

Service Change Comments (As of 7/18/22)		
6/20/2022	Ti Nguyen	<p>Regarding the continued suspension of the Roseville Transit commuter routes, I am concerned that not expediently reinstating routes AM 1 and 10, and PM 8, will permanently diminish ridership, such that no "ridership increases enough to warrant additional service" would ever be observed. AM 1 and AM 10 represent the earliest and latest possible morning service to Sacramento, and riders who were previously served at these times ostensibly chiefly value the time flexibility. The result is a Catch-22 where such riders await the return of a service time which won't return until those riders choose less convenient times, which they are wont to do.</p> <p>As for PM 8, riders whose jobs allow them to flexibly leave Sacramento prior to the evening rush hour will not be able to capitalize upon the time advantage, if their choices remain limited to immediately-prior PM 7 and subsequent PM 9 routes. Although offset only by 15 minutes, this is a crucial hour for viable and reliable commute service.</p> <p>I do understand that service expansion without immediate corresponding demand represents a short-term strain on Roseville Transit's resources, but I believe the long-term impact of an indeterminate plan to restore service will ultimately prove counter to the interests of the residents and riders of Roseville. I would request that a revised criteria be considered to indicate the restoration of service.</p>
6/22/2022	Nick Bryant	I would like to see more changes to the routes I am sick and tired of driver shortage enough
6/24/2022	Susan Flores	<p>I have been a commuter of route M bus of Roseville, since 2019. I am having hard time because I leave at 7137 Nobleboro way Roseville CA 95747. The nearest bus stop to me is at CVS Pleasant Grove which is one hour and 10 minutes walk from our place. I would like to proposed an extended route up to fiddymment area. Specifically bus stop near Crawford/Fiddymment area. The dial a ride is not always available also. Thus, it would be a great help for us who leave in the fiddymment farm area to go to work, grocery store, school, church and doctor's appointment, if there will be a bus service.</p> <p>There are many new houses built already in this area. The population is getting bigger we need a ride please!</p>
7/6/2022	Nichols-Pettit	<p>Eliminating all of East Roseville from bus line will make it extremely difficult for our family to get to Sierra College. We live near Maidu and have a son who attends SC and we are in need of public transportation. The proposed route is very disappointing.</p> <p>East Roseville continues to receive fewer and fewer services from the city. While we understand the growth in West Roseville, it should not come at the expenses of residents all along the East.</p>
7/7/2022	Vanessa Lull	Bring back commuter AM 10 & PM 8!!!!

7/12/2022	R. Carrillo	<p>As a regular consistent commuter that came from Amtrak (kicking and screaming☹) in February 2021, I would suggest adding one midday route for those that have appointments to make in the morning or afternoon to avoid driving in for an hour appointment This would be a great compromise to not reinstating the dropped routes “pre-Covid”.</p> <p>If I have a 7:30 am appt I have to drive in because the latest bus isn’t late enough; and the same with a late afternoon appointment: appt at 4 o’clock isn’t late enough to take advantage of current commuter routes.</p>
7/12/2022	Will	<p>My only comment is please don’t change city route M. It’s perfect for hitting the shopping district in Roseville, then taking you back out to the western Roseville neighborhoods. Thank you.</p>
7/18/2022	Peter E.	<p>From a regional perspective, I strongly object to the proposed change to Route E, which would provide service between the Sierra Gardens transfer center and Sierra College with two-hour headways in the same direction. According to transit staff, “The proposed modifications for the routes E and G are expected to not only be more appealing to current and future Roseville Transit riders, but also to Sierra College students due to the collection connection to and from Sierra College and the Galleria Mall. Staff believes that the proposed changes, along with the implementation of the Sierra College pass program will result in increased ridership over the previous underperforming routes..”</p> <p>The staff analysis does not include service provided by Placer County’s Route 10. Let’s look at the facts. Currently, PCT Route 10 provides 60-minute service between the Galleria and Sierra College on exactly the same route currently operated by Route 10. Using the Galleria for timed transfers for both directions of travel, the Route provides reliable transfers each hour between Routes A and B, M and, on a more limited basis, Route S. The proposed Route E service will not require a transfer but on the other hand is unlikely to offer timed transfers to and from other routes as the Galleria. The new route won’t compete well with service from the Galleria or Sierra College as its headway (two-hours) is twice that for Route 10. Timed transfers for Route 10 offset the no-transfer advantage for Route E. And for the same reason, Route E won’t compete well with Route A/B, which operates on 30-minute headways and serves both transfer locations. The Route A/B link is somewhat longer than the corresponding Route E link but its headway is one-fourth, the proposed Route E headway. One only has to look at the elasticity factors comparing headway values. Over a two-hour period, the new route adds one bus to two Route 10 buses, for a new total of 2.5 buses per hour, or an average of 5/6 buses per hour. Thus, if all buses had the same headway, the headway would be 50 minutes. With a headway elasticity of -50%, the increase in riders would be approximately 8%, hardly worth the effort.</p>

7/18/2022	Peter E. (Continued)	<p>So why is Roseville Transit putting forward its Route E proposal? It is not because of capacity on Route 10; the route has adequate capacity throughout the dxay on that link. Are any areas in Roseville being offered access to Sierra College that they don't currently have? No. Essentially, Roseville Transit seems to be arguing that its riders somehow will view the PCT service differently from the new service. This can only be because Roseville riders don't know about the PCT service, which doesn't make any sense. Anybody in Roseville wanting to go to Sierra College and using any transit planning app, including Google maps, will readily see that it is the only option at the present time. Even with the proposed service, Google maps in most cases would still favor Route 10 as part of the trip based on travel time. What about the fare structure for a Roseville resident? Assume that the rider has a Roseville Transit day pass, a round-trip assuming a transfer the Galleria would be \$5.25, \$4.00 for the day pass and \$1.25 for the return trip to the Galleria on Route 10. It is not only possible but likely that PCT would agree to honor Roseville Transit passes at Sierra College. Such an approval would eliminate fare an issue in pursuing the route change. If the new route is implemented, it would make sense for both operators to honor passes purchased by riders of the other service. Because Route 10 will have twice the level of service as the new Route E and has timed connections at the Galleria with three Roseville Transit routes, Roseville riders would still strongly favor riding on Route 10.</p> <p>It is worth examining why the pre-pandemic Routes E/G had poor ridership. Certainly, two-hour headways was a major contributor. The PCT Taylor Road Shuttle, also with a two-hour headway, also has poor operating statistics. Second, its service area did not include a significant number of Sierra College students Third, the trip to the college from Sierra Gardens was too long (24 minutes) and did not include any major trip generators in the 4-mile section between Douglas Boulevard and the college. Finally, the route included two miles adjacent to the Rocklin border but did not include any stops in Rocklin except the college. Inexplicably, southbound Route E has four stops north of</p>
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7/18/2022	Peter E. (Continued)	<p>Looking to the future, I have prepared a proposal that addresses concerns of the original route and improves upon existing Route and is indicative, I think, of how an integrated approach can improve overall public transit service to both Rocklin and Residents. As a note, Sierra College is only one of five areas where integration is not only desirable but essential for improving mobility for both Roseville and Rocklin residents along its joint southern border. Both routes would terminate at the Galleria. They would have one-hour headways but would be spaced so that one-half hour headways for service to Sierra College would be available, and each bus would have a timed transfer to A/B service, which operates on one-half hour headways, as noted. Route E would have improved ridership because of the shorter headway and would serve the Secret Ravine residential area, which was the subject of an unmet transit request,. Also, service to Rocklin residential area on Sierra College Boulevard would be provided and access to Stanford Crossings/Stanford Commons commercial development would be available for both routes. This proposal definitely requires more detailed operational analysis but does suggest ways in which an integrated approach to transit planning can provide benefits to both Rocklin and Roseville residents.</p> <p>Perhaps, as a Rocklin resident, I am out of my lane in advocating against a Roseville Transit proposal, but as a transit advocate I will continue to discourage any operator from wasting limited resources where an integrated approach can achieve the same goal at lower cost.</p>
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