City of Elk Grove

APPENDIX B —
EXISTING CONDITIONS REPORT

Blue Line/Bus Rapid Transit to Elk Grove
Implementation Plan

Existing Conditions Report

December 2024

City of Elk Grove

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The Existing Conditions Report was prepared in December 2024 based on information current at the time of preparation. Subsequent to the completion of this report, the Zoo project was abandoned.

Introduction

The Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan (Plan) is advancing previous planning to bring high quality rapid transit from the Sacramento Regional Transit (SacRT) Blue Line's existing southern terminus at Cosumnes River College to the City of Elk Grove. The extension of high-frequency transit into the City is defined as "an important part of the overall transit plan for Elk Grove" in the *City of Elk Grove's General Plan* (2023). For more than 20 years, the City has defined a potential alignment for high-capacity transit to the west of State Route 99 (SR-99) and has been successful in preserving segments of right-of-way necessary for a fixed transit alignment through Elk Grove. This transit corridor was proposed as a Light Rail Transit (LRT) extension of the existing Blue Line in the City's *Fixed Alignment Transit Study* (City of Elk Grove, 2009) study and the subsequent 2016 *Conceptual Layout for Potential Alignment* (City of Elk Grove, 2016). **Figure 1** displays the City's adopted fixed transit alignment.

Since the most recent analysis of the corridor for a nearer-term Bus Rapid Transit (BRT) route was the *Bus Rapid Transit Study* (Iteris, 2019), the City has continued to experience rapid population and job growth and major developments have occurred or are proposed (such as the Sky River Casino and the New Zoo). This Plan will identify feasible LRT and BRT options within the defined alignment, identify station locations, advance station area visioning, evaluate alternatives, and identify an implementation plan for advancing high-capacity transit in this corridor. The Plan will inform the City and SacRT about the feasibility of LRT and BRT in this corridor, potential competitiveness for funding, and steps to consider to advance a high-capacity transit project towards design and construction.

This Existing Conditions report provides an understanding of the local context, including demographics, land uses, travel patterns, infrastructure, and plans and policies of the study area. The existing conditions documented in this report provide a foundation for future project tasks, including defining and evaluating project alternatives.

Figure 1: Proposed Alignment and Study Area

Land Use Policy Review

Document Review

City of Elk Grove's General Plan, 2023

The City's *General Plan*, last updated in December 2023, reflects the City's significant growth in recent decades, nearly doubling in population between 2003 to 2018. It also states that the City should continue to foster collaboration and connections with neighboring cities and jurisdictions in the region through enhanced connections to regional transit. The plan outlines several goals and policies that are supportive of LRT or BRT, such as the development of land uses that are supportive of transit, including increased densities along existing and planned transit corridors through infill development. The City will also continually investigate the viability of "traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay and improve transit speed, reliability and operating efficiency." The document's transportation network diagram includes the proposed high-frequency transit alignment and stations that this project is evaluating.

The General Plan includes six policies specific to this alignment and enhancing City preparedness to support a high-capacity transit service. These policies are:

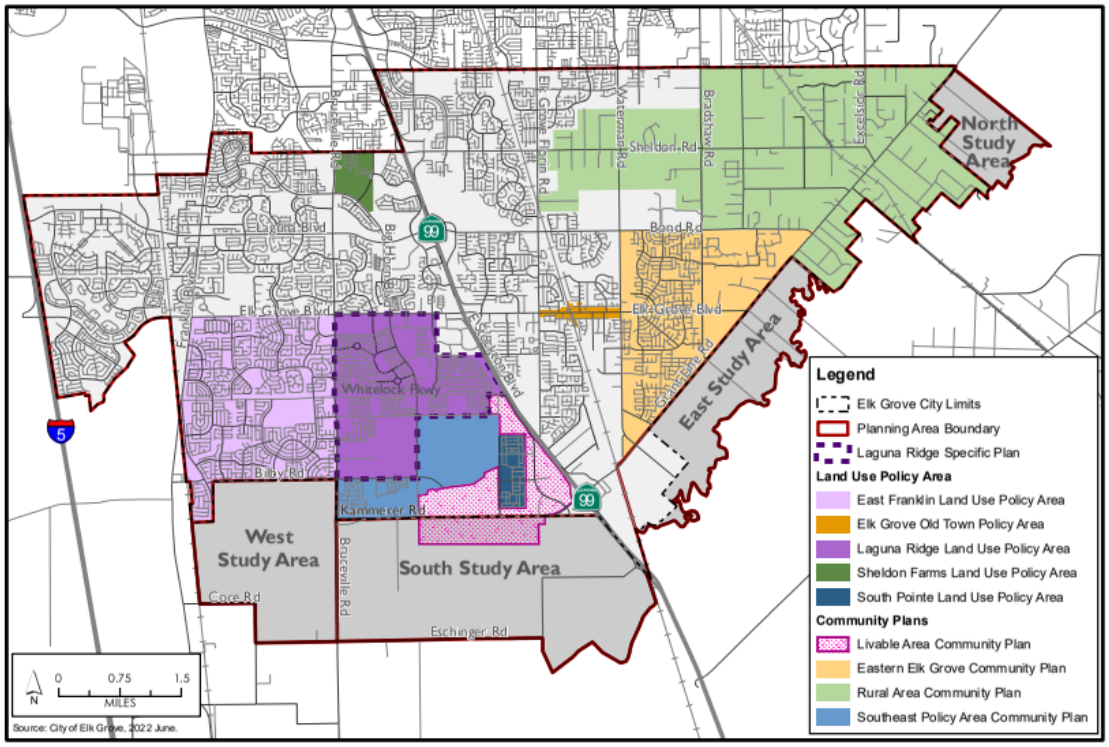
> *Policy MOB-5-1: Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's high-frequency transit alignment and other major transit corridors.*
>
> *Policy MOB-5-2: Advocate for the City's preferred high-frequency transit alignment for light rail or bus rapid transit from north of the city through the Livable Employment Area and ensure proposed projects are complementary to such an alignment.*
>
> *Policy MOB-5-3: Consult with the Sacramento Regional Transit District when identifying and designing complete streets improvements near likely light rail alignment corridors in order to prioritize access to and use of transit to sites along that corridor.*
>
> *Policy MOB-5-4: Support mixed-use and high-density development applications close to existing and planned transit stops.*

Policy MOB-5-5: Promote strong corridor connections to and between activity centers that are safe and attractive for all modes.

Policy MOB-5-6: The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).

The proposed alignment travels through four different policy areas and community plans: Laguna Ridge Land Use Policy Area, Southeast Policy Area Community Plan, Livable Employment Area Community Plan, and Sheldon Farms Land Use Policy Area, shown in **Figure 2**.

Figure 2: Community Plans, Specific Plans, and Land Use Policy Areas



Source: City of Elk Grove General Plan, 2023

Laguna Ridge Specific Plan, 2019

The City's *Laguna Ridge Specific Plan* (Wood-Rodgers; adopted June 2004, amended December 2019), provides policy and regulatory direction for development of the Plan area, which is approximately 1,900 acres. The Plan provides an overview of the proposed land uses, including commercial, office, and medium and high-density residential areas, as well as the planned parkways and open spaces along key corridors in the Plan area. The Plan

includes reference to a 40-foot transit corridor on the east side of Big Horn Boulevard for the proposed LRT/BRT alignment and stations.

Southeast Policy Area Community Plan

The *Southeast Policy Area (SEPA) Community Plan,* contained within the *2023 General Plan*, establishes special planning districts in the southern part of the City, west of SR-99, for 840 acres. This area includes land uses that are generally more supportive of LRT or BRT, with greater emphasis on medium to high-density residential, office space, and commercial centers, connected with a network of complete streets.

Livable Employment Area Community Plan, 2024

The City's *Livable Employment Area Community Plan* (LEA Plan) (City of Elk Grove, February 2024), includes a series of changes to the City's 2014 Southeast Policy Area strategic plan. The LEA Plan area includes Sky River Casino, which opened in 2022, and the New Zoo. Both facilities are in the vicinity of the terminus of the proposed alignment. The City has noted that changing trends, particularly encountered in the wake of COVID-19, has necessitated updating the vision for the area around Kammerer Road. The LEA Plan includes example cross-sections for typical streets and streets with fixed transit. Standards created for this area will create higher densities of housing and employment, creating an activity center that could generate significant ridership for the proposed alignment.

Kammerer Road Urban Design Strategy, 2021

The City's *Kammerer Road Urban Design Strategy* from January 2021 provides an overview of the planned development of the Livable Employment Area. As shown in

Figure 3, the Livable Employment Area is separated into five distinct Centers, and Centers 1, 2, and 3 each include one of the proposed transit stops. The document also includes proposed roadway cross sections for Bilby Road and Kammerer Road, as well as the planned roadway network for the area overall.

Figure 3: Livable Employment Area Planned Land Use

Source: Kammerer Road Urban Design Strategy, 2021

Zoning Review

Existing Zoning

The City of Elk Grove's existing land use designations within a half mile buffer of the proposed alignment includes commercial, recreational, institutional, and low-density residential areas, as well as limited areas of industrial and medium to high density residential, as shown in **Figure 4**. Densities are higher in the portion of the proposed alignment between Bruceville Road and Civic Center Drive, which features higher concentrations of commercial and medium to high density residential uses. South of Civic Center Drive, zoning is more commonly for low density residential, institutional, and recreational uses. The southern portion of the alignment is zoned in the Southeast Policy Area special planning district, which is largely under development. In the *Sacramento 2040 General Plan* (City of Sacramento, 2024), the area surrounding the northern portion of the alignment in the City of Sacramento is predominantly residential with public/institutional area at the Cosumnes River College and a small commercial area near the Sacramento and Elk Grove border.

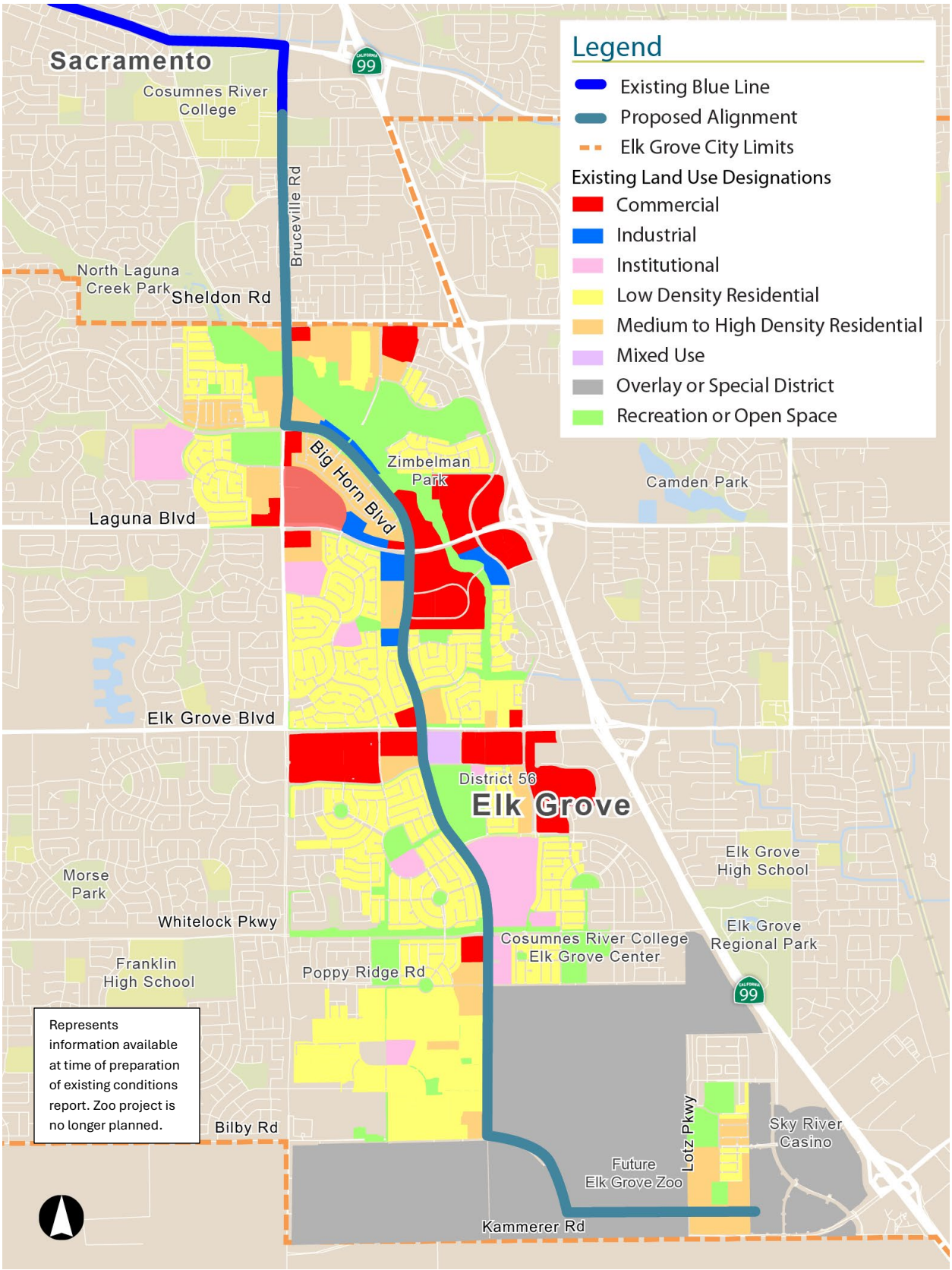
Existing Land Use Designations

Existing land use in the study area largely mirrors the existing zoning, with a mixture of land uses along the proposed alignment. The northern portion of the alignment in the City of Sacramento has both single family and multi-family housing, a shopping center, and general commercial. The portion of the alignment between Bruceville Road and Civic Center Drive features greater concentrations of commercial, institutional, and medium to high density residential uses. This area includes major destinations such as Laguna Crossroads and Laguna Gateway shopping centers. South of Civic Center Drive, land uses in the study area are largely recreational, low density residential, and institutional. The south portion of the proposed alignment is partially located in SEPA, which is largely under development. Current land uses in the area are primarily low to medium density residential and recreation/open space.

Future Land Use Designations

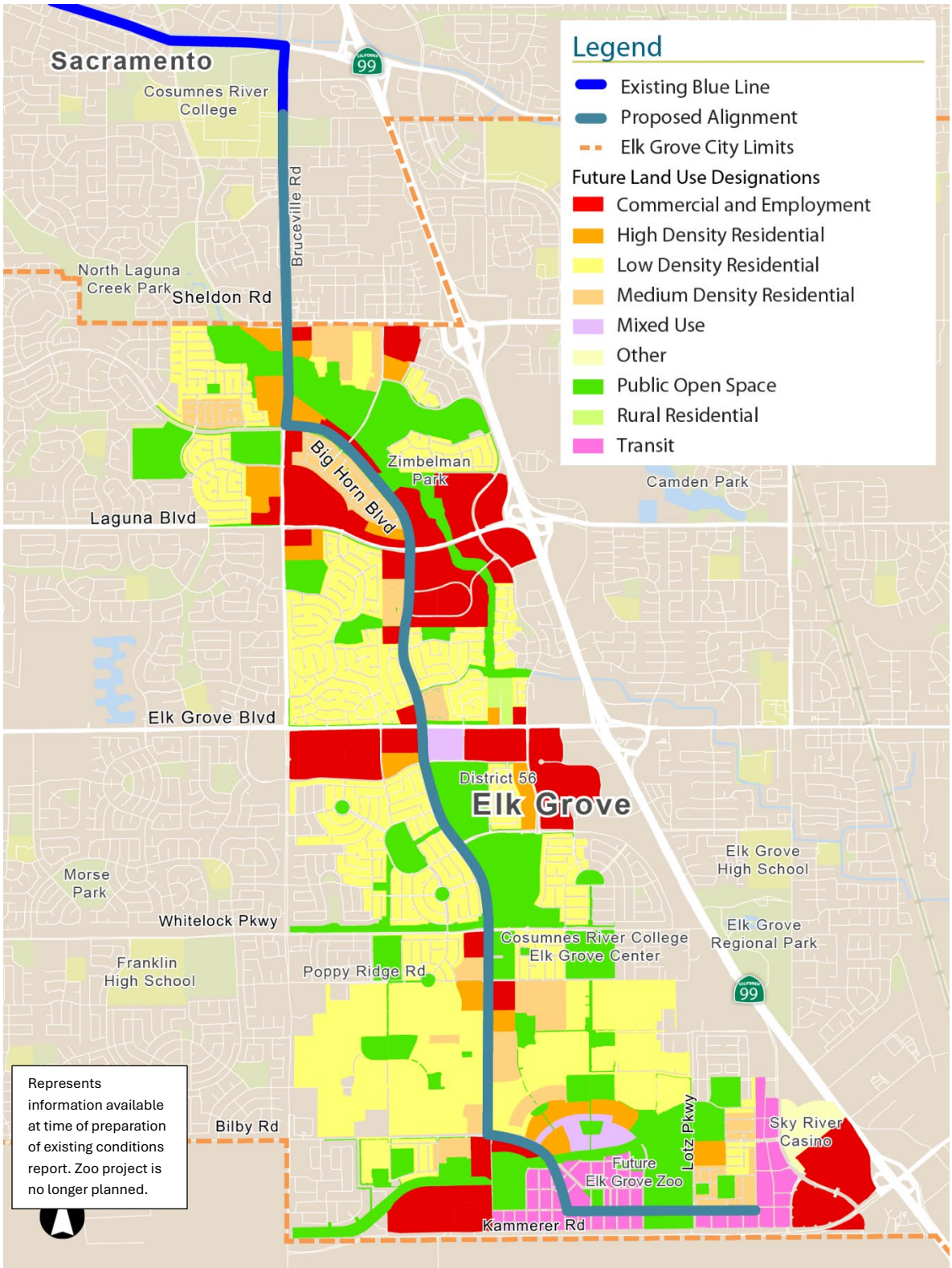
Figure 5 displays land use designations as outlined in the City's 2023 General Plan, indicating how land uses are expected to evolve in the next several years. A key difference between the existing and planned designations is around the southern portion of the alignment within the Southeast Policy Area and Livable Employment Area. That area is designated for higher concentrations of medium to high density residential, mixed use, transect, and open space uses. Within the City of Sacramento, the planned land uses align with the existing uses.

Figure 4: Existing Land Use Designations



Source: City of Elk Grove, General Plan 2023

Figure 5: Future Land Use Designations



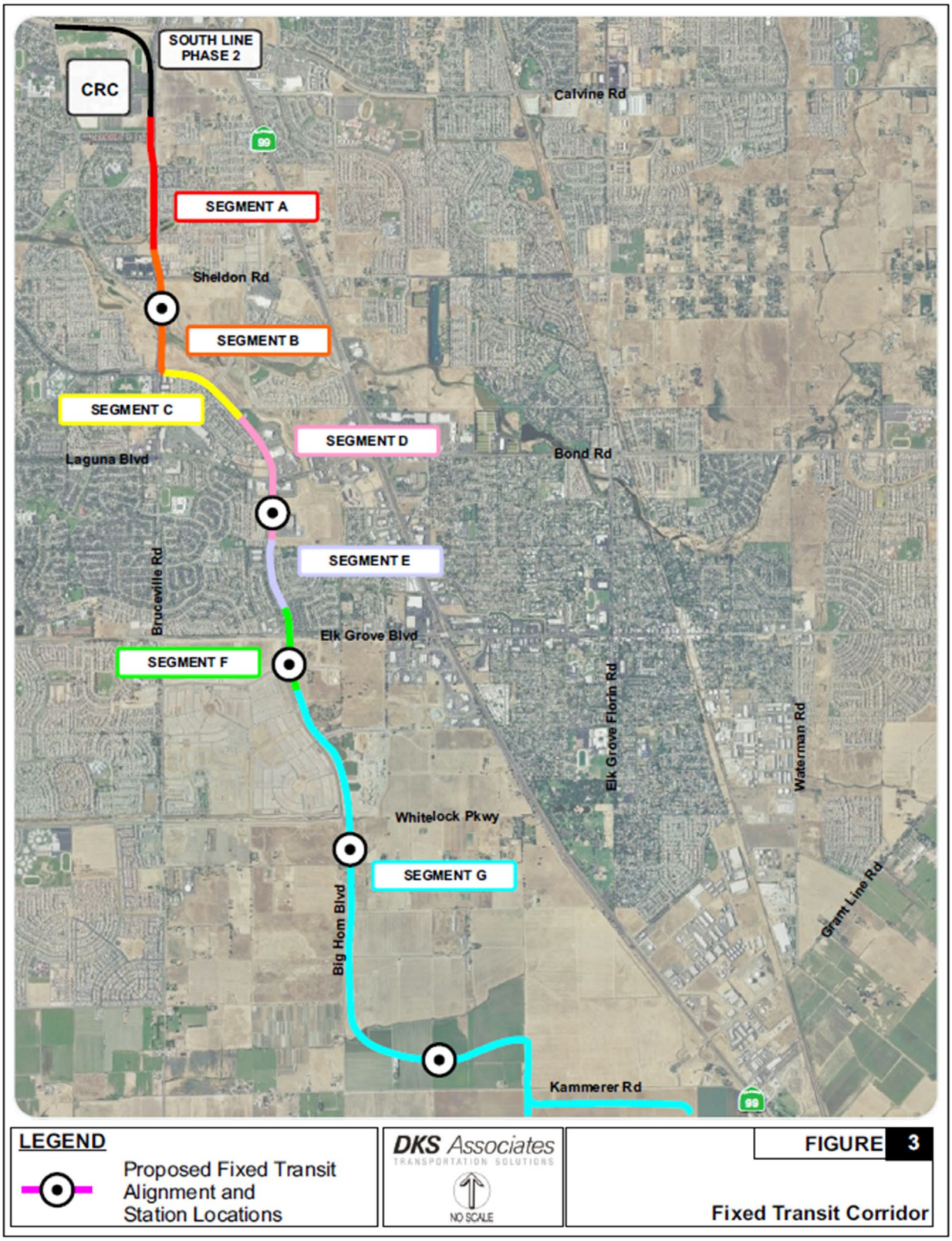
Source: City of Elk Grove, General Plan 2023

Prior Study Review

2009 Fixed Transit Alignment Study for Corridor Preservation

The *Fixed Transit Alignment Study for Corridor Preservation* (DKS Associates, 2009) outlines the feasibility of preserving a corridor in the City for future LRT implementation, describing the potential benefits and implementation issues. The LRT extension was first included in the City's 2003 *General Plan*. The proposed alignment is largely similar to the current proposed alignment, and travels through the Laguna Ridge and Southeast Policy Area, both of which are specific plan areas that are expected to experience residential growth, as shown in **Figure 6**. The study estimated that the LRT project would create 11,380 new fixed alignment boardings and add 3,000 new daily transit riders by 2025. In the study, the alignment is broken up into several segments, and pros, cons, and considerations for LRT implementation are discussed, including aesthetics, access to local destinations on bike or foot, traffic impacts, and strategies for crossings.

Figure 6: Fixed Transit Alignment Study for Corridor Preservation Study Proposed Alignment and Stations



2016 Conceptual Layout for Potential Alignment

The *Conceptual Layout for Potential Alignment* (City of Elk Grove, 2016) is a General Plan Update policy topic paper. It outlines the ways in which the General Plan Update can be supportive of fixed alignment transit services through infrastructure and land use decisions. Effective transit infrastructure is described as having a large service area, high frequencies, high speeds, low fares, and a comfortable passenger experience. Effective land use is described as having multimodal access, intense land uses, and transit stops close to key destinations. The document also outlines ways in which transit can be effective in lower density areas, such as demand response and requested stops. The document recommends that the General Plan incentivize increased densities near transit stops and along transit corridors, as well as allow for mixed use development at these locations.

2019 Bus Rapid Transit Study

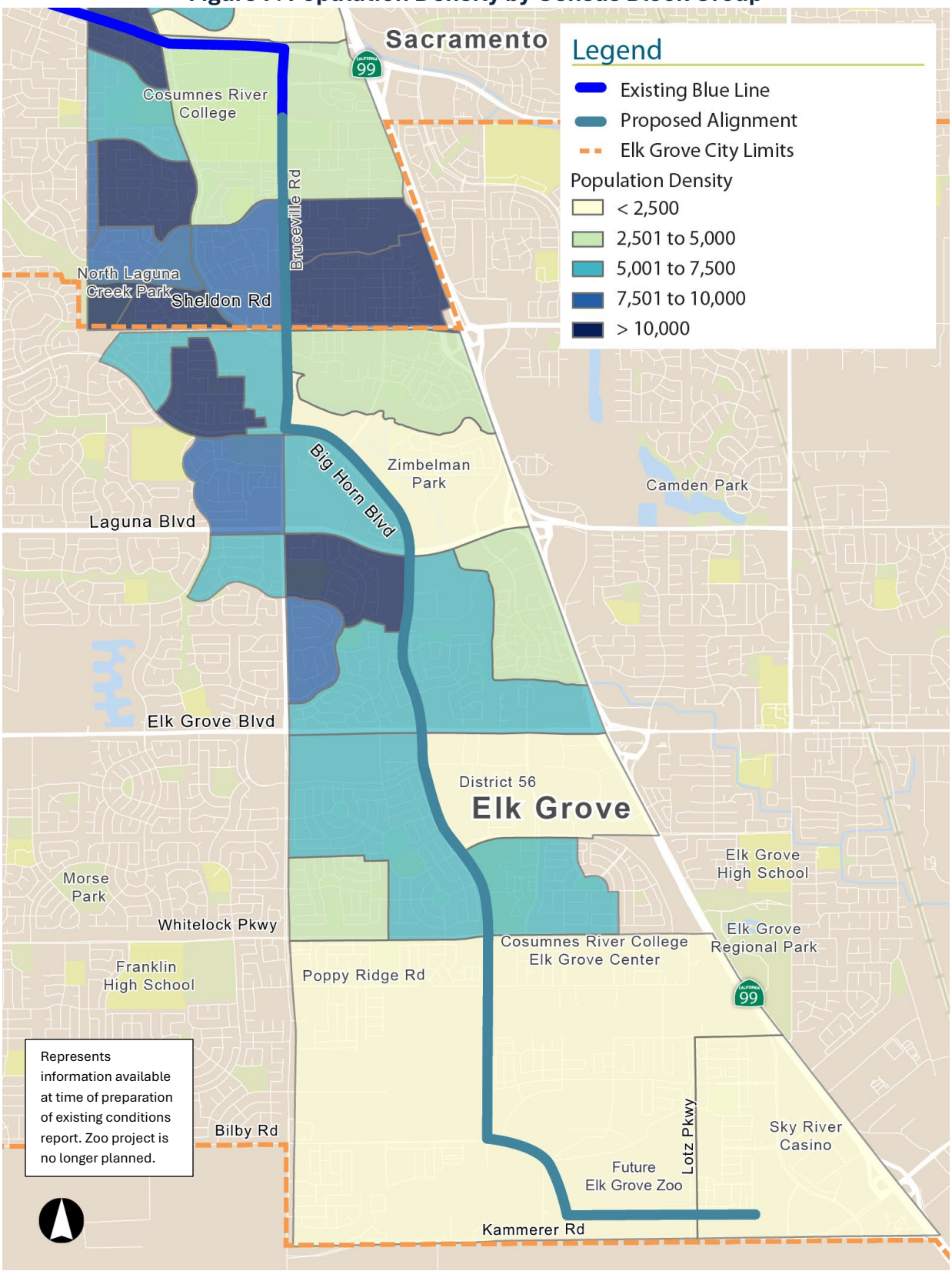
The *Bus Rapid Transit Study* examines the benefits produced by both a BRT service and an Express Bus (ExBus or BRT Lite) service along the proposed alignment and compares them against the City's adopted 2017 Comprehensive Operation Analysis (COA) service performance metrics. The result of the study indicated that implementation of BRT or ExBus along the proposed alignment would not meet the City's adopted 2017 COA service performance metrics, but that future land use developments along the corridor could increase ridership and meet those targets. The staff recommendation indicated that the feasibility of BRT or ExBus service should be re-examined in FY 2025.

Population and Employment Characteristics

Population Characteristics

Population density is generally higher in the northern portion of the study area. The area north of Elk Grove Boulevard includes two census block groups with more than 10,000 residents per square mile, with most of the areas west of the proposed alignment having a population density greater than 5,000 people per square mile. This is due to the presence of medium to high density residential units in this area. The southern portion of the study area currently features a lower population density, with most of the Southeast Policy Area featuring a population density of fewer than 2,500 people per square mile. It is anticipated to become much more dense as development projects are completed. **Figure 7** displays the population density by block group, according to 2022 American Community Survey (ACS) 5-Year Estimates.

Figure 7: Population Density by Census Block Group



Source: 2022 American Community Survey (ACS) 5-Year Estimates

Transit Dependent Communities

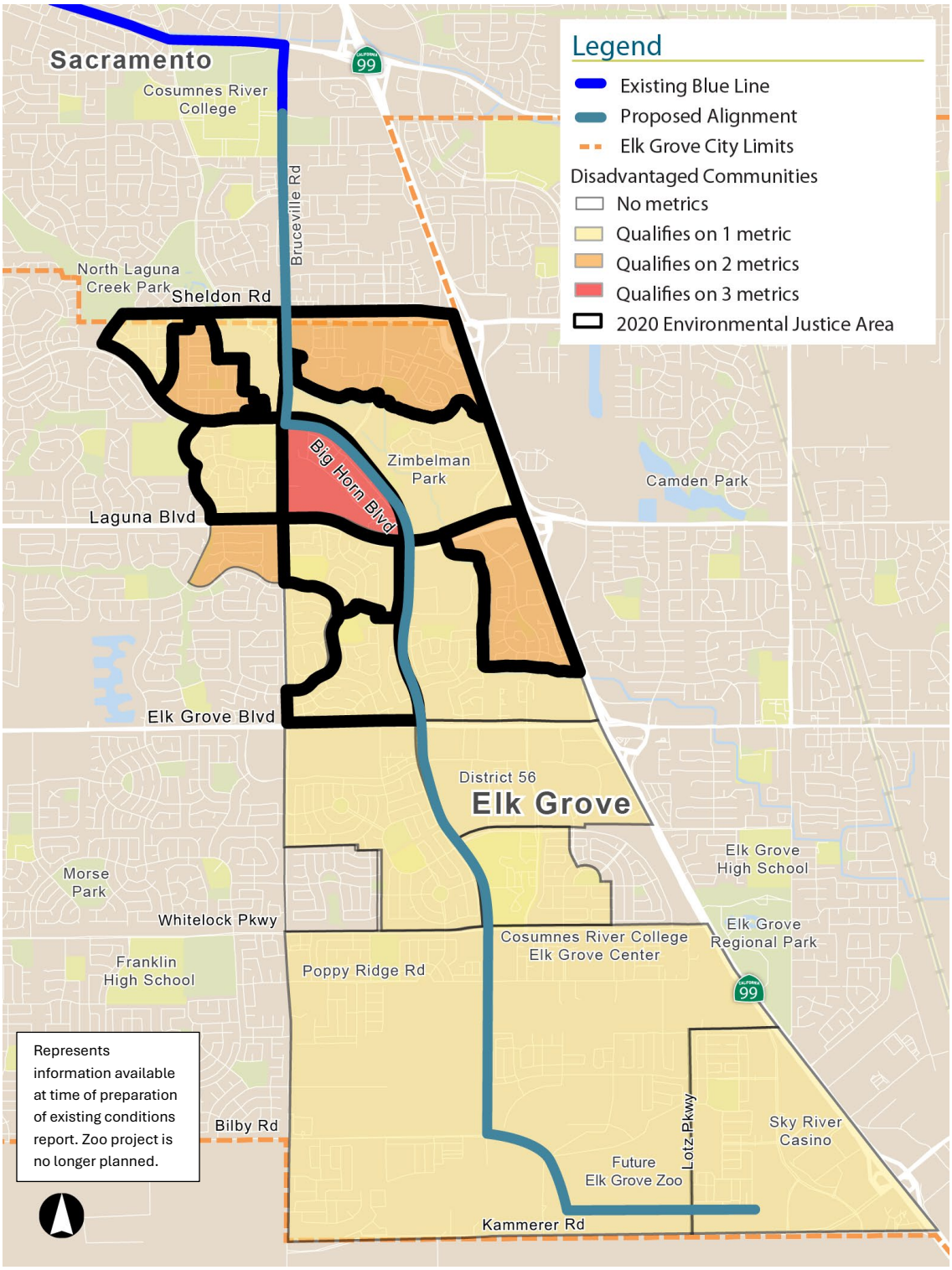
In 2020, the Sacramento Area Council of Governments (SACOG) worked with their Equity Working Group to identify Environmental Justice (EJ) areas, or the census block groups that have concentrations of one or more of the following: low income, high minority, within the CalEnviroScreen 3.0 identified areas, older adults aged 75 or more, linguistically isolated households, single parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities. Of the 19 census block groups that lie along the proposed alignment, nine were within the 2020 EJ areas.

Three factors that often correlate to an increased use of transit include: income, race, and having no vehicles in a household. For the purposes of this study, transit dependent communities were identified by assessing percentage of low-income households, percentage of racial minority residents, and percentage of zero-vehicle households in each of the 19 census block groups in the study area. Populations meeting those criteria are considered to have higher transit dependency than other groups. Qualifying thresholds for each of these factors are as follows:

- Income: Using ACS 5-Year Estimates for 2022, the median household income for each census block group was compared with the median household income of Sacramento County. Any census block group in Elk Grove with a median household income at or below 80% of the median household income in Sacramento County is considered to be low income. This reflects classifications for income levels set by the California Department of Housing and Community Development. Two of the 19 census block groups in the study area qualify as low-income areas.
- Race: Race and ethnicity data from the 2020 U.S. Decennial Census was compared to the total population of each census block group in the study area. Any census block group whose total share of Non-Hispanic White residents was less than half of its total population is considered a minority-majority census block group. 18 of the 19 block groups in the study area qualified as minority-majority areas.
- Zero vehicle households: Using ACS 5-Year Estimates for 2022, the number of households without access to a vehicle in each census block group was compared to the total number of households in each block group. Any block group in which at least 10% of households did not have access to a vehicle is considered to be transit dependent. Four of the 19 block groups in the study area qualified as having a substantial portion of households without access to a vehicle.

Figure 8 shows each of the 19 block groups in the study area, and to what degree they each qualify as transit dependent communities.

Figure 8: Transit Dependent Communities near Proposed Alignment



Source: 2022 American Community Survey (ACS) 5-Year Estimates; SACOG 2020 Environmental Justice Areas

Employment

As shown in **Figure 9**, there are pockets of existing employment along the proposed alignment north of Poppy Ridge Road, with the highest concentration occurring near the intersection of Big Horn Blvd and Elk Grove Blvd. Employment in the southern portion of the corridor is expected to increase over time as land in the Southeast Policy Area is developed.

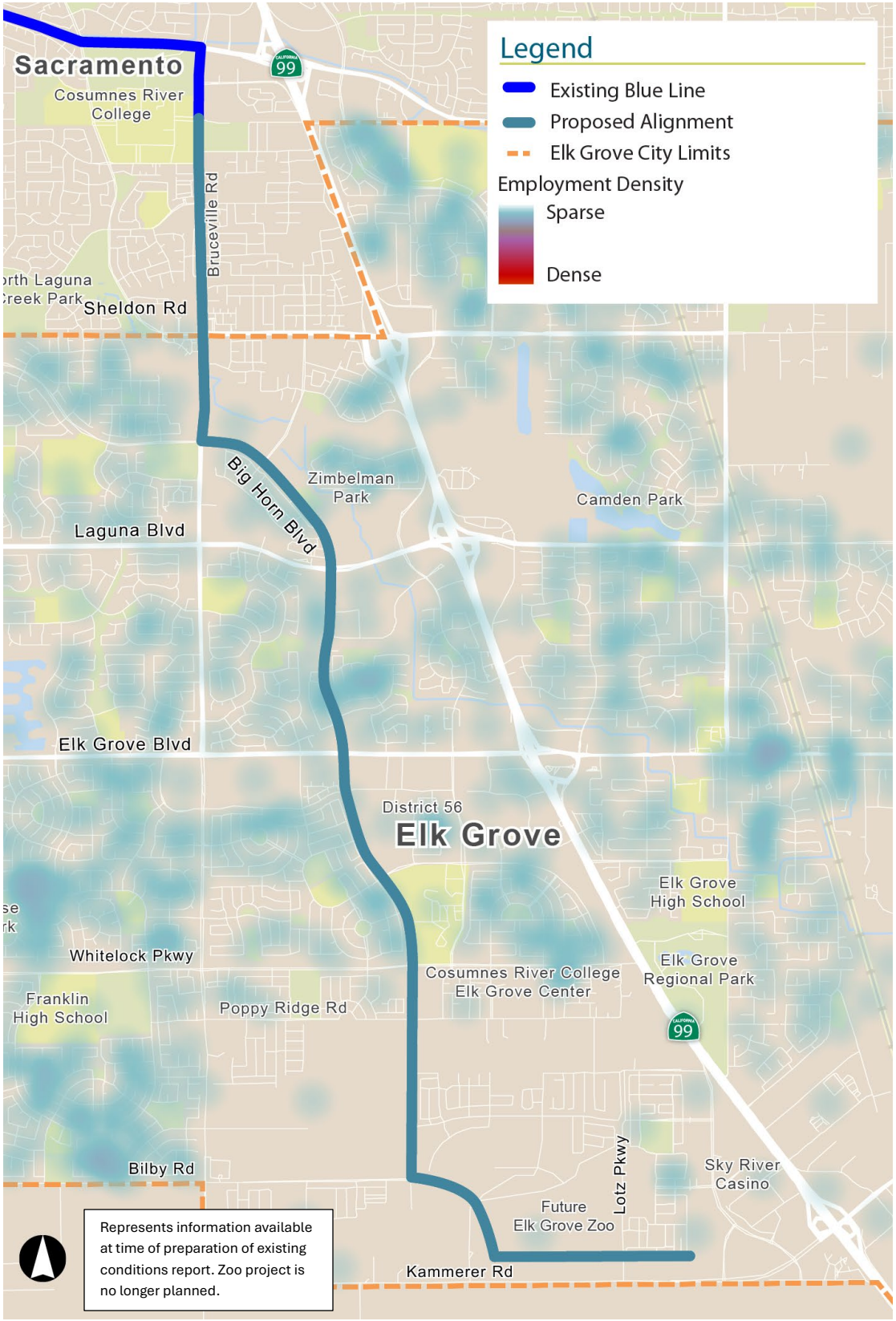
Table 1 lists the major employers in the City of Elk Grove and their respective number of employees. In 2018, there were approximately 55,000 jobs in the City of Elk Grove.

Table 1: Top Employers in Elk Grove in 2018

Rank	Company	Employees
1	Apple, Inc	5,000
2	Elk Grove Unified School District	4,263
3	CA Correctional Healthcare Services	1,731
4	Raley's	889
5	Walmart	681
6	Kaiser Foundation Hospitals	524
7	Alldata	400
8	City of Elk Grove	398
9	County of Sacramento	337
10	State of California	313
11	Elk Grove Auto Group	312
12	Universal Custom Display	285
13	Cosumnes CSD	272
14	Sutter Medical Foundation	250
15	Kohl's Corporation	246
16	Target	200
17	Home Depot	200
18	Cardinal Healthcare	200
19	United States Postal Service	184
20	Decorative Specialties	165
21	Maita Auto Group	164
22	Frontier Communications Corporation	160
23	Starbucks	156
24	F Radich Motors	150
25	CVS Health Corporation	148
Total Estimated Top 25 Employers		**17,628**
Total Estimated Employees in Elk Grove		**54,627**
25 Largest Employers Percent of Total		**32%**

Source: City of Elk Grove, 2019 Elk Grove Dynamics Study

Figure 9: Employment Density near Proposed Alignment



Source: Longitudinal Household Employment Data, 2021

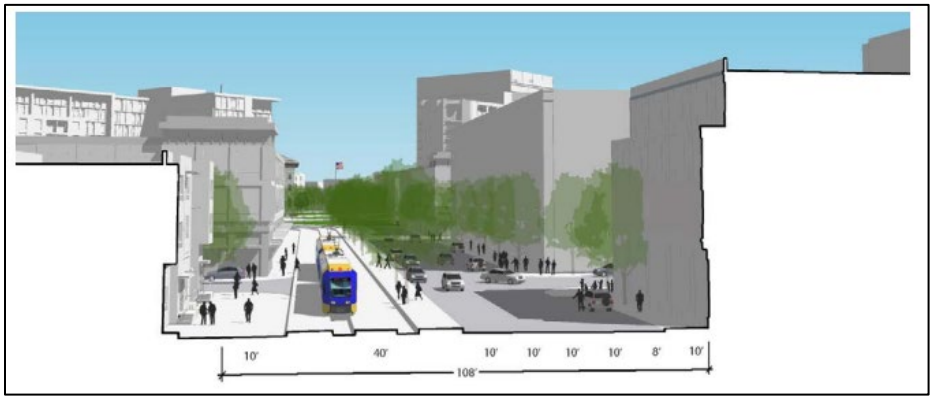
Mobility Landscape

Roadway Conditions

The proposed alignment will travel along Bruceville Road and Big Horn Boulevard, both of which are classified as arterial roadways. The alignment intersects with several other arterial roadways, including Laguna Boulevard, Elk Grove Boulevard, and Whitelock Parkway, as well as numerous collector and local streets. From Bilby Road, the proposed alignment will travel southeast along Bilby Road and other planned collector streets before terminating east of the new zoo. Greenfield development in SEPA allows for the proposed alignment to be planned alongside the roadway network. The City's *Kammerer Road Urban Design Strategy* from January 2021 provides sample cross sections for Bilby Road that includes 40 feet for a transit alignment, as shown in **Figure 10**.

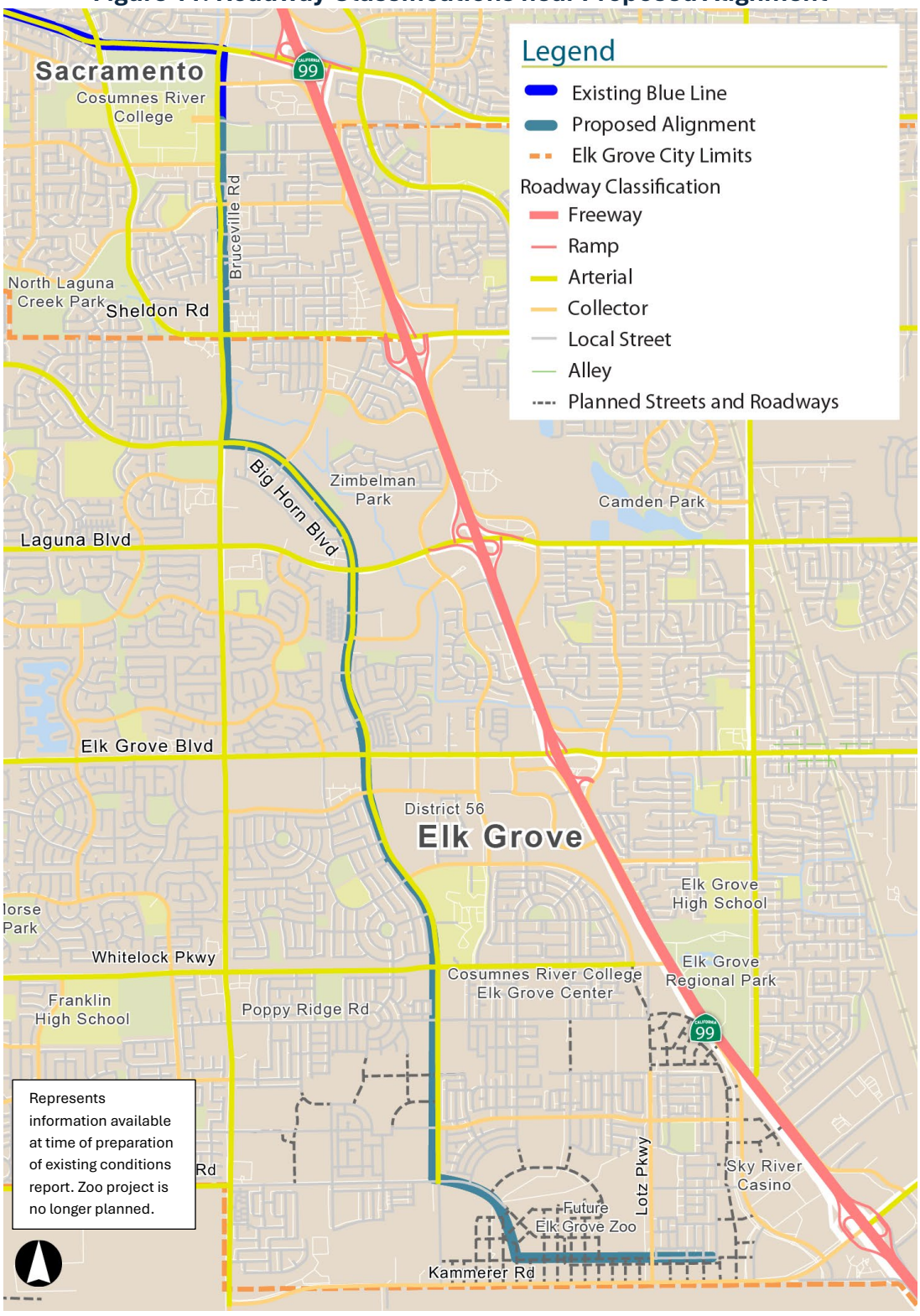
A map of current and future roadways in the City of Elk Grove is shown in **Figure 11**.

Figure 10: Bilby Road Sample Cross Section



Source: Kammerer Road Urban Design Strategy, January 2021

Figure 11: Roadway Classifications near Proposed Alignment



Source: City of Elk Grove's General Plan, 2023

Transit Conditions

Existing Transit Conditions and Ridership

SacRT's Blue Line light rail travels north from Cosumnes River College, through Downtown Sacramento, to the Watt/I-80 station in North Highlands. Daily service operates from 4 am to midnight on weekdays, and to 10:30 pm on weekends. It runs every 15 minutes during the day and every 30 minutes in the early morning and late evening. In July 2024, the Blue Line had an average daily weekday ridership of 9,900 passengers.

Multiple SacRT bus lines currently operate along or near the proposed alignment. Much of the proposed alignment would operate on Big Horn Boulevard, which is already served by bus routes E10 and E110 operating between Lewis Stein Road and Whitelock Parkway. SacRT routes 12, 14, 19, 112, 113, 114, and 116 also intersect with the proposed alignment, providing multiple transfer opportunities between the proposed LRT extension or BRT route. A summary of each of these bus routes is shown in **Table 2.** Existing transit lines, and boardings and alightings are displayed in **Figure 12.**

The bus stop along the proposed Blue Line extension corridor with the highest ridership is the CRC South Campus (Whitelock/Big Horn) with 104 average daily riders.

Existing SacRT Ridership Characteristics

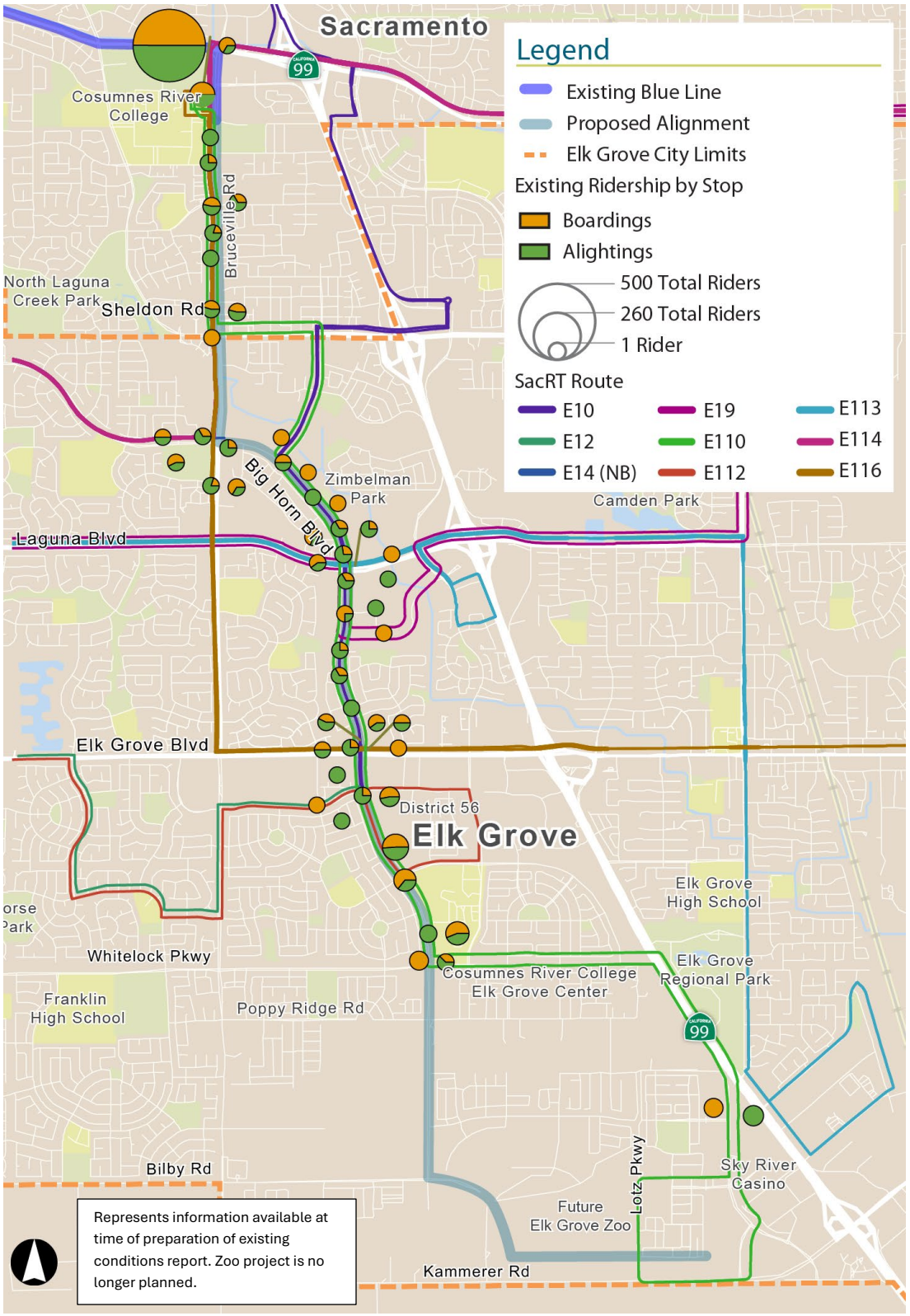
Data from the 2023 SacRT Rider Origin and Destination Survey indicates the most common destinations for riders boarding at CRC Station, the Blue Line's southern terminus, is 16th Street Station in Downtown Sacramento, followed by Archives Plaza, Arden/Del Paso, and Watt/I-80, the latter of which is the line's northern terminus. For passengers alighting at CRC Station, the most common boarding locations are 16th Street, followed by Watt/I-80, and 7th/8th and Capitol.

Passengers boarding at CRC Station have an average trip length of 11.1 miles, which is the longest average of any station on the Blue Line. Of the light rail riders, less than one percent of the 1,023 light rail riders surveyed indicated their home zip code were in the City of Elk Grove. A greater percentage of the 1,749 bus riders surveyed reside in Elk Grove, with between 1.5% and 2.9% of bus riders surveyed indicated their home zip code was in Elk Grove. Across the system, 58% of riders access their station/stop on foot and 11% access it by bicycle.

Table 2: Summary of Existing Transit Services near Proposed Alignment

Route	Route Type	Termini	Weekday Frequency	Saturday Frequency	Sunday/Holiday Frequency
E10	Commuter Route	Big Horn & Civic Center / P St & 4th	60 mins, 2 buses one way daily,	No service	No service
E12	Commuter Route	Big Horn & Civic Center / 29th Street LRT	30 mins, 2 buses each way daily	No service	No service
E14	Commuter Route	Big Horn & Bruceville / 29th Street LRT	60 mins, 2 buses each way daily	No service	No service
E19	Commuter Route	Laguna & Harbor Point / Butterfield LRT	60 mins, 4 buses each way daily	No service	No service
E110	Local Route	Sky River Casino / Cosumnes River College	30 mins	60 mins	No Service
E111	Local Route	Vaux & Laguna Main to Big Horn & Civic Center	30 mins in AM and PM peak, 60-90 mins mid-day	No service	No service
E112	Local Route	Vaux & Laguna Main / Big Horn & Civic Center	60 mins	No service	No service
E113	Local Route	Vaux & Laguna Main/ Elkmont & Iron Rock	60 mins	90 mins	No service
E114	Local Route	Vaux & Laguna Main / Calvine & Armand George	60 mins	90 mins	No service
E116	Local Route	Elk Grove & Clarke Farms / Cosumnes River College	60 mins	60 mins	No service
Blue Line	Light Rail	Watt / I-80 / Cosumnes River College	15 minutes (30 minutes in early morning and late evening)	15 minutes (30 minutes in early morning and late evening)	15 minutes (30 minutes in early morning and late evening)

Figure 12: Existing Transit Services and Ridership Near Proposed Alignment



Source: SacRT Stop Level Daily Ridership, 2024

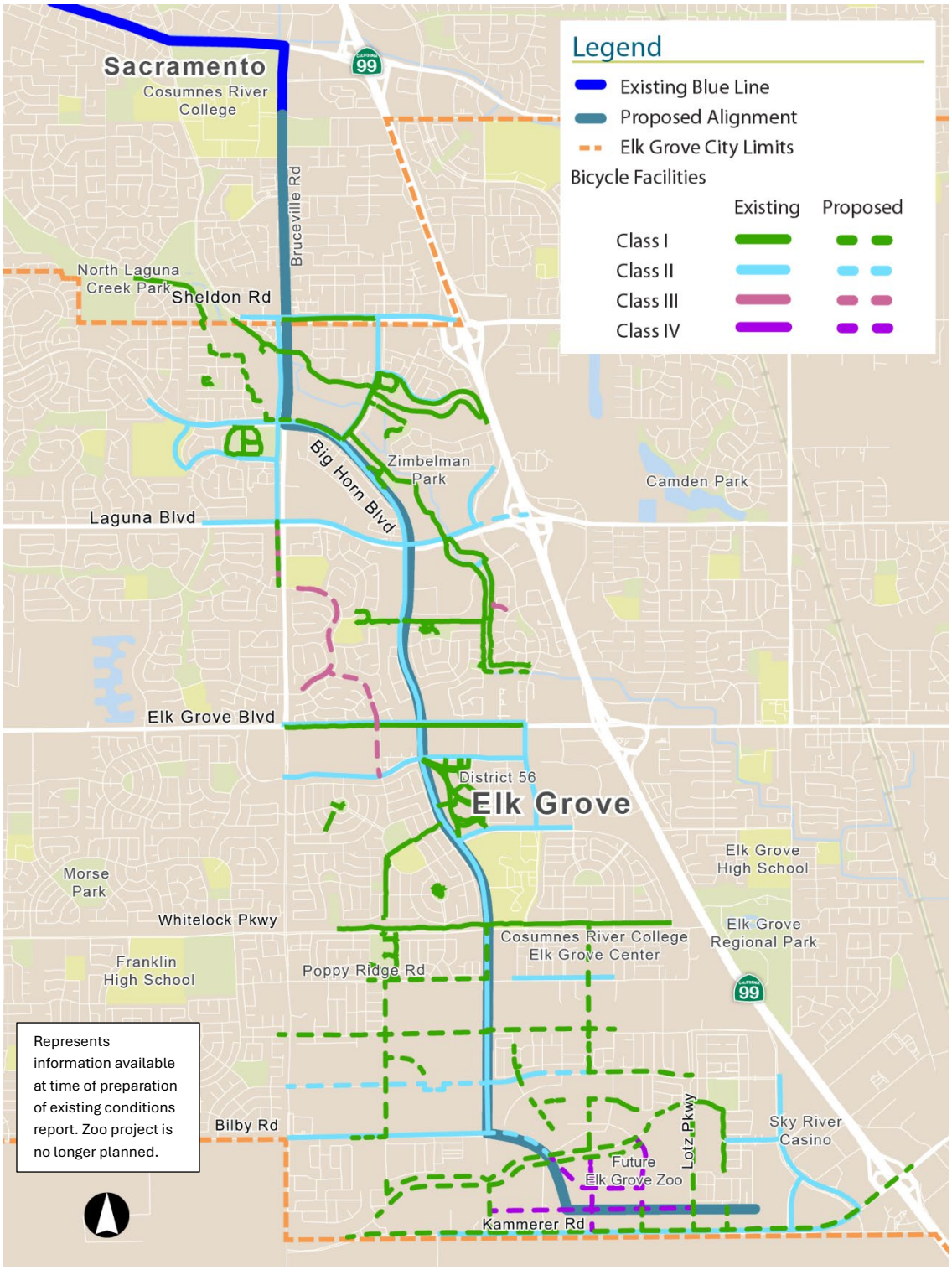
Future Commuter Rail Connections

A future commuter rail station is planned in Elk Grove along the existing rail ROW at 3134 Dwight Road, located roughly 2.7 miles west of the proposed alignment as a part of the Valley Rail Extension Project. This rail station is planned to serve the Altamont Corridor Express (ACE) providing services to San Jose, Merced, and Sacramento. The Station will also serve Amtrak's San Joaquins route, which would provide service to Sacramento, Oakland, and Bakersfield. The project is currently in final design and service is tentatively anticipated to begin in late 2028.

Bicycle and Pedestrian Conditions

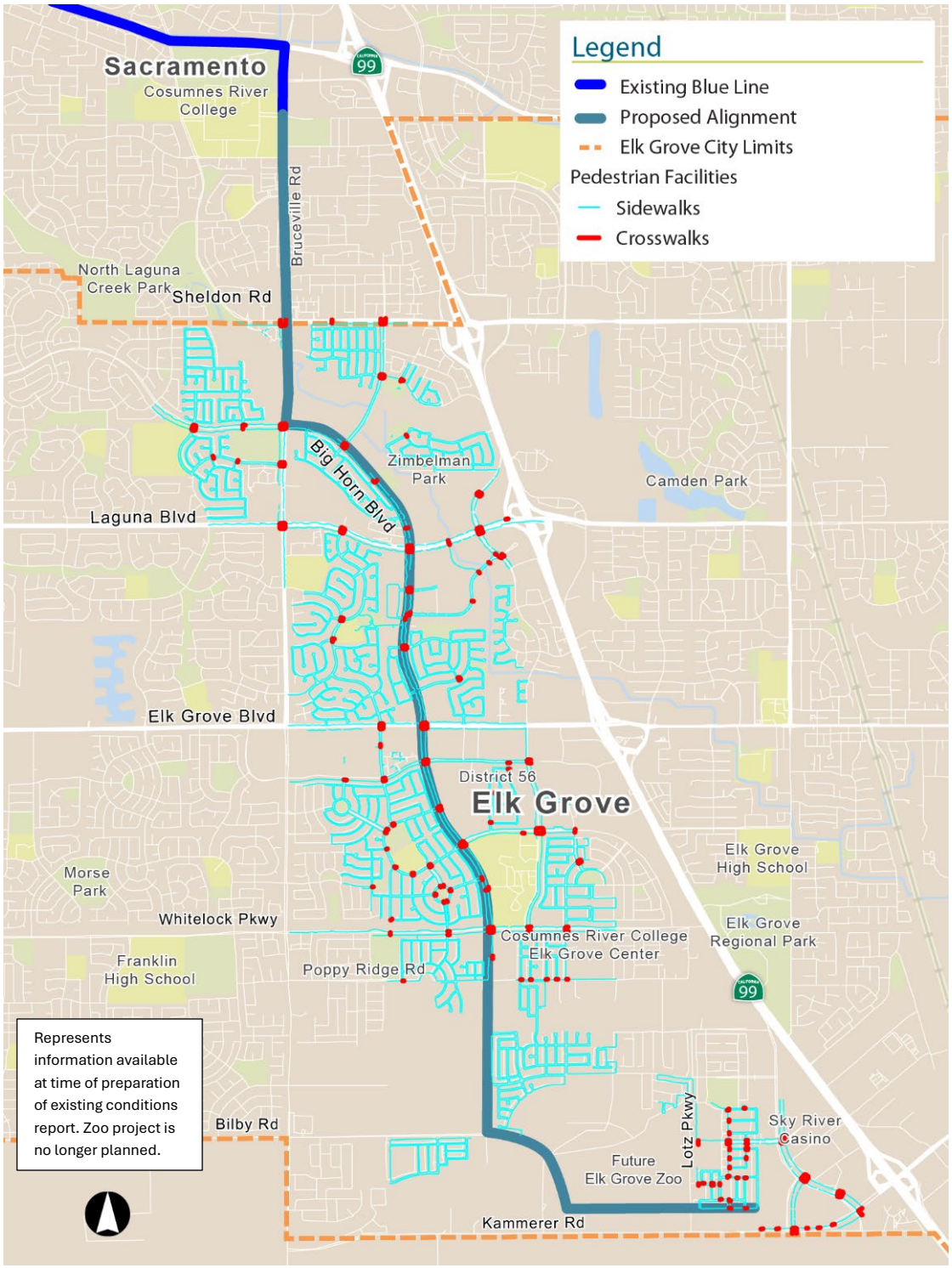
The proposed alignment has existing Class II bicycle lanes on a majority of the alignment, including along Bruceville Road, a majority of Big Horn Boulevard, and Bilby Road. There is new bicycle infrastructure in SEPA, as new construction has resulted in the creation of Class I bike trails and complete streets, as shown in **Figure 13**. The City of Elk Grove's *Bicycle, Pedestrian, and Trails Master Plan* (City of Elk Grove, 2021) indicates that there are several new Class II buffered bicycle lanes proposed along the alignment on portions of Big Horn Boulevard and Bilby Road. The sidewalk network near the proposed alignment is largely built out and well connected. Big Horn Boulevard includes sidewalks north of Whitelock Parkway, and most arterial, collector, and local streets are connected to the proposed alignment with sidewalks, as shown in **Figure 14**.

Figure 13: Existing and Planned Bicycle Facilities



Source: City of Elk Grove, August 2022

Figure 14: Sidewalk Network near Proposed Alignment



Source: City of Elk Grove's Bicycle, Pedestrian, and Trails Master Plan, May 2021

Travel Demand Characteristics

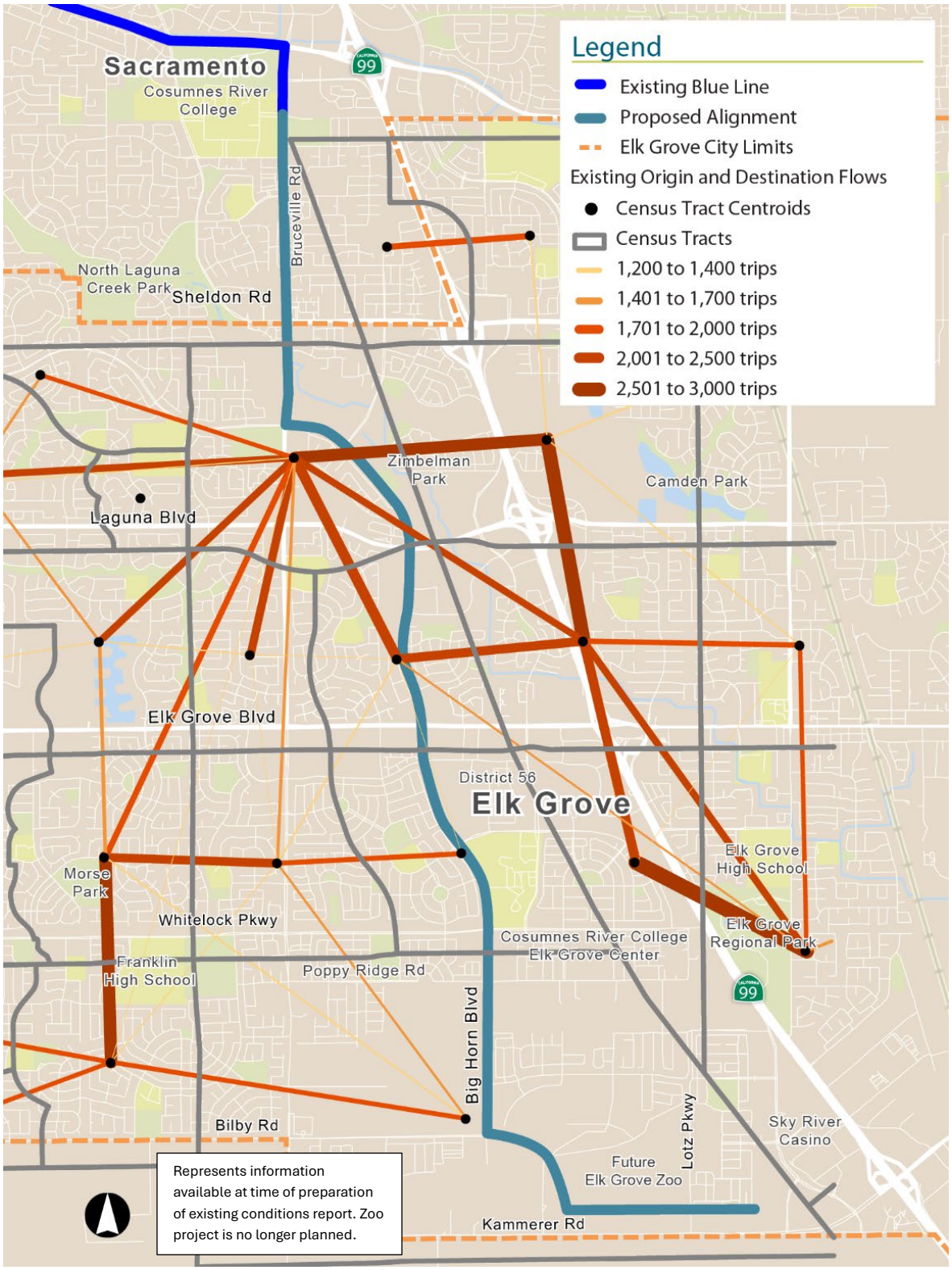
Travel Demand

Several notable destinations are located along the proposed alignment, including Sutter Medical Plaza, Cinemark Century Laguna 16, District 56, Elk Grove Aquatics Center, Senior Center of Elk Grove, Cosumnes Oaks High School, Elizabeth Pinkerton Middle School, Cosumnes River College – Elk Grove Center, Kaiser Permanente, and Laguna Gateway Shopping Center. Several areas along the corridor are also being developed and will provide future key destinations. These additional developments have the potential to increase demand for high-quality transit along the existing corridor.

Origin and Destination Flows

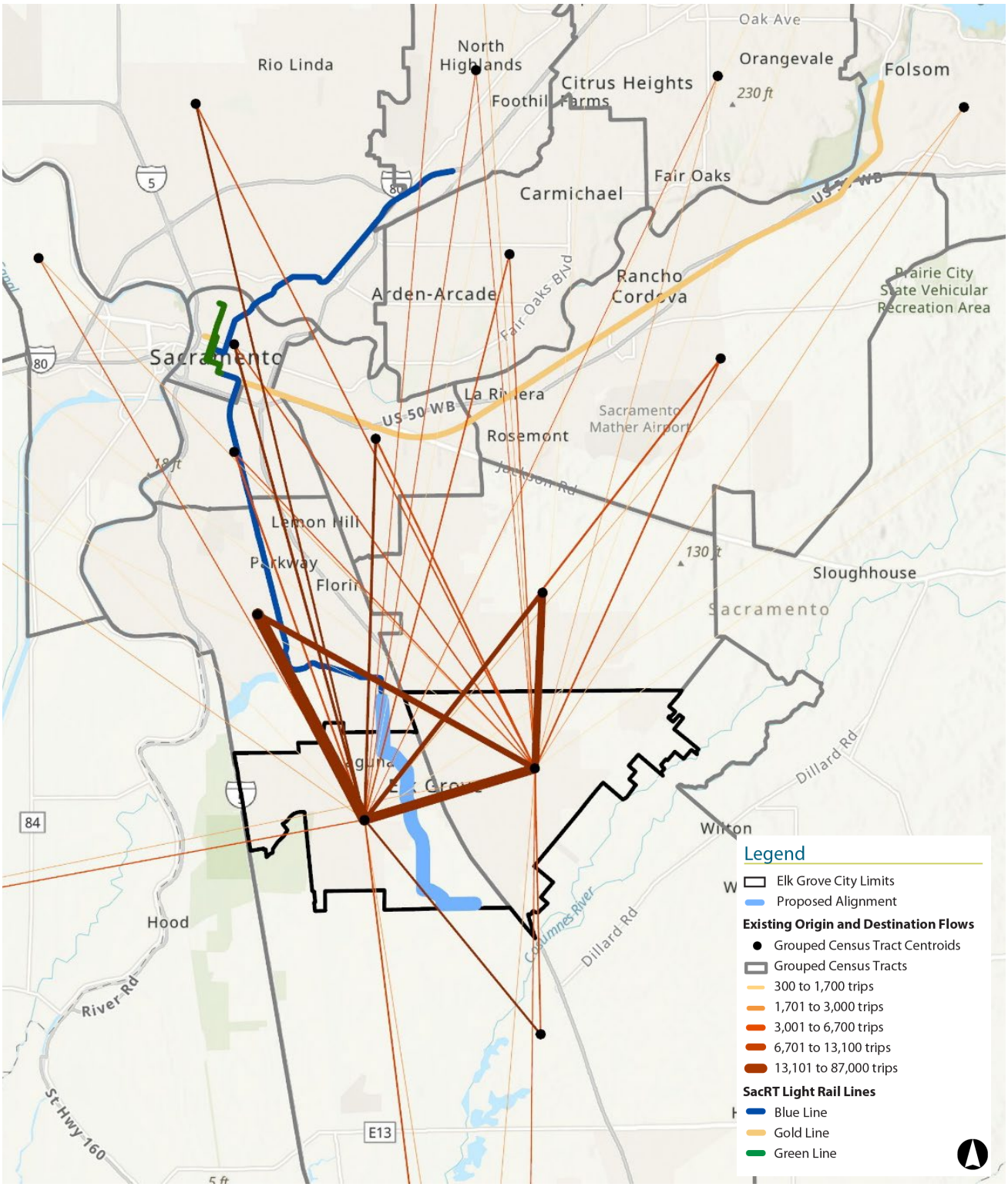
Replica data from Fall 2023 was used to understand the existing travel patterns into and out of Elk Grove. The top 50 trips that currently flow within the City of Elk Grove are largely located in the vicinity of the proposed alignment, as shown in **Figure 15**. Lines with greater thickness and darker color correlate to a higher volume of trips between two census block groups. The census block group on the east side of Big Horn Blvd and north of Laguna Blvd is a top trip destination, likely associated with retail, such as Laguna Gateway. The census block groups immediately to the west of SR-99 also have high trip flows. This is primarily due to the number of homes, schools, businesses and destinations in this area. North to South trip flows between these tracts indicate that there is existing travel demand for north to south movement roughly along the proposed alignment. **Figure 16** shows the top 50 origin and destination flows between Elk Grove and external destinations. As shown in the map, there are heavy flows between Elk Grove and areas between it and downtown Sacramento, with many destination areas lying along the existing Blue Line.

Figure 15: Top Existing Origin and Destination Flows by Census Tract within Elk Grove



Source: Replica, 2023

Figure 16: Top Origin and Destination Flows into and out of Elk Grove



Source: Replica, 2023

City of Elk Grove Model Forecast

The City's Base Year Model (2020) provides existing Average Daily Traffic (ADT) volumes on City roadways, and Future Year Model (2040) provides projections of future travel patterns based on the City's planned growth and development. On the proposed transit route, the Base Year Model estimates that there is an average of approximately 14,000 ADT. With the planned development in the southern portion of the proposed alignment, the Future Year Model estimates that number will increase to approximately 33,000 ADT by year 2040. **Table 3** shows how the average ADT volumes on three of the key alignment segments will change from 2020 to 2040.

Table 3: 2016 and 2040 Models Comparison of Segment Average ADT

	2020 Model Average ADT	2040 Model Average ADT
Bruceville Rd	25,000	40,000
Big Horn Blvd, North of Elk Grove Blvd	24,000	35,000
Big Horn Blvd, South of Elk Grove Blvd	5,000	30,000

The Future Year Model also includes estimates for trip origin and destination, as well as travel mode. **Table 4** provides a summary of where trips ending in Elk Grove are originating. Over 70 percent trips that end in Elk Grove also start there. The most popular origin location outside of Elk Grove for trips ending in Elk Grove is the City of Sacramento, with 14 percent of trips starting from there.

Table 4: Future Model (2040) Destination Location for Trips Starting in City of Elk Grove

Trip Destinations with Origin as Elk Grove	SOV	HOV2	HOV3+	School Bus	Walk	Bike	Transit	Total	Percentage of Trips from Elk Grove
Elk Grove	41%	23%	23%	1%	9%	2%	1%	705,000	71%
Rancho Cordova	56%	20%	21%	0%	0%	2%	1%	12,000	1%
Folsom	58%	19%	20%	0%	0%	2%	1%	3,000	0%
Sacramento (City)	45%	23%	25%	1%	1%	2%	4%	139,000	14%
Central Sacramento County*	42%	25%	27%	1%	2%	1%	1%	63,000	6%
North Sac County (North of Elk Grove)	50%	22%	24%	1%	1%	2%	1%	39,000	4%
South Sacramento County (South of Elk Grove)	50%	24%	24%	1%	0%	1%	0%	18,000	2%
El Dorado County	64%	17%	18%	0%	0%	1%	0%	3,000	0%
Placer County	58%	18%	21%	0%	0%	1%	1%	6,000	1%
Yolo County	50%	20%	24%	0%	0%	2%	2%	12,000	1%
Sutter County	57%	18%	22%	0%	0%	2%	0%	< 1,000	0%
Yuba County	57%	20%	24%	0%	0%	0%	0%	< 1,000	0%
External	43%	28%	27%	0%	0%	2%	0%	< 1,000	0%

**Includes Fruitridge Pocket, Lemon Hill, Parkway, Florin, and Vineyard CA*

Source: City of Elk Grove, Future Model 2040

Key Findings and Next Steps

The proposed alignment has the potential to extend high-capacity transit service into Elk Grove and serve future developments and transit dependent communities. Through several iterations of the City's General Plan, including the most recent *2023 General Plan*, the City has adopted policies that support this future transit service. The City also adopted Specific Plans for areas in the southern portion of the alignment to promote ongoing and future development that include land uses, including medium to high-density residential and office space, that are supportive of high-capacity transit. Many of these plans also included sample roadway configurations that include accommodations for transit, vehicles, pedestrians, and bicycles. The northern portions of the alignment are primarily surrounded by low-density residential, commercial, or mixed-use with large surface parking areas, which traditionally does not provide the ridership to support high-capacity transit. Several key existing destinations lie along the proposed high-capacity transit corridor, including civic uses, such as major parks, schools, and community centers, and medical facilities.

The developed areas adjacent to the alignment have population densities primarily between 5,000 and 7,500 people per Census Block Group. The alignment does have the opportunity to serve transit dependent communities, with close to half of the Census Block Groups being within SACOG's Environmental Justice areas. There are also concentrated areas of employment in the northern portion of the alignment, and opportunities for more in the southern portion's future development.

The proposed alignment and stations being evaluated and further refined through this project are based on previous studies, including the *2009 Fixed Transit Alignment Study for Corridor Preservation*, *2016 Conceptual Layout for Potential Alignment*, and the *2019 Bus Rapid Transit Study*. The previous studies also recommended further evaluation of the feasibility of the transit improvement since there were indications the service might not have the ridership demand needed for the level of investment. Such an evaluation will be completed in the Ridership and Traffic Operations Memo as part of this project.

SacRT currently operates the Blue Line light rail with 15-minute frequency from Cosumnes River College to Downtown Sacramento and North Highlands. SacRT also operates bus routes E10 and E110 with 30-to-60-minute frequencies along parts of the proposed alignment. The stop level average daily ridership along the alignment is relatively low.

Existing travel demand and trip flows show that there are many people who are traveling between Elk Grove and Downtown Sacramento, which is a target service market of the proposed high-capacity transit service. Within Elk Grove there are trips traveling to and from the Laguna Gateway commercial center, as well as north and south along the proposed alignment. The City's 2040 Travel Demand Model indicates that there will be a significant increase in travel demand in this corridor, especially south of Elk Grove Boulevard as planned developments are completed.