

# STATION CLOSURE AND RELOCATION TO ROSEVILLE ROAD OPTION

## Weekday Service

All buses would be rerouted from Watt/I-80 station to Roseville Road station

Buses would no longer stop at Watt/I-80 station

All bus and train transfers would take place at Roseville Road station

No changes to number of trips or hours of service to any route

Direct access to light rail from Watt Avenue would be replaced by taking one of the following bus routes to the Roseville Road station; non-pass holders would need additional fare to transfer.

## 1 GREENBACK

The Route 1 schedule would be unchanged along the route, but connections with some buses would change. **Riders transferring from Route 19 to Route 1 would likely miss their existing bus** and have to catch the next Route 1 bus. Riders transferring from Route 1 to Route 19 would have to catch an earlier Route 1 bus in order to catch their same Route 19 bus. Similar impacts would likely occur between **Route 1 and Routes 15 and 93**. Connections to light rail and Route 15 would become cross-platform (instead of via stairs/elevator) and would have minimal impacts.

## 15 RIO LINDA BLVD

The Route 15 scheduled would be unchanged. Route 15 would arrive at and leave from Roseville Road station at the same time it currently arrives and leaves from Watt/I-80. Since the train arrives earlier and leaves later from Roseville Road than it does from Watt/I-80, this would give Route 15 riders more time to transfer. Transfer time between Route 15 and Route 1 would decrease from **7 to 3 minutes**; however, it would become a cross-platform transfer (instead of via stairs/elevator). Connections to southbound Route 26 and from Route 93 would become cross-platform (instead of via stairs/elevator); however, **riders connecting to Route 19 or northbound Route 80 would likely miss their current bus due to changes in timing**.

## 19 RIO LINDA

Train connections would become cross-platform (instead of via stairs/elevator); however, several bus connections would be impacted. **Riders transferring from Route 19 to Route 1 would likely miss their current bus. Riders transferring from Route 1 or 15 to Route 19 would also likely miss their current Route 19 bus.** Shifting the Route 19 schedule to address these problems would cause similar or worse problems where Route 19 connects with light rail at Arden/Del Paso station.

## 26 FULTON

Route 26 service north of I-80 would be discontinued in order to connect to Roseville Road. This service is mostly redundant with **Routes 19, 80, 84, and 93**. **Route 80** would be rerouted to cover part of the current Route 26 in McClellan Business Park that is not currently served by any other routes. These stops would go from Route 26 service every 30 minutes to Route 80 service every **60 minutes**. Existing Route 26 riders passing through Watt/I-80, would be forced to transfer at Roseville Road station to/from Route 19, 80, 84, or 93. This would add **20-30 minutes of delay**, between extra mileage and transfer time. Non-passholders making this trip would need additional fare to transfer (or would need to use the 90-minute ticket available on Connect Card or ZipPass). Connections from Route 26 to light rail and to/from Route 15 would become cross-platform transferring (instead of via stairs/elevator).

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80

## WATT/ELKHORN

In addition to the rerouting to Roseville Road station, Route 80 would also be rerouted off of Watt Ave., from Peacekeeper Way to James Way, to cover stops currently served by **Route 26** (which would no longer serve these stops). From northbound Watt Ave and Peacekeeper Way, Route 80 buses would instead turn left onto Peacekeeper Way, right onto Luce Ave., right onto Palm St., left onto Dudley Blvd., right onto James Way, and left back onto northbound Watt Ave. For riders currently riding through this segment of Route 80, this extra detour would add approximately **6 minutes** of extra time. For Route 80 passengers currently riding through Watt/I-80, the detour to the Roseville Road station would also add approximately **7-9 minutes** in each direction. The Route 80 schedule would be unchanged south of I-80; however, **time points north of I-80 would shift due to the new mileage in the route.**

84

## WATT/NORTH HIGHLANDS

For Route 84 passengers currently riding through Watt/I-80 the detour to the Roseville Road station would add approximately **7-9 minutes in each direction.** The Route 84 schedule would be unchanged south of I-80; however, time points north of I-80 would shift due to the new mileage in the route. Connection timing would be mostly unchanged and would become cross-platform (instead of via stairs/elevator).

93

## HILLSDALE

Outbound Route 93 schedules would likely shift **5-6 minutes later**, to maintain connections with light rail and other buses, but **adding 5-6 minutes to all Route 93 riders' trips.** Inbound schedules would likely be unchanged. With these changes, most connections would not change substantially and would become cross-platform (instead of via stairs/elevator).