	1.9	0.0	2.0
Cambridge Rd Park and Ride	1.6	0.0	1.6	2.5	0.0	2.6	0.5	0.1	0.6	0.2	0.2	0.4	4.8	0.4	5.2
El Dorado Hills Park & Ride	1.8	0.0	1.8	0.5	0.3	0.8	1.7	0.3	2.0	0.4	0.6	1.1	4.4	1.3	5.6
Iron Point Light Rail Station	0.0	3.7	3.7	0.0	2.5	2.5	0.0	4.7	4.7	0.0	1.8	1.8	0.0	12.7	12.7
Total Westbound (Trip Ends)			9.4			8.7			10.8			5.3			34.1
Eastbound															
Iron Point Light Rail Station	2.8	0.0	6.5	2.0	0.0	4.6	3.6	0.0	8.3	2.1	0.0	3.9	10.6	0.0	10.6
Ingersoll Way & Parker Dr	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Intel Folsom Campus	0.0	0.5	0.5	0.0	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.1	0.1	0.7	0.9
Kaiser Permanente	0.0	0.7	0.7	0.0	0.2	0.2	0.2	0.0	0.2	0.0	0.0	0.0	0.2	0.9	1.2
FLC - Folsom Campus	0.3	0.9	1.2	0.2	2.3	2.4	1.1	0.1	1.1	0.2	0.2	0.4	1.7	3.4	5.1
El Dorado Hills Park & Ride	0.5	1.3	1.8	0.2	0.7	1.0	0.7	1.0	1.7	0.0	0.5	0.5	1.5	3.5	5.0
Cambridge Rd Park and Ride	0.2	0.3	0.4	0.0	0.2	0.2	0.1	1.8	1.9	0.1	0.4	0.5	0.3	2.7	3.0
Ponderosa Rd Park & Ride	0.0	0.6	0.6	0.0	0.1	0.1	0.0	0.6	0.6	0.0	0.3	0.3	0.0	1.6	1.6
Red Hawk Casino	0.0	0.7	0.8	0.0	0.7	0.7	0.0	0.2	0.2	0.0	0.4	0.4	0.1	2.0	2.1
Missouri Flat Transfer Center	0.0	0.7	0.7	0.0	1.3	1.3	0.1	1.5	1.6	0.0	0.7	0.7	0.1	4.3	4.3
Central Transit Center	0.0	0.1	0.1	0.1	0.0	0.1	0.0	0.1	0.1	0.0	0.3	0.3	0.1	0.5	0.6
Total Eastbound (Trip Ends)			13.3			10.8			15.8			7.2			34.5
Total Both Directions (Trip Ends)			22.7			19.5			26.6			12.5			68.6

TABLE E-2: Cameron Park Route Boarding/Alighting by Stop

	Avg Daily Passengers			
	On	Off	Total	% Total
Missouri Flat Transfer Center	13.8	17.2	31.0	22%
Child Development Center	5.7	5.4	11.1	8%
Folsom Lake College, El Dorado Center	0.2	1.1	1.3	1%
Shingle Springs Tribal Health	0.6	1.0	1.6	1%
Red Hawk Casino	4.3	4.2	8.5	6%
Ponderosa Rd and Deelane Rd	0.4	0.5	0.9	1%
Mother Lode Dr and South Shingle Rd	2.4	2.8	5.2	4%
Durrock Center	0.3	0.4	0.7	1%
Market Court	1.0	0.4	1.4	1%
Safeway (Cameron Park Place)	13.3	12.1	25.4	18%
Bel Air (Goldorado Center)	3.1	5.4	8.5	6%
Marshall Medical, Cameron Park	0.0	0.8	0.8	1%
La Crescenta Dr and Green Valley Rd	2.7	2.9	5.6	4%
Cimmarron Rd and La Canada	4.6	7.2	11.8	8%
Cambridge Rd and Green Valley Rd	2.9	1.8	4.7	3%
Cameron Park Dr and Green Valley Rd	6.1	0.5	6.6	5%
Cameron Park Dr and Meder Rd (Airpark Center)	0.1	0.0	0.1	0%
Cambridge Rd Park and Ride	0.9	1.4	2.3	2%
Cameron Park Library/Community Center	0.0	0.1	0.1	0%
Country Club Dr and Cambridge Rd	1.7	1.4	3.1	2%
Country Club Dr and Garden Circle	0.4	0.6	1.0	1%
Golden Center Dr	1.8	0.0	1.8	1%
ADA Off-Route - Choices	2.8	3.4	6.2	4%
ADA Off-Route - Wal Mart	0.0	0.0	0.0	0%

Source: Routematch data, 1/7/13 to 1/18/13

TABLE E-3: Diamond Springs Daily Passenger Activity and Deviations

Type of Stop	Average Daily					
	Boardings	Alightings	Total Psgrs	% Total	Deviations	
Missouri Flat Transfer Center	Fixed	30.5	29.2	59.7	42.3%	--
Child Development Center	Fixed	8.7	6.2	14.9	10.6%	--
Folsom Lake College, El Dorado Center	Fixed	3.2	1.4	4.6	3.3%	--
Pleasant Valley Rd and Diamond Meadows Way	Fixed	2	3.7	5.7	4.0%	--
Panther Lane	Request Only	0.1	0.5	0.6	0.4%	--
Pearl Place and Courtside Dr	Fixed	2.5	3.3	5.8	4.1%	--
Independence High School	Fixed	2	1.3	3.3	2.3%	--
El Dorado Transit Offices	Fixed	0.1	0.4	0.5	0.4%	--
Pleasant Valley Rd and Oro Ln	Fixed	1.8	1.6	3.4	2.4%	--
Pleasant Valley Rd and Church St	Fixed	7	7.2	14.2	10.1%	--
Union Mine High School Circle	Request Only	0.6	0.2	0.8	0.6%	0.6
Lake Oaks Dr and Patterson Dr	Fixed	0.7	0.3	1	0.7%	--
Lions Hall	Fixed	1.1	1	2.1	1.5%	--
Diamond Springs Mobile Home Park	Fixed	0	0.1	0.1	0.1%	--
Golden Center Dr	Fixed	0.3	2.8	3.1	2.2%	--
Golden Center Ct (Building #1)	Fixed	0	2.1	2.1	1.5%	--
Mother Lode Dr and Blanchard Rd (North)	Request Only	0.2	0.1	0.3	0.2%	0.2
Mother Lode Dr and Blanchard Rd (South)	Request Only	0.5	0	0.5	0.4%	0.3
Eskaton Lincoln Manor	Fixed	2.3	1.8	4.1	2.9%	--
Safeway Plaza (Missouri Flat Rd)	Fixed	1.6	4.6	6.2	4.4%	--
Green Valley Community Church	Fixed	0	0.5	0.5	0.4%	--
Prospector Plaza	Fixed	3.8	1.7	5.5	3.9%	--
ADA Off-Route - Elizabeth Lane	ADA	0.1	0.4	0.5	0.4%	0.5
ADA Off-Route - El Dorado County Vision Center	ADA	0.3	0.4	0.7	0.5%	0.5
ADA Off-Route - Wal Mart	ADA	0	0	0	0.0%	0
ADA Off-Route - Clear Ct	ADA	0.4	0.4	0.8	0.6%	0.8

Based on Routematch Reports for 1/7/13 to 1/18/13

TABLE E-4: Placerville Eastbound Daily Passenger Activity and Deviations

	Type of Stop	Average Daily					Psgrs per Deviation	Minutes per Deviation	Minutes per Day	Psgrs Served per Minute Deviation
		Boardings	Alightings	Total Psgrs	% Total	Deviations				
Missouri Flat Transfer Center	Fixed	16.8	0.6	17.4	10.7%	--	--			
Golden Center Dr	Fixed	1.1	0.5	1.6	1.0%	--	--			
Forni Rd and Lo-Hi Way	Fixed	1.3	0.5	1.8	1.1%	--	--			
Human Services (Briw Rd)	Request Only	2.1	1.7	3.8	2.3%	2.4	1.6	2.0	4.9	
Flag Stop - EDC Jail	Fixed	0	0.2	0.2	0.1%	--	--			
Placerville Library	Fixed	0.4	0.5	0.9	0.6%	--	--			
Flag Stop - Fair Ln	Fixed	0.6	0	0.6	0.4%	--	--			
Big Lots	Fixed	1.9	1.2	3.1	1.9%	--	--			
Raley's (Placerville Dr)	Fixed	19.9	3.1	23	14.2%	--	--			
El Dorado County Fairgrounds Park & Ride	Request Only	0.1	0	0.1	0.1%	0.1	1.0	1.8	0.2	
Phoenix Center (Mallard Lane)	Request Only	0.1	0.2	0.3	0.2%	0.3	1.0	6.2	1.9	
Big 5 (Placerville Dr)	Fixed	3.3	0.5	3.8	2.3%	--	--			
REQUEST STOP - Woodridge East	Request Only	0.9	1.7	2.6	1.6%	1.4	1.9	4.6	6.4	
Woodridge Court	Request Only	0.2	1.1	1.3	0.8%	1.3	1.0	3.8	4.9	
Ridgecrest Apartments	Request Only	1.7	1.8	3.5	2.2%	1.9	1.8	2.6	4.9	
Hidden Springs Circle	Request Only	0.6	0.3	0.9	0.6%	0.8	1.1	3.0	2.4	
Cold Springs Dental	Fixed	3.2	2.3	5.5	3.4%	--	--			
Home Depot (Placerville Dr)	Request Only	0.8	1.7	2.5	1.5%	1.9	1.3	1.8	3.4	
El Dorado High School	Request Only	1.1	7.1	8.2	5.1%	3.4	2.4	3.8	12.9	
Bee Street and Coloma Street	Fixed	0.5	2.6	3.1	1.9%	--	--			
Coloma Court	Fixed	4.7	3.5	8.2	5.1%	--	--			
Tunnel St Apartments	Fixed	2.5	9.8	12.3	7.6%	--	--			
Placerville Senior Center	Fixed	1.1	3.8	4.9	3.0%	--	--			
Old Placerville City Hall	Fixed	3.9	10.5	14.4	8.9%	--	--			
Placerville Post Office	Fixed	2.2	2.7	4.9	3.0%	--	--			
Pacific St and Clark St	Fixed	0	1.2	1.2	0.7%	--	--			
Fowler Way	Request Only	0.1	0.4	0.5	0.3%	0.3	1.7	4.2	1.3	
Marshall Hospital	Request Only	0.6	1.4	2	1.2%	1.1	1.8	5.0	5.5	
3177 Turner St.	Request Only	0.1	0.2	0.3	0.2%	0.3	1.0	4.6	1.4	
Clay St. and New Jersey Way	Request Only	0	0.6	0.6	0.4%	0.5	1.2	4.2	2.1	
Cottonwood Senior Apartments	Request Only	0.4	0.8	1.2	0.7%	0.7	1.7	4.2	2.9	
Placerville Station Transfer Center	Fixed	0.4	3.3	3.7	2.3%	--	--			
Rite Aid (Broadway)	Fixed	0.3	3.6	3.9	2.4%	--	--			
Gold Country Inn	Fixed	1	1	2	1.2%	--	--			
REQUEST STOP - Grocery Outlet	Fixed	0.2	2.2	2.4	1.5%	--	--			
Flag Stop - Broadway and Airport Rd	Fixed	0	0.4	0.4	0.2%	--	--			
Upper Room	Request Only	2.6	2.2	4.8	3.0%	2	2.4	5.5	11.0	
Broadway and Point View Drive	Request Only	0.2	0.1	0.3	0.2%	0.3	1.0	6.4	1.9	
Camellia Lane (El Dorado Trailhead)	Request Only	0	0	0	0.0%	0	--	10.0	0.0	
M.O.R.E. Workshop	Fixed	7.6	1.8	9.4	5.8%	--	--			
Flag Stop - Hangtown Motel	Fixed	0.2	0.2	0.4	0.2%	--	--			
Total Daily				162	100.0%	18.7				

Based on Routematch Reports for 1/7/13 to 1/18/13

TABLE E-5: Placerville Westbound Daily Passenger Activity and Deviations

Type of Stop	Average Daily					Psgs per Deviation	Minutes per Deviation	Minutes per Day	Psgs Served per Minute Deviation	
	Boardings	Alightings	Total Psgrs	% Total	Deviations					
Woodman Circle	Fixed	4.1	2.8	6.9	4.2%	--	--			
Broadway and Schnell School Rd	Fixed	1.5	0.1	1.6	1.0%	--	--			
Broadway and Carson Rd	Fixed	1.6	0.2	1.8	1.1%	--	--			
Placerville Station Transfer Center	Fixed	3.2	2	5.2	3.2%	--	--			
Clay St. and New Jersey Way	Request Only	0.8	0.1	0.9	0.6%	0.6	1.5	4.2	2.5	0.4
Cottonwood Senior Apartments	Request Only	1.2	0.9	2.1	1.3%	1.3	1.6	4.2	5.5	0.4
Midtown Mall	Fixed	2	1	3	1.8%	--	--			
Marshall Hospital	Request Only	1.1	2.2	3.3	2.0%	1.8	1.8	5.0	9.0	0.4
Fowler Way	Request Only	0.5	0.2	0.7	0.4%	0.4	1.8	4.2	1.7	0.4
Old Placerville City Hall	Fixed	9.1	4.4	13.5	8.3%	--	--			
Placerville Post Office	Fixed	3.9	3.1	7	4.3%	--	--			
Tunnel St Apartments	Fixed	8.6	3.2	11.8	7.2%	--	--			
Placerville Senior Center	Fixed	4	1.4	5.4	3.3%	--	--			
Coloma Court	Fixed	4.9	2.6	7.5	4.6%	--	--			
Bee Street and Coloma Street	Fixed	2.5	1.6	4.1	2.5%	--	--			
El Dorado High School	Request Only	1.9	1.8	3.7	2.3%	2.0	1.9	3.8	7.6	0.5
Home Depot (Placerville Dr)	Request Only	0.4	1.6	2	1.2%	1.2	1.7	1.8	2.2	0.9
DMV (Placerville Office)	Fixed	2.8	2.1	4.9	3.0%	--	--			
Woodridge Court	Request Only	0.7	0.2	0.9	0.6%	0.7	1.3	3.8	2.7	1/0/1900
REQUEST STOP - Woodridge East	Request Only	1.7	0.9	2.6	1.6%	1.2	2.2	4.6	5.5	0.5
Ridgecrest Apartments	Request Only	2.5	1.1	3.6	2.2%	2.1	1.7	2.6	5.5	0.7
Hidden Springs Circle	Request Only	0.4	0.7	1.1	0.7%	1.1	1.0	2.6	2.9	0.4
Placerville Snowline Hospice	Fixed	0.1	0.7	0.8	0.5%	--	--			
M.O.R.E. Workshop	Fixed	0.7	7.5	8.2	5.0%	--	--			
Regal Theater	Fixed	2.7	1	3.7	2.3%	--	--			
Phoenix Center (Mallard Lane)	Request Only	0.3	0.3	0.6	0.4%	0.4	1.5	6.2	2.5	1/0/1900
El Dorado County Fairgrounds Park & Ride	Request Only	0	0	0	0.0%	--	--			
Raley's (Placerville Dr)	Fixed	4.7	14.1	18.8	11.5%	--	--			
Forni Rd and Lo-Hi Way	Fixed	0.8	0.7	1.5	0.9%	--	--			
Human Services (Briw Rd)	Request Only	1.6	1.3	2.9	1.8%	1.7	1.7	2.0	3.5	0.8
Placerville Library	Fixed	0.7	1.7	2.4	1.5%	--	--			
Flag Stop - EDC Jail	Fixed	0	0.4	0.4	0.2%	--	--			
Flag Stop - Fair Ln	Fixed	0	0	0	0.0%	--	--			
Big Lots	Fixed	0.1	1.3	1.4	0.9%	--	--			
ADA Off-Route - Wal Mart	Fixed	0.4	0.2	0.6	0.4%	--	--			
Missouri Flat Transfer Center	Fixed	6.5	21.6	28.1	17.2%	--	--			
TOTAL				163	100.0%	14.5				

Based on Routematch Reports for 1/7/13 to 1/18/13

TABLE E-6: Pollock Pines Eastbound Daily Passenger Activity and Deviations

	Type of Stop	Average Daily			
		Boardings	Alightings	Total Psgrs	Deviations
Missouri Flat Transfer Center	Fixed	21.2	2.5	23.7	--
Golden Center Dr	Fixed	10.2	0.1	10.3	--
Forni Rd and Lo-Hi Way	Fixed	1.7	0.4	2.1	--
Human Services (Briw Rd)	Fixed	0.9	1.7	2.6	--
Flag Stop - EDC Jail	Fixed	0.0	0.3	0.3	--
Placerville Library	Fixed	2.3	0.8	3.1	--
Big 5 (Placerville Dr)	Fixed	5.4	1.5	6.9	--
Home Depot (Placerville Dr)	Fixed	4.0	1.3	5.3	--
Old Placerville City Hall	Fixed	17.3	9.1	26.4	--
Placerville Station Transfer Center	Fixed	6.9	2.3	9.2	--
Gold Country Inn	Fixed	12.2	2.7	14.9	--
Upper Room	Request	2.8	5.2	8.0	4.2
Flag Stop - Paul Bunyon Rd	Fixed	0.2	1.0	1.2	--
Camino Heights Park and Ride	Fixed	0.6	1.6	2.2	--
Camino Post Office	Fixed	4.0	6.5	10.5	--
Flag Stop - Pony Express/Alder	Fixed	2.4	7.7	10.1	--
Flag Stop - Pony Express/Blair Rd	Fixed	3.0	2.7	5.7	--
Flag Stop - Pony Express/Trap Ln	Fixed	2.0	8.2	10.2	--
Pollock Pines Post Office	Fixed	1.2	6.4	7.6	--
Flag Stop - Pony Express/School St	Fixed	0.2	7.1	7.3	--
Safeway Plaza (Pony Express Trail)	Fixed	0.9	15.6	16.5	--
Flag Stop - Pony Express and Ridgeway - East	Fixed	0.4	2.4	2.8	--

Based on Routematch Reports for 1/7/13 to 1/18/13

TABLE E-7: Pollock Pines Westbound Daily Passenger Activity and Deviations

	Type of Stop	Average Daily			Deviations
		Boardings	Alightings	Total Psgrs	
Safeway Plaza (Pony Express Trail)	Fixed	21.1	8.8	29.9	--
Pony Express Trail and Sanders Drive	Fixed	14.1	0.7	14.8	--
Flag Stop - Pony Express/Kimberly Ln	Fixed	9.8	2.8	12.6	--
Flag Stop - Pony Express/Gilmore St	Fixed	5.1	0.5	5.6	--
Flag Stop - Pony Express/Alder Rd -West	Fixed	3.7	0.3	4.0	--
Flag Stop - Pony Express/Mace Rd	Fixed	6.8	0.5	7.3	--
Carson Road and Larsen Drive	Fixed	5.8	1.9	7.7	--
Flag Stop - Pony Express and Ridgeway - West	Fixed	3.5	1.0	4.5	--
Flag Stop - 5 Mile Rd	Fixed	0.8	0.0	0.8	--
Camino Heights Park and Ride	Fixed	2.5	1.4	3.9	--
Broadway and Schnell School Rd	Fixed	4.9	6.2	11.1	--
Broadway and Carson Rd	Fixed	2.5	4.6	7.1	--
Placerville Station Transfer Center	Fixed	8.7	5.6	14.3	--
Old Placerville City Hall	Fixed	11.5	21.8	33.3	--
Regal Theater	Fixed	4.2	7.8	12.0	--
Placerville Library	Fixed	0.9	4.6	5.5	--
Flag Stop - EDC Jail	Fixed	0.0	0.6	0.6	--
Human Services (Briw Rd)	Fixed	0.1	3.3	3.4	--
Forni Rd and Lo-Hi Way	Fixed	0.9	1.3	2.2	--
Missouri Flat Transfer Center	Fixed	1.6	41.1	42.7	--

Based on Routematch Reports for 1/7/13 to 1/18/13

Table E-8: Number of Route Deviations by Run -- Placerville East

Date	Scheduled Run Start Time														TOTAL
	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	5:00 PM	5:00 PM	5:00 PM	
1/7/2013	1	1	3	2	1	2	2	2	2	0	2	0	2	0	16
1/8/2013	0	1	0	3	2	3	4	2	2	3	2	0	2	0	20
1/9/2013	1	2	2	4	1	4	3	3	3	3	4	1	4	1	28
1/10/2013	0	1	2	2	2	5	1	3	3	0	3	1	3	1	20
1/11/2013	0	1	1	3	3	3	3	3	2	2	3	0	3	0	22
1/14/2013	0	2	0	3	1	4	2	3	2	2	3	1	3	1	21
1/15/2013	1	2	1	6	3	4	2	5	1	1	1	0	2	0	26
1/16/2013	0	3	0	1	0	4	1	3	0	0	2	0	2	0	14
1/17/2013	1	0	3	3	3	1	4	3	0	0	2	1	2	1	21
1/18/2013	1	2	5	1	2	1	3	2	2	2	2	1	2	1	22
Average per Day	0.5	1.5	1.7	2.8	1.8	3.1	2.5	2.9	1.3	2.4	0.5	0.5	2.4	0.5	21

Based on Routematch Reports for 1/7/13 to 1/18/13

TABLE E-9: Number of Route Deviations by Run -- Placerville West

Date	Scheduled Run Start Time														TOTAL
	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM				
1/7/2013	1	3	1	2	2	4	0	2	3	1	1	1	1	20	
1/8/2013	1	1	1	1	2	0	2	2	0	1	1	1	1	12	
1/9/2013	1	2	1	2	2	0	4	0	0	0	0	0	0	12	
1/10/2013	0	3	2	4	1	4	1	0	0	0	0	1	1	16	
1/11/2013	1	1	1	2	3	1	5	2	1	1	1	1	1	19	
1/14/2013	2	2	1	1	4	3	1	0	2	1	0	0	0	17	
1/15/2013	0	4	0	2	1	1	2	1	0	0	1	1	1	12	
1/16/2013	0	0	1	0	1	0	2	0	0	0	0	0	0	4	
1/17/2013	1	2	0	3	3	0	5	1	0	2	3	0	0	20	
1/18/2013	1	2	2	1	1	2	1	0	0	2	0	0	0	12	
Average per Day	0.8	2	1	1.8	2	1.5	2.3	0.8	0.6	0.8	0.8	0.8	0.8	14.4	

Based on Routematch Reports for 1/7/13 to 1/18/13