# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

City of Elk Grove

SACRAMENTO REGIONAL TRANSIT

## PROJECT BACKGROUND

The Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan (Plan) is advancing previous planning to bring frequent and 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.

## PROJECT TIMELINE

**Jul-Sept '24**
Collect data and evaluate existing conditions

**Oct-Nov '24** — ROUND 1 Community Engagement

**Sept '24-Mar '25**
Develop design concepts and station locations
Evaluate ridership and traffic

**Feb-May '25**
Develop station area vision plans
Prepare cost estimates

**Aug-Sept '25** — ROUND 2 Community Engagement — We are here

**Sept-Oct '25**
Refine station locations and design concepts
Develop funding strategy

**Dec '25** — ROUND 3 Community Engagement

**Sept '25-Jan '26**
Prepare final report and presentations

**Early 2026**
Elk Grove City Council considers adopting a preferred alternative

## ALTERNATIVE 1

***Light Rail to District 56, Bus Rapid to Kammerer Road***


## ALTERNATIVE 2

***Light Rail to Kammerer Road***


## ALTERNATIVE 3

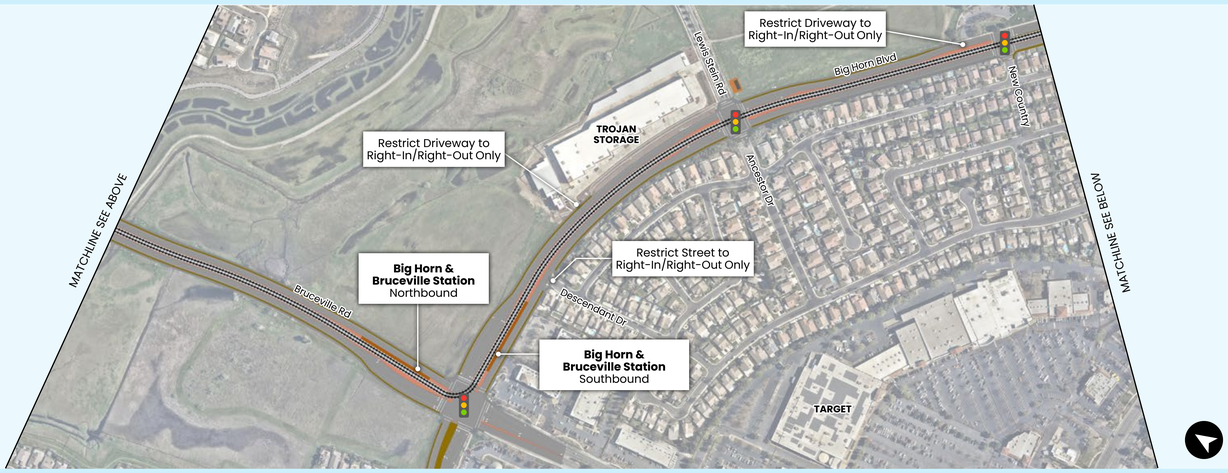
***Bus Rapid Transit to Kammerer Road***


## ALTERNATIVE 4

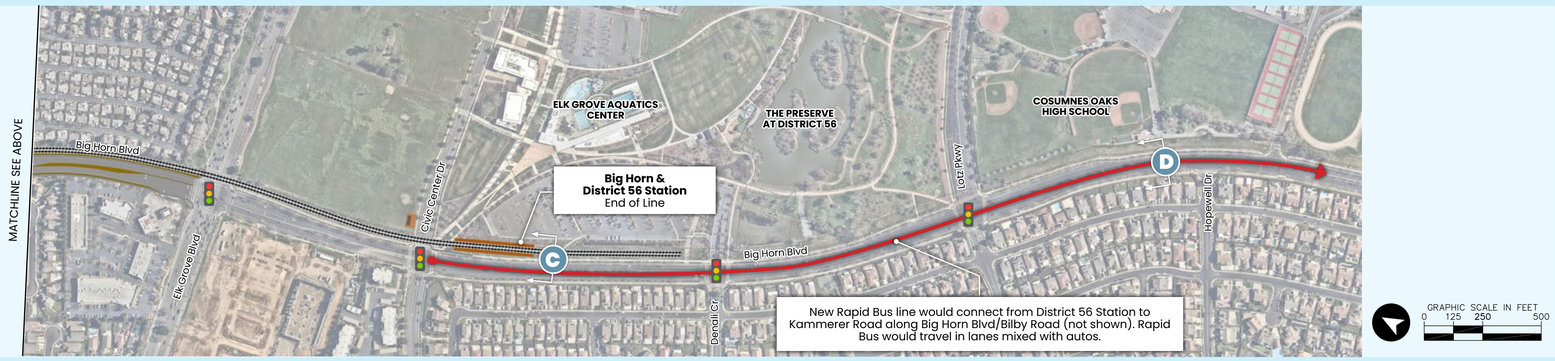
***Light Rail to Kammerer Road, Operating Mixed with Traffic***


# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

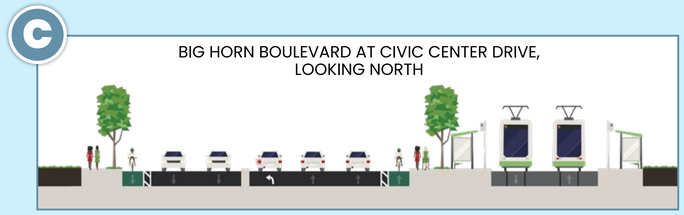
## **ALTERNATIVE 1:** LIGHT RAIL EXTENSION TO DISTRICT 56, RAPID BUS TO KAMMERER ROAD

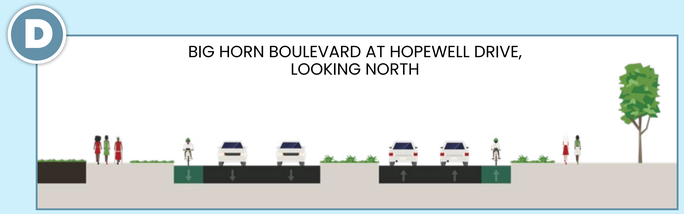










- Extends light rail service 3.6 miles from Cosumnes River College (CRC) to District 56.
- Light rail operates every 15 minutes throughout the day.
- Adds **three new light rail stations** in the City of Elk Grove.
- Light rail alignment:
  - Continues on the **west side of Bruceville Road** south of CRC to Calvine Road.
  - Transitions to **center-running** on Bruceville Road
  - Turns onto Big Horn Boulevard and continues center-running.
  - Shifts to the **east side of Big Horn Boulevard** from Red Elk Drive to District 56.
- 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.

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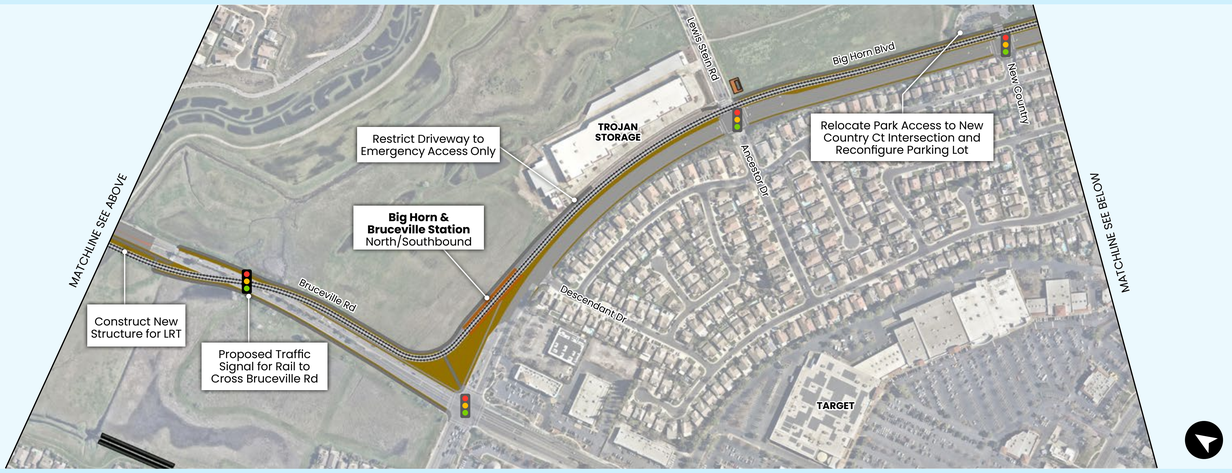
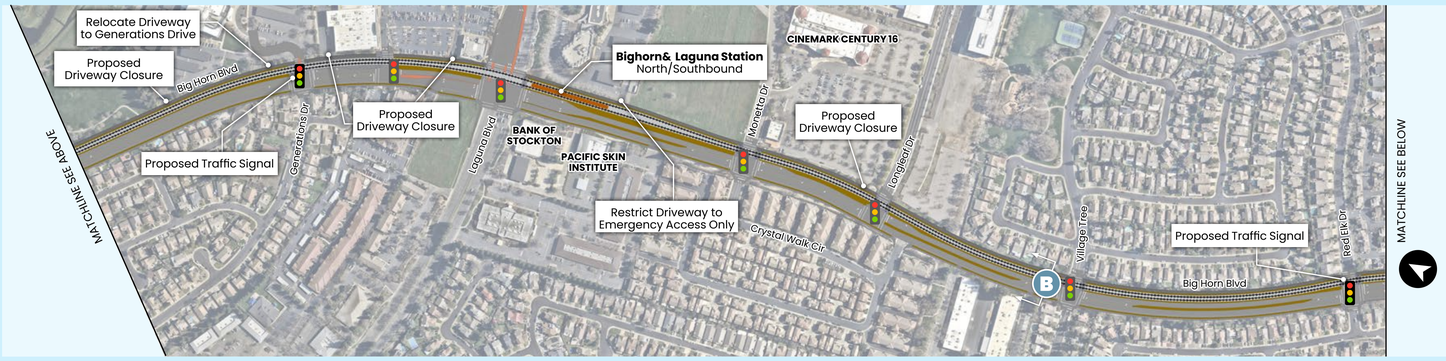
## **ALTERNATIVE 2:** LIGHT RAIL EXTENSION TO KAMMERER ROAD

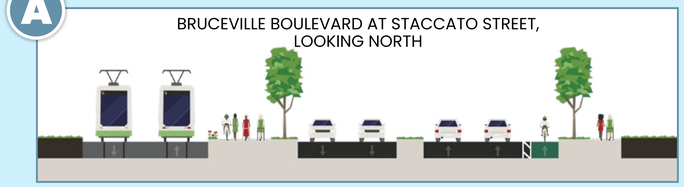





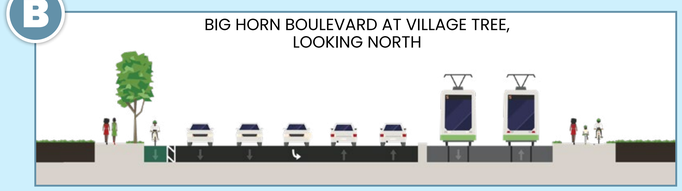
**A**

BRUCEVILLE BOULEVARD AT STACCATO STREET, LOOKING NORTH



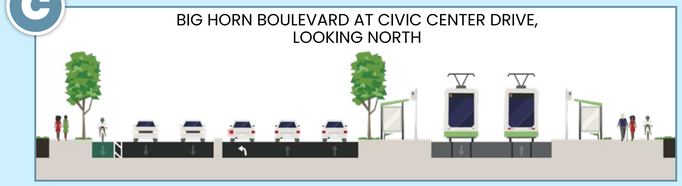
**B**

BIG HORN BOULEVARD AT VILLAGE TREE, LOOKING NORTH



**C**

BIG HORN BOULEVARD AT CIVIC CENTER DRIVE, LOOKING NORTH



- Extends high-frequency light rail service 6.4 miles from Cosumnes River College (CRC) to Kammerer Road.
- Light rail operates every 15 minutes throughout the day.
- Adds **seven new light rail stations** in the City of Elk Grove.
- Light rail alignment:
  - Continues on the **west side of Bruceville Road** south of CRC to near Elk Grove Creek.
  - Shifts to the **east side of Bruceville Road** to connect with Big Horn Boulevard.
  - Operates on the **north/east side of Big Horn Boulevard** from Bruceville Road to Bilby Road.
  - Continues along future, not yet constructed streets between Bilby Road and north of Kammerer Road.

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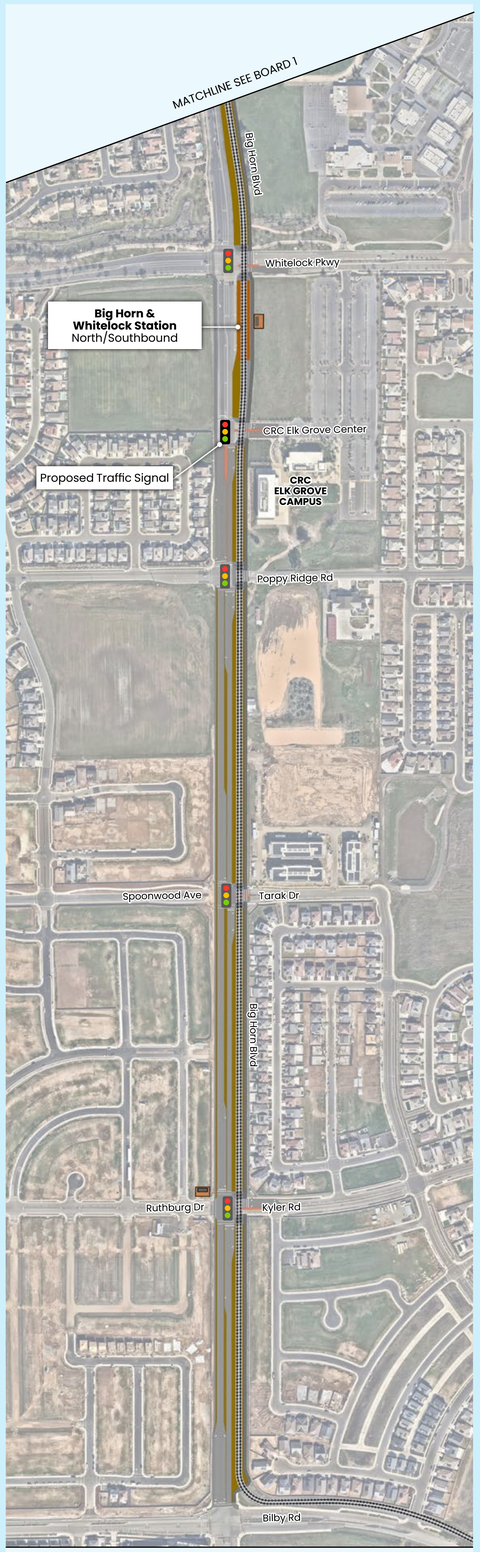
## **ALTERNATIVE 2:** LIGHT RAIL EXTENSION TO KAMMERER ROAD





GRAPHIC SCALE IN FEET
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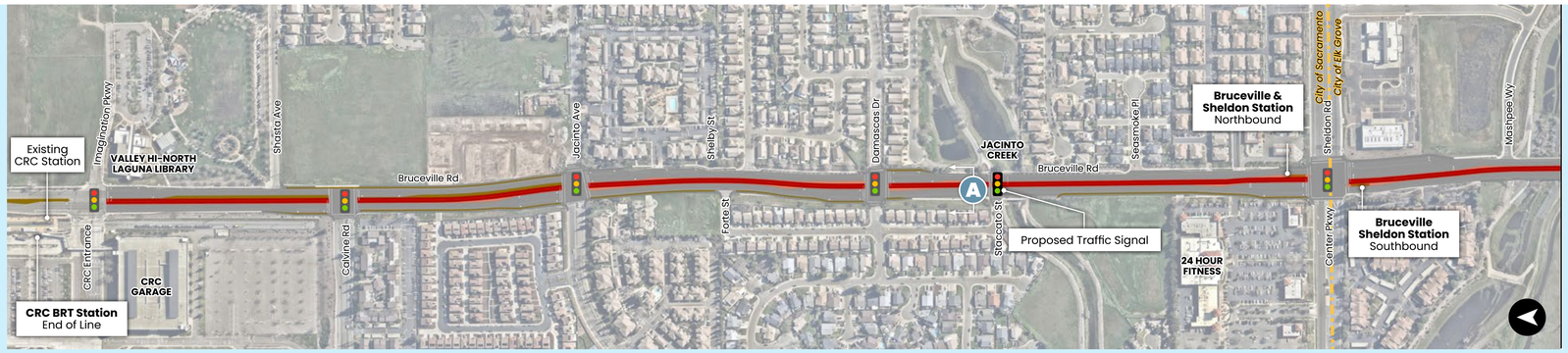
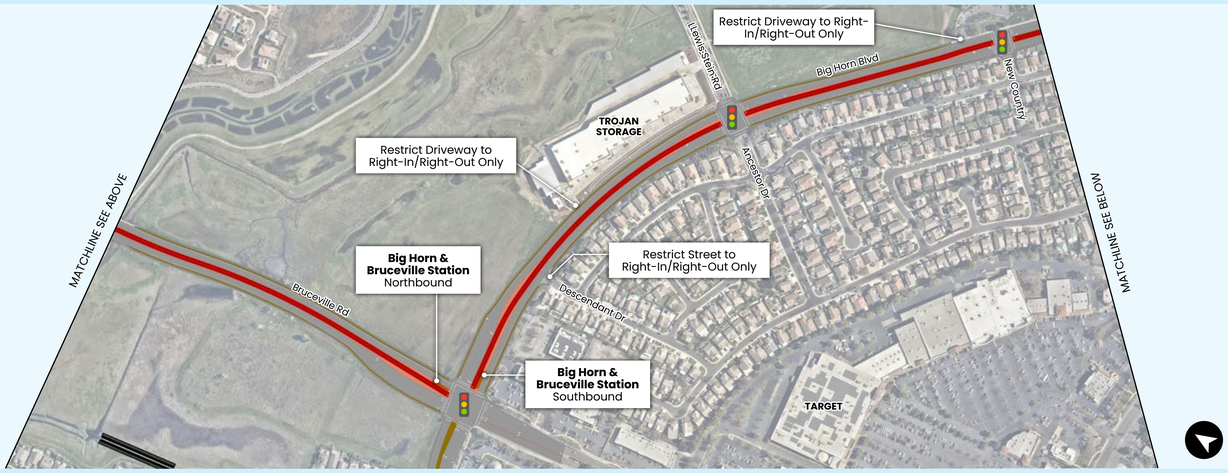
# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

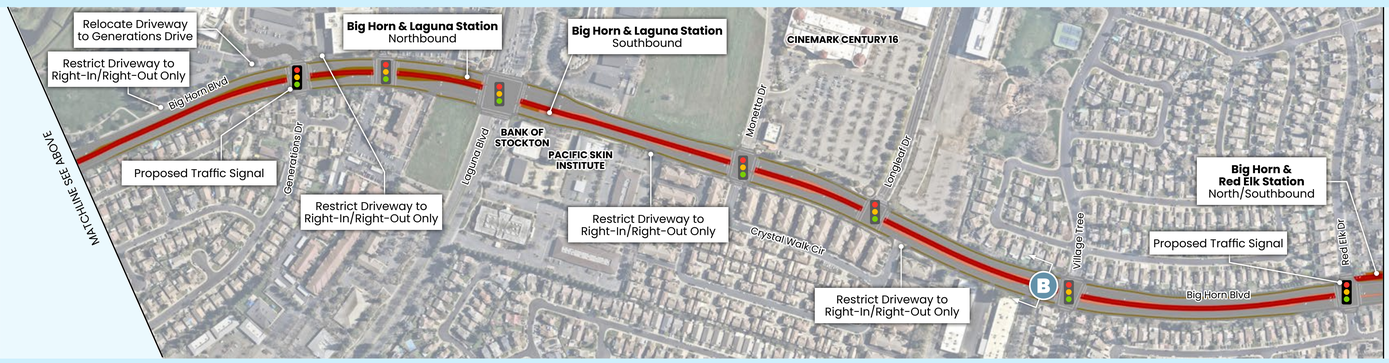
City of Elk Grove

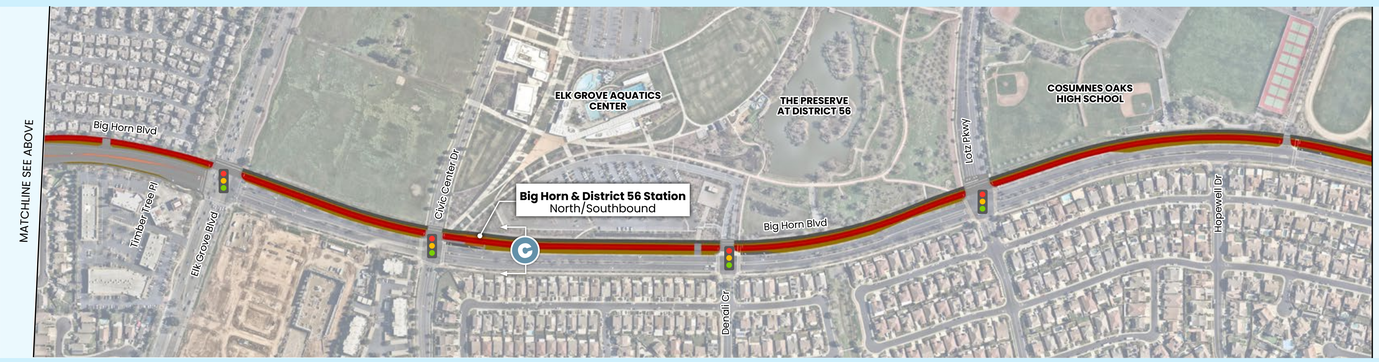
SACRAMENTO REGIONAL TRANSIT

## **ALTERNATIVE 3:** BUS RAPID TRANSIT TO KAMMERER ROAD

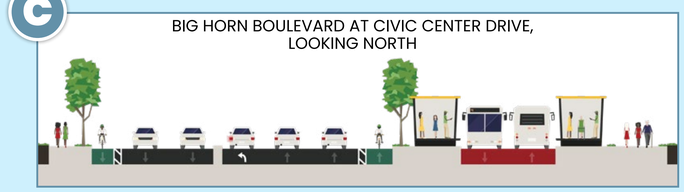


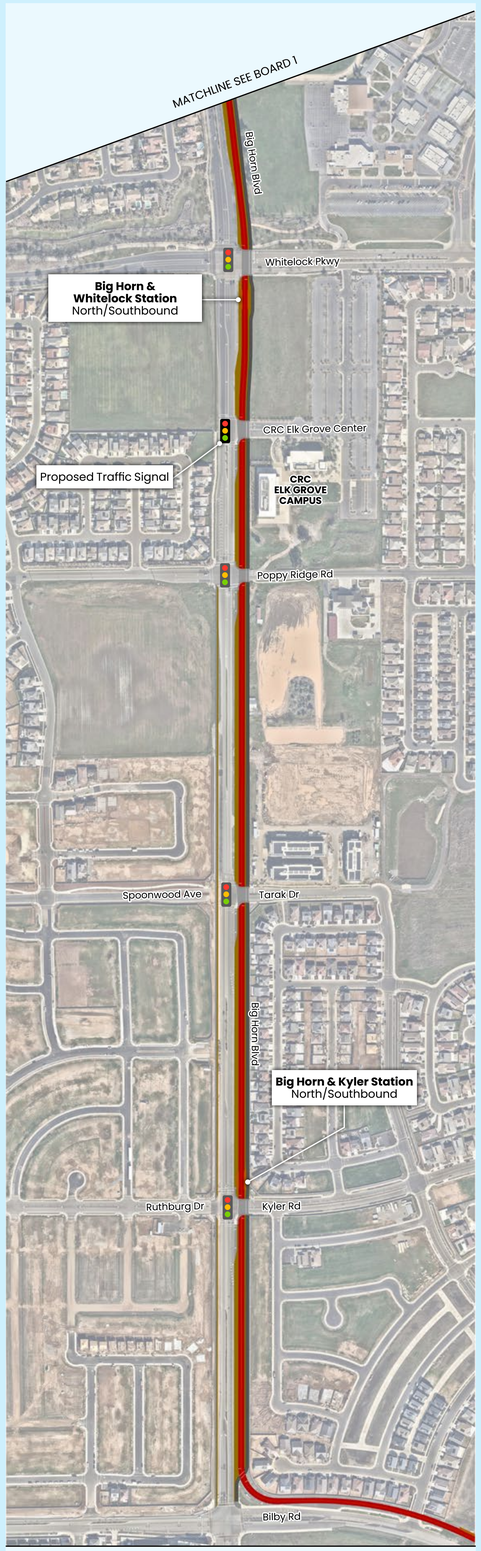


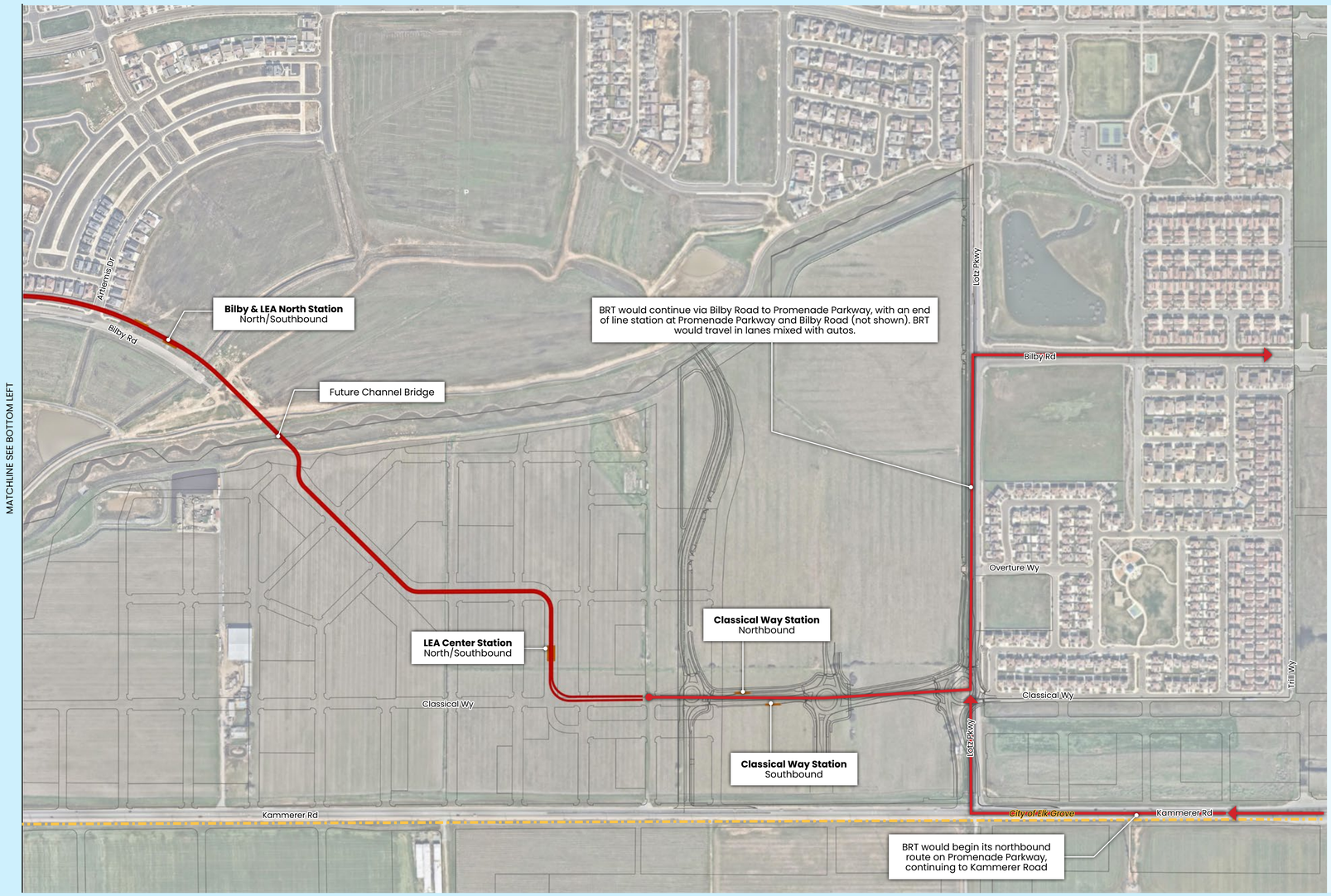




- Implements 7.4 miles of Bus Rapid Transit (BRT) service from Cosumnes River College (CRC) to Sky River Casino.
- Buses operate every 15 minutes throughout the day.
- Adds **12 new BRT stations**, with 11 stations located within the City of Elk Grove.
- BRT alignment:
  - **Center-running in the median of Bruceville Road and Big Horn Boulevard** from CRC to Red Elk Drive.
  - Dedicated guideway on the **east side of Big Horn Boulevard** from Red Elk Drive to Bilby Road.
  - Operates along future, not yet constructed streets between Bilby Road and Lotz Parkway.
  - Turnaround near Sky River Casino.

# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

## **ALTERNATIVE 3:** BUS RAPID TRANSIT TO KAMMERER ROAD




GRAPHIC SCALE IN FEET
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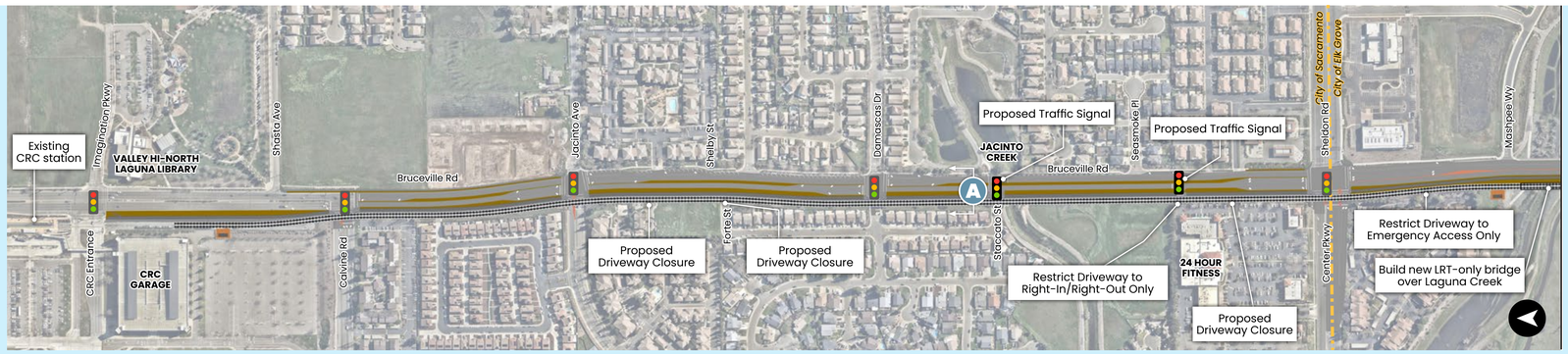
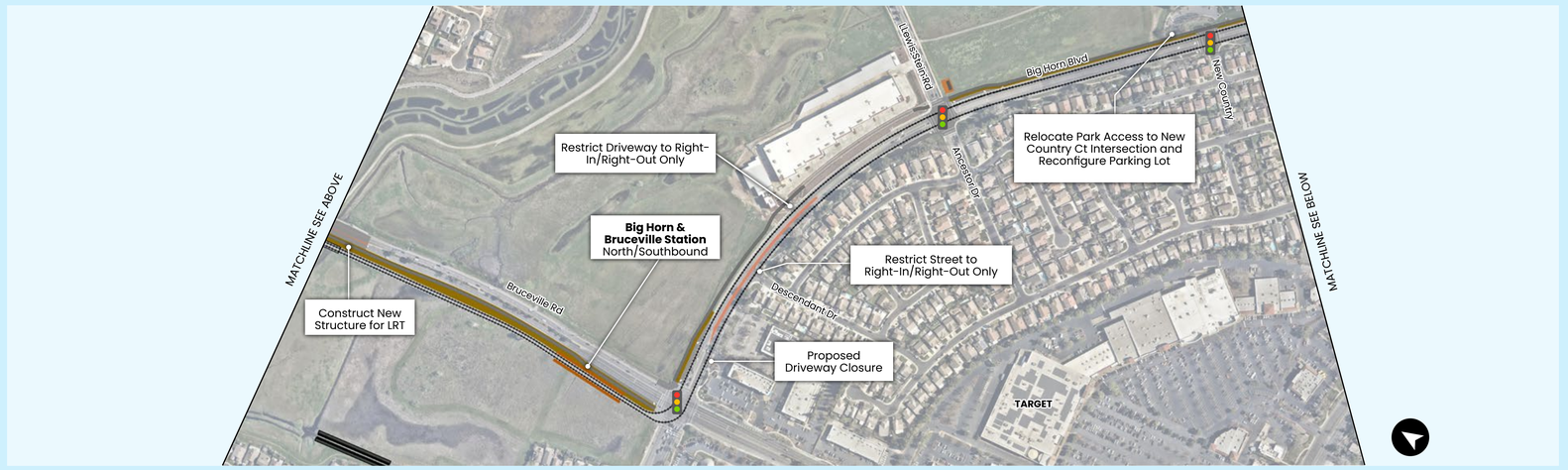
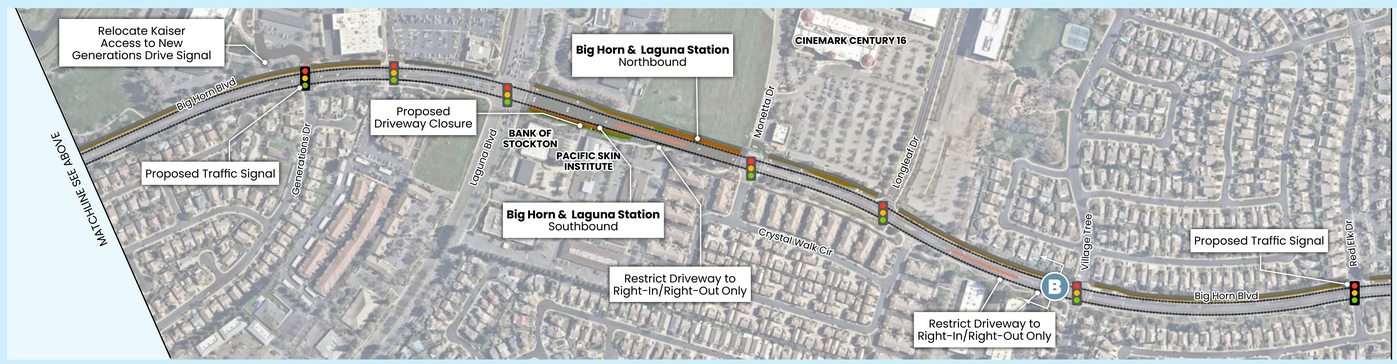
# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

## ALTERNATIVE 4: LIGHT RAIL EXTENSION TO KAMMERER ROAD, PORTIONS IN MIXED TRAFFIC

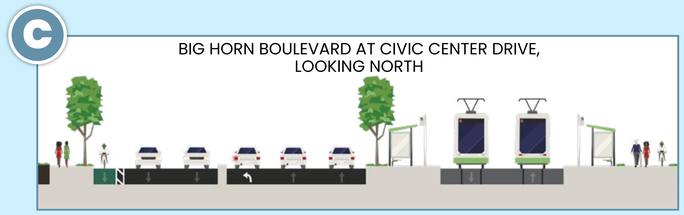









- Extends high-frequency light rail service 6.4 miles from Cosumnes River College (CRC) to Kammerer Road, similar to Alternative 2.
- Light rail operates every 15 minutes throughout the day.
- Adds **seven new light rail stations** in the City of Elk Grove.
- Light rail alignment:
  - Operates on the **west side of Bruceville Road** from CRC to Big Horn Boulevard.
  - Then runs in **mixed traffic lanes alongside autos on Big Horn Boulevard** between Bruceville Road and Elk Grove Boulevard.
  - Shifts to the **east side of Big Horn Boulevard** at Civic Center Drive
  - **Continues past District 56** with the same alignment to Kammerer Road as Alternative 2.

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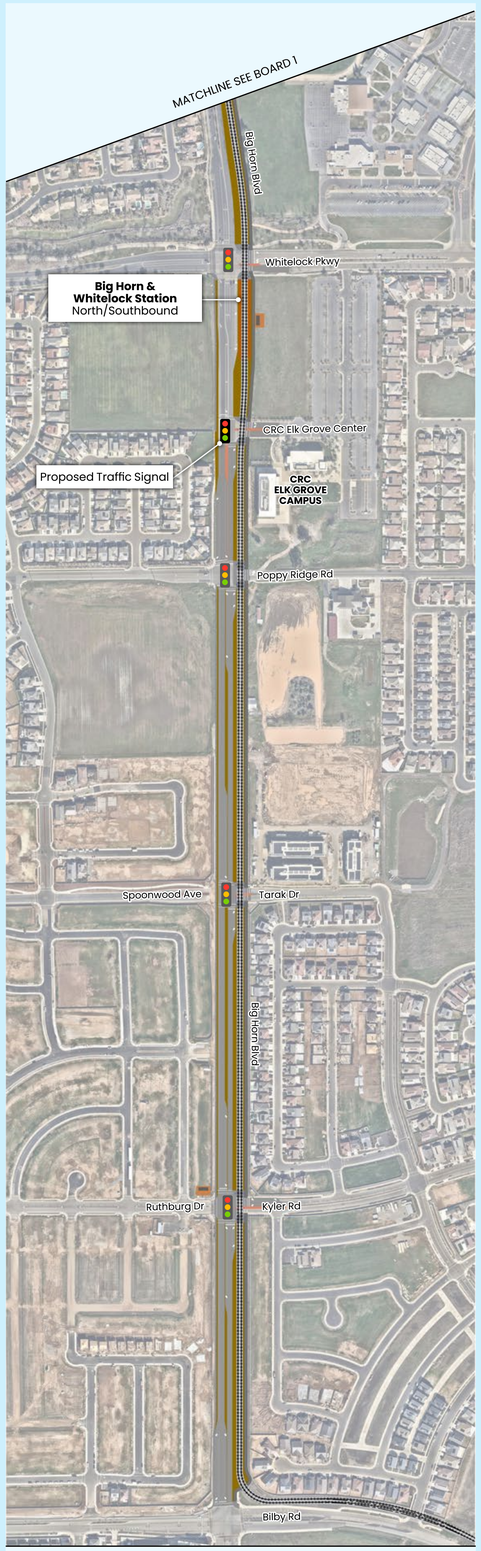
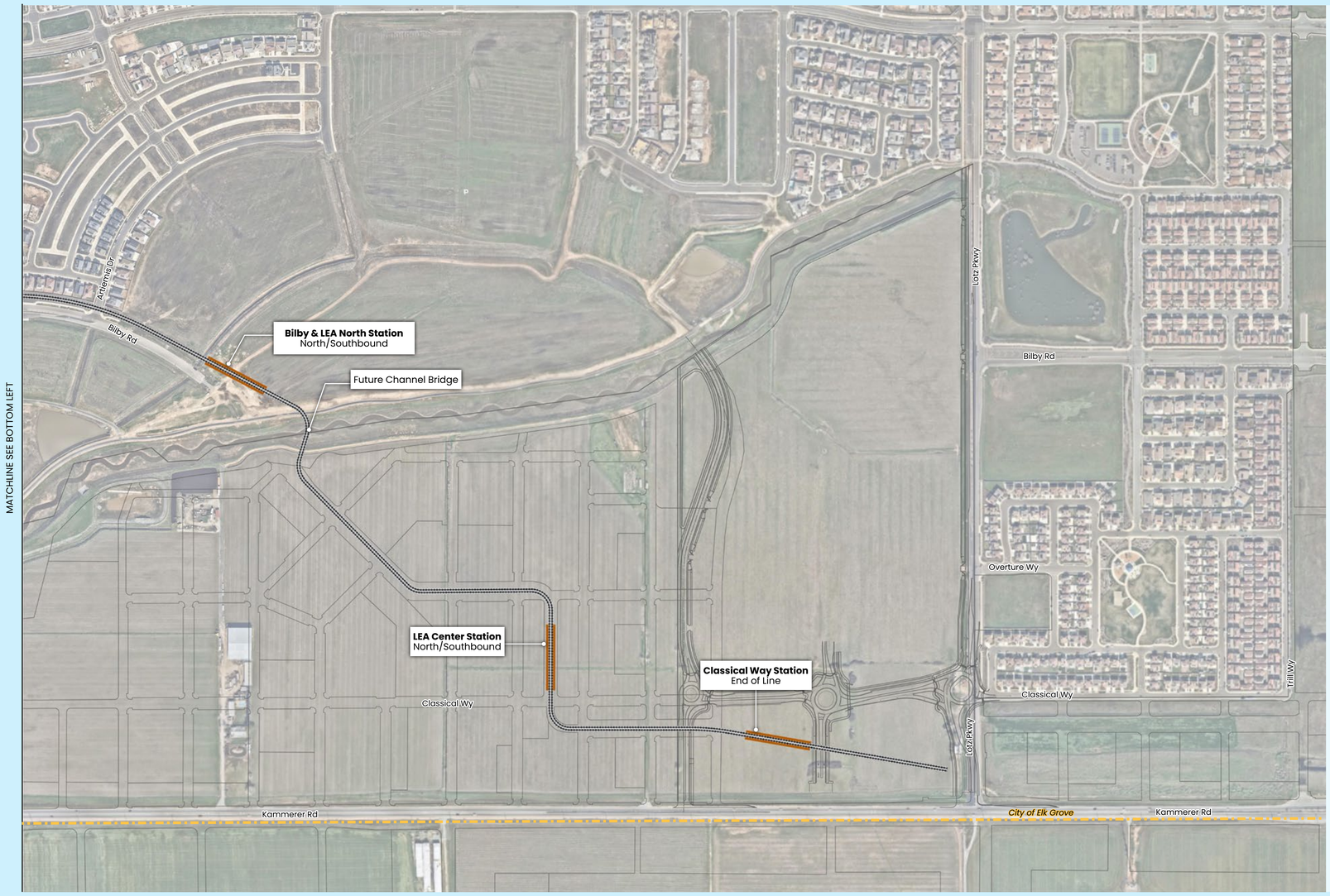
## **ALTERNATIVE 4:** LIGHT RAIL EXTENSION TO KAMMERER ROAD, PORTIONS IN MIXED TRAFFIC



# Blue Line/Bus Rapid Transit to Elk Grove Implementation Plan

## STATION AREA PLACE TYPE ASSESSMENT

The Station Area Vision Plan explores how Elk Grove's future transit stations can grow into vibrant, connected neighborhoods. It focuses on four key station areas and outlines how each can become more walkable, accessible, and supportive of public transit.

The plan builds on the City's General Plan and promotes Transit-Oriented Communities—places where homes, jobs, and services are close to transit, making it easier to get around and helping to reduce traffic.

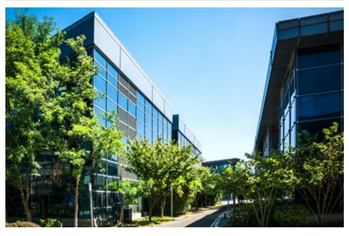
The goal is to help the City of Elk Grove, community members, and future developers make smart, coordinated decisions that guide growth, improve transportation options, and create great places to live and work.

### *Stations and Corresponding Place Types Categories*

#### EDUCATION CENTER

Big Horn & Whitelock Station

#### EMPLOYMENT HUB

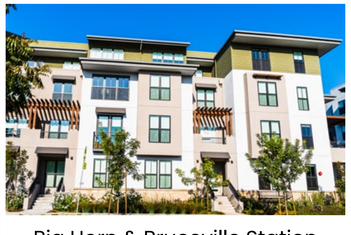


LEA Center Station

#### EMERGING COMMUNITY

Bilby & LEA North Station

#### NEIGHBORHOOD DESTINATION



Big Horn & Bruceville Station
Big Horn & Red Elk Station
Big Horn & District 56 Station
Big Horn & Kyler Station

#### SUBURBAN RETAIL RETROFIT

Bruceville & Sheldon Station
Big Horn & Laguna Station

#### REGIONAL ACTIVITY CENTER

Classical Way Station
Promenade Parkway Station

- Bruceville / Sheldon Station
- Big Horn / Bruceville Station
- Big Horn / Laguna Station
- Big Horn / Red Elk Station
- Big Horn / District 56 Station
- Big Horn / Whitelock Station
- Big Horn / Kyler Station
- Bilby / LEA North Station
- LEA Center Station
- Classical Way Station
- Promenade Parkway Station

### *Big Horn and Bruceville Station*


### *Big Horn & Laguna Station*

### *Big Horn & Whitelock Station*

# ALTERNATIVES 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

| EVALUATION CRITERIA | NO BUILD<br>Existing Configuration in Future Conditions | ALTERNATIVE 1<br>Light Rail to District 56, Bus Rapid to Kammerer Road | ALTERNATIVE 2<br>Light Rail to Kammerer Road | ALTERNATIVE 3<br>Bus Rapid Transit to Kammerer Road | ALTERNATIVE 4<br>Light Rail to Kammerer Road, Partially Operating Mixed with Traffic |
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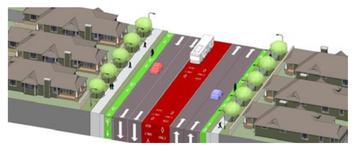
| | |  |  |  |  |
| **Traffic** | | | | | |
| **Corridor Traffic Congestion** | Without the project, Bruceville/Sheldon and Big Horn/Bruceville intersections will experience significant increase in delay relative to current conditions and not meet City's performance targets. All other locations on the corridor meet performance targets. | Median-running LRT can proceed when through traffic proceeds. Project increases delay relative to No-Build at each of Bruceville/Sheldon and Big Horn/Bruceville intersections by up to 8 seconds per vehicle. All other locations experience minimal change in average traffic congestion. | Side-running LRT can proceed when through traffic proceeds. Right-turns across the rail corridor are not allowed when trains are present. Traffic delays are similar to No-Build along Bruceville, but adds up to 6 seconds per vehicle at several signals along Big Horn. Adds a new signal on Bruceville north of Big Horn for rail to cross-over. | Essentially the same effect on traffic as Alternative 1 north of District 56 and Alternative 2 south of District 56. | Delays are very similar to Alternative 1 north of District 56 and Alternative 2 south of District 56. Additional delay of a few seconds at Big Horn/Bruceville and Big Horn/Civic Center relative to other alternatives associated with the light rail crossing the roadway. The effect of the light rail vehicle in the lanes themselves is minor with only 4 trains per hour per direction. |
| **Vehicle Miles Traveled Reduction** | VMT continues to grow relative to current conditions; does not encourage use of alternative modes. | Reduces VMT by approximately 2,042 miles per day, resulting in a moderate decrease in auto traffic along the corridor. | Reduces VMT by approximately 5,935 miles per day, resulting in the largest decrease in auto traffic along the corridor. | Reduces VMT by approximately 1,509 miles per day, resulting in a moderate decrease in auto traffic on the corridor. | While generally similar to Alternative 2, longer transit trip times result in relatively less incentive to switch to transit. |
| **Community Auto Access & Circulation** | No changes to local access or circulation. | Movements across the tracks are limited to signalized intersections. 3 new signals would be added, 9 driveways would be modified to right-in/right-out only, 1 would be relocated, and 1 would be closed. Requires out-of-direction travel for some to access side-streets and driveways. | Unsignalized crossings of the tracks would not be allowed. Therefore, 3 signals would be added, 17 driveways would be closed, and 1 would be modified. Requires installation of grade crossing warning devices and associated equipment at signalized intersections. | Movements across the busway are limited to signalized intersections. 3 new signals would be added and 9 driveways would be modified. Requires out-of-direction travel for some to access side-streets and driveways. | Unsignalized crossings of the tracks would not be allowed, except in the in-lane running portion. Therefore, 5 signals would be added, 6 driveways would be closed, 5 would be modified to right-in/right-out only, and 1 would be relocated. |
| **Transit** | | | | | |
| **Travel time on transit** | Transit travel time remains uncompetitive with autos. Existing bus does not receive any priority and travels with traffic, plus added delay for stopping at bus stops. Travel time from CRC to D56 can be up to 18 minutes. | Fewer stops and dedicated guideway make transit travel much faster. Still requires transfer for connections south of D56. Travel time cut nearly in half to 10 minutes from CRC to D56. | Fewer stops and dedicated guideway make transit travel much faster. Alternative results in the greatest travel time benefits, with a travel time of 9 minutes from CRC to D56. Also provides travel time benefits south of D56 and does not require a transfer. | Alternative is not quite as fast as Alternative 2 due to additional stops. Estimated travel time of 12 minutes from CRC to D56. Also provides travel time benefits south of D56 and does not require a transfer. | Alternative is not quite as fast as Alternative 2 due to operating in mixed traffic. Estimated travel tof 11 minutes from CRC to D56. Also provides travel time benefits south of D56 and does not require a transfer. |
| **Access to High-Frequency Transit** | No expansion of high-frequency transit into Elk Grove. Trips in Elk Grove continue to be made via local bus and connections to CRC require driving or taking local bus with no priority treatments. No additional population gains access to high-frequency transit service under this scenario. | Extends high-frequency LRT from CRC to District 56 with 3 new LRT stations. South of District 56, Rapid Bus in mixed traffic that is timed to meet every train. Approximately 7,130 existing residents would be within walking distance and 50,391 existing residents within biking distance of a station. | Extends high-frequency LRT from CRC to Kammerer Road, with 7 new LRT stations. Approximately 8,792 existing residents would be within walking distance and 53,656 existing residents within biking distance of a station. | Implements new high-frequency BRT from CRC to Kammerer Road with 12 new BRT stations. Approximately 13,883 existing residents would be within walking distance and 64,760 existing residents would be within biking distance of a station. | Extends high-frequency LRT from CRC to Kammerer Road, with 7 new LRT stations. Approximately 8,792 existing residents would be within walking distance and 53,656 existing residents within biking distance of a station. |
| **Transit Ridership** | No change in transit ridership | Significant ridership growth, but less than other alternatives due to LRT only extending to D56. | Largest ridership growth of any alternative. | Moderate ridership growth, less than Alts 2 and 4 due to required transfer at CRC to connect to Blue Line. | Less ridership growth than Alternative 2 due to longer LRT travel times. |
| **Cost to Ride** | $$ For non-pass holders, requires purchasing transfer ticket to connect between LRT and bus. Cost to ride from Elk Grove into Sacramento via LRT is $2.75. | $ Allows users from D56 and north to travel from Elk Grove to Sacramento on LRT on one ticket. Cost to ride from Elk Grove into Sacramento is $2.50. Users south of D56 would still need to pay the 25 cent transfer fee. | $ Allows users on entire corridor to travel from Elk Grove to Sacramento on LRT on one ticket. Cost to ride from Elk Grove into Sacramento is $2.50. | $$ For non-pass holders, requires purchasing transfer ticket to connect between LRT and BRT. Cost to ride from Elk Grove into Sacramento via LRT would be $2.75. | $ Identical to Alternative 2<br>Cost to ride from Elk Grove into Sacramento on LRT would be $2.50. |
| **Active Transportation** | | | | | |
| **Bicycle and Pedestrian Circulation and Safety** | No project-specific improvements; maintains existing Class II bike lanes | Project assumed to include buffered bike lanes along entire extent from CRC to D56 and intersection safety upgrades. Rebuilds sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Big Horn. | Project would include a separated, multi-use path and intersection safety improvements on one side along nearly its entire alignment. Also provides buffered bike lane on opposite side of street from multi-use path. Requires longer crossing distance for pedestrians on Big Horn. | Project assumed to include buffered bike lanes along entire extent from CRC to D56 and intersection safety upgrades. Includes a separated multi-use path south of D56. Rebuilds sidewalk on both sides to meet current standards. Requires longer crossing distance for pedestrians on Big Horn. | Project would include a separated, multi-use path and intersection safety improvements on one side along nearly its entire alignment. Requires longer crossing distance for pedestrians on Big Horn. |
| **Infrastructure** | | | | | |
| **Construction Impacts** | No construction | Requires significant reconstruction of the roadway to build a median guideway. Anticipated to require reconstruction of Bruceville Rd bridge over Laguna Creek. Anticipated 4 year minimum duration of construction impacts. | By staying on one side of the street, some portions of roadway do not require full roadway reconstruction. Requires a new rail-only bridge over Laguna Creek. Anticipated 5 year minimum duration of construction impacts. | Bus guideway is faster to build than rail; however, median placement north of D56 will require reconstruction of most of roadway. Not anticipated to require any new bridge construction at Laguna Creek. Anticipated 3 year minimum duration of construction impacts. | Does not require construction impacts to existing roadway bridge over Laguna Creek. Constructing rail tracks within the roadway will require long periods of lane closures along Big Horn Boulevard in in-lane running segment. By staying on one side of the street south of D56, some portions of roadway do not require full roadway reconstruction. Anticipated 5 year minimum duration of construction impacts. |
| **ROW Needs** | No new ROW acquisition; no impact on private property | Impacts 31 private properties. The degree of impact varies by property — nearly all properties would experience only minor frontage, driveway, or access changes. | Impacts 42 private properties. The degree of impact varies by property — most properties may experience only minor frontage, driveway, or primary access changes, while a few could require significant right-of-way or full acquisition. | Impacts 28 private properties. The degree of impact varies by property — nearly all properties would experience only minor frontage, driveway, or access changes. | Impacts 35 private properties. The degree of impact varies by property — most properties may experience only minor frontage, driveway, or primary access changes, while a few could require significant right-of-way or full acquisition. |
| **Costs** | | | | | |
| **Operating Costs** | No Cost | $$ The annual operating cost represents an increase of approximately 80% in the cost to operate transit in Elk Grove. | $$$ The annual operating cost for this alternative represents a more than doubling of the cost to operate transit in Elk Grove. | $ The annual operating cost for this alternative represents a relatively modest increase of approximately 30% in the cost to operate transit in Elk Grove. BRT is much cheaper to operate than LRT. | $$$$ The annual operating cost for this alternative represents a substantially more than doubling of the cost to operate transit in Elk Grove. More than 10% higher operating cost than Alternative 2 due to slower LRT speeds. |
| **Capital Costs** | No Cost | $$ Slightly lower cost than Alternative 2 per mile, but a much shorter LRT extension makes it cost roughly half of Alternative 2. | $$$$ This is the most capital-intensive option, with a marginally higher cost than Alternative 1 per mile. | $ This option has the lowest capital cost due to the much lower cost of BRT than LRT, even with the much longer length than Alternative 1. | $$$ Operating in-lane provides approximately 10% cost savings relatively to Alternative 2, but still much higher than Alternative 1 due to longer length. |
| **Sustainability** | | | | | |
| **Air Quality/ Greenhouse Gas Reduction** | No transportation system enhancements or mode shift strategies would be implemented related to this project. No reduction in auto trip miles, improvement in air quality or reduction in greenhouse gas (GHG) emissions is anticipated. | Projected reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 301 metric tons of $CO_2e$ per year in greenhouse gas emissions and air pollutants. | Projected reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 875 metric tons of $CO_2e$ per year in greenhouse gas emissions and air pollutants — a significant decrease in emissions. | Projected reduction in vehicle miles traveled (VMT) region wide resulting in a reduction of approximately 222 metric tons of $CO_2e$ per year in greenhouse gas emissions and air pollutants — a modest decrease in emissions. | No ridership model was conducted for this alternative. However, vehicle miles traveled (VMT) reduction benefits are expected to be similar to Alternative 2, with greenhouse gas (GHG) emissions reductions assumed to be comparable or slightly lower due to longer projected trip times. |
| **Economic Activity** | | | | | |
| **Economic Activity** | No major transit investment is made. Development patterns continue similar to current trends without transportation catalyst. Traffic congestion and parking requirements may limit development potential. Without improved service or new stations, there's little potential to spur additional economic activity or support higher-density activity. | Likely to encourage redevelopment near the three Elk Grove Stations. | With 7 stations and the fastest travel time, strongest potential for attracting development activity throughout the corridor. | Provides a new high frequency transit option and 11 stations in Elk Grove to improve mobility and encourage development, but historically BRT serves as less of a catalyst than LRT for development activity. | Similar to Alternative 2. |