

AGENDA ITEM 2 A
Action Item

MEMORANDUM

DATE: May 3, 2019

TO: El Dorado County Transit Authority

FROM: Scott Ousley, Operations Manager

SUBJECT: Discontinuance of the El Dorado Hills Demonstration Project Local Fixed Route (Route 70)

REQUESTED ACTION:
BY MOTION,

Approve the Discontinuance of the El Dorado Hills Demonstration Project Local Fixed Route (Route 70) Effective June 3, 2019

BACKGROUND

On May 4, 2017, the El Dorado County Transit Authority (El Dorado Transit) Board of Directors approved expansion of local fixed route service in El Dorado Hills (Route 70). This expansion came at the recommendation of the 2014 Short- and Long Range Transit Plan which stated:

“The low proportion of demand met in the urban area of El Dorado County (10 percent) reflects the lack of transit service in El Dorado Hills (beyond Dial-A-Ride and commuter service) and the limited service currently provided in Cameron Park/Shingle Springs. This also impacts the low proportion of social service program trips that are served.”

“The current El Dorado Transit route services...have very limited opportunities to travel between El Dorado Hills and points to the east and no effective service between El Dorado Hills and the portions of Cameron Park not immediately along US 50.”

At that time there were no fixed route services in El Dorado Hills. In order for passengers to get to El Dorado Hills, they had to use the 50 Express which only offered service to the El Dorado Hills Park and Ride.

Upon implementation Route 70 assumed a portion of the existing Cameron Park route (Route 40) service area. Route 40, using one (1) bus covered a large geographical area serving portions of Shingle Springs and Cameron Park. However, some key locations were not served or underserved due to time constraints and adding new stops to the existing schedule was not feasible. To add stops, existing stops would have to be removed.

Route 70 provided service to underserved locations that Route 40 did not including the El Dorado Hills Library, La Borgata Shopping Center (El Dorado Hills Raley’s Supermarket), El Dorado Hills Town Center and to low income housing complexes in Cameron Park and El

Dorado Hills. Connections to the 50 Express were accommodated at the El Dorado Hills Park and Ride and the Cambridge Road Park and Ride.

Route 70 gave more residents of Cameron Park and El Dorado Hills access to programs such as the new First 5 El Dorado Hubs program that offers activities and classes for families, the 50+ room for seniors at the CPCSD, Cameron Park Lake, youth activities, adult classes, and park facilities. In addition, residents had better access to shopping, restaurants and the movie theater. Route 70 provides hourly service Monday through Friday 6:35am – 7:30pm.

Under Title VI requirements, El Dorado Transit is within compliance as a smaller transit service (less than 50 buses in operation at peak) and is not required to conduct a service equity analyses (comparing the transit service area with the demographics of persons served and not served) when proposing discontinuance of a service. El Dorado Transit held a public comment period April 8-19, 2019 regarding the proposed discontinuation of Route 70.

COMMENTS RECEIVED

Comment #1

“Dear Mr. Sausley:

I am responding to a post by Village Life that Route 70 in El Dorado Hills may be cancelled. Your contact information was given as where to direct comments on this route.

We live in Cameron Park and Route 70 is relatively close to our home. My son attends FLC and made use of route 50 daily in the Fall of 2017 and Spring of 2018. We would have loved to have him use Route 70 to get within a few blocks of our house, but the buses never seemed to coordinate with one another.. Route 70 would often arrive at the Cambridge park and ride stop just before Route 50 and didn't wait for possible passengers, even though on paper it should have been possible. I drove him to the bus stop every day for six months rather than gambling on Route 70.

I wonder how many other riders are unable to utilize 70 because of poor coordination with other routes. Typically people aren't taking a bus for recreation. When a bus only comes once an hour and then doesn't synchronize with other routes, people can't rely on it to get to jobs or school or appointments.

I am not sure based on the article if the entire route is going to be cut or just the part into EDH. I think that Route 70 could be a vital route for Cameron Park residents and would hate to see this option completely disappear.

Thank you for your time. We were very thankful for public transportation so that my son could attend community college and appreciate the work you do.

*Sincerely,
Laurie Becker”*

Comment #2

“Dear Mr. Ousley,

I am a resident of El Dorado Hills and live very close to one of the new inaugurated Route 70 Bus stop. Whenever I drive by, morning or afternoon, I have never seen a sign a single passenger on the bus. Is this bus route really necessary? May be, money could be used for other useful El Dorado Hills projects.

Regards,

*Omar Malik
El Dorado Hills Resident/Citizen”*

Comment #3

“I walk to/from Safeway everyday since the route started! I have never seen anyone at the bus stop! I have never seen the bus stop to let passengers off, in fact as the bus passes I always look to see heads....not 1 ! The route was put on too early , please stop wasting taxpayers \$& and polluting the air!

*Joel Miller (officer in USAF retired)
3441 Kensington ct
EDH”*

Comment #4

“LaJune and Willis Howle would recommend you retain Route 70. We love the convenience.”

Comment #5

“Hi Scott,

I am a daily (power user) rider of the Commuter bus. I can't heap enough praise on EDTA for it's driver professionalism and when I called in, I received excellent support.

*I live in EDH and would vote to discontinue the Route 70 bus. I ride a bike home and see the 70 buses go by and do not see anyone on them. Perhaps a future enhancement but while I'm big on public transit and not using our car, I don't have nor see a need to ride from Town center to the Safeway (north side of town). Perhaps as EDH keeps growing the bus will be needed.
Thanks for taking my input.*

Greg”

Comment #6

*“Please do not discontinue route 70 on el dorado transit we do need this route.
Michael Gottwald”*

Comment #7

“Hello,

I am concerned about the possible cancelation of this route. I work at a nonprofit in Placerville/Cameron Park. We have clients who have no other way to get to our services except the bus. El Dorado Hills area has a lot of “car drivers”, but there are a definite group of people who use public transit. Not only will this route cut that route in particular, but it will limit the people who use disability transit as dial a ride and paratransit are based off of the regular bus routes.

Thank-you for your consideration.

*Michelle Godwin, LCSW85811
New Morning Youth and Family Services
Phone: (530) 344-4849
Fax: (530) 622-5800
6765 Green Valley Road Suite F
Placerville, CA 95667”*

Comment #8

“Hi,

I use route 70 and would like to know if there are alternative options to get from the safeway stop to the town center/Marshall medical? If there isn't enough activity to support a full time bus schedule, is it possible to use a scheduled carpool ride service (like the sacrt smaRT ride program)? Also, would appreciate advanced notice if route 70 will be discontinued.

Thank you,

Katheryn Lam”

DISCUSSION

Throughout the demonstration project ridership has struggled despite efforts to market the service. On January 2, 2019, Route 70 was changed significantly adding service to the El Dorado Hills Community Service District (EDHCSD), Safeway Shopping Center (Village Center Drive and Francisco Drive), El Dorado Hills Senior Center, El Dorado Estates, Marshall Medical (Golden Foothill Parkway) and Four Seasons.

At that time, Route 40 was also changed to accommodate access to the CPCSD and Cameron Park Library. Despite these changes and public outreach, ridership for Route 70 has not improved averaging just 5.5 trips per day.

Staff recommends approval for discontinuing Route 70 effective June 3, 2019. If approved, staff estimates an approximate savings of \$9,900 in Fiscal Year 2018/19 and \$119,000 savings in Fiscal Year 2019/20. Staff is recommending no change to the current approved allocation of

Transit Operators with the discontinuance of Route 70. Transit Operators assigned to Route 70 will be reassigned to vacancies created by unplanned long-term absences of several operators.

FISCAL IMPACT

Fiscal Year 2018/19 <\$9,900> (1 Month)

Fiscal Year 2019/20 <\$119,000>