



February 15, 2017  
Board Agenda Item 12.3  
Continued From: New  
**Action Requested: INFORMATION**

## **NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter**

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**TO:** Board of Directors  
**FROM:** Kate Miller, Executive Director  
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**SUBJECT:** Vine Transit Express Bus Study Update

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### **RECOMMENDATION**

That the Napa Valley Transportation Authority (NVTA) Board receive an update on the Express Bus Study and provide comments.

### **COMMITTEE RECOMMENDATION**

This is an information item, only. The Citizen Advisory Committee (CAC) and the Technical Advisory Committee (TAC) have received updates and have provided input to NVTA staff on the Express Bus Study but a draft plan is not yet completed and therefore has not yet been presented to them for formal comment.

### **EXECUTIVE SUMMARY**

At the January 11, 2017 CAC and the February 2, 2017 TAC meetings the committee received an update on Vine Express Bus Study. NVTA Staff will solicit formal comments from the CAC and TAC for the NVTA Board's consideration when the Express Bus study draft is available for review. In the interim, NVTA staff has asked for feedback and input from both committees which has been helpful for informing the content of the plan. The goal of the Express Bus Study is to improve operations for Vine Transit's regional express routes. The Study has analyzed various performance aspects such as on-time performance, average bus speed, and ridership to develop potential improvements and increase ridership and reduce travel times. The study will also evaluate capital improvements needs to better serve riders on major corridors to improve running times. NVTA 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 State Route 29 (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.

### **PROCEDURAL REQUIREMENTS**

1. Staff Report
2. Public Comment
3. Motion, Second, Discussion and Vote

### **FISCAL IMPACT**

Is there a fiscal impact? No

### **BACKGROUND AND DISCUSSION**

To date, NVRTA's consultant, Kimley-Horn, has drafted an Existing Conditions report which provides a detailed analysis conducted of the five regional routes operated by Vine Transit, including Route 10, 11, 21, 25 and 29. The elements analyzed include on-time performance, connections and transfers to other transit services, service levels, ridership and fare revenue which are elements subject to NVRTA's Service Standards included in the Short Range Transit Plan. Route profiles were created for each express route by examining (1) ridership per day, month and hour (2) revenue per route and per boarding (3) Clipper Card usage, (4) boardings by rider type (5) trip times and (6) delays.

In conjunction with route profiles the Study evaluated 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 conducted 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 elicit community input and to understand perceptions about the express bus service. The survey garnered 760 responses, of those, 704 respondents completed 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

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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. The top five priorities include:

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. Kimley-Horn further 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. A number of those treatments will be discussed as part of Kimley-Horn's presentation.

### **SUPPORTING DOCUMENTS**

None