

Western Placer County Comprehensive Operational Analysis Survey and Boarding Data Overview



Prepared for the
**Placer County Transportation
Planning Agency**

January 22, 2024



TRANSPORTATION
CONSULTANTS, INC.

Prepared by LSC Transportation Consultants

*Western Placer County
Comprehensive Operational Analysis
Survey and Boarding Data Overview*

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2023 ONBOARD SURVEY SUMMARIES

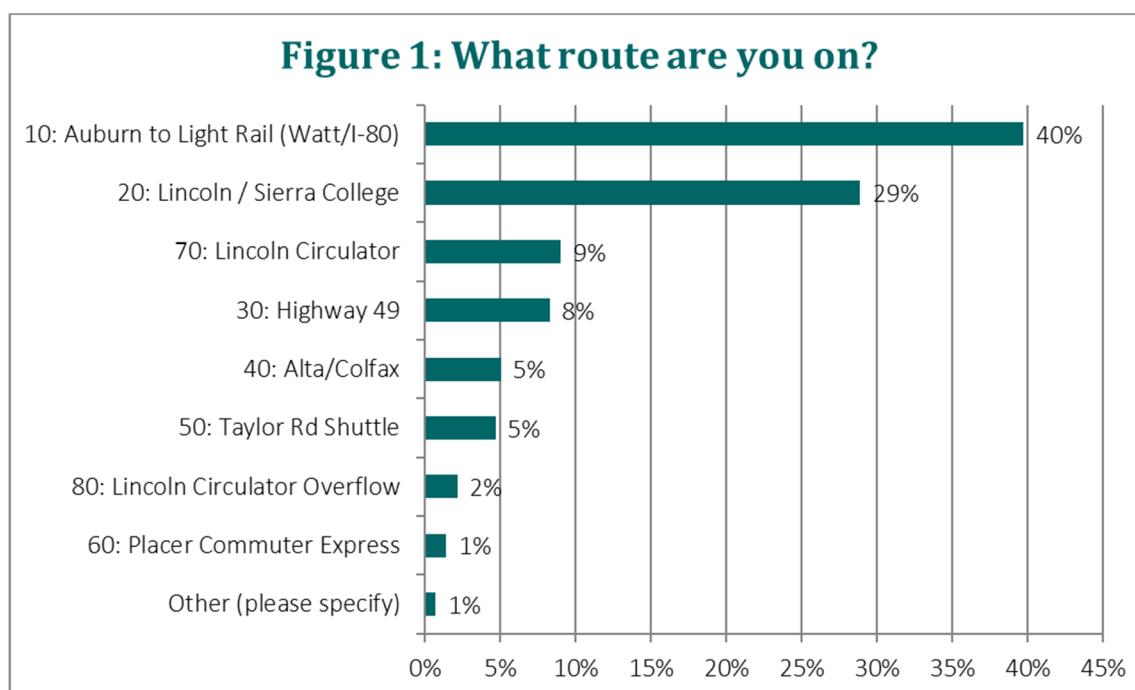
INTRODUCTION

During the week of September 18th, 2023, onboard and online surveying efforts were launched along four major transit services providing transportation in Western Placer County. This period was chosen for the survey effort because it was anticipated to be during the peak of ridership with schools back in session and it was between the summer and fall holiday seasons. During this week a team of surveyors was placed on several Placer County Transit and Auburn OnDemand buses to encourage riders to participate in our survey. The surveys were provided in both English and Spanish in either hard-copy or online formats. The survey was marketed to the public by posting flyers on buses and bus stops. The following includes a summary of the responses received during the surveying period.

PLACER COUNTY TRANSIT SURVEY SUMMARY

Q1. What route are you on? (277 Responses)

As shown in Figure 1, 40 percent (110 passengers) were surveyed while riding Route 10, followed by 29 percent (80 passengers) riding Route 20.



Q2. Where did you get on and where will you be getting off the bus? (244 responses)

As shown in Figures 2 and 3, respondents were asked to share where they were getting on and off the bus during their trip. A large majority of participants were boarding the bus at both Sierra College and Roseville Galleria followed by central Auburn and Carmichael. As shown in Figure 2, Roseville Galleria was the most frequently indicated destination followed by central Auburn.

Figure 2: Q2. Where Did You Get On the Bus?

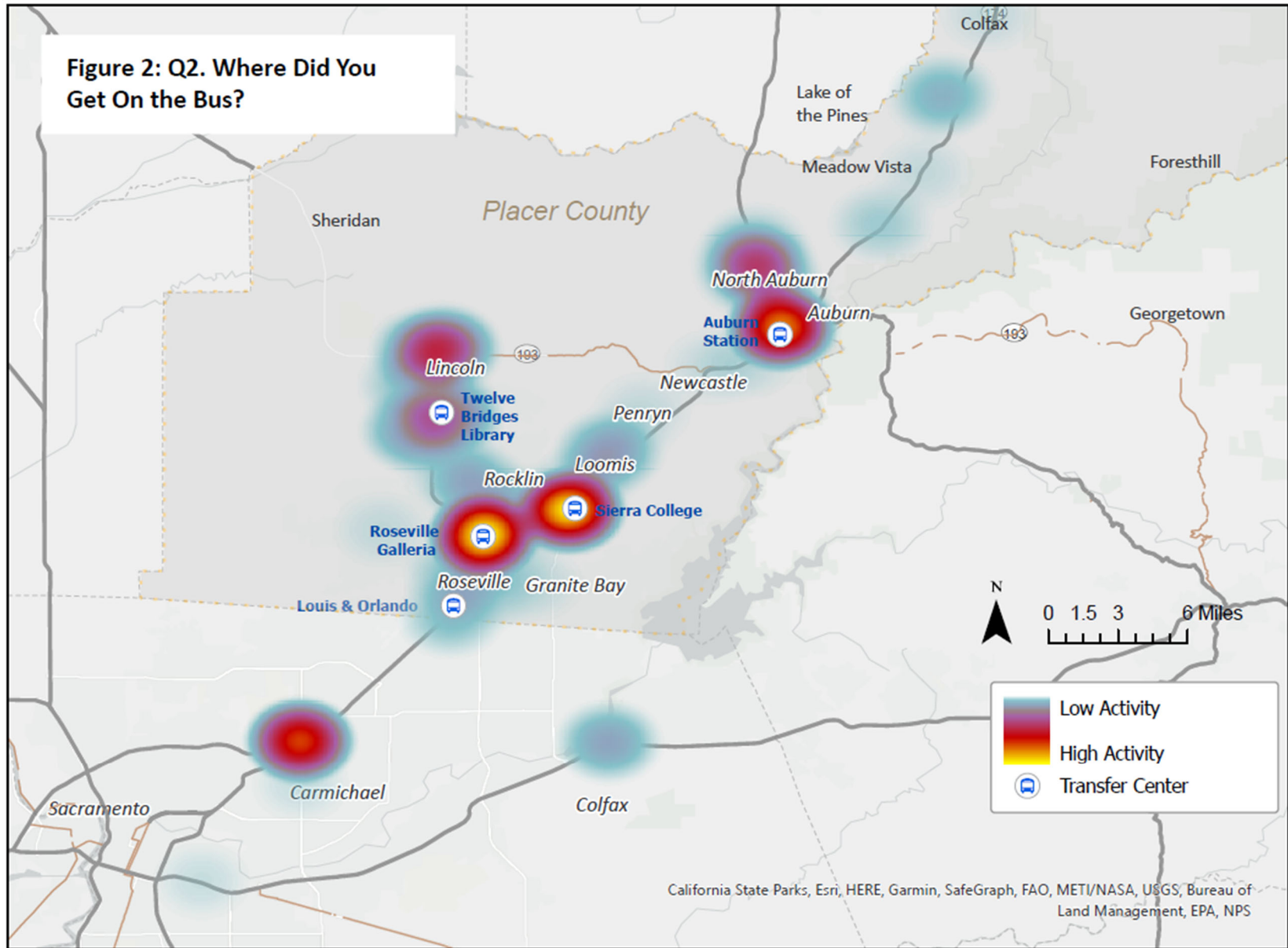
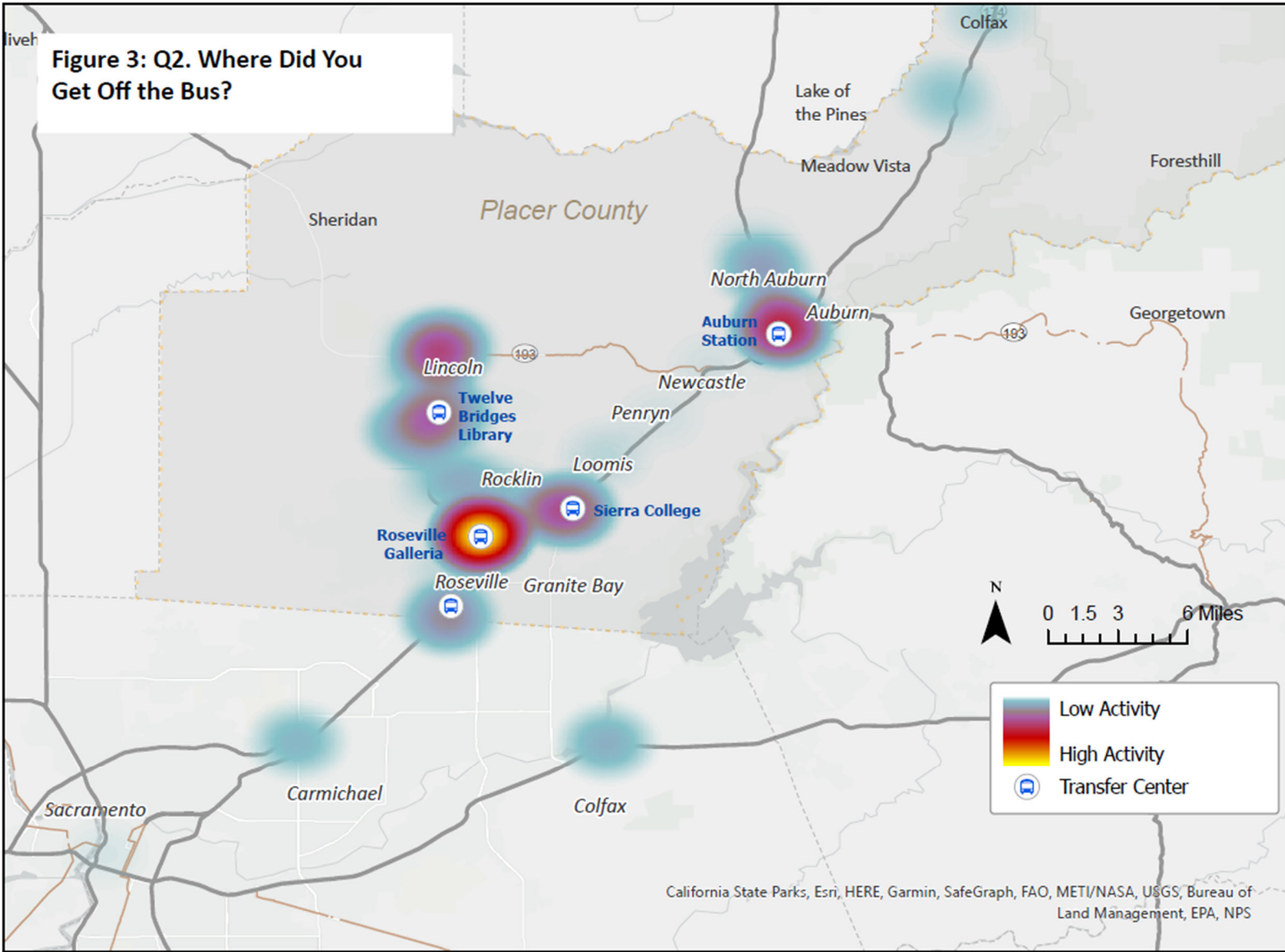
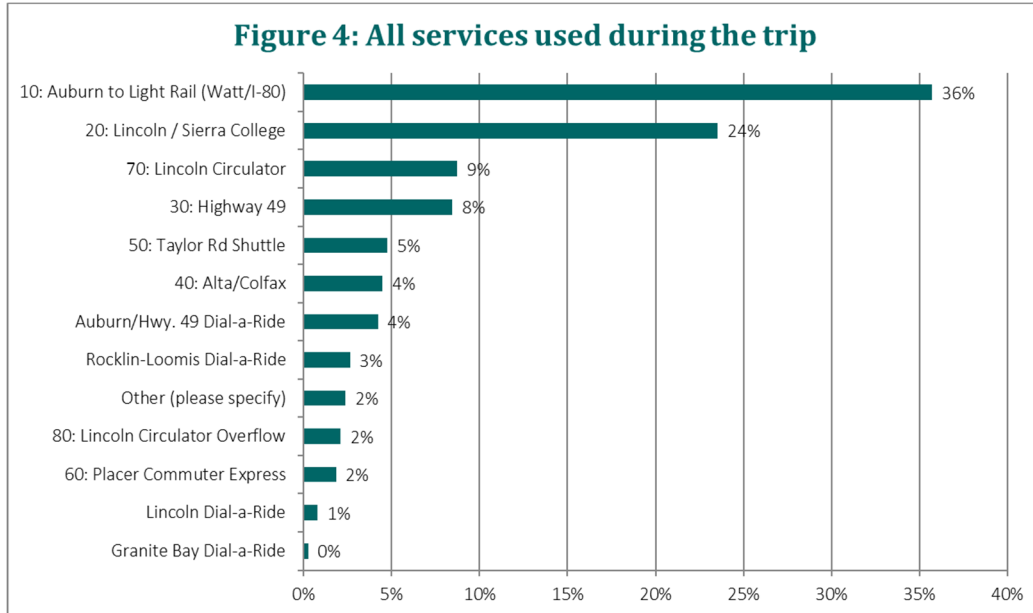


Figure 3: Q2. Where Did You Get Off the Bus?



Q3. Please check all bus routes and trains you will ride to complete this one-way trip.

Figure 4 illustrates all of the transportation services survey respondents would use during their trip. As shown, nearly 36 percent of passengers were going to take Route 10: Auburn to Light Rail, followed by 24 percent taking Route 20: Lincoln/Sierra College.



The responses to Q1 and Q3 were also used to analyze total transfer activity among the respondents, as shown in Table 1. (Note that seven responses citing more than three services were assumed to have interpreted the question as listing all services the respondent uses and were excluded.) The percentage of passengers transferring on the PCT fixed routes as a whole (Routes 10, 20, 30, 40, 50, 70, and 80) was 57 percent, reflecting the interrelated nature of the PCT network.

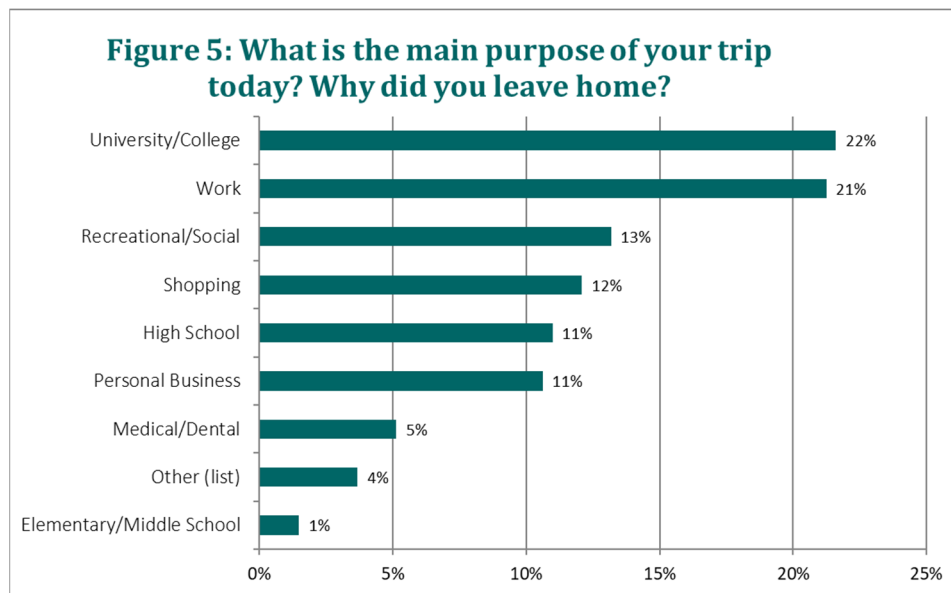
Service	Number of Respondents									Total Transferring	Percent Transferring
	Do Not Transfer	Service Transferring From/To						Lincoln DAR	Granite Bay DAR		
		10	20	30	60	80					
10: Auburn to Light Rail (Watt/I-80)	69									66	49%
20: Lincoln / Sierra College	19	37								56	75%
30: Highway 49	9	13	0							22	71%
40: Alta/Colfax	10	3	0	3						6	38%
50: Taylor Rd Shuttle	9	2	0	2						4	31%
60: Placer Commuter Express	1	1	0							2	67%
70: Lincoln Circulator	11	3	13		1					17	61%
80: Lincoln Circulator Overflow	4	0								1	20%
Lincoln DAR	0	0	1	2						4	100%
Rocklin-Loomis DAR	4	1			1					2	33%
Auburn DAR	0	3	3	2				1		9	100%
Granite Bay DAR	0									1	100%
SacRT		3									
Roseville Transit			2				1				
Total: Rts 10, 20, 30, 40, 50, 70, 80	131									172	57%

Note: Excludes 7 responses indicating 4 or more individual services, who are assumed to have misinterpreted the question.

This value ranged as high as 75 percent of all passengers on Route 20 and as low as 20 percent on Route 80. The largest number of passengers transferred between Routes 10 and 20 (37) followed by 13 passengers each transferring between Route 10 and 30, and between Routes 20 and 70. Among respondents, 3 transferred to and from SacRT rail or bus service, and 3 transferred to or from Roseville Transit.

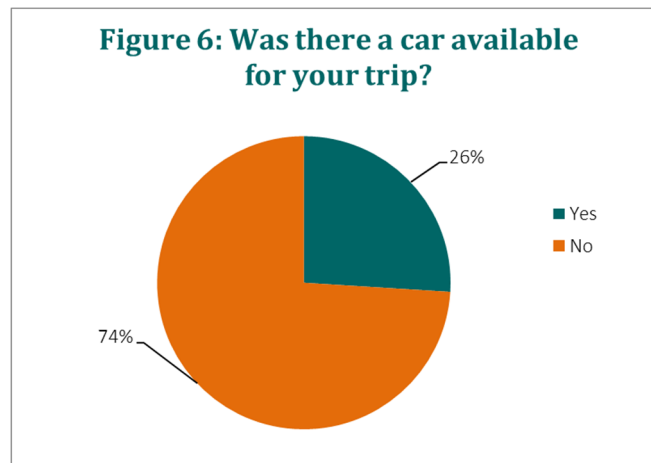
Q4. What is the purpose of your trip?

Passenger travel purposes varied with half of respondents using public transit to get to university/college (22 percent), work (21 percent), and recreational/social activities (13 percent) (Figure 5). While observationally, many school-aged children use Placer County Transit, only 4 passengers (1 percent) participated in our survey. Of the 4 percent who indicated “other”, answers included visiting family members and running errands such as visiting the DMV and local food bank.



Q5. Is there a car available for your trip?

A majority of survey respondents did not have a car available for their trip (74 percent, or 168 passengers) (Figure 6).



Q6 and Q7. Where do you live? What zip code?

While Figures 2 and 3 show where survey participants got on and off the bus, Figure 7 indicates where survey takers live. As shown, most survey participants lived in Lincoln, followed by Auburn, Roseville, and Rocklin. It should also be noted that the survey also captured the opinions of passengers living in Sacramento, Carmichael, Sheridan, and Colfax. Results are also shown by zip code in Figure 8 below.

Q8. Rank the transit improvements.

Table 2 presents six different types of transit improvements. While the question asks respondents to rank each transit improvement on a scale of 1 (highest priority) to 6 (lowest priority), the table presents an overall score that is weighted. For this reason, the highest priority transit improvements show the greatest overall score. With this in mind, the survey respondents prioritized the following improvements:

- 33 percent of respondents ranked “more frequent service” as their highest priority, followed by Sunday service (26 percent), and later evening service (20 percent).
- More routes and extended services were most consistently ranked last with 45 percent of respondents indicating it 6th (and therefore the lowest) priority of all the improvements.
- When each improvement and priority rank was weighted, more frequent service received the highest overall score at 4.4, followed by late evening service (4.1), and Sunday service (3.7).

Q9. What routes and service areas would you extend?

When asked to specify what routes or service areas they would extend, 37% of respondents answered with extended service area ideas (Figure 9). Respondents also offered other feedback to Placer County Transit. A combined 26% of respondents wanted extended service times, with 12% specifying earlier service in the morning and 4% specifying later service in the evening. Respondents requesting more frequent bus service (4%) and more routes overall (4%) accounted for 8% of respondents. Other feedback received (16% of respondents) included those requesting weekend service (2%), added or improved bus stops with better signage (2%), better on-time service (2%), and better transit service accessibility for persons with disabilities (2%). Of the 37% with feedback for routes and service areas, the responses included extended service to or from the following locations:

- Foresthill Rd/Old Town Auburn
- Lincoln Way
- New Airport Rd.
- Fine Oaks/Fairway
- Stanford/Stanford Ranch, Rocklin
- Folsom
- Blue Oaks
- Sacramento State University
- Christian Valley
- Weimar/Colfax
- Twelve Bridges
- Sierra College
- Auburn 80 Corridor

**Figure 7: Q6.
Where do you Live?**

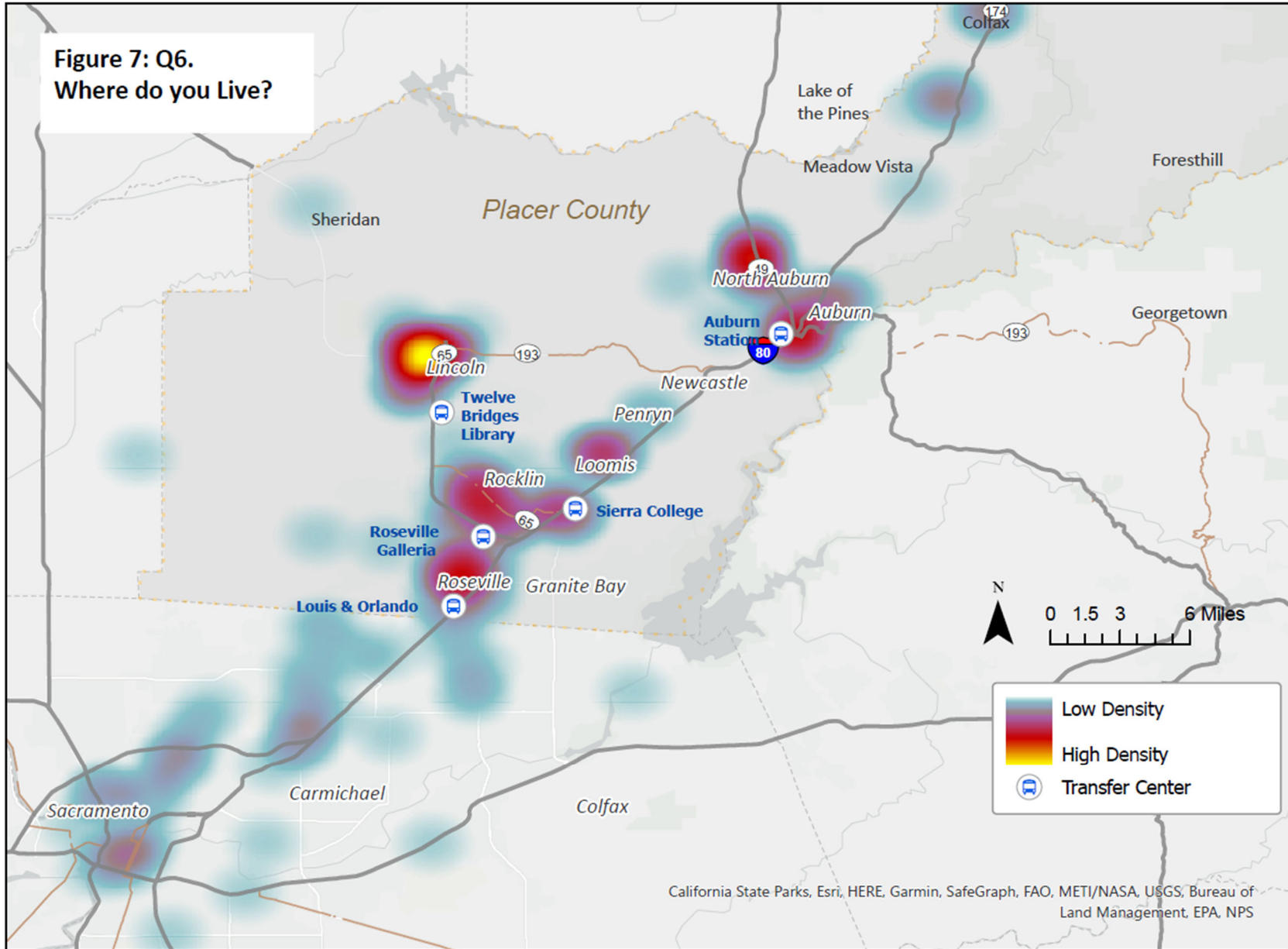
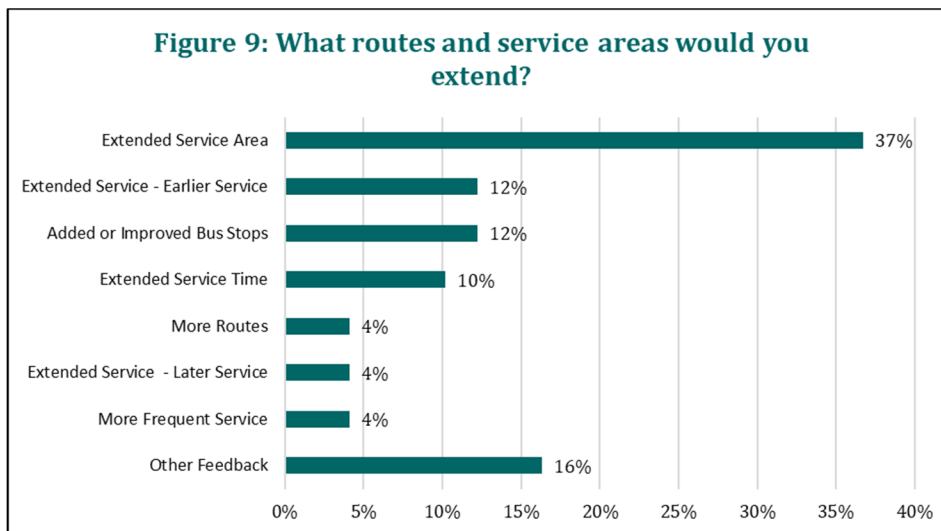


Table 2: Rank the following transit improvements you would like to see in order of priority (1 = top priority and 6 = lowest priority)

	1 (Highest Priority)	2	3	4	5	6 (Lowest Priority)	Overall Score (Weighted)
More frequent service	33%	23%	14%	13%	11%	5%	4.4
Sunday Service	26%	13%	12%	17%	17%	16%	3.7
Additional Saturday service	3%	17%	18%	28%	26%	8%	3.2
Later evening service	20%	21%	30%	17%	7%	6%	4.1
Improved bus stops	8%	17%	14%	14%	27%	20%	3.1
More routes/extended service area	10%	9%	12%	11%	13%	45%	2.6

Figure 9: What routes and service areas would you extend?



Q10. On a scale of 1 (poor) to 5 (excellent) rate the service characteristics

As shown in Figure 10, driver courtesy received the most ‘excellent’ scores among survey respondents with 77 percent giving driver courtesy a ‘5’. 67 percent of participants ranked fare cost as a ‘5’ as well, indicating that fares seem reasonable to over half of those taking the survey. Overall, few people rated any characteristics as ‘poor’ with an average ‘poor’ rating being between 3 percent and 6 percent across all characteristics. Over half (58 percent) of survey participants rated the condition of bus stops at a 4 or lower, suggesting that improvements to bus stops and waiting areas should be made across the service.

Q11. What transit improvements would you most like to see?

Respondents were asked what transit improvements they would like to see. The most frequent comment came from those who wanted extended service times, which accounted for 26% of respondents. Of those requesting extended service times, 16% specified later service in the evening and 6 % specifying they want earlier service times. The second most commented were the 15% of respondents who would like more frequent bus service (i.e. more runs per hour). Transit service on weekends was another popular request, with 9 percent of respondents commenting on it. Extended service area was commented on by 9% of respondents. Better on-time service was requested by 6% of respondents (Figure 11).

Figure 10: On a scale of 1 (poor) to 5 (excellent), rate the service characteristics

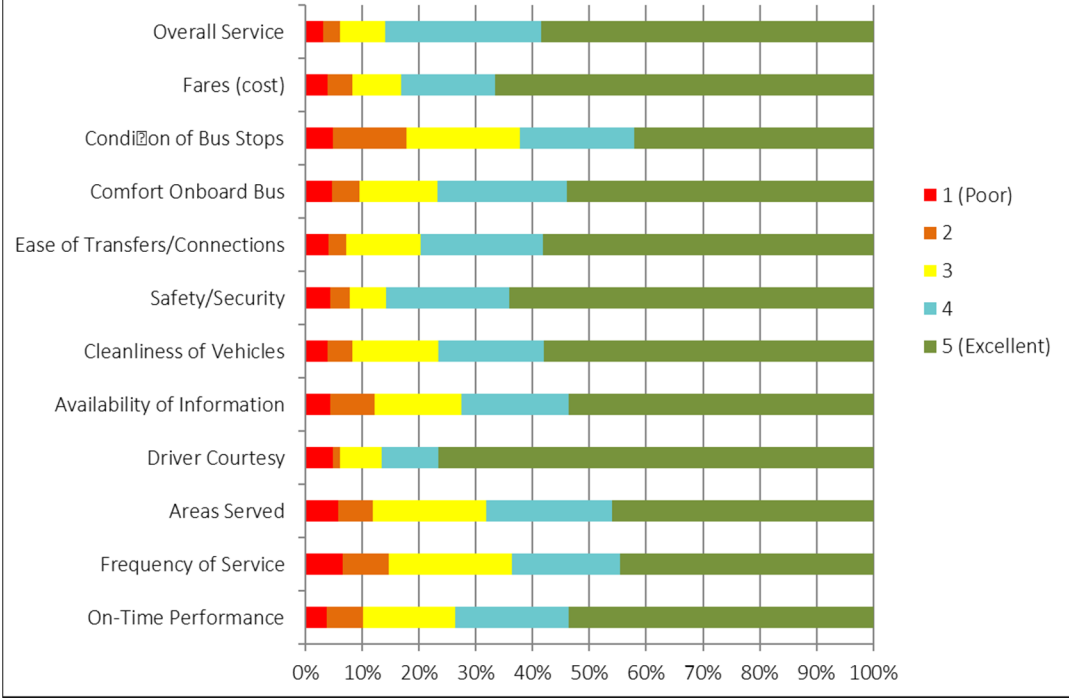
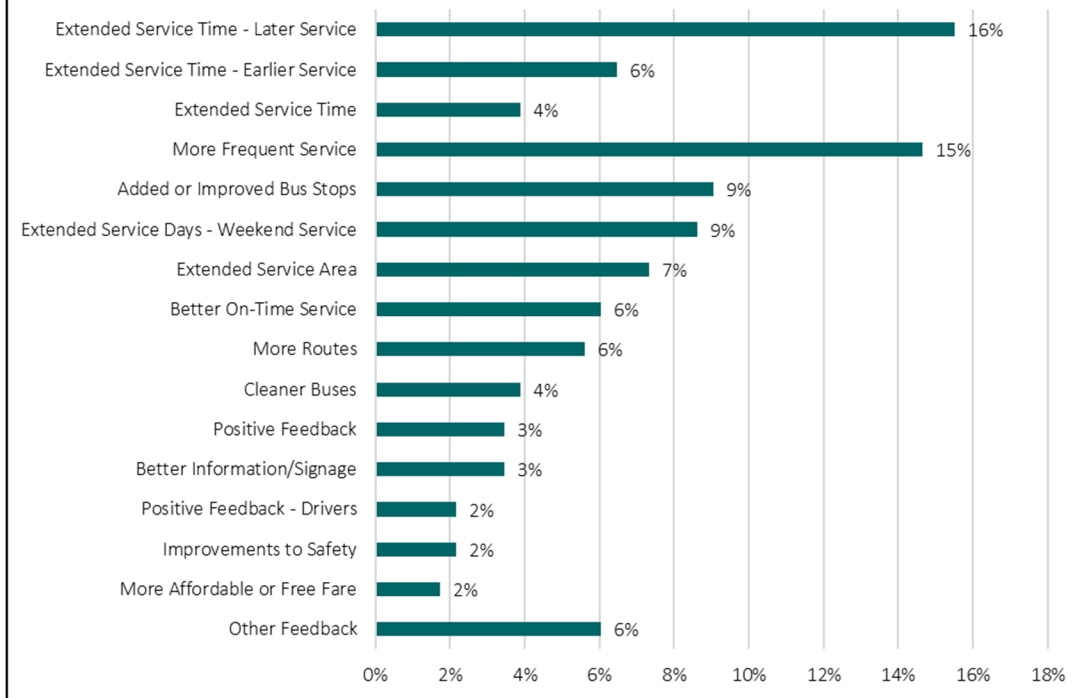


Figure 11: What transit improvements would you most like to see?



Added or improved bus stops were requested by 9% of the respondents, with specific requests including more covered or sheltered stops and bus stops with restroom facilities. Other feedback included cleaner buses (4%), generally positive feedback (3%), positive feedback specifically about the bus drivers (2%), requests for better information or signage (3%), improvements to safety (2%), more affordable or free bus fare (2%).

PLACER COMMUTER EXPRESS

As shown in Table 3, a total of eight commuting passengers participated in our survey. Their answers included the following highlights:

Question	%	#	Question	%	#
Q1. What route are you on?			Q5. How did you get to this bus?		
AM #1	50%	4	Walk	0%	0
AM #3	25%	2	Drive myself	75%	6
PM #2	13%	1	Carpool	13%	1
PM #4	13%	1	Bicycle	0%	0
			Walk	0%	0
Q2. Will you be making a round trip on PCE today?			Transfer from another bus	13%	1
Yes	86%	6	Other (list)	0%	0
No	14%	1			
Q4. Please select all bus routes and trains you will ride to complete this one-way trip (Check all that apply):			Q8. How many days a week do you ride PCT Commuter?		
10: Auburn to Light Rail (Watt/I-80)	0%	0	1 time per week	13%	1
20: Lincoln / Sierra College	0%	0	2 - 3 times per week	63%	5
30: Highway 49	17%	1	Daily	25%	2
40: Alta/Colfax	0%	0			
50: Taylor Rd Shuttle	0%	0	Q9. How often do you work in the office?		
70: Lincoln Circulator	0%	0	1 time per week	0%	0
80: Lincoln Circulator Overflow	0%	0	2 - 3 times per week	50%	4
60: Placer Commuter Express	83%	5	Every weekday	50%	4
Lincoln Dial-a-Ride	17%	1			
Rocklin-Loomis Dial-a-Ride	0%	0	Q10. In the future, will you go to the office more?		
Auburn/Hwy. 49 Dial-a-Ride	0%	0	Yes	38%	3
Granite Bay Dial-a-Ride	0%	0	No	63%	5
Sac RT	0%	0			
Roseville Transit	0%	0	Q11. Did you ride PCE before the COVID-19 pandemic?		
Other (please specify)	17%	1	Yes	63%	5
			No	38%	3
			Q12. Would you be interested in a Vanpool?		
			Yes	25%	2
			No	75%	6

- Half of the participants taking the survey were riding the AM #1
- Most of the participants were taking the Placer Commuter Express (PCE) home that day, with one participant indicating that they would not be making a round trip.
- Aside from those taking the PCE, other routes being used by participants included Route 30, and Lincoln Dial-a-Ride. One participant said they would be driving themselves that day as well.

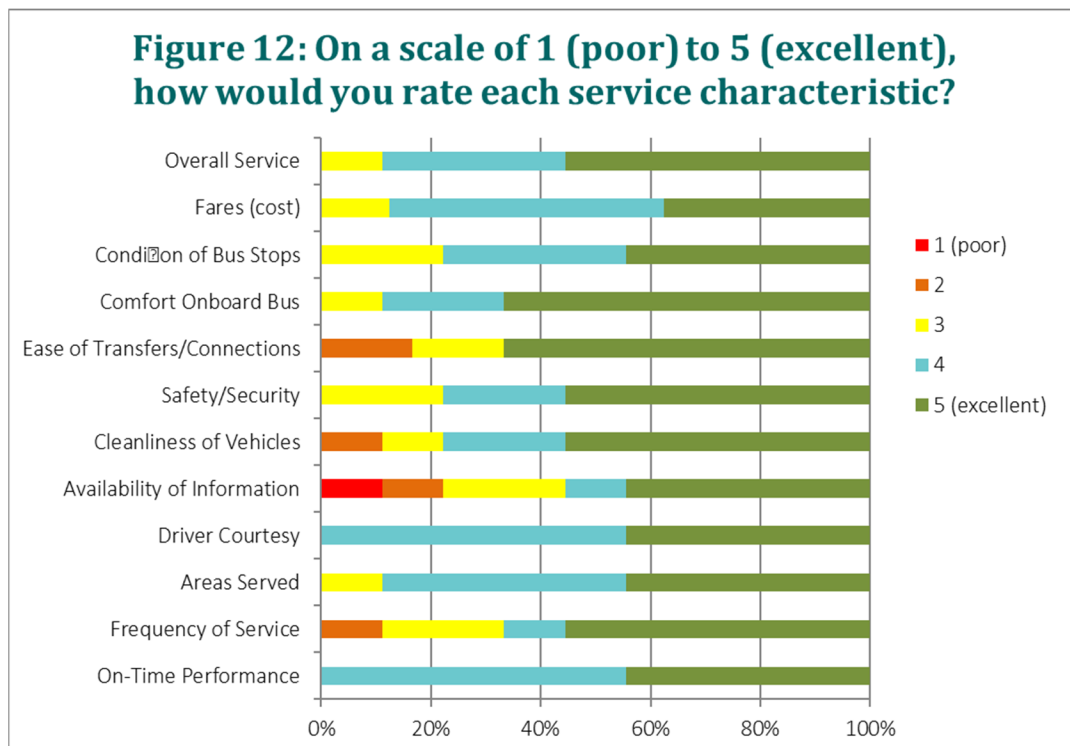
- While most indicated that they drove themselves to PCE, one participant carpooled and another took a bus.
- Over half (63 percent, or 5 passengers) of participants take the commuter bus to their office 2-3 times per week, followed by 23 percent (2 passengers) taking it every day.
- When asked how many days participants work in an office, the responses were split between 2-3 times per week and every day. Further, when asked whether or not they anticipated going to the office more in the future, more than half (63 percent or 5 participants) answered 'No'.
- Most survey participants took PCE before Covid-19.
- A majority of participants (75 percent or 6 participants) were not interested in a vanpool.

Q4. Where did you board the bus/where are you getting off the bus?

As most participants were taking the AM #1 and #3 service to Sacramento, five of the participants boarded at the Nevada Street Auburn Station. Others boarded at the Rocklin Station, Colfax, and Sacramento. Those getting off the bus tended to get off at 8th and J Street, P and 11th Street, and Auburn.

Q13: Rate the service characteristic.

As shown in Figure 12, “Ease of Transfer/Connections” and “Comfort Onboard Bus” were most frequently rated 5 or “Excellent”, followed by “Service Frequency”, “Cleanliness of Vehicles, and “Safety and Security”. Other highly rated service characteristics include both “On-Time Performance” and “Driver Courtesy”, neither of which received a score under 4. “Availability of Information” received the lowest ratings amongst service characteristics with nearly half (45 percent) of participants giving it a 3 or lower. It was the only characteristic to receive a 1 or “Poor” rating.



Q14. What transit improvements would you most like to see?

When asked what transit improvements were most important to passengers, the following suggestions were made:

- Better signage and contact information posted at all stops.
- Adding more service times to Sacramento.
- Provide some additional training to current drivers that could help them drive more safely.

GO SOUTH PLACER ON-DEMAND

As shown in Table 4, a total of 11 passengers participated in the Go South Placer On-Demand Survey.

Table 4: Go South Placer On-Demand Survey Summary					
Q2. What time did you board this vehicle?			Q8. If you did connect with other transit services, how easy was the connection?		
8:00AM - 10:00 AM	4	40%	Easy - No problems	4	100%
10:01AM - 12:00PM	3	30%	OK - I had a short-layover between connections.	0	0%
12:01PM- 2:00PM	1	10%	Difficult - I had to wait a long time.	0	0%
2:01PM - 5:00 PM	1	10%	Difficult - Figuring out how to transfer between services w:	0	0%
5:01 PM - 7:00PM	1	10%			
Q3. How long did you wait for your ride?			Q9. How often do you use Go South Placer?		
Less than 15 minutes	9	82%	4 or more days a week	4	33%
Between 15 and 30 minutes	1	9%	1-3 days a week	7	58%
Between 30 and 60 minutes	1	9%	First time	1	8%
Over 1 Hour	0	0%			
Q4. How did you reserve your ride today?			Q10. How did you hear about the Go South Placer service?		
Smartphone App	5	42%	Friend or colleague	7	54%
Website	0	0%	Advertisement	0	0%
Telephone	7	58%	Social Media	0	0%
			Online website	3	23%
			Radio/TV	0	0%
			Newspaper	0	0%
			Other (please specify)	3	23%
Q5. What is the main purpose of your trip today?			Q11. Are there areas or times of day not currently being served by Go South Placer that you would like to see added?		
Work	4	36%	No	8	67%
Medical/Dental	3	27%	Yes (please specify)	4	33%
School	0	0%			
Shopping	2	18%			
Recreation/Social	1	9%			
Other (please specify)	2	18%			
Q6. Did Go South Placer fulfill your entire trip?			Q13. Was there a vehicle available for this trip?		
Yes	10	100%	Yes	9	90%
No, I connected with a bus	0	0%	No	1	10%
No, I walked/biked some portion of this trip	0	0%			
No, I drove some portion of this trip	0	0%			
Q7. If you connected with other transit services as part of your most recent Go South Placer trip, what service/route did you take?			What is your age?		
Auburn Transit	1	25%	6 - 12	0	0%
Nevada County Connect	0	0%	13 - 18	1	8%
Sac RT	0	0%	19-59	4	33%
Roseville Transit Fixed Route Bus	1	25%	60-74	3	25%
Amtrak	0	0%	75+	4	33%
Roseville Transit Arrow	0	0%			
PCT Route	2	50%			

The responses included the following:

- A majority (70 percent, 7 participants) took the survey between 8:00 am and 12:00 pm.
- Most (82 percent, 9 participants) indicated that they waited less than 15 minutes for service.
- Trip purpose varied between Work (36 percent), Medical/Dental (27 percent), and Shopping (18 percent). Of those who answered “Other”, answers included that participants were on their way home.
- Only 4 survey respondents were taking another service in addition to Go South Placer. These other services include PCT, Amtrak, and Auburn Transit. These connections were made easily, with no problems as indicated in Question 8.
- Over half (58 percent) of participants indicated using the service 1-3 days per week, followed by 33 percent (or 4 respondents) using the service 4 or more days per week.
- Most passengers heard about the service through either a friend or colleague (54 percent or 7 respondents) followed by 23 percent (or 3 respondents) who heard about the service through the website or app.
- Of the 33 percent (or 4 respondents) indicating that they would like additional services added, their requests included later evening and weekend services.
- 90 percent of respondents indicated that they did have a vehicle available for them to use.
- The age of survey respondents was relatively spread between all age ranges older than 19 years old.

Table 5 shows additional detail about the type of rider surveyed. As shown, more than half (67 percent, or 8 respondents) were using Go South Placer before the invention of the app. Of the 1 ADA paratransit rider who participated in the survey, they were able to get their ride at the time they requested it.

Table 5: Additional Rider Information					
Q15. Before the Go South Placer app was available did you ride Dial-A-Ride?			Q16b. If yes, were you able to get your ride close to the time you requested?		
Yes	8	67%	Yes	1	100%
No	4	33%	No	0	0%
Q16a. Are you an ADA paratransit eligible rider?					
Yes	1	9%			
No	10	91%			

AUBURN TRANSIT ONDEMAND

The following survey summary reflects the surveys gathered by onboard surveyors.

Q1. Where do you live? (33 Responses)

As could be expected, 81 percent (21 participants) lived in Central and South Auburn. A few more participants live in north Auburn, closer to Lake of the Pines.

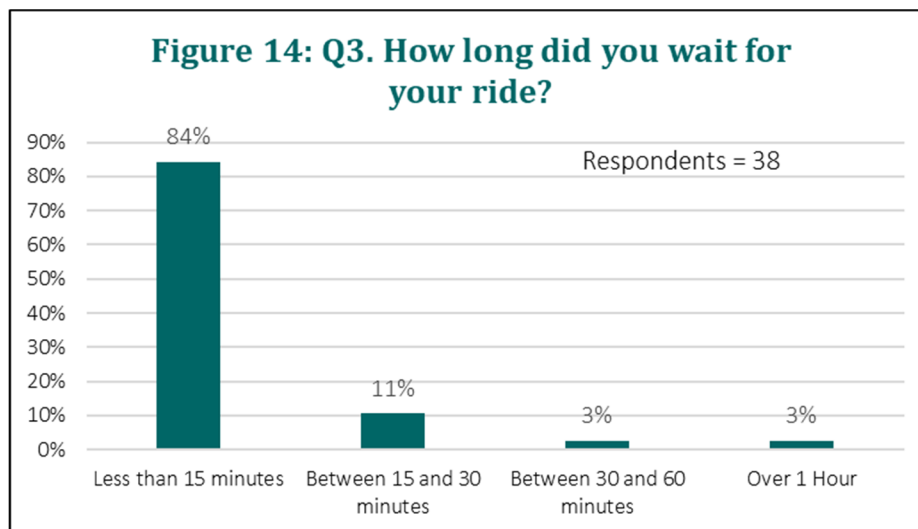
Q2. Boarding Times (34 Responses)

The respondents were asked what time they boarded this vehicle. Ridership in the morning (6:00 AM – 11:59 AM) made up over half (54 percent) of total participation (Figure 13).

Time by Hour	Percent
6-6:59 AM	3%
7-7:59 AM	12%
8-8:59 AM	9%
9-9:59 AM	15%
10-10:59 AM	3%
11-11:59 AM	12%
12-12:59 PM	6%
1-1:59 PM	12%
2-2:59 PM	3%
3-3:59 PM	6%
4-4:59 PM	12%
6-6:59 PM	6%
7-7:59 PM	3%
Total Number of Respondents	34

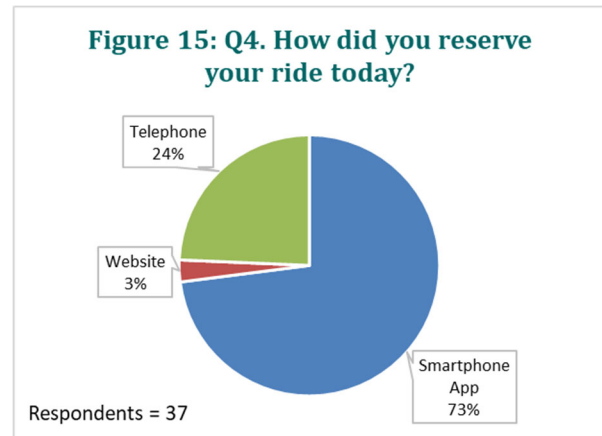
Q3. How long did you wait for your ride? (38 Responses)

The majority of respondents (84 percent) reported waiting less than 15 minutes for their ride (Figure 14). Those who waited 15 – 30 minutes accounted for 11 percent of respondents. Only one respondent (3 percent) reported waiting between 30 – 60 minutes for their ride and only one respondent (3 percent) reported waiting over an hour for their ride. A total of 95 percent of respondents waited less than 30 minutes for their ride.



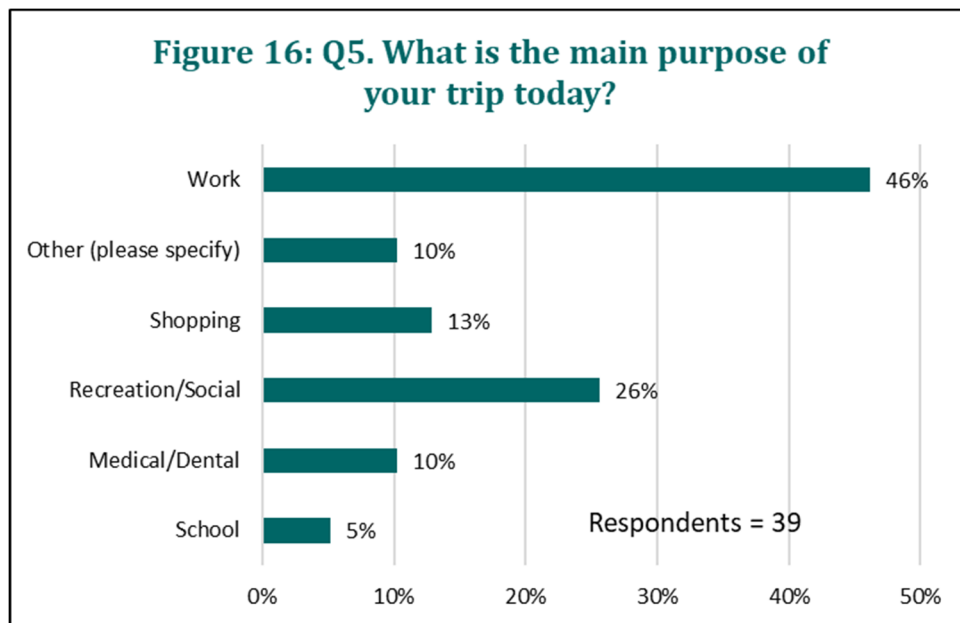
Q4. How did you reserve your ride today? (37 Responses)

Auburn Transit OnDemand riders can reserve their ride one of three ways, by telephone, on the website, and using the Smartphone App. Respondents were asked how they reserved their ride, and most used the Smartphone App (73 percent) or they called and reserved that way (24 percent), as shown in Figure 15. Only 3 percent of respondents reported using the website to reserve their ride.



Q5. What is the main purpose of your trip today? (39 Responses)

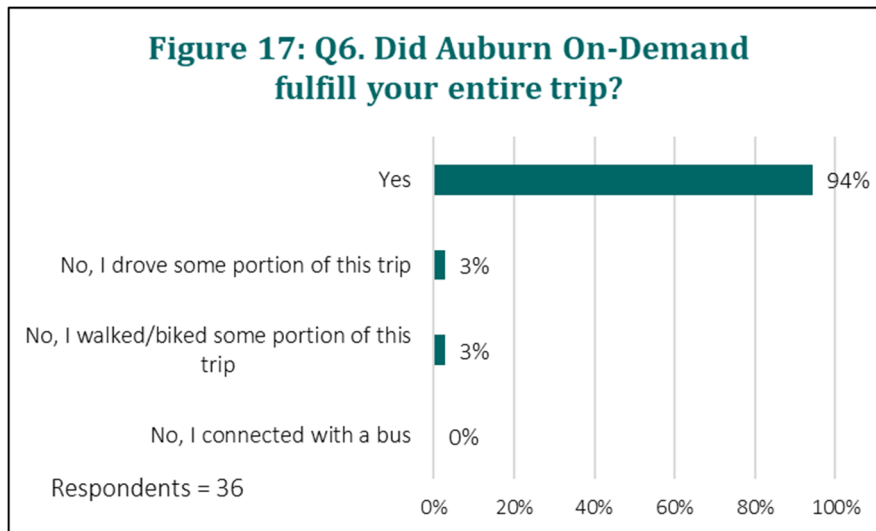
Commuting to work was the most reported reason that respondents were riding Auburn OnDemand (46 percent)(Figure 16). The second most reported purpose was Recreation or Social, accounting for 26% of respondents and shopping was the third most reported (13 percent). Those using Auburn OnDemand to travel to Medical or Dental appointments were 10 percent of respondents and 5 percent of respondents were traveling to or from school. Other reasons made up 10 percent of respondents, and these were primarily those traveling home and one respondent traveling to the DMV. Some respondents reported more than one trip purpose and a total of 39 respondents answered the question.



Q6 and Q7. Did Auburn OnDemand fulfill your entire trip? If not, what other routes did you take? (36 Responses)

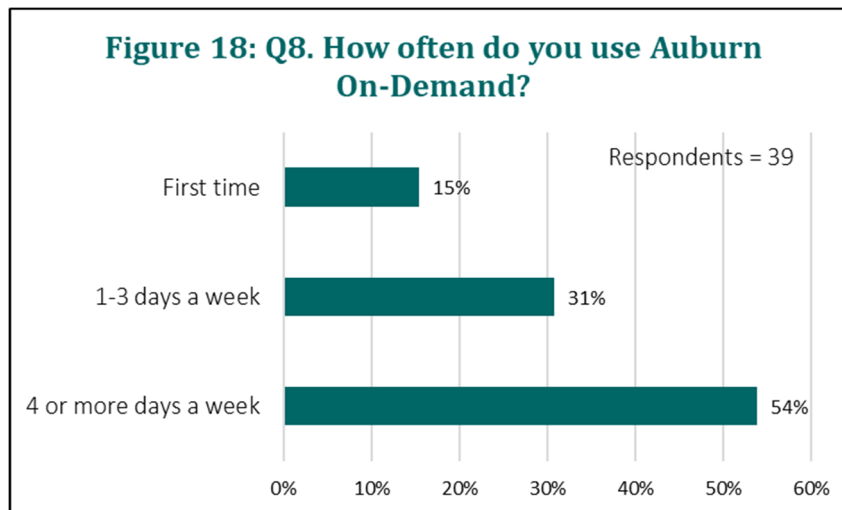
Most respondents (94 percent) reported that Auburn On-Demand fulfilled their entire trip. A combined 6 percent of passengers completed this trip with another mode of transportation – 3 percent reported driving for some portion of the trip and 3 percent reported walking or bicycling for some portion of the

trip. Zero percent (0 percent) of respondents connected with another bus. Because no one took transit, Question 7 showed 0 percent transfers to other local transit services (Figure 17).



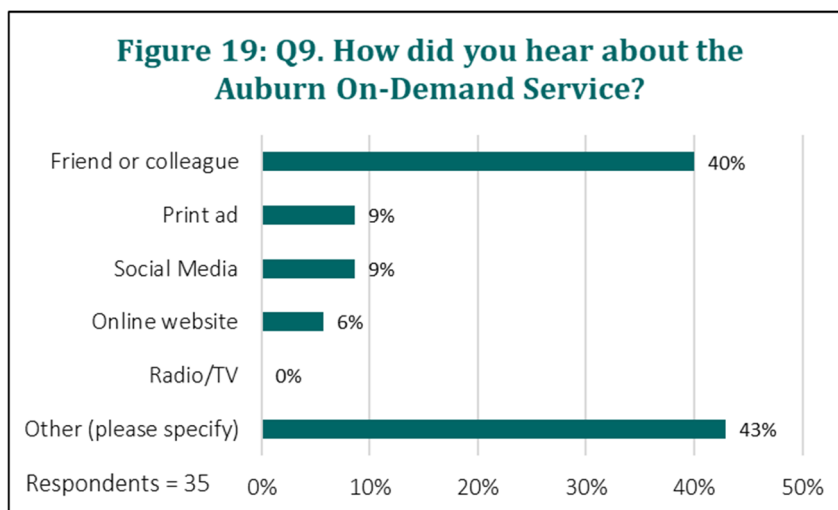
Q8. How often do you use Auburn OnDemand? (39)

Respondents were asked how often they used Auburn OnDemand transit services. Those who used the service 4 or more days a week accounted for 54% of respondents, as shown in Figure 18. Those who used the service 1-3 days a week accounted for 31% of respondents and first-time users of the service accounted for 15% of all respondents.



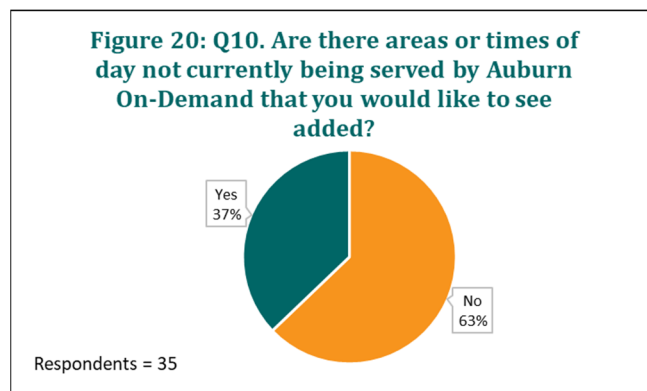
Q9. How did you hear about the Auburn OnDemand Service? (35 respondents)

Respondents were asked how they heard about the Auburn OnDemand Service, and 40% of respondents reported hearing about the service from a friend or colleague, 9% from a print ad, 9 percent from social media, 6% from an online website, and 0% from the radio or TV (Figure 19). Those who responded Other accounted for 43 percent of respondents, and they indicated they heard about service from bus drivers, from social services, from family, or flyers at the bus stations.



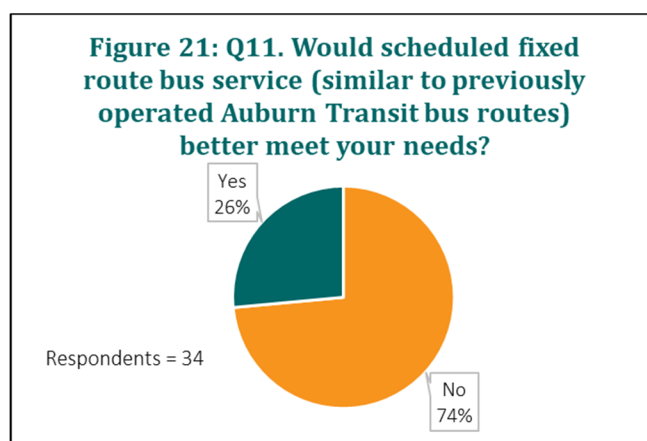
Q10. Are there areas or times of day not currently being served by Auburn OnDemand that you would like to see added? (35 respondents)

Respondents were asked if there are areas or times of day not currently served by Auburn OnDemand that they would like to see added (Figure 20). More respondents reported No or that there were no areas or times of day that they would like to be served (63) than Yes, or that there were areas or times of day that they would like to see added (37).



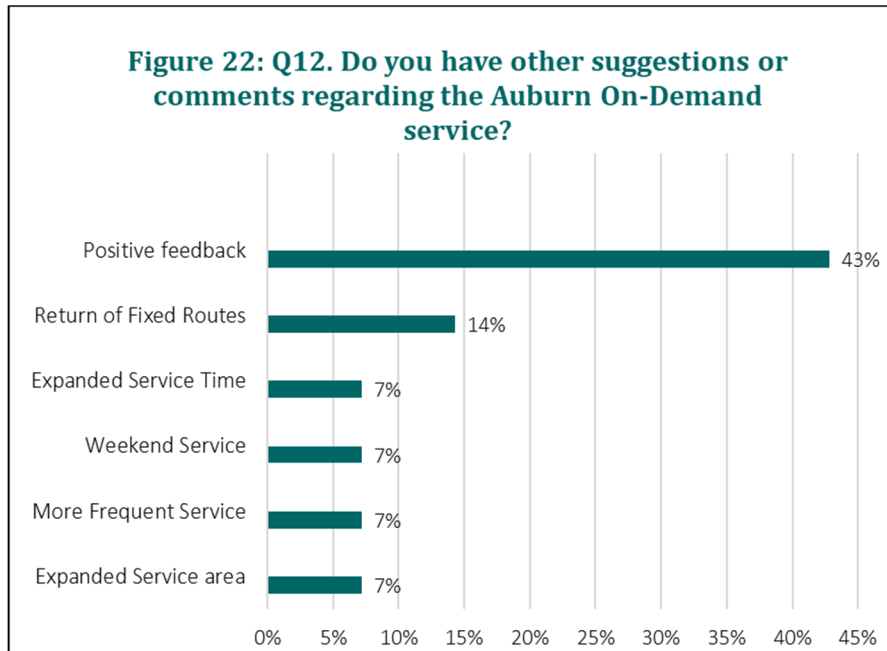
Q11. Would scheduled fixed route bus service (Similar to previously operated Auburn Transit bus routes) better meet your needs?

Respondents were asked if fixed route bus service would better meet their needs. The majority of respondents reported No or that a scheduled fixed route bus service would not better serve them (74%). Only 26% of respondents felt that scheduled fixed route bus service would better meet their needs.



Q12. Do you have other suggestions or comments regarding the Auburn OnDemand service? (13 respondents)

Respondents offered specific comments on the Auburn OnDemand service. Those respondents offering positive feedback accounted for 43% of respondents. Those who want the return of fixed route service (14%) or an expanded service (7%) accounted for 21% of respondents. Those who wanted extended service time (7%), weekend service (7%), or more frequent service (7%) accounted for a combined 21% of respondents.



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BOARDING AND ALIGHTING SUMMARY

INTRODUCTION

During the week of September 18th, onboard surveyors conducted boarding and alighting counts by stop along Placer County Transit Routes. The following is a summary of this data, adjusted with average daily ridership data received as a part of our study.

PLACER COUNTY TRANSIT BOARDING AND ALIGHTING

Appendix A includes tables summarizing the boarding and alighting data collected during September. The data is organized by route, hour, and bus stop. These values are then adjusted to reflect the average daily boarding by route reported by PCT.

Route by Hour (Weekdays and Saturdays)

Appendix A Tables A through K summarize boarding and alighting data by route and hour by weekday and Saturday. The following is a brief overview of this data:

- Route 10 (Auburn to Light Rail) had the highest weekday morning ridership between 7:00 AM and 10:00 AM.
- Route 20 (Lincoln/Sierra College) had the highest weekday mid-day ridership of all the routes.
- Routes 10 and 20 had the most evening ridership after 5:00 PM.
- Route 70 (Lincoln Circulator) has consistent ridership between 7:00 AM and 4:00 PM on weekdays.
- Route 80 (Lincoln Circulator Overflow) has consistently more ridership in the afternoon running hour than in the morning hour of service.
- Routes 10, 20, and 30 had a majority of their ridership occur between 9:00 AM and 3:00 PM on Saturdays.
- Overall, ridership past 5:00 PM on Saturdays is rare.

Total Daily Boarding by Hour

Table 6 presents the total average daily boarding across all routes by hour on weekdays. As illustrated, weekday boardings peak during the 3:00 PM hour (17 percent or 115 boardings) followed by Noon boardings (11 percent or 71 boardings). The 3:00 PM spike may be explained by the increase in boardings along Route 80 (Lincoln Circulator Overflow). Boardings are otherwise pretty consistent throughout the day until about 6:00 PM when there is a steep decline to 1 percent boardings. Saturday boardings are greatest between 10:00 AM and 2:00 PM, as shown in Table 7.

Route by Stop (Weekdays and Saturdays)

Appendix A Tables M through S summarize route boarding and alightings by stop. The following was observed during LSC's data collection:

Table 6: All Routes Average Daily Boarding by Hour (Weekdays)

Hour	Route 10: Auburn to Light Rail	Route 20: Lincoln/Sierra College	Route 30: Highway 49	Route 40: Alta/Colfax	Route 50: Taylor Rd. Shuttle	Route 70: Lincoln Circ.	Route 80: Lincoln Circ. Overflow	Average Weekday Total	% of Total
7:00 AM	0	0	9	3	0	4	22	37	6%
8:00 AM	12	23	2	6	4	6	0	52	8%
9:00 AM	37	6	10	0	1	6	0	59	9%
10:00 AM	33	16	19	0	0	4	0	71	11%
11:00 AM	20	17	7	0	0	5	0	49	7%
12:00 PM	19	34	11	0	0	6	0	69	10%
1:00 PM	18	18	10	0	2	12	0	60	9%
2:00 PM	17	26	11	0	2	2	0	58	9%
3:00 PM	19	23	14	2	2	10	45	114	17%
4:00 PM	18	14	10	2	1	6	0	50	7%
5:00 PM	19	24	2	0	1	0	0	46	7%
6:00 PM	6	0	0	0	0	0	0	6	1%
Average	18	17	9	1	1	5	6	56	
Total	216	201	105	12	12	58	67	671	

Source: LSC Transportation Consultants Surveying Data 09/2023

Table 7: All Routes Average Daily Boarding by Hour (Saturdays)

Hour	Route 10: Auburn to Light Rail	Route 20: Lincoln/Sierra College	Route 30: Highway 49	Route 50: Taylor Rd. Shuttle	Route 70: Lincoln Circ.	Average Weekday Total	% of Total
7:00 AM	0	0	0	0	0	0	0%
8:00 AM	11	0	0	9	0	20	6%
9:00 AM	23	6	0	0	0	30	8%
10:00 AM	8	25	5	0	8	47	13%
11:00 AM	19	28	5	0	7	58	16%
12:00 PM	21	17	3	3	16	60	17%
1:00 PM	0	11	23	0	7	40	11%
2:00 PM	13	38	10	0	3	64	18%
3:00 PM	13	8	5	0	0	26	7%
4:00 PM	0	0	10	0	0	10	3%
5:00 PM	0	0	0	0	0	0	0%
6:00 PM	0	0	0	0	0	0	0%
Average	9	11	5	1	3	30	
Total	108	133	61	12	40	354	

Note: Route 40 was not surveyed on Saturday.
Source: LSC Transportation Consultants Surveying Data 09/2023

- The Roseville Galleria (31 percent) and Auburn Station (23 percent) are most frequently used along Route 10.
- Similar to Route 10, the Roseville Galleria had the highest number of boardings (30 percent), followed by Thunder Valley Casino (18 percent).
- Several stops along Route 50 (Taylor Rd Shuttle) have very low boardings, particularly along Newcastle Road, Rocklin Commons, and Rocklin Crossing.
- Understandably, the Twelve Bridges High School and Middle School stops along Route 80 experience the highest percentage of boardings (43 percent and 24 percent), respectively.
- Saturday boardings by stop were similar to weekday boardings by stop.

Total Weekday Boarding by Stop

As shown in Table 8, the Roseville Galleria has the highest average daily boarding (18 percent, or 118 [boardings per day], followed by Twelve Bridges Library (13 Percent, 87 boardings per day). As noted, stops experiencing an average daily boarding of less than 1 percent are not shown in the table.

	Avg Daily		Boarding
	Boarding	% of Total	
Roseville Galleria	112	118	18%
Twelve Bridges Library	83	87	13%
Auburn Station	79	83	12%
Sierra College	44	46	7%
Light Rail - Watt I80	43	45	7%
Thunder Valley Casino	28	29	4%
Twelve Bridges Middle School (Wilson Park)	22	23	3%
3rd St at F St. Walmart	21	22	3%
Louis Ln & Orlando Ave	14	15	2%
Ferrari Ranch Rd at E Calidon Cir	11	12	2%
Sunset Blvd & Atherton Rd	9	9	1%
1st St at C Ave	8	8	1%
Bel Air	7	7	1%
Colfax Amtrak	7	7	1%
3rd St & O St (Senior Complex)	7	7	1%
Sunset Blvd & Park Dr	6	6	1%
Atwood Rd at Corral	6	6	1%
Taylor Rd & King Rd	6	6	1%
Ferrari Ranch Rd After Groveland	5	5	1%
Ferrari Ranch Rd Before Sorrento Pkwy	5	5	1%
Weimar (Reservation Only)	5	5	1%
Galena at Quartz Dr	5	5	1%
Rite Aid	5	5	1%
7th St & C St	5	5	1%
S Whitney Blvd & Sunset Blvd	4	4	1%
Alta Store	4	4	1%

Note: Stops with boardings of less than 1 percent of average daily boardings are not shown.

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INTRODUCTION

During September and October 2023, WSP conducted a Transit Needs Survey aimed at the Placer County community overall. In total, 311 responses were received between September 5 and October 31.

SURVEY SUMMARY

The preliminary survey responses provided insight regarding the opinions of both transit users and non-users. The following is a brief summary of these responses to date:

- 24 percent of respondents **live in** Lincoln, followed by 21 percent living in Roseville.
- Over half (53 percent) of **respondents never ride transit**, followed by 25 percent that use passenger rail such as Amtrak or Capital Corridor.
- Most respondents, 58 percent (176 respondents) **never ride local fixed-route transit**. Only 17 percent (51 respondents) reported using local fixed-route transit at least once a year.
- A significant majority of respondents, approximately 74 percent (219 respondents), **never utilize commuter transit service** for their journeys to and from SacRT light rail and downtown Sacramento.
- A surprising 78 percent (232 respondents) of those surveyed were **unaware** of the GO South Placer App.
- A significant majority of respondents, 56 percent (151 respondents), cited having their own transportation as the primary reason for not using public transit. Of the 28 percent who cited “other” the themes included:
 - *Inaccessible Bus Stops*: Difficulties accessing bus stops in their areas such as limited availability of nearby bus stops discourage public transportation use.
 - *Safety Concerns*: Safety concerns are a deterrent to transit use and concerns about personal safety during transit contribute to the decline in ridership
 - *Inconvenient and Inconsistent Schedules*: Bus schedules were found to be inconvenient for many respondents and inconsistencies in bus schedules make planning trips challenging for respondents.
 - *Convenience of Alternative Transportation*: Using personal transportation such as a personal vehicle or riding a bicycle is currently more convenient than public transit services for some respondents. The perceived ease of using personal vehicles or alternative modes discourages public transportation.
- Placer County Transit had the **highest awareness among respondents**, with 66.43% (194) followed by Capitol Corridor/Amtrak and Sacramento Regional Transit (SacRT) which both have relatively high levels of awareness at 60 percent (174 respondents) and 51 percent (150 respondents), respectively.
- **More frequent local bus service** received the highest score, indicating that respondents considered increased frequency of local bus service to be the most influential factor in

encouraging more frequent transit use. This suggests that respondents value shorter wait times and improved accessibility within their local communities.

The survey included a question asking respondents to elaborate on their current transit needs. The responses indicated the following two major themes:

- **Long-Distance Commute Demand:** A substantial number of respondents expressed the desire for accessible public transit between Rocklin and major urban centers, particularly San Francisco and Sacramento. These suggest a need for more convenient and efficient transportation options for individuals commuting to these locations, including improved local transit access to regional services.
- **Accessibility to Commercial and Medical Hubs:** Multiple respondents emphasized the need for reliable public transit from areas in Lincoln and Rocklin to the Roseville Galleria and various medical centers such as Sutter Hospital and Kaiser in Lincoln, Roseville, and Rocklin. The diversity in the starting points of these requests underlines the widespread demand for transit solutions connecting people to key commercial and healthcare destinations.

BOARDING AND ALIGHTING TABLES

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BOARDING AND ALIGHTING TABLES

This Appendix contains Boarding and Alighting Tables that supplement the information provided in Chapter 2 of this Technical Memorandum.

BY ROUTE AND HOUR – ALL DATA

Table A: Rt 10 Weekday Boarding and Alighting by Route & Hour									
Route 10: Auburn to Light Rail									
Hour	Westbound		Eastbound		2-Way		Avg Daily		
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Total B/A	Boardings	% of Total
7:00 AM							0	0	0%
8:00 AM	12	12			12	12	24	12	6%
9:00 AM	12	12	25	25	37	37	74	37	17%
10:00 AM	20	20	13	13	33	33	66	33	15%
11:00 AM	4	4	16	16	20	20	40	20	9%
12:00 PM	5	5	14	14	19	19	38	19	9%
1:00 PM	13	13	5	5	18	18	36	18	8%
2:00 PM	5	5	12	12	17	17	34	17	8%
3:00 PM	12	12	7	7	19	19	38	19	9%
4:00 PM	15	15	3	3	18	18	36	18	8%
5:00 PM	8	8	11	9	19	17	36	19	9%
6:00 PM			6	6	6	6	12	6	3%
Average	10.6	10.6	11.2	11	19.8	19.6	36.2	18	
Total	106	106	112	110	218	216	434	216	

Source: LSC Transportation Consultants, Inc.

Table B: Rt 20 Weekday Boarding and Alighting by Route & Hour

Route 20: Lincoln/Sierra College															
Hour	Northbound		Southbound		2-Way		Avg Daily								
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Tota B/A	Boardings	% of Total						
7:00 AM							0	0	0%						
8:00 AM	6	5	13	14	19	19	38	24	12%						
9:00 AM	5	5	0	1	5	6	11	6	3%						
10:00 AM	5	5	0	0	5	5	10	6	3%						
11:00 AM	7	3	7	6	14	9	23	18	9%						
12:00 PM	24	19	4	8	28	27	55	35	18%						
1:00 PM	11	6	4	10	15	16	31	19	9%						
2:00 PM	16	16	6	8	22	24	46	28	14%						
3:00 PM	17	9	2	9	19	18	37	24	12%						
4:00 PM	0	0	12	10	12	10	22	15	8%						
5:00 PM	18	13	2	2	20	15	35	25	13%						
6:00 PM							0	0	0%						
							10.9	8.1	5	6.8	15.9	14.9	25.7	16.8	
							109	81	50	68	159	149	308	201	

Table C: Rt 30 Weekday Boarding and Alighting by Route & Hour

Route 30: Highway 49															
Hour	Northbound		Southbound		2-Way		Avg Daily								
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Tota B/A	Boardings	% of Total						
7:00 AM			7	7	7	7	14	9	8%						
8:00 AM	2	2	0	0	2	2	4	2	2%						
9:00 AM	4	4	4	4	8	8	16	10	9%						
10:00 AM	8	8	7	7	15	15	30	19	18%						
11:00 AM	5	5	1	1	6	6	12	7	7%						
12:00 PM	4	4	5	5	9	9	18	11	11%						
1:00 PM	4	4	4	4	8	8	16	10	9%						
2:00 PM	5	5	4	5	9	10	19	11	11%						
3:00 PM	6	6	5	5	11	11	22	14	13%						
4:00 PM	3	3	5	4	8	7	15	10	9%						
5:00 PM	2	2			2	2	4	2	2%						
6:00 PM							0	0	0%						
							4.3	4.3	4.2	4.2	7.7	7.7	14.2	8.8	
							43	43	42	42	85	85	170	105	

Table D: Rt 40 Weekday Boarding and Alighting by Route & Hour

Route 40: Alta/Colfax									
Hour	Westbound		Eastbound		2-Way		Tota B/A	Avg Daily	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting		Boardings	% of Total
7:00 AM			6	6	6	6	12	3	26%
8:00 AM	11	10			11	10	21	6	48%
9:00 AM							0	0	0%
10:00 AM							0	0	0%
11:00 AM							0	0	0%
12:00 PM							0	0	0%
1:00 PM							0	0	0%
2:00 PM							0	0	0%
3:00 PM			3	3	3	3	6	2	13%
4:00 PM	3	3			3	3	6	2	13%
5:00 PM							0	0	0%
6:00 PM							0	0	0%
	7	6.5	4.5	4.5	5.8	5.5	3.8	1	
	14	13	9	9	23	22	45	12	

Table E: Rt 50 Weekday Boarding and Alighting by Route & Hour

Route 50: Taylor Rd. Shuttle									
Hour	Westbound		Eastbound		2-Way		Tota B/A	Avg Daily	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting		Boardings	% of Total
7:00 AM							0	0	0%
8:00 AM	6	6			6	6	12	4	33%
9:00 AM			1	1	1	1	2	1	6%
10:00 AM	0	0			0	0	0	0	0%
11:00 AM			0	0	0	0	0	0	0%
12:00 PM	0	0			0	0	0	0	0%
1:00 PM			3	3	3	3	6	2	17%
2:00 PM	3	3			3	3	6	2	17%
3:00 PM			3	3	3	3	6	2	17%
4:00 PM	1	1			1	1	2	1	6%
5:00 PM			1	1	1	1	2	1	6%
6:00 PM							0	0	0%
	2	2	1.6	1.6	1.8	1.8	3	1	
	10	10	8	8	18	18	36	12	

Table F: Rt 70 Weekday Boarding and Alighting by Route & Hour

Route 70: Lincoln Circ.







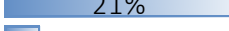



Hour	Loop		Tota B/A	Avg Daily		
	Boarding	Alighting		Boardings	% of Total	
7:00 AM	4	3	7	4	 6%	
8:00 AM	6	5	11	6	 10%	
9:00 AM	6	2	8	6	 10%	
10:00 AM	4	4	8	4	 6%	
11:00 AM	5	3	8	5	 8%	
12:00 PM	6	5	11	6	 10%	
1:00 PM	13	3	16	12	 21%	
2:00 PM	2	2	4	2	 3%	
3:00 PM	11	7	18	10	 17%	
4:00 PM	6	6	12	6	 10%	
5:00 PM	0	0	0	0	0%	
6:00 PM			0	0	0%	
		5.7	3.6	8.6	4.8	
		63	40	103	58	

Table G: Rt 80 Weekday Boarding and Alighting by Route & Hour

Route 80: Lincoln Circ. Overflow					
Hour	Loop		Total B/A	Avg Daily	
	Boarding	Alighting		Boardings	% of Total
7:00 AM	30	30	60	22	33%
8:00 AM			0	0	0%
9:00 AM			0	0	0%
10:00 AM			0	0	0%
11:00 AM			0	0	0%
12:00 PM			0	0	0%
1:00 PM			0	0	0%
2:00 PM			0	0	0%
3:00 PM	62	31	93	45	67%
4:00 PM			0	0	0%
5:00 PM			0	0	0%
6:00 PM			0	0	0%
	46	30.5	12.8	5.6	
	92	61	153	67	

Table H: Rt 10 Saturday Boarding and Alighting by Route & Hour

Route 10: Auburn to Light Rail									
Hour	Westbound		Eastbound		2-Way		Total B/A	Avg Daily	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting		Boardings	% of Total
7:00 AM							0	0	0%
8:00 AM	5	1			5	1	6	11	10%
9:00 AM	3	3	8	9	11	12	23	23	22%
10:00 AM	2	2	2	2	4	4	8	8	8%
11:00 AM	3	3	6	6	9	9	18	19	18%
12:00 PM	0	0	10	10	10	10	20	21	20%
1:00 PM	0	0	0	0	0	0	0	0	0%
2:00 PM	6	6	0	0	6	6	12	13	12%
3:00 PM	0	0	6	6	6	6	12	13	12%
4:00 PM	0	0	0	0	0	0	0	0	0%
5:00 PM	0	0	0	0	0	0	0	0	0%
6:00 PM			0	0	0	0	0	0	0%
Average	1.9	1.5	3.2	3.3	4.6	4.4	8.3	9	0
Total	19	15	32	33	51	48	99	108	1

Source: LSC Transportation Consultants, Inc.

Table I: Rt 20 Saturday Boarding and Alighting by Route & Hour

Route 20: Lincoln/Sierra College									
Hour	Northbound		Southbound		2-Way		Total B/A	Avg Daily Boardings	% of Total
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting			
7:00 AM							0	0	0%
8:00 AM	0	0	0	0	0	0	0	0%	
9:00 AM	0	0	3	3	3	3	6	6	5%
10:00 AM	4	1	8	8	12	9	21	25	19%
11:00 AM	7	3	6	5	13	8	21	28	21%
12:00 PM	3	4	5	4	8	8	16	17	13%
1:00 PM	5	4	0	0	5	4	9	11	8%
2:00 PM	14	7	4	3	18	10	28	38	29%
3:00 PM	4	6	0	0	4	6	10	8	6%
4:00 PM	0	0	0	0	0	0	0	0	0%
5:00 PM	0	0	0	0	0	0	0	0	0%
6:00 PM							0	0	0%
	3.7	2.5	2.6	2.3	6.3	4.8	9.3	11.1	
	37	25	26	23	63	48	111	133	

Table J: Rt 30 Saturday Boarding and Alighting by Route & Hour

Route 30: Highway 49									
Hour	Northbound		Southbound		2-Way		Total B/A	Avg Daily Boardings	% of Total
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting			
7:00 AM							0	0	0%
8:00 AM	0	0			0	0	0	0	0%
9:00 AM	0	0			0	0	0	0	0%
10:00 AM	2	2			2	2	4	5	8%
11:00 AM	0	0	2	6	2	6	8	5	8%
12:00 PM	1	1	0	0	1	1	2	3	4%
1:00 PM	3	3	6	7	9	10	19	23	38%
2:00 PM	3	1	1	1	4	2	6	10	17%
3:00 PM	1	2	1	1	2	3	5	5	8%
4:00 PM	0	0	4	4	4	4	8	10	17%
5:00 PM	0	0			0	0	0	0	0%
6:00 PM							0	0	0%
	1	0.9	2.3	3.2	2.2	2.5	4.3	5.1	
	10	9	14	19	24	28	52	61	

Table K: Rt 50 Saturday Boarding and Alighting by Route & Hour

Route 50: Taylor Rd. Shuttle								
Hour	Westbound		Eastbound		2-Way		Avg Daily	
	Boarding	Alighting	Boarding	Alighting	Boarding	Alighting	Total B/A	Boardings % of Total
7:00 AM							0	0 0%
8:00 AM	3	3			3	3	6	4 75%
9:00 AM			0	0	0	0	0	0 0%
10:00 AM	0	0			0	0	0	0 0%
11:00 AM			0	0	0	0	0	0 0%
12:00 PM	1	1			1	1	2	1 25%
1:00 PM			0	0	0	0	0	0 0%
2:00 PM	0	0			0	0	0	0 0%
3:00 PM			0	0	0	0	0	0 0%
4:00 PM	0	0			0	0	0	0 0%
5:00 PM			0	0	0	0	0	0 0%
6:00 PM							0	0 0%
	0.8	0.8	0	0	0.4	0.4	0.7	0.4
	4	4	0	0	4	4	8	5

Table L: Rt 70 Saturday Boarding and Alighting by Route & Hour

Route 70: Lincoln Circ.					
Hour	Loop		Avg Daily		
	Boarding	Alighting	Total B/A	Boardings	% of Total
7:00 AM			0	0	0%
8:00 AM	0	0	0	0	0%
9:00 AM	0	0	0	0	0%
10:00 AM	3	3	6	8	20%
11:00 AM	3	2	5	7	17%
12:00 PM	6	6	12	16	40%
1:00 PM	2	3	5	7	17%
2:00 PM	1	1	2	3	7%
3:00 PM	0	0	0	0	0%
4:00 PM	0	0	0	0	0%
5:00 PM	0	0	0	0	0%
6:00 PM			0	0	0%
	1.5	1.5	2.5	3.3	
	15	15	30	40	

BY ROUTE AND STOP – WEEKDAY

Table M: Rt 10 Weekday Boarding and Alighting by Route and Stop

Route 10: Auburn to Light Rail					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Auburn Station	48	38	86	49	23%
Sierra College	40	40	80	41	19%
Roseville Galleria	66	72	138	68	31%
Louis Ln & Orlando Ave	14	23	37	14	7%
Light Rail - Watt 180	43	34	77	44	20%
Average	42.2	41.4	83.6	43.2	
Total	211	207	418	216	

Source: LSC Transportation Consultants, Inc.

Table N: Rt 20 Weekday Boarding and Alighting by Route and Stop

Route 20: Lincoln/Sierra College					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Sierra College	20	3	23	26	13%
Granite Dr (Safeway)	2	2	4	3	1%
Sierra Meadows Dr & Manzanita Dr	0	0	0	0	0%
Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes)	0	1	1	0	0%
Sierra Meadows Dr & Pacific St	0	0	0	0	0%
Pacific St & Midas Ave	3	0	3	4	2%
Pacific St & Pine St	0	2	2	0	0%
Pacific St & Bush St	0	1	1	0	0%
Pacific St & Farron St	1	1	2	1	1%
Pacific St & Sunset Blvd (Les Schwab)	0	0	0	0	0%
Sunset Blvd & 3rd St	0	1	1	0	0%
S Whitney Blvd & Sunset Blvd	4	2	6	5	3%
S Whitney Blvd & Springview Dr	0	0	0	0	0%
S Whitney Blvd & Lincoln Ave	0	3	3	0	0%
Roseville Galleria	46	48	94	60	30%
Stanford Ranch Rd & Fairway Dr	1	2	3	1	1%
Stanford Ranch Rd & Highland Park Dr	0	0	0	0	0%
Sunset Blvd & Pebble Creek Dr (Bel Air)	0	2	2	0	0%
Sunset Blvd & Park Dr	6	5	11	8	4%
Sunset Blvd & Blue Oaks Blvd	0	0	0	0	0%
Sunset Blvd & W Oaks Blvd	2	3	5	3	1%
Sunset Blvd & W Stanford Ranch Rd	1	2	3	1	1%
Sunset Blvd & Atherton Rd	9	5	14	12	6%
Placer Corp. -flag stop	0	0	0	0	0%
Thunder Valley Casino	28	28	56	36	18%
Twelve Bridges Library	23	29	52	30	15%
3rd St & F St (Walmart)	3	0	3	4	2%
S Loop Rd	2	2	4	3	1%
Sunset Blvd & Lonetree Blvd	0	0	0	0	0%
Sunset Blvd & Pebble Creek Dr	1	0	1	1	1%
Stanford Ranch Rd & Plaza Dr	1	0	1	1	1%
Sunset Blvd & Springview Dr	0	1	1	0	0%
Pacific St & Sunset Blvd	0	3	3	0	0%
Pacific St & Sierra Meadows Dr	0	0	0	0	0%
Granite Dr & Sierra Meadows Dr	0	1	1	0	0%
Granite Dr (Across from Church)	0	0	0	0	0%
Target	1	1	2	1	1%
Rocklin Crossings (Walmart)	1	1	2	1	1%
Average	4.1	3.9	8	5.3	
Total	155	149	304	201	

Source: LSC Transportation Consultants, Inc.

Table O: Rt 30 Weekday Boarding and Alighting by Route and Stop

Route 30: Highway 49					
Stops	Boarding	Alighting	Total	Avg Daily Boardings	% of Total
Auburn Station/Nevada St	28	24	52	35	33%
Nevada St at Post Office	2	0	2	2	2%
Nevada St at Theatre	0	0	0	0	0%
Northbound Highway 49 at Edgewood Rd	1	1	2	1	1%
Northbound Highway 49 at Luther Rd	2	2	4	2	2%
Atwood Rd	0	8	8	0	0%
Richardson Dr at B Ave	1	3	4	1	1%
Bell Rd at County Center Dr	1	2	3	1	1%
1st St at C Ave	8	2	10	10	9%
F Ave at 1st St	2	3	5	2	2%
Atwood Rd at Corral	6	4	10	7	7%
Bel Air	7	11	18	9	8%
Plaza Dr	2	4	6	2	2%
Target	1	7	8	1	1%
Professional Dr at Bell Rd	2	0	2	2	2%
Education St at Professional Dr	2	3	5	2	2%
Sapphire Dr at Garnet Way	3	2	5	4	4%
Chana Park	0	1	1	0	0%
Richardson Dr Chana Park	0	1	1	0	0%
Richardson Dr / Dry Creek	0	1	1	0	0%
Dry Creek Rd at Dry Lake Ln	1	2	3	1	1%
Highway 49 at Dry Creek	2	0	2	2	2%
Highway 49 at Quartz Dr	1	0	1	1	1%
Galena at Quartz Dr	5	0	5	6	6%
Rite Aid	5	0	5	6	6%
Atwood/Drive In	1	1	2	1	1%
Dewitt - Richardson/B Ave	0	1	1	0	0%
Atwood Park-n-Ride	0	0	0	0	0%
Hwy 49/Luther Rd	0	1	1	0	0%
Hwy 49/Live Oak	0	0	0	0	0%
Nevada Way/Nevada St	2	1	3	2	2%
Average	2.7	2.7	5.5	3.4	
Total	85	85	170	105	

Source: LSC Transportation Consultants, Inc.

Table P: Rt 40 Weekday Boarding and Alighting by Route and Stop

Route 40: Alta/Colfax					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Alta Store	4	2	6	2	17%
Dutch Flat (Reservation Only)	1	1	2	1	4%
Gold Run (Reservation Only)	0	0	0	0	0%
Colfax Amtrak	7	8	15	4	30%
Weimar (Reservation Only)	5	2	7	3	22%
Applegate (Reservation Only)	1	2	3	1	4%
Meadow Vista (Reservation Only)	2	0	2	1	9%
Bowman (Reservation Only)	0	3	3	0	0%
Elder's (Reservation Only)	1	2	3	1	4%
Auburn Station (Drop Off Only)	0	2	2	0	0%
Auburn Station	2	0	2	1	9%
Average	2.1	2	4.1	1.1	
Total	23	22	45	12	

Source: LSC Transportation Consultants, Inc.

Table Q: Rt 50 Weekday Boarding and Alighting by Route and Stop

Route 50: Taylor Rd. Shuttle					
Stops	Boarding	Alighting	Total B/A	Boardings	% of Total
Sierra College	4	6	10	3	22%
Granite Dr	0	0	0	0	0%
Rocklin Commons Granite Dr (Target)	0	0	0	0	0%
Rocklin Crossing (walmart)	0	0	0	0	0%
Taylor Rd & Shawn Way	0	3	3	0	0%
Taylor Rd & Walnut St	2	0	2	1	11%
Taylor Rd & King Rd	6	3	9	4	33%
Del Oro High School	1	0	1	1	6%
Taylor Rd & Penryn Rd	2	1	3	1	11%
Taylor Rd & English Colony Way (Penryn)	0	1	1	0	0%
Newcastle Hwy & Taylor Road EB	0	0	0	0	0%
Newcastle Hwy & Taylor Road WB	0	0	0	0	0%
Ophir Park and Ride	2	1	3	1	11%
Auburn Station	1	3	4	1	6%
Average	1.3	1.3	2.6	0.9	
Total	18	18	36	12	

Source: LSC Transportation Consultants, Inc.

Table R: Rt 70 Weekday Boarding and Alighting by Route and Stop

Route 70: Lincoln Circ.					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
3rd St & F St (Walmart)	16	0	16	12	21%
E St & 1st St	1	2	3	1	1%
Ferrari Ranch Rd & Lincoln Blvd	0	0	0	0	0%
Ferrari Ranch Rd & Danbury Dr	0	0	0	0	0%
Ferrari Ranch Rd & Groveland Ln	0	1	1	0	0%
Twelve Bridges Library (Arrive)	1	13	14	1	1%
Twelve Bridges Library (Depart)	19	2	21	15	25%
Sterling Pkwy & Joiner Pkwy	1	0	1	1	1%
Ferrari Ranch Rd & Groveland W	1	1	2	1	1%
Ferrari Ranch Rd & Sorrento Pkwy	0	0	0	0	0%
Ferrari Ranch Rd & Caledon Cir (W)	0	0	0	0	0%
Ferrari Ranch Rd & Caledon Cir (E)	3	2	5	2	4%
Ferrari Ranch Rd & Groveland E	3	0	3	2	4%
Ferrari Ranch Rd & Kensington Ln	2	0	2	2	3%
Lincoln Blvd & Ferrari Ranch Rd	0	0	0	0	0%
Lincoln Blvd & 1st St	0	1	1	0	0%
3rd St and F St (Walmart)	2	3	5	2	3%
1st St & F St	0	0	0	0	0%
1st St & I St	2	0	2	2	3%
1st St & L St	2	0	2	2	3%
1st St & O St	0	0	0	0	0%
R St & Shamrock Ct	3	5	8	2	4%
3rd St & O St (Senior Complex)	7	0	7	5	9%
Nicolause and Joiner	0	1	1	0	0%
Foskett Park	0	0	0	0	0%
Venture at Lakeside	0	0	0	0	0%
Lakeside Dr and Cobblestone Dr	0	0	0	0	0%
Lakeside at St Andrews	0	0	0	0	0%
5th St & O St	0	0	0	0	0%
5th St between L St & M St	0	0	0	0	0%
J St & 6th St	3	0	3	2	4%
7th St & J St (High School)	3	2	5	2	4%
7th St & F St	0	2	2	0	0%
7th St & C St	5	0	5	4	7%
12th St before East Ave	2	0	2	2	3%
East Ave & 6th St	0	1	1	0	0%
McBean Park Dr & A St	0	0	0	0	0%
McBean Park Dr & E St	0	0	0	0	0%
McBean Park Dr & F St (Walmart)	0	7	7	0	0%
Average	1.9	1.1	3.1	1.5	
Total	76	36	112	58	

Source: LSC Transportation Consultants, Inc.

Table S: Rt 80 Weekday Boarding and Alighting by Route and Stop

Route 80: Lincoln Circ. Overflow					
Stops	Boarding	Alighting	Total	Avg Daily Boardings	% of Total
Nicolaus and Joiner	0	0	0	0	0%
Foskett Park	0	0	0	0	0%
Venture at Lakeside	0	0	0	0	0%
Lakeside Dr and Cobblestone Dr	0	0	0	0	0%
Lakeside at St Andrews	0	0	0	0	0%
1st St Before I Street	0	0	0	0	0%
1st St After L St	0	0	0	0	0%
1st St After O Street	0	0	0	0	0%
R St After ShamrockCt	0	0	0	0	0%
3rd St Before P St (Lincoln Senior Apts)	2	0	2	1	2%
5th Street After O Street	1	0	1	1	1%
5th Street After 14th Alley	0	0	0	0	0%
J St Before 6th St	0	0	0	0	0%
7th St After J St	0	2	2	0	0%
7th St After F St	0	0	0	0	0%
7th St After C St	0	0	0	0	0%
12th St Before East Ave	0	0	0	0	0%
East Ave Before 6th St	0	0	0	0	0%
McBean Park Dr Before A St	0	0	0	0	0%
McBean Park Dr After E St	0	0	0	0	0%
3rd St at F St. Walmart	0	1	1	0	0%
1st St After F St	0	0	0	0	0%
Ferrari Ranch Rd After Lincoln Blvd	1	0	1	1	1%
Ferrari Ranch Rd After Danbury Dr	2	0	2	1	2%
Ferrari Ranch Rd After Groveland	5	10	15	4	5%
Ferrari Ranch Rd after Kensington Ln	0	3	3	0	0%
Ferrari Ranch Rd Before Sorrento Pkwy	5	3	8	4	5%
Ferrari Ranch Rd at W Calidon Cir	3	4	7	2	3%
Ferrari Ranch Rd at E Calidon Cir	11	10	21	8	12%
Twelve Bridges Middle School (Wilson Park)	22	15	37	16	24%
Twelve Bridges High School at Twelve Bridges Library	40	13	53	29	43%
Kaiser Lincoln Entrance	0	0	0	0	0%
Average	2.9	1.9	4.8	2.1	
Total	92	61	153	67	

Source: LSC Transportation Consultants, Inc.

BY ROUTE AND STOP - WEEKEND

Table T: RT 10 Boarding and Alighting by Route and Stop					
Route 10: Auburn to Light Rail					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Auburn Station	7	6	13	15	14%
Sierra College	4	2	6	8	8%
Roseville Galleria	9	30	39	19	18%
Louis Ln & Orlando Ave	4	3	7	8	8%
Light Rail - Watt I80	27	11	38	57	53%
Average	10.2	10.4	20.6	21.6	
Total	51	52	103	108	
Source: LSC Transportation Consultants, Inc.					

Table U: RT 20 Boarding and Alighting by Route and Stop

Route 20: Lincoln/Sierra College					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Sierra College	0	0	0	0	0%
Granite Dr (Safeway)	1	1	2	2	2%
Sierra Meadows Dr & Manzanita Dr	0	0	0	0	0%
Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes)	2	0	2	3	3%
Sierra Meadows Dr & Pacific St	0	0	0	0	0%
Pacific St & Midas Ave	0	1	1	0	0%
Pacific St & Pine St	0	0	0	0	0%
Pacific St & Bush St	0	0	0	0	0%
Pacific St & Farron St	0	0	0	0	0%
Pacific St & Sunset Blvd (Les Schwab)	0	0	0	0	0%
Sunset Blvd & 3rd St	1	0	1	2	2%
S Whitney Blvd & Sunset Blvd	1	0	1	2	2%
S Whitney Blvd & Springview Dr	0	0	0	0	0%
S Whitney Blvd & Lincoln Ave	0	1	1	0	0%
Roseville Galleria	21	17	38	33	33%
Stanford Ranch Rd & Fairway Dr	0	1	1	0	0%
Stanford Ranch Rd & Highland Park Dr	0	0	0	0	0%
Sunset Blvd & Pebble Creek Dr (Bel Air)	0	0	0	0	0%
Sunset Blvd & Park Dr	1	0	1	2	2%
Sunset Blvd & Blue Oaks Blvd	2	0	2	3	3%
Sunset Blvd & W Oaks Blvd	0	0	0	0	0%
Sunset Blvd & W Stanford Ranch Rd	0	1	1	0	0%
Sunset Blvd & Atherton Rd	0	0	0	0	0%
Placer Corp. -flag stop	0	0	0	0	0%
Thunder Valley Casino	12	17	29	19	19%
Twelve Bridges Library	17	3	20	26	27%
3rd St & F St (Walmart)	0	0	0	0	0%
S Loop Rd	0	0	0	0	0%
Sunset Blvd & Lonetree Blvd	0	1	1	0	0%
Sunset Blvd & Pebble Creek Dr	2	0	2	3	3%
Stanford Ranch Rd & Plaza Dr	0	0	0	0	0%
Sunset Blvd & Springview Dr	0	0	0	0	0%
Pacific St & Sunset Blvd	1	0	1	2	2%
Pacific St & Sierra Meadows Dr	0	1	1	0	0%
Granite Dr & Sierra Meadows Dr	0	0	0	0	0%
Granite Dr (Across from Church)	0	0	0	0	0%
Target	1	3	4	2	2%
Rocklin Crossings (Walmart)	1	1	2	2	2%
Average	1.7	1.3	2.9	2.6	
Total	63	48	111	98	
<i>Source: LSC Transportation Consultants, Inc.</i>					

Table V: RT 30 Boarding and Alighting by Route and Stop

Route 30: Highway 49					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Auburn Station	3	7	10	8	13%
Nevada St at Post Office	1	0	1	3	4%
Nevada St at Theatre	1	0	1	3	4%
Northbound Highway 49 at Edgewood Rd	0	0	0	0	0%
Northbound Highway 49 at Luther Rd	0	0	0	0	0%
Atwood Rd	0	0	0	0	0%
Richardson Dr at B Ave	1	0	1	3	4%
Bell Rd at County Center Dr	0	1	1	0	0%
1st St at C Ave	2	1	3	5	8%
F Ave at 1st St	0	2	2	0	0%
Atwood Rd at Corral	0	0	0	0	0%
Bel Air	5	5	10	13	21%
Plaza Dr	0	0	0	0	0%
Target	3	0	3	8	13%
Professional at Bell Rd	0	1	1	0	0%
Education St at Professional Dr	0	0	0	0	0%
Galena Dr at Quartz Dr	3	2	5	8	13%
Sapphire Dr at Garnet Way	0	1	1	0	0%
Chana Park	0	1	1	0	0%
Richardson Dr Chana Park	1	0	1	3	4%
Richardson Dr / Dry Creek	0	0	0	0	0%
Dry Creek Rd at Dry Lake Ln	0	2	2	0	0%
Highway 49 at Dry Creek	3	0	3	8	13%
Highway 49 at Quartz Dr	0	0	0	0	0%
Rite Aid	1	1	2	3	4%
Atwood/Drive In	0	0	0	0	0%
Atwood Park-n-Ride	0	0	0	0	0%
Hwy 49/Luther Rd	0	3	3	0	0%
Hwy 49/Live Oak	0	1	1	0	0%
Nevada Way/Nevada St	0	0	0	0	0%
Average	0.8	0.9	1.7	2	
Total	24	28	52	61	
<i>Source: LSC Transportation Consultants, Inc.</i>					

Table W: RT 50 Boarding and Alighting by Route and Stop

Route 50: Taylor Rd. Shuttle					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
Sierra College	0	3	3	0	0%
Granite Dr	0	0	0	0	0%
Rocklin Commons Granite Dr (Target)	0	0	0	0	0%
Rocklin Crossing (walmart)	0	0	0	0	0%
Taylor Rd & Shawn Way	0	0	0	0	0%
Taylor Rd & Walnut St	0	0	0	0	0%
Taylor Rd & King Rd	1	0	1	1	25%
Del Oro High School	0	1	1	0	0%
Taylor Rd & Penryn Rd	1	0	1	1	25%
Taylor Rd & English Colony Way (Penryn)	0	0	0	0	0%
Newcastle Hwy & Taylor Road EB	0	0	0	0	0%
Newcastle Hwy & Taylor Road WB	0	0	0	0	0%
Ophir Park and Ride	1	0	1	1	25%
Auburn Station	1	0	1	1	25%
Average	0.3	0.3	0.6	0.4	
Total	4	4	8	5	
Source: LSC Transportation Consultants, Inc.					

Table X: RT 70 Boarding and Alighting by Route and Stop

Route 70: Lincoln Circ.					
Stops	Boarding	Alighting	Total B/A	Avg Daily Boardings	% of Total
3rd St & F St (Walmart)	3	0	3	4	20%
E St & 1st St	1	0	1	1	7%
Ferrari Ranch Rd & Lincoln Blvd	0	1	1	0	0%
Ferrari Ranch Rd & Danbury Dr	0	0	0	0	0%
Ferrari Ranch Rd & Groveland Ln	0	0	0	0	0%
Twelve Bridges Library (Arrive)	0	4	4	0	0%
Twelve Bridges Library (Depart)	4	1	5	5	27%
Sterling Pkwy & Joiner Pkwy	0	2	2	0	0%
Ferrari Ranch Rd & Groveland W	0	0	0	0	0%
Ferrari Ranch Rd & Sorrento Pkwy	0	0	0	0	0%
Ferrari Ranch Rd & Caledon Cir (W)	0	0	0	0	0%
Ferrari Ranch Rd & Caledon Cir (E)	0	0	0	0	0%
Ferrari Ranch Rd & Groveland E	0	0	0	0	0%
Ferrari Ranch Rd & Kensington Ln	0	0	0	0	0%
Lincoln Blvd & Ferrari Ranch Rd	0	0	0	0	0%
Lincoln Blvd & 1st St	0	0	0	0	0%
3rd St and F St (Walmart)	2	2	4	3	13%
1st St & F St	0	0	0	0	0%
1st St & I St	0	0	0	0	0%
1st St & L St	0	0	0	0	0%
1st St & O St	0	0	0	0	0%
R St & Shamrock Ct	1	0	1	1	7%
3rd St & O St (Senior Complex)	1	2	3	1	7%
Nicolause and Joiner	0	0	0	0	0%
Foskett Park	0	0	0	0	0%
Venture at Lakeside	0	0	0	0	0%
Lakeside Dr and Cobblestone Dr	0	0	0	0	0%
Lakeside at St Andrews	2	0	2	3	13%
5th St & O St	0	0	0	0	0%
5th St between L St & M St	0	0	0	0	0%
J St & 6th St	0	0	0	0	0%
7th St & J St (High School)	0	0	0	0	0%
7th St & F St	1	1	2	1	7%
7th St & C St	0	0	0	0	0%
12th St before East Ave	0	0	0	0	0%
East Ave & 6th St	0	0	0	0	0%
McBean Park Dr & A St	0	0	0	0	0%
McBean Park Dr & E St	0	0	0	0	0%
3rd St & F St (across Walmart)	0	2	2	0	0%
Average	0.4	0.4	0.8	0.5	
Total	15	15	30	20	
Source: LSC Transportation Consultants, Inc.					