

I. RECOMMENDATIONS

AMERICAN CANYON TRANSIT

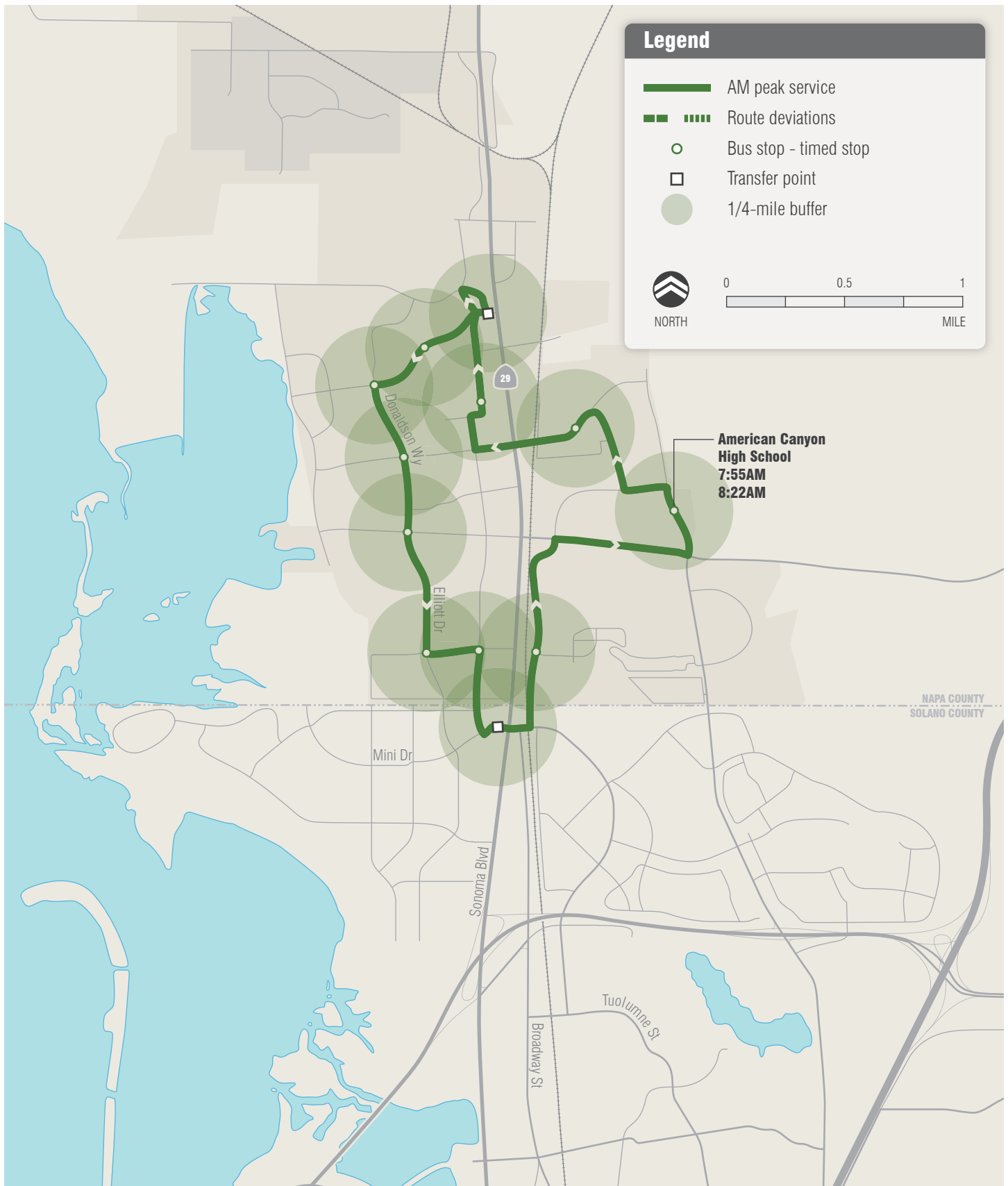
AM PEAK HOUR SERVICE IMPROVEMENT PLAN

The recommended improvement would add a one-way fixed route loop during the AM peak hour service to meet the high school student needs and the commuter population. During the AM peak, two trips operating on approximately 20 minute headways would be added between 7:30 AM and 8:30 AM. These trips would primarily provide service to the high school students on the Westside of town (and areas of the Eastside which are challenging to access) and taking them to the High School and to local commuters (this can be done with one full size bus). *Although NVUSD currently provides yellow bus service within American Canyon to the middle school (located on the east side of town off Benton Way), the proposed improvement would meet the travel needs of this population if the school district reduces or eliminates this service.*

The recommended alignment is shown in Figure 1. This alignment focuses on service to the residential areas and avoids the peak hour inbound congestion often experienced along Highway 29. The loop would operate in a counterclockwise direction through town and go southwest on Rio Del Mar, south on Donaldson Way (turning into Elliot Drive), east on Kimberly Dr., south on Danrose Dr., east on Mini Dr., north on Broadway St., east on American Canyon Rd., north on Newell Dr., west on Silver Oak Trail, north on Shenandoah Dr., west on Donaldson Way, north on James / Melvin / Cassayre, north on Theresa, and south on Eucalyptus back to Rio Del Mar. In total, the loop is 6.3 miles in length and takes approximately 25 minutes to complete.

A total of 12 stops would be served with six acting as set timepoints. All stops except the High School would be in existing stop locations where either the NVUSD serves or the ACT service. These locations include:

- SR 29 / Rio Del Mar
- Carolyn / Rio Del Mar (Harvest Baptist Church)
- Donaldson / Rio Del Mar
- Donaldson / Benton
- Donaldson / American Canyon
- Elliot / Kimberly



PEAK HOUR IMPROVEMENT MAP

Figure 1

- Danrose / Kimberly
- Mini / Sonoma
- Broadway / Vine Terrace
- Newell, south of Silver Oaks Trail (American Canyon High School)
- Donaldson / Vinegate (American Canyon Police Station)
- Wilson / Melvin (Lake Chabot Congregation)

Following the two AM trips, existing ACT local service would resume, starting with the 9:00 AM ACT trip at Safeway. The existing 7:30 AM ACT trip would be cancelled. During the 7:30-9:00 AM period, no deviations would be accepted and only walk-ons at set stop locations would be able to use the service.

The proposed AM peak hour service improvement as described above should be a priority for NCTPA and the City of American Canyon to implement. The safety and mobility needs of the students attending the new American Canyon High School should be a strong objective for the agency and the new transit service should be in place upon opening day of the facility on August 18, 2010. For this to occur, NCTPA and their service provider must include these service changes in the next bus driver bid cycle.

Due to the priority of this improvement, these service changes should go into effect with the existing ACT service plan. Future ACT service improvements targeting the midday travel needs of the community could be phased in at a later time. Monitoring should occur on this new service once school starts to determine if the proposed routing and stop locations target these peak hour demands.

NCTPA, the City of American Canyon and NVUSD should take active roles in promoting and marketing the new service. This would include educating parents and students of this transportation option to the new High School prior to the first day of classes and during the student registration periods. The high school newsletter ("The Wolf") and website are also good resources to advertise this new service.

Proposed Schedule

Table 1 shows the proposed ACT service with the AM peak hour service improvement in place. As mentioned earlier, this schedule would primarily serve the new high school demand with trips dropping students at the school at 7:55 AM and 8:22 AM, both prior to the first period which will start at 8:30 AM.

Table 1: Proposed Schedule w/AM Peak Hour Service

| | Napa Junction Center/Walmart | SR 29/Rio Del Mar | Donaldson / Benton | Danrose/ Kimberly | Mini/ Sonoma | Sutter Solano Hospital/ Tuolumne | Sereno Transfer Center | Broadway / Vine Terrace | Safeway (arrives) | Safeway (departs) | American Canyon HS | Safeway | American Canyon Post Office | |
|----------|------------------------------|-------------------|--------------------|-------------------|----------------|----------------------------------|------------------------|-------------------------|-------------------|-------------------|--------------------|----------|-----------------------------|------------------------|
| | | 7:35 AM | 7:39 AM | 7:45 AM | 7:47 AM | | | 7:49 AM | | | 7:55 AM | | | No Deviations Accepted |
| | | 8:02 AM | 8:06 AM | 8:12 AM | 8:14 AM | | | 8:16 AM | | | 8:22 AM | | | |
| Off-Peak | | | | | | | | | | 9:00 AM | 9:18 AM | 9:28 AM | 9:33 AM | Deviations Accepted |
| | 9:41 AM | 9:43 AM | 9:47 AM | 9:56 AM | 9:58 AM | 10:08 AM | 10:15 AM | | 10:25 AM | 10:30 AM | 10:48 AM | 10:58 AM | 11:03 AM | |
| | 11:11 AM | 11:12 AM | 11:16 AM | 11:26 AM | 11:28 AM | 11:38 AM | 11:45 AM | | 11:55 AM | 12:00 PM | 12:18 PM | 12:28 PM | 12:33 PM | |
| | 12:41 PM | 12:42 PM | 12:46 PM | 12:56 PM | 12:58 PM | 1:08 PM | 1:15 PM | | 1:25 PM | 1:30 PM | 1:48 PM | 1:58 PM | 2:03 PM | |
| | 2:11 PM | 2:12 PM | 2:16 PM | 2:26 PM | 2:28 PM | 2:38 PM | 2:45 PM | | 2:55 PM | 3:22 PM | 3:40 PM | 3:50 PM | 3:55 PM | |
| | 4:03 PM | 4:04 PM | 4:08 PM | 4:18 PM | 4:20 PM | 4:30 PM | 4:37 PM | | 4:47 PM | 4:52 PM | 5:10 PM | 5:20 PM | 5:25 PM | |
| | 5:33 PM | 5:34 PM | 5:38 PM | 5:48 PM | 5:50 PM | 6:00 PM | 6:07 PM | | 6:17 PM | | | | | |

Notes: **Bold** times indicate connections to regional peak hour service or trips which off drop-off/pick-up based on bell times at the High School

Although targeting the needs of the students, all peak hour trips would be open to the general public, as well as students.

The PM peak hour service would be provided through the existing ACT trips¹ in the afternoon and early evening. Since the existing service operates in a counterclockwise direction, students boarding at the High School would be circulated through the western portion of the city before the service turns south to Vallejo. Due to varied after school activities, the demand on the PM service is anticipated to be significantly less than the AM.

Fare Policy

The current ACT fares would not change and would be applicable to the proposed AM peak services. These fares are \$1.00 for adults and \$0.50 for all others passengers. A discounted pass (fixed number of trips or fixed time period - annually or monthly) for students should be considered which would offer a discount over the full daily fees and speed up the boarding process. Monthly passes could sell for around \$10 and full year passes could sell for around \$60 per student. This pass could be issued directly by NCTPA or an add-on stamp/sticker/hologram to the student ID card.

Long term fare policies for students should consider a “class pass” program for students which would allow all students to use the transit service for a very small fee to each student. This fee could be added to the student registration charges and administered by the Napa Valley School District. The pass would allow students to use all NCTPA services during the times school is in session and provide increased mobility for this transit-dependent population. Based on the anticipated demand from students during the first year and the total enrollment projections, a charge of \$6.00 per student, per year would be a target rate for this type of class pass program.

Fleet Requirements

Due to the increased, yet uncertain demand on the system during these peak hour trips, it is recommended to use a vehicle with a higher capacity than the existing ACT service for the AM Peak Service. This may require sending a 35 or

¹ Although the capacity of the current ACT cut-away is estimated to accommodate the after school demand, a second vehicle should be provided during the first few weeks of classes to handle any spillover demands. Fleet requirement on this trip may need to be adjusted once true demand is observed.

40 foot vehicle down to American Canyon during the AM peak hours until ridership levels are established. Once capacity requirements are determined, existing ACT Shuttle equipment may be able to accommodate the AM peak hour school demand.

The off-peak service hours should continue to operate the existing cut-away vehicle. If demands from the after school students (3:40 PM pickup) exceed the capacity of the current vehicle, a larger vehicle may have to be deployed to meet the demands of this trip. Monitoring should occur during the first week of service to assess these needs.

Funding Implications

The proposed AM peak hour service improvement, if operated year round on the current Monday-Friday schedule, is estimated to add an additional 71 annual service hours, a 2.7% increase over current hours. The cost to fund this additional service is estimated to be approximately \$5,000 annually.

If the demands on this service are observed to come only from the student population, with little demand from the commuter population, the service could be scaled back to only operate the AM peak service during school days and operate off-peak during the remaining days. This would reduce revenue hours and cost below current day levels and result in little to no additional resources. Table 2 shows a breakdown of these two scenarios compared to the existing service.

Table 2: Revenue Hour and Cost Comparison

| Scenario | Hours / Day | Days / Year | Annual Revenue Hours ¹ | Total Annual Cost ² |
|-------------------|-------------|-------------|-----------------------------------|--------------------------------|
| Existing | 10.4 | 252 | 2,625 | \$170,625 |
| w/ AM Peak Hour | 10.9 | 252 | 2,696 | \$175,266 |
| w/ AM Peak Hour – | 10.9 | 174 | 2,586 | \$168,084 |
| School Only | 9.3 | 78 | | |

1. Annual revenue hours are estimated based on revenue hours/day and revenue days/year. Total hours may differ slightly from actual year end audited results.
2. An average cost of \$65 per revenue hour was used – based on FY09-10 data