



NAPA VALLEY TRANSPORTATION AUTHORITY TAC Agenda Letter

TO: Technical Advisory Committee (TAC)
FROM Kate Miller, Executive Director
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SUBJECT: Kimley Horn Presentation on Vine Express Bus Study

RECOMMENDATION

Information only

EXECUTIVE SUMMARY

At the January 12, 2017 TAC meeting the committee received an update on Vine Express Bus Study. After the meeting an email with a link to the Survey Results Memo, the Existing Conditions Report, the Needs Assessment memorandum and the Infrastructure & Technology Matrix was sent to TAC members for their review. A follow-up email was sent on Wednesday, January 25th as a reminder to review the documents by the February TAC meeting.

Kimley-Horn will be present at the February 2, 2017 meeting to discuss findings and potential solutions.

The goal of the Express Bus Study is to improve operations for Vine Transit's regional express routes. The Study will analyze various performance aspects such as on-time performance, average bus speed, and ridership to recommend potential improvements and increase ridership and reduce travel times. The study will also evaluate what capital improvements are needed to better serve riders on major corridors that will improve running times. NVRTA has met with partner agencies, Soltrans, Solano Transportation Authority and potential partnering agency, the Napa Valley Wine Train, to discuss transit service coordination along the SR 29 corridor to better serve transit users in both counties. Additional meetings with Sonoma County Transit (SCT) and Sonoma Marin Area Rapid Transit (SMART) are also being scheduled.

The final Express Bus Plan will be a flexible financial plan that will allow for the selection of individual transportation elements or enhancements to allow the agency to be

strategic in investments to improve the Vine express bus system in order to encourage ridership and reduce highway congestion.

FISCAL IMPACT

Is there a fiscal impact? No

BACKGROUND AND DISCUSSION

Kimley-Horn drafted an Existing Conditions report where they detail the analysis conducted of the five regional routes operated by Vine Transit Route 10, 11, 21, 25 and 29. Some of the elements analyzed are the on-time performance, connections and transfers to other transit services, on-time performance, service levels, ridership and fare revenue all relative to NVRTA's Service Standards developed in the Short Range Transit Plan. These route profiles were created for each express route, by examining ridership and provided a boarding per day by month and hour summary, revenue per route and per boarding, the use of Clipper, analyzed boardings by rider type, trip time and delays were also analyzed.

In conjunction with route profiles the Study also looks at regional employment density in Napa, Sonoma, Marin, Solano and Contra Costa Counties and how that employment density contributes to regional commute patterns. Simultaneously, while analyzing express bus service Kimley Horn was conducting an asset inventory that includes park-and-ride locations, profiles, parking spaces and amenities such as electric vehicle chargers and analyzed occupancy and usage.

To supplement the analysis on the existing conditions Kimley Horn administered an express bus survey to get the community's input and perception of the express bus. 760 responses were received, from those 704 responded to most of the questions. To capture a wider audience a mobile version of the survey was created and 19% of responses were made via a mobile device. The Survey was also translated to Spanish to garner participation from the Spanish-speaking community, however only 2.1% of responses were in Spanish. While 65% of the survey participants noted they very rarely or never use transit, 28% of respondents were not aware of the existence of the express routes. Another interesting finding was that 48% of survey participants use local Vine Transit Routes at least one time per month. Respondents had the opportunity to weigh in on desired express bus route improvements and the top five priorities according to respondent are:

1. Increased frequency and transfers
2. Shorter trip time
3. A more expansive service area
4. Improved route reliability
5. Lower fares

Kimley-Horn administered the survey and summarized findings in a memorandum, it conducted an analysis of the express bus routes existing conditions and summarized its findings in a report. They then developed a needs assessment memorandum to identify significant point of congestion on the road network as well as other issues that impact the express bus system and cause delays. To address some of the delay-causing issues Kimley-Horn researched and compiled a list of treatments to optimize bus operations and reduce express bus travel time.

SUPPORTING DOCUMENTS

None. Presentation will be distributed at meeting.