Blue Line/Bus Rapid Transit to Elk Grove

Implementation Plan

Community Meeting Presentation

September 2, 2025

SACRAMENTO REGIONAL TRANSIT

City of Elk Grove

Project Team Introduction

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Meeting Agenda

- Welcome and Introductions
- Project Presentation
- Q&A
- Open House/Boards Discussion

Project made possible by a Caltrans Sustainable Transportation Planning Grant

Blue Line/Bus Rapid Transit to Elk Grove

Implementation Plan

Project Background & Objectives

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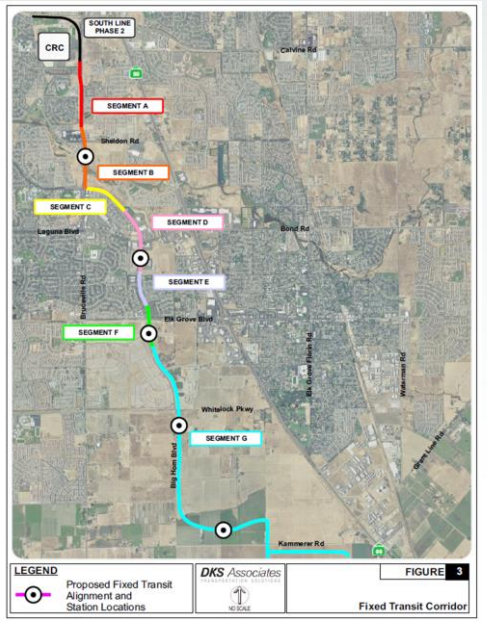
General Plan

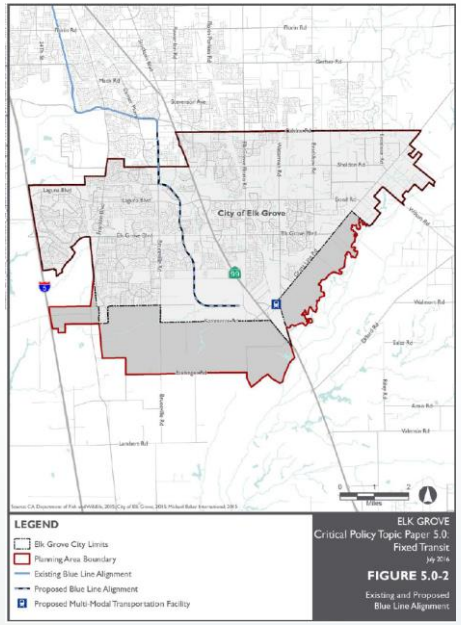
- 2003 General Plan
  - Proposed Bruceville Rd and Big Horn Blvd as transit corridor for Light Rail Transit (LRT) extension of the existing Blue Line
- Latest General Plan (2019/2023)
  - The extension of high-frequency transit into the City is defined as "***an important part of the overall transit plan for Elk Grove***"

Excerpted from 2023 General Plan

Previous Planning Efforts

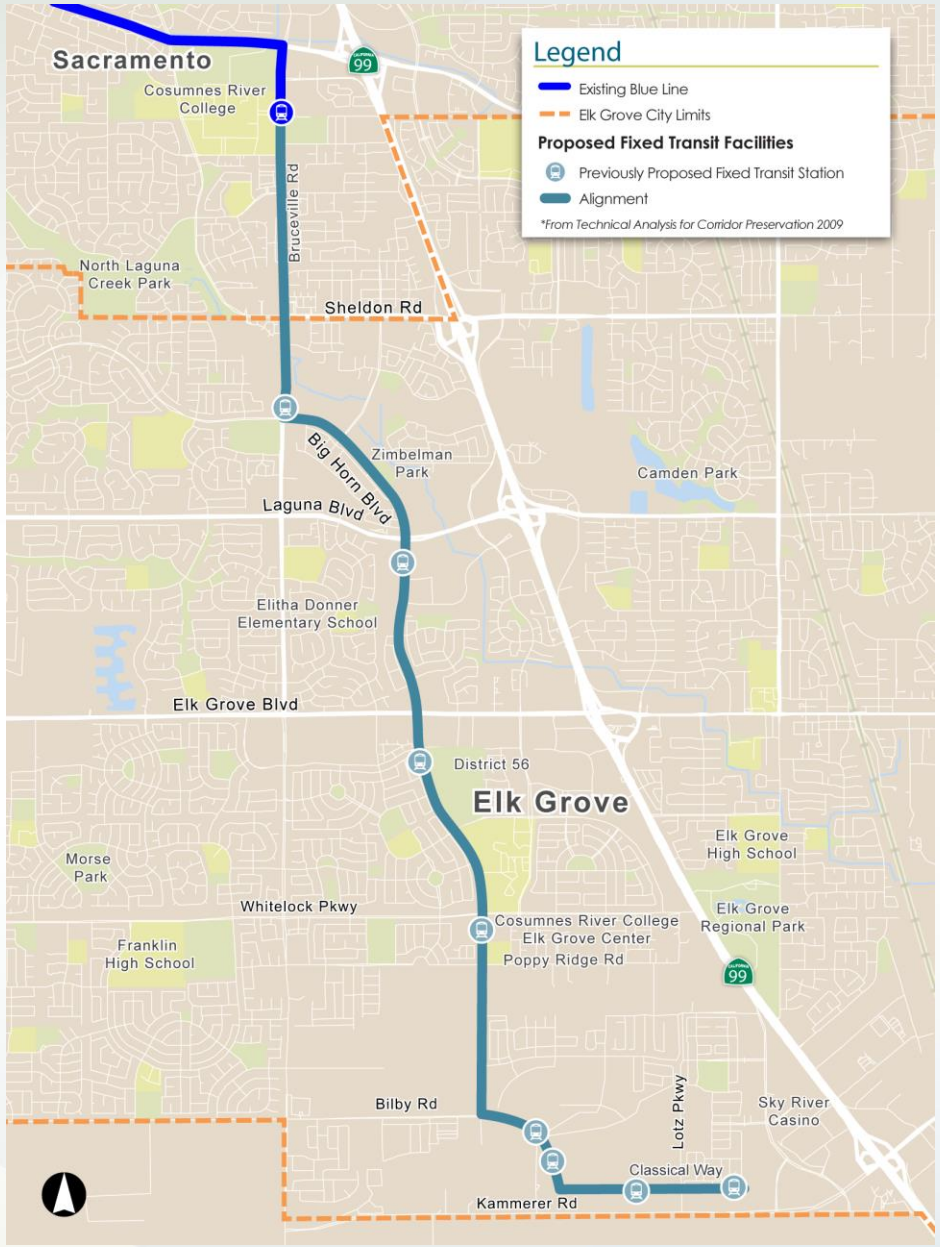
- 2009 Fixed Transit Alignment Study
  - City identified right-of-way needs for future alignment and began preserving it with new developments
- 2016 Conceptual Layout for Potential Alignment
  - City prepared conceptual layout of one segment
- 2019 Bus Rapid Transit Study
  - Evaluated improvements to existing Route 110





Project Study Area

- Cosumnes River College to southern city limits
- Bruceville Road, Big Horn Boulevard, and Bilby Road
- Approximately 7 miles



Implementation Plan Objectives

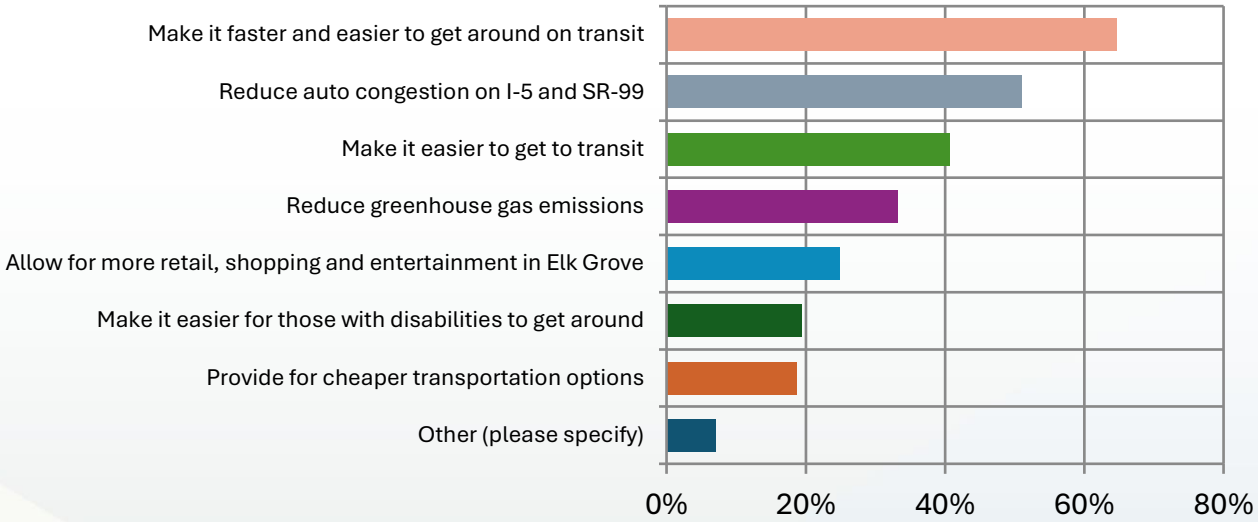
- Define project alternatives, analyze traffic implications and ridership potential
- Gather community and stakeholder feedback on different options
- Identify possible funding sources and how competitive the project might be for grants or other support
- **Define if there is a transit project that is realistic and ready to move forward, or what would be needed prior to moving a project forward**

Project Schedule and Process

Outreach Round 1 Findings

- Round 1 Online Survey (November/December 2024) received **266 responses**
- Over half of respondents said they **would ride transit more often** if the new line were built
- Riders would be most **encouraged** to take transit by fast, reliable service, frequent trips, and safe, comfortable rides
- The top priorities people want the project to address are: making transit **easier** and **faster**, **reducing traffic** on I-5 and SR-99, and improving **access to transit**

What should be the main objectives for this project? (Select up to three.)



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Implementation Plan

Project Alternatives

Alternatives Concepts are linked on Project Website:
elkgrove.gov/transitplan

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Transit Options Being Considered

- **Extending the Blue Line light rail** from Cosumnes River College (CRC) into Elk Grove
- **Creating a Bus Rapid Transit (BRT) line** from CRC to Kammerer Road

Existing Blue Line

- **The Blue Line** is one of three light rail lines operated by Sacramento Regional Transit District (SacRT)
- Operates from **Watt/I-80** in the north through downtown Sacramento to **Cosumnes River College** in the south
- Runs **every 15 minutes, seven days a week**
- Current length is ~29 miles

Existing Blue Line Service

Comparison of Different LRT Configurations

	Center-Running LRT (Minneapolis)	Side-Running LRT (Folsom)	In-Lane Running (Del Paso Blvd)
			
Street Integration	• Runs in the median between the two directions of auto travel	• Both directions run on one side of the street, next to the auto lanes	• Shares lanes with regular car traffic in outside traffic lanes
Station Placement	• Located in the roadway median • Requires all passengers to cross to the middle of the road access stations	• Located on one side of the street • Some passengers will have to cross the full street to access station	• Train stops at stations while in the traffic lane
Access and Circulation	• Vehicles and pedestrians cannot cross the tracks except at signalized intersections • Limits locations where left-turns can be made	• May require railroad crossing gates wherever it crosses driveways and streets • May require some driveways to close	• Some left-turns at unsignalized intersections may be eliminated • Train speed limited in these areas (may also require speed limit to be lowered)

What is BRT?

Bus Rapid Transit (BRT) is a high-quality, high-capacity, rubber-tired transit system designed to deliver fast, reliable, and efficient service—similar to light rail, but at a lower cost

BRT systems typically include features such as:

- Dedicated bus lanes to avoid traffic congestion
- Signal priority at intersections to reduce delays
- Frequent service with limited stops
- Enhanced stations with shelters, lighting, real-time arrival info, and level boarding
- Branded vehicles with modern designs for improved rider experience

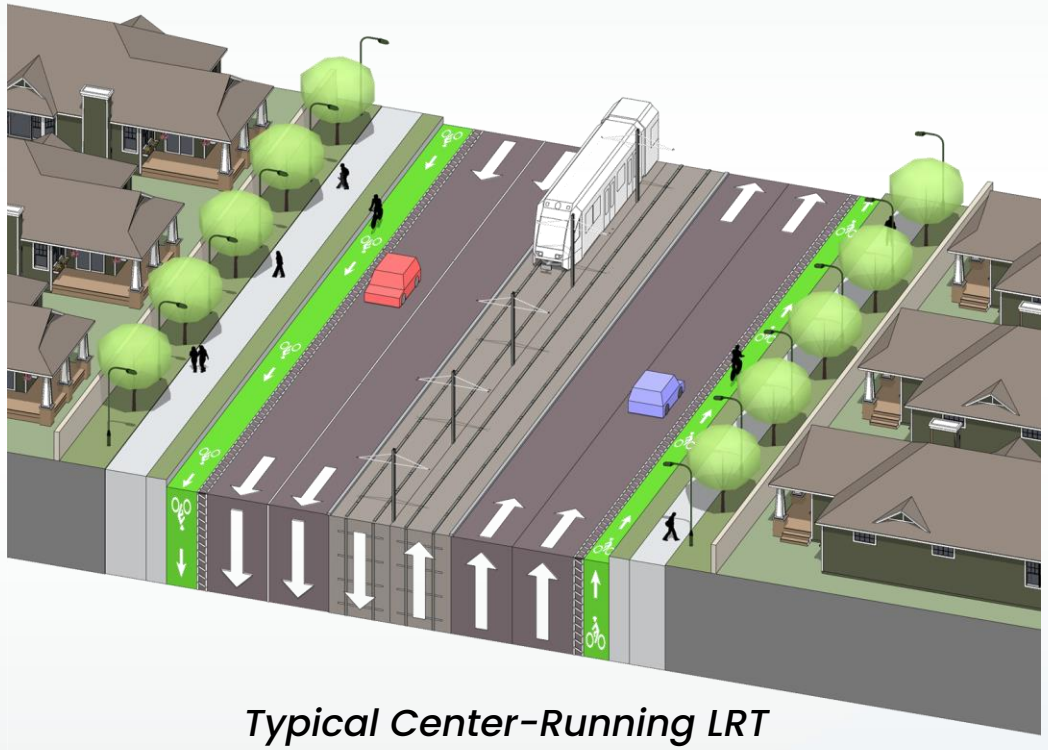
San Francisco (Van Ness BRT)

Image Source: SFMTA

San Diego (South Bay BRT)

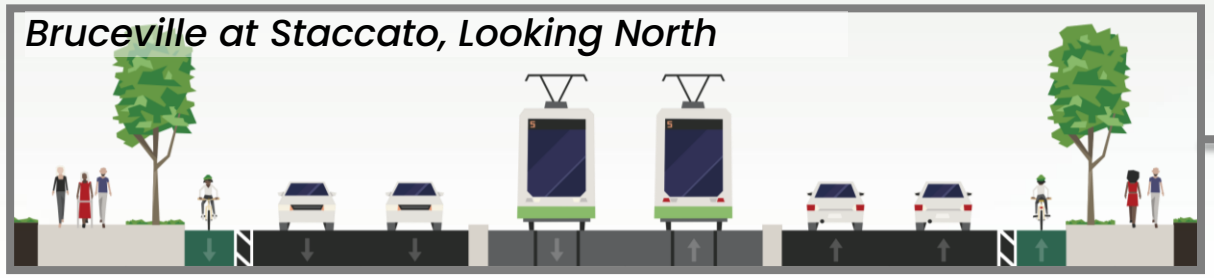
Alternative 1
Light Rail to District 56, Rapid Bus to Kammerer Road

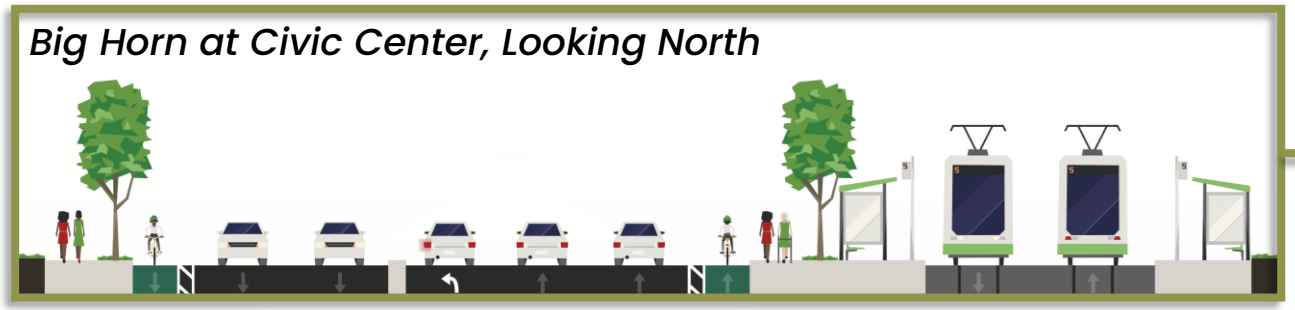
- Extends light rail service 3.4 miles from Cosumnes River College (CRC) to District 56
- Operates every 15 minutes all day
- Adds three new light rail stations in the City of Elk Grove.
- South of District 56:
  - A new Rapid Bus operates in mixed traffic from District 56 to Kammerer Road, with stops along the way.
  - Rapid Bus is timed to meet each light rail train at District 56, every 15 minutes during the day.



Typical Center-Running LRT

Alternative 1
Light Rail to District 56, Rapid Bus to Kammerer Road





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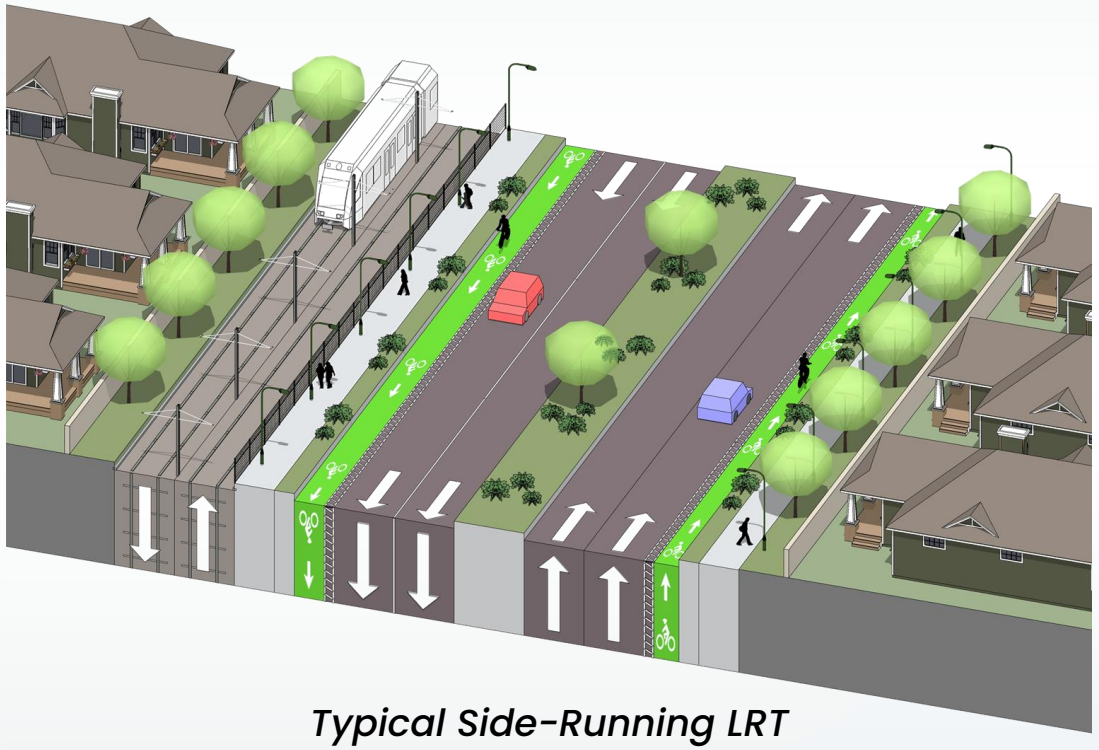
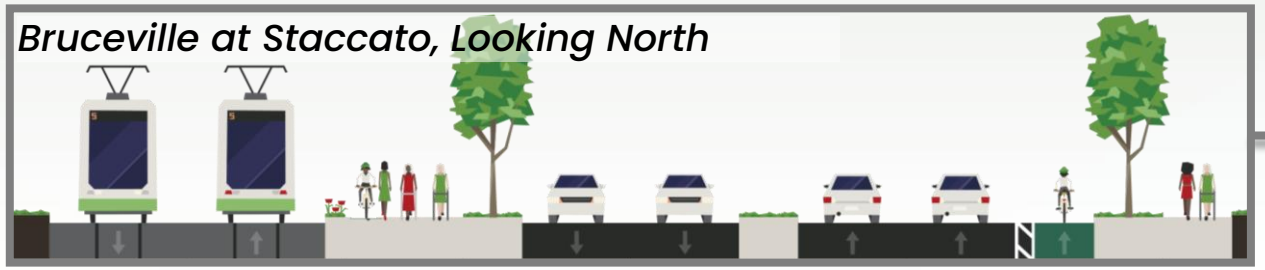
Alternative 2
Light Rail to Kammerer Road

- Extends light rail service 6.7 miles from Cosumnes River College (CRC) to Kammerer Road
- Operates every 15 minutes throughout the day
- Adds seven new light rail stations in the City of Elk Grove



Typical Side-Running LRT

Alternative 2
Light Rail to Kammerer Road



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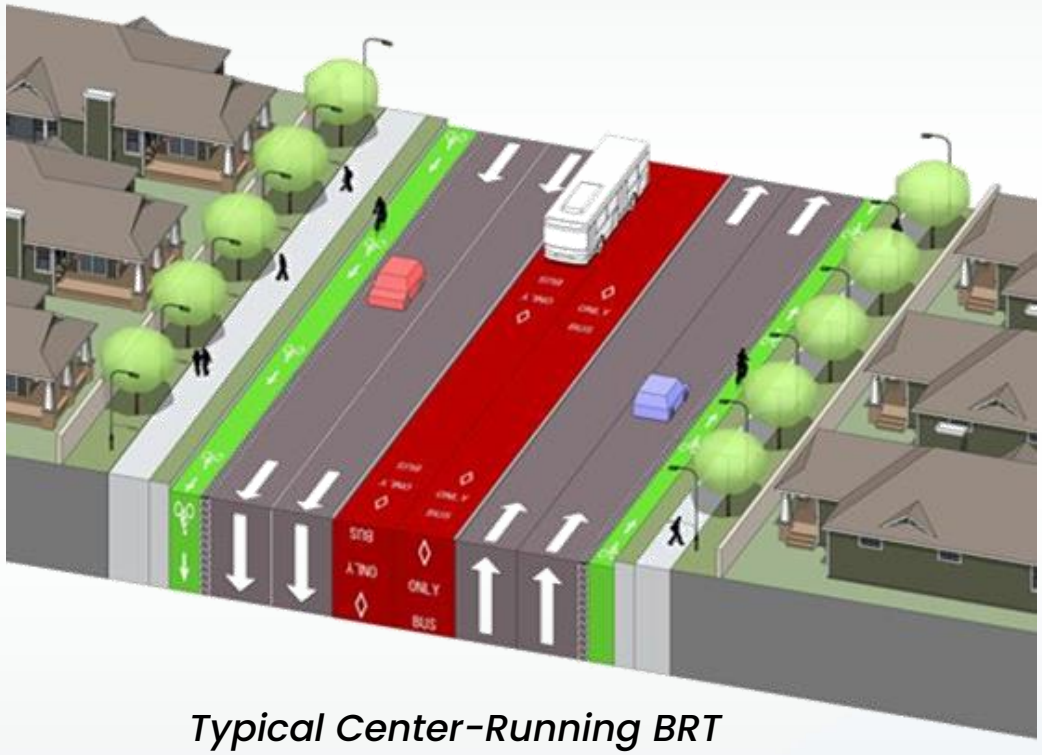
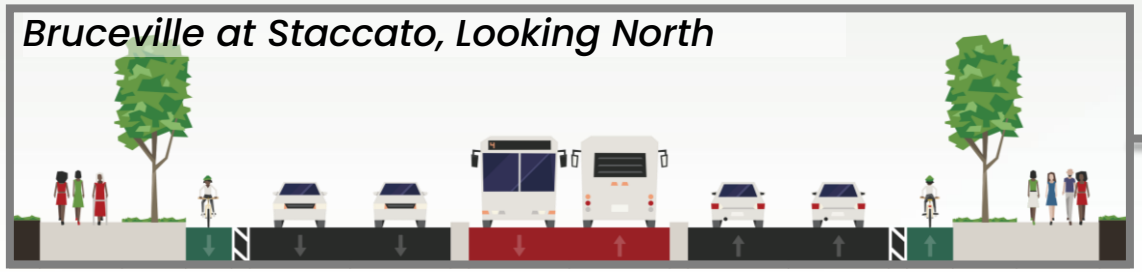
Alternative 3
Bus Rapid Transit to Kammerer Road

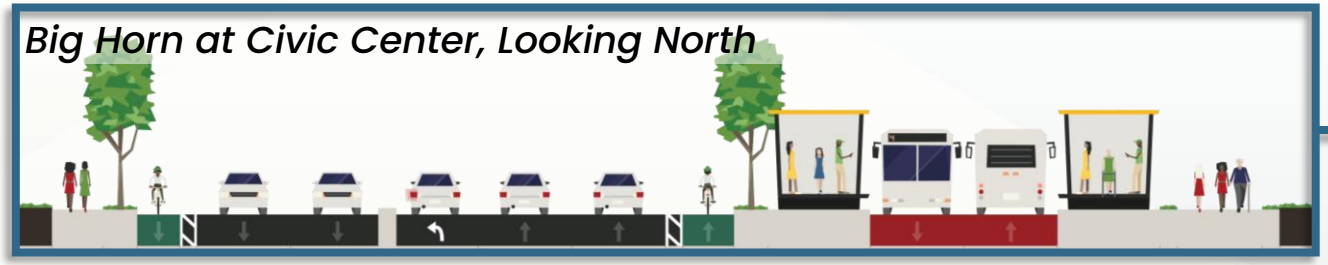
- Implements 7.7 miles of Bus Rapid Transit (BRT) service from Cosumnes River College (CRC) to Kammerer Road
- Buses operate every 15 minutes throughout the day
- Adds 12 new BRT stations, 11 located within the City of Elk Grove



Typical Center-Running BRT

Alternative 3
Bus Rapid Transit to Kammerer Road





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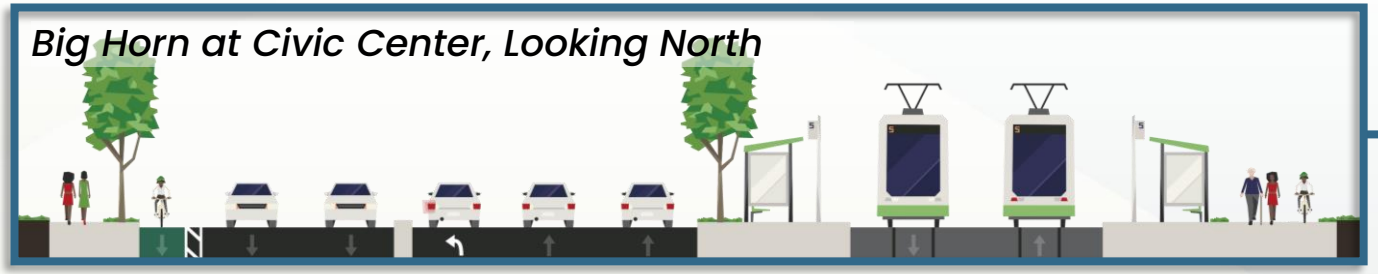
Alternative 4
Light Rail to Kammerer Road, Segment Mixed with Traffic

- Extends light rail 6.7 miles from Cosumnes River College (CRC) to Kammerer Road
  - Light rail runs in traffic lane on Big Horn Boulevard between Bruceville Road and Elk Grove Boulevard
  - Continues past District 56 to Kammerer Road with the same alignment as Alternative 2
- Light rail operates every 15 minutes throughout the day
- Adds seven new light rail stations in the City of Elk Grove

Typical Mixed Traffic Configuration

Alternative 4 Concept
Light Rail to Kammerer Road, Segment Mixed with Traffic



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Alternatives Evaluation

Full Alternatives Comparison Matrix is linked on Project Website:
elkgrove.gov/transitplan

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Transit Desirability and Access

- All alternatives make transit much faster with fewer stops and dedicated lanes
  - With the project, travel times on transit drop from 18 minutes to between 9 to 12 minutes for trip from CRC to D56
  - Alternative 2 (LRT to Kammerer) is the fastest
- Alternative 2 (LRT to Kammerer) has greatest benefit to transit travel time from south of D56 into Sacramento and doesn't require transfers
- Over 7,000 residents would be within walking distance and over 50,000 would be within biking distance to high-capacity transit (all alternatives)

Ridership and Sustainability Benefits

- Alternative 2 (LRT to Kammerer) is forecast to have the highest ridership
  - Approximately 20% increase in Blue Line ridership with Alternative 2
  - Alternative 2 would have approximately 20% more riders than Alternative 1
- Big Horn & Bruceville and Big Horn & District 56 are forecast to be the busiest new stations for all LRT alternatives
- Big Horn & Laguna is forecast to be the busiest new station for Alternative 3 (BRT)
- All alternatives would significantly reduce vehicle miles traveled and greenhouse gas emissions

Auto, Bicycle, and Pedestrian Changes

- Slightly more delay (up to 8 seconds per vehicle) at some major intersections compared to No Build
  - All other intersections see minimal or no extra congestion
- Some additional traffic delay with Alternative 4 (LRT to Kammerer, mixed traffic) relative to other alternatives
- All alternatives include improved bicycle and pedestrian facilities on Big Horn and Bruceville
- Station vision plans identify additional walking and biking improvements at and near the stations to improve multimodal access

Capital and Operating Costs

- Alternative 2 (LRT to Kammerer) has the highest capital cost
- Alternative 4 (LRT to Kammerer, mixed traffic) has the highest operating cost
- Alternative 3 (BRT) has the lowest capital and operating cost

Comparison Matrix

LEGEND

- Substantial positive impact
- Moderate level of positive impact
- Minor level of positive impact
- No-Build
- Minor level of negative impact
- Moderate level of negative impact
- Substantial negative impact

	No Change	Alternative 1	Alternative 2	Alternative 3	Alternative 4
	Light Rail to District 56, Bus Rapid to Kammerer Road	Light Rail to District 56, Bus Rapid to Kammerer Road	Light Rail to Kammerer Road	Bus Rapid Transit to Kammerer Road	Light Rail to Kammerer Road, Operating Mixed with Traffic
Traffic (Congestion, Access)					
Transit (Ridership, Desirability)					
Active Transportation					
Infrastructure (Construction, ROW)					
Costs (Capital, Operating)		$$	$$$	$	$$$
Sustainability					
Economic Activity					

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Station Area Vision Plan

Station Area Vision Plan is linked on Project Website:
elkgrove.gov/transitplan

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Economic Activity

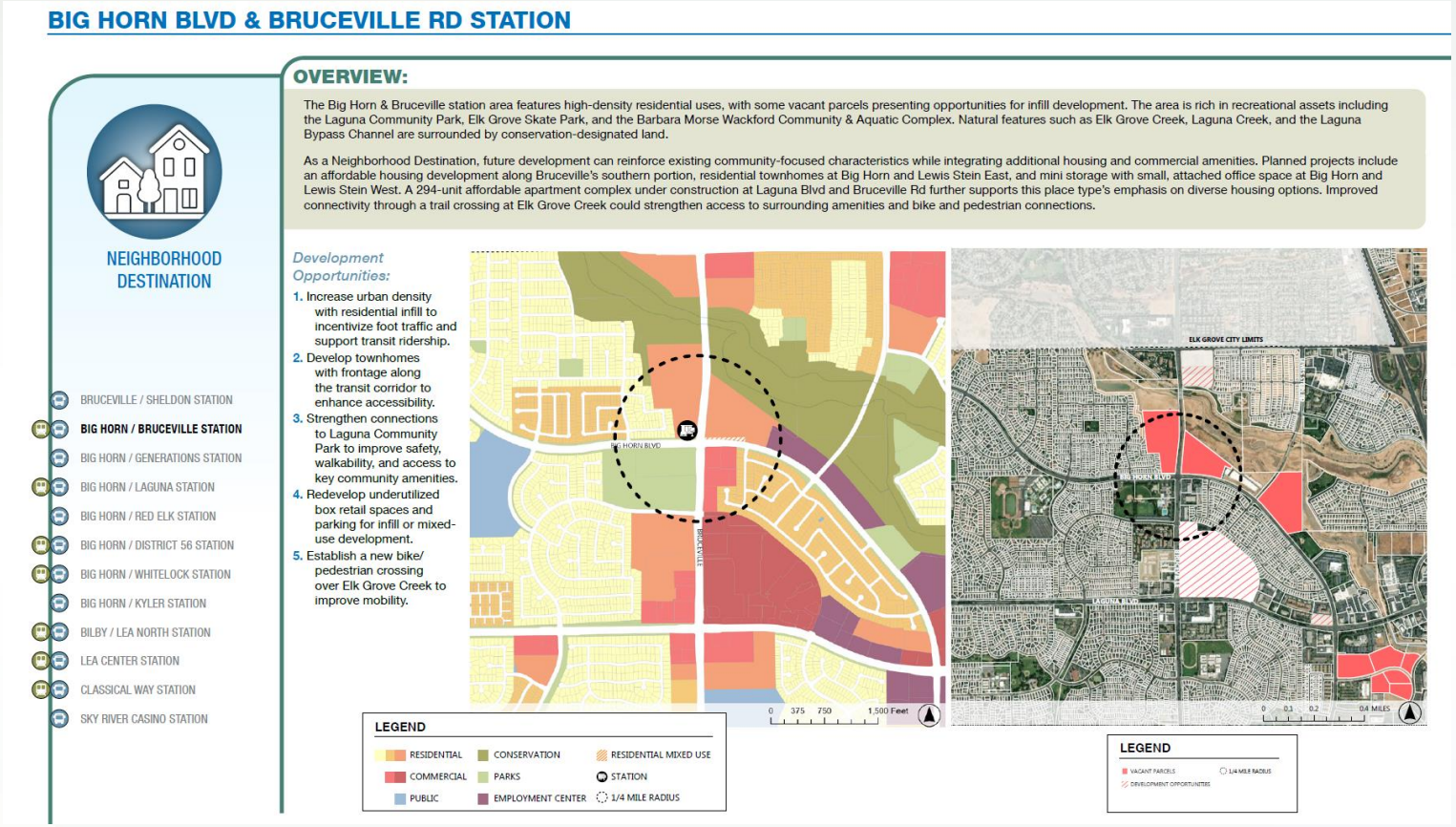
- All alternatives would support economic development by improving transit access and attracting activity around new stations
- New transit stations—especially under LRT options—can act as anchors for mixed-use development, retail, housing, and public amenities such as improved sidewalks, lighting, and bike access

Station Area Vision Plan

- Vision Plan developed for three stations selected by City:
  1. Big Horn and Bruceville Station
  2. Big Horn and Laguna Station
  3. Big Horn and Whitelock Station

- Each vision plan includes:
  - Current land use
  - Development opportunities
  - Transit access improvements
  - Shared parking opportunities
  - Station area vision rendering

Elkgrove.gov/transitplan



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Next Steps

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City of Elk Grove

Get Involved!!

- Ask questions and provide feedback at the boards around the room
- Online Survey
  - ***Open Until September 21st!***
- Virtual Meeting – Join Us!!!
  - ***Thursday, September 11, 2025 | 6pm***
  - ***Via Zoom bit.ly/ElkGrove-Meeting***
- Pop-Up Events

Please scan the QR code or click on the link below:
Escanee el código QR o haga clic en el siguiente enlace:

Elkgrove.gov/transitplan

Next Steps

- Review public input
- Refine alternatives and station vision plans
- Assess funding opportunities and viability
- Prepare final plan and distribute for public input
- City Council consideration (Early 2026)