AGENDA

April 17, 2018

TRANSPORTATION COMMISSION MEETING

7:00 p.m.
City Council Chambers
311 Vernon Street
Roseville, California

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. PUBLIC COMMENTS

Persons may address the governing body on items not on this agenda. Speakers shall restrict their comments to issues that are within the subject jurisdiction of the governing body and limit their comments to three (3) minutes per person. The Brown Act, with certain exceptions, does not permit the governing body to discuss or take action on issues that are not listed on the agenda.

5. CONSENT CALENDAR

5.1. February 13, 2018 Minutes

5.2. Sierra Business Center Transportation Systems Management (TSM) Plan

5.3. Freedom Point Transportation Systems Management (TS) Plan

6. REQUESTS/PRESENTATIONS

6.1. EngageRoseville Report Out

6.2. Short Range Transit Plan Update - Alternatives

7. BOARD MEMBER / COMMISSIONER / STAFF REPORT

7.1. Alternative Transportation Division Update

8. ADJOURNMENT

TRANSPORTATION COMMISSION COMMUNICATION

Title: February 13, 2018 Minutes
Contact:

Meeting Date: 4/17/2018
Item #: 5.1.

ATTACHMENTS:

Description

February 13, 2018 Draft Minutes

Transportation Commission
Regular Meeting
February 13, 2018 – 7:00 p.m.
Draft Minutes

1. Call to Order
The meeting was called to order at 7:00 p.m. by Commissioner Short.

2. Roll Call
Commissioners Present
Jeff Short – *Chair*
David Nelson – *Vice-Chair - absent*
Joe Horton
Chinnaian Jawahar - *absent*
Sergey Terebkov
Brandon Baldwin
Peter Ashby
Taylor Urrutia – *Youth Commissioner*

Staff Present
Mike Dour, Alternative Transportation Manager
Eileen Bruggeman, Alternative Transportation Analyst II
Michael Christensen, Deputy City Attorney
Debbie Dion, Recording Secretary

3. Pledge of Allegiance
Commissioner Baldwin led those in attendance in the Pledge of Allegiance.

4. Meeting Minutes
a. November 7, 2017 – *Action required*

MOTION:
Commissioner Horton made the motion, which was seconded by Commissioner Terebkov to approve the meeting minutes of November 7, 2017.

Ayes:	Short, Horton, Terebkov, Baldwin
Noes:	None
Abstain:	Ashby, Urrutia
Absent:	Nelson, Jawahar

5. Oral Communications
Commissioner Short opened the Public Comment period.

Mike Barnbaum, Ride Downtown 916, addressed the Commission on regional events.

Commissioner Short closed the Public Comment period.

6. Consent Calendar
a. Roseville Medical and Dental Transportation Systems Management (TSM) Plan (ACTION REQUIRED)

b. Project One Transportation Systems Management (TSM) Plan (ACTION REQUIRED

MOTION:
Commissioner Baldwin made the motion, which was seconded by Commissioner Urrutia to approve the Consent Calendar Items a and b as presented.

Ayes: Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes: None
Absent: Nelson, Jawahar

7. Special Presentation/Reports

a. **Appointment of 2018 Chair and Vice-Chair to the Transportation Commission (ACTION REQUIRED)**

Mike Dour, Alternative Transportation Manager, made the presentation.

Commissioner Short opened the Public Comment period.

There were no public comments.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

MOTION:
Commissioner Baldwin made the motion, which was seconded by Commissioner Ashby, to appoint Commissioner Horton as Chair and Commissioner Terebkov as Vice-Chair for the Transportation Commission to serve until December 31, 2018.

Ayes: Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes: None
Absent: Nelson, Jawahar

b. Transit Performance Report – 1st Quarter of Fiscal Year 2018

Eileen Bruggeman, Alternative Transportation Analyst II, made the presentation.

Commissioner Short opened the Public Comment period.

There were no public comments.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

MOTION:
Commissioner Terebkov made the motion, which was seconded by Commissioner Baldwin to accept the Transit Performance Report for the 1st Quarter of Fiscal Year 2017/2018 (FY 18).

Ayes: Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes: None
Absent: Nelson, Jawahar

8. Staff and/or Commission Reports/Comments

a. Alternative Transportation Division Update

1. TSM Quarterly Training
2. Bucks for Bikes
3. Transit Grant Projects and Programs Update

4. Antelope Creek Trail Re-opens

Mike Dour, Alternative Transportation Manager, made the presentation.

Commissioner Short opened the Public Comment period.

There were no public comments.

Commissioner Short closed the Public Comment period.

Staff and Commissioners discussed.

Staff provided this item as informational only. No action required.

9. Pending Agenda

None

10. Adjournment

MOTION

Commissioner Terebkov made the motion, which was seconded by Commissioner Horton, to adjourn the meeting.

Ayes: Short, Horton, Terebkov, Baldwin, Ashby, Urrutia
Noes: None
Absent: Nelson, Jawahar

The meeting was adjourned at 7:52 p.m.

Jeff Short, Chair

Debbie Dion, Recording Secretary

TRANSPORTATION COMMISSION COMMUNICATION

Title: Sierra Business Center Transportation Systems Management (TSM) Plan
Contact:

Meeting Date: 4/17/2018
Item #: 5.2.

ATTACHMENTS:

Description

Staff Report

Draft Transportation Systems Management Plan

Site Plan

Transportation Commission Meeting
April 17, 2018 – 7:00 p.m.
Consent Calendar

Item 6a: **Sierra Business Center Transportation Systems Management (TSM) Plan**

Staff Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for Sierra Business Center.

Background

In June 1995, the Transportation Commission approved a TSM Plan for Sierra Business Center. In May 1999, the City revised the TSM Ordinance. The applicants, Richard Griffin, the previous owner and Jennifer Lewis, representative for the new owners, worked in cooperation with the City in preparing a revised TSM Plan for Sierra Business Center which is consistent with the current TSM Ordinance.

Sierra Business Center is located between Washington Blvd and Industrial Ave in the North Industrial Specific Plan Area.

Discussion

Sierra Business Center consists of four single-story buildings located on approximately 38 acres. Combined, the four buildings total approximately 712,000 sq. ft. Tenant uses at Sierra Business Center include electronic repair, storage, metal fabrication, food processing and collision auto repair. The hours of operation for the tenants is generally Monday through Friday 8:00 a.m. to 5:00 p.m.

Sierra Business Center employs approximately 700 employees at the four buildings. The employees at Sierra Business Center include management, warehouse, technicians, food processors and office workers. The employees of Sierra Business Center commute from the surrounding residential areas of Roseville, Rocklin, Lincoln and Citrus Heights and to a lesser degree from Sacramento.

Sierra Business Center provides 37 bike racks which is greater than 5% of the total number of employees. These bicycle parking spaces shall be available for employees who bicycle to work. Sierra Business Center provides 68 carpool spaces, which is 10% of the total number of employee parking spaces which shall be provided for employees who carpool to work. Both bike racks and carpool spaces are consistent with the requirements of the TSM ordinance.

The closest transit stops are located on Washington Blvd at Pleasant Grove Blvd and Washington Blvd at Industrial Ave approximately one mile from Sierra Business Center

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

Attachment(s)

1. Sierra Business Center

TSM PLAN
Sierra Business Center
8855 & 8875 Washington Blvd and
8860 & 8880 Industrial Ave

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).

B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.

C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Sierra Business Center will employ approximately seven hundred (700) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

A. The Site TSM Coordinator shall implement the TSM Plan.

B. The City shall have the right to enter, upon giving reasonable advance notice, Sierra Business Center to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Sierra Business Center for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

SIERRA BUSINESS CENTER OPERATING CHARACTERISTICS

The TSM Plan for Sierra Business Center includes the following operating characteristics:

A. **Project Description**. Sierra Business Center consists of four single-story buildings located on approximately 38 acres between Washington Blvd and Industrial Ave in the North Industrial Specific Plan Area. Combined, the four buildings total approximately 712,000 sq. ft.:

Address	Sq. Ft.	Use
8855 Washington Blvd	201,533 sq ft	Electronic Repair and storage
8875 Washington Blvd	201,600 sq ft	Electronic Repair and storage
8860 Industrial Ave	201,600 sq ft	Electronic Repair and metal fabrication
8880 Industrial Ave	108,000 sq ft	Food processing and collision auto repair

Tenant uses at Sierra Business Center include electronic repair, storage, metal fabrication, food processing and collision auto repair. The hours of operation for the tenants is generally Monday through Friday 8:00 a.m. to 5:00 p.m.

The closest transit stops are located on Washington Blvd at Pleasant Grove Blvd and Washington Blvd at Industrial Ave approximately one mile from Sierra Business Center.

B. **Employee Description**. Sierra Business Center employs approximately seven hundred (700) employees at the four buildings:

Address	Estimated Employee Count
8855 Washington Blvd	150
8875 Washington Blvd	245
8860 Industrial Ave	195
8880 Industrial Ave	103

The employees at Sierra Business Center include management, warehouse, technicians, food processors and office workers. The employees of Sierra Business Center may commute from the surrounding residential areas of Roseville, Rocklin, Lincoln and Citrus Heights and to a lesser degree from Sacramento.

C. **Site Plan.** Please refer to Appendix A for a site plan of Sierra Business Center depicting the location of the required bicycle facilities and carpool spaces.

1. Bicycle Facilities. Sierra Business Center provides thirty-seven (37) bike racks (Class II) which is greater than five percent 5% of the total number of employees. These bicycle parking spaces shall be available for employees who bicycle to work.
2. Preferential Carpool Parking. Sierra Business Center provides sixty-eight (68) carpool spaces, which is ten percent (10%) of the total number of employee parking spaces which shall be provided for employees who carpool to work. The spaces shall be located for convenient access by the employees and visitors and shall be striped “carpool.” The Site TSM Coordinator shall register employee carpoolers and shall be responsible for monitoring the use of such spaces.

D. **Site TSM Coordinator**. The following named person has been designated as the Site TSM Coordinator:

Jennifer Lewis, Property Manager – Cushman & Wakefield
1415 N. Market Blvd. Suite 1
Sacramento, CA 95834
916-236-4091 (direct and FAX)
916-873-3005 (mobile)
jennifer.lewis@cushwake.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the triennial survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR’S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

A. **Posting TSM Information**. Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, and other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

   1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to the Major Common Work Location.
   2. Bicycle route maps.
   3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
   4. Information regarding available services that will eliminate vehicle trips.

B. **Marketing the Commuter Rideshare Matchlisting Service**. Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by the City of Roseville.

D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.

E. **Promoting alternative transportation opportunities**. In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees to use alternative transportation. Such alternative transportation promotional opportunities include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.

2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.

3. *Transit pass subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.

4. *Vanpool program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.

5. *Variable work hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:

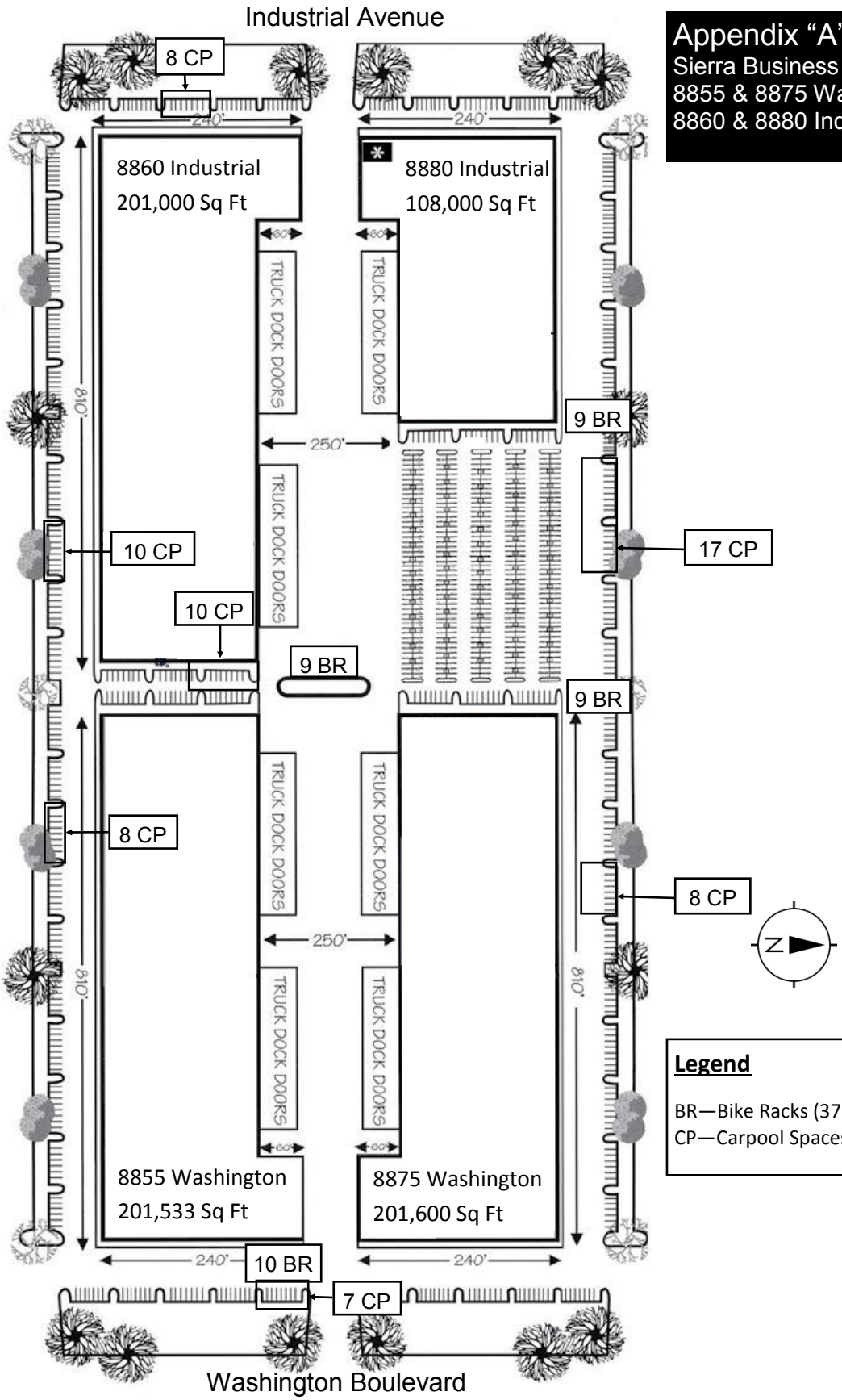
    a) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);

    b) staggered work hours involving a shift in the set work hours of all employees at the workplace; and

    c) flexible work hours involving individually determined work hours within guidelines established by the employer.

TRANSPORTAION SURVEY REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a transportation commuter survey report form to the Site TSM Coordinator for the purpose of demonstrating the effectiveness of the Sierra Business Center TSM Plan. The Site TSM Coordinator shall conduct the survey and submit the transportation commuter survey report to the City Transportation Coordinator no later than April 1. The transportation survey shall be conducted every five years, beginning in the year 2019.


Industrial Avenue
Appendix "A"
Sierra Business Center
8855 & 8875 Washington
8860 & 8880 Industrial
8 CP
240'
8860 Industrial
201,000 Sq Ft
8880 Industrial
108,000 Sq Ft
60'
TRUCK DOCK DOORS
810'
250'
9 BR
10 CP
17 CP
10 CP
9 BR
9 BR
8 CP
8 CP
N
Legend
BR—Bike Racks (37 total)
CP—Carpool Spaces (68 total)
8855 Washington
201,533 Sq Ft
8875 Washington
201,600 Sq Ft
10 BR
7 CP
Washington Boulevard

TRANSPORTATION COMMISSION COMMUNICATION

Title:	Freedom Point Transportation Systems Management (TS) Plan
Contact:	

Meeting Date: 4/17/2018
Item #: 5.3.

ATTACHMENTS:

Description

Staff Report

Draft Transportation Systems Management Plan

Site Plan

Transportation Commission Meeting
April 17, 2018 – 7:00 p.m.
Consent Calendar

Item 6b: **Freedom Point Transportation Systems Management (TSM) Plan**

Staff Sue Schooley, Alternative Transportation Analyst II/TSM Coordinator

Recommendation

Staff recommends the Transportation Commission approve the TSM Plan for Freedom Point.

Background

Neal DeRidder, applicant, representing Freedom Point, worked in cooperation with the City in preparing a TSM Plan for this project, which is consistent with the TSM Ordinance.

The Freedom Point project is located on the east side of Washington Blvd. just southwest of the Highway 65 on ramp at Blue Oaks. Freedom Point is part of the North Central Specific Plan Parcels 49A and 49B.

Discussion

Freedom Point is a 27,900 square foot retail shopping center located on approximately 6.2 acres. Freedom Point consists of five, one-story buildings with retail space as well as restaurants. The services provided by these businesses are geared to meet the needs of the surrounding neighborhood. Most of the tenants located at Freedom Point will generally be open from 7:00 a.m. to 9:00 p.m., 6 to 7 days a week depending on the tenant.

Freedom Point is anticipated to employ approximately 70 employees. Most of the employees will be in modest paying hourly positions. Many of the employees are expected to commute from the surrounding residential areas of Roseville, Granite Bay, Rocklin, Fair Oaks, Antelope, Citrus Heights, and Orangevale. Estimated commutes range up to 15 miles and the modes of transportation include automobile, transit, and bicycle.

Freedom Point will provide 32 Class II bike racks and 14 Class I bike lockers. These 46 bicycle parking spaces are greater than 5% of the total number of employees. Freedom Point will provide 22 carpool spaces which is greater than 10% of the total number of employees and shall be provided for employees who carpool to work. Freedom Point has installed conduit for 14 EV capable spaces for future EV needs. The bicycle parking, carpool spaces and EV spaces comply with the TSM ordinance and are also in compliance with the Green Building Code.

As part of the development of Parcel 49, the overall project provides 25 Park and Ride spaces for the public and employees of Parcel 49 including Freedom Point. The Park and Ride spaces are located just east of Washington Blvd and south of Freedom Way, just south of Freedom Point. There is also a sidewalk from the Park and Ride area to the transit stop adjacent to the property as mentioned above.

The closest transit stop will be located adjacent to Parcel 49 on north bound Washington Blvd., just south of Freedom Way, just south of the Freedom Point project.

The attached TSM Plan has been prepared in compliance with the TSM Ordinance.

Attachment(s)

1. Freedom Point

TSM PLAN
Freedom Point
4180-4201 Thrive Drive

TRANSPORTATION SYSTEMS MANAGEMENT (TSM) PURPOSE

On May 7, 1999, the revised Transportation Systems Management (TSM) Ordinance became effective. The City of Roseville adopted the TSM Ordinance and established the TSM Program for the following purposes:

A. Reduce peak hour traffic circulation in the City of Roseville by reducing both the number of vehicular trips and the vehicular miles traveled that might otherwise be generated by home-to-work commuting by a minimum of twenty percent (20%).

B. Increase the efficiency of the existing transportation network and contribute to achieving Level of Service (LOS) C at intersections in the City of Roseville.

C. Reduce total vehicle emissions in the City of Roseville by reducing the number of vehicular trips that might otherwise be generated by home-to-work commuting.

D. Cooperate and coordinate with other cities, counties, communities and regional agencies in these endeavors.

E. Develop a program that secures the participation of local developers, businesses, institutions and public and private agencies to fulfill the purposes expressed herein.

TSM PLAN APPLICABILITY

The TSM Program shall be applicable to every Common Work Location and Major Common Work Location. Additionally, a TSM Plan shall be required as a condition of approval for all development projects, design review permits, tentative subdivisions and conditional use permits which are anticipated to employ fifty (50) or more employees at the Major Common Work Location. In addition, a TSM Plan shall be required for any existing development project that employs fifty (50) or more employees at the Major Common Work Location. Since Freedom Point will employ approximately seventy (70) employees a TSM Plan is required and is presented below.

TSM PLAN AGREEMENT

Upon approval of the TSM Plan, the project owner shall enter into a written agreement with the City obligating the project owner to comply with the TSM Plan. Such agreement shall be recorded, run with the land and bind all successors in interest, and shall constitute an equitable servitude on the property. Where appropriate, the City may require the agreement to include a provision for enforcement, in the event of breach by the project owner or a successor in interest.

TSM PLAN IMPLEMENTATION

A. The Site TSM Coordinator shall implement the TSM Plan.

B. The City shall have the right to enter, upon giving reasonable advance notice, Freedom Point to provide information to the Major Project Controller or Site TSM Coordinator pertaining to the TSM Program. The City shall also have the right to reasonably enter Freedom Point for inspection of the property and for audit of survey records to determine compliance with the TSM Plan.

FREEDOM POINT OPERATING CHARACTERISTICS

The TSM Plan for Freedom Point includes the following operating characteristics:

A. **Project Description.** The Freedom Point project is located on the east side of Washington Blvd just southwest of the Highway 65 on ramp at Blue Oaks. Freedom Point is part of the North Central Specific Plan Parcels 49A and 49B. Freedom Point is a 27,900 square foot retail shopping center located on approximately 6.2 acres. Freedom Point consists of five, one-story building with retail space as well as restaurants.

   The services provided by these businesses are geared to meet the needs of the surrounding neighborhood. Most of the tenants located at Freedom Point will generally be open from 7:00 a.m. to 9:00 p.m., 6 to 7 days a week depending on the tenant.

   The closest transit stop will be located adjacent to Parcel 49 on north bound Washington Blvd., just south of Freedom Way, just south of the Freedom Point project.

B. **Employee Description.** Freedom Point is anticipated to employ approximately seventy (70) employees. Most of the employees will be in modest paying hourly positions. Many of the employees are expected to commute from the surrounding residential areas of Roseville, Granite Bay, Rocklin, Fair Oaks, Antelope, Citrus Heights, and Orangevale. Estimated commutes range up to 15 miles and the modes of transportation include automobile, transit, and bicycle.

C. **Site Plan.** Please refer to Appendix A for a site plan of Freedom Point depicting the location of the required bicycle facilities and carpool spaces.

1. Bicycle Facilities. Freedom Point will provide thirty-two (32) Class II bike racks and seven (7) Class I bike lockers for fourteen (14) bicycles. These forty-six (46) bicycle parking spaces are greater than five percent (5%) of the total number of employees and also complies with the Green Building Code.

2. Preferential Carpool Parking. Freedom Point will provide twenty-two (22) carpool spaces which is greater than ten percent (10%) of the total number of employees and shall be provided for employees who carpool to work. The spaces shall be located for convenient access by the employee and shall be striped "carpool/clean air vehicle/EV" to comply with the Green Building Code. The Site TSM Coordinator shall register carpoolers and shall be responsible for monitoring the use of such spaces.

3. Electric Vehicle. Freedom Point has installed conduit for fourteen (14) EV capable spaces for future EV needs in compliance with the Green Building Code.

4. Park and Ride Spaces. As part of the development of Parcel 49, the project will provide twenty-five (25) Park and Ride spaces for the public and employees of Parcel 49 including Freedom Point. The Park and Ride spaces are located just east of Washington Blvd and south of Freedom Way, just south of Freedom Point. There is also a sidewalk from the Park and Ride area to the transit stop adjacent to the property as mentioned above.

D. **Site TSM Coordinator.** The following named person has been designated as the Site TSM Coordinator:

Claudia Lopez
Covenant Real Estate Group
2460 Paseo Verde Parkway, suite 145
Henderson, NV 89074
(714) 845-8647
(714) 388-3951 Fax
LopezCla@pacden.com

This information shall be updated and provided in writing to the City Transportation Coordinator during the transportation survey or at any time that there is a change in the Site TSM Coordinator.

SITE TSM COORDINATOR'S RESPONSIBILITIES

The Site TSM Coordinator's responsibilities shall include:

A. **Posting TSM Information.** Posting by the Site TSM Coordinator in a conspicuous place or places for employees, informational material provided by the City Transportation Coordinator, other regional rideshare agencies or prepared by the Site TSM Coordinator to encourage alternative transportation methods. Such informational material shall be kept current and may include, but is not limited to, the following:

1. Current schedules, rates, procedures for obtaining transit passes, and routes of public transit service to Freedom Point.
2. Bicycle route maps.
3. Posters or flyers encouraging the use of ridesharing and referrals to sources of information concerning ridesharing.
4. Information regarding available services that will eliminate vehicle trips.

B. **Marketing the Commuter Rideshare Matchlisting Service.** Annually disseminating to all tenants and employees, or to new tenants and employees when hired, written information provided by the City Transportation Coordinator and/or other regional rideshare agencies regarding regional commuter rideshare match listing services.

C. **Promoting the Emergency Ride Home Program.** The Site TSM Coordinator shall promote the Emergency Ride Home Program. The program provides for the transportation of employees who use alternative transportation modes for home to work commuting in case of a personal, family or other major emergency. The program is designed to help employees get home, child's daycare or school. The Emergency Ride Home is a service provided by the City of Roseville.

D. **Participating in Training Opportunities.** The Site TSM Coordinator will be invited to training events offered by the City's TSM Coordinator. These training events will include information and materials for promoting such programs as Spare the Air, Clean Air Month, Bike Month, and information for implementing alternative transportation promotions. The City believes these training programs will be beneficial to the community and will help Site TSM Coordinators implement their TSM plans. Each Site TSM Coordinator or his/her designee is expected to attend a minimum of two (2) training events per year.

E. **Promoting Alternative Transportation Opportunities.** In addition to the above programs, the Site TSM Coordinator, working in conjunction with the City Transportation Coordinator, shall encourage employers and employees

to use alternative modes of transportation.

Such alternative transportation promotional opportunities may include, but are not limited to, the following:

1. *In House Carpool Matching Service.* Conduct a survey of all employees in order to identify persons interested in being matched into carpools. Potential carpoolers are then matched by work address and shift. Such survey can be done on an annual basis and for all new employees interested in ridesharing.
2. *Telecommuting.* Telecommuting which allows employees to work periodically from their home or an off-site location close to home.
3. *Transit Pass Subsidy.* Promoting the use of public transportation by providing to employees on a monthly basis a transit pass subsidy to help offset the cost to the employee. The City Transportation Coordinator will work with the Site TSM Coordinator on promoting public transit and procuring passes.
4. *Vanpool Program.* Promoting vanpooling to employees as a cost effective way to commute to work. The City Transportation Coordinator will work with the Site TSM Coordinator to help implement the vanpool program. Typically, the employees lease a van and the vanpool participants shall cover the operating costs for the van.
5. *Variable Work Hours.* Encouraging employers and employees to eliminate commute trips or relocate the commute trip out of the peak period through the use of:
    1) compressed work weeks (A work schedule for an employee which eliminates at least one round trip commute biweekly. For example, forty hours of work in four ten-hour days or a work plan that allows one day off every other week, known as the nine-eighty plan.);
    2) staggered work hours involving a shift in the set work hours of all employees at the workplace; and
    3) flexible work hours involving individually determined work hours within guidelines established by the employer.
6. *On-Site Amenities.* With the potential of a wide variety of retail tenants at Freedom Point, including restaurants, employees will be able to conduct some of their lunchtime errands on-site and won't need to leave Freedom Point during the day, thereby eliminating additional vehicle trips.

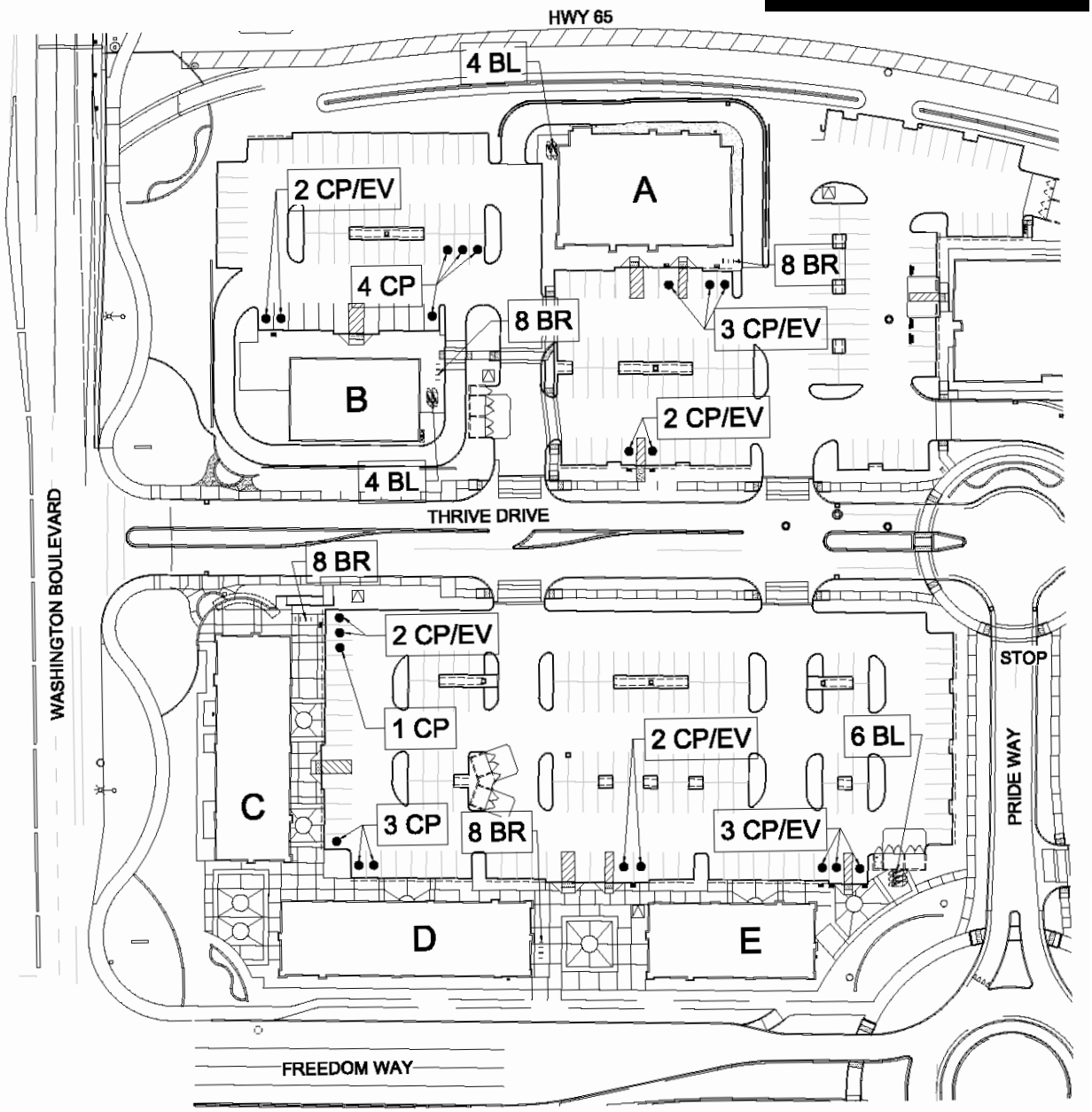
TRANSPORTATION COMMUTER SURVEY REPORT REQUIRED

The City Transportation Coordinator shall prepare and distribute a transportation commuter survey report form to the Site TSM Coordinator for the purpose of demonstrating the effectiveness of the Freedom Point TSM Plan. The Site TSM Coordinator shall conduct the survey and submit the transportation commuter survey report to the City Transportation Coordinator no later than April 1. The transportation survey shall be conducted every five years, beginning in the year 2019.

Appendix "A"

Freedom Point

4180-4201 Thrive Drive



Legend

BR—Bike Racks (32 total)

BL—Bike Lockers (14 total)

CP—Carpool Spaces (22 total)

EV-Electric Vehicle (14 total)

TRANSPORTATION COMMISSION COMMUNICATION

Title: EngageRoseville Report Out
Contact:

Meeting Date: 4/17/2018
Item #: 6.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - CPAC Report

Power Point presentation

Transportation Commission Meeting
April 17, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 7a. EngageRoseville Report Out

Staff Mike Isom, Development Services Manager

Recommendation

Staff recommends that the Transportation Commission receive an informational presentation regarding the results of the EngageRoseville effort. No action is requested or required of the Commission.

Background

On April 19, 2017, the City Council directed staff to proceed with a broad community engagement effort known as "Engage Roseville" to involve residents, businesses, and others who have a stake in Roseville's quality of life, in prioritizing city services and developing options to align service levels with revenues. Engage Roseville was designed as a multi-faceted engagement and education program that included:

1. Formation of the **Community Priorities Advisory Committee** (CPAC), an ad-hoc advisory committee charged with prioritizing the services and programs provided by five general-funded departments, including live-stream broadcast of every meeting;
2. Extensive use of **social media** (Facebook, Nextdoor, Twitter, YouTube, e-newletters, etc.);
3. Informational **videos and podcasts** featuring City department heads, City Manager, and CFO in conversational, interesting settings;
4. A series of brief, online polls regarding department services using **FlashVote**;
5. **Direct mailing** to every household in Roseville outlining issues and ways to get involved;
6. **Balancing Act Budget Tool**, an online budget game requiring users to balance an operational deficit by making choices to reduce certain programs and services;
7. Various **community and industry group presentations** (RCONA, Chamber of Commerce, Building Industry Association, etc.);
8. A "**Community Conversation,"** a well-attended community meeting focused on discussing and city service priorities in small groups and ranking services through real-time online surveys conducted during the meeting.
9. Dedicated website **EngageRoseville.com** with information and links to materials, broadcasts, podcasts, polling sites, presentations, minutes, and survey results.
10. **Dedicated email address and phone number** to receive general comments and questions.
11. **Flyers at public counters and city events** to inform people of ways to learn and get involved.
12. Promotion of EngageRoseville on **digital billboard**
13. **Media relations,** including by-lined columns and print and TV news coverage of the budget issue and efforts to strengthen community participation.

The effort was directed at educating residents about how shifts in consumer habits and increasing costs are negatively affecting city revenues, raising awareness of steps the City's already taken to control costs, sharing fiscal trends, and encouraging community members to provide input on the services and programs they value most. Council directed staff to complete the EngageRoseville effort by March 2018 to inform and guide development of the FY2018-19 annual budget. This staff report captures the information gleaned from each of the engagement components, and presents common themes, value statements, and supporting recommendations.

Discussion

Context and Purpose of the Engage Roseville Effort

The City's fiscal position has been improving since the recession of 2009, but at a slower pace than the broader economy. Initial recovery from the recession meant there was lost ground to be regained, as the City prioritized maintaining quality of life services and was able to minimize cuts with strong fiscal management and deferment of improvements and maintenance. Up until the past year, sales tax revenues increased as pent-up consumer demand following the recession was satisfied, and property tax revenues increased as real estate values recovered; however, observed trends indicate that the growth in revenues is slowing while the City's expenses are growing.

During the recession, the City kept service levels high by deferring millions of dollars' worth of capital improvements and maintenance, and by lowering payments to key funds such as workers' compensation and retiree health. All the while, a constantly changing legislative and regulatory environment continues to add significant uncertainty and cost to the City's operations.

As a data-driven organization, the City uses metrics to inform its decision-making process. This approach provided for a break-even budget in FY 2016-17, where operational revenues equaled operational expenses. However, in FY2017-18 operational expenses exceeded revenues by approximately $2 million. The City is required by law to adopt a balanced annual budget. As a result, it was necessary for the City to implement reductions in service levels to bridge the $2 million shortfall. The trend looks similar for the FY2017-19 budget, with expenses expected to exceed revenues again by $2 million, requiring further reductions in service levels and programs in order to adopt a balanced budget.

While the recent service level reductions have bridged the short-term operating deficit, they do not fully address the City's long-term liabilities, including deferred maintenance and repayment to the key funds noted above (among others). If the City were to maintain its current levels of service while also fully funding its long-term liabilities and deferred maintenance, the general fund budget would realize a $14+ million (and growing) structural deficit per year, resulting in a fiscally unsustainable position moving forward.

ENGAGE ROSEVILLE COMPONENTS

Community Priorities Advisory Committee

The Community Priorities Advisory Committee (CPAC) was appointed by the City Council in July 2017 to represent a range of viewpoints. Its representation included at-large community members, appointees from the Transportation, Planning, and Parks Recreation & Libraries commissions, and industry focus areas including the Chamber of Commerce, Building Industry Association, and school districts. The Committee was given the following charge:

a) Develop a common understanding of municipal finances and the City's budget to provide context for recommendations about funding and levels of service;

b) Review aspects of key general-funded City operations, prioritizing community expectations for the levels of service provided by five general-funded City departments:

   1. Police
   2. Fire
   3. Parks, Recreation & Libraries
   4. Public Works
   5. Development Services

c) Review fiscal strategies and constraints associated with continued delivery of high-quality services at current or increased levels; and,

d) Work in good faith to achieve consensus in developing options and recommendations.

All CPAC meetings were streamed live on YouTube, replayed on the City's government-access television station (Comcast 14, Consolidated Communications 73), and posted to www.EngageRoseville.com for viewing on-demand. Over the course of nine months and 16 meetings, the Committee received detailed information on operations and services from each of the five Departments and deliberated the relative value these functions provide to the Roseville community. The Department presentations and following discussions informed a set of prioritization exercises in which members were asked to select a certain number of services valued highly, as well as an equal number of services they considered low priority.

In addition to the tables of service priorities, the Committee generated a number of overarching value statements that flowed from themes in its discussions, along with department-specific recommendations. The Committee's report also includes fund stabilization/revenue strategies to mitigate the need for, or extent of, service reductions. These are presented in the Recommendations Report included as Attachment 1. Common themes that resulted in overarching recommendations include the following:

- ***Seek to reduce rather than eliminate services.*** Recognizing that every service is important to someone, the CPAC expressed a desire for the City to look for opportunities to scale back but maintain services where possible, rather than eliminate them entirely.

- ***Prioritize efficient public safety as the cornerstone of City services.*** The CPAC placed a high priority on public safety services. However, they also recognized the need to provide such services cost-effectively, and recommended measures such as seeking ways to reduce overtime costs, regional solutions, evaluating response models – particularly for minor traffic accidents and medical calls - and ensuring mutual aid agreements are not fiscally disadvantageous to Roseville.

- ***Maintain Roseville's competitive edge in the region, with desirable neighborhoods (schools, parks, open spaces) and a business friendly environment.*** CPAC members expressed that Roseville's services and programs are what make it an attractive community that's competitive in the region. There was concern that a significant reduction in services might counterproductively diminish Roseville's desirability for residents and businesses.

- ***Maximize flexibility in staffing levels.*** CPAC members expressed the opinion that the City should rely on volunteers, temporary, part-time and contract staff to the extent feasible to minimize pension obligations and other benefit costs and to be able to more quickly adapt to changing economic conditions and demands for service.

- ***Generally, the City shouldn't subsidize services that the private sector can provide.*** Members generally felt that it wasn't appropriate for the City to directly compete with private enterprises. However, they also recognized that it may be appropriate in certain circumstances to subsidize certain programs or services that serve a public purpose or provide a greater public benefit, such as free wifi at the public libraries or at-risk youth recreation programs, among others.

- ***Seek opportunities for increased cost recovery for all City services, where applicable and appropriate.*** Committee member discussion focused on increasing user fees for recreation programs, fitness memberships, higher user fees/cost recovery for permits, facility rentals, and other services where appropriate.

- ***Utilize technology and automation where possible to increase efficiencies and reduce costs.*** Seek to reduce staff and overhead costs through automation of certain programs and tasks.

- ***Recruit, train and deploy volunteers where appropriate.*** The CPAC expressed a desire for the City to increase its use of volunteers and unpaid interns, where possible and operationally appropriate, to help maintain service levels using fewer paid City staff.

- ***Pursue fund stabilization/revenue enhancement strategies to preserve Roseville's quality of life.*** The majority of Committee members expressed support for the City to explore strategies to increase revenues through various options – including tax measures – requiring approval of Roseville voters. However, some members also stressed the need for the City to explore further reductions in programs and services in lieu of revenue enhancements.

The complete list of department-specific recommendations and service prioritization tables are contained in the attached Recommendations Report. All pertinent committee meeting materials and information is included as an appendix to the Recommendations Report and is available for download on the Engage Roseville website.

FlashVote

FlashVote is an online surveying tool designed for participants to take in just a minute or two, predominantly from their smartphones. (Desktop computer and landline users could also participate.) The surveys were designed to be brief, asking one to three questions about general knowledge of the City's fiscal situation, and the services provided by the five general fund departments being evaluated by the CPAC. Participants were able to leave comments at the end of each survey. The City promoted FlashVote in direct-mail flyer to every household in Roseville, in flyers at public counters and city events, on Facebook, in the City's bi-weekly e-newsletter, and with a YouTube video on the Engage Roseville website showing ease of sign-up. To date, more than 1,400 people have registered to participate.

Since there was not a survey combining all General Fund services, it is not possible to derive the relative support between inter-department services from the FlashVote results. However, in comments received with each survey, the most consistent response was a desire to maintain the City's current level of services. FlashVote results for the Public Works Department are summarized below. The full results can be found at www.engageroseville.com.

Public Works Department Survey

The Public Works survey was sent to 1,113 participants at noon, October 17, and closed 48 hours later on October 19. Within the hour after the survey closed, all participants received a copy of the results. With a promise that FlashVote surveys can be completed in a matter of minutes, the Public Works survey was limited to two questions, plus the opportunity to provide comments in a third question. Participants were asked to choose their top three most important services in the following categories: Streets, Sidewalks, Stormwater, and Traffic-related services.

The most important services in Streets, Sidewalks, and Stormwater section were (pick up to three):
- 89%: Pavement Maintenance: Repair roadways, fill potholes, seal cracks, and fix hazards that are safety risks
- 67%: Drainage System & Flood Wall Maintenance: Maintain storm drain system and flood walls to protect the public and prevent localized flooding
- Tied for third:

- 44.7%: Weed Abatement: Remove weeds along roadways and in center medians so they don't become fire hazards or visual obstructions
- 44.4%: Sidewalk Maintenance: Repair City sidewalks where there are tripping and other safety hazards and notify property owners when their sidewalks are unsafe and need attention

The most important services in Traffic-related services section were (pick up to three):

- 68%: Traffic Signs & Street Markings: Maintain traffic signage and pavement markings so they are readable and provide safe direction to motorists
- 64%: Roadway Improvement Project Management: City management of roadway improvement and widening projects that are completed by contractors
- 60%: Traffic Management Requests: Evaluate requests from residents for traffic safety improvements such as stop signs, traffic signals, crosswalks, and on-street parking

174 open-ended comments included thank yous, suggestions for public safety—including specific streets and intersections as well as police patrol, and comments and suggestions on other areas of city services

Balancing Act

In March 2018, the City launched an online gamification of the budget choices it faces using Balancing Act software. Users have to close a $2 million budget gap by cutting funding among a range of discretionary services in the Police, Fire, Public Works, Development Services, and Parks, Recreation and Libraries departments. Costs of various services were rounded for ease of use and were relative for the purposes of the exercise. Users can click on the services for more details about the service and about the consequences if funding is reduced. They can also submit comments throughout the exercise. Once they have created a balanced budget or a surplus, they can submit their suggestions.

The Colorado-based creators of Balancing Act work with cities and counties throughout the nation and were very impressed by the number of submissions Roseville had, especially for a city using this tool for the first time. Of the 1,282 page views Roseville had, 320 budget scenarios were submitted. The creators said it was one of the highest conversion rates they had seen for participation. Cities typically average a 10% conversion rate, where Roseville's was 25%. In raw numbers, they said it was on par with cities that have three or four times Roseville's population.

Balancing Act was different from other outreach tools that ranked services within departments since Balancing Act allowed users to shift funding among the five departments to close the budget. This resulted in a citywide prioritized list of services. The results reflected similarities among the various outreach approaches: CPAC, FlashVote, and the Community Conversation.

Attachment 5 shows which services had the lowest cuts (higher priorities) to the highest cuts (lower priorities) in the average scenario on a weighted basis as a percentage of their original value.

Of particular note are the following:

- Nearly two-thirds of participants said they are getting their money's worth from tax dollars.
- While 30% of respondents chose to reduce service levels as the most important way to close the budget gap, a combined 44% chose to raise revenue (raising taxes and/or fees).
- Only 10% chose to eliminate services as the preferred way to close the budget gap.

The rankings, along with additional demographic data and all of the comments can be found on the Engage Roseville website.

"Community Conversation" Workshop

More than 120 Roseville residents attended the Community Conversation workshop, held from 5:30-8:30 p.m. on February 26, 2018 at the Maidu Community Center. About 40 staff members were on hand to

facilitate all aspects of the meeting. All residents who had signed up, were on a waitlist, and walked-in that night were able to participate. Participants discussed their city service priorities in small groups, took real-time online surveys using their smartphones, and interacted with City department heads and staff members to ask questions and discuss priorities. Due to time constraints, the focus of the evening was on the services provided by the three departments comprising 60% of general fund expenses: Police, Fire, and Parks Recreation & Libraries.

At the beginning of the meeting, participants were quizzed via smartphone survey on general topics such as how much they think the city collects from a typical $5,000 property tax bill, or how much sales tax they think the city receives from Galleria Mall sales. Each department then provided an overview of the services they provide, followed by a table discussion facilitated by City staff members. Participants then responded to a series of questions via smartphones with results projected in real-time in the room. Participants were also able to submit general comments during the polling.

The complete polling results and open-ended comments are available on the EngageRoseville website. Many participants indicated they were unaware of the fiscal challenges facing the City and the possibility of further service reductions. A common thread among comments received was that the participants think Roseville is a great community in which to live, they highly value the levels of service the City provides and would like to maintain those levels. To close the budget gap, the majority of participants favored raising fees and taxes over reducing or eliminating services. Similar to the CPAC, participants placed the highest emphasis on emergency response services, followed by (in order of preference) roadway maintenance, parks, libraries, recreation activities, and community events. Participants felt the City's most significant opportunity to save money was in (descending order) recreation, libraries, parks and playground maintenance, fire, and – to a far lesser degree - police. Concern over Fire overtime costs and staffing models were also prominent themes in comments received.

Participants expressed appreciation to the City for organizing the workshop and other outreach efforts.

COMMON THEMES

A sample of common themes from the CPAC, FlashVote, and Community Conversation include:

- Roseville is a unique community, residents value the services they receive, and would like to maintain them. Most showed reluctance to reduce or eliminate services and programs.
- Participants recognized that these are difficult decisions.
- Residents value public safety services, but recognize that more cost-effective approaches to service delivery may need to be explored, including ways to reduce overtime costs.
- Code enforcement and nuisance abatement are an important function to maintaining quality neighborhoods and should be maintained.
- Public safety social services programs are needed to address resident concerns surrounding homelessness issues.
- Continued participation in regional planning efforts is important to ensure the city's interests are represented.
- Pools, youth programs, and libraries are highly valued. Special events, such as fun-runs, turkey trots, etc. are of lower priority.
- Crime suppression activities such as investigations, gang enforcement, narcotics, human trafficking, etc. are highly valued. Public safety outreach, education, and community relations programs are a lower priority in comparison.
- Roadway maintenance and floodplain management are important to the community; however, less support was shown for maintaining the country's only CRS Class 1 rating for flood prevention measures and that a lower CRS rating may be more sustainable.

- The majority of participants favored raising fees and taxes to close the budget gap over reducing or eliminating services.

CONCLUSION

EngageRoseville was a valuable public engagement exercise that was well-received by the community. Goals of the effort were to:

- Gather additional, broad-based feedback about quality of life services important to the community;
- Continue to responsibly inform residents about the City's budget, fiscal situation and needs, including revenues, expenses, trends and challenges;
- Provide important information to City Council and City staff about the kind of community people want to live in and which services they value;
- Highlight the trade-offs associated with allocating limited resources; and,
- Support continued transparency of the City's decision-making process and maintain the City's tradition and practice of community collaboration and trust.

By all accounts, EngageRoseville has successfully met these goals.

Attachment(s):

1. Community Priorities Advisory Committee Report

EngageROSEVILLE

Community Priorities Advisory Committee Recommendations Report

March 14, 2018

Prepared by:

MIG

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ACKNOWLEDGMENTS

Special thanks to the Community Priorities Advisory Committee for their dedication and service.

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Kristine Dohner	Jack Ellison	Valerie Gross
Kathryn Kitchell	Michael Laperche, Sr.	Marcus Lo Duca
Tracy Mendonsa	Jason Probst	Elaine Webb
Randall Wilson		

At-Large Alternates

Richard Duffy	Richard Roccucci

Appointed Focus-Area Stakeholders:

Appointed Stakeholder Positions	Primary Member	Alternate Member
Planning Commission	Krista Bernasconi	Bruce Houdesheldt
Parks & Recreation Commission	Roy Stearns	Matthew Bridge
Transportation Commission	David Nelson	Sergey Terebkov
Chamber of Commerce	John Mason	Wendy Gerig
BIA	John Tallman	Jeff Jones
RJUHSD	Julie Hirota	Joe Landon
RCSD	Derk Garcia	Dennis Snelling

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Executive Summary

The Community Priorities Advisory Committee (CPAC) was empaneled by the Roseville City Council in July 2017 as part of the larger Engage Roseville community engagement process. Engage Roseville is a broad, citywide initiative intended to involve the community in a meaningful way in decisions regarding prioritization of City services and programs in light of fiscal challenges.

Committee members were appointed to represent a range of viewpoints from neighborhood associations to transportation, planning and parks commissioners to business interests. They were given the following charge:

a) Develop a common understanding of municipal finances and the City's budget to provide context for recommendations about funding and levels of service;

b) Review aspects of key general-funded City operations, prioritizing community expectations for the levels of service provided by five general-funded City departments:

   1. Police;
   2. Fire;
   3. Parks, Recreation & Libraries;
   4. Public Works; and
   5. Development Services;

c) Review fiscal strategies and constraints associated with continued delivery of high-quality services at current or increased levels; and,

d) Work in good faith to achieve consensus in developing options and recommendations.

Over the course of nine months and 16 meetings, the Committee received information on the operations and services from each of the five Departments and deliberated the relative value these functions provide to the Roseville community. The Department presentations and following discussions informed a set of prioritization exercises in which members were asked to select a certain number of services valued highly, as well as an equal number of services they considered low priority. With each high priority vote receiving a +1 score and each low priority vote receiving a -1 score, the scores were aggregated to get an overall net score. Those receiving a +5 net score or higher were designated as HIGH PRIORITY services; those receiving a -5 net score or lower were designated as LOW PRIORITY services; the remainder were listed in order of their net scores and designated as MEDIUM PRIORITY services.

In addition to the tables of service priorities, the Committee also generated a number of recommendations that flowed from themes in their discussions. These are presented below, divided into three segments:

1) **Overarching value statements** that the Committee believe should guide the City in making budget decisions related to these departments;

2) **A prioritized list of services and functions, along with specific recommendations** by department; and

3) **A set of fund stabilization/revenue enhancement strategies** to be considered by the City to mitigate the need for service reductions in the five departments.

A. Overarching Value Statements

These recommendations cut across all departments and describe ways the City could approach cost reductions, realize cost efficiencies, and explore fund stabilization options.

O1 **Seek to reduce rather than eliminate services.** Recognizing that every service is important to someone, the CPAC expressed a desire for the City to look for opportunities to scale back but maintain services where possible, rather than eliminate them entirely.

O2 **Prioritize efficient public safety as the cornerstone of City services.** The CPAC placed a high priority on public safety services. However, they also recognized the need to provide such services cost-effectively, and recommended measures such as seeking ways to reduce overtime costs, regional solutions, evaluating response models – particularly for minor traffic accidents and medical calls, and ensuring mutual aid agreements are not fiscally disadvantageous to Roseville.

O3 **Maintain Roseville's competitive edge in the region, with desirable neighborhoods (schools, parks, open spaces) and a business-friendly environment.** CPAC members expressed that Roseville's services and programs are what make it an attractive community that's competitive in the region. There was concern that a significant reduction in services might diminish Roseville's desirability for residents and businesses.

O4 **Maximize flexibility in staffing levels.** CPAC members expressed the opinion that the City should rely on temporary, part-time and contract staff to the extent feasible to minimize pension obligations and benefit costs and to be able to more quickly adapt to changing economic conditions and demands for service.

O5 **Generally, the City shouldn't subsidize services that the private sector can provide.** Members generally felt that it wasn't appropriate for the City to directly compete with private enterprises. However, they also recognized that it may be appropriate in certain circumstances to subsidize certain programs or services that serve a public purpose or provide a greater public benefit, such as free Wi-Fi at the public libraries or at-risk youth recreation programs, among others.

O6 **Seek opportunities for increased cost recovery for all City services, where applicable / appropriate.** Committee member discussion focused on increasing user fees for recreation programs, fitness memberships, higher user fees/cost recovery for permits, facility rentals, and other services where appropriate.

O7 **Utilize technology and automation where possible to increase efficiencies and reduce costs.** Seek to reduce staff and overhead costs through automation of certain programs and tasks.

O8 **Recruit, train and deploy volunteers where appropriate.** The CPAC expressed a desire for the City to increase its use of volunteers and unpaid interns, where possible and operationally appropriate, to help maintain service levels using fewer paid City staff.

O9 **Pursue fund stabilization/revenue enhancement strategies to preserve Roseville's quality of life.** The majority of Committee members expressed support for the City to explore strategies to increase revenues through various options – including tax measures – requiring approval of Roseville voters. However, some members also stressed the need for the City to explore further reductions in programs and services in lieu of revenue enhancements.

B. Departmental Priorities and Recommendations

As described above, the Committee selected services they deemed of greatest priority among those presented by the Department heads, as well as those of lowest priority. For each department, the high- and low-priority services are shown in descending order. Full tables along with the vote counts are shown later in this report. In addition to the service prioritization, Committee discussions surfaced a number of value statements and recommendations that informed their priorities. These are shown in this section as well.

PUBLIC WORKS DEPARTMENT

High Priority Services (in order of net score)

ITS (Intelligent Transportation System) Operations
Asphalt remove/replace, patching and crack sealing
Street Drainage Issues
Maintain underground drainage systems
Emergency support for Police and Fire
Capital Improvement Project Management
Pavement management program
Floodplain Management
Graffiti abatement
Traffic Incident Management
Sidewalk repair and trip hazard removal
Fall leaf pickup program

Low-Priority Services (in order of net score)

Review of Traffic Control Plans
Presentations
Placer County Flood Control District Membership
Special events traffic control implementation
FEMA's Community Rating System
Update Speed Limits
Special Event Assistance

Recommendations

PW1	Utilize the prioritization of services table to guide decision-making for the Public Works Department budget.
PW2	Explore user fees wherever possible.
PW3	Seek opportunities for cost recovery wherever possible.

POLICE DEPARTMENT

High-Priority Services (in order of net score)

OPERATIONS – PATROL: Uniformed Patrol / First Responders
SERVICES - INVESTIGATIONS: Investigation of Property and Person Crimes
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Answer and Record 911 & Emergency Calls
OPERATIONS – PATROL: Proactive Enforcement and Problem Solving
OPERATIONS – PATROL: Investigate Crime and Traffic Incidents
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION: Crime Suppression Unit - assist patrol with high level investigations, gang enforcement, known offenders, human trafficking, narcotics, municipal code enforcement)
OPERATIONS – PATROL: K9
SERVICES - INVESTIGATIONS: Sex Crime Investigations / Victim Services Liaison
OPERATIONS – PATROL: Special Operations Teams (SWAT, RCT, EOD, HNT)
PD ADMINISTRATION: Oversight & Leadership
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Emergency Medical Dispatch
SERVICES - INVESTIGATIONS: Regional / High Level Narcotics Investigations
SERVICES – POLICE RECORDS/PROPERTY & CSI: Crime Scene Investigations
OPERATIONS – PATROL: Neighborhood Issues

Low-Priority Services (in order of net score)

SERVICES – POLICE RECORDS/PROPERTY & CSI: Purge Records Per Applicable Statutes
SERVICES - ANIMAL CONTROL: Rabies Control Program
SERVICES – POLICE RECORDS/PROPERTY & CSI: Staffs Front Counter, Answer Non-Emergency Calls
SERVICES – POLICE RECORDS/PROPERTY & CSI: Destruction of Contraband
SERVICES – POLICE RECORDS/PROPERTY & CSI: Manage Alarm Permitting & False Alarm Reduction Program
SERVICES - ANIMAL CONTROL: Deceased Animal Removal
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION: Police Safety Outreach & Community Relations - Citizen's academy, crime prevention programs, neighborhood watch, citywide communications team, coordinate department community events, crime prevention through environmental design, public information and safety education programs.
SERVICES - SOCIAL SERVICES: Provide resources / referrals – Main Library / Civic Center Resource Centers, Gathering Inn
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION – Crime Suppression: Police Programs Coordination - Coordinate training/travel for PD personnel, manage volunteer program (citizens on patrol, citizens academy, business academy, vacation checks, crime prevention newsletter, handicap parking citations, Northern CA retail crime association).
SERVICES - SOCIAL SERVICES: Parks officer

Recommendations

P1	Utilize the prioritization of services table to guide decision-making for the Police Department budget.
P2	The full-service model should continue to be our approach.
P3	Consider outsourcing more specialized services, such as some forensics and major accident investigations.
P4	Coordinate with adjoining jurisdictions to eliminate redundancy at a regional level.
P5	Eliminate unnecessary overtime.
P6	Consider shared communications services with other regional agencies.
P7	Do not fill the Parks Officer position for now.
P8	Consider cross-training to allow staff to be deployed where needed.
P9	Preserve school resource officers through greater cost recovery from the school district.

FIRE DEPARTMENT

High-Priority Services (in order of net score)

FIRE OPERATIONS: Fire Response including Wildland
FIRE OPERATIONS: Technical Rescue Response
FIRE OPERATIONS: Hazardous Materials Response
FIRE ADMINISTRATION: Office of the Fire Chief and Administrative Staff Responsible For Overall Management Of The Department
FIRE OPERATIONS: Terrorism Liaison Officers and Joint Terrorism Task Force
FIRE TRAINING: Curriculum Development and Delivery of Department Wide Training
FIRE OPERATIONS: Fire Based EMS Response
FIRE OPERATIONS: State and Federal Mutual Aid Disaster Response
FIRE SUPPORT SERVICES: Computer Aided Dispatch Management and Dispatch Liaison

Low-Priority Services (in order of net score)

FIRE ADMINISTRATION: Community Engagement
FIRE OPERATIONS: Public Education and Outreach
FIRE SUPPORT SERVICES: Fire Records Management
FIRE AND LIFE SAFETY: Buckle Up Baby & Life Jacket Programs
FIRE AND LIFE SAFETY: Fireworks and Pyrotechnic Displays
FIRE AND LIFE SAFETY: Public Education School Programs and Outreach

Recommendations

F1	Utilize the prioritization of services table to guide decision-making for the Fire Department budget.
F2	Reduce overhead and overtime costs.
F3	Reduce number of responders to minor traffic accidents.
F4	Schedule training to avoid overtime.
F5	Increase the use of volunteers.
F6	Consider contracting out EMT services.
F7	Ensure that mutual aid agreements don't disadvantage Roseville.
F8	Move weed abatement to Public Works.
F9	Increase training facility use fees (e.g., Sierra College).
F10	Work with community non-profits to eliminate duplicative efforts (e.g., Buckle Up Baby)
F11	Consider contracting out all inspections and plan reviews (building, fire & hazardous materials).
F12	Reduce the frequency of inspections to the extent permitted by law (building, fire & hazardous materials).
F13	Conduct a comprehensive study of the Fire Department response and staffing models to look for cost savings through efficiencies and highest and best use of equipment and staff resources.
F14	Conduct a study of the optimum utilization of fleet vehicles in the Fire Department.

PARKS, RECREATION AND LIBRARY SERVICES DEPARTMENT

High-Priority Services (in order of net score)

LIBRARY & MUSEUM: Maidu, Downtown and Riley Libraries
RECREATION: Roseville Aquatics Complex
RECREATION: At-Risk Youth Programs
LIBRARY & MUSEUM: Youth Library Programs
PARKS: Parks Maintenance – Turf Care
PRL Administration: Department Oversight & Leadership
RECREATION: Maidu Community Center
PARKS: Parks Maintenance – Custodial
PARKS: Parks Maintenance – Playgrounds
PARKS: Parks Maintenance – Infrastructure Maint/Repair

Low-Priority Services (in order of net score)

PARKS: Open Space/Urban Forest
RECREATION: Events – Vernon Street Town Square
LIBRARY & MUSEUM: Adult Library Programs
RECREATION: Events – Community
RECREATION: Cultural Arts & Entertainment Programs
RECREATION: Adult Sports
RECREATION: Events – Non-City Sponsored

Recommendations

PRL1	Utilize the prioritization of services table to guide decision-making for the Parks, Recreation & Libraries Department budget.
PRL2	Increase fees for fitness memberships.
PRL3	Increase times between maintenance activities; e.g., tree trims, aeration, mowing and edging, etc.
PRL4	Consider all libraries together as one service; don't prioritize one location over another.
PRL5	Conduct a study of the market for recreational and fitness program fees to ensure optimum cost recovery for the City.

DEVELOPMENT SERVICES DEPARTMENT

High-Priority Services (in order of net score)

SACOG Meeting Participation
Citywide Permitting System
Technical Advisory Committees (Placer Parkway, Airport Land Use)
Regional Traffic Representation
Represent City in Regional Planning Efforts
Development Agreement Monitoring
Front Counter / "One Stop Shop"/Public Response/Resident Inquiry (phone calls, emails, etc.)
Departmental Oversight, Leadership & Personnel Management
Review Major Projects Occurring in Adjacent Jurisdictions for Impacts to Roseville
Nuisance Abatement/Health and Safety
Billing / Revenue Recovery / Financial Oversight

Low-Priority Services (in order of net score)

Special Projects (e.g. 316 Vernon, CPAC, Conf. Center)
Complimentary Infill Development Project Meetings
Drainage Analysis/ Planning/Mitigation
Fee Dispute Resolution
Private Project Coordination / Development Ombudsman
Custom Mapping for Public and City Departments
Sign Enforcement
Permit History Search / Plan Set Duplication Copyright Release Coordination

Recommendations

D1	Utilize the prioritization of services table to guide decision-making for the Development Services Department budget.
D2	Utilize part-time or contract employees where possible, to reduce pension and benefit costs.
D3	Include operations and maintenance costs when calculating cost recovery.
D4	Ensure cost recovery rates keep pace with cost increases.
D5	Continue to participate in regional planning and technical advisory committees.

C. Fund Stabilization/Revenue Enhancement Strategies

Throughout the process, the CPAC was very interested in ways in which to strengthen the City's revenue-generating/cost-recovery capabilities. During the initial presentations by the Chief Financial Officer, many members were curious to know how revenues could better keep pace with cost increases. This interest continued through each of the departmental discussions, as members sought to understand the specific opportunities for operational efficiencies and cost recovery.

At the February 15 meeting, CFO Jay Panzica provided an overview of the various revenue enhancement mechanisms the City could consider to help bridge the budget shortfall. These options included: General Purpose Sales Tax, Special Purpose Sales Tax, Parcel Tax, Transient Occupancy Tax increase; Utility User Tax; and Community Facilities District Tax. In addition, responding to Committee interest, Assistant City Manager Dominick Casey presented the attributes of a First Responder Fee.

Mr. Panzica's presentation highlighted the attributes of each option, as well as background on the feasibility of the various measures. In a subsequent handout, he presented a table of California district sales and use tax rates to provide context for the Committee.

In fulfilling the Committee's charge to consider opportunities for revenue enhancements, members also recognized that any new tax proposals will have to undergo financial review as well as public education and acceptability assessment (i.e., voter polling). The purpose for CPAC was to indicate their level of interest/acceptability in the various options. To take the pulse of the group, an online survey was distributed, and 17 of the 20 members participated. The first question simply asked whether Committee members supported the notion of exploring a range of options to stabilize the General Fund and enhance revenues, which was strongly supported. The remaining questions asked for their interest in the series of options presented. (The Revenue Options Survey Results, along with CPAC member comments are provided later in this report.) Overall, members were most interested in the General Purpose Sales Tax, Utility Users Tax and, to a lesser degree, an increase to the Transient Occupancy Tax. They were not supportive of a Parcel Tax, Special Purpose Sales Tax, nor the First Responder's Fee. A summary of the online survey results is presented below:

Q1. The City of Roseville should explore a range of options to stabilize the General Fund and enhance revenues as ways to minimize cuts to City services.

Q1: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	0	0%
2 – Disagree	0	0%
3 – Neutral	0	0%
4 – Agree	5	29%
5 – Strongly Agree	10	59%
I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

Q2. Please indicate your level of agreement with exploring a General Purpose Sales Tax as an option for increased revenues in the City of Roseville.

Q2: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	1	6%
3 – Neutral	1	6%
4 – Agree	5	29%
5 – Strongly Agree	6	35%
I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

Q3: Please indicate your level of agreement with exploring a Special Purpose Sales Tax as an option for increased revenues in the City of Roseville.

Q3: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	5	29%
2 – Disagree	3	18%
3 – Neutral	1	6%
4 – Agree	3	18%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	3	18%
TOTALS	**17**	**100%**

Q4: Please indicate your level of agreement with exploring a Parcel Tax as an option for increased revenues in the City of Roseville.

Q4: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	3	18%
2 – Disagree	6	35%
3 – Neutral	3	18%
4 – Agree	1	6%
5 – Strongly Agree	2	12%

I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

Q5: Please indicate your level of agreement with exploring an increase in the Transient Occupancy Tax as an option for increased revenues in the City of Roseville.

Q5: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	2	12%
3 – Neutral	3	18%
4 – Agree	7	41%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	1	6%
TOTALS	**17**	**100%**

Q6: Please indicate your level of agreement with exploring a Utility User Tax as an option for increased revenues in the City of Roseville.

Q6: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	0	0%
3 – Neutral	1	6%
4 – Agree	5	29%
5 – Strongly Agree	6	35%
I do not have enough information to form an opinion as yet.	3	18%
TOTALS	**17**	**100%**

Q7: Please indicate your level of agreement with exploring a Community Facilities District Tax as an option for increased revenues in the City of Roseville.

Q7: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	3	18%
2 – Disagree	3	18%
3 – Neutral	2	12%
4 – Agree	3	18%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	4	24%
TOTALS	**17**	**100%**

Q8: Please indicate your level of agreement with exploring a First Responder Fee as an option for increased revenues in the City of Roseville.

Q8: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	7	35%
2 – Disagree	4	20%
3 – Neutral	3	15%
4 – Agree	2	10%
5 – Strongly Agree	3	15%
I do not have enough information to form an opinion as yet.	1	5%
TOTALS	**20**	**100%**

A. Background and Process

Guiding Principles
The City Council directed that the CPAC use the following Guiding Principles. The principles were also posted at the meetings as a constant reminder of the Council's direction.

1. **The purpose of the Committee is to make policy-level findings and recommendations pertaining to Fire; Police; Parks, Recreation & Libraries; Public Works; and Development Services programs and services in the context of declining revenues and maintaining a balanced General Fund and essential quality of life services.**

    - *The Committee's work will be to determine if the existing levels of services and programs provided by these five General Fund departments remain appropriate in light of fiscal challenges. If so, the Committee will work to determine and recommend appropriate fiscal measures to maintain or augment these levels of service. If not, the Committee will work to prioritize and recommend appropriate modifications to programs and services.*

2. **The Committee's findings and recommendations will focus on policy-level changes and priorities to the specified programs and services over the next 1-5 years, while considering longer-term opportunities to stabilize the General Fund.**

    - *The Committee's policy recommendations should identify priorities for services and service standards to guide the City Council in making near-term reductions or deferrals of City services. In addition, the Committee will be asked to provide policy guidance with respect to new potential revenue sources.*

3. **The Committee will present written findings and recommendations to the City Council no later than its March 7, 2018 meeting.**

    - *The Committee will work to finalize recommendations and present them to the City Council for consideration with the Fiscal Year 2019 budget.*

4. **Committee members are charged to consider the entire Roseville community in preparing findings and recommendations and limit focus on areas of special interest.**

    - *While each committee member brings individual opinions and ideas, each member should consider the opinions and ideas of the entire community. To aid the committee members, the City will prepare a parallel city-wide survey and additional community engagement activities that will provide value-added information on community preferences and priorities.*

5. **Committee members shall recognize that from diverse points of views, new opportunities and ideas come forth. The Committee should seek consensus in developing its findings and recommendations, while recognizing that consensus on every issue may not be possible and a majority of the committee can forward a recommendation to the City Council.**

- *The committee process should be collaborative, based on mutual respect among the members seeking to understand the interests of each other and striving for consensus. However, a majority of the committee may forward recommendations to the City Council when consensus cannot be reached.*

Meeting Process

During the first three meetings, the Committee reviewed background information on the City's budget and finances from both Rob Jensen the City Manager, and Jay Panzica the City's Chief Financial Officer.

Department Directors from each of the five departments spent the next ten meetings between August 2017 and January 2018 providing information on the services, costs and revenues of each of their major operations. Each department had two meetings each. The first department meeting included a white paper and/or background materials with an overview of the department's operations. A power point presentation was provided. The Committee had the opportunity at the first meeting to ask questions. Committee members were also given several days after the presentation meeting to ask any additional questions they might have which would be responded to by staff as part of the next packet.

Prior to the second department meeting, a priority ranking list was sent to the Committee to provide a preliminary ranking of services via survey monkey. At the second meeting the Committee was able to further reflect on their rankings and were given an opportunity to vote for their highest ranked services and lowest ranked services via a dot exercise. Following the meeting, the Consultant MIG, provided the results of the priority ranking.

B. Overarching Recommendations

At its February 28, 2018, meeting, the CPAC had an opportunity to register the level of support or agreement for each of the draft recommendations. The results of the voting are shown below:

OVERARCHING RECOMMENDATIONS Voting Results

dO1: Seek to reduce rather than eliminate services.

	Responses	
	Percent	**Count**
Unqualified "Yes"	58.82%	10
Acceptable; best current option	17.65%	3
Can live with it	17.65%	3
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO2: Prioritize efficient public safety as the cornerstone of City services.

	Responses	
	Percent	Count
Unqualified “Yes”	47.06%	8
Acceptable; best current option	35.29%	6
Can live with it	11.76%	2
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO3: Maintain Roseville's competitive edge in the region, with desirable neighborhoods (schools, parks, open spaces) and a business-friendly environment.

	Responses	
	Percent	Count
Unqualified “Yes”	70.59%	12
Acceptable; best current option	23.53%	4
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO4: Maximize flexibility in staffing levels.

	Responses	
	Percent	Count
Unqualified “Yes”	58.82%	10
Acceptable; best current option	29.41%	5
Can live with it	11.76%	2
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0

Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO5: Generally, the City shouldn't subsidize services that the private sector can provide. (Subject to re-polling; see "Additional voting" at the end of this section.)

	Responses	
	Percent	**Count**
Unqualified "Yes"	52.94%	9
Acceptable; best current option	41.18%	7
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO6: Seek opportunities for increased cost recovery for all City services, where applicable / appropriate.

	Responses	
	Percent	**Count**
Unqualified "Yes"	52.94%	9
Acceptable; best current option	29.41%	5
Can live with it	11.76%	2
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO7: Utilize technology and automation where possible to increase efficiencies and reduce costs.

	Responses	
	Percent	**Count**
Unqualified "Yes"	88.24%	15
Acceptable; best current option	11.76%	2

Can live with it	0.00%	0
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO8: Recruit, train and deploy volunteers where appropriate.

	Responses	
	Percent	**Count**
Unqualified "Yes"	58.82%	10
Acceptable; best current option	17.65%	3
Can live with it	23.53%	4
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dO9: Pursue fund stabilization/revenue enhancement strategies to preserve Roseville's quality of life.

	Responses	
	Percent	**Count**
Unqualified "Yes"	64.71%	11
Acceptable; best current option	17.65%	3
Can live with it	5.88%	1
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

Additional voting (completed March 13, 2018)

Generally, the City shouldn't subsidize services that the private sector can provide.

	Responses	
	Percent	**Count**
Unqualified “Yes”	30%	6
Acceptable; best current option	30%	6
Can live with it	25%	5
Disagree but can live with it	5%	1
Disagree, more work needed	10%	2
Disagree, actively opposed	0%	0
Totals	**100%**	**20**

C. Department Programs and Levels of Service Recommendations

As described above, Committee members had an opportunity to consider a list of services, programs and functions for each General Fund department and determine which they considered high priority and those they felt were lower priority. In the tables below, the results show the number of votes for highest priority and for lowest priority. A net score allowed for an overall ranking of the services. Those receiving a score of +5 and higher are considered high priority; those receiving a score of -5 and lower are considered low priority. The remaining services are shown in order of the net score received and are to be considered medium priority.

For the departmental recommendations that follow the service prioritization tables, the results of the testing for level of agreement are shown.

1. PUBLIC WORKS DEPARTMENT

Public Works Department Services Ranking #2 - Results				
Service	**Highest Priority**	**Lowest Priority**	**Net Score & Ranking**	
ITS (Intelligent Transportation System) Operations	15	0	15	HIGH
Asphalt remove/replace, patching and crack sealing	14	0	14	HIGH
Street Drainage Issues	12	0	12	HIGH
Maintain underground drainage systems	11	0	11	HIGH
Emergency support for Police and Fire	10	0	10	HIGH
Capital Improvement Project Management	9	0	9	HIGH
Pavement management program	6	0	6	HIGH
Floodplain Management	8	-3	5	HIGH
Graffiti abatement	6	-1	5	HIGH
Traffic Incident Management	5	0	5	HIGH
Sidewalk repair and trip hazard removal	5	0	5	HIGH
Fall leaf pickup program	5	0	5	HIGH
Adult Crossing Guard Program	9	-6	3	MEDIUM
Weed abatement program	5	-2	3	MEDIUM
Clean creeks and drainage ditches	3	0	3	MEDIUM
Drainage outfall inspection and cleaning	2	0	2	MEDIUM
Maintain drainage pump stations and floodwalls	2	0	2	MEDIUM
Departmental Oversight	4	-3	1	MEDIUM
Traffic Studies	2	-1	1	MEDIUM
Litter removal from the public right-of-way	2	-1	1	MEDIUM
Sidewalk Complaints	1	-1	0	MEDIUM
Responding to General Questions from the Public	0	0	0	MEDIUM
Traffic signs and posts inspection/replacement	0	0	0	MEDIUM
Street markings inspection/replacement	0	0	0	MEDIUM

Public Works Department Services Ranking #2 - Results				
Service	**Highest Priority**	**Lowest Priority**	**Net Score & Ranking**	
Budget	0	-1	-1	MEDIUM
Council	0	-1	-1	MEDIUM
Public Records Requests	0	-1	-1	MEDIUM
Flood Alert Program	1	-4	-3	MEDIUM
Regional Partners/Project Coordination	0	-3	-3	MEDIUM
Soundwall / Fence Issues	0	-3	-3	MEDIUM
Review of Traffic Control Plans	1	-6	-5	LOW
Presentations	0	-12	-12	LOW
Placer County Flood Control District Membership	0	-16	-16	LOW
Special events traffic control implementation	0	-16	-16	LOW
FEMA's Community Rating System	0	-17	-17	LOW
Update Speed Limits	0	-17	-17	LOW
Special Event Assistance	0	-20	-20	LOW

RECOMMENDATIONS Voting Results (from the CPAC Meeting of February 28, 2018)

dPW1: Utilize the prioritization of services table to guide decision-making for the Public Works Department budget.

	Responses	
	Percent	**Count**
Unqualified "Yes"	41.18%	7
Acceptable; best current option	17.65%	3
Can live with it	35.29%	6
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dPW2: Explore user fees wherever possible.

	Responses	
	Percent	**Count**
Unqualified “Yes”	23.53%	4
Acceptable; best current option	41.18%	7
Can live with it	29.41%	5
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dPW3: Seek opportunities for cost recovery wherever possible.

	Responses	
	Percent	**Count**
Unqualified “Yes”	52.94%	9
Acceptable; best current option	29.41%	5
Can live with it	17.65%	3
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

2. POLICE DEPARTMENT

Police Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score & Ranking**	
OPERATIONS – PATROL: Uniformed Patrol / First Responders*	15	0	15	HIGH
SERVICES - INVESTIGATIONS: Investigation of Property and Person Crimes*	13	0	13	HIGH
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Answer and Record 911 & Emergency Calls*	11	0	11	HIGH
OPERATIONS – PATROL: Proactive Enforcement and Problem Solving*	11	0	11	HIGH
OPERATIONS – PATROL: Investigate Crime and Traffic Incidents*	10	0	10	HIGH
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION: Crime Suppression Unit - assist patrol with high level investigations, gang enforcement, known offenders, human trafficking, narcotics, municipal code enforcement)	9	-1	8	HIGH
OPERATIONS – PATROL: K9	9	-1	8	HIGH
SERVICES - INVESTIGATIONS: Sex Crime Investigations / Victim Services Liaison*	8	0	8	HIGH
OPERATIONS – PATROL: Special Operations Teams (SWAT, RCT, EOD, HNT)	7	0	7	HIGH
PD ADMINISTRATION: Oversight & Leadership*	6	0	6	HIGH
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Emergency Medical Dispatch*	5	0	5	HIGH
SERVICES - INVESTIGATIONS: Regional / High Level Narcotics Investigations*	5	0	5	HIGH
SERVICES – POLICE RECORDS/PROPERTY & CSI: Crime Scene Investigations*	5	0	5	HIGH
OPERATIONS – PATROL: Neighborhood Issues*	5	0	5	HIGH
SERVICES – POLICE RECORDS/PROPERTY & CSI: Preserve Evidence and Chain of Custody*	4	0	4	MEDIUM
SERVICES - SOCIAL SERVICES: Mental Health Threat Assessment Team (threat assessment officers, mental health officers)	5	-2	3	MEDIUM
SERVICES - SOCIAL SERVICES: POP Unit (homeless issues)	4	-2	2	MEDIUM
SERVICES - INVESTIGATIONS: Auto Theft Investigations (RATTF)	3	-1	2	MEDIUM
PD ADMINISTRATION: Recruiting / Screening / Hiring*	3	-1	2	MEDIUM
SERVICES - INVESTIGATIONS: Sex, Drug and Arson Registration & Monitoring*	2	0	2	MEDIUM
SERVICES - TRAFFIC: Enforce Traffic Safety Laws	5	-4	1	MEDIUM

Police Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score & Ranking**	
SERVICES - SOCIAL SERVICES: Youth Services (officers in high schools)	5	-4	1	MEDIUM
SERVICES - INVESTIGATIONS: Computer / Cell Phone Forensic Analysis*	2	-1	1	MEDIUM
PD ADMINISTRATION: Internal / External Communication & Transparency*	2	-1	1	MEDIUM
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Monitor/Respond/Record Law & Fire Radio Transmissions*	1	0	1	MEDIUM
SERVICES – POLICE RECORDS/PROPERTY & CSI: Fulfill Court Orders to Produce Documents*	1	0	1	MEDIUM
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Answer & Record Routine Admin and Business Lines for Police, Fire, & Animal Control*	1	-1	0	MEDIUM
SERVICES – POLICE RECORDS/PROPERTY & CSI: Process Police Reports and Citations*	1	-1	0	MEDIUM
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Coordinate Fire and Medical Responses in City and Adjoining Unincorporated Areas (with Automatic Aid Agreements)*	0	0	0	MEDIUM
SERVICES – POLICE RECORDS/PROPERTY & CSI: Preservation of Private Property (Found or Safekeeping)*	0	0	0	MEDIUM
PD ADMINISTRATION: Professional Standards / Complaint Investigation*	0	0	0	MEDIUM
OPERATIONS - POLICE & FIRE COMMUNICATIONS: Prioritize Requests and Calls for Service*	0	-1	-1	MEDIUM
SERVICES – POLICE RECORDS/PROPERTY & CSI: Maintain Evidence / Property Storage Space*	0	-1	-1	MEDIUM
SERVICES - ANIMAL CONTROL: Animal Cruelty Investigations*	1	-3	-2	MEDIUM
SERVICES – POLICE RECORDS/PROPERTY & CSI: Respond to Public Records Act Requests*	0	-2	-2	MEDIUM
SERVICES - INVESTIGATIONS: Permitting – Entertainment, Massage, Taxi, Firearm Sales, Pawn Shops, etc.*	1	-4	-3	MEDIUM
SERVICES - TRAFFIC: Traffic Complaints/School Safety	1	-4	-3	MEDIUM
SERVICES - ANIMAL CONTROL: Mediate Animal Related Issues*	1	-4	-3	MEDIUM
PD ADMINISTRATION: Community Engagement*	0	-3	-3	MEDIUM
PD ADMINISTRATION: City Council Priorities*	0	-3	-3	MEDIUM
SERVICES - TRAFFIC: Major Accident Investigation Team	3	-7	-4	MEDIUM
PD ADMINISTRATION: Budget*	0	-4	-4	MEDIUM

Police Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score & Ranking**	
SERVICES – POLICE RECORDS/PROPERTY & CSI: Purge Records Per Applicable Statutes*	0	-5	-5	LOW
SERVICES - ANIMAL CONTROL: Rabies Control Program*	0	-5	-5	LOW
SERVICES – POLICE RECORDS/PROPERTY & CSI: Staffs Front Counter, Answer Non-Emergency Calls*	0	-6	-6	LOW
SERVICES – POLICE RECORDS/PROPERTY & CSI: Destruction of Contraband*	0	-6	-6	LOW
SERVICES – POLICE RECORDS/PROPERTY & CSI: Manage Alarm Permitting & False Alarm Reduction Program*	0	-8	-8	LOW
SERVICES - ANIMAL CONTROL: Deceased Animal Removal*	0	-8	-8	LOW
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION: Police Safety Outreach & Community Relations - Citizen's academy, crime prevention programs, neighborhood watch, citywide communications team, coordinate department community events, crime prevention through environmental design, public information and safety education programs.	1	-10	-9	LOW
SERVICES - SOCIAL SERVICES: Provide resources / referrals – Main Library / Civic Center Resource Centers, Gathering Inn	1	-10	-9	LOW
SERVICES - COMMUNITY SERVICES - CRIME SUPPRESSION – Crime Suppression: Police Programs Coordination - Coordinate training/travel for PD personnel, manage volunteer program (citizens on patrol, citizens academy, business academy, vacation checks, crime prevention newsletter, handicap parking citations, Northern CA retail crime association).	0	-12	-12	LOW
SERVICES - SOCIAL SERVICES: Parks officer	0	-14	-14	LOW

RECOMMENDATIONS Voting Results (from the CPAC Meeting of February 28, 2018)

dP1: Utilize the prioritization of services table to guide decision-making for the Police Department budget.

	Responses	
	Percent	**Count**
Unqualified "Yes"	35.29%	6
Acceptable; best current option	17.65%	3
Can live with it	41.18%	7
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP2: The full-service model should continue to be our approach.

	Responses	
	Percent	**Count**
Unqualified "Yes"	52.94%	9
Acceptable; best current option	23.53%	4
Can live with it	17.65%	3
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP3: Consider outsourcing more specialized services, such as some forensics and major accident investigations.

	Responses	
	Percent	**Count**
Unqualified "Yes"	23.53%	4
Acceptable; best current option	35.29%	6
Can live with it	5.88%	1
Disagree but can live with it	11.76%	2

Disagree, more work needed	5.88%	1
Disagree, actively opposed	17.65%	3
Totals	**100%**	**17**

dP4: Coordinate with adjoining jurisdictions to eliminate redundancy at a regional level.

	Responses	
	Percent	**Count**
Unqualified "Yes"	47.06%	8
Acceptable; best current option	35.29%	6
Can live with it	17.65%	3
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP5: Eliminate unnecessary overtime.

	Responses	
	Percent	**Count**
Unqualified "Yes"	82.35%	14
Acceptable; best current option	11.76%	2
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP6: Consider shared communications services with other regional agencies.

	Responses	
	Percent	**Count**
Unqualified "Yes"	47.06%	8
Acceptable; best current option	35.29%	6

Can live with it	11.76%	2
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP7: Do not fill the Parks Officer position for now.

	Responses	
	Percent	**Count**
Unqualified “Yes”	23.53%	4
Acceptable; best current option	5.88%	1
Can live with it	29.41%	5
Disagree but can live with it	23.53%	4
Disagree, more work needed	11.76%	2
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

dP8: Consider cross-training to allow staff to be deployed where needed.

	Responses	
	Percent	**Count**
Unqualified “Yes”	47.06%	8
Acceptable; best current option	47.06%	8
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP9: Consolidate the budget function within the Department and coordinate more with the City's Finance Department.

	Responses	
	Percent	**Count**
Unqualified "Yes"	47.06%	8
Acceptable; best current option	35.29%	6
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	11.76%	2
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dP10: Preserve school resource officers through greater recovery from the school district.

	Responses	
	Percent	**Count**
Unqualified "Yes"	64.70%	11
Acceptable; best current option	11.76%	2
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	11.76%	2
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

3. FIRE DEPARTMENT

Fire Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score and Ranking**	
FO1. FIRE OPERATIONS: Fire Response including Wildland*	13	0	13	HIGH
FO4. FIRE OPERATIONS: Technical Rescue Response*	12	0	12	HIGH
FO3. FIRE OPERATIONS: Hazardous Materials Response*	10	0	10	HIGH
FA1. FIRE ADMINISTRATION: Office of the Fire Chief and Administrative Staff Responsible For Overall Management Of The Department*	9	-1	8	HIGH
FO8. FIRE OPERATIONS: Terrorism Liaison Officers and Joint Terrorism Task Force*	8	0	8	HIGH
FT1. FIRE TRAINING: Curriculum Development and Delivery of Department Wide Training*	9	-2	7	HIGH
FO2. FIRE OPERATIONS: Fire Based EMS Response*	7	-2	5	HIGH
FO5. FIRE OPERATIONS: State and Federal Mutual Aid Disaster Response*	6	-1	5	HIGH
FSS5. FIRE SUPPORT SERVICES: Computer Aided Dispatch Management and Dispatch Liaison*	5	0	5	HIGH
FT2. FIRE TRAINING: Management of the Fire Training Center*	5	-1	4	MEDIUM
EP2. EMERGENCY PREPAREDNESS: City-Wide Emergency Preparedness and Training	4	0	4	MEDIUM
EP1. EMERGENCY PREPAREDNESS: Coordination of City's Response to Emergency Incidents and Planned Events, and Large Scale Disasters Within the City	4	-1	3	MEDIUM
EP3. EMERGENCY PREPAREDNESS: Management of the City's Emergency Operations Center	4	-1	3	MEDIUM
FLS4. FIRE AND LIFE SAFETY: Arson Investigation Program*	3	0	3	MEDIUM
FSS2. FIRE SUPPORT SERVICES: Purchasing and Maintenance of Equipment*	4	-2	2	MEDIUM
FA5. FIRE ADMINISTRATION: Internal/External Communications*	2	0	2	MEDIUM
FO6. FIRE OPERATIONS: Company Inspections*	2	0	2	MEDIUM
FSS4. FIRE SUPPORT SERVICES: Apparatus Support*	2	0	2	MEDIUM

Fire Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score and Ranking**	
FSS1. FIRE SUPPORT SERVICES: Logistical Needs of the Department*	2	-1	1	MEDIUM
FSS7. FIRE SUPPORT SERVICES: GIS and Mapping*	1	0	1	MEDIUM
FLS1. FIRE AND LIFE SAFETY: Fire Inspection Program*	1	0	1	MEDIUM
FLS3. FIRE AND LIFE SAFETY: Code Enforcement, Plan Review, & New Construction Inspections*	2	-2	0	MEDIUM
FSS8. FIRE SUPPORT SERVICES: Data Analytics*	0	0	0	MEDIUM
FLS9. FIRE AND LIFE SAFETY: Volunteer Program	1	-3	-2	MEDIUM
FA4. FIRE ADMINISTRATION: Department Policy*	0	-2	-2	MEDIUM
FO9. FIRE OPERATIONS: SWAT Medic Program	0	-2	-2	MEDIUM
FLS2. FIRE AND LIFE SAFETY: CUPA Inspection Program*	2	-5	-3	MEDIUM
FT3. FIRE TRAINING: Sierra College Regional Fire Training Academy Partnership	1	-4	-3	MEDIUM
FA7. FIRE ADMINISTRATION: Internal / External Communication & Transparency*	0	-3	-3	MEDIUM
FA9. FIRE ADMINISTRATION: Financial Management – Budget, Accounts Payable, Purchasing, Grant Administration, Accreditation Management, Operational Statistics*	0	-3	-3	MEDIUM
FSS6. FIRE SUPPORT SERVICES: Fire Records Management*	0	-3	-3	MEDIUM
FA3. FIRE ADMINISTRATION: City Council*	0	-4	-4	MEDIUM
FA6. FIRE ADMINISTRATION: Payroll, Department Staffing Management (Telestaff System)*	0	-4	-4	MEDIUM
FT5. FIRE TRAINING: Liaison with State and Local Emergency Medical Authority*	0	-4	-4	MEDIUM
FA2. FIRE ADMINISTRATION: Community Engagement*	1	-6	-5	LOW
FO7. FIRE OPERATIONS: Public Education and Outreach*	1	-6	-5	LOW
FSS6. FIRE SUPPORT SERVICES: Fire Records Management*	0	-5	-5	LOW
FLS8. FIRE AND LIFE SAFETY: Buckle Up Baby & Life Jacket Programs	0	-9	-9	LOW
FLS5. FIRE AND LIFE SAFETY: Fireworks and Pyrotechnic Displays	0	-12	-12	LOW

Fire Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score and Ranking**	
FLS7. FIRE AND LIFE SAFETY: Public Education School Programs and Outreach	0	-12	-12	LOW

RECOMMENDATIONS Voting Results (from the CPAC Meeting of February 28, 2018)

dF1: Utilize the prioritization of services table to guide decision-making for the Fire Department budget. (Multiple Choice)

	Responses	
	Percent	**Count**
Unqualified "Yes"	47.06%	8
Acceptable; best current option	11.76%	2
Can live with it	35.29%	6
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF2: Reduce overhead and overtime costs.

	Responses	
	Percent	**Count**
Unqualified "Yes"	58.82%	10
Acceptable; best current option	35.29%	6
Can live with it	0.00%	0
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF3: Reduce number of responders to minor traffic accidents.

	Responses	
	Percent	**Count**

Unqualified “Yes”	58.82%	10
Acceptable; best current option	11.76%	2
Can live with it	17.65%	3
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

dF4: Schedule training to avoid overtime.

	Responses	
	Percent	**Count**
Unqualified “Yes”	70.59%	12
Acceptable; best current option	23.53%	4
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF5: Increase the use of volunteers.

	Responses	
	Percent	**Count**
Unqualified “Yes”	35.29%	6
Acceptable; best current option	41.18%	7
Can live with it	5.88%	1
Disagree but can live with it	11.76%	2
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF6: Consider contracting out EMT services.

	Responses	
	Percent	**Count**
Unqualified "Yes"	47.06%	8
Acceptable; best current option	11.76%	2
Can live with it	11.76%	2
Disagree but can live with it	17.65%	3
Disagree, more work needed	5.88%	1
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

dF7: Ensure that mutual aid agreements don't disadvantage Roseville.

	Responses	
	Percent	**Count**
Unqualified "Yes"	82.35%	14
Acceptable; best current option	11.76%	2
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF8: Move weed abatement to Public Works.

	Responses	
	Percent	**Count**
Unqualified "Yes"	41.18%	7
Acceptable; best current option	47.06%	8
Can live with it	11.76%	2
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF9: Increase facility use fees (Sierra College).

	Responses	
	Percent	**Count**
Unqualified "Yes"	35.29%	6
Acceptable; best current option	47.06%	8
Can live with it	11.76%	2
Disagree but can live with it	5.88%	1
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF10: Work with community non-profits to eliminate duplicative efforts (e.g., Buckle Up Baby).

	Responses	
	Percent	**Count**
Unqualified "Yes"	52.94%	9
Acceptable; best current option	41.18%	7
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dF11: Consider contracting out all inspections and plan reviews (building, fire & hazardous materials); reduce the frequency of inspections. [Subject to re-polling; see "Additional voting" at the end of this section.]

	Responses	
	Percent	**Count**
Unqualified "Yes"	23.53%	4
Acceptable; best current option	23.53%	4
Can live with it	11.76%	2
Disagree but can live with it	23.53%	4

Disagree, more work needed	0.00%	0
Disagree, actively opposed	17.65%	3
Totals	**100%**	**17**

dF12: Prohibit fireworks within the City limits.

	Responses	
	Percent	**Count**
Unqualified "Yes"	11.76%	2
Acceptable; best current option	0.00%	0
Can live with it	23.53%	4
Disagree but can live with it	35.29%	6
Disagree, more work needed	5.88%	1
Disagree, actively opposed	23.53%	4
Totals	**100%**	**17**

Additional voting (completed March 13, 2018)

Consider contracting out all inspections and plan reviews (building, fire & hazardous materials)

	Responses	
	Percent	**Count**
Unqualified "Yes"	0	0
Acceptable; best current option	25%	5
Can live with it	15%	3
Disagree but can live with it	30%	6
Disagree, more work needed	20%	4
Disagree, actively opposed	10%	2
Totals	**100%**	**20**

Reduce the frequency of inspections to the extent permitted by law (building, fire & hazardous materials)

	Responses	
	Percent	**Count**
Unqualified "Yes"	5%	1
Acceptable; best current option	5%	1

Can live with it	35%	7
Disagree but can live with it	25%	5
Disagree, more work needed	15%	3
Disagree, actively opposed	15%	3
Totals	**100%**	**20**

4. PARKS RECREATION & LIBRARIES

Parks Recreation & Libraries Department Services Ranking #2 – Results

Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise

Service	Highest Priority	Lowest Priority	Net Score and Ranking	
LM1. LIBRARY & MUSEUM: Maidu, Downtown and Riley Libraries	11	0	11	HIGH
R4. RECREATION: Roseville Aquatics Complex	8	0	8	HIGH
R6. RECREATION: At-Risk Youth Programs	7	0	7	HIGH
LM5. LIBRARY & MUSEUM: Youth Library Programs	7	-1	6	HIGH
P3. PARKS: Parks Maintenance - Turf Care	6	0	6	HIGH
PRLA1. PRL Administration: Department Oversight & Leadership*	6	-1	5	HIGH
R1. RECREATION: Maidu Community Center	5	0	5	HIGH
P5. PARKS: Parks Maintenance - Custodial	5	0	5	HIGH
P6. PARKS: Parks Maintenance - Playgrounds	5	0	5	HIGH
P8. PARKS: Parks Maintenance - Infrastructure Maint/Repair	5	0	5	HIGH
R5. RECREATION: Johnson Pool	4	0	4	MEDIUM
P7. PARKS: Parks Maintenance - Landscape Maintenance	2	0	2	MEDIUM
LM6. LIBRARY & MUSEUM: Maidu Museum & Historic Site	4	-3	1	MEDIUM
R2. RECREATION: Roseville Sports Center	3	-2	1	MEDIUM
PRLA2. PRL Administration: Financial Management/Budget*	1	0	1	MEDIUM
P4. PARKS: Parks Maintenance - Irrigation	1	0	1	MEDIUM
R9. RECREATION: Youth Classes	1	-1	0	MEDIUM
R3. RECREATION: Mike Shellito Indoor Pool	3	-4	-1	MEDIUM
R7. RECREATION: Adult & Senior Programs	2	-4	-2	MEDIUM
PRLA3. PRL Administration: Marketing & Communications*	1	-3	-2	MEDIUM
PRLA4. PRL Administration: Hiring/Payroll*	1	-5	-4	MEDIUM
P1. PARKS: Park Planning & Dev – Plan, Build & Rehab Parks*	1	-5	-4	MEDIUM
P2. PARKS: Open Space/Urban Forest*	1	-6	-5	LOW
R11. RECREATION: Events – Vernon Street Town Square	0	-6	-6	LOW
LM4. LIBRARY & MUSEUM: Adult Library Programs	0	-6	-6	LOW
R12. RECREATION: Events – Community	1	-8	-7	LOW
R8. RECREATION: Cultural Arts & Entertainment Programs	1	-10	-9	LOW
R10. RECREATION: Adult Sports	0	-12	-12	LOW
R13. RECREATION: Events - Non-City Sponsored	1	-14	-13	LOW

RECOMMENDATIONS Voting Results (from the CPAC Meeting of February 28, 2018)

dPRL1: Utilize the prioritization of services table to guide decision-making for the Parks, Recreation & Libraries Department budget.

	Responses	
	Percent	Count
Unqualified "Yes"	52.94%	9
Acceptable; best current option	11.76%	2
Can live with it	29.41%	5
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dPRL2: Increase fees for fitness memberships; more for non-residents. [Subject to re-polling; see "Additional voting" at the end of this section.]

	Responses	
	Percent	Count
Unqualified "Yes"	76.47%	13
Acceptable; best current option	5.88%	1
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	11.76%	2
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dPRL3: Increase times between maintenance activities; e.g., tree trims, aeration, mowing and edging, etc.

	Responses	
	Percent	Count
Unqualified "Yes"	17.65%	3
Acceptable; best current option	35.29%	6
Can live with it	11.76%	2
Disagree but can live with it	11.76%	2
Disagree, more work needed	11.76%	2
Disagree, actively opposed	11.76%	2
Totals	**100%**	**17**

dPRL4: Consider all libraries together as one service; don't prioritize one location over another.

	Responses	
	Percent	Count
Unqualified "Yes"	41.18%	7
Acceptable; best current option	29.41%	5
Can live with it	5.88%	1
Disagree but can live with it	11.76%	2
Disagree, more work needed	5.88%	1
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

Additional voting (completed March 13, 2018)

Increase fees for fitness memberships (residents and non-residents).

	Responses	
	Percent	Count
Unqualified "Yes"	45%	9
Acceptable; best current option	20%	4
Can live with it	25%	5
Disagree but can live with it	5%	1
Disagree, more work needed	5%	1
Disagree, actively opposed	0%	0
Totals	**100%**	**20**

Increase fees for fitness memberships (non-residents only).

	Responses	
	Percent	Count
Unqualified "Yes"	53%	10
Acceptable; best current option	21%	4
Can live with it	16%	3
Disagree but can live with it	0%	0
Disagree, more work needed	5%	1
Disagree, actively opposed	5%	1
Totals	**100%**	**20**

5. DEVELOPMENT SERVICES DEPARTMENT

Development Services Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score and Ranking**	
PLN-6: SACOG Meeting Participation	13	0	13	HIGH
BSPC-4: Citywide Permitting System*	12	0	12	HIGH
PLN-7: Technical Advisory Committees (Placer Parkway, Airport Land Use)	12	0	12	HIGH
ENG-6: Regional Traffic Representation	11	0	11	HIGH
PLN-5: Represent City in Regional Planning Efforts	11	0	11	HIGH
DSA-2: Development Agreement Monitoring*	9	0	9	HIGH
BSPC-6: Front Counter / "One Stop Shop"/Public Response/Resident Inquiry (phone calls, emails, etc.)*	9	0	9	HIGH
DSA-1: Departmental Oversight, Leadership & Personnel Management*	10	-2	8	HIGH
PLN-8: Review Major Projects Occurring in Adjacent Jurisdictions for Impacts to Roseville	8	0	8	HIGH
CE-1: Nuisance Abatement/Health and Safety*	6	0	6	HIGH
DSA-3: Billing / Revenue Recovery / Financial Oversight*	5	0	5	HIGH
BSPC-3: Citywide Addressing & Land Base Management*	3	0	3	MEDIUM
BSPC-8: Complimentary Development Impact Fee Estimates	5	-3	2	MEDIUM
BSPC-5: Enterprise GIS*	2	0	2	MEDIUM
ENG-8: Support Long Range Planning / Development Project Review	3	-2	1	MEDIUM
BSPC-1: Mapping and Development Records Management	1	0	1	MEDIUM
BLDG-1: Plan Check* (cost recoverable)	1	0	1	MEDIUM
ENG-1: Improvement Plan / Subdivision Map Plan Check* (cost recoverable)	1	0	1	MEDIUM
PLN-1: Development Entitlement Processing / Environmental Review / Plan Check* (cost recoverable)	1	0	1	MEDIUM
PLN-3: Develop / Maintain General Plan, Specific Plans and Other Required Planning Documents* (cost recoverable if associated with development project)	1	0	1	MEDIUM
BLDG-2: Enhanced Plan Check Services (Expedited, Accelerated, 3rd party, Concurrent Review, Simple Tenant Improvement) (cost recoverable)	0	0	0	MEDIUM
BLDG-3: Inspections* (cost recoverable)	0	0	0	MEDIUM
BLDG-4: Outside Plan Check Contract Management* (cost recoverable)	0	0	0	MEDIUM

Development Services Department Services Ranking #2 – Results *Note: Services indicated by the Department as core services were marked with an asterisk at the committee's request to aid in the prioritization exercise*				
Service	**Highest Priority**	**Lowest Priority**	**Net Score and Ranking**	
ENG-2: Infrastructure Inspection Services* (cost recoverable)	0	0	0	MEDIUM
ENG-3: Professional Service Agreement Management (for Contracted Services)* (cost recoverable)	0	0	0	MEDIUM
ENG-4: Encroachment Permit Management* (cost recoverable)	0	0	0	MEDIUM
ENG-5: Traffic Impact Analysis / Planning / Mitigation* (cost recoverable)	0	0	0	MEDIUM
PLN-4: Zoning Ordinance Enforcement*	0	0	0	MEDIUM
PLN-2: Full Time Planner at Front Counter	2	-6	-4	MEDIUM
CE-3: Follow-Up with Complainants/Coordinate City Response	1	-5	-4	MEDIUM
DSA-4: Special Projects (e.g. 316 Vernon, CPAC, Conf. Center)	1	-7	-6	LOW
PLN-9: Complimentary Infill Development Project Meetings	3	-11	-8	LOW
ENG-7: Drainage Analysis/ Planning/Mitigation	1	-10	-9	LOW
DSA-6: Fee Dispute Resolution	0	-9	-9	LOW
DSA-5: Private Project Coordination / Development Ombudsman	2	-12	-10	LOW
BSPC-2: Custom Mapping for Public and City Departments	0	-11	-11	LOW
CE-2: Sign Enforcement	1	-14	-13	LOW
BSPC-7: Permit History Search / Plan Set Duplication Copyright Release Coordination	0	-15	-15	LOW

RECOMMENDATIONS Voting Results (from the CPAC Meeting of February 28, 2018)

dD1: Utilize the prioritization of services table to guide decision-making for the Development Services Department budget.

	Responses	
	Percent	**Count**
Unqualified "Yes"	64.71%	11
Acceptable; best current option	0.00%	0
Can live with it	29.41%	5
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dD2: Utilize part-time or contract employees where possible, to reduce pension and benefit costs.

	Responses	
	Percent	Count
Unqualified "Yes"	47.06%	8
Acceptable; best current option	23.53%	4
Can live with it	5.88%	1
Disagree but can live with it	5.88%	1
Disagree, more work needed	11.76%	2
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

dD3: Include operations and maintenance costs when calculating cost recovery.

	Responses	
	Percent	Count
Unqualified "Yes"	52.94%	9
Acceptable; best current option	29.41%	5
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	5.88%	1
Totals	**100%**	**17**

dD4: Ensure cost recovery rates keep pace with cost increases.

	Responses	
	Percent	Count
Unqualified "Yes"	70.59%	12
Acceptable; best current option	17.65%	3
Can live with it	5.88%	1
Disagree but can live with it	0.00%	0
Disagree, more work needed	5.88%	1
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

dD5: Continue to participate in regional planning and technical advisory committees.

	Responses	
	Percent	Count
Unqualified "Yes"	52.94%	9
Acceptable; best current option	29.41%	5
Can live with it	17.65%	3
Disagree but can live with it	0.00%	0
Disagree, more work needed	0.00%	0
Disagree, actively opposed	0.00%	0
Totals	**100%**	**17**

D. Fund Stabilization Recommendations

Throughout the CPAC process, members expressed a great deal of interest in ways to stabilize the general fund (i.e., create greater reliability) and enhance revenues. Some ideas related to programs and services of specific departments were suggested along the way before the Committee devoted an entire session to the topic. At its January 24 meeting, Jay Panzica, the City's Chief Financial Officer, provided a broad overview of the types of revenue enhancements – i.e., taxes and fees – that municipalities typically consider. As he explained, there are benefits and challenges to each of the options, and the City will have to get voter approval to implement any of them. The task for the CPAC then was to provide input into the City's consideration of the various options. The interest and acceptability of the revenue enhancement strategies were tested in an online survey administered in advance of the February 28th CPAC meeting. The results, along with Committee comments, are provided below.

ENGAGE ROSEVILLE

COMMUNITY PRIORITIES ADVISORY COMMITTEE
REVENUE OPTIONS SURVEY RESULTS

Q1. Please indicate your level of agreement with the statement: The City of Roseville should explore a range of options to stabilize the General Fund and enhance revenues as ways to minimize cuts to City services.

Q1: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	0	0%
2 – Disagree	0	0%
3 – Neutral	0	0%

4 – Agree	5	29%
5 – Strongly Agree	10	59%
I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

COMMENTS RE: EXPLORING REVENUE OPTIONS

The residents of the City of Roseville demand that reductions in services be explored prior to consideration of revenue enhancements. Through fourteen (14) meetings of the Community Priorities Advisory Committee, information regarding the costs of various services has been provided, but no specific reductions in service have been proposed. The process has instead focused on the relative values of the services provided, with no meaningful discussion of reductions in those services and the effect those reductions would have upon: (i) the budget of the City of Roseville; or (ii) the quality of life of the residents of Roseville.

Any discussion of revenue enhancements at this juncture is premature. Revenue enhancements may ultimately be required to close the budget shortfall, but it would be impossible, given the currently lack of analysis, to determine what portion of the projected budget shortfall can be closed through service reductions.

****
The way this question is phrased is concerning. "Enhance revenues as ways to minimize cuts to City services"" implies that there will still be services cut. Depending on the type of revenue, my answer to this question changes. If the revenue source is TAX, my answer is STRONGLY DISAGREE- since I don't expect any services to be minimized if there is a TAX.

The City should first demonstrate how proposed cuts, minimized services and fee increases to some services (i.e. parks and rec) impact the overall deficit. This has not been shared.

****
CPAC has not shown a strong preference to cut services in any meaningful way. Token reductions does not help the Council make decisions. The level of service from all of the departments we have heard from makes Roseville, Roseville and it is why people moved here in the first place. We lost a key component of the financing vision that was put in place years ago to ensure the Roseville could continue to provide a high level of service. It was a tax, the Utility Users Tax and it was key to Roseville fulfilling its vision. That tax was eliminated and for many reason was not pursued as the retail growth took off and the real estate market boomed. A return of the UUT is important to the residents of Roseville.

****
Raise fees/taxes to impact the wealthiest residents/businesses first, especially those who have benefited in recent economic times and from the excellent infrastructure and services the City provides.

****
The course we are on is not sustainable and will result in additional service reductions in future years. Now is the time to try to get ahead of this forthcoming and worsening problem. .

****

It is abundantly clear that there are short-term steps that can be taken to trim expenses in the next year or 2, however, the structural changes in the broader economy will place Roseville in a downward financial spiral without restructuring the sources of revenue. Dependence on sales taxes from the mall and automall will prove to be flat to declining while we are presently unable to replace fund balances that were drawn down in the last recession. There is a significant gap between funding and needs when one considers the true lifetime costs of employee benefits, facility & building maintenance needs, road and infrastructure maintenance, and the like.

****

No - there are room for improvements and modifications. Some may be small but collectively make a difference. Increasing revenue should not come first - reductions and modifications first. Painful as it is we need to modify our expectations.

****

After assimilating information from staff through very well prepared and detailed presentations regarding 5 departments in the city and follow up discussions in formal sessions with colleagues on CPAC I have developed a position regarding recommendations the committee should send forward to the city council.

At meeting #14 February 15, 2018, Derk Garcia outlined, in a brief report, the status of Roseville as a desirable place to live and why people move here. In that report it was clear the amenities Roseville offers are clearly a result of the "Full Service" philosophy maintained by the city council and embraced by the residents. The 5 departments presented to the committee a schedule of responsibilities and tasks. Each department listed the tasks from "essential to low priority". That being the case, under the full service philosophy, even low priority items are desired and expected by our residents.

In the beginning we were cautioned that our work was not to consider revenue generating solutions. That was an excellent caution as it placed cutting costs as the primary goal and a great deal of effort and resources were directed that way. Staff reports were detailed and complete. Subsequently answering follow up questions by the committee. The committee concluded it would be best not to eliminate any task or responsibility in its entirety but to select reductions in areas of low priority.

Meeting number #14 the committee was introduced once again to revenue generating possibilities which included taxes, fees, utility taxes, and other areas of revenue generation. We focused on sales tax and found that a revenue-generating 9.2 million dollars could be gained from as little as a 1⁄4% increase in a sales tax.

General Purpose Tax

- Cannot specify purpose for funds prior to the election
- Requires a 50% + 1 voter approval
- Money goes into the General Fund and is, therefore, more flexible in its usage
- Examples: – Sales Tax – TOT – UUT
- Election Timing:
  - Can only be put on ballot with a simple majority threshold during a regularly scheduled Municipal Election (only one exception)

  - Typically, because of its general nature, no defined constituency steps forward to advocate during a partisan campaign
  - This requires significant informational burden on the City from start to finish
  - City cannot support/object.
- General Purpose: Sales Tax
  - A growing number of cities are successfully using general purpose sales tax measures to maintain fiscal stability and meet quality of life needs
- A General Purpose Sales Tax has become the preferred mechanism since the 2008 recession – In November 2016, 51 of 59 General Purpose Sales Tax were enacted by local voters.
- Roseville has the lowest allowable rate in the state – Currently generates $52.4M
- 1⁄4% override would generate $9.2M annually
- 1⁄2% override would generate $19.6M annually. I strongly support a move to raise the general sales tax 1/4%.

****

What the City of Roseville is facing is a multi-year problem. Roseville is not alone; cities throughout California and the nation are facing fund imbalances as a result of a shift in the economy and increasing pension costs.

If the citizens and businesses of Roseville VALUE the quality of life they have this will require a broad based funding source to maintain.

Along with revenue stabilization, Roseville needs to explore options for different service models. Since the railroad established Roseville as a major interstate transportation hub and technology companies found Roseville provided attributes not found in the Bay Area, Roseville has been at the forefront of innovation.

We have the opportunity to retain the competitive advantage.

Q2. Please indicate your level of agreement with exploring a General Purpose Sales Tax as an option for increased revenues in the City of Roseville.

Q2: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	1	6%
3 – Neutral	1	6%
4 – Agree	5	29%
5 – Strongly Agree	6	35%
I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

COMMENTS RE: GENERAL PURPOSE SALES TAX

I like this option because it is incurred by a broad base (residents and nonresidents) who benefit from city services. Since our current sales tax rate is at the state minimum and many other cities have higher sales tax rates, it seems to be a good incremental step to increase revenue and keep Roseville competitive without adding a new type of tax that would require a more complex education campaign with voters.

****

This is an avenue that could/should be explored given our current sales tax is so low compared to other cities in region and state. consideration should be given that taxes are at or below neighboring city rates.

****

We should try and get this on the November 2018 ballot.

****

The merchants located within the City of Roseville (specifically including the Auto Mall and Galleria) have historically enjoyed an advantage over merchants located in adjacent jurisdictions due to the sales tax differential. Increasing the sales tax may ultimately reduce taxable sales, resulting in a diminution in sales tax revenues.

****

It's careless to explore a quick fix to tax every citizen to narrow the deficit problem. The committee has not received appropriate or enough information regarding very important expense data: personnel costs or detailed overhead costs. Every citizen is not using every service, and yet, they'll be taxed as if they did.

****

At the start of this process (the CPAC) we heard that sales tax revenue was declining because of the change in how people spend their money. Internet sales, and trading capital purchases for buying services were all the cause. Of the options available, absent a change in how the state allocates sales tax, this does not seem to be a stable revenue source.

****

A general sales tax or some combination of a special purpose tax and UUT.

****

Taxes aren't fun, but local taxes are better than state or federal.

****

I like the idea of a shared responsibility---tax applies fairly to anyone seeks services, retail in Roseville and meeting the 50%+1 threshold. Am concerned about the need of a future transportation sales tax and how that might raise it too high to be passed.

****

The track record in other cities is encouraging. If the figures cited are correct --51 of 59 General Purpose Sales Tax initiatives passed in November 2016--then Roseville stands a better and 50-50 chance for passage because Roseville is a city when people want the services they now have and seem willing to increase their taxes by modest amounts to continue those services.

****

As a tax importer, this is one of the least disagreeable options. It would be paid largely by those shopping in Roseville. By way of comparison, we have the lowest sales tax in the region (along with Rocklin).

****

So long as Roseville doesn't lose its competitive advantage in the Region, this is the type of broad based revenue source that allows us to retain the quality of life. With 60,000 people visiting or working in Roseville on a daily basis, services (e.g., police) are being provided to them as well as our citizens.

However, any increased revenue source must be coupled with a commitment to explore how to cost effectively provide services

If the public perceives that the sales tax is to enrich the City it is doomed.

The broadest base of funding is always better than a tax or fee on a few.

Q3: Please indicate your level of agreement with exploring a Special Purpose Sales Tax as an option for increased revenues in the City of Roseville.

Q3: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	5	29%
2 – Disagree	3	18%
3 – Neutral	1	6%
4 – Agree	3	18%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	3	18%
TOTALS	**17**	**100%**

COMMENTS RE: SPECIAL PURPOSE SALES TAX

It would depend on what the special purpose was. But overall, I would lean more towards the general purpose sales tax since the funds would be more flexible and could be used more efficiently.

****

We have been provided very little information regarding a Special Purpose Sales Tax, and have not analyzed the benefits and corresponding detriments associated therewith.

****

It's careless to explore a quick fix to tax every citizen to narrow the deficit problem. The committee has not received appropriate or enough information regarding very important expense data: personnel costs or detailed overhead costs. Every citizen is not using every service, and yet, they'll be taxed as if they did.

****

The 2/3rds requirement for passage makes this a very hard sell.

****

Coupled with a UUT, I think this would be a good option. Some burden on the residents while also leveraging revenue from non-resident shoppers. A tax supporting parks and/or libraries would probably be most worthwhile.

****

I have concerns about getting the 2/3 vote to pass.

****

In this city, Parks are funded two ways: General Fund or a Special District tax. Those parks with funding from the General Fund have had maintenance reduced, or the parks have not been completed because of the shortfall of General Fund money. Therefore, I strongly favor asking the people in those General Fund park areas to vote in a Special District tax to being their parks to a satisfactory conclusion. I am wondering if the same can be done for our libraries, or if there is a way to add libraries into the mix for the voters' approval. If libraries and parks could be added together, it seems that the chances for success would be greater.

****

No, if going to raise sales tax what would be that special project? We have multiple department and activities that need help.

****

Many homeowners, especially those who have bought homes in the new areas of Roseville will feel they are paying twice of the same park, library, etc.

Q4: Please indicate your level of agreement with exploring a Parcel Tax as an option for increased revenues in the City of Roseville.

Q4: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	3	18%
2 – Disagree	6	35%
3 – Neutral	3	18%
4 – Agree	1	6%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	2	12%
TOTALS	**17**	**100%**

COMMENTS RE: PARCEL TAX

Too narrow a base of payers

****

We have been provided very little information regarding a Parcel Tax, and have not analyzed the benefits and corresponding detriments associated therewith.

****

It's careless to explore a quick fix to tax every citizen to narrow the deficit problem. There committee has not received appropriate or enough information regarding very important expense data: personnel costs or detailed overhead costs. Every citizen is not using every service, and yet, they'll be taxed as if they did.

****

Not likely to generate enough revenue to make it worth the cost to secure its passage.

****

I think it penalizes homeownership. Need to have a broader base of taxpayers.

****

This is a tax that I think residents will rebel against and not pass. It sounds too much like a property tax measure and voters are generally against raising their property taxes. Proposition 13 remains as a yardstick for many residents and it would be counterproductive and harmful to the passage of other

measure already mentioned, to try to do this one as well. Putting this one before voters might cause all of the issues to fail.

****

Not a great source of revenue.

Q5: Please indicate your level of agreement with exploring an increase in the Transient Occupancy Tax as an option for increased revenues in the City of Roseville.

Q5: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	2	12%
3 – Neutral	3	18%
4 – Agree	7	41%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	1	6%
TOTALS	**17**	**100%**

COMMENTS RE: TRANSIENT OCCUPANCY TAX (TOT)

I think a small increase could be possible. Our location, hotel quality and room price are what draws people to select lodging accommodations. I would not expect an increase in the TOT to factor in at all. Often people won't even know the tax amount until after their reservation is booked and/or paid. This is a way to share costs with nonresidents who benefit from city services.

****

Explore viability, yes. Not sure if there is room for much increase in staying competitive because of Placer County Tourism fees.

****

We should look into this but make sure we are not higher than surrounding cities.

****

During his recent presentation, Jay Panzica indicated the rate currently assessed by the City of Roseville (6%), coupled with the rate self-assessed by hoteliers through Placer Valley Tourism (6%) equals the rate assessed by neighboring jurisdictions. Increasing the Transient Occupancy Tax would require a corresponding reduction in the assessments paid to, and the activities conducted by, Placer Valley Tourism. Given the benefits provided by Placer Valley Tourism (specifically including the recent renovation of the Placer County Fairgrounds), adjustments in this area should be avoided.

****

Since this tax doesn't impact citizens it should be renegotiated with PVT. The reason offered (tax and assessment already increased by PVT and housed by them) seems short sided [sic].The TOT should have been explored in alignment with City needs rather than serving recreational tourism ONLY. What a mistake to have given this opportunity away if it could help improve the assets in the general fund. How can the City explore getting these funds returned?

****

Residents do not seem to understand what a TOT is, having been involved in the two prior efforts to pass an increase. Even though it is charged to visitors, the residents do not seem to appreciate this. Also, hotel nights will fluctuate with the economic conditions, I think there are better, more stable options.

****

Only in favor if we remain competitive with similar destinations.

****

Somewhat but not too much in a way that we are higher than surrounding jurisdictions. Be reasonable about TOT and not a bunch of Marxist loot-mongers like they are in San Francisco.

****

I think we're as high as we can get here and anything higher could hurt our tourism.

****

The thing that makes this appealing, is that it is paid by visitors to our city, and so our own residents would likely not object, especially if the information about where this money would be used is something that most residents would approve. Our rate is 6%, one of the lowest. I think we could easily boost that to somewhere between 8 and 10%, as most who rent hotel rooms do not notice there is a TOT involved, they just assume it is there and pay it. This tax strongly improves the services within our city that encourage non-residents to visit our city, such things as swimming and softball meets held on a regional or statewide level. Let's take advantage of those who want to come here to enjoy what we offer.

****

Paid completely by visitors. Most areas of CA are much higher as are cities that I travel to such as Phoenix, Las Vegas, and D.C.

****

Not a significant source of revenue. It would make Roseville less competitive since it would have to be increased above 12%.

Q6: Please indicate your level of agreement with exploring a Utility User Tax as an option for increased revenues in the City of Roseville.

Q6: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	2	12%
2 – Disagree	0	0%
3 – Neutral	1	6%
4 – Agree	5	29%
5 – Strongly Agree	6	35%
I do not have enough information to form an opinion as yet.	3	18%
TOTALS	**17**	**100%**

COMMENTS RE: USER UTILITY TAX (UUT)

I would tend to lean against, but really need more info on this. I will say that just because something is a stable base for long term revenue does not mean it should be taxed.

****

It seems consistent with original city plan for income structure. Re-implementing a Utility Tax would be more restorative than new income stream.

****

I think the sales tax is the way to go but we could look into bringing back this tax.

****

We have been provided very little information regarding a Utility User Tax, and have not analyzed the benefits and corresponding detriments associated therewith.

****

It's careless to explore a quick fix to tax every citizen to narrow the deficit problem. There committee has not received appropriate or enough information regarding very important expense data: personnel costs or detailed overhead costs. Every citizen is not using every service, and yet, they'll be taxed as if they did.

****

It was a tax we had before, it is not new, but a return to what was key to the service vision for the Roseville community. Utility use by and large does not fluctuate greatly with the economic conditions and therefore should be more stable. Newer housing (2016 and beyond) will have increasingly lower energy usage, but the vast majority of housing in Roseville is pre-2013. While some will opt for solar, it

will not be a large segment of the population as Roseville Electric rates are low enough where solar really does not pencil. Also, since the termination of the UUT in the early 2000's there are new sources of revenue (cellular service, internet service) that will likely offset any energy efficiency reductions.

****

Coupled with a special purpose tax, yes.

****

Agreed, but let's do it in such a way that Phil Ozenick can't sue the City again.

****

I think that has the highest potential of passing. Not sure we tax every utility--I think we need to research/poll what would be best services to tax.

****

We had a 5% UUT, but it was voted out. If we were to propose bringing this tax back, would the immediate opposition be that it was voted out and should not be brought back? Would the city be taking on a losing idea? It does generate a fair amount of money and that would be a reason to have such a tax, so I am in favor, but worried about how the community would react to bring back what they voted out. Question: was it voted out just be the city council or was this a city-wide vote to eliminate it? That could make a difference. If the council voted it out, residents might not feel as opposed.

****

This is the most significant option and the best choice. As our economy moves from one of "owing things" to "sharing" and or "streaming", there must be a way for the City to obtain revenue from this shifting in the economic ecosystem. Self-driving cars (meaning a family may need only 1 or 2 rather than 2 or 3), Air BNB, streaming video entertainment, etc. These can all be taxed through a UUT and it is both fair and predictable for the City.

This is a MUST.

****

I support this for long term solution.

****

Qualifies as a broad-based funding source.

Q7: Please indicate your level of agreement with exploring a Community Facilities District Tax as an option for increased revenues in the City of Roseville.

Q7: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	3	18%
2 – Disagree	3	18%
3 – Neutral	2	12%
4 – Agree	3	18%
5 – Strongly Agree	2	12%
I do not have enough information to form an opinion as yet.	4	24%
TOTALS	**17**	**100%**

COMMENTS RE: USER UTILITY TAX (UUT)

The presentation made this option sound unlikely making the work to attempt it less "bang for the buck".

****

We have been provided very little information regarding a Community Facilities District Tax, and have not analyzed the benefits and corresponding detriments associated therewith.

****

It's careless to explore a quick fix to tax every citizen to narrow the deficit problem. There committee has not received appropriate or enough information regarding very important expense data: personnel costs or detailed overhead costs. Every citizen is not using every service, and yet, they'll be taxed as if they did.

****

This may be an option, however CFD's have a negative connotation for many, particularly in new areas of town. I also believe that since a list of authorized facilities is required, that it will require a 2/3rds vote.

****

Too many challenges with this.

****

I am strongly in favor of such a tax, because it provides a stable fund for parks and other services, that funding not dependent upon the General Fund. I think, as stated before, that the city should consider such a district for those park areas that are not General fund.

****

Already exist in newer parts of Roseville.

Q8: Please indicate your level of agreement with exploring a First Responder Fee as an option for increased revenues in the City of Roseville.

Q8: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	11	65%
2 – Disagree	2	12%
3 – Neutral	4	24%
4 – Agree	0	0%
5 – Strongly Agree	0	0%
I do not have enough information to form an opinion as yet.	0	0%
TOTALS	**17**	**100%**

COMMENTS RE: FIRST RESPONDER FEE

Generally people know there's an ambulance fee when there is transportation to a hospital. They might be surprised by the price but they know it's not free.

If we had this fee, I think it shouldn't be charged for the first visit. Maybe the first three responses a year not requiring transportation to the emergency room are free. Each of these responses includes a written follow up showing the fee schedule. Then have the next responses at half the ambulance transportation fee or some other amount.

The fact that a first responder fee is on the list makes me think that the fire department isn't the right department to provide medical response. Our 911 service does a great job of deciding whether to send police or fire department. Providing training to triage between police, fire, and ambulance for the 911 employees is a part of a change in service model. Negotiating levels of service, response times, level of training with the ambulance service is also key to success.

****
This seems to be part of basic and essential city services, so I would prefer not create a new fee to offset the costs.

****

Would prefer not to pay additional fees for this service and much prefer an increase to the sales tax.

****

Recovery of costs associated with services provided at the request of, and in the discretion of the taxpayer are appropriate. First responder fees would operate as a disincentive to requests for assistance

that are not discretionary. Police calls should not be subject to a first responder fee, as those calls are almost always associated with an emergency. Fire Department calls that are of a medical nature and are not associated with an emergency are cause for concern. Rather than impose a fee, the Fire Department should focus on fire calls and allow medical calls to be handled by an outsider provider such as AMR.

****

Terrible idea.

Why aren't we surveyed about all the other service fee ideas generated (i.e. recreational services)? It seems unusual to have one specific fee addressed but no others that were generated in the discussions.

****

I feel the message is wrong and it charges for a service most people believe they are already paying for in the property taxes. I appreciate the ACM's memo; however, I would imagine that the collection would be handled by an outside firm, and while the City may want it to be compassionate, I could see how easily one could find themselves being pursued for the amount not covered by insurance.

****

A small fee seems reasonable, but if it deters residents from calling for help when they need it, it's probably not worth it.

****

Strongly disagree. This only ends poorly for the City. You are going to get a single mother of six from Citrus Heights who loses all her kids in an accident, then gets a bill from the City. Good luck with your fee, in that case.

****

I was initially in favor of learning more---but after discussion, I am not sure this is the right move for our city.

****

People have become dependent upon knowing that if something happens to them, there will be a life saving response that is a free service to them....a critical service to them. A First Responder Fee will make some fee less inclined to seek help and those who oppose such a fee will say it is a fee that will cause some to lose their lives. Let's not make people hate our first responders.

****

Have seen it done back East. Not a popular option and very difficult to collect.

****

For what kind of service call? What classifications?

****

Double taxation. There is firefighter/paramedic on the engine. A contract with AMR.

Re-polling of First Responder Fee (completed on March 13, 2018):

Q8: Please indicate your level of agreement with exploring a First Responder Fee as an option for increased revenues in the City of Roseville.

Q8: Level of Agreement	# of Votes	% of Total
1 – Strongly Disagree	7	35%
2 – Disagree	4	20%
3 – Neutral	3	15%
4 – Agree	2	10%
5 – Strongly Agree	3	15%
I do not have enough information to form an opinion as yet.	1	5%
TOTALS	**20**	**100%**

ADDITIONAL COMMENTS

- Horrible idea that will only backfire.
- I absolutely disagree with charging people for the core purpose of government. The city subsidizes a lot of services that are not essential core services. No one should have to think about if they can afford calling 911. While staff said their intent is to only bill insurance, it's important to know that these costs to insurance are not free - they will raise the insurance rates for everyone in the city. Also, today's intent may not be followed by future councils and administrations.
- This is a non-starter. Talk about kicking someone when they're down. Call 911 for help in an emergency, get a bill. If folks think that this fee is just passed on to insurance companies, get a clue. The end user always ends up paying one way or another.

Q9: Please provide any suggestions for other General Fund stabilization or revenue enhancement strategies.

It would seem a combination of additional budget reductions and some revenue increases is the most effective way to deal with the budget shortfalls we have been and will continue to experience. However, long term personnel costs including pension expenses, need to be addressed for overall city fiscal health.

****

Given current financial climate and future sales tax and income trends, Roseville's ability to stay within a balanced budget may require aggressive measures in many directions: reducing costs, eliminating some services or portions of services, outsourcing where possible, streamlining processes, increasing volunteer and intern labor, trimming hard costs within most/all departments. Even though it has been pointed out that the elimination of all identified "low priority" items would be such a small amount of savings when considering the shortfall, tightening belts before considering necessary new income sources exercises prudence.

****

Besides a sales tax increase we should look at additional ways to minimize the City's contribution to CalPERS.

****

The parties ultimately resolving these issues should: (i) make a preliminary allocation of the projected budget shortfall among the various departments; (ii) inquire of each department what service reductions would result from the proposed spending reductions; (iii) make reasonable adjustments, based upon the information received from the respective departments, to the allocations among the departments; and (iv) determine whether the resulting reductions in service would be acceptable to the residents of Roseville. To the extent the acceptable service reductions are insufficient to resolve the budget shortfall, revenue enhancements should then be considered in an amount sufficient to eliminate remaining shortfall.

****

First, determine how the proposed priorities and fee increases proposed over the last 16 meetings impact the deficit. There is not enough information and to have a brief and RUSHED discussion regarding taxes is irresponsible.

A tax increase deserves intentional thought from the committee just as the prioritization activities received. This hasty discussion insults the intellect of the volunteers who have devoted hours and hours of their valuable time reviewing voluminous data points. The NEW information about taxes appears to be a premeditated and a surprising solution to hurry and close the discussion due to the approaching timeline.

It's not surprising to see a human resources and fund management problem "solved" by suggesting a fix that prevents having the difficult conversations of reducing staff and services. Management and

leadership is not about making popular decisions, it's about making tough decisions. No one likes to reduce staff; no manager likes to have difficult conversations.

The City management is compensated well and is expected to make the tough decisions; it's their responsibility and I expect them to come up with additional appropriate fund stabilization and revenue enhancement strategies and make the necessary human resource decisions.

****

Should the Council decide to put a tax/fee on the ballot, I would hope they would also direct staff to review operations and benefits so that residents see that the City is taking care of its own house at the same time they are asking for additional revenue to maintain services.

****

I think it must be combination of less spending/finding efficiencies along with considering a revenue generator, like a tax.

****

I strongly believe that there are areas within the budget we have reviewed that could stand some cutting and trimming, and that should happen, because if this CPAC group or the City Council just say we need to tax more, without trimming, the psychological effect will be on the side of accusations of a money grab by the city, not just a well measured and thoughtful plan of some trimming and some taxes to maintain best services.

****

Make modifications and lean out, use private sector utilization in projects to hire the least amount of people required, our unfunded liabilities in retirement are of great concern.

****

Consult with the California League of Cities and Municipal Finance Officials

end

APPENDIX A – COMMITTEE MEETING MATERIALS AND INFORMATION INDEX

(Available for download at www.engageroseville.com)

General Information and Miscellaneous Correspondence

- City Council Staff Report – Engage Roseville and Formation of CPAC
- CPAC Member and Alternate Attendance Record
- General City Overview - Presentation by City Manager Rob Jensen
- Overview of City Finances - Presentation by Chief Financial Officer Jay Panzica
- Revenue Options - Presentation by Chief Financial Officer Jay Panzica
- General Fund Infographic
- Fiscal Year 2018 City Manager Budget Message
- Consolidated Emails Received from Residents
- Flashvote #1 Results – General Questions
- Meeting Summary – July 12, 2017
- Meeting Summary – July 26, 2017
- Meeting Summary - January 24, 2018
- Meeting Summary – February 15, 2018
- Meeting Summary – February 28, 2018
- Meeting Summary – March 14, 2018
- General Fund Staffing Levels – Memorandum from Assistant City Manager Dominick Casey
- Response to Questions Submitted Subsequent to July 26, 2017 Meeting – August 7, 2017 Memorandum from Jay Panzica
- Response to Additional Committee Questions – August 23, 2017 Memorandum from Jay Panzica
- Development of Committee Recommendations – January 10, 2018 Memorandum from Facilitator Lou Hexter
- Preliminary Value Statements – January 24, 2018 Memorandum from Development Services Manager Mike Isom
- Fire Operational Study Recommendation – November 6, 2017 Memorandum from Dominick Casey
- First Responder Fee Information – February 14, 2018 Memorandum from Dominick Casey
- School Resource Officers – September 14, 2017 Letter from RJUSHD Superintendent Ron Severson
- City Volunteer Program Information – November 6, 2017 Memorandum from Dominick Casey
- Balancing Act Budget Tool Variables
- Consolidated Committee Survey Comments – February 1, 2018 Memorandum from Lou Hexter
- Revenue Options Survey Results
- Statewide Sales and Use Tax Rate Information
- Re-polling of Select Recommendations – March 14, 2018 Memorandum from Lou Hexter

Public Works Department Information and Materials

- White Paper
- FY2018 Budget Narrative
- Department Presentation
- Alternative Transportation Work Program Cost and Options
- Alternative Transportation Funding Snapshot
- Services Prioritization Matrix
- Discretionary Service Reduction Matrix
- Responses to Committee Questions
- Flashvote Results
- August 9, 2017 Meeting Summary
- August 23, 2017 Meeting Summary

Police Department Information and Materials

- White Paper
- FY2018 Budget Narrative
- Department Presentation
- Services Prioritization Matrix
- Responses to Committee Questions
- Flashvote Results
- September 13, 2017 Meeting Results
- September 27, 2017 Meeting Results

Fire Department Information and Materials

- White Paper
- FY2018 Budget Narrative
- Department Presentation
- Services Prioritization Matrix
- Fire Shift Schedule Information – October 18, 2017 Memorandum from Dominick Casey
- Responses to Committee Questions
- Flashvote Results
- October 11, 2017 Meeting Summary
- October 25, 2017 Meeting Summary

Parks Recreation & Libraries Information and Materials

- White Paper
- FY2018 Budget Narrative
- Department Presentation
- Services Prioritization Matrix
- Service Reduction Options
- Pricing Policy
- Responses to Committee Questions
- Resident Feedback
- Letter from Blue Line Gallery
- Maidu Museum – Resident Feedback
- Roseville Historical Society Information – December 29, 2017 Memorandum from RHS President Christina Richter
- November 15, 2017 Letter from Roseville Senior Commission
- Flashvote Results
- November 11, 2017 Meeting Summary
- November 29, 2017 Meeting Summary

Development Services Department Information and Materials

- White Paper
- FY2018 Budget Narrative
- Department Presentation
- Services Prioritization Matrix
- Annual Work Program
- Development Impact Fee Comparative Analysis
- Responses to Committee Questions
- December 13, 2017 Meeting Summary
- January 10, 2018 Meeting Summary
- FlashVote Results

EngageROSEVILLE

A Community Conversation about Priorities

EngageROSEVILLE

Purpose

- April 2017 – Council direction to proceed with Engage Roseville
- Purpose: educate residents about shifts in consumer habits, fiscal trends, cost control measures already implemented, and receive input on most valued services
- Directed to complete effort by March 2018 to inform FY2018-19 budget

Fiscal Trends

- City's fiscal position improving, but expenses growing faster than revenues
- Service levels kept high by deferring capital improvements and maintenance, lowering or deferring payments to key funds
- Lost ground to be regained
- Shifting legislative and regulatory environment adds unfunded mandates, cost to City

Fiscal Trends

- City borrowed from reserves during recession to maintain service levels
- Revenues equaled in expenses in FY2016-17
- Expenses exceeded revenues in FY2017-18 by $2 million, requiring reductions in service
- Expenses expected to exceed revenues by another $2 million in FY2018-19
- Defers maintenance / underfunds liabilities
- Maintain current levels of service, fully fund long-term liabilities + deferred maintenance = $10+ MM structural deficit per year
- Fiscally unsustainable

CITY COUNCIL

Community Priorities Advisory Committee

- 20 members:
  - At-large community members (13)
  - Planning Commission (1)
  - Parks & Recreation Commission (1)
  - Transportation Commission (1)
  - School Districts - RCSD & RJUHSD (1 each)
  - Roseville Chamber of Commerce (1)
  - Building Industry Association (1)
  - At-large alternates (2)
- Focus on Police, Fire, Parks Recreation & Libraries, Public Works, and Development Services

CPAC Charge

- Develop common understanding of municipal finances and budgeting
- Prioritize expectations for services provided by the “big five” general fund departments
- Review constraints associated with continued delivery of services at current or increased levels
- Work in good faith to achieve consensus with options and recommendations

CPAC – Schedule and Process

- CPAC meetings – July 2017 to March 2018
- Streamed live, replayed on govt. access TV, on demand viewing
- Nine months, 16 meetings

CPAC –Process

- In-depth department information & presentations
- Prioritization exercises – high/low priority
- Overarching value statements
- Department-specific recommendations
- Electronic voting used to record level of agreement for each recommendation
- Six levels of agreement scale
- Final recommendations report level of support:
  - 10 – “unequivocal support”
  - 5 – “can live with it”
  - 2 – “actively oppose”

CPAC – Overarching Value Statements

- Seek to reduce rather than eliminate services
- Prioritize efficient public safety as the cornerstone of City services
- Maintain Roseville's competitive edge in the region with desirable neighborhoods (schools, parks, open spaces) and a business-friendly environment
- Maximize flexibility in staffing levels
- Generally, avoid subsidizing services the private sector can provide

CPAC – Overarching Value Statements

- Seek opportunities for increased cost recovery for all City services, where applicable and appropriate
- Utilize technology and automation where possible to increase efficiencies and reduce costs
- Recruit, train and deploy volunteers where appropriate
- Pursue fund stabilization/revenue enhancement strategies to preserve Roseville's quality of life

Public Works Department Priorities

High Priority Services (in order of net score)

ITS (Intelligent Transportation System) Operations
Asphalt remove/replace, patching and crack sealing
Street Drainage Issues
Maintain underground drainage systems
Emergency support for Police and Fire
Capital Improvement Project Management
Pavement management program
Floodplain Management
Graffiti abatement
Traffic Incident Management
Sidewalk repair and trip hazard removal
Fall leaf pickup program

Public Works Department Priorities

Low Priority Services (in order of net score)

Review of Traffic Control Plans
Presentations to outside groups
Placer County Flood Control District Membership
Special events traffic control implementation
FEMA's Community Rating System
Update Speed Limits
Special Event Assistance

FlashVote

- Most important services in Streets, Sidewalks and Stormwater section (pick up to three):
  - 89% - Pavement maintenance
  - 67% - Drainage system & flood wall maintenance
  - 44.7% - Weed abatement and sidewalk maintenance (tied)
- Traffic-related services section (pick up to three)
  - 68% - Traffic sign & street markings
  - 64% - Roadway improvement project mgmt.
  - 60% - traffic management requests

Engage Roseville – Common Themes

- Roseville is a unique community
- Services are highly valued
- Reluctance to reduce or eliminate services
- Identify more cost-effective Fire response model
- Code enforcement important
- Desire for Police social services programs / homeless issues
- Representation in regional planning efforts
- Youth programs highly valued, special events (eg fun runs) lower priority
- Crime suppression highly valued, public safety outreach lower priority by comparison
- Roadway maintenance and floodplain management important, CRS Class 1 rating less important
- Favor raising fees and taxes vs eliminating services

Council Direction

- Consider all EngageRoseville input received in developing the FY2018-19 budget
- Immediately conduct further research of revenue strategies – including public opinion polling

TRANSPORTATION COMMISSION COMMUNICATION

Title: Short Range Transit Plan Update - Alternatives
Contact:

Meeting Date: 4/17/2018
Item #: 6.2.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - Roseville Transit Survey Memo

Attachment 2 - PCTPA Board Meeting Report

Attachment 3 - PowerPoint Presentation

Transportation Commission Meeting
April 17, 2018 – 7:00 p.m.
Special Presentations/Reports

Item 7b. Short Range Transit Plan Update - Alternatives

Staff Mike Dour, Alternative Transportation Manager
David Melko, Senior Transportation Planner, PCTPA

Recommendation

Staff recommends that the Transportation Commission:

1. Accept the report from the Placer County Transportation Planning Agency (PCTPA) regarding alternatives to be considered in the Short Range Transit Plan (SRTP) Updates for Roseville Transit;
2. Accept public comments, and;
3. Provide comments.

Background

As previously reported to the Transportation Commission, PCTPA is in the process of updating the Roseville Transit SRTP. Concurrently, PCTPA is updating the SRTPs for Auburn Transit, Placer County Transit, and the Western Placer Consolidated Transportation Services Agency (WPCTSA). The project team, which includes LSC Transportation as a consultant to PCTPA, has conducted initial public outreach in an effort to analyze existing conditions. The results of these efforts are provided as Attachment 1. Based upon this analysis, LSC and PCTPA, in consultation with Roseville staff, have identified alternatives to be further analyzed as part of the SRTP Update process.

Discussion

This agenda item is being held as a workshop to provide an opportunity for public comment and Transportation Commission feedback on various transit service, capital infrastructure, financial, and institutional alternatives currently under consideration in the development of the SRTPs. To set the stage for the workshop, LSC Transportation will providing the Transportation Commission an overview of the SRTP effort to date. The commentary from this workshop will be incorporated into the draft SRTPs to be presented to the Transportation Commission and City Council at future meetings.

This is one of several workshops PCTPA is conducting. The first workshop was conducted before the PCTPA Board on April 11, 2018 (see Attachment 2, the staff report for that meeting). PCTPA will also be presenting this information at the Placer Collaborative Network meeting at Maidu Community Center in Roseville on April 19 (9:30a.m. - 12:30 p.m.).

Attachment(s):

1. Roseville Transit Survey Memo
2. PCTPA Board Meeting Report
3. Powerpoint Presentation

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY

MEMORANDUM

TO: **Board of Directors** **DATE: March 27, 2018**

FROM: **David Melko, Senior Transportation Planner**

SUBJECT: **PUBLIC WORKSHOP: TRANSIT OPERATOR SHORT RANGE TRANSIT PLANS ALTERNATIVES**

ACTION REQUESTED

Conduct a public workshop to discuss alternatives under consideration for Auburn Transit, Placer County Transit, Roseville Transit and the Western Placer Consolidated Transportation Services Agency (WPCTSA) Short Range Transit Plans, and to obtain public comments and Board direction.

BACKGROUND

The Short-Range Transit Plan (SRTP) is a planning document that presents the steps each transit operator will take over the next seven years to improve services and address operational and capital infrastructure needs, and identify the revenues required to accomplish plan recommendations.

The existing SRTPs for Auburn Transit, Placer County Transit, Roseville Transit and the WPCTSA were adopted in 2011. With updates due in 2018, PCTPA contracted with LSC Transportation to prepare new plans for each of our transit operators. Each plan is being developed concurrently, which provides the opportunity to maximize coordination and efficiencies, and position the transit services for future success.

Placer County is continuing to grow and how people get around has changed since 2011. Through this update process, we will review countywide demographics, evaluate current conditions and past performance, reach out to the public, update current goals, objectives and performance standards, analyze the demand for new transit service alternatives, identify operating, maintenance and capital infrastructure needs and costs, assess the financial capacity to carry out plan recommendations, and produce an implementation plan for future services.

The SRTP also serves as a tool to assist PCTPA to evaluate and monitor performance, and to address future unmet transit needs. Likewise, the plans serve as the primary justification for receipt of federal and State funds for transit operations and capital infrastructure projects.

DISCUSSION

PCTPA is conducting this workshop to provide an opportunity for both public comment and Board direction on various transit service, capital infrastructure, financial, and institutional alternatives currently under consideration in the development of the SRTPs. To set the stage for the workshop, LSC Transportation will providing the Board an overview of the SRTP effort to date.

The commentary from this workshop will be incorporated into the draft SRTPs to be presented at your May Board meeting. With the additional input on the draft plans, staff will return in June for Board action on the final SRTPs. The TAC concurs with this approach.

Roseville Transit Survey Memorandum

Prepared for the

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

Placer County Transportation Planning Agency

TRANSPORTATION CONSULTANTS, INC.

CITY OF ROSEVILLE CALIFORNIA

Roseville Transit On-Board Survey Results

OVERVIEW

LSC Transportation Consultants conducted on-board surveys on Roseville's fixed-route transit system and commuter routes between Tuesday, November 7 and Friday, December 15, 2017, including one Saturday on December 9. The team surveyed each weekday run once during this time period and surveyed half of the Saturday runs, administering bilingual passenger surveys (English and Spanish), collecting boarding and alighting counts by stop, and conducting travel time-checks at specific stops. Surveyors were instructed to ask all passengers boarding the bus to take a survey. LSC hired surveyors through a local staffing firm, and all surveyors participated in a one-hour training where they were instructed in survey techniques and given an overview of the survey purpose. Six hundred and twenty-five individual responses were collected over the course of the survey period.

LSC also provided drivers of Roseville's Dial-A-Ride service with surveys and asked them to distribute the surveys to passengers. Twenty-nine individual Dial-A-Ride surveys were collected on December 15. These surveys are summarized separately at the end of this memo.

The key goals of the transit surveys were to identify ridership trends, rider satisfaction and needs, performance data, and a demographic profile of riders. Roseville previously conducted on-board surveys on its fixed-route, local service in October of 2010 as part of its last Short-Range Transit Plan. In the summary of results below, some comparisons are made with this earlier data set where applicable.

BOARDING AND ALIGHTING DATA BY STOP

Ridership by Route by Run

Surveyors tracked boarding and alighting by stop, and summed the totals to generate total riders by run. These totals were then compared to the average daily ridership in 2016-2017 to yield an average daily ridership factor. Boarding and alightings by stop were then multiplied by this factor so that the average boardings by stop and maximum passenger loads would be representative of the system's overall average. Tables 1 and 2 and Figure 1 below illustrate the calculated ridership by route. The following runs have relatively high average boardings:

- Route A: 11:00 AM run – 17 passengers, and 12 passengers on the 8:00 AM, 9:00 AM 1:00 PM and 3:00 PM runs
- Route B: 12:30 PM and 2:30 PM runs – 12 passengers.
- Route M: 1:30 PM run – 20 passengers.
- Route R: 7:30 AM and 4:00 PM runs – 16 passengers.
- PM Commuter: 3:30 PM – 46 passengers; and 3:50 PM – 42 passengers.

Table 1: Observed Weekday Roseville Local Route Ridership by Route by Run

Half Hour Start Time	Route								Total
	A	B[1]	D[2]	CGFE	L	M	R[3]	S[4]	
6:00 AM	4	1							5
6:30 AM	2	4	2	6	3	1			18
7:00 AM	7	3							10
7:30 AM	7	7	6		2	10	16	2	49
8:00 AM	12	6							17
8:30 AM	4	8	8	6	6	9	5	4	50
9:00 AM	12	8							20
9:30 AM	9	6	8		6	6			35
10:00 AM	7	9							15
10:30 AM	4	7	7	6	3	5			32
11:00 AM	17	11						3	31
11:30 AM	5	6	5		4	8		4	33
12:00 PM	9	4							13
12:30 PM	7	12	3	7	11	8		5	51
1:00 PM	12	3							15
1:30 PM	6	10	1		5	20		2	44
2:00 PM	10	5							15
2:30 PM	7	12	9	6	7	8			50
3:00 PM	12	9							21
3:30 PM	5	5	5		7	9			31
4:00 PM	3	6					16	2	28
4:30 PM	10	5	4	2	5	6	1		33
5:00 PM	4	11						0	15
5:30 PM	4	5	5		4	6			23
6:00 PM	4	1							5
6:30 PM		4		0		2			6
7:00 PM	3								3
7:30 PM		2				3			5
8:00 PM	1								1
8:30 PM		6				1			7
9:00 PM	1								1
Total by Hour									
5:00 AM									
6:00 AM	6	5	2	6	3	1			22
7:00 AM	13	10	6		2	10	16	2	59
8:00 AM	15	14	8	6	6	9	5	4	67
9:00 AM	21	14	8		6	6			55
10:00 AM	11	16	7	6	3	5			47
11:00 AM	22	17	5		4	8		7	64
12:00 PM	15	16	3	7	11	8		5	64
1:00 PM	18	13	1		5	20		2	60
2:00 PM	16	17	9	6	7	8			64
3:00 PM	17	14	5		7	9			52
4:00 PM	12	11	4	2	5	6	17	2	60
5:00 PM	8	16	5		4	6		0	38
6:00 PM	4	5		0	0	2			11
7:00 PM	3	2				3			8
8:00 PM	1	6				1			8
9:00 PM	1								1
Daily Total	**184**	**176**	**62**	**34**	**62**	**101**	**38**	**21**	**679**

Note 1: Run start times are 10 minutes later than the half hourly start time.
Note 2: Run start times are 10 minutes earlier than the half hourly start time.
Note 3: Run start times are 7:30, 8:15, 3:53 and 4:38
Note 4: Run start times are 5 minutes later than the half hourly start time. The 5:00 run start time is 5:10.
Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 2: Average Weekday Ridership by Route by Run - Commuter Routes

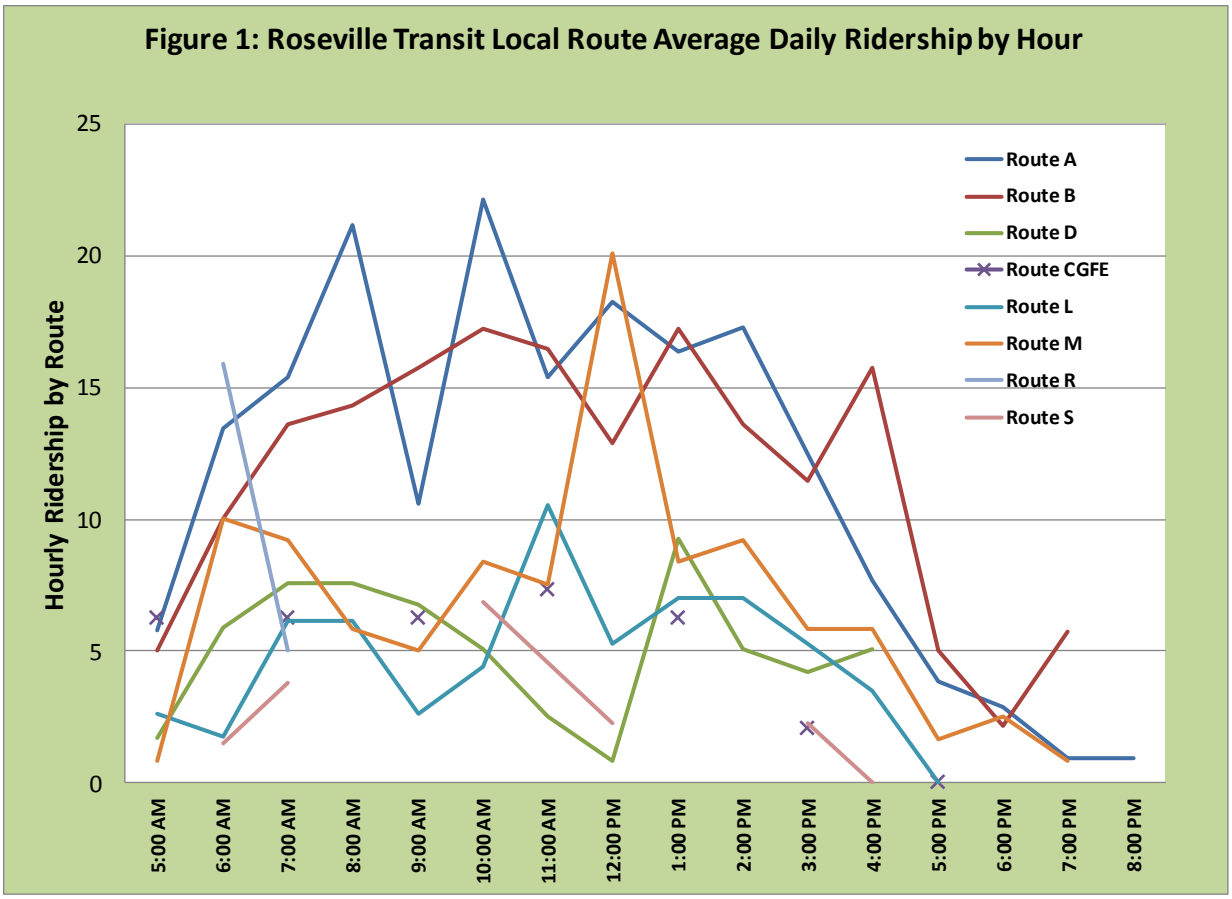
AM Runs			PM Runs		
Route #	Start Time	Ridership	Route #	Start Time	Ridership
AM - 1	5:10 AM	10	PM - 1	3:25 PM	18
AM - 2	5:35 AM	24	PM - 2	3:30 PM	46
AM - 3	6:00 AM	21	PM - 3	3:40 PM	28
AM - 4	6:00 AM	28	PM - 4	3:50 PM	42
AM - 5	6:40 AM	23	PM - 5	3:55 PM	24
AM - 6	6:45 AM	28	PM - 6	4:05 PM	20
AM - 7	6:50 AM	13	PM - 7	3:50 (Rsvlle)/ 4:20 PM (Sac)	27
AM - 8	6:55 AM	23	PM - 8	4:35 PM	23
AM - 9	7:10 AM	17	PM - 9	4:15 (Rsvlle)/ 4:50 PM (Sac)	21
AM - 10	7:18 AM	27	PM - 10	4:37 (Rsvlle)/ 5:20 PM (Sac)	17

Total by Hour	
5:00 AM	34
6:00 AM	136
7:00 AM	44
Total AM	214
3:00 PM	158
4:00 PM	91
5:00 PM	17
Total PM	266

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

At the other extreme, the following runs had average ridership of 5 or less passengers per run:

- Route A: 6:00 AM, 6:30 AM, 8:30 AM, 10:30 AM, 11:30 AM, 3:30 PM, 4:00 PM, 5:00 PM, 5:30 PM, 6:00 PM, 7:00 PM, 8:00 PM, and 9:00 PM.
- Route B: 6:00 AM, 6:30 AM, 7:00 AM, 12:00 PM, 1:00 PM, 2:00 PM, 3:30 PM, 4:30 PM, 5:30 PM, 6:00 PM, 6:30 PM, and 7:30 PM.
- Route D: 6:30 AM, 11:30 AM, 12:30 PM, 1:30 PM, 3:30 PM, 4:30 PM, and 5:30 PM.
- Route CGFE: 4:40 PM.
- Route L: 6:30 AM, 7:30 AM, 10:30 AM, 11:30 AM, 4:30 PM and 5:30 PM.
- Route M: 6:30 AM, 10:30 AM, 6:30 PM, 7:30 PM, and 8:30 PM.
- Route R: 8:30 AM and 4:30 PM.
- Route S: 7:30 AM, 8:30 AM, 11:00 AM, 11:30 AM, 1:30 PM, and 4:00 PM.



There were no passengers observed boarding the following runs:

- Route CGFE: 6:30 PM.
- Route S: 5:00 PM.

Daily Ridership Activity by Stop

The weekday passenger activity (boarding and alighting at each stop) is shown in Tables 3 through 11 for each of the individual routes. A review of these tables yields the following highlights:

- Excluding the commuter routes, the largest passenger activity occurs at the Galleria Transfer Point. The station is serviced by Routes A, B, M and S and experiences a total of 181 boarding and alighting counts on an average day, consisting of 92 boardings and 72 alightings daily.

- Route A experiences the largest total daily passengers with a total of 184 boardings throughout the day. The greatest activity on Route A is at the Galleria Center Transfer

Table 3: Route A Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	22		22	0.8	3
Arrive Louis/Orlando Transfer Point	37		37	2.1	9
Riverside before Kenroy	5	2	7	2.2	9
Riverside at 6th	5	5	10	2.2	8
Riverside before 4th	10	4	14	2.4	8
Vernon past Taylor	0	2	2	2.4	7
Civic Center Transfer Point	25	33	58	2.1	7
Atlantic at Yosemite	2	3	5	2.1	7
Atlantic at Center	2	3	5	2.0	7
Galleria Transfer Point (Arrive)	0	40	40	0.7	5
Galleria Transfer Point (Depart)	29	0	29	1.5	6
Roseville Pkwy at Reserve	0	0	0	1.5	6
E. Roseville Pkwy past Galleria	0	1	1	1.5	6
E. Roseville Pkwy at Taylor	0	1	1	1.5	6
Sutter roseville Medical Center	2	2	4	1.5	4
N. Sunrise at E. Roseville Pkwy	0	0	0	1.5	4
N. Sunrise at Stone Point	0	1	1	1.4	4
N. Sunrise at Eureka	4	4	8	1.4	5
N. Sunrise before Lead Hill	3	5	8	1.4	5
Sierra Gardens Transfer Point	18	9	27	1.7	7
Sierra Gardens Transfer Point	2	0	2	1.8	7
Sunrise at Frances	3	3	6	1.8	5
Sunrise at Conroy	2	7	9	1.6	5
720 Sunrise	4	2	6	1.7	5
Cirby at Sunrise	8	11	19	1.6	5
Cirby before Cirby Hills	1	2	3	1.5	5
Arrive Louis/Orlando Transfer Point		24	24	0.7	4
Passengers on at end of run		18	18	0.0	4
Total	184	182	366		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Point, the Civic Center Transfer Point, and the Louis/Orlando Transfer Point. These stations experienced 69, 58, and 61 total boarding and alighting counts respectively.

- On Route B, there is a greater level of activity on the stops earlier in the route, closer to the downtown area, between Civic Center, Louis/Orlando, and Sierra Gardens then on the stops after Sierra Gardens.

- Routes C/G/F/E experience the greatest activity at the two stops close to Sierra College – Rocklin Road at Sierra College (8 total average daily boardings and alightings) and Rocklin Road at El Don (6 total average daily boardings and alightings).

Table 4: Route B Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	29		29	1.0	4
Depart Civic Center Annex	18	2	20	1.6	4
Vernon at Judah	4	1	6	1.7	5
Riverside at 4th	4	1	6	1.8	5
Riverside before 6th	4	6	10	1.7	4
Riverside at Kenroy	4	1	5	1.8	6
Louis/Orlando Transfer Point	32	21	53	2.1	6
Cirby at Riverside	4	6	10	2.1	6
Sunrise at Cirby	5	7	12	2.0	6
Sunrise before Coloma	4	9	14	1.8	6
N. Sunrise past Douglas	3	9	11	1.6	4
Sierra Gardens Transfer Point	16	13	29	1.7	6
N. Sunrise past Douglas	0	0	0	1.7	6
N. Sunrise before Lead Hill	0	4	4	1.6	6
N. Sunrise at Auto Mall	1	1	2	1.6	6
N. Sunrise at Eureka	0	1	1	1.6	6
Sutter Roseville Hospital	4	1	5	1.7	6
E. Roseville Pkwy at N. Sunrise	1	2	3	1.6	6
E. Roseville Pkwy at Taylor	0	0	0	1.6	6
Galleria Transfer Point (Arrive)	1	24	25	0.8	6
Galleria Transfer Point (Depart)	30	0	30	1.9	6
Roseville Pkwy at Reserve	4	0	4	2.0	6
Galleria Blvd. past Roseville Pkwy	1	0	1	2.1	6
Atlantic at Center	2	0	2	2.1	6
Atlantic at Yosemite	0	0	0	2.0	6
Arrive Civic Center Annex	0	24	24	1.3	6
Passengers on at end of run		32	32	0.2	2
Total	176	172	348		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

- Route D has the greatest activity at the Woodcreek after Junction stop and Civic Center Transfer Point, with 17 and 31 total average daily boardings and alightings, respectively.

- Route R has high activity at the Foothills Boulevard at Pride Industries Stop, with 25 average daily boardings and alightings, and at Louis/Orlando Transfer Point, with 34 average daily boardings and alightings.

- On the commuter routes, the stop with by far the most boardings and alightings is the Taylor & I-80/Sunsplash stop, with 146 total average daily boardings and 186 total average daily alightings. The next most popular stop is Saugstad, with 35 boardings and 40 alightings, then Mahany Park, with 13 boardings and 15 alightings.

- On the commuter routes the following three stops had zero boardings and alightings on the day of observation: Orlando at Louis, Orlando before Cirby, and Foothills at Junction.

Table 5: Routes C/G/F/E Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

	Passengers			Load After Stop	
Stop	**On**	**Off**	**Total**	**Average**	**Maximum**
Passengers on at start of run	1		1	0.1	1
Depart Sierra Gardens Transfer Point	1		1	0.3	1
Douglas at Santa Clara	0	0	0	0.3	1
Douglas before Strauch	0	0	0	0.3	1
Rocky Ridge at Hackamore	0	0	0	0.3	1
Rocky Ridge at Meadowlark	0	0	0	0.3	1
S. Cirby past Piedmont	0	0	0	0.3	1
S. Cirby past Rimma	0	0	0	0.3	1
S. Cirby at Nighthawk	2	1	3	0.4	1
Cirby at Rocky Ridge	0	0	0	0.4	1
Cirby at Parkview	0	0	0	0.4	1
Sunrise at Cirby	2	2	4	0.4	1
Sunrise before Coloma	0	1	1	0.3	1
N. Sunrise past Douglas	0	0	0	0.3	1
Arrive Sierra Gardens Transfer Point	1	0	1	0.4	1
Depart Sierra Gardens Transfer Point	1	0	1	0.6	1
Douglas at Santa Clara	0	0	0	0.6	1
Douglas before Strauch	0	0	0	0.6	1
Douglas at Rocky Ridge	3	0	3	1.0	3
Eureka at Professional	0	0	0	1.0	3
Eureka past Sterling	2	1	3	1.2	3
Eureka at E. Roseville Pkwy.	0	0	0	1.2	3
Sierra College at Eureka	0	0	0	1.2	3
Leave Sierra College before Douglas	0	0	0	1.2	3
Sierra College before Cavitt Stallman	1	0	1	1.3	3
Leave Rocklin Rd. at Sierra College Campus	3	5	8	1.0	3
Arrive Sierra Gardens Transfer Point	0	2	2	0.7	3
Depart Sierra Gardens Transfer Point	2	2	4	0.7	4
Sunrise at Frances	0	0	0	0.7	4
Sunrise at Conroy	0	0	0	0.7	4
720 Sunrise	0	0	0	0.7	4
Cirby at Sunrise	1	0	1	0.9	4
Cirby at Parkview	0	0	0	0.9	4
S. Cirby past Piedmont	1	2	3	0.7	4
S. Cirby past Rimma	0	0	0	0.7	4
S. Cirby at Nighthawk	1	1	2	0.7	3
Rocky Ridge before Maidu Dr.	0	0	0	0.7	3
Rocky Ridge before Hackamore	0	0	0	0.7	3
Douglas at Rocky Ridge	0	0	0	0.7	3
Douglas before Santa Clara	0	0	0	0.7	3
N. Sunrise past Douglas	0	0	0	0.7	3
Arrive Sierra Gardens TP	2	2	4	0.7	3
Depart Sierra Gardens TP	1	0	1	0.9	3
Rocklin Rd. at El Don	6	0	6	1.8	3
Sierra College Blvd. at Scarborough	0	0	0	1.8	3
Sierra College Blvd. at Secret Ravine	0	1	1	1.6	3
Sierra College Blvd. at Miners Ravine	0	1	1	1.5	3
Sierra College Blvd. at Olympus	0	1	1	1.3	3
Sierra College at Douglas	0	1	1	1.2	3
Sierra College before Eureka	0	0	0	1.2	3
Eureka Rd. at Sierra College Blvd.	1	1	2	1.2	4
Eureka Rd. at E. Roseville Pkwy.	0	0	0	1.2	4
Eureka Rd. at Deer Valley Apts.	0	0	0	1.2	4
Douglas Blvd. at Eureka Rd.	0	0	0	1.2	4
Douglas Blvd. at Rocky Ridge	1	1	2	1.2	4
Douglas Blvd. before Santa Clara	0	0	0	1.2	4
N. Sunrise past Douglas	0	1	1	1.0	4
Arrive Sierra Gardens Transfer Point		3	3	0.6	3
Passengers on at end of run		1	1	0.4	2
Total	34	31	65		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 6: Route D Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	7		7	0.2	2
Depart Civic Annex (316 Vernon)	14		14	2.3	5
Main at Washington	0	4	4	1.9	5
Main before Atkinson	0	1	1	1.8	5
Main before Foothills	0	1	1	1.7	5
Foothills after Main/Baseline	2	1	3	1.6	4
Junction before Americana	5	1	6	2.0	4
Junction after Revere	1	1	2	2.2	5
Junction after Country Club	0	0	0	2.2	5
Woodcreek after Junction	10	7	17	1.7	6
Baseline at Woodcreek	1	2	3	1.6	6
Junction at Baseline	2	0	2	1.6	6
Junction past Park Regency	4	3	8	1.7	6
Woodcreek after Junction*	2	1	3	1.6	6
Woodcreek at McAnally	0	0	0	1.6	6
Woodcreek before Arsenault	2	0	2	1.7	6
Woodcreek before Jonquil	0	3	3	1.3	5
Woodcreek after Horncastle	0	0	0	1.3	5
Blue Oak (immediate stop)	2	0	2	1.3	5
Diamond Creek Blvd before Blue Oak	0	2	2	1.2	5
Blue Oak past Prairie Woods	1	0	1	1.2	5
Woodcreek (immediate stop)	1	0	1	1.3	5
Woodcreek past Painted Desert	0	1	1	1.2	5
Woodcreek Oaks @ Crimson Ridge	0	0	0	1.2	5
Woodcreek past Horncastle	1	0	1	1.2	5
Pleasant Grove at Woodcreek	0	0	0	1.2	5
Pleasant Grove after Country Club	0	1	1	1.2	5
Pleasant Grove before Foothill	3	6	9	1.3	6
Foothills past Pleasant Grove	0	0	0	1.3	6
Foothills past McAnally	2	3	4	1.2	5
Junction at Foothill	1	0	1	1.3	5
Junction before Barbara	1	0	1	1.4	6
Washington past Junction	0	1	1	1.4	6
Washington past All America City	0	3	3	1.4	6
Arrive Civic Annex (316 Vernon)		17	17	0.4	1
Passengers on at end of run		3	3	0.1	1
Total	67	65	132		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 7: Route L Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	16		16	1.3	4
Depart Civic Ctr (311 Vernon)	11		11	2.2	4
Douglas before Buljan	1	1	2	2.2	4
Douglas at Donner	0	4	4	1.8	4
Douglas before Bonny Knoll	0	2	2	1.7	4
Harding at Roseville Square	2	4	6	1.5	3
Harding past Estates	0	1	1	1.4	3
Harding before Lead Hill	0	0	0	1.4	3
Lead Hill at Harding	1	0	1	1.5	3
Lead Hill past N. Sunrise	1	0	1	1.5	3
Lead Hill before Rocky Ridge	3	4	7	1.4	4
Rocky Ridge past Lead Hill	2	2	4	1.4	4
Douglas at Rocky Ridge	0	2	2	1.2	4
Douglas at Eureka	0	3	3	1.0	4
Douglas at E. Roseville Parkway	2	2	4	1.0	4
Douglas before Sierra College Blvd.	0	1	1	1.0	4
Sierra College at Douglas	2	3	4	0.9	4
Sierra College before Eureka	0	0	0	0.9	4
Eureka at Sierra College	3	1	4	1.0	4
E. Roseville Parkway at Eureka	0	0	0	1.0	4
E. Roseville Parkway past Village Dr.	0	0	0	1.0	4
E. Roseville Parkway at Olympus	1	0	1	1.1	4
Lead Hill at E. Roseville Parkway	0	0	0	1.1	4
Eureka before Douglas	0	0	0	1.1	4
Douglas at Eureka	2	0	2	1.2	4
Dougals at Rocky Ridge	2	2	4	1.2	5
Sierra Gardens past Douglas	0	3	3	1.0	4
Sierra Gardens before Santa Clara	4	4	8	1.1	3
Lead Hill at N. Sunrise	0	0	0	1.1	3
Harding at Macario	3	1	4	1.2	3
Harding before Estates	1	1	2	1.2	3
Harding at Roseville Square	2	2	4	1.2	3
Douglas past Harding	7	3	10	1.6	4
Douglas at S. Lincoln	0	3	3	1.4	4
Taylor at Royer	0	0	0	1.4	4
Arrive Civic Ctr (311 Vernon)		14	14	0.2	1
Passengers on at end of run		2	2	0.1	1
Total	62	62	124		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 8: Route M Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	9		9	0.6	3
Arrive Galleria Transfer Point	32		32	2.7	12
Galleria Blvd. at Antelope Creek	3	3	5	2.7	13
Fairway at Stanford Ranch Rd.	3	3	5	2.7	14
Fairway at Five Star	3	3	5	2.7	14
Fairway at Central Park Dr.	1	2	3	2.7	13
Pleasant Grove at Fairway	2	0	2	2.8	13
Pleasant Grove before Marketplace Dr.	2	6	8	2.5	13
Pleasant Grove at Roseville Parkway	4	1	5	2.7	17
Pleasant Grove at Hallissy	0	1	1	2.7	16
Pleasant Grove at Galilee	0	4	4	2.4	14
Pleasant Grove at Foothills	2	12	13	1.7	7
Woodcreek Oaks at McAnally	1	2	3	1.7	5
Junction past Woodcreek Oaks	0	5	5	1.3	5
Country Club at Junction	0	0	0	1.3	5
Country Club at Penhurst	0	0	0	1.3	5
Country Club at McAnally	0	0	0	1.3	5
Pleasant Grove at Woodcreek Oaks	4	2	6	1.5	5
Pleasant Grove at Sun City Blvd.	0	1	1	1.5	5
Pleasant Grove at Kennerleigh Pkwy.	0	1	1	1.4	5
Rothbury Ln. at Elmsett Pl. (Vtg Square)	7	5	12	1.5	5
Pleasant Grove at Rothbury Ln.	3	5	8	1.4	6
Pleasant Grove at Fiddyment Rd.	6	3	9	1.6	6
Pleasant Grove at Camino Real Way	2	3	5	1.5	6
Pleasant Grove before Woodcreek Oaks	2	1	3	1.5	6
Pleasant Grove at Woodcreek	4	0	4	1.8	7
Pleasant Grove after Country Club	1	0	1	1.8	7
Pleasant Grove before Foothills	3	0	3	2.0	7
Pleasant Grove at Foothills	1	0	1	2.1	7
Pleasant Grove at Washington	3	0	3	2.2	8
Pleasant Grove at Gold Coast	1	1	2	2.2	8
Fairway at Pleasant Grove	2	3	5	2.1	7
Fairway at Central Park Dr.	0	3	3	2.0	7
Fairway at Five Star	3	1	4	2.1	7
Stanford Ranch Rd at Fairway	2	2	3	2.1	7
Galleria Blvd at Antelope Creek Dr.	0	3	3	1.9	6
Arrive Galleria Transfer Point		8	8	1.3	6
Passengers on at end of run		16	16	0.3	5
Total	101	97	198		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 9: Route R Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers			Load After Stop	
	On	Off	Total	Average	Maximum
Passengers on at start of run	0		0	0.0	0
Arrive Louis/Orlando Transfer Point	20		20	5.0	16
Cirby Way at Riverside Ave.	0	0	0	5.0	16
Foothills Blvd. at Cirby Way	0	0	0	5.0	16
Cirby Way at Lindsay Dr.	0	0	0	5.0	16
Foothills Blvd. at Vineyard Rd.	1	1	2	5.0	16
Foothills after Main/Baseline	0	0	0	5.0	16
Foothills Blvd. at Junction Blvd.	0	2	2	4.5	16
Foothills Blvd. at McAnally Dr.	1	0	1	4.8	16
Foothills Blvd. past Pleasant Grove Blvd.	0	0	0	4.8	16
Foothills Blvd. at Misty Wood Dr.	0	0	0	4.8	16
Foothills Blvd. after Albertsons Dr.	0	0	0	4.8	16
Foothills Blvd. at Blue Oaks	1	1	2	4.8	15
Foothills Blvd. at Pasco Scientific	5	1	6	5.8	14
Foothills Blvd. at Pride Industries	9	16	25	3.9	15
Foothills Blvd. at HP North Entry	0	1	1	3.7	15
Foothills Blvd. at HP Main Entry	2	0	2	4.1	16
Foothills Blvd. at Misty Wood Dr.	0	0	0	4.1	16
Foothills Blvd. past Pleasant Grove Blvd.	0	0	0	4.1	16
Foothills Blvd. past McAnally Dr.	1	0	1	4.3	17
Foothills Blvd. at Junction Blvd.	0	1	1	4.1	16
Foothills Blvd. at Baseline	0	1	1	3.9	16
Foothills Blvd. at Vineyard Rd.	1	0	1	4.1	16
Cirby Way at Vernon St.		2	2	3.7	15
Arrive Louis/Orlando Transfer Point		14	14	0.2	1
Passengers on at end of run	0	1	1	0.0	0
Total	39	39	78		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Table 10: Route S Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers On	Passengers Off	Passengers Total	Load After Stop Average	Load After Stop Maximum
AM					
Passengers on at start of run	5		5	0.9	2
Leave Galleria Transfer Point	5		5	1.2	2
Washington at Pleasant Grove	0	1	1	1.1	2
Arrive Santucci Center	1	5	6	0.2	1
Leave Santucci Center	6	0	6	1.4	2
Washington at Industrial	0	0	0	1.4	2
Arrive Galleria Transfer Point		7	7	0.0	0
Passengers on at end of run		0	0	0.0	0
Total	16	16	32		
PM					
Passengers on at start of run	0		0	0.0	0
Leave Santucci Center	1		1	1.0	2
Arrive Galleria Transfer Point	1	2	2	0.5	2
Leave Galleria Transfer Point	1	2	2	0.5	2
Washington at Pleasant Grove	1	2	2	0.5	2
Arrive Galleria Transfer Point		2	2	0.5	2
Passengers on at end of run		0	0	-0.3	0
Total	2	2	4		

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

Passenger Loads

The passenger boarding/alighting data was also used to calculate passenger loads along each route on each surveyed run. This data is particularly useful in evaluating appropriate vehicle size for transportation agencies to operate on each route. The average and peak observed load is provided for each stop along each route in Tables 3-11. Table 12 shows maximum loads by run, excluding the commuter routes. The highest maximum load on all Roseville routes except for the commuters is 17, generated once per day each on routes M and R. The highest loads on the commuter routes, as shown in Table 11, are after the last stop in Sacramento, 16th and H, with 46 passengers.

Table 11: Commuter Average Daily Passenger Boarding/Alighting and Load by Stop

Weekdays

Stop	Passengers On	Passengers Off	Passengers Total	Load After Stop Average	Load After Stop Maximum
AM					
Passengers on at start of run	5		5	0.5	3.3
Orlando at Louis	0	0	0	0.5	3.3
Orlando before Cirby	0	0	0	0.5	3.3
Cirby at Sunrise	6	0	6	1.1	5.8
Maidu Community Center	2	0	2	1.3	8.3
Foothills at Junction	0	0	0	1.3	8.3
Mahany Park	13	0	13	2.6	10.8
Amtrak	3	1	4	2.9	13.2
Saugstad	35	0	35	6.4	19.0
Galleria Transfer Point	3	0	3	6.7	19.0
Taylor/I-80	145	0	145	21.2	28.1
12th past G	0	8	8	20.3	27.3
I and 12th	0	29	29	17.4	26.5
9th past I	0	22	22	15.3	22.3
9th and K	0	19	19	13.4	19.0
9th and Capitol	0	35	35	9.9	14.9
9th and N	0	14	14	8.5	12.4
9th and O	0	13	13	7.2	10.8
P and 9th	1	9	10	6.4	9.1
P and 7th	0	7	7	5.6	7.4
5th and P	0	23	23	3.3	6.6
N and 7th	0	1	1	3.2	6.6
N and 10th	0	1	1	3.1	6.6
N before 14th	0	12	12	1.9	5.0
16th and Capitol	0	10	10	0.9	2.5
16th and K	1	8	9	0.2	0.8
No Reverse		2	2	0.0	0.0
Passengers on at end of run		0	0	0.0	0.0
Total	214	214	428		
PM					
Passengers on at start of run	0		0	0.0	0.0
Reverse - Sierra Gardens Transfer Point	1		1	0.1	0.9
Reverse - Galleria Transfer Point	0		0	0.1	0.9
Reverse - Civic Center Transfer Point	1		1	0.2	0.9
Reverse - Taylor and I-80	1		1	0.3	0.9
15th at K	10	3	13	1.0	3.6
15th before N	25	0	25	3.5	7.3
P and 13th	11	0	11	4.6	8.2
P before 11th	12	0	12	5.8	10.0
P and 9th	22	0	22	8.0	14.5
P and 7th	14	0	14	9.4	15.4
5th and P	34	0	34	12.7	21.8
N and 7th	20	0	20	14.7	26.3
8th and Capitol	32	0	32	17.9	35.4
8th and K	15	0	15	19.3	37.2
8th and I	15	0	15	20.9	38.1
H and 11th	32	0	32	24.1	45.4
H after 14th	16	0	16	25.7	46.3
16th and H	5	0	5	26.2	46.3
Taylor/I-80	1	186	187	7.7	18.2
Orlando at Louis	0	0	0	7.7	18.2
Orlando before Cirby	0	0	0	7.7	18.2
Cirby at Sunrise	0	8	8	6.9	16.3
Maidu Community Center	0	7	7	6.2	16.3
Saugstad Park	0	40	40	2.2	16.3
Amtrak	0	1	1	2.1	16.3
Foothills at Junction	0	0	0	2.1	16.3
Galleria Transfer Point	0	5	5	1.6	11.8
Mahany Park	0	15	15	0.2	2.7
Passengers on at end of run		3	3	-0.1	0.0
Total	266	267	533	26.6	46.3

Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

TABLE 12: Maximum Passenger Load by Route by Run, Excluding Commuter Routes

Weekdays

Half Hourly Start	Route							
	A	B[1]	D[2]	CGFE	L	M	R[3]	S[4]
6:00 AM	2	1						
6:30 AM	2	3	2	2	2	1		
7:00 AM	4	3						
7:30 AM	6	4	5		1	6	16	2
8:00 AM	6	4					3	
8:30 AM	3	4	6	2	4	8		2
9:00 AM	7	6						
9:30 AM	4	4	4		4	5		
10:00 AM	4	4						
10:30 AM	4	4	3	4	2	3		
11:00 AM	7	6						2
11:30 AM	3	3	3		3	3		2
12:00 PM	4	1						
12:30 PM	4	6	2	3	5	3		2
1:00 PM	9	1						
1:30 PM	3	5	1		4	17		2
2:00 PM	4	3						
2:30 PM	5	4	6	3	3	6		
3:00 PM	9	4						
3:30 PM	3	3	4		4	8		
4:00 PM	1	2					17	2
4:30 PM	5	4	3	1	4	3	1	
5:00 PM	2	5						0
5:30 PM	4	2	3		2	3		
6:00 PM	2	1						
6:30 PM		4		0		1		
7:00 PM	2							
7:30 PM		1				2		
8:00 PM	1							
8:30 PM		2				1		
9:00 PM	1							

Note 1: Run start times are 10 minutes later than the half hourly start time.
Note 2: Run start times are 10 minutes earlier than the half hourly start time.
Note 3: Run start times are 7:30, 8:15, 3:53 and 4:38
Note 4: Run start times are 5 minutes later than the half hourly start time. The 5:00 run start time is 5:10.
Source: Onboard counts conducted 11/7/17 through 12/15/17, adjusted to reflect average daily counts.

ON-TIME PERFORMANCE

As part of the data collection that generated the onboard surveys and boarding/alighting counts, surveyors also recorded the times that stops were served on each run and route. Data was recorded on the local service at a total of 595 time points on weekdays. An additional 94 time points were recorded on the commuter routes. This information was analyzed to identify the on-time performance of the individual fixed-routes, as well as to evaluate the specific route segments and times of day that experience delay. A summary of the results is presented in Table 13 and shown in Figures 2 and 3.

Overall, on weekdays 71 percent of time points on the local routes were served within Roseville Transit's standard on-time "window" of zero to five minutes behind schedule. An additional 11 percent of weekday time points consisted of early arrivals at transfer points along the route (which are beneficial). Other, non-arrival stops served early totaled 6 percent of the weekday observations. Time points served six or more minutes behind the published schedule totaled 13 percent of all weekday observations.

Table 13: Roseville Transit Local Route On-Time Performance Summary

	Route								
	A	B	CGFE	D	L	M	R	S	**Total**
Percent Early (Departures Only)	3%	2%	2%	18%	0%	14%	5%	26%	**6%**
Percent Early (Arrivals Only)	16%	4%	4%	14%	6%	20%	5%	35%	**11%**
Percent On-Time (0-5 Minutes Late)	72%	89%	43%	68%	94%	55%	70%	39%	**71%**
Percent 6-9 Minutes Late	7%	3%	11%	0%	0%	8%	15%	0%	**5%**
Percent 10-14 Minutes Late	2%	2%	22%	0%	0%	4%	5%	0%	**5%**
Percent 15-20 Minutes Late	0%	0%	13%	0%	0%	0%	0%	0%	**2%**
Percent >20 Minutes Late	0%	0%	5%	0%	0%	0%	0%	0%	**1%**
Maximum Minutes Early	-17	-8	-15	-4	-1	-12	-5	-9	**-17**
Maximum Minutes Late	10	12	25	1	5	10	10	0	**25**

Additional detail for each individual route is provided in Tables 14 through 23. A review of the data has indicated the following:

- Route A operates later than scheduled between the Louis/Orlando and the Civic Center Transfer Point stops on multiple runs throughout the day. Route A consistently arrives at the Galleria Transfer earlier than scheduled until 3:00 PM, when it begins to operate on-time or late throughout the PM commuter peak.

- Route B operates later than scheduled between the Sierra Gardens Transfer Point and the Galleria Transfer Point between the 3:40 PM and 6:10 PM commuter peak. Earlier in the day there are late arrivals at the Galleria on the 10:10 AM and 12:10 PM runs.

Figure 2: Roseville Transit Local Route On-Time Performance Summary

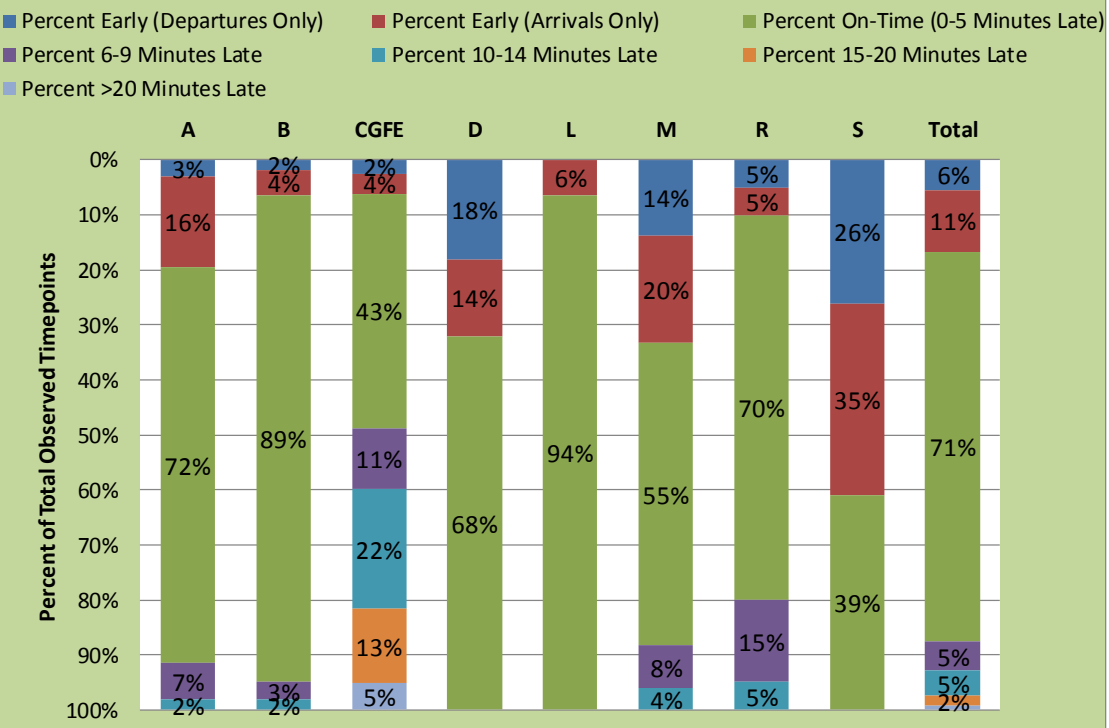


Figure 3: Max Observed Late per Run by Route

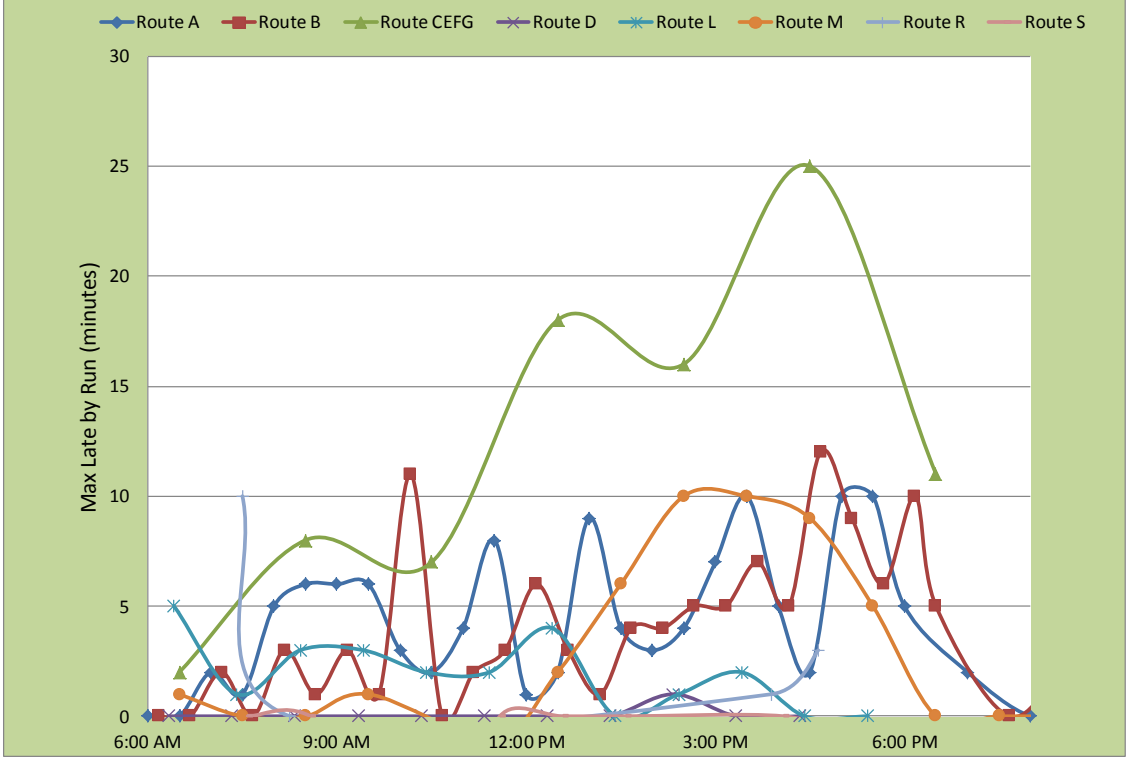


Table 14: Route A On-Time Performance Analysis

	Scheduled Run Start Time																													
	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	Total or Average	
Observed Deviation from Schedule																														
Arrive Louis/Orlando Transfer Point	-2.0	0.0	-1.0	0.0	3.0	0.0	6.0	6.0	0.0	0.0	4.0	5.0	1.0	1.0	7.0	0.0	3.0	4.0	5.0	2.0	5.0	2.0	5.0	10.0	5.0	2.0	0.0	0.0	**2.6**	
Civic Center Transfer Point	0.0	0.0	0.0	1.0	5.0	1.0	5.0	6.0	0.0	-1.0	2.0	8.0	0.0	0.0	4.0	0.0	0.0	1.0	7.0	10.0		0.0	7.0	0.0	5.0	0.0	0.0	0.0	**2.3**	
Galleria Transfer Point (Arrive)	-4.0	-4.0	-4.0	-3.0	0.0	-1.0	2.0	1.0	-3.0	-3.0	-1.0	3.0	-3.0	2.0	-2.0	-1.0	-3.0	1.0	5.0	8.0		0.0	10.0	7.0	2.0	-3.0	-5.0	-4.0	**-0.1**	
Galleria Transfer Point (Depart)	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	0.0	-2.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	-10.0	**-0.3**	
Sierra Gardens Transfer Point	0.0	0.0	2.0	1.0	1.0	3.0	1.0	0.0	2.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	-1.0	2.0	2.0	3.0	0.0	0.0	1.0	-1.0	-13.0	**0.3**	
Arrive Louis/Orlando Transfer Point	-3.0	-2.0	1.0	-2.0	4.0	6.0	0.0	-2.0	3.0	2.0	0.0	0.0	0.0	0.0	9.0	4.0		0.0	2.0	0.0	5.0		4.0	-4.0	-2.0	-2.0	-5.0	-17.0	**0.0**	
Maximum Observed Late	0	0	2	1	5	6	6	6	3	2	4	8	1	2	9	4	3	4	7	10	5	2	10	10	5	2	0	0		
Total Timepoints	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5	6	6	6	4	5	6	6	6	6	6	6	**164**	**Percent**
Departure Timepoints	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	3	**83**	**51%**
Timepoints Early (Departures Only)	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	**5**	**3%**
Timepoints Early (Arrivals Only)	2	2	1	2	0	1	0	1	1	1	1	0	1	0	1	1	1	0	0	1	0	0	0	1	1	2	3	3	**27**	**16%**
Timepoints On-Time	3	4	4	4	6	4	5	3	5	4	5	5	5	6	2	5	4	6	5	3	4	5	4	3	5	4	3	2	**118**	**72%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	1	1	2	0	0	0	1	0	0	2	0	0	0	1	1	0	0	1	1	0	0	0	0	**11**	**7%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	**3**	**2%**
Timepoints 15-20 Minutes Late	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	0	**0**	**0%**
Timepoints >20 Minutes Late	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	0	**0**	**0%**
Maximum Minutes Early	-4	-4	-4	-3	0	-1	0	-2	-3	-3	-1	0	-3	0	-2	-1	-3	0	0	-1	0	0	3	-4	-2	-3	-5	-17	**-17**	
Maximum Minutes Late	0	0	2	1	5	6	6	6	3	2	4	8	1	2	9	4	3	4	7	10	5	2	10	10	5	2	0	0	**10**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 15: Route B On-Time Performance Analysis

	Scheduled Run Start Time																														
	6:10 AM	6:40 AM	7:10 AM	7:40 AM	8:10 AM	8:40 AM	9:10 AM	9:40 AM	10:10 AM	10:40 AM	11:10 AM	11:40 AM	12:10 PM	12:40 PM	1:10 PM	1:40 PM	2:10 PM	2:40 PM	3:10 PM	3:40 PM	4:10 PM	4:40 PM	5:10 PM	5:40 PM	6:10 PM	6:30 PM	7:40 PM	8:40 PM	Total or Average	
Observed Deviation from Schedule																														
Depart Civic Center Annex		0.0	0.0	0.0	2.0	0.0	0.0	1.0	1.0	0.0	2.0	2.0	0.0	0.0	0.0	4.0	4.0	3.0	2.0	2.0	5.0	2.0	1.0	6.0		5.0	0.0	0.0	**1.6**	
Louis/Orlando Transfer Point	-4.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	1.0	2.0	3.0	5.0	1.0	5.0	0.0	7.0	4.0		1.0	0.0	3.0	**1.3**	
Sierra Gardens Transfer Point	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	2.0	-2.0	1.0	0.0	4.0	3.0		1.0	0.0	0.0	**0.6**	
Galleria Transfer Point (Arrive)	-1.0	0.0	1.0	0.0	3.0	-2.0	3.0	0.0	11.0	0.0	1.0	3.0	6.0	1.0	1.0	3.0	4.0	5.0	4.0	7.0	5.0	12.0	9.0	3.0	10.0	0.0	-3.0	0.0	**3.1**	
Galleria Transfer Point (Depart)		0.0	0.0		0.0	0.0	0.0	0.0	3.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	1.0	0.0	3.0	1.0	0.0	-7.0	**0.2**	
Arrive Civic Center Annex	0.0	0.0	2.0	0.0	0.0	1.0	0.0	0.0	2.0		0.0	-1.0	-1.0	3.0		2.0		0.0	2.0	0.0	3.0	5.0	0.0	2.0	5.0	2.0	-2.0	-8.0	**0.7**	
Maximum Observed Late	0.0	0.0	2.0	0.0	3.0	1.0	3.0	1.0	11.0	0.0	2.0	3.0	6.0	3.0	1.0	4.0	4.0	5.0	5.0	7.0	5.0	12.0	9.0	6.0	10.0	5.0	0.0	3.0		
Total Timepoints	4	6	6	5	6	6	6	6	6	4	6	6	6	6	5	6	5	6	6	6	6	6	6	6	3	6	6	6	**158**	**Percent**
Departure Timepoints	2	4	4	3	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	1	4	4	4	**105**	**66%**
Timepoints Early (Departures Only)	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	**3**	**2%**
Timepoints Early (Arrivals Only)	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	**7**	**4%**
Timepoints On-Time	2	6	6	5	6	5	6	6	5	4	6	5	4	6	5	6	5	6	6	4	6	5	4	5	2	6	4	4	**140**	**89%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	**5**	**3%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	**3**	**2%**
Timepoints 15-20 Minutes Late	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	0	**0**	**0%**
Timepoints >20 Minutes Late	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	0	**0**	**0%**
Maximum Minutes Early	-4	0	0	0	0	-2	0	0	1	0	0	-1	-1	0	0	0	0	0	0	-2	0	0	0	0	3	0	-3	-8	**-8**	
Maximum Minutes Late	0	0	2	0	3	1	3	1	11	0	2	3	6	3	1	4	4	5	5	7	5	12	9	6	10	5	0	3	**12**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 16: Route CGFE On-Time Performance Analysis

	Scheduled Run Start Time								
	6:30 AM	8:30 AM	10:30 AM	12:30 PM	2:30 PM	4:30 PM	6:30 PM	Total or Average	
Observed Deviation from Schedule									
Depart Sierra Gardens Transfer Point	0.0	0.0	0.0	0.0	-15.0	14.0	10.0	**1.3**	
Sunrise at Cirby	0.0	6.0	0.0	1.0	11.0		11.0	**4.8**	
Arrive Sierra Gardens Transfer Point	-5.0		2.0	7.0	11.0	10.0	7.0	**5.3**	
Depart Sierra Gardens Transfer Point	0.0	7.0	2.0	7.0	11.0	10.0		**6.2**	
Leave Sierra College before Douglas	0.0	8.0	0.0		16.0	12.0		**7.2**	
Leave Rocklin Rd. at Sierra College Campus	0.0	6.0	0.0		15.0	24.0		**9.0**	
Arrive Sierra Gardens Transfer Point	-4.0	3.0	0.0	0.0	10.0	25.0		**5.7**	
Depart Sierra Gardens Transfer Point	0.0	3.0	0.0	0.0	11.0	25.0		**6.5**	
Cirby at Sunrise	0.0	2.0	0.0	0.0	14.0	22.0		**6.3**	
Arrive Sierra Gardens TP		2.0	7.0	14.0	15.0	20.0		**11.6**	
Depart Sierra Gardens TP	0.0	2.0	7.0	17.0	15.0	20.0		**10.2**	
Rocklin Rd. at El Don	0.0	0.0	-5.0	12.0	14.0	18.0		**6.5**	
Sierra College at Douglas	2.0	0.0	0.0	18.0	12.0	15.0		**7.8**	
Arrive Sierra Gardens Transfer Point	0.0	-5.0	0.0	15.0	11.0	10.0		**5.2**	
Maximum Observed Late	2.0	8.0	7.0	18.0	16.0	25.0	11.0		
Total Timepoints	13	13	14	12	14	13	3	**82**	**Percent**
Departure Timepoints	8	8	8	6	8	8	0	**46**	**56%**
Timepoints Early (Departures Only)	0	0	1	0	1	0	0	**2**	**2%**
Timepoints Early (Arrivals Only)	2	1	0	0	0	0	0	**3**	**4%**
Timepoints On-Time	11	8	11	5	0	0	0	**35**	**43%**
Timepoints 6-9 Minutes Late	0	4	2	2	0	0	1	**9**	**11%**
Timepoints 10-14 Minutes Late	0	0	0	2	9	5	2	**18**	**22%**
Timepoints 15-20 Minutes Late	0	0	0	3	4	4	0	**11**	**13%**
Timepoints >20 Minutes Late	0	0	0	0	0	4	0	**4**	**5%**
Maximum Minutes Early	-5	-5	-5	0	-15	NA	NA	**-15**	
Maximum Minutes Late	2	8	7	18	16	25	11	**25**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 17: Route D On-Time Performance Analysis

	Scheduled Run Start Time											
	6:20 AM	7:20 AM	8:20 AM	9:20 AM	10:20 AM	11:20 AM	12:20 PM	1:20 PM	2:20 PM	3:20 PM	4:20 PM	Total or Average	
Observed Deviation from Schedule													
Depart Civic Annex (316 Vernon)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		**0.0**	
Woodcreek after Junction	0.0	0.0	0.0	-2.0	-1.0	0.0	-2.0	-2.0	1.0	0.0	-1.0	**-0.6**	
Woodcreek after Junction (bus makes a loop)	0.0			-3.0			-4.0	-3.0	0.0	0.0	-2.0	**-1.7**	
Pleasant Grove before Foothill	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	**0.1**	
Arrive Civic Annex (316 Vernon)	-1.0	0.0	-1.0	-3.0	-1.0	-2.0	-3.0	-2.0	0.0	0.0	0.0	**-1.2**	
Maximum Observed Late	0	0	0	0	0	0	0	0	1	0	0		
Total Timepoints	5	4	4	5	4	4	5	5	5	5	4	**50**	**Percent**
Departure Timepoints	4	3	3	4	3	3	4	4	4	4	3	**39**	**78%**
Timepoints Early (Departures Only)	0	0	0	2	1	0	2	2	0	0	2	**9**	**18%**
Timepoints Early (Arrivals Only)	1	0	1	1	1	1	1	1	0	0	0	**7**	**14%**
Timepoints On-Time	4	4	3	2	2	3	2	2	5	5	2	**34**	**68%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 15-20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints >20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Maximum Minutes Early	-1	0	-1	-3	-1	-2	-4	-3	0	0	-2	**-4**	
Maximum Minutes Late	0	0	0	0	0	0	0	0	1	0	0	**1**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 18: Route L On-Time Performance Analysis

	Scheduled Run Start Time													
	6:25 AM	7:25 AM	8:25 AM	9:25 AM	10:25 AM	11:25 AM	12:25 PM	1:25 PM	2:25 PM	3:25 PM	4:25 PM	5:25 PM	Total or Average	
Observed Deviation from Schedule														
Depart Civic Ctr (311 Vernon)	3.0	0.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	**0.5**	
Sierra College at Douglas	1.0	1.0	1.0	1.0	2.0	2.0	4.0	0.0	0.0		0.0	0.0	**1.1**	
Sierra Gardens before Santa Clara	5.0	1.0	3.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	**1.0**	
Arrive Civic Ctr (311 Vernon)	2.0	1.0	1.0	3.0	0.0	1.0	-1.0	-1.0	1.0	2.0	-1.0	0.0	**0.7**	
Maximum Observed Late	5.0	1.0	3.0	3.0	2.0	2.0	4.0	0.0	1.0	2.0	0.0	0.0		
Total Timepoints	4	4	4	4	4	4	4	4	4	3	4	4	**47**	**Percent**
Departure Timepoints	3	3	3	3	3	3	3	3	3	2	3	3	**35**	**74%**
Timepoints Early (Departures Only)	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints Early (Arrivals Only)	0	0	0	0	0	0	1	1	0	0	1	0	**3**	**6%**
Timepoints On-Time	4	4	4	4	4	4	3	3	4	3	3	4	**44**	**94%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 15-20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints >20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Maximum Minutes Early	NA	0	NA	0	0	NA	-1	-1	0	0	-1	0	**-1**	
Maximum Minutes Late	5	1	3	3	2	2	4	0	1	2	0	0	**5**	

Source: Surveys conducted between 11/7/17 and 12/15/17

- Route CGFE consistently operates behind schedule on the afternoon runs.

- Route M consistently operates behind schedule in the 1:30 PM to 5:30 PM timeframe. Outside of that timeframe, the route consistently operates earlier than scheduled between the Pleasant Grove before Foothills stop and the Galleria Transfer Point.

- Route R operated behind schedule on the 7:30 AM run on the day of observation.

- Route S has consistent on-time departures from transfer points and arrives at the next transfer point ahead of schedule.

- The AM commuters #3 (6:00 AM departure), #7 (6:50 AM departure), #9 (7:10 AM departure), and #10 (7:18 AM departure) were fifteen or more minutes late by the time they reached the first stop in Sacramento. Times posted in the schedules are considered approximate. The AM commuters departed Roseville on time.

- Only one of the PM commuters, PM Commuter #2 (3:30 PM departure), met the on-time standard of no more than five minutes late for all stops. PM Commuter #9 and #10, both of which have reverse commutes leaving from Roseville, were more than 15 minutes late to the first time point in Sacramento on the day of observation. PM Commuter #9 was 45 minutes late to the first time point in Sacramento.

Table 19: Route M On-Time Performance Analysis

	Scheduled Run Start Time															
	6:30 AM	7:30 AM	8:30 AM	9:30 AM	11:30 AM	12:30 PM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM	6:30 PM	7:30 PM	8:30 PM	Total or Average	
Observed Deviation from Schedule																
Arrive Galleria Transfer Point	0.0	-1.0	-1.0	1.0	-1.0	0.0	3.0	5.0	8.0	9.0	5.0	0.0	0.0	0.0	**2.0**	
Rothbury Ln. at Elmsett Pl. (Vtg Square)	-1.0	0.0	0.0	-1.0	-1.0	2.0	0.0	5.0	10.0	4.0	0.0	-1.0	0.0	0.0	**1.2**	
Pleasant Grove before Foothills	1.0			0.0			1.0	10.0		5.0	3.0	0.0	0.0	0.0	**2.2**	
Arrive Galleria Transfer Point	-12.0	-10.0	-5.0	-12.0	-6.0	-4.0	6.0	0.0	7.0	2.0	-1.0	-9.0	-10.0	-10.0	**-4.6**	
Maximum Observed Late	1.0	0.0	0.0	1.0	-1.0	2.0	6.0	10.0	10.0	9.0	5.0	0.0	0.0	0.0		
Total Timepoints	4	3	3	4	3	3	4	4	3	4	4	4	4	4	**51**	**Percent**
Departure Timepoints	3	2	2	3	2	2	3	3	2	3	3	3	3	3	**37**	**73%**
Timepoints Early (Departures Only)	1	1	1	1	2	0	0	0	0	0	0	1	0	0	**7**	**14%**
Timepoints Early (Arrivals Only)	1	1	1	1	1	1	0	0	0	0	1	1	1	1	**10**	**20%**
Timepoints On-Time	2	1	1	2	0	2	3	3	0	3	3	2	3	3	**28**	**55%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	1	0	2	1	0	0	0	0	**4**	**8%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	1	1	0	0	0	0	0	**2**	**4%**
Timepoints 15-20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints >20 Minutes Late	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0%**
Maximum Minutes Early	-12	-10	-5	-12	-6	-4	0	0	7	2	-1	-9	-10	-10	**-12**	
Maximum Minutes Late	1	0	0	1	-1	2	6	10	10	9	5	0	0	0	**10**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 20: Route R On-Time Performance Analysis

	Scheduled Run Start Time					
	7:30 AM	8:15 AM	3:53 PM	4:38 PM	Total or Average	
Observed Deviation from Schedule						
Arrive Louis/Orlando Transfer Point	7.0	-1.0	0.0	0.0	**1.5**	
Foothills Blvd. at Junction Blvd.	5.0	0.0	0.0	0.0	**1.3**	
Foothills Blvd. at Pride Industries	9.0	0.0	0.0	0.0	**2.3**	
Foothills Blvd. past McAnally Dr.	10.0	0.0	1.0	3.0	**3.5**	
Arrive Louis/Orlando Transfer Point	6.0	-5.0	0.0	0.0	**0.2**	
Maximum Observed Late	10.0	0.0	1.0	3.0		
Total Timepoints	5	5	5	5	**20**	**Percent**
Departure Timepoints	4	4	4	4	**16**	**80%**
Timepoints Early (Departures Only)	0	1	0	0	**1**	**5%**
Timepoints Early (Arrivals Only)	0	1	0	0	**1**	**5%**
Timepoints On-Time	1	3	5	5	**14**	**70%**
Timepoints 6-9 Minutes Late	3	0	0	0	**3**	**15%**
Timepoints 10-14 Minutes Late	1	0	0	0	**1**	**5%**
Timepoints 15-20 Minutes Late	0	0	0	0	**0**	**0%**
Timepoints >20 Minutes Late	0	0	0	0	**0**	**0%**
Maximum Minutes Early	NA	-5	0	0	**-5**	
Maximum Minutes Late	10	0	1	3	**10**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 21: Route S On-Time Performance Analysis

	Scheduled Run Start Time									
	7:35 AM	8:35 AM	11:05 AM	11:35 AM	12:35 PM	1:35 PM	4:05 PM	5:10 PM	Total or Average	
Observed Deviation from Schedule										
Leave Galleria Transfer Point	0.0	0.0		0.0	0.0	0.0			**0.0**	
Arrive Santucci Center	-8.0	-6.0		-7.0	-9.0	-5.0			**-7.0**	
Leave Santucci Center	0.0	0.0	-5.0	0.0			0.0		**-1.0**	
Arrive Galleria Transfer Point	-7.0	-5.0	-5.0	-7.0	-8.0	-7.0	-4.0	-1.0	**-5.5**	
Maximum Observed Late	0.0	0.0	-5.0	0.0	0.0	0.0	0.0	-1.0		
Total Timepoints	4	4	2	4	3	3	2	1	**23**	**Percent**
Departure Timepoints	3	3	1	3	2	2	1	0	**15**	**65%**
Timepoints Early (Departures Only)	1	1	1	1	1	1	0	0	**6**	**26%**
Timepoints Early (Arrivals Only)	1	1	1	1	1	1	1	1	**8**	**35%**
Timepoints On-Time	2	2	0	2	1	1	1	0	**9**	**39%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 10-14 Minutes Late	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints 15-20 Minutes Late	0	0	0	0	0	0	0	0	**0**	**0%**
Timepoints >20 Minutes Late	0	0	0	0	0	0	0	0	**0**	**0%**
Maximum Minutes Early	-8	-6	-5	-7	-9	-7	-4	-1	**-9**	
Maximum Minutes Late	0	0	NA	0	0	0	0	NA	**0**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 22: AM Commuter On-Time Performance Analysis

	Scheduled Run Start Time/Route #											
	5:10 AM/#1	5:35 AM/#2	6:00 AM/#3	6:00 AM/#4	6:40 AM/#5	6:45 AM/#6	6:50 AM/#7	6:55 AM/#8	7:10 AM/#9	7:18 AM/#10	Total or Average	
Observed Deviation from Schedule												
Cirby at Sunrise				0.0							**0.0**	
Foothills at Junction		0.0	0.0								**0.0**	
Mahany Park		3.0	-2.0						1.0		**0.7**	
Galleria Transfer Point		0.0									**0.0**	
Amtrak			2.0								**2.0**	
Maidu Community Center	0.0			-1.0							**-0.5**	
Taylor/I-80	2.0			2.0	1.0	0.0		4.0	4.0	2.0	**2.1**	
Saugstad Park			4.0				0.0		6.0	-1.0	**2.3**	
I and 12th		0.0									**0.0**	
9th past I	-6.0		15.0	0.0	-2.0	0.0	16.0	-1.0	24.0	20.0	**7.3**	
P and 9th		0.0									**0.0**	
P and 7th	-10.0		14.0	-1.0	0.0	0.0	17.0	-4.0	22.0	21.0	**6.6**	
N and 10th		-3.0									**-3.0**	
N before 14th	-10.0		12.0	-2.0	-2.0	0.0	16.0		20.0	18.0	**6.5**	
Galleria Transfer Point			11.0								**11.0**	
Louis/Orlando Transfer Point				-6.0							**-6.0**	
Civic Center Transfer Point									10.0		**10.0**	
Maximum Observed Late												
Total Timepoints	5	6	8	7	4	4	4	3	7	5	**53**	**Percent**
Departure Timepoints	2	3	4	3	1	1	1	1	3	2	**21**	**40%**
Timepoints Early (Departures Only)	0	0	1	1	0	0	0	0	0	1	**3**	**6%**
Timepoints Early (Arrivals Only)	3	1	0	3	2	0	0	2	0	0	**11**	**21%**
Timepoints On-Time	2	5	3	3	2	4	1	1	2	1	**24**	**45%**
Timepoints 6-9 Minutes Late	0	0	0	0	0	0	0	0	1	0	**1**	**2%**
Timepoints 10-14 Minutes Late	0	0	3	0	0	0	0	0	1	0	**4**	**8%**
Timepoints 15-20 Minutes Late	0	0	1	0	0	0	3	0	1	2	**7**	**13%**
Timepoints >20 Minutes Late	0	0	0	0	0	0	0	0	2	1	**3**	**6%**
Maximum Minutes Early	-10	-3	-2	-6	-2	0	0	-4	1	-1	**-10**	
Maximum Minutes Late	2	3	15	2	1	0	17	4	24	21	**24**	

Source: Surveys conducted between 11/7/17 and 12/15/17

Table 23: PM Commuter On-Time Performance Analysis

	Scheduled Run Start Time/Route #											
	3:25 PM/#1	3:30 PM/#2	3:40 PM/#3	3:50 PM/#4	3:55 PM/#5	4:05 PM/#6	3:50 PM/#7	4:35 PM/#8	4:15 PM/#9	4:37 PM/#10	Total or Average	
Observed Deviation from Schedule												
Taylor & I-80 (Reverse Commute)									5.0		**5.0**	
Civic Center Transfer Point (Reverse Commute)										13.0	**13.0**	
15th at K					0.0	-5.0					**-2.5**	
15th before N	0.0	0.0	1.0	0.0			0.0	0.0	45.0	17.0	**7.9**	
P and 7th		4.0	3.0	0.0	-1.0	2.0	1.0	0.0	42.0	18.0	**7.7**	
Maidu Community Center	10.0										**10.0**	
Saugstad Park	5.0									6.0	**5.5**	
Taylor/I-80			9.0	32.0	6.0	6.0	16.0	16.0	34.0	0.0	**14.9**	
Galleria Transfer Point					14.0						**14.0**	
Mahany Park					18.0		18.0				**18.0**	
Saugstad Park						5.0			28.0		**16.5**	
Amtrak						3.0					**3.0**	
Foothills at Junction						2.0					**2.0**	
Mahany Park						-1.0			16.0		**7.5**	
Maximum Observed Late												
Total Timepoints	3	2	3	3	5	7	4	3	6	5	**41**	**Percent**
Departure Timepoints	1	2	2	2	2	2	2	2	3	3	**21**	**51%**
Timepoints Early (Departures Only)	0	0	0	0	1	1	0	0	0	0	**2**	**5%**
Timepoints Early (Arrivals Only)	0	0	0	0	0	1	0	0	0	0	**1**	**2%**
Timepoints On-Time	2	2	2	2	1	4	2	2	1	1	**19**	**46%**
Timepoints 6-9 Minutes Late	0	0	1	0	1	1	0	0	0	1	**4**	**10%**
Timepoints 10-14 Minutes Late	1	0	0	0	1	0	0	0	0	1	**3**	**7%**
Timepoints 15-20 Minutes Late	0	0	0	0	1	0	2	1	1	2	**7**	**17%**
Timepoints >20 Minutes Late	0	0	0	1	0	0	0	0	4	0	**5**	**12%**
Maximum Minutes Early	0	0	1	0	-1	-5	0	0	5	0	**-5**	
Maximum Minutes Late	10	4	9	32	18	6	18	16	45	18	**45**	

Source: Surveys conducted between 11/7/17 and 12/15/17

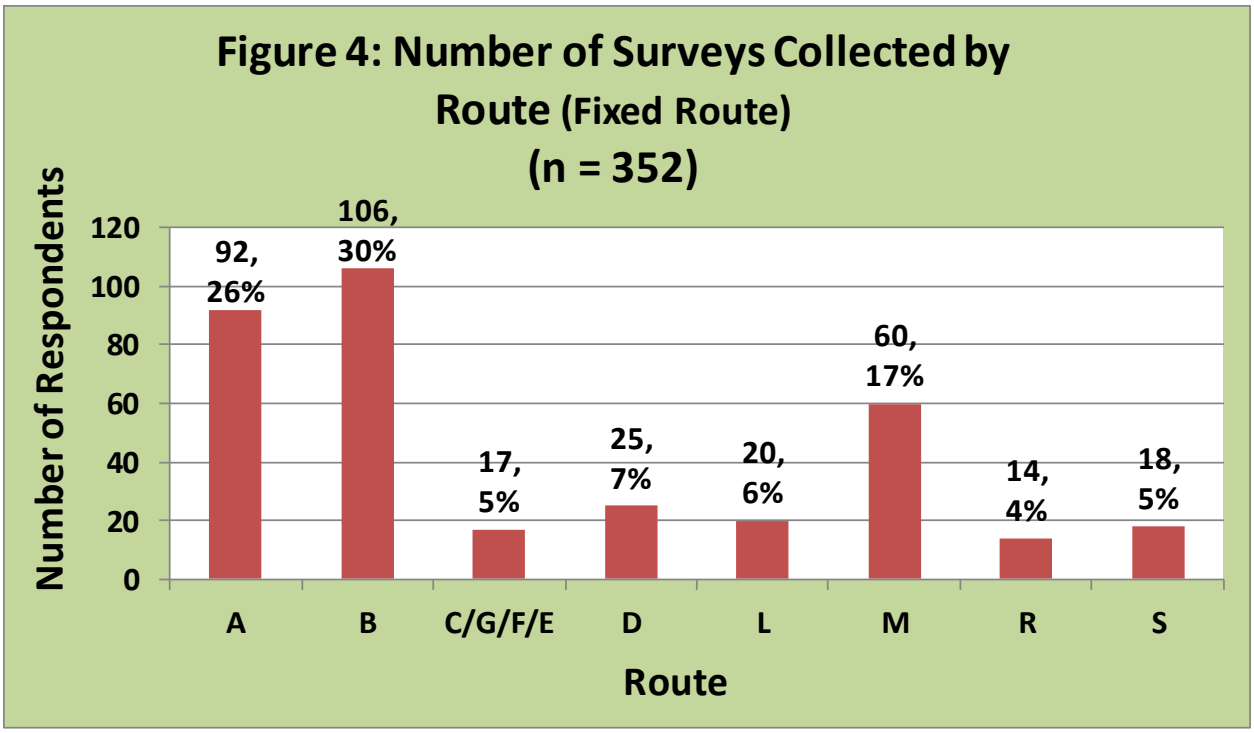
PASSENGER SURVEY RESULTS – LOCAL FIXED-ROUTES/COMMUTERS

A complete listing of on-board passenger survey results including specific answers to the open-ended questions is included as Appendices A (fixed-route responses) and B (commuter responses). A summary of the results from the fixed-route, commuter, and Dial-A-Ride surveys is provided below.

PASSENGER SURVEY RESULTS – LOCAL FIXED-ROUTES

Routes

The proportion of surveys collected on each route very closely corresponds to the proportion of overall ridership by route experienced on Roseville Transit on an average weekday. As shown in Figure 4, the greatest proportion of surveys collected was on Route B (30 percent) followed by Route A (27 percent). The smallest proportion of surveys collected was on Routes C/G/F/E (five percent) and Route S (five percent). These proportions are similar to the annual ridership observed on the routes – 26 percent and 27 percent on Routes B and A, respectively, and five percent and two percent on Routes C/G/F/E and S.



Demographics

The survey asked respondents to report their age and their employment or school enrollment status.

Age

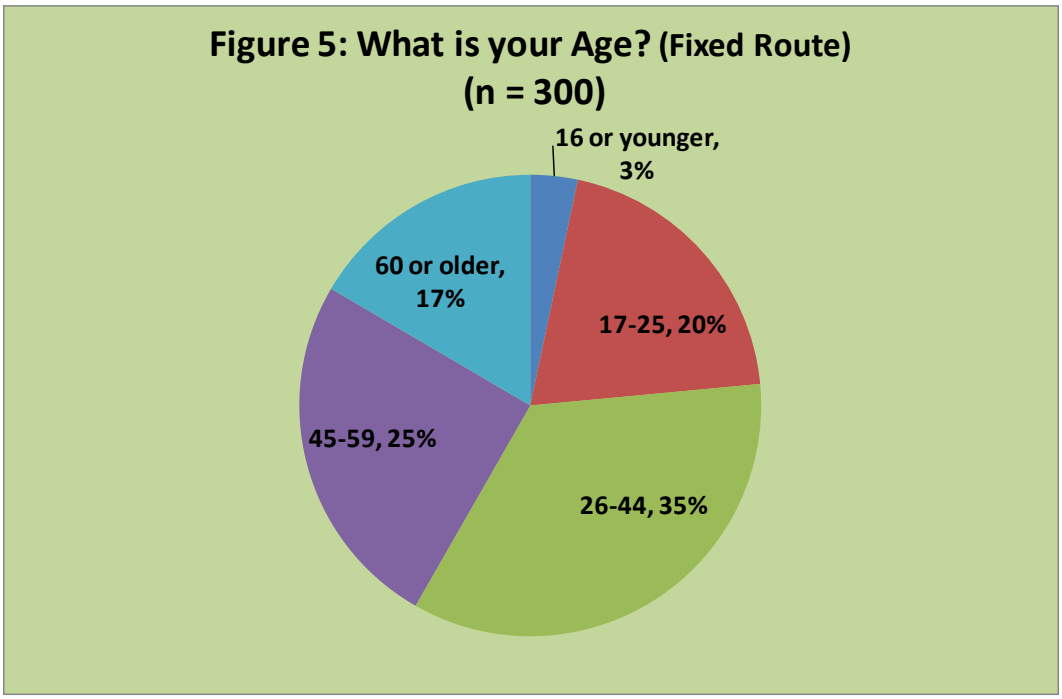
Surveyors were instructed to ask everyone who appeared to be over the age of twelve to take the survey. As shown in Figure 5, most survey respondents were adults aged 26 - 59 (60 percent of respondents). Another 17 percent of respondents were seniors over 60. Twenty percent of respondents were aged 17-25, and only 3 percent (10 respondents) were under the age of 16.

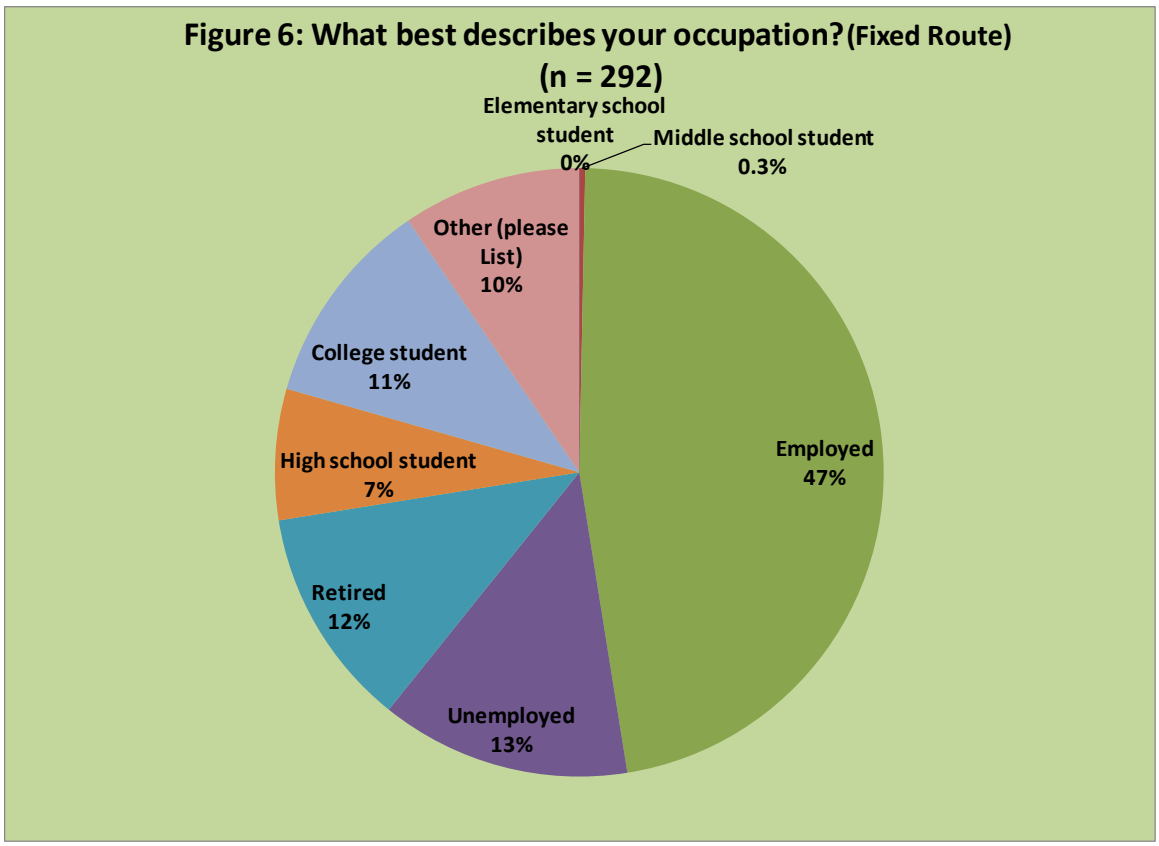
Employment Status

Figure 6 shows the employment status of the survey population. Most survey respondents were employed (47 percent), corresponding with the large numbers of respondents in the working-age categories, above. Unemployed people made up 13 percent of responses, while twelve percent of respondents were retired. College students made up eleven percent of respondents and high school students made up seven percent. One middle school student took the survey. Of the respondents that marked "Other" for their occupation, most marked that they had a disability or were a state employee.

These results can be compared with those of the 2010 survey. In 2010, there was a much higher rate of unemployment – at that time 44 percent of respondents stated that they were not

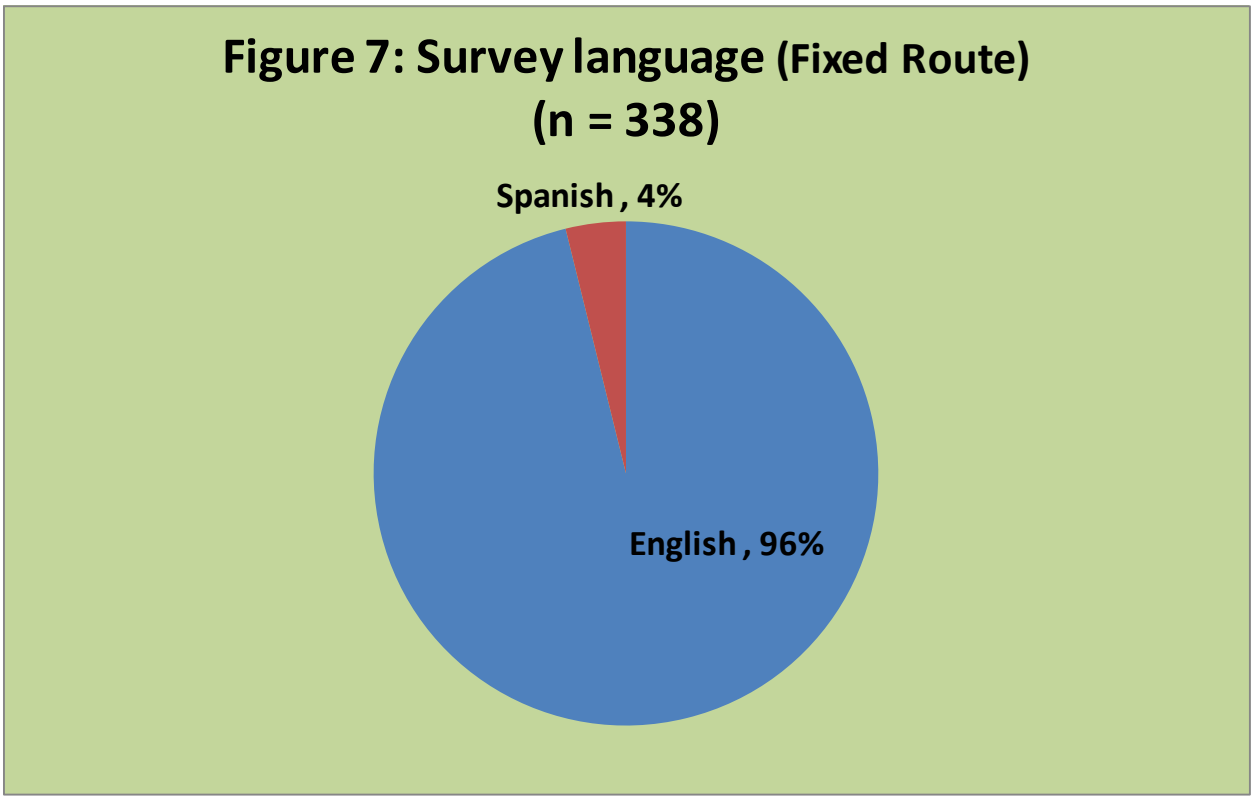
employed outside the home, compared to only 13 percent in 2017. In the 2010 survey, 22 percent of respondents were employed full time, compared to 47 percent in the 2017 survey.





Survey Language

The survey was offered in both English and Spanish. Thirteen people (four percent of respondents) took the survey in Spanish, as is shown in Figure 7.



Trip Characteristics

Several questions asked passengers for information related to aspects of their trip, such as their time of boarding, how often they ride the bus, and the purpose of their trip. These questions help establish how any future changes to the system might impact existing riders.

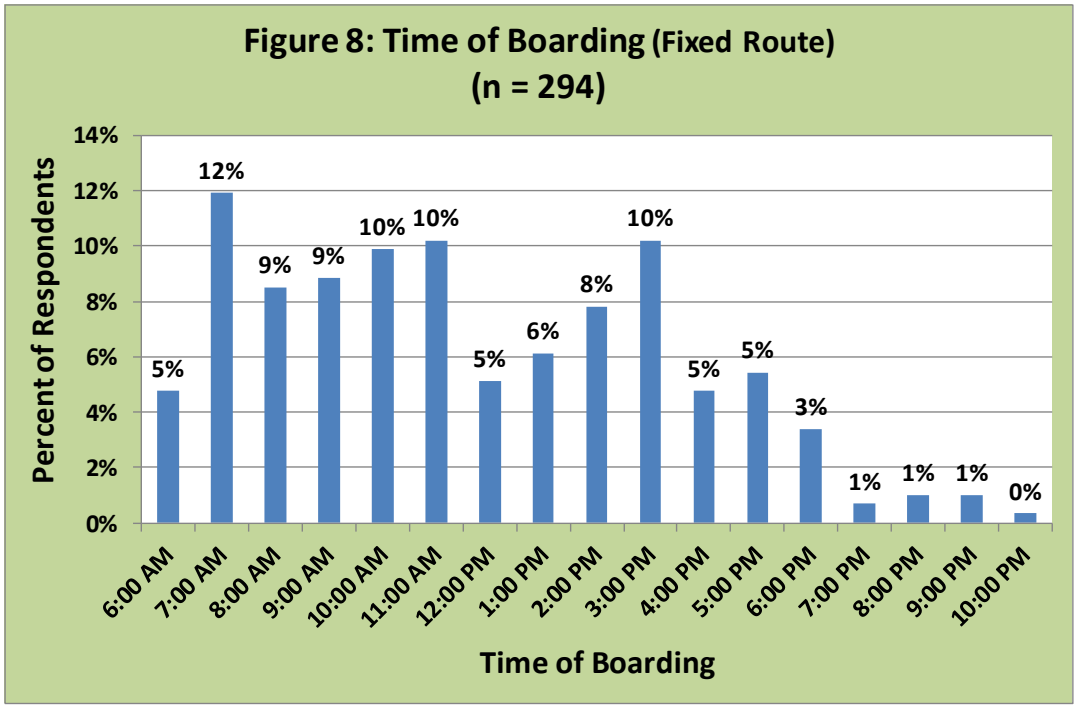
Boarding Time

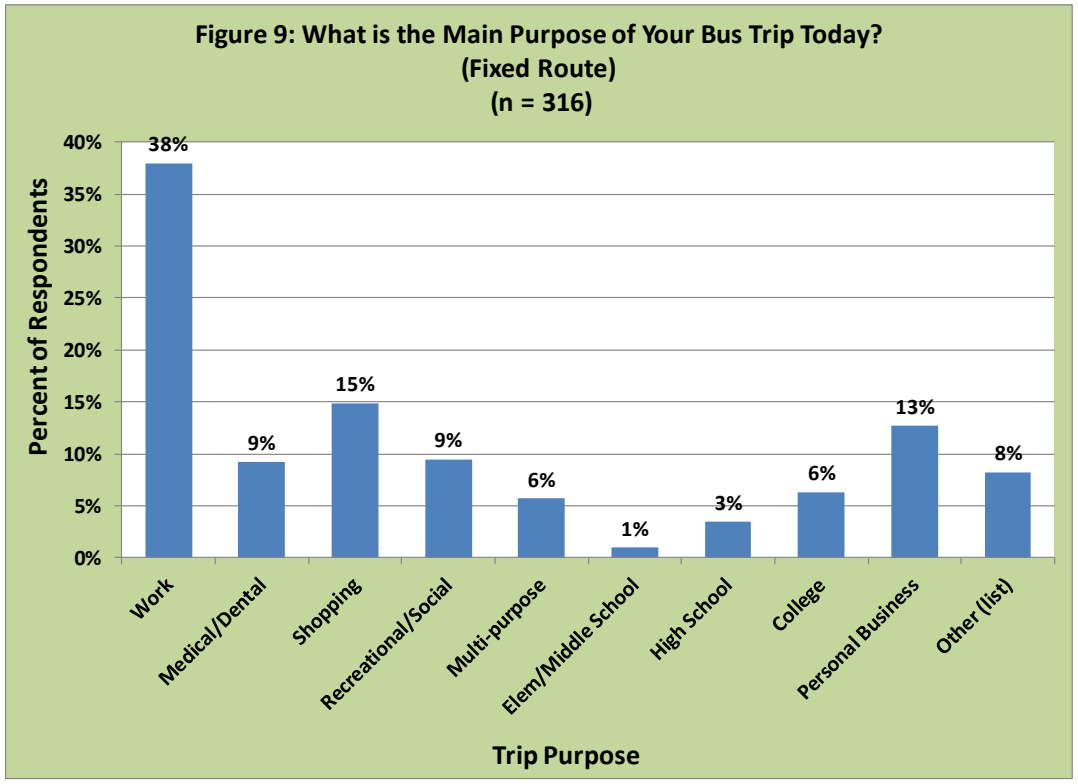
As shown in Figure 8, boardings were fairly evenly distributed throughout the day, with peaks in the 7:00 AM (twelve percent of boardings) and 3:00 PM (ten percent of boardings) hours. Beginning at 7:00 PM boardings dropped to 1 percent or less of total boardings.

Trip Purpose

Figure 9 shows responses to the question "What is the main purpose of your bus trip today?" The largest proportion of trip purposes on Roseville Transit was for work (38 percent). The next largest were shopping at 15 percent and personal business at 13 percent. School-related trips,

including college, made up 10 percent of trips. All other trip purposes had similar rates of response, between one and nine percent, with medical/dental and recreational/social both at nine percent. Multi-purpose trips made up six percent of trips.



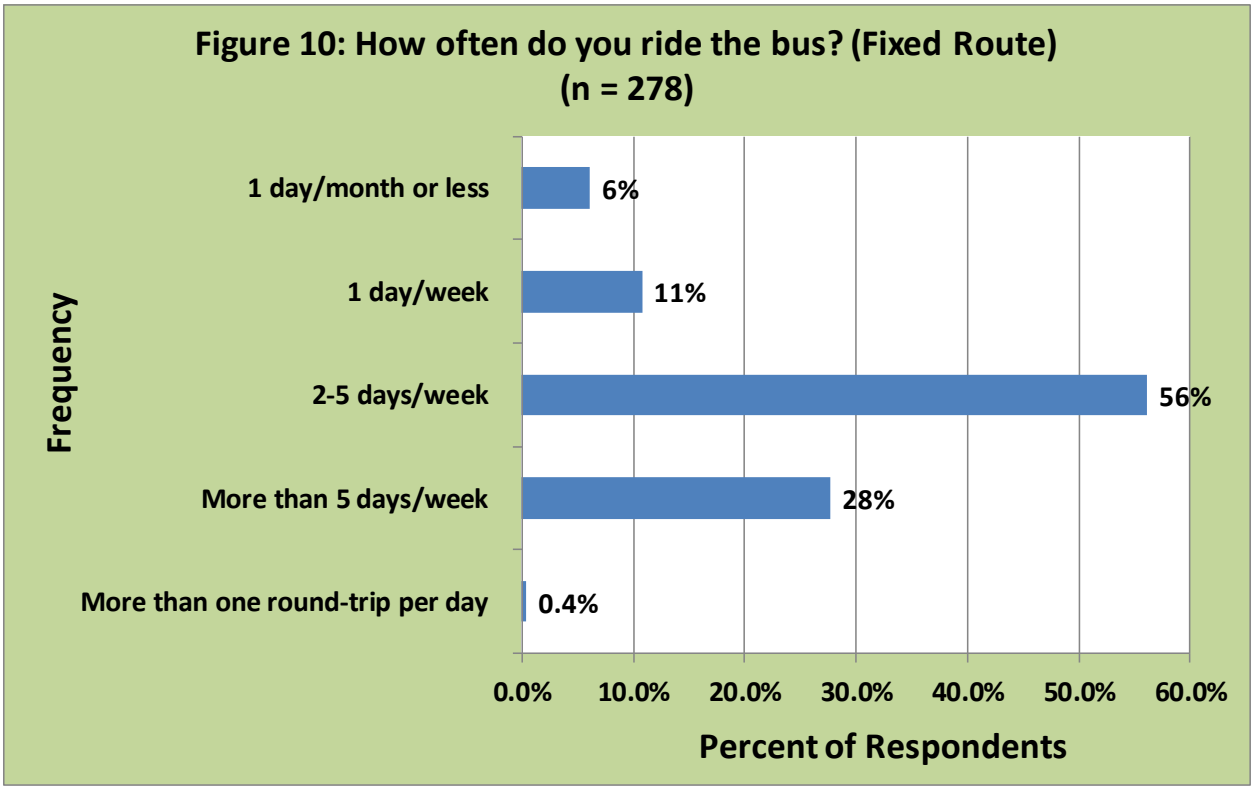


In the 2010 survey 32 percent of trips were for work, 24 percent were for school, and 16 percent were for shopping. While the percentage of work and shopping trips were similar in 2010 and 2017, in 2010 a higher percentage of respondents were using the system for school-related trips.

Frequency of Use

Figure 10 shows that 84 percent of respondents use the bus at least two days a week. That set encompasses 28 percent that use it more than five days per week. Another 17 percent of riders use the bus one day per week or less. As shown in the "Transit Dependence" statistics in the section below, Roseville's ridership is moderately transit dependent, as indicated by the 29 percent of local route riders who say they would not have made the trip if transit were not available, and the 60 percent that do not possess a driver's license. Given that Roseville's local fixed-route ridership is moderately but not highly transit-dependent, the relatively high frequency of use indicates that Roseville's transit system provides an alternative that is competitive with other modes.

Frequency of use was similar in 2010. In the 2010 surveys, 80 percent of respondents used the bus at least two days per week. Thirty-five percent used it more than five days per week.



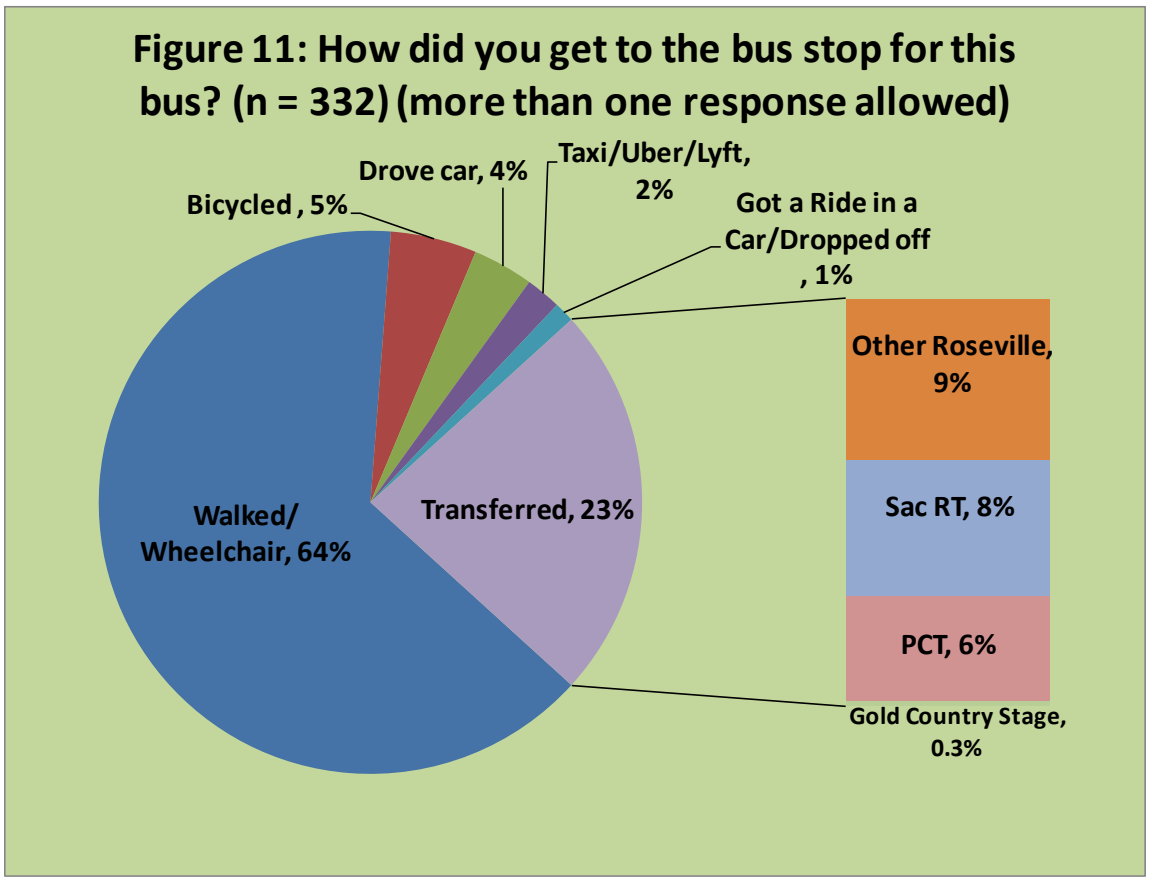
Transit Dependence

Several questions in the survey provide insight into the level of transit dependence of Roseville Transit riders. These questions asked how riders got to the bus, how they would travel if the bus did not exist, and whether they have a driver's license.

Means of Access

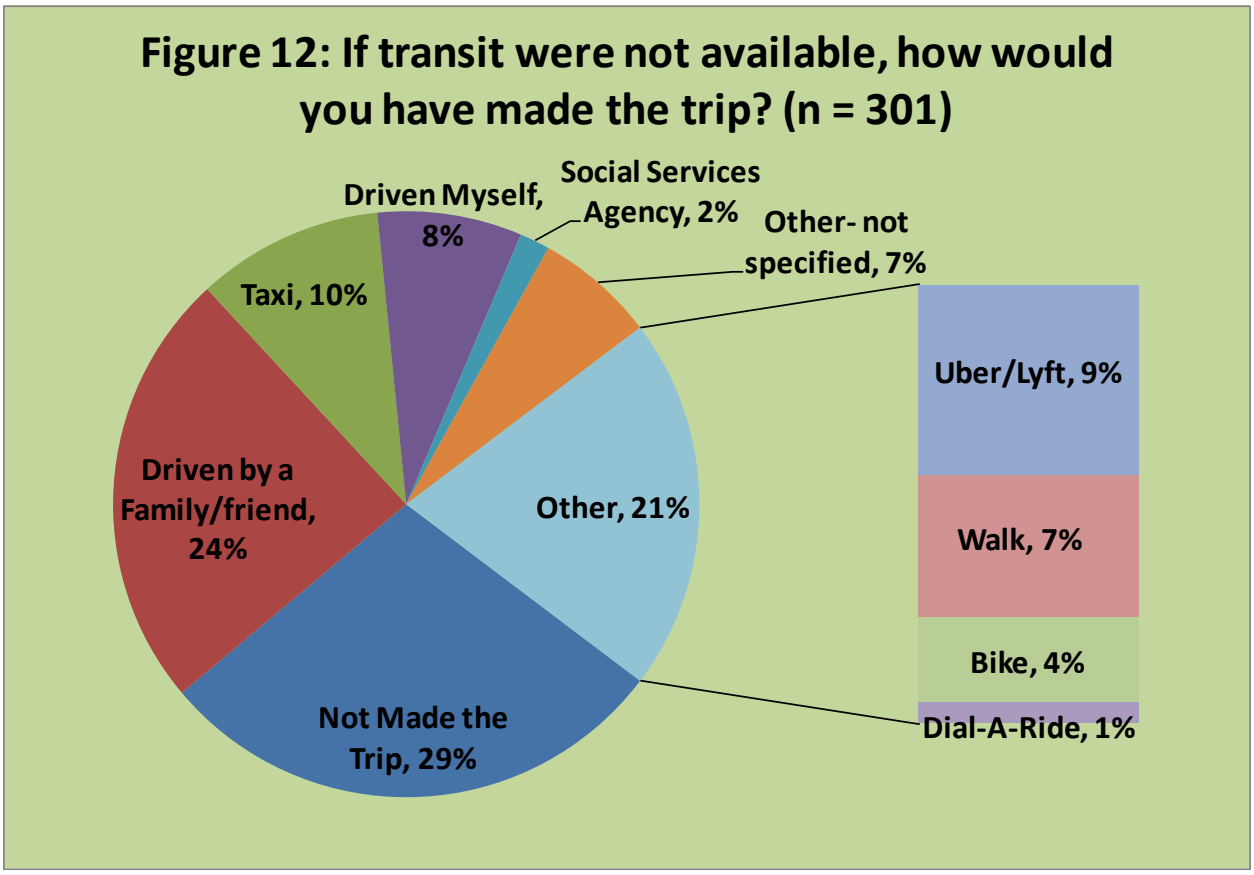
Figure 11 shows that over half of respondents walked or used a wheelchair to access the bus (64 percent). Only four percent drove their own car to the bus, while 23 percent transferred. Five percent rode their bicycle. This percentage of bicycle commuters is much higher than Roseville's bicycle mode share to work of less than 1 percent, as reported by the 2016 American Community Survey. While transit users as a group may be more likely to also ride a bicycle than non-transit users, the high level of bicycle access may also indicate that Roseville provides good bicycle accommodation or that bus stops are relatively close to homes and neighborhoods, making it easy to bike.

Of respondents who transferred onto the bus, approximately even numbers transferred from Sacramento Regional Transit (Sac RT), Roseville Transit, or Placer County Transit. One person (0.3 percent of respondents) transferred from Gold Country Stage.



Alternatives to Transit

Figure 12 shows responses to the question, "If transit were not available, how would you have made the trip?" Approximately a third of respondents (29 percent) noted that they would not have made the trip if transit were not available, indicating a moderate level of transit dependence.



Only 8 percent of the local fixed-route respondents would have driven themselves if transit were not available, indicating that although the population may not be entirely transit-dependent, there is a low level of reliance on or access to a private vehicle for the trip. Only eleven percent would have walked or bicycled.

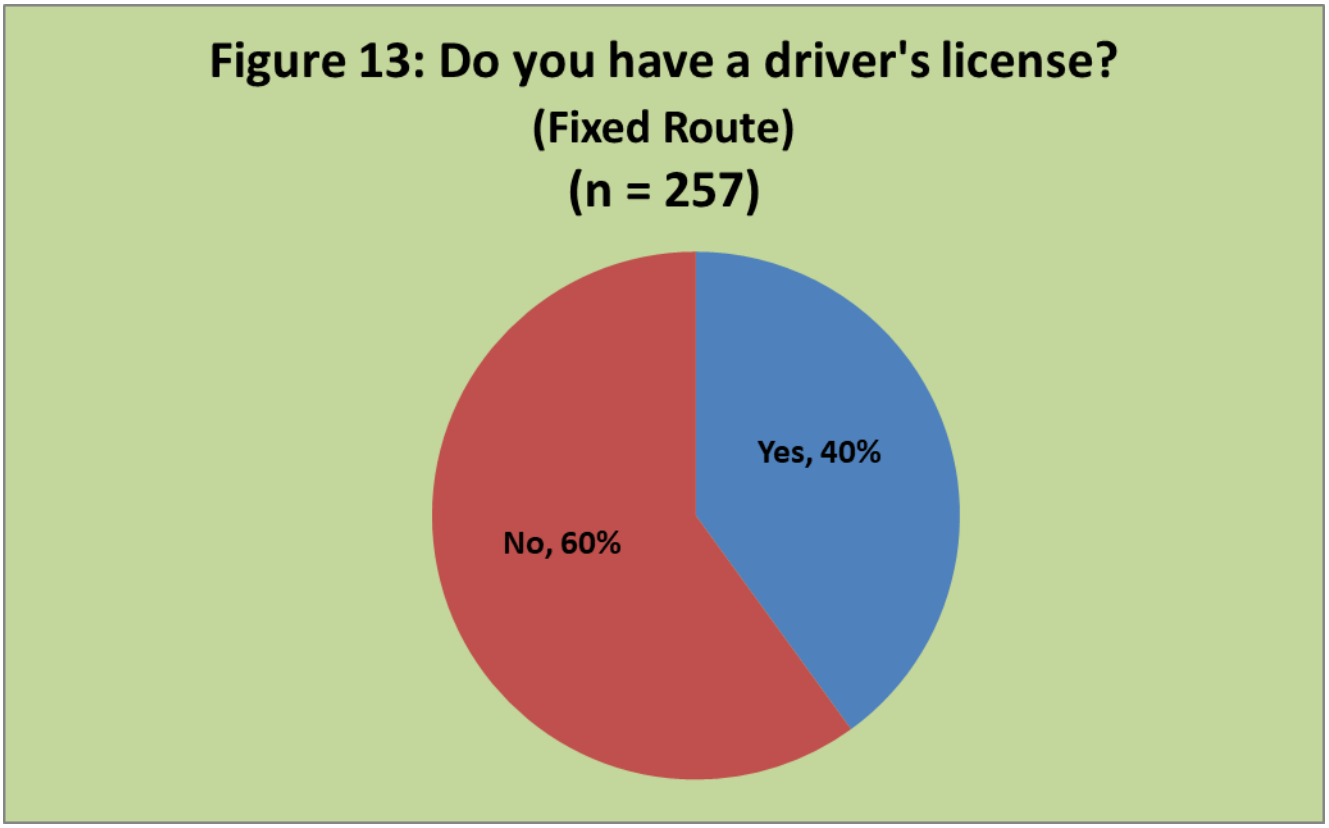
Other alternatives that respondents mentioned included walking or biking, taking Dial-A-Ride or using Uber or Lyft.

In 2010 the percent of respondents who stated they would not have made the trip if transit were not available was nearly the same as in the 2017 surveys – 28 percent would not have made the trip compared to 29 percent in 2017. Another six percent would have driven themselves, and 39 percent would have walked or bicycled. This was a much higher rate of

walking and bicycling than in 2017. In 2017 the trips have shifted from walking and bicycling primarily to "driven by a family member/friend," taxi, or Uber or Lyft.

Possession of Driver's License

Another indicator of transit dependence is the percentage of riders who do not have a driver's license. Figure 13 shows that nearly two-thirds (60 percent) of respondents do not possess a driver's license. The 2010 surveys of fixed-route passengers on the local routes showed the same proportion of respondents without a driver's license.



Rider Satisfaction and Needs

Three questions dealt with either rider satisfaction or rider needs.

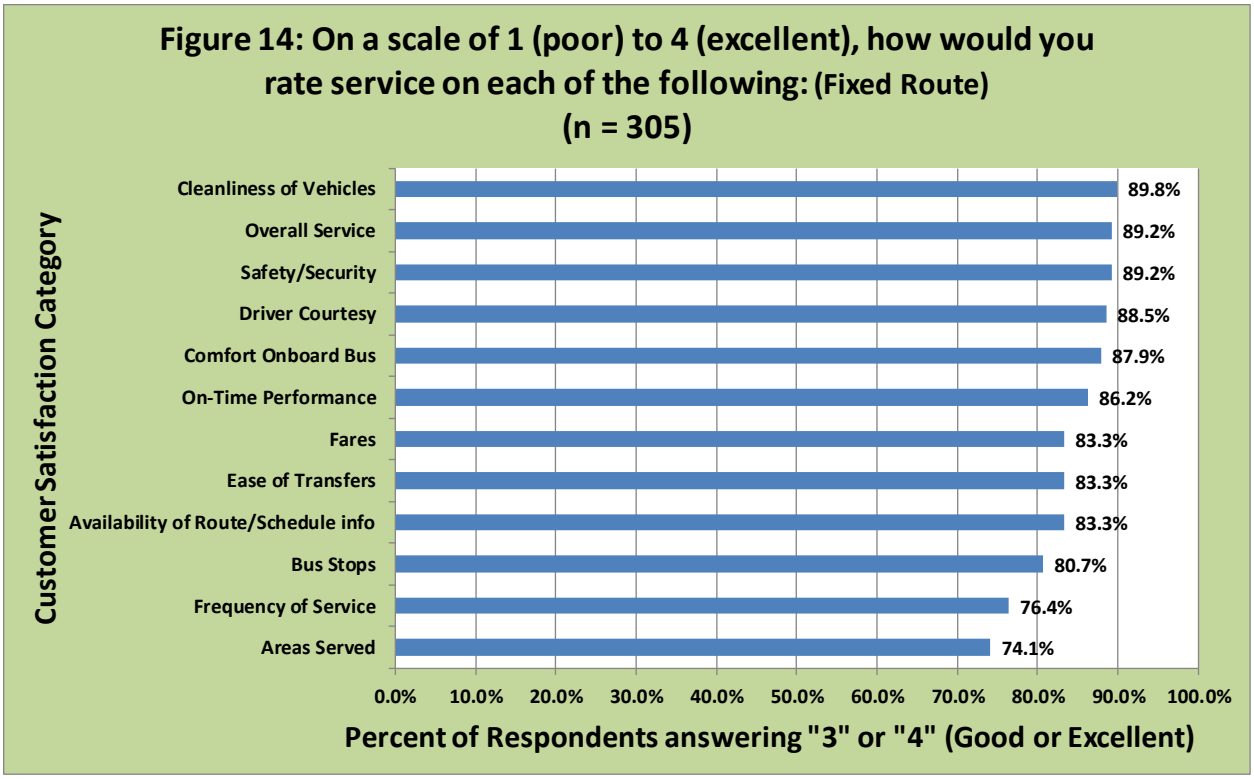
Customer Satisfaction

The survey asked passengers "On a scale of 1 (poor) to 4 (excellent), how would you rate service on each of the following?" Respondents were then provided with twelve service categories to rate, including Overall Service. Figure 14 shows responses in order of highest proportion of "Excellent" and "Good" scores. Fully 89 percent of respondents rated Overall

Service either “Good” or “Excellent.” In general, respondents were well-satisfied with all categories, with 74 percent or more providing a positive score in all categories.

Categories that received between 85 and 90 percent “Good” or “Excellent” ratings included:

- Cleanliness of Vehicles
- Overall Service
- Safety/Security
- Driver Courtesy
- Comfort Onboard Bus
- On-Time Performance



Categories that received slightly lower rankings (less than 85 percent “Good” or Excellent”) included:

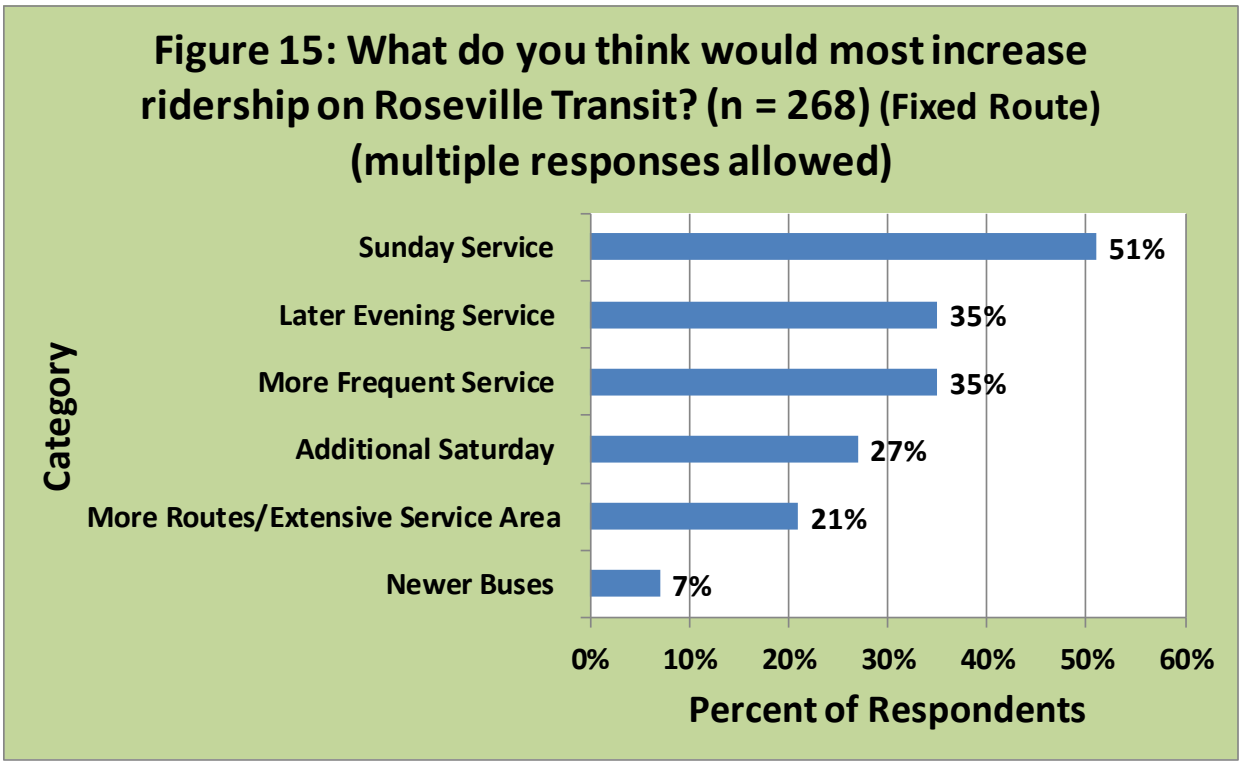
- Fares (cost)
- Ease of transfers
- Availability of Route/Schedule info
- Bus Stops
- Frequency of Service
- Areas Served

Areas Served was the lowest-ranking category.

In the 2010 surveys, the three highest-ranked categories were Driver Courtesy, Safety on Bus, and Comfort Onboard Bus. The three lowest-ranked categories in the 2010 survey were Fare, Proximity of Bus Stop to Home, and Availability of Route/Schedule Information. Availability of Route/Schedule Information has moved up from its low ranking in 2010 to the middle of the rankings in 2017, indicating that improvements have been made in the dissemination of information since 2010.

What would most increase ridership?

The survey asked riders to consider what they thought might most increase ridership on Roseville Transit. Although they were asked to check only one box, many people checked more than one, and all answers were recorded. Figure 15 shows that just over half of all riders (51 percent) thought that adding Sunday service would draw more ridership. Another 35 percent each thought that later evening service and improving frequency of service would increase ridership the most. Only 7 percent of respondents thought that adding newer buses would increase ridership.



The 2010 survey worded this question slightly differently, asking passengers to select one of six potential service enhancements that they would most like to see implemented. In 2010, later evening service ranked the highest (33 percent). More frequent service was ranked second (26 percent), and Sunday service ranked third (16 percent). In July 2013 grant funding was used to

provide later evening service on Routes A, B and M. This may have satisfied some 2010 rider requests for later service.

What transit improvements would you most like to see?

The final question about rider needs in the 2017 survey asked respondents an open-ended question, "What transit improvements would you most like to see?" There were 211 responses to this question. Most suggestions fell into the categories listed above, i.e., more frequent service, later evening service, Sunday Service, extended service area/more routes, additional Saturday service and newer buses or requests for maintenance on specific buses. There were additional suggestions noted by multiple respondents as well as specific, concrete suggestions made by only one individual. These are listed below. The full set of suggestions by route is included in Appendix A.

Comments that apply to all routes:

- Better transfers – buses should take the same pass
- Better lighting at stops – it can be hard to see passengers waiting at stops at night, riders complain they are not getting picked up
- Drivers are not always nice
- Better web page
- Sunday service 10:30-12:30 for Churchgoers
- Charge card with amount
- Have stop/route info at actual stops instead of a confusing map without times – some people don't have phones
- Reduce smoking around bus stops
- Sometimes connect machine isn't working properly
- Digital ticketing
- Discount for college students

Route C

- A bus that goes all the way to Rocklin

Route D

- Request for a 5:30 AM for Route D because of school
- Old Route D better than the current route
- Better connecting time frames – D to B is difficult

Route M

- More frequent service on M route, twice an hour at peak between 6-10 am & 3-7 pm. Expand service down Blue Oaks Blvd toward west Roseville Border.

Route R

- Change peak hours to run later.

Route S

- Move stops on the "S" bus between Santucci and Galleria

Specific locations for Shelters

- Put shelters at Pleasant Grove and Foothill
- Shelters on M to Galleria

Specific locations for Stops

- Route D: Take out Blue Oaks stop to shorten route
- Restore old bus stop by Heritage Park Apartments
- Near Fiddyment Farm; Fiddyment west park intersection
- More stops between Foothills and Woodcreek and more stops near Sonic
- Route M: Stop on Junction Blvd (presumably this is a request to stop there more often)

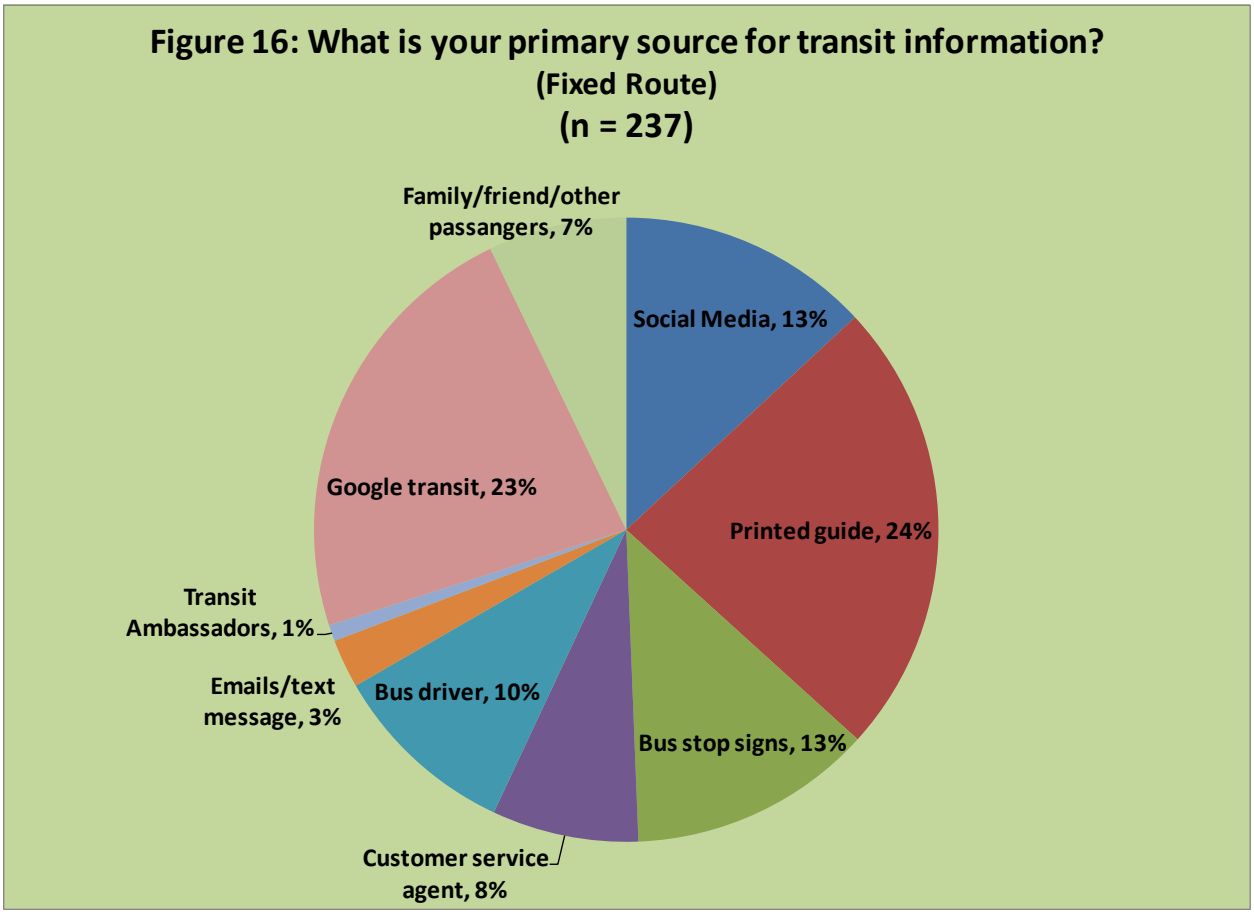
Specific suggestions for changes to the timing or frequency of individual routes are shown in Table 24.

Table 24 - Specific Suggestions by Route or Stop (Fixed Route)

Route or stop	Suggestion	Number of respondents who made this suggestion
M	Sunday Service	10
M	Run to 10:30 PM	3
M	Start earlier (one request for 5:00 AM)	2
D	Run past 6:30 PM	4
D	Start before 5:30 AM	1
B	Last bus 10 PM from mall	2
L	Run to 10:00 PM	2
R	Change peak hours	1 from onboard surveys, 1 from pop-up workshops
R	Run later (one request for weekends)	6
S	Run later	1

Primary Source of Information

Finally, the survey asked passengers about their primary source of transit information. As shown in Figure 16, Roseville local transit riders appear to obtain their transit information from a variety of different sources. The largest percentage of respondents (24 percent) gets their information from the printed guide. The next largest group of respondents (23 percent) gets their information from Google transit. Other common sources of information were social media or bus stop signs. The fewest respondents reported getting their transit information from transit ambassadors (1 percent), and a very small proportion (3 percent) reported getting their information through e-mails or text message. This is in contrast to the commuter ridership, in which 22 percent of respondents reported getting their information from e-mails or text message (see Appendix B). Only eight percent of local fixed-route respondents got their information from a customer service agent. In total, 74 percent of respondents obtain their information from sources produced for general consumption, i.e., not individualized service such as talking to a customer service representative on the phone. This is a distinct change from the 2010 surveys, when the top three sources of transit information among respondents were "Bus driver," "At the bus stop," or "Call City Offices."



PASSENGER SURVEY RESULTS – COMMUTERS

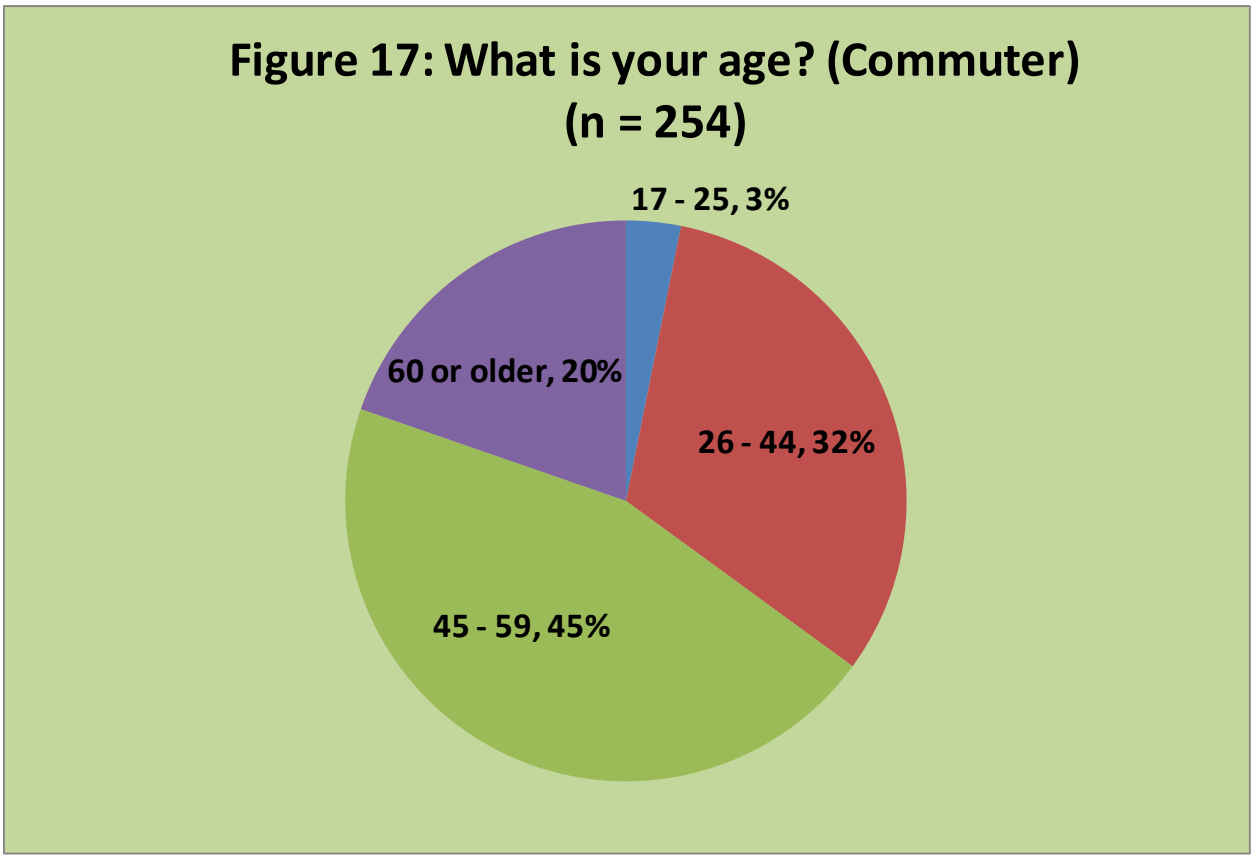
Roseville Transit operates ten morning and evening commuter routes between various park and ride lots and downtown Sacramento Monday through Friday during the peak commute hours of 5 - 9 am and 3:30 - 6:30 pm. Of the survey respondents, 275 were on the commuter routes. The text and graphs below summarize their responses to the survey questions.

Demographics

The survey asked respondents to report their age and their employment or school enrollment status.

Age

Surveyors were instructed to ask everyone who appeared to be over the age of twelve to take the survey. As shown in Figure 17, the large majority of survey respondents were adults aged 26 - 59 (77 percent of respondents). Another 20 percent of respondents were seniors over 60, three percent were aged 17-25, and no one was under the age of 16.

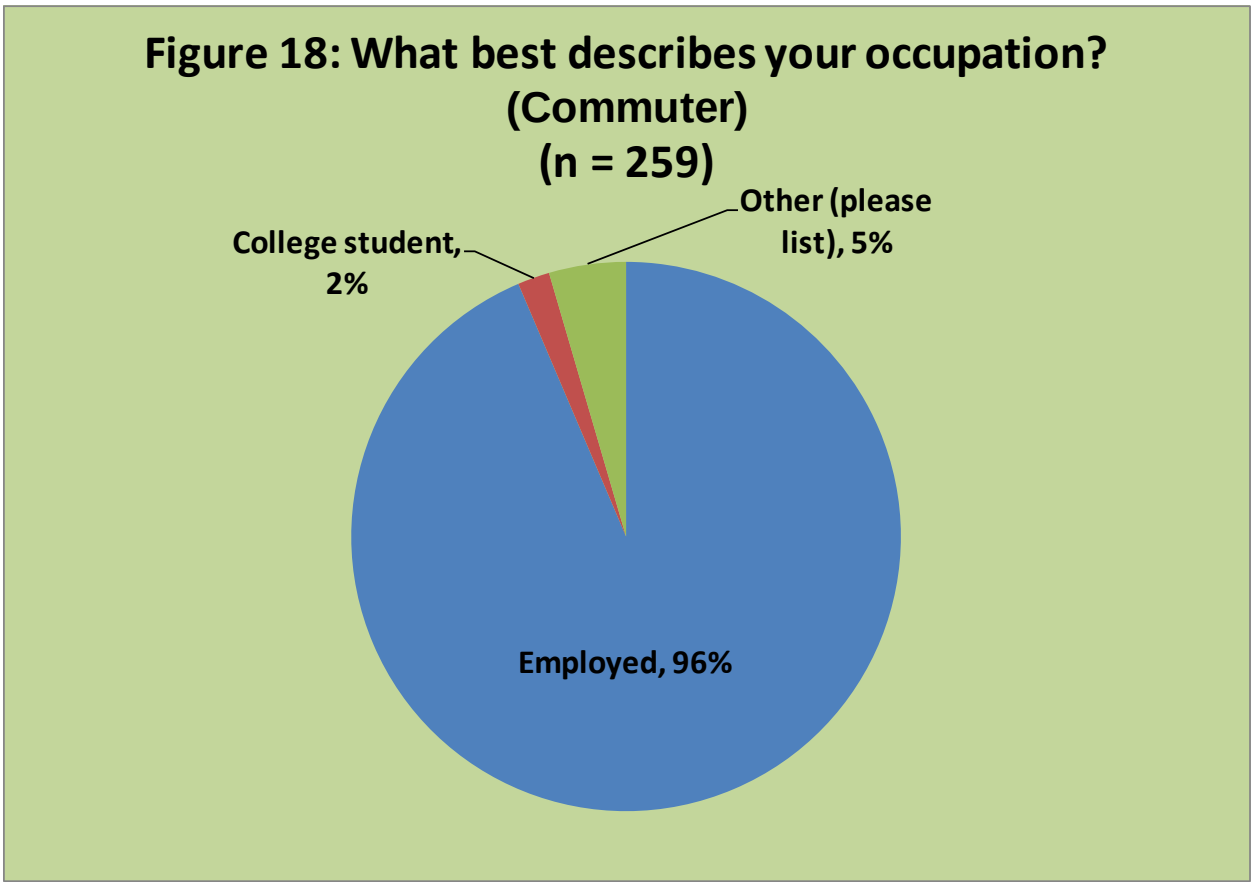


Employment Status

Figure 18 shows the employment status of the survey population. Nearly all survey respondents were employed (96 percent). Two percent of respondents were college students. Of the respondents that marked "Other" for their occupation, most marked that they were a state employee.

Survey Language

The survey was offered in both English and Spanish. Only one person took the survey in Spanish.



Trip Characteristics

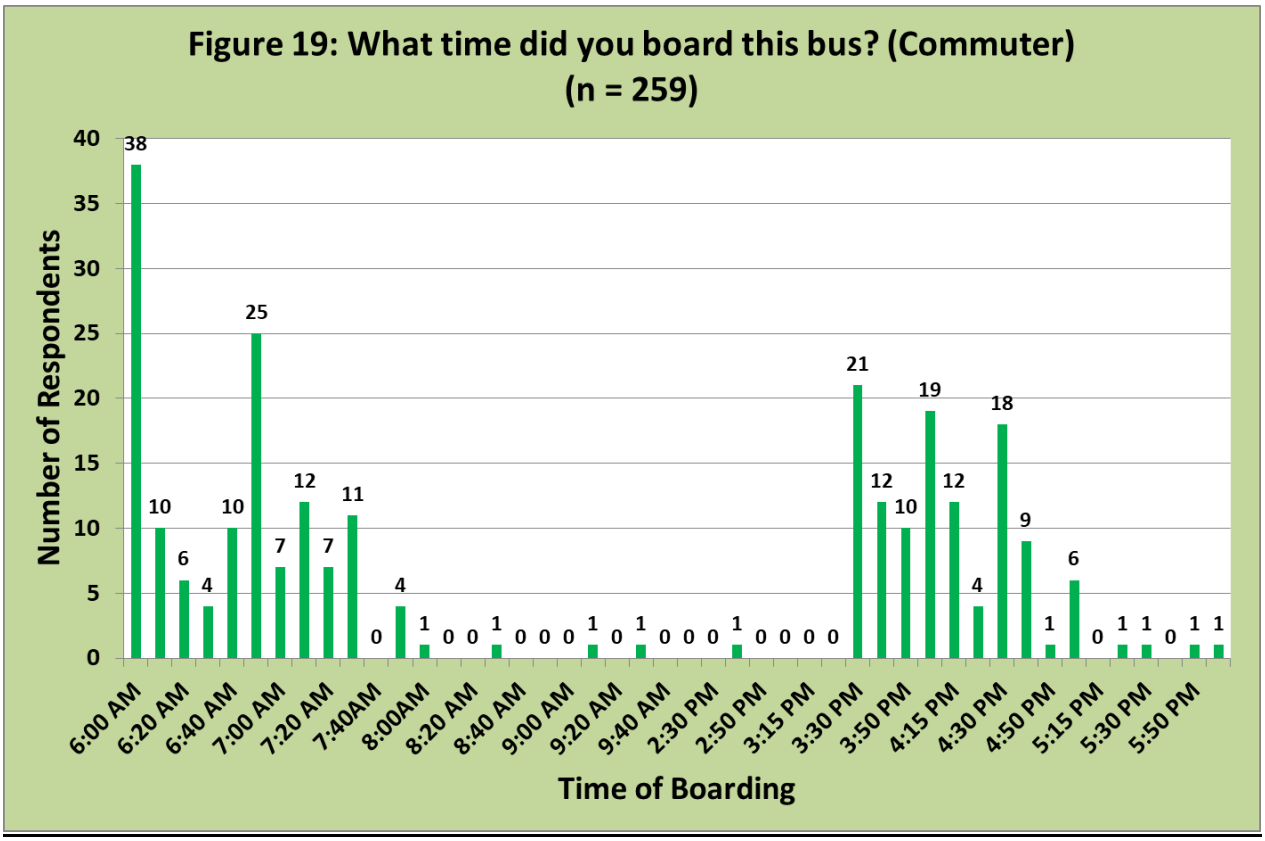
Several questions asked passengers for information related to aspects of their trip, such as their time of boarding, how often they ride the bus, and the purpose of their trip. These questions help establish how any future changes to the system might impact existing riders.

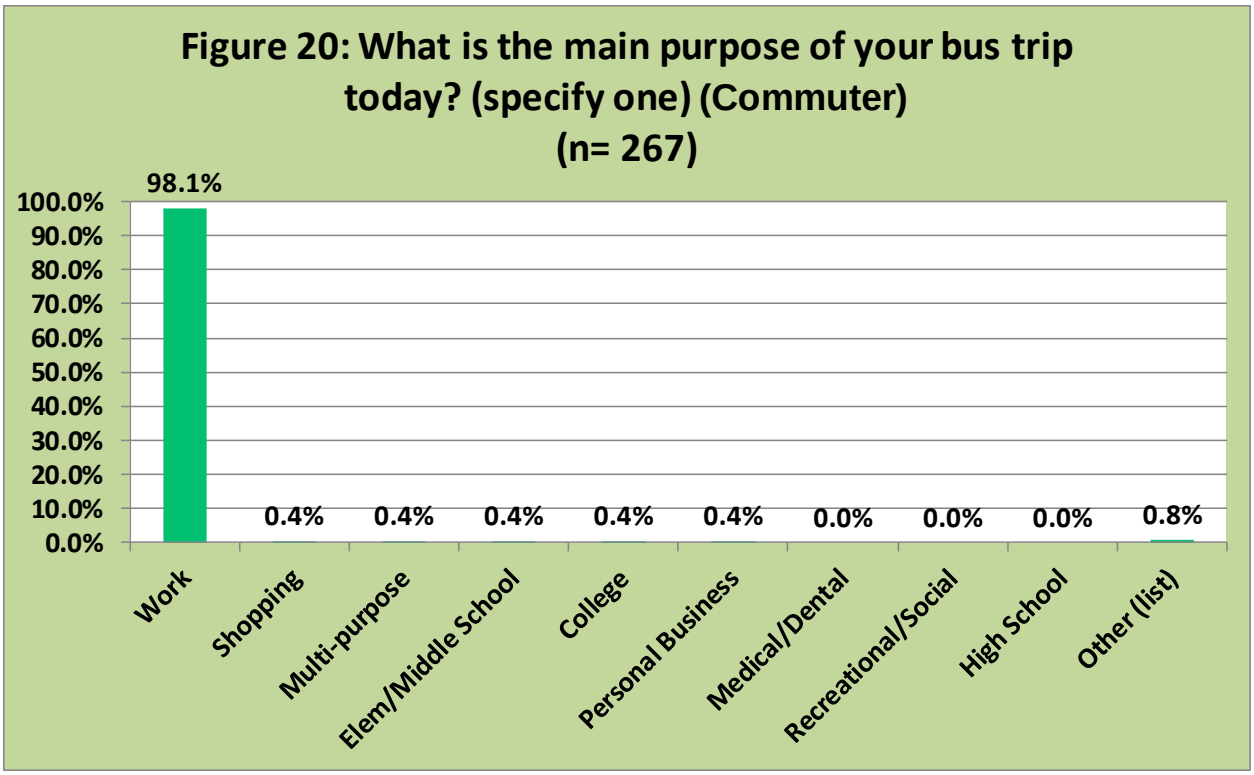
Boarding Time

As shown in Figure 19, the 6:00 AM hour was by far the most popular hour for boarding, with 38 respondents boarding at that time (15 percent). The next most popular morning boarding time was 6:50 AM, with 25 boardings (10 percent). In the evenings, the 3:30 PM, 4:00 PM, and 4:30 PM boardings were the most popular, with 21, 19, and 18 respondents boarding at those times (8.1, 7.3, and 7 percent, respectively).

Trip Purpose

Figure 20 shows responses to the question "What is the main purpose of your bus trip today?" Nearly every trip on the commuters was for work (98 percent). One respondent each said that they were using the commuter route for Shopping, Multi-purpose, Elementary/Middle School or College.





Frequency of Use

Figure 21 shows that 90 percent of respondents use the bus two to five days a week, with another six percent using it more than five days a week. Two percent each of respondents said that they used the commuters one day a week or less, or one day a month or less. Although the ridership on the commuters is not highly transit dependent, as evidenced by possession of a driver's license and the percentage of people who would drive if transit were not available (below), there is a high frequency of use on the commuters, indicating that the commuter route provides a strong alternative to the private vehicle.

Transit Dependence

Several questions in the survey provide insight into the level of transit dependence of Roseville's commuter riders. These questions asked how riders got to the bus, how they would travel if the bus did not exist, and whether they have a driver's license.

Means of Access

Figure 22 shows that just over half of respondents drove to the bus (54 percent). Another 39 percent walked to the bus. Less than five percent each got a ride in a car, bicycled, transferred,

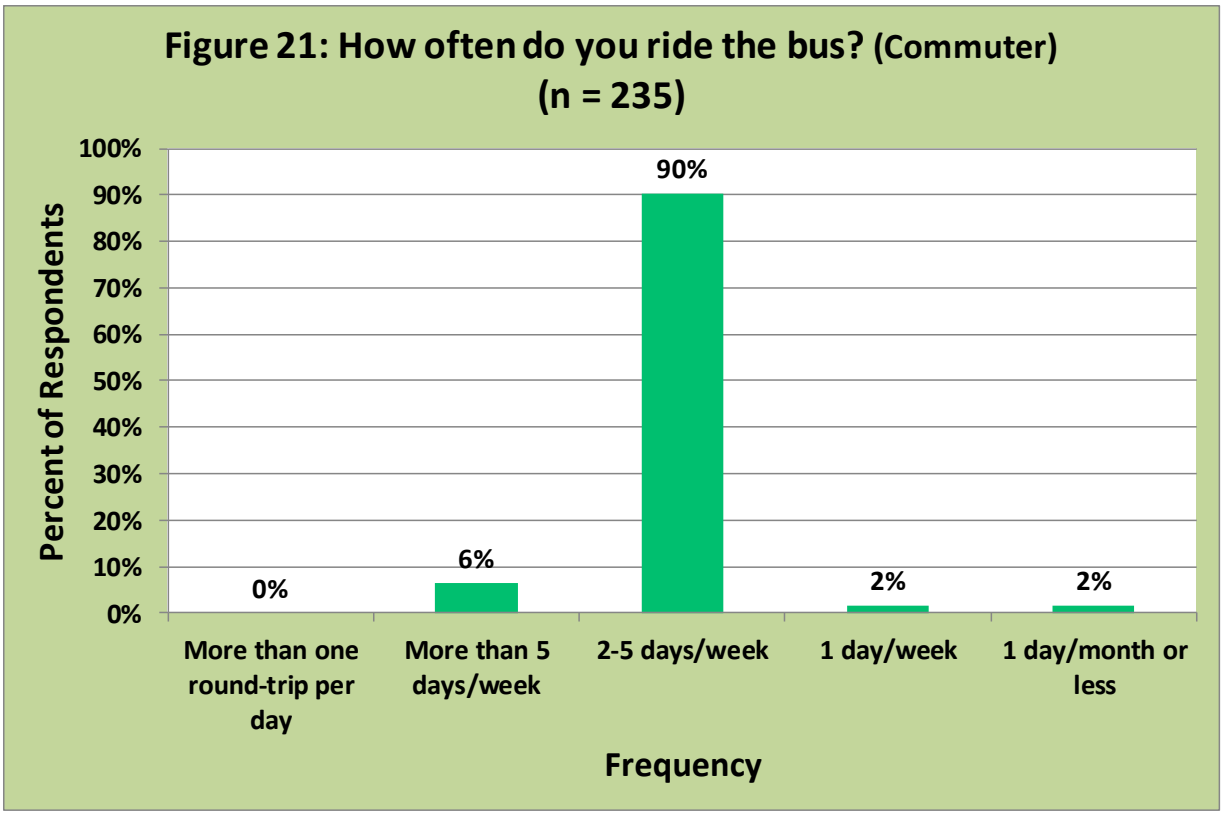


Figure 21: How often do you ride the bus? (Commuter)
(n = 235)
Percent of Respondents
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
0%
6%
90%
2%
2%
More than one round-trip per day
More than 5 days/week
2-5 days/week
1 day/week
1 day/month or less
Frequency

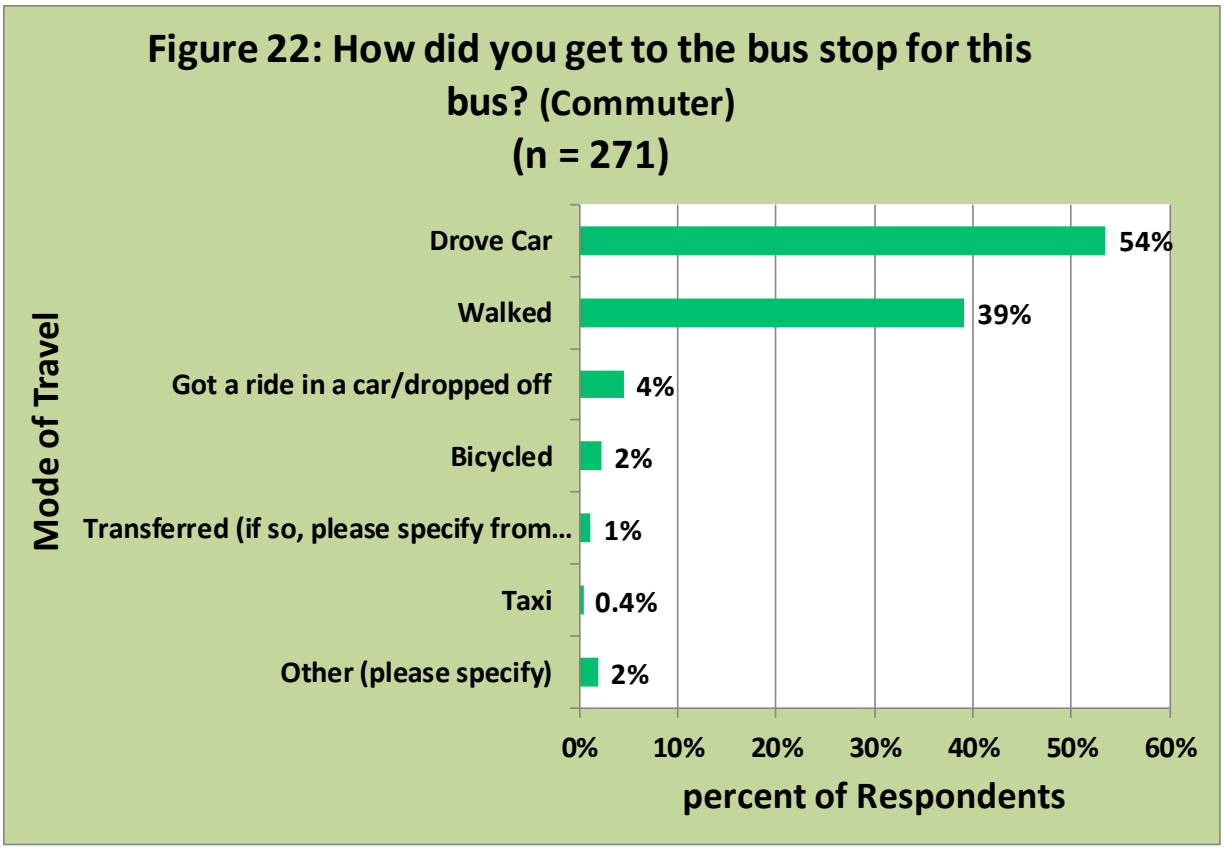


Figure 22: How did you get to the bus stop for this bus? (Commuter)
(n = 271)
Mode of Travel
Drove Car
54%
Walked
39%
Got a ride in a car/dropped off
4%
Bicycled
2%
Transferred (if so, please specify from...
1%
Taxi
0.4%
Other (please specify)
2%
0%
10%
20%
30%
40%
50%
60%
percent of Respondents

or took a taxi. Of the three respondents who transferred, two transferred from Sac RT, and one transferred from Uber or Lyft.

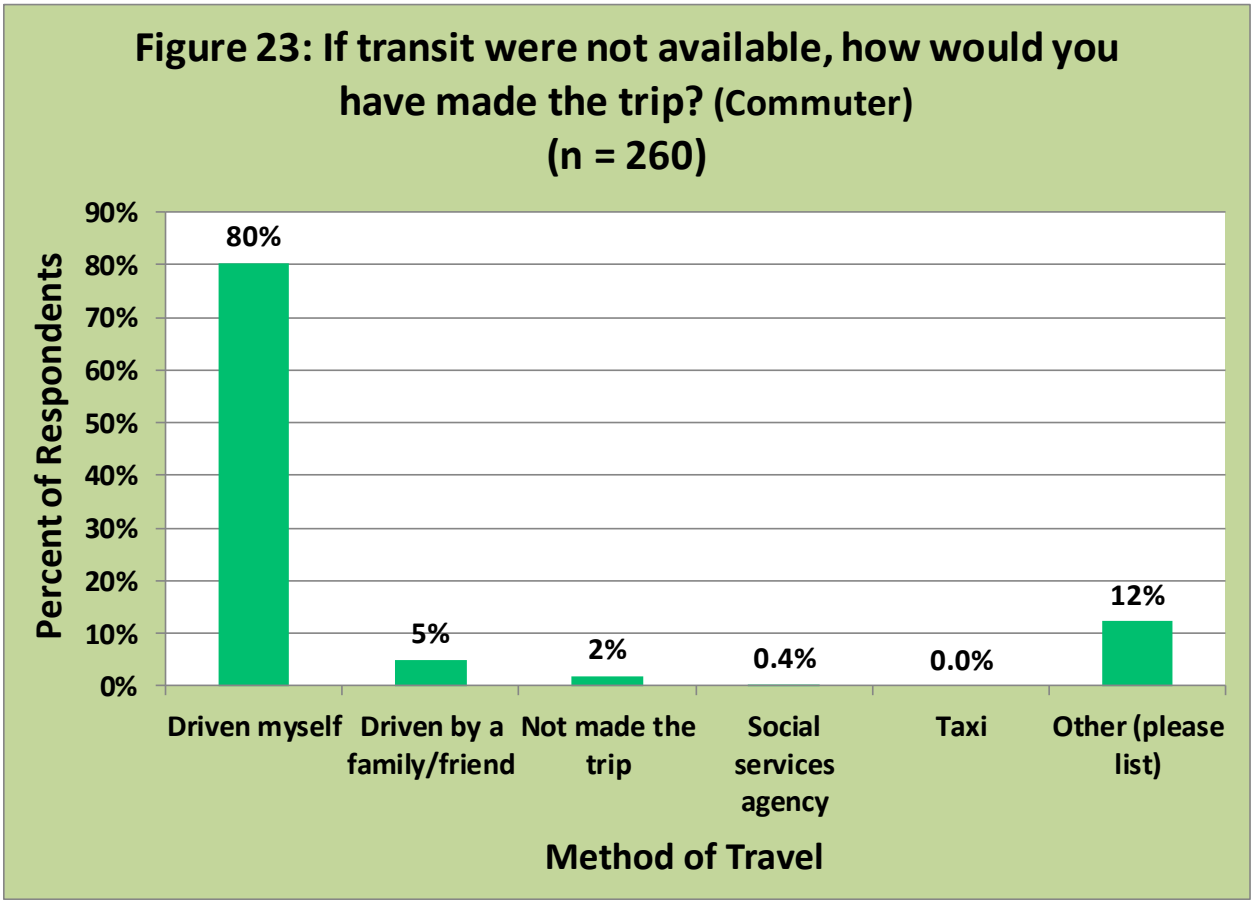
Alternatives to Transit

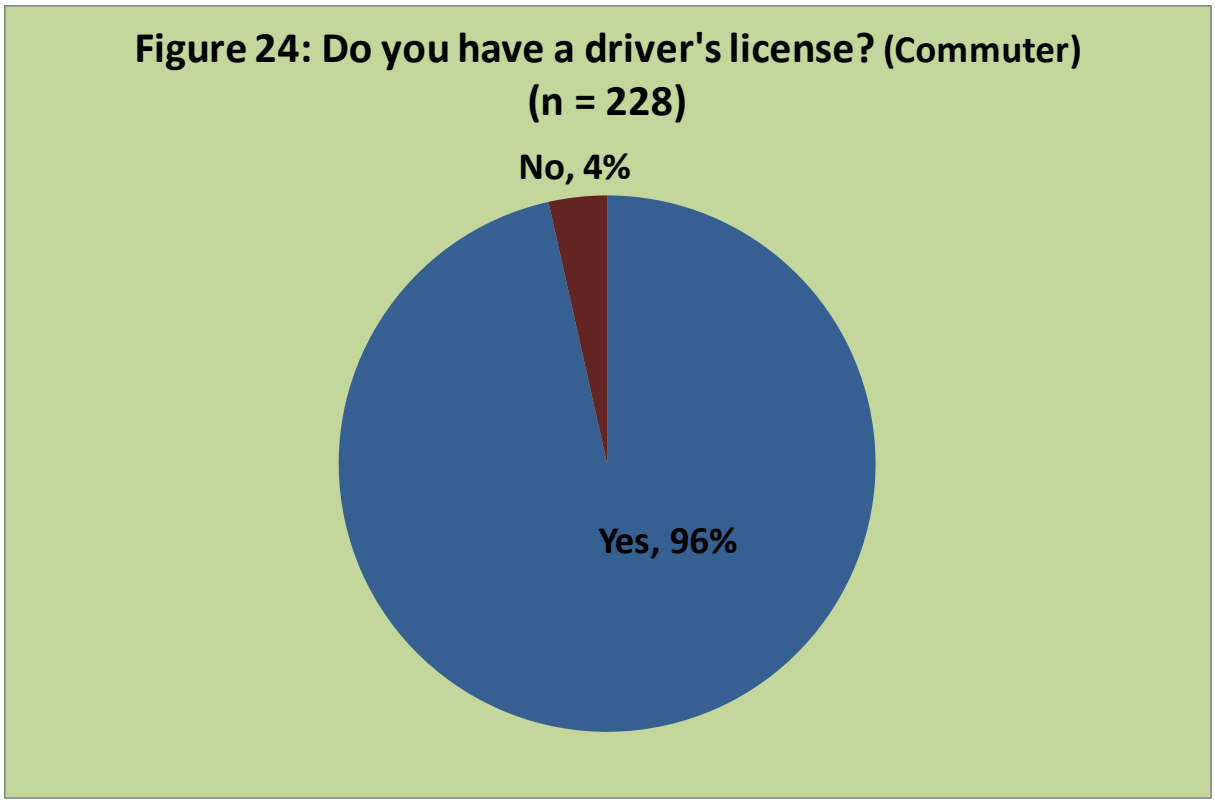
Figure 23 shows responses to the question, "If transit were not available, how would you have made the trip?" Of the commuter respondents, 80 percent answered "Driven myself." Another five percent answered that they would have been driven by a family member or a friend. Only two percent stated that they would not have made the trip, indicating a very low level of transit dependence. Of those that marked "Other," most said that they would take light rail. Others said they would vanpool or carpool, take Lyft/Uber, or take Placer County Transit.

Possession of Driver's License

Another indicator of transit dependence is the number of people who have a driver's license. Figure 24 shows that only four percent of the commuter respondents stated that they did not have a driver's license, indicating a very low level of transit dependence.

Rider Satisfaction and Needs





Rider Satisfaction and Needs

Three questions dealt with either rider satisfaction or rider needs.

Rider Satisfaction

The survey asked passengers "On a scale of 1 (poor) to 4 (excellent), how would you rate service on each of the following?" Respondents were then provided with twelve service categories to rate, including Overall Service. Figure 25 shows responses in order of highest proportion of "Excellent" and "Good" scores. Over 95 percent of respondents rated Overall Service either "Good" or "Excellent." In general, respondents were well-satisfied with all categories, with 82 percent or more providing a positive score in all categories.

Categories that received between 90 and 95 percent "Good" or "Excellent" ratings included:

- Driver Courtesy
- Safety/Security
- Overall Service
- Cleanliness of Vehicles
- Availability of Route/schedule info
- Ease of transfers
- Areas served

Categories that received slightly lower rankings (between 82 and 88 percent "Good" or Excellent") included:

- On-Time Performance
- Fares (cost)
- Bus Stops
- Frequency of Service
- Areas Served
- Comfort Onboard Bus

Comfort Onboard Bus was the lowest-ranking category.

What would most increase ridership?

The survey asked riders to consider what they thought might most increase ridership on Roseville Transit. Although they were asked to check only one box, many people checked more than one, and all answers were recorded. Figure 26 shows that just over half of all respondents (51 percent) thought that increasing the frequency of service would draw more ridership. This corresponds with the relatively low score that Frequency of Service received in the rider satisfaction question, above. Another 32 percent of respondents thought that extending the service area/more routes would be the best way to increase ridership. Later evening service and newer buses received 18 and 16 percent of responses, respectively. Sunday service and additional Saturday service received the lowest number of responses, with three percent each.

Of those that chose extended service area/more routes, the following changes were requested (the number of respondents who made each request is in parentheses):

- Extended service to Mahany (8)
- Mid-day service (7)
- Later morning service (3)
- Earlier afternoon service (3)
- More stops at Galleria (3)
- More service to West Roseville (3)
- Maidu (4)
- Another early stop at Mahany (2)
- Bigger buses (2)
- 3 pm Sacramento to Sunsplash (2)
- More afternoon stops at Mahany (1)
- Later at Galleria (1)
- Orangevale (1)
- Earlier morning service (1)
- Later afternoon service (1)

Figure 25: On a scale of 1 (poor) to 4 (excellent), how would you rate service on each of the following: (Commuter)
(n = 267)

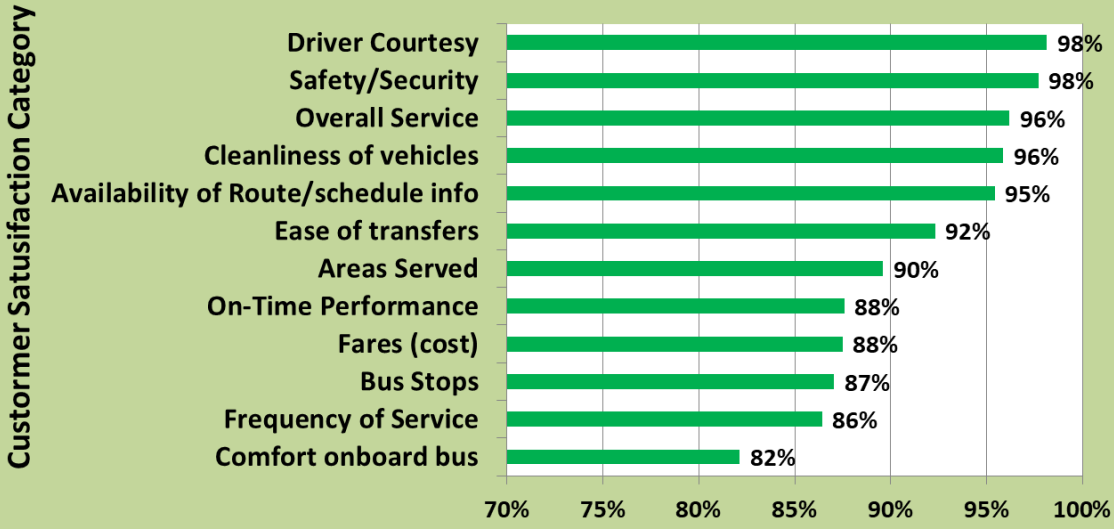
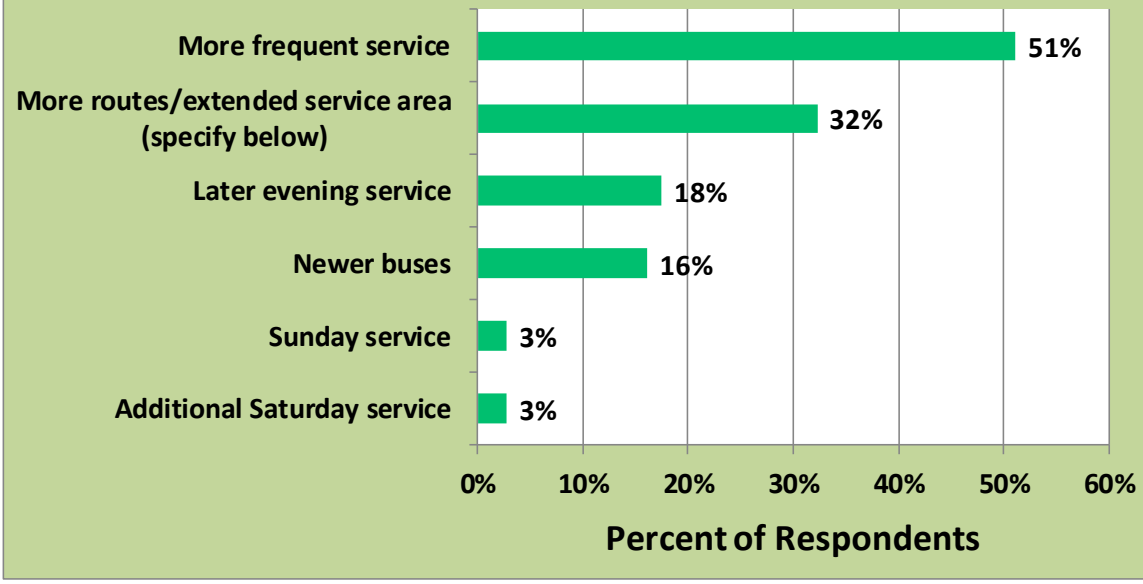


Figure 26: What do you think would most increase ridership on Roseville Transit? (Check only one) (Commuter)
(n = 217)



- More afternoon service (1)
- Rancho Cordova (1)
- Santucci (1)
- Rocklin (1)
- Roundtrip SVC (1)
- A stop past Watt/I-80 (1)
- Different routes downtown (1)
- Mid-town and Broadway (1)
- Sunrise and Cirby (1)
- Crocker (1)
- Express downtown to Saugstad (1)
- Run the #1 on Fridays (1)
- Run the #6 on Fridays (1)
- N & 4th (1)
- Louis and Orlando (1)

The final question about rider needs in the 2017 survey asked respondents an open-ended question, "What transit improvements would you most like to see?" There were 211 responses to this question. Most suggestions fell into the categories listed above, i.e., more frequent service, later evening service, Sunday Service, extended service area/more routes, additional Saturday service, and newer buses or requests for maintenance on specific buses. There were additional suggestions noted by multiple respondents or specific, concrete suggestions made by only one individual. These are listed below, with the number of respondents making the request in parentheses. The full set of responses is included in Appendix B.

- Increased number of buses during commute times, increased frequency (57)
- Mid-day commuter (22)
- Later morning, earlier afternoon (32)
- Later evening service (11)
- Newer buses (11)
- Temperature control (8)
- Wi-Fi (8)
- Fix leaky bus roofs and windows; seats get wet so no one can sit on them; buses smell like mildew (5)
- Improve Sunsplash (Taylor & I-80) bus stop (Placer riders requested this as well) (4)
    - Shelter leaks
    - Bigger waiting area needed with better shelter
    - Homeless use the shelter
    - More safety needed – there are break-ins
- More routes to West Roseville (3)
- Power with USB port for charging (3)

- Better lighting at stops – it can be hard to see passengers waiting at stops at night, riders complain they are not getting picked up (3)
- Less stops in downtown – people can walk a couple of blocks to the bus stop (3)
- Change route to I-80 and get in the carpool lane (3)
- Newer buses are too compact, uncomfortable, need wider seats (3)
- Bus 7 should leave Roseville earlier so as to make it to Sacramento on time – 5 minutes late to Sacramento translates to 20 minutes late coming home because of traffic (3)
- Run Bus 1 on Fridays (2)
- Run Bus 6 on Fridays (2)
- Coordinate AM commuter routes with school drop off – 7:40 – 7:45 AM (2)
- Bike racks to hold more bikes - they fill up (2)
- Footrests (2)
- Buses should have straps if you need to stand (1)
- Consider a route to UC Med Center (1)
- More accurate schedule times that align with route (1)
- More stops that people can walk or take transit to in Roseville (1)
- Improved exit at Saugstad (1)
- Better service to Woodcreek area (1)
- A personal trip during work hours is necessary to get ID. Rider says that for two years they have paid non-resident fare because they can't take a half-day off to get a bus ID. (1)
- Expand the bus cover at Sunsplash - way too small for ridership (also mentioned above) (1)
- Afternoon commuters: Natomas areas, past Watt/I-80. State departments: FTB, Victims Compensation (moving from downtown Sacramento to Bradshaw area in 2018). (1)

Specific suggestions for changes to the timing or frequency of individual routes are shown in Table 25.

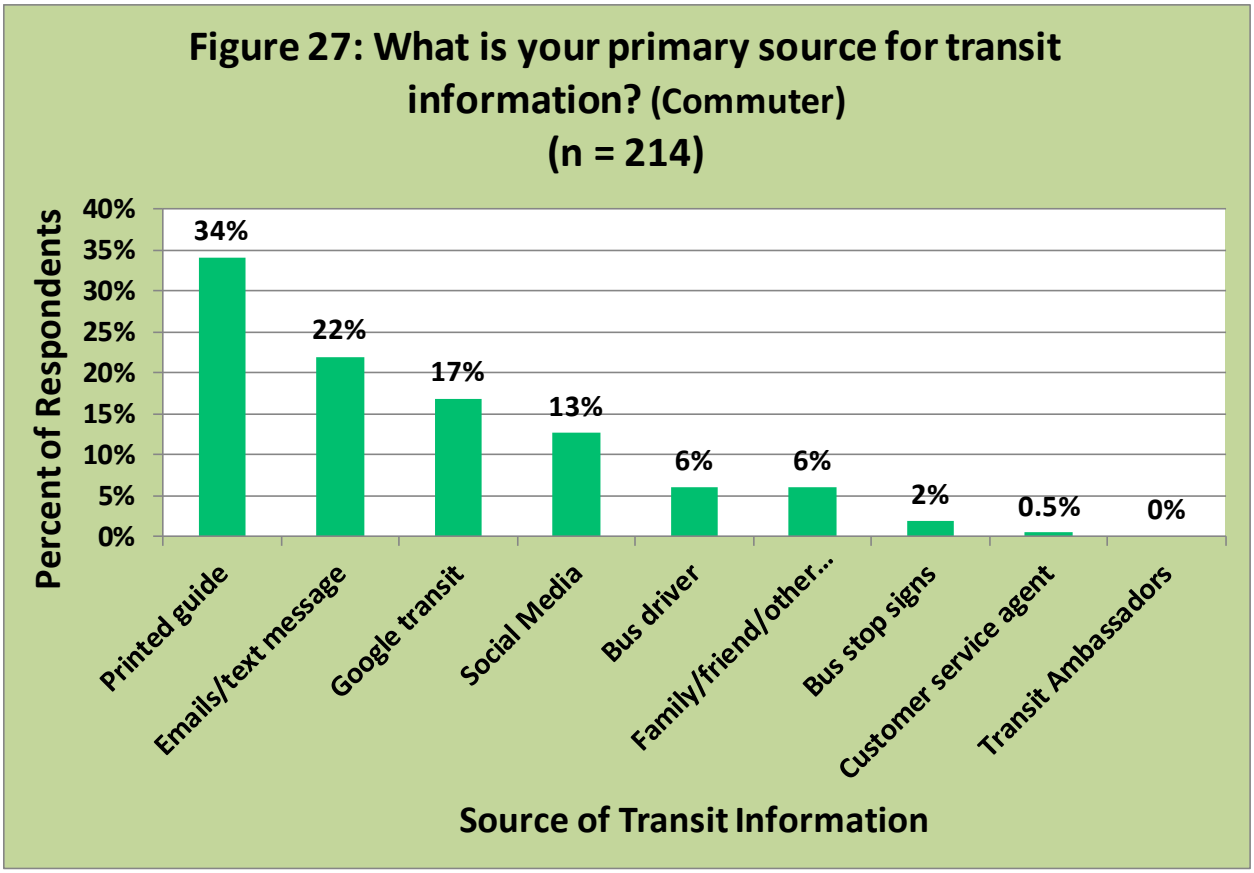
Primary Source of Information

Finally, the survey asked passengers about their primary source of transit information. As shown in Figure 27, Roseville commuter riders appear to obtain their transit information from a variety of different sources. The largest percentage of respondents (34 percent) gets their information from the printed guide. The next largest group of respondents (22 percent) gets their information from e-mails or text messages. Other common sources were Google Transit or social media. No one reported getting their transit information from transit ambassadors, and only one person reported getting information from a customer service agent. In total, 88 percent of respondents obtain their information from sources produced for general consumption, i.e., not individualized service such as talking to a customer service representative on the phone.

Table 25 - Specific Suggestions by Route or Stop

Route or stop	Suggestion	Number of respondents who made this suggestion
Commuter - Maidu Park and Ride	More frequent	3
Commuter - Galleria Transfer Point	More afternoon options	4
Commuter - Mahaney	More options. Of those: - Direct Commuter to/from Mahaney - 4 - More frequent stops at Mahaney, particularly earlier PM stops - 11	13
Commuter - Saugstad	More frequent, 1 request for direct Saugstad run, 1 request for early PM run	5
Commuter - Sunsplash/Taylor & I-80	Specific requests for these changes to timetable: make a 5:20 AM, 6:25 AM, 6:30 rather than 6:45, 7:40 AM, 8:15 AM.	3
Commuter - Sunsplash/Taylor & I-80	AM #6 and #8 and PM #4 and #5 are very full - more runs at these times	2
Commuter - Sunsplash/Taylor & I-80	Make AM #9 or #10 direct to Sunsplash	1

Source: Onboard surveys collected from 11/7/17 - 12/15/17

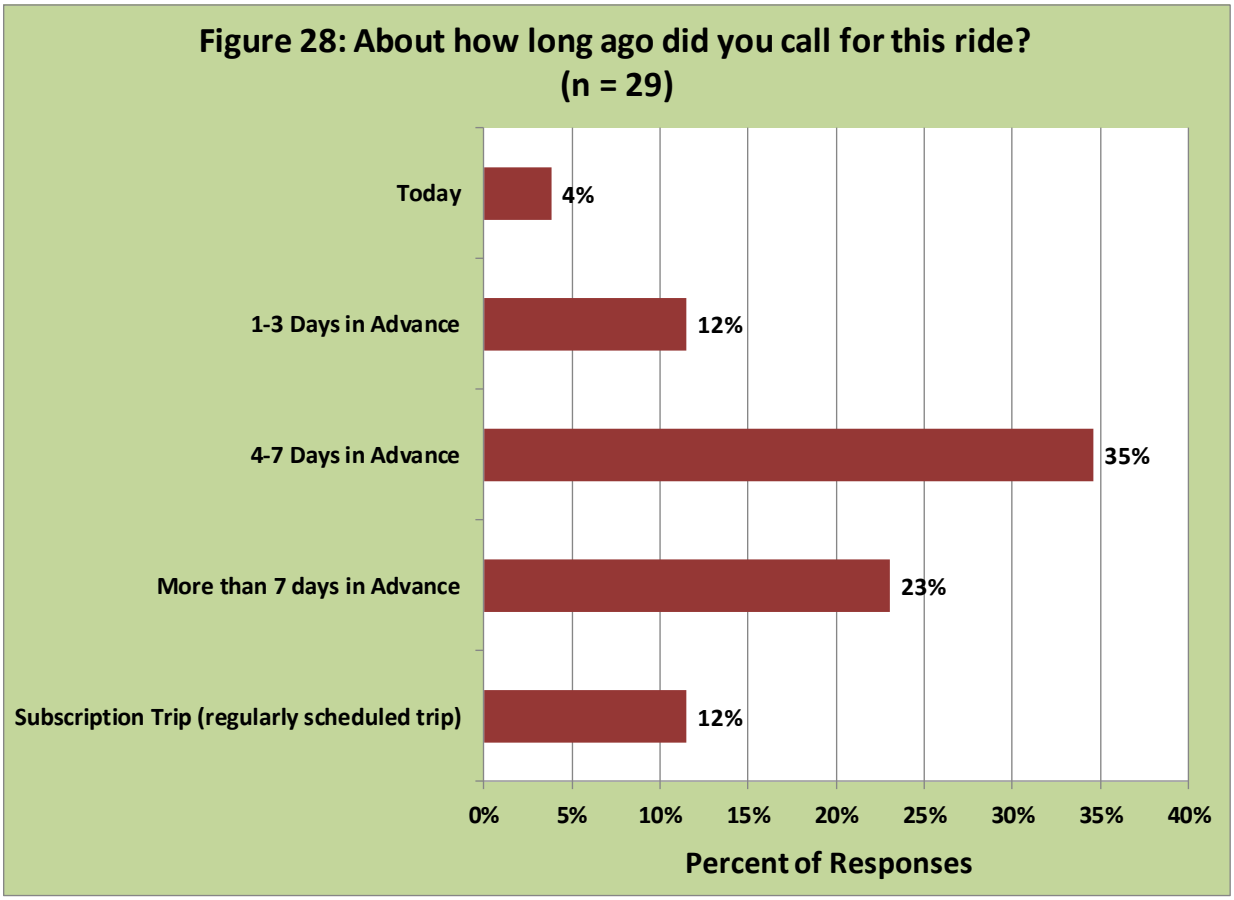


PASSENGER SURVEY RESULTS – DIAL-A-RIDE

Roseville's Dial-A-Ride (DAR) system was surveyed on December 15. Twenty-nine individual surveys were collected. The full set of responses including open-ended answers is included as Appendix C.

Advance Reservations

As shown in Figure 28, most riders made their reservation for the Dial-A-Ride trip four or more days in advance (58 percent), or had a standing subscription (12 percent). Another 12 percent of respondents had made the reservation one to three days in advance. Only four percent of respondents had made their reservation that day, likely due to the fact that same-day reservations double the price of the trip.



Trip Purpose

Figure 29 shows that the largest proportion of respondents (38 percent) was using the Dial-A-Ride service to get to work. The next largest group of respondents (28 percent) was using Dial-

A-Ride for a medical or dental visit. The smallest number of respondents was using the service for personal business or to go to the senior center (3 percent each).

Transit Dependence

Three questions addressed the level of transit dependence of the Dial-A-Ride ridership. The first question asked whether riders had a vehicle they could have used instead of Dial-A-Ride. As shown in Figure 30, most respondents (74 percent) did not have the option of taking a vehicle for this trip, indicating a high level of transit dependence.

The second question related to transit dependence asked how respondents would have made the trip if Dial-A-Ride where not available. As shown in Figure 31, a quarter of the respondents stated that they would not have made the trip if Dial-A-Ride were not available. Another 59 percent stated that they would have gotten a ride or taken a taxi. Of those that selected "Other," three (12 percent of the total) stated that they would have used Uber or Lyft. Driving would have been an option for only 4 percent of respondents, while 8 percent said that they would have used the fixed-route service. This data indicates that about 75 percent of respondents would have another option if Dial-A-Ride not available, although it may not be a very convenient alternative.

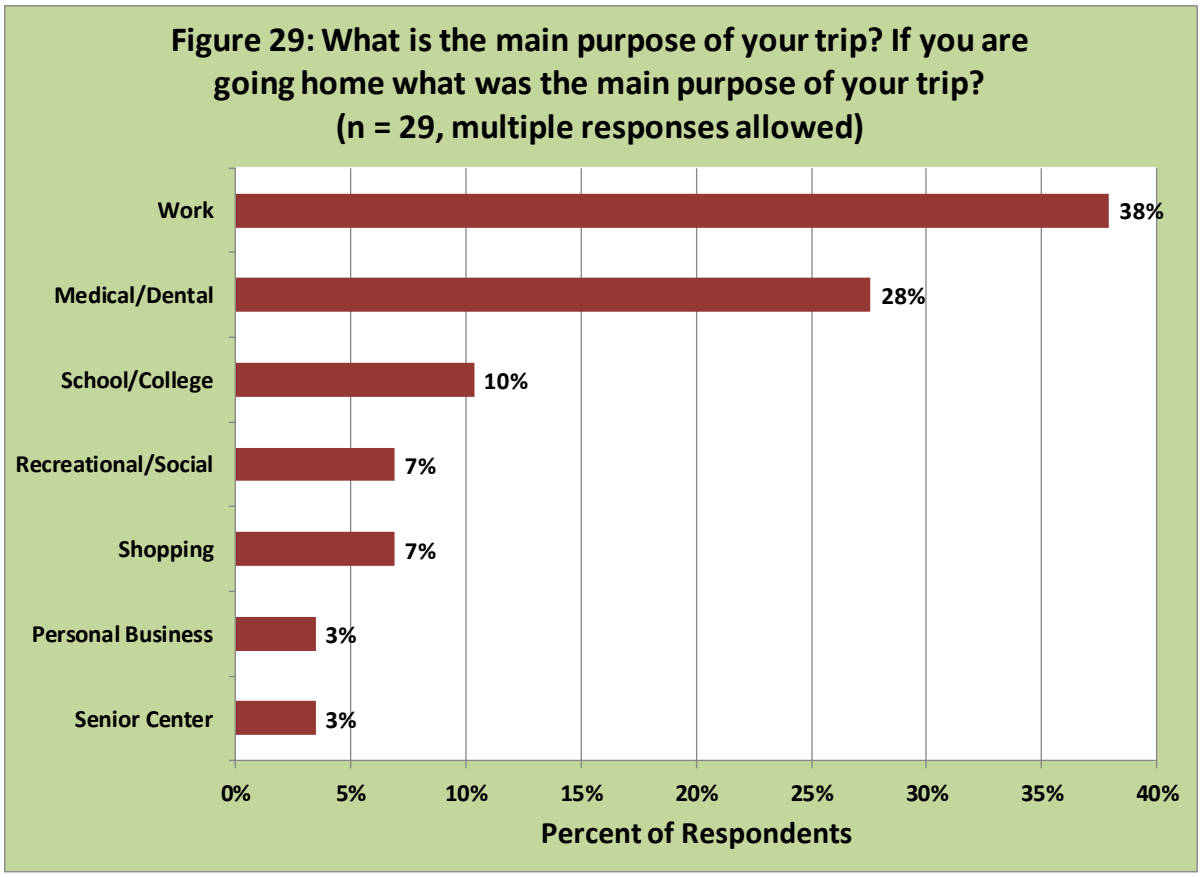


Figure 30: Was there a vehicle that you could have used for this trip instead of Dial-A-Ride? (n = 27)

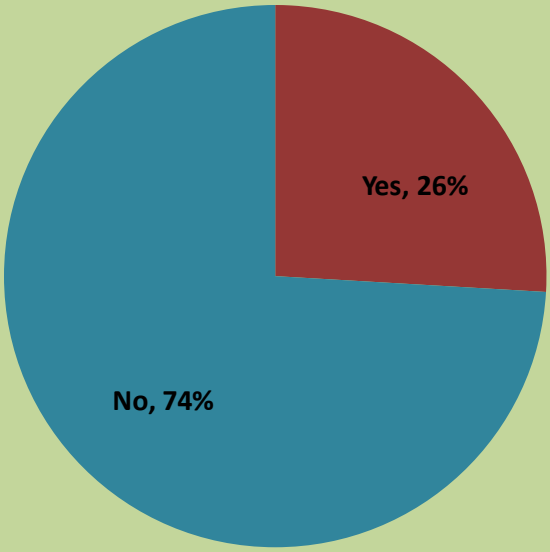
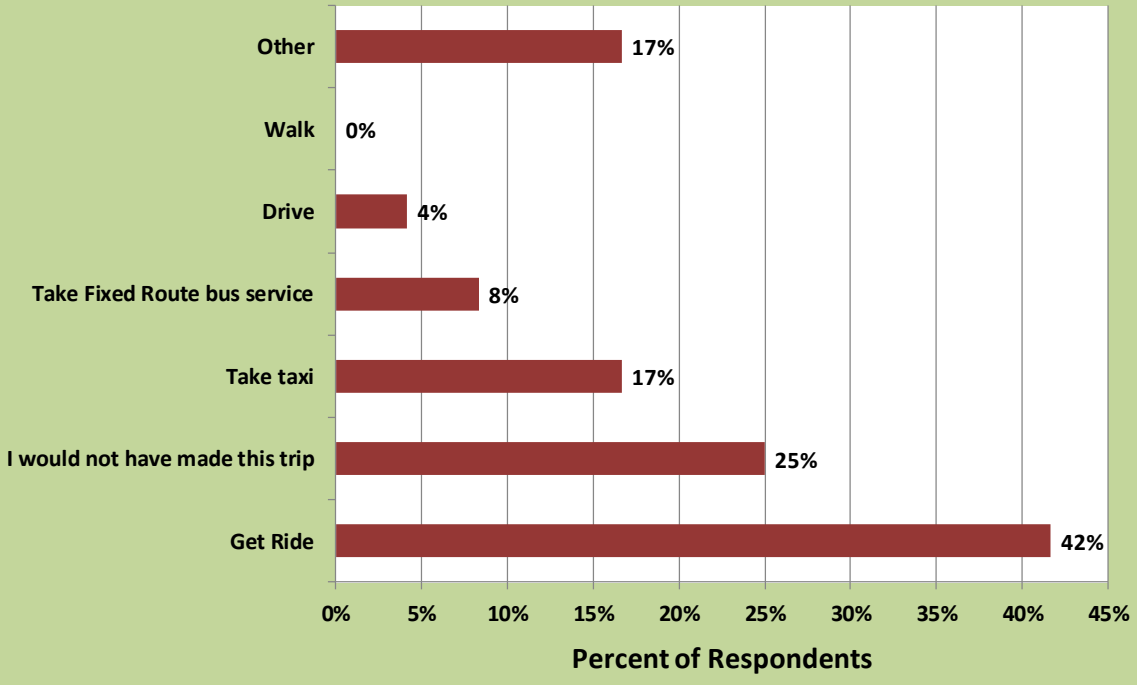


Figure 31: If the Dial-A-Ride service was not available, how would you have made this trip? (n = 24, multiple responses allowed)



The final question related to transit dependence was "Do you have a driver's license?" Figure 32 shows that just over half of respondents do not have a driver's license.

Frequency of Use

Nearly 85 percent of the respondents stated that they use the Dial-A-Ride service two or more days per week, as shown in Figure 33. The other approximately 15 percent of respondents uses the service one day per week or less.

Use of Other Local Transit Services

Figure 34 shows other local transit systems and the percentage of respondents to the survey that use them. Only 10 people responded to this question, but of those who responded, 60 percent use Roseville's fixed-route transit service. Another 20 percent use Health Express, and 10 percent use Placer County's Dial-A-Ride service. No respondents said that they use Placer County or Auburn's fixed-route transit services.

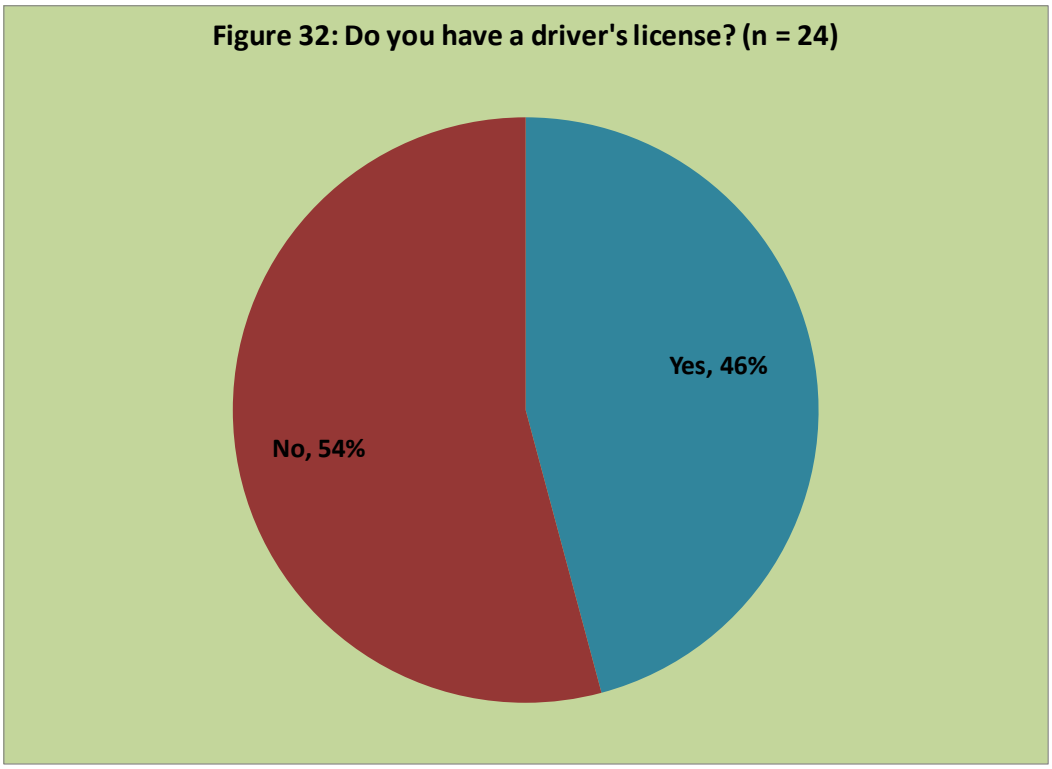
The survey asked respondents who only use Dial-A-Ride services why they don't use any other service. Figure 35 shows that nearly half (45 percent) simply said that they enjoy using Dial-A-Ride. Another third (32 percent) stated that a disability makes use of the fixed-route bus too difficult. Another 37 percent stated that either the bus stop was too far from their home or destination or that there is no fixed-route in their area and 5 percent stated that they were not aware of any other services.

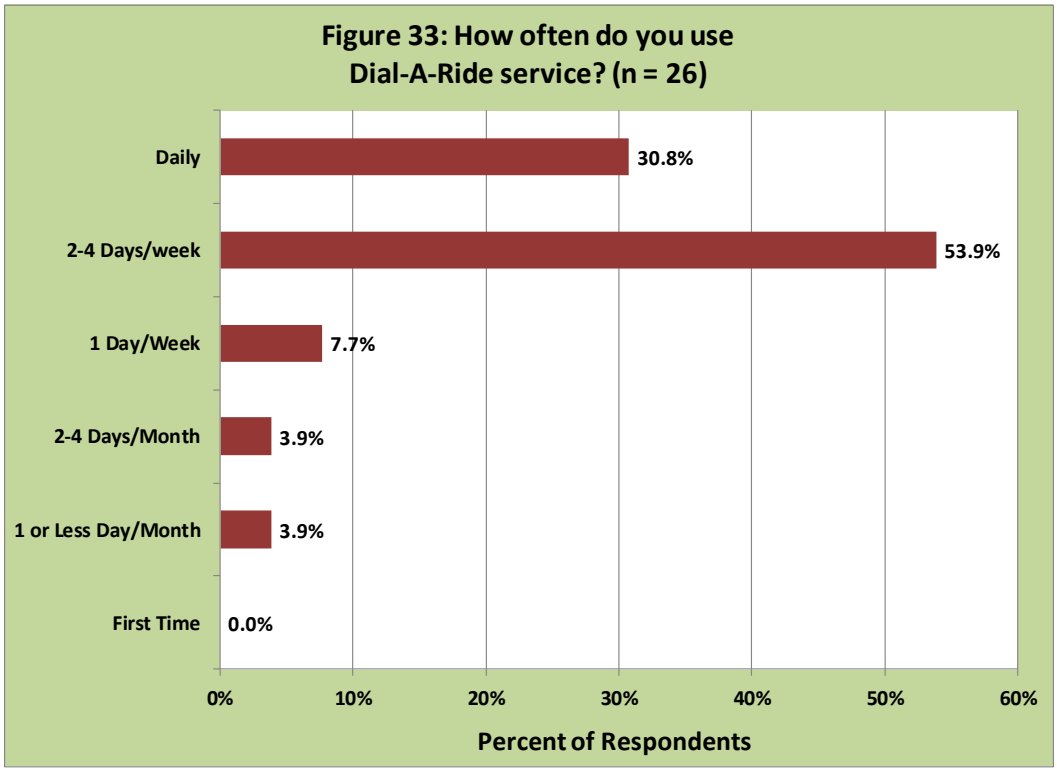
Rider Satisfaction

The survey asked riders to provide their opinion of the Dial-A-Ride service on a scale of 1-5 in eleven different categories. Respondents ranked all categories very highly, with 85 percent or more rating each category positively (assigning a 4 or 5 on the rating scale). As shown in Figure 36, respondents gave System Safety the highest ranking, followed by Bus Cleanliness. Other highly-ranked categories included On-line Information Services, Areas Served, and Driver Courtesy, as well as Overall Service. The two categories with the lowest rankings were Travel Time and On-Time Performance.

The survey also asked riders what improvements they would like to see, and left an open question for riders to provide comments. Only eleven people responded to this question. The largest proportion of respondents, as shown in Figure 37, wanted Sunday service and more fixed-route service to their area. About a quarter of respondents (three people) wanted later Sunday service. Three people also selected increased service availability. Those selecting increased service availability were encouraged to write in suggested times, however no respondents did so. Two respondents each chose expanded service area (one wrote in their request to serve Lincoln), earlier Sunday service, and later weekday service. Beyond the request

for expanding the service area to Lincoln, respondents did not provide any other written suggestions.





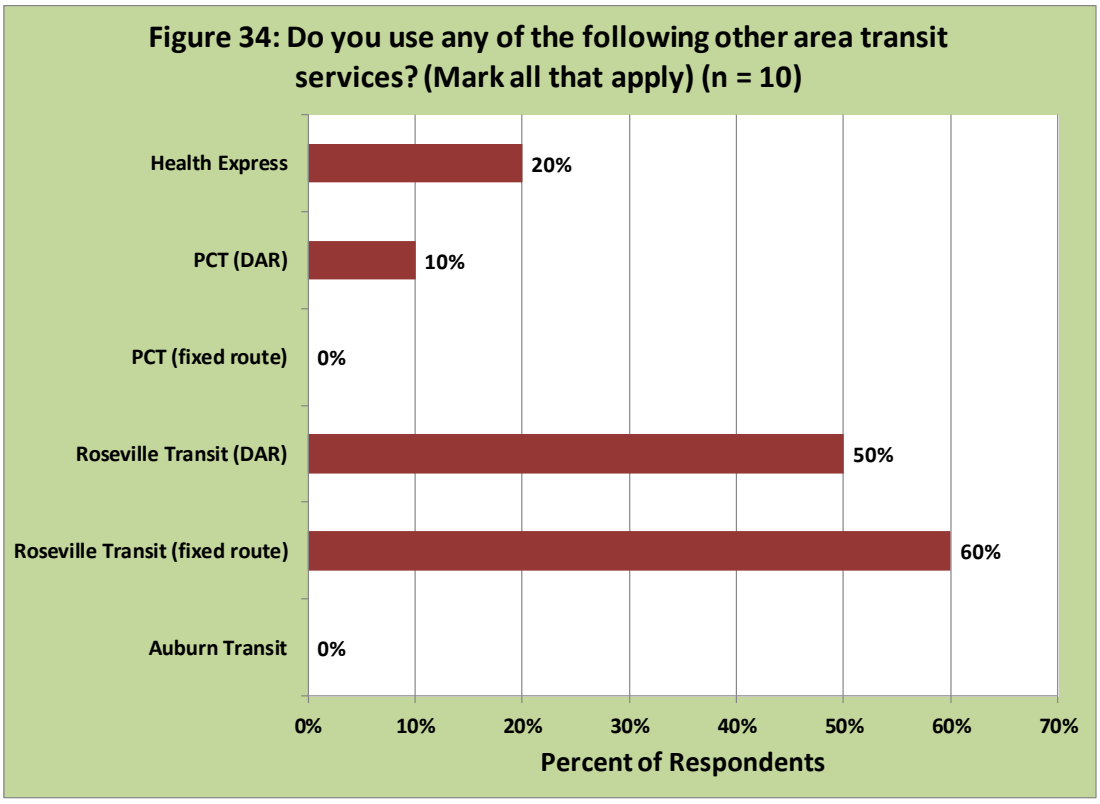


Figure 34: Do you use any of the following other area transit services? (Mark all that apply) (n = 10)
Health Express
20%
PCT (DAR)
10%
PCT (fixed route)
0%
Roseville Transit (DAR)
50%
Roseville Transit (fixed route)
60%
Auburn Transit
0%
0%
10%
20%
30%
40%
50%
60%
70%
Percent of Respondents

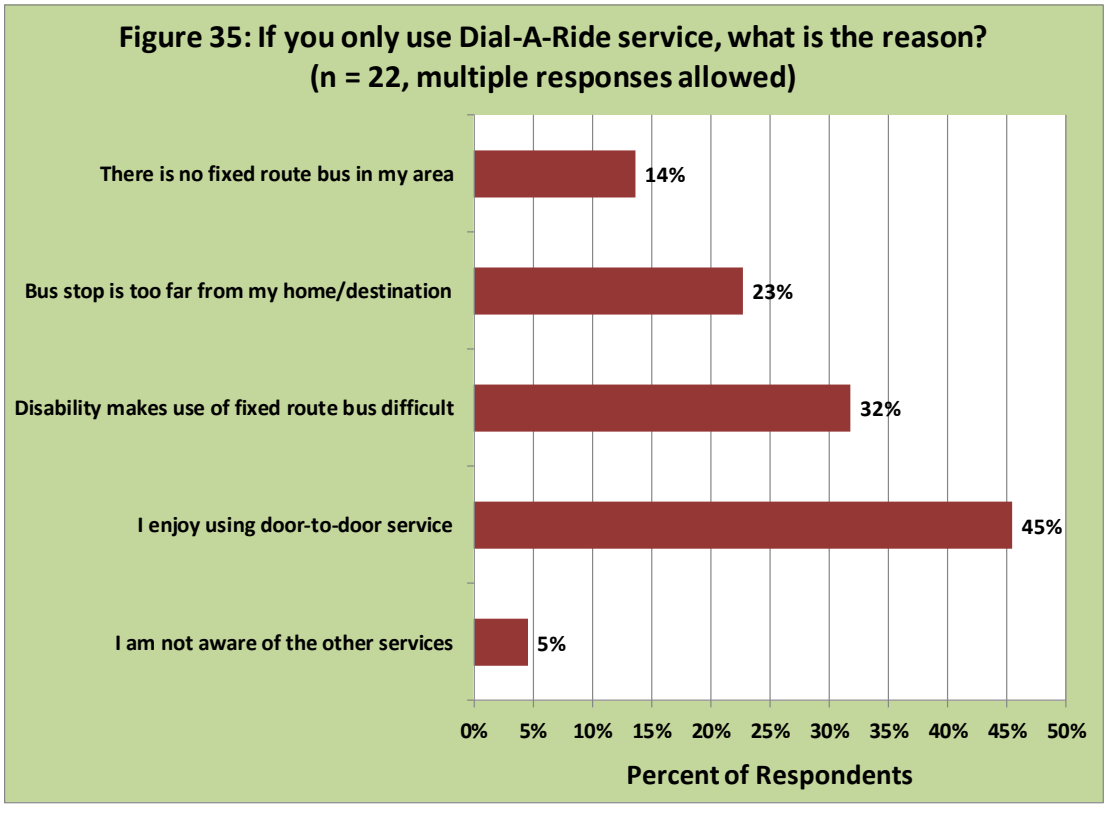


Figure 35: If you only use Dial-A-Ride service, what is the reason? (n = 22, multiple responses allowed)
There is no fixed route bus in my area
14%
Bus stop is too far from my home/destination
23%
Disability makes use of fixed route bus difficult
32%
I enjoy using door-to-door service
45%
I am not aware of the other services
5%
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%
50%
Percent of Respondents

Figure 36: Please indicate your opinion of the Dial-A-Ride service from 1 (poor) to 5 (excellent)using the list below (please circle your answer or leave blank if you have no opinion) (n = 24):

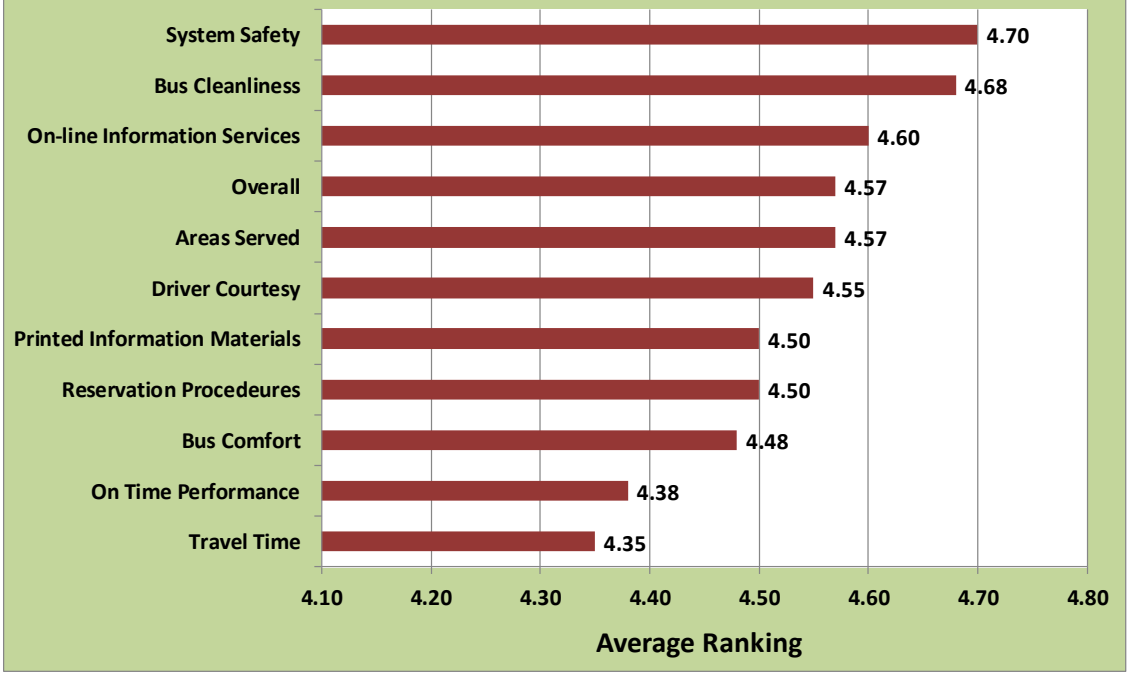
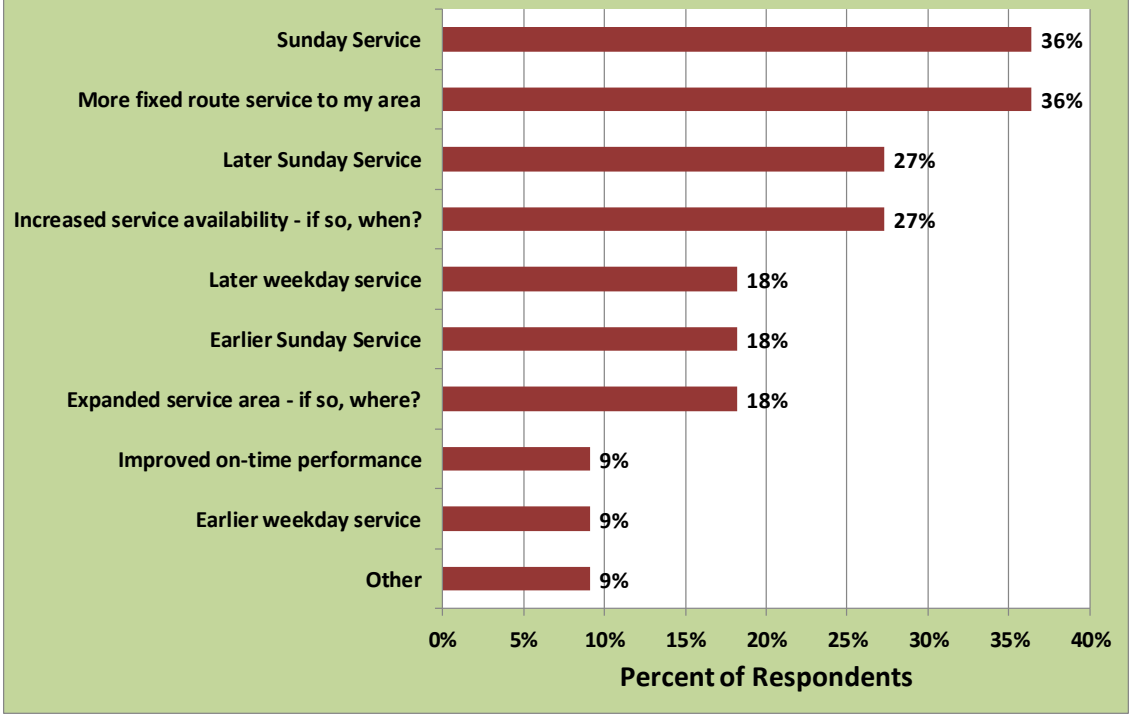


Figure 37: What service or customer improvements would you like to see? (Mark all that apply) (n = 11)

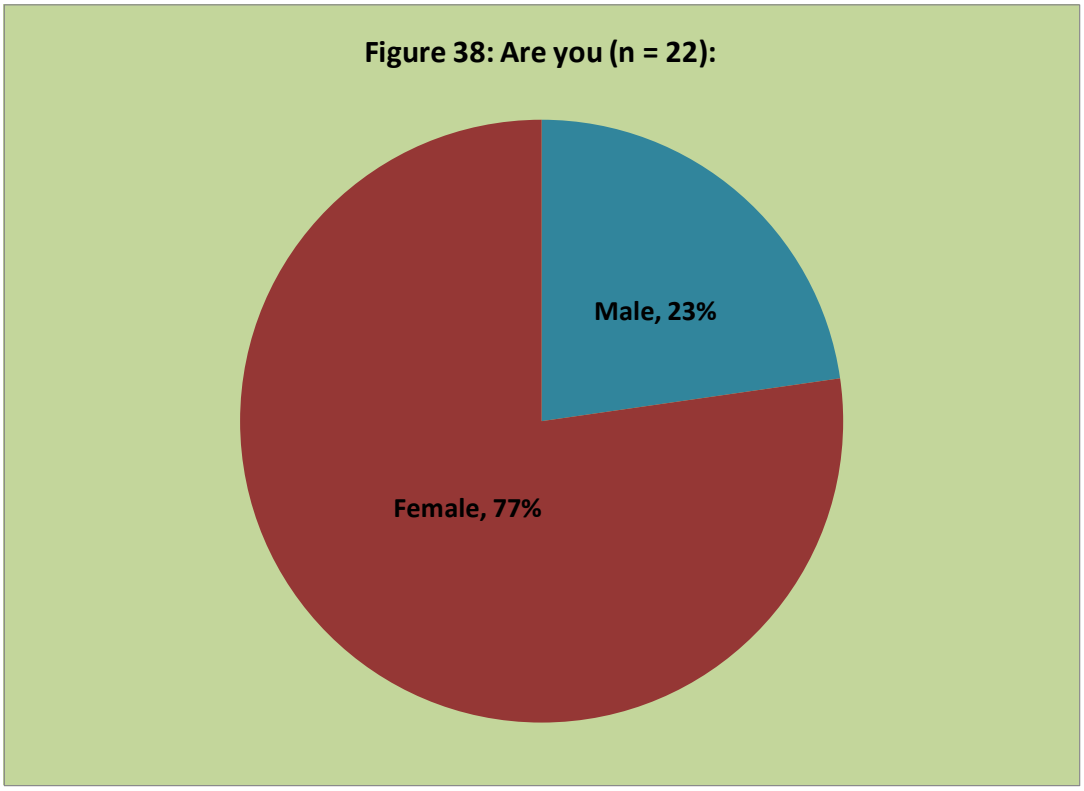


A final open-ended question related to rider satisfaction asked respondents to provide comments. Six of the twelve specific comments noted how appreciative riders were of the service, or on how service-oriented, courteous, and respectful drivers are. Specific suggestions included:

- Early morning service on weekends
- Put back the afternoon DAR as one bus is not enough
- Pay drivers higher salaries so we can keep experienced drivers
- Subscription for 3 days a week, better subscription offerings so riders do not have to call in as often to schedule a ride

Demographics

The survey asked a few demographic questions to better understand the survey population. Just over three-quarters of respondents to the DAR survey were female (Figure 38). As shown in Figure 39, the majority of survey respondents were over age 60 (65 percent of respondents). The largest group was in the 60-74 age category (34 percent of respondents). Nearly as many (31 percent) were between 25-59 years old, while only 4 percent were under 25. This is roughly the opposite of the distribution of rider age for the fixed-route, where 69 percent are between the ages 26-59 and 18 percent are over 60. A relatively high proportion of respondents to the DAR survey, 38 percent, required a wheelchair to board the bus (Figure 40).Nearly all survey takers were English speaking, but one respondent took the survey in Spanish (Figure 41).



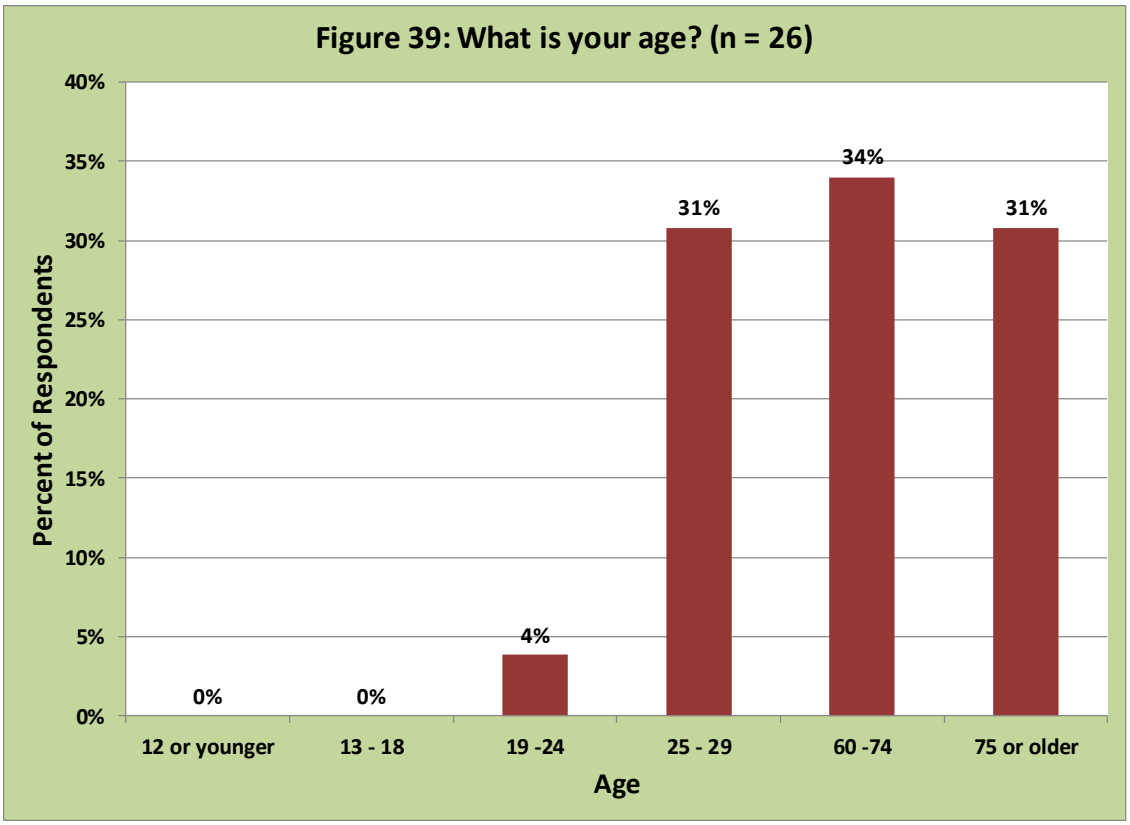


Figure 39: What is your age? (n = 26)
40%
35%
30%
25%
20%
15%
10%
5%
0%
Percent of Respondents
0%
0%
4%
31%
34%
31%
12 or younger
13 - 18
19 -24
25 - 29
60 -74
75 or older
Age

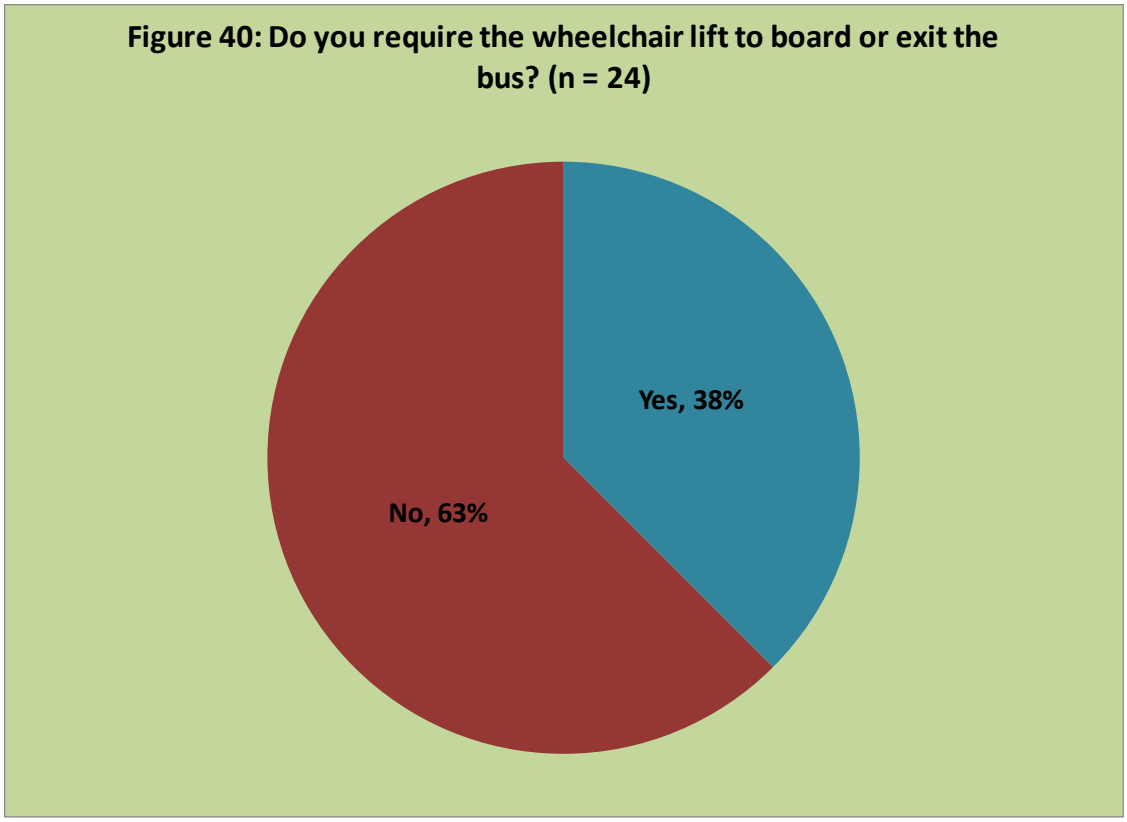
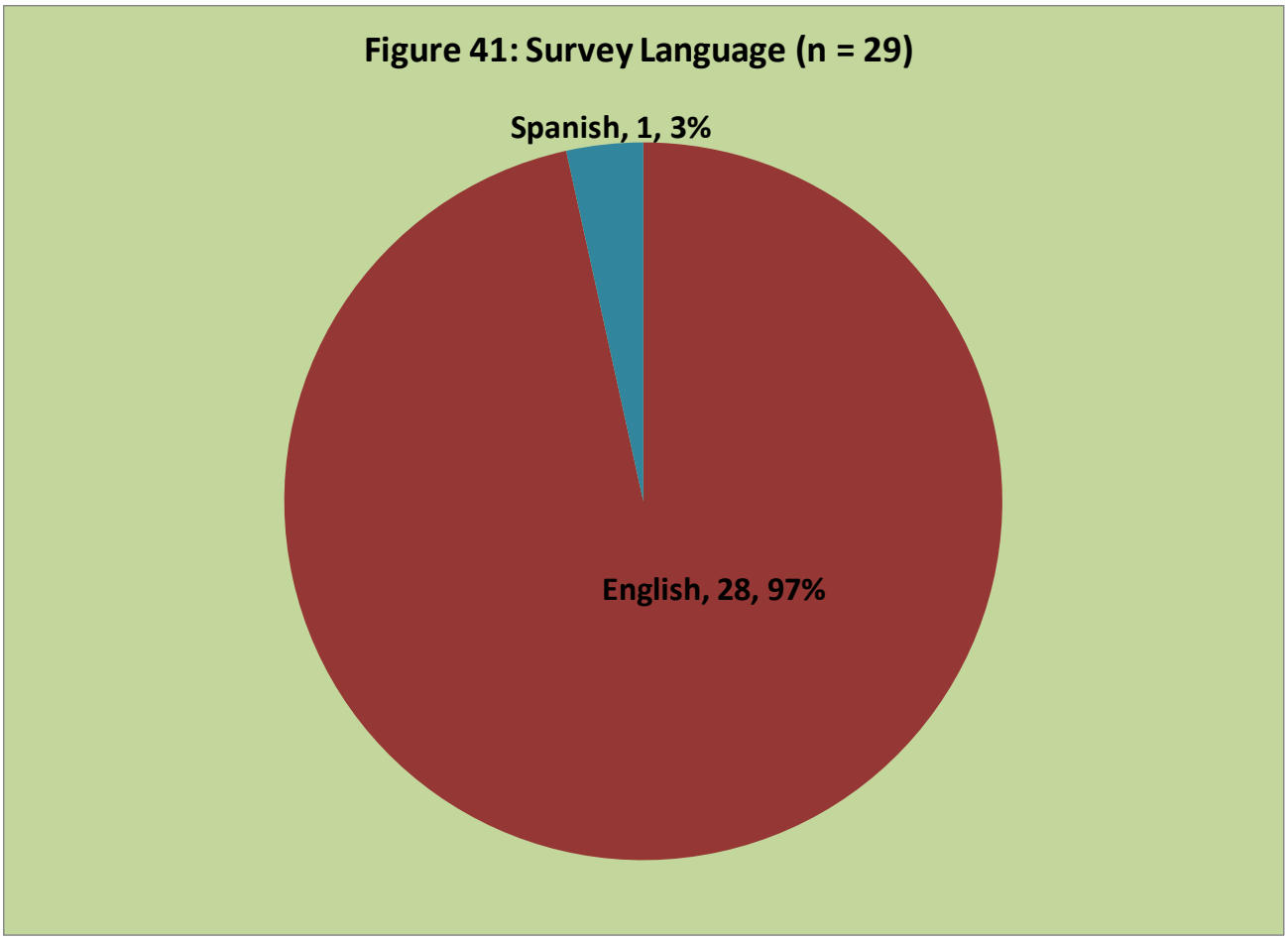


Figure 40: Do you require the wheelchair lift to board or exit the bus? (n = 24)
Yes, 38%
No, 63%



Summary

The following are key findings from the on-board surveys, boarding and alighting, and on-time performance data:

Boarding and Alighting

- The following runs have relatively high average boardings:
  - Route A: 11:00 AM run – 17 passengers; 8:00 AM, 9:00 AM, 1:00 PM and 3:00 PM runs – 12 passengers.
  - Route B: 12:30 PM and 2:30 PM runs – 12 passengers.
  - Route M: 1:30 PM run – 20 passengers.
  - Route R: 7:30 AM and 4:00 PM runs – 16 passengers.
  - PM Commuter: 3:30 PM – 46 passengers; and 3:50 PM – 42 passengers.

- Excluding the commuter routes, the largest passenger activity occurs at the Galleria Transfer Point.

- On the commuter routes, the stop with the highest number of boardings and alightings is the Taylor & I-80/Sunsplash stop. The next most popular stops are Saugstad and Mahany Park.

On-Time Performance

- Only one of the PM commuters, PM Commuter #2 (3:30 PM departure), met the on-time standard of no more than five minutes late for all stops. PM Commuter #9 and #10, both of which have reverse commutes leaving from Roseville, were more than 15 minutes late to the first time point in Sacramento on the day of observation. PM Commuter #9 was 45 minutes late to the first time point in Sacramento.

Surveys – Fixed-Route/Commuter

The following key points emerged from the surveys:

- **Age** - The majority of fixed-route survey respondents (60 percent) were between the ages of 26-59 (working age). Another 20 percent were between the ages of 17-25, and 17 percent were aged 60 or over.

- **Age** - Of the commuter respondents, 77 percent were between the ages of 26-59, with only three percent aged 17-25, and 20 percent over 60.

- **Occupation** - Only 13 percent of the fixed-route survey population in 2017 was unemployed. This is a marked drop from the 2010 survey, when 44 percent of respondents stated that they were not employed outside the home.

- **Trip Purpose** - The largest percentage of respondents on the fixed-route system was riding the bus to go to work (38 percent). Another 15 percent were using the bus for shopping and 13 percent were using it for personal business. Nearly all of the commuter respondents were using the bus for work purposes (98 percent).

- **Access** - Over half of the fixed-route respondents (64 percent) walked or used a wheelchair to access the bus. Only four percent drove their own car to the bus. Twenty-three percent transferred in approximately equal proportions from other Roseville routes, Sac RT, or Placer County Transit (9, 8, and 6 percent, respectively).

- **Access** - Commuter respondents drove to the bus in much higher proportions than the fixed route riders – 54 percent of respondents used a car to access the commuter bus. Only three respondents transferred (one percent).

- **If transit were not available**, nearly a third of fixed-route respondents (29 percent) would not have made the trip at all. Only eight percent would have driven themselves.

- Of the commuter respondents, **if transit were not available**, 80 percent would have driven themselves. Only two percent of commuter respondents stated that they would not have made the trip.

- **Rider satisfaction** – On the fixed-route service, 89 percent of respondents rated "Overall Service" either "Good" or "Excellent." "Areas Served" was the lowest ranked category. The three highest ranked categories were:

    - Cleanliness of Vehicles
    - Overall Service
    - Safety/Security

- **Rider satisfaction** - On the commuter service, over 95 percent of respondents rated "Overall Service" either "Good" or "Excellent." "Comfort Onboard Bus" was the lowest ranked category. The three highest ranked categories were:

    - Driver Courtesy
    - Safety/Security
    - Overall Service

- The largest proportion of all riders on the fixed-route service (51 percent) thought that adding Sunday service was the **improvement most likely to increase ridership**. On the commuters, the same proportion thought that increasing the frequency of service was the mostly likely to increase ridership.

- The printed guide is the **most common source of information** for Roseville Transit's fixed-route respondents (24 percent of respondents). The next largest group (23 percent) gets their information from Google Transit. Only eight percent get their information from a customer service agent.

- Commuters also primarily get their information from the printed guide (34 percent of respondents). About a quarter of commuter respondents (22 percent) get their information from e-mails or text messages. Only one person reported getting information from a customer service agent.

- Respondents identified needed improvements. Excerpts from suggestions from fixed-route riders include:
    - Better lighting at stops
    - Sunday service 10:30-12:30 for Churchgoers
    - Digital ticketing
    - Discount for college students

- Excerpts from the commuter respondents include:
    - Extended service to Mahany
    - Increased number of buses during commute times, increased frequency
    - Mid-day commuter
    - Later morning, earlier afternoon
    - Later evening service
    - Newer buses
    - Temperature control
    - Wi-Fi
    - Fix leaky roofs and windows
    - Better/bigger shelter at Sunsplash

Survey Responses – DAR

- A quarter of respondents would not have made the trip if Dial-A-Ride were not available. Another 59 percent stated that they would have gotten a ride or taken a taxi. Of those that selected "Other," three (12 percent of the total) stated that they would have used Uber or Lyft.

- Respondents ranked each of eleven rider satisfaction categories very highly, with 85 percent or more rating each category positively. Respondents gave System Safety the highest ranking, followed by Bus Cleanliness. Other highly-ranked categories included On-line Information Services, Areas Served, and Driver Courtesy, as well as Overall Service. The two categories with the lowest rankings were Travel Time and On-Time Performance.

Appendix A

Q3 Where did you board the bus?

Answered: 280 Skipped: 61

	USE "&" SIGN FOR INTERSECTIONS		TOTAL
Q1: A		100.00% 75	26.79% 75
Q1: B		100.00% 86	30.71% 86
Q1: C		100.00% 4	1.43% 4
Q1: D		100.00% 22	7.86% 22
Q1: E		100.00% 4	1.43% 4
Q1: F		100.00% 1	0.36% 1
Q1: G		100.00% 5	1.79% 5
Q1: L		100.00% 16	5.71% 16
Q1: M		100.00% 53	18.93% 53
Q1: R		100.00% 9	3.21% 9
Q1: S		100.00% 15	5.36% 15
Total Respondents	280		280

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: A	DATE
1	Sunrise at Cirby	1/2/2018 1:40 AM
2	Civic center	1/2/2018 1:38 AM
3	Eureka	1/2/2018 1:37 AM
4	Sierra Gardens	12/31/2017 1:47 AM
5	Galleria	12/31/2017 1:45 AM
6	Civic Center	12/31/2017 1:43 AM
7	Cirby at Riverside	12/31/2017 1:41 AM
8	Sunrise and Coloma	12/31/2017 1:38 AM
9	Galleria	12/31/2017 1:37 AM
10	Civic Center	12/31/2017 1:34 AM
11	Louis and Orlando	12/31/2017 1:32 AM
12	Cindy at Sunrise	12/31/2017 1:30 AM
13	Louis and Orlando	12/29/2017 10:04 AM
14	Sierra Gardens	12/29/2017 9:41 AM
15	Riverside before 4th	12/29/2017 9:39 AM
16	Cirby and Riverside	12/29/2017 9:37 AM
17	Riverside before 4th	12/29/2017 9:34 AM
18	Coloma	12/29/2017 9:32 AM
19	Sierra Gardens	12/29/2017 9:30 AM
20	Galleria	12/28/2017 3:28 PM
21	Riverside and Cirby	12/28/2017 3:25 PM
22	Riverside at 6th	12/28/2017 3:22 PM
23	Riverside	12/28/2017 3:12 PM
24	Louis and Orlando	12/28/2017 3:10 PM
25	Sunrise at Frances	12/28/2017 3:08 PM
26	Louis and Orlando	12/28/2017 2:58 PM
27	Riverside and Judah	12/28/2017 2:56 PM
28	Riverside	12/28/2017 2:53 PM
29	Louis/Orlando	12/28/2017 2:51 PM
30	Cirby before Cirby Hills	12/28/2017 2:49 PM
31	Thunder Valley	12/28/2017 2:46 PM
32	Cirby at Sunrise	12/28/2017 2:38 PM
33	Louis/Orlando	12/28/2017 2:35 PM
34	Sunrise	12/11/2017 12:07 AM
35	Galleria	12/11/2017 12:05 AM

36	Louis & Orlando	12/10/2017 11:59 PM
37	Louis	12/10/2017 11:57 PM
38	Galleria	12/10/2017 11:52 PM
39	Galleria	12/10/2017 11:50 PM
40	Civic Center	12/10/2017 11:31 PM
41	Downtown	12/10/2017 11:27 PM
42	Louis White	12/10/2017 11:24 PM
43	Sunrise & Eureka	12/10/2017 11:20 PM
44	Sunrise	12/10/2017 11:15 PM
45	Civil Center	12/10/2017 11:12 PM
46	Sierra Garden	12/10/2017 10:13 PM
47	Sunsplash	12/10/2017 2:28 PM
48	Louis & Orlando	12/10/2017 11:36 AM
49	sunrie & criby wy	12/9/2017 2:21 PM
50	civic center	12/5/2017 10:40 PM
51	6th & Riverside	12/5/2017 10:39 PM
52	Louis & orlando	12/5/2017 10:37 PM
53	civic center	12/5/2017 10:34 PM
54	Riverside & Cirby	12/5/2017 10:32 PM
55	sunrie & criby wy	12/5/2017 10:29 PM
56	Galleria	12/5/2017 10:24 PM
57	Coloma way & sunrise Ave	12/5/2017 10:23 PM
58	sunrise	12/5/2017 10:19 PM
59	Galleria	12/5/2017 10:17 PM
60	Galleria	12/1/2017 1:06 PM
61	Home depot sunrise ave	12/1/2017 8:25 AM
62	sunrise	12/1/2017 8:22 AM
63	Cirby & sunrise	12/1/2017 8:20 AM
64	Galleria Mall	12/1/2017 8:15 AM
65	Sierra Gardens	12/1/2017 8:10 AM
66	Sierra Garden	11/30/2017 9:03 PM
67	Louis & orlando	11/30/2017 9:01 PM
68	Louis & orlando	11/30/2017 8:58 PM
69	sunrie & criby wy	11/30/2017 8:54 PM
70	Louis & orlando	11/30/2017 8:51 PM
71	Louis orlando	11/30/2017 8:49 PM
72	Galleria	11/30/2017 8:47 PM
73	Mall	11/30/2017 8:44 PM
74	Louis orlando	11/30/2017 8:41 PM
75	criby riverside	11/30/2017 8:35 PM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: B	DATE
1	Sunrise at Cirby	1/1/2018 9:39 PM
2	Galleria	1/1/2018 9:35 PM
3	Sierra Gardens	1/1/2018 9:08 PM
4	Galleria	1/1/2018 9:06 PM
5	Galleria	1/1/2018 9:03 PM
6	Sierra Gardens	1/1/2018 8:41 PM
7	Vernon at Judah	1/1/2018 8:38 PM
8	Sierra Gardens	12/29/2017 12:05 PM
9	Galleria	12/29/2017 11:59 AM
10	Sunrise at Cirby	12/29/2017 9:26 AM
11	Kaiser Riverside	12/29/2017 9:24 AM
12	Civic Center	12/29/2017 9:22 AM
13	Riverside before 6th	12/29/2017 9:21 AM
14	AttinsonMain	12/29/2017 9:19 AM
15	Louis and Orlando	12/28/2017 3:31 PM
16	Louis and Orlando	12/28/2017 1:12 PM
17	Sacramento	12/28/2017 12:58 PM
18	Roseville Pkwy at Reserve	12/28/2017 12:53 PM
19	Civic Center	12/20/2017 2:53 PM
20	Cirby and Riverside	12/20/2017 2:50 PM

21	Mall	12/20/2017 2:48 PM
22	Galleria	12/20/2017 2:41 PM
23	2nd stop after Galleria	12/20/2017 2:37 PM
24	Vernon and Grant St	12/20/2017 2:35 PM
25	Louis and Orlando	12/20/2017 2:31 PM
26	Hospital	12/20/2017 2:24 PM
27	Galleria	12/20/2017 2:22 PM
28	E. Roseville Parkway	12/20/2017 9:39 AM
29	Galleria/Sunrise	12/20/2017 9:35 AM
30	Sunrise	12/11/2017 12:07 AM
31	Louis & Orlando	12/10/2017 11:59 PM
32	Sunsplash	12/9/2017 11:13 PM
33	Sunsplash	12/9/2017 10:52 PM
34	Galleria	12/9/2017 4:51 PM
35	Galleria	12/9/2017 3:28 PM
36	vernon street	12/9/2017 3:25 PM
37	Fountains	12/9/2017 3:23 PM
38	Sierra Gardens	12/9/2017 3:19 PM
39	Citrus Heights	12/9/2017 3:15 PM
40	civic center	12/9/2017 3:13 PM
41	Sierra Gardens	12/9/2017 3:12 PM
42	Sunrise & Cirby	12/9/2017 3:08 PM
43	civic center transfer point	12/9/2017 3:05 PM
44	Sierra Gardens	12/9/2017 2:32 PM
45	Sierra Gardens transfer point	12/9/2017 2:31 PM
46	civic center	12/9/2017 2:28 PM
47	hear	12/9/2017 2:26 PM
48	Galleria	12/9/2017 2:18 PM
49	orlando	12/9/2017 2:17 PM
50	Sunrise & Douglas	12/9/2017 2:14 PM
51	Louis & orlando	12/9/2017 2:09 PM
52	sunrie & criby wy	12/9/2017 2:07 PM
53	Galleria	12/9/2017 2:05 PM
54	Galleria Mall	12/9/2017 1:01 PM
55	Sunrise at Automall WB	12/9/2017 1:00 PM
56	Sierra Gardens	12/9/2017 12:56 PM
57	Sierra Gardens	12/9/2017 12:54 PM
58	Louis & orlando	12/9/2017 12:34 PM
59	Louis & orlando	12/9/2017 12:10 PM
60	Louis & orlando	12/9/2017 12:05 PM
61	6th Street	12/9/2017 12:02 PM
62	The Fountains	12/9/2017 11:59 AM
63	Galleria	12/9/2017 11:56 AM
64	civic center	12/9/2017 11:52 AM
65	cirby	12/9/2017 11:50 AM
66	Louis & orlando	12/9/2017 11:47 AM
67	Cirby & sunrise	12/9/2017 11:44 AM
68	Galleria Mall	12/9/2017 11:39 AM
69	Sierra Gardens	12/7/2017 7:54 PM
70	Sierra Gardens Center	12/7/2017 7:49 PM
71	Sierra Garden	12/7/2017 7:46 PM
72	Louis & orlando	12/7/2017 7:44 PM
73	Sierra Gardens	12/7/2017 7:41 PM
74	Louis & orlando	12/7/2017 7:28 PM
75	Louis & orlando	12/7/2017 7:25 PM
76	civic center	12/7/2017 7:24 PM
77	Vernon civic center	12/7/2017 7:20 PM
78	Riverside	12/7/2017 7:18 PM
79	Cirby & sunrise	12/7/2017 7:14 PM
80	Louis & orlando	12/7/2017 7:12 PM
81	Louis	12/7/2017 7:09 PM

82	Louis & orlando	12/7/2017 7:06 PM
83	Louis & orlando	12/7/2017 7:02 PM
84	Galleria	12/5/2017 10:24 PM
85	Coloma way & sunrise Ave	12/5/2017 10:23 PM
86	Galleria	11/30/2017 8:39 PM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: C**	**DATE**
1	5th & P	12/19/2017 1:23 PM
2	Foothills & Junction	12/10/2017 12:56 PM
3	F8C on Cirby	12/1/2017 8:43 AM
4	Piedmont	12/1/2017 8:29 AM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: D**	**DATE**
1	Civic Center	1/2/2018 1:34 AM
2	Junction past Park Regency	1/2/2018 1:31 AM
3	Woodcreek after Junction	1/2/2018 1:28 AM
4	Woodcreek after Junction	1/2/2018 1:22 AM
5	Civic Center	1/2/2018 1:20 AM
6	Civic Center	1/2/2018 1:18 AM
7	Blue Oaks and Woodcreek	1/1/2018 10:04 PM
8	Blue Oaks and Woodcreek	1/1/2018 10:00 PM
9	Civic center	1/1/2018 9:53 PM
10	Main	1/1/2018 9:51 PM
11	civic Center	12/20/2017 2:55 PM
12	Pleasant Grove	12/9/2017 5:11 PM
13	Main	12/9/2017 4:56 PM
14	foothills	12/2/2017 7:38 PM
15	vernon street	12/2/2017 7:35 PM
16	Baselin / Junction	12/2/2017 7:27 PM
17	woodcreek & junction	12/2/2017 7:26 PM
18	Louis & orlando civic center	12/2/2017 7:24 PM
19	Blue Oaks painted desert	12/2/2017 7:23 PM
20	woodcreek & junction	12/2/2017 7:21 PM
21	woodcreek & junction	12/2/2017 7:17 PM
22	civic center	12/2/2017 7:15 PM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: E**	**DATE**
1	Cirby at Sunrise	12/28/2017 2:38 PM
2	Sierra College at El Don	12/28/2017 12:45 PM
3	Sierra Gardens	12/28/2017 12:41 PM
4	Sierra Gardens	12/1/2017 8:41 AM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: F**	**DATE**
1	Galleria	12/31/2017 1:37 AM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: G**	**DATE**
1	Sierra College before El Don	12/28/2017 12:38 PM
2	rocky ridge and douglas	12/1/2017 8:50 AM
3	Sierra College	12/1/2017 8:45 AM
4	Sierra College	12/1/2017 8:38 AM
5	Sierra Gardens	12/1/2017 8:34 AM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: L**	**DATE**
1	Vernon St	1/1/2018 10:14 PM
2	Hardy	1/1/2018 10:10 PM
3	civic Center	1/1/2018 10:09 PM
4	Civic Center	12/28/2017 5:25 AM
5	Taylor I 80	12/5/2017 9:47 AM
6	civic center transfer point	12/4/2017 10:29 AM
7	civic center	12/4/2017 10:27 AM
8	Lead Hill before Rocky Ridge	12/4/2017 10:22 AM
9	Douglas & Rocky Ridge	12/4/2017 10:20 AM
10	civic center	12/4/2017 10:18 AM
11	civic center	12/4/2017 10:15 AM
12	civic center and sierra gardens	12/4/2017 10:13 AM
13	civic center	12/4/2017 10:07 AM
14	Douglas & Rocky Ridge	12/4/2017 10:06 AM

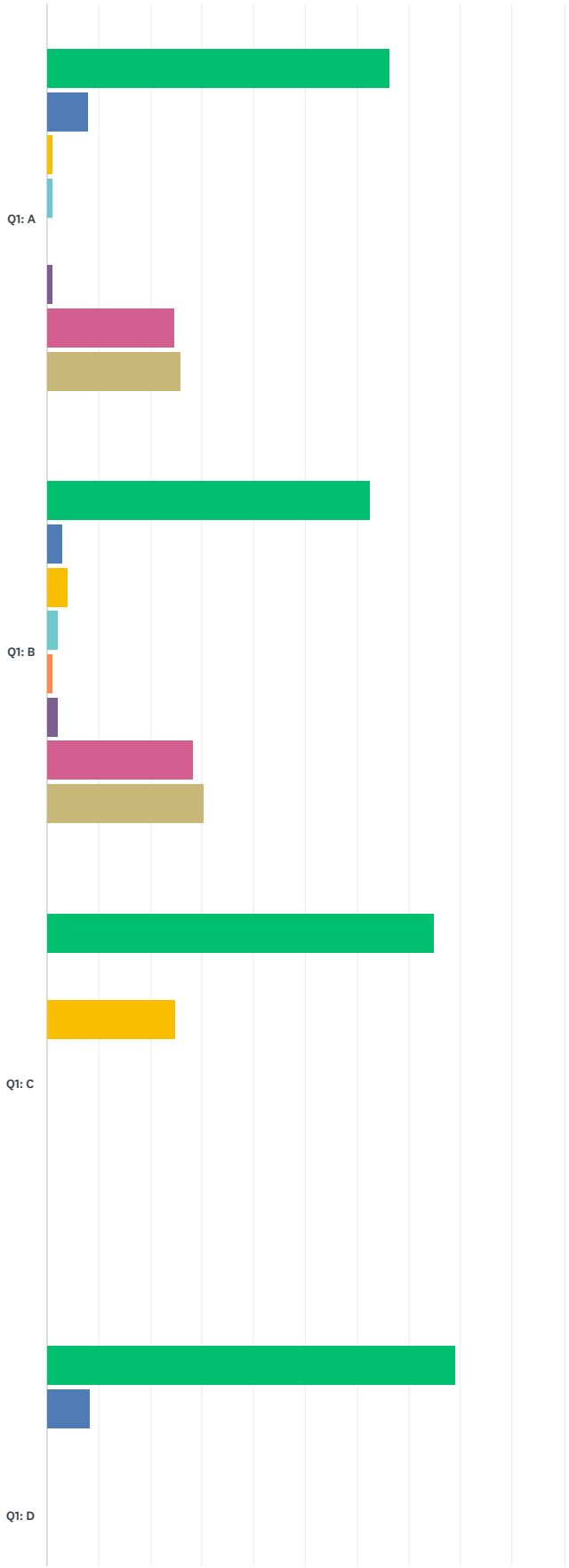
15	civic center or 4th	12/4/2017 10:03 AM
16	Sierra Gardens before santa clara	12/4/2017 10:00 AM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: M**	**DATE**
1	Nugget Market	1/1/2018 10:38 PM
2	Woodcreek and Pleasant Grove	1/1/2018 10:37 PM
3	Woodcreek	1/1/2018 10:34 PM
4	Foothills	1/1/2018 10:32 PM
5	Fiddyment	1/1/2018 10:30 PM
6	CVS Pharmacy	1/1/2018 10:28 PM
7	Galleria	1/1/2018 10:27 PM
8	Rothbury Ln	1/1/2018 10:24 PM
9	Pleasant Grove at Woodcreek	1/1/2018 10:22 PM
10	Fiddyment	1/1/2018 10:19 PM
11	Rothbury	12/31/2017 1:21 AM
12	Galleria	12/31/2017 1:18 AM
13	Fairway	12/31/2017 1:16 AM
14	Foothills and Pleasant grove	12/31/2017 1:12 AM
15	Galleria	12/31/2017 1:10 AM
16	Am pm	12/30/2017 12:23 AM
17	Mahany Park	12/30/2017 12:20 AM
18	Woodcreek oaks	12/30/2017 12:18 AM
19	Stop 26	12/30/2017 12:16 AM
20	Pleasant Grove	12/30/2017 12:13 AM
21	Foothills and Pleasant Grove	12/30/2017 12:11 AM
22	Galleria	12/30/2017 12:09 AM
23	Foothills	12/30/2017 12:06 AM
24	Safeway, Roseville Parkway	12/30/2017 12:05 AM
25	Galleria	12/30/2017 12:03 AM
26	Galleria	12/30/2017 12:00 AM
27	Galleria	12/29/2017 12:45 PM
28	Fairway	12/29/2017 12:43 PM
29	Stanford Ranch	12/29/2017 12:41 PM
30	Galleria	12/29/2017 12:39 PM
31	Pleasant Grove	12/29/2017 12:36 PM
32	In n Out	12/29/2017 10:14 AM
33	Galleria	12/29/2017 10:10 AM
34	Foothills	12/29/2017 10:09 AM
35	Roseville Galleria Mall	12/9/2017 6:30 PM
36	Pleasant Grove CVS	12/9/2017 6:22 PM
37	Pleasant Grove & woodcreek	12/9/2017 6:20 PM
38	Galleria Mall	12/9/2017 6:17 PM
39	Pleasant Grove Hallisy	12/9/2017 6:13 PM
40	Cirby and five star	12/9/2017 6:11 PM
41	Galleria	12/9/2017 6:09 PM
42	Roseville	12/9/2017 6:06 PM
43	walmart	12/9/2017 6:03 PM
44	Galleria	12/9/2017 5:30 PM
45	Pleasant Grove and Highland	12/9/2017 5:26 PM
46	Rothbury Ln.	12/9/2017 5:24 PM
47	bus stop	12/9/2017 5:19 PM
48	Woodcreek Oaks & Pleasant Grove	12/9/2017 5:17 PM
49	Pleasant Grove	12/9/2017 5:11 PM
50	Pleasant / Washington	12/9/2017 5:06 PM
51	Pleasant Grove	12/9/2017 5:02 PM
52	raleys	12/9/2017 5:00 PM
53	hear	12/9/2017 2:26 PM
#	**[USE "&" SIGN FOR INTERSECTIONS] Q1: R**	**DATE**
1	Louis and Orlando	12/28/2017 10:20 PM
2	Louis and Orlando	12/28/2017 10:18 PM
3	Louis and Orlando	12/28/2017 10:13 PM
4	Taylor & 80	12/10/2017 12:21 AM

5	Macanally	12/10/2017 12:00 AM
6	louis and dante	11/30/2017 8:32 PM
7	mc nally dr	11/30/2017 8:29 PM
8	at the bus stop	11/30/2017 8:26 PM
9	pride	11/30/2017 8:22 PM

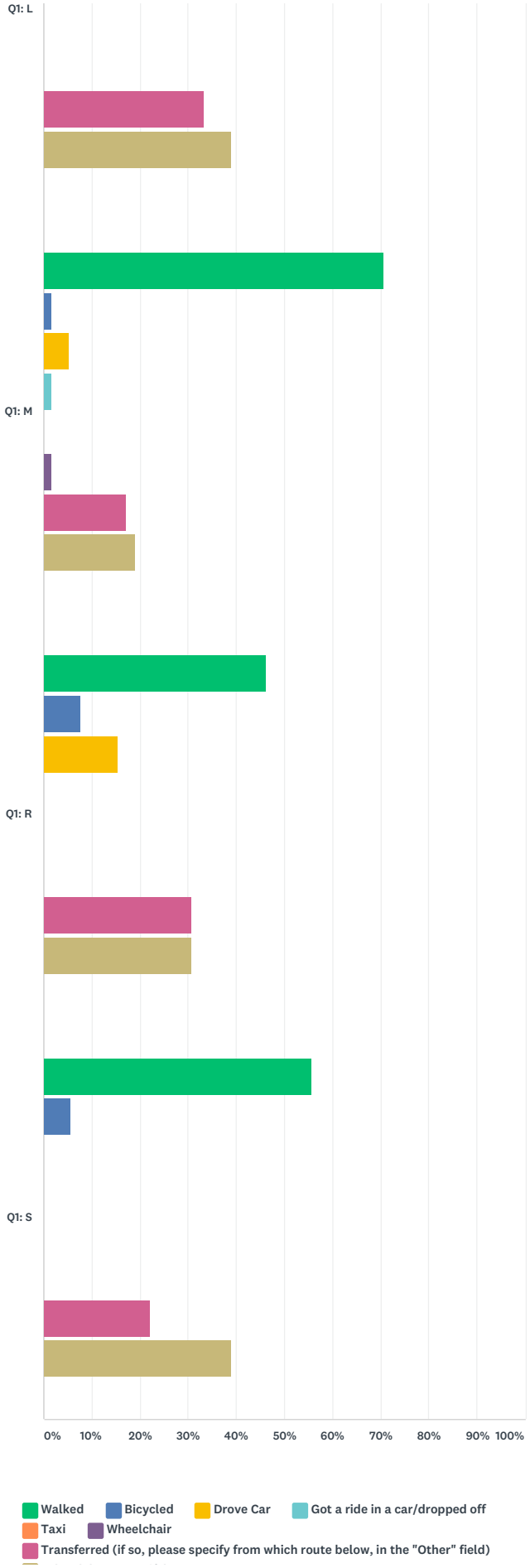
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: S	DATE
1	Galleria	1/1/2018 11:24 PM
2	Santucci Center	1/1/2018 11:17 PM
3	Santucci Center	1/1/2018 11:14 PM
4	Santucci	12/11/2017 12:22 AM
5	Galleria	12/11/2017 12:16 AM
6	Galleria	12/11/2017 12:13 AM
7	Galleria	12/11/2017 12:10 AM
8	Sunrise	12/11/2017 12:07 AM
9	Coloma way & sunrise Ave	12/5/2017 10:23 PM
10	santucia	12/5/2017 1:16 AM
11	santucil?	12/5/2017 1:15 AM
12	Galleria	12/5/2017 1:12 AM
13	Galleria	12/5/2017 1:10 AM
14	justice center	12/5/2017 1:08 AM
15	Galleria	12/5/2017 1:05 AM

Q4 How did you get to the bus stop for this bus?

Answered: 326 Skipped: 15



Q1: E
Q1: F
Q1: G


Q1: L
Q1: M
Q1: R
Q1: S
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Walked
Bicycled
Drove Car
Got a ride in a car/dropped off
Taxi
Wheelchair
Transferred (if so, please specify from which route below, in the "Other" field)

Other (please specify)

	WALKED	BICYCLED	DROVE CAR	GOT A RIDE IN A CAR/DROPPED OFF	TAXI	WHEELCHAIR	TRANSFERRED (IF SO, PLEASE SPECIFY FROM WHICH ROUTE BELOW, IN THE "OTHER" FIELD)	OTHER (PLEASE SPECIFY)	TOTAL
Q1: A	66.29% 59	7.87% 7	1.12% 1	1.12% 1	0.00% 0	1.12% 1	24.72% 22	25.84% 23	34.97% 114
Q1: B	62.63% 62	3.03% 3	4.04% 4	2.02% 2	1.01% 1	2.02% 2	28.28% 28	30.30% 30	40.49% 132
Q1: C	75.00% 3	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1.23% 4
Q1: D	79.17% 19	8.33% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	16.67% 4	20.83% 5	9.20% 30
Q1: E	66.67% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 2	33.33% 2	2.45% 8
Q1: F	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.31% 1
Q1: G	66.67% 4	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	16.67% 1	16.67% 1	2.15% 7
Q1: L	50.00% 9	5.56% 1	5.56% 1	0.00% 0	0.00% 0	0.00% 0	33.33% 6	38.89% 7	7.36% 24
Q1: M	70.69% 41	1.72% 1	5.17% 3	1.72% 1	0.00% 0	1.72% 1	17.24% 10	18.97% 11	20.86% 68
Q1: R	46.15% 6	7.69% 1	15.38% 2	0.00% 0	0.00% 0	0.00% 0	30.77% 4	30.77% 4	5.21% 17
Q1: S	55.56% 10	5.56% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	22.22% 4	38.89% 7	6.75% 22
Total Respondents	210	17	12	4	1	4	79	89	326

#	Q1: A	DATE
1	PCT	1/2/2018 1:37 AM
2	Placer Dial-a-Ride	12/31/2017 1:45 AM
3	Lincoln	12/28/2017 3:28 PM
4	Regional Transit	12/28/2017 3:10 PM
5	Sacramento RT	12/28/2017 3:03 PM
6	Auburn	12/28/2017 3:00 PM
7	21 RT	12/28/2017 2:58 PM
8	PCT Sierra College	12/28/2017 2:46 PM
9	93	12/28/2017 2:35 PM
10	Bus 21	12/10/2017 11:57 PM
11	B Bus	12/10/2017 11:52 PM
12	93	12/10/2017 11:24 PM
13	Uber	12/10/2017 10:13 PM
14	93	12/10/2017 9:48 PM
15	93	12/10/2017 11:36 AM
16	A B	12/5/2017 10:24 PM
17	placer	12/1/2017 1:06 PM
18	Sierra College	12/1/2017 8:15 AM
19	n/a	11/30/2017 9:01 PM
20	93 sac co	11/30/2017 8:58 PM
21	93	11/30/2017 8:49 PM
22	Lincoln	11/30/2017 8:47 PM
23	M	11/30/2017 8:44 PM

#	Q1: B	DATE
1	PCT Light Rail	1/1/2018 9:35 PM
2	M	1/1/2018 9:06 PM
3	Light Rail	1/1/2018 9:03 PM
4	Uber/Lyft	12/29/2017 11:57 AM
5	93	12/28/2017 1:12 PM
6	RT 21	12/20/2017 2:31 PM
7	Sierra College	12/9/2017 4:51 PM
8	Lincoln Bus	12/9/2017 3:21 PM
9	C	12/9/2017 3:12 PM
10	L	12/9/2017 2:32 PM
11	L	12/9/2017 2:31 PM
12	PCT	12/9/2017 2:28 PM

13	L	12/9/2017 2:22 PM
14	93	12/9/2017 2:09 PM
15	Lincoln	12/9/2017 2:03 PM
16	Placer, B E	12/9/2017 12:54 PM
17	93	12/9/2017 12:10 PM
18	scooter	12/9/2017 12:05 PM
19	Sierra College	12/9/2017 11:39 AM
20	Uber Lyft	12/7/2017 7:49 PM
21	bus	12/7/2017 7:44 PM
22	G	12/7/2017 7:41 PM
23	A	12/7/2017 7:28 PM
24	sac transit bus 21	12/7/2017 7:22 PM
25	21	12/7/2017 7:15 PM
26	21	12/7/2017 7:12 PM
27	21	12/7/2017 7:09 PM
28	Placer	12/7/2017 7:06 PM
29	23 & 21 Sac RT	12/7/2017 7:02 PM
30	A B	12/5/2017 10:24 PM
#	**Q1: C**	**DATE**
	There are no responses.	
#	**Q1: D**	**DATE**
1	L	1/2/2018 1:34 AM
2	Woodcreek after Junction	1/2/2018 1:20 AM
3	B	1/2/2018 1:18 AM
4	L	1/1/2018 9:53 PM
5	23- 21	12/2/2017 7:24 PM
#	**Q1: E**	**DATE**
1	B	12/1/2017 8:41 AM
2	B	12/1/2017 8:31 AM
#	**Q1: F**	**DATE**
	There are no responses.	
#	**Q1: G**	**DATE**
1	L	12/1/2017 8:50 AM
#	**Q1: L**	**DATE**
1	D route	12/4/2017 10:29 AM
2	D	12/4/2017 10:27 AM
3	n/a	12/4/2017 10:25 AM
4	n/a	12/4/2017 10:15 AM
5	A	12/4/2017 10:07 AM
6	D	12/4/2017 10:06 AM
7	A, B, D, L E	12/4/2017 10:00 AM
#	**Q1: M**	**DATE**
1	12 Bridges	1/1/2018 10:27 PM
2	Cirby	12/29/2017 12:45 PM
3	Uber/Lyft	12/29/2017 10:14 AM
4	A or B	12/9/2017 6:30 PM
5	light rail	12/9/2017 6:27 PM
6	Bus A	12/9/2017 6:17 PM
7	A	12/9/2017 6:09 PM
8	93 B	12/9/2017 6:06 PM
9	Grass Valley	12/9/2017 5:30 PM
10	D	12/9/2017 5:17 PM
11	SAC	12/9/2017 2:11 PM
#	**Q1: R**	**DATE**
1	Placer County	12/28/2017 10:25 PM
2	RT 21	12/28/2017 10:20 PM
3	93	12/28/2017 10:18 PM
4	93	11/30/2017 8:32 PM
#	**Q1: S**	**DATE**
1	Light Rail	1/1/2018 11:19 PM
2	Placer bus	12/11/2017 12:22 AM
3	A	12/11/2017 12:16 AM

4	Uber	12/11/2017 12:13 AM
5	Uber	12/11/2017 12:10 AM
6	A bus	12/5/2017 1:05 AM
7	28-21-R	11/30/2017 8:20 PM

Q5 Where will you exit the bus?

Answered: 278 Skipped: 63

	USE "&" SIGN FOR INTERSECTIONS	TOTAL
Q1: A	100.00% 74	26.62% 74
Q1: B	100.00% 77	27.70% 77
Q1: C	100.00% 4	1.44% 4
Q1: D	100.00% 23	8.27% 23
Q1: E	100.00% 6	2.16% 6
Q1: F	0.00% 0	0.00% 0
Q1: G	100.00% 5	1.80% 5
Q1: L	100.00% 15	5.40% 15
Q1: M	100.00% 55	19.78% 55
Q1: R	100.00% 9	3.24% 9
Q1: S	100.00% 14	5.04% 14
Total Respondents	278	278

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: A	DATE
1	Atlantic St	1/2/2018 1:40 AM
2	Francis Store	1/2/2018 1:38 AM
3	Riverside before 4th	1/2/2018 1:37 AM
4	Louis and Orlando	12/31/2017 1:47 AM
5	Cirby at Sunrise	12/31/2017 1:45 AM
6	Galleria	12/31/2017 1:43 AM
7	Louis and Orlando	12/31/2017 1:41 AM
8	Civic Center	12/31/2017 1:38 AM
9	Galleria	12/31/2017 1:34 AM
10	Sierra Gardens	12/31/2017 1:32 AM
11	Louis/ Orlando	12/31/2017 1:30 AM
12	Louis and Orlando	12/29/2017 9:41 AM
13	Galleria	12/29/2017 9:39 AM
14	Galleria	12/29/2017 9:37 AM
15	Galleria	12/29/2017 9:34 AM
16	Cirby at Riverside	12/29/2017 9:30 AM
17	Atlantic at center	12/28/2017 3:25 PM
18	Galleria	12/28/2017 3:22 PM
19	Atlantic at center	12/28/2017 3:12 PM
20	Galleria	12/28/2017 3:10 PM
21	Galleria	12/28/2017 3:08 PM
22	Studio 700 and RT	12/28/2017 3:03 PM
23	Civic Center	12/28/2017 2:58 PM
24	Galleria	12/28/2017 2:56 PM
25	E Roseville Pkwy at Taylor	12/28/2017 2:51 PM
26	Galleria	12/28/2017 2:49 PM
27	Sierra Gardens	12/28/2017 2:46 PM
28	Riverside at 6th	12/28/2017 2:38 PM
29	Civic Center	12/28/2017 2:35 PM
30	Civic Center	12/28/2017 2:33 PM
31	Louis & Orlando	12/11/2017 12:05 AM
32	Louis & Orlando	12/11/2017 12:02 AM
33	4th	12/10/2017 11:59 PM
34	Civic Center	12/10/2017 11:57 PM
35	Louis & Orlando	12/10/2017 11:52 PM

36	Louis & Orlando	12/10/2017 11:50 PM
37	Civic Center	12/10/2017 11:44 PM
38	Civic Center	12/10/2017 11:40 PM
39	Santucci Justice Center	12/10/2017 11:31 PM
40	Galleria Mall	12/10/2017 11:24 PM
41	Civic Center	12/10/2017 11:17 PM
42	Luis & Orlando	12/10/2017 11:15 PM
43	Home Depot	12/10/2017 11:12 PM
44	Orlando	12/10/2017 10:13 PM
45	Atlantic & E Yosemite	12/10/2017 9:48 PM
46	9th & N	12/10/2017 2:28 PM
47	Galleria	12/10/2017 11:36 AM
48	Galleria	12/9/2017 2:21 PM
49	720 Sunrise	12/5/2017 10:39 PM
50	Civic Center	12/5/2017 10:37 PM
51	Cirby & Sunrise	12/5/2017 10:34 PM
52	Galleria	12/5/2017 10:33 PM
53	Civic Center	12/5/2017 10:32 PM
54	Civic Center	12/5/2017 10:31 PM
55	Civic Center	12/5/2017 10:29 PM
56	Civic Center	12/5/2017 10:25 PM
57	Galleria	12/5/2017 10:24 PM
58	M bus Rothburg	12/5/2017 10:21 PM
59	Cirby	12/5/2017 10:19 PM
60	JDK	12/5/2017 10:17 PM
61	Cirby & Sunrise	12/1/2017 1:06 PM
62	orlando ave	12/1/2017 8:25 AM
63	riverside	12/1/2017 8:22 AM
64	6th & Riverside	12/1/2017 8:20 AM
65	Cirby	12/1/2017 8:15 AM
66	Sac transit	12/1/2017 8:10 AM
67	Sutter	11/30/2017 9:03 PM
68	1944 sunset dr	11/30/2017 8:58 PM
69	sunrise & criby wy	11/30/2017 8:54 PM
70	sunrise- coloma	11/30/2017 8:47 PM
71	Front ramp	11/30/2017 8:44 PM
72	Galleria	11/30/2017 8:41 PM
73	Sierra Garden	11/30/2017 8:36 PM
74	Civic Center	11/30/2017 8:35 PM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: B	DATE
1	Galleria	1/1/2018 9:39 PM
2	Civic Center	1/1/2018 9:35 PM
3	6th st	1/1/2018 9:08 PM
4	Civic Center	1/1/2018 9:06 PM
5	Sunrise conroy	1/1/2018 9:03 PM
6	Galleria	1/1/2018 8:41 PM
7	Louis and Orlando	1/1/2018 8:38 PM
8	Galleria	12/29/2017 12:05 PM
9	Civic Center	12/29/2017 11:59 AM
10	(illegible)	12/29/2017 11:57 AM
11	Civic Center	12/29/2017 9:26 AM
12	Sunrise/Lead Hill	12/29/2017 9:24 AM
13	Civic Center	12/29/2017 9:22 AM
14	Civic Center	12/29/2017 9:19 AM
15	Galleria	12/28/2017 3:31 PM
16	Sunrise before Colma	12/28/2017 1:12 PM
17	Galleria	12/28/2017 1:09 PM
18	Don't know	12/28/2017 12:58 PM
19	Louis and Orlando	12/28/2017 12:53 PM
20	Civic Center Vernon St	12/20/2017 2:48 PM
21	4th and Riverside	12/20/2017 2:37 PM

22	Louis and Orlando	12/20/2017 2:35 PM
23	Sierra Gardens	12/20/2017 2:31 PM
24	Riverside	12/20/2017 2:24 PM
25	Louis and Orlando	12/20/2017 9:39 AM
26	Civic Center	12/20/2017 9:36 AM
27	4th	12/10/2017 11:59 PM
28	7th & N	12/9/2017 11:13 PM
29	15th & N	12/9/2017 10:52 PM
30	9th & H	12/9/2017 10:31 PM
31	Civic Center	12/9/2017 3:28 PM
32	Orlando	12/9/2017 3:25 PM
33	Louis & Orlando	12/9/2017 3:23 PM
34	Galleria	12/9/2017 3:19 PM
35	Roseville	12/9/2017 3:15 PM
36	Louis & Orlando	12/9/2017 3:13 PM
37	Galleria	12/9/2017 3:12 PM
38	Galleria Mall	12/9/2017 3:08 PM
39	Louis & Orlando	12/9/2017 3:05 PM
40	6th	12/9/2017 2:35 PM
41	Roseville Galleria	12/9/2017 2:31 PM
42	Civic Center	12/9/2017 2:28 PM
43	Louis & Orlando	12/9/2017 2:18 PM
44	Roseville Parkway & north Sunrise	12/9/2017 2:17 PM
45	GAlleria	12/9/2017 2:14 PM
46	Galleria	12/9/2017 2:09 PM
47	Tiger Way, Center St	12/9/2017 2:05 PM
48	Kaiser Riverside	12/9/2017 2:03 PM
49	Civic Center	12/9/2017 1:01 PM
50	Westfield Galleria	12/9/2017 1:00 PM
51	Junctions	12/9/2017 12:56 PM
52	Galleria	12/9/2017 12:54 PM
53	Leadhill / Sunrise	12/9/2017 12:34 PM
54	sunrise- coloma	12/9/2017 12:10 PM
55	Orlando	12/9/2017 12:07 PM
56	front	12/9/2017 12:05 PM
57	Galleria	12/9/2017 12:02 PM
58	Louis & Orlando	12/9/2017 11:59 AM
59	4th ST	12/9/2017 11:56 AM
60	Louis & Orlando	12/9/2017 11:52 AM
61	Woodcreek Oaks & Junction	12/9/2017 11:44 AM
62	Civic Center	12/9/2017 11:39 AM
63	Galleria	12/7/2017 7:54 PM
64	Louis & Orlando	12/7/2017 7:49 PM
65	Sierra Garden and sunrise Ave	12/7/2017 7:44 PM
66	Safeway, sunrise / cirby	12/7/2017 7:41 PM
67	north sunrise	12/7/2017 7:28 PM
68	Galleria	12/7/2017 7:25 PM
69	Eureka	12/7/2017 7:22 PM
70	riverside & cirby	12/7/2017 7:20 PM
71	Eureka	12/7/2017 7:14 PM
72	Galleria	12/7/2017 7:12 PM
73	Galleria	12/7/2017 7:09 PM
74	Sierra Gardens	12/7/2017 7:06 PM
75	Galleria Mall	12/7/2017 7:02 PM
76	Galleria	12/5/2017 10:24 PM
77	Eureka	11/30/2017 8:39 PM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: C	DATE
1	Sunsplash	12/19/2017 1:23 PM
2	15th & N	12/10/2017 12:56 PM
3	Sierra Gardens	12/1/2017 8:43 AM
4	sunrise & criby wy	12/1/2017 8:29 AM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: D	DATE
1	Washington and Main	1/2/2018 1:34 AM
2	Civic Center	1/2/2018 1:31 AM
3	Pleasant Grove past Foothills	1/2/2018 1:28 AM
4	Woodcreek after Junction	1/2/2018 1:22 AM
5	D	1/2/2018 1:20 AM
6	Tonquil on Woodcreek blvd	1/2/2018 1:18 AM
7	Pleasant Grove	1/1/2018 10:04 PM
8	Foothills	1/1/2018 10:00 PM
9	Washington and Main	1/1/2018 9:53 PM
10	Blue Oaks	1/1/2018 9:51 PM
11	Foothill and Main	1/1/2018 9:44 PM
12	Louis and Orlando	12/20/2017 2:55 PM
13	Galleria	12/9/2017 5:11 PM
14	CRv?uRkvy & Plzt? ---illegible	12/9/2017 4:56 PM
15	Galleria	12/2/2017 7:38 PM
16	wood creek oaks	12/2/2017 7:35 PM
17	Civic Center	12/2/2017 7:27 PM
18	Civic Center	12/2/2017 7:26 PM
19	roseville foothills	12/2/2017 7:24 PM
20	civic center	12/2/2017 7:23 PM
21	park regency/ coyote ridge	12/2/2017 7:21 PM
22	Junction & Park Regency	12/2/2017 7:17 PM
23	main & aktencen?	12/2/2017 7:15 PM
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: E	DATE
1	Riverside at 6th	12/28/2017 2:38 PM
2	Sierra Gardens	12/28/2017 12:45 PM
3	Sierra College at Douglas	12/28/2017 12:41 PM
4	Taylor & 80	12/5/2017 9:07 PM
5	Sierra College	12/1/2017 8:41 AM
6	Sierra College Blvd	12/1/2017 8:31 AM
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: F	DATE
	There are no responses.	
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: G	DATE
1	Sierra Gardens	12/28/2017 12:38 PM
2	Sierra College	12/1/2017 8:50 AM
3	Sierra Gardens	12/1/2017 8:45 AM
4	Sierra Gardens	12/1/2017 8:38 AM
5	Sierra College	12/1/2017 8:34 AM
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: L	DATE
1	Lead Hill	1/1/2018 10:14 PM
2	Target	1/1/2018 10:12 PM
3	Walmart, Leadhill	1/1/2018 10:09 PM
4	Sierra Gardens	1/1/2018 10:07 PM
5	5th & P	12/5/2017 9:47 AM
6	kaiser hospital	12/4/2017 10:29 AM
7	Sierra Gardens	12/4/2017 10:22 AM
8	Civic Center	12/4/2017 10:20 AM
9	near sutter	12/4/2017 10:18 AM
10	walmart	12/4/2017 10:15 AM
11	walmart	12/4/2017 10:10 AM
12	Sierra College	12/4/2017 10:07 AM
13	Civic Center	12/4/2017 10:06 AM
14	roseville square	12/4/2017 10:03 AM
15	roseville square	12/4/2017 10:00 AM
#	[USE "&" SIGN FOR INTERSECTIONS] Q1: M	DATE
1	Galleria	1/1/2018 10:38 PM
2	Rothbury Lane at Elmsett Pl	1/1/2018 10:37 PM
3	Galleria	1/1/2018 10:34 PM
4	Galleria	1/1/2018 10:32 PM
5	Walmart	1/1/2018 10:30 PM

6	Galleria	1/1/2018 10:28 PM
7	Walmart	1/1/2018 10:27 PM
8	Galleria	1/1/2018 10:24 PM
9	Galleria	1/1/2018 10:22 PM
10	Galleria	1/1/2018 10:19 PM
11	Galleria	12/31/2017 1:21 AM
12	M	12/31/2017 1:18 AM
13	Rothbury	12/31/2017 1:16 AM
14	20, M	12/31/2017 1:14 AM
15	Rothbury	12/31/2017 1:12 AM
16	Pleasant Grove	12/31/2017 1:10 AM
17	Galleria	12/30/2017 12:23 AM
18	Galleria	12/30/2017 12:20 AM
19	Galleria	12/30/2017 12:18 AM
20	Five Star	12/30/2017 12:16 AM
21	Woodcreek	12/30/2017 12:13 AM
22	Foothills Pleasant Grove	12/30/2017 12:11 AM
23	Pleasant Grove/Foothills	12/30/2017 12:09 AM
24	Foothills	12/30/2017 12:06 AM
25	Wood creek Blvd	12/30/2017 12:03 AM
26	Central Park	12/30/2017 12:00 AM
27	Pleasant Grove	12/29/2017 12:45 PM
28	Woodcreek	12/29/2017 12:43 PM
29	Galleria	12/29/2017 12:41 PM
30	Woodcreek Oaks	12/29/2017 12:39 PM
31	Junction	12/29/2017 12:36 PM
32	Raley's	12/29/2017 10:14 AM
33	Pleasant Grove	12/29/2017 10:10 AM
34	West Park	12/29/2017 10:09 AM
35	Antelope Creek	12/9/2017 6:30 PM
36	win co	12/9/2017 6:27 PM
37	Galleria	12/9/2017 6:25 PM
38	Walmart Pleasant Grove	12/9/2017 6:22 PM
39	Galleria	12/9/2017 6:20 PM
40	Pleasant Grove & Highland PkDr	12/9/2017 6:17 PM
41	Galleria transfer point	12/9/2017 6:13 PM
42	Mahaney Park	12/9/2017 6:11 PM
43	Galleria	12/9/2017 6:09 PM
44	Pleasant Grove Foothill	12/9/2017 6:03 PM
45	Kennerleigh	12/9/2017 5:30 PM
46	Misty Oak	12/9/2017 5:26 PM
47	Galleria transfer point	12/9/2017 5:24 PM
48	Galleria Mall	12/9/2017 5:21 PM
49	mall	12/9/2017 5:19 PM
50	Galleria	12/9/2017 5:17 PM
51	Galleria	12/9/2017 5:11 PM
52	Mall	12/9/2017 5:06 PM
53	Galleria	12/9/2017 5:02 PM
54	Galleria transfer point	12/9/2017 5:00 PM
55	Galleria	12/9/2017 4:57 PM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: R	DATE
1	Foothills Blvd at Vineyard Rd.	12/28/2017 10:25 PM
2	Foothills at Albertsons	12/28/2017 10:20 PM
3	Foothills Blvd at Pride Industries	12/28/2017 10:18 PM
4	Foothills Blvd at Pride Industries	12/28/2017 10:15 PM
5	Foothills Blvd at Pride Industries	12/28/2017 10:13 PM
6	Baseline	12/10/2017 12:00 AM
7	Louis & Orlando	11/30/2017 8:32 PM
8	HP south	11/30/2017 8:29 PM
9	Louis & Orlando	11/30/2017 8:22 PM

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: S	DATE

1	Santucci Center	1/1/2018 11:24 PM
2	Santucci Center	1/1/2018 11:19 PM
3	Galleria	1/1/2018 11:17 PM
4	Galleria	1/1/2018 11:14 PM
5	Galleria	12/11/2017 12:22 AM
6	Galleria	12/11/2017 12:18 AM
7	Sanducci Center	12/11/2017 12:16 AM
8	Santotti	12/11/2017 12:13 AM
9	Santotti	12/11/2017 12:10 AM
10	Galleria	12/5/2017 1:16 AM
11	Galleria	12/5/2017 1:15 AM
12	justice center	12/5/2017 1:12 AM
13	Sierra Gardens	12/5/2017 1:08 AM
14	washington / pleasant grove	12/5/2017 1:05 AM

Q6 Please state ALL bus routes and trains you will ride to complete this one-way trip:

Answered: 230 Skipped: 111

PLEASE STATE ALL BUS ROUTES AND TRAINS YOU WILL RIDE TO COMPLETE THIS ONE-WAY TRIP:		TOTAL
Q1: A	100.00% 60	26.09% 60
Q1: B	100.00% 67	29.13% 67
Q1: C	100.00% 3	1.30% 3
Q1: D	100.00% 16	6.96% 16
Q1: E	100.00% 6	2.61% 6
Q1: F	100.00% 1	0.43% 1
Q1: G	100.00% 4	1.74% 4
Q1: L	100.00% 15	6.52% 15
Q1: M	100.00% 48	20.87% 48
Q1: R	100.00% 5	2.17% 5
Q1: S	100.00% 11	4.78% 11
Total Respondents 230		230

#	Q1: A	DATE
1	A	1/2/2018 1:40 AM
2	A	1/2/2018 1:37 AM
3	A	12/31/2017 1:47 AM
4	A	12/31/2017 1:45 AM
5	A, Auburn bus	12/31/2017 1:43 AM
6	A	12/31/2017 1:41 AM
7	RT Roseville	12/31/2017 1:37 AM
8	A and M	12/31/2017 1:34 AM
9	the Train and the bus at Watt	12/29/2017 10:04 AM
10	2	12/29/2017 9:41 AM
11	A, PCT 20	12/29/2017 9:39 AM
12	A, B	12/29/2017 9:37 AM
13	Rosevile Transfer to Placer County 20	12/29/2017 9:34 AM
14	A	12/29/2017 9:30 AM
15	A	12/28/2017 3:25 PM
16	A	12/28/2017 3:22 PM
17	A, B	12/28/2017 3:12 PM
18	A, M	12/28/2017 3:10 PM
19	A, Auburn commuter, L, Auburn Transit (more details on survey)	12/28/2017 3:08 PM
20	A	12/28/2017 3:00 PM
21	A, 21RT	12/28/2017 2:58 PM
22	A	12/28/2017 2:56 PM
23	A, Lincoln	12/28/2017 2:49 PM
24	A	12/28/2017 2:38 PM
25	A	12/28/2017 2:35 PM
26	A	12/28/2017 2:33 PM
27	A, B, S	12/11/2017 12:07 AM
28	A, 93, 83	12/11/2017 12:05 AM
29	A, 93	12/11/2017 12:02 AM
30	A, B	12/10/2017 11:59 PM
31	21, B, A	12/10/2017 11:52 PM
32	21, B, A	12/10/2017 11:50 PM
33	A	12/10/2017 11:44 PM
34	A, S	12/10/2017 11:31 PM
35	82, 93	12/10/2017 11:24 PM

36	A	12/10/2017 11:12 PM
37	A	12/10/2017 10:13 PM
38	93, A	12/10/2017 9:48 PM
39	93, A	12/10/2017 11:36 AM
40	1	12/5/2017 10:39 PM
41	WAtt I 80 10A	12/5/2017 10:37 PM
42	A & R 21	12/5/2017 10:34 PM
43	A, L	12/5/2017 10:32 PM
44	B	12/5/2017 10:31 PM
45	D to B, A to D	12/5/2017 10:29 PM
46	one way	12/5/2017 10:25 PM
47	A, M	12/5/2017 10:21 PM
48	A	12/5/2017 10:19 PM
49	JDK	12/5/2017 10:17 PM
50	A 21	12/1/2017 8:25 AM
51	A	12/1/2017 8:22 AM
52	just the A already rode the B today	12/1/2017 8:20 AM
53	E to F	11/30/2017 9:03 PM
54	Only the one I am in	11/30/2017 9:00 PM
55	after this will continue D bus home	11/30/2017 8:58 PM
56	sunrise & galleria	11/30/2017 8:54 PM
57	no more	11/30/2017 8:51 PM
58	Placer co Lincoln	11/30/2017 8:47 PM
59	M A	11/30/2017 8:44 PM
60	3 routes; 26, 93 & A	11/30/2017 8:41 PM
#	**Q1: B**	**DATE**
1	Sierra College	1/1/2018 9:39 PM
2	B	1/1/2018 9:35 PM
3	A, B, L	1/1/2018 9:08 PM
4	A, B, M	1/1/2018 9:06 PM
5	Auburn South	1/1/2018 9:03 PM
6	B	1/1/2018 8:41 PM
7	A, B, L	1/1/2018 8:38 PM
8	B	12/29/2017 11:59 AM
9	4	12/29/2017 11:57 AM
10	B	12/29/2017 9:21 AM
11	B	12/29/2017 9:19 AM
12	B	12/28/2017 3:31 PM
13	93, B	12/28/2017 1:12 PM
14	Sierra College Bus	12/28/2017 1:09 PM
15	B	12/28/2017 12:58 PM
16	B, A, 93	12/28/2017 12:53 PM
17	D, A, L, B	12/20/2017 2:48 PM
18	LBA	12/20/2017 2:41 PM
19	A and B	12/20/2017 2:37 PM
20	B bus	12/20/2017 2:35 PM
21	Regional Transit Roseville Transit	12/20/2017 2:31 PM
22	B bus	12/20/2017 2:24 PM
23	B	12/20/2017 2:22 PM
24	Route B, Sac RT 21	12/20/2017 9:39 AM
25	AMB	12/20/2017 9:36 AM
26	A, B, S	12/11/2017 12:07 AM
27	A, B	12/10/2017 11:59 PM
28	Route 2 Roseville	12/9/2017 10:31 PM
29	B	12/9/2017 3:28 PM
30	B	12/9/2017 3:25 PM
31	93 (RT)	12/9/2017 3:23 PM
32	A, B, Lincoln for the Day	12/9/2017 3:21 PM
33	L, B, M	12/9/2017 3:19 PM
34	93 RT	12/9/2017 3:13 PM
35	C then B	12/9/2017 3:12 PM

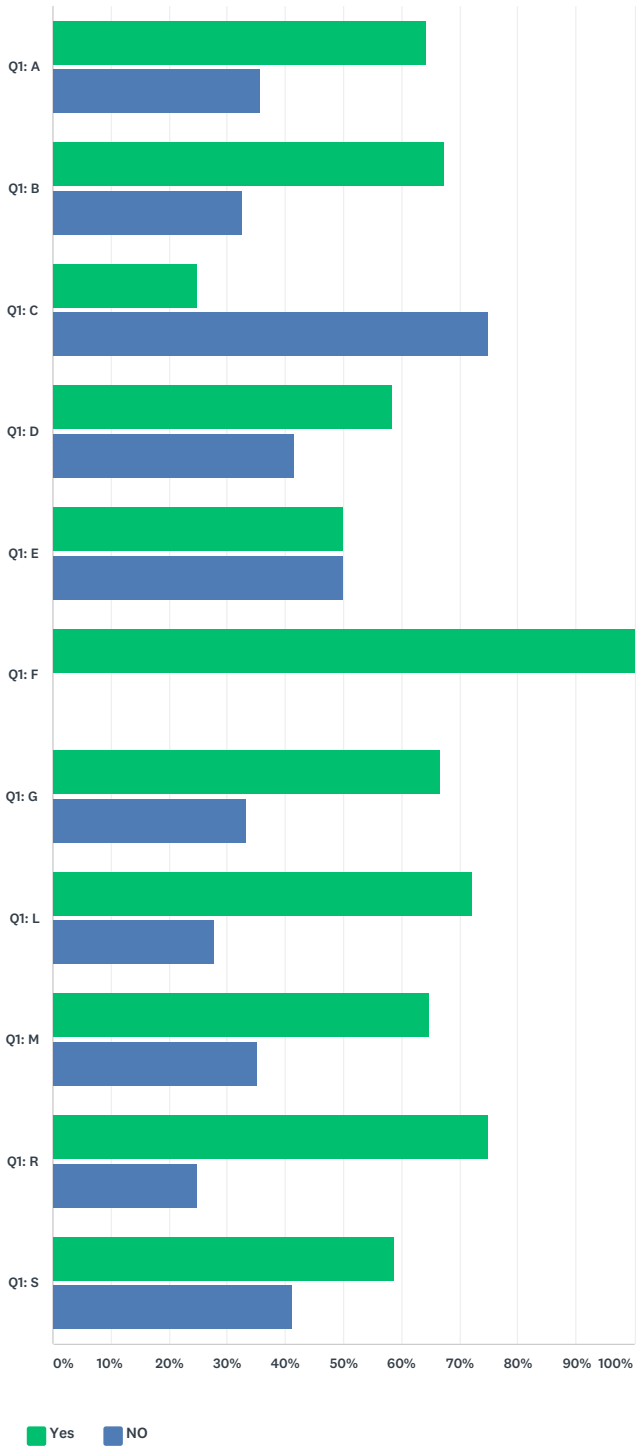
36	RSVL, B- SACRT 21/24	12/9/2017 3:05 PM
37	B/ A/ L	12/9/2017 2:31 PM
38	A, B	12/9/2017 2:28 PM
39	Orland to Roseville park way, & North Sunrise	12/9/2017 2:17 PM
40	B bus- Roseville, Auburn bus Place, Gold country stage grass valley	12/9/2017 2:14 PM
41	Lightrail , 93, B	12/9/2017 2:09 PM
42	B & S commuter	12/9/2017 2:07 PM
43	Roseville	12/9/2017 2:05 PM
44	Lincoln, B	12/9/2017 2:03 PM
45	Route M	12/9/2017 1:00 PM
46	2 buses	12/9/2017 12:56 PM
47	Placer County RT B, RT E, RT B Placer county transit	12/9/2017 12:54 PM
48	B to work. A t go home	12/9/2017 12:34 PM
49	93- B	12/9/2017 12:10 PM
50	RT	12/9/2017 12:07 PM
51	sac rt 24, 21, roseville R, D, B	12/9/2017 12:05 PM
52	Roseville & SACRT	12/9/2017 11:59 AM
53	B only	12/9/2017 11:56 AM
54	B - 93, Watt, I -80	12/9/2017 11:52 AM
55	B & D	12/9/2017 11:44 AM
56	Route B	12/7/2017 7:54 PM
57	B - 21 - Gold Line	12/7/2017 7:49 PM
58	G B	12/7/2017 7:41 PM
59	A bus	12/7/2017 7:28 PM
60	PCT 2 buses	12/7/2017 7:25 PM
61	B	12/7/2017 7:20 PM
62	25 to 21 to B then Back	12/7/2017 7:18 PM
63	B	12/7/2017 7:14 PM
64	21 to B, B to 21 to home	12/7/2017 7:09 PM
65	bus 2, placer county, B	12/7/2017 7:06 PM
66	23,21,B, M	12/7/2017 7:02 PM
67	BDM	11/30/2017 8:39 PM
#	**Q1: C**	**DATE**
1	Just this bus	12/19/2017 1:23 PM
2	Comm 3 & Comm 9	12/10/2017 12:56 PM
3	C bus only	12/1/2017 8:29 AM
#	**Q1: D**	**DATE**
1	L and D	1/2/2018 1:34 AM
2	D, M	1/2/2018 1:28 AM
3	b,d	1/2/2018 1:18 AM
4	D	1/1/2018 10:04 PM
5	D	1/1/2018 10:00 PM
6	D	1/1/2018 9:44 PM
7	B and 93 at Louis and Orlando	12/20/2017 2:55 PM
8	M- Roseville Placer County Lincoln, Placer County Dial a Ride	12/9/2017 5:11 PM
9	D & M & B	12/9/2017 4:56 PM
10	D,M	12/2/2017 7:38 PM
11	D	12/2/2017 7:35 PM
12	D & A	12/2/2017 7:26 PM
13	23, 21, B, D	12/2/2017 7:24 PM
14	D - B	12/2/2017 7:23 PM
15	D	12/2/2017 7:17 PM
16	Just the D route	12/2/2017 7:15 PM
#	**Q1: E**	**DATE**
1	A	12/28/2017 2:38 PM
2	E, B, D or E, L, D	12/28/2017 12:45 PM
3	E	12/28/2017 12:41 PM
4	Roseville transit Taylor I-80 to 7th and P st	12/5/2017 9:07 PM
5	B - E, E-A	12/1/2017 8:41 AM
6	E	12/1/2017 8:31 AM
#	**Q1: F**	**DATE**

1	RT Roseville	12/31/2017 1:37 AM
#	**Q1: G**	**DATE**
1	G, A, B, L?	12/28/2017 12:38 PM
2	D, L, G	12/1/2017 8:50 AM
3	G route	12/1/2017 8:45 AM
4	G	12/1/2017 8:34 AM
#	**Q1: L**	**DATE**
1	L	1/1/2018 10:12 PM
2	L	1/1/2018 10:09 PM
3	L, A	1/1/2018 10:07 PM
4	Commuter	12/5/2017 9:47 AM
5	D, L, G	12/4/2017 10:29 AM
6	D, L, G	12/4/2017 10:27 AM
7	bus D woodcreek oaks blvd. then bus L	12/4/2017 10:25 AM
8	L, RT to sac	12/4/2017 10:22 AM
9	M, B, L	12/4/2017 10:18 AM
10	L 2x	12/4/2017 10:15 AM
11	L & B	12/4/2017 10:10 AM
12	A, L	12/4/2017 10:07 AM
13	D, / L	12/4/2017 10:06 AM
14	one	12/4/2017 10:03 AM
15	A,B,D,L,E	12/4/2017 10:00 AM
#	**Q1: M**	**DATE**
1	M	1/1/2018 10:38 PM
2	M	1/1/2018 10:37 PM
3	M	1/1/2018 10:34 PM
4	M	1/1/2018 10:32 PM
5	M	1/1/2018 10:30 PM
6	M	1/1/2018 10:28 PM
7	M Bus and Placer County bus	1/1/2018 10:24 PM
8	M	1/1/2018 10:22 PM
9	M	1/1/2018 10:19 PM
10	Nevada St to Mall	12/31/2017 1:21 AM
11	M	12/31/2017 1:18 AM
12	M	12/31/2017 1:16 AM
13	M	12/31/2017 1:10 AM
14	R bus, bus b, rt 21 and light rail	12/30/2017 12:23 AM
15	M	12/30/2017 12:20 AM
16	M	12/30/2017 12:18 AM
17	M	12/30/2017 12:16 AM
18	M	12/30/2017 12:11 AM
19	M	12/30/2017 12:06 AM
20	M, D	12/30/2017 12:05 AM
21	M, D	12/30/2017 12:03 AM
22	M	12/30/2017 12:00 AM
23	Transfer to M bus @ Galleria	12/29/2017 12:45 PM
24	M	12/29/2017 12:39 PM
25	M	12/29/2017 12:36 PM
26	A/B and M	12/29/2017 10:14 AM
27	M	12/29/2017 10:10 AM
28	M	12/29/2017 10:09 AM
29	A- M- A, Roseville Sutter	12/9/2017 6:30 PM
30	Alta bus to light rail to Mbus	12/9/2017 6:27 PM
31	A, B, M	12/9/2017 6:25 PM
32	Bus M	12/9/2017 6:22 PM
33	M- B	12/9/2017 6:20 PM
34	A, M	12/9/2017 6:17 PM
35	M bus & Auburn Bus	12/9/2017 6:13 PM
36	Only M bus	12/9/2017 6:11 PM
37	Roseville Transit Regional Transit	12/9/2017 6:09 PM
38	93- A/B-M	12/9/2017 6:06 PM

39	M, D	12/9/2017 6:03 PM
40	M, D, B	12/9/2017 5:26 PM
41	M	12/9/2017 5:24 PM
42	M	12/9/2017 5:21 PM
43	M bus	12/9/2017 5:19 PM
44	D-M & Auburn Regional Transit	12/9/2017 5:17 PM
45	M- Roseville Placer County Lincoln, Placer County Dial a Ride	12/9/2017 5:11 PM
46	M	12/9/2017 5:06 PM
47	M- B	12/9/2017 5:02 PM
48	n/a	12/9/2017 5:00 PM
#	**Q1: R**	**DATE**
1	Light Rail, R	12/28/2017 10:25 PM
2	Sacramento RT 93, Roseville R	12/28/2017 10:18 PM
3	R	12/28/2017 10:13 PM
4	A B R	12/10/2017 12:00 AM
5	RT-93 MLR	11/30/2017 8:32 PM
#	**Q1: S**	**DATE**
1	S	1/1/2018 11:19 PM
2	North Auburn	1/1/2018 11:17 PM
3	Lincoln	1/1/2018 11:14 PM
4	Placer,Sierra, LIncoln, A, B	12/11/2017 12:22 AM
5	A, S	12/11/2017 12:16 AM
6	S	12/11/2017 12:10 AM
7	A, B, S	12/11/2017 12:07 AM
8	Sierra college	12/5/2017 1:16 AM
9	S	12/5/2017 1:12 AM
10	Galleria Mall A,B, L, M, S, commuter	12/5/2017 1:08 AM
11	A bus/ S bus	12/5/2017 1:05 AM

Q7 Are you traveling round-trip on the bus today?

Answered: 316 Skipped: 25

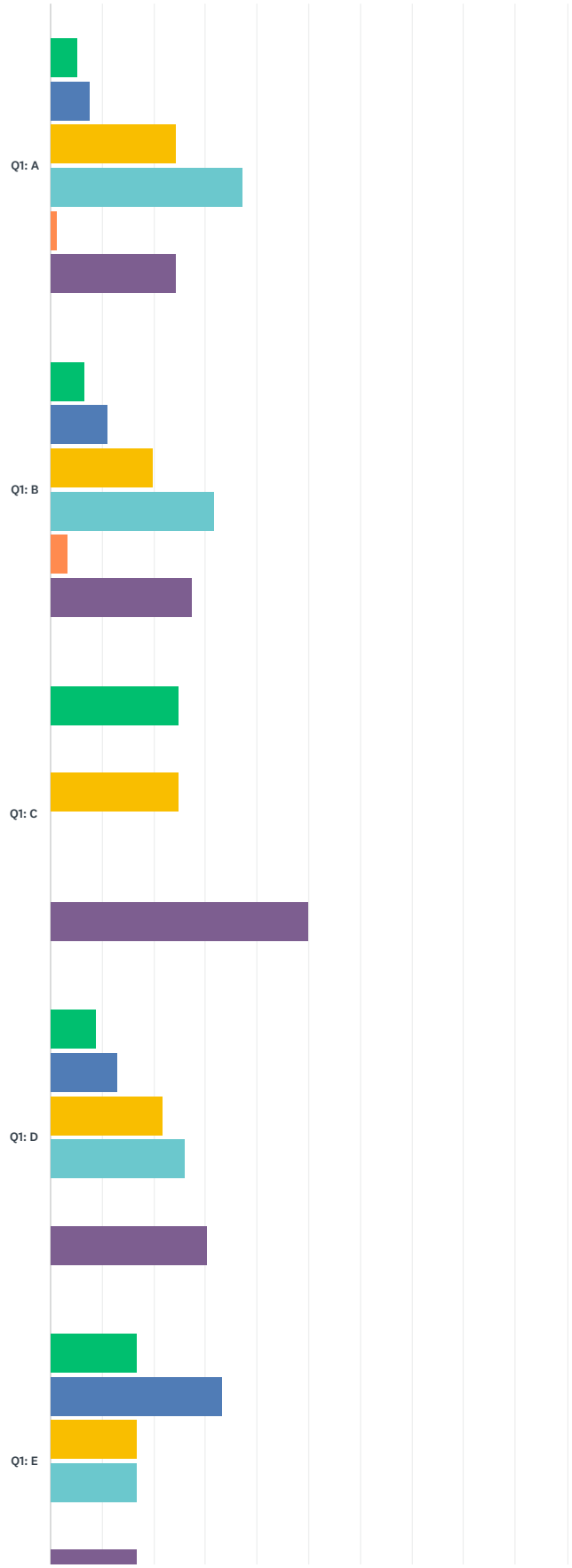


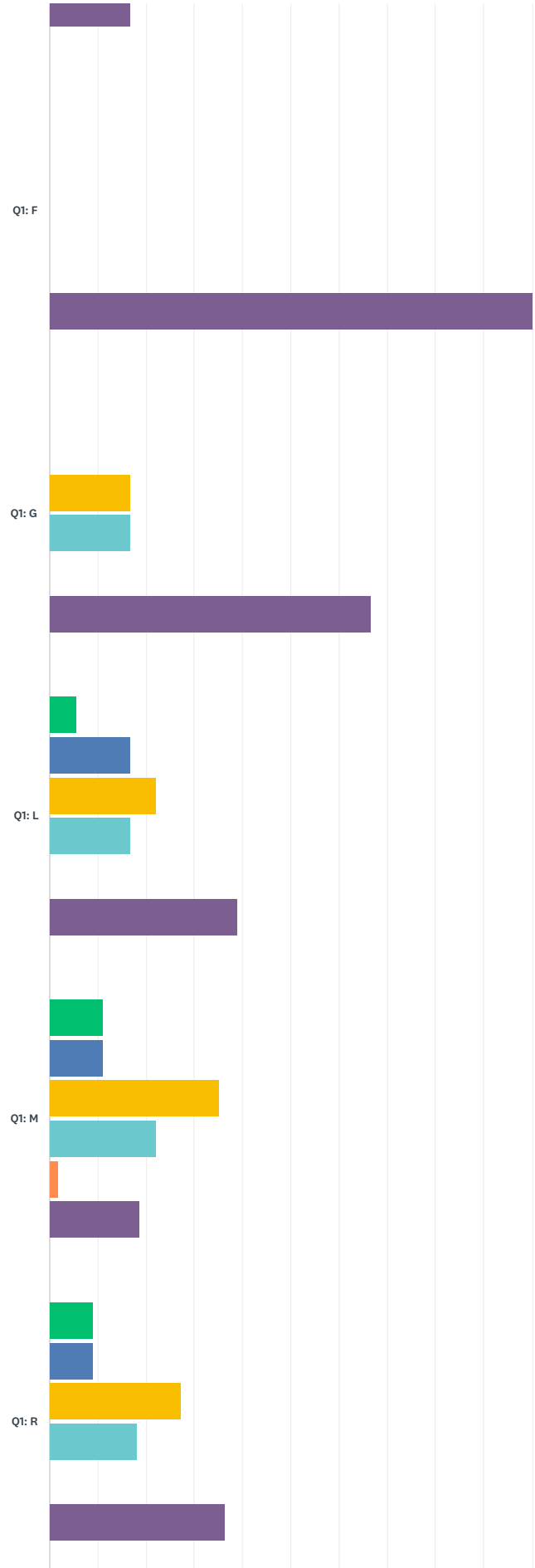
	YES	NO	TOTAL
Q1: A	64.29% 54	35.71% 30	26.58% 84
Q1: B	67.35% 66	32.65% 32	31.01% 98
Q1: C	25.00% 1	75.00% 3	1.27% 4
Q1: D	58.33% 14	41.67% 10	7.59% 24
Q1: E	50.00% 3	50.00% 3	1.90% 6

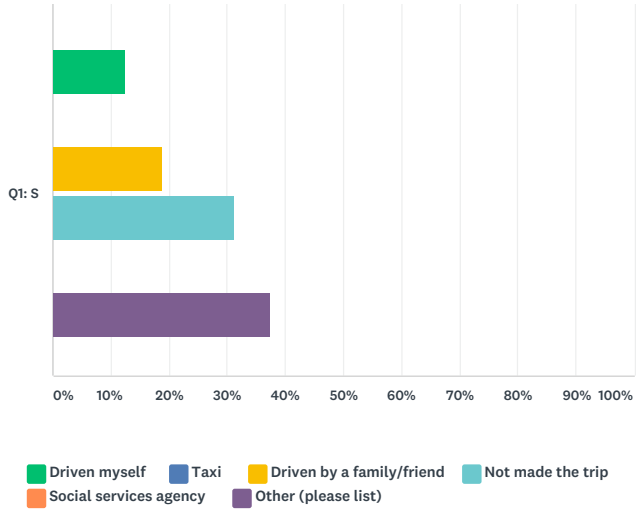
Q1: F		100.00% 1	0.00% 0	0.32% 1
Q1: G		66.67% 4	33.33% 2	1.90% 6
Q1: L		72.22% 13	27.78% 5	5.70% 18
Q1: M		64.91% 37	35.09% 20	18.04% 57
Q1: R		75.00% 9	25.00% 3	3.80% 12
Q1: S		58.82% 10	41.18% 7	5.38% 17
Total Respondents	203	113		316

Q8 If transit were not available, how would you have made the trip?

Answered: 301 Skipped: 40




Q1: F
Q1: G
Q1: L
Q1: M
Q1: R



	DRIVEN MYSELF	TAXI	DRIVEN BY A FAMILY/FRIEND	NOT MADE THE TRIP	SOCIAL SERVICES AGENCY	OTHER (PLEASE LIST)	TOTAL
Q1: A	5.13% 4	7.69% 6	24.36% 19	37.18% 29	1.28% 1	24.36% 19	25.91% 78
Q1: B	6.59% 6	10.99% 10	19.78% 18	31.87% 29	3.30% 3	27.47% 25	30.23% 91
Q1: C	25.00% 1	0.00% 0	25.00% 1	0.00% 0	0.00% 0	50.00% 2	1.33% 4
Q1: D	8.70% 2	13.04% 3	21.74% 5	26.09% 6	0.00% 0	30.43% 7	7.64% 23
Q1: E	16.67% 1	33.33% 2	16.67% 1	16.67% 1	0.00% 0	16.67% 1	1.99% 6
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.33% 1
Q1: G	0.00% 0	0.00% 0	16.67% 1	16.67% 1	0.00% 0	66.67% 4	1.99% 6
Q1: L	5.56% 1	16.67% 3	22.22% 4	16.67% 3	0.00% 0	38.89% 7	5.98% 18
Q1: M	11.11% 6	11.11% 6	35.19% 19	22.22% 12	1.85% 1	18.52% 10	17.94% 54
Q1: R	9.09% 1	9.09% 1	27.27% 3	18.18% 2	0.00% 0	36.36% 4	3.65% 11
Q1: S	12.50% 2	0.00% 0	18.75% 3	31.25% 5	0.00% 0	37.50% 6	5.32% 16
Total Respondents	24	31	73	86	5	82	301

#	Q1: A	DATE
1	Walk	1/2/2018 1:40 AM
2	Bike	12/31/2017 1:45 AM
3	(Nothing)	12/31/2017 1:37 AM
4	Bike	12/29/2017 9:30 AM
5	Walk	12/28/2017 3:28 PM
6	Walk	12/28/2017 3:12 PM
7	(nothing)	12/28/2017 3:03 PM
8	Uber	12/28/2017 2:46 PM
9	Lyft	12/28/2017 2:38 PM
10	walk	12/10/2017 11:54 PM
11	Bike	12/10/2017 11:44 PM
12	Uber	12/10/2017 10:13 PM
13	n/a	12/5/2017 10:24 PM
14	walk	12/5/2017 10:19 PM
15	Uber	12/1/2017 8:25 AM
16	bike	12/1/2017 8:22 AM
17	Walk	12/1/2017 8:20 AM
18	uber	11/30/2017 9:03 PM
19	uber	11/30/2017 8:58 PM

#	Q1: B	DATE
1	Walk	1/1/2018 9:35 PM

2	Walk	1/1/2018 8:38 PM
3	Lyft	12/29/2017 12:05 PM
4	Walk	12/29/2017 11:59 AM
5	Gride	12/29/2017 11:57 AM
6	Uber	12/29/2017 9:21 AM
7	Walk	12/29/2017 9:19 AM
8	(nothing)	12/29/2017 9:14 AM
9	(nothing)	12/28/2017 12:58 PM
10	walk	12/10/2017 11:54 PM
11	Lyft	12/9/2017 3:28 PM
12	N/a	12/9/2017 3:21 PM
13	Bike	12/9/2017 3:19 PM
14	Uber	12/9/2017 3:12 PM
15	biked	12/9/2017 3:08 PM
16	caminar = walked	12/9/2017 2:35 PM
17	Placer 8	12/9/2017 2:03 PM
18	Uber	12/9/2017 1:00 PM
19	walked	12/9/2017 12:34 PM
20	walk	12/9/2017 12:10 PM
21	scooter	12/9/2017 12:05 PM
22	Bicycle	12/7/2017 7:54 PM
23	Walk	12/7/2017 7:20 PM
24	Lift	12/7/2017 7:09 PM
25	n/a	12/5/2017 10:24 PM

#	Q1: C	DATE
1	Placer Bus	12/19/2017 1:23 PM
2	dial a ride	12/1/2017 8:29 AM

#	Q1: D	DATE
1	Walk	1/2/2018 1:34 AM
2	Dial a ride	1/2/2018 1:20 AM
3	Uber	1/2/2018 1:18 AM
4	Bike	1/1/2018 9:51 PM
5	walked	12/2/2017 7:21 PM
6	walked	12/2/2017 7:17 PM
7	walk/bike	12/2/2017 7:15 PM

#	Q1: E	DATE
1	Lyft	12/28/2017 2:38 PM

#	Q1: F	DATE
1	(Nothing)	12/31/2017 1:37 AM

#	Q1: G	DATE
1	Uber	12/1/2017 8:50 AM
2	n/a	12/1/2017 8:38 AM
3	uber	12/1/2017 8:37 AM
4	bike	12/1/2017 8:34 AM

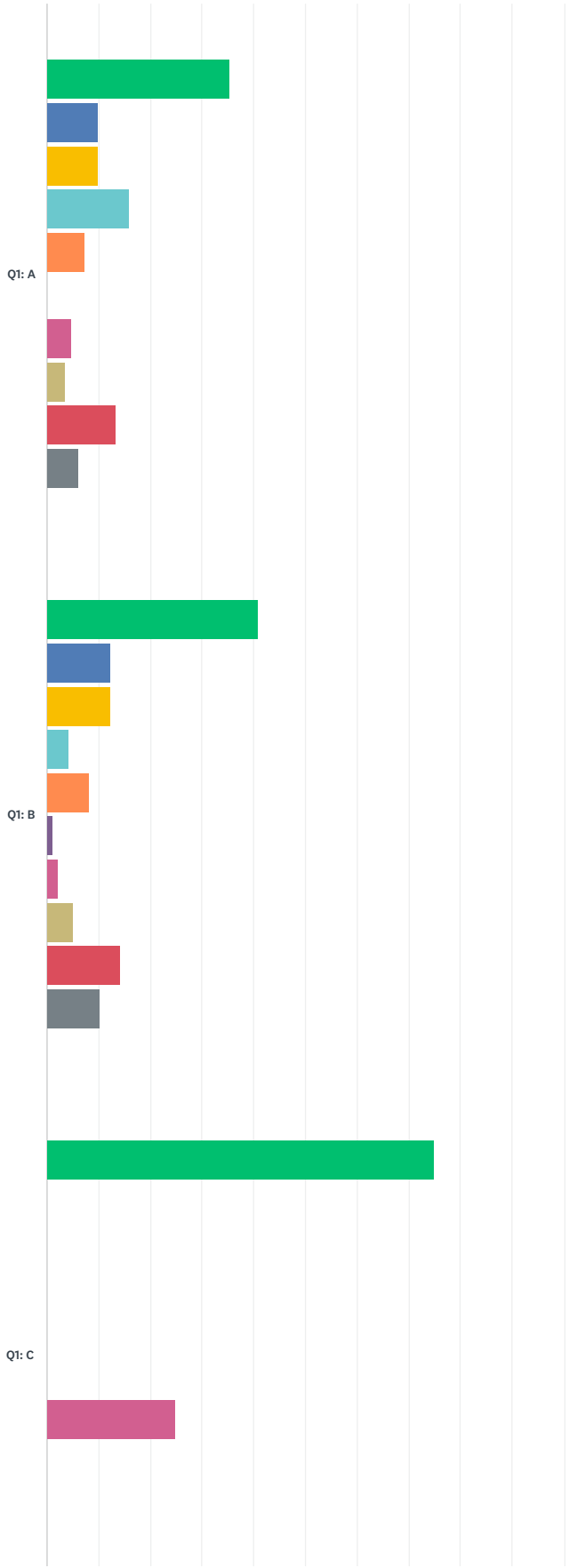
#	Q1: L	DATE
1	Lyft	1/1/2018 10:07 PM
2	uber	12/4/2017 10:27 AM
3	n/a	12/4/2017 10:25 AM
4	uber	12/4/2017 10:22 AM
5	walked	12/4/2017 10:20 AM
6	walk	12/4/2017 10:06 AM
7	walk	12/4/2017 10:00 AM

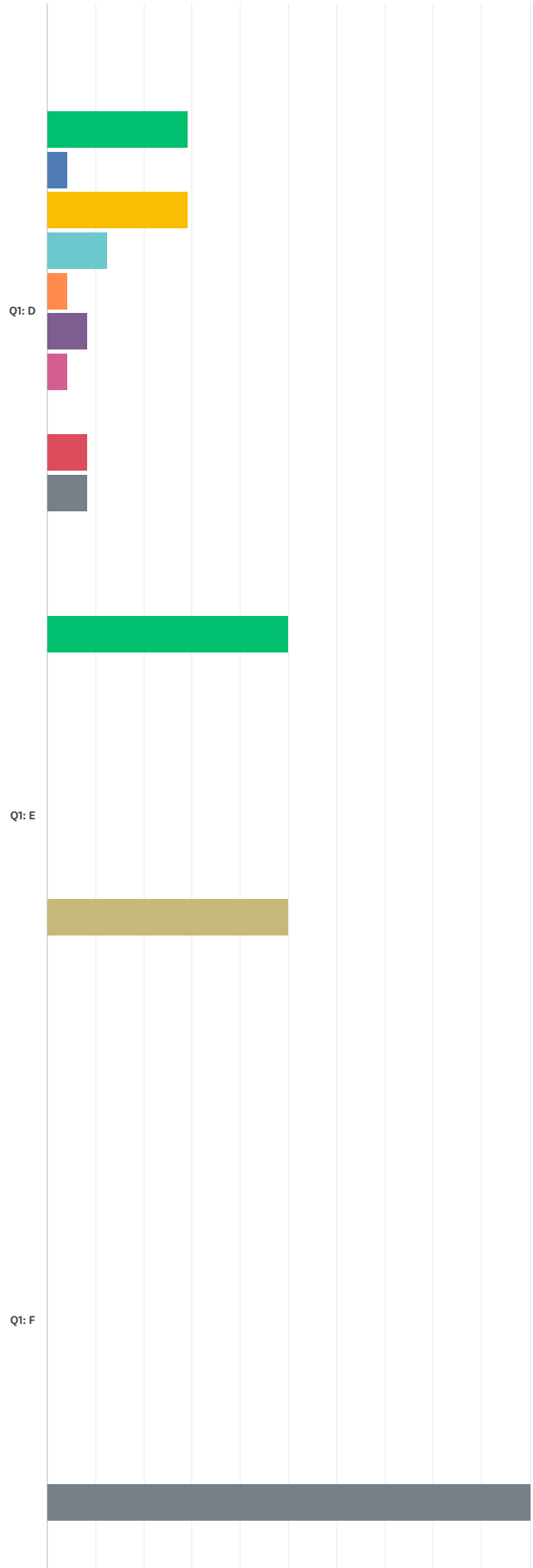
#	Q1: M	DATE
1	DAR	1/1/2018 10:37 PM
2	Bike	1/1/2018 10:32 PM
3	Uber	12/31/2017 1:16 AM
4	Walk	12/30/2017 12:23 AM
5	Uber	12/30/2017 12:00 AM
6	walk/uber	12/29/2017 12:39 PM
7	Bike	12/9/2017 6:30 PM
8	Uber	12/9/2017 6:20 PM

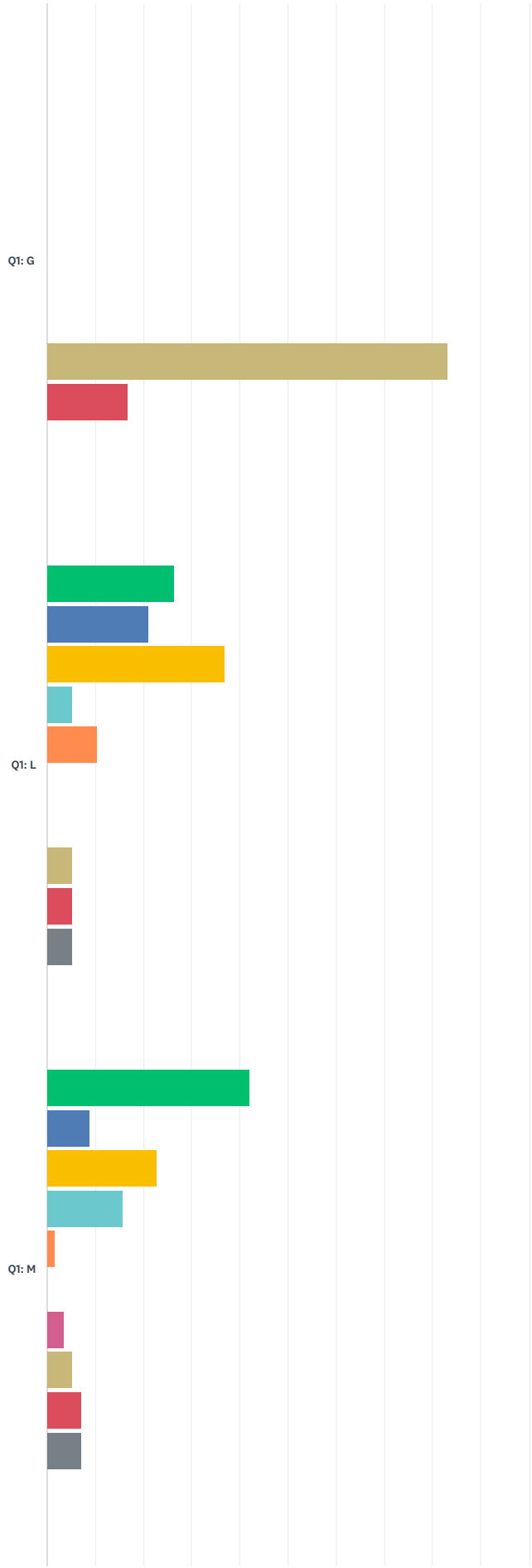
9	don't know	12/9/2017 6:06 PM
10	Walk	12/9/2017 5:21 PM
#	**Q1: R**	**DATE**
1	(nothing)	12/28/2017 10:20 PM
2	Bike	12/28/2017 10:18 PM
3	uber	11/30/2017 8:29 PM
4	uber	11/30/2017 8:22 PM
#	**Q1: S**	**DATE**
1	Bike	1/1/2018 11:24 PM
2	walk	12/11/2017 12:18 AM
3	walk	12/11/2017 12:16 AM
4	lyft	12/11/2017 12:13 AM
5	lyft	12/11/2017 12:10 AM
6	walked	12/5/2017 1:05 AM

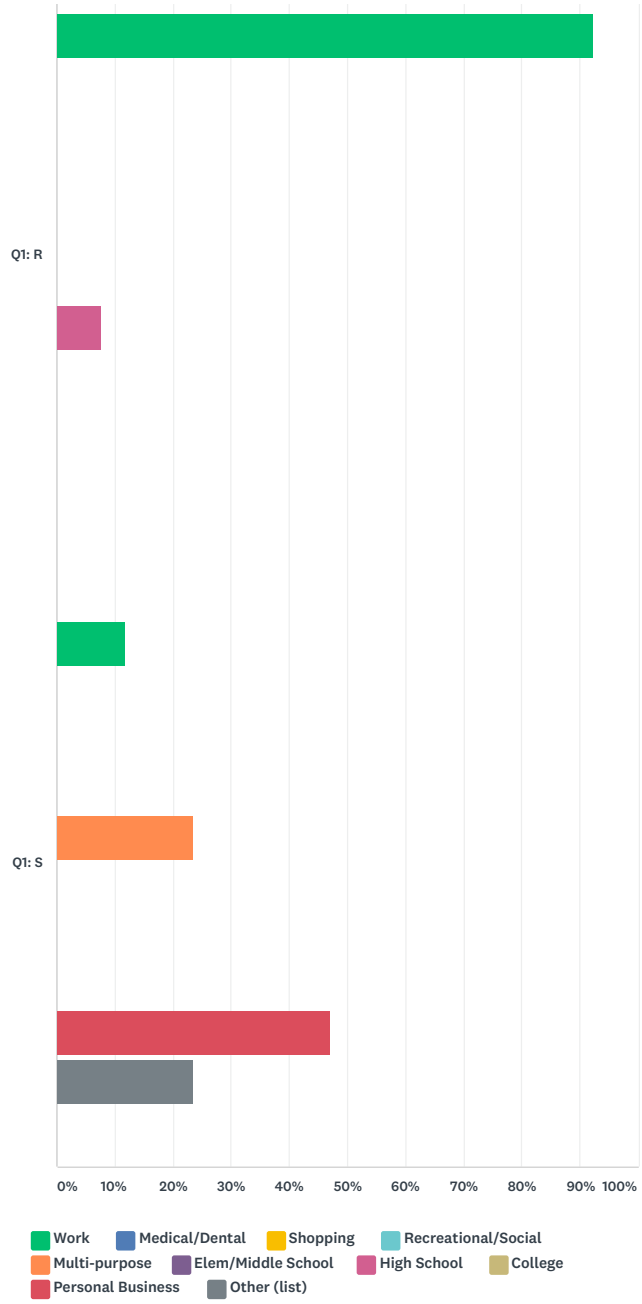
Q9 What is the main purpose of your bus trip today? (specify one)

Answered: 316 Skipped: 25




Q1: D
Q1: E
Q1: F


Q1: G
Q1: L
Q1: M



	WORK	MEDICAL/DENTAL	SHOPPING	RECREATIONAL/SOCIAL	MULTI-PURPOSE	ELEM/MIDDLE SCHOOL	HIGH SCHOOL	COLLEGE	PERSONAL BUSINESS	OTHER (LIST)	TOTAL
Q1: A	35.37% 29	9.76% 8	9.76% 8	15.85% 13	7.32% 6	0.00% 0	4.88% 4	3.66% 3	13.41% 11	6.10% 5	27.53% 87
Q1: B	40.82% 40	12.24% 12	12.24% 12	4.08% 4	8.16% 8	1.02% 1	2.04% 2	5.10% 5	14.29% 14	10.20% 10	34.18% 108
Q1: C	75.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	0.00% 0	1.27% 4
Q1: D	29.17% 7	4.17% 1	29.17% 7	12.50% 3	4.17% 1	8.33% 2	4.17% 1	0.00% 0	8.33% 2	8.33% 2	8.23% 26
Q1: E	50.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 3	0.00% 0	0.00% 0	1.90% 6
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.32% 1
Q1: G	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	83.33% 5	16.67% 1	0.00% 0	1.90% 6
Q1: L	26.32% 5	21.05% 4	36.84% 7	5.26% 1	10.53% 2	0.00% 0	0.00% 0	5.26% 1	5.26% 1	5.26% 1	6.96% 22
Q1: M	42.11% 24	8.77% 5	22.81% 13	15.79% 9	1.75% 1	0.00% 0	3.51% 2	5.26% 3	7.02% 4	7.02% 4	20.57% 65
Q1: R	92.31% 12	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	7.69% 1	0.00% 0	0.00% 0	0.00% 0	4.11% 13

Q1: S	11.76% 2	0.00% 0	0.00% 0	0.00% 0	23.53% 4	0.00% 0	0.00% 0	0.00% 0	47.06% 8	23.53% 4	5.70% 18
Total Respondents	120	29	47	30	18	3	11	20	40	26	316

#	Q1: A	DATE
1	(Nothing)	12/31/2017 1:37 AM
2	(Nothing)	12/31/2017 1:30 AM
3	Study	12/10/2017 9:48 PM
4	CORR	12/1/2017 8:22 AM
5	Mall	11/30/2017 8:54 PM

#	Q1: B	DATE
1	Gride	12/29/2017 11:57 AM
2	Errands	12/29/2017 9:21 AM
3	Nothing	12/20/2017 2:48 PM
4	Adult School	12/20/2017 2:35 PM
5	Home	12/20/2017 2:22 PM
6	Training	12/9/2017 2:31 PM
7	Church Group	12/9/2017 1:00 PM
8	Day program for disabled	12/7/2017 7:46 PM
9	DMV	12/7/2017 7:44 PM
10	n/a	12/7/2017 7:28 PM

#	Q1: C	DATE
	There are no responses.	

#	Q1: D	DATE
1	Library	1/2/2018 1:34 AM
2	Adult school	12/2/2017 7:15 PM

#	Q1: E	DATE
	There are no responses.	

#	Q1: F	DATE
1	(Nothing)	12/31/2017 1:37 AM

#	Q1: G	DATE
	There are no responses.	

#	Q1: L	DATE
1	church	12/4/2017 10:27 AM

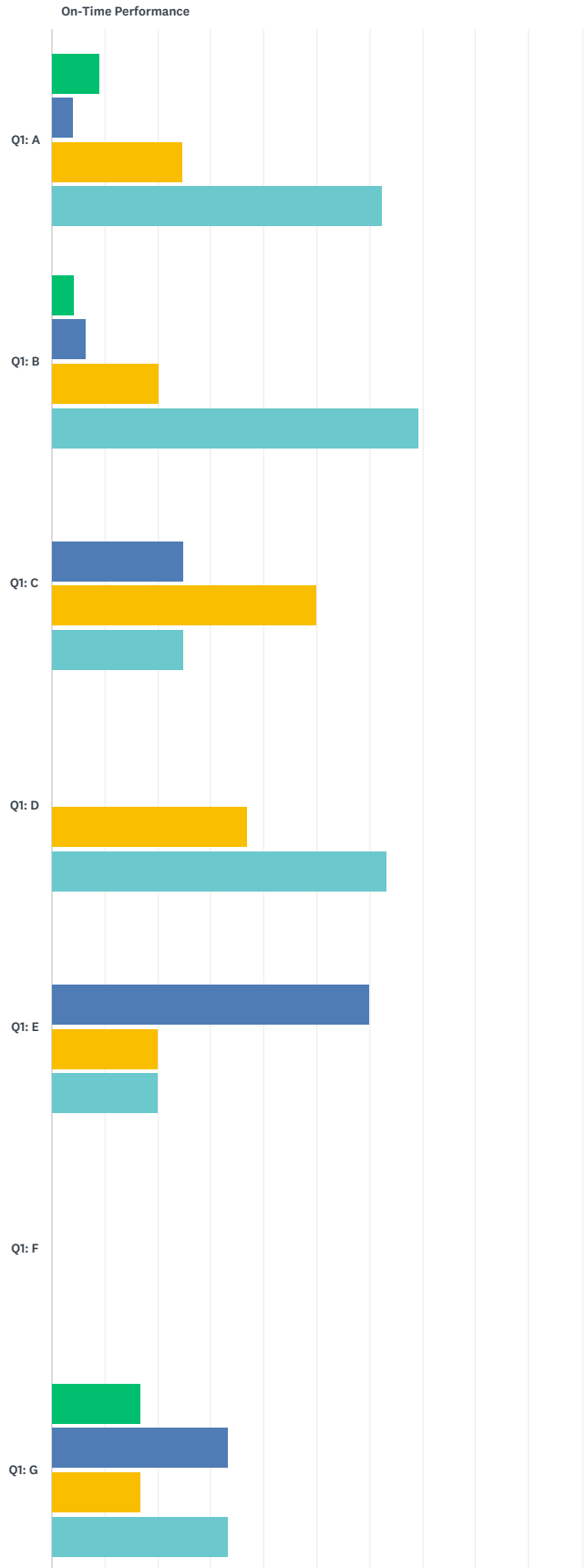
#	Q1: M	DATE
1	Lyft	12/31/2017 1:18 AM
2	Gamble	12/31/2017 1:14 AM
3	pick up medicine	12/9/2017 6:22 PM
4	returning home	12/9/2017 5:26 PM

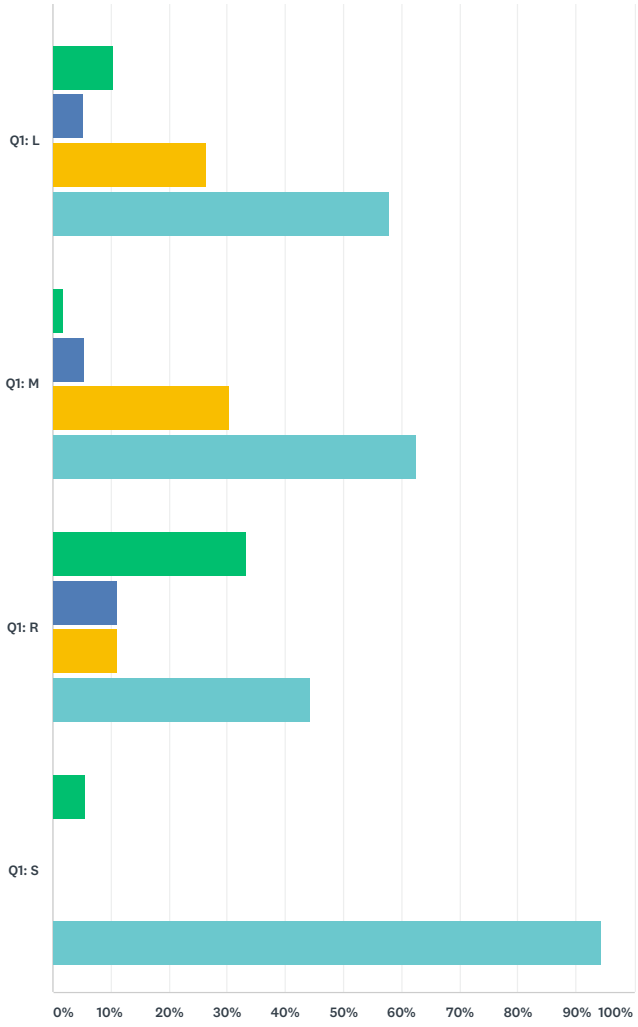
#	Q1: R	DATE
	There are no responses.	

#	Q1: S	DATE
1	Court	1/1/2018 11:17 PM
2	court	12/5/2017 1:15 AM
3	probation	12/5/2017 1:10 AM
4	class	12/5/2017 1:08 AM

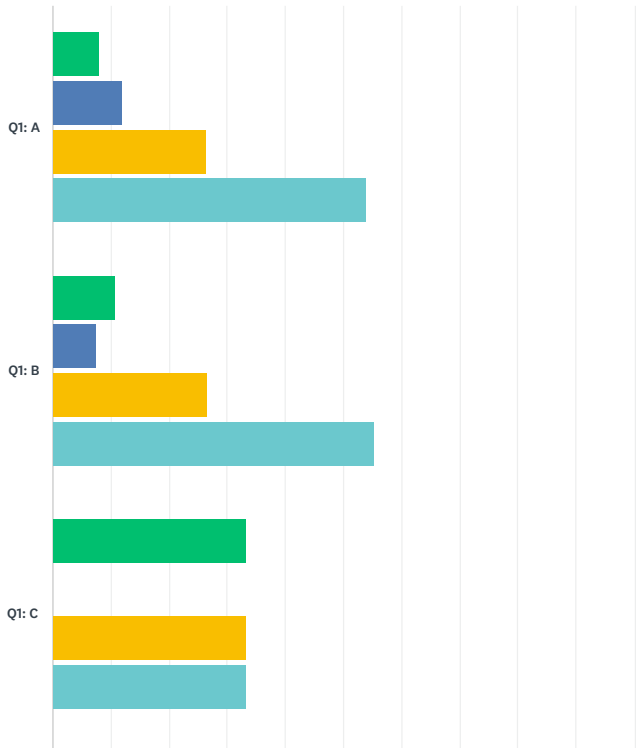
Q10 On a scale of 1 (poor) to 4 (excellent), how would you rate service on each of the following:

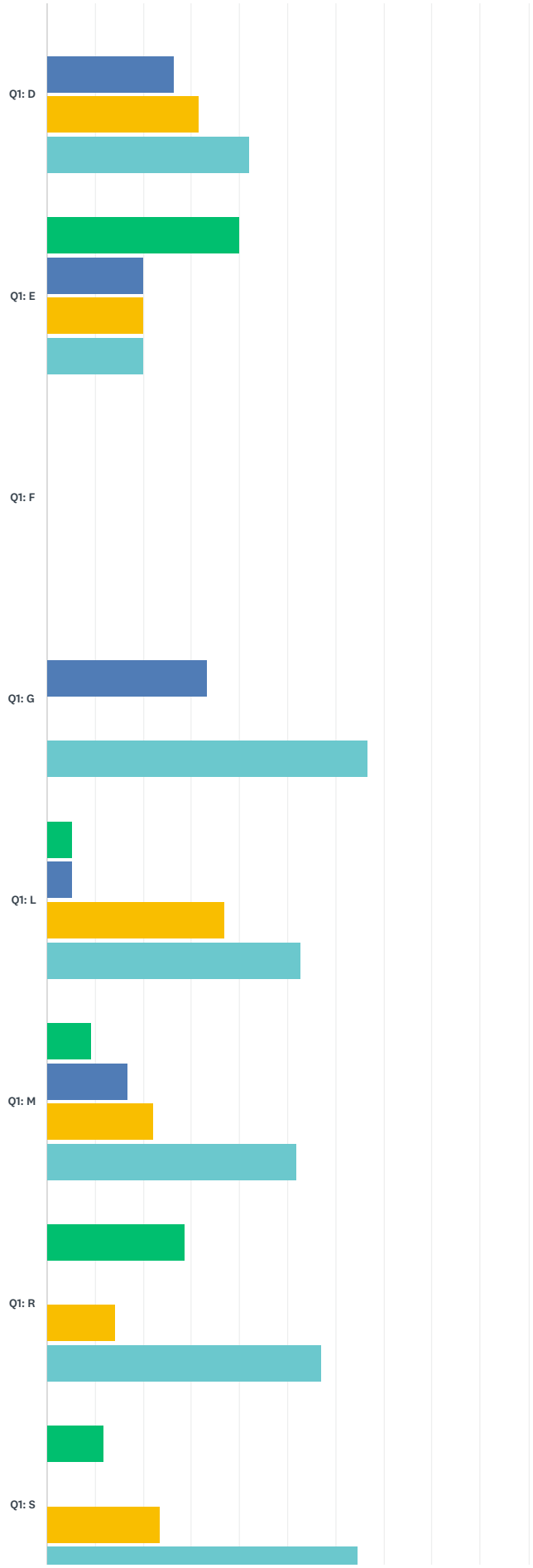
Answered: 305 Skipped: 36

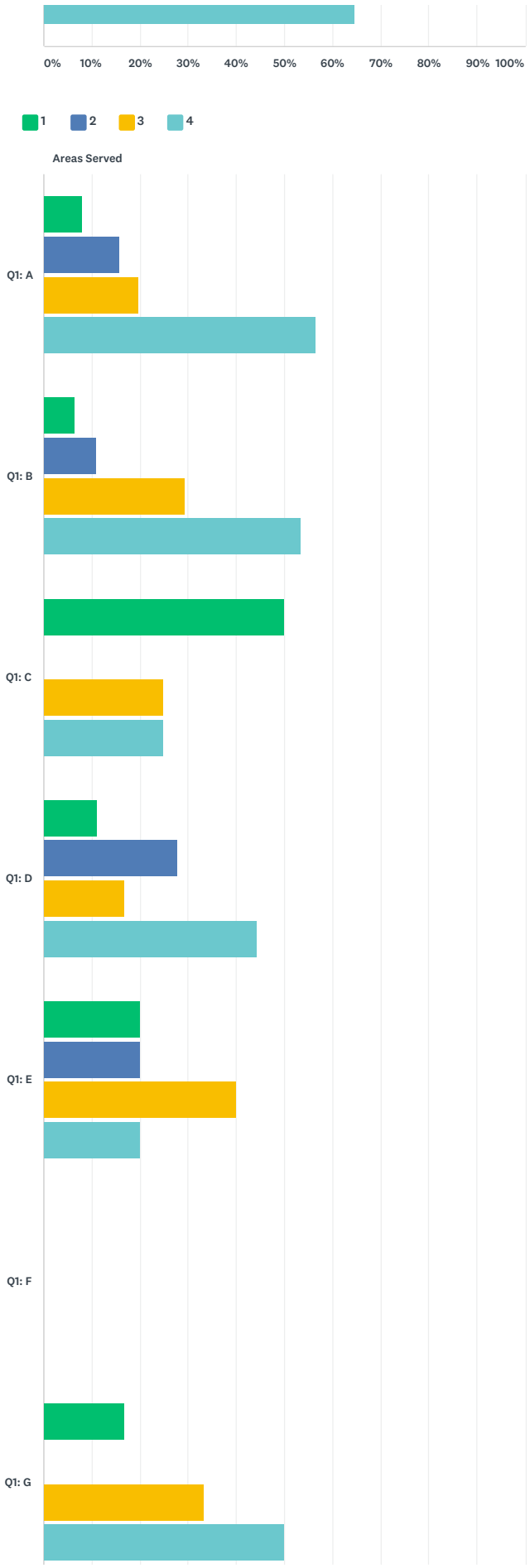


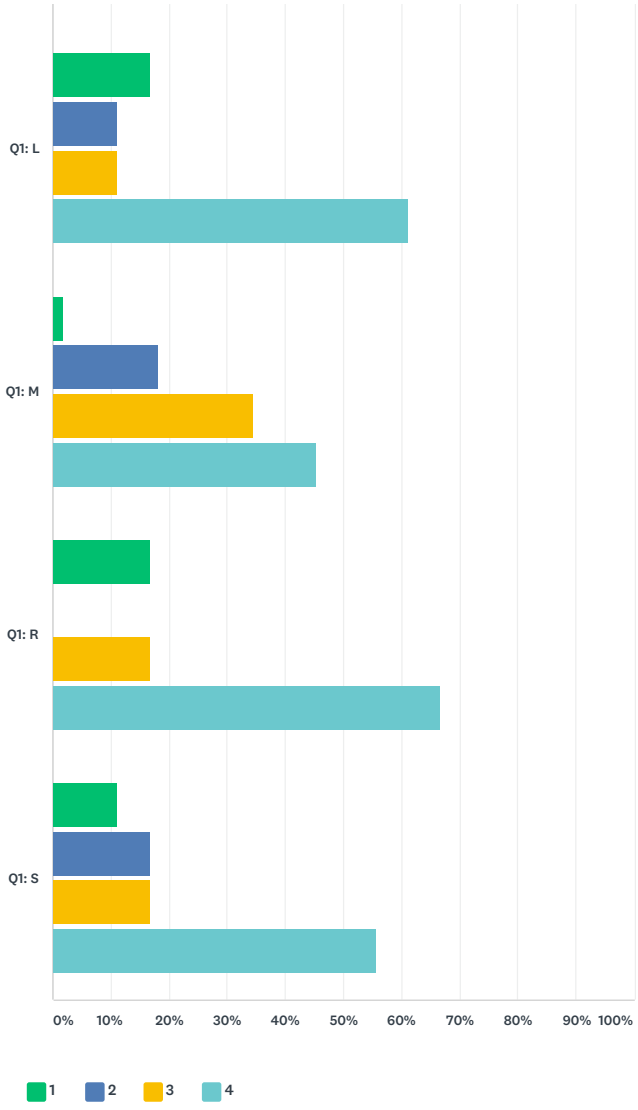


Frequency of Service

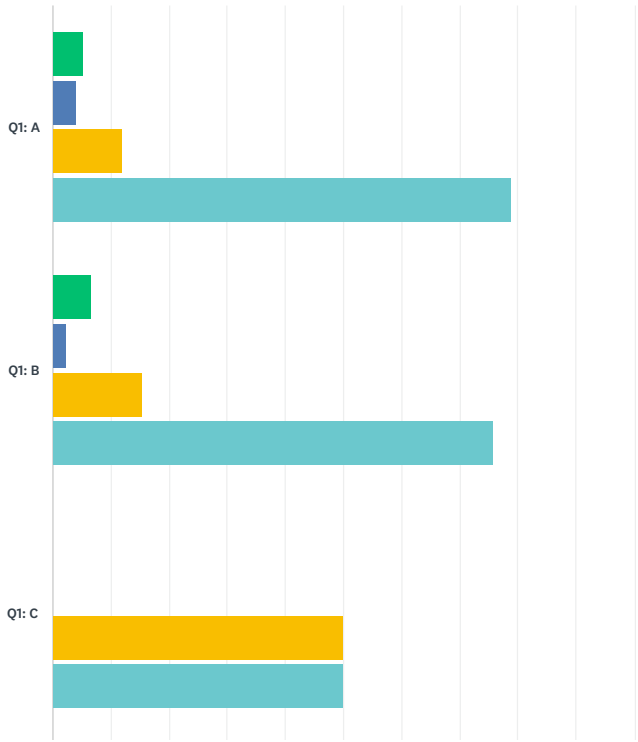


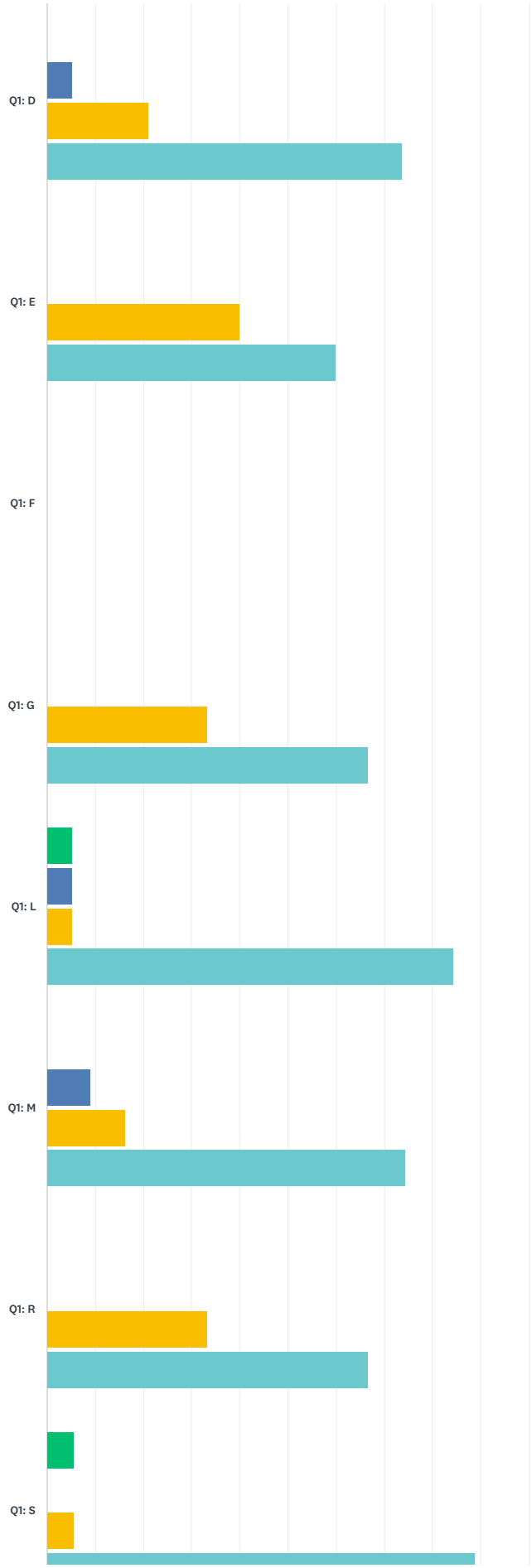

Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S

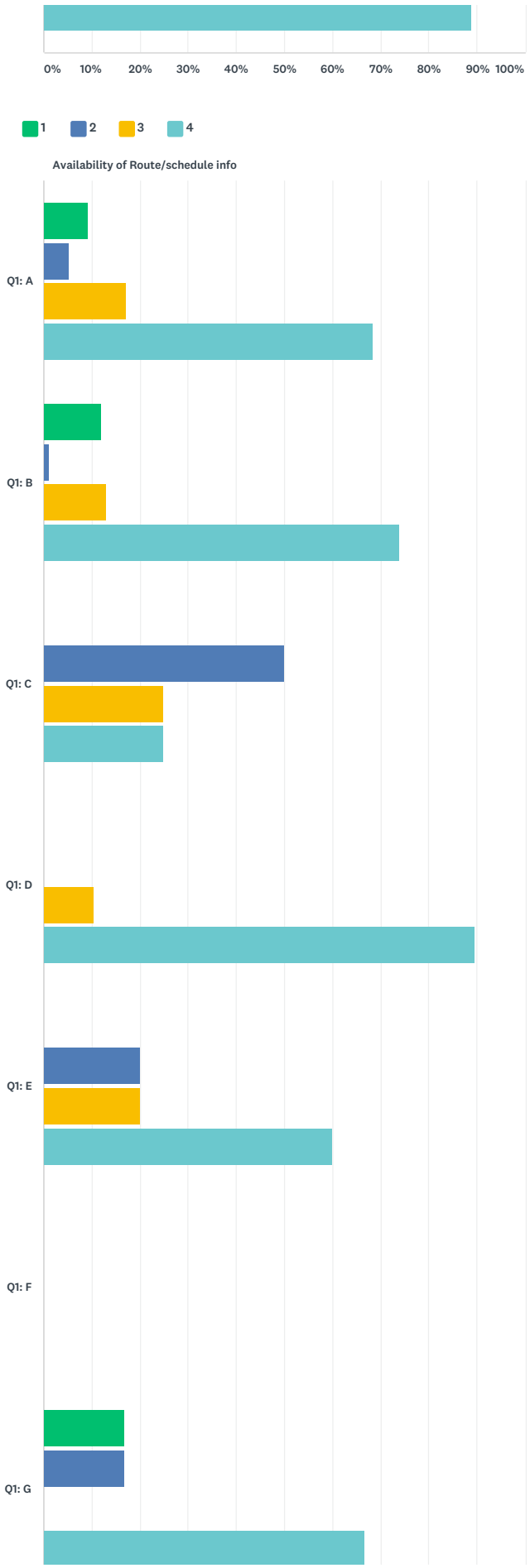

0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4
Areas Served
Q1: A
Q1: B
Q1: C
Q1: D
Q1: E
Q1: F
Q1: G

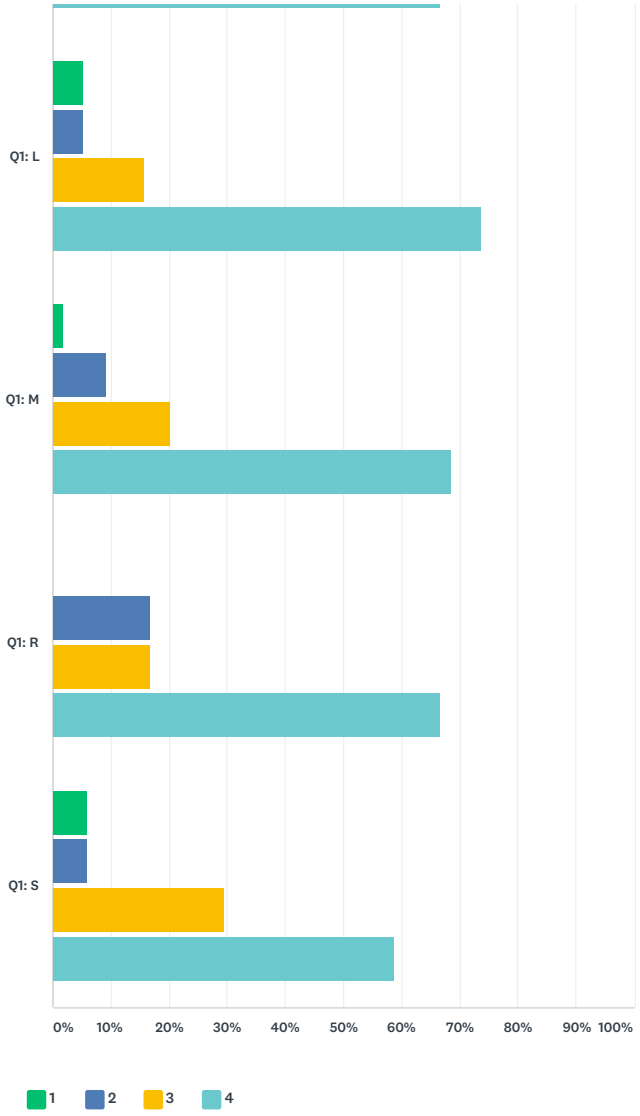


Driver Courtesy

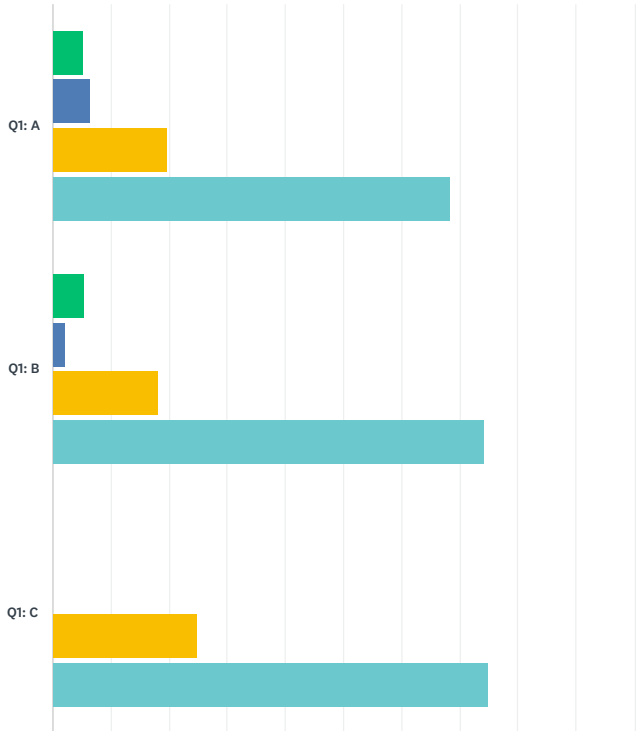


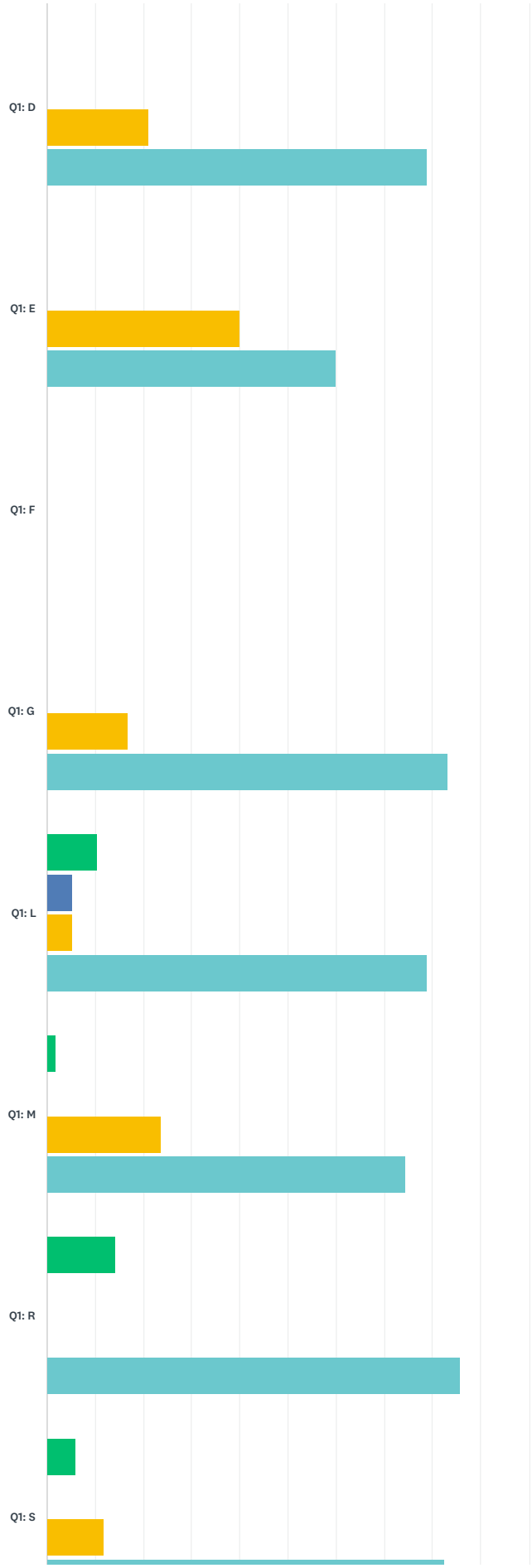

Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S

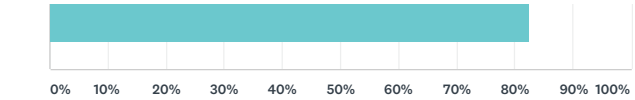

0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4
Availability of Route/schedule info
Q1: A
Q1: B
Q1: C
Q1: D
Q1: E
Q1: F
Q1: G



Cleanliness of vehicles




Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S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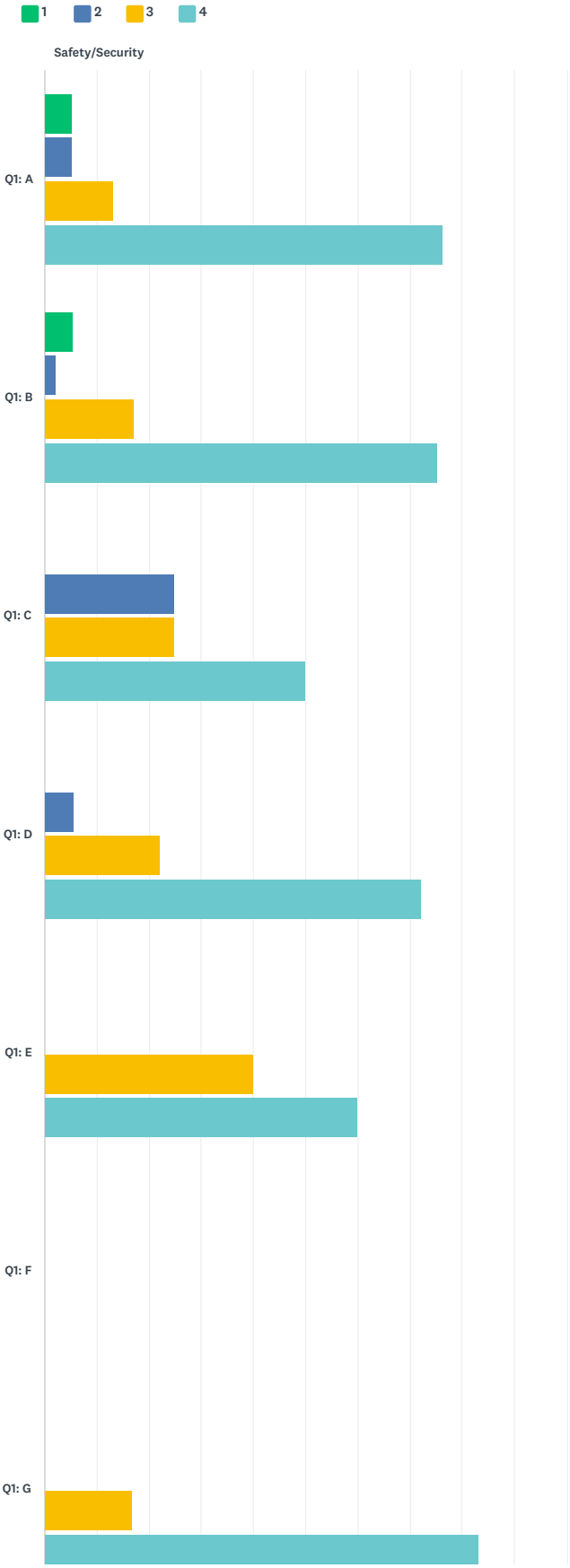
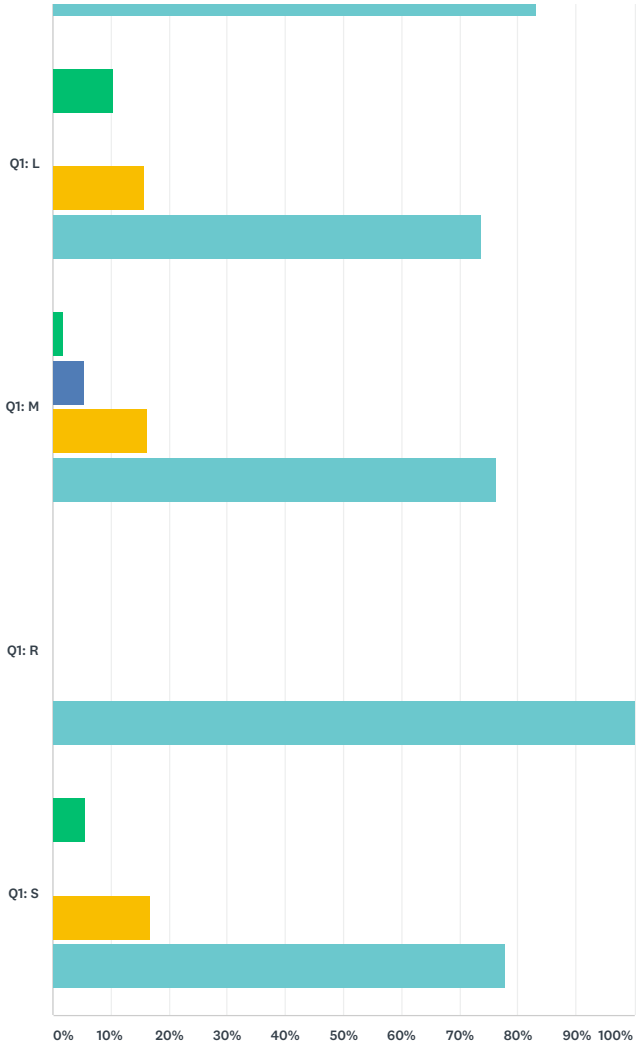
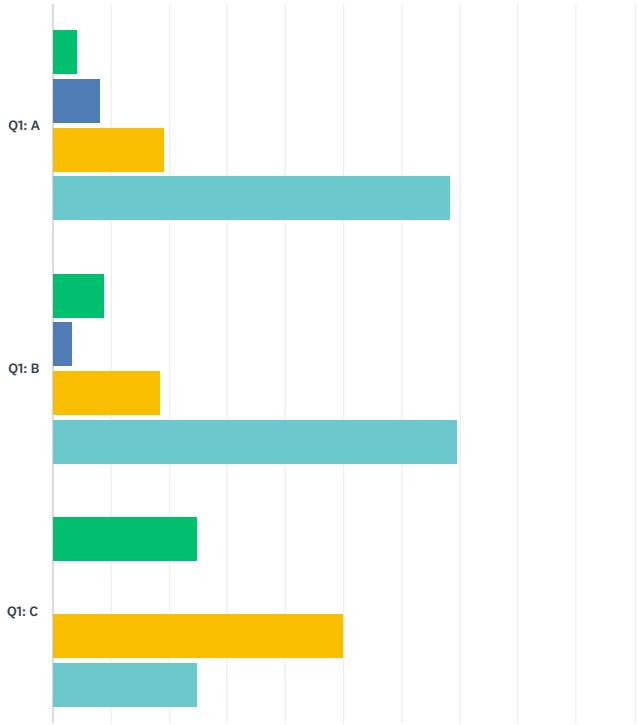
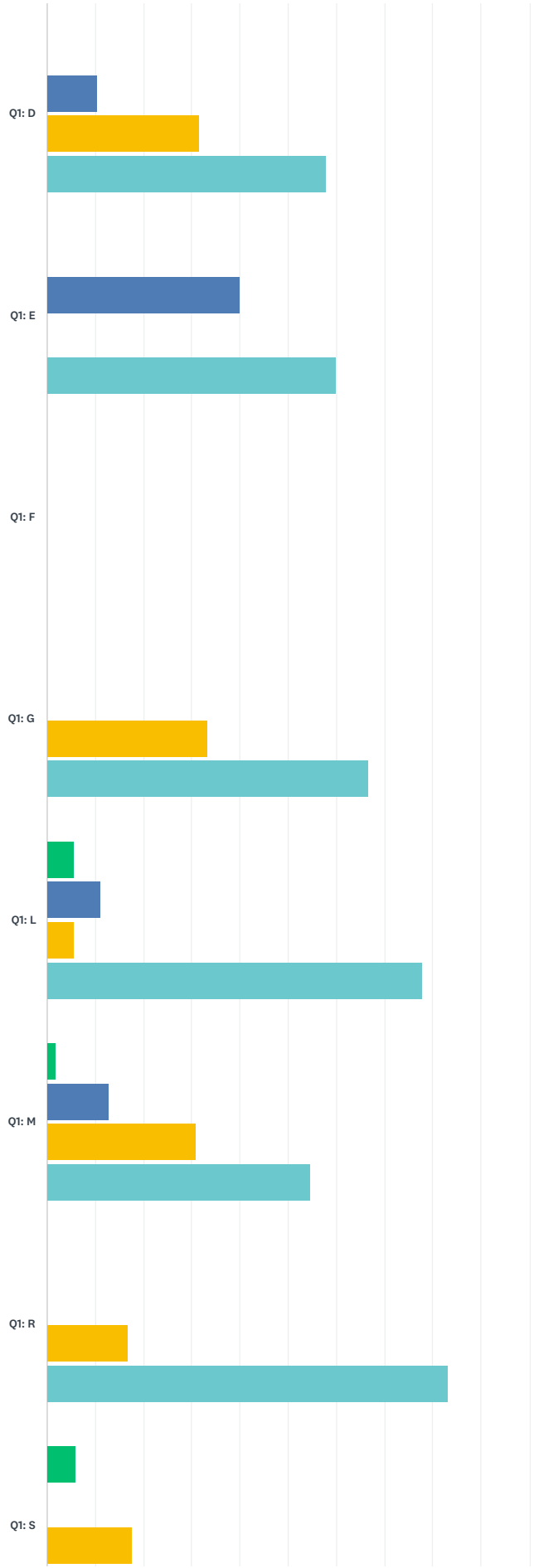
100%

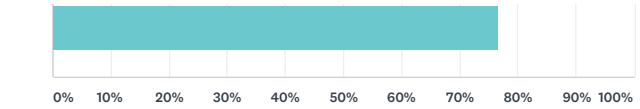

1
2
3
4
Safety/Security
Q1: A
Q1: B
Q1: C
Q1: D
Q1: E
Q1: F
Q1: G



Ease of transfers




Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S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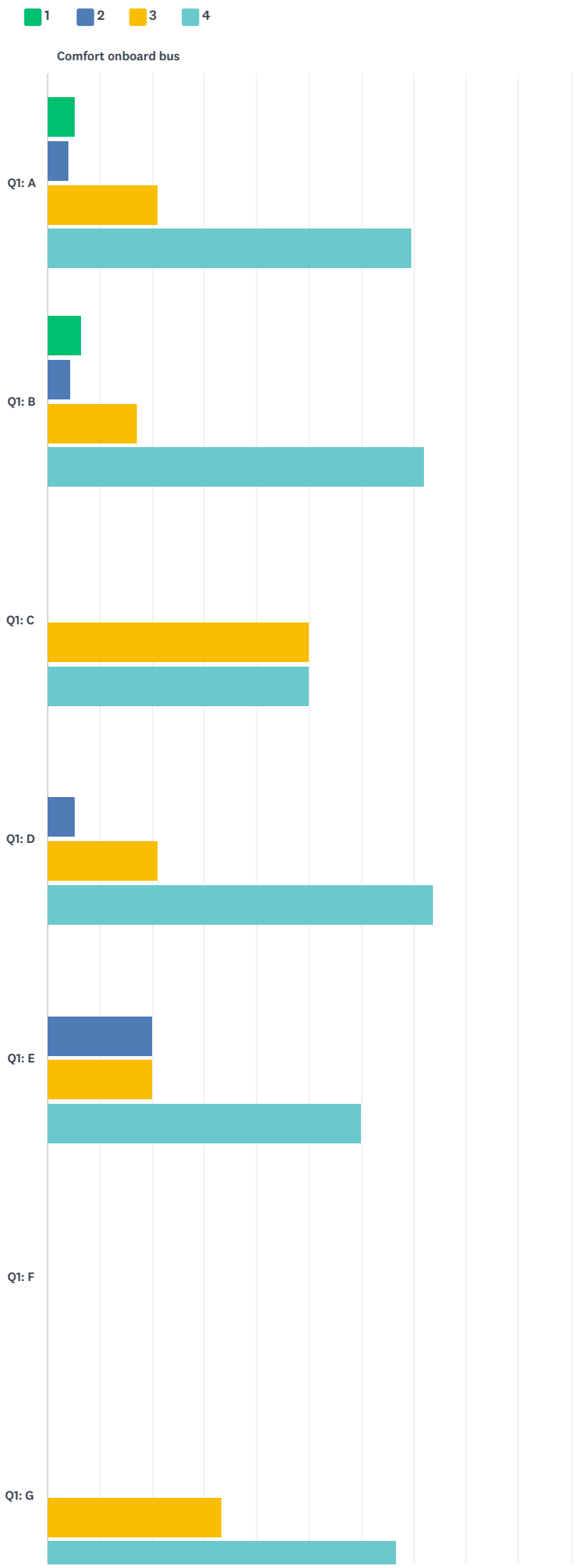
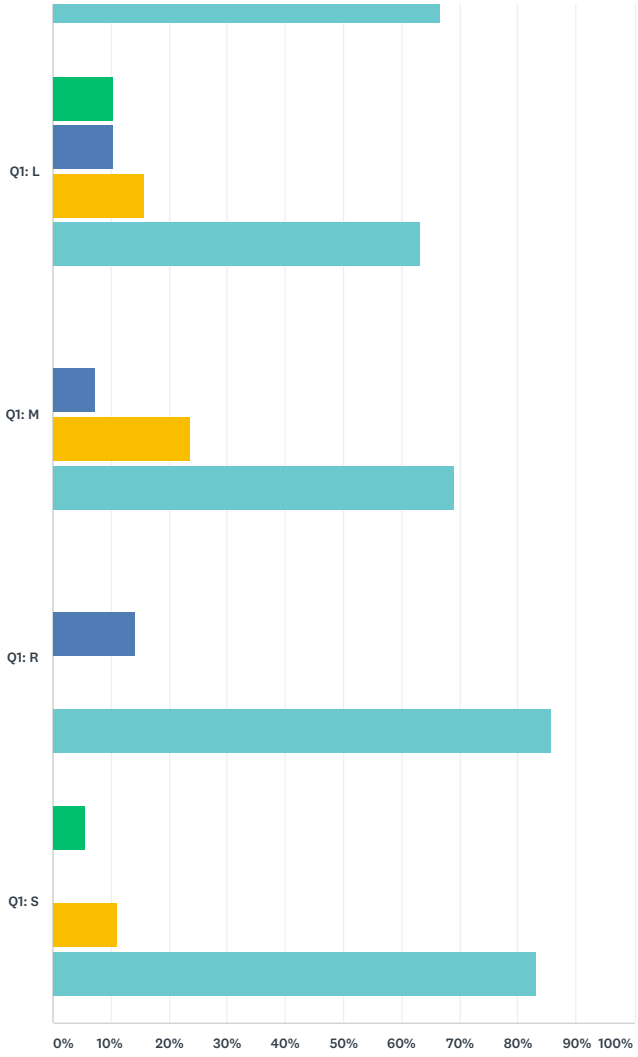
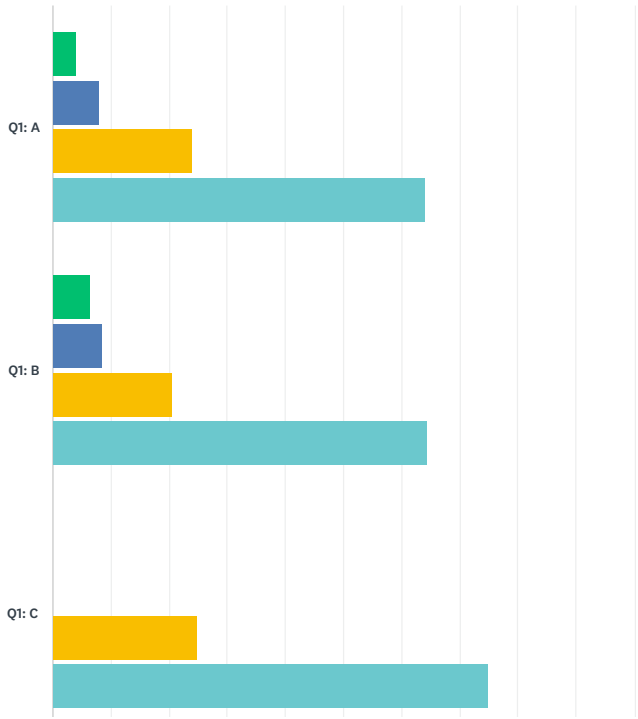
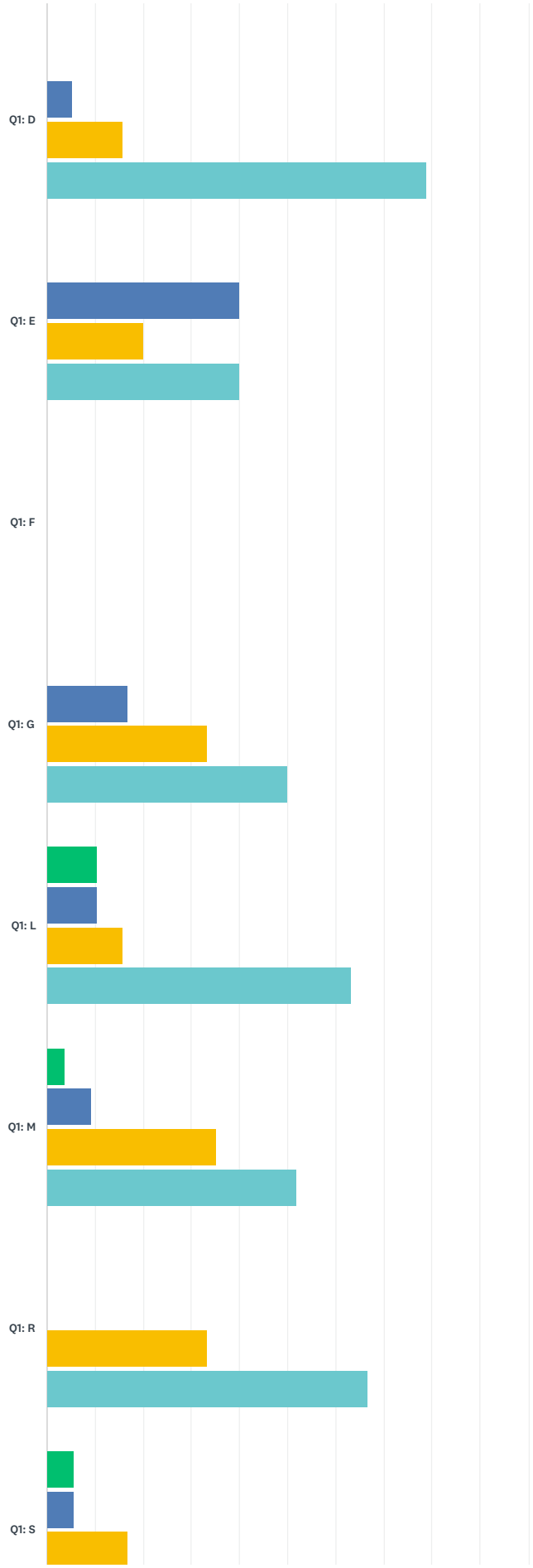
100%

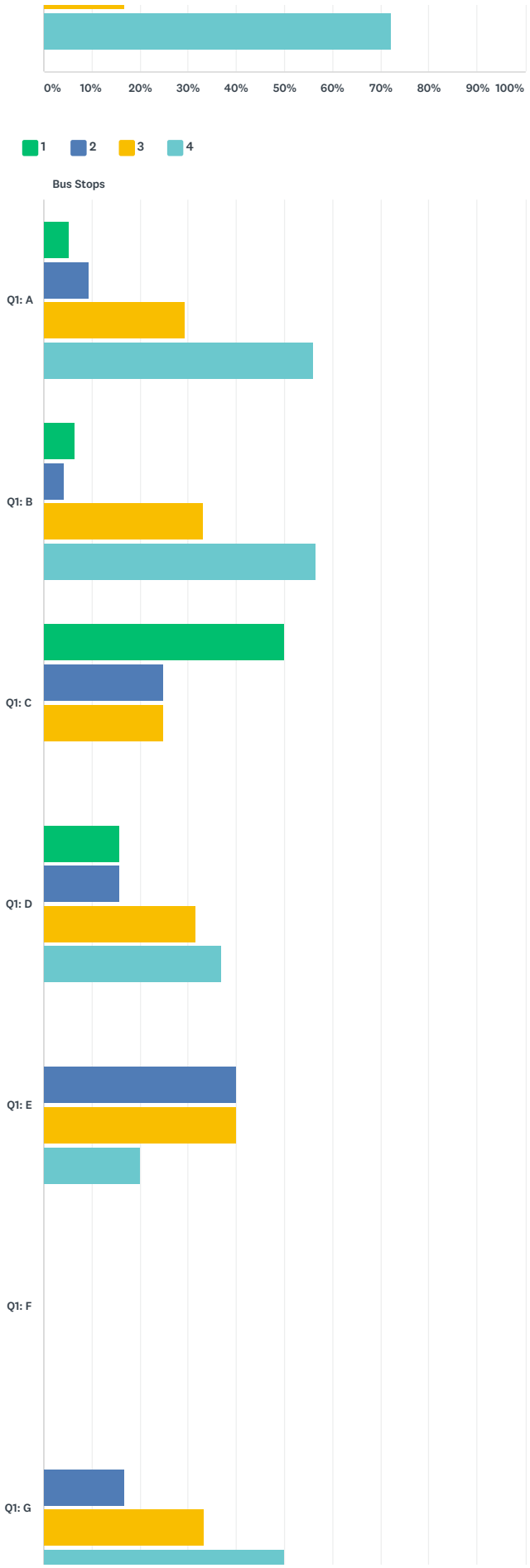

1
2
3
4
Comfort onboard bus
Q1: A
Q1: B
Q1: C
Q1: D
Q1: E
Q1: F
Q1: G



Fares (cost)




Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S


0%
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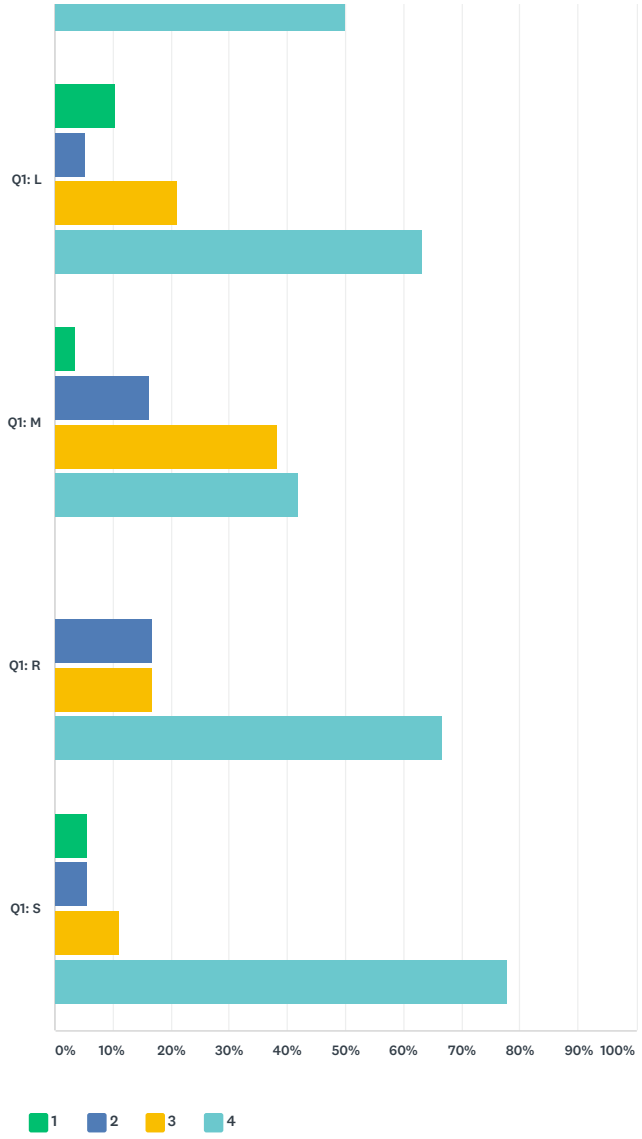
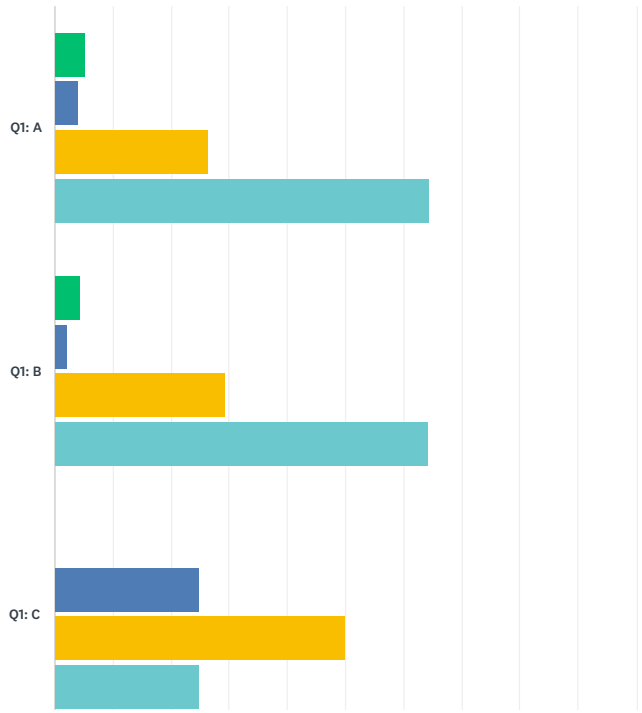
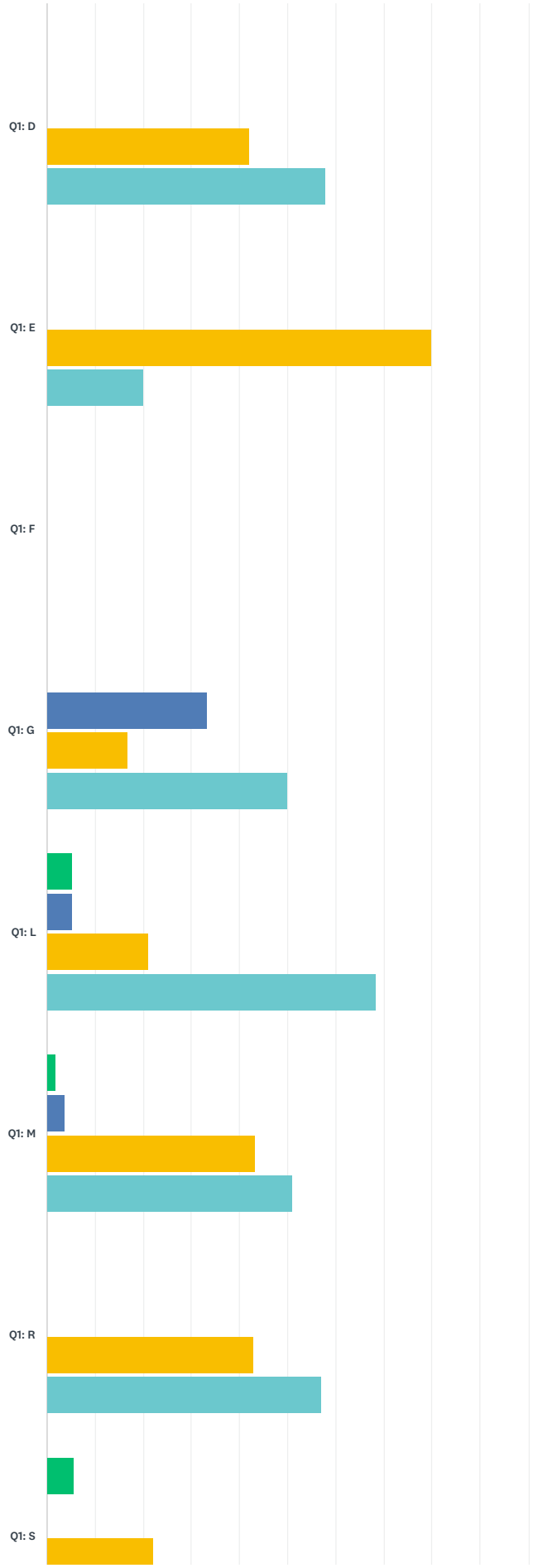
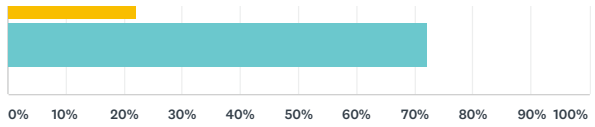
70%
80%
90%
100%
1
2
3
4
Bus Stops
Q1: A
Q1: B
Q1: C
Q1: D
Q1: E
Q1: F
Q1: G



Overall Service




Q1: D
Q1: E
Q1: F
Q1: G
Q1: L
Q1: M
Q1: R
Q1: S



On-Time Performance

	1	2	3	4	TOTAL
Q1: A	9.09% 7	3.90% 3	24.68% 19	62.34% 48	25.25% 77
Q1: B	4.26% 4	6.38% 6	20.21% 19	69.15% 65	30.82% 94
Q1: C	0.00% 0	25.00% 1	50.00% 2	25.00% 1	1.31% 4
Q1: D	0.00% 0	0.00% 0	36.84% 7	63.16% 12	6.23% 19
Q1: E	0.00% 0	60.00% 3	20.00% 1	20.00% 1	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	16.67% 1	33.33% 2	16.67% 1	33.33% 2	1.97% 6
Q1: L	10.53% 2	5.26% 1	26.32% 5	57.89% 11	6.23% 19
Q1: M	1.79% 1	5.36% 3	30.36% 17	62.50% 35	18.36% 56
Q1: R	33.33% 3	11.11% 1	11.11% 1	44.44% 4	2.95% 9
Q1: S	5.56% 1	0.00% 0	0.00% 0	94.44% 17	5.90% 18

Frequency of Service

	1	2	3	4	TOTAL
Q1: A	7.89% 6	11.84% 9	26.32% 20	53.95% 41	24.92% 76
Q1: B	10.64% 10	7.45% 7	26.60% 25	55.32% 52	30.82% 94
Q1: C	33.33% 1	0.00% 0	33.33% 1	33.33% 1	0.98% 3
Q1: D	0.00% 0	26.32% 5	31.58% 6	42.11% 8	6.23% 19
Q1: E	40.00% 2	20.00% 1	20.00% 1	20.00% 1	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	33.33% 2	0.00% 0	66.67% 4	1.97% 6
Q1: L	5.26% 1	5.26% 1	36.84% 7	52.63% 10	6.23% 19
Q1: M	9.26% 5	16.67% 9	22.22% 12	51.85% 28	17.70% 54
Q1: R	28.57% 2	0.00% 0	14.29% 1	57.14% 4	2.30% 7
Q1: S	11.76% 2	0.00% 0	23.53% 4	64.71% 11	5.57% 17

Areas Served

	1	2	3	4	TOTAL
Q1: A	7.89% 6	15.79% 12	19.74% 15	56.58% 43	24.92% 76
Q1: B	6.52% 6	10.87% 10	29.35% 27	53.26% 49	30.16% 92
Q1: C	50.00% 2	0.00% 0	25.00% 1	25.00% 1	1.31% 4
Q1: D	11.11% 2	27.78% 5	16.67% 3	44.44% 8	5.90% 18
Q1: E	20.00% 1	20.00% 1	40.00% 2	20.00% 1	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	16.67% 1	0.00% 0	33.33% 2	50.00% 3	1.97% 6

Q1: L	16.67% 3	11.11% 2	11.11% 2	61.11% 11	5.90% 18
Q1: M	1.82% 1	18.18% 10	34.55% 19	45.45% 25	18.03% 55
Q1: R	16.67% 1	0.00% 0	16.67% 1	66.67% 4	1.97% 6
Q1: S	11.11% 2	16.67% 3	16.67% 3	55.56% 10	5.90% 18

Driver Courtesy

	1	2	3	4	TOTAL
Q1: A	5.26% 4	3.95% 3	11.84% 9	78.95% 60	24.92% 76
Q1: B	6.59% 6	2.20% 2	15.38% 14	75.82% 69	29.84% 91
Q1: C	0.00% 0	0.00% 0	50.00% 2	50.00% 2	1.31% 4
Q1: D	0.00% 0	5.26% 1	21.05% 4	73.68% 14	6.23% 19
Q1: E	0.00% 0	0.00% 0	40.00% 2	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	0.00% 0	33.33% 2	66.67% 4	1.97% 6
Q1: L	5.26% 1	5.26% 1	5.26% 1	84.21% 16	6.23% 19
Q1: M	0.00% 0	9.09% 5	16.36% 9	74.55% 41	18.03% 55
Q1: R	0.00% 0	0.00% 0	33.33% 2	66.67% 4	1.97% 6
Q1: S	5.56% 1	0.00% 0	5.56% 1	88.89% 16	5.90% 18

Availability of Route/schedule info

	1	2	3	4	TOTAL
Q1: A	9.21% 7	5.26% 4	17.11% 13	68.42% 52	24.92% 76
Q1: B	11.96% 11	1.09% 1	13.04% 12	73.91% 68	30.16% 92
Q1: C	0.00% 0	50.00% 2	25.00% 1	25.00% 1	1.31% 4
Q1: D	0.00% 0	0.00% 0	10.53% 2	89.47% 17	6.23% 19
Q1: E	0.00% 0	20.00% 1	20.00% 1	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	16.67% 1	16.67% 1	0.00% 0	66.67% 4	1.97% 6
Q1: L	5.26% 1	5.26% 1	15.79% 3	73.68% 14	6.23% 19
Q1: M	1.85% 1	9.26% 5	20.37% 11	68.52% 37	17.70% 54
Q1: R	0.00% 0	16.67% 1	16.67% 1	66.67% 4	1.97% 6
Q1: S	5.88% 1	5.88% 1	29.41% 5	58.82% 10	5.57% 17

Cleanliness of vehicles

	1	2	3	4	TOTAL
Q1: A	5.26% 4	6.58% 5	19.74% 15	68.42% 52	24.92% 76
Q1: B	5.38% 5	2.15% 2	18.28% 17	74.19% 69	30.49% 93
Q1: C	0.00% 0	0.00% 0	25.00% 1	75.00% 3	1.31% 4
Q1: D	0.00% 0	0.00% 0	21.05% 4	78.95% 15	6.23% 19
Q1: E	0.00% 0	0.00% 0	40.00% 2	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	0.00% 0	16.67% 1	83.33% 5	1.97% 6
Q1: L	10.53% 2	5.26% 1	5.26% 1	78.95% 15	6.23% 19

Q1: M	1.82% 1	0.00% 0	23.64% 13	74.55% 41	18.03% 55
Q1: R	14.29% 1	0.00% 0	0.00% 0	85.71% 6	2.30% 7
Q1: S	5.88% 1	0.00% 0	11.76% 2	82.35% 14	5.57% 17

Safety/Security

	1	2	3	4	TOTAL
Q1: A	5.26% 4	5.26% 4	13.16% 10	76.32% 58	24.92% 76
Q1: B	5.38% 5	2.15% 2	17.20% 16	75.27% 70	30.49% 93
Q1: C	0.00% 0	25.00% 1	25.00% 1	50.00% 2	1.31% 4
Q1: D	0.00% 0	5.56% 1	22.22% 4	72.22% 13	5.90% 18
Q1: E	0.00% 0	0.00% 0	40.00% 2	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	0.00% 0	16.67% 1	83.33% 5	1.97% 6
Q1: L	10.53% 2	0.00% 0	15.79% 3	73.68% 14	6.23% 19
Q1: M	1.82% 1	5.45% 3	16.36% 9	76.36% 42	18.03% 55
Q1: R	0.00% 0	0.00% 0	0.00% 0	100.00% 6	1.97% 6
Q1: S	5.56% 1	0.00% 0	16.67% 3	77.78% 14	5.90% 18

Ease of transfers

	1	2	3	4	TOTAL
Q1: A	4.11% 3	8.22% 6	19.18% 14	68.49% 50	23.93% 73
Q1: B	8.70% 8	3.26% 3	18.48% 17	69.57% 64	30.16% 92
Q1: C	25.00% 1	0.00% 0	50.00% 2	25.00% 1	1.31% 4
Q1: D	0.00% 0	10.53% 2	31.58% 6	57.89% 11	6.23% 19
Q1: E	0.00% 0	40.00% 2	0.00% 0	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	0.00% 0	33.33% 2	66.67% 4	1.97% 6
Q1: L	5.56% 1	11.11% 2	5.56% 1	77.78% 14	5.90% 18
Q1: M	1.82% 1	12.73% 7	30.91% 17	54.55% 30	18.03% 55
Q1: R	0.00% 0	0.00% 0	16.67% 1	83.33% 5	1.97% 6
Q1: S	5.88% 1	0.00% 0	17.65% 3	76.47% 13	5.57% 17

Comfort onboard bus

	1	2	3	4	TOTAL
Q1: A	5.26% 4	3.95% 3	21.05% 16	69.74% 53	24.92% 76
Q1: B	6.45% 6	4.30% 4	17.20% 16	72.04% 67	30.49% 93
Q1: C	0.00% 0	0.00% 0	50.00% 2	50.00% 2	1.31% 4
Q1: D	0.00% 0	5.26% 1	21.05% 4	73.68% 14	6.23% 19
Q1: E	0.00% 0	20.00% 1	20.00% 1	60.00% 3	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	0.00% 0	33.33% 2	66.67% 4	1.97% 6
Q1: L	10.53% 2	10.53% 2	15.79% 3	63.16% 12	6.23% 19
Q1: M	0.00% 0	7.27% 4	23.64% 13	69.09% 38	18.03% 55

Q1: R	0.00% 0	14.29% 1	0.00% 0	85.71% 6	2.30% 7
Q1: S	5.56% 1	0.00% 0	11.11% 2	83.33% 15	5.90% 18

Fares (cost)

	1	2	3	4	TOTAL
Q1: A	4.00% 3	8.00% 6	24.00% 18	64.00% 48	24.59% 75
Q1: B	6.45% 6	8.60% 8	20.43% 19	64.52% 60	30.49% 93
Q1: C	0.00% 0	0.00% 0	25.00% 1	75.00% 3	1.31% 4
Q1: D	0.00% 0	5.26% 1	15.79% 3	78.95% 15	6.23% 19
Q1: E	0.00% 0	40.00% 2	20.00% 1	40.00% 2	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	16.67% 1	33.33% 2	50.00% 3	1.97% 6
Q1: L	10.53% 2	10.53% 2	15.79% 3	63.16% 12	6.23% 19
Q1: M	3.70% 2	9.26% 5	35.19% 19	51.85% 28	17.70% 54
Q1: R	0.00% 0	0.00% 0	33.33% 2	66.67% 4	1.97% 6
Q1: S	5.56% 1	5.56% 1	16.67% 3	72.22% 13	5.90% 18

Bus Stops

	1	2	3	4	TOTAL
Q1: A	5.33% 4	9.33% 7	29.33% 22	56.00% 42	24.59% 75
Q1: B	6.38% 6	4.26% 4	32.98% 31	56.38% 53	30.82% 94
Q1: C	50.00% 2	25.00% 1	25.00% 1	0.00% 0	1.31% 4
Q1: D	15.79% 3	15.79% 3	31.58% 6	36.84% 7	6.23% 19
Q1: E	0.00% 0	40.00% 2	40.00% 2	20.00% 1	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	16.67% 1	33.33% 2	50.00% 3	1.97% 6
Q1: L	10.53% 2	5.26% 1	21.05% 4	63.16% 12	6.23% 19
Q1: M	3.64% 2	16.36% 9	38.18% 21	41.82% 23	18.03% 55
Q1: R	0.00% 0	16.67% 1	16.67% 1	66.67% 4	1.97% 6
Q1: S	5.56% 1	5.56% 1	11.11% 2	77.78% 14	5.90% 18

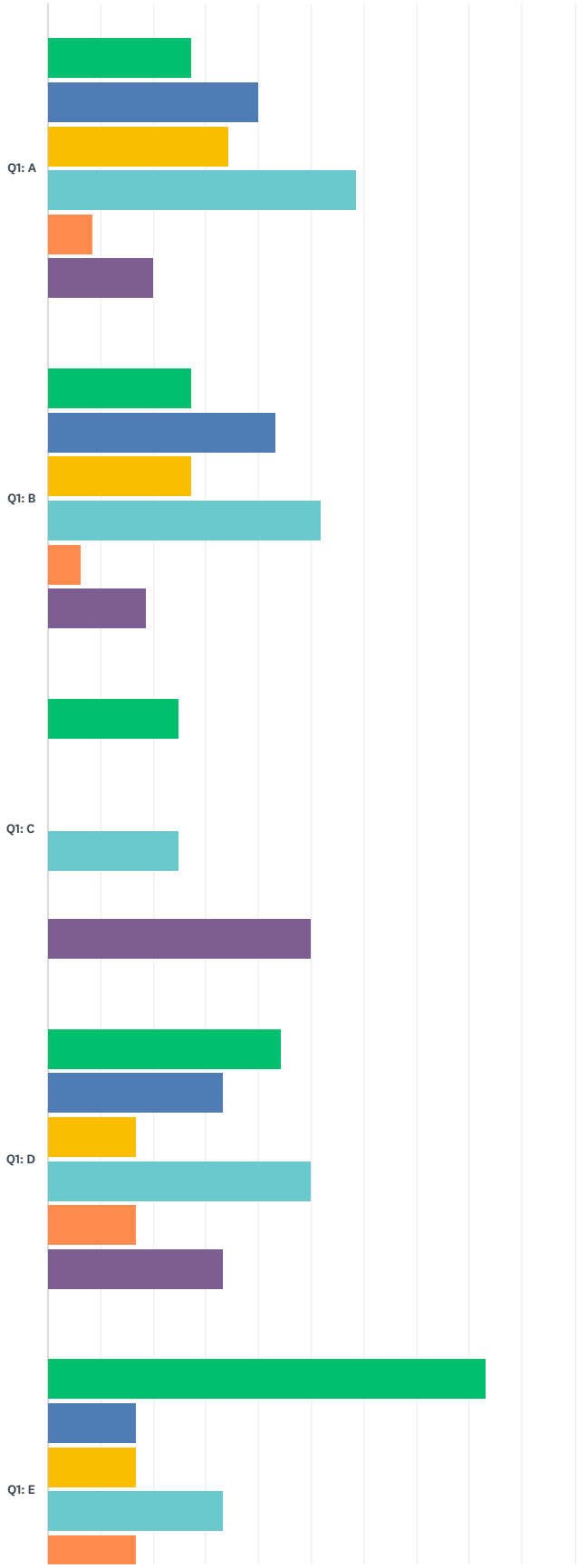
Overall Service

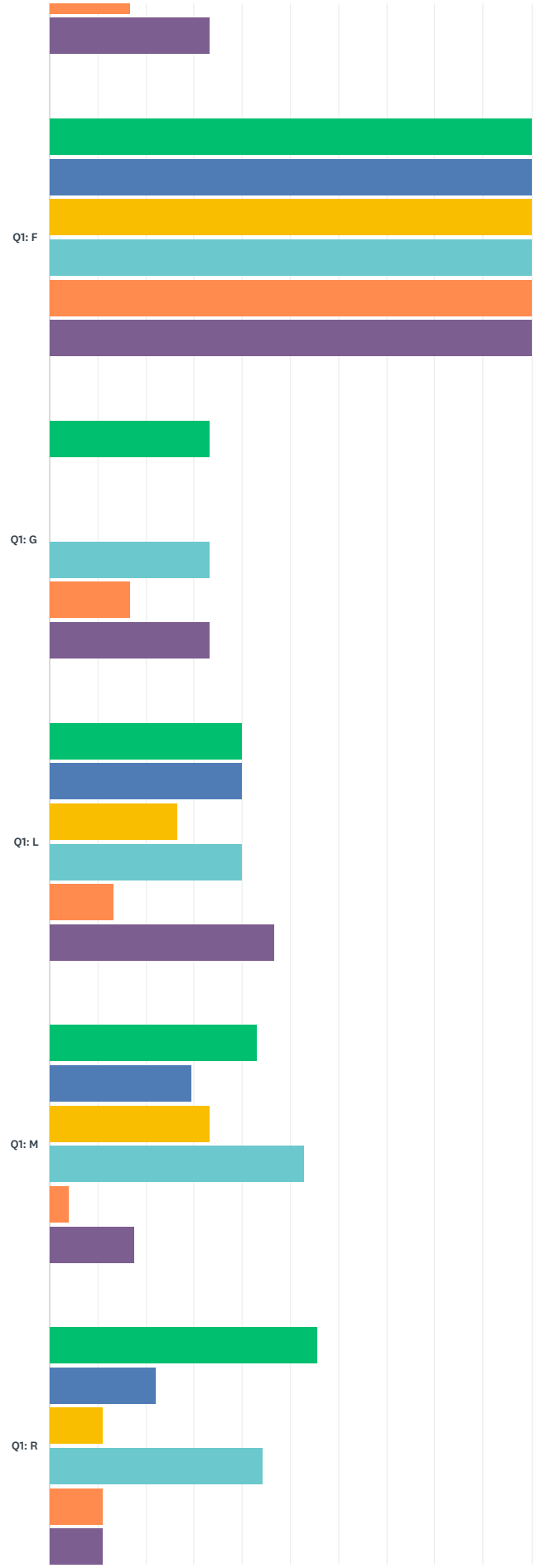
	1	2	3	4	TOTAL
Q1: A	5.26% 4	3.95% 3	26.32% 20	64.47% 49	24.92% 76
Q1: B	4.35% 4	2.17% 2	29.35% 27	64.13% 59	30.16% 92
Q1: C	0.00% 0	25.00% 1	50.00% 2	25.00% 1	1.31% 4
Q1: D	0.00% 0	0.00% 0	42.11% 8	57.89% 11	6.23% 19
Q1: E	0.00% 0	0.00% 0	80.00% 4	20.00% 1	1.64% 5
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	0.00% 0	33.33% 2	16.67% 1	50.00% 3	1.97% 6
Q1: L	5.26% 1	5.26% 1	21.05% 4	68.42% 13	6.23% 19
Q1: M	1.89% 1	3.77% 2	43.40% 23	50.94% 27	17.38% 53
Q1: R	0.00% 0	0.00% 0	42.86% 3	57.14% 4	2.30% 7

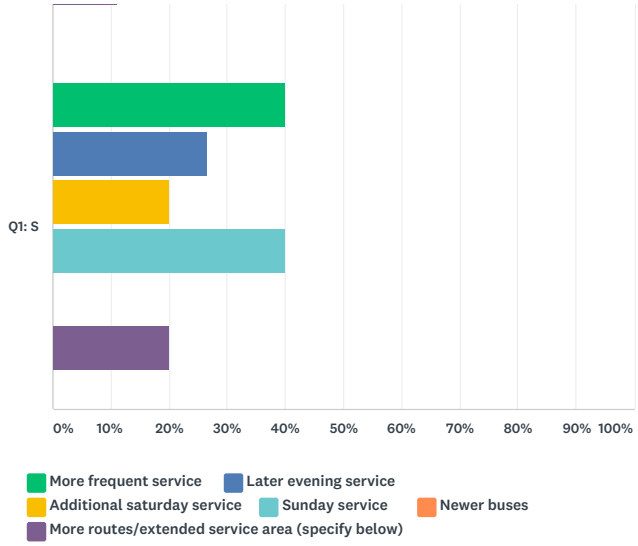
Q1: S	5.56% 1	0.00% 0	22.22% 4	72.22% 13	5.90% 18

Q11 What do you think would most increase ridership on Roseville Transit? (Check only one)

Answered: 268 Skipped: 73




Q1: F
Q1: G
Q1: L
Q1: M
Q1: R



	MORE FREQUENT SERVICE	LATER EVENING SERVICE	ADDITIONAL SATURDAY SERVICE	SUNDAY SERVICE	NEWER BUSES	MORE ROUTES/EXTENDED SERVICE AREA (SPECIFY BELOW)	TOTAL
Q1: A	27.14% 19	40.00% 28	34.29% 24	58.57% 41	8.57% 6	20.00% 14	49.25% 132
Q1: B	27.16% 22	43.21% 35	27.16% 22	51.85% 42	6.17% 5	18.52% 15	52.61% 141
Q1: C	25.00% 1	0.00% 0	0.00% 0	25.00% 1	0.00% 0	50.00% 2	1.49% 4
Q1: D	44.44% 8	33.33% 6	16.67% 3	50.00% 9	16.67% 3	33.33% 6	13.06% 35
Q1: E	83.33% 5	16.67% 1	16.67% 1	33.33% 2	16.67% 1	33.33% 2	4.48% 12
Q1: F	100.00% 1	100.00% 1	100.00% 1	100.00% 1	100.00% 1	100.00% 1	2.24% 6
Q1: G	33.33% 2	0.00% 0	0.00% 0	33.33% 2	16.67% 1	33.33% 2	2.61% 7
Q1: L	40.00% 6	40.00% 6	26.67% 4	40.00% 6	13.33% 2	46.67% 7	11.57% 31
Q1: M	43.14% 22	29.41% 15	33.33% 17	52.94% 27	3.92% 2	17.65% 9	34.33% 92
Q1: R	55.56% 5	22.22% 2	11.11% 1	44.44% 4	11.11% 1	11.11% 1	5.22% 14
Q1: S	40.00% 6	26.67% 4	20.00% 3	40.00% 6	0.00% 0	20.00% 3	8.21% 22
Total Respondents	93	94	72	136	20	56	268

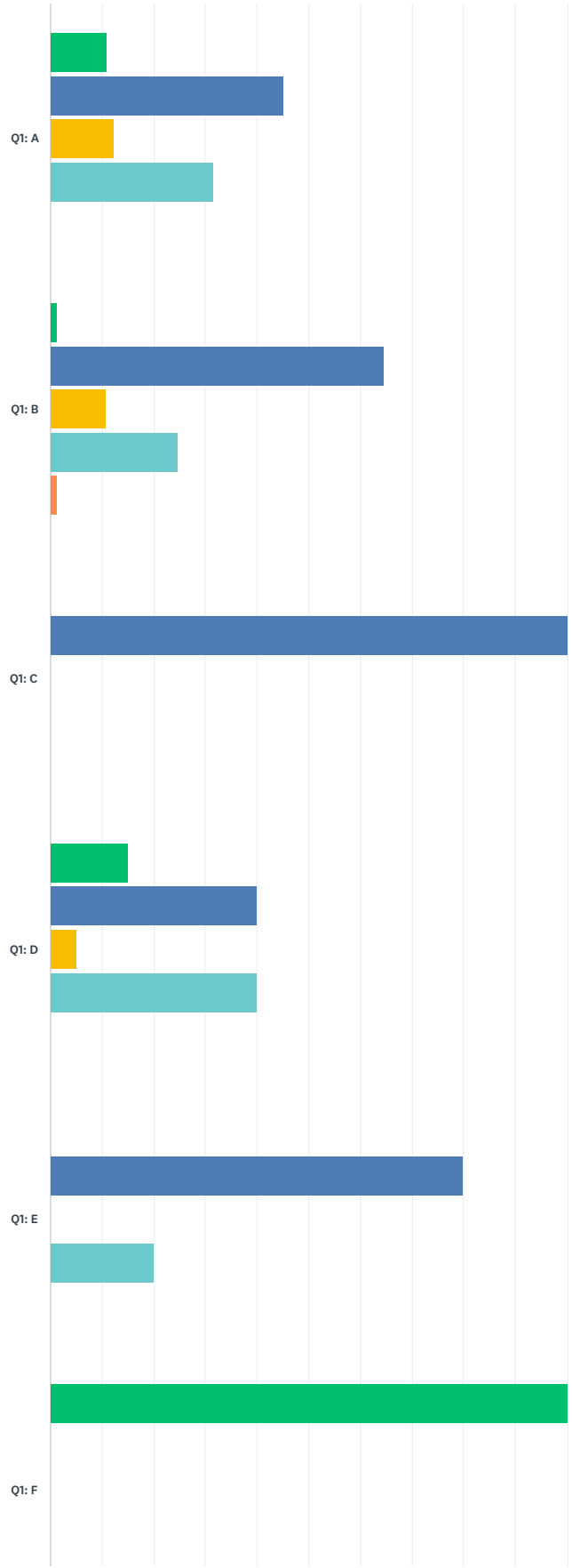
#	Q1: A	DATE
1	(Nothing)	12/31/2017 1:37 AM
2	R service extended to afternoon	12/31/2017 1:34 AM
3	(nothing)	12/29/2017 9:39 AM
4	(nothing)	12/29/2017 9:34 AM
5	Antelope	12/28/2017 3:12 PM
6	Some Sunday at least	12/28/2017 3:08 PM
7	(nothing)	12/28/2017 2:56 PM
8	Blue Oaks Route	12/28/2017 2:46 PM
9	(nothing)	12/28/2017 2:38 PM
10	weekends	12/10/2017 11:59 PM
11	Stop by Walmart more often	12/10/2017 11:31 PM
12	santutcie	12/5/2017 10:23 PM
13	n/a	12/1/2017 8:20 AM
14	n/a	11/30/2017 8:58 PM

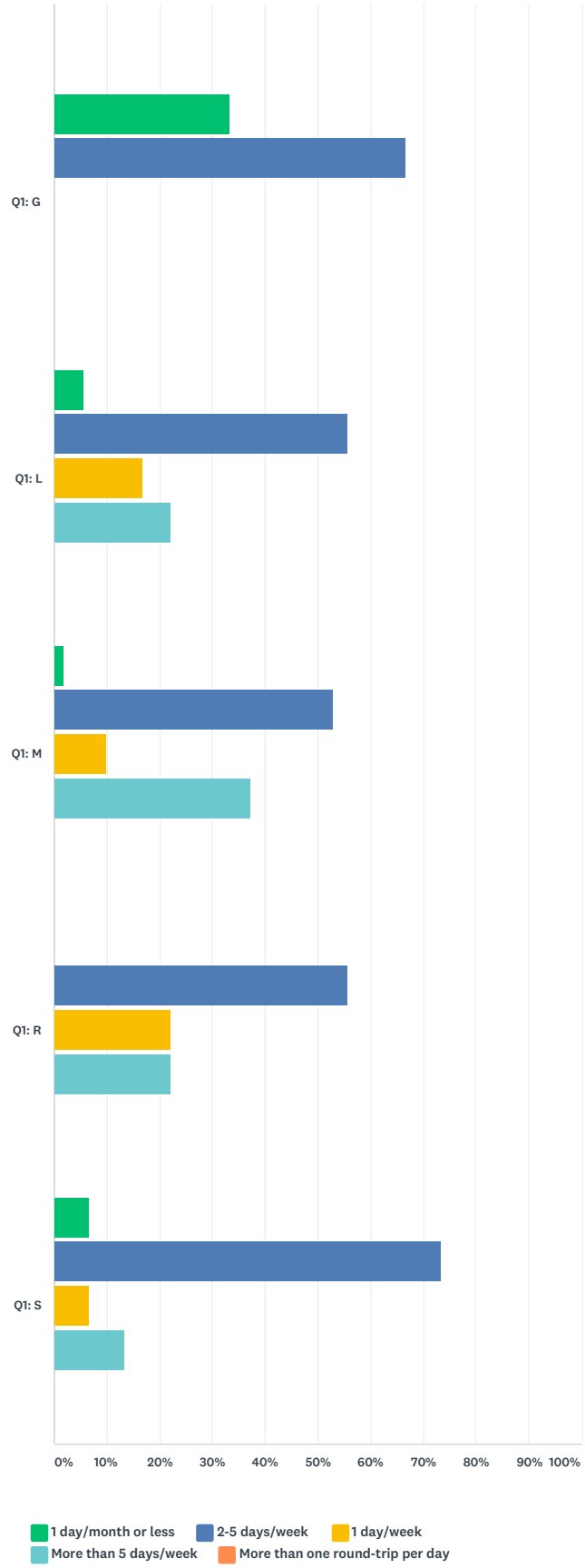
#	Q1: B	DATE
1	(nothing)	1/1/2018 9:08 PM
2	(nothing)	1/1/2018 8:38 PM
3	run later and more frequent	12/29/2017 11:59 AM
4	I bus would help	12/29/2017 9:19 AM

5	More hours	12/28/2017 1:09 PM
6	(nothing)	12/28/2017 12:58 PM
7	Frequent Piedmont	12/20/2017 2:50 PM
8	(nothing)	12/20/2017 2:48 PM
9	weekends	12/10/2017 11:59 PM
10	bus often full on trip from downtown to Roseville	12/9/2017 10:52 PM
11	A Scott	12/9/2017 4:51 PM
12	More service for "D" Bus	12/9/2017 3:19 PM
13	more routes (both directions)	12/9/2017 2:31 PM
14	CGF	12/7/2017 7:41 PM
15	santutcie	12/5/2017 10:23 PM
#	**Q1: C**	**DATE**
1	n/a	12/19/2017 1:23 PM
2	longer rides	12/1/2017 8:43 AM
#	**Q1: D**	**DATE**
1	fairway/ lonetree (blue oaks, target, kohls)	1/2/2018 1:34 AM
2	(nothing)	1/2/2018 1:20 AM
3	(nothing)	1/1/2018 9:44 PM
4	Blue Oaks west Roseville Sunset	12/9/2017 5:11 PM
5	caneyari + no bench	12/2/2017 7:38 PM
6	n/a	12/2/2017 7:17 PM
#	**Q1: E**	**DATE**
1	(nothing)	12/28/2017 2:38 PM
2	n/a	12/5/2017 9:07 PM
#	**Q1: F**	**DATE**
1	(Nothing)	12/31/2017 1:37 AM
#	**Q1: G**	**DATE**
1	the Fiddyment Farm area has no routes going near it	12/1/2017 8:50 AM
2	n/a	12/1/2017 8:37 AM
#	**Q1: L**	**DATE**
1	M too long	1/1/2018 10:12 PM
2	More Sat/Sun service	1/1/2018 10:09 PM
3	(nothing)	1/1/2018 10:07 PM
4	n/a	12/4/2017 10:20 AM
5	M bus every 1/2 hour	12/4/2017 10:18 AM
6	church and main st	12/4/2017 10:10 AM
7	gave transfers like placer county	12/4/2017 10:06 AM
#	**Q1: M**	**DATE**
1	(nothing)	12/29/2017 10:09 AM
2	Blue Oaks area	12/9/2017 6:30 PM
3	n/a	12/9/2017 6:27 PM
4	n/a	12/9/2017 6:06 PM
5	n/a	12/9/2017 6:03 PM
6	Route M one-two beyond Rothbury	12/9/2017 5:24 PM
7	Woodcreek and Junction Blvd	12/9/2017 5:17 PM
8	Blue Oaks west Roseville Sunset	12/9/2017 5:11 PM
9	n/a	12/9/2017 5:00 PM
#	**Q1: R**	**DATE**
1	n/a	11/30/2017 8:29 PM
#	**Q1: S**	**DATE**
1	santutcie	12/5/2017 10:23 PM
2	n/a	12/5/2017 1:16 AM
3	n/a	12/5/2017 1:08 AM

Q12 How often do you ride the bus?

Answered: 278 Skipped: 63



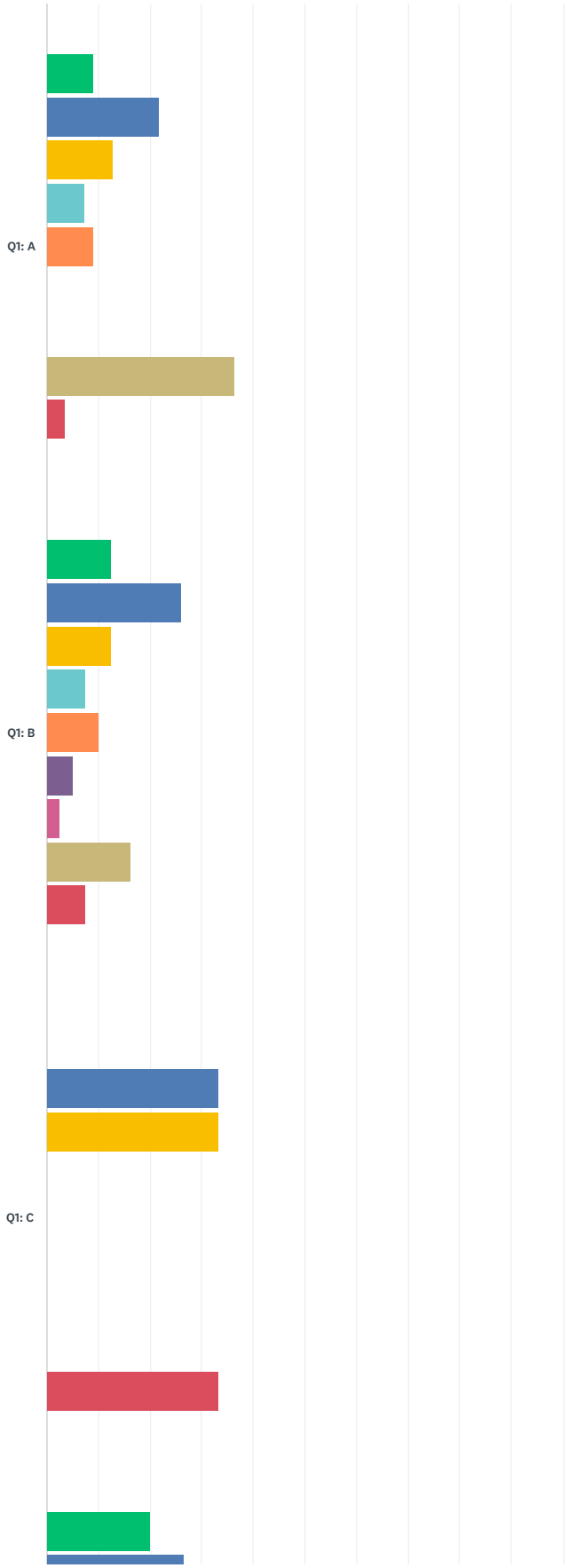


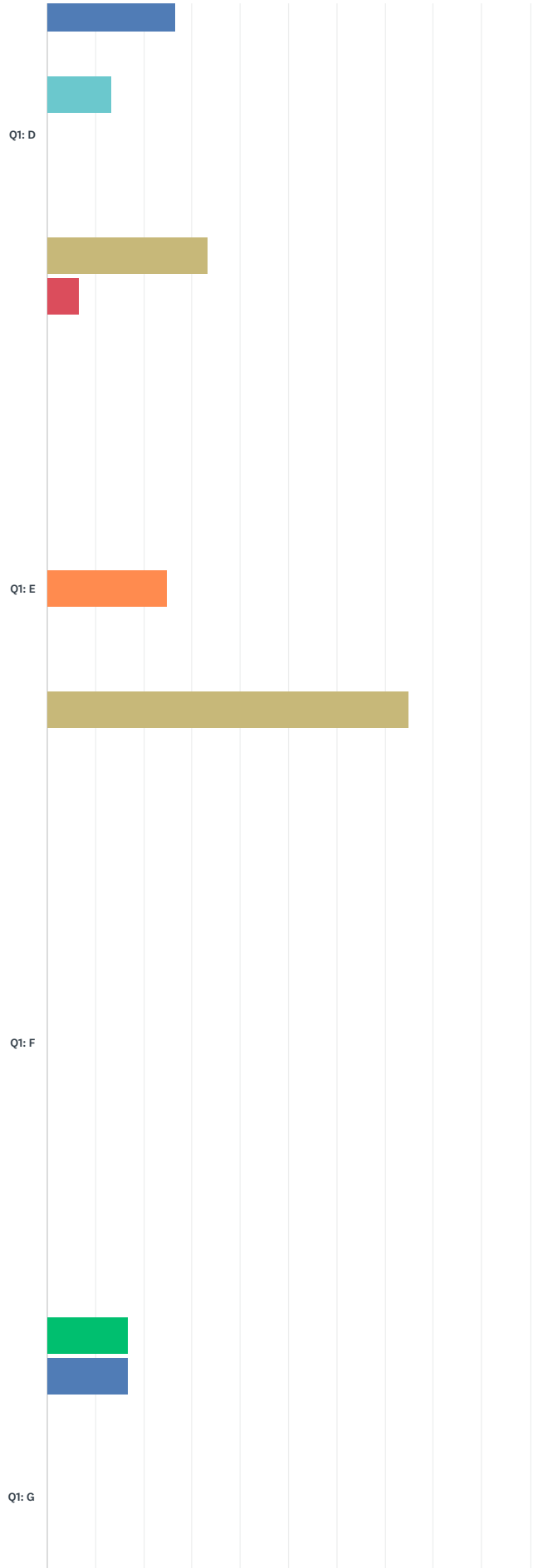
	1 DAY/MONTH OR LESS	2-5 DAYS/WEEK	1 DAY/WEEK	MORE THAN 5 DAYS/WEEK	MORE THAN ONE ROUND-TRIP PER DAY	TOTAL
Q1: A	10.96% 8	45.21% 33	12.33% 9	31.51% 23	0.00% 0	26.26% 73

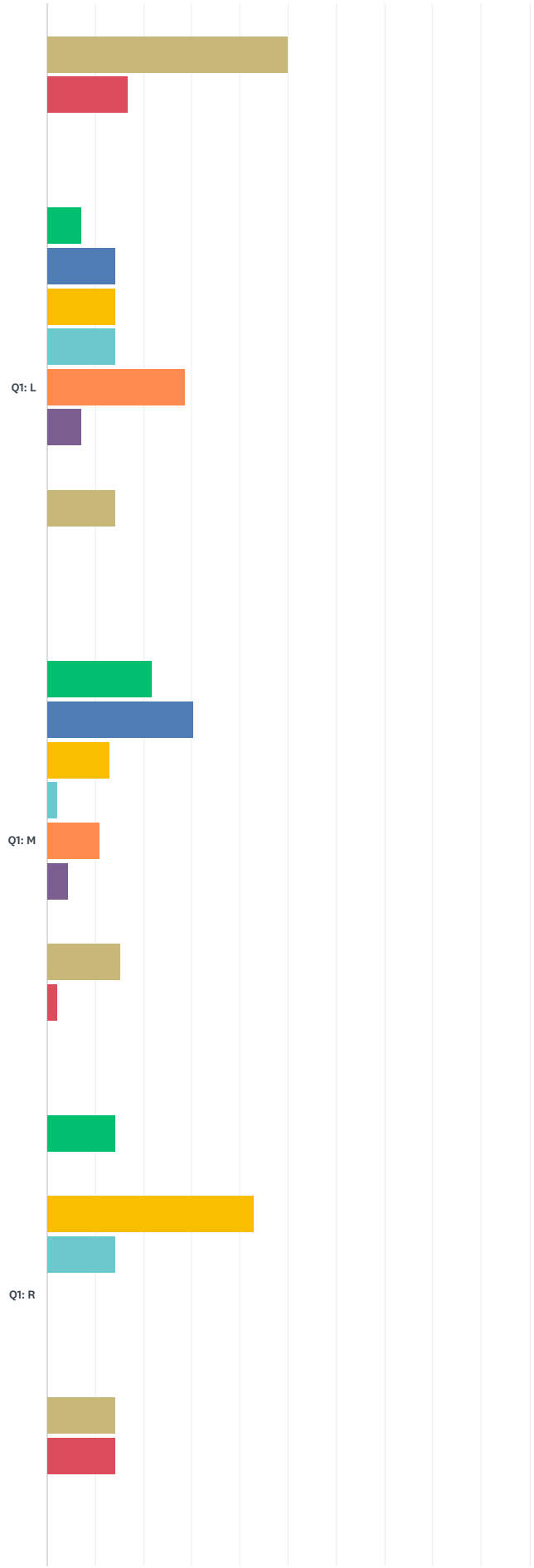
Q1: B		1.18% 1	64.71% 55	10.59% 9	24.71% 21		1.18% 1	31.29% 87		
Q1: C		0.00% 0	100.00% 3	0.00% 0	0.00% 0		0.00% 0	1.08% 3		
Q1: D		15.00% 3	40.00% 8	5.00% 1	40.00% 8		0.00% 0	7.19% 20		
Q1: E		0.00% 0	80.00% 4	0.00% 0	20.00% 1		0.00% 0	1.80% 5		
Q1: F		100.00% 1	0.00% 0	0.00% 0	0.00% 0		0.00% 0	0.36% 1		
Q1: G		33.33% 2	66.67% 4	0.00% 0	0.00% 0		0.00% 0	2.16% 6		
Q1: L		5.56% 1	55.56% 10	16.67% 3	22.22% 4		0.00% 0	6.47% 18		
Q1: M		1.96% 1	52.94% 27	9.80% 5	37.25% 19		0.00% 0	18.71% 52		
Q1: R		0.00% 0	55.56% 5	22.22% 2	22.22% 2		0.00% 0	3.24% 9		
Q1: S		6.67% 1	73.33% 11	6.67% 1	13.33% 2		0.00% 0	5.40% 15		
Total Respondents	17		156	30	77	1		278		

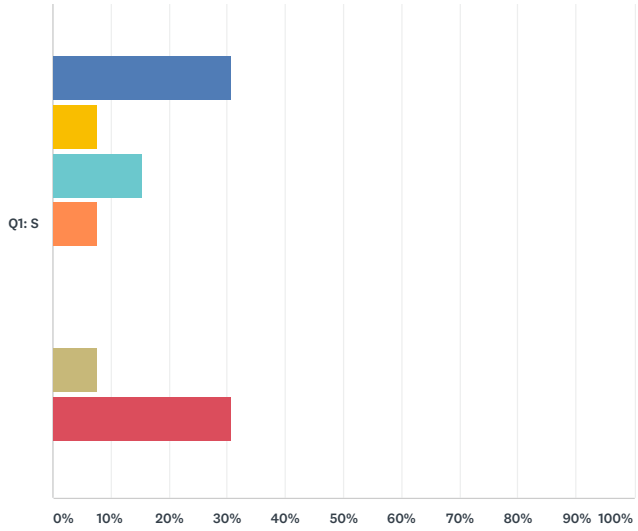
Q13 What is your primary source for transit information?

Answered: 237 Skipped: 104




Q1: D
Q1: E
Q1: F
Q1: G


Q1: L
Q1: M
Q1: R



	SOCIAL MEDIA	PRINTED GUIDE	BUS STOP SIGNS	CUSTOMER SERVICE AGENT	BUS DRIVER	EMAILS/TEXT MESSAGE	TRANSIT AMBASSADORS	GOOGLE TRANSIT	FAMILY/FRIEND/OTHER PASSANGERS	TOTAL
Q1: A	9.09% 5	21.82% 12	12.73% 7	7.27% 4	9.09% 5	0.00% 0	0.00% 0	36.36% 20	3.64% 2	23.21% 55
Q1: B	12.50% 10	26.25% 21	12.50% 10	7.50% 6	10.00% 8	5.00% 4	2.50% 2	16.25% 13	7.50% 6	33.76% 80
Q1: C	0.00% 0	33.33% 1	33.33% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	33.33% 1	1.27% 3
Q1: D	20.00% 3	26.67% 4	0.00% 0	13.33% 2	0.00% 0	0.00% 0	0.00% 0	33.33% 5	6.67% 1	6.33% 15
Q1: E	0.00% 0	0.00% 0	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	75.00% 3	0.00% 0	1.69% 4
Q1: F	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Q1: G	16.67% 1	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 3	16.67% 1	2.53% 6
Q1: L	7.14% 1	14.29% 2	14.29% 2	14.29% 2	28.57% 4	7.14% 1	0.00% 0	14.29% 2	0.00% 0	5.91% 14
Q1: M	21.74% 10	30.43% 14	13.04% 6	2.17% 1	10.87% 5	4.35% 2	0.00% 0	15.22% 7	2.17% 1	19.41% 46
Q1: R	14.29% 1	0.00% 0	42.86% 3	14.29% 1	0.00% 0	0.00% 0	0.00% 0	14.29% 1	14.29% 1	2.95% 7
Q1: S	0.00% 0	30.77% 4	7.69% 1	15.38% 2	7.69% 1	0.00% 0	0.00% 0	7.69% 1	30.77% 4	5.49% 13
Total Respondents	31	56	30	18	23	6	2	54	17	237

Q14 What is the closest intersection to your home? (Cross Streets & zip code)

Answered: 245 Skipped: 96

	WHAT IS THE CLOSEST INTERSECTION TO YOUR HOME? (CROSS STREETS & ZIP CODE)		TOTAL
Q1: A		100.00% 65	26.53% 65
Q1: B		100.00% 82	33.47% 82
Q1: C		100.00% 2	0.82% 2
Q1: D		100.00% 17	6.94% 17
Q1: E		100.00% 6	2.45% 6
Q1: F		0.00% 0	0.00% 0
Q1: G		100.00% 5	2.04% 5
Q1: L		100.00% 14	5.71% 14
Q1: M		100.00% 40	16.33% 40
Q1: R		100.00% 9	3.67% 9
Q1: S		100.00% 12	4.90% 12
Total Respondents	245		245

#	Q1: A	DATE
1	Atlantic, 95678	1/2/2018 1:40 AM
2	Riverside	1/2/2018 1:37 AM
3	95842	12/31/2017 1:47 AM
4	Douglas and Lincoln, 95678	12/31/2017 1:45 AM
5	Vernon, 95678	12/31/2017 1:43 AM
6	Cirby and Riverside, 95621	12/31/2017 1:41 AM
7	Yosemite, 95678	12/31/2017 1:38 AM
8	Church/ivy, 95678	12/31/2017 1:34 AM
9	Cirby, 95661	12/31/2017 1:30 AM
10	Fair Oaks and Magist, 95610	12/29/2017 9:41 AM
11	Riverside and 4th, 95678	12/29/2017 9:39 AM
12	Cirby and Riverside, 95678	12/29/2017 9:37 AM
13	4th and Riverside, 95678	12/29/2017 9:34 AM
14	Sierra college, Eureka, 956	12/29/2017 9:30 AM
15	Sierra and Don, 95746	12/28/2017 3:28 PM
16	Cirby at River, 95678	12/28/2017 3:25 PM
17	Riverside and 6th, 95678	12/28/2017 3:22 PM
18	Riverside, 95678	12/28/2017 3:12 PM
19	Louis and Orlando	12/28/2017 3:10 PM
20	Francis/Oak Ridge, 95661	12/28/2017 3:08 PM
21	Folsom and Orlando, 95670	12/28/2017 2:58 PM
22	Douglas and Vernon, 95678	12/28/2017 2:56 PM
23	95621	12/28/2017 2:51 PM
24	Cirby and Riverside, 95648	12/28/2017 2:49 PM
25	Sunrise/ Santa Clara, 95661	12/28/2017 2:46 PM
26	Cirby and Sunrise, 95661	12/28/2017 2:38 PM
27	Foothills, 95673	12/28/2017 2:33 PM
28	Sunrise 95661	12/11/2017 12:07 AM
29	Elkhorn 95660	12/11/2017 12:05 AM
30	Andrea 95660	12/11/2017 12:02 AM
31	95815	12/10/2017 11:59 PM
32	Sunrise 95610	12/10/2017 11:52 PM
33	Sunrise 95610	12/10/2017 11:50 PM
34	Auburn & Antelope	12/10/2017 11:44 PM
35	Berkeley & Main 95678	12/10/2017 11:31 PM

36	95747	12/10/2017 11:27 PM
37	Mishon 95608	12/10/2017 11:24 PM
38	Fair Oaks & Marshall 95608	12/10/2017 11:20 PM
39	95661	12/10/2017 11:17 PM
40	10th & K 95814	12/10/2017 11:15 PM
41	95678	12/10/2017 11:12 PM
42	Harding 95678	12/10/2017 2:28 PM
43	Auburn 95610	12/10/2017 11:36 AM
44	Cirby Sunrise 95661	12/9/2017 2:21 PM
45	5th st & riverside 95678	12/5/2017 10:39 PM
46	Royal oak 95815	12/5/2017 10:37 PM
47	Junction & woodcreek 95747	12/5/2017 10:31 PM
48	baseline & junstion 95747	12/5/2017 10:29 PM
49	95661	12/5/2017 10:24 PM
50	sunrise Ave 95661	12/5/2017 10:23 PM
51	Rothburg	12/5/2017 10:21 PM
52	Cirby Sunrise & 95651	12/1/2017 1:06 PM
53	old Auburn & 95610	12/1/2017 8:25 AM
54	Cirby & 95678	12/1/2017 8:22 AM
55	Riverside & 95678	12/1/2017 8:20 AM
56	95610	12/1/2017 8:15 AM
57	Albuno & 95841	12/1/2017 8:10 AM
58	junction & 95197	11/30/2017 8:58 PM
59	main st green 95635	11/30/2017 8:54 PM
60	douglas vernon & 95678	11/30/2017 8:51 PM
61	east 95695	11/30/2017 8:49 PM
62	Rocklin rd & 95677	11/30/2017 8:47 PM
63	Rothberry & 95747	11/30/2017 8:44 PM
64	sunrise & 95661	11/30/2017 8:36 PM
65	Cirby & 95678	11/30/2017 8:35 PM
#	**Q1: B**	**DATE**
1	Rocklin Rd, 95677	1/1/2018 9:39 PM
2	Foothills and Main, 95678	1/1/2018 9:35 PM
3	6th, 96787	1/1/2018 9:08 PM
4	Washington, Maine, 95678	1/1/2018 9:06 PM
5	Richardson, 55603	1/1/2018 9:03 PM
6	Douglas, 95661	1/1/2018 8:41 PM
7	Main, 95678	1/1/2018 8:38 PM
8	Junction and Washington, 95678	12/29/2017 11:59 AM
9	95661	12/29/2017 11:57 AM
10	L. Hill Harding, 95678	12/29/2017 9:24 AM
11	Vernon 5th, 95678	12/29/2017 9:21 AM
12	Main,95678	12/29/2017 9:19 AM
13	4th, 1011Vernon St #4	12/29/2017 9:14 AM
14	West El Camino, 95833	12/28/2017 1:12 PM
15	Springview, 95677	12/28/2017 1:09 PM
16	95825	12/28/2017 12:58 PM
17	Auburn and Vanmarea, 95610	12/28/2017 12:53 PM
18	95648	12/20/2017 2:53 PM
19	Cirby and Piedmont, 95661	12/20/2017 2:50 PM
20	Barbra Junction	12/20/2017 2:48 PM
21	4th and Riverside 95678	12/20/2017 2:37 PM
22	Madison, 95628	12/20/2017 2:31 PM
23	Riverside, 95678	12/20/2017 2:24 PM
24	Madison, 95610	12/20/2017 9:39 AM
25	Sierra garden, 95661	12/20/2017 9:32 AM
26	Sunrise 95661	12/11/2017 12:07 AM
27	95815	12/10/2017 11:59 PM
28	Blue Oaks & Wood Creek Oaks 95747	12/9/2017 11:13 PM
29	Galleria & Roseville	12/9/2017 10:52 PM
30	Park 95765	12/9/2017 10:31 PM

31	5th Riverside 95661	12/9/2017 4:51 PM
32	main 95678	12/9/2017 3:28 PM
33	Folsom Estate 95678	12/9/2017 3:25 PM
34	Auburn 95610	12/9/2017 3:23 PM
35	4th st. 95678	12/9/2017 3:21 PM
36	Douglas 95661	12/9/2017 3:19 PM
37	Folsom 95678	12/9/2017 3:13 PM
38	Cirby & Rocky Ridge 95661	12/9/2017 3:12 PM
39	King RD 95650	12/9/2017 3:08 PM
40	Civic Center 95678	12/9/2017 3:05 PM
41	Douglas 95661	12/9/2017 2:32 PM
42	MLK 95823	12/9/2017 2:31 PM
43	Church 95678	12/9/2017 2:28 PM
44	WAtson 95610	12/9/2017 2:17 PM
45	Sunrise & Douglas 95661	12/9/2017 2:14 PM
46	8th & Capital 95691	12/9/2017 2:09 PM
47	sunrise & cirby 95661	12/9/2017 2:07 PM
48	3rd F 95648	12/9/2017 2:05 PM
49	3rd st 95677	12/9/2017 2:03 PM
50	N/A 95678	12/9/2017 1:01 PM
51	Cirby / Champion Oaks 95661	12/9/2017 1:00 PM
52	Foothills 95747	12/9/2017 12:56 PM
53	3rd St/ F st 95648	12/9/2017 12:54 PM
54	5 H T SD REET	12/9/2017 12:40 PM
55	Auburn Blvd Twin Oaks 95621	12/9/2017 12:34 PM
56	Truxel 95833	12/9/2017 12:10 PM
57	van maren? 95621	12/9/2017 12:07 PM
58	95662	12/9/2017 12:05 PM
59	5th street 95678	12/9/2017 12:02 PM
60	out of town	12/9/2017 11:59 AM
61	4th /Riverside 95678	12/9/2017 11:56 AM
62	Royal Oak 95815	12/9/2017 11:52 AM
63	Riverside	12/9/2017 11:50 AM
64	Junction @ Foothill 95678	12/9/2017 11:44 AM
65	Civiv Center 95678	12/9/2017 11:42 AM
66	Vernon 95678	12/9/2017 11:39 AM
67	Roseville Parkway 95678	12/7/2017 7:54 PM
68	95670	12/7/2017 7:49 PM
69	Vernon 95678	12/7/2017 7:46 PM
70	Eureka Deer Valley 95661	12/7/2017 7:41 PM
71	Madison	12/7/2017 7:28 PM
72	95678	12/7/2017 7:24 PM
73	Main/ Lincoln 95678	12/7/2017 7:20 PM
74	Manzanita	12/7/2017 7:18 PM
75	Cirby/ Sunrise 95661	12/7/2017 7:14 PM
76	95610	12/7/2017 7:12 PM
77	Colma 95670	12/7/2017 7:09 PM
78	Valirie 95831	12/7/2017 7:06 PM
79	Howell & Arden 95825	12/7/2017 7:02 PM
80	95661	12/5/2017 10:24 PM
81	sunrise Ave 95661	12/5/2017 10:23 PM
82	Junction/ Baseline & 95678	11/30/2017 8:39 PM

#	Q1: C	DATE
1	Wood Creek 95747	12/19/2017 1:23 PM
2	Foothills 95747	12/10/2017 12:56 PM

#	Q1: D	DATE
1	Washington and Main, 95678	1/2/2018 1:34 AM
2	Junction and Park Regency, 95747	1/2/2018 1:31 AM
3	95747	1/2/2018 1:28 AM
4	Junction, 95797	1/2/2018 1:22 AM
5	Junction and Woodcreek	1/2/2018 1:20 AM

6	Woodcreek, 95747	1/1/2018 10:04 PM
7	Blue Oaks, 95747	1/1/2018 10:00 PM
8	Main, 95678	1/1/2018 9:51 PM
9	Main	1/1/2018 9:44 PM
10	Auburn Greenback, 95621	12/20/2017 2:55 PM
11	Main 95678	12/9/2017 4:56 PM
12	pleasure grove & foothilss 95747	12/2/2017 7:38 PM
13	1098 woodcreek & 95747	12/2/2017 7:35 PM
14	homeless	12/2/2017 7:31 PM
15	wood creek & 95747	12/2/2017 7:26 PM
16	wood & junction 95747	12/2/2017 7:21 PM
17	woodcreek & junction 95747	12/2/2017 7:17 PM

#	Q1: E	DATE
1	Cirby and Sunrise, 95661	12/28/2017 2:38 PM
2	Park Regency Junction, 95747	12/28/2017 12:45 PM
3	Douglas, 95796	12/28/2017 12:41 PM
4	Washington & Main 95678	12/5/2017 9:07 PM
5	Kiefer & 95826	12/1/2017 8:41 AM
6	Valine ct & 95831	12/1/2017 8:31 AM

#	Q1: F	DATE
	There are no responses.	

#	Q1: G	DATE
1	Sierra Gardens 95661	12/28/2017 12:38 PM
2	diamond creek & escalon & 95747	12/1/2017 8:50 AM
3	douglas & 95661	12/1/2017 8:45 AM
4	95661	12/1/2017 8:37 AM
5	Douglas Santa Clara	12/1/2017 8:34 AM

#	Q1: L	DATE
1	Cirby, 95661	1/1/2018 10:14 PM
2	Harding, 95678	1/1/2018 10:12 PM
3	Civic Center	1/1/2018 10:09 PM
4	Sunrise and Cirby, 95661	1/1/2018 10:07 PM
5	95740	12/28/2017 5:25 AM
6	Roseville pkwy/ pleasant grove 95678	12/5/2017 9:47 AM
7	95747	12/4/2017 10:29 AM
8	blue oaks 95747	12/4/2017 10:27 AM
9	woodcreek 95747	12/4/2017 10:25 AM
10	cirby 95678	12/4/2017 10:13 AM
11	Church 95678	12/4/2017 10:10 AM
12	Cirby 95678	12/4/2017 10:07 AM
13	WAshington & Maine	12/4/2017 10:06 AM
14	Riverside 95678	12/4/2017 10:03 AM

#	Q1: M	DATE
1	95747	1/1/2018 10:34 PM
2	Lincoln, 95648	1/1/2018 10:27 PM
3	Hyden Pkwy, 95747	1/1/2018 10:24 PM
4	Pleasant Grove, 95747	1/1/2018 10:22 PM
5	Sun City, Del Webb, 95747	1/1/2018 10:19 PM
6	Pleasant Grove	12/31/2017 1:21 AM
7	Pleasant Grove, 95747	12/31/2017 1:18 AM
8	Hornby, 95747	12/31/2017 1:16 AM
9	Maphet and Pleasant Grove	12/31/2017 1:12 AM
10	Pleasant Grove and Giddement	12/31/2017 1:10 AM
11	Light rail, 95823	12/30/2017 12:23 AM
12	Fairway, 95677	12/30/2017 12:20 AM
13	95747	12/30/2017 12:18 AM
14	Hemingway and pleasant Grove, 95747	12/30/2017 12:16 AM
15	Foothills, 95717	12/30/2017 12:11 AM
16	Foothills, 95747	12/30/2017 12:09 AM
17	Wood creek, 95747	12/30/2017 12:05 AM
18	Wood creek, 95717	12/30/2017 12:03 AM

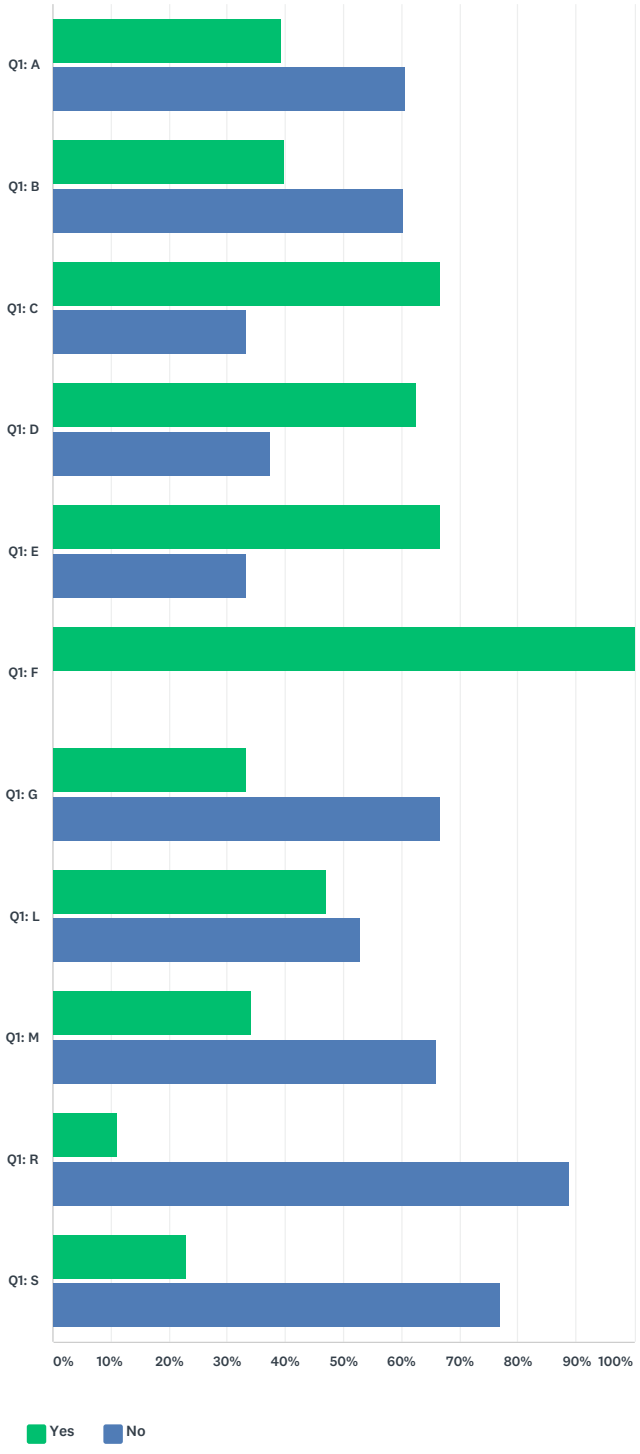
19	Fairway/ Central Park, 95678	12/30/2017 12:00 AM
20	Highland Point, 95678	12/29/2017 12:45 PM
21	Twelve Bridges	12/29/2017 12:41 PM
22	Junction and Woodcreek Oaks, 95747	12/29/2017 12:39 PM
23	Raley's, 95747	12/29/2017 10:14 AM
24	Civic Center & Roger Park 95678	12/9/2017 6:30 PM
25	Highway 80 95701	12/9/2017 6:27 PM
26	Market 95747	12/9/2017 6:25 PM
27	Fiddyment Rd 95747	12/9/2017 6:22 PM
28	Woodcreek 95747	12/9/2017 6:20 PM
29	95811 Sacramento	12/9/2017 6:17 PM
30	Hallisy 95678	12/9/2017 6:13 PM
31	Fairway 95677	12/9/2017 6:11 PM
32	Van maren 95621	12/9/2017 6:09 PM
33	Elkhorn 95842	12/9/2017 6:06 PM
34	Rothbury 95747	12/9/2017 5:24 PM
35	Pleasant Grove Fieldwell 95747	12/9/2017 5:21 PM
36	Sawmill 95678	12/9/2017 5:06 PM
37	Pleasant grove 95747	12/9/2017 5:02 PM
38	Woodcreek & Junction	12/9/2017 5:00 PM
39	Pleasant Grove 95747	12/9/2017 4:57 PM
40	95842	12/9/2017 2:11 PM

#	Q1: R	DATE
1	95826	12/28/2017 10:25 PM
2	95662	12/28/2017 10:20 PM
3	Manzanita, 95608	12/28/2017 10:18 PM
4	Vineyard, 95747	12/28/2017 10:15 PM
5	Foothill & Baseline	12/10/2017 12:21 AM
6	V 95678	12/10/2017 12:00 AM
7	Auburn Manzanita & 95841	11/30/2017 8:32 PM
8	95621	11/30/2017 8:25 PM
9	Douglas & 95661	11/30/2017 8:22 PM

#	Q1: S	DATE
1	Riverside and Douglas, 95678	1/1/2018 11:24 PM
2	Taylor/King	1/1/2018 11:19 PM
3	Saphire, 95602	1/1/2018 11:17 PM
4	Palm & Mikelson 95603	12/11/2017 12:22 AM
5	Berkeley & Washington 95678	12/11/2017 12:16 AM
6	95650	12/11/2017 12:10 AM
7	Sunrise 95661	12/11/2017 12:07 AM
8	sunrise Ave 95661	12/5/2017 10:23 PM
9	washington	12/5/2017 1:15 AM
10	Atlantic/ yosemite 95678	12/5/2017 1:12 AM
11	95661	12/5/2017 1:08 AM
12	Riverside/ 6th st 95678	12/5/2017 1:05 AM

Q15 Do you have a driver's license?

Answered: 257 Skipped: 84

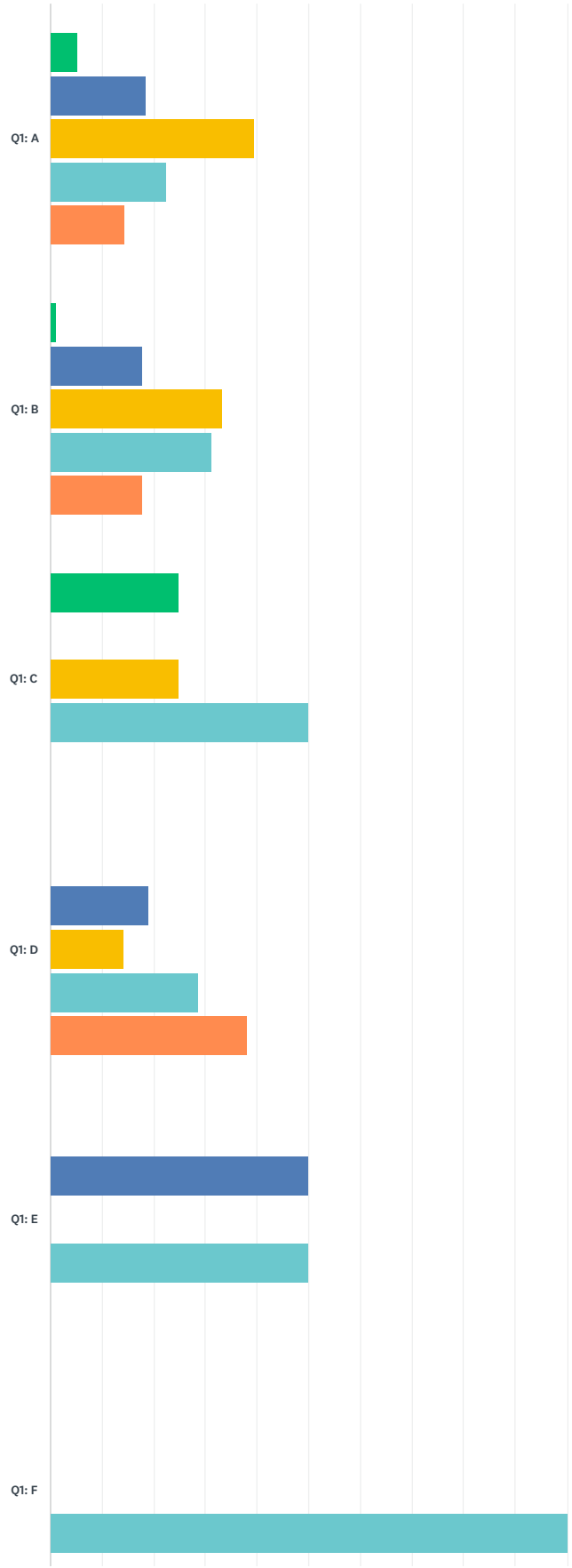


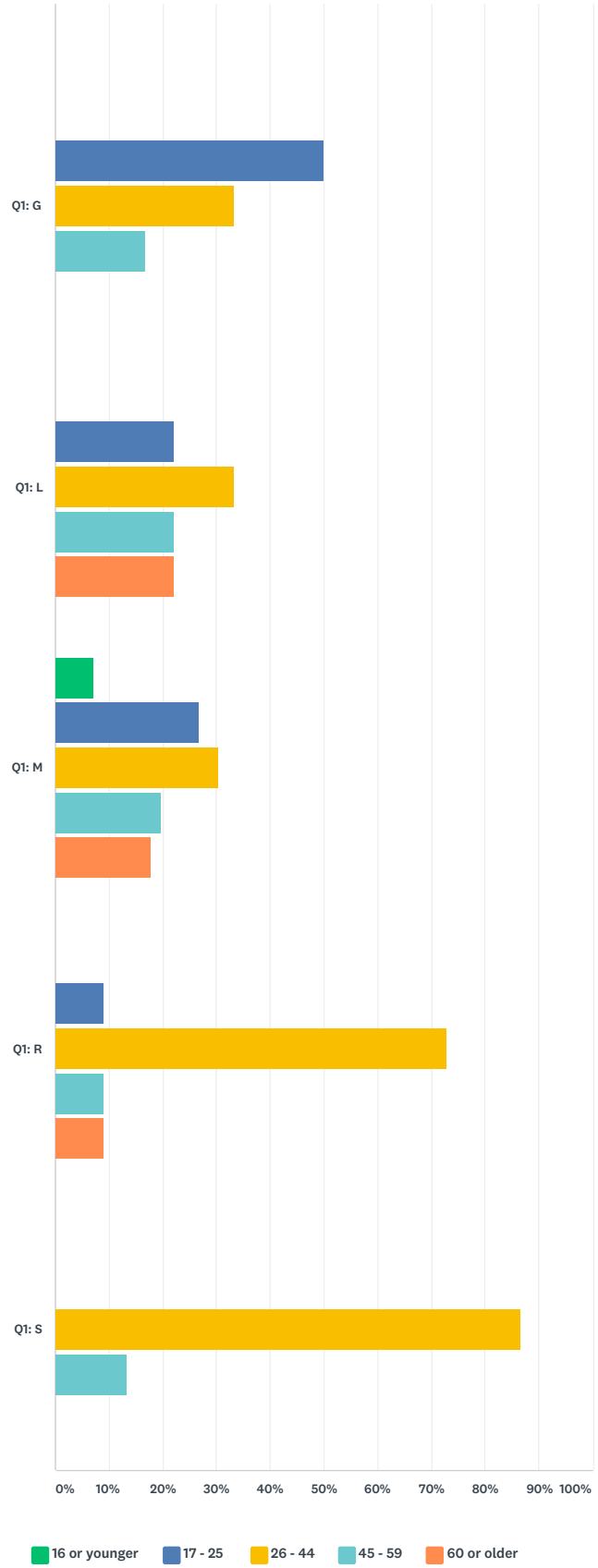
	YES	NO	TOTAL
Q1: A	39.39% 26	60.61% 40	25.68% 66
Q1: B	39.74% 31	60.26% 47	30.35% 78
Q1: C	66.67% 2	33.33% 1	1.17% 3
Q1: D	62.50% 10	37.50% 6	6.23% 16
Q1: E	66.67% 4	33.33% 2	2.33% 6

Q1: F		100.00% 1	0.00% 0	0.39% 1
Q1: G		33.33% 2	66.67% 4	2.33% 6
Q1: L		47.06% 8	52.94% 9	6.61% 17
Q1: M		34.00% 17	66.00% 33	19.46% 50
Q1: R		11.11% 1	88.89% 8	3.50% 9
Q1: S		23.08% 3	76.92% 10	5.06% 13
Total Respondents	104	153		257

Q16 What is your age?

Answered: 300 Skipped: 41



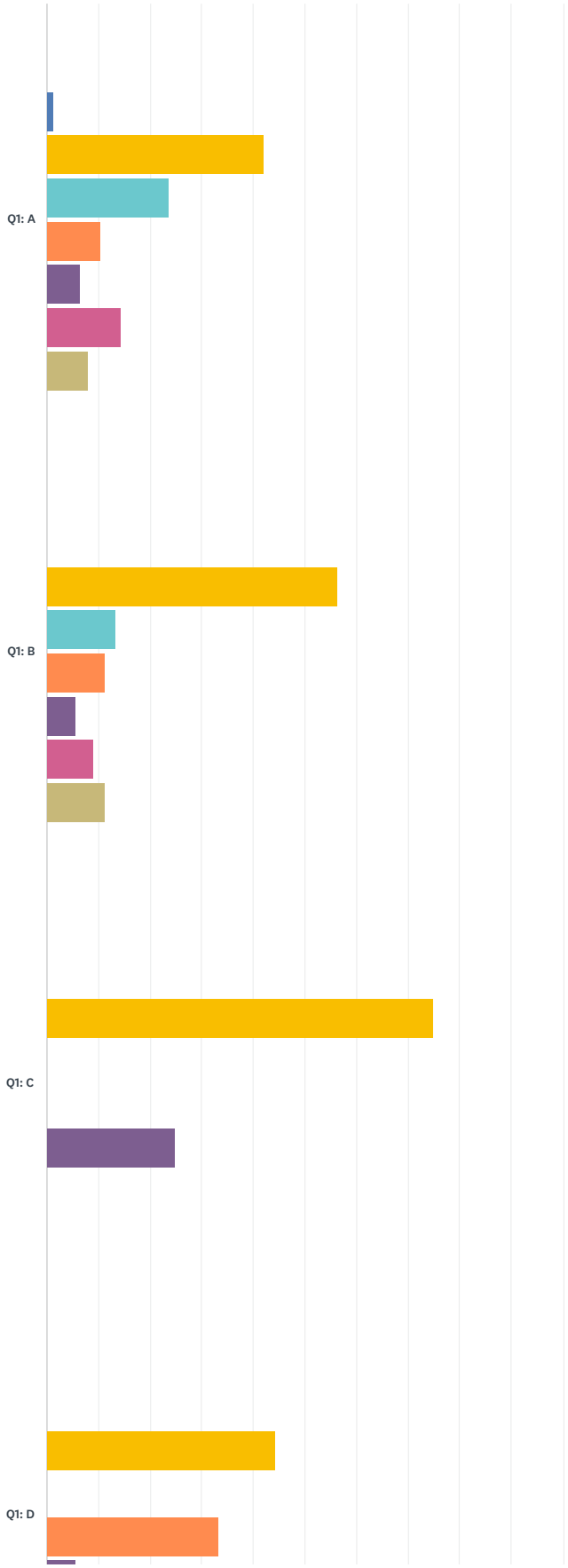


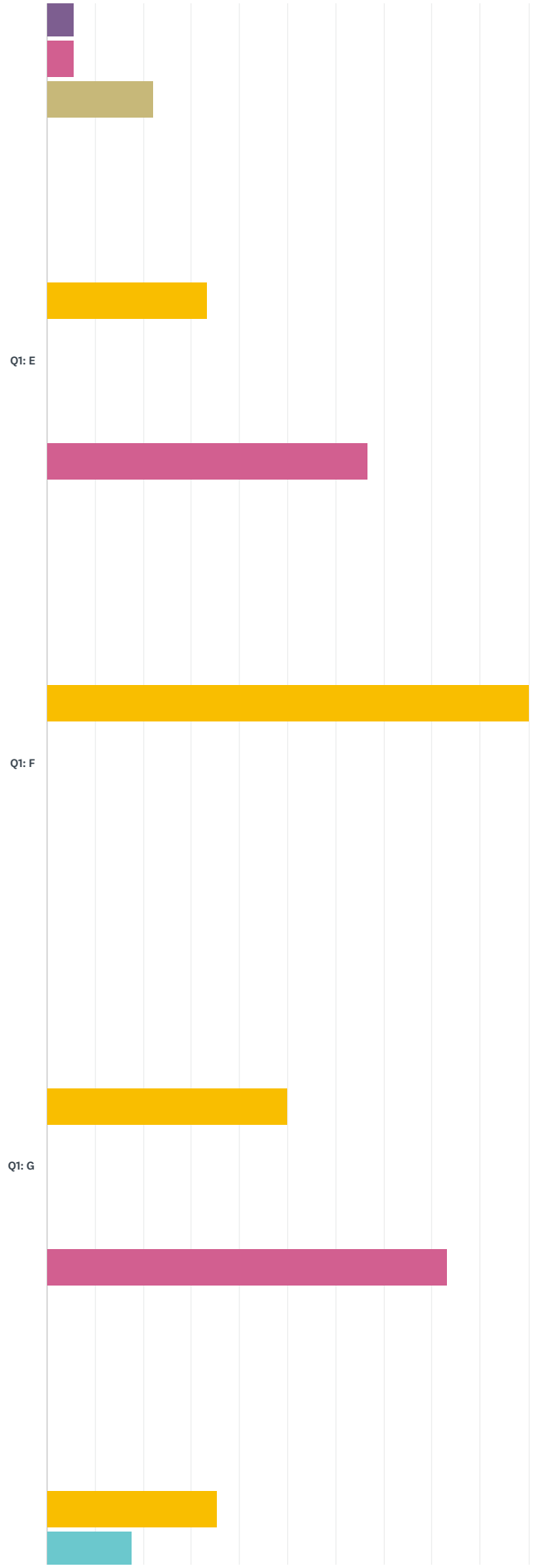
	16 OR YOUNGER	17 - 25	26 - 44	45 - 59	60 OR OLDER	TOTAL
Q1: A	5.26% 4	18.42% 14	39.47% 30	22.37% 17	14.47% 11	25.33% 76
Q1: B	1.04% 1	17.71% 17	33.33% 32	31.25% 30	17.71% 17	32.33% 97

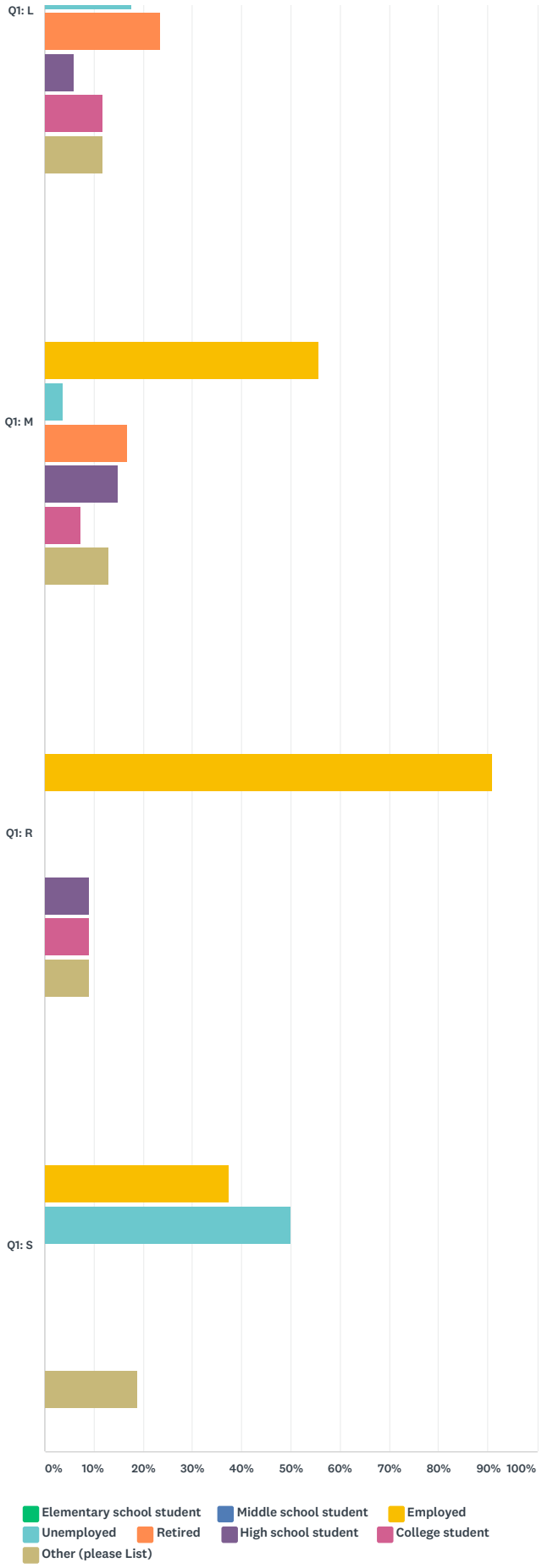
Q1: C		25.00% 1	0.00% 0	25.00% 1	50.00% 2	0.00% 0	1.33% 4
Q1: D		0.00% 0	19.05% 4	14.29% 3	28.57% 6	38.10% 8	7.00% 21
Q1: E		0.00% 0	50.00% 3	0.00% 0	50.00% 3	0.00% 0	2.00% 6
Q1: F		0.00% 0	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.33% 1
Q1: G		0.00% 0	50.00% 3	33.33% 2	16.67% 1	0.00% 0	2.00% 6
Q1: L		0.00% 0	22.22% 4	33.33% 6	22.22% 4	22.22% 4	6.00% 18
Q1: M		7.14% 4	26.79% 15	30.36% 17	19.64% 11	17.86% 10	19.00% 57
Q1: R		0.00% 0	9.09% 1	72.73% 8	9.09% 1	9.09% 1	3.67% 11
Q1: S		0.00% 0	0.00% 0	86.67% 13	13.33% 2	0.00% 0	5.00% 15
Total Respondents	10	61	105	76	50		300

Q17 What best describes your occupation?

Answered: 292 Skipped: 49




Q1: E
Q1: F
Q1: G


Q1: L
Q1: M
Q1: R
Q1: S
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Elementary school student
Middle school student
Employed
Unemployed
Retired
High school student
College student
Other (please List)

	ELEMENTARY SCHOOL STUDENT	MIDDLE SCHOOL STUDENT	EMPLOYED	UNEMPLOYED	RETIRED	HIGH SCHOOL STUDENT	COLLEGE STUDENT	OTHER (PLEASE LIST)	TOTAL
Q1: A	0.00% 0	1.32% 1	42.11% 32	23.68% 18	10.53% 8	6.58% 5	14.47% 11	7.89% 6	27.74% 81
Q1: B	0.00% 0	0.00% 0	56.18% 50	13.48% 12	11.24% 10	5.62% 5	8.99% 8	11.24% 10	32.53% 95
Q1: C	0.00% 0	0.00% 0	75.00% 3	0.00% 0	0.00% 0	25.00% 1	0.00% 0	0.00% 0	1.37% 4
Q1: D	0.00% 0	0.00% 0	44.44% 8	0.00% 0	33.33% 6	5.56% 1	5.56% 1	22.22% 4	6.85% 20
Q1: E	0.00% 0	0.00% 0	33.33% 2	0.00% 0	0.00% 0	0.00% 0	66.67% 4	0.00% 0	2.05% 6
Q1: F	0.00% 0	0.00% 0	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.34% 1
Q1: G	0.00% 0	0.00% 0	50.00% 3	0.00% 0	0.00% 0	0.00% 0	83.33% 5	0.00% 0	2.74% 8
Q1: L	0.00% 0	0.00% 0	35.29% 6	17.65% 3	23.53% 4	5.88% 1	11.76% 2	11.76% 2	6.16% 18
Q1: M	0.00% 0	0.00% 0	55.56% 30	3.70% 2	16.67% 9	14.81% 8	7.41% 4	12.96% 7	20.55% 60
Q1: R	0.00% 0	0.00% 0	90.91% 10	0.00% 0	0.00% 0	9.09% 1	9.09% 1	9.09% 1	4.45% 13
Q1: S	0.00% 0	0.00% 0	37.50% 6	50.00% 8	0.00% 0	0.00% 0	0.00% 0	18.75% 3	5.82% 17
Total Respondents	0	1	149	42	37	22	35	30	292

#	Q1: A	DATE
1	(Nothing)	12/31/2017 1:34 AM
2	Disability	12/29/2017 9:34 AM
3	small part-time job	12/28/2017 3:08 PM
4	student	12/5/2017 10:23 PM
5	n/a	12/1/2017 8:25 AM
6	taking care of sick family member	12/1/2017 8:20 AM

#	Q1: B	DATE
1	Disability	1/1/2018 9:03 PM
2	Disability	12/29/2017 11:59 AM
3	Teacher	12/20/2017 2:53 PM
4	Workmans comp	12/20/2017 2:48 PM
5	state disability	12/9/2017 3:21 PM
6	Disabled	12/9/2017 3:05 PM
7	Ama de casa = ? loves in/ of house?	12/9/2017 2:35 PM
8	Hskpr	12/9/2017 2:14 PM
9	Graduate University / Worker	12/7/2017 7:44 PM
10	student	12/5/2017 10:23 PM

#	Q1: C	DATE
	There are no responses.	

#	Q1: D	DATE
1	Placer IHSS caregiver	12/9/2017 5:11 PM
2	disabled	12/9/2017 4:56 PM
3	disabled	12/2/2017 7:21 PM
4	n/a	12/2/2017 7:15 PM

#	Q1: E	DATE
	There are no responses.	

#	Q1: F	DATE
	There are no responses.	

#	Q1: G	DATE
	There are no responses.	

#	Q1: L	DATE
1	Disability	1/1/2018 10:07 PM
2	entrepreneur	12/4/2017 10:20 AM

#	Q1: M	DATE
1	Medical Leave. I'm in home care provider	12/31/2017 1:21 AM
2	It	12/30/2017 12:23 AM
3	Day Program Client	12/30/2017 12:09 AM
4	Disability	12/30/2017 12:05 AM

5	graduated	12/9/2017 6:30 PM
6	Placer IHSS caregiver	12/9/2017 5:11 PM
7	disabled	12/9/2017 5:06 PM

#	Q1: R	DATE
1	Facilities	12/28/2017 10:18 PM

#	Q1: S	DATE
1	Disabled	12/11/2017 12:22 AM
2	student	12/5/2017 10:23 PM
3	student	12/5/2017 1:08 AM

Q18 What transit improvements would you most like to see?

Answered: 211 Skipped: 130

WHAT TRANSIT IMPROVEMENTS WOULD YOU MOST LIKE TO SEE?		TOTAL	
Q1: A		100.00% 45	21.33% 45
Q1: B		100.00% 63	29.86% 63
Q1: C		100.00% 4	1.90% 4
Q1: D		100.00% 17	8.06% 17
Q1: E		100.00% 5	2.37% 5
Q1: F		0.00% 0	0.00% 0
Q1: G		100.00% 4	1.90% 4
Q1: L		100.00% 15	7.11% 15
Q1: M		100.00% 44	20.85% 44
Q1: R		100.00% 5	2.37% 5
Q1: S		100.00% 11	5.21% 11
Total Respondents	211		211

#	Q1: A	DATE
1	Arriving more on schedule as listed on schedule and more time on weekend. Sunday service possibly only 10:30-2:30 for Church goers.	1/2/2018 1:40 AM
2	Sunday Service. Also a or b add on Douglas blvd	12/31/2017 1:47 AM
3	Most stops have no lights, hard for driver to see if there was anyone there	12/31/2017 1:45 AM
4	Perhaps increased hours, but overall great service	12/31/2017 1:43 AM
5	Increased hours and Sunday service	12/31/2017 1:41 AM
6	Sunday Service	12/31/2017 1:38 AM
7	You have great service, thank you.	12/31/2017 1:32 AM
8	Till 9pm	12/31/2017 1:30 AM
9	Get Mobility trained	12/29/2017 9:41 AM
10	More bus routes	12/29/2017 9:39 AM
11	The M run every half hour. D run later, Saturday buses after 5	12/29/2017 9:37 AM
12	More bus routes	12/29/2017 9:34 AM
13	More Service on Saturday and Sundays	12/29/2017 9:32 AM
14	Posted Routes, Decreased fares, copy placer county transit-lower fares and up hours and up routes.easy to read schedule, check suspension.	12/29/2017 9:30 AM
15	More routes and more frequent service, especially on Sundays, if possible	12/28/2017 3:28 PM
16	Security at bus stops	12/28/2017 3:25 PM
17	Earlier/overnight service on weekdays, more routes to Foothills and Industrial area of Roseville	12/28/2017 3:22 PM
18	Transit to Antelope, D bus longer than 6:30	12/28/2017 3:12 PM
19	Sunday service would help me for my Sunday shifts	12/28/2017 3:10 PM
20	more stops. way to far in between most stops, especially on the "L". Had issues with "B" drivers not stopping (usually by whole foods, Sutter Hospital) also ride or despondent. The "L" drivers have been awesome.	12/28/2017 3:08 PM
21	I like more R bus.	12/28/2017 3:03 PM
22	Increased hours for later and Sunday Service	12/28/2017 2:56 PM
23	Extend evening and Sunday Service Routes	12/28/2017 2:46 PM
24	Later service on weekends	12/11/2017 12:02 AM
25	Saturday and Sunday services needed	12/10/2017 11:57 PM
26	More Saturday and Sunday routes A & B.	12/10/2017 11:44 PM
27	M bus more often to Walmart and Winco	12/10/2017 11:31 PM
28	more frequent service, earlier hours, additional locations (Bus M)	12/10/2017 11:27 PM
29	In sync with Sacramento Transit	12/10/2017 11:15 PM
30	More Stops around town	12/9/2017 2:21 PM
31	Earlier and extended Saturday Routes	12/5/2017 10:39 PM
32	bus stops not enough need more	12/5/2017 10:34 PM
33	buses have been late 1 time	12/5/2017 10:33 PM

34	D route back the way it was.	12/5/2017 10:31 PM
35	The D bus arrives to the civic center 3 mins after A&B leave. which means we always have to inconvenience other by asking them to wait.	12/5/2017 10:29 PM
36	Sunday Service	12/5/2017 10:21 PM
37	later saturday service and sunday service	12/1/2017 8:25 AM
38	none	12/1/2017 8:22 AM
39	buses running every half hour everyday including weekends	12/1/2017 8:20 AM
40	saturday (later in the day) sundays	12/1/2017 8:15 AM
41	for me is perfect	11/30/2017 9:00 PM
42	later routes, every 30 mins on saturday, sunday routes	11/30/2017 8:51 PM
43	you guys are doing a fine job	11/30/2017 8:47 PM
44	more often on M route later 10:30 instead 9:30 Sunday route for M and more of Mall, AB bus	11/30/2017 8:44 PM
45	I been riding for 10 years I love Roseville transit	11/30/2017 8:35 PM
#	**Q1: B**	**DATE**
1	Later service to light rail and late light rail. I work late	1/1/2018 9:39 PM
2	Increased hours later, more sat service, possibly Sunday service	1/1/2018 9:35 PM
3	Sunday services, frequent weekend services	1/1/2018 9:06 PM
4	Sunday Service	1/1/2018 9:03 PM
5	nothing really, I feel this is a great service all bus drivers are courteous	1/1/2018 8:41 PM
6	later and more often.	12/29/2017 11:59 AM
7	Increased hours/later days, additional services, more frequent service,better info, impoved stops	12/29/2017 11:57 AM
8	Over worked bus drivers- more routes and drivers and buses	12/29/2017 9:24 AM
9	More availability on weekends	12/29/2017 9:21 AM
10	More shelters- bring back the I bus- do not like the way around	12/29/2017 9:19 AM
11	Digital bus tickets, more understandable bus schedule	12/28/2017 1:12 PM
12	More routes, later services. Every day of the week and Sundays and Holidays	12/28/2017 1:09 PM
13	Not from here	12/28/2017 12:58 PM
14	More frequent service, better info	12/20/2017 2:53 PM
15	Longer hours on d route like the B and A route	12/20/2017 2:48 PM
16	more stops, later bus	12/20/2017 2:41 PM
17	Better services on the weekends. Roseville transit stops too early on Saturdays and should be on the half an hour, not hourly, always misses connection with regional transit	12/20/2017 2:31 PM
18	Later hours in case of emergencies	12/20/2017 2:22 PM
19	Earlier in the weekday mornings. Longer Saturday service. Sunday service. Better lighting on stops at night.	12/20/2017 9:39 AM
20	Additional service to Mahany on AM and PM service	12/9/2017 11:13 PM
21	More options to Galleria Mall stop. If the #5 doesn't stop to pick up at last stop out of town (16th and H), I am stuck going to Sunsplash w/car/walk from Galleria. And yes, I have been told to wait for the next bus.	12/9/2017 10:52 PM
22	Newer buses, better heat/AC, increased frequency during busier hours	12/9/2017 10:31 PM
23	monday - friday	12/9/2017 4:51 PM
24	I think a late schedule would be best, like the last bus @ 10 leaving the mall, since a lot of workers are off at 9:30 but by that time the last bus is already gone. Also, leaving at the designated time, not earlier than.	12/9/2017 3:28 PM
25	more frequent service, later operating hours	12/9/2017 3:25 PM
26	yes, increased hours for later services.	12/9/2017 3:21 PM
27	I will come to a meeting	12/9/2017 3:19 PM
28	SAturday service for C/F and later times during the week, more frequent as well * I'm glad Alan(driver for B) is suspended and not driving. It's been so much better without him.	12/9/2017 3:12 PM
29	I feel you guys should have the All Day Pass for 2.50 Like Placer County Transit.	12/9/2017 3:08 PM
30	445	12/9/2017 2:35 PM
31	All the drivers are really nice and helpful	12/9/2017 2:28 PM
32	Who is on the Bus? I'm on the bus	12/9/2017 2:26 PM
33	saturday & sunday service	12/9/2017 2:17 PM
34	bigger area on Routes - later service	12/9/2017 2:14 PM
35	increased hours in the evening on saturdays	12/9/2017 2:09 PM
36	more frequent routes	12/9/2017 2:07 PM
37	Improved stops	12/9/2017 2:03 PM
38	manners	12/9/2017 1:01 PM
39	More frequent service, Additional sat service, sunday service more routes/ extended service area to W. Roseville, Granite Bay	12/9/2017 1:00 PM
40	para mi que el autobus tengan servicio sabado y domingo . Para ir a mi trabajo los domingos camino a mi trabajo domingo. Translation= For me with the bus it needs service saturday adn sunday. For me I work sundays, I walk to my job on Sunday.	12/9/2017 12:40 PM
41	run a bit later & LIGHTS ON STOPS. I pretty much been left about 4x's in the last 6 months due to lack of lighting at bus stops.	12/9/2017 12:34 PM
42	They only things I would improve is that it is very hard to read schedule info and buses stop running very early	12/9/2017 12:10 PM

43	more bus route on area common bus don't often go.	12/9/2017 12:05 PM
44	more service in saturday	12/9/2017 12:02 PM
45	more buses, extended routes	12/9/2017 11:59 AM
46	Phone access isn't available for everyone- stop/ route info at actual stops instead of a confusing map w/out times listed would be a great change	12/9/2017 11:56 AM
47	Later pick up on SAT	12/9/2017 11:52 AM
48	Son efisientes y muy pontrojles gustavo. Luna flores	12/9/2017 11:50 AM
49	6:30 / 7 PM A & B, Run later on Saturday Music? Reduce smoking around bus stops	12/9/2017 11:47 AM
50	I would like it to keep going as is.	12/9/2017 11:44 AM
51	The bus drivers to be more kind.	12/9/2017 11:42 AM
52	services on Sundays, extend Saturday service to 6 or 7 pm	12/7/2017 7:54 PM
53	Full partnership with SAC RT	12/7/2017 7:49 PM
54	frequent service every 1/2 hr Sunday services for the disabled.	12/7/2017 7:46 PM
55	Chilis restaurant	12/7/2017 7:28 PM
56	Increased hrs. earlier and later more frequent	12/7/2017 7:20 PM
57	Roseville and sacramento use the same dam pass it cost me ten $ to go 5 miles and back that 50$ a week to take a bus.	12/7/2017 7:18 PM
58	mostly more service	12/7/2017 7:14 PM
59	me not having to ride the bus ever again	12/7/2017 7:12 PM
60	I would like to see a little more longer time in the PM service. I some time dont get off till 8 pm or 10pm and I have no way home	12/7/2017 7:09 PM
61	increase frequency have bus leave every 20 or 15 minutes	12/7/2017 7:06 PM
62	I Just would not like to take a 4 hr bus ride to work. Other than that nothing. Thanks	12/7/2017 7:02 PM
63	sunday service	11/30/2017 8:39 PM
#	**Q1: C**	**DATE**
1	Dislike Route home 16th Street is the worst traffic. New route PM route home earlier in the day like 2 pm. Fortune Service more coming home at Mahoney	12/19/2017 1:23 PM
2	Additional pick up hours	12/10/2017 12:56 PM
3	a bus that takes me all the way to Rocklin	12/1/2017 8:43 AM
4	excellent driver	12/1/2017 8:29 AM
#	**Q1: D**	**DATE**
1	Better transfer between Placer County and Roseville. Placer county buses take their own passes.	1/2/2018 1:34 AM
2	I am to suggest increased hours later in the every day and make more frequent service and allowed me to pick up Dial a ride from my home or from the Apt complex office instead of from old Junction bus stop at woodcreek oaks. My address is 1098 Woodcreek oaks blvd apt #4503 ROseville	1/2/2018 1:28 AM
3	change card w/amount. more shelters, w/ shorter route- no blue oaks stop. Restore old bus stop by Heritage Park Apts (I Bus) Put shelters at Pleasant Grove and Foothill.	1/2/2018 1:20 AM
4	it would be nice if the L and d could run till ten at night.	1/2/2018 1:18 AM
5	On time performance and Sunday if possible to extend the hours on weekend	1/1/2018 10:04 PM
6	buses, routes being more on time. Routes one way to each. Drivers at least some being more friendly.	1/1/2018 10:00 PM
7	24/7 buses	1/1/2018 9:51 PM
8	Later hours and Sunday service	12/20/2017 2:55 PM
9	more frequent service on M route like A & B, 2x an hour at peak between 6-10am & 3-7pm . Expand service down Blue Oaks Blvd toward west Roseville Border. It's difficult to catch Placer County buses if Roseville only runs an hr.	12/9/2017 5:11 PM
10	More stops, better logistics. Otherwise I wouldn't track you. I depend on you!! Vietnam Veteran	12/9/2017 4:56 PM
11	A stop on foothilss between please grove and safeway, bench #27	12/2/2017 7:38 PM
12	I take the bus at 6:30 AM and I was wondering if it could be in 5:30 because of school. * I like the old route D better than this.	12/2/2017 7:35 PM
13	benches at each stop	12/2/2017 7:31 PM
14	things are ok the way they are	12/2/2017 7:27 PM
15	better service	12/2/2017 7:23 PM
16	increased hours M-F evenings and weekends, frequent service, improved stops	12/2/2017 7:21 PM
17	buses to run on sundays	12/2/2017 7:15 PM
#	**Q1: E**	**DATE**
1	Increased hours earlier and later (weekdays); more frequent service; improved stops	12/28/2017 12:45 PM
2	More frequent services, lowest fees for students. every 2 hours is terrible	12/28/2017 12:41 PM
3	more places to purchase cards	12/5/2017 9:07 PM
4	more frequent service but I'm content as is	12/1/2017 8:41 AM
5	more frequent service	12/1/2017 8:31 AM
#	**Q1: F**	**DATE**
	There are no responses.	
#	**Q1: G**	**DATE**
1	later services on weekdays and Sunday	12/28/2017 12:38 PM
2	increased hours earlier and later in the day. A lot of routes stop running at 5 pm. It would be great if they ran later until 10 PM. service to more locations, near Fiddyment Farm.	12/1/2017 8:50 AM
3	more frequent service increased hours later in the day	12/1/2017 8:45 AM

4	I am very satisfied with the services;perhaps a discount for college students	12/1/2017 8:34 AM
#	**Q1: L**	**DATE**
1	Long hours for L and D. Sunday Service needed, more covered shelters	1/1/2018 10:12 PM
2	More Sat and Sun services	1/1/2018 10:09 PM
3	more stops, more routes, longer hours, more frequent	1/1/2018 10:07 PM
4	Nice Bus Drivers	12/28/2017 5:25 AM
5	Better info regard to timeliness of buses. Recently one bus didn't arrive, which required passengers on the next buses to make alternate arrangements due to overcrowding.	12/5/2017 9:47 AM
6	cleaner buses	12/4/2017 10:29 AM
7	saturday 7 am fixed routes and combine fixed routes for sunday 7 am start time	12/4/2017 10:27 AM
8	increased hours earlier by bus M on woodcreek and Junction	12/4/2017 10:25 AM
9	very impressed with drivers and very grateful	12/4/2017 10:22 AM
10	wish placer busses the same as local busses	12/4/2017 10:18 AM
11	wider service area	12/4/2017 10:15 AM
12	R - M, + weekends and nights	12/4/2017 10:13 AM
13	late hours, sunday service. service to the are by the ?auction?	12/4/2017 10:10 AM
14	transfers to be able to ride othe transits	12/4/2017 10:06 AM
15	free rides	12/4/2017 10:00 AM
#	**Q1: M**	**DATE**
1	More Service on Saturday and Sundays	1/1/2018 10:37 PM
2	More stops between Foothills and Woodcreek and more stops near Sonic, unable to visit	1/1/2018 10:34 PM
3	Sometimes I see bus drivers not act so kindly to certain people, especially homeless	1/1/2018 10:30 PM
4	Later service on Saturday and have a service on Sunday	1/1/2018 10:27 PM
5	Review Bus Fares, Sunday Services.	1/1/2018 10:24 PM
6	More buses running everyday	1/1/2018 10:22 PM
7	Sometimes male drivers aren't so nice, there's one who's mean sometimes. The female drivers are great. Need Sunday buses too.	1/1/2018 10:19 PM
8	Sunday service I can go church	12/31/2017 1:21 AM
9	Sunday service	12/31/2017 1:18 AM
10	Increased later service and Sunday service e	12/31/2017 1:16 AM
11	Schedule is tight. (Wrote telephone and name)	12/31/2017 1:14 AM
12	Sunday service need it	12/31/2017 1:12 AM
13	More route on bus r and bus running more than once an hour	12/30/2017 12:23 AM
14	Wifi, fall bus hours on weekend	12/30/2017 12:20 AM
15	Service on Sundays, church	12/30/2017 12:16 AM
16	Sometimes connect machine isn't working properly. Some stops need booths.	12/30/2017 12:13 AM
17	Keep it up, goodwork	12/30/2017 12:06 AM
18	Better Service Info	12/30/2017 12:00 AM
19	Better info, service to location	12/29/2017 12:45 PM
20	Sunday service, consistent arrivals, extended hours (later and earlier) especially Saturdays	12/29/2017 12:39 PM
21	the M Route	12/29/2017 12:36 PM
22	More frequent service	12/29/2017 12:34 PM
23	Later service, some stops and shelters on M to Galleria	12/29/2017 10:14 AM
24	lights at the bus stops for driver to see people	12/9/2017 6:30 PM
25	it's fine for me	12/9/2017 6:27 PM
26	Start the M bus to be at bus stop at 500 am both way	12/9/2017 6:25 PM
27	Bus stop in Fiddyment west park intersection	12/9/2017 6:22 PM
28	increase hours Saturday & Sunday	12/9/2017 6:20 PM
29	n/a I don't ride Roseville enough to answer this question. also, I dont know the area at all w/out regional transit itinerary.	12/9/2017 6:17 PM
30	young adult bus acceptance, people judge you for riding the bus at 18	12/9/2017 6:13 PM
31	wifi and charger ports	12/9/2017 6:11 PM
32	Weekends schedule more frequent buses M-F sat & sunday enter buses in and out of roseville	12/9/2017 6:09 PM
33	Phone chargers, earlier buses, frequent buses like every 10-15 minutes.	12/9/2017 6:06 PM
34	Better connecting time frames (ie, D-B is like pulling teeth to have happen sometimes)	12/9/2017 5:26 PM
35	SErvice on sunday, a stop on or near Westbrook Blvd 95747, Better online information, later saturday service	12/9/2017 5:24 PM
36	run every 1/2 hr. sun on sunday	12/9/2017 5:21 PM
37	cleaner	12/9/2017 5:19 PM
38	Mas servicio extendido, mas rutas como estaban anteriormente. Parada en Junction Blvd. talvez cada 30 minutos. = more extended service, more ruts with how they were previously, stop on Junction blvd , maybe each 30 mins	12/9/2017 5:17 PM
39	more frequent service on M route like A & B, 2x an hour at peak between 6-10am & 3-7pm . Expand service down Blue Oaks Blvd toward west Roseville Border. It's difficult to catch Placer County buses if Roseville only runs an hr.	12/9/2017 5:11 PM
40	more stops. need service on actual washington - not ??? --illegible	12/9/2017 5:06 PM
41	HAve bus run on sunday. same hours as saturday	12/9/2017 5:02 PM

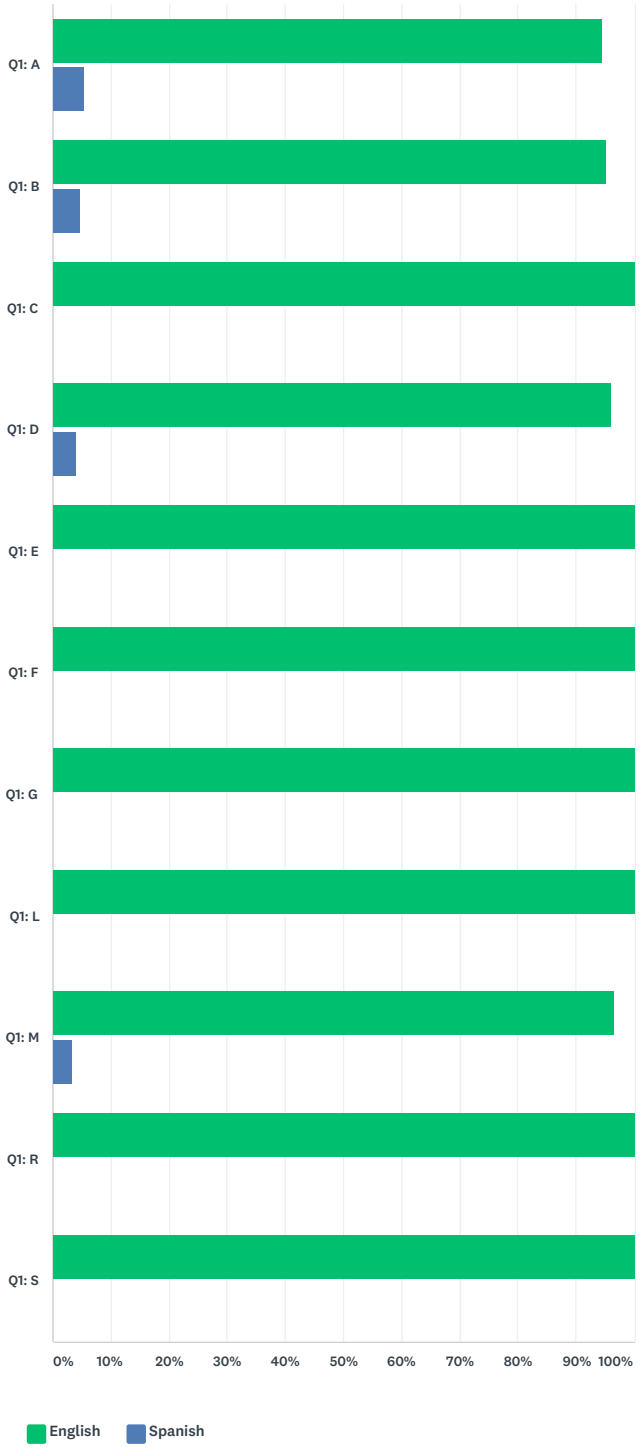
42	re-open teh stop on junction/ woodcreek in front of the Heritage Park Apartments. I have to walk a mile everyday just to get to the stop by the library.	12/9/2017 5:00 PM
43	Who is on the Bus? I'm on the bus	12/9/2017 2:26 PM
44	more buses available	12/9/2017 2:11 PM

#	Q1: R	DATE
1	R change peak hrs run later, pick up point should be able to use bus pass from Sacramento RT	12/28/2017 10:25 PM
2	Ive use the express after to long and could run it more often.	12/28/2017 10:18 PM
3	Be on time, it was late today	12/28/2017 10:13 PM
4	current status is fine	11/30/2017 8:32 PM
5	It would be great if you increase the timings, I mean there is only 2 timings in the morning	11/30/2017 8:29 PM

#	Q1: S	DATE
1	Sunday Service, move stops on the "S" bus between Santucci and Galleria	1/1/2018 11:24 PM
2	increased hours, seven days a week	1/1/2018 11:19 PM
3	Not to have to get a special card to prove I am a senior	1/1/2018 11:17 PM
4	Later service and more bus routes	12/11/2017 12:22 AM
5	Sunday service	12/11/2017 12:18 AM
6	More locations, later hours, and more frequency	12/11/2017 12:16 AM
7	pick up from Santuti in the PM	12/11/2017 12:13 AM
8	It's not bad for how small roseville is	12/5/2017 1:12 AM
9	better web page, bus service until 10 pm all days of the week	12/5/2017 1:10 AM
10	wifi equip buses and power outlets usb hookup, vending machines	12/5/2017 1:08 AM
11	Early saturday schedule	12/5/2017 1:05 AM

Q19 Survey Language

Answered: 338 Skipped: 3



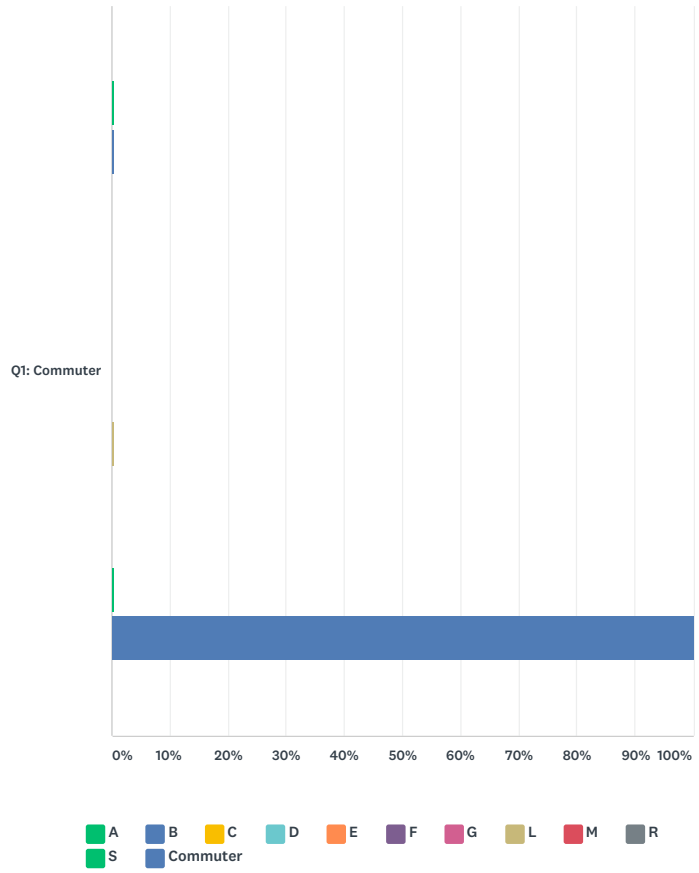
	ENGLISH	SPANISH	TOTAL
Q1: A	94.51% 86	5.49% 5	26.92% 91
Q1: B	95.15% 98	4.85% 5	30.47% 103
Q1: C	100.00% 4	0.00% 0	1.18% 4
Q1: D	96.00% 24	4.00% 1	7.40% 25
Q1: E	100.00% 6	0.00% 0	1.78% 6

Q1: F		100.00% 1	0.00% 0	0.30% 1
Q1: G		100.00% 6	0.00% 0	1.78% 6
Q1: L		100.00% 20	0.00% 0	5.92% 20
Q1: M		96.67% 58	3.33% 2	17.75% 60
Q1: R		100.00% 14	0.00% 0	4.14% 14
Q1: S		100.00% 18	0.00% 0	5.33% 18
Total Respondents	325	13		338

Appendix B

Q1 What route are you on?

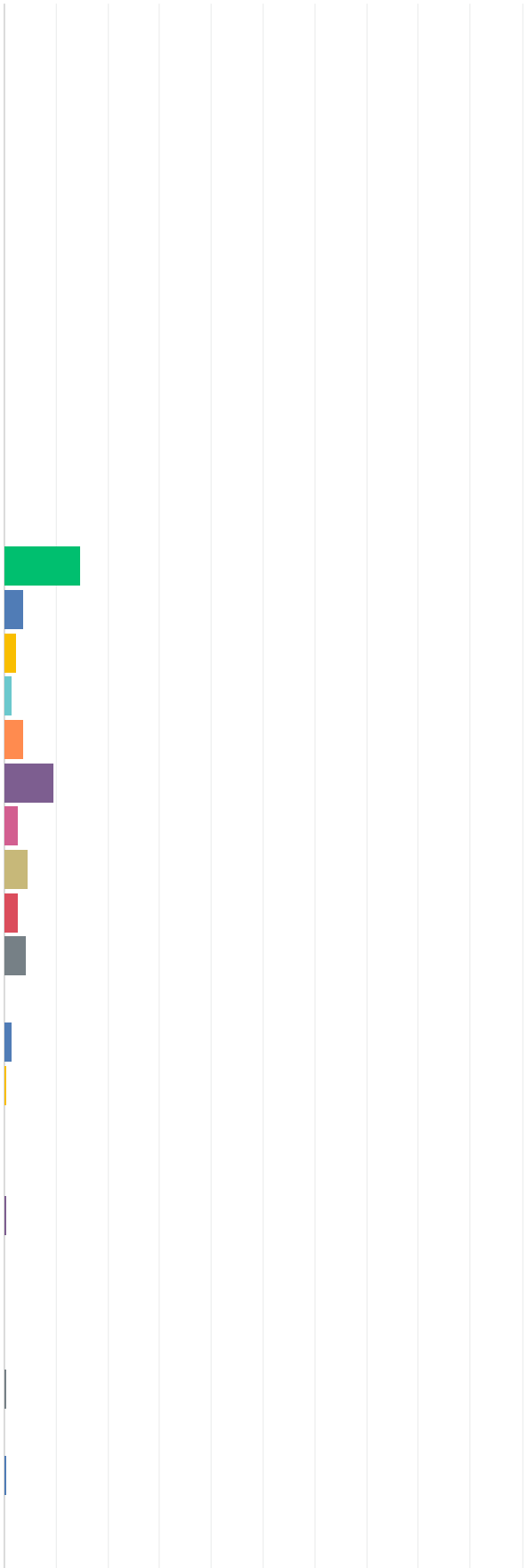
Answered: 275 Skipped: 0

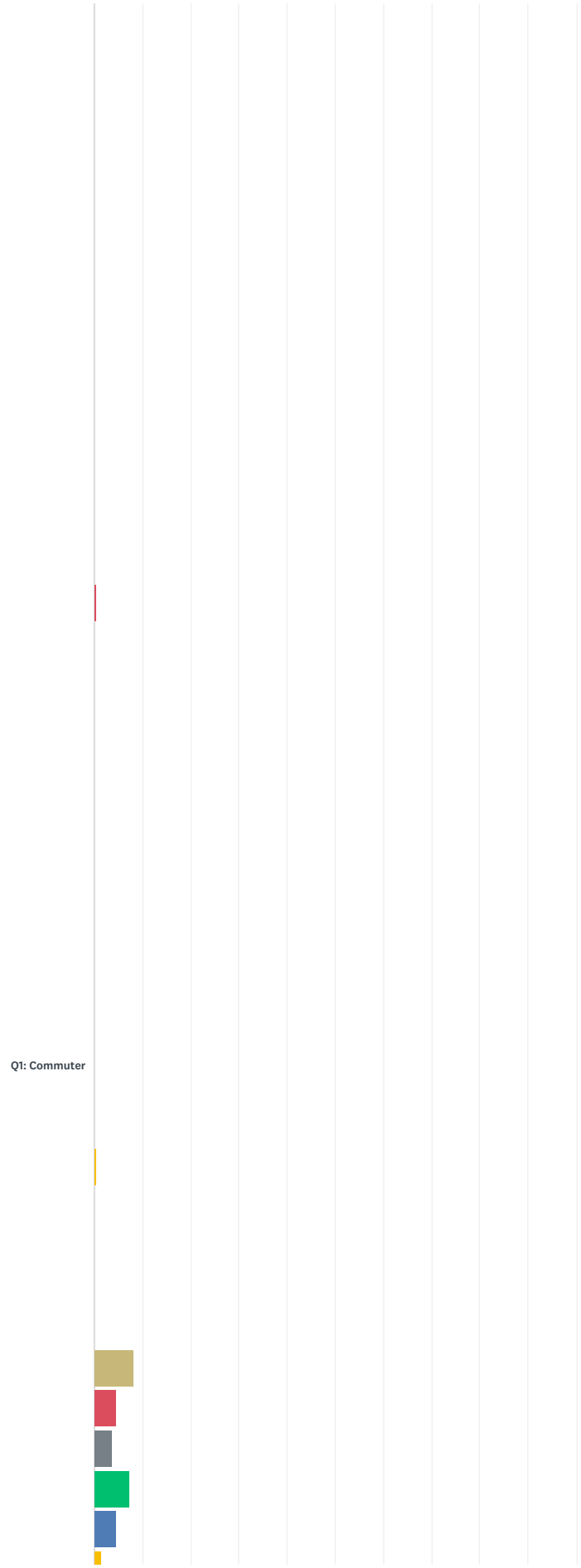


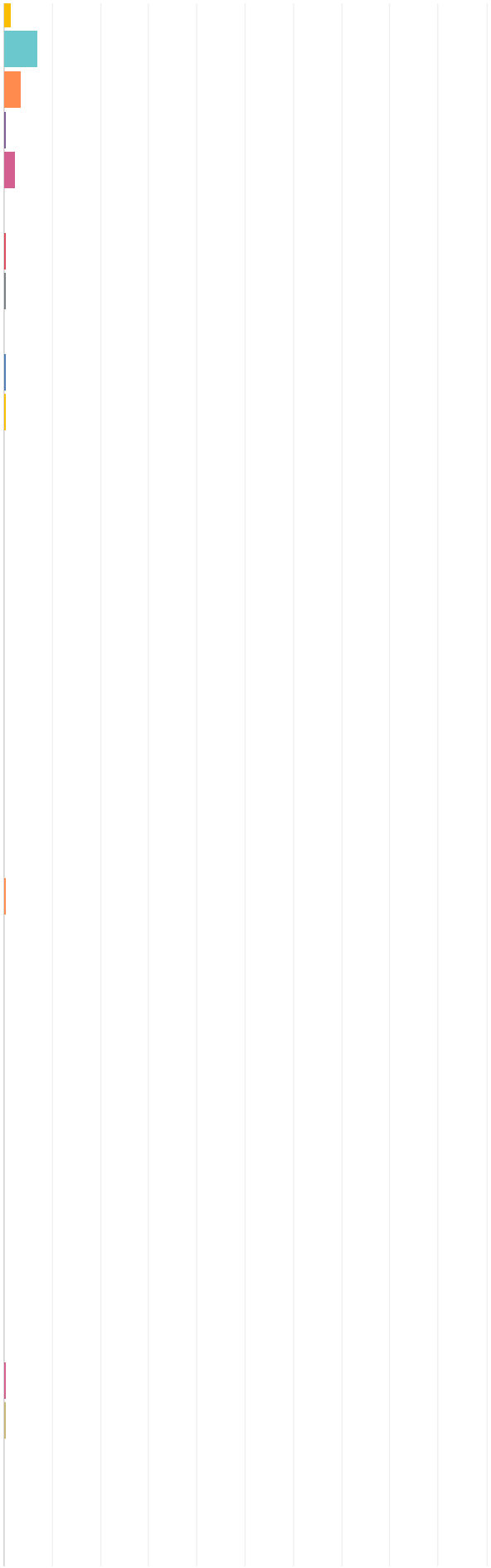
	A	B	C	D	E	F	G	L	M	R	S	COMMUTER	TOTAL
Q1: Commuter	0.36% 1	0.36% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.36% 1	0.00% 0	0.00% 0	0.36% 1	100.00% 275	101.45% 279
Total Respondents	1	1	0	0	0	0	0	1	0	0	1	275	275

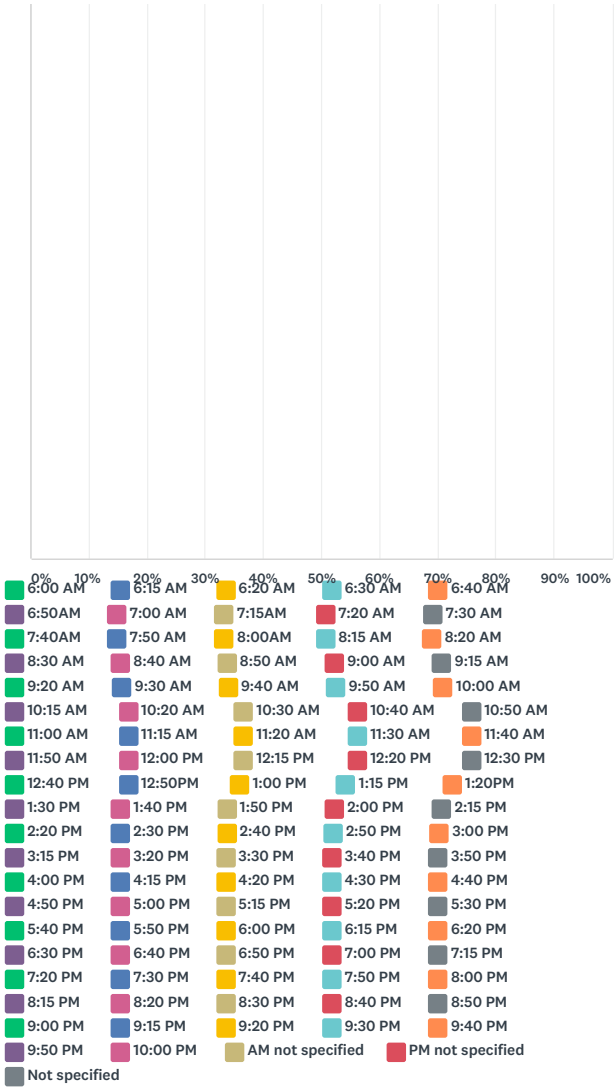
Q2 What time did you board this bus?

Answered: 259 Skipped: 16




Q1: Commuter





	6:00 AM	6:15 AM	6:20 AM	6:30 AM	6:40 AM	6:50AM	7:00 AM	7:15AM	7:20 AM	7:30 AM	7:40AM	7:50 AM	8:00AM	8:15 AM	8:20 AM	8:30 AM
Q1: Commuter	14.67% 38	3.86% 10	2.32% 6	1.54% 4	3.86% 10	9.65% 25	2.70% 7	4.63% 12	2.70% 7	4.25% 11	0.00% 0	1.54% 4	0.39% 1	0.00% 0	0.00% 0	0.39% 1
Total Respondents	38	10	6	4	10	25	7	12	7	11	0	4	1	0	0	1

Q3 Where did you board the bus?

Answered: 268 Skipped: 7

	USE "&" SIGN FOR INTERSECTIONS	TOTAL
Q1: Commuter	100.00% 268	100.00% 268
Total Respondents	268	268

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: COMMUTER	DATE
1	Roseville park and Ride off of Douglas	1/2/2018 1:47 AM
2	Taylor/I-80	1/2/2018 1:44 AM
3	Taylor/I-80	1/2/2018 1:14 AM
4	H after 14th	1/2/2018 1:12 AM
5	5th and P	1/2/2018 1:11 AM
6	H after 14th	1/2/2018 1:06 AM
7	Taylor/I-80	1/2/2018 1:04 AM
8	8th and Capitol	1/2/2018 12:59 AM
9	Galleria	12/29/2017 10:12 AM
10	Maidu Community Center	12/29/2017 10:01 AM
11	Taylor/I-80	12/29/2017 10:00 AM
12	Taylor/I-80	12/29/2017 9:58 AM
13	Taylor/I-80	12/29/2017 9:55 AM
14	Taylor/I-80	12/29/2017 9:53 AM
15	Maidu Community Center	12/29/2017 9:50 AM
16	Taylor/I-80	12/29/2017 9:49 AM
17	P	12/28/2017 1:51 PM
18	N and 7th	12/28/2017 1:48 PM
19	P before 11th	12/28/2017 1:46 PM
20	15th Before N	12/28/2017 1:41 PM
21	5th and P	12/28/2017 1:31 PM
22	15th at K	12/28/2017 1:29 PM
23	P and 7th	12/28/2017 1:26 PM
24	5th and P	12/28/2017 1:23 PM
25	8th and Capitol	12/28/2017 1:21 PM
26	8th and K	12/28/2017 5:21 AM
27	8th and Capitol	12/28/2017 5:20 AM
28	5th and P	12/28/2017 5:17 AM
29	15th at K	12/28/2017 5:15 AM
30	P before 11th	12/27/2017 7:12 PM
31	Taylor/I-80	12/27/2017 7:01 PM
32	H and11th	12/27/2017 2:56 PM
33	5th and P	12/27/2017 2:50 PM
34	15th Before N	12/27/2017 2:47 PM
35	P before 11th	12/27/2017 2:44 PM
36	P and 9th	12/27/2017 2:42 PM
37	P and 9th	12/27/2017 2:40 PM
38	P and 9th	12/27/2017 2:38 PM
39	P and 9th	12/27/2017 2:30 PM
40	P and 9th	12/27/2017 2:28 PM
41	Taylor/I-80	12/27/2017 12:43 PM
42	5th and P	12/27/2017 12:40 PM
43	8th and Capitol	12/27/2017 12:37 PM
44	N and 7th	12/27/2017 12:34 PM
45	P & 11th	12/19/2017 4:19 PM
46	P & 5th	12/19/2017 3:55 PM
47	P & 5th	12/19/2017 3:48 PM
48	15th & N	12/19/2017 3:44 PM
49	7th & N	12/19/2017 3:40 PM
50	N St	12/19/2017 3:33 PM
51	15th & N	12/19/2017 3:28 PM

52	Taylor & I 80	12/19/2017 3:25 PM
53	13th & P	12/19/2017 3:20 PM
54	13th & P	12/19/2017 3:16 PM
55	7th & P	12/19/2017 3:11 PM
56	sunsplash	12/19/2017 3:06 PM
57	15th & N	12/19/2017 3:01 PM
58	P & 8th	12/19/2017 2:56 PM
59	7th & N	12/19/2017 1:36 PM
60	7th & N	12/19/2017 1:28 PM
61	5th and P	12/19/2017 1:13 PM
62	7th & Capitol	12/19/2017 1:10 PM
63	5th & D Sacramento	12/19/2017 12:58 PM
64	Saugsdad	12/10/2017 4:29 PM
65	Saugsdad	12/10/2017 4:26 PM
66	Saugsdad	12/10/2017 4:24 PM
67	Saugsdad	12/10/2017 4:21 PM
68	Sunsplash	12/10/2017 4:17 PM
69	Mahany Park	12/10/2017 4:09 PM
70	Mahany Park	12/10/2017 4:07 PM
71	Mahany Park	12/10/2017 4:05 PM
72	Sunsplash	12/10/2017 3:59 PM
73	Mahany Park	12/10/2017 3:54 PM
74	Sunsplash	12/10/2017 3:52 PM
75	Taylor & 80	12/10/2017 3:49 PM
76	Mahany Park	12/10/2017 3:46 PM
77	Sunsplash	12/10/2017 3:43 PM
78	Sunsplash	12/10/2017 3:40 PM
79	Taylor & 80	12/10/2017 3:36 PM
80	downtown	12/10/2017 3:33 PM
81	Saugsdad	12/10/2017 3:30 PM
82	Sunsplash	12/10/2017 3:08 PM
83	Maidu	12/10/2017 3:04 PM
84	Taylor & 80	12/10/2017 2:53 PM
85	Sunsplash	12/10/2017 2:51 PM
86	Saugsdad	12/10/2017 2:49 PM
87	Saugsdad	12/10/2017 2:45 PM
88	Saugsdad	12/10/2017 2:41 PM
89	Saugsdad	12/10/2017 2:39 PM
90	Sunsplash	12/10/2017 2:31 PM
91	Taylor & 80	12/10/2017 2:26 PM
92	Taylor & 80	12/10/2017 2:19 PM
93	Sunsplash	12/10/2017 2:15 PM
94	Taylor & 80	12/10/2017 2:12 PM
95	Taylor & 80	12/10/2017 2:09 PM
96	Taylor & 80	12/10/2017 2:07 PM
97	Saugsdad	12/10/2017 2:05 PM
98	Saugsdad	12/10/2017 2:02 PM
99	Saugsdad	12/10/2017 1:58 PM
100	Saugsdad	12/10/2017 1:52 PM
101	Saugsdad	12/10/2017 1:32 PM
102	Saugsdad	12/10/2017 1:24 PM
103	Saugsdad	12/10/2017 1:21 PM
104	Saugsdad	12/10/2017 1:18 PM
105	Saugsdad	12/10/2017 1:16 PM
106	Saugsdad	12/10/2017 1:13 PM
107	Mahany Park	12/10/2017 12:48 PM
108	Mahany Park	12/10/2017 12:41 PM
109	Mahany Park	12/10/2017 12:39 PM
110	Mahany Park	12/10/2017 12:36 PM
111	Mahany Park	12/10/2017 12:33 PM
112	Mahany Park	12/10/2017 12:31 PM

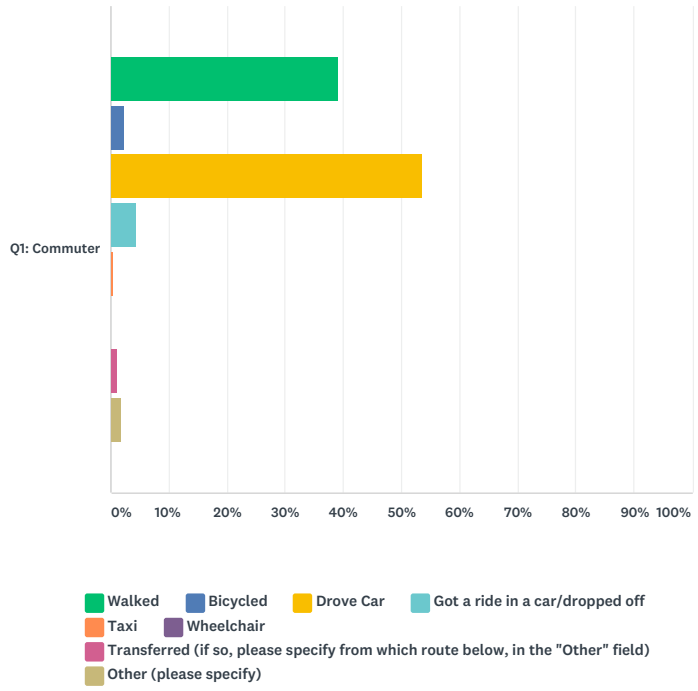
113	Mahany Park	12/10/2017 12:27 PM
114	Mahany Park	12/10/2017 12:20 PM
115	Mahany Park	12/10/2017 12:17 PM
116	Mahany Park	12/10/2017 12:14 PM
117	Mahany Park	12/10/2017 12:10 PM
118	Amtrak Station	12/10/2017 12:04 PM
119	Amtrak Station	12/10/2017 12:01 PM
120	Amtrak	12/10/2017 11:58 AM
121	Saugsdad	12/10/2017 11:56 AM
122	Amtrak Station	12/10/2017 11:53 AM
123	Saugsdad	12/10/2017 11:48 AM
124	Stagslad Park	12/10/2017 11:45 AM
125	Saugsdad	12/10/2017 10:49 AM
126	Saugsdad	12/10/2017 10:45 AM
127	16th & K	12/10/2017 10:38 AM
128	Taylor & 80	12/10/2017 12:34 AM
129	Saugsdad	12/10/2017 12:31 AM
130	Sunsplash	12/10/2017 12:28 AM
131	Taylor & 80	12/10/2017 12:24 AM
132	Taylor & 80	12/10/2017 12:19 AM
133	Sunsplash	12/10/2017 12:13 AM
134	Saugsdad	12/10/2017 12:09 AM
135	sagstad	12/10/2017 12:04 AM
136	Taylor & 80	12/9/2017 11:57 PM
137	Sunsplash	12/9/2017 11:55 PM
138	Taylor & 80	12/9/2017 11:49 PM
139	Sunsplash	12/9/2017 11:45 PM
140	Taylor & 80	12/9/2017 11:42 PM
141	Galleria	12/9/2017 11:37 PM
142	Taylor & 80	12/9/2017 11:35 PM
143	Galleria	12/9/2017 11:32 PM
144	Sunsplash	12/9/2017 11:09 PM
145	Sunsplash	12/9/2017 11:05 PM
146	Taylor & 80	12/9/2017 11:02 PM
147	Sunsplash	12/9/2017 10:46 PM
148	Sunsplash	12/9/2017 10:42 PM
149	Taylor & 80	12/9/2017 10:36 PM
150	Sunsplash	12/9/2017 10:26 PM
151	Galleria	12/9/2017 10:20 PM
152	Mahany Park	12/9/2017 10:10 PM
153	Mahany Park	12/9/2017 10:01 PM
154	Coloma way & sunrise Ave	12/5/2017 10:23 PM
155	15th & H	12/5/2017 9:47 PM
156	14 & H	12/5/2017 9:44 PM
157	P & 13th	12/5/2017 9:42 PM
158	9th & P	12/5/2017 9:41 PM
159	H & 11th	12/5/2017 9:37 PM
160	P & 9th	12/5/2017 9:34 PM
161	15th & N	12/5/2017 9:32 PM
162	15th & N	12/5/2017 9:31 PM
163	H & 11th	12/5/2017 9:29 PM
164	Taylor I 80	12/5/2017 9:28 PM
165	8th & J st	12/5/2017 9:26 PM
166	9th & p	12/5/2017 9:20 PM
167	15th & N	12/5/2017 9:18 PM
168	Taylor I 80	12/5/2017 9:15 PM
169	7th & P	12/5/2017 9:13 PM
170	15th & capitol	12/5/2017 9:10 PM
171	15th & H	12/5/2017 9:05 PM
172	15th & N	12/5/2017 9:02 PM
173	N &14th	12/5/2017 8:59 PM

174	9th & O	12/5/2017 12:43 PM
175	8th & Capitol	12/5/2017 12:41 PM
176	11th & I downtown sac	12/5/2017 12:38 PM
177	H & 11th	12/5/2017 12:35 PM
178	7th & N	12/5/2017 12:32 PM
179	P & 11th	12/5/2017 12:29 PM
180	8th & N	12/5/2017 12:25 PM
181	H street between 14th & 15th	12/5/2017 12:22 PM
182	5th & P	12/5/2017 12:19 PM
183	15th & K st	12/5/2017 12:17 PM
184	15th & downtown	12/5/2017 12:15 PM
185	16 & I	12/5/2017 12:13 PM
186	11th & P	12/5/2017 12:11 PM
187	8th & Capitol	12/5/2017 12:10 PM
188	H & 11th	12/5/2017 12:07 PM
189	11 & H sac	12/5/2017 12:02 PM
190	N & 7th st	12/5/2017 11:58 AM
191	7th & N	12/5/2017 11:55 AM
192	9th & N	12/5/2017 11:53 AM
193	Pst & 9th sac	12/5/2017 11:49 AM
194	H & 11th	12/5/2017 11:47 AM
195	15th before N	12/5/2017 11:43 AM
196	8th & I	12/5/2017 11:40 AM
197	Taylor I 80	12/5/2017 11:38 AM
198	Hand 10th	12/5/2017 11:37 AM
199	Taylor I 80	12/5/2017 11:10 AM
200	Taylor Sunsplash	12/5/2017 11:07 AM
201	Taylor I 80	12/5/2017 11:05 AM
202	sunsplash	12/5/2017 11:02 AM
203	Taylor	12/5/2017 11:00 AM
204	Taylor I 80	12/5/2017 10:58 AM
205	sunsplash	12/5/2017 10:55 AM
206	sunsplash	12/5/2017 10:54 AM
207	Taylor I 80	12/5/2017 10:51 AM
208	Taylor I 80	12/5/2017 10:49 AM
209	Taylor	12/5/2017 10:46 AM
210	Roseville sunsplash	12/5/2017 10:44 AM
211	Taylor I 80	12/5/2017 10:43 AM
212	taylor	12/5/2017 10:20 AM
213	Taylor I 80park and ride	12/5/2017 10:19 AM
214	Taylor	12/5/2017 10:16 AM
215	sunsplash I 80 & Taylor	12/5/2017 10:14 AM
216	sunsplash	12/5/2017 10:12 AM
217	I 80 bus stop	12/5/2017 10:09 AM
218	Taylor I 80	12/5/2017 10:08 AM
219	sunsplash I 80 & Taylor	12/5/2017 10:01 AM
220	Taylor I 80	12/5/2017 9:57 AM
221	Taylor	12/5/2017 9:55 AM
222	sunsplash park and ride	12/5/2017 9:53 AM
223	sunsplash	12/5/2017 9:51 AM
224	Taylor I 80	12/5/2017 9:49 AM
225	Taylor I 80	12/5/2017 9:47 AM
226	9th & p	12/4/2017 9:56 AM
227	P & 12	12/4/2017 9:54 AM
228	P & 7th	12/4/2017 9:51 AM
229	9th & p	12/4/2017 9:49 AM
230	14 & N	12/4/2017 9:47 AM
231	5th & P	12/4/2017 9:46 AM
232	7 &P street	12/3/2017 10:57 PM
233	7 & N	12/3/2017 10:55 PM
234	5th & P	12/3/2017 10:53 PM

235	Taylor I 80	12/3/2017 10:49 PM
236	8 & capitol	12/3/2017 10:47 PM
237	7th & N	12/3/2017 10:43 PM
238	8th & Capitol	12/3/2017 10:41 PM
239	Taylor	12/3/2017 10:35 PM
240	K &8th st	12/3/2017 10:33 PM
241	8 & I	12/3/2017 10:29 PM
242	Taylor I 80	12/3/2017 10:27 PM
243	N st & 7th downtown sac	12/3/2017 10:24 PM
244	water park	12/3/2017 10:21 PM
245	H & 11th	12/3/2017 10:16 PM
246	H & 14th st	12/3/2017 10:12 PM
247	8th & K	12/3/2017 10:10 PM
248	8th & I	12/3/2017 10:06 PM
249	8th & I	12/3/2017 10:02 PM
250	Sierra Gardens	12/3/2017 10:00 PM
251	Taylor Sunsplash	12/3/2017 9:58 PM
252	8th & Capitol	12/2/2017 8:32 PM
253	5th & P st	12/2/2017 8:30 PM
254	N & 7th	12/2/2017 8:28 PM
255	sacramento H & 14th	12/2/2017 8:26 PM
256	8th & K street	12/2/2017 8:22 PM
257	8th & Capitol	12/2/2017 8:15 PM
258	mahoney park and ride	12/2/2017 8:13 PM
259	I -12	12/2/2017 8:10 PM
260	downtown	12/2/2017 8:09 PM
261	7th & N SAc	12/2/2017 8:06 PM
262	5th & P	12/2/2017 8:04 PM
263	7th & Nst downtown	12/2/2017 8:02 PM
264	SXP	12/2/2017 7:59 PM
265	15th & capitol	12/2/2017 7:57 PM
266	Miadu Park	12/2/2017 7:56 PM
267	maidu park	12/2/2017 7:53 PM
268	9th & p	12/2/2017 7:51 PM

Q4 How did you get to the bus stop for this bus?

Answered: 271 Skipped: 4



	WALKED	BICYCLED	DROVE CAR	GOT A RIDE IN A CAR/DROPPED OFF	TAXI	WHEELCHAIR	TRANSFERRED (IF SO, PLEASE SPECIFY FROM WHICH ROUTE BELOW, IN THE "OTHER" FIELD)	OTHER (PLEASE SPECIFY)	TOTAL
Q1: Commuter	39.11% 106	2.21% 6	53.51% 145	4.43% 12	0.37% 1	0.00% 0	1.11% 3	1.85% 5	102.58% 278
Total Respondents	106	6	145	12	1	0	3	5	271

#	Q1: COMMUTER	DATE
1	13	12/29/2017 10:12 AM
2	Uber/Lyft	12/27/2017 7:12 PM
3	30th & J	12/10/2017 10:38 AM
4	normally bike	12/9/2017 11:02 PM
5	amtrak, walked	12/2/2017 8:09 PM

Q5 Where will you exit the bus?

Answered: 255 Skipped: 20

	USE "&" SIGN FOR INTERSECTIONS	TOTAL
Q1: Commuter	100.00% 255	100.00% 255
Total Respondents	255	255

#	[USE "&" SIGN FOR INTERSECTIONS] Q1: COMMUTER	DATE
1	Downtown Sacramento	1/2/2018 1:47 AM
2	12th and I	1/2/2018 1:44 AM
3	Taylor/I-80	1/2/2018 1:14 AM
4	Mahany Park	1/2/2018 1:11 AM
5	Mahany Park	1/2/2018 1:06 AM
6	Taylor/I-80	1/2/2018 1:04 AM
7	Taylor/I-80	1/2/2018 12:59 AM
8	Fairway	12/29/2017 10:12 AM
9	9th and Capitol	12/29/2017 10:01 AM
10	9th and Capitol	12/29/2017 10:00 AM
11	5th and P	12/29/2017 9:58 AM
12	9th and N	12/29/2017 9:55 AM
13	9th past I	12/29/2017 9:53 AM
14	N before 14th	12/29/2017 9:49 AM
15	Taylor/I-80	12/28/2017 1:51 PM
16	Taylor/I-80	12/28/2017 1:48 PM
17	Taylor/I-80	12/28/2017 1:46 PM
18	Taylor/I-80	12/28/2017 1:43 PM
19	Galleria	12/28/2017 1:41 PM
20	Taylor/I-80	12/28/2017 1:31 PM
21	Taylor/I-80	12/28/2017 1:29 PM
22	Galleria	12/28/2017 1:26 PM
23	Taylor/I-80	12/28/2017 1:23 PM
24	Taylor/I-80	12/28/2017 1:21 PM
25	Saugstad Park	12/28/2017 5:21 AM
26	Taylor/I-80	12/28/2017 5:20 AM
27	Mahany Park	12/28/2017 5:17 AM
28	Saugstad Park	12/28/2017 5:15 AM
29	Saugstad Park	12/27/2017 7:12 PM
30	Saugstad Park	12/27/2017 7:10 PM
31	Saugstad Park	12/27/2017 7:01 PM
32	Taylor/I-80	12/27/2017 2:56 PM
33	Saugstad Park	12/27/2017 2:50 PM
34	Taylor/I-80	12/27/2017 2:47 PM
35	Taylor/I-80	12/27/2017 2:44 PM
36	Taylor/I-80	12/27/2017 2:42 PM
37	Mahany Park	12/27/2017 2:40 PM
38	Taylor/I-80	12/27/2017 2:38 PM
39	Saugstad Park	12/27/2017 2:30 PM
40	Taylor/I-80	12/27/2017 2:28 PM
41	Taylor/I-80	12/27/2017 12:43 PM
42	Saugstad Park	12/27/2017 12:40 PM
43	Parking by Sunsplash	12/27/2017 12:34 PM
44	P & 5th	12/19/2017 4:19 PM
45	Taylor and Sunsplash	12/19/2017 3:55 PM
46	Sunsplash	12/19/2017 3:48 PM
47	Sunsplash	12/19/2017 3:44 PM
48	Taylor and I 80	12/19/2017 3:40 PM
49	14th & N	12/19/2017 3:30 PM
50	Sunsplash	12/19/2017 3:28 PM
51	Taylor and I 80	12/19/2017 3:25 PM

52	Sunsplash	12/19/2017 3:20 PM
53	Taylor & 80	12/19/2017 3:16 PM
54	Sunsplash	12/19/2017 3:11 PM
55	5th & P	12/19/2017 3:06 PM
56	Sunsplash	12/19/2017 3:01 PM
57	Sunsplash	12/19/2017 2:56 PM
58	Sunsplash	12/19/2017 1:36 PM
59	Sunsplash	12/19/2017 1:28 PM
60	Taylor and I 80	12/19/2017 1:13 PM
61	Taylor & 80	12/19/2017 1:10 PM
62	Roseville Splash	12/19/2017 12:58 PM
63	16th & K	12/10/2017 4:33 PM
64	11th & I	12/10/2017 4:29 PM
65	7th & N	12/10/2017 4:26 PM
66	K & 9th	12/10/2017 4:24 PM
67	I & 9th	12/10/2017 4:21 PM
68	9th & N	12/10/2017 4:17 PM
69	12th & I	12/10/2017 4:09 PM
70	15th & N	12/10/2017 4:05 PM
71	8th & O	12/10/2017 3:59 PM
72	12 & G	12/10/2017 3:54 PM
73	P & 7th	12/10/2017 3:52 PM
74	12th & I	12/10/2017 3:49 PM
75	11th & I	12/10/2017 3:46 PM
76	12th & I	12/10/2017 3:43 PM
77	K & 9th	12/10/2017 3:40 PM
78	9th & Capitol	12/10/2017 3:36 PM
79	Civic	12/10/2017 3:33 PM
80	12th & I	12/10/2017 3:30 PM
81	12 & G	12/10/2017 3:08 PM
82	16th & K	12/10/2017 3:04 PM
83	P & 5th	12/10/2017 2:53 PM
84	16th & Capitol	12/10/2017 2:51 PM
85	9th & Capitol	12/10/2017 2:49 PM
86	9th & Capitol	12/10/2017 2:41 PM
87	P & 5th	12/10/2017 2:31 PM
88	8th & O	12/10/2017 2:26 PM
89	5th & N	12/10/2017 2:19 PM
90	12th & I	12/10/2017 2:15 PM
91	7th & N	12/10/2017 2:12 PM
92	P & 5th	12/10/2017 2:09 PM
93	12th & I	12/10/2017 2:07 PM
94	9th & N	12/10/2017 2:05 PM
95	10th & N	12/10/2017 2:02 PM
96	P & 5th	12/10/2017 1:58 PM
97	11th & I	12/10/2017 1:52 PM
98	9th & N	12/10/2017 1:32 PM
99	9th & O	12/10/2017 1:21 PM
100	P & 5th	12/10/2017 1:18 PM
101	P & 5th	12/10/2017 1:16 PM
102	12 & G	12/10/2017 1:13 PM
103	9th & Capitol	12/10/2017 12:41 PM
104	9th & Capitol	12/10/2017 12:39 PM
105	14th & N	12/10/2017 12:36 PM
106	9th & Capitol	12/10/2017 12:33 PM
107	P & 5th	12/10/2017 12:31 PM
108	9th & D	12/10/2017 12:27 PM
109	12th & I	12/10/2017 12:20 PM
110	7th & N	12/10/2017 12:17 PM
111	I & 9th	12/10/2017 12:10 PM
112	K & 9th	12/10/2017 12:04 PM

113	9th & Capitol	12/10/2017 12:01 PM
114	16th & Capitol	12/10/2017 11:58 AM
115	12th & I	12/10/2017 11:53 AM
116	9th & Capitol	12/10/2017 11:48 AM
117	D & 7th	12/10/2017 11:45 AM
118	P & 5th	12/10/2017 10:49 AM
119	P & 5th	12/10/2017 10:45 AM
120	14th & N	12/10/2017 12:34 AM
121	15th & N	12/10/2017 12:31 AM
122	16th & Capitol	12/10/2017 12:28 AM
123	9th & P	12/10/2017 12:24 AM
124	P & 5th	12/10/2017 12:13 AM
125	15th & N	12/10/2017 12:09 AM
126	I & 9th	12/9/2017 11:57 PM
127	12th & I	12/9/2017 11:55 PM
128	9th & Capitol	12/9/2017 11:49 PM
129	16th & Capitol	12/9/2017 11:45 PM
130	K & 9th	12/9/2017 11:42 PM
131	I & 9th	12/9/2017 11:37 PM
132	8th & Capitol	12/9/2017 11:35 PM
133	9th & Capitol	12/9/2017 11:32 PM
134	9th & N	12/9/2017 11:09 PM
135	9th & Capitol	12/9/2017 11:05 PM
136	9th & Capitol	12/9/2017 11:02 PM
137	16th & M	12/9/2017 10:46 PM
138	14th & N	12/9/2017 10:42 PM
139	9th & Capitol	12/9/2017 10:36 PM
140	16th & K	12/9/2017 10:26 PM
141	9th & Capitol	12/9/2017 10:20 PM
142	9th & Capitol	12/9/2017 10:15 PM
143	16th & Capitol	12/9/2017 10:10 PM
144	10th & Capitol	12/9/2017 10:01 PM
145	Taylor & 80	12/5/2017 9:47 PM
146	Taylor Rd	12/5/2017 9:44 PM
147	Taylor & 80	12/5/2017 9:42 PM
148	I 80	12/5/2017 9:41 PM
149	Taylor & 80	12/5/2017 9:37 PM
150	Taylor & 80	12/5/2017 9:34 PM
151	Taylor	12/5/2017 9:32 PM
152	Taylor & 80	12/5/2017 9:31 PM
153	Taylor & 80	12/5/2017 9:29 PM
154	Taylor & 80	12/5/2017 9:28 PM
155	sunsplash	12/5/2017 9:26 PM
156	Taylor & 80	12/5/2017 9:20 PM
157	sunsplash	12/5/2017 9:18 PM
158	I & 11th	12/5/2017 9:15 PM
159	Taylor & 80	12/5/2017 9:13 PM
160	golfland sunsplash	12/5/2017 9:10 PM
161	Taylor & 80	12/5/2017 9:05 PM
162	Taylor & 80	12/5/2017 9:02 PM
163	sunsplash taylor & 80	12/5/2017 8:59 PM
164	Taylor & 80	12/5/2017 12:43 PM
165	Taylor & 80	12/5/2017 12:41 PM
166	Mahaney Park	12/5/2017 12:38 PM
167	Taylor & 80	12/5/2017 12:35 PM
168	sunsplash taylor & 80	12/5/2017 12:32 PM
169	Taylor & 80	12/5/2017 12:29 PM
170	sunsplash	12/5/2017 12:25 PM
171	sunsplash	12/5/2017 12:22 PM
172	Taylor	12/5/2017 12:19 PM
173	sunsplash	12/5/2017 12:13 PM

174	Taylor & 80	12/5/2017 12:11 PM
175	Taylor & 80	12/5/2017 12:10 PM
176	Taylor & 80	12/5/2017 12:07 PM
177	TAylor	12/5/2017 12:02 PM
178	sunsplash roseville	12/5/2017 11:58 AM
179	sunsplash	12/5/2017 11:55 AM
180	Taylor & 80	12/5/2017 11:53 AM
181	Sunsplash park and ride	12/5/2017 11:49 AM
182	Taylor & 80	12/5/2017 11:47 AM
183	Taylor & 80	12/5/2017 11:43 AM
184	Taylor & 80	12/5/2017 11:40 AM
185	11 & I	12/5/2017 11:38 AM
186	sunsplash	12/5/2017 11:37 AM
187	9th & capitol EDD	12/5/2017 11:10 AM
188	9th and capitol	12/5/2017 11:07 AM
189	p & 9th sac	12/5/2017 11:05 AM
190	800 capitol mall	12/5/2017 11:02 AM
191	9th and capitol	12/5/2017 11:00 AM
192	sac	12/5/2017 10:55 AM
193	12 & I	12/5/2017 10:54 AM
194	14th N	12/5/2017 10:51 AM
195	9th & I	12/5/2017 10:49 AM
196	9th &I	12/5/2017 10:46 AM
197	9th & I	12/5/2017 10:44 AM
198	9th & K	12/5/2017 10:43 AM
199	N & 14th	12/5/2017 10:20 AM
200	9th and capitol	12/5/2017 10:19 AM
201	9th and capitol	12/5/2017 10:16 AM
202	14th N	12/5/2017 10:14 AM
203	9th & capitol	12/5/2017 10:12 AM
204	9th and capitol	12/5/2017 10:09 AM
205	Downtown and 9th & N	12/5/2017 10:08 AM
206	9th P st	12/5/2017 10:01 AM
207	p & 9th	12/5/2017 9:57 AM
208	5th / P st	12/5/2017 9:55 AM
209	9 & P	12/5/2017 9:53 AM
210	5th & P	12/5/2017 9:51 AM
211	5th & P	12/5/2017 9:49 AM
212	5th & P	12/5/2017 9:47 AM
213	Taylor	12/4/2017 9:56 AM
214	sunsplash	12/4/2017 9:54 AM
215	Taylor & 80	12/4/2017 9:51 AM
216	80/ Taylor sunsplash	12/4/2017 9:49 AM
217	sunsplash	12/4/2017 9:47 AM
218	taylor	12/4/2017 9:46 AM
219	7 & P street	12/3/2017 10:57 PM
220	sunsplash roseville	12/3/2017 10:55 PM
221	sunsplash roseville	12/3/2017 10:53 PM
222	9th & O	12/3/2017 10:49 PM
223	roseville and taylor and 80	12/3/2017 10:47 PM
224	sunsplash	12/3/2017 10:43 PM
225	Taylor & 80	12/3/2017 10:41 PM
226	taylor	12/3/2017 10:35 PM
227	sunsplash roseville	12/3/2017 10:33 PM
228	sunsplash	12/3/2017 10:29 PM
229	Taylor & 80	12/3/2017 10:27 PM
230	Roseville I 8- / Eureka	12/3/2017 10:24 PM
231	P & 5th st	12/3/2017 10:21 PM
232	Maidu Park	12/3/2017 10:16 PM
233	sunsplash park and ride	12/3/2017 10:10 PM
234	Taylor & 80	12/3/2017 10:06 PM

235	saugsted Park	12/3/2017 10:02 PM
236	9 N 12	12/3/2017 10:00 PM
237	Maidu Park	12/3/2017 9:58 PM
238	saugsted Park	12/2/2017 8:32 PM
239	saugsted Park	12/2/2017 8:30 PM
240	saugsted Park	12/2/2017 8:28 PM
241	Saugstad Park	12/2/2017 8:26 PM
242	Maidu Park	12/2/2017 8:22 PM
243	Maidu R & 1	12/2/2017 8:18 PM
244	sunrise & criby wy	12/2/2017 8:15 PM
245	Cirby & Sunrise	12/2/2017 8:13 PM
246	saugsted Park	12/2/2017 8:10 PM
247	roseville	12/2/2017 8:09 PM
248	sunrise & criby wy	12/2/2017 8:06 PM
249	Cirby & Sunrise	12/2/2017 8:04 PM
250	Cirby past sunrise	12/2/2017 8:02 PM
251	saugsted Park	12/2/2017 7:59 PM
252	Maidu	12/2/2017 7:57 PM
253	Miadu Park	12/2/2017 7:56 PM
254	12th & I	12/2/2017 7:53 PM
255	Cirby & Sunrise	12/2/2017 7:51 PM

Q6 Please state ALL bus routes and trains you will ride to complete this one-way trip:

Answered: 164 Skipped: 111

	PLEASE STATE ALL BUS ROUTES AND TRAINS YOU WILL RIDE TO COMPLETE THIS ONE-WAY TRIP:	TOTAL
Q1: Commuter	100.00% 164	100.00% 164
Total Respondents	164	164

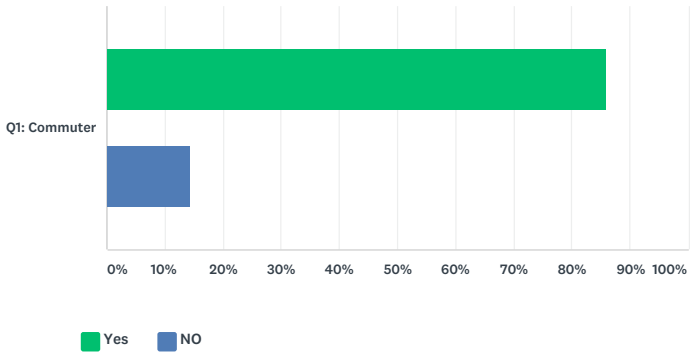
#	Q1: COMMUTER	DATE
1	Commuter PM 5	1/2/2018 1:14 AM
2	Commuter PM 5	1/2/2018 1:11 AM
3	Commuter PM 5	1/2/2018 1:06 AM
4	Commuter PM #5	1/2/2018 12:59 AM
5	R, M	12/29/2017 10:12 AM
6	2,1	12/29/2017 10:01 AM
7	Commuter AM 4	12/29/2017 10:00 AM
8	Commuter AM 4	12/29/2017 9:58 AM
9	Commuter AM 4, 9	12/29/2017 9:55 AM
10	Commuter AM 4, Downtown LightRail	12/29/2017 9:53 AM
11	Commuter AM 4	12/29/2017 9:49 AM
12	Commuter PM #3	12/28/2017 1:51 PM
13	Commuter PM #3	12/28/2017 1:48 PM
14	Commuter PM #3	12/28/2017 1:46 PM
15	Commuter PM #3	12/28/2017 1:43 PM
16	Commuter PM #3	12/28/2017 1:41 PM
17	Commuter PM #3	12/28/2017 1:31 PM
18	Commuter PM #3	12/28/2017 1:29 PM
19	Commuter PM #3	12/28/2017 1:26 PM
20	Commuter PM #3	12/28/2017 1:23 PM
21	Commuter PM #3	12/28/2017 1:21 PM
22	Commuter PM #9	12/28/2017 5:17 AM
23	Commuter PM #9	12/27/2017 7:12 PM
24	Commuter PM #9	12/27/2017 7:01 PM
25	Commuter PM #6	12/27/2017 2:56 PM
26	Commuter PM #6	12/27/2017 2:50 PM
27	Commuter PM #6	12/27/2017 2:47 PM
28	Commuter PM #6	12/27/2017 2:44 PM
29	Commuter #6	12/27/2017 2:42 PM
30	Commuter #6	12/27/2017 2:40 PM
31	Commuter bus 6	12/27/2017 2:30 PM
32	Commuter #6	12/27/2017 12:43 PM
33	Commuter #6	12/27/2017 12:40 PM
34	Commuter 6 Afternoon	12/27/2017 12:34 PM
35	Only 1 commuter bus and car to drive from stop to home	12/19/2017 3:55 PM
36	n/a commuter	12/19/2017 3:40 PM
37	Roseville Transit	12/19/2017 3:28 PM
38	this one	12/19/2017 3:25 PM
39	Commuter	12/19/2017 3:20 PM
40	commuter only	12/19/2017 3:11 PM
41	Roseville bus 2 mornings and afternoon	12/19/2017 3:06 PM
42	Placer Express & Roseville Transit	12/19/2017 3:01 PM
43	No other	12/19/2017 2:56 PM
44	Commuter #2	12/19/2017 1:28 PM
45	Commuter Only	12/19/2017 1:13 PM
46	#2	12/19/2017 12:58 PM
47	comm 9, comm 10	12/10/2017 4:33 PM
48	comm 9	12/10/2017 4:26 PM
49	comm 9	12/10/2017 4:24 PM
50	comm9- AM, comm10 -PM	12/10/2017 4:21 PM
51	comm 9	12/10/2017 3:59 PM

52	comm 9	12/10/2017 3:43 PM
53	comm 9, comm 3	12/10/2017 3:40 PM
54	Comm 1	12/10/2017 3:08 PM
55	Comm 1	12/10/2017 3:04 PM
56	comm 6	12/10/2017 2:45 PM
57	Comm 1	12/10/2017 2:09 PM
58	Comm 1	12/10/2017 2:07 PM
59	AM 7 , PM 10	12/10/2017 1:32 PM
60	AM 7	12/10/2017 1:24 PM
61	Comm 6	12/10/2017 1:18 PM
62	Comm 3 AM	12/10/2017 12:36 PM
63	Comm 3	12/10/2017 12:31 PM
64	#3 AM #9 PM	12/10/2017 12:27 PM
65	3	12/10/2017 12:17 PM
66	Comm 3	12/10/2017 12:04 PM
67	Bus 6 or Bus 2	12/10/2017 12:01 PM
68	Commuter 3	12/10/2017 11:58 AM
69	AM 3	12/10/2017 11:53 AM
70	51 or lightrail	12/10/2017 11:45 AM
71	Route 3	12/10/2017 10:45 AM
72	10	12/10/2017 12:34 AM
73	M	12/10/2017 12:13 AM
74	bus #2	12/9/2017 11:05 PM
75	comm #2 am comm #4 pm	12/9/2017 11:02 PM
76	Comm #2	12/9/2017 10:42 PM
77	Route 2 Roseville	12/9/2017 10:36 PM
78	Bus 2	12/9/2017 10:20 PM
79	AM2	12/9/2017 10:01 PM
80	commuter 15/H - Taylor	12/5/2017 9:47 PM
81	#8	12/5/2017 9:44 PM
82	8	12/5/2017 9:42 PM
83	commuter #8	12/5/2017 9:41 PM
84	Roseville commuter #8	12/5/2017 9:37 PM
85	commuter #8	12/5/2017 9:32 PM
86	commuter 8	12/5/2017 9:31 PM
87	commuter 4 am and 8 pm	12/5/2017 9:28 PM
88	Sunsplash, 11th & I st	12/5/2017 9:26 PM
89	commuter 8	12/5/2017 9:20 PM
90	roseville 8	12/5/2017 9:18 PM
91	commuter	12/5/2017 9:15 PM
92	commuter #8	12/5/2017 9:13 PM
93	PM commuter bus #8	12/5/2017 9:10 PM
94	commuter #8	12/5/2017 9:05 PM
95	commuter #8 15th & N to Taylor I 80	12/5/2017 9:02 PM
96	4	12/5/2017 12:43 PM
97	PM 4	12/5/2017 12:41 PM
98	Commuter route	12/5/2017 12:38 PM
99	Roseville commuter	12/5/2017 12:35 PM
100	4	12/5/2017 12:32 PM
101	commuter	12/5/2017 12:29 PM
102	commuter	12/5/2017 12:25 PM
103	PM 4/ AM 6	12/5/2017 12:22 PM
104	N/A	12/5/2017 12:19 PM
105	commuter 4	12/5/2017 12:11 PM
106	Commuter 4	12/5/2017 12:10 PM
107	bus #4 Pm	12/5/2017 12:07 PM
108	bus #4	12/5/2017 12:02 PM
109	Am bus 8 PM bus 4	12/5/2017 11:58 AM
110	#4 home	12/5/2017 11:55 AM
111	#4	12/5/2017 11:53 AM
112	commuter	12/5/2017 11:49 AM

113	commuter 4	12/5/2017 11:47 AM
114	commuter	12/5/2017 11:40 AM
115	commuter	12/5/2017 11:37 AM
116	commuter 8 am	12/5/2017 11:10 AM
117	none	12/5/2017 11:07 AM
118	8	12/5/2017 11:05 AM
119	9	12/5/2017 11:02 AM
120	8	12/5/2017 11:00 AM
121	8	12/5/2017 10:55 AM
122	commuter L S	12/5/2017 10:54 AM
123	roseville 8	12/5/2017 10:51 AM
124	only Roseville transit	12/5/2017 10:49 AM
125	Am- Bus 8 Pm Bus 7	12/5/2017 10:46 AM
126	this one	12/5/2017 10:44 AM
127	commuter 8	12/5/2017 10:43 AM
128	just this one	12/5/2017 10:20 AM
129	placer commuter express	12/5/2017 10:19 AM
130	8	12/5/2017 10:16 AM
131	Roseville 8	12/5/2017 10:14 AM
132	commuter	12/5/2017 10:12 AM
133	commuter	12/5/2017 10:09 AM
134	just this one, usually earlier	12/5/2017 10:08 AM
135	Placer commuter	12/5/2017 10:01 AM
136	commuter	12/5/2017 9:57 AM
137	n/a	12/5/2017 9:55 AM
138	only this one	12/5/2017 9:49 AM
139	Commuter	12/5/2017 9:47 AM
140	commuter	12/4/2017 9:56 AM
141	1 ride	12/4/2017 9:54 AM
142	7	12/4/2017 9:47 AM
143	n/a	12/4/2017 9:46 AM
144	roseville bus 7 or 9	12/3/2017 10:57 PM
145	just this	12/3/2017 10:55 PM
146	7	12/3/2017 10:53 PM
147	just roseville commuter	12/3/2017 10:47 PM
148	this one	12/3/2017 10:41 PM
149	AM commuter S/ Pm commuter	12/3/2017 10:27 PM
150	Bus 7	12/3/2017 10:24 PM
151	Roseville or placer commuter	12/3/2017 10:21 PM
152	7 commuter only	12/3/2017 10:16 PM
153	R S V L commuter PM 7	12/3/2017 10:10 PM
154	7	12/3/2017 10:06 PM
155	7	12/3/2017 10:02 PM
156	light rail	12/3/2017 10:00 PM
157	6,7	12/3/2017 9:58 PM
158	commuter PM1	12/2/2017 8:26 PM
159	commuter PM route 1	12/2/2017 8:22 PM
160	commuter R & 1	12/2/2017 8:18 PM
161	n/a	12/2/2017 8:06 PM
162	drive home from pickup	12/2/2017 8:02 PM
163	commuter	12/2/2017 7:57 PM
164	commuter	12/2/2017 7:56 PM

Q7 Are you traveling round-trip on the bus today?

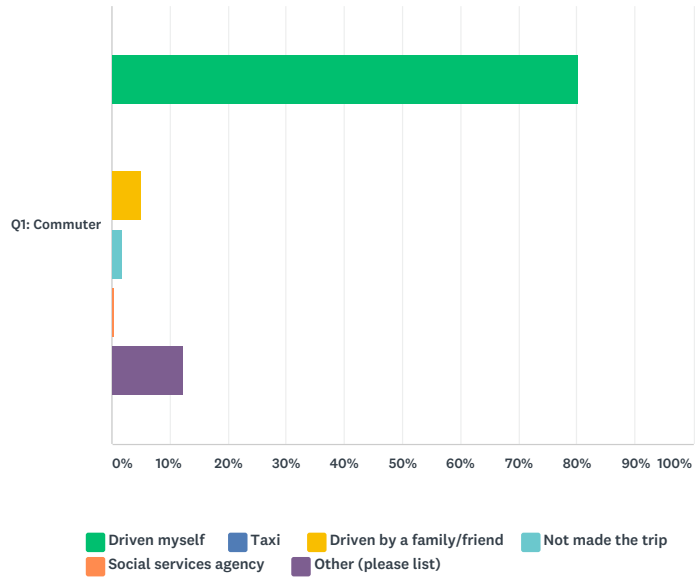
Answered: 265 Skipped: 10



	YES	NO	TOTAL
Q1: Commuter	86.04% 228	14.34% 38	100.38% 266
Total Respondents	228	38	265

Q8 If transit were not available, how would you have made the trip?

Answered: 260 Skipped: 15



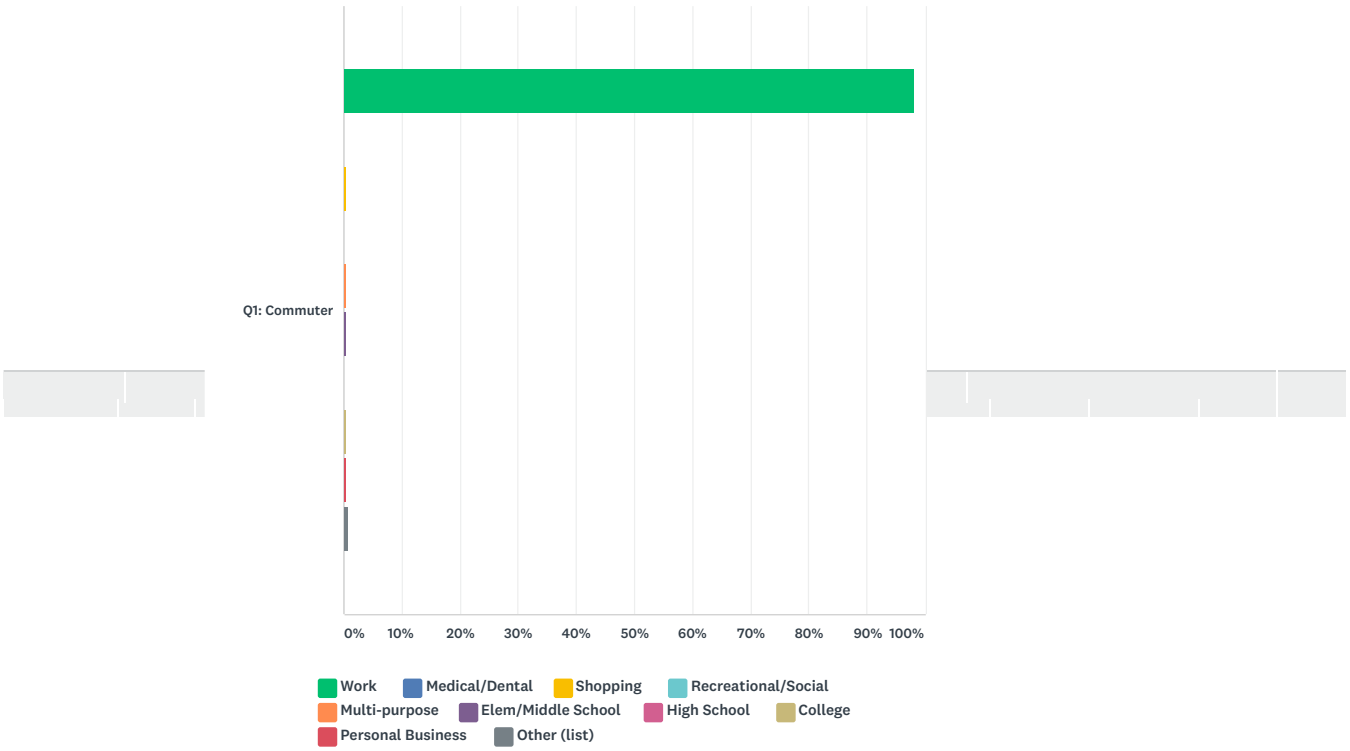
	DRIVEN MYSELF	TAXI	DRIVEN BY A FAMILY/FRIEND	NOT MADE THE TRIP	SOCIAL SERVICES AGENCY	OTHER (PLEASE LIST)	TOTAL
Q1: Commuter	80.38% 209	0.00% 0	5.00% 13	1.92% 5	0.38% 1	12.31% 32	100.00% 260
Total Respondents	209	0	13	5	1	32	260

#	Q1: COMMUTER	DATE
1	Placer County Bus	1/2/2018 1:04 AM
2	Lyft	12/29/2017 10:12 AM
3	Placer County Bus	12/29/2017 9:58 AM
4	Drive to Light Rail-Watt and I-80	12/27/2017 2:56 PM
5	RT	12/27/2017 2:47 PM
6	Light rail/Drive	12/27/2017 12:34 PM
7	light rail	12/19/2017 4:19 PM
8	PCS	12/19/2017 3:44 PM
9	Placer commuter	12/19/2017 3:28 PM
10	van pool	12/19/2017 3:06 PM
11	Placer Bus	12/19/2017 3:01 PM
12	light rail	12/10/2017 4:09 PM
13	carpool	12/10/2017 3:04 PM
14	other bus service	12/10/2017 2:15 PM
15	light rail	12/10/2017 2:09 PM
16	Amtrak	12/10/2017 1:58 PM
17	light rail	12/10/2017 12:31 PM
18	light rail	12/10/2017 12:14 PM
19	Amtrak	12/10/2017 12:04 PM
20	RT train	12/10/2017 12:13 AM
21	carpool	12/9/2017 11:32 PM
22	light rail	12/9/2017 11:05 PM
23	light rail	12/9/2017 11:02 PM
24	light rail	12/5/2017 9:13 PM
25	PCT - RT	12/5/2017 12:11 PM
26	RT train	12/5/2017 11:58 AM
27	ligtrail	12/5/2017 11:07 AM
28	commuter van	12/5/2017 10:58 AM
29	light rail	12/4/2017 9:56 AM
30	light rail	12/4/2017 9:49 AM
31	PCT , RT sacramento	12/2/2017 8:18 PM

32	lightrail	12/2/2017 8:13 PM

Q9 What is the main purpose of your bus trip today? (specify one)

Answered: 267 Skipped: 8

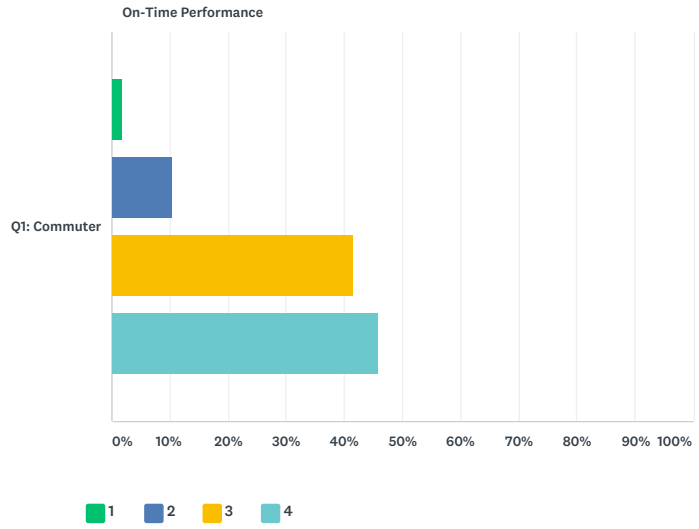


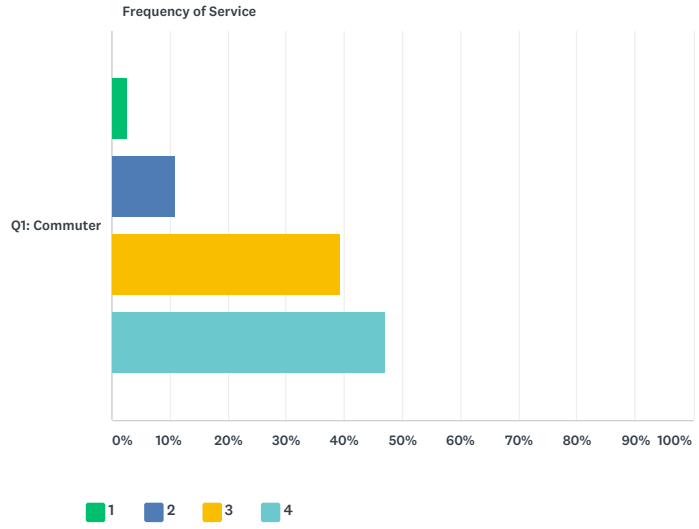
	WORK	MEDICAL/DENTAL	SHOPPING	RECREATIONAL/SOCIAL	MULTI-PURPOSE	ELEM/MIDDLE SCHOOL	HIGH SCHOOL	COLLEGE	PERSONAL BUSINESS	OTHER (LIST)	TOTAL
Q1: Commuter	98.13% 262	0.00% 0	0.37% 1	0.00% 0	0.37% 1	0.37% 1	0.00% 0	0.37% 1	0.37% 1	0.75% 2	100.75% 269
Total Respondents	262	0	1	0	1	1	0	1	1	2	267

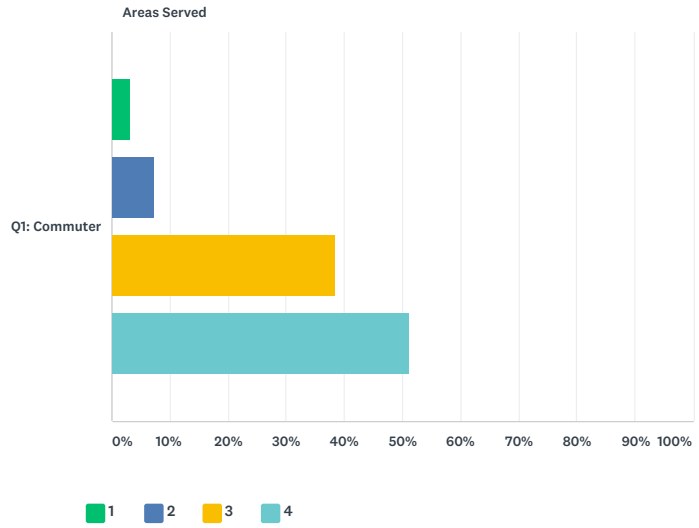
#	Q1: COMMUTER	DATE
1	Home	12/28/2017 1:48 PM
2	carpool	12/9/2017 11:45 PM

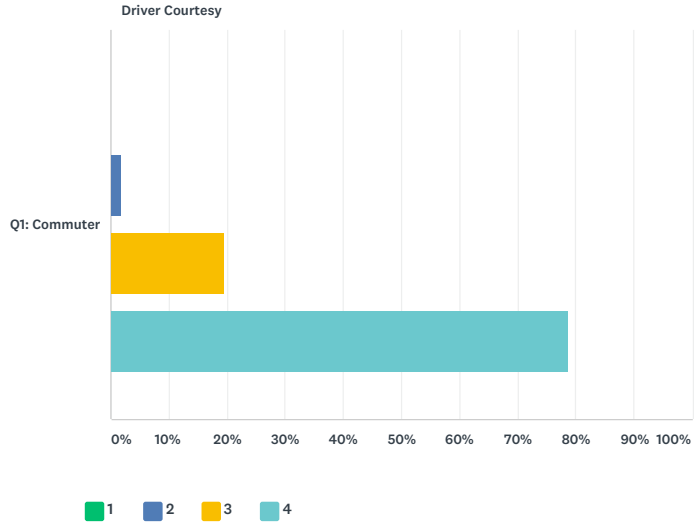
Q10 On a scale of 1 (poor) to 4 (excellent), how would you rate service on each of the following:

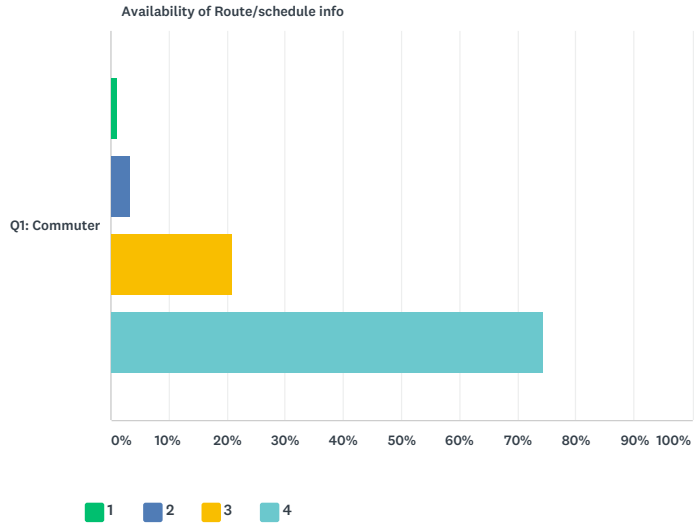
Answered: 267 Skipped: 8

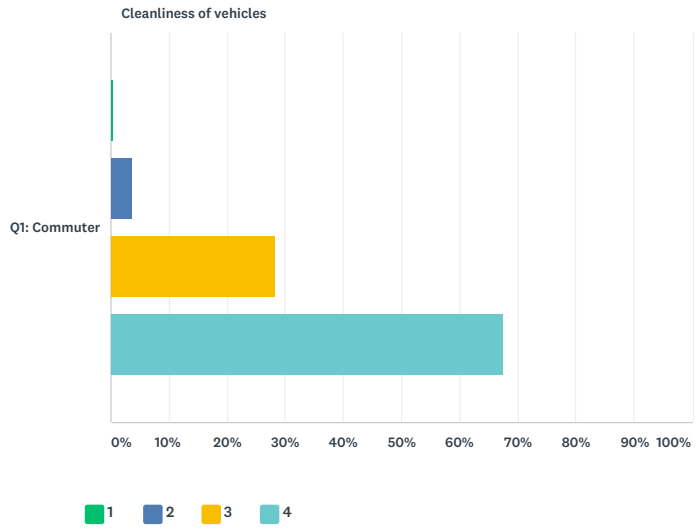


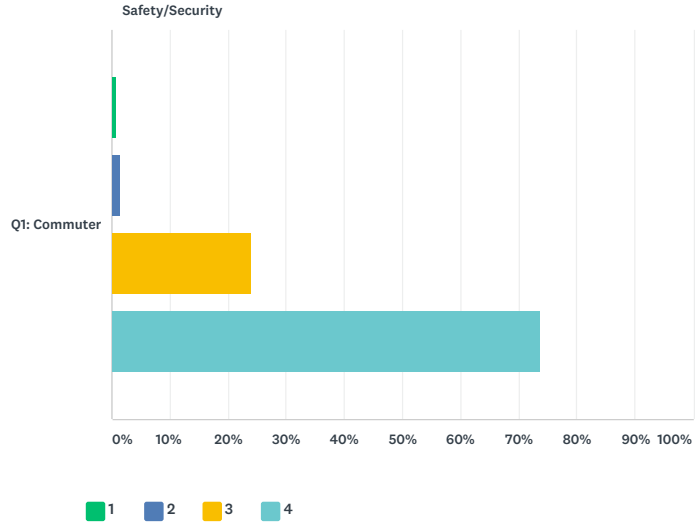


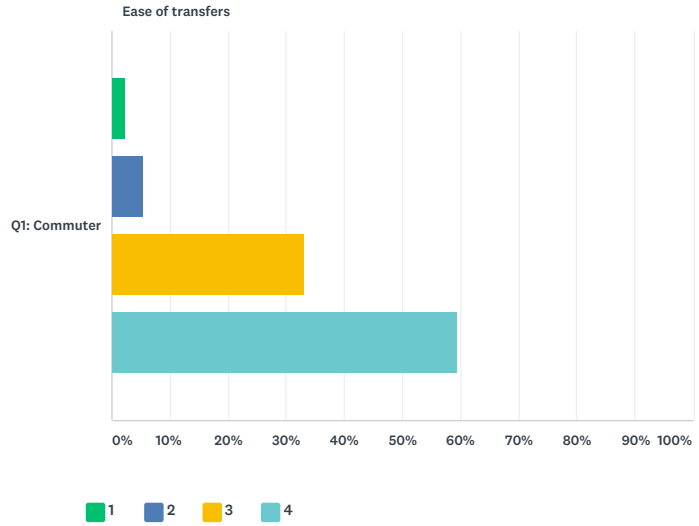


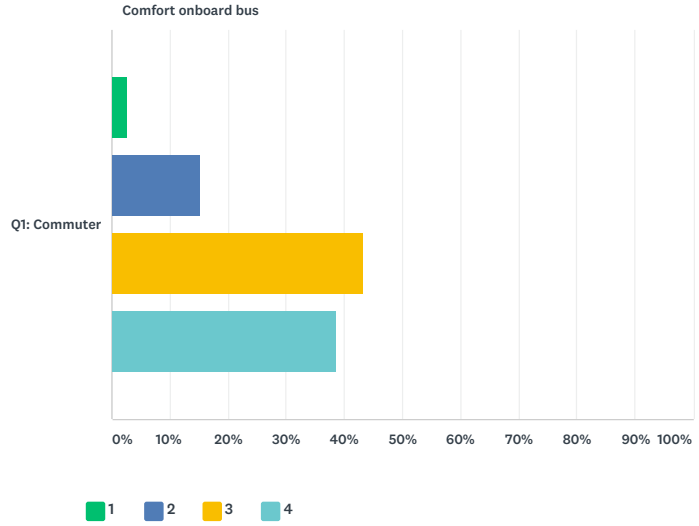

Driver Courtesy
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4

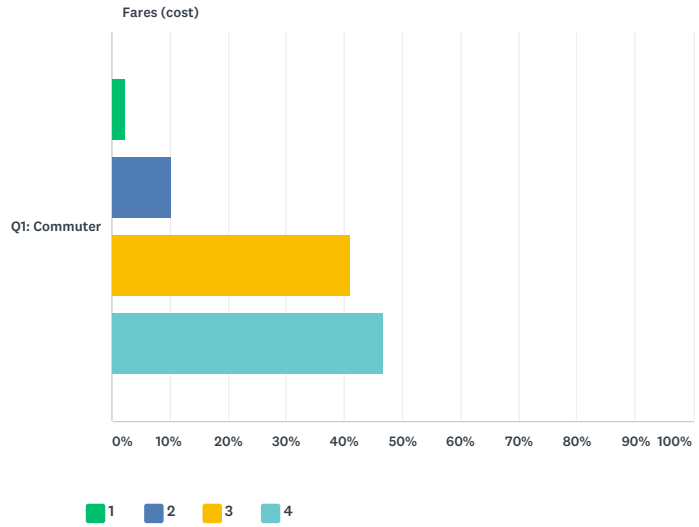

Availability of Route/schedule info
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4

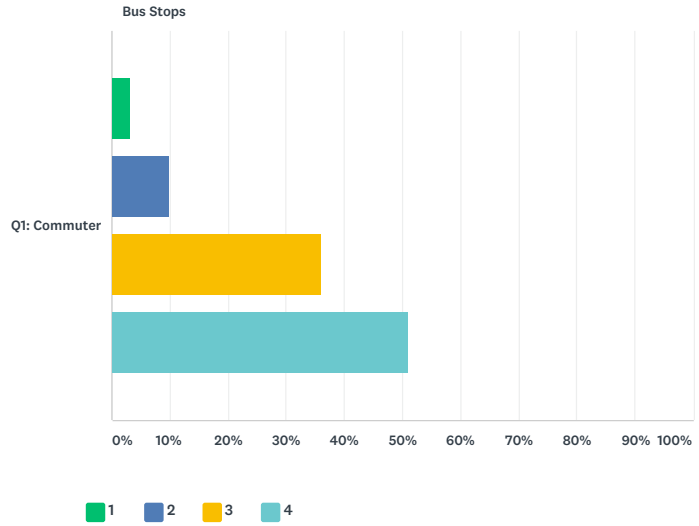

Cleanliness of vehicles
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4

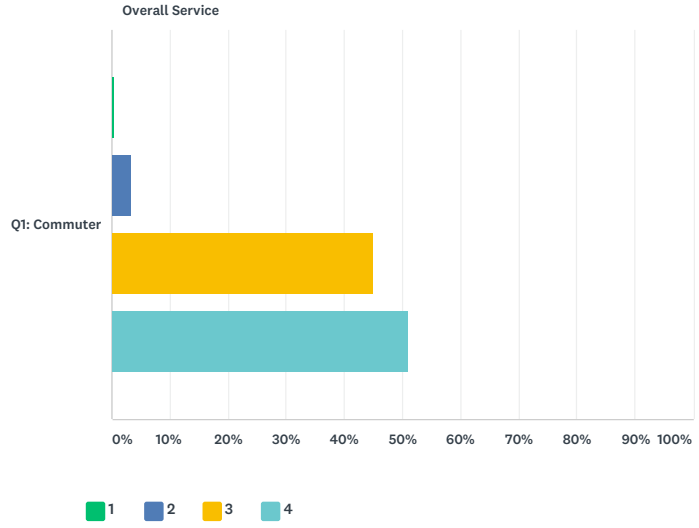

Safety/Security
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4


Ease of transfers
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4


Comfort onboard bus
Q1: Commuter
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4







On-Time Performance

	1	2	3	4	TOTAL
Q1: Commuter	1.88% 5	10.53% 28	41.73% 111	45.86% 122	99.63% 266

Frequency of Service

	1	2	3	4	TOTAL
Q1: Commuter	2.64% 7	10.94% 29	39.25% 104	47.17% 125	99.25% 265

Areas Served

	1	2	3	4	TOTAL
Q1: Commuter	3.08% 8	7.31% 19	38.46% 100	51.15% 133	97.38% 260

Driver Courtesy

	1	2	3	4	TOTAL
Q1: Commuter	0.00% 0	1.87% 5	19.48% 52	78.65% 210	100.00% 267

Availability of Route/schedule info

	1	2	3	4	TOTAL
Q1: Commuter	1.15% 3	3.44% 9	20.99% 55	74.43% 195	98.13% 262

Cleanliness of vehicles

	1	2	3	4	TOTAL
Q1: Commuter	0.38% 1	3.77% 10	28.30% 75	67.55% 179	99.25% 265

Safety/Security

	1	2	3	4	TOTAL
Q1: Commuter	0.77% 2	1.53% 4	24.14% 63	73.56% 192	97.75% 261

Ease of transfers

	1	2	3	4	TOTAL
Q1: Commuter	2.20% 4	5.49% 10	32.97% 60	59.34% 108	68.16% 182

Comfort onboard bus

	1	2	3	4	TOTAL
Q1: Commuter	2.66% 7	15.21% 40	43.35% 114	38.78% 102	98.50% 263

Fares (cost)

	1	2	3	4	TOTAL
Q1: Commuter	2.27% 6	10.23% 27	40.91% 108	46.59% 123	98.88% 264

Bus Stops

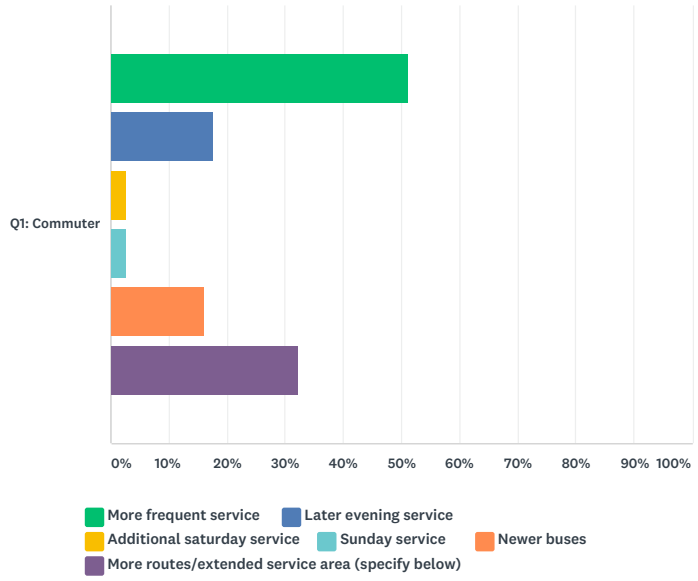
	1	2	3	4	TOTAL
Q1: Commuter	3.14% 8	9.80% 25	36.08% 92	50.98% 130	95.51% 255

Overall Service

	1	2	3	4	TOTAL
Q1: Commuter	0.38% 1	3.44% 9	45.04% 118	51.15% 134	98.13% 262

Q11 What do you think would most increase ridership on Roseville Transit? (Check only one)

Answered: 217 Skipped: 58



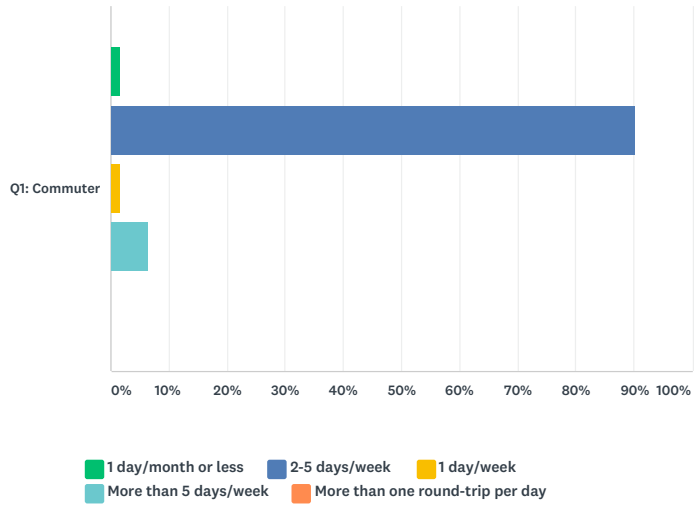
	MORE FREQUENT SERVICE	LATER EVENING SERVICE	ADDITIONAL SATURDAY SERVICE	SUNDAY SERVICE	NEWER BUSES	MORE ROUTES/EXTENDED SERVICE AREA (SPECIFY BELOW)	TOTAL
Q1: Commuter	51.15% 111	17.51% 38	2.76% 6	2.76% 6	16.13% 35	32.26% 70	122.58% 266
Total Respondents	111	38	6	6	35	70	217

#	Q1: COMMUTER	DATE
1	Mahany Park- extended service	1/2/2018 1:14 AM
2	(nothing)	1/2/2018 1:11 AM
3	Direct commuter from Mahany to Sacramento	1/2/2018 1:06 AM
4	More routes to Galleria Taylor is too difficult to exit	1/2/2018 1:04 AM
5	Need another early stop at MahanyPark	12/29/2017 9:58 AM
6	Orangevale	12/29/2017 9:49 AM
7	Roseville Area	12/28/2017 1:46 PM
8	(nothing)	12/28/2017 1:43 PM
9	Earlier pickups in afternoon	12/28/2017 1:31 PM
10	(nothing)	12/28/2017 1:26 PM
11	Round Trip SVC for Commuter	12/28/2017 1:23 PM
12	No bus 6 on Friday	12/28/2017 1:21 PM
13	One past Watt/I-80	12/27/2017 2:50 PM
14	earlier service back to Roseville	12/27/2017 12:43 PM
15	after time commuting from Mahany	12/27/2017 12:34 PM
16	dowstown different routes	12/19/2017 3:55 PM
17	n/a	12/19/2017 3:48 PM
18	midtown and broadway	12/19/2017 3:01 PM
19	Midday	12/19/2017 1:36 PM
20	Later morning service	12/19/2017 1:10 PM
21	Sunrise & Cirby	12/10/2017 4:33 PM
22	Maidu Regional Park	12/10/2017 4:21 PM
23	Crocker	12/10/2017 3:59 PM
24	route at 8am & 8 pm	12/10/2017 3:40 PM
25	Midday service to and from Sac.	12/10/2017 3:04 PM
26	Express from downtown to Saugstad	12/10/2017 2:45 PM
27	#1 on Fridays	12/10/2017 2:12 PM
28	Earlier Evening Service	12/10/2017 2:07 PM
29	More stops at Maidu Park	12/10/2017 1:32 PM

30	More service West Roseville	12/10/2017 1:18 PM
31	extend to Mahany	12/10/2017 12:27 PM
32	More Mahany stops	12/10/2017 12:17 PM
33	Midday option	12/10/2017 12:04 PM
34	N & 4th	12/10/2017 10:49 AM
35	commuter to and from Maidu Park	12/10/2017 10:45 AM
36	More return commuter service	12/10/2017 10:38 AM
37	later commuter @ Galleria	12/10/2017 12:19 AM
38	more late PM routes	12/10/2017 12:04 AM
39	later AM departure	12/9/2017 11:55 PM
40	west Roseville direct route	12/9/2017 11:05 PM
41	Midday option	12/9/2017 10:46 PM
42	one PM bus to Mahany	12/9/2017 10:42 PM
43	Earlier return to Roseville	12/9/2017 10:26 PM
44	@ Galleria	12/9/2017 10:20 PM
45	Rancho Cordova	12/9/2017 10:10 PM
46	santutcie	12/5/2017 10:23 PM
47	Mahaney	12/5/2017 9:47 PM
48	bigger buses, stop at mall on the way back	12/5/2017 9:41 PM
49	afternoon bus 12 PM	12/5/2017 9:28 PM
50	later morning service	12/5/2017 9:13 PM
51	few routes currently to WEst RV/ woodcreek only one local takes hours	12/5/2017 12:38 PM
52	extend to rocklin	12/5/2017 12:35 PM
53	Flexibility to bypass delays (heavy)	12/5/2017 12:19 PM
54	Earlier stops at Mahaney	12/5/2017 12:10 PM
55	bigger buses	12/5/2017 12:02 PM
56	Fri evening 3pm sac to sunsplash	12/5/2017 11:58 AM
57	noon bus , 2:00 pm bus	12/5/2017 11:53 AM
58	more stops morning/ afternoon to Mahaney & orlando	12/5/2017 11:47 AM
59	n/a	12/5/2017 11:43 AM
60	noon service	12/5/2017 11:00 AM
61	combine some bus stops	12/4/2017 9:54 AM
62	earlier bus 2 pm	12/4/2017 9:46 AM
63	making sure commute buses are on time!	12/3/2017 10:41 PM
64	more direct downtown from water park or add G 5 pleasant grove or less stops	12/3/2017 10:21 PM
65	below comments	12/3/2017 10:16 PM
66	see comments	12/3/2017 10:06 PM
67	saugstad or Maidu Park	12/2/2017 8:32 PM
68	earlir PM bus at Mahoney	12/2/2017 8:15 PM
69	n/a	12/2/2017 8:10 PM
70	n/a	12/2/2017 8:09 PM

Q12 How often do you ride the bus?

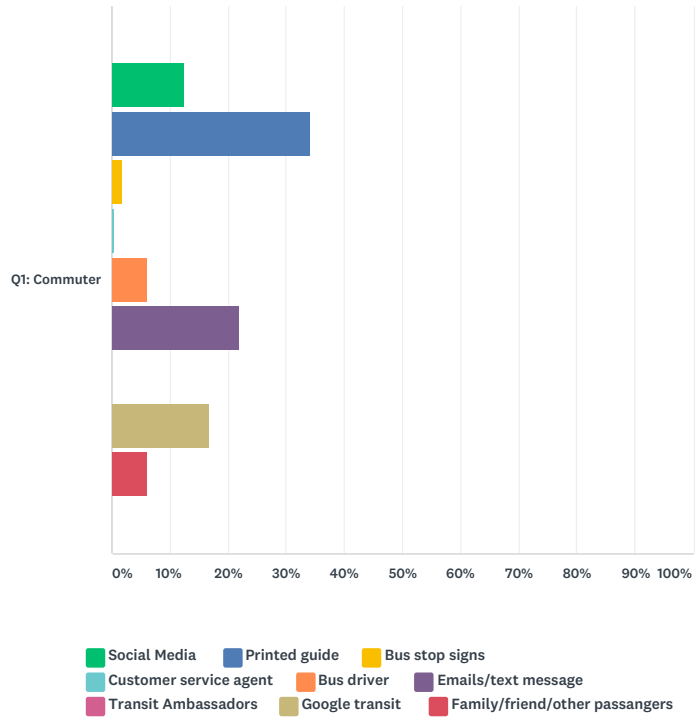
Answered: 235 Skipped: 40



	1 DAY/MONTH OR LESS	2-5 DAYS/WEEK	1 DAY/WEEK	MORE THAN 5 DAYS/WEEK	MORE THAN ONE ROUND-TRIP PER DAY	TOTAL
Q1: Commuter	1.70% 4	90.21% 212	1.70% 4	6.38% 15	0.00% 0	100.00% 235
Total Respondents	4	212	4	15	0	235

Q13 What is your primary source for transit information?

Answered: 214 Skipped: 61



	SOCIAL MEDIA	PRINTED GUIDE	BUS STOP SIGNS	CUSTOMER SERVICE AGENT	BUS DRIVER	EMAILS/TEXT MESSAGE	TRANSIT AMBASSADORS	GOOGLE TRANSIT	FAMILY/FRIEND/OTHER PASSANGERS	TOTAL
Q1: Commuter	12.62% 27	34.11% 73	1.87% 4	0.47% 1	6.07% 13	21.96% 47	0.00% 0	16.82% 36	6.07% 13	100.00% 214
Total Respondents	27	73	4	1	13	47	0	36	13	214

Q14 What is the closest intersection to your home? (Cross Streets & zip code)

Answered: 242 Skipped: 33

	WHAT IS THE CLOSEST INTERSECTION TO YOUR HOME? (CROSS STREETS & ZIP CODE)	TOTAL
Q1: Commuter	100.00% 242	100.00% 242
Total Respondents	242	242

#	Q1: COMMUTER	DATE
1	Pleasant Grove and Roseville Parkway, 95678	1/2/2018 1:47 AM
2	Blue Oaks, 95747	1/2/2018 1:44 AM
3	Blue Oaks/Woodcreeks, 95747	1/2/2018 1:14 AM
4	Penhurst and Country Club, 95747	1/2/2018 1:11 AM
5	Bob Doyle and Fred Bloom, 95747	1/2/2018 1:06 AM
6	Galleria and Fairway, 95678	1/2/2018 1:04 AM
7	4th and P, 95678	1/2/2018 12:59 AM
8	Fairway, 95678	12/29/2017 10:12 AM
9	Cirby/ Orlando	12/29/2017 10:01 AM
10	Pleasant Grove, 95678	12/29/2017 10:00 AM
11	Woodcreek Blvd, 95747	12/29/2017 9:58 AM
12	95765	12/29/2017 9:55 AM
13	95747	12/29/2017 9:53 AM
14	Hazel and Oak Avenue, 95662	12/29/2017 9:49 AM
15	Groveland/Joiner, 95648	12/28/2017 1:51 PM
16	E St, 95648	12/28/2017 1:48 PM
17	Sierra college, Douglas	12/28/2017 1:46 PM
18	Roseville Parkway and Galleria, 95678	12/28/2017 1:43 PM
19	Roseville Parkway, 95678	12/28/2017 1:41 PM
20	Antelope Road, 95843	12/28/2017 1:31 PM
21	Park and Sunset, 95765	12/28/2017 1:29 PM
22	Pleasant Grove and Roseville Parkway, 95661	12/28/2017 1:26 PM
23	Fairway, 95678	12/28/2017 1:23 PM
24	Fiddyment and Village Green, 95747	12/28/2017 1:21 PM
25	Riverside,95818	12/27/2017 7:01 PM
26	Park Blvd and Stanford Ranch, 95765	12/27/2017 2:56 PM
27	Sunsplash, Roseville. 95670	12/27/2017 2:47 PM
28	Sunset/ Stanford Ranch,95765	12/27/2017 2:44 PM
29	Atlantic and East St., 95678	12/27/2017 2:42 PM
30	Foothills and Junction, 95747	12/27/2017 2:40 PM
31	Washington, 95678	12/27/2017 2:38 PM
32	Vernon and Cirby, 95678	12/27/2017 2:30 PM
33	Loretto and Rocky Ridge, 95661	12/27/2017 2:28 PM
34	Riverside and Douglas, 95678	12/27/2017 12:43 PM
35	Hillenest and Keehner, 95678	12/27/2017 12:40 PM
36	Sunset, 95765	12/27/2017 12:37 PM
37	Hayden Parkway, 95747	12/27/2017 12:34 PM
38	Baseline & Woodcreek	12/19/2017 4:19 PM
39	Blue Oaks and Woodcreek 95747	12/19/2017 3:55 PM
40	Walgera 95843	12/19/2017 3:48 PM
41	95677	12/19/2017 3:44 PM
42	Sunset & Blue Oaks 95765	12/19/2017 3:40 PM
43	foothills 95147	12/19/2017 3:33 PM
44	Douglas and East Roseville Pkwy	12/19/2017 3:30 PM
45	Rocklin Rd 95677	12/19/2017 3:28 PM
46	95747	12/19/2017 3:25 PM
47	Sierra College & Douglas 95633	12/19/2017 3:20 PM
48	Pleasant Grove 95247	12/19/2017 3:16 PM
49	Pleasant Grove 95678	12/19/2017 3:11 PM
50	Pinecrest 95746	12/19/2017 3:06 PM
51	Joiner Pkwy 95648	12/19/2017 3:01 PM

52	Pacific 95677	12/19/2017 2:56 PM
53	E. Roseville & Placerville 95678	12/19/2017 1:36 PM
54	Highland Park 95678	12/19/2017 1:28 PM
55	Taylor & I80	12/19/2017 1:13 PM
56	GIbson 95678	12/19/2017 1:10 PM
57	Douglas & Auburn 95746	12/19/2017 12:58 PM
58	Sunrise & Cirby 95661	12/10/2017 4:33 PM
59	Humphrey 95650	12/10/2017 4:29 PM
60	Pleasant Grove 95678	12/10/2017 4:26 PM
61	Junction & Baseline 95747	12/10/2017 4:24 PM
62	E Roseville Parkway 95746	12/10/2017 4:21 PM
63	Alexandra & Secret Ravine 95661	12/10/2017 4:17 PM
64	Fiddyment & Village Green 95747	12/10/2017 4:09 PM
65	Foothills & Junction 95747	12/10/2017 4:07 PM
66	Pleasant Grove & Fiddyment 95747	12/10/2017 4:05 PM
67	Blue Oaks & Wood Creek 95747	12/10/2017 3:59 PM
68	Pleasant Grove & Rose Creek 95747	12/10/2017 3:54 PM
69	Sierra College 95661	12/10/2017 3:52 PM
70	Vernon & Cirby 95678	12/10/2017 3:49 PM
71	Westbrook & Pleasant Grove 95747	12/10/2017 3:46 PM
72	Wood Creek & Pleasant Grove 95747	12/10/2017 3:43 PM
73	Sierra 95746	12/10/2017 3:40 PM
74	Blue Oaks & Wood Creek 95747	12/10/2017 3:36 PM
75	10th & U 95818	12/10/2017 3:33 PM
76	Wood Creek & Pleasant Grove 95747	12/10/2017 3:30 PM
77	Park & Stafford 95765	12/10/2017 3:08 PM
78	Balboa & McLaren 95661	12/10/2017 3:04 PM
79	E. Roseville Parkway 95661	12/10/2017 2:51 PM
80	Douglas & Folsom 95678	12/10/2017 2:49 PM
81	Vernon 95678	12/10/2017 2:45 PM
82	Washington & Junction 95678	12/10/2017 2:39 PM
83	Blue Oaks & Fiddyment	12/10/2017 2:31 PM
84	Pleasant Grove & Halisy	12/10/2017 2:26 PM
85	Pleasant Grove & Wood Creek 95747	12/10/2017 2:19 PM
86	Wood Creek & Blue Oaks 95747	12/10/2017 2:15 PM
87	Baseline 95747	12/10/2017 2:05 PM
88	Elm & Church 95678	12/10/2017 2:02 PM
89	Junction 95747	12/10/2017 1:58 PM
90	Douglas 95746	12/10/2017 1:52 PM
91	Twin Oaks & Garry Oak 95610	12/10/2017 1:32 PM
92	Foothills 95747	12/10/2017 1:24 PM
93	Foothills 95747	12/10/2017 1:21 PM
94	Pleasant Grove & Market 95747	12/10/2017 1:18 PM
95	95678	12/10/2017 1:16 PM
96	Blue Oaks & Flippyment 95747	12/10/2017 12:48 PM
97	Wood Creek 95747	12/10/2017 12:41 PM
98	Wood Creek & Baseline 95747	12/10/2017 12:36 PM
99	Country Club & Junction 95747	12/10/2017 12:31 PM
100	Pleasant Grove 95747	12/10/2017 12:27 PM
101	Wood Creek 95747	12/10/2017 12:20 PM
102	Blue Oaks 95747	12/10/2017 12:17 PM
103	Wood Creek Oak & Pleasant Grove 95747	12/10/2017 12:14 PM
104	Village Green 95747	12/10/2017 12:10 PM
105	Main & Porter 95678	12/10/2017 12:04 PM
106	Wood Creek Oaks & Blue Oaks 95747	12/10/2017 12:01 PM
107	Foothills 95747	12/10/2017 11:58 AM
108	Baseline 95747	12/10/2017 11:56 AM
109	Fiddyment & Pleasant Grove 95747	12/10/2017 11:53 AM
110	Wood Creek & Pleasant Grove 95747	12/10/2017 11:48 AM
111	Harding & Leadhill 95678	12/10/2017 11:45 AM
112	Douglas & Folsom 95678	12/10/2017 10:49 AM

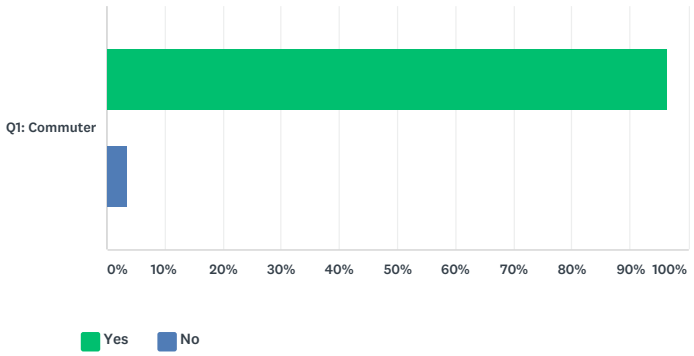
113	Thistledown & McLaren 95661	12/10/2017 10:45 AM
114	24th & I 95816	12/10/2017 10:38 AM
115	Roseville Parkway Reserve 95678	12/10/2017 12:34 AM
116	Foothills Junction 95678	12/10/2017 12:31 AM
117	Diamond Oaks 95678	12/10/2017 12:28 AM
118	Foothills & Junction 95747	12/10/2017 12:24 AM
119	Heritage & Chase 95678	12/10/2017 12:19 AM
120	Pleasant & Grove 95747	12/10/2017 12:13 AM
121	Folsom & Douglas 95678	12/10/2017 12:09 AM
122	Foothill & Pilgrim 95747	12/10/2017 12:04 AM
123	Blue Oaks & New Meadow 95747	12/9/2017 11:55 PM
124	Cirby & Riverside 95678	12/9/2017 11:49 PM
125	95663	12/9/2017 11:45 PM
126	Secret Ravine 95661	12/9/2017 11:42 PM
127	Alta Vista 95678	12/9/2017 11:37 PM
128	Blue Oaks & Wood Creek 95747	12/9/2017 11:35 PM
129	Galleria 95678	12/9/2017 11:32 PM
130	Eureka & E Roseville Parkway	12/9/2017 11:09 PM
131	Junction & Baseline 95747	12/9/2017 11:05 PM
132	Marble Thorpe & Hance	12/9/2017 11:02 PM
133	Wood Creek 95747	12/9/2017 10:42 PM
134	Blue Oaks & Crocker Ranch 95747	12/9/2017 10:36 PM
135	Atlantic & 80 95678	12/9/2017 10:26 PM
136	Blue Oaks 95747	12/9/2017 10:20 PM
137	Wood Creek Oaks 95747	12/9/2017 10:15 PM
138	Mcanally & Country Club 95747	12/9/2017 10:10 PM
139	Pleasant Grove & Westbrook 95747	12/9/2017 10:01 PM
140	sunrise Ave 95661	12/5/2017 10:23 PM
141	Blue oaks & woodcreek oaks 95747	12/5/2017 9:47 PM
142	Sierra Garden & douglas 95661	12/5/2017 9:44 PM
143	Roseville Pkwy & reserve 95678	12/5/2017 9:42 PM
144	Gibson & roseville pkwy 95678	12/5/2017 9:41 PM
145	vernon & cirby 95678	12/5/2017 9:37 PM
146	woodccreek & baseline rd 95747	12/5/2017 9:31 PM
147	Junction & woodcreek 95747	12/5/2017 9:28 PM
148	Mahaney 95747	12/5/2017 9:26 PM
149	E. Roseville / Douglas blvd 95661	12/5/2017 9:20 PM
150	Blue Oaks 95747	12/5/2017 9:15 PM
151	Mclaren 95661	12/5/2017 9:13 PM
152	Eureka Rd. 95661	12/5/2017 9:10 PM
153	whitney 95677	12/5/2017 9:05 PM
154	Fiddyment/ Pleasant Grove 95747	12/5/2017 9:02 PM
155	Cirby / Lindsey 95678	12/5/2017 8:59 PM
156	E. Roseville PKwy & secret Ravine 95661	12/5/2017 12:41 PM
157	woodcreek / Pleasant grove 95747	12/5/2017 12:38 PM
158	stanford Ranch & sunset 95765	12/5/2017 12:35 PM
159	Taylor & oak 95650	12/5/2017 12:32 PM
160	95648	12/5/2017 12:29 PM
161	East Roseville and Galleria	12/5/2017 12:25 PM
162	Douglas 95678	12/5/2017 12:22 PM
163	Riverside/ cirby 95678	12/5/2017 12:19 PM
164	95621	12/5/2017 12:17 PM
165	Woodcreek 95747	12/5/2017 12:15 PM
166	Blue Oaks & woodcreek oaks 95747	12/5/2017 12:13 PM
167	Cirby & Rocky Ridge 95661	12/5/2017 12:11 PM
168	Baseline/ Foothills 95747	12/5/2017 12:10 PM
169	Roseville pkwy & washington 95678	12/5/2017 12:07 PM
170	Pleasant Grove & roseville Parkway 95678	12/5/2017 12:02 PM
171	Sierra college 95746	12/5/2017 11:58 AM
172	Hazel Old Aubrun 95746	12/5/2017 11:55 AM
173	Old Auburn 95746	12/5/2017 11:53 AM

174	Stanford Ranch Fairway 95677	12/5/2017 11:49 AM
175	Twin Oaks & Holly	12/5/2017 11:47 AM
176	Blue oak 95747	12/5/2017 11:43 AM
177	Frances & Livoti 95661	12/5/2017 11:40 AM
178	95677	12/5/2017 11:38 AM
179	washington & roseville 95678	12/5/2017 11:37 AM
180	Junction & foothill 95747	12/5/2017 11:10 AM
181	E st	12/5/2017 11:07 AM
182	Eureka 95661	12/5/2017 11:05 AM
183	sunsplash	12/5/2017 11:02 AM
184	sierra college & secret ravine 95661	12/5/2017 11:00 AM
185	baseline rd/ country club oaks 95747	12/5/2017 10:58 AM
186	Cirby 95661	12/5/2017 10:55 AM
187	Blue Oaks & woodcreek 95747	12/5/2017 10:54 AM
188	secret ravine 95661	12/5/2017 10:51 AM
189	Cirby & vernon 95678	12/5/2017 10:49 AM
190	Diamond oaks 95678	12/5/2017 10:46 AM
191	Baseline 95747	12/5/2017 10:43 AM
192	foothills & pleasant drove 95678	12/5/2017 10:19 AM
193	saugstad P	12/5/2017 10:16 AM
194	95678	12/5/2017 10:14 AM
195	blue oaks & woodcreek 95747	12/5/2017 10:12 AM
196	Taylor & I 80 for bus	12/5/2017 10:08 AM
197	douglas 95661	12/5/2017 10:01 AM
198	Cirby & sunrise 95661	12/5/2017 9:57 AM
199	Cirby/ RS 95678	12/5/2017 9:55 AM
200	Sierra College/ Douglas 95661	12/5/2017 9:53 AM
201	Blue oaks 95747	12/5/2017 9:51 AM
202	East roseville parkway / N Cirby 95661	12/5/2017 9:49 AM
203	Roseville pkwy/ pleasant grove 95678	12/5/2017 9:47 AM
204	pleasant grove 95747	12/4/2017 9:56 AM
205	Chase & roseville prkwy 95678	12/4/2017 9:54 AM
206	95661	12/4/2017 9:51 AM
207	Foothills Junction 95747	12/4/2017 9:49 AM
208	park 95765	12/4/2017 9:47 AM
209	95678	12/4/2017 9:46 AM
210	sierra college 95661	12/3/2017 10:57 PM
211	blue oaks 95747	12/3/2017 10:55 PM
212	douglas & sunrise 95661	12/3/2017 10:53 PM
213	pleasant grove & Mahany Park 95747	12/3/2017 10:49 PM
214	highland park & fairway dr 95678	12/3/2017 10:47 PM
215	adams dr 95765	12/3/2017 10:43 PM
216	Cirby & sunrise 95678	12/3/2017 10:41 PM
217	95747	12/3/2017 10:35 PM
218	blue oaks & del webb 95747	12/3/2017 10:33 PM
219	horseshoe 95650	12/3/2017 10:29 PM
220	woodcreek and junction 95747	12/3/2017 10:27 PM
221	Fairway & pleasant grove 95678	12/3/2017 10:21 PM
222	Cirby & rocky ridge 95661	12/3/2017 10:16 PM
223	Roseville parkway 95678	12/3/2017 10:12 PM
224	westbrooke & brock 95747	12/3/2017 10:10 PM
225	Baseline & woodcreek oaks 95747	12/3/2017 10:06 PM
226	Douglas 95661	12/3/2017 10:02 PM
227	47th 95820	12/3/2017 10:00 PM
228	Douglas & Eureka 95661	12/3/2017 9:58 PM
229	foothills junction & 95678	12/2/2017 8:30 PM
230	Pleasant Grove & 95747	12/2/2017 8:28 PM
231	95661	12/2/2017 8:22 PM
232	Cirby/ Rocky Ridge & 95661	12/2/2017 8:18 PM
233	Pleasant grove & woodcreek 95747	12/2/2017 8:15 PM
234	junction and country club	12/2/2017 8:13 PM

235	country club drive & 95747	12/2/2017 8:10 PM
236	95671	12/2/2017 8:09 PM
237	woodcreek/ Pleasant grove 95747	12/2/2017 8:06 PM
238	Junction/ Baseline 95747	12/2/2017 8:02 PM
239	Cirby / Orlando 95661	12/2/2017 7:59 PM
240	cirby / Rocky Ridge & 95661	12/2/2017 7:57 PM
241	Madison/ Kenneth & 95628	12/2/2017 7:56 PM
242	douglas & 95678	12/2/2017 7:51 PM

Q15 Do you have a driver's license?

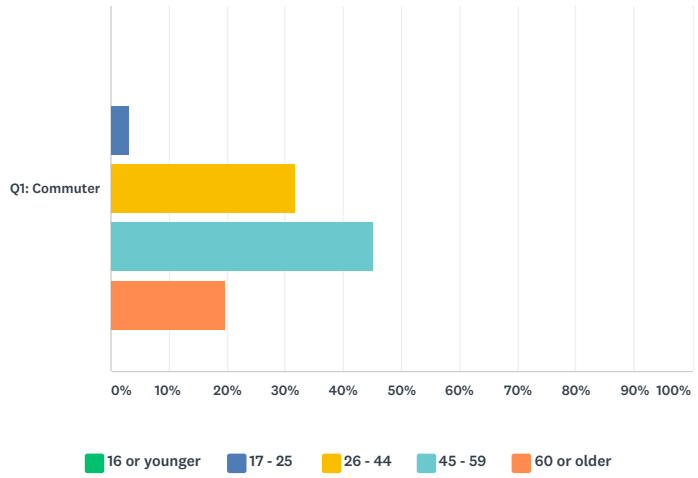
Answered: 228 Skipped: 47



	YES	NO	TOTAL
Q1: Commuter	96.49% 220	3.51% 8	100.00% 228
Total Respondents	220	8	228

Q16 What is your age?

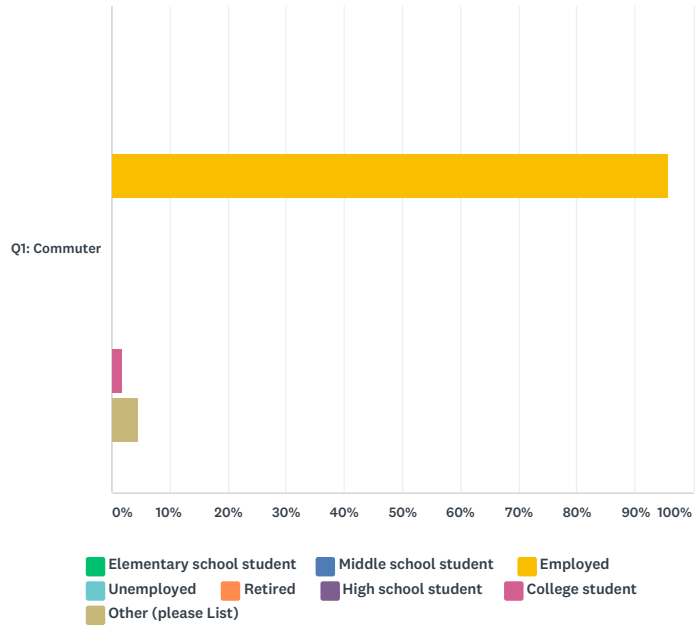
Answered: 254 Skipped: 21



	16 OR YOUNGER	17 - 25	26 - 44	45 - 59	60 OR OLDER	TOTAL
Q1: Commuter	0.00% 0	3.15% 8	31.89% 81	45.28% 115	19.69% 50	100.00% 254
Total Respondents	0	8	81	115	50	254

Q17 What best describes your occupation?

Answered: 259 Skipped: 16



	ELEMENTARY SCHOOL STUDENT	MIDDLE SCHOOL STUDENT	EMPLOYED	UNEMPLOYED	RETIRED	HIGH SCHOOL STUDENT	COLLEGE STUDENT	OTHER (PLEASE LIST)	TOTAL
Q1: Commuter	0.00% 0	0.00% 0	95.75% 248	0.00% 0	0.00% 0	0.00% 0	1.93% 5	4.63% 12	102.32% 265
Total Respondents	0	0	248	0	0	0	5	12	259

#	Q1: COMMUTER	DATE
1	student	12/5/2017 10:23 PM
2	Information Technology	12/5/2017 9:10 PM
3	state employee	12/5/2017 12:22 PM
4	state employee	12/5/2017 11:07 AM
5	state employee	12/5/2017 11:05 AM
6	scientist	12/5/2017 10:55 AM
7	state employee	12/5/2017 10:01 AM
8	state employee	12/3/2017 10:57 PM
9	court of appeal	12/3/2017 10:27 PM
10	state employee	12/3/2017 10:21 PM
11	state employee	12/3/2017 10:12 PM
12	state employee	12/2/2017 8:15 PM

Q18 What transit improvements would you most like to see?

Answered: 211 Skipped: 64

	WHAT TRANSIT IMPROVEMENTS WOULD YOU MOST LIKE TO SEE?	TOTAL
Q1: Commuter	100.00% 211	100.00% 211
Total Respondents	211	211

#	Q1: COMMUTER	DATE
1	A commuter 8am deperature time from Rosevlle to Sacramento. A 6pm commuter departure from downtown Sacramento to Roseville	1/2/2018 1:47 AM
2	Too hot in summer, need a/c	1/2/2018 1:44 AM
3	More bus routes near Mahany Park	1/2/2018 1:14 AM
4	Expand the bus cover at Sunsplash. way too small for ridership	1/2/2018 1:12 AM
5	More services to West Roseville	1/2/2018 1:11 AM
6	West Roseville needs direct commuter service. At least one route per day from Mahany down Walerga/Elkhorn direct to Sacramento	1/2/2018 1:06 AM
7	More commuter stops at Galleria. taylor and I80 too many traffic lights. More buses to reduce crowding	1/2/2018 1:04 AM
8	1-2 extra buses a day, add #6 on Fridays	1/2/2018 12:59 AM
9	Additional Service to Orlando and Cirby	12/29/2017 10:01 AM
10	Bigger or More frequent bus	12/29/2017 10:00 AM
11	Earlier bus downtown, 2PM	12/29/2017 9:58 AM
12	Bus at noon, 2pm would be helpful if we had to leave early	12/29/2017 9:55 AM
13	More bike racks. because I ride the light i need you to be on time.	12/29/2017 9:53 AM
14	bad timing to do survey when dark not enough light in bus to read	12/29/2017 9:50 AM
15	Satisfied	12/29/2017 9:49 AM
16	AM Commuter routes later than currently scheduled, to coordinate with school drop off- 7:40am-7:45am	12/28/2017 1:51 PM
17	Early afternoon service	12/28/2017 1:48 PM
18	Better coverage in Roseville, especial commercial areas	12/28/2017 1:46 PM
19	earlier pickup in sacramento	12/28/2017 1:43 PM
20	Early afternoon pickups	12/28/2017 1:31 PM
21	More frequent service/later evening service	12/28/2017 1:29 PM
22	Service to additional locations. Safeway @ Pleasant Grove and East Roseville Parkway	12/28/2017 1:26 PM
23	The ability to take commuter am round trip access. Had a few situations had to go back due to emergency.	12/28/2017 1:23 PM
24	Don't take away bus 6 on Fridays	12/28/2017 1:21 PM
25	QuestCompany	12/27/2017 7:10 PM
26	More timed stops.	12/27/2017 7:01 PM
27	The Roseville Commuter service has a multitude of Am and PM routes. If there wore it would be great but I don't know how doable that would be. I thin it would be great if all the buses were big buses and if every passengers weighed under 250.	12/27/2017 2:56 PM
28	Commuter PMs coordination w/Lightrail to Rancho Cordova, or Natomas areas, past Watt/I-80. State departments: FTB, Victims Compensation (moving from downtwon Sacramento to Bradshaw area in 2018).	12/27/2017 2:50 PM
29	Fix windows, ac air	12/27/2017 2:47 PM
30	An early afternoon bus or a later morning bus	12/27/2017 2:44 PM
31	More Commuter buses	12/27/2017 2:42 PM
32	More frequent service to Saustag, earlier departures from Sacramento to Roseville	12/27/2017 12:43 PM
33	Adjustable heater and Adjustable AC- the heater/AC is either all the way on or off. Very uncomfortable	12/27/2017 12:40 PM
34	On time service in the after work hours. Some buses are empty some are full- more 1 another bus at 4-5 hours or at 5:15	12/27/2017 12:37 PM
35	Another option to use the Mahany routes without working 9 hours/day	12/27/2017 12:34 PM
36	More frequent service to Mahany Park	12/19/2017 4:19 PM
37	Different routes(for example go to I-80 stop on T st) similar to Placer.	12/19/2017 3:55 PM
38	Increased hours for earlier afternoon pickup	12/19/2017 3:48 PM
39	AC goes out a couple of time a summer	12/19/2017 3:44 PM
40	Would be nice if there was at least 1 midday commuter. Better rates fro surrounding Roseville area commuters.	12/19/2017 3:40 PM
41	buses during the day 11-12 and 1-2	12/19/2017 3:33 PM
42	improve sunsplash bus stop	12/19/2017 3:28 PM
43	great driver and service	12/19/2017 3:25 PM
44	More frequent stops and more uniform coverage of Roseville	12/19/2017 3:20 PM
45	Additional Early AM bus from Sunsplash like 6:25	12/19/2017 3:11 PM
46	more routes to West roseville less stops in downtown, more people take placer bus because it has less stops. Change route to I80 and get in the carpool lane.	12/19/2017 3:01 PM
47	Better temp control: more room; seat belts	12/19/2017 2:56 PM

48	midday 1 or 2 days a week	12/19/2017 1:36 PM
49	Too many stops in downtown Sac. People can walk a couple of blocks to the bus stop. I like how the Placer bus only has a couple of stops, much faster.	12/19/2017 1:28 PM
50	Earlier PM Commute Service	12/19/2017 1:13 PM
51	Roseville Transit needs to improve the bus stops at the Taylor Rd and I80 Park and Ride	12/19/2017 1:10 PM
52	Later stop at Sunrise and Cirby	12/10/2017 4:33 PM
53	7:40am bus at Taylor & 80	12/10/2017 4:29 PM
54	PM route to Saugstad	12/10/2017 4:26 PM
55	Early PM routes that service Saugstad	12/10/2017 4:24 PM
56	Increased hours, increased stops, newer buses.	12/10/2017 4:21 PM
57	increased hours of service, better AC.	12/10/2017 4:17 PM
58	MOre buses in the evening from Roseville to Sacramento after 4. More frequent service	12/10/2017 4:09 PM
59	Ample room on bus for adults, earlier and later departure times.	12/10/2017 4:05 PM
60	Avoid Business I 80	12/10/2017 3:59 PM
61	Improve the AC (too hot or too cold)	12/10/2017 3:54 PM
62	Homeless people camping out. Prompt departures/arrivals.	12/10/2017 3:52 PM
63	More frequent services, some buses are standing room only.	12/10/2017 3:49 PM
64	AM route 9 should not go to Saugstad	12/10/2017 3:46 PM
65	later earlier services (8am and 8pm)	12/10/2017 3:40 PM
66	Later evening service to leave downtown at 6pm.	12/10/2017 3:36 PM
67	Evening route to Sac.	12/10/2017 3:33 PM
68	More buses from 6:50am-7:15am	12/10/2017 3:30 PM
69	Midday service would help if you have to go to work earlier or come home earlier.	12/10/2017 3:04 PM
70	seats need to go up farher. Hurts my back.	12/10/2017 2:49 PM
71	More Pick up stops in the morning and more direct routes from downtown to Saugstad. Newer buses	12/10/2017 2:45 PM
72	More stops on the late bus home. Comm #10 only stops at Saugstad @Sunsplash, which makes a lot of people have to drive to these stops	12/10/2017 2:39 PM
73	More service to and from West Roseville and Mahany Park	12/10/2017 2:31 PM
74	Please consider adding commuter route 1 back to Friday morning service at Taylor & I80 @ 5:20 AM because I start work at 6am. Thank you. Kindly.	12/10/2017 2:19 PM
75	Friday #1 bus stopped, so I have to drive to get there by 6am	12/10/2017 2:12 PM
76	Increase later morning routes and evening routes for dr's apts. or personal apts.	12/10/2017 1:58 PM
77	Timliness (depends on the driver, traffic and traffic meters)	12/10/2017 1:52 PM
78	Later PM service	12/10/2017 1:32 PM
79	Wifi	12/10/2017 1:24 PM
80	Later morning service and more frequesnt afternoon commuter pick ups	12/10/2017 1:21 PM
81	Moe service to West Roseville	12/10/2017 1:18 PM
82	On time pick up in evening (frequently late), fix leaky bus roofs	12/10/2017 1:16 PM
83	Timliness (depends on the driver, traffic and traffic meters)	12/10/2017 1:13 PM
84	I would like to see a dedicated commuter bus for Mahany Park.	12/10/2017 12:48 PM
85	More options to Mahany	12/10/2017 12:41 PM
86	More frequent service (every 15 minutes)	12/10/2017 12:36 PM
87	Longer hours, mmore routes, late buses in the morning	12/10/2017 12:33 PM
88	More frequent commuter service to West Roseville	12/10/2017 12:31 PM
89	Wifi	12/10/2017 12:27 PM
90	Skip the stop at Galleria on the PM Rte (very few people need it). Use Atlantic to Washington to Pleasant Grove to return to Mahany Park	12/10/2017 12:20 PM
91	PM stop to Mahany first, wider seats on newer buses, better temperature control	12/10/2017 12:14 PM
92	Have a PM route that doe not stop at Sunsplash (too many seats taken up by them) commuter route 5. Climate control-driver turns on and off AC to keep the bus from freezing or stuffy.	12/10/2017 12:10 PM
93	Midday bus, more stops at Amtrak	12/10/2017 12:04 PM
94	Leaky buses	12/10/2017 12:01 PM
95	More service to Amtrak	12/10/2017 11:58 AM
96	An earllier return bus to Mahany Park. Many people drive to work because of the late arrival back to Roseville. Mahany express service would increase ridership.	12/10/2017 11:53 AM
97	Earlier drop off at Mahany Park	12/10/2017 11:48 AM
98	More service earlier and later	12/10/2017 11:45 AM
99	Earlier service for evening buses. A new stop at 4th & N. Charlotte is the best bus driver!	12/10/2017 10:49 AM
100	Newer buses are more crowed/smaller seats. Buses that don't leak, and a route that can accomodate an hour day with a hour lunch.	12/10/2017 10:45 AM
101	Return serice to Galleria	12/10/2017 10:38 AM
102	Larger buses, more frequent stops	12/10/2017 12:31 AM
103	Newer buses, improved exit at Saugstad Park, better temperature control, consistancy	12/10/2017 12:28 AM

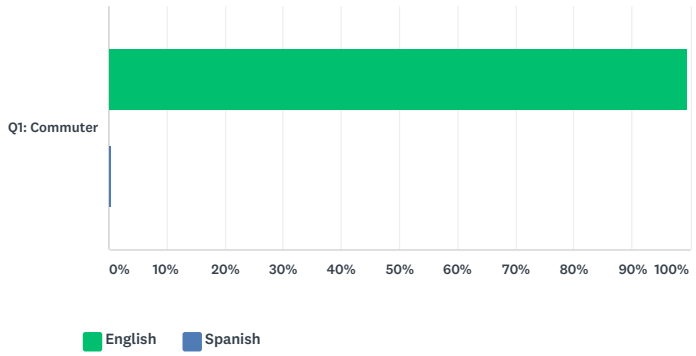
104	later bus from Sac. Newer buses are too compact, seats too small	12/10/2017 12:24 AM
105	Direct bus from Sunsplash to Downtown Sac. Keep homeless from camping out.	12/10/2017 12:19 AM
106	Later routes, more frequent hours	12/10/2017 12:13 AM
107	Compared to Placer County's busses, these are uncomfortable. There needs to be more options between the 4:50 bus and the 5:20 bus.	12/10/2017 12:09 AM
108	have another last bus	12/10/2017 12:04 AM
109	Evening #9 bus needs to be more consistant.	12/9/2017 11:57 PM
110	A bus at 7:30/:40 would be nice so I can drop kids off at school and still catch the bus. Also, consider routes to UCD Med Center- I have friends who would ride.	12/9/2017 11:55 PM
111	PM busses need to be on time-safety issue	12/9/2017 11:49 PM
112	more cummuter lines throughout the day, once an hour	12/9/2017 11:45 PM
113	More busses at peak commuter hours	12/9/2017 11:37 PM
114	Accurate route times on schedule	12/9/2017 11:32 PM
115	Better AC/heater in the older buses. (either too hot or too cold)	12/9/2017 11:09 PM
116	Larger bus for direct service to West Roseville	12/9/2017 11:05 PM
117	AC on new commuter bus is way too cold. Shelter @ Taylor & 80 leaks rain. Add bike racks with spots for 3 bikes. They fill up. Wifi. Fix leaky drafty windows.	12/9/2017 11:02 PM
118	bike racks to hold more bikes	12/9/2017 10:46 PM
119	At least one commuter bus to drop off first in the evening at Mahany Park stop to allow return home/activities	12/9/2017 10:42 PM
120	Better Bus Shelter (don't allow homeless to camp),fix leaks (on windows too), bigger, remove mmoldy ceiling,	12/9/2017 10:36 PM
121	Very happy with the service	12/9/2017 10:26 PM
122	More Galleria Routes	12/9/2017 10:20 PM
123	earlier hours, service near Cooley Middle School, more frequent service, better info.	12/9/2017 10:15 PM
124	AC/heater, leg space, later service	12/9/2017 10:10 PM
125	Midday commuter service around noon/1	12/9/2017 10:01 PM
126	Mahaney stop pickup between 6 and 7:10 maybe 6:30 or 6:40?	12/5/2017 9:47 PM
127	Please don't make a personal trip during work hours necessary to get ID. for 2 years I have paid non resident fare b/c I can't take 1/2 day off to get a bus ID!	12/5/2017 9:41 PM
128	more frequent service	12/5/2017 9:37 PM
129	increased service earlier in the day incase the need to leave early arises	12/5/2017 9:31 PM
130	More frequent service AC in summer	12/5/2017 9:26 PM
131	more on time routes	12/5/2017 9:20 PM
132	1. late AM service 8:15 am from Taylor/ I80 or Maidu 2. More stops at Maidu- more routes thru maidu	12/5/2017 9:13 PM
133	provide later shifts on PM commuter 6 or 6:30Pm	12/5/2017 9:10 PM
134	better ventilation. driver awareness of heat or AC on bus	12/5/2017 9:05 PM
135	Increased hours later in the morning routes	12/5/2017 9:02 PM
136	driver are great, newer buses would be nice	12/5/2017 8:59 PM
137	wider seats , 60 ride pass	12/5/2017 12:43 PM
138	better waiting area @ taylor & I 80 - more covered seatnig/ lighting, newer buses- ones that have working AC in the summer and roofs that don't leak after winter rains.	12/5/2017 12:41 PM
139	Downtown service weekend evenings to sacramento better service to woodcreek are, amtrak service	12/5/2017 12:38 PM
140	don't charge extra for Rockling resident. work wit Placer commuter to have the same fare! the extra .50cents is stupid & a pain for what a few cents?	12/5/2017 12:35 PM
141	More frequent service / one service during the day between commute times / nicer buses like commuter express wifi would be nice	12/5/2017 12:32 PM
142	Route to/ from my stop near N & 11th involves many stops on the way to and from, making for a frustratingly long travel both directions. This is my primary frustration and primary reason for minimizing trips on roseville transit buses. For me, re-routing to reduce # of stops after P & 11 would be a big help on PM route	12/5/2017 12:29 PM
143	Prevent some seats from getting wet in winter. It makes the seat unusable until it drys. Also, causes smell on bus.	12/5/2017 12:25 PM
144	PM buses running on time and notifications when buses are broken down. Also, fix leaks from roof on some buses	12/5/2017 12:22 PM
145	more frequent service	12/5/2017 12:17 PM
146	Newer buses, Like Placer and El Dorado	12/5/2017 12:13 PM
147	Increased amount of buses offered as buses are getting too crowded during commute times. For example #6 and#8 AM picking up at Taylor & 80. Also, #4 and #5 PM picking up at H & 11th.	12/5/2017 12:07 PM
148	buses leak, very drafty, how about making sure teh windows close properly, get AC that works. Also, how about increasing the size of the covered bus stop at Taylor, we have 30-50 people in there, not good when it is raining	12/5/2017 12:02 PM
149	Ive been riding the RSUL bus since Jan 2013 adn 10 buses are good. more frequent service another bus, 11-12 would be better	12/5/2017 11:58 AM
150	It is really good	12/5/2017 11:55 AM
151	1 bus @ noon, 1 bus @ 2pm Taylor Only from and to downtown, no cell phone policy except emergency, no phone calls. plus take same route on Placer, NO BSN 80!	12/5/2017 11:53 AM
152	increased evening service	12/5/2017 11:49 AM
153	Keep 6:45 #6 on Fridays. more stops @ orlando later in morningand evening, new buses	12/5/2017 11:47 AM
154	The Mahaney Park & Ride is close to my home, but the schedule for that stop makes no sense. It's not set up for an 8 hr workday like the Taylor Schedule	12/5/2017 11:43 AM
155	less crowded more space, better climate control	12/5/2017 11:40 AM

156	additional Pm routes to Saugstead Park. the Am bus is great however the PM 7 is late everyday. The bus needs to leave roseville earlier to make it back downtown on time. Also, one extra AM route would be nice at 7:15	12/5/2017 11:10 AM
157	earlier afternoon service before 3 pm, newer buses	12/5/2017 11:07 AM
158	this bus is very good but to me I know the routes so they are way slow, even months after driving for a while	12/5/2017 11:05 AM
159	Id like to see A B bus at Taylor at 6:30, 40, 55. not 6:40 45,55. reschedule 6:45 to 6:30 at Taylor	12/5/2017 11:00 AM
160	would like an earlier PM bus for days I have appointments. would like windows checked. Ths bus has the small window which flaps open letting cold air in	12/5/2017 10:58 AM
161	none	12/5/2017 10:55 AM
162	nicer buses	12/5/2017 10:54 AM
163	additional locations S & 15 I work at 23rd and R st long walk	12/5/2017 10:51 AM
164	Commuter service with earlier departures from downtown. more buses and more routes. It can be very crowded evening specifically, morning routes are usually on time evening not so much.	12/5/2017 10:49 AM
165	on time in PM	12/5/2017 10:46 AM
166	earlier PM stops at Mahaney	12/5/2017 10:43 AM
167	increase service later in the day on weekdays	12/5/2017 10:19 AM
168	bus 4 to saugstad park	12/5/2017 10:16 AM
169	better climate control. often bus is too cold in summer, too warm in winter	12/5/2017 10:14 AM
170	more commuter from business 80 & 160 to I-5 and I-80 carpool Bus80 is always congested	12/5/2017 10:12 AM
171	increased later M-F	12/5/2017 10:09 AM
172	why is there a discount for Roseville residents? to discourage other for riding the bus, this will decrease riders.	12/5/2017 10:08 AM
173	earlier afternoon buses to I 80 & Taylor from downtown like a 1 or 2pm bus M-F also, buses smell like mildew	12/5/2017 10:01 AM
174	more frequent busses in the afternoon and evening	12/5/2017 9:57 AM
175	later morning service	12/5/2017 9:49 AM
176	Better info regard to timeliness of buses. Recently one bus didn't arrive, which required passengers on the next buses to make alternate arrangements due to overcrowding.	12/5/2017 9:47 AM
177	All day service until 6 or 6:30 pm	12/4/2017 9:56 AM
178	benches at all bus stops & reduce / combine stops. some stops are close together adn can be combined with another close by stop. add foot rests	12/4/2017 9:54 AM
179	smaller bus during the day 10-12 at 12 & 2pm	12/4/2017 9:46 AM
180	monday- friday 7:30 am more bus additional times, on time bus	12/3/2017 10:57 PM
181	increased evening hours	12/3/2017 10:55 PM
182	more options - mid morning and evening. 5:15 option please. safer parking in roseville (sunsplash- break ins) offer alternatives to taking capitol fwy (parking lot) when it rains shelter in sacramento!	12/3/2017 10:53 PM
183	bigger busses with more capacity, more frequent services	12/3/2017 10:49 PM
184	frequent service both morning and evening to and from sacramento	12/3/2017 10:47 PM
185	more earlier pm routes from sac to roseville	12/3/2017 10:43 PM
186	pm route 7 is late nearly everyday arriving at taylor & I-80 at same time as bus 8. We'd like a bus that picks us up on time. (4:26 timed stop) so we can make it Cap City in a timely fashion, 5 mins late picking us up = 20 min on capitol city stuck in traffic. 20 mins late every night should be 20 mins ahead of bus 8, 7 is full and no seats, bus driver says to wait for 8 if you want a seat	12/3/2017 10:41 PM
187	wifi service as el dorado busses have. Perhaps foot steps for better comfort level in each row. capability to charge phones and laptops. would appreciate more stops nearer to sac. ie, Watt	12/3/2017 10:33 PM
188	more busses on Friday	12/3/2017 10:29 PM
189	commuter going home is late most day of the week. I wish more stops from Mahney in the morning	12/3/2017 10:27 PM
190	on time arrival and driving a little more faster to get to my destinaiton on time. I dont want to be on the road for hours	12/3/2017 10:24 PM
191	seats are a bit tight for two people, more direct route from water park on AM bus 9 & 10(no saugstad stop on one of them) both gets in too late 8: 25 P/s maybe a stop near mall or nugget	12/3/2017 10:21 PM
192	earlier/ later pick ups in Sac to Roseville, roomier seats, All busses should have straps if you need to stand.	12/3/2017 10:16 PM
193	more frequent service in the afternoon	12/3/2017 10:12 PM
194	direct route from West Roseville to Sacramento better updating of ETA in route tracker, more busses running around 4:15-5PM	12/3/2017 10:10 PM
195	earlier bus from downtown to roseville in the afternoon	12/3/2017 10:06 PM
196	earlier bus in the afternoon	12/3/2017 10:02 PM
197	have commuter buses leave early from sac to roseville. start at 6 am	12/3/2017 10:00 PM
198	drivers who know the route better	12/3/2017 9:58 PM
199	most of the 4pm-5pm buses are packed and always go to sunsplash. wish there were more routes that didnt have sunsplash on them.	12/2/2017 8:32 PM
200	more frequent service	12/2/2017 8:30 PM
201	EAsier afternoon bus more stops @ mahoney parl	12/2/2017 8:28 PM
202	only a few buses serverice Saugstad, of them I can only take one because of how late the rest get into roseville. I'd like to see more services to Saugstad between commuter 1 & 6	12/2/2017 8:26 PM
203	More drop offs and pick us at Maidu Maybe one mid-day route to and from downtown one or twice a week	12/2/2017 8:22 PM
204	A midday route would be great for the commuter service. Connections from Local to commuter with transfers.	12/2/2017 8:18 PM
205	earlier PM bus to Mahoney Park	12/2/2017 8:15 PM
206	at least 1-2 services to downtown stops form 10 am - 2 pm M_F , individual air: they dont work	12/2/2017 8:13 PM
207	more frequent service and more services to Roseville locations other than taylr & I 80 + Saugstad	12/2/2017 8:06 PM

208	later in the day	12/2/2017 8:04 PM
209	more options to route 124, and cleaner busses	12/2/2017 8:02 PM
210	Additional service to Miadu PArk, buses with more seat capacity, many times there are people standing on the AM commuter bus.	12/2/2017 7:56 PM
211	more frequent service, safety issues when people are standing	12/2/2017 7:53 PM

Q19 Survey Language

Answered: 274 Skipped: 1



	ENGLISH	SPANISH	TOTAL
Q1: Commuter	99.64% 273	0.36% 1	100.00% 274
Total Respondents	273	1	274

Appendix C

Q1 What time did you board this bus for this ride?

Answered: 22 Skipped: 7

ANSWER CHOICES	RESPONSES	
Date / Time	100.00%	22

#	DATE / TIME	DATE
1	11:20 AM	1/2/2018 2:05 AM
2	11:00 AM	1/2/2018 2:03 AM
3	11:00 AM	1/2/2018 2:01 AM
4	2:35 PM	1/2/2018 2:00 AM
5	9:30 AM	1/2/2018 1:58 AM
6	8:55 AM	1/2/2018 1:56 AM
7	9:30 AM	1/2/2018 1:54 AM
8	10:38 AM	1/2/2018 1:53 AM
9	11:13 AM	1/2/2018 1:51 AM
10	9:35 AM	1/2/2018 1:47 AM
11	9:15 AM	1/2/2018 1:45 AM
12	8:00 AM	1/2/2018 1:42 AM
13	7:15 AM	1/2/2018 1:40 AM
14	7:02 AM	1/2/2018 1:38 AM
15	8:24 AM	1/2/2018 1:35 AM
16	7:39 AM	1/2/2018 1:32 AM
17	9:17 AM	1/2/2018 1:30 AM
18	6:40 AM	1/2/2018 1:27 AM
19	9:45 AM	1/2/2018 1:26 AM
20	8:58 AM	1/2/2018 1:23 AM
21	7:11 AM	1/2/2018 1:22 AM
22	10:00 AM	1/2/2018 1:16 AM

Q2 What was your reservation time for the ride?

Answered: 21 Skipped: 8

ANSWER CHOICES	RESPONSES	
Date / Time	100.00%	21
Date / Time	47.62%	10

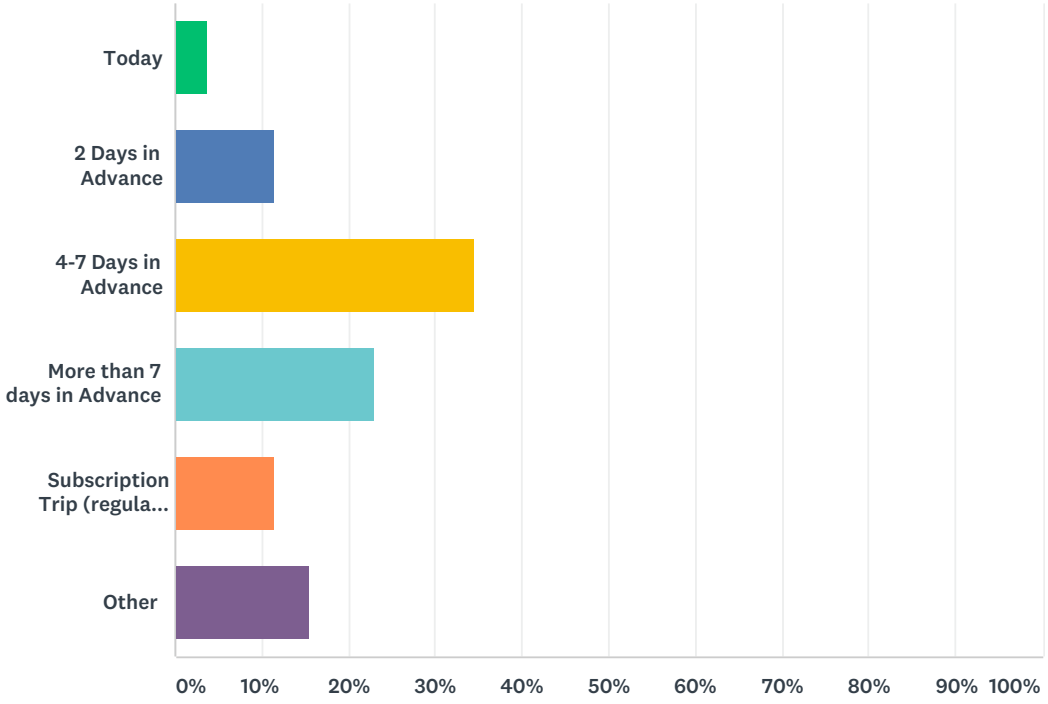
#	DATE / TIME	DATE
1	11:30 AM	1/2/2018 2:05 AM
2	11:00 AM	1/2/2018 2:03 AM
3	11:00 AM	1/2/2018 2:01 AM
4	2:4 PM	1/2/2018 2:00 AM
5	9:30 AM	1/2/2018 1:58 AM
6	9:00 AM	1/2/2018 1:56 AM
7	8:45 AM	1/2/2018 1:54 AM
8	10:00 AM	1/2/2018 1:53 AM
9	11:00 AM	1/2/2018 1:51 AM
10	9:30 AM	1/2/2018 1:47 AM
11	9:15 AM	1/2/2018 1:45 AM
12	7:45 AM	1/2/2018 1:42 AM
13	7:05 AM	1/2/2018 1:38 AM
14	8:30 AM	1/2/2018 1:35 AM
15	7:30 AM	1/2/2018 1:32 AM
16	9:30 AM	1/2/2018 1:30 AM
17	6:45 AM	1/2/2018 1:27 AM
18	10:00 AM	1/2/2018 1:26 AM
19	10:00 AM	1/2/2018 1:24 AM
20	9:15 AM	1/2/2018 1:23 AM
21	7:00 AM	1/2/2018 1:22 AM

#	DATE / TIME	DATE
1	1:30 PM	1/2/2018 1:58 AM
2	1:00 PM	1/2/2018 1:56 AM
3	10:30 AM	1/2/2018 1:53 AM
4	10:00 AM	1/2/2018 1:47 AM
5	9:45 AM	1/2/2018 1:45 AM
6	8:15 AM	1/2/2018 1:42 AM
7	7:35 AM	1/2/2018 1:38 AM
8	7:15 AM	1/2/2018 1:27 AM
9	10:15 AM	1/2/2018 1:24 AM

10	7:30 AM	1/2/2018 1:22 AM

Q3 About how long ago did you call for this ride?

Answered: 26 Skipped: 3

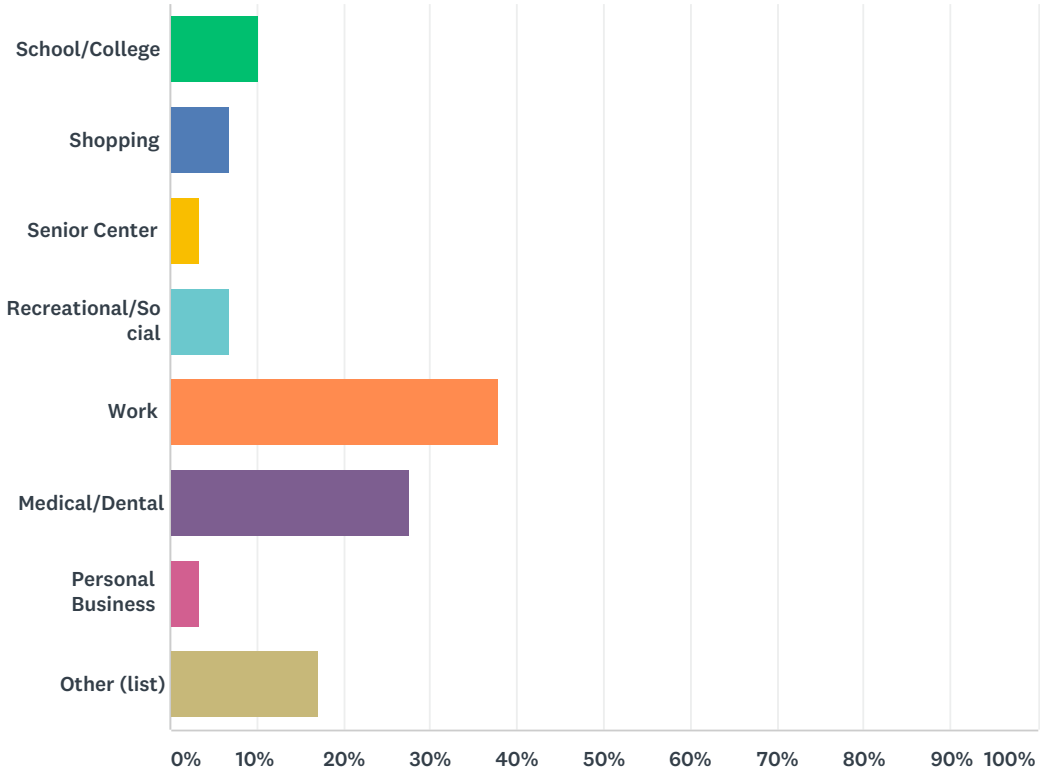


ANSWER CHOICES	RESPONSES	
Today	3.85%	1
2 Days in Advance	11.54%	3
4-7 Days in Advance	34.62%	9
More than 7 days in Advance	23.08%	6
Subscription Trip (regularly scheduled trip)	11.54%	3
Other	15.38%	4
TOTAL		26

#	OTHER	DATE
1	3 days in advance	1/2/2018 1:58 AM
2	1 day in Advance	1/2/2018 1:51 AM
3	1 day in Advance	1/2/2018 1:47 AM
4	1 day in Advance	1/2/2018 1:40 AM

Q4 What is the main purpose of your trip? (check only one) If you are going home what was the main purpose of your trip?

Answered: 29 Skipped: 0



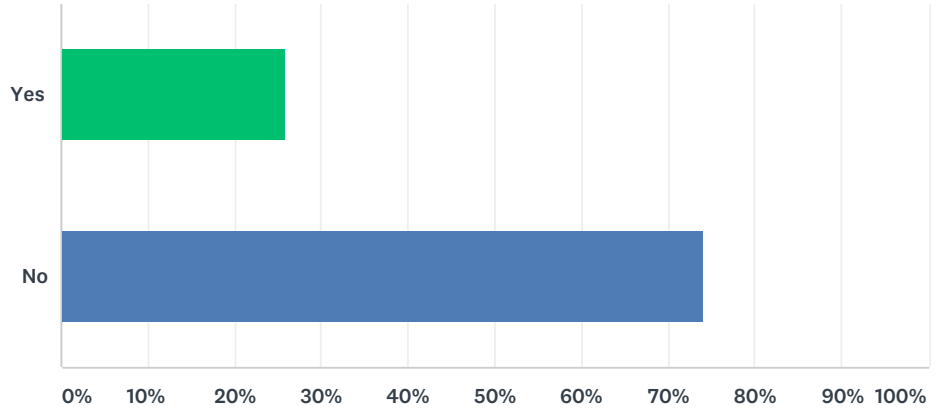
ANSWER CHOICES	RESPONSES	
School/College	10.34%	3
Shopping	6.90%	2
Senior Center	3.45%	1
Recreational/Social	6.90%	2
Work	37.93%	11
Medical/Dental	27.59%	8
Personal Business	3.45%	1
Other (list)	17.24%	5
Total Respondents: 29		

#	OTHER (LIST)	DATE
1	Library and Raleys	1/2/2018 1:47 AM
2	visit my husband	1/2/2018 1:40 AM
3	Meeting	1/2/2018 1:30 AM
4	flu shot	1/2/2018 1:24 AM

5	Church	1/2/2018 1:22 AM

Q5 Was there a vehicle that you could have used for this trip instead of Dial-A-Ride?

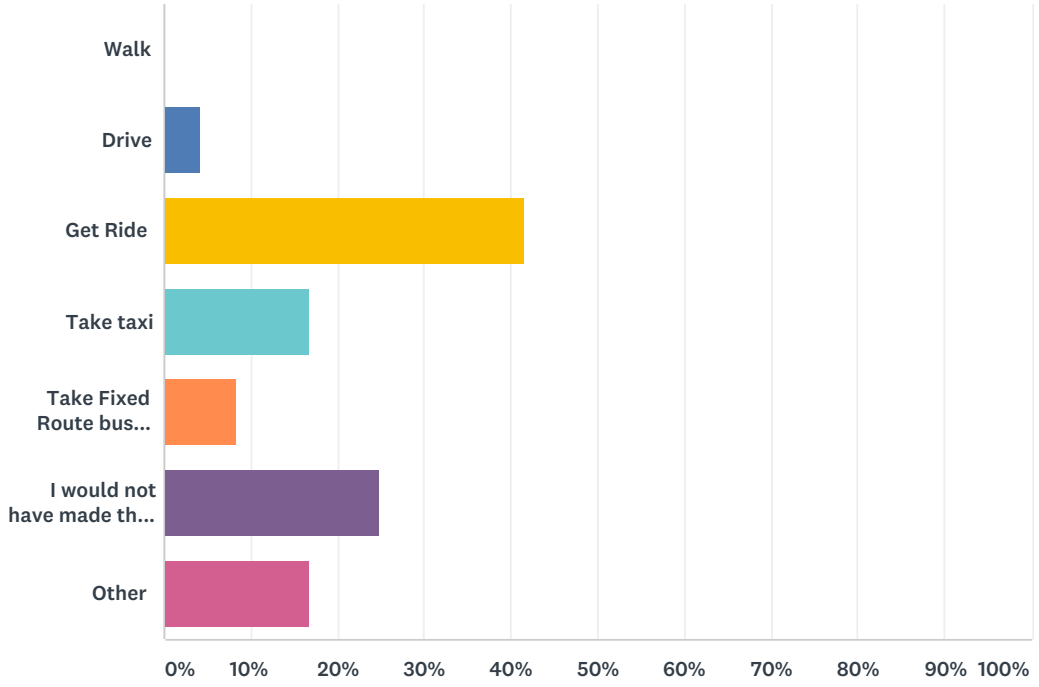
Answered: 27 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	25.93%	7
No	74.07%	20
Total Respondents: 27		

Q6 If the Dial-A-Ride service was not available, how would you have made this trip?

Answered: 24 Skipped: 5

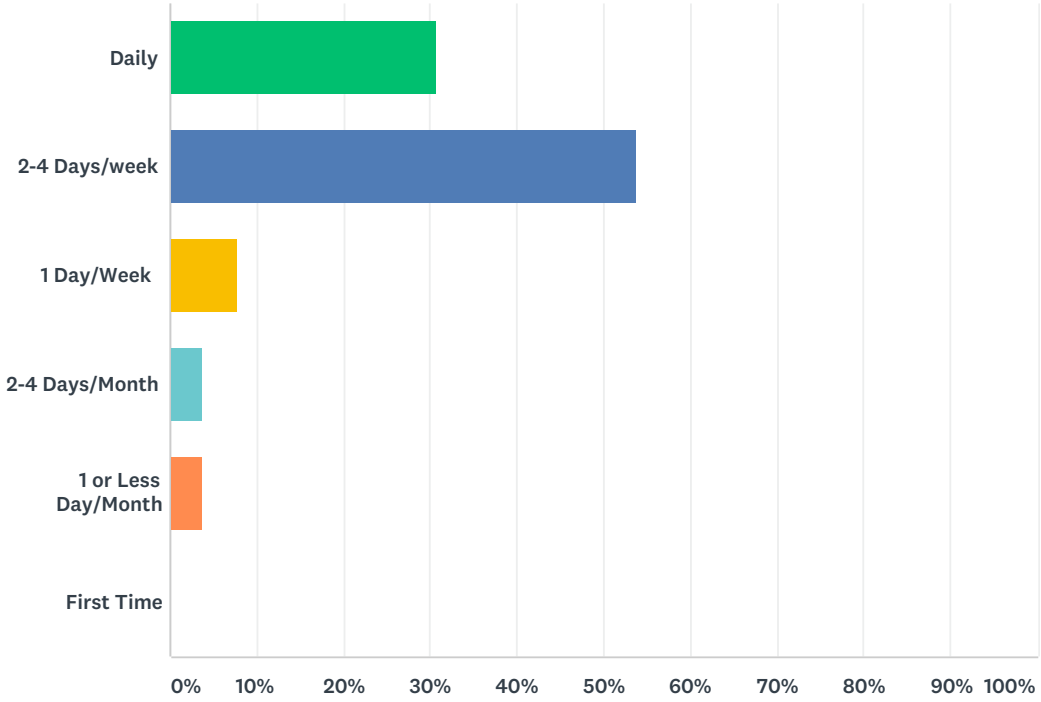


ANSWER CHOICES	RESPONSES	
Walk	0.00%	0
Drive	4.17%	1
Get Ride	41.67%	10
Take taxi	16.67%	4
Take Fixed Route bus service	8.33%	2
I would not have made this trip	25.00%	6
Other	16.67%	4
Total Respondents: 24		

#	OTHER	DATE
1	Regular Bus	1/2/2018 2:03 AM
2	Lyft	1/2/2018 1:51 AM
3	Uber	1/2/2018 1:30 AM
4	Uber	1/2/2018 1:22 AM

Q7 How often do you use Dial-A-Ride service?

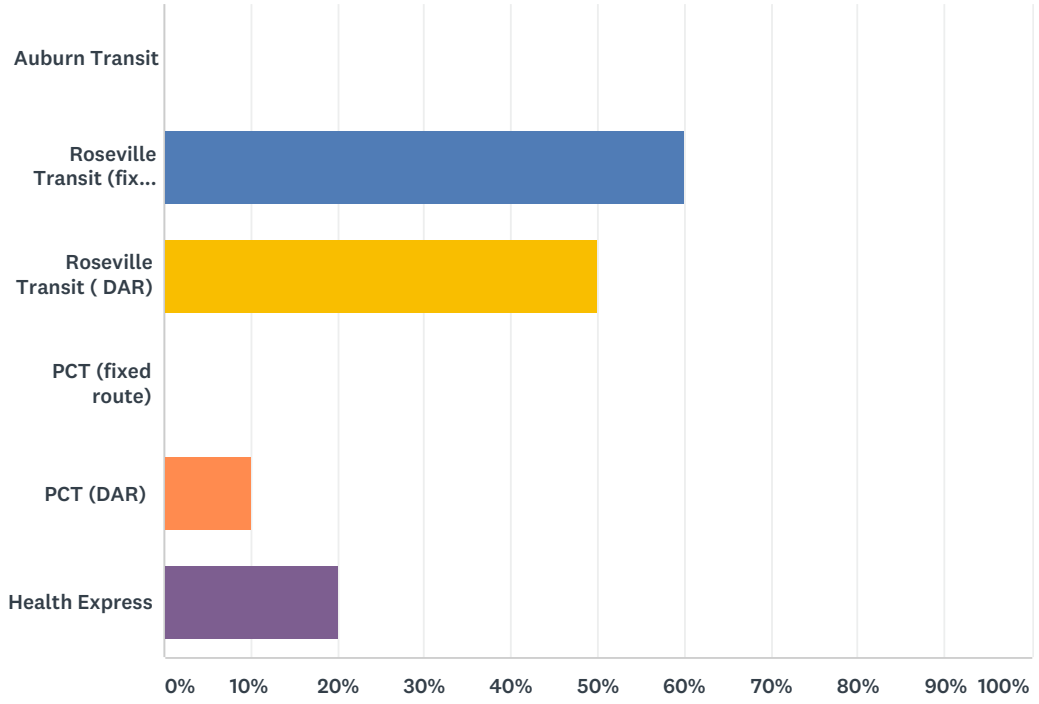
Answered: 26 Skipped: 3



ANSWER CHOICES	RESPONSES	
Daily	30.77%	8
2-4 Days/week	53.85%	14
1 Day/Week	7.69%	2
2-4 Days/Month	3.85%	1
1 or Less Day/Month	3.85%	1
First Time	0.00%	0
TOTAL		26

Q8 Do you use any of the following other area transit services? (Mark all that apply)

Answered: 10 Skipped: 19



ANSWER CHOICES	RESPONSES	
Auburn Transit	0.00%	0
Roseville Transit (fixed route)	60.00%	6
Roseville Transit (DAR)	50.00%	5
PCT (fixed route)	0.00%	0
PCT (DAR)	10.00%	1
Health Express	20.00%	2
Total Respondents: 10		

Q9 What is the general location of your home?

Answered: 20 Skipped: 9

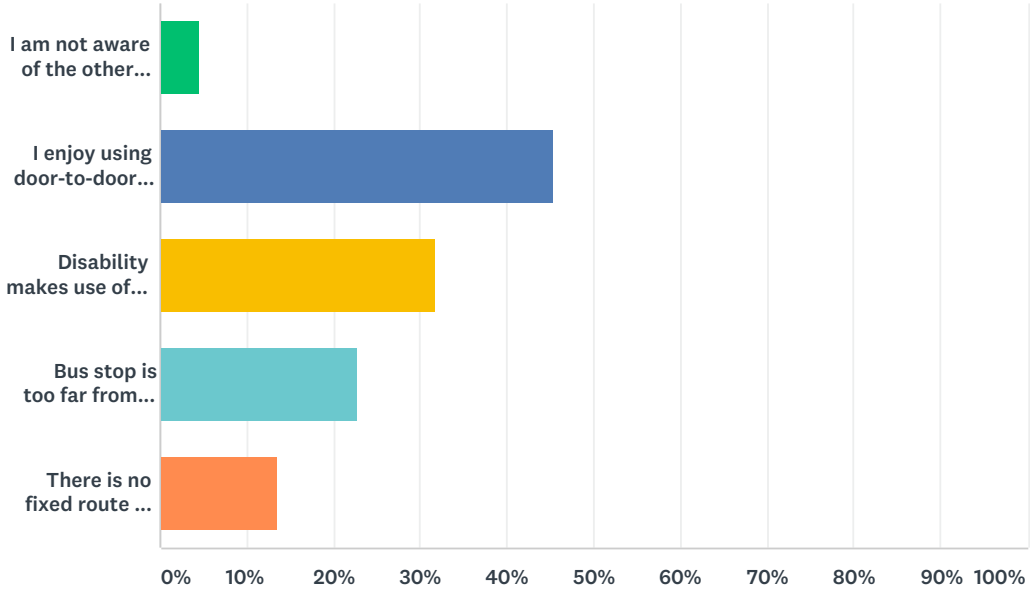
ANSWER CHOICES	RESPONSES	
Neighborhood	90.00%	18
or nearby cross street	35.00%	7

#	NEIGHBORHOOD	DATE
1	Fiddyment Rd	1/2/2018 2:03 AM
2	Fiddyment	1/2/2018 2:01 AM
3	Roseville	1/2/2018 2:00 AM
4	West Roseville	1/2/2018 1:56 AM
5	Sun city	1/2/2018 1:54 AM
6	West Rosville	1/2/2018 1:53 AM
7	Esakor village	1/2/2018 1:51 AM
8	West Roseville	1/2/2018 1:47 AM
9	Woodcreek	1/2/2018 1:45 AM
10	Fiddyment farms	1/2/2018 1:42 AM
11	Roseville-Old Town	1/2/2018 1:38 AM
12	Line Lane	1/2/2018 1:35 AM
13	E Roseville parkway	1/2/2018 1:32 AM
14	(illegible)	1/2/2018 1:30 AM
15	Dell Webb	1/2/2018 1:27 AM
16	Foothills Blvd	1/2/2018 1:26 AM
17	Foothills	1/2/2018 1:22 AM
18	Lavnole	1/2/2018 1:18 AM

#	OR NEARBY CROSS STREET	DATE
1	Eureka	1/2/2018 1:58 AM
2	Church/Ivy	1/2/2018 1:53 AM
3	blue oaks	1/2/2018 1:51 AM
4	Hemingway	1/2/2018 1:47 AM
5	Washington	1/2/2018 1:38 AM
6	Colma	1/2/2018 1:23 AM
7	Foothills/Kingswad	1/2/2018 1:22 AM

Q10 If you only use Dial-A-Ride service, what is the reason?

Answered: 22 Skipped: 7

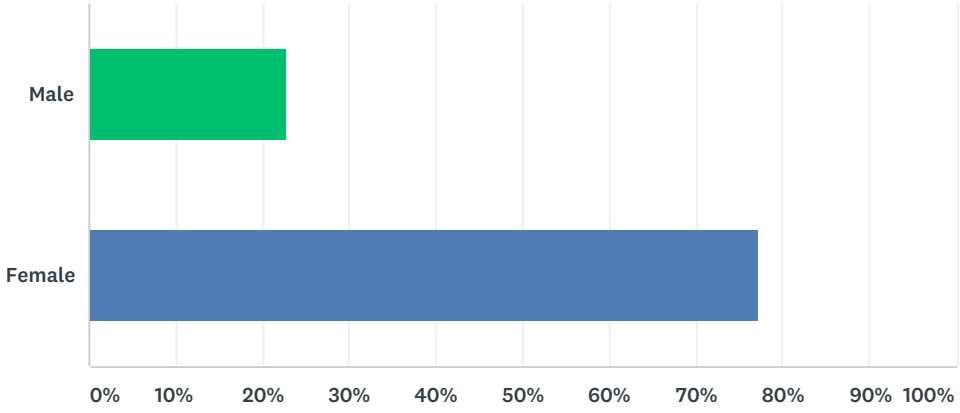


ANSWER CHOICES	RESPONSES	
I am not aware of the other services	4.55%	1
I enjoy using door-to-door service	45.45%	10
Disability makes use of fixed route bus difficult	31.82%	7
Bus stop is too far from my home/destination	22.73%	5
There is no fixed route bus in my area	13.64%	3
Total Respondents: 22		

#	OTHER	DATE
1	Not driving	1/2/2018 1:54 AM
2	Can't drive (med)	1/2/2018 1:53 AM
3	No vehicle	1/2/2018 1:38 AM
4	Affordable and convinent	1/2/2018 1:22 AM

Q11 Are you:

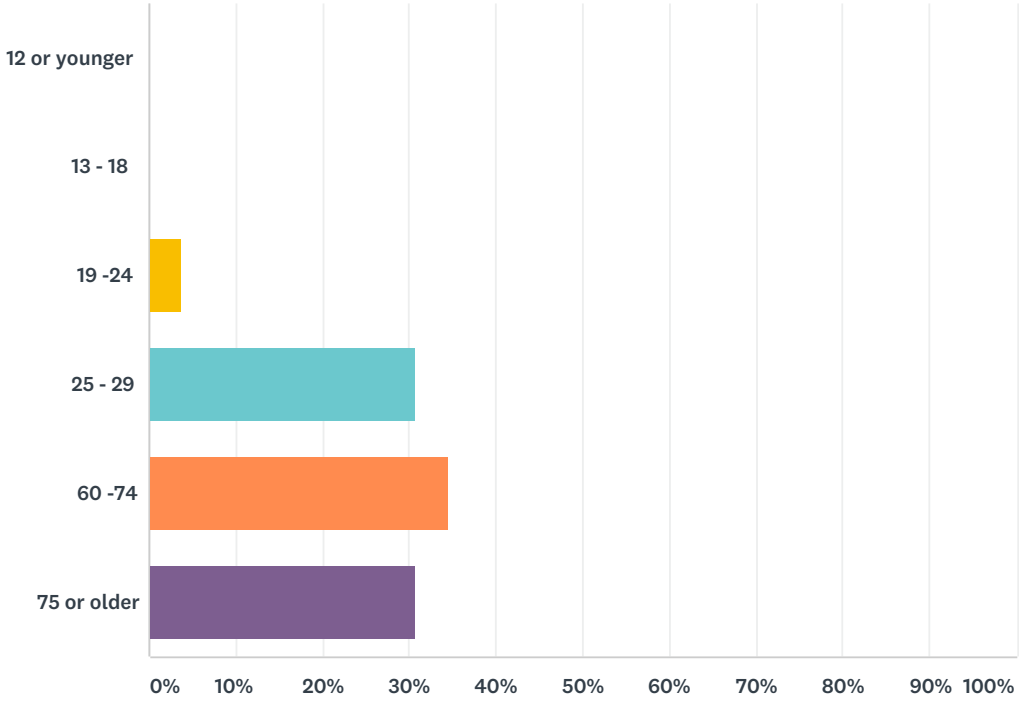
Answered: 22 Skipped: 7



ANSWER CHOICES	RESPONSES	
Male	22.73%	5
Female	77.27%	17
TOTAL		22

Q12 What is your age?

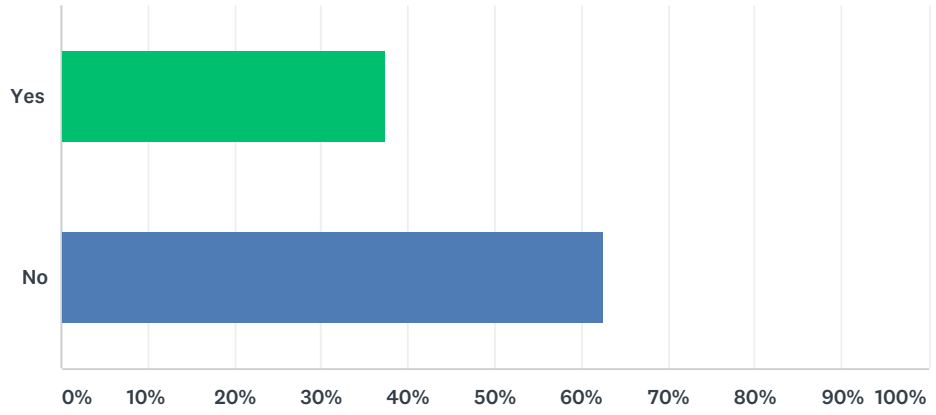
Answered: 26 Skipped: 3



ANSWER CHOICES	RESPONSES	
12 or younger	0.00%	0
13 - 18	0.00%	0
19 -24	3.85%	1
25 - 29	30.77%	8
60 -74	34.62%	9
75 or older	30.77%	8
TOTAL		26

Q13 Do you require the wheelchair lift to board or exit the bus?

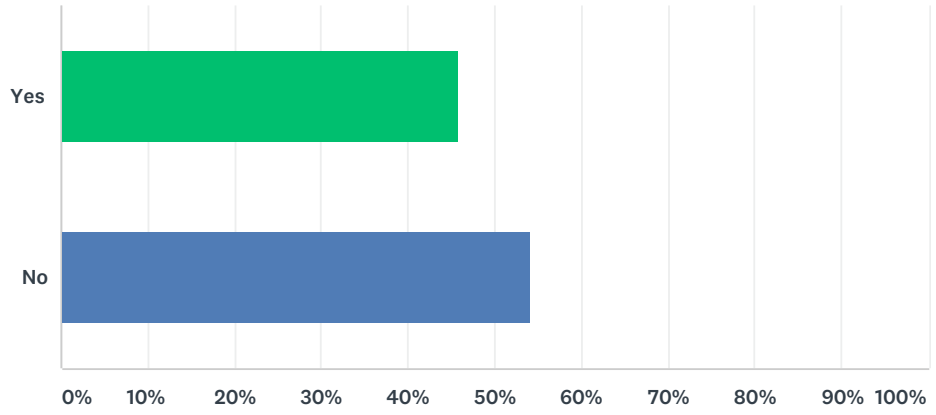
Answered: 24 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	37.50%	9
No	62.50%	15
TOTAL		24

Q14 Do you have a driver's license?

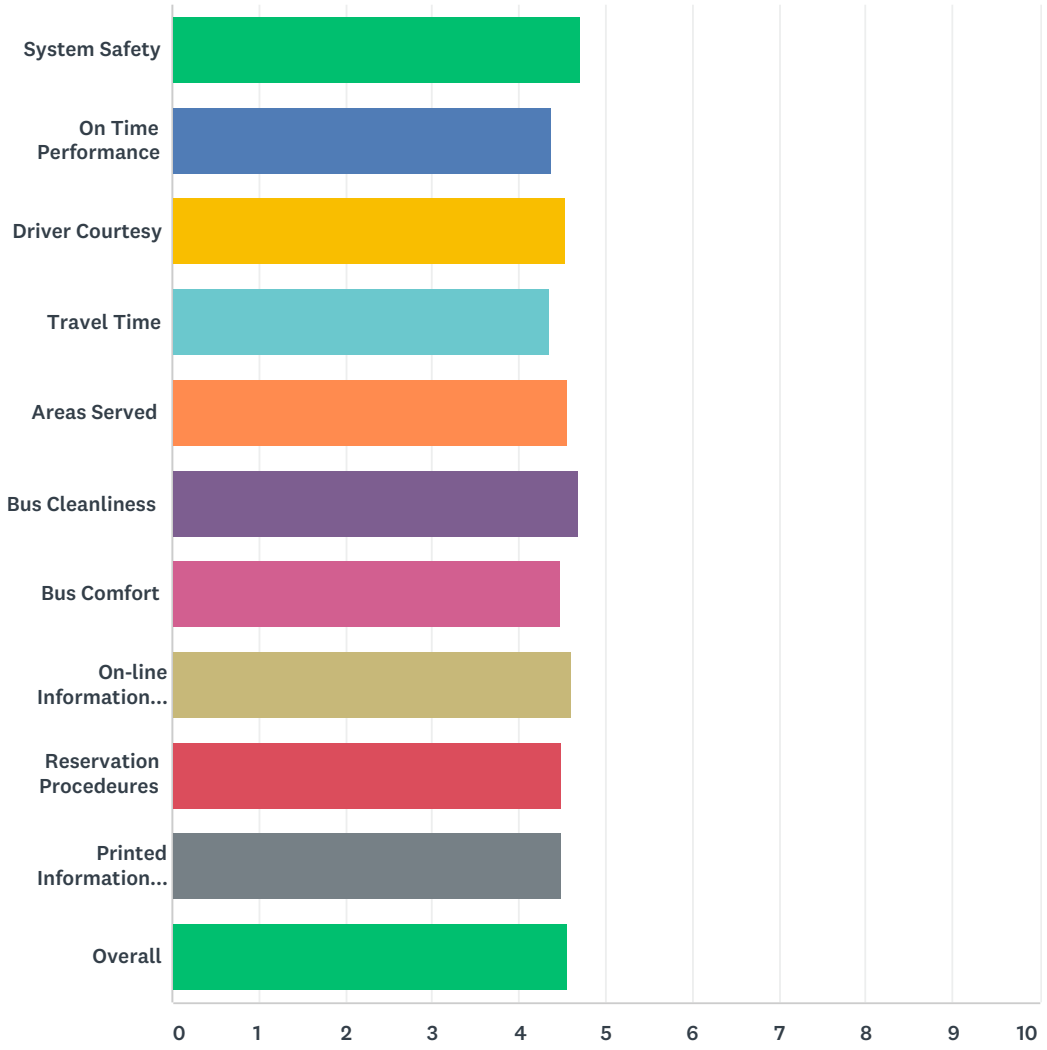
Answered: 24 Skipped: 5



ANSWER CHOICES	RESPONSES	
Yes	45.83%	11
No	54.17%	13
TOTAL		24

Q15 Please indicate your opinion of the Dial-A-Ride service from 1 (poor) to 5 (excellent) using the list below (please circle your answer or leave blank if you have no opinion):

Answered: 24 Skipped: 5

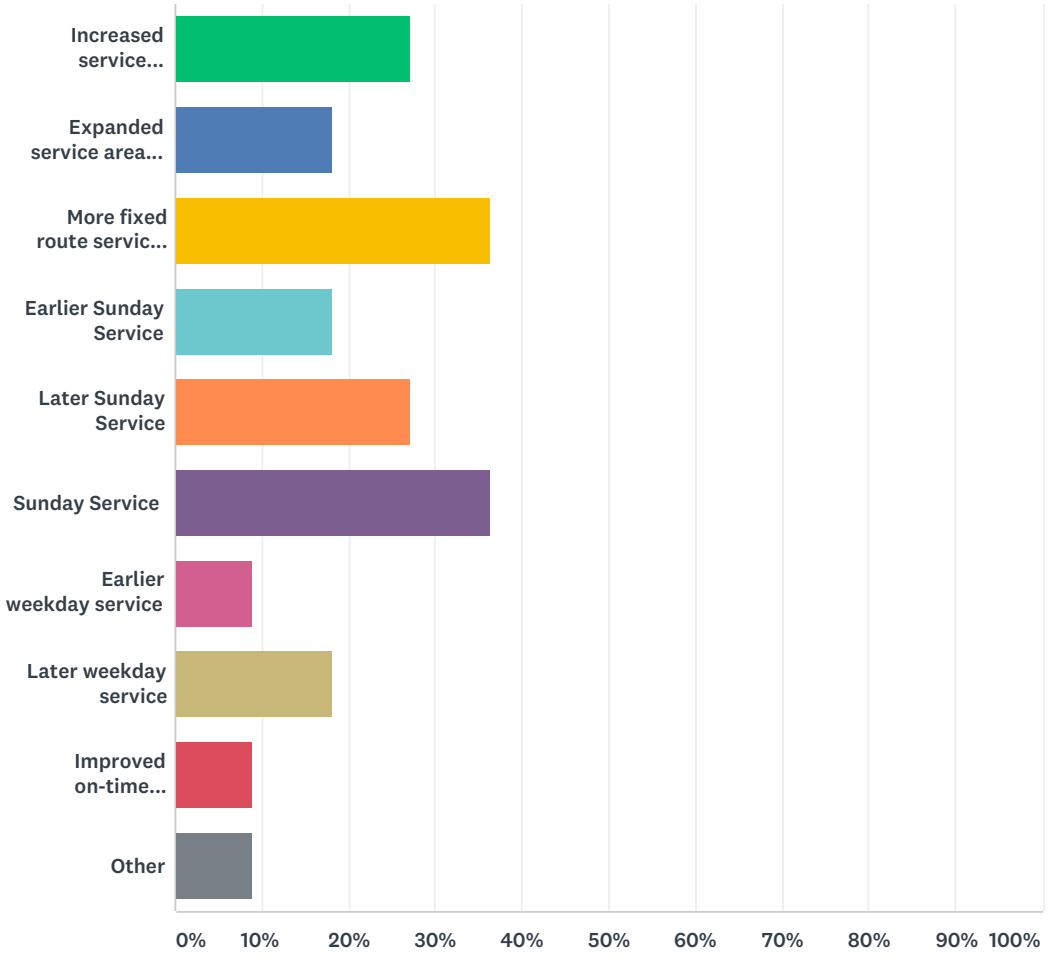


	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
System Safety	0.00% 0	0.00% 0	4.35% 1	21.74% 5	73.91% 17	23	4.70
On Time Performance	0.00% 0	0.00% 0	4.17% 1	54.17% 13	41.67% 10	24	4.38
Driver Courtesy	0.00% 0	4.55% 1	4.55% 1	22.73% 5	68.18% 15	22	4.55
Travel Time	0.00% 0	0.00% 0	4.35% 1	56.52% 13	39.13% 9	23	4.35
Areas Served	0.00% 0	0.00% 0	4.76% 1	33.33% 7	61.90% 13	21	4.57

Bus Cleanliness	0.00% 0	0.00% 0	4.55% 1	22.73% 5	72.73% 16	22	4.68
Bus Comfort	0.00% 0	4.35% 1	8.70% 2	21.74% 5	65.22% 15	23	4.48
On-line Information Services	0.00% 0	0.00% 0	5.00% 1	30.00% 6	65.00% 13	20	4.60
Reservation Procedeures	0.00% 0	0.00% 0	12.50% 3	25.00% 6	62.50% 15	24	4.50
Printed Information Materials	0.00% 0	0.00% 0	5.56% 1	38.89% 7	55.56% 10	18	4.50
Overall	0.00% 0	0.00% 0	4.35% 1	34.78% 8	60.87% 14	23	4.57

Q16 What service or customer improvements would you like to see? (Mark all that apply)

Answered: 11 Skipped: 18



ANSWER CHOICES	RESPONSES	
Increased service availability - if so, when?	27.27%	3
Expanded service area - if so, where?	18.18%	2
More fixed route service to my area	36.36%	4
Earlier Sunday Service	18.18%	2
Later Sunday Service	27.27%	3
Sunday Service	36.36%	4
Earlier weekday service	9.09%	1
Later weekday service	18.18%	2
Improved on-time performance	9.09%	1
Other	9.09%	1

Total Respondents: 11

#	OTHER	DATE
1	Lincoln	1/2/2018 1:51 AM

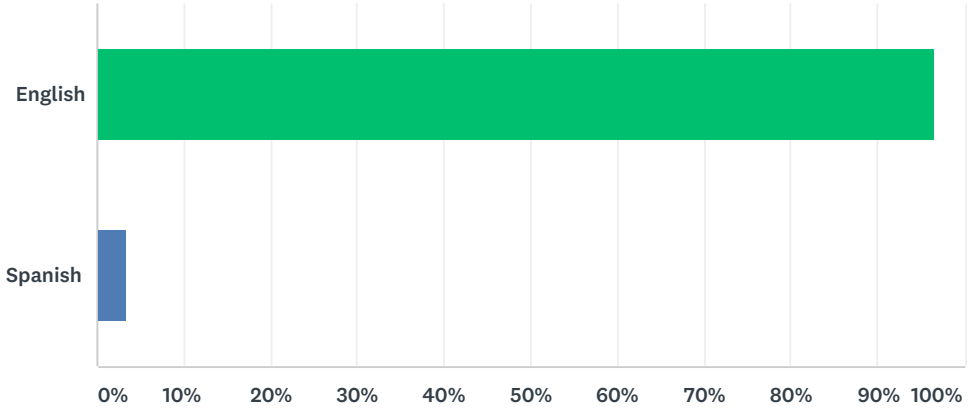
Q17 Other comments:

Answered: 12 Skipped: 17

#	RESPONSES	DATE
1	All your drivers are friendly and nice.	1/2/2018 2:05 AM
2	Drivers are pleasant and on time.	1/2/2018 2:00 AM
3	None	1/2/2018 1:56 AM
4	Early am weekends	1/2/2018 1:47 AM
5	I really appreciate this service, your drivers are awesome	1/2/2018 1:42 AM
6	Pt back the PM dar as I bus is not enough. Pay higher salary to bus drivers so we can keep experienced drivers. Also, doughnuts in the AM would be nice.	1/2/2018 1:38 AM
7	Good, thankful.	1/2/2018 1:33 AM
8	Subscription for 3 days a week	1/2/2018 1:32 AM
9	Officestaff is helpful. You're saints and angels. I love you. Thank you. So grateful	1/2/2018 1:30 AM
10	It is hard to get the time I need, there should be more buses	1/2/2018 1:27 AM
11	would like to have a fixed time and not have to call in for each week.	1/2/2018 1:23 AM
12	Overall from dispatch to reservation to the drivers, they are very courteous respectful and service oriented. I've ridden buses in different cities but many respectful drivers from Roseville, ca.	1/2/2018 1:22 AM

Q18 Survey Language

Answered: 29 Skipped: 0



ANSWER CHOICES	RESPONSES	
English	96.55%	28
Spanish	3.45%	1
TOTAL		29

Q19 Additional notes from surveyors

Answered: 0 Skipped: 29

ANSWER CHOICES	RESPONSES	
Note 1	0.00%	0
Note 2	0.00%	0
Note 3	0.00%	0

#	NOTE 1	DATE
	There are no responses.	

#	NOTE 2	DATE
	There are no responses.	

#	NOTE 3	DATE
	There are no responses.	

Q20 Survey Number

Answered: 29 Skipped: 0

#	RESPONSES	DATE
1	30	1/2/2018 2:05 AM
2	29	1/2/2018 2:03 AM
3	28	1/2/2018 2:01 AM
4	27	1/2/2018 2:00 AM
5	26	1/2/2018 1:58 AM
6	24	1/2/2018 1:56 AM
7	23	1/2/2018 1:54 AM
8	22	1/2/2018 1:53 AM
9	21	1/2/2018 1:51 AM
10	20	1/2/2018 1:49 AM
11	19	1/2/2018 1:47 AM
12	18	1/2/2018 1:45 AM
13	17	1/2/2018 1:43 AM
14	16	1/2/2018 1:42 AM
15	14	1/2/2018 1:40 AM
16	14	1/2/2018 1:38 AM
17	13	1/2/2018 1:38 AM
18	12	1/2/2018 1:35 AM
19	11	1/2/2018 1:33 AM
20	10	1/2/2018 1:32 AM
21	9	1/2/2018 1:30 AM
22	8	1/2/2018 1:27 AM
23	7	1/2/2018 1:26 AM
24	6	1/2/2018 1:24 AM
25	4	1/2/2018 1:23 AM
26	4	1/2/2018 1:22 AM
27	3	1/2/2018 1:18 AM
28	2	1/2/2018 1:16 AM
29	1	1/2/2018 1:15 AM

Q21 Date Survey Collected

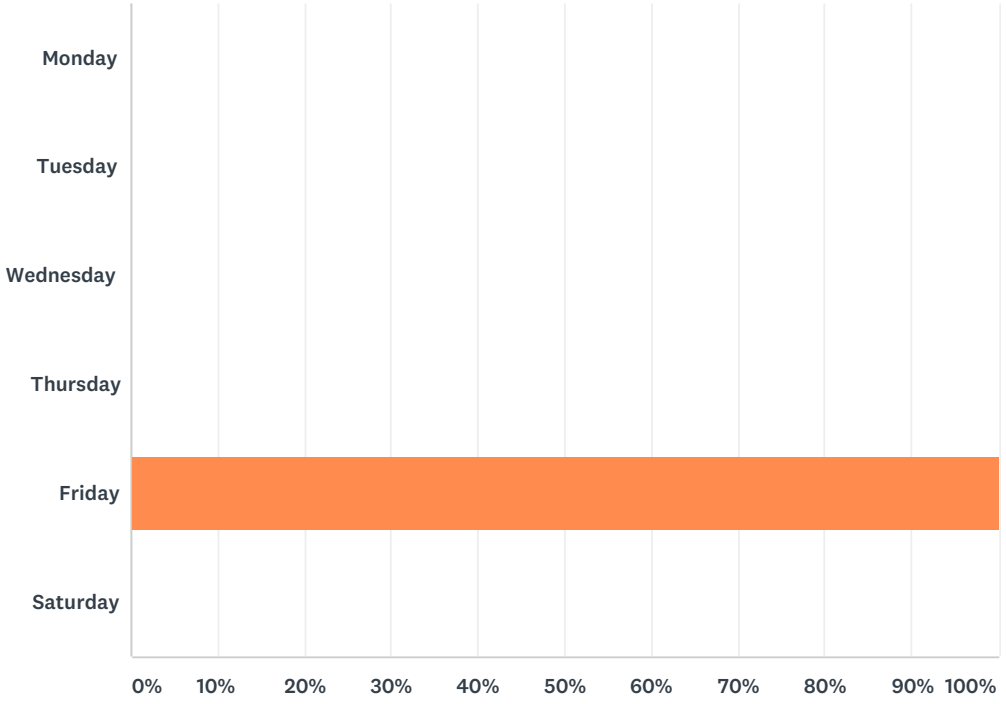
Answered: 24 Skipped: 5

ANSWER CHOICES	RESPONSES	
Date / Time	100.00%	24

#	DATE / TIME	DATE
1	12/15/2017	1/2/2018 1:56 AM
2	12/15/2017	1/2/2018 1:54 AM
3	12/15/2017	1/2/2018 1:53 AM
4	12/15/2017	1/2/2018 1:51 AM
5	12/15/2017	1/2/2018 1:49 AM
6	12/15/2017	1/2/2018 1:47 AM
7	12/15/2017	1/2/2018 1:45 AM
8	12/15/2017	1/2/2018 1:43 AM
9	12/15/2017	1/2/2018 1:42 AM
10	12/15/2017	1/2/2018 1:40 AM
11	12/15/2017	1/2/2018 1:38 AM
12	12/15/2017	1/2/2018 1:38 AM
13	12/15/2017	1/2/2018 1:35 AM
14	12/15/2017	1/2/2018 1:33 AM
15	12/15/2017	1/2/2018 1:32 AM
16	12/15/2017	1/2/2018 1:30 AM
17	12/15/2017	1/2/2018 1:27 AM
18	12/15/2017	1/2/2018 1:26 AM
19	12/15/2017	1/2/2018 1:24 AM
20	12/15/2017	1/2/2018 1:23 AM
21	12/15/2017	1/2/2018 1:22 AM
22	12/15/2017	1/2/2018 1:18 AM
23	12/15/2017	1/2/2018 1:16 AM
24	12/15/2017	1/2/2018 1:15 AM

Q22 Survey Day of Week

Answered: 22 Skipped: 7



ANSWER CHOICES	RESPONSES	
Monday	0.00%	0
Tuesday	0.00%	0
Wednesday	0.00%	0
Thursday	0.00%	0
Friday	100.00%	22
Saturday	0.00%	0
TOTAL		22

Western Placer County Transit Operators Short Range Transit Plan Updates FY 2018-19 to FY 2024-25

Project Update and Alternatives Discussion

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

PLACER COUNTY TRANSIT
"We're going your way!"

Auburn California

Western Placer CTSA

CITY OF ROSEVILLE CALIFORNIA

TRANSPORTATION CONSULTANTS, INC.

Presentation Purpose

- Present various transit service, capital infrastructure, financial, and institutional alternatives currently under consideration in the development of transit operator SRTPs
- Provide an opportunity for public comment; and
- Provide an opportunity for Roseville Transportation Commission direction

Study Purpose

- Update Short Range Transit Plans (7 years) for all public transit operators in Western Placer County:
  - **Auburn Transit**
  - **Placer County Transit**
  - **Roseville Transit**
  - **Western Placer Consolidated Transportation Services Agency (WPCTSA)**

- The goal of the study is to provide a comprehensive strategy of short-range service, capital, and institutional improvements, with a supporting financial and implementation plan

Project Status

What we have completed:

- Demographics and Literature Review Memorandum
- Existing Services Memorandums
- Unmet Transit Needs Survey
- On-Board Surveys
- Virtual Community Workshop
- “Pop-up workshops” at transfer centers

Discussion today

What is yet to come:

- Service, capital, financial and institutional alternatives analysis
- 2nd Public Workshop at PCTPA Board to review consultant recommendations - May
- Draft Plans Public Hearing at PCTPA and Roseville TC – June
- Final Plans PCTPA Board Adoption – August

What we have heard from the public: On-Board Surveys

- **Roseville Transit (625 responses)**
  - **What do you think would most increase ridership?**

Figure 15: What do you think would most increase ridership on Roseville Transit? (n = 268) (Fixed Route) (multiple responses allowed)

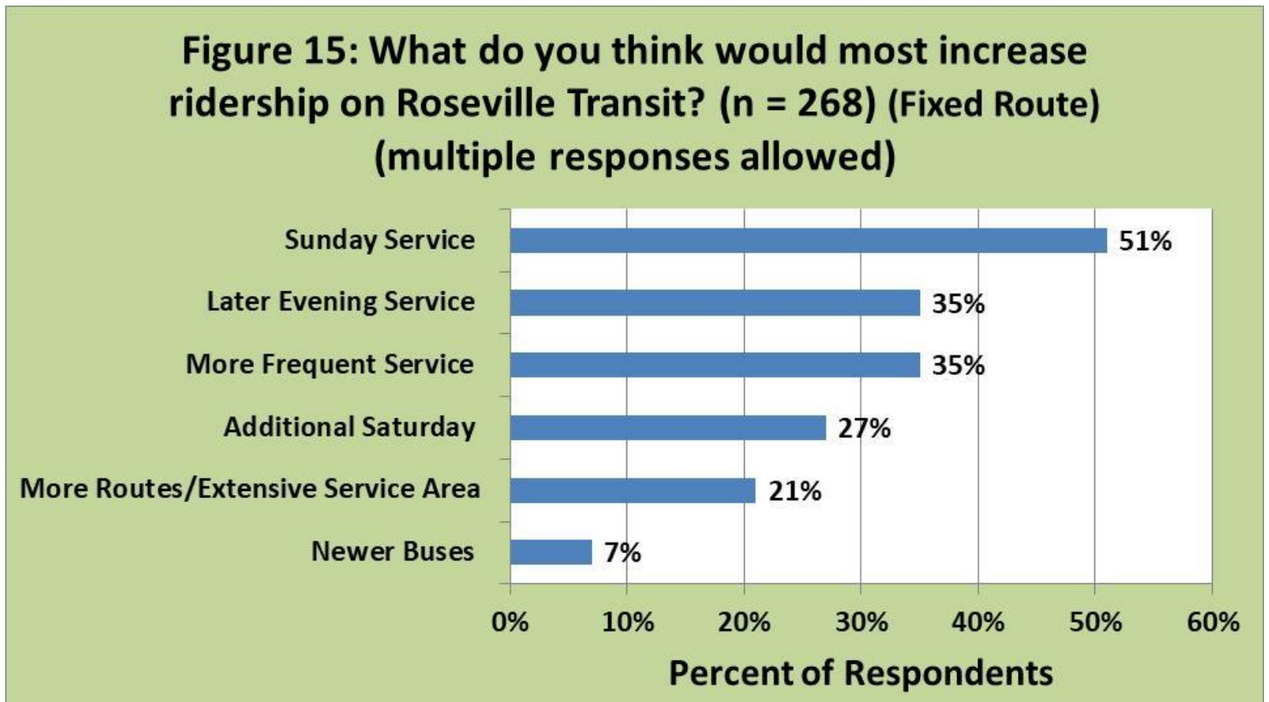
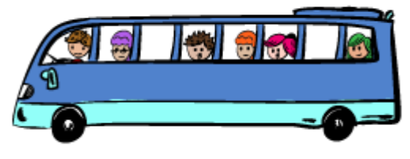


Figure 26: What do you think would most increase ridership on Roseville Transit? (Check only one) (Commuter) (n = 217)



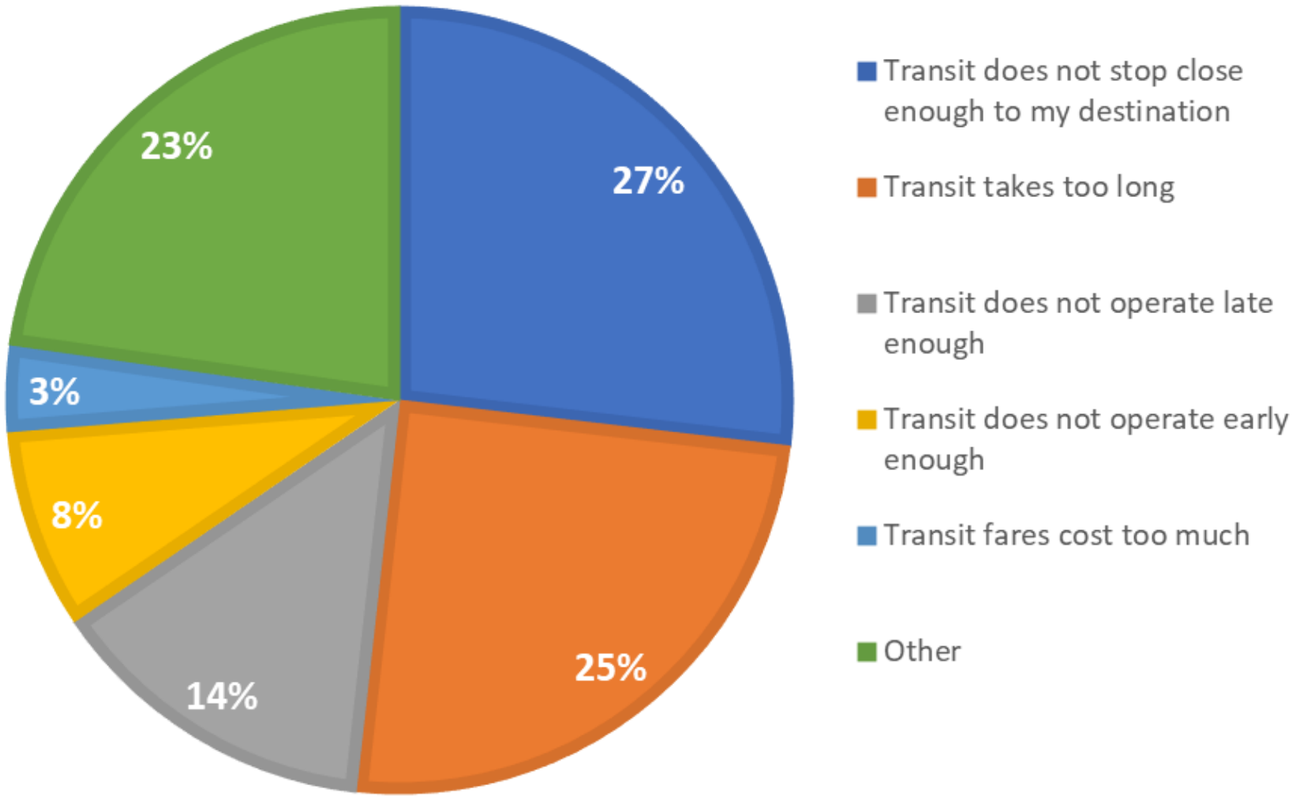
What we have heard from the public: **Pop-up Workshop**

- **Pop-up Workshop (30 – 40 responses)**
  - **People like the idea of technology improvements (smart phone apps, real-time bus tracking).**
  - **People would use transit more if discounted Uber/Lyft ride to bus stop was available.**

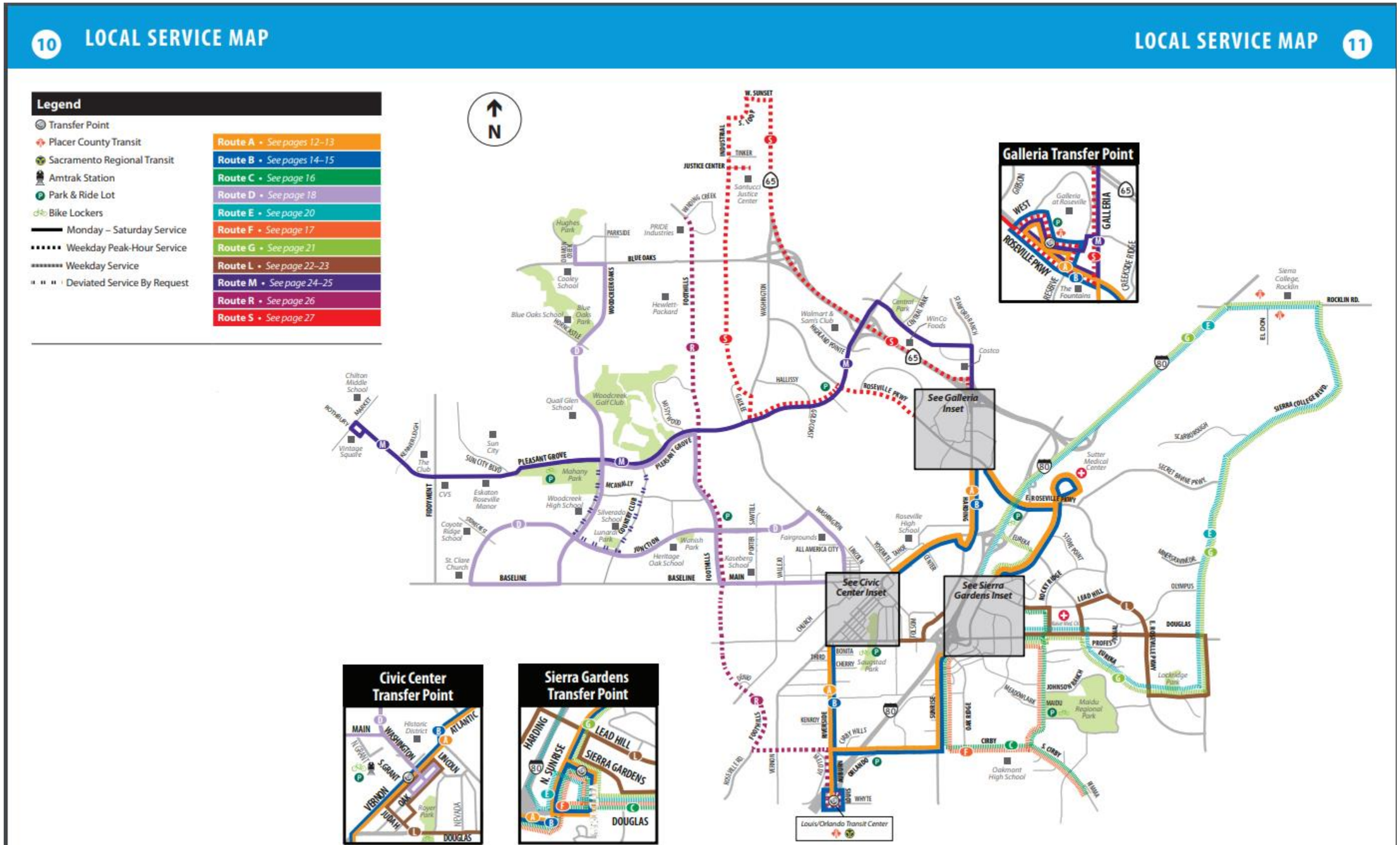
What we have heard from the public: **Virtual Community Workshop**

436 responses

- **Would you use a Transportation Network Company (TNC) at a discounted rate to get to a nearby bus stop?**
  - **No (53%), Yes (47%)**
- **Why don’t/can’t you travel to your desired destination by transit?**



Roseville Transit Route Map



Alternatives Analysis: **Roseville Transit Service**

- **Local Fixed Routes**
  - **Review C/G/F/E**
    - Eliminate Service to Sierra College
    - Provide hourly service on C and F
    - Provide hourly Service on G and E
    - Combine C and F with L for hourly service using one bus
    - Reroute C and F to include transfer at Louis and Orlando
  - **Review Route S**
    - Stop at Placer County Public Defender and Social Services at 1000 Sunset
    - Improve to 60 minute frequency
    - Reroute return trip down Fairway

Alternatives Analysis: **Roseville Transit Service**

- **Local Fixed Routes**
  - **Revise Route L to serve Granite Bay under contract with PCT**
  - **Revise Route M into 2 routes serving more of West Roseville and Blue Oaks**
  - **Allow deviations for Route D**
  - **Add Sunday fixed route service**
  - **Provide later Saturday Service until 6 PM with Routes A, B, and M**

CITY OF ROSEVILLE CALIFORNIA

Alternatives Analysis: **Roseville Transit Service**

- **Cost Saving Alternatives**
  - Start Routes D, C,G,F,E, L and M 1 hour later
  - Eliminate A, B and M after 7:00 PM
- **Dial-A-Ride**
  - Focus 1 DAR bus on specific area
- **Provide service connecting to Capital Corridor**

Alternatives Analysis: **Roseville Transit Service**

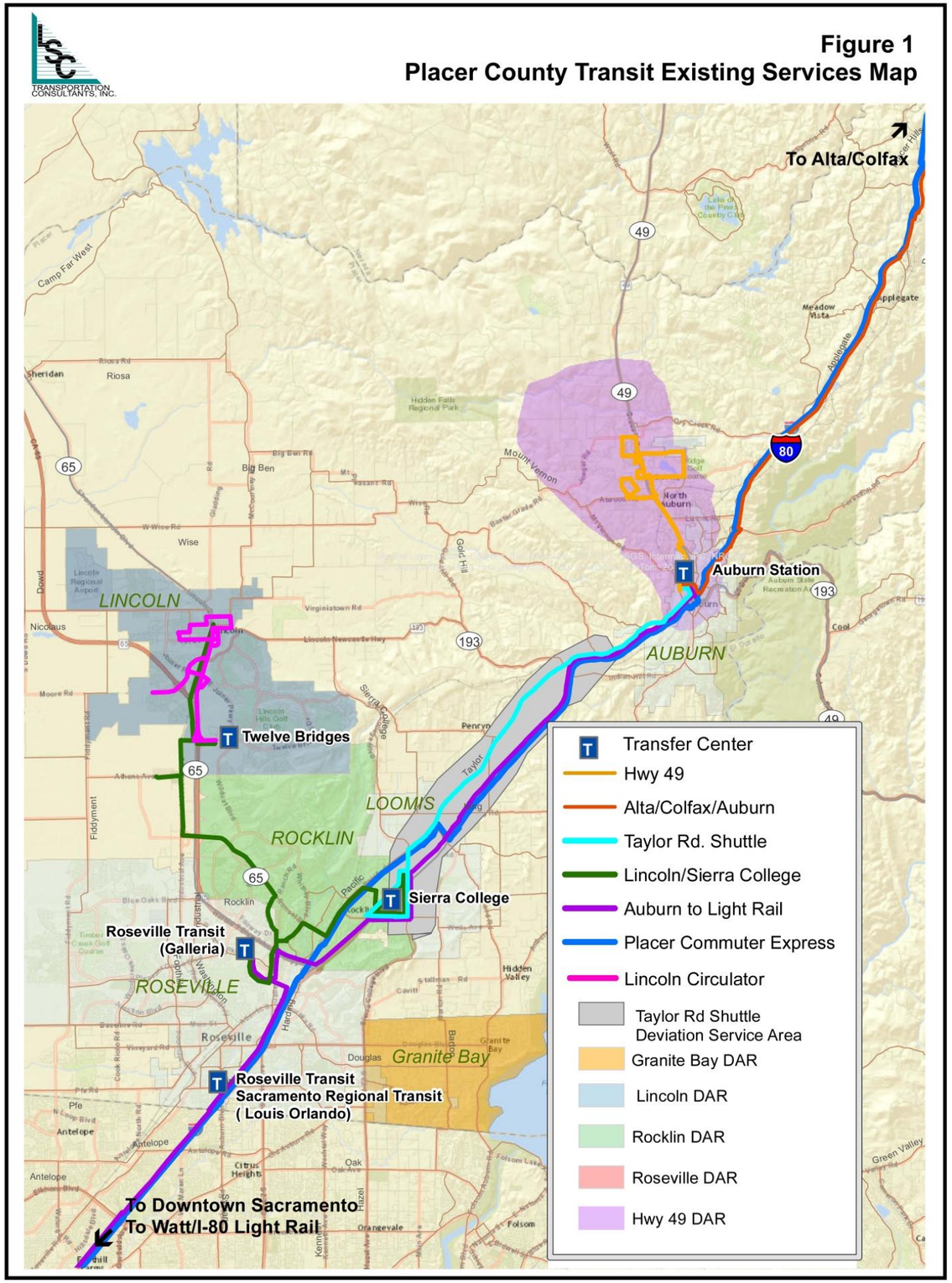
- **Commuter Service**
  - **Additional runs**
    - Requests for earlier service from Sacramento starting 3:00 PM
    - Relieve potential future overcrowding
  - **Requests for more stops at Mahany Park**
  - **Eliminate reverse commute service**
  - **Serve additional areas in downtown Sacramento**
    - Richards Blvd Corridor, Sacramento Valley Amtrak, and UC Davis Medical Center
  - **Shuttle to Light Rail from West Roseville**
  - **Improve fare and marketing/branding coordination between PCE and Roseville Transit commuter services**

Alternatives Analysis: **Roseville Transit Capital and Fares**

- **Capital Alternatives**
  - Vehicle replacement
  - Alternative fuels
  - Bus stop improvements
    - Add signal pre-emption at congested intersections to maintain bus schedule
    - Coordinate regional marketing strategies
- **Fare Alternatives**
  - Implement a Regional Day Pass
  - Align Commuter Fares with PCE
  - Implement a College Pass with Connect Card

Placer County Transit Map

Figure 1
Placer County Transit Existing Services Map



Alternatives Analysis: Placer County Transit (PCT) Service – Regional Alternatives

- **Lincoln Sierra College Route**

PLACER COUNTY TRANSIT
"We're going your way!"

  - Increase to 30 minute frequency
  - Serve new developments in Rocklin
  - Add earlier Saturday service
  - Add Sunday Service
  - Add one additional run later on weekdays
  - Serve Placer County public defenders office

Alternatives Analysis: **Placer County Transit (PCT) Service – Regional Alternatives**

- **Auburn to Light Rail**
  - **Increase to 30 minute frequency (6:00 AM to 6:30 PM)**
  - **Add 2 runs at peak times (7:00 AM and 3:00 PM)**
  - **Add 1 hour in evening both directions**
  - **Consolidate and/or shift evening runs**
  - **Add Sunday Service**

PLACER COUNTY TRANSIT
"We're going your way!"

Alternatives Analysis: **Placer County Transit (PCT) Service – Regional Alternatives**

- **Granite Bay DAR**
  - **Contract with Roseville Transit**
  - **Evaluate Microtransit/TNC**

PLACER COUNTY TRANSIT
"We're going your way!"

Alternatives Analysis: Placer County Transit Capital and Fares

PLACER COUNTY TRANSIT
"We're going your way!"

- **Capital Alternatives**
  - Vehicle replacement
  - Alternative fuels
  - Bus stop improvements
  - Add signal pre-emption at congested intersections to maintain bus schedule
  - Implement regional marketing strategies
- **Fare Alternatives**
  - Coordinate a Regional Day Pass
  - Increase base bus fare
  - Align PCE Fares with Roseville Transit Commuter
  - College Pass with Connect Card

Alternatives Analysis: Western Placer Consolidated Transportation Services Agency (WPCTSA) Service

- **MyRides**
  - Increase volunteer recruitment
  - Update MyRides scheduling software
- **Health Express**
  - Add more trips to Sacramento
  - Serve intercity non-medical related trips outside DAR boundaries
- **Partner with TNC**
  - Veterans transportation
  - After hours hospital transportation
- **Improve Transportation Access to Food**
  - Update Meals on Wheels/MyMeals scheduling software
  - Provide shuttle service to Senior Lunch Program/Senior Cafes

Alternatives Analysis: **WPCTSA Service**

- **Bus Pass Subsidy Program**
  - Implement Bus Pass Subsidy Program with Connect Card
  - Explore new multi-ride pass options
- **South Placer Call Center**
  - Add on-line application and advance reservations for DAR and Health Express
  - Expand vision for the Call Center
- **Institutional**
  - Contract with Placer County to manage Health Express
- **Coordinate regional marketing strategies**

What do you think?

Contact:

Genevieve Evans (LSC)
genevieve@lsctahoe.com
530.583.4053

THANK YOU!

TRANSPORTATION COMMISSION COMMUNICATION

Title: Alternative Transportation Division Update
Contact:

Meeting Date: 4/17/2018
Item #: 7.1.

ATTACHMENTS:

Description

Staff Report

Attachment 1 - May is Bike Month flier

Attachment 2 - Cycling Clinics and Events

Attachment 3 - Newly Constructed Class 1 Trails Map

Attchment 4 - Downtown Bridges & Trails map

Attachment 5 - Bike Trail Resurfacing Map

Transportation Commission Meeting
April 17, 2018 – 7:00 p.m.
Reports and Updates

Item 8a. Alternative Transportation Division Update

Staff Mike Dour, Alternative Transportation Manager

Recommendation
This item is provided to update the Transportation Commission on the activities of the Alternative Transportation Division and other transportation related items of the region, no action is needed.

Bucks for Bikes
At the end of January, in preparation for May is Bike Month staff kicked off the Bucks for Bikes program. This annual program is intended to reduce traffic congestion and improve air quality in Roseville by providing an incentive for the purchase of a new commute bicycle and if necessary, bicycle helmet, light, lock and/or rack/basket. Twelve applications were submitted and 5 applicants were selected to receive a subsidy of 50% of the cost of the bicycle with a maximum of $200.

TSM Quarterly Training
On Wednesday, April 18th staff will host the next TSM Quarterly Training where staff will provide an update on the Bucks for Bike program. At that meeting, staff will also kick off the May is Bike Month campaign to Roseville employee transportation coordinators.

Earth Day events
The Alternative Transportation Division is participating in the Placer County Earth Day event on Saturday, April 21, 10 a.m. – 3 p.m. at Royer Park. The goal is to teach visitors ways to improve air quality and use their cars less by making easy lifestyle changes, saving fuel and money. Staff will also have a table to promote the Dry Creek Greenway West Multi-use Trail Planning and Feasibility Study. Staff will also participate in Kaiser's Earth Day event on Friday, April 19th.

May is Bike Month – Upcoming Events
City staff is working with our regional partners and other local groups to kickoff May is Bike Month. Whether you are riding your bike for fun, health, or transportation, bicyclists are encouraged to visit the May is Bike Month website **www.mayisbikemonth.com** to log your miles, win prizes and help the Sacramento region log more than 2 million miles collectively! (see attached flier)

The City of Roseville, working with two local bicycle shops (Roseville Cyclery and The Hub) is hosting four **Smart Cycling Clinics and Basic Bicycle Maintenance Clinics** which are available to the public. Employers are also encouraged to host a clinic. Participants can expect to learn about the benefits of cycling, necessary cycling accessories, safe and effective cycling techniques, route planning and much more. (see attached flier)

The City of Roseville will also host two energizer stations one after work along the Miner's Ravine Bike Trail near Sculpture Park and one on the way to work on Foothills Boulevard both on Wednesday, May 16th to promote May is Bike Month. (see attached flier)

Newly Constructed Class I Trails

Pursuant to West Roseville Specific Plan (WRSP) Development Agreements and the conditions of approval for the Westpark Parcel W-13, and W17e/W18e subdivisions, the developers, KB Home Sacramento, Incorporated, and Lennar Homes of California, Incorporated, were required to construct a paved multi-use trail adjacent to the subdivision parcels and within the open space Parcel W-81. The trails, located north of Pleasant Grove Boulevard and west of Westbrook Boulevard, are constructed, connect to nearby existing and planned trails, and total 6,736 linear feet (1.2 miles). (Attachment 1)

With this addition, there are 36 miles of existing Class I trails in the City of Roseville.

2018 Trail Construction

Downtown Bridges & Trail Project -This project implements the Bicycle Master Plan and Downtown Specific Plan and as shown in the attached map (Attachment 2) includes:

- Rotation and refurbishment of the Rube Nelson "Icehouse" bridge and continuation of the Miner's Ravine Class I Trail into Royer Park;
- Construction of the new "Downtown Pedestrian Bridge", which is a landmark bridge providing a direct connection between Royer Park and the Vernon Street Town Square; and,
- Construction of the Taylor Street (Library) bridge replacement.

Together with the Harding to Royer Segment 3 Trail Project, this project will close the gap between Miner's Ravine and the Royer/Saugstad Park Trail. Trail users will be able to ride from the trailhead on Darling Way all the way to the Sierra College Boulevard trail or up the False Ravine stretch of trail to Stoneridge. This is anticipated as a 2-season construction project that would begin June 2018 and continue through Fall 2019.

Harding to Royer Segment 3– This project will construct a ¼-mile long segment of proposed Class I trail between Folsom Road and Lincoln Street. Although a relatively short segment of trail, this is an important project because, as noted above, it will help close the gap in the regional trail system. Construction is anticipated Spring-Fall 2018.

Bike Trail Maintenance Projects

2018 Resurfacing Project – The City periodically resurfaces its asphalt trails to extend their useful life and ensure public safety. Similar to our roadways, the City's goal is to resurface each trail every 7 – 10 years. For 2018 the bike trail resurfacing project included trails in the following locations:

- Pleasant Grove Creek trails – north and south,
- Across from Mahany Park adjacent to McAnally Drive,
- "Junction trail" through the power line easement,
- Sierra Gardens trail between Oakridge and Meadowlark,
- Eastridge subdivision trail between Sierra College Boulevard and Treelake Drive, and
- Rocky Ridge trail adjacent to Rocky Ridge between Douglas Boulevard and Meadlowlark Drive.

Please see Attachment 3 for a map of the bike trail resurfacing project.

Miner's Ravine Bike Trail Erosion - An approximately 100-foot long segment of the Miner's Ravine Trail has been damaged by erosion under the Sunrise overcrossing. This segment of trail will be repaired this summer. Repair work will begin in late June or early July and will take approximately six weeks. This work may result in closure of the trail. Any closures will be announced online, through social media and postings at the site.

Ongoing Bikeway Planning Efforts

Dry Creek Greenway East Trail Project Draft Environmental Impact Report (EIR) - The Dry Creek Greenway East is a proposed 4.25-mile multi-use trail would follow open space corridors along portions of Dry, Cirby, and Linda Creeks and would extend from the existing Saugstad/Royer Park trail near the intersection of Riverside Avenue and Darling Way eastward to the City limits, just past the Old Auburn Road/South Cirby Way intersection. A Draft EIR has been prepared as the environmental document for the project. The Draft EIR is available for public review online http://www.roseville.ca.us/cms/One.aspx?portalId=7964922&pageId=8774505 and during normal business hours at the City of Roseville Permit Center, the Maidu Library, and the Downtown Library. The public review and comment period beginning Friday April 13th and ending Tuesday May 29th 2018 at 5:00p.m. At

a special meeting at 7:00 p.m. on May 21, 2018, the Transportation Commission will accept public comment on the Draft EIR and provide input to the City Council concerning the EIR and future project approval.

Dry Creek Greenway West Multi-Use Trail Planning & Feasibility Study - In collaboration with Placer County, Placer County Transportation Planning Agency, and Rails to Trails Conservancy, the City of Roseville is studying the feasibility of a 3-mile, multi-use paved trail from Cook-Riolo Road to Riverside Avenue, connecting the Dry Creek Greenway East to the West trail segment. On April 9th the project was introduced at a Community Open House at Cirby School. Over 50 people attended to learn about the project and to offer ideas and suggestion about the trail. The project will include two additional open house/workshop meetings. The study will determine where a trail makes the most sense.

Sacramento Protests – Transit Response

Protests were held over several days in response to the Sunday, March 18, 2018 shooting of Stephon Clark in Sacramento. The following week protests were held over several days during afternoon commute hours and into the evening. While the gatherings were primarily non-violent, there was a day of access blocked to the I-5, along with a series of traffic slow-downs, damage to buses, police intervention to extricate buses enmeshed in crowds, and verbal altercations.

Commuter Service Response - On Tuesday, March 27th a notice was posted on the City website that Commuter routes would be deviated beginning that afternoon. The notice was distributed via text, email, Twitter and Facebook. Staff made additional trips to check if passengers were waiting at the closed stops. Operations staff went downtown and posted signs at each affected bus stop on March 28th and again the week of April 2nd.

The deviation eliminated afternoon service to five (5) stops within the vicinity of the protests, and stayed south of the Capitol Mall by using five (5) alternate stops used earlier in the day as drop off locations by the morning Commuter service.

The afternoon Commuter route deviation continued until a notice was posted on Friday, April 6th, indicating the afternoon routes would return to normal on the following Monday, April 9th.

Game Day Express - On Sunday, March 25th and Tuesday, March 27th the doors of the Golden One Center were closed in response to the protests surrounding the arena for security purposes, resulting in large numbers of Kings Basketball game ticket holders not being able to enter and view the games from within the center.

On March 25th and 27th the Roseville Game Day Express (GDE) brought passengers to the Amtrak Sacramento Valley station. On both days a portion of the passengers returned to the bus after being locked out of the center, while others were inside the center or at other venues downtown watching the game. Returning passengers to Roseville was challenging, and caused concern for the safety of the passengers.

The Sacramento Police indicated additional security measures would be implemented to ensure safe access into the Golden One Center for the subsequent home games. As of March 28th the situation still appeared to be volatile; staff was not comfortable asking drivers to take passengers into a potentially unstable situation for an optional event. The decision was made to not provide GDE service to the next two (2) games scheduled for the home games scheduled for Thursday, March 29th and Saturday, March 31st.

Those with reservations for the two games were contacted via email on Wednesday, March 28th and provided refunds for their bus tickets. An additional email was sent to those who had previously purchased tickets on-line, and phone calls were made to others to reach possible walk-on passengers and alert them service was suspended.

We greatly appreciate the adaptability of the passengers, and the support they have shown in these challenging times. Roseville Transit did not experience any unusual delays due to the crowds, passengers were able to wait at bus stops that were safely located away from protest activities, no damage was done to any of the buses, and police efforts were not required to extricate any of the Roseville buses from crowds. We are extremely grateful the Roseville service managed to continue to operate safely.

Attachments:

1. May is Bike Month flier
2. Cycling Clinics and events
3. Newly Constructed Class I Trails Map
4. Downtown Bridges and Trails Map
5. Bike Trail Resurfacing Map

BIKE MONTH

MAY

LOG YOUR COMMUTE, ERRAND AND RECREATION MILES AT

MAYISBIKEMONTH.COM

RIDE YOUR DURING THE MONTH OF MAY

MAYISBIKEMONTH.COM @MAYISBIKEMONTH @MAYISBIKEMONTH

Free 2018 CYCLING Clinics & Events

SMART CYCLING CLINICS

Introductory instruction on skills to bicycle safely.

- Rules of the road and lane positioning
- Bicycle selection
- Helmets, equipment, clothing and safety gear
- Planning a route
- Bike parking and security

Wednesday, April 11 • Noon – 1 p.m.
City of Roseville – Alternative Transportation Conference room
316 Vernon St., Suite 150, Roseville

Thursday, April 26 • 6 – 7 p.m.
City of Roseville – Alternative Transportation Conference room
316 Vernon St., Suite 150, Roseville

RSVP to Sue at sschooley@roseville.ca.us.

BASIC BICYCLE MAINTENANCE CLINICS

Timely bicycle maintenance can prevent issues, this clinic teaches:

- Tools you need
- How to fix a flat tire
- Basic brake adjustments
- Basic derailleur (shifting) adjustments
- Caring for your drive train

Wednesday, April 4 • 6 – 7 p.m.
The Hub • 953 Pleasant Grove Blvd., Roseville

Wednesday, April 18 • 7 – 8 p.m.
Roseville Cyclery • 404 Vernon St., Roseville

RSVP to Sue at sschooley@roseville.ca.us.

MAY IS BIKE MONTH

Log your miles for prizes and help the region collectively log more than 2 million miles! Simply go to **mayisbikemonth.com**.

ENERGIZER STATIONS

Wednesday, May 16

6:30 – 9 a.m.
Foothills Boulevard in front of FedEx, 8501 Foothills Blvd.

4 – 6:30 p.m.
Miner's Ravine Trail near Sculpture Park

Visit the Energizer Station to earn your May is Bike Month Energizer Station Badge, smile for the camera, and enjoy a snack. No RSVP necessary. Simply drop by the stations.

CITY OF ROSEVILLE CALIFORNIA
Public Works

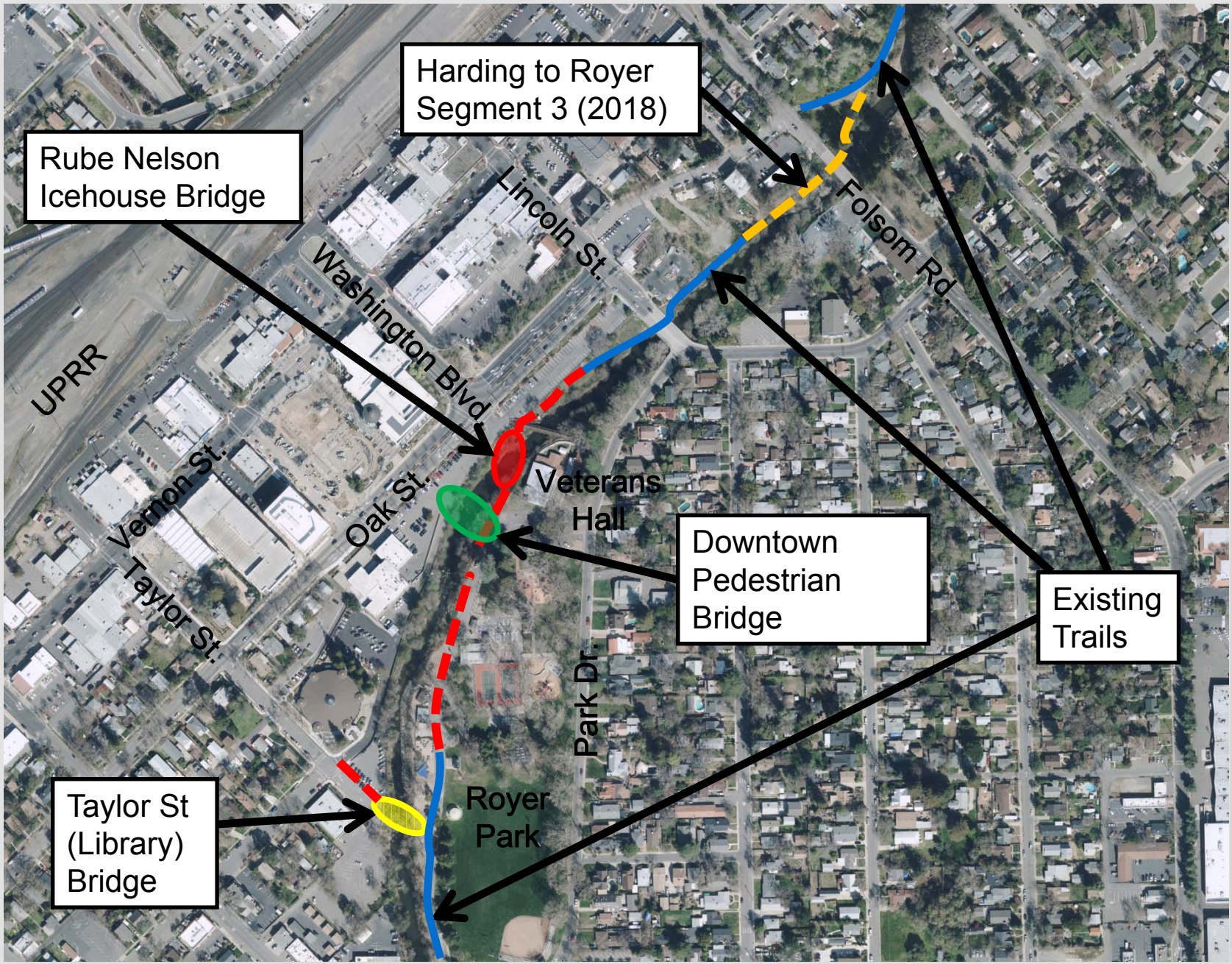
Attachment 1

WRSP Westbrook Parcels
W-81, W17e/W18e

Proposed W-81 Trail

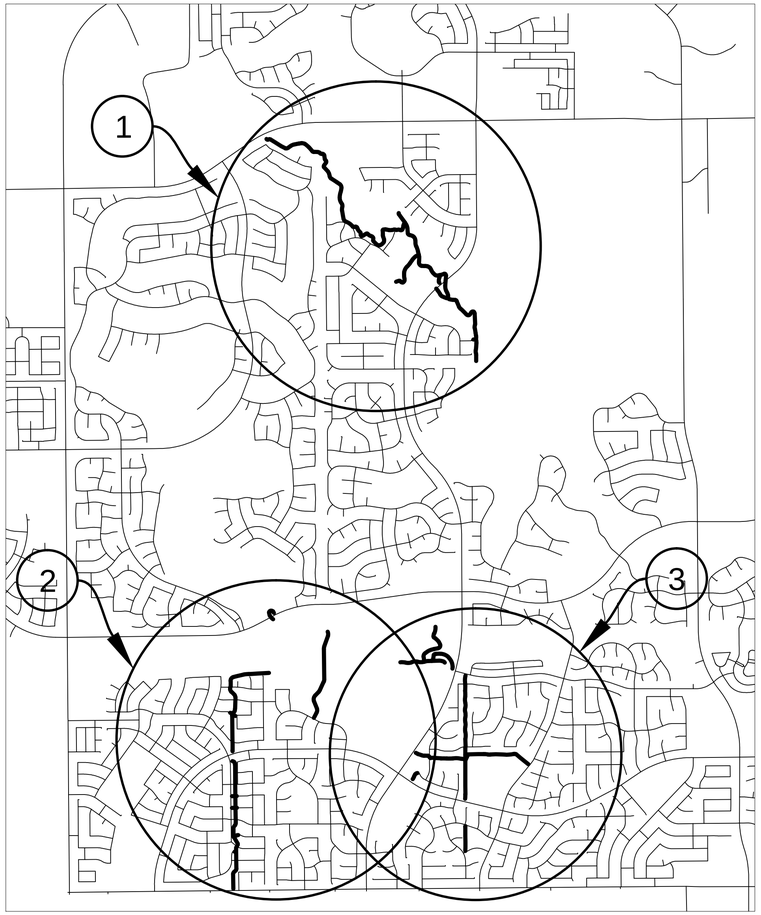
Existing Trails

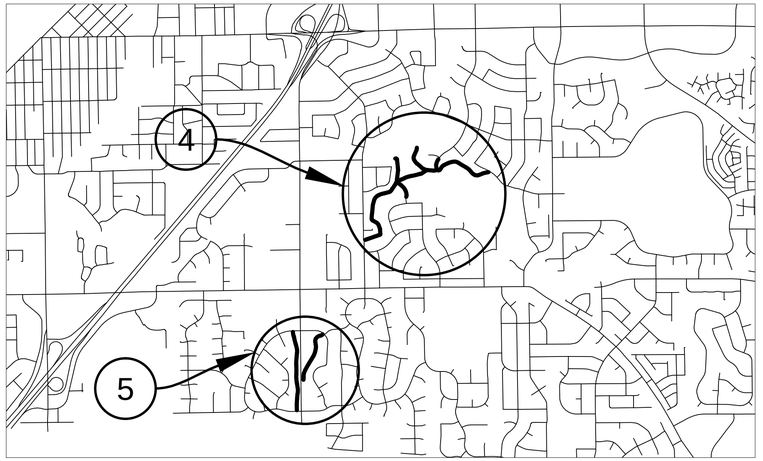
Future Trails

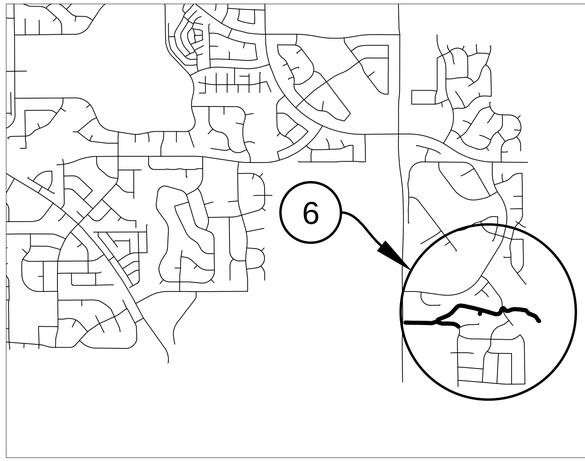

Harding to Royer Segment 3 (2018)
Rube Nelson Icehouse Bridge
Lincoln St.
Folsom Rd.
Washington Blvd.
UPRR
Vernon St.
Taylor St.
Oak St.
Veterans Hall
Downtown Pedestrian Bridge
Existing Trails
Park Dr.
Taylor St (Library) Bridge
Royer Park
City of Roseville, California

Attachment 3 - 2018 BIKE TRAIL RESURFACING PROJECT

PROJECT # 189001







UTILITY REPRESENTATIVES			
UTILITY	REPRESENTATIVES		PHONE
U.S.A.	U.S.A.		800-612-2444
TELEPHONE	AT&T	MIKE METCALF	425-6461
GAS	PG&E	SUSAN SMITH	530-889-3261
ELECTRIC	ROSEVILLE ELECTRIC	RICK CORRAL	774-5618
FIRE	ROSEVILLE FIRE DEPT.	PATRICK CHEW	774-5805
WATER	CITY OF ROSEVILLE	JIM MULLIGAN	774-5750
SEWER	CITY OF ROSEVILLE	KEN GLOTZBACH	774-5750
DRAINAGE	CITY OF ROSEVILLE	JERRY DANKBAR	774-5790
RAILROAD	UNION PACIFIC RAILROAD	KEVIN YODER	789-5152

LEGEND

1. PLEASANT GROVE CREEK SOUTH BIKE TRAIL
2. PARK REGENCY/JUNCTION WEST BIKE TRAIL
3. KERRY DOWNS/CALIFORNIA LEGENDS/ WOODCREEK OAKS/SUN CITY BIKE TRAIL
4. MEADOW OAKS/SIERRA GARDENS BIKE TRAIL
5. SUNRISE KENSINGTON BIKE TRAIL
6. EASTRIDGE/JOHNSON RANCH BIKE TRAIL

VICINITY MAP

ENGINEER IN RESPONSIBLE CHARGE:

Jason Shykowski — XX/XX/XX

JASON A. SHYKOWSKI — DATE
PRINCIPAL ENGINEER
CITY OF ROSEVILLE
RCE 58234

APPROVED BY:

XX/XX/XX

RHON HERNDON — DATE
PUBLIC WORKS DIRECTOR
CITY OF ROSEVILLE
RCE 50911

BENCH MARK
ELEVATION _____ DATUM _____
DESCRIPTION _____

DESIGN BY: BD
DRAWN BY: BD
CHECKED BY: CG
SCALE: 1" = 625'
DATE: XXXXXXXXXXX
PROJECT NO: 189001

Jason Shykowski
PRINCIPAL ENGINEER
XX/XX/XX
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — J.SHYKOWSKI — No. 58234 — Exp. 06-30-16 — CIVIL — STATE OF CALIFORNIA

CITY OF ROSEVILLE
DEPARTMENT OF PUBLIC WORKS
311 VERNON STREET
ROSEVILLE, CA 95678
(916) 746-1300

CITY OF ROSEVILLE CALIFORNIA

2018 BIKE TRAIL RESURFACING PROJECT

COVER SHEET

CITY OF ROSEVILLE CALIFORNIA

Apr 09, 2018 CADD FILE: T:\1_Current Projects\2018 Bike Trail Slurry Seal\DWG\2018 Bike trail slurry seal Cover Notes.dwg