

WELCOME

Nevada County Transit Services is looking to redefine and improve its transit service in Western Nevada County. Your input will be used to inform public transit improvements!

The reenvisioning of transit in Western Nevada County will focus on the following objectives:



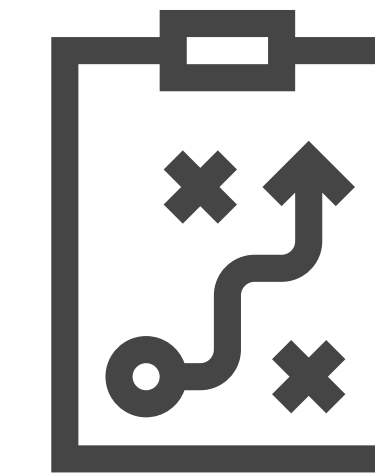
ANALYSIS

Evaluating the current transit system and understanding trends.



ENGAGEMENT

Learning about transit needs from the community and stakeholders.



STRATEGIES

Identifying potential transit system improvements to better serve the community

What happens after today?

Ongoing community engagement will inform these next steps.

1

Understand transit conditions and needs
We'll use what you tell us today to inform this step

2

Develop service scenarios that
respond to local needs

3

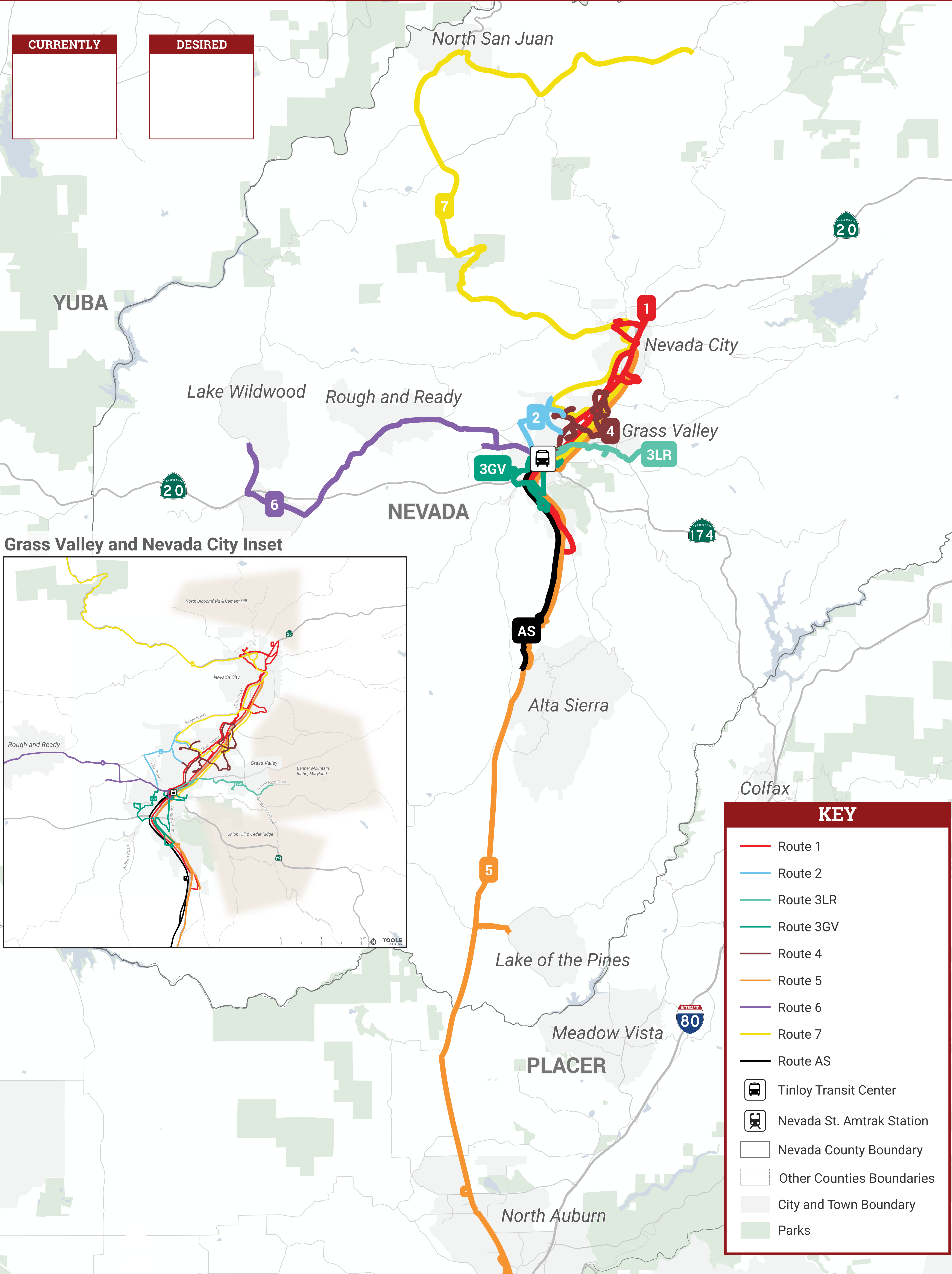
Deliver final plan
in Fall 2026

WHERE DO YOU TAKE TRANSIT TO/FROM?



CURRENTLY

DESIRED



KEY

- Route 1
- Route 2
- Route 3LR
- Route 3GV
- Route 4
- Route 5
- Route 6
- Route 7
- Route AS
- Tinloy Transit Center
- Nevada St. Amtrak Station
- Nevada County Boundary
- Other Counties Boundaries
- City and Town Boundary
- Parks

EXISTING TRANSIT TODAY



Transit in Western Nevada County is provided through Nevada County Connects and Nevada County Now.

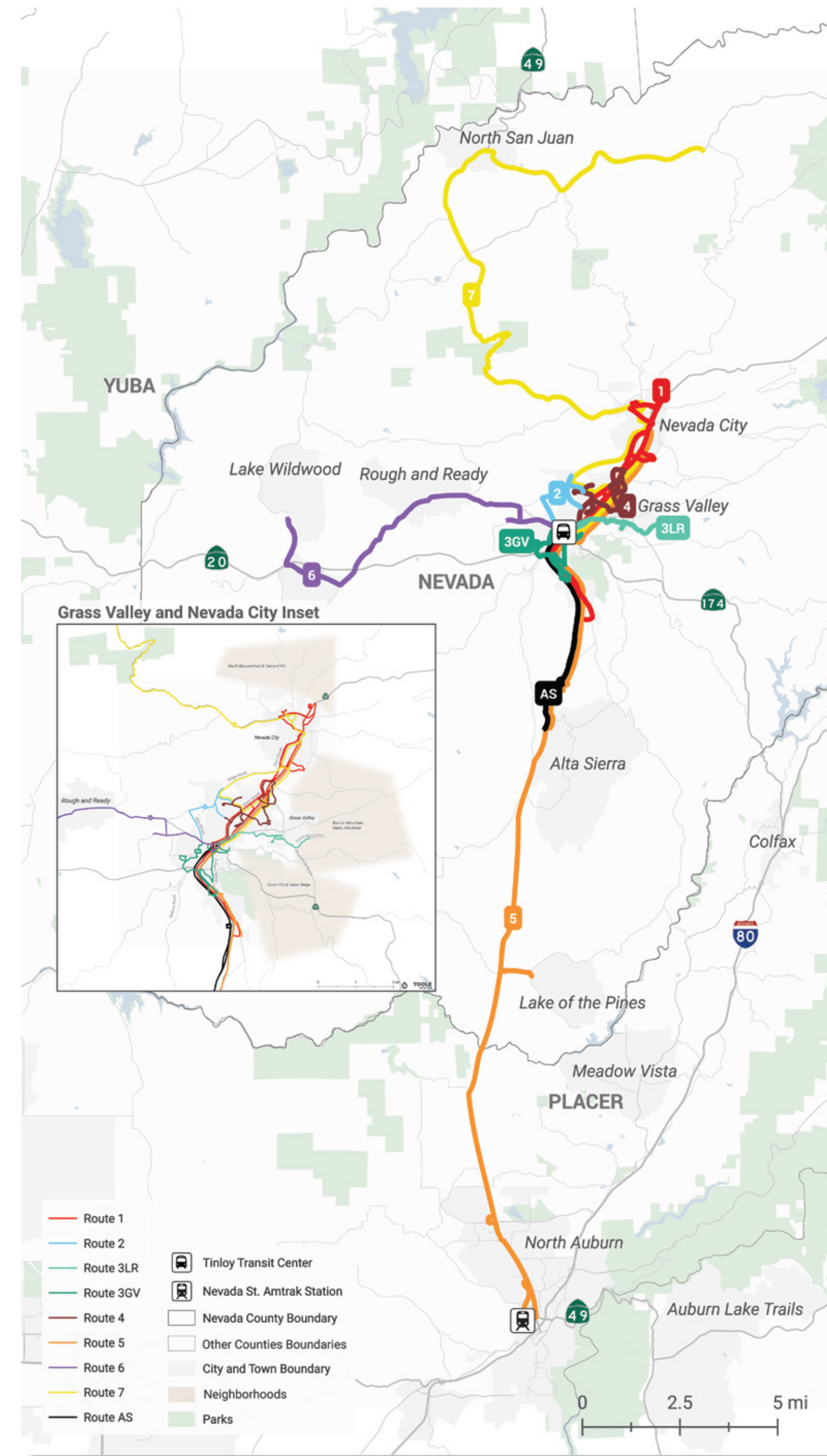
Nevada County Connects

Nevada County's fixed-route transit service.

- 8 fixed routes + special routes
- Operates on weekdays and Saturdays
- Route 1 comes every 30 minutes and has highest ridership
- Other routes come every 1 to 2 hours

FIXED ROUTES:

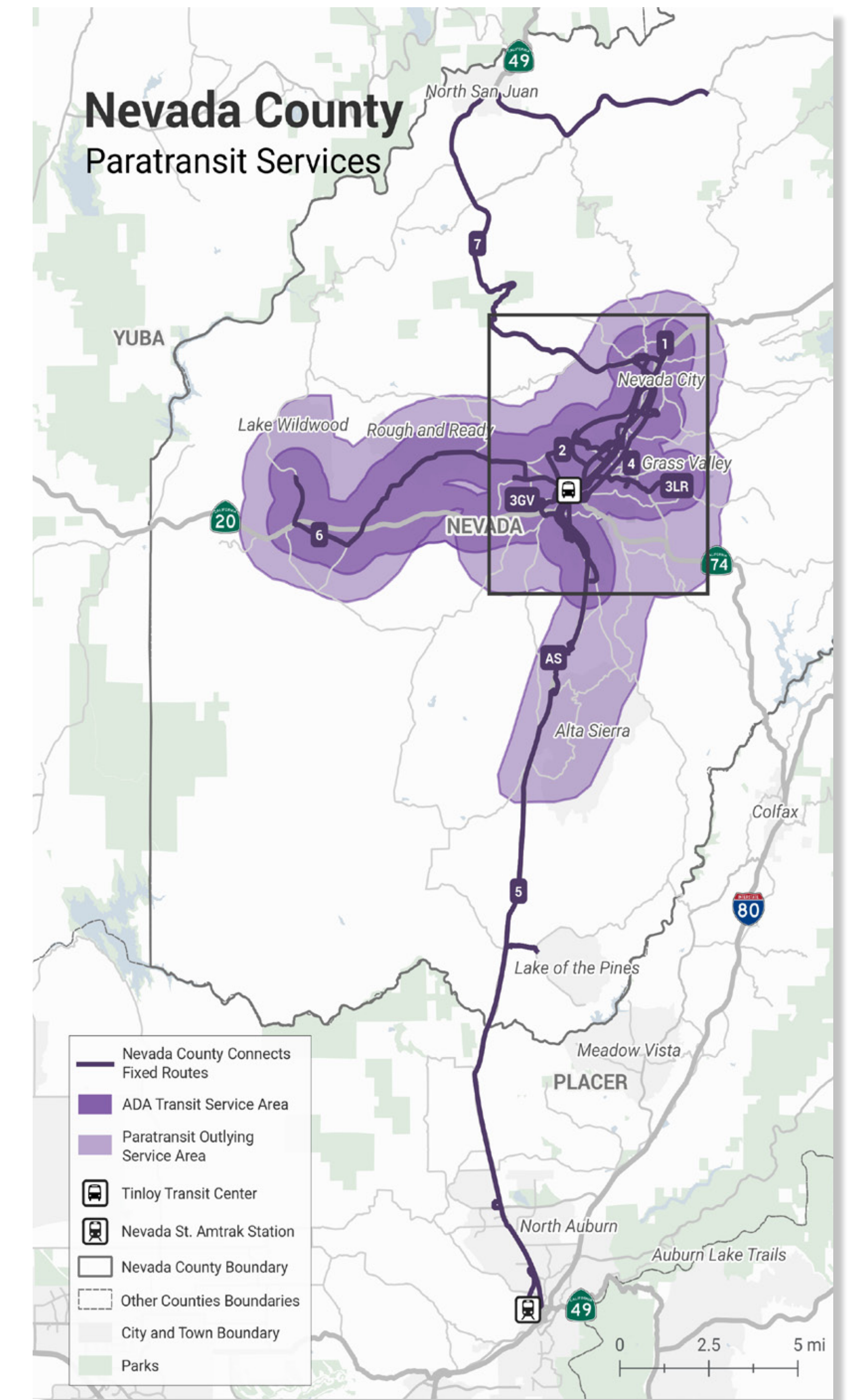
- Route 1** Nevada City
- Route 2** Ridge Road Loop
- Route 3** Loma Rica/Grass Valley Loops
- Route 4** Brunswick Basin
- Route 5** Auburn
- Route 6** Penn Valley/Lake Wildwood
- Route 7** North San Juan
- Route AS** Alta Sierra



Nevada County Now

Nevada County's Paratransit service.

- Service for seniors age 65+ or ADA* certified people
- Operates on weekdays and Saturdays
- Two types: ADA* Service with scheduling the day before, or Dial-A-Ride Service with same-day scheduling
- Service area: 3/4-mile buffer around fixed routes



* ADA - Americans with Disabilities Act

BUS FREQUENCY AND COVERAGE



Transit improvements often involve tradeoffs because resources are limited. One of the most important tradeoffs is between frequency and coverage.

Imagine there are only **16 buses** available in a town and they're used in two scenarios.

SCENARIO A

The 16 buses serve a **small area with two routes**. Each route would have eight buses.



SCENARIO B

The 16 buses serve a **large area with six routes**. Each route would have two or three buses.



Now imagine a rider, Winona, taking the bus in both scenarios.

- She can travel at many different times during the day.
- If she misses a bus, another one comes in 15 minutes.
- Her destination might not be close to the stop.

- She must plan her trip around limited times.
- If she misses the bus, the next one would be 60 minutes away.
- The bus may stop closer to her destination.

If only one improvement could be made to public transit in Western Nevada County, which would make you most likely to ride more often?

PLACE A DOT NEXT TO YOUR RESPONSE

SCENARIO A - Buses came more often (*but went to fewer destinations*)

SCENARIO B - Buses went to more destinations (*but came less often*)

I WOULD USE PUBLIC TRANSIT MORE IF...



Place a dot next to your top 3 or add your own response.

Buses got me to my destination faster

I could count on buses to arrive on time

There was more information about bus routes and schedules

Buses ran earlier in the morning and later at night

Buses ran more on weekends

Bus fares were cheaper and easier to understand

Routes were easier to understand

More bus stops had amenities like covered shelters and benches

Other *(use sticky note)*

WE WANT TO HEAR FROM YOU



Please let us know if you have any additional feedback about transit in Western Nevada County.