

TransitRenewal 2012-2017
Service Implementation for TransitAction



 **Regional Transit**

Final Report

May 2012

Prepared by:



Table of Contents

- 1. Introduction 3**
- 2. RT Market Analysis..... 5**
- 3. Service Analysis 27**
- 4. TransitRenewal Performance Measures 69**
- 5. Public Outreach 75**
- 6. Service Recommendations 91**

1. Introduction

The 2011-2012 Sacramento Regional Transit Comprehensive Operational Analysis, commonly known as “TransitRenewal”, includes a review of existing market conditions and transit service and aims to position the RT network to sustainably meet future transit demand within the service area. Sustainability is the method of using a resource without depleting or damaging it for future use. Sustainable transit planning focuses on meeting transit needs of the present without compromising the ability of future generations to meet such needs¹. TransitRenewal responds to changing economic circumstances and RT’s new financial realities. In 2010, RT implemented substantial service reductions which included discontinuing several bus routes, reducing service levels, and reducing spans. TransitRenewal responds to RT’s plan to regain previous FY 2010 service levels and intends to identify core areas of the RT system where investment will have a maximum benefit, and will guide RT to a more financially sustainable future.

¹ Source: Transportation Research Board of the National Academies, Conference Proceedings 37: Integrating Sustainability into the Transportation Planning Process

2. RT Market Analysis

The Market Assessment is a key component of TransitRenewal. This assessment helps RT to analyze and understand current and future transit market needs within the RT service area. It identifies existing regional and local market opportunities where additional transit investment may be warranted in order to grow ridership in the near and long terms.

The Sacramento Regional Transit District (RT) provides multi-modal transportation service throughout Sacramento County. The system consists of approximately 69 routes and 37.4 miles of light rail covering a 418 square-mile service area. Bus and light rail operate 365 days a year with buses operating between 5:00 a.m. to 9:00 p.m. and light rail trains operating from 4:00 a.m. to 9:00 p.m. There are 47 light rail stations, 31 bus and light rail transfer centers with 18 park-and-ride lots, and over 3,500 bus stops throughout Sacramento County.

This task is intended to address important questions concerning:

- **Community Profile:** What are the key themes regarding the population, employment, and demographics of the RT service area? How do these themes relate to transit service?
- **Travel Patterns:** What are the region's overall travel patterns? Are there new areas where transit holds the potential to attract demand from major travel patterns?
- **Key Destinations:** What are the region's key generators of travel (employment, education, retail/commercial, medical, social service, etc.)? How can transit best serve these markets? How do these correlate with travel patterns and the location of population and employment densities?
- **Future Developments:** Where are future developments expected, and how can transit effectively serve them? Can transit planning be more closely linked with the planning and implementation of these developments?

2.1 Sustainable Planning Strategies

Several key documents play an integral role in preparing and shaping Sacramento for the future. Each of these documents share a focus on connecting transit planning with land use planning with the hope of creating a sustainable region for both today and the future. In addition, coordinating land use development with transit will also result in more effective and efficient services for RT. Below are brief discussions of each relevant document:

- ***Transit for Livable Communities TLC (2002)*** – A land use planning project approved and implemented by RT intended to encourage development around 21 of RT’s light rail stations and foster public support for Transit Oriented Development (TOD). The TLC recommended land use plans, emphasized walkable design, higher density development, and mixed land uses, all intended to support growing communities at each station while encouraging transit use.
- ***Preferred Blueprint Scenario 2050 (2004)*** – Vision produced by SACOG in reaction to continued sprawl and significant forecasted increases in population, employment, and households as well as an aging population in the Sacramento region over the next 30-50 years. The vision incorporates “Smart Growth” principles and embodies similar objectives as the TLC, with a focus on higher density, mixed use neighborhoods, designed with a larger emphasis on walking, cycling, and transit use. These communities will be livable and designed with “complete streets” to reduce reliance on the private car and provide a more sustainable future.
- ***Assembly Bill 32: Global Warming Solutions Act (2006)*** – California state legislation that set 2020 greenhouse gas emissions reduction goals into law. The bill directed the California Air Resources Board (ARB) to begin developing discrete early actions to reduce greenhouse gases while also preparing a scoping plan to identify how best to reach the 2020 limit. Reduction measures to meet the 2020 target were adopted in February 2011.
- ***Senate Bill 375 (2008)*** – A response to AB 32, legislation that intended to enhance California’s ability to reach its 2020 greenhouse gas emissions reduction goals by promoting effective planning with the goal of more sustainable communities. The bill requires the ARB to develop these goals for 2020 and 2035 for each region covered by one of the State’s 18 metropolitan planning organizations (MPOs). Each MPO must then prepare a “sustainable communities strategy (SCS)” which shows how the region will meet its greenhouse gas reduction target through integrated land use, housing, and transportation planning.
- ***SACOG Metropolitan Transportation Plan 2035 (2008)*** – Produced by SACOG this document acts as the MTP for the region, the plan focuses on building up and around the strong assets already found throughout the region. The

transportation investments in this plan mirror and support this development pattern, with significant increases in funding for public transit, pedestrian and bicycle trips, and shorter and more local car trips, complemented by targeted road capacity investments. The plan is intended to break the rise in congestion, increase travel options, reduce air emissions, and including greenhouse gases on a per person basis.

- **TransitAction Plan (2009)** - RT's recently completed long term plan, creating a transit vision for the next 25 years. The Plan supports the objectives of the Blueprint 2050 vision and offers a full assessment of alternatives and presents an integrated package of transit investments and increased service frequencies intended to make transit a much improved transportation choice for everyone in the Sacramento region.

2.2 Community Profile

Population and employment densities, demographic characteristics, and land uses/key destinations are the focus of this analysis. Such underlying conditions are often good indicators of where transit service will most likely be successful and sustainable, and where it will be less effective.

It is important to consider density from the perspective of transit competitiveness, and where transit can be an option for most or all trips and where is it only a competitive option for limited trips. "Core" transit territory includes areas where higher densities and mixed uses contribute to a competitive transit environment. Outer core or suburban areas exist where lower-density, auto-oriented development creates a less competitive transit environment and transit products must be tailored to particular market needs such as commute travel, school trips, or senior mobility.

Key data for profiling population and employment in the RT service area reflects the most recent Sacramento Area Council of Governments (SACOG) projections. The 2000 U.S. Census data provides the basis for the service area demographic assessment.

2.2.1 Population and Employment Density

Population and employment densities are a key element in transit success. Higher density residential developments and major employment centers are important transit trip generators. The following maps depict existing (2005) population and employment densities in the RT service area and projected change (2005 – 2035) in these densities.

Existing Population and Employment (2005)

Map 2.1 shows existing population and employment densities in the RT service area.

Population In the RT service area, highest population densities are found in downtown Sacramento, Northern Sacramento, North Natomas, and near Sacramento State University. Beyond these, population densities range from low to moderate and are typically dispersed as a result of suburban and auto-centric land development. East of Watt Avenue especially, population density becomes more sparse as suburban development predominates.

Population density has various implications for transit service. While higher densities (especially in conjunction with mixed-use amenities) are generally able to sustain higher-frequency fixed-route transit service, lower density, auto-oriented residential development can still be effective generators of transit ridership if riders are traveling to a concentrated destination (such as downtown Sacramento).

It is important to note that high population density is not always an indicator of a competitive transit environment. Density organized around grid-type, walkable street patterns with limited parking (such as downtown Sacramento) is more competitive than density organized around wide, curvilinear streets with ample parking, which is a pattern seen in the North Natomas area.

Employment Densities in the RT service area range from moderate to high, with areas of highest employment density found in downtown Sacramento and its immediate surroundings. High densities are also found in the Arden-Arcade area, including Arden Fair Mall. Other areas of employment, such as Rancho Cordova and Natomas, contain significant volumes of employees but are more suburban in nature with a strong orientation towards the automobile.

Employment density has different implications for transit service than population density. High-density, concentrated employment centers are excellent ridership generators since passengers can easily get to their final destination by walking. Conversely, low-density, sprawling office parks are highly challenging to serve with transit. Since final destinations are spread out and parking is usually ample, the automobile is a more competitive option for travelers who have the choice.

Population and Employment Change (2005 – 2035)

Map 2.2 shows the projected change in population and employment densities within the RT service area from 2005 to 2035, while Map 3 shows total projected 2035 densities.

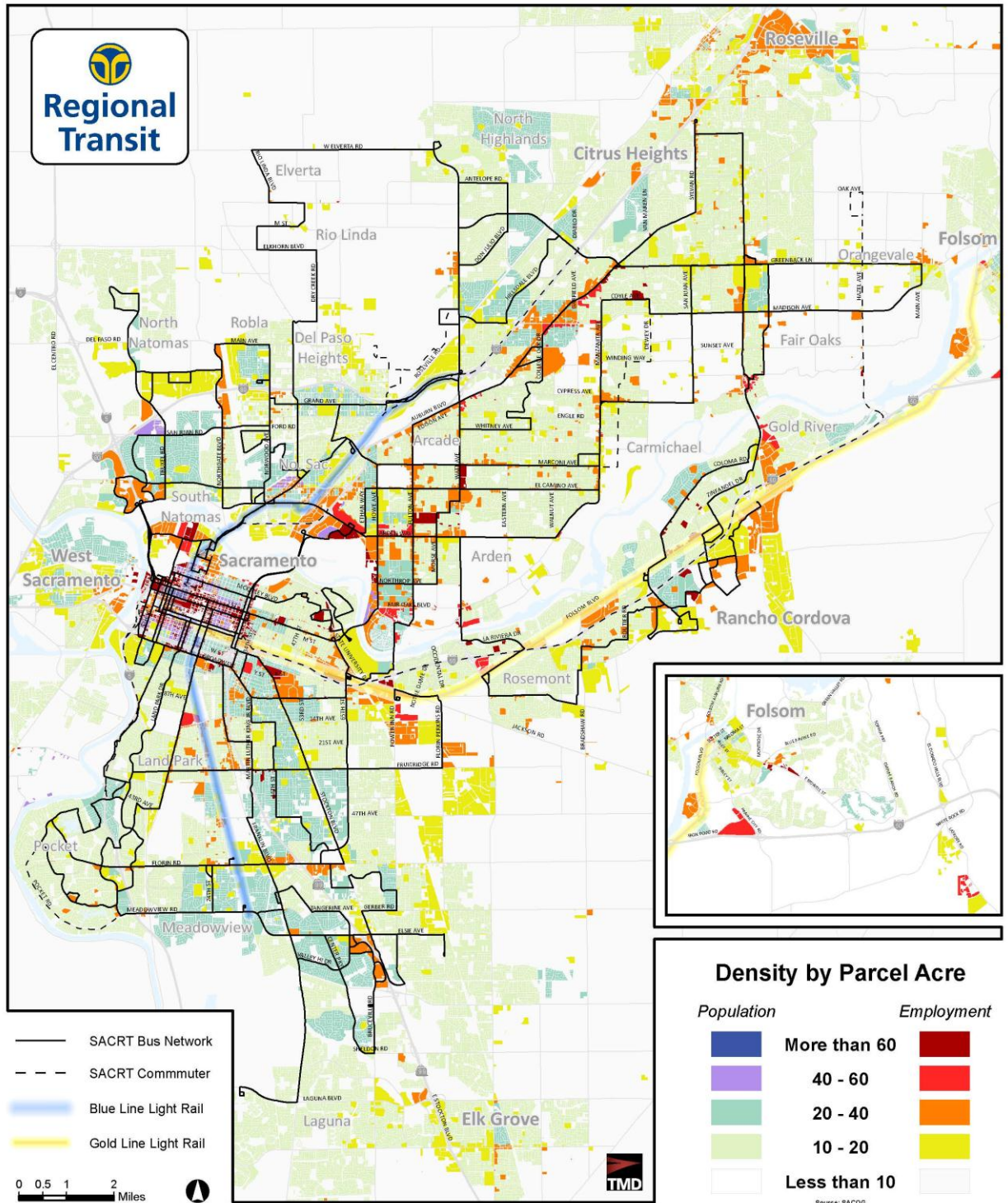
Population Residential development is planned in downtown Sacramento, just outside of downtown near Sacramento State University, in North Natomas, North Highlands along Watt Avenue, Rancho Cordova, Elk Grove, and Meadowview among others. The development along Watt Avenue appears concentrated and blended with employment uses, which is beneficial for transit.

It is important to note the population density change in the unincorporated areas south of Rosemont and south of Rancho Cordova. While the planned densities appear to be supportive of future transit service, the development is spread out and their locations are removed from existing transit service. The increased resources required to serve such developments would be considerable, and may necessitate a cost-sharing arrangement with development and jurisdictional authorities.

Employment Development is planned in downtown Sacramento and West Sacramento, South and North Natomas, Elk Grove, and certain areas adjacent to the Gold Line including Rancho Cordova and areas southwest of Folsom. Development in close proximity to transit maximizes the effectiveness of existing transit investment.

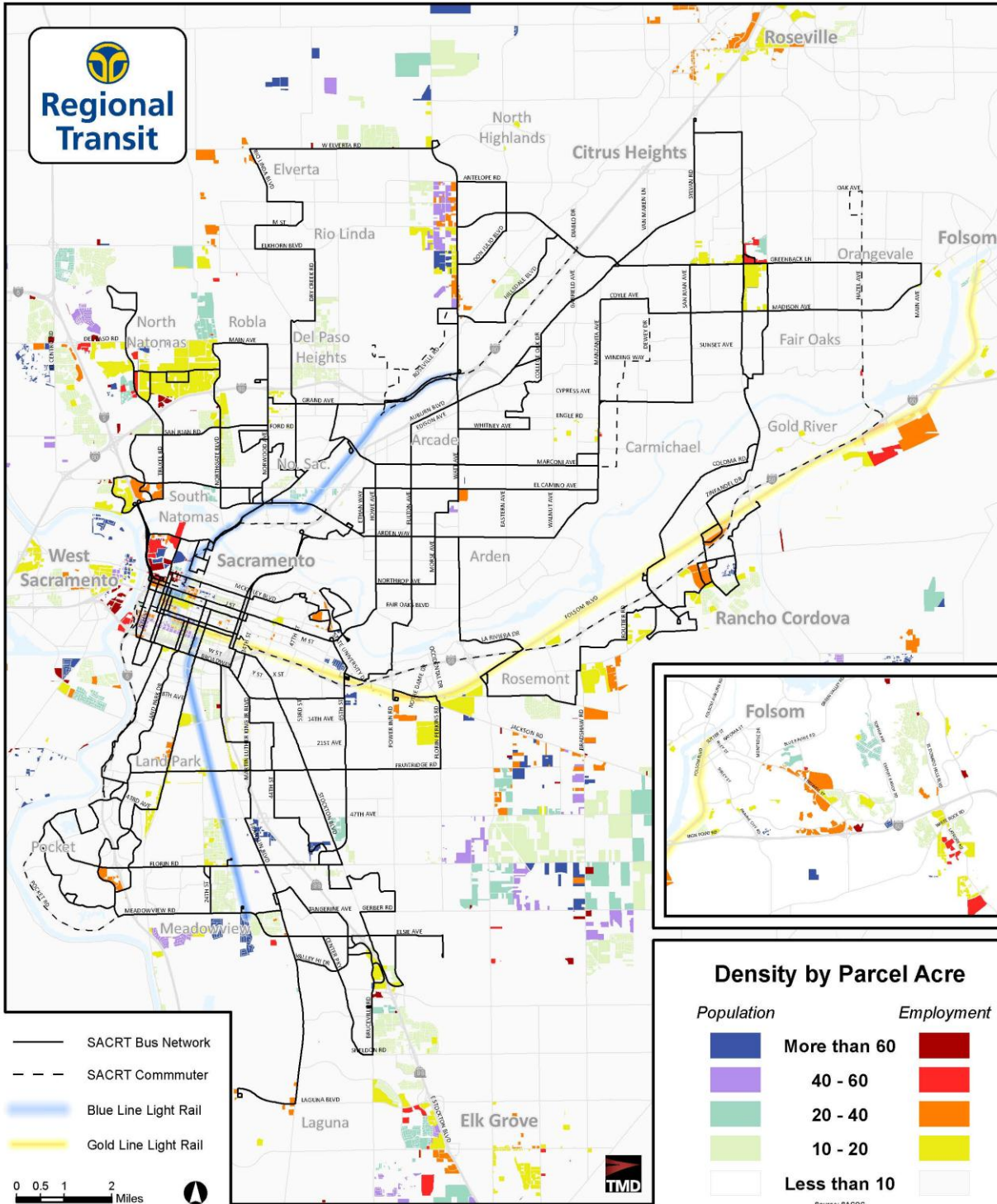
In general, future population and employment densities are a result of infill and redevelopment in the urban core, new growth expected in Natomas and unincorporated Sacramento County, and transit oriented development, specifically along key transit corridors (i.e. Watt Avenue and Stockton Boulevard). Outside of these, development will occur in smaller, more isolated areas scattered throughout the county, with regional growth focused outside the urban core.

2005 Population & Employment Density



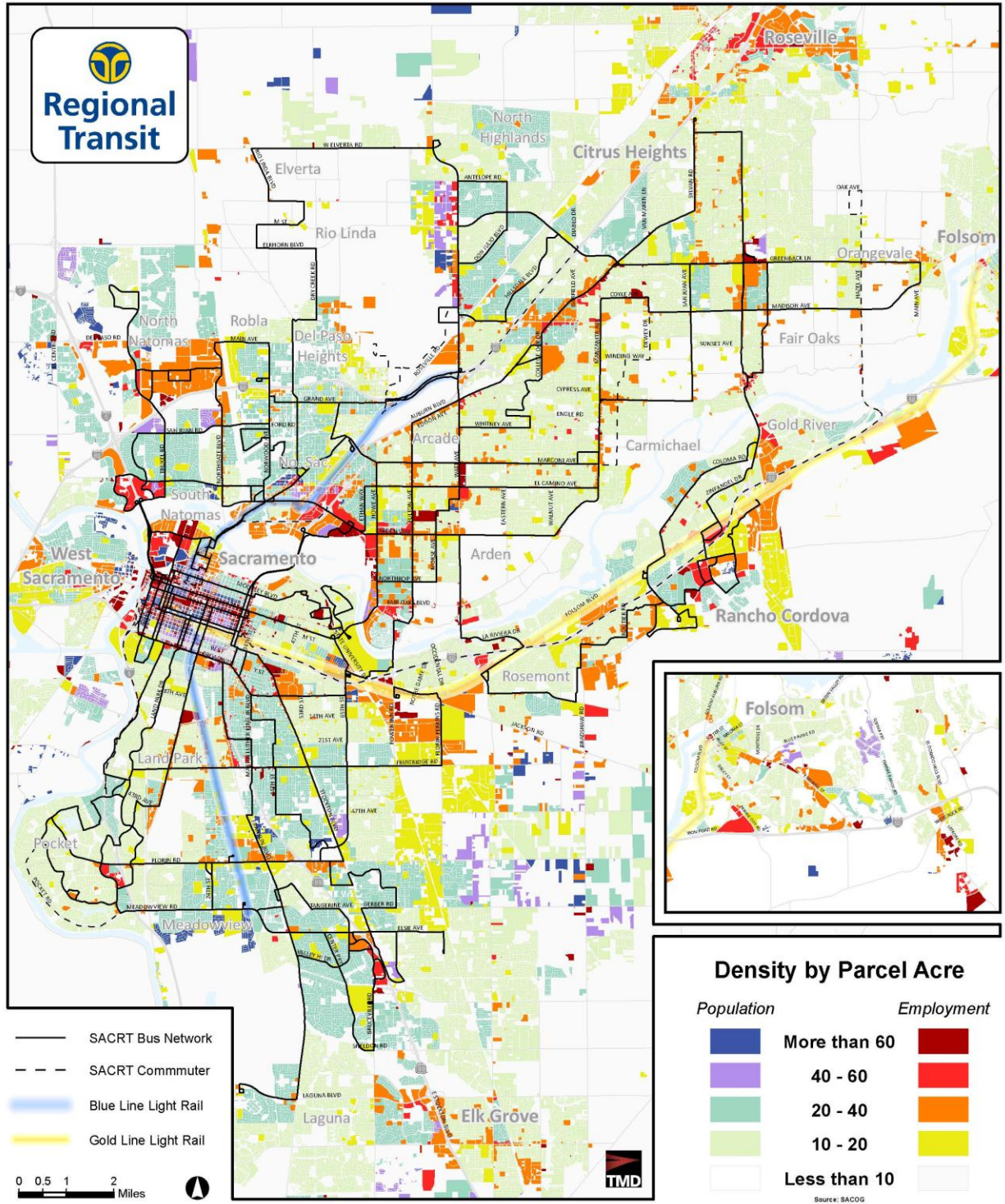
Map 2.1 2005 Population & Employment Density

2005 - 2035 Population & Employment Change



Map 2.2 2035 Population & Employment Density Change

2035 Population & Employment Density



Map 2.3 2035 Population & Employment Density

2.2.2 Population Demographic Characteristics

A review of key U.S. Census 2000 population demographic characteristics helps identify densities of population segments more oriented towards transit use, including youth, college-aged young adult, senior citizen, physically disabled, financially disadvantaged, and zero-vehicle household populations.

Youth for this study is defined as persons 12 – 17 years of age. Youth residents are typically middle school and high school students able to independently utilize transit as a means for daily travel needs. Youth densities are overall dispersed throughout the RT service area with no particular areas of concentration.

College-Aged Young Adults for this study is defined as persons 18 – 24 years of age. College-aged young adults are typically students attending trade schools, community colleges, or universities (as found in the RT TransitRenewal Study Survey), have lower levels of income, and are less likely to own their own vehicle. These factors suggest that college-aged young adults are more likely to use alternative means for personal mobility, such as transit. College-aged young adult densities are also dispersed throughout the region, with noticeably higher concentrations in downtown Sacramento, North Sacramento, Arden, Rosemont, and surrounding Sacramento State University.

Senior Citizens as used in this study are defined as persons 65 years of age and older. Seniors citizens, often retired, may use public transit more regularly than the general population for shopping, medical, and other personal trips. Senior citizen populations are scattered throughout the area, with higher densities in downtown Sacramento, outside of downtown near Mercy General Hospital, along Broadway, in the Campus Commons region, and north of Citrus Heights (outside of RT's current service area).

Physically Disabled as used in this study is defined by the U.S. Census as persons with a physical impairment that substantially limits one or more major life activities. Such populations are more likely to be transit dependent, either for fixed route transit or complementary Americans with Disabilities Act (ADA) transit services. Physically disabled densities are greatest in downtown Sacramento, outside of downtown along Broadway, in South Sacramento, Arden, and in Rancho Cordova.

Financially Disadvantaged as used in this study is defined by the U.S. Census as a household with a total family income less than or equal to its poverty threshold. This threshold is calculated based on the size of the family, and how many children under the age of 18 live in the household. These families are more likely to use transit out of necessity, as they are less able to afford other forms of transportation with some or all of a household using transit as their primary mode. Financially disadvantaged individuals make up a large part of the RT transit dependent market. The densities are highest in downtown Sacramento and surrounding areas: North Sacramento and Del Paso Heights, Arden-Arcade, and the southeastern quadrant of the RT service area bounded by Franklin Boulevard and Stockton Boulevard.

Zero Vehicle Households as used in this study are defined as those households which do not own a vehicle; however, they may have access to cars through borrowing or renting. Typically, an area is seen to have a zero vehicle household population if there are one or more households per acre without access to a car. Moderate zero vehicle household

densities are seen in downtown Sacramento and outside of downtown along Broadway; however, most households in the service area appear to have access to automobiles.

2.3 Travel Patterns

Travel patterns help to identify major travel movements within and outside of the RT service area. Origin-destination pairs displaying significant volumes of travel activity will help to identify strong local and regional transit corridors. A review of overall travel demand patterns may indicate opportunities for transit to increase its mode share in the region.

This analysis includes a review of all-mode travel both within the RT service boundaries and to surrounding areas in the greater Sacramento region. Travel demand data provided by SACOG travel modeling and RT On-Board Survey 2010 data was used to create origin-destination maps of existing private vehicle and public transit travel patterns within the RT service area, respectively. Analysis zones are based on ZIP codes.

2.3.1 Existing (2005) Private Vehicle Travel Patterns

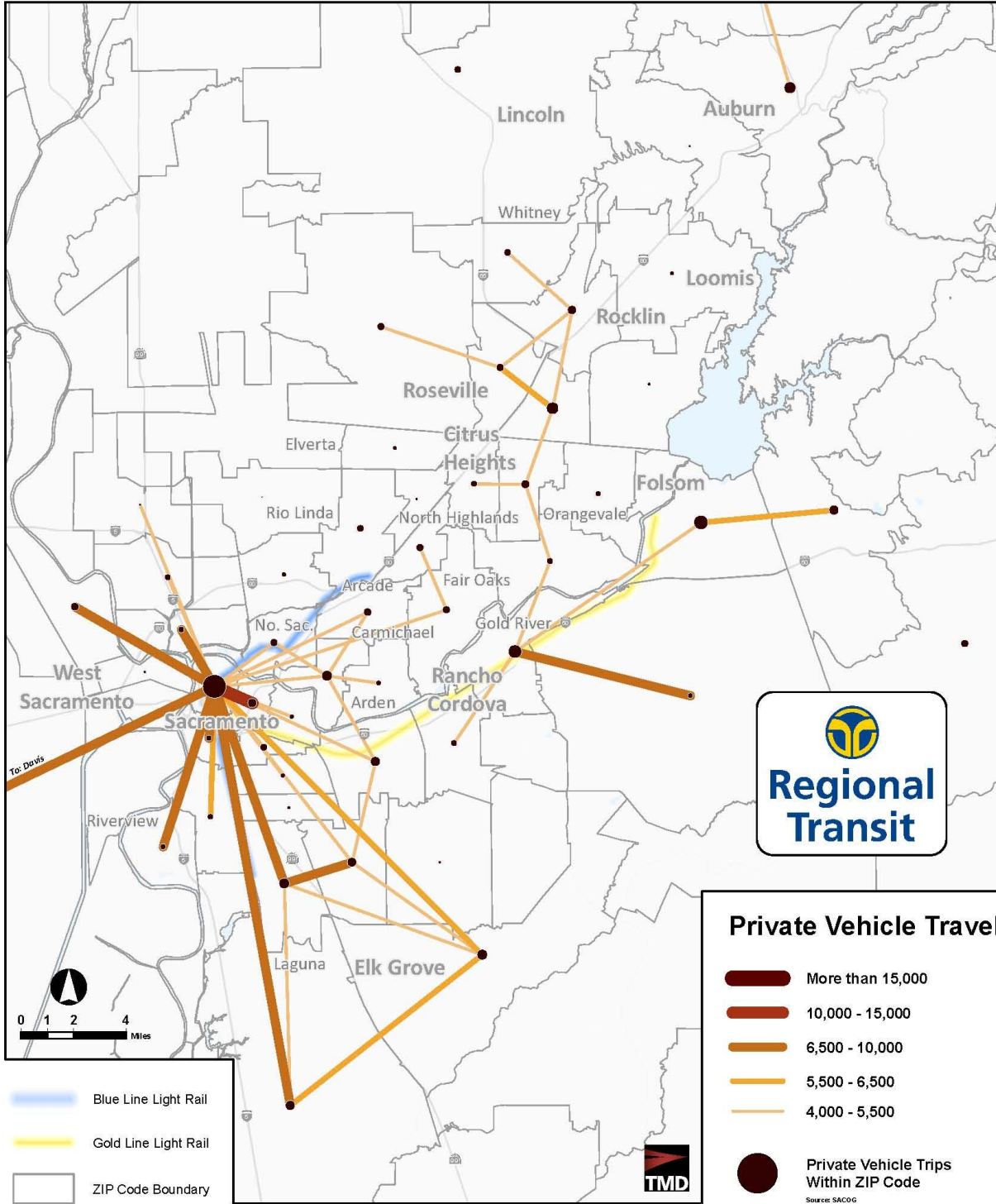
Map 2.4 graphically shows all trips made to and from the RT service area, according to the SACOG travel demand model. Most communities generate a high amount of internal travel and shorter-distance travel between neighboring communities. Downtown Sacramento and the southeastern quadrant of the RT service generate significant internal and external travel.

Map 2.5 shows existing work trips made to and from the RT service area. Work-related travel is much more radial in nature when compared to the travel patterns of all regional trips, with downtown Sacramento acting as a major work-related destination. Rancho Cordova experiences a high number of work-related trips, largely due to the significant employment destinations in the area. It is important to note that while strong demand lines do not appear between the north and eastern parts of the service area and downtown Sacramento, this is in part due to the smaller analysis zones. While each individual demand line may not show strongly, on the aggregate, this area produces significant travel volumes into downtown.

2.3.2 Existing (2010) Public Transit Travel Patterns

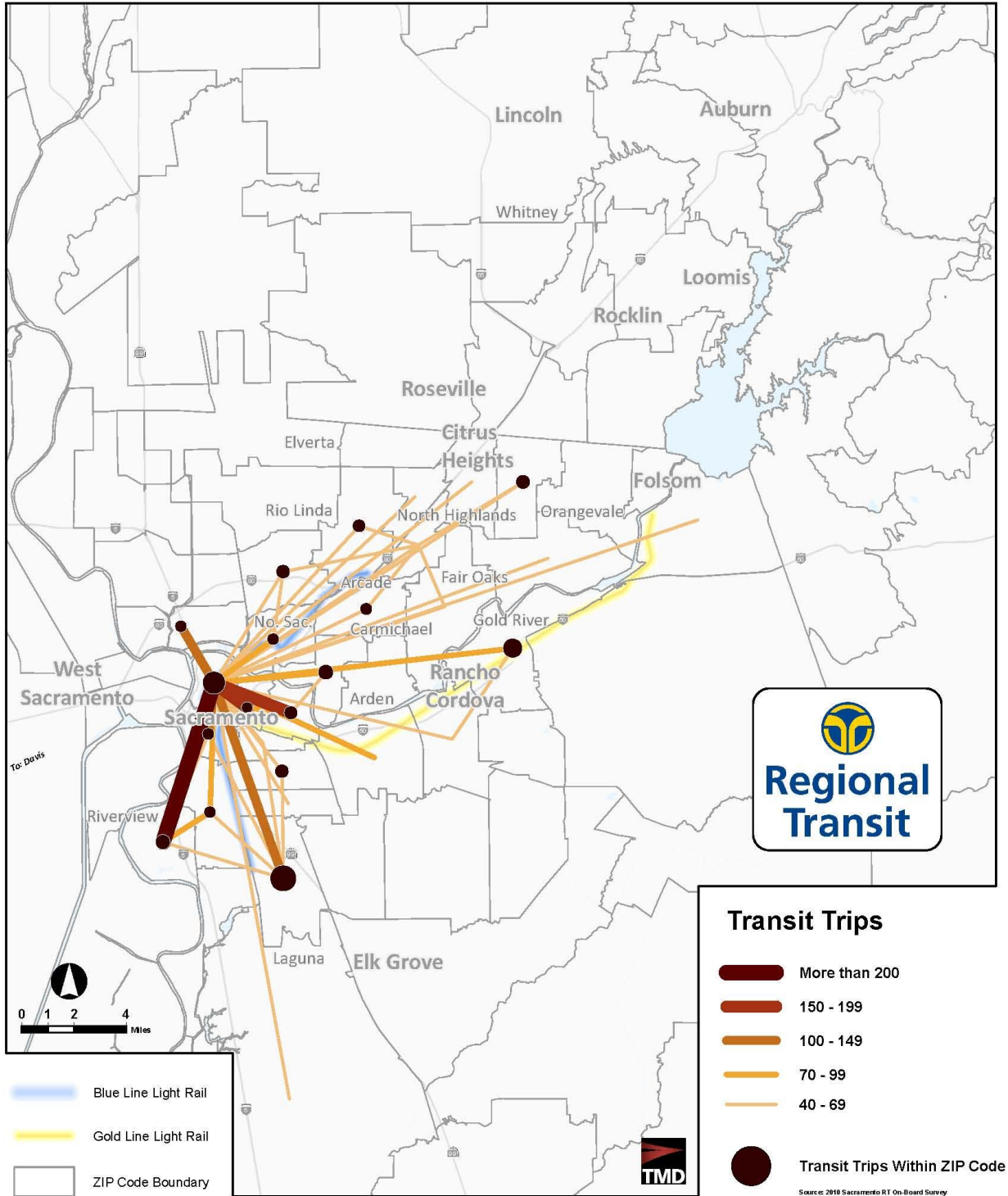
Map 2.6 shows 2010 public transit trips by origin and destination made within the RT service area. The travel patterns are focused on downtown Sacramento and appear similar to those of existing private vehicle work trips, suggesting the importance of work-related travel on RT transit services. Travel between the Pocket area and Downtown Sacramento appears to be a strong component of public transit travel, likely a result of commute-oriented trips. In addition, the Meadowview/Cosumnes River College area generates the highest amount of internal trips, likely due to the level of lower income and non-English speaking households, small businesses, and big box stores.

2005 - Work Trips



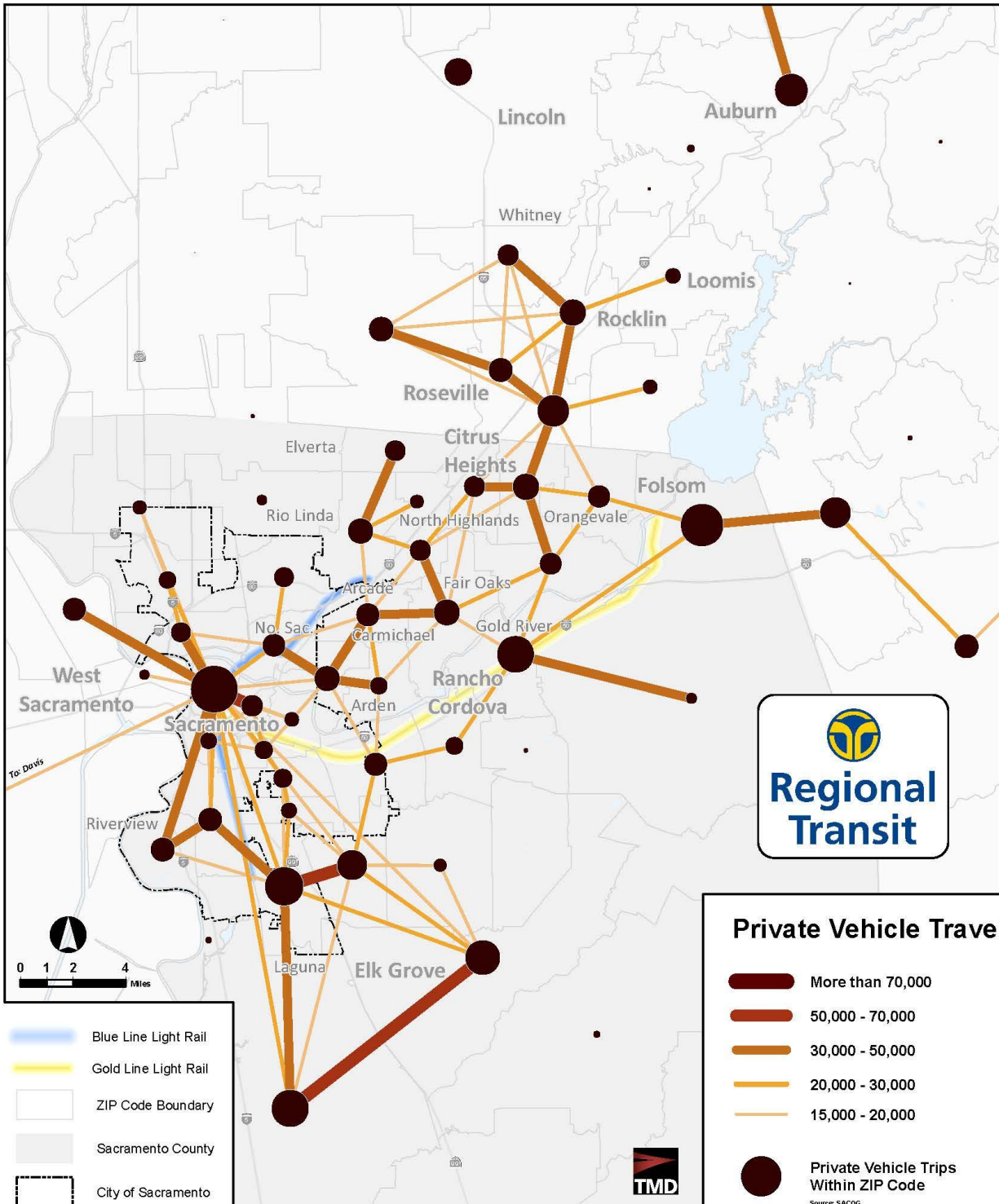
Map 2.4 2005 All Trips

2010 - Public Transit Trips Origin/Destination Data



Map 2.5 2005 Work Trips

2005 - All Trips



Map 2.6 2010 Public Transit Trips

2.4 Key Destinations

Key destinations in any region may include major employment, education, medical, and recreation and tourist locations. These areas typically generate a significant volume of trips and provide an opportunity for transit services to grow ridership. Map 2.7 illustrates the key destinations and activity centers.

2.4.1 Employment

Employment destinations attract strong transit use, especially when there are dense, well concentrated areas of employment. Downtown Sacramento contains a wealth of employment, including numerous government entities and private employers. Rancho Cordova and the Fair Oaks area contain notable employment concentrations, where the potential to capture ridership competes against auto-centricity. North Sacramento, Arden-Arcade, and Carmichael, also contain significant volumes of employment. These key employment destinations are important current or potential transit ridership generators; however, the form of the development itself (centralized and walkable versus spread out and auto-oriented) has significant implications for transit itself (as discussed in Section 2.2.1).

2.4.2 Educational Institutions

Educational institutions, especially higher education institutions, are major ridership generators. Students attending colleges and universities typically have lower incomes and are less likely to own an automobile. Sacramento State University and Sacramento City College, American River College, Cosumnes River College, and Folsom Lake College (each a part of the Los Rios Community College District) are located within the RT service area and show a combined total enrollment of approximately 86,000 students². There are also several private colleges and trade schools located within the RT service area.

In addition to higher education institutions, there are approximately 132,880 middle school and high school students enrolled in Sacramento County public schools³. Middle schools and high schools are located throughout the region and RT currently provides service to the majority of the schools.

2.4.3 Medical

Medical destinations are dispersed throughout the service area. All major medical facilities are currently served by RT bus routes and, with the exception of Sutter General

² Source: Los Rios Community College District and Sacramento State University.

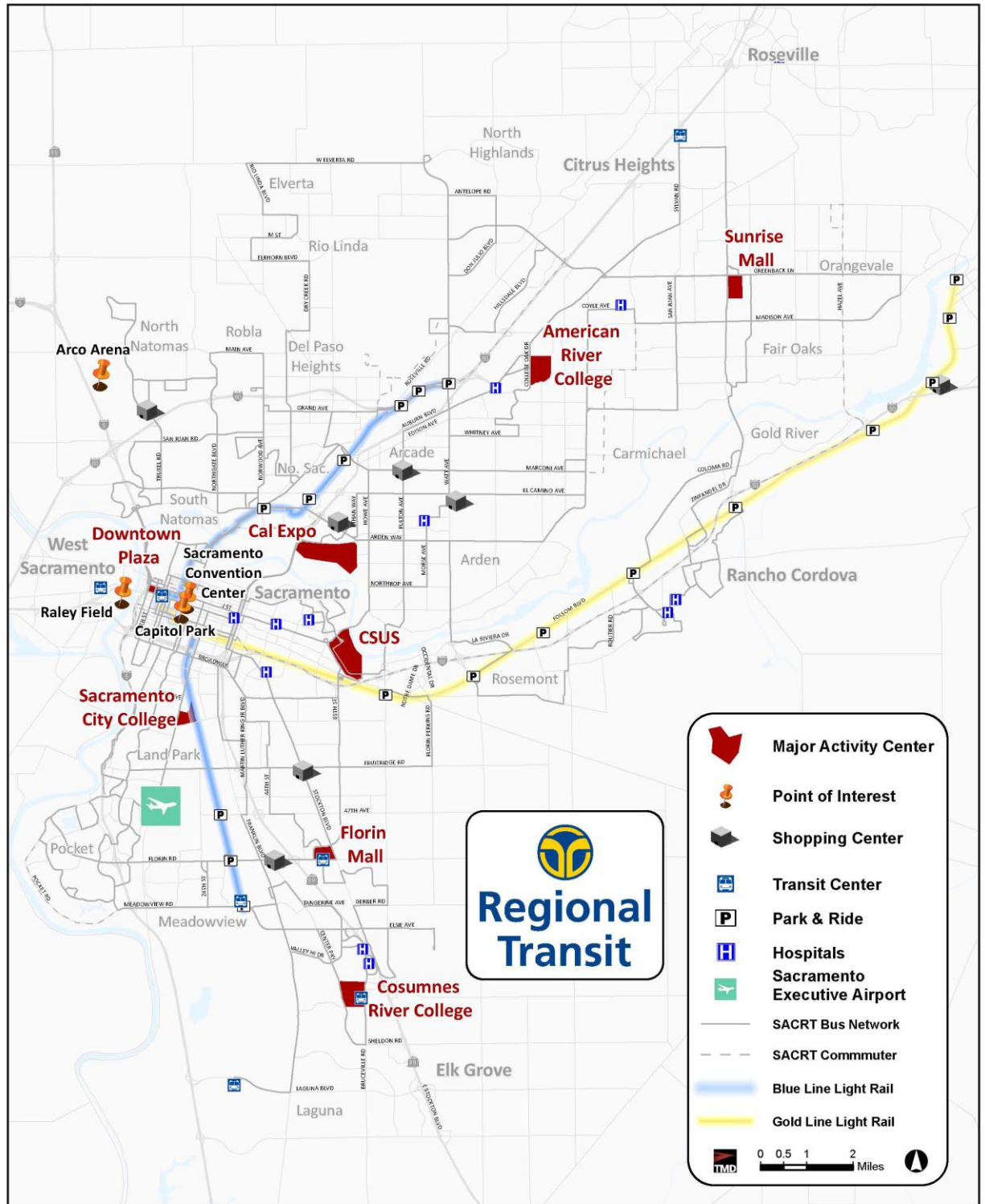
³ Source: California Longitudinal Pupil Achievement Data System (CALPADS) May 2011.

Hospital, most medical facilities are found outside of the Central City area. Several facilities are located just east of the downtown core, while Kaiser Permanente South and Methodist are located in the southeastern part of the service area near Cosumnes River College.

2.4.4 Recreation and Tourism

Key recreation and tourism destinations consist of shopping malls, theme parks, museums, venues, and historical areas and each typically generates a high amount of activity. There is a moderate concentration of recreation and tourism destinations within downtown Sacramento, such as Old Sacramento, Capitol Park, Sacramento Convention Center, and the Westfield Downtown Plaza on K Street. The Arden Fair, Florin Towne Center, and Sunrise shopping malls are each outside of downtown Sacramento and generate significant ridership.

Key Destinations



Map 2.7 Key Destinations

2.5 Future Developments

Planned developments in the RT service area highlight where transit investment may be warranted in the future. Cities' growth plans vary within the service area, some expecting high to moderate future development and others without plans for growth. As discussed in Section 2.2.1 and Map 2.3, SACOG has projected significant growth in the geographic areas addressed in Figure 1 below.

Significant residential, office, retail, and hotel density is proposed in downtown Sacramento with the intention of creating a new regional center. Development will be a combination of infill and redevelopment projects (listed in Figure 2.1 below), helping to heighten density levels, double the size of Sacramento's current downtown, and cultivate a regional center that will act as one of the major hubs for new housing and employment. In providing a better jobs-to-housing ratio within the regional center, downtown will continue to support all-day, all week transit service.

Outside of downtown, new housing and jobs will be distributed to various activity centers, transportation corridors, and new growth area (discussed in Figure 2.1 below). The cities of Citrus Heights, Elk Grove, Folsom, and Rancho Cordova will each experience notable redevelopment and infill resulting in employment and residential growth.

City	Plan/Area	Future Development Implications
Citrus Heights	Auburn Boulevard Specific Plan	Will facilitate redevelopment and infill along these important corridors.
	Sunrise Market Visioning Process	
Elk Grove	Laguna Ridge Specific Plan	Mixed-use development that will increase residential development along Highway 99 and show specific growth in the Laguna Ridge area. Not completely built out and outside of RT's current service area.
	Lent Ranch Marketplace Specific Area Plan	Planned regional mall. Outside of RT's current service area and not yet under development.
	Southeast Planning Area	Outside of RT's current service area and not developed yet. Planned regional mall.
Folsom	Historic Folsom Station and Sutter Street Revitalization	Planned TOD development and public plaza/civic center that will increase Smart Growth efforts. Under construction adjacent to light rail. Currently outside of RT's current bus service area.
	SOI Area	Will increase population and employment levels in the area with a particular focus on higher-density housing by providing a mix of residential, commercial, employment, and public uses all designed based on Smart Growth and Transit Oriented Development practices.
Natomas	North Natomas Community Plan	Will encourage employment growth in North Natomas as well and new housing through annexation of lands north of the city limits.
	Natomas Joint Vision Study Area	Planned open space preservation and Smart Growth development. Outside of RT's current service area.
Rancho Cordova	Folsom Boulevard Specific Plan	An extensive form-based code that provides for redevelopment oriented around five pulse points of intensified mixed-use development near light rail stations in RT's current transit-served areas.
	Mater/Mills Light Rail Station	Will support transit-oriented development through the addition of mixed-use residential, employment, and retail uses as well as a Los Rios Community College satellite campus surrounding the station. Identified as a "Transit Priority Area" by SACOG's Sustainable Communities Strategy.
	Rio Del Oro Specific Plan	Will balance community with additional mixed-use residential development. Development is just beginning on this 3,800-acre site that will eventually have 11,600 homes surrounding a 45-acre park. Outside of RT's current service area.
	Suncreek Specific Plan and Arboretum-Waegel Specific Plan	Will balance community with additional mixed-use residential development. Will be primarily residential with complementing commercial. Outside of RT's current service area and not yet under development.
	Sunridge Specific Plan	Will balance community with additional mixed-use residential development. Will be primarily residential with complementing commercial. Not completely built out and outside of RT's current service area.
	Westborough Specific Plan	Will balance community with additional mixed-use residential development. Will be primarily residential and not yet under development. Outside of RT's current service area.
City of Sacramento	65th Street-University Transit Village Plan	Will encourage mixed-use, pedestrian friendly TOD development at RT's busiest transit center. Development is partially built out.
	Aspen-1	Will provide Smart-Growth mixed-use residential and commercial use on former aggregate mining site. Not yet under development and outside RT's current service area.
	Curtis Park Village	Will encourage Smart Growth through infill mixed-use development. Adjacent to RT's current service area and not yet developed.
	Fruitridge Road and Stockton Boulevard Corridor	Will help Stockton Boulevard grow into a rapid transit corridor through residential and mixed-use development. In RT's current service area and identified as a "Transit Priority Area" by SACOG's Sustainable Communities Strategy.
	Greenbriar	Will provide mixed-use residential development at the site of proposed Green Line station. Not yet under development and outside of RT's current service area.
	Haggin Oaks	Will encourage retail development and recreation. Intended to complement both the Raption Honda dealership and the Haggin Oaks Golf Course. Development is partially built out and located outside of RT's current service area.
	Northeast Line Light Rail Station Plan	Will promote implementation of TOD near Globe, Arden/Del Paso and Royal Oaks stations.
	Northwest Land Park	Will convert industrial property to mixed-use, high density residential and commercial/retail use. Within RT's current service area and not yet developed.

Figure 2.1 Future Developments by City

City	Plan/Area	Future Development Implications
City of Sacramento (continued)	River District District Specific Plan	Will transform the area into a mixed-use community focused on transit-oriented development and supported by additional office, retail, commercial, hotel and restaurant, residential, and open space uses. The area will include the following developments: Township 9, New Green Line Light Rail Station, Powerhouse Science Center, Discovery Centre Hotel, Headquarters of California Highway Patrol, and new California State Lottery headquarters.
	R Street Corridor	Will transform the area from a warehouse district to a transit-oriented mixed-use neighborhood. Higher density development is planned at each of the four rail stations along the corridor and lower density commercial and mixed residential development is planned along the outskirts of the area. In RT's current service area. Identified as a "Transit Priority Area" by SACOG's Sustainable Communities Strategy.
	Rail Yards Redevelopment Site	The largest urban infill project in the United States. The site will be a transit-oriented mixed-use development and will eventually include the Sacramento Intermodal Transportation Facility, over 11,000 housing units, and several million square feet of office and retail space resulting in approximately 19,000 new jobs. Adjacent to RT's current service area and not yet under development.
	Sutter's Landing Area Master Plan	Will provide riverfront revitalization with a destination regional park. Adjacent to RT's current service area and not yet developed.
	Swanston Transit Village Specific Plan	Will encourage mixed-use TOD development to revitalize the transit center.
	Township 9	Will transform industrial site into mixed-use TOD riverfront community. Within RT's current service area and not yet under development.
	County of Sacramento	Antelope Station Specific Planning Area
Easton (Easton Place and Gelnborough at Easton)		Will provide Smart Growth, mixed-use residential and commercial development on former industrial site with TOD adjacent to Hazel light rail station. Outside of RT's current bus service area and not yet under development.
East Antelope Specific Plan		Will provide for the orderly development of the area. Outside of RT's current service area and partially developed.
Elverta Specific Plan		Will provide Smart Growth development within RT's current service area. Not yet under development. Will be 2/3 urban design, 1/3 agriculture-residential. Includes a new urbanite town center and 15 miles of pedestrian, bike, and horse trails.
Fair Oaks Boulevard Corridor Plan		Will provide infill "main street" mixed-use development in RT's current service area. Partially developed.
Florin Vineyard Community Plan		Will provide Smart Growth development, clustering urban design while preserving rural character. Outside RT's current service area and not yet under development.
Florin Road Corridor Plan		Will encourage well-designed infill and economic development along the corridor, including establishment of a transit village.
Folsom Boulevard Transit Area Plan		Will provide for intensified TOD development near Butterfield and Hazel light rail stations.
Grant Line East Vision Area/Jackson Highway Vision Area		Will provide for the orderly development of the area. Outside RT's current service area and not yet developed.
Mather Specific Plan/Special Planning Area (undeveloped portion)/ Mather Field Commerce Center		Large employment center - remediation and redevelopment in progress. Will provide employment growth within RT's current service area. Will also provide for neighborhood serving commercial uses outside RT's current service area. Not yet developed.
McClellan Business Park		Planned large employment center that will provide employment growth within RT's current service area. Remediation and redevelopment in progress.
North Watt Corridor Plan		Will provide for infill growth with intense development around pulse points of mixed-use development near RT's current transit-served areas.
Watt/Manlove Light Rail Station		Will promote transit oriented development through an increase in housing and commercial uses at the light rail station area. Development will include the mixed-use commercial and office building known as the New Brighton Station. In RT's current service area and identified as a "Transit Priority Area" by SACOG's Sustainable Communities Strategy.

**Sources: SACOG Metropolitan Transportation Plan 2035, City of Sacramento Economic Development Interest Areas, Transit Priority Planning Areas (2010), RT 2012 Figure 2.1 Future Developments by City (continued)

2.6 Market Assessment Key Findings

2.6.1 Community Profile

- Existing and future population and employment density distribution indicates that downtown Sacramento will remain the core transit market area, holding the greatest potential for generating ridership and being most likely to sustain successful all-day, all week transit service. Development plans outside of downtown Sacramento focus on higher density, mixed-use, transit-oriented development with numerous sites experiencing infill and redevelopment to better orient the region for sustainable growth. Some smaller, more isolated development areas are planned and will result in more low density, dispersed development less likely to warrant traditional fixed-route all-day, all-week transit.
- Downtown Sacramento embodies the highest levels of transit dependent populations, specifically college-aged young adult, physically disabled, financially disadvantaged, and zero vehicle household populations. Beyond downtown, similar levels of transit dependent populations are seen in the southeastern quadrant of Sacramento bounded by the Franklin and Stockton Boulevard corridors and in North Sacramento, Del Paso Heights, and Arden-Arcade. Transit investment is greatest in such areas where vehicle ownership is low, financial dependency is greater, and populations are more likely to use transit on a regular basis.

2.6.2 Travel Patterns

- Private vehicle travel patterns indicate that downtown Sacramento and the southeastern quadrant of the RT service area generate significant internal and external travel. There are a strong number of work trips coming into the RT service area, with downtown Sacramento acting as a major employment trip generator. Rancho Cordova also experiences a high number of work-related trips, due to the significant number of employment destinations in the area. While strong demand lines do not appear between the smaller analysis zones of the north and eastern parts of the service area into downtown Sacramento, these areas produce significant travel volumes when combined.
- Public transit travel patterns are focused on downtown Sacramento and appear similar to those of existing private vehicle work trips, suggesting the importance of work-related travel on RT transit services. The Pocket area generates significant work-related trip origins, while the Meadowview/Cosumnes River College area generates the highest amount of internal trips, likely due to student trip-making and other attractions such as the Florin Town Center.
- The Laguna/Elk Grove area holds the potential to attract demand from major travel patterns, especially with the amount of planned growth expected to occur by the 2035 planning horizon.

2.6.4 Key Destinations

- The greatest generators of travel in the Sacramento region are employment and educational destinations. Each attracts strong transit use, especially when there are dense, well concentrated areas of both. Employment destinations are important current or potential transit ridership generators; however, the design of the development itself (centralized and walkable versus spread out and auto-oriented) has significant implications for transit. Students attending colleges and universities often generate significant travel due to their lower incomes and low likelihood of owning an automobile. Downtown Sacramento contains a wealth of employment and generates the greatest number of work-related trips (as shown in Map 2.5). Sacramento State University and each of the Los Rios Community College District campuses are dispersed throughout the RT service area yet each generate a significant number of trips (as shown in Map 2.6) due to being located near or along key transit corridors.
- Transit can best serve these key markets by focusing resources on the urban core where employment and residential densities are highest and by investing in key corridors and transit stations where density is concentrated, land uses are mixed, and there is a greater ability to generate additional ridership.

2.6.5 Future Development

- Future development plans focus on higher density, mixed-use development with much of the projected population and employment growth to occur through infill, redevelopment, and annexation of new land. Future development will also be transit-oriented in nature with a significant amount of TOD expected to occur.
- Continued focus on TOD framework, supportive of sustainable, Smart Growth land use plans, and efficient and effective service planning will allow RT to implement a customer-friendly, successful transit service closely linked with the planning and implementation of future development.

3. Service Analysis

The Service Evaluation is a key component of the Sacramento Regional Transit District (RT) Comprehensive Operational Analysis (COA). The evaluation responds to the TransitAction Plan and its service philosophy:

“Core high speed, high frequency, high capacity transit network serving the key demand corridors and destinations supported by a network of community and neighborhood shuttle and circulator services.”

The Service Evaluation assesses service prior to recent changes and the performance of current service. The analysis will allow for a financially-sustainable service planning process and will identify strengths, weaknesses, and opportunities for investment. It will provide framework for development of new service recommendations for the RT system.

3.1 Areas of Analysis

The Service Evaluation includes key findings both at a system and individual route level in the following sections:

- **Transit Network Overview** describes the existing RT system.
- **Recent Service Cuts** addresses RT’s recent service reductions.
- **Ridership Activity** details the current use of the RT system at the network, route, geographic, segment, and stop levels.
- **Service Performance** evaluates service productivity and financial performance.
- **Service Quality** reviews service reliability, travel times, passenger wait times, service access, crowding, stop spacing, and speed.

3.2 Service Evaluation Goals

The Service Evaluation seeks to achieve the following goals:

- Provide a detailed understanding of the RT system.
 - What types of services are offered?
 - How were people using the system prior to service cuts?
 - How are people using the system today?
 - How are resources and ridership distributed?
 - Where is service under or over-utilized?
 - Where can the system grow sustainably?
 - Where does service quality need improvement?
- Identify service strengths, weaknesses, and opportunities for growth for consideration in the service recommendations.

3.3 Transit Network Overview

As previously mentioned in the Market Assessment, RT provides multi-modal transportation service throughout Sacramento County. The system consists of approximately 65 bus routes and 37.4 miles of light rail, both covering a 418 square-mile service area. Buses and light rail operate 365 days a year using 76 peak light rail vehicles and 145 peak buses, with buses operating between 5:00 a.m. to 9:00 p.m. and light rail trains operating from 4:00 a.m. to 9:00 p.m. There are 47 light rail stations, 31 bus and light rail transfer centers with 18 park-and-ride lots, and over 3,500 bus stops throughout the service area.

3.3.1 Service Description

The service evaluation reviews the performance of RT's local, express, community, supplemental, and light rail services. Figure 3.1 below illustrates the number of routes currently operating on weekdays, Saturdays, and Sundays for each service type.

Route Type	Number of Routes		
	Weekday	Saturday	Sunday
Local	40	27	23
Express	5	-	-
Community	10	1	-
Supplemental	14	-	-
Light Rail	2	2	2
Total	71	30	25

Figure 3.1 Routes by Day and Service Type (Spring 2012)

Light rail service is oriented towards the downtown core, serving key activity centers and park and rides throughout the service area. Bus service is generally structured in a nodal pattern, connecting major activity centers and key corridors to downtown Sacramento.

Service Investment

Currently, RT utilizes approximately 161 peak buses⁴ and 15 peak light rail trains. RT operates 1,713 bus revenue vehicle hours and 218 light rail train revenue vehicle hours in an average weekday and 19,325 bus revenue vehicle miles and 13,129 light rail revenue vehicle miles.

Service Levels

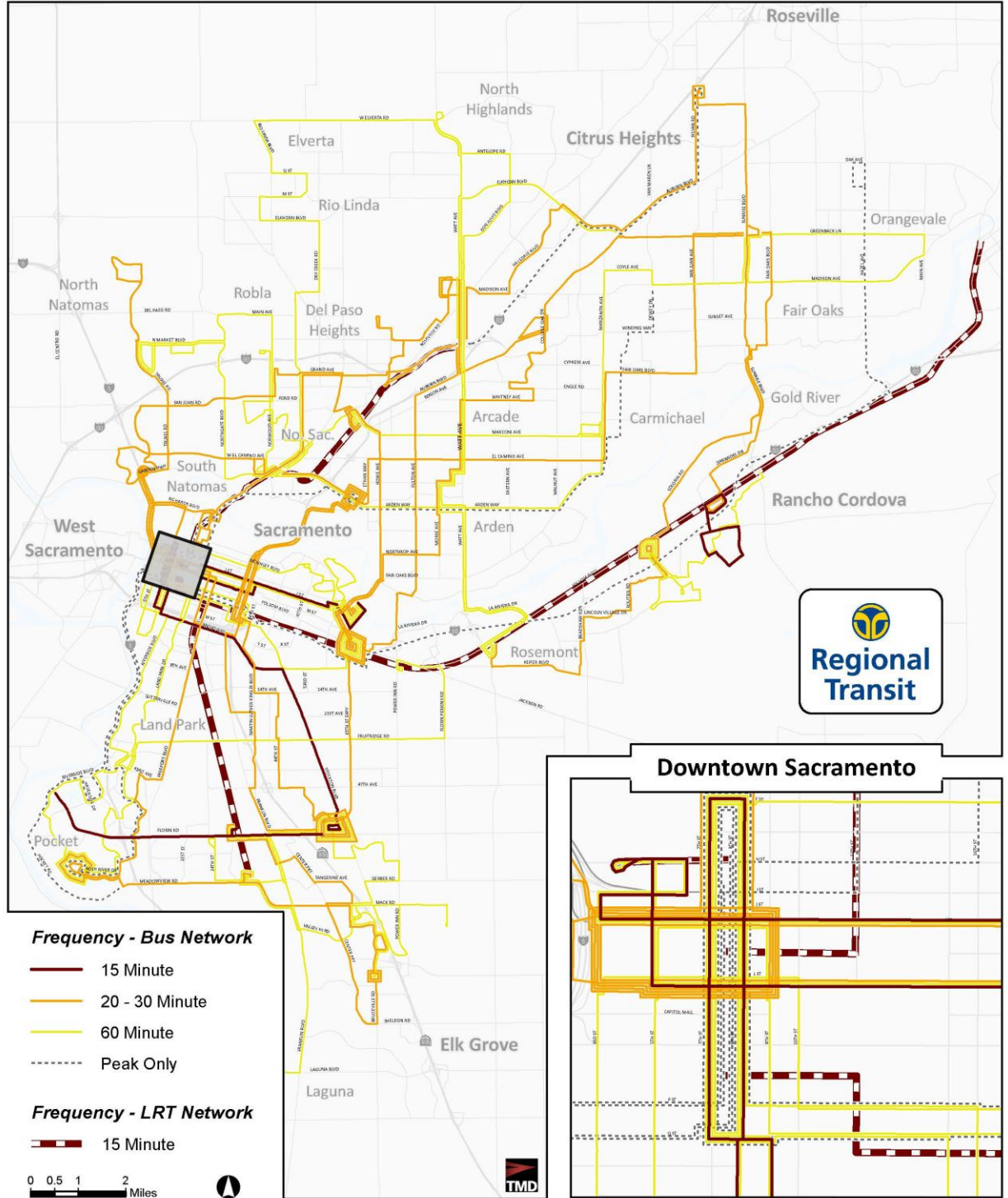
Peak weekday headways in the RT network range from 15 minutes to 60 minutes. Approximately 80 percent of routes operate at frequencies of 30 – 60 minutes and the remaining 20 percent of routes operate at frequencies of 15 – 20 minutes. The light rail lines also operate at peak frequencies of 15 minutes. Figure 3.2 below and Map 3.1 provide a summary of weekday peak frequencies.

Weekday Peak Frequencies (Spring 2012)		
Peak Frequency (Minutes)	Light Rail (LRT)	Bus
15 or better	2	4
20	-	1
30	-	13
60	-	25

Figure 3.2 Service Levels

⁴ Source: Sacramento Regional Transit

Weekday Peak Period Frequency



Map 3.1 RT Weekday Peak Period Frequency

3.4 RT Yesterday

In spring 2010, RT declared a budgetary shortfall just under \$25 million through FY 2011. In response to the fiscal emergency, RT staff provided recommended service reductions that addressed \$11.6 million of the projected shortfall in FY 2011. The service changes took effect in June of 2010 and included elimination of entire bus routes, reduction of all bus and rail service starting after 9 pm every day, frequency reductions on several bus routes and frequency reductions on weekend rail service. The proposed changes focused on maintaining connectivity and coverage, ensuring service to lifeline activity centers and hospitals, reducing frequency on routes rather than whole route elimination, condensing routes, and detailing strategies for rebuilding the route network as new funding was obtained.

3.4.1 System Overview Prior to Service Changes

Prior to service changes, RT operated approximately 92 bus routes and 37.5 miles of light rail covering a 418 square-mile service area. Buses and light rail operated 365 days with buses operating between 4:30 a.m. to 11:30 p.m. and light rail trains operating from 4 a.m. to 12:50 a.m. Figure 3.3 below summarizes the number of routes by day and service type prior to the June 2010 changes.

Route Type	Number of Routes		
	Weekday	Saturday	Sunday
Local	48	38	27
Express	15	-	-
Community	10	2	-
Supplemental	19	-	-
Light Rail	2	2	2
Total	94	42	29

Figure 3.3 RT Routes by Service and Day Type (Fall 2009)

The network were structured similarly to how it is today, however, many peak express routes, Community Bus routes, downtown circulators, and duplicative service was discontinued or reduced.

Service Levels

Prior to service changes, peak headways in the RT network ranged from 15 minutes to 75 minutes. Approximately 85 percent of routes operated at frequencies of 30 minutes or slower and the remaining 15 percent of routes operated at frequencies of 15 – 25 minutes. The light rail lines operated at peak frequencies of 15 minutes all week. Figure 3.4 below provides a summary of weekday peak frequencies.

Weekday Peak Frequencies (Fall 2009)		
Peak Frequency (Minutes)	Light Rail (LRT)	Bus
15 or better	2	6
20 - 25	-	3
30 - 59	-	27
60 or more	-	22

Figure 3.4 RT Weekday Peak Frequencies (Fall 2009)

3.4.2 Service Changes

The following service changes occurred in June of 2010 as a result of RT staff recommendations:

- **Frequency reduction** – to account for the savings required, headways were increased on several routes.
- **Late-night service reduction** – All bus service scheduled to leave the end of the line Monday through Sunday after 9:00 pm was discontinued. The last trips on light rail departed from downtown Sacramento no later than 9:00 pm.
- **Elimination of unproductive and duplicative services** – Numerous weekday local, community, express, and supplemental routes were discontinued or shortened. Several Saturday and Sunday local and community routes were also discontinued.

Figures 3.5 and 3.6 below summarize service changes.

Route Type	Change (Summer 2009 - Spring 2012)		
	Number of Routes		
	Weekday	Saturday	Sunday
Local	-8	-11	-4
Express	-10	-	-
Community	0	-1	-
Supplemental	-5	-	-
Light Rail	-	-	-
Total	-23	-12	-4

Figure 3.5 Change in Number of Routes by Day and Service Type

Reduction of Weekday Service Levels (Summer 2009 - Fall 2012)		
Peak Frequency (Minutes)	Light Rail (LRT)	Bus
15 or better	0	-2
15 --> 20	-	-2
30 --> 60	-	-14
60 --> 60 or longer	-	3

Figure 3.6 Change in Service Levels

Effects on Ridership

RT system ridership decreased by a total of 16 percent⁵, with light rail service experiencing a greater loss when compared to bus service across all day types. Figure 3.7 below shows the effects service changes had on ridership for bus and light rail service.

Ridership Percent Change (Summer 2009 – Fall 2010)			
Service	Weekday	Saturday	Sunday
Bus	-10%	-17%	-19%
Light Rail (LRT)	-21%	-26%	-38%

Figure 3.7 Service Changes Effects on Ridership

Effects on Productivity

RT system productivity (passenger boardings per revenue hour) increased by approximately 3 percent overall, with bus service experiencing a 12 percent increase in weekday productivity and light rail service experiencing a 15 percent decrease in weekday productivity. The increase in bus productivity suggests that the service reductions were made in the most underutilized portions of the network. The reduction in light rail service, on the other hand, appears to have had a greater impact on ridership. Figure 3.8 below shows the effects service changes had on productivity for bus and light rail service.

Productivity Change (Summer 2009 - Fall 2010)			
Service	Weekday	Saturday	Sunday
Bus	12%	14%	4%
Light Rail (LRT)	-15%	25%	-3%

Figure 3.8 Service Changes Effects on Productivity

⁵ Source: Regional Transit Monthly Ridership Reports.

3.5 RT Today

A key element of understanding how customers presently use the RT system is an analysis of ridership distribution across the network by time of day, service type, route, and geography.

A full sample of weekday, Saturday, and Sunday ridership and operating performance data was assembled using RT Fall 2010 ridership and service data generated by RT's Automatic Passenger Counters, and manual ridechecks on rail services. This data will serve as the basis of the service analysis.

3.5.1 System View

System Ridership

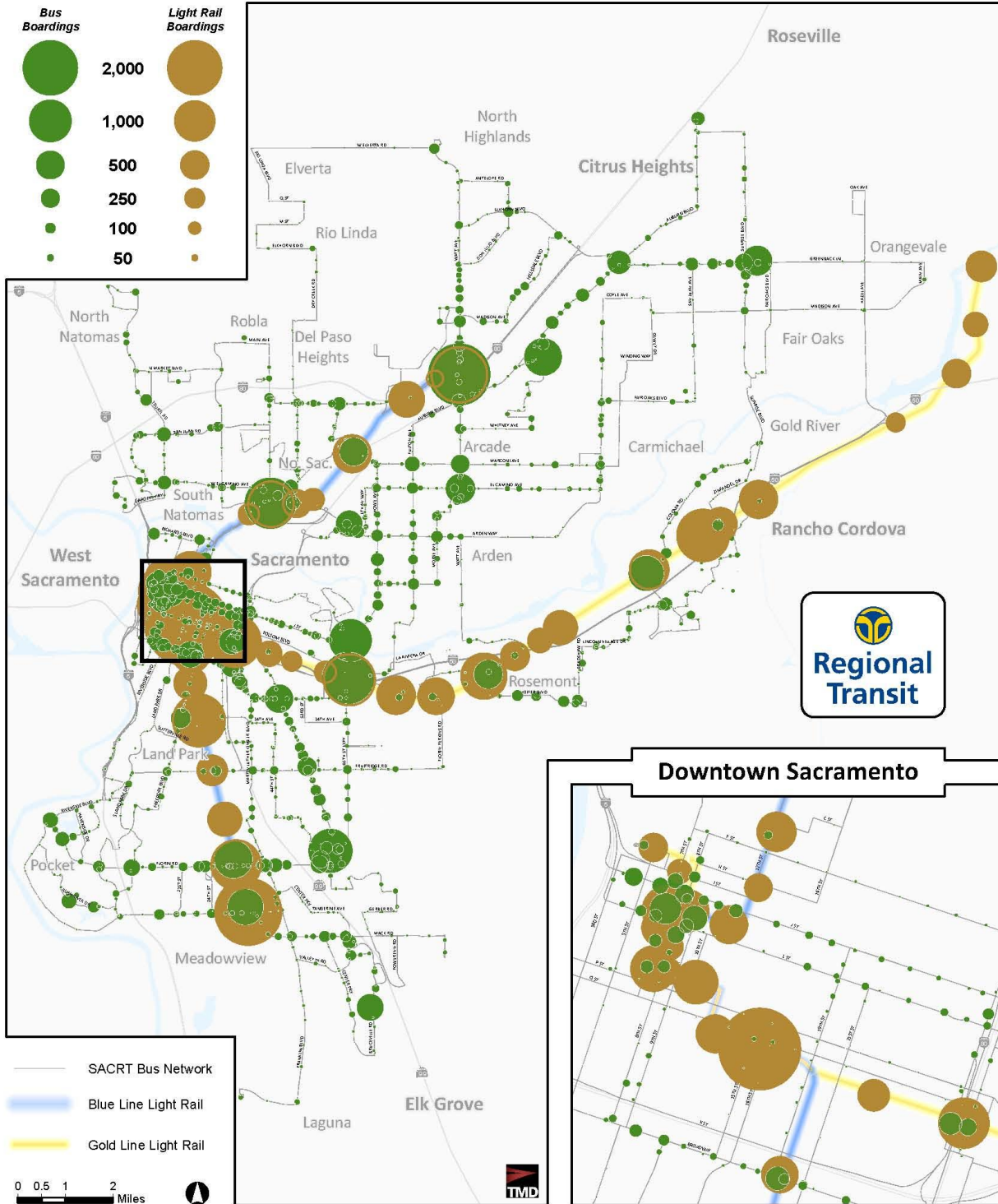
RT system ridership in Fall 2010 reported:

- 92,110 passenger boardings on an average weekday
- 33,455 passenger boardings on an average Saturday
- 20,755 passenger boardings on an average Sunday

Ridership by Stop

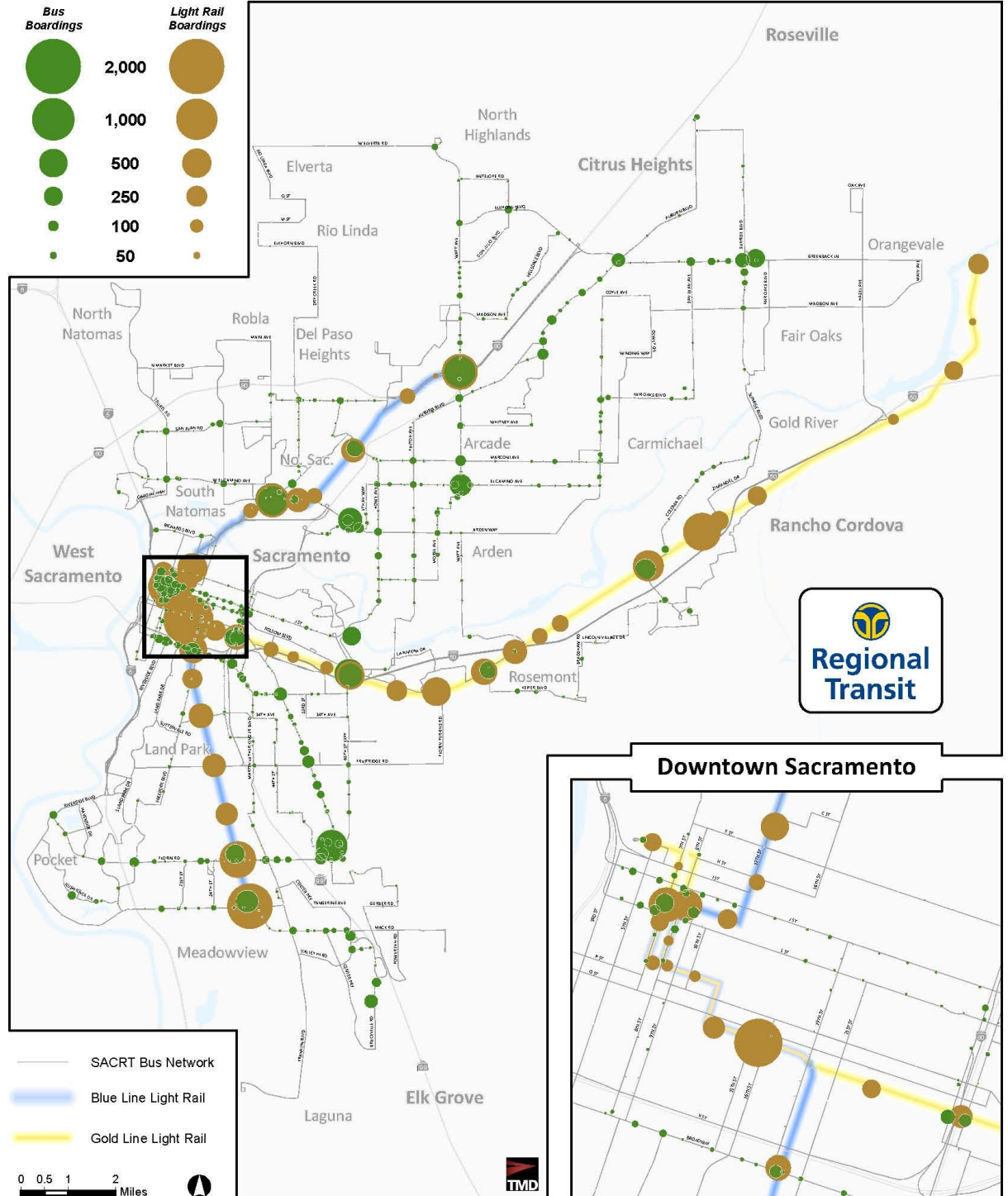
Maps 3.2 – 3.4 display system-wide average daily passenger boardings by individual stop for each day type. Circle sizes are proportionate to the number of boardings, with larger circles representing higher boardings at a given stop.

Average Weekday Boardings Time Period: All Day



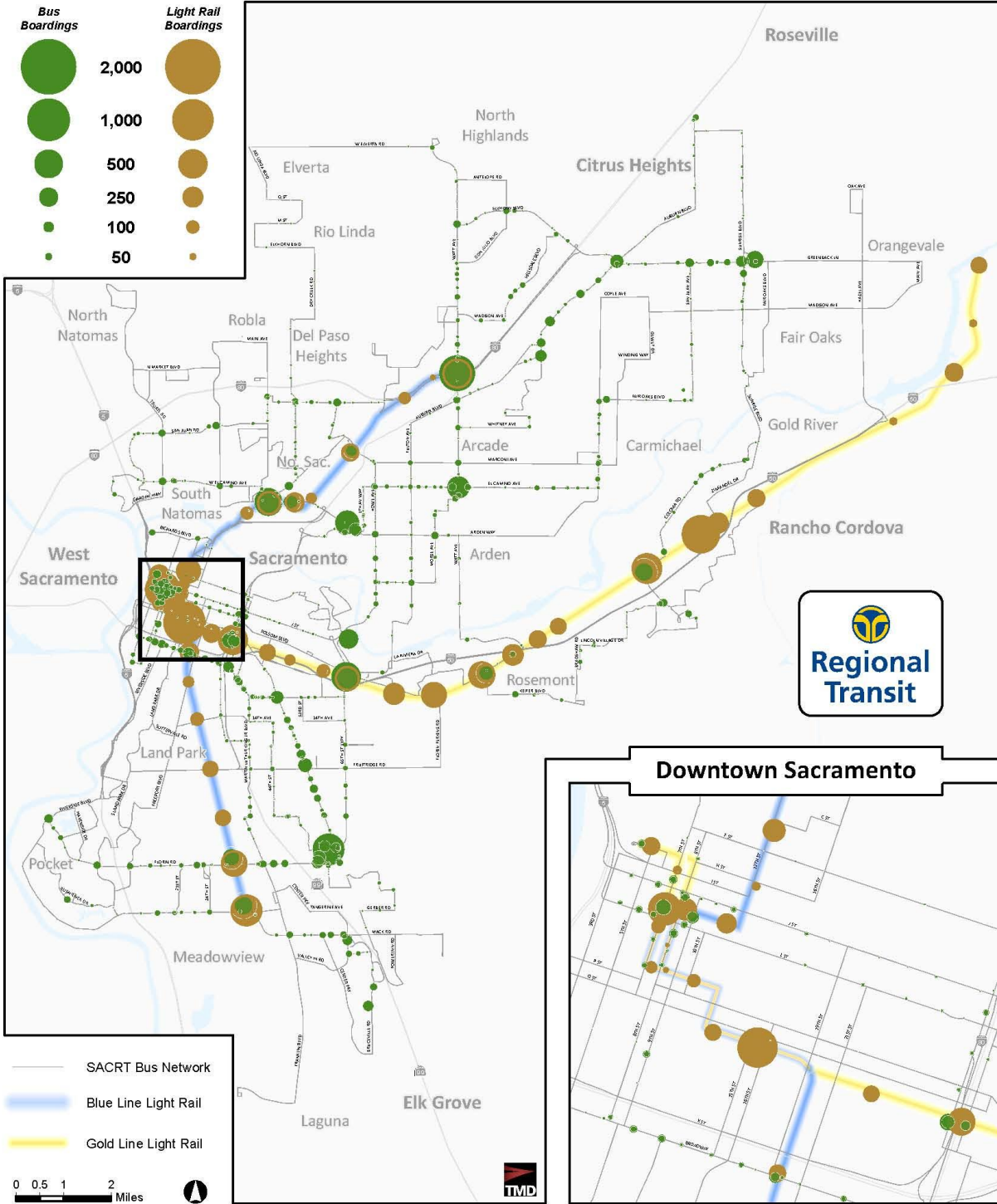
Map 3.2 RT Average Weekday Boardings

Average Saturday Boardings Time Period: All Day



Map 3.3 RT Average Saturday Boardings

Average Sunday Boardings Time Period: All Day



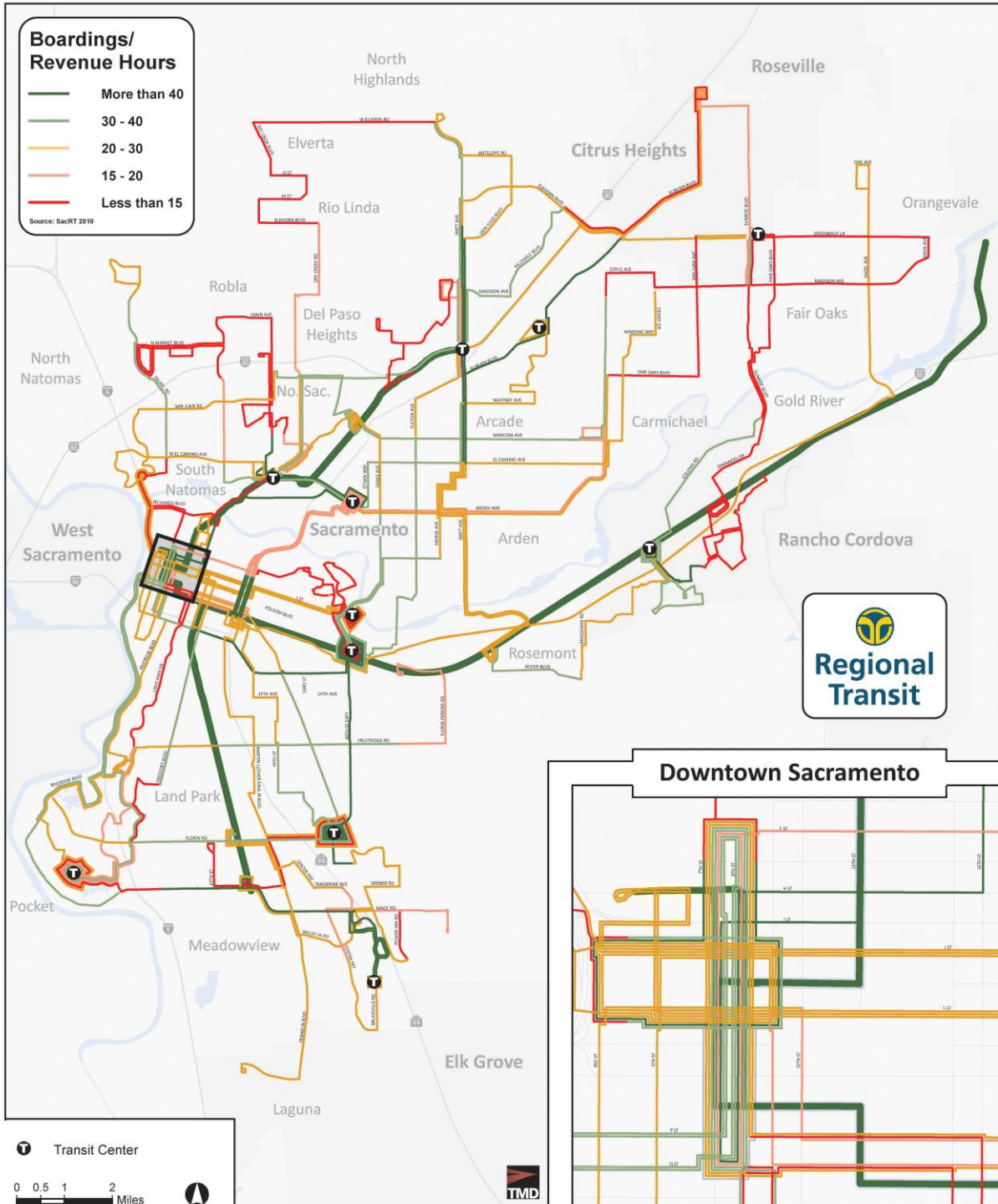
Map 3.4 RT Average Sunday Boardings

System Productivity

Productivity by Segment

Productive service is indicative of competitive market areas and productivity is often affected by ridership and resource investment. Map 3.5 displays weekday average productivity by segment for the RT system. Improving service on key performing segments and in key market areas will grow ridership, improve connectivity, and attract new customers.

Passenger Boardings per Revenue Hour



Map 3.5 Weekday Passenger Boardings per Revenue Hour

System Ridership and Resource Distribution

Figure 3.9 shows system ridership and resource distribution by mode. Bus ridership accounts for over half of total system ridership yet requires two thirds of total system resources. Light rail ridership accounts for half of system ridership and requires only one third of system resources, indicating that light rail is not only the preferred mode of transportation for RT customers but that it is also more cost effective to operate.

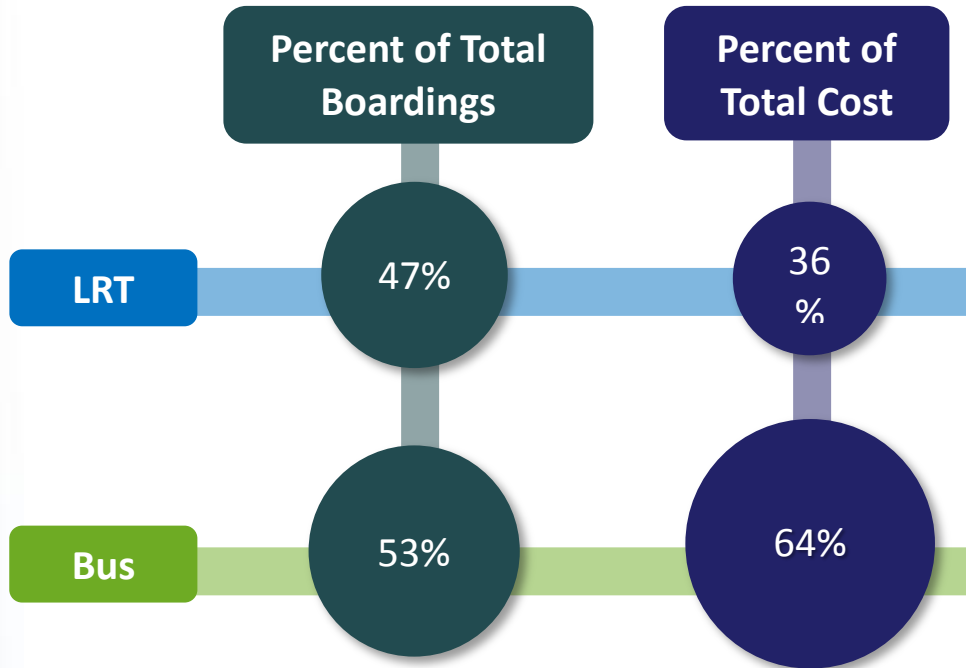


Figure 3.9 System Ridership and Resource Distribution

3.6 Light Rail Service Analysis

3.6.1 Ridership

RT light rail ridership for both the Blue and Gold Lines in Fall 2010 reported:

- 43,090 passenger boardings on an average weekday
- 15,760 passenger boardings on an average Saturday
- 10,625 passenger boardings on an average Sunday

Ridership by Stop

Maps 3.2 – 3. 4 (Section 3.5.1) display system-wide average daily passenger boardings by individual stop for each day type.

Weekday

Ridership is strongest in the downtown core on both lines and decreases along the outlying portions of the service area. Outside of downtown, ridership is strongest at hubs with multiple connections into the network, such as Watt/I-80 station, University/65th St, and Meadowview.

Blue Line ridership is strongest along its southern segment from downtown to Meadowview, while Gold Line ridership is strongest along its inner segment from downtown to University/65th St Station.

Weekend

Similar to weekdays, ridership is strongest in downtown Sacramento and lessens outside the city center. Saturday ridership is greatest on the Blue Line which experiences nearly 2,000 more passenger boardings than the Gold Line. Sunday ridership shows the reverse, with the Gold Line experiencing nearly 1,400 more passenger boardings than the Blue Line.

Ridership by Time Period

For the purpose of this service analysis the following time periods have been defined:

- AM Peak – 6:00 AM – 8:59 AM
- Midday – 9:00 AM – 3:29 PM
- PM Peak – 3:30 PM – 5:59 PM
- Early AM/Evening – 6:00 PM – 12:00 AM

Overall, light rail weekday ridership demonstrates consistency in the AM and PM peak periods and strong ridership throughout the midday period.

Midday ridership on the Blue Line is nearly double that of the peak time periods, which is indicative of successful, all-day service utilized by various market segments. The Gold

Line, on the other hand, operates with greater peak ridership compared to the midday, suggesting it functions as a commute-oriented service. Figure 3.10 shows weekday ridership by time period by line.

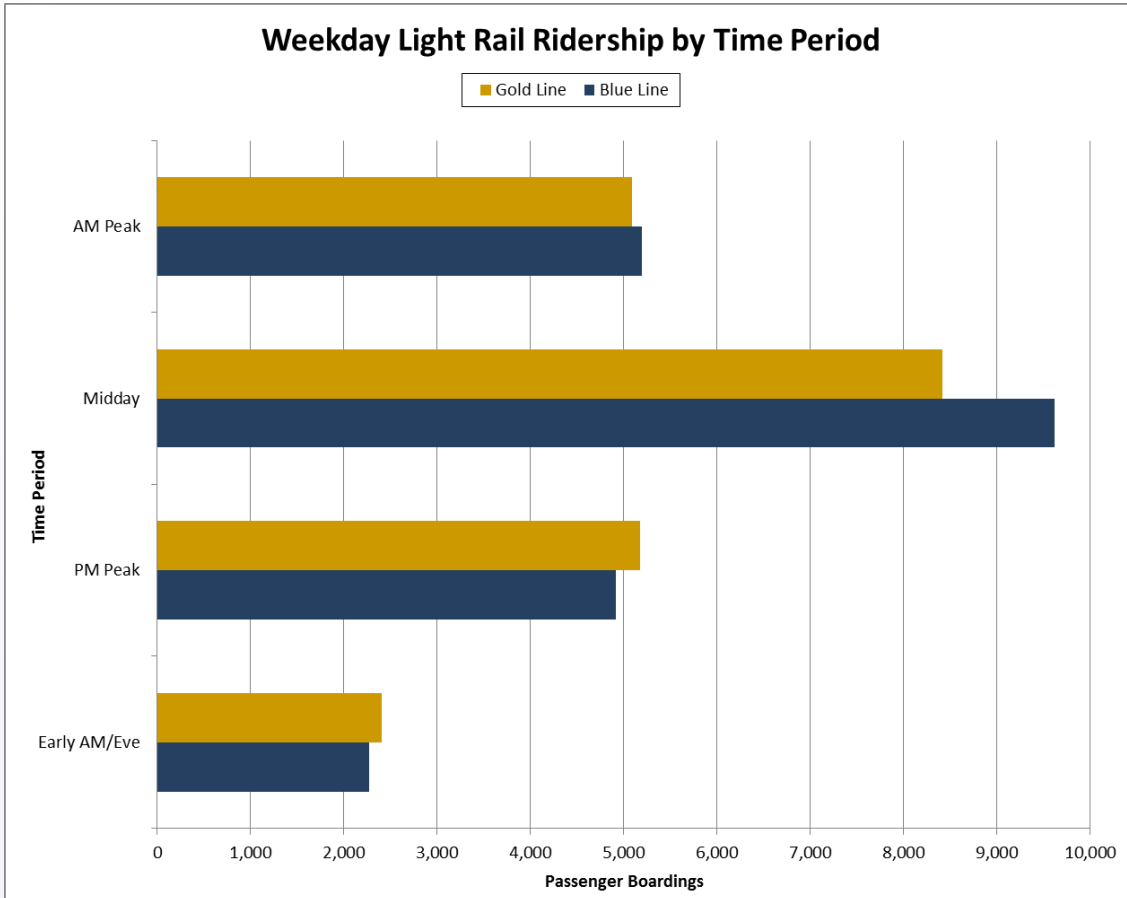


Figure 3.10 Weekday Light Rail Ridership by Time Period

3.6.2 Productivity

Productivity measures segment and route level service effectiveness using the following metric: passenger boardings per revenue train hour (bph). This measures the number of unlinked passenger boardings (ridership) generated per revenue train hour of service operated.

Passengers per Revenue Train Hour

By Segment

Weekday

On weekdays light rail demonstrates strong productivity in the downtown core and lessens outside of the core. Figure 3.11 displays weekday passengers per revenue train hour by segment by line.

Blue Line productivity is strongest along the southern segment from St. Rose of Lima to Meadowview. Gold Line productivity is strongest along the innermost segment from Sacramento Valley Station to University/65th St Station. For both light rail lines productivity is strongest in the core and begins to decrease moving outside of downtown where transit competitiveness tends to diminish.

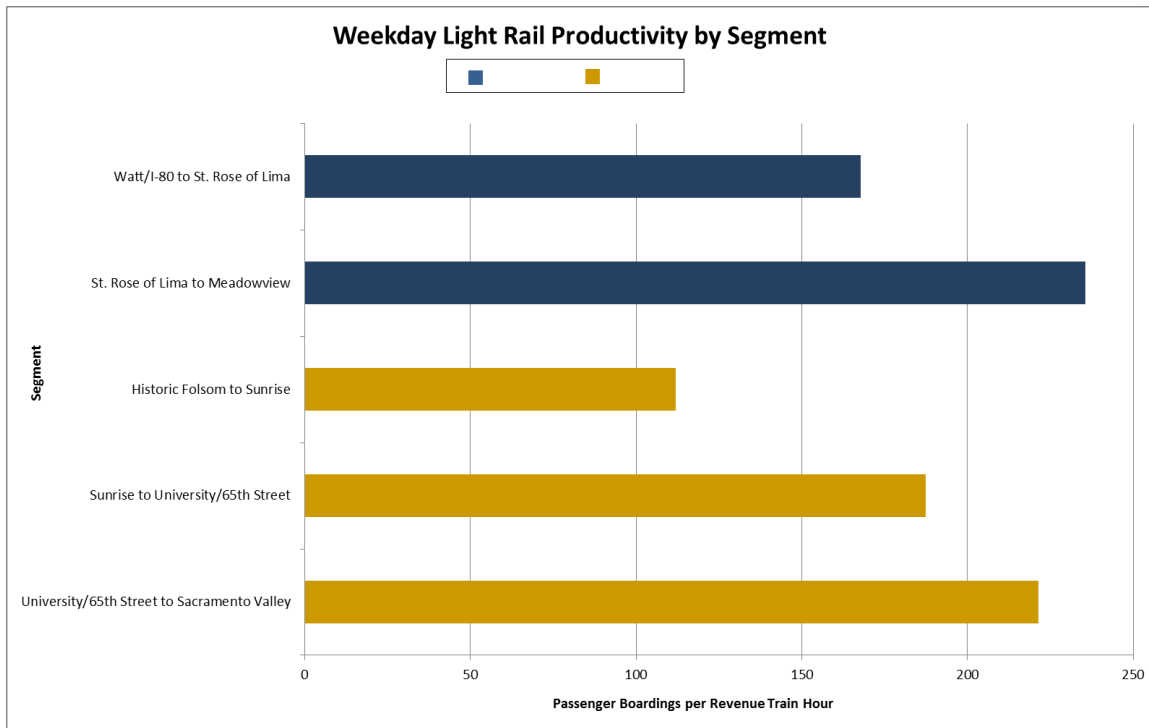


Figure 3.11 Weekday Light Rail Productivity by Segment

Weekend

Light rail weekend productivity is lower overall than weekday. Blue Line productivity on Saturday and Sunday reflects the same pattern as weekday with 170 bph and 83 bph, respectively. Gold Line productivity for Saturday and Sunday differs from weekday and shows the University/65th St Station to Sunrise segment to be most productive with 143 bph and 131 bph, respectively.

By Time Period

Weekday

Light rail displays greatest weekday productivity in the PM peak with both the Blue Line and Gold Line experiencing over 280 pph. In the AM peak and midday time periods, the Blue Line shows greater productivity than the Gold Line. Conversely, the Gold Line shows greater productivity in the PM peak and early AM/evening time periods. Figure 3.12 displays weekday passengers per revenue train hour by time period.

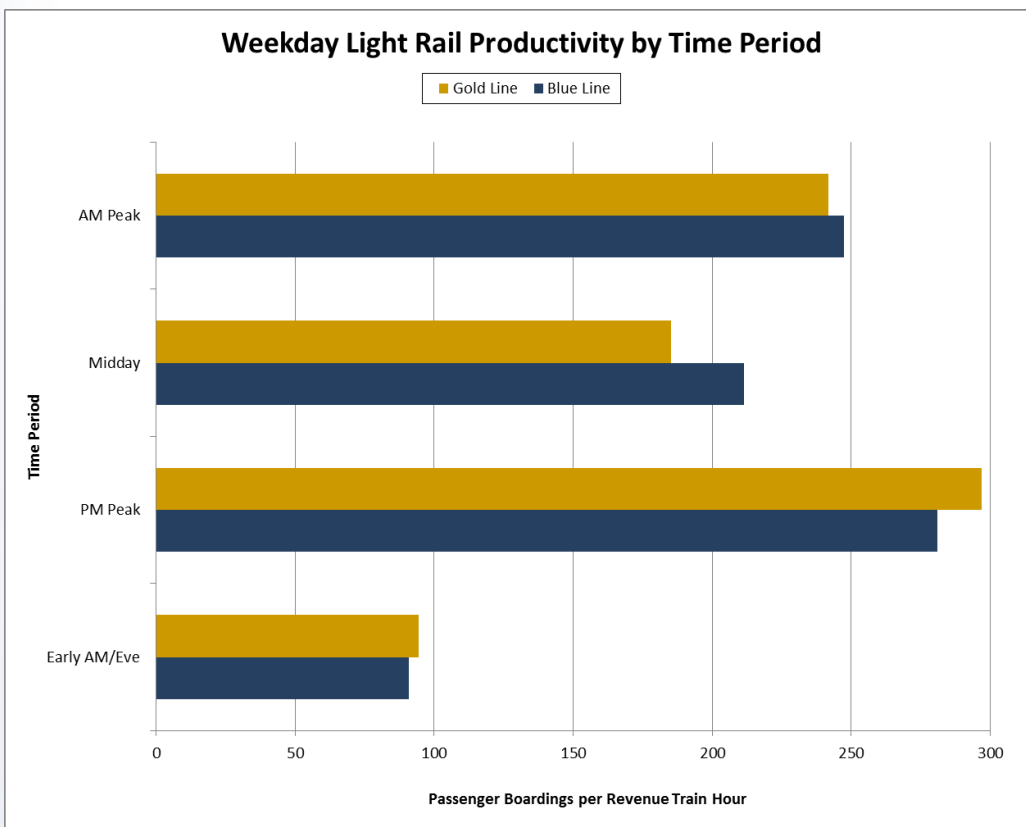


Figure 3.12 Weekday Passengers per Revenue Train Hour by Time Period

3.6.3 Financial Effectiveness

Financial effectiveness compares passenger farebox revenue (operating revenue) and operating cost using the following metrics:

- Farebox recovery ratio – ratio of operating revenue to operating costs. Subsidized services have farebox recovery ratios below 100 percent, while profitable services are over 100 percent.
- Cost per passenger boarding – measures the cost of providing service to customers, regardless of fare revenue. This metric is useful as it removes external subsidy from the cost of a route.

Fare revenue was calculated using ridership data and RT’s average fare per passenger (\$1.11 in fall 2010).

Farebox Recovery Ratio

By Segment

Weekday

Light rail displays greatest weekday farebox recovery along its downtown segments, at or above 50 percent, and lessens outside the core. Figure 3.13 displays weekday farebox recovery by segment by line.

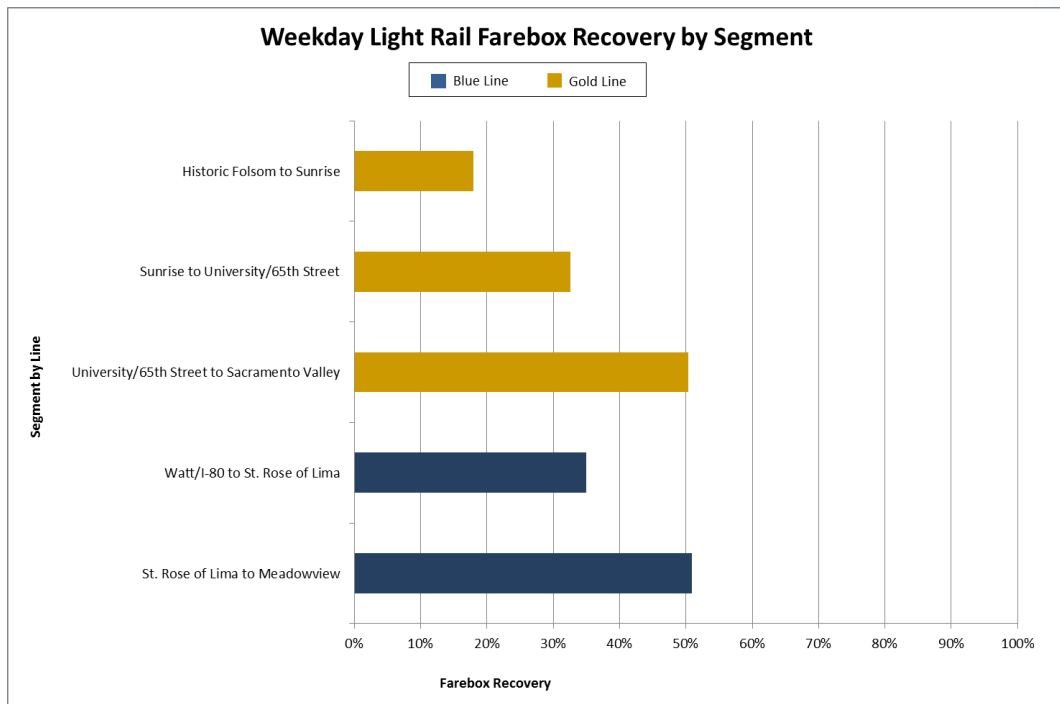


Figure 3.13 Weekday Farebox Recovery by Segment

Weekend

Light rail farebox recovery is lower on Saturdays and Sundays compared to weekdays. Blue Line farebox recovery on Saturday and Sunday reflects similar patterns to passenger boardings per revenue train hour, with greater farebox recovery along its southern segment from St. Rose of Lima to Meadowview. Gold Line farebox recovery for Saturday and Sunday also reflects similar patterns to passenger boardings per revenue train hour and shows the University/65th Street Station to Sunrise segment to have greatest farebox recovery.

Cost per Passenger Boarding

By Segment

Weekday

Cost per passenger boarding measures the cost effectiveness of a route regardless of fare revenue and external subsidies. Figure 3.14 below displays weekday cost per passenger boarding by segment for the Blue Line and Gold Line. The more productive segments display lower cost per passenger, while the less productive segments show higher cost per passenger.

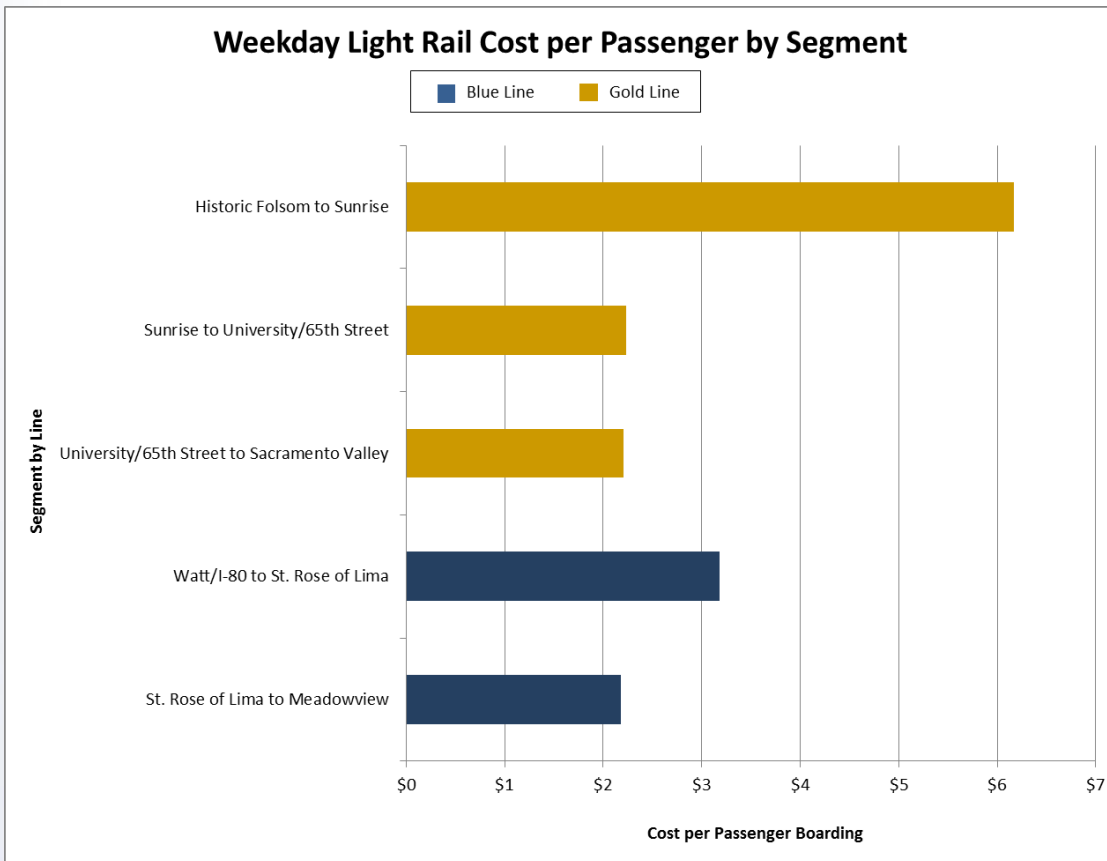


Figure 3.14 Weekday Cost per Passenger by Segment

Weekend

Saturday light rail segments range from approximately \$2.70 per boarding to \$3.85 per boarding, with the exception of the Gold Line Historic Folsom to Sunrise segment that shows a cost per boarding of \$13.67. Sunday segments show notably higher costs per boarding, with the majority of segments ranging from \$4.00 to \$6.20. Again, the Gold Line Historic Folsom to Sunrise segment shows much higher cost per boarding of \$15.12.

3.6.4 Light Rail Service Analysis Findings

Blue Line Findings

- Ridership is relatively consistent throughout the day, indicative of a service used by multiple types of customers.
- The southern segment from St. Rose of Lima to Meadowview is stronger across all time periods and day types; it displays the greatest productivity and financial effectiveness.

Gold Line Findings

- Ridership along the downtown segment from Sacramento Valley Station to 65th Street/University Station is highly productive and displays consistent ridership throughout the day.
- The outermost segment from Sunrise to Historic Folsom displays a drop in productivity and financial effectiveness, likely due to lower levels of transit competitiveness resulting from more nodal destinations and lower population and employment densities. This segment is highly commute-oriented, and does not receive the same service frequency and span as the remainder of the light rail network.

3.7 Bus Service Analysis

3.7.1 Ridership

RT bus ridership in Fall 2010 reported:

- 49,020 passenger boardings on an average weekday
- 17,695 passenger boardings on an average Saturday
- 10,130 passenger boardings on an average Sunday

Ridership by Stop

Maps 3.2 – 3.4 (Section 3.5.1) display system-wide average daily passenger boardings by individual stop for each day type.

Weekday

Ridership is greatest in the core grid network – west of Watt Avenue to downtown and the southeastern quadrant of Sacramento between the Blue Line and Stockton Boulevard. These areas show the greatest proportions of higher population and employment density, mixed land uses, and transit dependent populations. East of Watt Avenue ridership decreases and transit competitiveness is lower due to a change in land uses and a greater amount of dispersed, low density population and employment.

Weekend

Similar to weekdays, Saturday and Sunday ridership is greatest in the core grid network and decreases traveling away from the core, where land uses change and there is a higher amount of dispersed, low density population and employment.

Major Boarding Locations

Weekday

The Watt/I-80 Station and Florin Towne Center areas show the strongest boarding activity in the region, each averaging over 1,500 average weekday boardings. Additionally, several other boarding locations show high boarding levels. Figure 3.16 displays major weekday boarding locations.

Weekend

Watt/I-80 Station, Arden/Del Paso Station, and Florin Towne Center continue to show strong boarding levels, each over 1,000 weekday boardings, with weekends showing some variation in major boarding locations compared to weekdays.

Major Boarding Locations	
Location	Weekday Boardings
Watt/I-80 Station	1,915
Florin Towne Center	1,575
Arden/Del Paso Station	1,360
University/65 th Street	985
American River College	910
Florin Station	800
Meadowview Station	720
Mather Field/Mills Station	710
Arden Fair Mall	620
Sunrise Mall	580
7th Street/K Street	570
Watt Avenue/El Camino Avenue	530

Figure 3.16 Major Boarding Locations

Ridership by Time Period

Weekday bus ridership is relatively consistent in the AM and PM peak travel periods producing combined ridership of 20,045 passenger boardings, while midday experiences over double the sum of the peak periods. Figure 3.17 shows weekday bus ridership by time period.

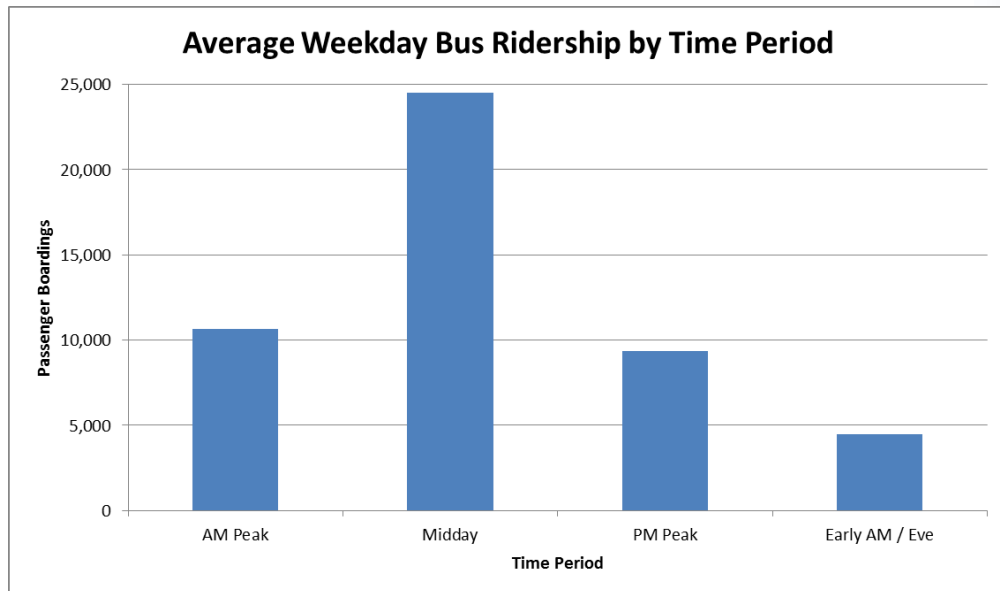


Figure 3.17 Average Weekday Bus Ridership by Time Period

Ridership by Route

Weekday

Weekday route level ridership varies across the RT network, with average passenger boardings ranging from 28 boardings per day to as high as 4,400 passengers on a given route. Ridership is strongest on key corridors (discussed further below), each experiencing at least 2,000 average weekday boardings. Ridership is weakest on the express and community routes, with Routes 109 (Express) and 85 (Community) showing ridership levels of 86 and 28 passengers, respectively. Figure 3.18 displays average weekday passenger boardings for all bus routes.

Weekend

Ridership levels drop significantly on weekends. Saturday ridership reflects weekday patterns, being strongest on local Routes 51, 23, 81, 1, and 56 (listed in descending order), each with at least 1,000 average boardings. Sunday ridership is also greatest on these bus routes, especially local Routes 51 and 23, each with at least 1,000 average boardings. Local Route 34 experiences low ridership on Saturdays and Sundays, with 67 and 46 passenger boardings respectively. Community Route 47 generates 87 average passenger boardings on Saturdays and does not operate on Sundays.

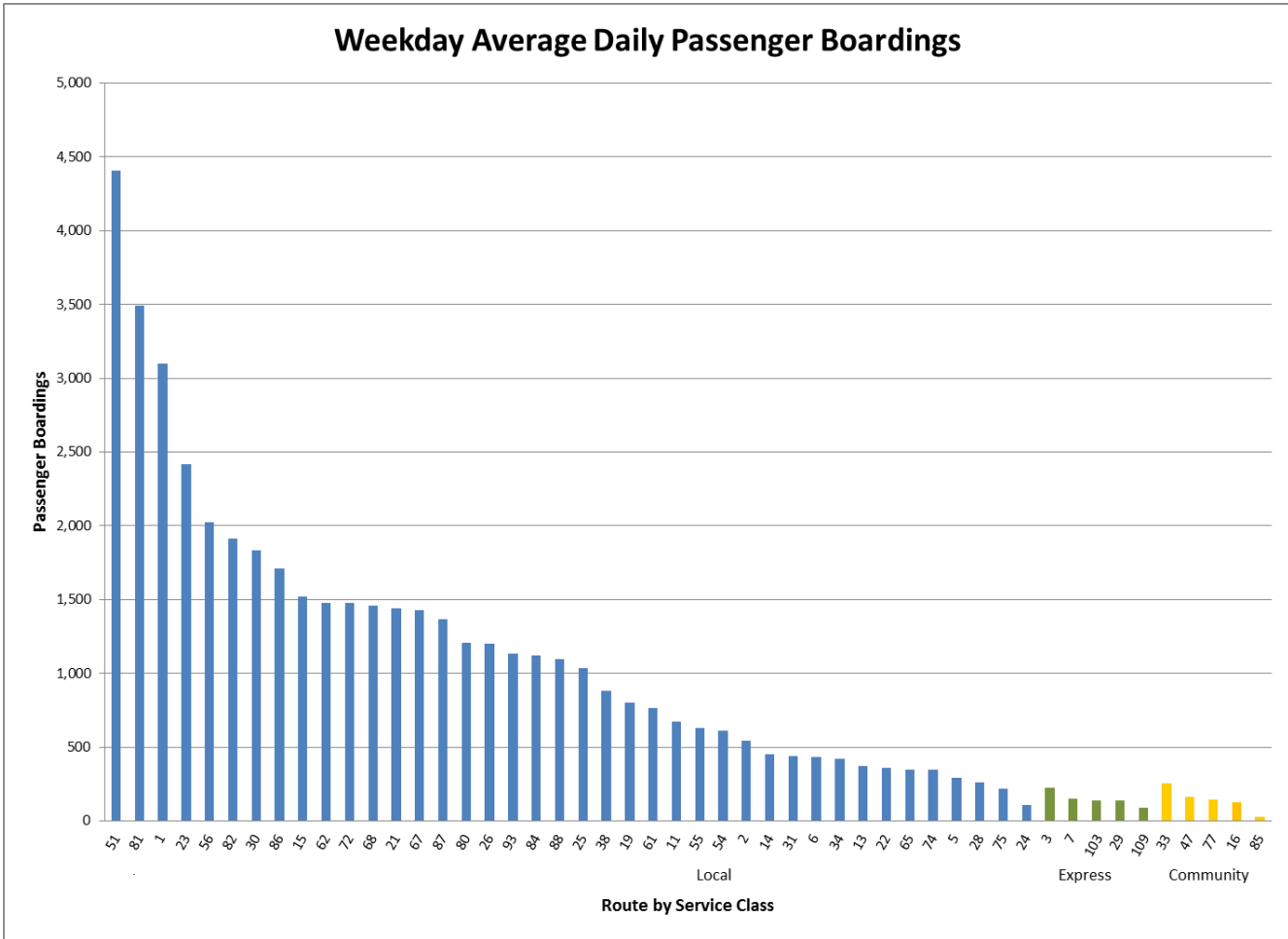


Figure 3.18 Weekday Average Daily Passenger Boardings

Key Corridors

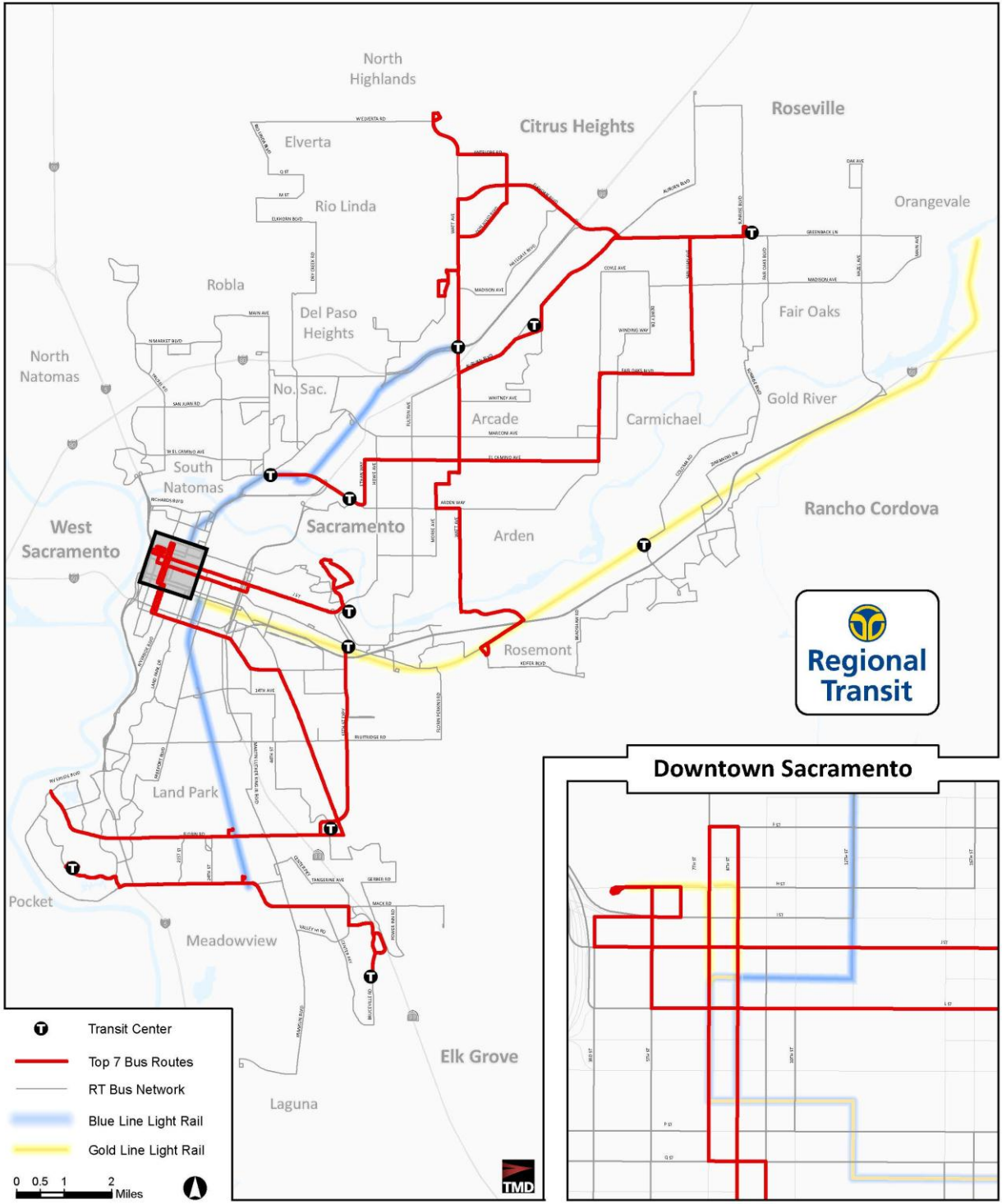
Weekday

Certain corridors are particularly prominent on weekdays, generating significant levels of bus ridership. These include north-south corridors Stockton Boulevard, 65th Street, and Watt Avenue and east-west corridors Florin Road, Broadway, Auburn Boulevard/Greenback Lane, El Camino Avenue, J/L Streets, and Meadowview Road/Mack Road. Key corridors are identified in Map 3.6. These top corridors with light rail represent 70 percent of current customers. Improving service on these key corridors would positively impact the majority of current riders and attract additional riders.

Weekend

Weekend ridership shows the same corridor dominance as weekdays, with the Broadway, Watt Avenue, Stockton Boulevard, and Florin Road corridors experiencing the greatest number of boardings.

Top 7 Bus Routes



Map 3.6 Major Bus Corridors

Ridership and Resource Allocation

Weekday

Nearly 42 percent of total weekday ridership is attributed to the top seven local bus corridors while they consume only 33 percent of cost, showing that they are strong contributors to the network and may warrant additional investment. The remaining 31 local bus routes comprise another 55 percent of total weekday ridership yet consume 63 percent of the cost, showing that these services cost more to provide than they generate in terms of ridership. Community and express services each contribute less than 2 percent of total weekday bus ridership. Figure 3.19 displays bus ridership and resource distribution.

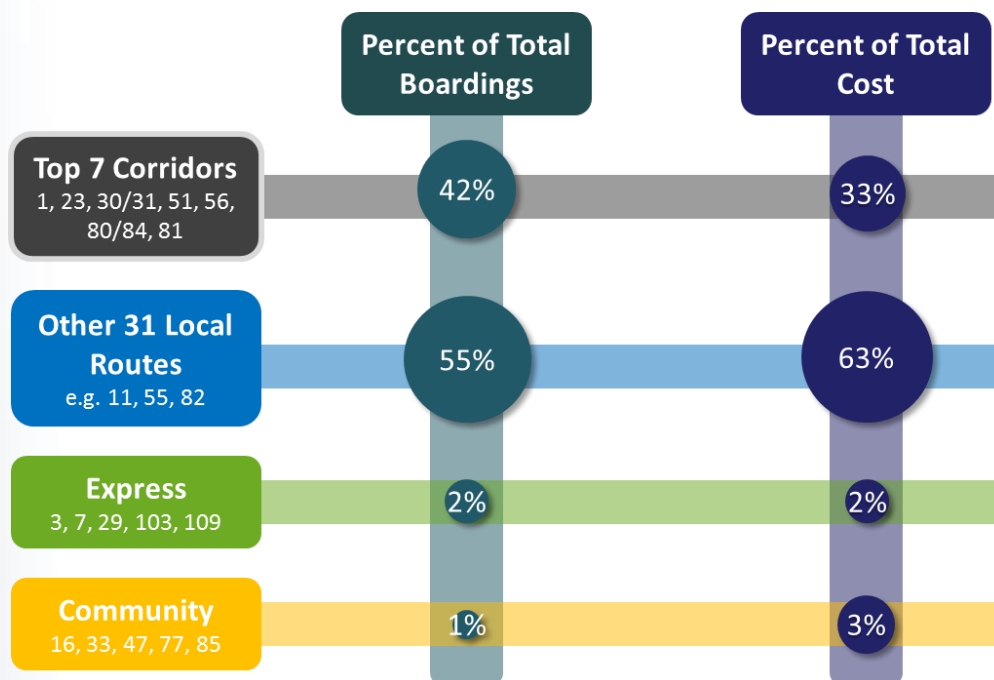


Figure 3.19 Bus Ridership and Resource Distribution

Weekend

Weekend ridership is largely supported by local bus service with only one community bus route operating on Saturdays and none on Sundays.

3.7.2 Productivity

Productivity measures route and segment level service performance by ridership using the following metric:

- Passenger boardings per revenue hour (bph) – a key indicator of service productivity, it measures the number of unlinked passenger boardings (ridership) generated per revenue hour of service operated.
- Passenger boardings per revenue trip (bpt) – commonly used in measuring express service, it measures the number of unlinked passenger boardings (ridership) generated per revenue trip operated.

Passengers per Revenue Hour

By Route

Weekday

RT maintains a local bus average of approximately 28 passenger boardings per revenue hour of service. The top performing display greater than 35 bph and typically operate at spontaneous use frequencies and in transit dependent areas. Weak performing routes show less than 20 bph and operate at 60 minute frequencies, largely in low density areas. Outside of strong and weak performing routes, the majority of local routes show average performance, with moderate productivity levels and room for improvement. Community routes show an average of 13 bph, with Route 33 being the only route to surpass the average at 22 bph. Figure 3.20 displays weekday passengers per revenue hour by route and service type.

Weekend

RT maintains a local bus average of approximately 25 bph on Saturdays and 21 bph on Sundays. On both Saturdays and Sundays local Routes 51, 56, 67, 86, 87, and 88 are the strongest performing routes with 30 or greater bph on Saturdays and 25 or greater bph on Sundays. The weakest performing local routes on Saturdays and Sundays are Routes 34, 19, and 75, each generating less than 15 bph. Route 47 is the only community route to operate on Saturdays, with an average of 10 bph. No community routes operate on Sundays.

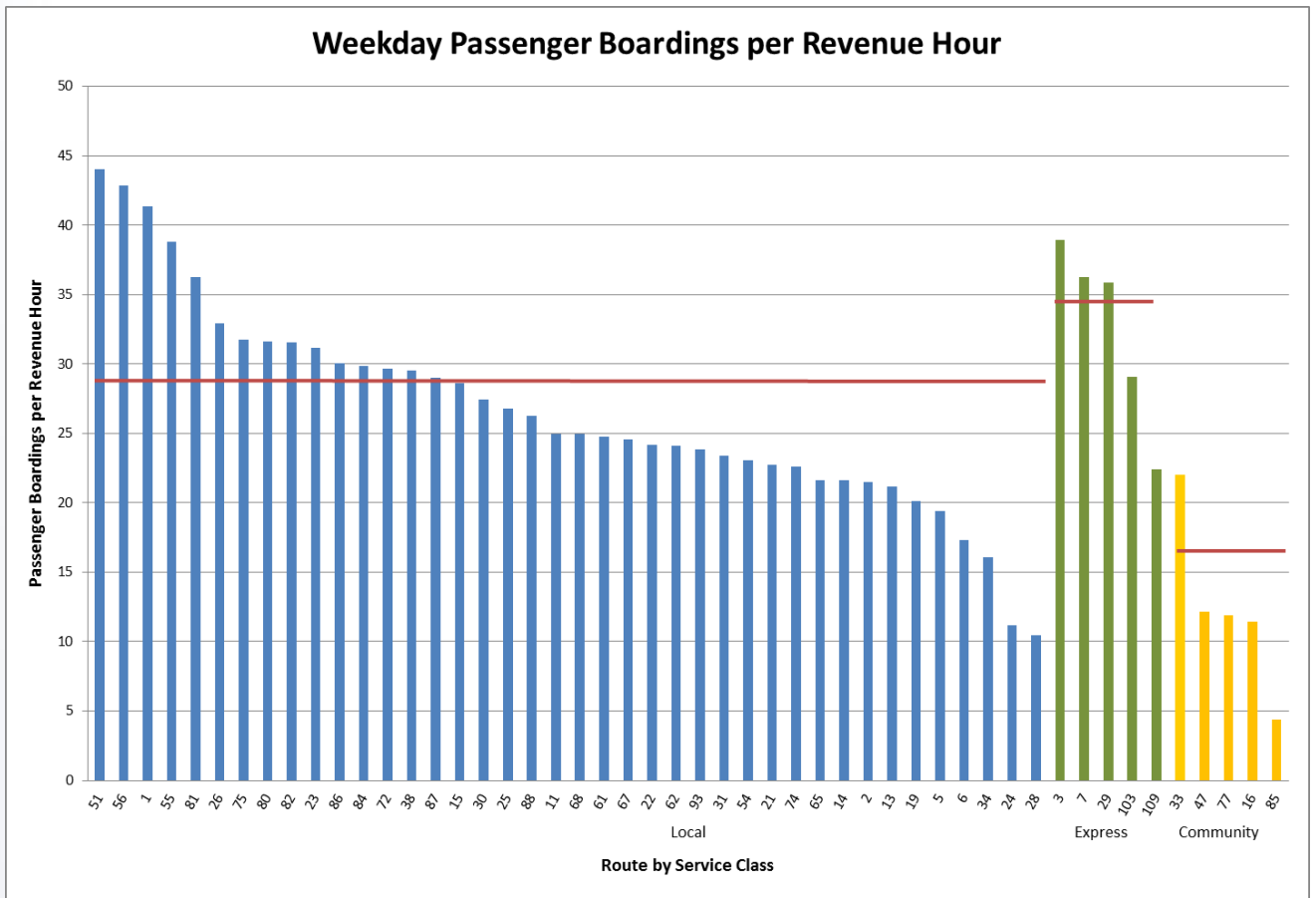


Figure 3.20 Weekday Passenger Boardings per Revenue Hour

Passengers per Revenue Trip

By Route

Weekday

Passenger boardings per revenue trip is a metric most commonly used to measure peak only, express, or commute based services. Such services typically operate peak periods on weekdays with a limited number of revenue hours and trips. Routes 29 and 3 are the strongest performing express routes and experience 25 boardings per trip or greater. Route 103 experiences less than 20 bpt, and is the only Express route which does not directly serve downtown Sacramento. Figure 3.21 displays Express passenger boardings per revenue trip by route.

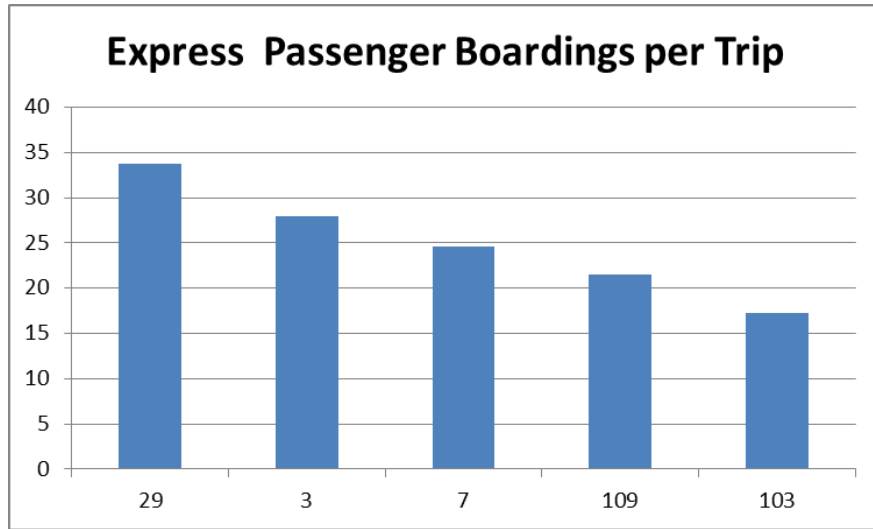


Figure 3.21 Express Passenger Boardings per Trip

3.7.3 Financial Effectiveness

Financial effectiveness compares passenger farebox revenue (operating revenue) with operating cost using the following metrics:

- Farebox recovery ratio – ratio of operating revenue to operating costs. Subsidized services have farebox recovery ratios below 100 percent, while profitable services are over 100 percent. This measure is also referred to as the operating ratio.
- Cost per passenger boarding – measures the cost of providing service to customers, regardless of fare revenue. This metric is useful as it removes external subsidy from the cost of a route.

Farebox Recovery Ratio

Bus routes with higher farebox recovery ratios closely match those with high productivity on weekdays and weekends. Conversely, routes with the lower operating ratios correspond to routes of low productivity.

By Route

Weekday

The average weekday farebox recovery ratio for RT bus service is 26 percent. Local Routes 51, 56, 1, 55, and 81 are the most financially sustainable, experiencing between 33 and 41 percent farebox recovery. Local Routes 24 and 28 and community Routes 47 and 16 are the least financially sustainable routes, experiencing farebox recovery below 15 percent. Figure 3.22 displays weekday farebox recovery for all routes.

Weekend

The average Saturday and Sunday farebox recovery ratios for RT bus service are 26 percent and 18 percent, respectively. Local Routes 51, 87, 56, 67, and 88 are the most financially sustainable on Saturdays, experiencing between 27 and 33 percent farebox recovery. Local Routes 51, 81, 56, and 23 are the most financially sustainable on Sundays, experiencing between 23 and 30 percent farebox recovery. On Saturdays and Sundays local Routes 19 and 34 are the least financially sustainable, experiencing farebox recovery lower than 11 percent. Community Route 47 operates on Saturdays only and also displays poor financial sustainability with farebox recovery of 9 percent.

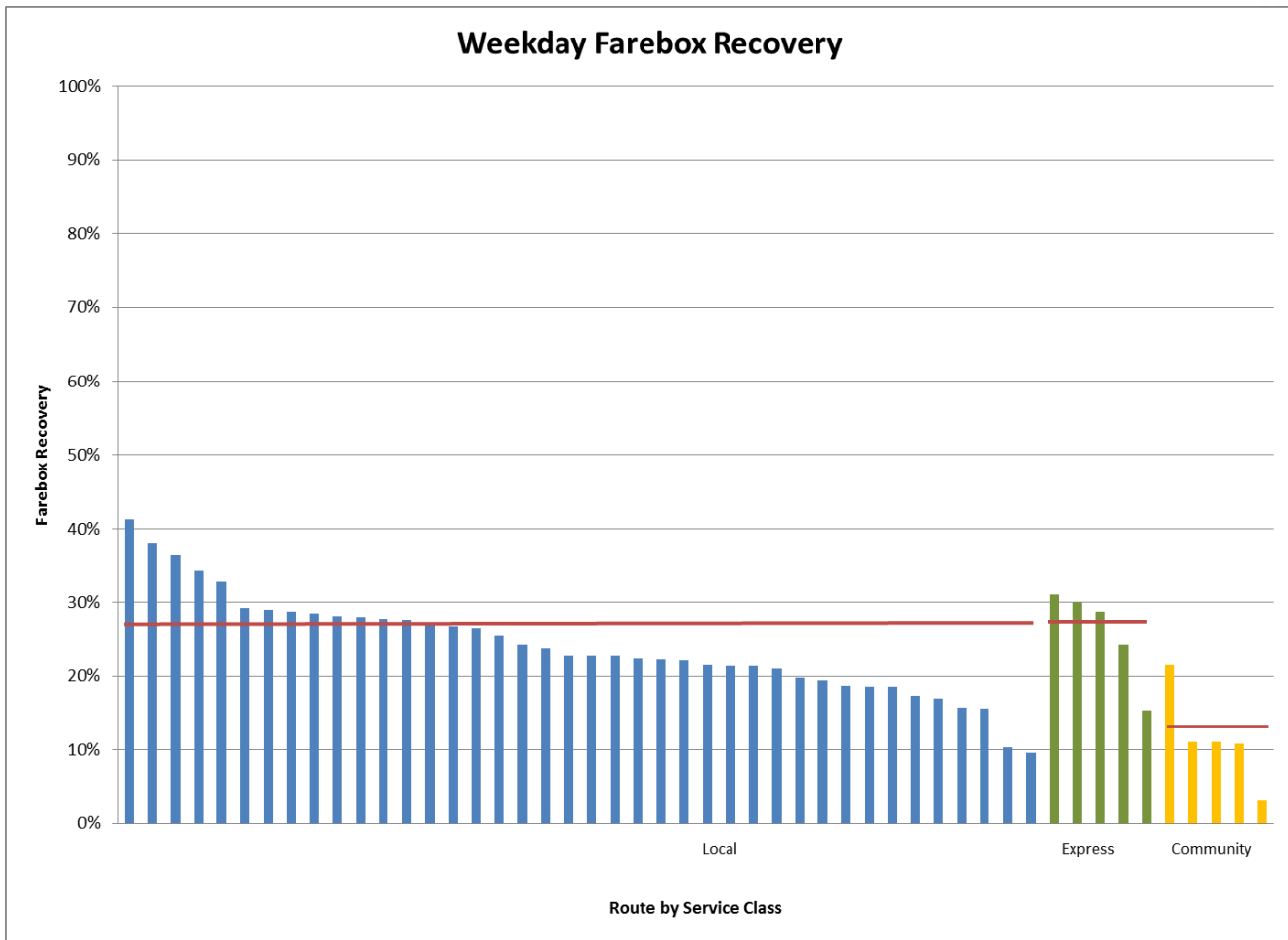


Figure 3.22 Weekday Farebox Recovery

Cost per Passenger Boarding

By Route

Cost per passenger boarding measures the cost effectiveness of a route regardless of fare revenue and external subsidies. Routes displaying low cost per boarding combine efficient and effective service with higher ridership generation.

Weekday

RT Local and Express routes typically display a weekday average cost per passenger boarding of \$4.25. Routes showing higher cost per passenger boarding typically show low productivity, while routes with the lowest cost per passenger boarding also show the greatest productivity. Figure 3.23 on the following page displays weekday cost per passenger boarding by route. Local routes 28 and 24 are by far the most expensive to operate on a per-passenger basis, while routes 51 and 56 are the least expensive. Routes 85 and 77 receive external funding for operation, which makes them less expensive for RT to operate.

Weekend

On Saturdays, the least productive routes show cost per passenger boarding greater than \$9.00, and lower than 15 passengers per revenue hour. The most productive routes show the lowest cost per passenger boarding, each less than \$4.15, and greater than 30 passengers per revenue hour. Sundays reflect patterns similar to Saturdays.

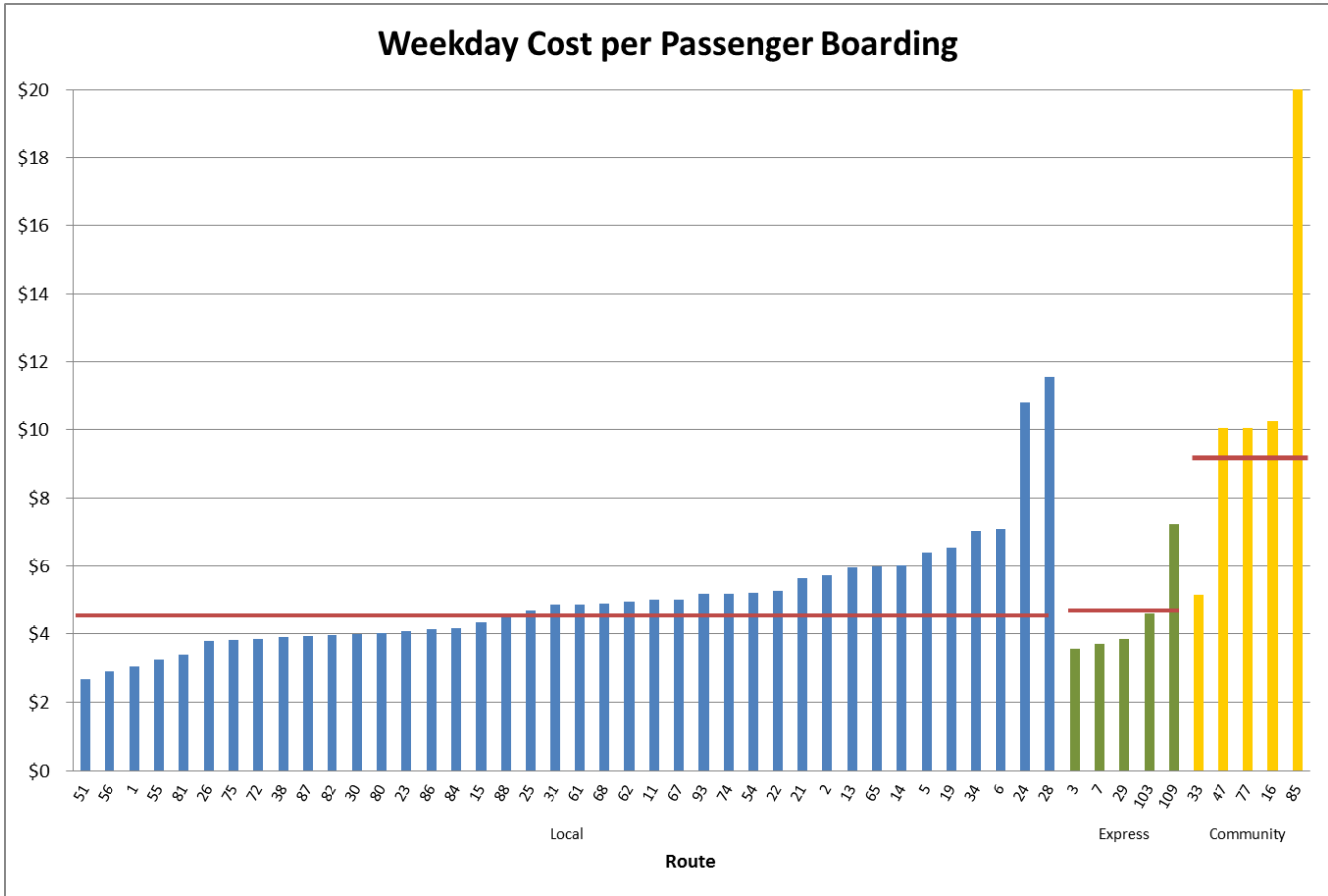


Figure 3.23 Weekday Cost per Passenger Boarding

3.7.4 Service Quality/Customer Experience

Understanding the quality of service (customer experience) is critical in providing a Comprehensive Operational Analysis (COA) of RT services. Various measures indicate a customer's perceived quality of service, which include:

- **Travel Time** – Operating speed
- **Access to Service** – Stop spacing and coverage
- **Crowding** – Passenger loads

Travel Times

Operating Speed

Reviewing service travel times is useful to identify low operating speeds which contribute to passenger delay and add cost. Safely improving operating speeds on all routes ensures a more attractive service to customers while potentially increasing service efficiency and effectiveness by reducing the resources needed to operate the service or operating more service with the same resources.

Weekday

Figure 3.24 shows average weekday operating speeds in miles per hour (mph) for local and express routes. Average speeds of less than 15 mph are present in about 50 percent of local routes with the remaining 50 percent of routes ranging from 15 mph to 20 mph. Routes with slower speeds are strong candidates for bus speed improvement initiatives in order to improve passenger experience (many of these areas have high boarding activity) and reduce operating cost. The majority of express routes fall within speeds of 15 mph to 20 mph, with Routes 103 and 109 displaying speeds greater than 20 mph.

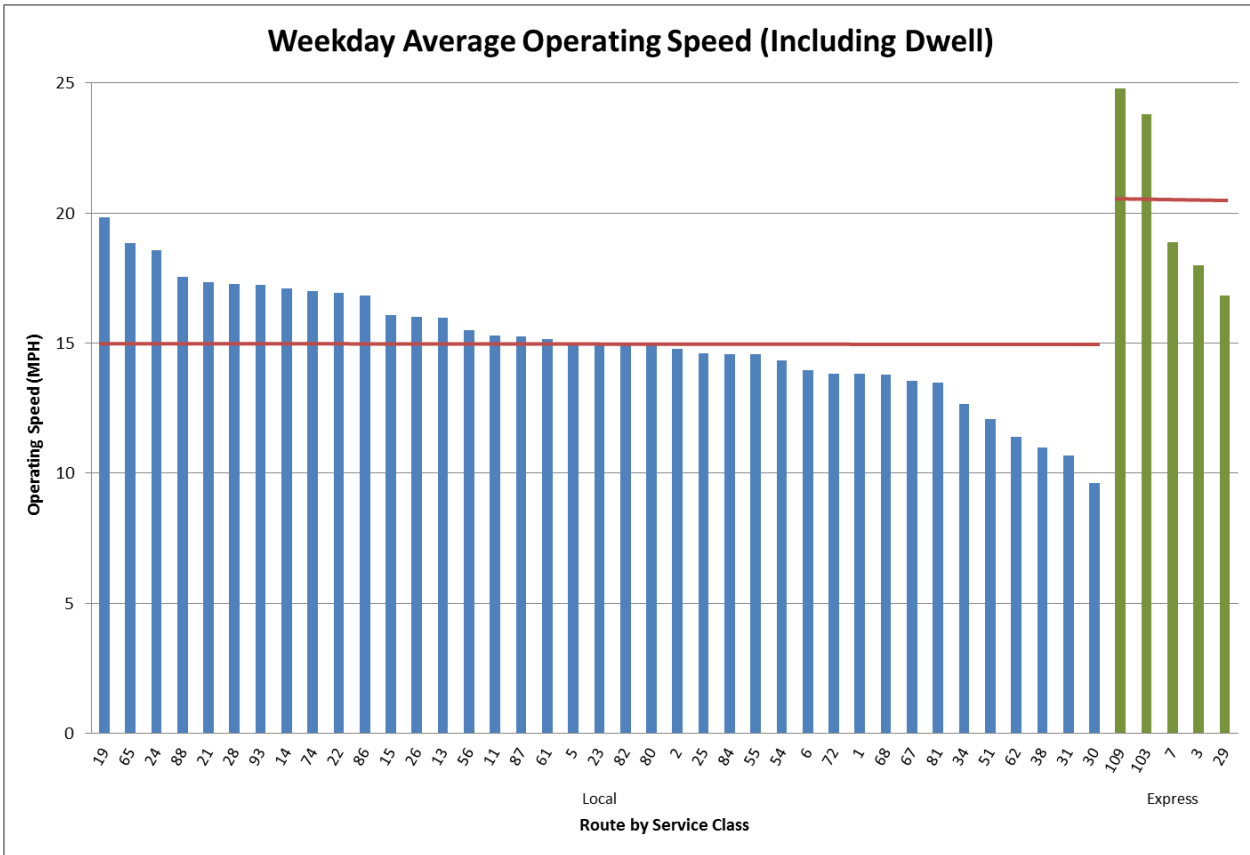


Figure 3.24 Weekday Average Operating Speed

Access to Service

Stop Spacing

Stop spacing is a key factor in overall quality of service, affecting both service access and travel times. Closely-spaced stops may result in less walking time, yet often lower quality of service for passengers on the bus due to added delay. Stop spacing of about 0.25 miles between stops is a typical industry standard for local bus services, although this can vary according to urban environment and density. Approximately 40 percent of RT routes are below this standard. Figure 3.25 displays average stop spacing by route. Eight Local bus routes (2, 6, 30, 31, 34, 38, 51 and 62) have stops spaced closer than 0.2 miles apart (less than approximately 1,000 feet between stops). Many of these routes serve downtown Sacramento. Adjusting stop placement to more closely reflect a 0.2 to 0.25-mile spacing may increase travel speeds and improve the customer experience.

Crowding

Passenger Loads

RT measures passenger loads based on a seated capacity (34 on a standard bus vehicle) plus a certain number of standees (total capacity) in order to effectively evaluate service utilization. The load standard for RT services is 150 percent of seated capacity.

Weekday

Approximately 18 RT routes experienced trips above the seated load (34 passengers) but well within the load standard on an average weekday. Of all routes, Route 72 experienced one trip over the 150 percent load standard, with a max load of 56 passengers. With a low percentage of trips experiencing crowding, there do not seem to be systemic issues with bus overcrowding.

Weekend

No trips were over capacity during the weekend, again showing no systemic problems.

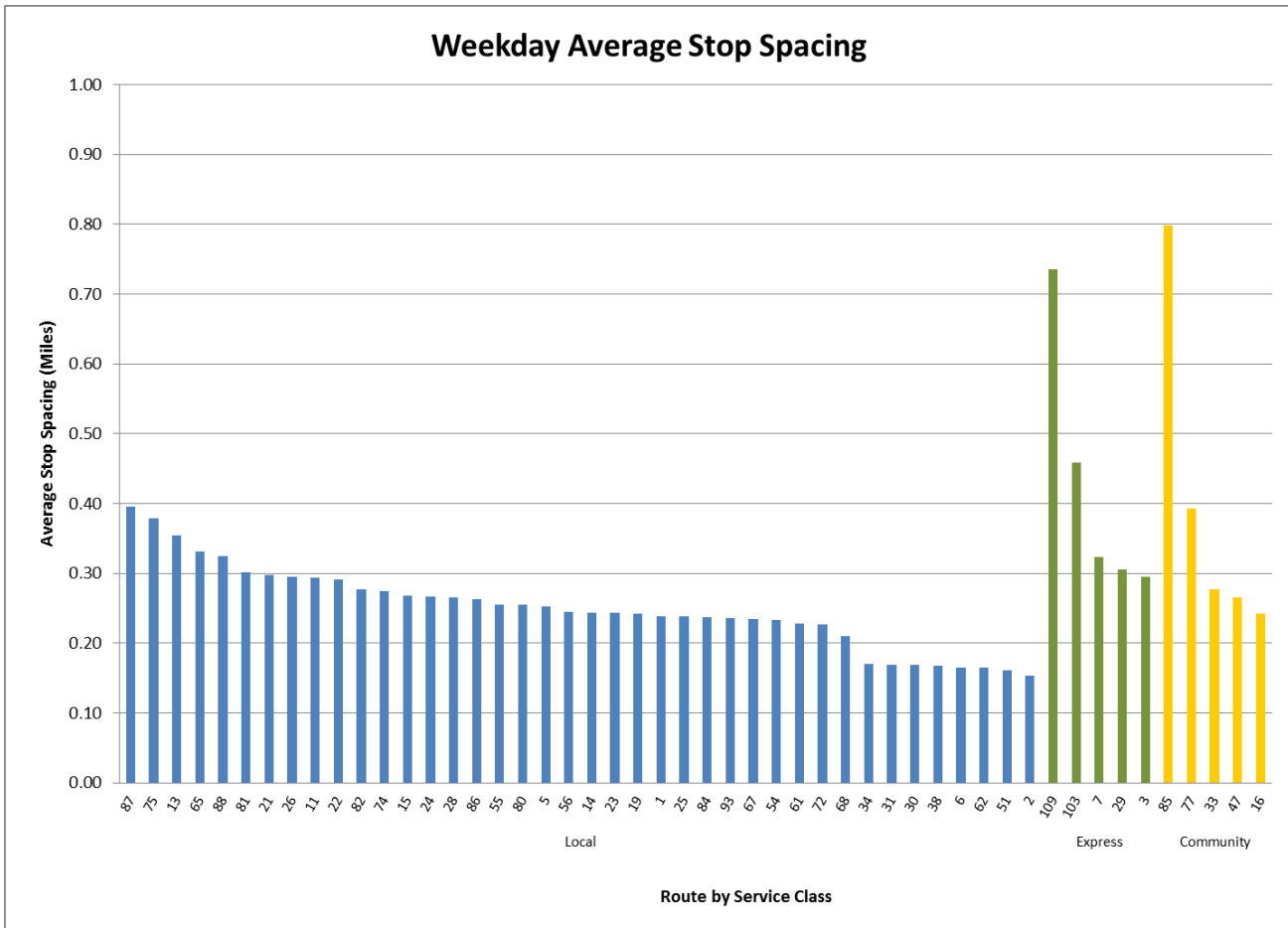


Figure 3.25 Weekday Average Stop Spacing

3.8 Bus Service Key Findings

3.8.1 Ridership

- Ridership is concentrated in the core grid network where the greatest proportions of higher population and employment density, mixed land uses, and transit dependent populations are located.
- Watt/I-80 Station and Florin Towne Center are key boarding locations within the RT network, each averaging over 1,500 average weekday boardings.
- Ridership is strongest on the north-south key corridors of Stockton Boulevard, 65th Street, and Watt Avenue and the east-west key corridors of Florin Road, Broadway, Auburn Boulevard/Greenback Lane, El Camino Avenue, J/L Streets, and Meadowview Road/Mack Road.
- The top seven bus routes generate 42 percent of total boardings and 33 percent of total cost, indicating that they are strong contributors to the network and may warrant additional investment.

3.8.2 Productivity

- The average weekday productivity for RT bus service is 28 passenger boardings per hour. Routes displaying greatest productivity generate more than 35 passenger boardings per hour and typically operate at spontaneous use frequencies and in transit dependent areas.

3.8.3 Financial Effectiveness

- Bus routes with higher farebox recovery ratios closely match those with high productivity on weekdays and weekends. Conversely, routes with the lower operating ratios correspond to routes of low productivity.
- The average weekday farebox recovery ratio for RT bus service is 26 percent. The most financially sustainable routes experience between 33 and 41 percent farebox recovery and also tend to display high productivity.
- Routes with higher cost per passenger boarding typically show low productivity, while routes with lower cost per passenger boardings show greater productivity. RT Local and Express routes typically display an average weekday cost per passenger boarding of about \$4.25.

3.8.4 Service Quality/Customer Experience

- Average weekday operating speeds of less than 15 miles per hour are present in approximately 50 percent of local routes. Routes with slower operating speeds are strong candidates for bus speed improvement initiatives in order to improve passenger experience (many of these areas have high boarding activity) and reduce operating cost.
- Closely-spaced stops may result in less walking time, yet often lower quality of service for passengers on the bus due to added delay. Stop spacing of about 0.25 miles between stops is a typical industry standard for local bus services. Many of the routes serving the Central City area have stops spaced more closely together.
- Regarding passenger loads and vehicle crowding, Route 72 experienced one trip over the 150 percent load standard, with a max load of 56 passengers. With a low percentage of trips experiencing crowding, there do not seem to be system issues with bus overcrowding.

4. TransitRenewal

Performance Measures

4.1 Introduction

Following the discussion on RT's existing conditions, several key themes emerged that warranted further development and provided insight into RT's future. These include:

- As a result of focusing resources on service coverage, RT has few services that run frequently enough for customers to use them “on demand.”
- While the transit network functions effectively for many trip purposes (work, school) the lack of significant evening and weekend service limits the convenience of transit.
- With a diverse, often decentralized travel marketplace and various transit modes (rail, bus, community circulators/route deviation, paratransit) the system must function more effectively as a network rather than a series of individual routes.

The service reductions undertaken in 2010 occurred in response to significant budget shortfalls and contributed to many of these issues. Going forward, TransitRenewal aims to redevelop the transit network in a more sustainable fashion, guiding increased service towards the areas of greatest demand. As a result, the principles considered for transit network re-design as part of TransitRenewal are:

- Invest in frequent, high-quality service in appropriate market areas.
- Develop a seamless RT network.
- Match service levels and market demand.

In accordance with these principles, a set of transit performance measures have been developed that provide comparisons between transit investment (the amount of service hours and miles provided) and return on transit investment (the amount of ridership generated). Performance measures are an integral part of TransitRenewal and provide useful guidelines for planning, implementing, and monitoring services. They create a basis for short and long-term decision making and aim to improve productivity and financial effectiveness, leading to a more sustainable RT system.

RT's current performance measures (called Productivity Standards) were established in 2001 to identify low performing routes within a peer group (e.g., express, local, or community bus) in order to distinguish routes as candidates for modification or discontinuation. Because the standards only compared routes against a small number of “peer” routes, rather than to all the routes in the system, some low performing routes were maintained while more heavily used routes were reduced. As the financial crisis of the past few years prompted ever more massive service reductions, it became clear that such a system had drawbacks from both an efficiency and an equity standpoint.

The proposed TransitRenewal performance measures intend to build upon the strengths of existing RT service design guidelines, and introduce new measures that will allow RT to operate sustainably both today and in the future. They will provide a mechanism to evaluate the performance of transit, to ensure that the service delivered is useful to customers as well as cost-effective for RT.

It is important to note that these performance measures do not constitute the whole of the decision-making process for TransitRenewal recommendations. Growing the RT network requires a holistic approach that goes beyond return on investment; however, the performance measures will play a strong role in the interest of generating a more sustainable transit system that prioritizes investment in areas which have the greatest potential for ridership (existing high-performing service; mixed-use, higher-density corridors, employment centers, shopping malls, etc.).

4.1.1 Performance Measures

Performance measures are intended to provide threshold levels for effective service (both in terms of public mobility and financial sustainability). Using industry standard performance metrics, RT services will be evaluated according to the amount of ridership generated per unit of investment.

Performance Metrics

Performance metrics are numeric indicators of transit performance. The performance measures developed as part of Transit Renewal focus on two performance metrics, one measuring passenger generation (**Boardings per Revenue Hour**) and one measuring financial effectiveness (**Cost per Passenger Boarding**). Notably, fare revenue generated is not directly included as a factor in either performance metric, in order not to unduly prioritize revenue generation as a factor in service planning decisions.

Boardings per revenue hour is a metric which measures service *productivity*. For TransitRenewal, this metric will form the basis of the performance evaluation process. In order to produce this metric on a route level, the total number of boardings generated on a single route are divided by the total service hours provided. Routes which generate more boardings per hour of service will have a higher boardings per revenue hour total. This metric is more useful in evaluating service performance than boardings alone, since the level of investment required to operate the service is included in the equation. This metric can be produced at the route segment or whole system level as well.

Route-level analysis of boardings per revenue hour is included in the Service Analysis. On average, Light Rail generates approximately 200 boardings per revenue (train) hour and bus services generate 28.5 boardings per revenue hour. Light Rail and routes 51, 56 and 1 are the most productive RT services. Routes 24, 28, and several Community Bus routes are the least productive services. RT currently uses the boardings per revenue hour metric in order to evaluate its services, and considers routes falling under 70 percent of its service class average as candidates for possible modification or discontinuation. As this 70 percent standard is not a fixed threshold, it can vary with changes in overall RT bus performance. TransitRenewal does not propose to change this measure, but to also add fixed thresholds which can be held constant over time.

Boardings Per Trip is a performance metric measuring how many boardings occur during a single one-way trip for any transit route. It is most effective for evaluating point-to-point services (like Express bus services) where patrons board at one end of the route and alight at the other, rather than routes with constant passenger turnover. When applied to Express bus services, it becomes a measure of capacity utilization (i.e. on a bus with 40 seats, 20 boardings per trip equates to 50% utilization of available capacity).

Route-level analysis of boardings per trip is included in the Service Analysis. On average, current Express bus services generate approximately 24 boardings per trip. Route 29 has the highest capacity utilization, while Route 103 has the lowest.

Cost per passenger boarding as used in this analysis, is a metric that measures the cost of each passenger boarding, *regardless of the fare revenue generated*. This measures how *financially effective* transit is at generating ridership. In order to produce this metric at a route level, the total cost to deliver service on the route is divided by the number of boardings generated.

Route-level analysis of cost per passenger boarding is included in the Service Analysis. Using RT’s FY12 cost allocation, light rail service costs approximately \$3.15 per passenger boarding and bus services average approximately \$4.79 per passenger boarding. Since the cost to provide service is mainly driven by revenue hours, the routes with higher boardings per revenue hour also have lower cost per passenger boarding, and vice versa. One notable exception is routes which receive external (outside of RT) revenue which financially supports service operation. Current RT Community Bus routes 77, 85 and North Natomas Flyer service receive external revenue.

Performance Measures

The suggested minimum thresholds for service productivity (boardings per revenue hour and boardings per trip) are shown below, for Local, Community, and Express bus routes as well as day of the week. The intent is that RT services not meeting minimum thresholds would be subject first to modification in order to improve performance, and eventual discontinuation if performance continues to fall short.

Productivity – Minimum Thresholds

	Local	Community Bus	Express
Weekday	20 boardings per hour	15 boardings per hour	25 boardings per trip
Weekend	15 boardings per hour	15 boardings per hour	

Figure 4.1 Productivity Minimum Thresholds

The boardings per revenue hour thresholds (20 and 15) are common across the transit industry as indicators that bus transit investment is generating enough ridership to be a responsible use of limited public funds. Transit agencies which use a 20 boardings per hour threshold include Santa Clara VTA, Marin Transit, and Indianapolis' IndyGo. These thresholds also compare favorably with RT's existing performance standards, as 70 percent of RT's current bus average of 28.5 boardings per revenue hour is approximately 20 boardings per revenue hour.

The threshold of 25 boardings per trip for Express bus services ensure that vehicle capacity is reasonably utilized. Most RT full-size buses seat 34 passengers.

Financial Effectiveness – Minimum Thresholds

Minimum financial effectiveness thresholds (cost per passenger boarding) are shown below. While cost per passenger is essentially just a function of boardings per hour it is often helpful because it expresses a route's productivity in terms of dollars and sense, making it more understandable or useful in some applications. For the purposes of service evaluation, any external subsidy provided to RT for a route should be deducted from the operating cost before stating the cost per passenger of the route. As RT's operating costs change, the cost per passenger standards change accordingly, assuming the boardings per hour standards remain fixed at 20 and 15.

	Local	Community
Weekday	Match productivity standard (currently \$6.82 per passenger boarding) minus external subsidy	Match productivity standard (currently \$14.48 per passenger boarding) minus external subsidy
Weekend	Match productivity standard (currently \$9.09 per passenger boarding) minus external subsidy	

Figure 4.2 Financial Effectiveness Minimum Thresholds

Essentially, this metric allows for external subsidy to be taken into account when service financial effectiveness is evaluated. With external subsidy in place, even routes with poor productivity may exceed performance thresholds because they cost less for RT to operate and do not constitute a drain on RT resources.

Thresholds for Service Improvement

Performance measures can also be used to indicate high-performance services which would benefit from increased investment, such as frequency or service span improvements. In this case, routes performing much above system average productivity (140 percent which is twice RT's current minimum threshold of 70 percent) will be considered candidates for service improvements. This standard will be able to fluctuate as RT productivity changes over time. At a current average of 28.5 boardings per hour, bus routes/route segments generating approximately 40 boardings per hour (140 percent of average) will be considered top candidates for improved service levels.

Light Rail Performance Measures

Currently, RT evaluates light rail performance using the same ridership and productivity indicators as bus service. LRT service is more cost-effective than bus due to its greater capacity, and RT's LRT service is highly productive through most of the day. Light rail is less flexible than bus in terms of being able to undergo service changes that would result in greater productivity (other than adding or subtracting train cars); however, performance and capacity utilization should continue to be monitored in order to determine the need for service frequency improvements on highly productive sections of the network.

4.1.2 New Service Warrants

New service warrants are guidelines to assist in the introduction and monitoring of new transit services. They can be applied equally to service concepts developed internally, or requested by a member of the public. The following process is recommended to manage new RT service proposals:

The service concept will be reviewed by RT's planning department, including market characteristics of the area proposed for new service, and compares the concept to similar RT services in order to estimate route cost and performance. If the potential performance and financial effectiveness for the new service are anticipated to meet established warrants, implementation may take place. The proposed new service would be reviewed with the Board for concurrence. A two-year "sunset" date by which the service must meet established performance thresholds will be established. If the new service does not meet minimum performance thresholds, RT will make an effort to communicate this fact to riders and the community being served several months to a year prior to the elimination of service so that alternative options can be explored and possibly implemented prior to service elimination.

If a new service proposal is not anticipated to meet the performance thresholds, a cost-sharing arrangement will be encouraged with interested/affected parties (developments, communities, TMAs, etc.). If external funding is supplied to operate a service for a given period of time, and service does not meet minimum performance thresholds, the service may continue to operate only as long as external funding is in place to allow the service to meet the thresholds.

4.1.3 Service Monitoring and Evaluation

In order to ensure that the guiding principles are maintained, a process of continuous monitoring and evaluation is recommended. As part of TransitRenewal as well going forward, RT staff recommends that three levels of reporting be instituted:

General Manager's Report: A monthly review of system level performance measures is currently being provided and is recommended to continue as is.

Quarterly Route Performance Analysis: On a quarterly schedule, a discussion of the trends at a route level, including productivity and financial performance measures, will be prepared and reviewed with the Board. This report will provide information to allow for immediate actions that can be made with the next quarterly operator sign-up to modify a route service (improve headways, decrease headways, make route changes, or eliminate route service altogether).

Annual Route System Analysis: A yearly comprehensive system-level financial and performance analysis of individual routes and route segments. This report will also analyze market trends affecting route performance including service and fare changes, seasonal differences, operational issues, employment trends, and gas prices. Title VI implications, as well as the route network implications relative to ADA service provisions, will also be considered with recommendations for route modifications as necessary to achieve or maintain the performance measures (productivity and financial effectiveness) adopted by the Board.

The Annual Route System Analysis will flag routes not meeting performance measures for alignment modifications, scheduling adjustments, and/or additional marketing. New service(s) may also be proposed along with proposals for elimination of non-productive service.

Also as part of the Annual Route System Analysis, new performance measures may be proposed and existing measures modified or removed.

5. Public Outreach

5.1 Outreach Process

The public participation outreach for Transit Renewal was designed to provide information and elicit responses from as many present and potential transit customers as possible. The outreach was divided into four elements:

TransitRenewal Stakeholder Reviews: Four stakeholder groups were formed to provide overall direction to the TransitRenewal effort.

- Community Advisory group of persons with direct contact , providing service to transit customers
- Technical Advisory group of civic organizations and local government representatives
- RT operations and management staff
- RT executive management staff

TransitRenewal Website: An interactive website was established to allow interested individuals to review reports and presentations online and to provide feedback through an online survey.

Community Presentations: Transit Renewal Presentations were provided to local governments, social service organizations, planning groups, environmental organizations, civic organizations and educational institutions. A survey was used to solicit opinions on the direction and recommendations of TransitRenewal.

Neighborhood Workshops: Workshops were held at key rail stations, bus transit centers and neighborhood groups to review the route proposals and receive feedback from present and potential RT customers.

The RT Board was briefed at key decision points throughout the study process.

5.2 Stakeholder Reviews

Key stakeholders were identified as either internal or external to RT.

- Internal Stakeholders
 - RT Board of Directors
 - RT Executive Team
 - RT operations and management staff
- External Stakeholders
 - Community Advisory Group (Community leadership, business leadership, advocates, etc.)
 - Technical Advisory Group (SACOG, City/County public works, other transit agencies, etc.)
 - General public

As the strategy and recommendations for TransitRenewal were developed, the stakeholder groups were convened to engage in dialogue relative to the direction of the effort. Four outreach sessions occurred during this effort, as described below. Each round allowed for education on analysis performed as part of TransitRenewal, as well as input from stakeholders on key issues and direction for the future.

Session 1: Initial Market and Service Findings highlighted high-level analysis of the of the Sacramento RT market area, including population/employment densities, demographics, and travel patterns. The presentation provided an overview of current RT ridership patterns, productivity, and cost-effectiveness, as well as major changes in these measures since the 2010 service reductions. This phase included the introduction of a TransitRenewal survey (posted online for convenient access), where stakeholders could answer a series of questions about their use of the system and their opinions on RT's strengths and weaknesses.

Outreach dates: June/July 2011

Session 2: Service Analysis Findings included a more detailed look at current RT service, breaking down light rail service into a segment-level analysis, and taking a look at the common characteristics of high-performing vs. low-performing bus service. The presentation included guiding principles for improving service performance, which were used to guide TransitRenewal service recommendations. Finally, participants were given an introduction to performance measures, which prefaced the next outreach phase.

Outreach dates: July / August / September 2011

Tuesday, August 16, 2011

3:30 p.m. to 6 p.m. – Watt/I-80 and Arden/Del Paso light rail stations

Wednesday, August 17, 2011

3:30 p.m. to 6 p.m. – Meadowview and Florin light rail stations

Thursday, August 18, 2011

3:30 p.m. to 6 p.m. – 8th & O and 16th Street light rail stations

Tuesday, August 23, 2011

1 p.m. to 3 p.m. – Arden Fair Transit Center

3:30 p.m. to 6 p.m. – Watt/Manlove light rail station

Wednesday, August 24, 2011

1 p.m. to 3 p.m. – Florin Mall Transit Center

3:30 p.m. to 6 p.m. – Mather Field/Mills light rail station

Thursday, August 25, 2011

3:30 p.m. to 6 p.m. – University/65th Street light rail station

Tuesday, September 13, 2011

1 p.m. to 3 p.m. – Sunrise Mall Transit Center

Presentations:

Sacramento Asian Chamber of Commerce – July 19, 2011

Sacramento Metro Chamber of Commerce – August 9, 2011

Oak Park Business Association – August 10, 2011

Stockton Boulevard Partnership – August 11, 2011

Sacramento Area Council of Governments, Transportation Committee – August , 17, 2011

League of Woman Voters – August 22, 2011

River District Board – August 23, 2011

Paratransit Board – September 15, 2011

Sacramento Metropolitan Air Quality Management District Board – September 22, 2011

Session 3: Performance Measures presented recommendations for service performance measures, which would be used to guide TransitRenewal recommendations as well as ongoing service monitoring. These measures are intended to ensure effective investment of RT's limited resources. Performance measures discussed included minimum performance thresholds (productivity and cost-effectiveness), thresholds for service improvement, as well as introduction of a "sunset clause" which requires new RT services to reach minimum performance thresholds.

Outreach dates: October 2011

Session4: TransitRenewal Service Recommendations included the longest and most detailed phase of outreach. In certain cases, multiple rounds of information were presented which allowed for continual updating of plan recommendations. Participants were provided with an overview of past analysis as well as key themes which guided plan recommendations, including increasing frequency, providing longer spans of service, and streamlining route alignments. During working sessions, RT and consulting staff provided detailed route-level recommendations based on areas of the system.

Activities subsequent to Session 4 included a series of community meetings in which route-level recommendations were presented to members of the general public. These meetings preceded the Public Hearing for TransitRenewal.

5.3 TransitRenewal Website and Survey

The TransitRenewal Survey was available to stakeholders and the general public from June through December of 2011. In total, nearly 3,300 respondents participated in the survey while over 2,900 completed all of the questions. The survey provided insights into the travel habits, demographics, and attitudes towards transit of current and potential customers and those who have ceased riding.

Respondents. Figure 5.1 below displays RT survey respondents by rider type. Most of the survey respondents were current RT riders, with a fairly even split between former and non-riders.

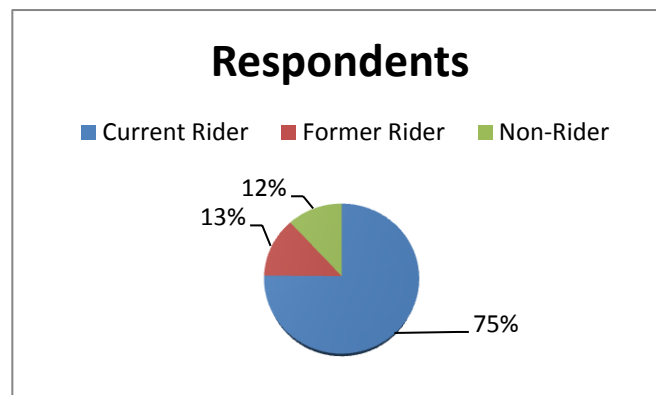


Figure 5.1 RT Survey Respondents

5.3.1 Demographics

Gender. The distribution of respondents shows that slightly more women (55 percent) took the TransitRenewal Survey than men (45 percent). Figure 5.2 below displays gender distribution by respondent type.

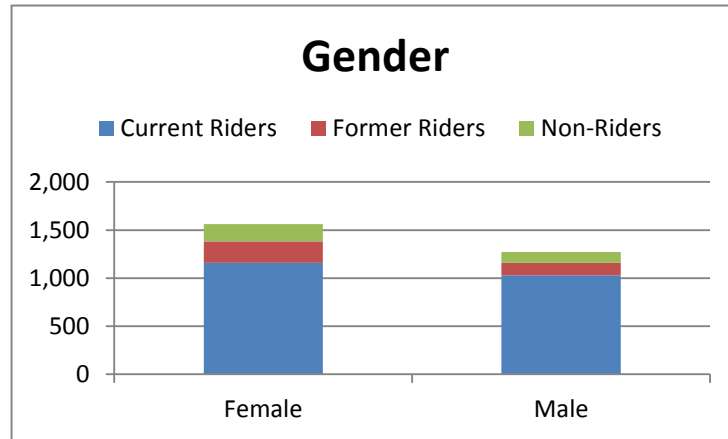


Figure 5.2 Gender

Age. Approximately 30 percent of those responding as current riders (20 percent of former and non-riders) are between the ages of 18 to 34, typically students and young adults. Nearly 45 percent of current riders (50 percent of former and non-riders) are within 35 to 54 years of age. Those aged 55 and older comprise 25 percent of current riders, and 30 percent of former and non-riders. Figure 5.3 below displays respondents by age category.

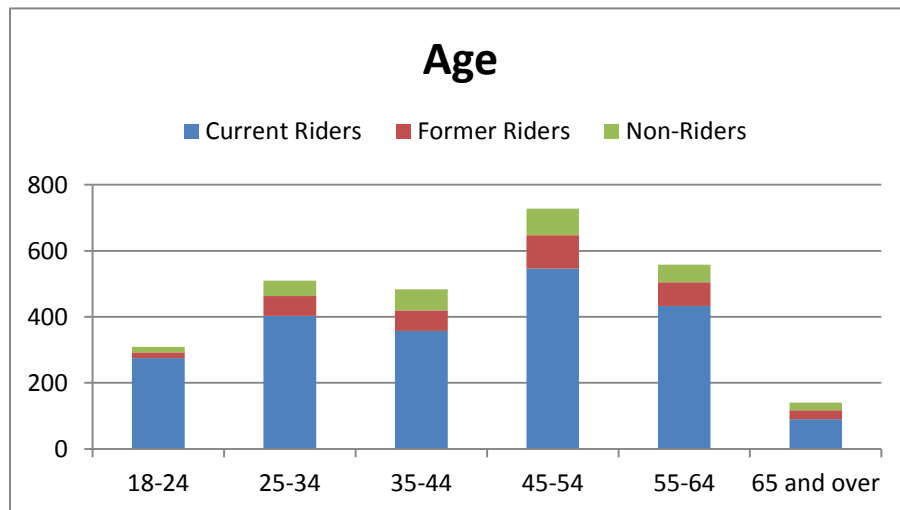


Figure 5.3 Age

Annual Household Income. Sixty percent of current riders have an annual household income less than \$45,000 with nearly one-third of all current riders coming from households earning under \$15,000 per year. Forty percent of former riders and 30 percent of non-riders have annual household incomes less than \$45,000. The greatest percentage of former and non-riders is in the over \$75,000 category. Figure 5.4 below displays annual household income by respondent type.

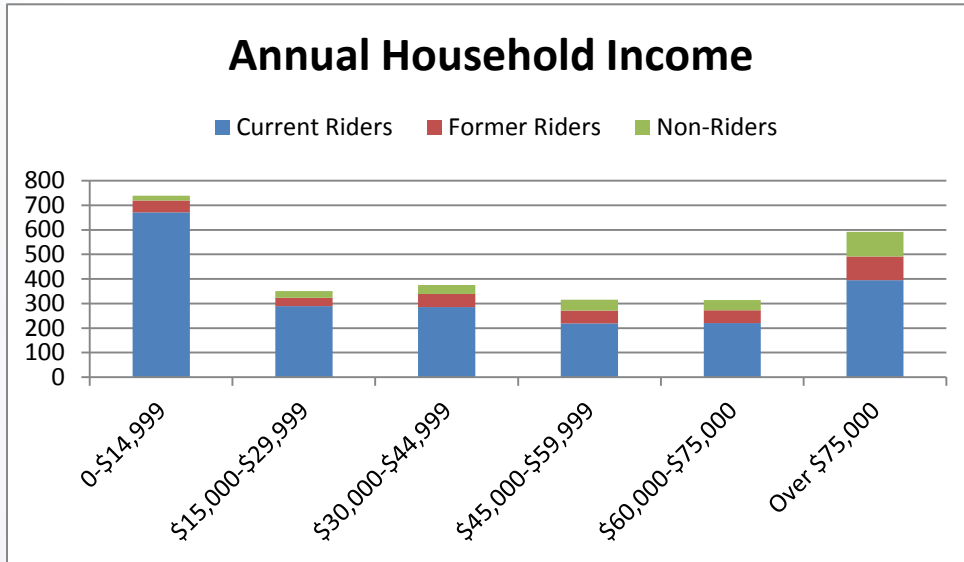


Figure 5.4 Annual Household Income

Ethnicity. The majority of survey respondents are White/Caucasian, Black/African American, and Hispanic. Figure 5.5 below displays ethnicity by respondent type.

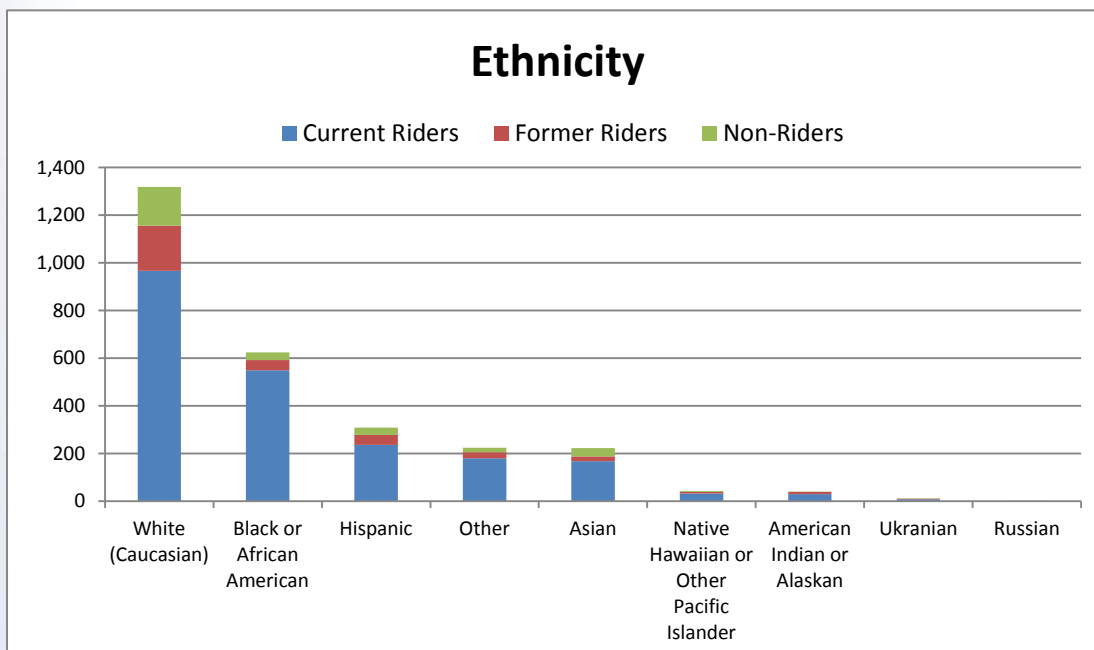


Figure 5.5 Ethnicity

5.3.2 Travel Habits

Trip Purpose. Over 65 percent of current, former, and non-riders reported that their most common trip purpose is work-related. Nearly 15 percent of current riders travel for school and nearly 18 percent of non-riders traveled for recreation purposes. Figure 5.6 below displays trip purpose by respondent type.

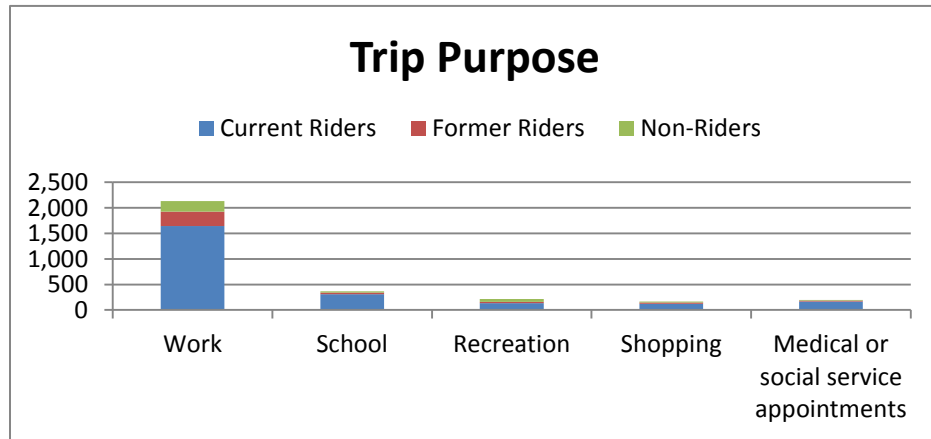


Figure 5.6 Trip Purpose

Frequency of Use. Approximately 50 percent of current and former riders use RT 4 or 5 days per week. Just over 30 percent of current riders use RT 6 or 7 days per week, while only 10 percent of former riders used RT services that regularly. Figure 5.7 below displays frequency of use by rider type. Because this question concerns current and former RT use, non-riders did not respond.

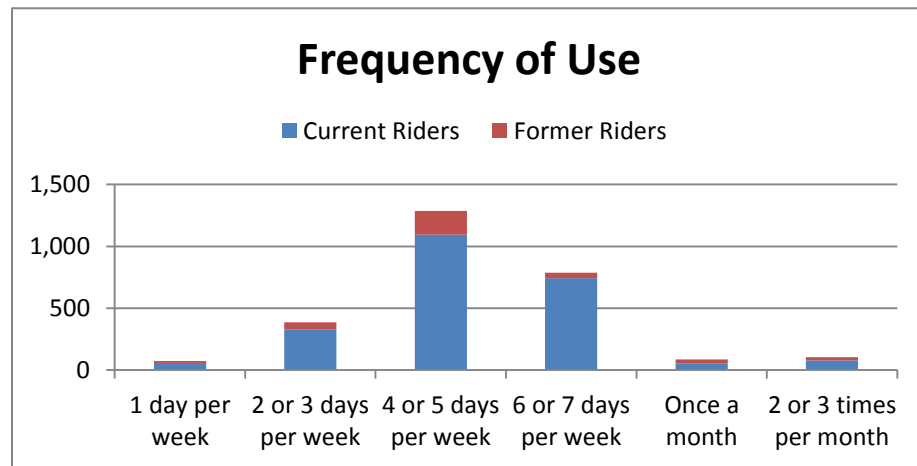


Figure 5.7 Frequency of Use

Distance from Home. Figures 5.8 and 5.9 below display the distance current, former, and non-riders live from the nearest RT bus or light rail stop. For bus service, the largest category of respondents lives within 1 block of RT bus service. For light rail service, the largest category of respondents lives more than 20 blocks from the nearest stop. Notably, there is no significant difference between current, former and non-riders in terms of their proximity to the nearest stop; however, non-riders were more inclined to answer “I don’t know.”

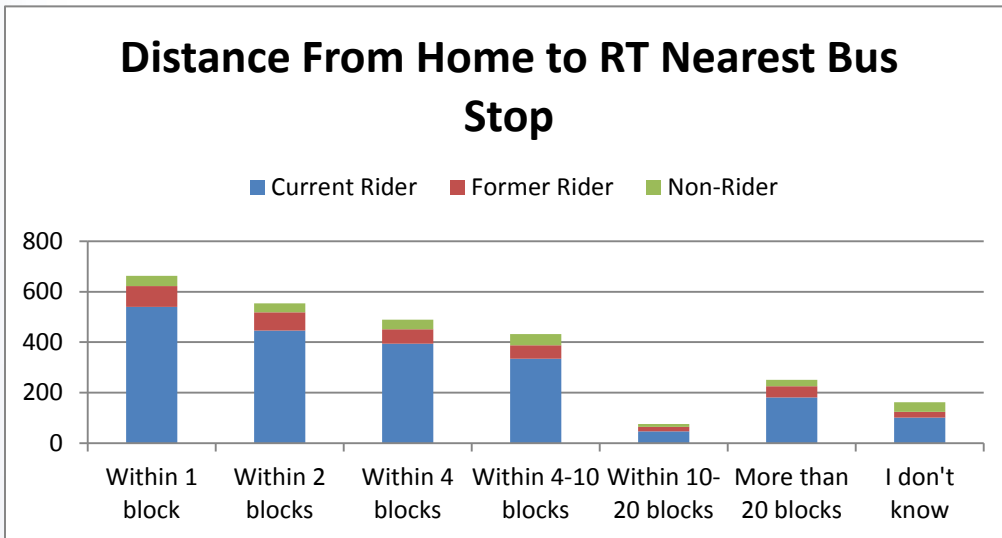


Figure 5.8 Distance from Home to Nearest RT Bus Stop

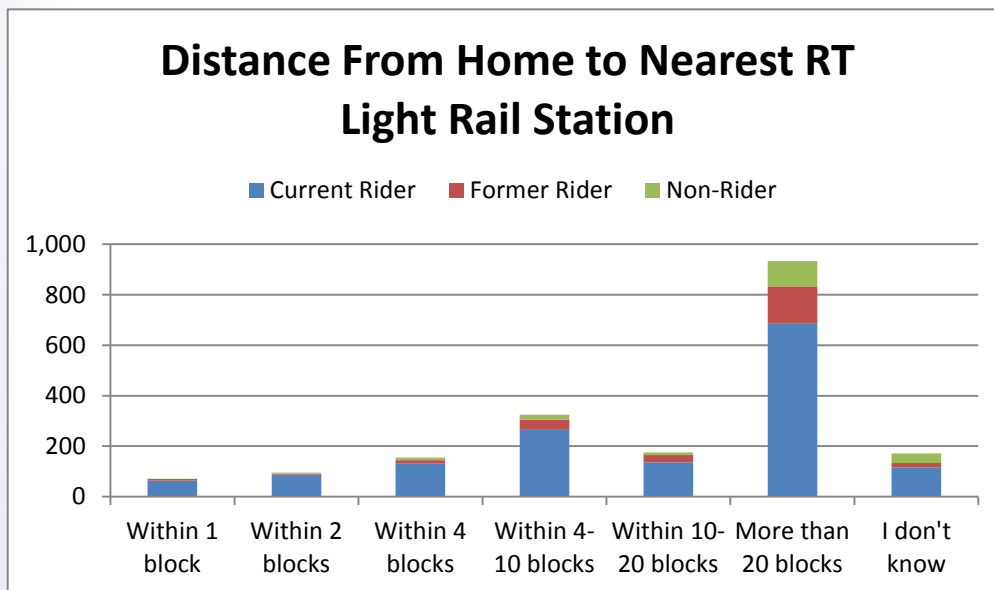


Figure 5.9 Distance from Home to Nearest RT Light Rail Station

5.3.3 Attitudes Towards Transit

RT Service. Figure 5.11 below displays the prevalence of opinions of RT services. More respondents chose positive attributes, including “can get to where I need to go” and “a benefit to our community.” Among the weaknesses, the largest category of respondents chose “stressful,” which was more prevalent among former and non-riders than current riders.

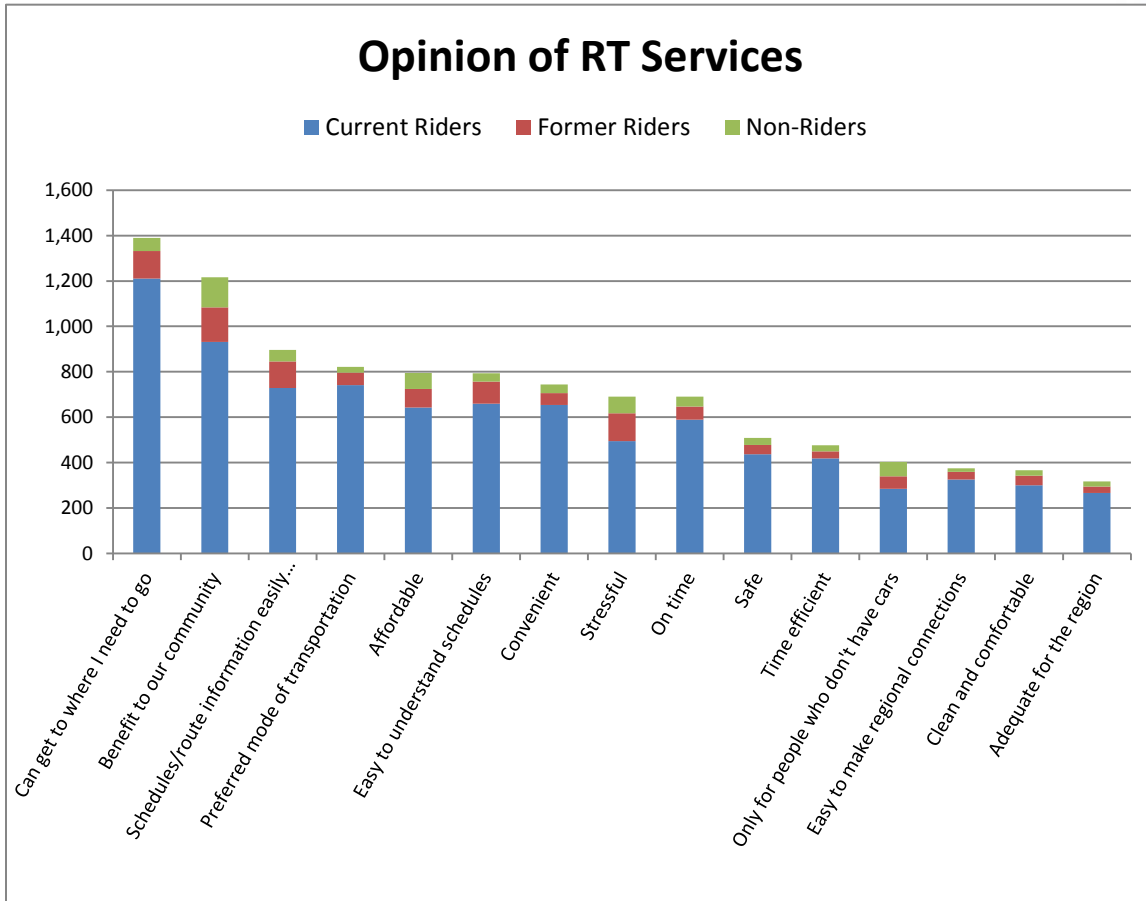


Figure 5.11 Opinion of RT Services

Impacts of Service Changes. Figure 5.12 below displays various recent RT service changes that have impacted use of RT services. Reduction in evening service and elimination of transfers were the most common responses. Other fare increases were cited as significant impacts as well.

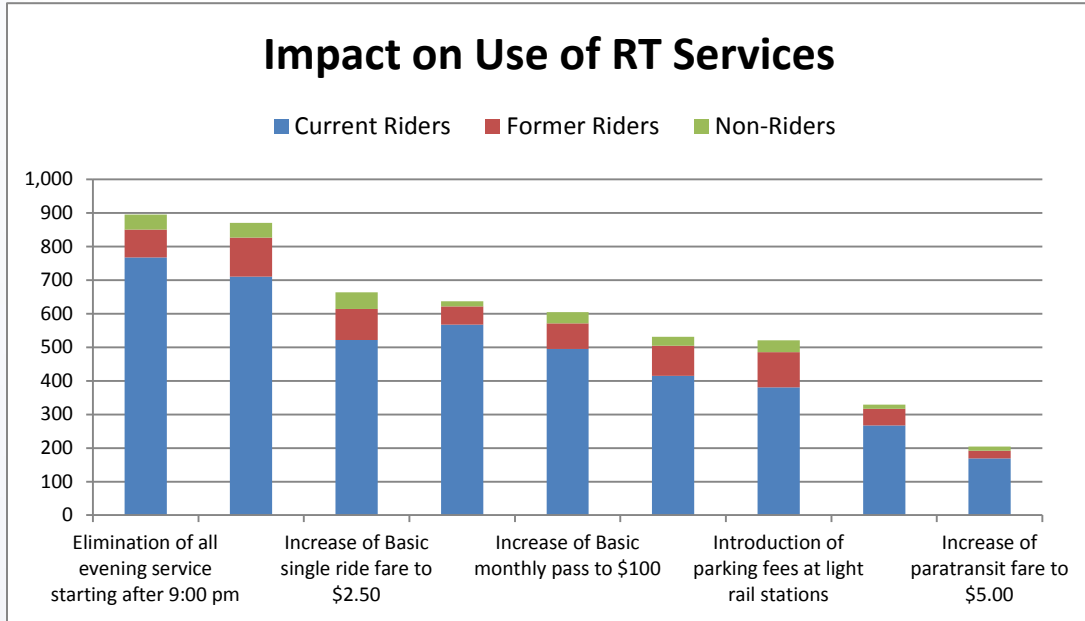


Figure 5.12 Impact on Use of RT Services

I Would Take Transit More Often If... Figure 5.13 below displays various factors that would encourage respondents to take transit more often. Higher frequency was the largest category of response, while increasing service span and speed were also significant factors. The need for closer proximity to respondents' origin and destination were a larger concern for former and non-riders than current riders. Also notable is that while respondents reported that they were impacted by changes in fare policy (Impacts of Service Changes), lowering cost is the factor least likely to cause them to take transit more often.

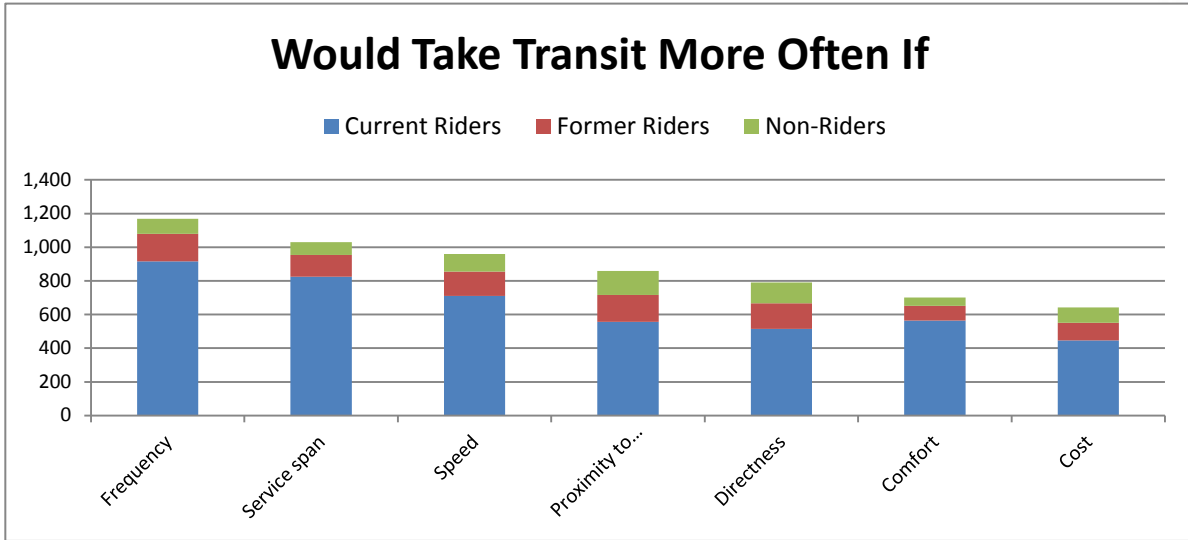


Figure 5.14 Factors Discouraging More Regular Transit Use

I Do Not Take Transit More Often Because... Figure 5.14 below displays various factors that discourage respondents from using transit more regularly. Interestingly, proximity to origin/destination is the largest category of response for this question, largely because of the higher numbers of former and non-riders. Like the question above, however, cost is the least prevalent category.

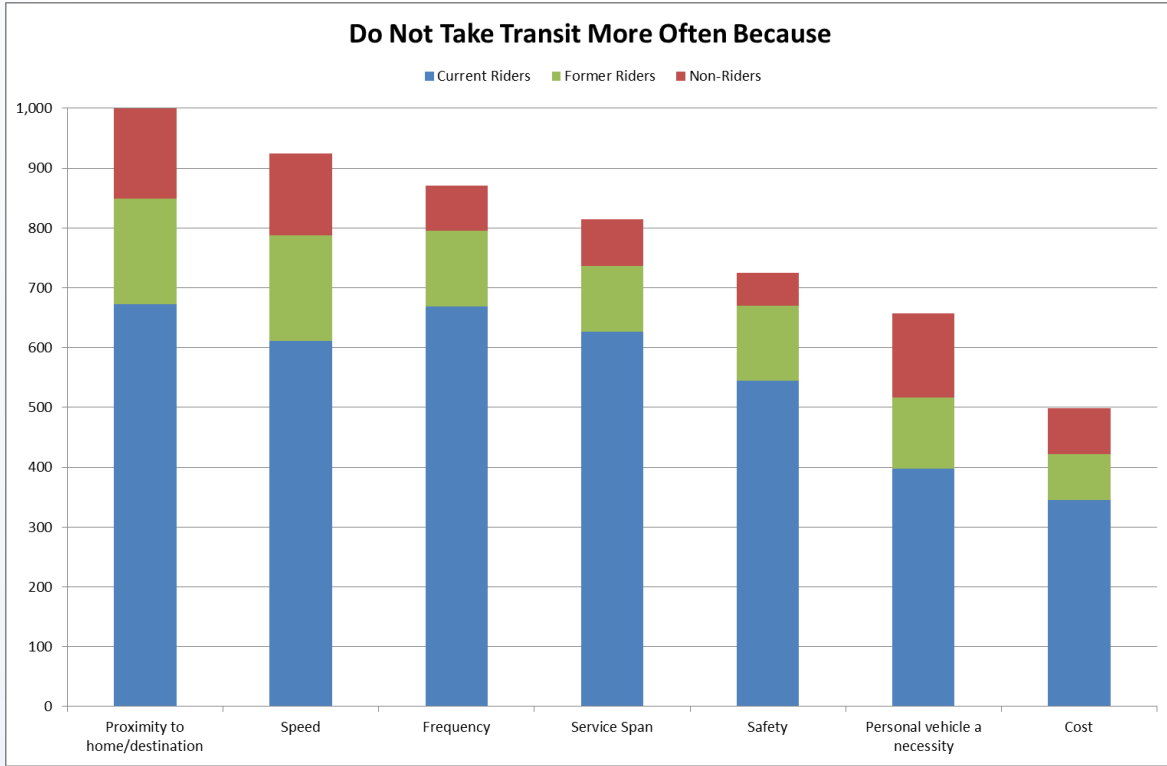


Figure 5.14 Factors Discouraging More Regular Transit Use

5.4 Neighborhood Workshops and Community Presentations

Following presentation of preliminary service recommendations to the Sacramento RT Board of Directors in January 2012, RT staff members developed a detailed outreach plan to ensure that riders and the general public would have ample opportunities to comment on service change proposals. A series of materials were developed to communicate the recommendations as well as venues for public comment, including:

- Community-level maps showing proposed route alignments
- Written descriptions of service change proposals
- Individual route maps showing any alignment changes as well as frequency and service span adjustments

This information was made available at scheduled meetings as well as on the TransitRenewal website.

Information sessions were scheduled in order to communicate the service recommendations to riders and the general public. At major light rail stations or transfer centers, RT staff held on-site drop-in sessions for riders to review the proposals. RT staff also made presentations to community groups throughout the RT service area. Participants were able to comment on route proposals via comment cards, email, or online surveys.

On-Site outreach for TransitRenewal recommendations was held at the following locations:

Tuesday, March 6, 2012

1 p.m. to 3 p.m. – Sacramento State University

3:30 p.m. to 5:30 p.m. – Mather Field/Mills Station

Wednesday, March 7, 2012

1 p.m. to 3 p.m. – American River College

3:30 p.m. to 5:30 p.m. – Arden Del Paso Station

Thursday, March 8, 2012

1 p.m. to 3 p.m. – Sacramento City College

3:30 p.m. to 5:30 p.m. – Meadowview Station

Tuesday, March 20, 2012

1 p.m. to 3 p.m. – Cosumnes River College

3:30 p.m. to 5:30 p.m. – 16th Street Station

Wednesday, March 21, 2012

1 p.m. to 3 p.m. – Sunrise Mall Transit Center

3:30 p.m. to 5:30 p.m. – Watt/I-80 Station

Thursday, March 22, 2012

1 p.m. to 3 p.m. – Florin Mall Transit Center

3:30 p.m. to 5:30 p.m. – St. Rose of Lima Station

TransitRenewal presentations were delivered to the following groups:

Resources for Independent Living – February 24, 2012

Hart Senior Center – February 27, 2012

Citrus Heights Public Open Meeting – March 1, 2012

Sacramento High School – March 6, 2012

Sacramento Housing Alliance – March 6, 2012

Ben Ali Community Association – March 7, 2012

North Natomas TMA – March 7, 2012

Citrus Heights Chamber of Commerce – Gov't Issue Committee – March 8, 2012

Florin Road Partnership – March 8, 2012

Friends of Light Rail and Transit – March 8, 2012

Del Paso Boulevard Partnership – March 14, 2012

Older Women's League of California – March 17, 2012

50 Corridor TMA/Businesses on Bradshaw – March 21, 2012

Carmichael Old Foothill Farms CPAC – March 21, 2012

Citrus Heights Sunrise Market Place PBID CEO – March 21, 2012

Midtown Business Association – March 21, 2012

Orangevale CPAC – April 3, 2012

Hagginwood Community Association – April 4, 2012

Antelope CPAC – April 5, 2012

Arden Arcade CPAC – April 10, 2012

North Franklin District Business Association – April 10, 2012

Vineyard CPAC – April 10, 2012

TransitRenewal information was also presented at regular meetings of the following stakeholder groups:

South Sacramento CPAC

South Natomas TMA

Sacramento TMA

Rancho Cordova City Council

Southeast Area CPAC

Sacramento Chamber of Commerce Transportation Committee

North Highlands/Foothill Farms CPAC
SACOG TCC

At each event, RT staff gathered input on the recommendations as whole as well as individual changes. Participants were directed to a web survey inviting comments on the route proposals, and over 300 responses were received. Figure 5.15 below shows that approximately 60 percent of respondents classified TransitRenewal recommendations as Good or Very Good, while 23 percent chose Fair and 17 percent felt that the recommendations were insufficient. Comments received on route-level recommendations are included in Appendix C.

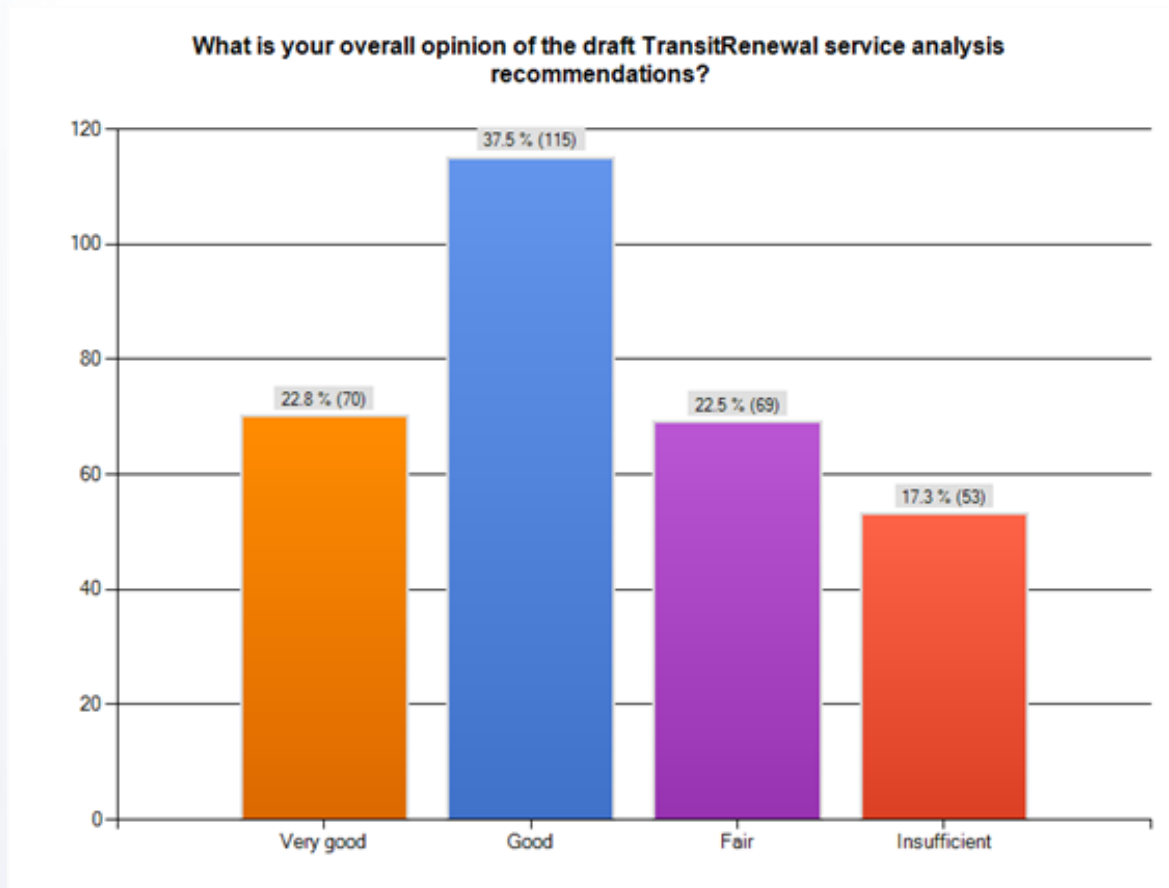


Figure 5.15 Overall Opinions of Draft Recommendations

Sacramento RT held a public hearing for TransitRenewal recommendations during a Board of Directors meeting on March 26, 2012. Twenty-seven speakers delivered comments on TransitRenewal recommendations, ranging from comments on the overall plan to specific changes. Many speakers expressed opinions on the phasing of recommendations, wishing for certain changes to be implemented during the first year rather than in subsequent stages. The most prevalent comment was a request for frequency to be increased on Route 51, to alleviate crowding on that service.

RT staff continued to accept and record public comment on TransitRenewal proposals up to and including the Board of Directors' adoption of Year 1 TransitRenewal recommendations, on April 9, 2012.

6. Service Recommendations

The TransitRenewal Service Recommendations consist of system recommendations that take into account the market and service performance findings discussed in the Existing Conditions analysis. Many of these recommendations stem from the service effectiveness of each route as a part of the overall RT network. The Service Recommendations are intended to be implemented over the next five years, which focus investment on major network corridors, improve service frequencies to grow ridership, and to design services as a network of routes, enabling greater mobility throughout the service area.

Recommendations are discussed in terms of network-level themes (Section 6.1) as well as on an individual route basis (Section 6.2). Section 6.3 describes the stages in which the recommendations will be implemented over the five year period. The TransitRenewal Recommendations result in a net increase in resources from RT's current levels, but all planned increases are consistent with RT's financial forecasts and were developed alongside RT financial planners. The Service Recommendations describe a fiscally-responsible return to service levels approximately commensurate with pre-2010 service reductions.

The TransitRenewal Service Recommendations address service changes on a network and route basis to enhance RT's effectiveness and efficiency. Alignment and schedule adjustments of each route have undergone a substantial review process with RT staff and key stakeholders, but additional changes may occur throughout the implementation process. In addition, the Recommendations do not always provide detailed stop locations along each route as a result of certain service adjustments. Specific route and timing configuration will be addressed during implementation.

6.1 Themes of the Recommendations

Analysis of RT's existing conditions pointed the way to some key findings regarding RT's strengths, weaknesses and opportunities for future growth. These findings were used to guide TransitRenewal recommendations. Key findings included:

- Aside from light rail and a few bus corridors, very few RT services operate with frequencies that allow for “spontaneous” use of transit (without consulting schedules, i.e. 15 minutes or better)
- As a result of service reductions, RT has few late-evening services and a limited weekend service network
- Increasing service speed and directness has a twofold benefit: it increases the attractiveness of service to customers, and it costs less for RT to provide
- Certain areas of the RT system are underserved or not served at all

These key findings led to a series of service recommendation themes. Each theme is an important part of developing a robust RT network. Each theme is described below.

- Create a core RT network where customers can use transit spontaneously
- Continue to improve frequency where the market demands
- Create an evening and weekend service network
- Make service faster and more direct
- Create a Community Bus network
- Reinvest resources for underperforming routes
- Provide additional services in key unmet need areas

6.1.1 Spontaneous-Use Frequency Network

Currently, light rail and four bus corridors (not including the peak-only CordoVan) have 15-minute frequencies. The four bus corridors include Stockton Boulevard, Florin Road, J/L Streets, and 29th/30th Streets from Arden Fair Mall to T Street. Due to high performance, several additional corridors are recommended for increased frequency. These recommendations were strongly influenced by the Performance Measures discussed in Section 4, which describe a level of service productivity at 140 percent of system average (approximately 40 passengers per hour) as top candidates for improved service levels. The recommended improvements are shown in Figure 6.1 below.

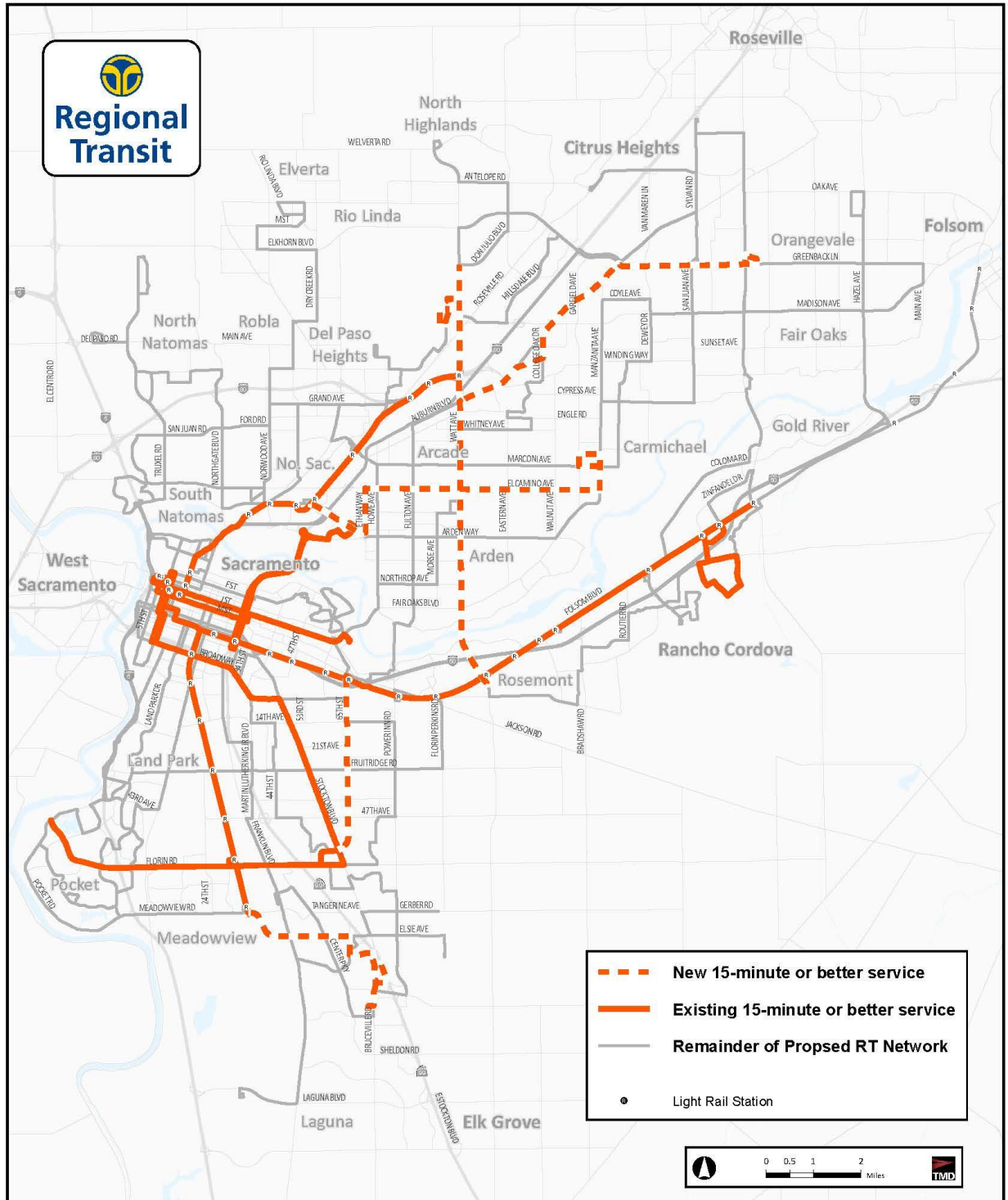
Improvement Corridors			
Route(s)	Boardings per Hour (BPH)	Current Frequency	Proposed Frequency
51 (Stockton Boulevard)	44	15	10
1 (Greenback Lane)	41	20	15
23 (El Camino Avenue segment)	38	30	15
56 (from Meadowview LRT Station to CRC)	53	30	15
80/84 (Watt Avenue segment)	37	30	15
81 (65th Street segment)	47	30	15

Figure 6.1 Improvement Corridors

Note that for Routes 23 and 56, frequency improvements are only recommended for parts of the routes where ridership is greatest. On Routes 80 and 84, improvements in frequency will result in effective 15-minute frequency on Watt Avenue, where both routes operate, while in North Highlands where the routes split apart, frequency will improve from 60 minutes to 30 minutes. Note also that Route 81 already has 15-minute frequency on Florin Road. The proposal is to improve frequency on the remainder of the route on 65th Street.

Map 6.1 on the following page displays proposed frequency improvement corridors. The improvements will provide over 12,000 *additional* current weekday riders (25 percent of RT bus ridership) with access to 15-minute bus service. Presently, 286,000 residents and employees are within walking distance of 15-minute bus service. Corridor improvements will place over 250,000 additional residents and employees within walking distance (1/3 of a mile) of 15-minute bus service. This improved access to frequent service allows customers not only to ride a particular route more easily, but also enables more convenient transferring in the system as wait times are reduced.

Proposed Spontaneous-Use Frequency Network



Map 6.1 Proposed Spontaneous-Use Frequency Network

6.1.2 Additional Frequency Improvements

In addition to the introduction of new 15-minute or better service, other routes in the network are recommended for improved frequency due to their productivity and market characteristics. Certain routes/segments that currently operate at hourly headways are candidates for at least 30-minute headways, as shown in Figure 6.2.

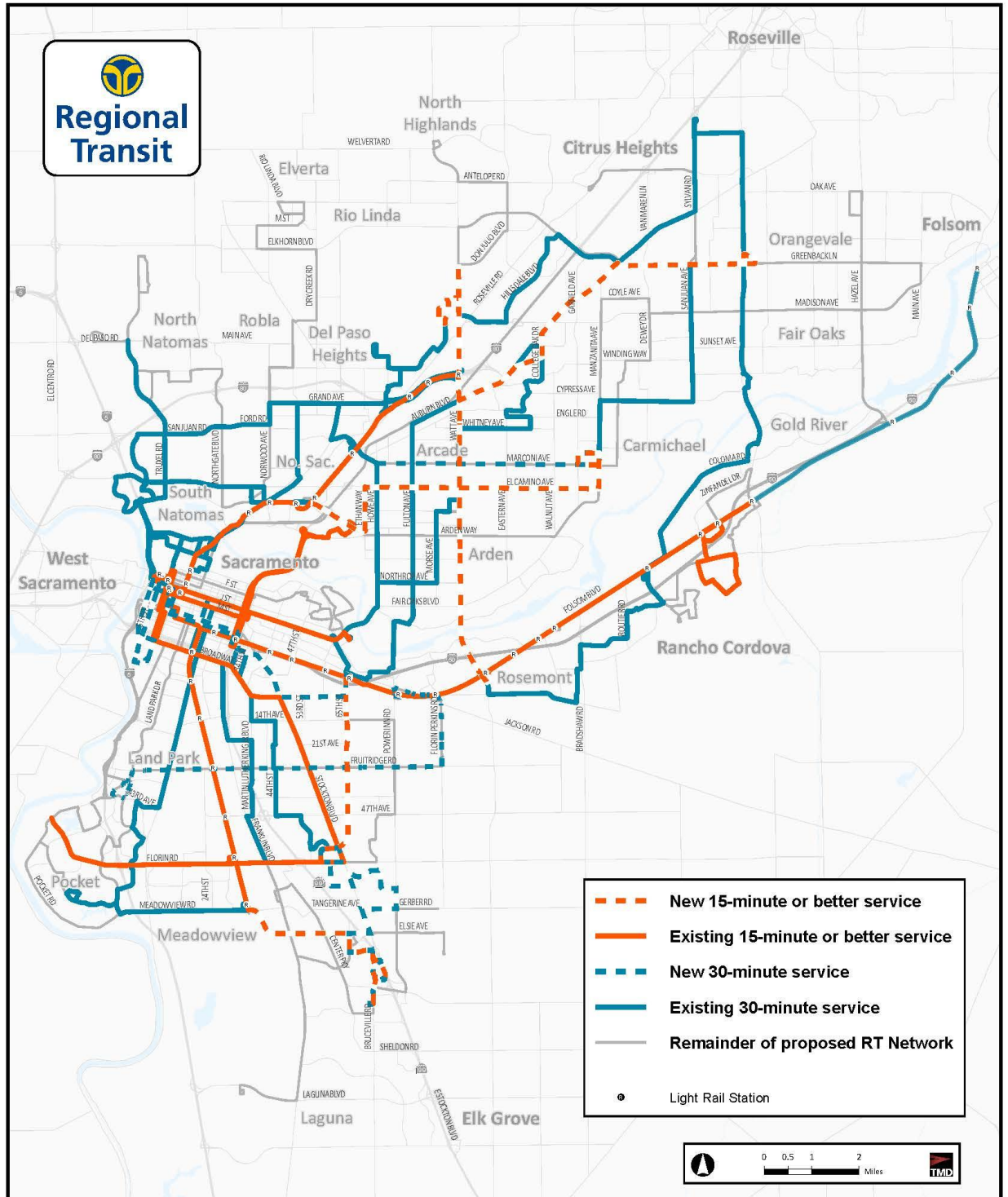
Network Frequency Improvement Corridors			
Route(s)	Boardings per Hour (BPH)	Current Frequency	Proposed Frequency
11 (Truxel Road)	25	30/60	30
25 (Marconi Avenue segment)	33	60	30
38 (Broadway/downtown segment)	31	60	30
55 (Scottsdale Boulevard)	39	60	30
61 (Fruitridge Road)	25	60	30

Figure 6.2 Network Frequency Improvement Corridors

As noted in Section 6.1.1, Routes 80 and 84 are recommended for frequency improvements that will result in 15-minute frequency on Watt Avenue where they both operate. In North Highlands, north of Watt Avenue and Don Julio Boulevard, where these two routes split into two branches, frequency would be every 30 minutes on each branch. Note also that frequency improvements on Route 25 would be on Marconi Avenue only where ridership is substantially higher. Lastly, Route 61 frequency improvements are proposed to occur in Year 5 (2016) or once new funding is made available.

Map 6.2 on the following page displays these services that warrant improved frequency, in addition to the improved spontaneous-use frequency network. These improvements will provide over 2,700 additional current weekday customers (6 percent of RT bus ridership) with access to 30-minute service, instead of 60-minute service. Additionally, over 120,000 additional residents and employees will gain access to 30-minute service within walking distance.

Proposed Network Frequency Improvements



Map 6.2 Proposed Network Frequency Improvements

6.1.3 Evening and Weekend Service

Evenings

During the 2010 service reduction process, all trips starting after 9:00 p.m. were discontinued. While late evening trips have lower ridership than their daytime counterparts, the availability of late-running service does vastly increase the appeal of transit to customers without traditional commute schedules. TransitRenewal aims to develop this market by restoring later service on light rail and introducing late-evening service, especially on high-ridership bus routes. These services are shown in Map 6.3.

Routes With Late Evening Service (10 pm or later)
1 (Greenback Lane)
15 (Rio Linda Boulevard - O Street)
21 (Sunrise Boulevard - Citrus Heights)
23 (El Camino Avenue)
30 (J/L Streets)
51 (Broadway - Stockton Boulevard)
56 (Pocket - CRC)
80/84 (Watt Avenue - Elkhorn Boulevard/Watt Avenue - North Highlands)
81 (Florin Road - 65th Street)
82 (Howe Avenue - 65th Street)

Figure 6.3 Routes With Weekday Evening Service

RT's Early Action Plan, which was presented to the RT Board on August 8, 2011, recommended restoration of evening service on six of the routes listed in Figure 6.3 (Routes 1, 23, 51, 56, 80, and 81). TransitRenewal reiterates these recommendations and adds to the list as shown. While restoration of late night service to the eleven routes listed in Figure 6.3 is considered one of the highest priorities, several other routes that currently do not have evening service are also recommended for evening service to 7:00 or 8:00 p.m., including Route 11 (Truxel), Route 25 (Marconi), and Route 26 (Fulton).

Weekends

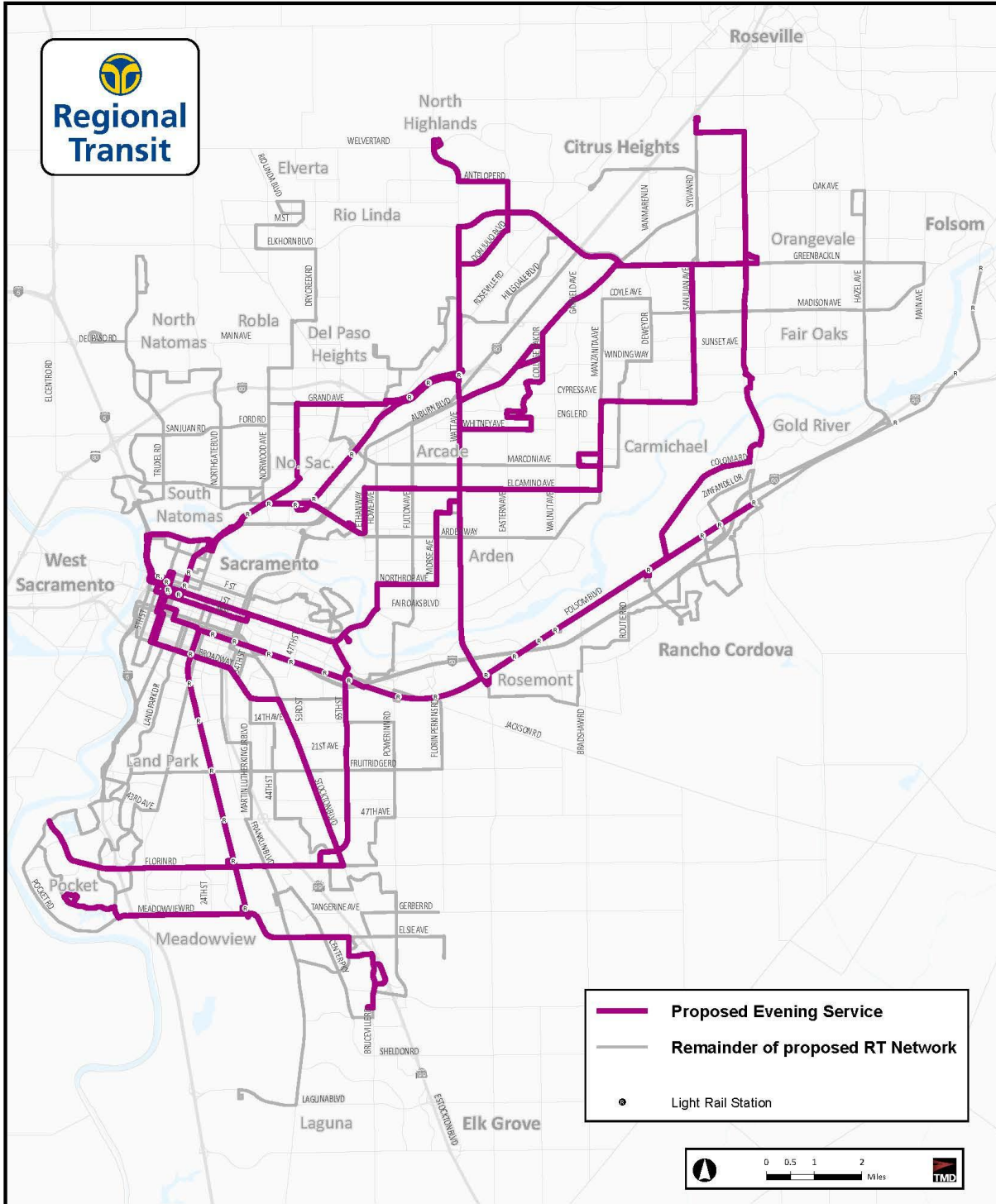
Current RT weekend service consists of reduced coverage and frequency in the network. TransitRenewal will expand weekend service by increasing frequency and service coverage. Figure 6.4 details weekend service improvements.

Weekend Service Improvements	
Route(s)	Improvement(s)
11 (Truxel Road)	New 60 minute Saturday and Sunday service
13 (Northgate)	New 60 minute Saturday and Sunday service
15 (Rio Linda Boulevard - O Street)	Improved 30 minute Saturday service
19 (Rio Linda Boulevard)	Realignment of Route 19 from Rio Linda Boulevard to Norwood Avenue will result in new 60 minute Saturday and Sunday service on Norwood Avenue. (Route 15 will continue to provide Saturday and Sunday service on Rio Linda Boulevard).
23 (El Camino Avenue)	Improved 30 minute Sunday service along El Camino Avenue to Fair Oaks Boulevard
25 (Marconi Avenue)	New 60 minute Sunday service
51 (Broadway - Stockton Boulevard)	Improved 15 minute Saturday service
54 (Center Parkway)	New 60 minute Saturday service
56 (Pocket - CRC)	Improved 30 minute Sunday service
80/84 (Watt Avenue - Elkhorn Boulevard/ Watt Avenue - North Highlands)	Improved 30 minute Sunday service along Watt Avenue and new 60 minute service along Don Julio Boulevard
81 (Florin Road - 65th Street)	Improved 30 minute Sunday service
86 (San Juan Road - Silver Eagle Road)	Improved 30 minute Saturday service
88 (West El Camino Avenue)	Improved 30 minute Saturday service

Figure 6.4 Weekend Service Improvements

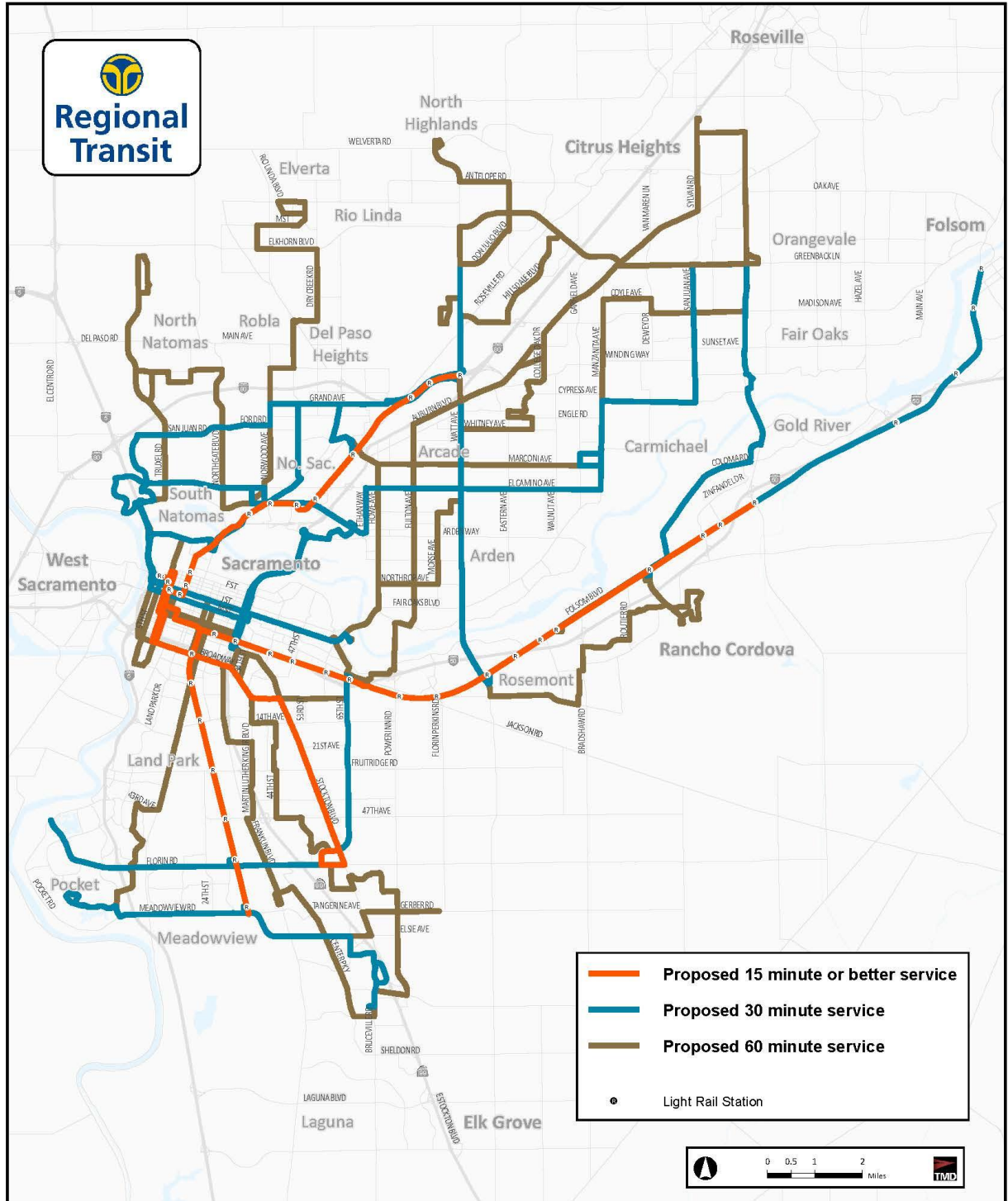
Saturday and Sunday service is shown in Maps 6.4 and 6.5.

Proposed Evening Service Network



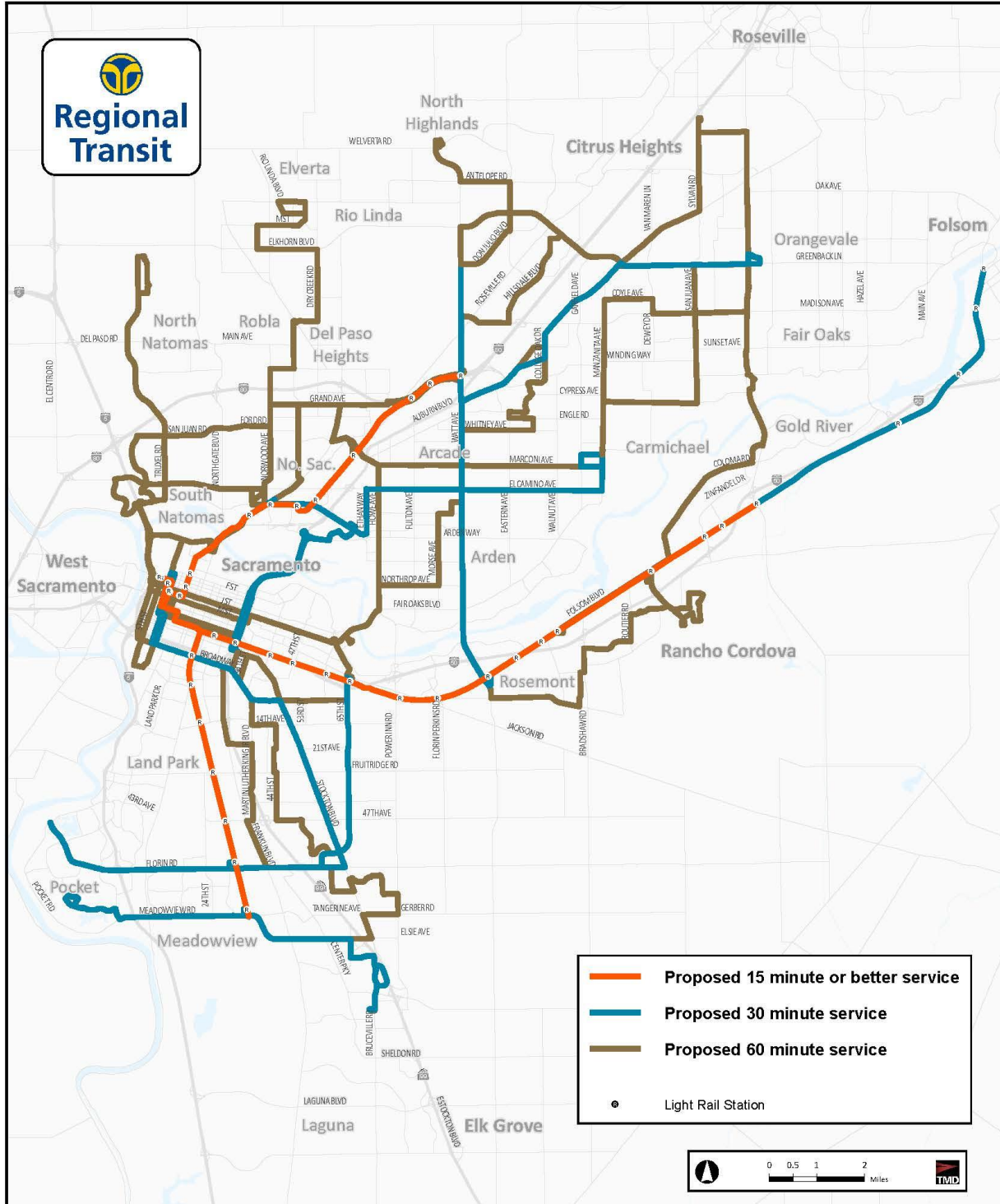
Map 6.3 Proposed Light Night Service Network

Proposed Saturday Service Network



Map 6.4 Proposed Saturday Service Network

Proposed Sunday Service Network



Map 6.5 Proposed Sunday Service Network

6.1.4 Streamlined Service

Throughout the process of developing service recommendations, RT bus services were reviewed to determine where opportunities existed to make routes straighter and more direct, by removing deviations or unnecessary out-of-direction movements. This “streamlining” process both provides a quicker trip for most passengers, and reduces mileage, allowing service to be delivered more cost-effectively. The potential tradeoff in this exercise is that eliminating out-of-direction movements results in reduced service coverage. Detailed stop-level data was used to design route structure that maximized positive rider benefits and minimized negative impacts.

For changes to individual routes, please see Section 6.2.

6.1.5 Reinvest Resources from Underperforming Service

One necessary step in developing a more cost-effective RT system is reinvesting resources from underutilized transit services. The Performance Measures section describes the recommended minimum thresholds for service to be considered an effective use of limited resources. These thresholds are based on service productivity, and are set at 20 boardings per revenue hour for full-size Local bus services, and 15 boardings per hour for Community Bus. Please see Section 4 for a detailed description of TransitRenewal performance measures. Transit service which generates lower productivity is more expensive for RT to provide on a per-passenger basis, and consumes resources that could be utilized in higher-demand areas of the system.

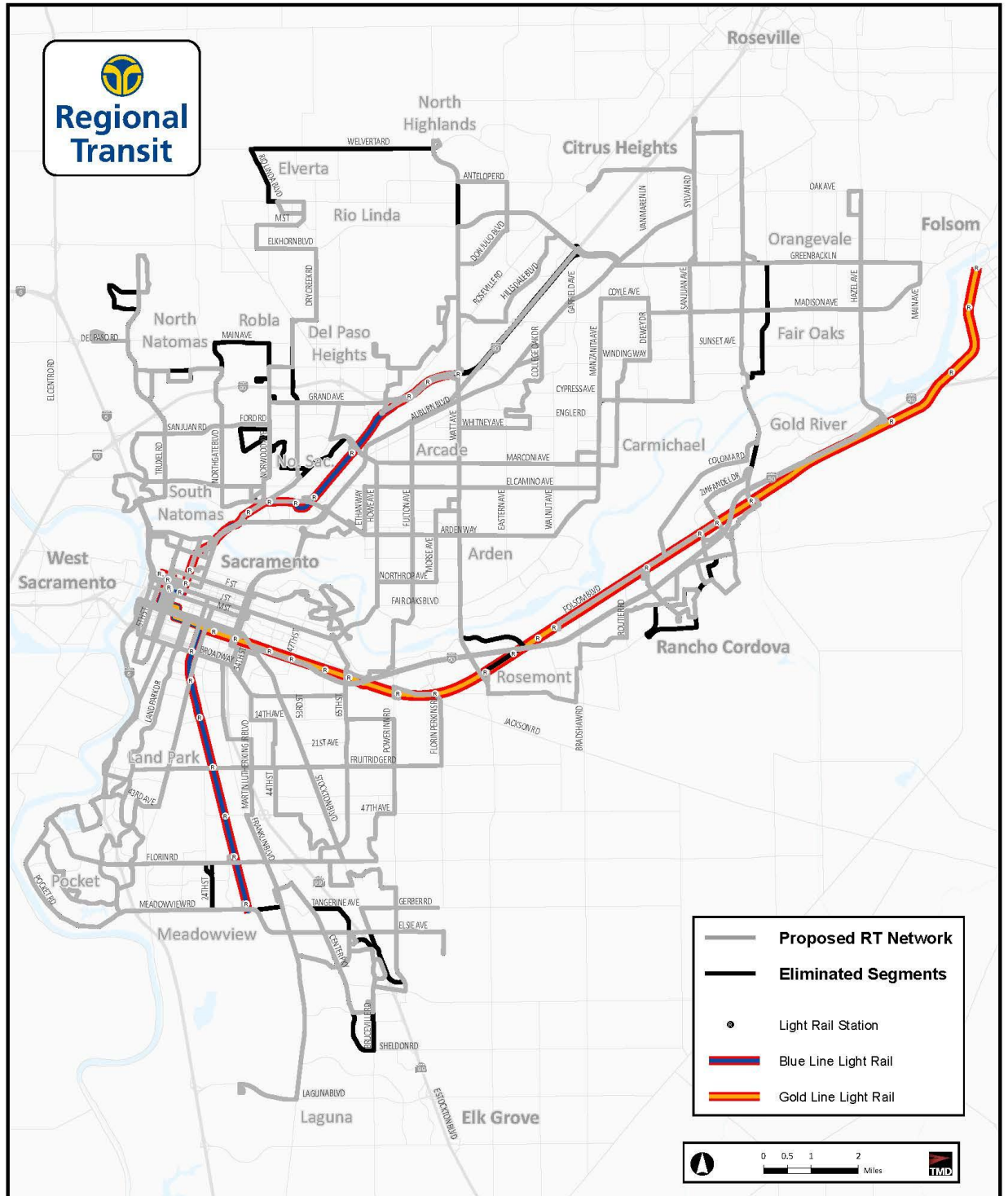
Bus services falling well below thresholds were considered for possible modification and/or discontinuation. When possible, new or redesigned routes are recommended to be introduced to cover segments of discontinued service that generated the highest ridership.

The largest segments of discontinued service are shown in Figure 6.5, along with key reasons for discontinuation and/or mitigating factors. As part of the streamlining process, smaller individual route segments may also be discontinued. Map 6.6 shows the extent of current and recommended service coverage in the RT system.

Discontinued Service			
Route	Segment	Boardings per Hour (BPH)	Comments
14	Main Avenue plus Northgate Boulevard north of North Market Boulevard	12	Majority of route covered by realigned Route 19 (Norwood Avenue) and Route 13 (North Market Boulevard)
16	Del Paso Heights - Norwood Avenue (entire route)	12	Majority of alignment covered by nearby routes
19	Elverta Road, plus Watt Avenue between Antelope Road and Elkhorn Boulevard, plus Rio Linda Boulevard north of U Street in Rio Linda	5	Extremely low ridership on Elverta Road Most Watt Avenue riders will still be within walking distance of Route 80 or 84, which will be twice as frequent
24	Madison Avenue/Greenback Lane	11	Route 24 is recommended to be replaced by an entirely new route serving the same general vicinity but with several notable changes: (1) the one-way loop structure of Route 24 should be abandoned in favor of two-way service, (2) earlier morning and later evening service is needed to facilitate trips to/from Downtown Sacramento, and (3) direct service to the Historic Folsom light rail station should be added. As of the date of this report, the new routing has not been finalized.
28	Sunrise Boulevard (north of Zinfandel Drive) plus Fair Oaks Boulevard from Winding Way to Sunrise Mall	10	Southern portion operating in Rancho Cordova will be covered by CBS Route 28
47	24th Street from Florin Road to Meadowview Road Phoenix Park (entire route)	12	Residents on 24th Street are mostly within walking distance of high-frequency service on Florin Road or Meadowview Road Phoenix Park will be served by Route 54, which will be turned into a Community Bus route so it can enter Phoenix Park

Figure 6.5 Discontinued Service

Discontinued Service



Map 6.6 Discontinued Service

6.1.7 Additional Services

As part of service restructuring, certain new services will be added which either replace sections of discontinued service, or address current unmet need areas. Key new services include:

- Route 8 (Power Inn) is recommended to be restored with a slightly new route. The northern terminal is recommended to be changed from Power Inn Station to University/65th Station. This will provide transfers to many major routes, including Routes 26, 38, 81, 82, and 87
- Route 11 (Truxel) will be split into two branches and extended into new areas in North Natomas, with service every 60 minutes on each branch and 30 minute service on the trunk. The western branch will serve Del Paso Road, including the American River College Natomas Center. The eastern branch will extend to the end of Truxel Road.
- Route 24 (Madison/Greenback) is recommended for elimination due to low productivity (less than 12 boardings per revenue hour). It was recommended to be replaced by a new route tentatively called Route 27. Historically, Route 24 has been a large one-way loop, which makes it less competitive as a travel option compared to other modes. The new route is recommended to have two-way service and to be extended over the American River into Folsom to connect directly with light rail. Historically, customers have had to transfer at Main Avenue and Madison Avenue from Route 24 to Folsom Stage Line in order to reach Folsom. The new route will also provide an extended service span, running until approximately 7:00 p.m., in order to make the route more useable for patrons coming from work in Downtown Sacramento.
- Route 54 (Valley Hi) will be extended from its current terminal at Cosumnes River College north and east via Bruceville Road, Calvine Road, Power Inn Road, and Gerber Road to the Elk Grove Adult Education Center on Gerber Road.
- Route 95 (Antelope Road) will be restored and extended approximately half a mile from its old terminal on Antelope Road just west of Interstate 80 to the Walmart on Antelope Road near Roseville Road.
- A new demand response service is recommended for portions of Citrus Heights where demand is insufficient for fixed-route service.

6.1.8 Light Rail Service

Later evening service to approximately 11:00 p.m. on light rail is a top priority and is recommended for the first year of the plan on weekdays, and Saturdays. Currently, the last round trips on each line begin approximately 9:00 p.m. and return to their start points approximately 90 minutes later. This is recommended to be extended by two hours, with trips every 30 minutes. Sunday/Holiday light rail service is recommended for later service as well, although exact times have not been identified. Exact end times for Sunday/Holiday service should be re-examined at the time of implementation when exact staffing costs are better known.

Weekend light rail service is also recommended to be improved from 30 to 15-minute frequency during the busiest 8 hours of the day.

In addition, the following improvements are to occur⁶:

- The Green Line to Richards is expected to have opened prior to implementation of TransitRenewal
- The Blue Line to Cosumnes River College is expected to open in June 2015
- Limited Stop Service on the Gold Line has been assumed to begin service in June 2017

⁶ New light rail extensions and limited stop service are service expansions outside of TransitRenewal.

6.2 Individual Route Recommendations

The following section discusses individual route recommendations by year of implementation in the TransitRenewal Service Recommendations: Year 1 – 2013, Year 2 – 2014, Year 3 – 2015, Year 4 – 2016, and Year 5 – 2017. Each individual route table displays current and proposed peak and off-peak service levels and service span by day type. Note that all proposed service represents service by Year 5 of Recommendations implementation.

Route 1 – Greenback Lane

Route 1 operates from McClellan Business Park, south along Watt Avenue to Watt/I-80 Station, northeast along Auburn Boulevard, east on Greenback Lane to Sunrise Mall. Route 1 operates every 20 minutes on weekdays and every 30 minutes on Saturdays and Sundays.

Recommendations:

Year 1 Route 1 will be streamlined, with service north of Watt/I-80 Station to McClellan Business Park discontinued (to be covered by Route 26). The Watt Avenue segment will receive service via Routes 80, 84, and 93. Routes 80 and 84 are also proposed to be rerouted from a short stretch on Watt Avenue so as to enter McClellan Business Park and serve several key stops. McClellan Park will also continue to receive service via Route 85. Weekday frequency will be increased from operating every 20 minutes to every 15 minutes and service span will be extended to approximately 10:00 pm. The Auburn Boulevard and Greenback Lane segments warrant increased frequency, at 47 passenger boardings per revenue hour, and the extended span will improve connectivity with the Blue Line. Existing Saturday and Sunday route alignment and service levels are will be unchanged.

Year 2 Saturday service span will be extended to approximately 10:00 p.m. to grow the weekend evening network and improve connectivity with light rail.

Year 4 Sunday service span will be extended to approximately 10:00 pm to grow the

ROUTE 1		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	20	15	30	30	30	30
	Off-Peak	20	15	30	30	30	30
Service Span		5:00 – 20:30	5:00 - 22:00	5:30 - 21:00	5:30 - 22:00	5:15 - 21:00	5:15 - 22:00

weekend evening network and improve connectivity with light rail.

Route 2 – Riverside Boulevard

Route 2 operates from the Pocket Transit Center, along Rush River Road, to Havenside Drive and Gloria Drive, along 35th Avenue, and north on Riverside Boulevard into downtown Sacramento. Route 2 operates every 60 minutes on weekdays only and provides Pocket residents with a direct connection to downtown Sacramento, where riders can connect with the greater network.

Recommendations:

Route 2 will not undergo any changes to hours, routing or frequency; however, stop removal is recommended in some areas, due to closely-spaced stops (less than approximately 1,000 feet between stops). Consideration should be given to adjusting stop placement to more closely reflect a 0.2 to 0.25-mile spacing and removing underutilized stops will help to increase travel speeds and improve the customer experience.

ROUTE 2		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		5:30 - 18:30	5:30 - 18:30	-	-	-	-

Route 3 – Riverside Boulevard Express

Route 3 operates from Greenhaven Drive along Pocket Road and Riverside Boulevard, to Havenside Drive and Gloria Drive, along Interstate 5 into downtown Sacramento via P Street and Q Street. Route 3 provides weekday only, peak-only direct service into downtown for commuting Pocket residents.

Recommendations:

Route 3 will not undergo any changes.

ROUTE 3		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	15	15	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		4 AM trips/ 4 PM trips	4 AM trips/ 4 PM trips	-	-	-	-

Route 5 – Meadowview Road – Valley Hi Drive

Route 5 operates from Meadowview Station, southeast along Mack Road, south on Franklin Boulevard, northeast on Valley Hi Drive, east on Elsie Avenue, at which point, it splits into two branches. The first branch goes to Florin High School via Elsie Avenue and Cottonwood Lane. The second branch goes approximately one mile south on Power Inn Road before turning around. The main line operates every 60 minutes. Each branch has service once every two hours. Route 5 operates on weekdays only.

Recommendations:

Year 1 It is recommended that the Power Inn branch be eliminated due to low ridership. Power Inn is also proposed to be served by Route 54 via an extension to Gerber Road.

ROUTE 5		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		6:00 - 20:00	6:00 - 20:00	-	-	-	-

Route 6 – Land Park Drive

Route 6 operates from the Pocket Transit Center, along Rush River Road, Greenhaven Drive, north on Land Park Drive, to downtown Sacramento. Route 6 operates every 60 minutes on weekdays only, serving key destinations (Sacramento Zoo).

Recommendations:

Route 6 will not undergo any changes.

ROUTE 6		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		6:15 - 19:15	6:15 - 19:15	-	-	-	-

Route 7 – Pocket Express

Route 7 operates from the Pocket Transit Center, east on Rush River Road, north on Land Park Drive, west on 43rd Avenue, north on Interstate 5, to downtown Sacramento. Route 7 provides weekday only, peak-only service to downtown Sacramento for commuting Pocket residents.

Recommendations:

Route 7 will not undergo any changes.

ROUTE 7		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		3 AM trips/ 3 PM trips	3 AM trips/ 3 PM trips	-	-	-	-

Route 8 – Power Inn Road

Prior to discontinuation in 2010 service cuts, Route 8 operated from Florin Towne Center, east on Florin Road, north on Briggs Drive, east on Lawnwood Drive, north on 75th Street, east on Elder Creek Road, north on Power Inn Road to Power Inn Station. It operated every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays.

Recommendations:

Year 3 Reinstate Route 8 and realign northern segment to operate from Power Inn Road, west on 14th Avenue, and north on 65th Street to University/65th Street Station. Route 8 will operate every 60 minutes on weekdays only from approximately 7:00 a.m. to 7:00 p.m. Route 8 showed the highest ridership of routes discontinued during RT's 2010 service cuts justifying weekday reinstatement. Realignment to serve University/65th Street Station will allow for more transfer opportunities to other bus routes.

ROUTE 8		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	-	60	-	-	-	-
	Off-Peak	-	60	-	-	-	-
Service Span		-	7:00 - 19:00	-	-	-	-

Route 11 – Truxel Road

Route 11 operates from downtown Sacramento, north on Interstate 5, east on Garden Highway, north on Truxel Road, to Club Center Drive and Northborough Drive in North Natomas. Route 11 operates every 60 minutes during the day with 30 minute frequency during peak hours.

Recommendations:

Year 1 Weekday service span will be extended to approximately 7:00 p.m. and new Saturday service will be introduced operating every 60 minutes from approximately 7:00 a.m. to 8:00 p.m.

Year 2 Sunday/Holiday service will be introduced operating every 60 minutes from approximately 7:00 a.m. to 8:00 p.m.

Year 3 Route 11 will be realigned to operate with two branches (Western Branch and Eastern Branch), each sharing a common trunk from downtown Sacramento to Truxel Road and Del Paso Road and each operating every 60 minutes to provide a combined 30 minute frequency on the trunk. Western Branch will operate from Truxel Road, west on Del Paso Road, to East Commerce Way. Western Branch will provide service to the trade schools along Del Paso Road, attracting all-day riders. Eastern Branch will operate from Truxel Road, north on Natomas Boulevard, east on Club Center Drive, to Regency Park, Honor Parkway, Bridgecross, and south on Natomas Boulevard. Eastern Branch will provide service to apartments east of Truxel Road and will receive additional trips during the 6:00 a.m. period. Saturday and Sunday service will operate along the alignment of Eastern Branch.

ROUTE 11		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	60	-	60
	Off-Peak	60	30	-	60	-	60
Service Span		6:00 - 17:45	6:00 - 19:00	-	7:00 - 20:00	-	7:00 - 20:00

Route 13 – Northgate Boulevard

Route 13 operates from Arden/Del Paso Station, west on Arden Way, north on Northgate Boulevard, west on Market Boulevard, to Truxel Road and Gateway Park Boulevard. It operates every 30 minutes in peak periods and every 60 minutes in off-peak periods on weekdays only, connecting North Natomas residents to key destinations (Natomas Marketplace) and the Blue Line, where riders can connect with the greater network.

Recommendations:

Year 2 New Saturday and Sunday service will be introduced operating every 60 minutes from approximately 8:00 a.m. to 8:00 p.m. While historic ridership levels on Route 13 and Route 14 were not strong (12 boardings per revenue hour on average), it is anticipated that by restoring only one of the two routes on weekends, ridership may be strong enough to justify the route. It has also been among the more common requests made by patrons since elimination in 2010 and throughout the TransitRenewal project.

ROUTE 13		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	60	-	60
	Off-Peak	60	60	-	60	-	60
Service Span		5:15 - 21:00	5:15 - 21:00	-	8:00 – 20:00	-	8:00 – 20:00

Route 14 – Norwood Avenue

Route 14 operates from Arden/Del Paso Station, north on Grove Avenue, north on Norwood Avenue, to Strawberry Manor, north on Norwood Avenue, west on Main Avenue, south on Northgate Boulevard, west on Market Boulevard, to Truxel Road and Gateway Park Boulevard. It operates every 30 minutes in the AM peak period and every 60 minutes in off-peak periods on weekdays only, connecting North Natomas residents to key destinations (Natomas Marketplace) and the Blue Line, where riders can connect with the core network.

Recommendations:

Year 1 Route 14 will be combined with Route 19 (see below). Approximately 25 boardings occur along Strawberry Manor on an average weekday, of these boardings approximately 18 boardings are outside of 1/3 mile walk distance. Due to low daily boardings and a need for improved speed, Strawberry Manor service will be discontinued. Service along Main Avenue is underperforming (12 boardings per revenue hour) and the Market Boulevard segment is duplicated by Route 13. Service coverage along Norwood Avenue will be maintained by restructured Route 19. The combined route will be numbered Route 19.

ROUTE 14		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	-	-	-	-	-
	Off-Peak	60	-	-	-	-	-
Service Span		5:45 - 20:15	-	-	-	-	-

Route 15 – Rio Linda Boulevard – O Street

Route 15 operates from downtown Sacramento, north on Interstate 5, east on Richards Boulevard, northeast on Del Paso Boulevard to Arden/Del Paso Station, north on Rio Linda Boulevard, east on Grand Avenue to Watt/I-80 Station. Route 15 operates every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays. Route 15 provides service for North Sacramento residents to the Blue Line and the greater network.

Recommendations:

Year 2 Route 15 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Year 3 Saturday frequency will be improved to every 30 minutes.

ROUTE 15		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	30	60	60
	Off-Peak	30	30	60	30	60	60
Service Span		5:45 - 20:45	5:45 - 22:00	6:45 - 20:45	6:45 - 22:00	8:00 - 21:00	8:00 - 21:00

Route 16 – Del Paso Heights – Norwood Avenue

Route 16 operates as a Community Bus route from Arden/Del Paso Station north on Del Paso Boulevard, west on Eleanor Avenue, north on Fairfield Street, south on Arcade Boulevard, north on Norwood Avenue, to Newcastle Street and Delagua Way. Route 16 operates every 60 minutes on weekdays only.

Recommendations:

Year 1 Route 16 will be discontinued. Service is duplicative of Route 15 and Route 19, as proposed in the service recommendations, and performance (11 boardings per revenue hour) falls below the Community Bus Standard of 15 boardings per revenue hour. Very little service coverage is lost due to discontinuing Route 16. In addition, consolidating Routes 14, 16, and 19 will create one route with good service.

ROUTE 16		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	-	-	-	-	-
	Off-Peak	60	-	-	-	-	-
Service Span		7:00 - 18:00	-	-	-	-	-

Route 19 – Rio Linda Boulevard

Route 19 operates from Arden/Del Paso Station, north on Del Paso Boulevard, north on Rio Linda Boulevard, east on Claire Avenue, north on Dry Creek Road, west on Elkhorn Boulevard, north on 2nd Street, east on M Street, north on 10th Street, west on Q Street, north on Rio Linda Boulevard, west on Elverta Road, and south on Watt Avenue to Watt/I-80 Station. Route 19 operates every 60 minutes on weekdays, Saturdays, and Sundays. Route 19 provides service for Rio Linda residents to McClellan Business Park and the Blue Line, connecting them with the core network.

Recommendations:

Year 1 Route 19 service south of Bell Avenue will be realigned from Rio Linda Boulevard and Del Paso Boulevard to Norwood Avenue along the same route as the existing Route 14. In the long term, Route 19 is recommended to serve Main Avenue from Norwood Avenue to Rio Linda Boulevard; however, until sidewalks have been installed on Main Avenue, Route 19 will have to use Bell Avenue instead, as shown on all maps in this document. Service along Rio Linda Boulevard and Del Paso Boulevard south of Grand Avenue will continue to be provided by Route 15. One additional evening trip will be added on weekdays, beginning at approximately 8:00 p.m., to keep evening service levels on Norwood Avenue in line with current levels on Route 14. Route 19 Saturday and Sunday service will follow the same restructured alignment as weekday, providing new weekend service to Norwood Avenue residents. Hours of service will remain the same on weekends. Frequency will remain hourly on all days.

Year 3 Route 19 service along Elverta Road and Watt Avenue will be discontinued. Elverta Road, which generates 5 boardings per revenue hour, will remain unserved. Service coverage on Watt Avenue will be provided by increased service levels on Routes 80 and 84.

ROUTE 19		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	60	60	60	60
	Off-Peak	60	60	60	60	60	60
Service Span		5:45 - 19:15	5:45 - 19:15	8:00 - 19:00	8:00 - 19:00	8:00 - 18:30	8:00 - 18:30

Route 21 – Sunrise Boulevard – Citrus Heights

Route 21 operates from Mather Field/Mills Station, northeast on Coloma Road, to Sunrise Station, north on Sunrise Boulevard to Sunrise Mall, north on Sunrise Boulevard, west on Twin Oaks Avenue, to Louis Lane and Orlando Avenue, meeting the Roseville Transit and Placer County Transit services. Route 21 operates every 30 minutes on weekdays and provides regional connections and service to key destinations for Citrus Heights residents. Route 21 Saturday and Sunday service operates every 60 minutes between Mather Field/Mills Station and Sunrise Mall, with midday service every 60 minutes from Sunrise Mall to Louis Lane and Orlando Avenue.

Recommendations:

Year 1 Route 21 service will not undergo alignment changes or frequency changes on weekdays. Weekday service span will be extended to approximately 10:00 p.m. to better serve the Sunrise Mall area, with one additional southbound and northbound trip serving Sunrise Mall.

Year 2 Route 21 Saturday service span will be extended to approximately 10:00 p.m. In addition, Saturday and Sunday morning trips from Sunrise Mall will be extended to the Louis/Orlando Transit Center.

ROUTE 21		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		4:45 - 21:00	4:45 - 22:00	6:15 - 21:00	6:15 - 22:00	6:15 – 21:00	6:15 - 21:00

Route 22 – Arden Way

Route 22 operates from Arden/Del Paso Station, to Fair Oaks Boulevard and Marconi Avenue via Arden Way. Route 22 operates every 60 minutes on weekdays and connects Arden-Arcade residents to Arden Fair Mall and to the Blue Line. Route 22 Saturday service operates from Arden/Del Paso Station to Arden Fair Mall every 30 minutes. Route 22 does not operate on Sundays.

Recommendations:

Year 1 Route 22 service will be shortened to operate from Arden/Del Paso Station to Watt Avenue, and will be realigned to serve Kaiser Hospital at Morse Avenue and Cottage Way. Service east of Watt Avenue is low performing (12 boardings per revenue hour) and will continue to be served in the peak hours by Route 29. Route 22 Saturday service will be discontinued, while coverage will be maintained by Route 23.

ROUTE 22		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	30	-	-	-
	Off-Peak	60	60	30	-	-	-
Service Span		7:30 - 20:45	7:30 - 20:45	8:15 - 20:45	-	-	-

Route 23 – El Camino Avenue

Route 23 operates from Arden/Del Paso Station, to Arden Fair Mall, north on Ethan Way, east on El Camino Avenue, north on Fair Oaks Boulevard, east on Fair Oaks Boulevard, north on San Juan Avenue, and east on Greenback Lane to Sunrise Mall. Route 23 operates every 30 minutes on weekdays and provides service to key destinations (Arden Fair Mall, Country Club Plaza, and Sunrise Mall) and the Blue Line. Route 23 operates every 30 minutes on Saturdays and every 60 minutes on Sundays.

Recommendations:

Year 1 Route 23 weekday service span will be extended to approximately 10:00 p.m. between Arden/Del Paso Station and Marconi Avenue to improve evening service connections.

Year 2 Route 23 will operate with an improved frequency every 15 minutes from Arden/Del Paso Station along El Camino Avenue as far as Fair Oaks Boulevard. The El Camino Avenue segment has high productivity (38 boardings per revenue hour) and warrants improved service levels. Route 23 will continue to operate every 30 minutes from Fair Oaks Boulevard to Sunrise Mall. Weekday service span will be extended to approximately 10:00 p.m. from Marconi Avenue to Sunrise Mall. Route 23 Saturday service span will be extended to approximately 10:00 p.m. along the entire route to improve evening service connections. Route 23 Sunday service levels will also be improved to every 30 minutes from Arden/Del Paso Station along El Camino Avenue to Fair Oaks Boulevard. Sunday service will continue to operate every 60 minutes on the remainder of the route from Fair Oaks Boulevard to Sunrise Mall.

ROUTE 23		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	15	30	30	60	30
	Off-Peak	30	15	30	30	60	30
Service Span		5:00 - 20:45	5:00 - 22:00	8:15 - 20:15	6:30 - 22:00	6:45 - 20:45	6:45 - 20:45

Route 24 – Madison Avenue – Greenback Lane

Route 24 operates in a counterclockwise loop from Sunrise Mall, south on Sunrise Boulevard, east on Madison Avenue, north on Main Avenue, and west on Greenback Lane to Sunrise Mall. Route 24 operates every 60 minutes on weekdays only.

Recommendations:

Year 2 Discontinue and replace with new route as discussed in Figure 6.5 and Section 6.1.7.

ROUTE 24		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		7:45 - 17:15	7:45 – 17:15	-	-	-	-

Route 25 – Marconi Avenue

Route 25 operates from Arden/Del Paso Station, to Marconi/Arcade Station, east on Marconi Avenue, north on Manzanita Avenue, east on Coyle Avenue, east on Madison Avenue, and north on Sunrise Boulevard to Sunrise Mall. Route 25 operates every 60 minutes on weekdays and Saturdays.

Recommendations:

Year 1 Route 25 will be restructured with service discontinued along Del Paso Boulevard due to low performance. Frequency will be improved to every 30 minutes from Marconi/Arcade Station along Marconi Avenue to Fair Oaks Boulevard. This segment has high productivity and warrants additional service investment. Service will operate every 60 minutes from Fair Oaks Boulevard to Sunrise Mall. Weekday service span will be extended to approximately 8:00 p.m.

Year 2 Saturday service span will be extended to approximately 8:00 p.m. New Sunday service will be introduced along the proposed short term weekday alignment operating from approximately 8:00 a.m. to 7:00 p.m. every 60 minutes.

Year 5 Route 25 weekday, Saturday, and Sunday service will be realigned to Swanston Station via Howe Avenue and Arden Way, providing direct access to Arden Fair Mall for residents along Marconi Avenue. This is part of an existing to plan to relocate transfer activities from Arden/Del Paso Station to Swanston Station.

ROUTE 25		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	60	60	-	60
	Off-Peak	60	30	60	60	-	60
Service Span		6:00 - 18:45	6:00 - 20:00	8:15 - 18:15	8:15 - 20:00	-	8:00 - 19:00

Route 26 – Fulton Avenue

Route 26 operates from University/65th Street Station, to University Drive East, northeast on College Town Drive, north on Howe Avenue, east on American River Drive, north on Fulton Avenue, and northeast on Auburn Boulevard to Watt/I-80 Station. Route 26 operates every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays, providing Arden-Arcade residents and Sacramento State students and faculty with connections to the Gold Line and Blue Line.

Recommendations:

Year 1 Route 26 will be extended from Watt/I-80 Station north on Watt Avenue to serve McClellan Park (via existing Route 1 alignment) on weekdays.

Year 5 Weekday service span will be extended to approximately 8:00 p.m. and Saturday service span to approximately 7:00 p.m. Route 26 will not undergo any changes on Sundays.

In addition, Route 26 has closely-spaced stops (less than approximately 1,000 feet between stops). Consideration should be given to adjusting stop placement to more closely reflect a 0.2 to 0.25-mile spacing and removing underutilized stops will help to increase travel speeds and improve the customer experience.

ROUTE 26		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		6:00 - 18:45	6:00 - 20:00	8:15 - 18:15	8:15 - 19:00	8:30 - 18:00	8:30 - 18:00

Route 27 – Madison Avenue

Route 27 is the tentative number for a new route proposed to replace Route 24 connecting Citrus Heights with Folsom through Fair Oaks and Orangevale, primarily via Madison Avenue. If Route 27 recommendations are approved they will occur in January 2013 and be considered part of Year 2 service changes.

Recommendations:

Year 2 New Community Bus Route 27 is proposed to replace discontinued Route 24 and provide streamlined service from Sunrise Mall to Historic Folsom Station primarily via Madison Avenue. Route 27 will travel on the American River Bridge to get into Folsom, take the ramp to Historic Folsom Station, east on Sutter Street, north on Riley Street, and back to Citrus Heights/Orangevale on the Rainbow Bridge. It will maintain current hourly frequency; however evening service will be extended from approximately 5:00 p.m. to approximately 7:00 p.m. to better provide return trips for riders coming home from Sacramento. It will also provide two-way service instead of the current one-way loop arrangement. Route 27 will provided a direct connection for Citrus Heights residents to downtown Folsom and an additional connection to the Gold Line.

ROUTE 27		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	-	60	-	-	-	-
	Off-Peak	-	60	-	-	-	-
Service Span		-	7:45 – 19:00	-	-	-	-

Route 28 – Fair Oaks Boulevard – Cordova Town Center

Route 28 operates from Cordova Town Center Station in Rancho Cordova, north on Cordova Lane, east on Zinfandel Drive, north on Sunrise Boulevard, northeast on Fair Oaks Boulevard, and west on Greenback Lane to Sunrise Mall. Route 28 operates every 30 minutes in the peak periods and every 60 minutes in the off-peak periods on weekdays only. Route 28 provides connections for Citrus Heights residents to Rancho Cordova and the Gold Line.

Recommendations:

Year 2 Route 28 service from Zinfandel Drive, north on Sunrise Boulevard, to Sunrise Mall will be discontinued. Route 28 is low performing (10 boardings per revenue hour) and does not meet the Local bus performance threshold of 20 boardings per revenue hour. Service will be restructured and Route 28 will operate from Mather Field/Mills Station to Sunrise Station via Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard. In addition, peak frequency will be reduced from every 30 minutes to every 60 minutes and service span will be reduced to operate from approximately 7:00 a.m. to 7:00 p.m. Alternative alignments will be evaluated prior to September 2013 service changes.

ROUTE 28		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		5:15 - 19:00	7:00 - 19:00	-	-	-	-

Route 29 – Arden Way – California Avenue

Route 29 operates from downtown Sacramento, east on State Route 160, southeast on Arden Way to Arden Fair Mall, east on Arden Way, north on Fair Oaks Boulevard, east on Marconi Avenue, north on California Avenue, north on Dewey Drive to Madison Avenue. Route 29 operates as a peak-only route on weekdays only with two inbound AM trips and two outbound PM trips. Route 29 provides a direct one seat ride for Citrus Heights residents into downtown Sacramento.

Recommendations:

Year 2 Route 29 will receive one additional PM peak trip, leaving downtown at approximately 6:00 p.m. or leaving Arden/Del Paso at approximately 6:30 p.m. Route 29 will not undergo alignment changes.

ROUTE 29		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		2 AM trips/ 2 PM trips	2 AM trips/ 3 PM trips	-	-	-	-

Routes 30/31 – J Street (DASH)/J Street – River Park

Route 30 operates from Sacramento Valley Station in downtown Sacramento, along J Street and L Street, to Sacramento State. Route 31 operates along the same alignment as Route 30 and continues from Sacramento State, north on Spilman Avenue, and south on Moddison Avenue to River Park. Routes 30/31 together operate every 15 minutes on weekdays from downtown Sacramento to Sacramento State. Route 31 operates on weekdays every 60 minutes from Sacramento State to River Park. Routes 30/31 provide a connection for River Park and Sacramento State students and faculty to downtown Sacramento. Route 30 operates on Saturdays every 30 minutes and on Sundays every 60 minutes from downtown Sacramento to Sacramento State.

Recommendations:

Year 1 Route 31 will be discontinued, with its River Park alignment covered by restructured Route 34. Route 30 will operate consistently every 15 minutes on weekdays and service span will be extended until approximately 10:00 p.m. Route 30 Saturday and Sunday service will not undergo any changes.

In addition, Route 30 has closely-spaced stops (less than approximately 1,000 feet between stops). Consideration should be given to adjusting stop placement to more closely reflect a 0.2 to 0.25-mile spacing and removing underutilized stops will help to increase travel speeds and improve the customer experience.

ROUTE 30		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	15	15	30	30	60	60
	Off-Peak	15	15	30	30	60	60
Service Span		5:30 - 21:00	5:30 - 22:00	6:30 - 21:00	6:30 - 21:00	6:30 - 21:00	6:30 - 21:00

ROUTE 31		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	-	-	-	-	-
	Off-Peak	60	-	-	-	-	-
Service Span		6:15 - 18:15	-	-	-	-	-

Route 33 – Dos Rios

Route 33 operates as a Community Bus route from Alkali Flat/La Valentina Station, east on D Street, north on 14th Street, east on C Street, north on 16th Street, west on B Street, north on Dos Rios, east on Richards Boulevard, and South on Sunbeam. Route 33 provides limited trips along Richards Boulevard to Union Gospel Mission, located at Bercut Drive and Bannon Street. Route 33 operates every 20 minutes on weekdays only.

Recommendations:

Route 33 will not undergo any changes.

ROUTE 33		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	20	20	-	-	-	-
	Off-Peak	20	20	-	-	-	-
Service Span		6:30 - 17:30	6:30 - 17:30	-	-	-	-

Route 34 – McKinley Boulevard

Route 34 operates every 60 minutes on weekdays along 7th Street and 8th Street in downtown Sacramento, east on F Street, northeast on McKinley Boulevard, to Sutter Memorial Hospital, southeast on Elvas Avenue, and H Street to Sacramento State, southeast on Elvas Avenue to University/65th Street Station. Route 34 operates every 60 minutes on Saturdays and Sundays along the same downtown alignment as weekdays, ending service at Sutter Memorial Hospital.

Recommendations:

Year 1 Route 34 will operate along its current alignment, with service from University/65th Street Station to Sacramento State Transit Center discontinued. In addition, Route 34 will operate from Sacramento State northwest to provide service to the River Park area. This proposed weekday alignment is pending additional review and may occur once additional revenue is made possible. Route 34 Saturday and Sunday service displays low productivity (fewer than 10 boardings per revenue hour) and will be discontinued.

ROUTE 34		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	60	-	60	-
	Off-Peak	60	60	60	-	60	-
Service Span		5:15 - 18:15	5:15 - 18:15	9:00 - 18:00	-	9:00 - 18:00	-

Route 38 – P/Q Streets

Route 38 operates from Muir Way and Vallejo Way into downtown Sacramento, along P Street and Q Street, along 29th Street and 30th Street, east on T Street, southeast on Stockton Boulevard, east on Broadway, and north on 65th Street to University/65th Street Station. Route 38 operates every 60 minutes on weekdays, Saturdays, and Sundays, with inbound service to Muir Way and Vallejo Way in the midday and AM peak periods and outbound service in the midday and PM peak periods. Route 38 provides service into downtown Sacramento for transit dependent populations and connects Central City residents to the UC Davis Medical Center, the Blue Line, and the Gold Line.

Recommendations:

Year 4 Route 38 shows strong performance and warrants improvement of weekday frequency to every 30 minutes. Route 38 will not undergo any alignment changes.

ROUTE 38		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	60	60	60	60
	Off-Peak	60	30	60	60	60	60
Service Span		5:30 - 20:15	5:30 - 20:15	7:45 - 20:00	7:45 - 20:00	8:00 - 17:45	8:00 - 17:45

Route 47 – Phoenix Park

Route 47 operates as a Community Bus route 24th Street, east on Meadowview Road to Meadowview Station, east on Brookfield Drive, north to Phoenix Park, north on Franklin Boulevard, east on Florin Road to Florin Towne Center. Route 47 operates every 60 minutes on weekdays and Saturdays. Route 47 is the only CBS route to operate on Saturdays.

Recommendations:

Year 1 Route 47 Saturday service will be discontinued due to low performance (10 boardings per revenue hour). New Route 54 Saturday service will provide coverage along Franklin Boulevard near Phoenix Park.

Year 3 Route 47 weekday service will be discontinued due to low performance (12 boardings per revenue hour) and duplication with Routes 54, 56 and 81. Service to the Phoenix Park area will be maintained by restructured Route 54.

ROUTE 47		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	-	60	-	-	-
	Off-Peak	60	-	60	-	-	-
Service Span		5:45 - 19:00	-	9:15 – 17:30	-	-	-

Route 51 – Broadway – Stockton Boulevard

Route 51 operates from downtown Sacramento, south on 8th Street and 9th Street, east on Broadway, and south on Stockton Boulevard to Florin Towne Center. Route 51 operates every 15 minutes on weekdays and every 60 minutes on Saturdays and Sundays. Route 51 provides South Sacramento residents with a connection to key destinations (Florin Towne Center) and into the greater network.

Recommendations:

Year 1 Route 51 weekday service span will be extended to approximately 10:00 p.m. Route 51 is the highest ridership bus route in the RT system (44 boardings per revenue hour, the highest in the RT system) and warrants weekday frequency improved to every 12 minutes. In addition, the enhanced service levels will help to improve schedule reliability.

Year 2 Saturday service span will be extended to approximately 10:00 p.m.

Year 3 Route 51 warrants weekday frequency improved to every 10 minutes. Route 51 Saturday frequency will be improved to every 15 minutes.

In addition, Route 51 has closely-spaced stops (less than approximately 1,000 feet between stops). Consideration should be given to adjusting stop placement to more closely reflect a 0.2 to 0.25-mile spacing and removing underutilized stops will help to increase travel speeds and improve the customer experience.

ROUTE 51		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	15	10	20	15	30	30
	Off-Peak	15	10	20	15	30	30
Service Span		5:30 - 21:00	5:30 - 22:00	6:15 - 20:15	6:15 - 22:00	6:15 - 20:45	6:15 - 20:45

Route 54 – Center Parkway

Route 54 operates from Florin Station, east on Florin Road, south on Franklin Boulevard, northeast on Forest Parkway, south on Center Parkway, east on Tangerine Avenue, south on Center Parkway, and north on Bruceville Road to Cosumnes River College (CRC). Route 54 operates every 30 minutes during peak periods and every 60 minutes during off-peak periods on weekdays only. Route 54 provides South Sacramento residents with service to key destinations (Southgate Plaza, Kaiser South Hospital, and CRC) and the Blue Line.

Recommendations:

Year 1 Route 54 service along Tangerine Avenue, La Mancha Way, and south of Calvine Road (Center Parkway and Bruceville Road) will be discontinued. Service will be restructured and streamlined to operate from Florin Station, east on Florin Road, south on Franklin Boulevard to Phoenix Park, east on Forest Parkway, south along Center Parkway, east on Calvine Road to CRC, north on Bruceville Road, east on Cosumnes River Boulevard, north on Power Inn Road, and east on Gerber Road to Elk Grove Unified School District Student Support Center. Route 54 will operate every 60 minutes on weekdays. New Saturday service will be introduced, from Florin Station to CRC only, operating every 60 minutes from approximately 9:00 a.m. to 6:00 p.m. **Year 3** Route 54 may potentially operate as a Community Bus route to allow for continued service to the Phoenix Park area (following Year 3 discontinuation of Route 47 weekday service).

ROUTE 54		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	60	-	60	-	-
	Off-Peak	60	60	-	60	-	-
Service Span		5:45 - 19:30	5:45 - 20:00	-	9:00 – 18:00	-	-

Route 55 – Scottsdale Drive

Route 55 operates from Florin Towne Center, south on Florin Mall Drive, east on Orange Avenue, north on Stockton Boulevard, southeast on Palmer House Drive, south on Power Inn Road, west on Gerber Road, south on Stockton Boulevard, west on Mack Road, south on Valley Hi Road, east on Wyndham Drive, and south on Bruceville Road to CRC. Route 55 operates every 60 minutes on weekdays, providing South Sacramento residents with connections to key destinations (Florin Towne Center, Kaiser Hospital South, Methodist Hospital, and CRC). Route 55 Saturday service follows the same alignment as weekday service and operates every 60 minutes. Route 55 Sunday service operates from Florin Towne Center to Kaiser Hospital South every 60 minutes.

Recommendations:

Year 1 Weekday frequency will be improved to every 30 minutes due to high performance (39 boardings per revenue hour). Saturday service will not undergo any changes. Route 55 Sunday service will be extended to match weekday alignment from Kaiser Permanente South to CRC.

ROUTE 55		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	60	60	60	60
	Off-Peak	60	30	60	60	60	60
Service Span		6:00 - 18:30	6:00 - 18:30	8:45 - 17:45	8:45 - 17:45	9:45 - 17:15	9:45 - 17:15

Route 56 – Pocket – CRC

Route 56 operates from the Pocket Transit Center, east on Rush River Road, east on Meadowview Road to Meadowview Station, southeast on Mack Road, south on Valley Hi Drive, east on Wyndham Drive, and south on Bruceville Road to CRC. Route 56 operates every 30 minutes on weekdays, providing Pocket and South Sacramento residents with connections to key destinations (Kaiser Hospital South, Methodist Hospital, and CRC) and to the Blue Line. Route 56 operates every 30 minutes on Saturdays and every 60 minutes on Sundays along the same alignment as weekdays.

Recommendations:

Year 1 Route 56 weekday service span will be extended until approximately 10:00 p.m.

Year 2 Route 56 frequency will be improved to operate every 15 minutes from Meadowview Station to CRC. This segment has strong productivity (over 50 boardings per revenue hour) and warrants additional service. Route 56 will operate every 30 minutes from Pocket Transit Center to Meadowview Station. Route 56 Saturday service span will be extended until approximately 10:00 p.m. Route 56 Sunday frequency will be improved to 30 minutes and service span will be extended to approximately 10:00 p.m.

ROUTE 56		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	15	30	30	60	30
	Off-Peak	30	15	30	30	60	30
Service Span		5:45 - 21:00	5:45 - 22:00	8:00 - 20:45	8:00 - 22:00	8:00 - 21:00	8:00 - 22:00

Route 61 – Fruitridge Road

Route 61 operates from Land Park, north on South Land Park Drive, east on Fruitridge Road to Fruitridge Station, continues east on Fruitridge Road, north on Florin Perkins Road, west on Folsom Boulevard to College Green Stations and Power Inn Station. Route 61 operates every 60 minutes on weekdays only.

Recommendations:

Year 5 Route 61 provides a key east-west linkage and warrants improved service levels with its inner segment from Fruitridge Station to Fruitridge Road and Power Inn Road generating approximately 33 boardings per revenue hour. Frequency will be improved to 30 minutes as soon as additional funding permits.

ROUTE 61		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	-	-	-	-
	Off-Peak	60	30	-	-	-	-
Service Span		5:00 - 21:00	5:00 - 21:00	-	-	-	-

Route 62 – Freeport Boulevard

Route 62 operates from downtown Sacramento, south on 19th Street and 21st Street, south on Freeport Boulevard, west on Blair Avenue, south on 13th Street, southeast on South Land Park Drive, and west on Rush River Drive to the Pocket Transit Center. Route 62 operates every 30 minutes on weekdays and every 60 minutes on Saturdays.

ROUTE 62		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	-	-
	Off-Peak	30	30	60	60	-	-
Service Span		5:41 - 20:45	5:41 - 20:45	7:15 - 21:15	7:15 - 21:15	-	-

Recommendations:

Route 62 will not undergo any changes.

Route 65 – Franklin South

Route 65 operates from Florin Station, south on Franklin Boulevard, and west on Laguna Boulevard to Laguna Main Street and Renwick Avenue. Route 65 operates every 60 minutes on weekdays only and provides South Sacramento residents with a regional connection to e-tran, to key destinations (Apple Computer, Laguna Town Hall), and to the Blue Line.

Recommendations:

Route 65 will not undergo any changes.

ROUTE 65		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		6:00 - 19:15	6:00 - 19:15	-	-	-	-

Routes 67/68 – Franklin Boulevard/44th Street

Routes 67 and 68 both operate from Arden Fair Mall along Challenge Way, Heritage Lane, Exposition Boulevard, and south on Interstate 80. Route 67 operates from Interstate 80, south along 29th Street to 29th Street Station, south on Alhambra Boulevard, west on Broadway, south on Franklin Boulevard, east on 21st Avenue, south on M.L. King Jr. Boulevard, west on 47th Avenue, south on Franklin Boulevard, and east on Florin Road to Florin Towne Center. Route 68 operates from Interstate 80, south on 30th Street, east on T Street, south on 34th Street, south on M.L. King Jr. Boulevard, east on 14th Avenue, south on 44th Avenue, east on Fruitridge Road, south on 44th Street, south on Steiner Drive, to Florin Towne Center. Route 67 and 68 together operate every 15 minutes on weekdays from Arden Fair Mall to 29th Street Station and every 30 minutes from 29th Street Station to Florin Mall. Routes 67 and 68 provide connections to key destinations (Florin Towne Center, Oak Park Community Center, CAL EXPO, Kaiser Point West, and Arden Fair Mall), and the greater network. Routes 67 and 68 operate along the same alignment on Saturdays and Sundays, operating every 30 minutes from Arden Fair Mall to 29th Street Station and every 60 minutes from 29th Street Station to Florin Towne Center.

Recommendations:

Routes 67 and 68 will not undergo any changes.

ROUTE 67		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		5:10 - 20:45	5:10 - 20:45	7:00 - 20:45	7:00 - 20:45	7:00 - 20:45	7:00 - 20:45

ROUTE 68		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		5:00 - 20:30	5:00 - 20:30	7:15 - 21:00	7:15 - 21:00	7:00 - 21:00	7:00 - 21:00

Route 72 – Rosemont – Lincoln Village

Route 72 operates from Watt/Manlove Station, south on Watt Avenue, east on Kiefer Boulevard, north on Branch Center Road, north on Bradshaw Road, east on Lincoln Village Drive, north on Routier Road, east on Rockingham Drive, and northwest on Mather Field Road to Mather Field/Mills Station. Route 72 operates every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays.

Recommendations:

Route 72 will not undergo any changes.

ROUTE 72		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		6:00 - 21:00	6:00 - 21:00	8:00 - 19:00	8:00 - 19:00	8:00 - 18:30	8:00 - 18:30

Route 74 – International Drive

Route 74 operates from Mather Field/Mills Station south on Mather Field Road, north on Data Drive, south on Reserve Drive, north on Zinfandel Drive, east on White Rock Road, north on Prospect Park Drive, east on Sun Center/Trade Center Drive, and north on Citrus Road to Sunrise Station. Route 74 operates every 60 minutes on weekdays only.

Recommendations:

Route 74 will not undergo any changes.

ROUTE 74		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	-	-	-	-
	Off-Peak	60	60	-	-	-	-
Service Span		6:00 - 20:00	6:00 - 20:00	-	-	-	-

Route 75 – Mather Field Road

Route 75 operates in a one-directional loop from Mather Field/Mills Station, south on Mather Field Road, along Von Karman Street, Armstrong Avenue, and Whitehead Street, west on Peter A McCuen, southeast on Bleckley Street/Schirra Avenue, south on Femoyer Street, northwest on Mather Boulevard, northeast on Old Placerville Road, and east on Rockingham Drive to Mather Field/Mills Station. Route 75 operates every 60 minutes on weekdays, Saturdays, and Sundays.

Recommendations:

Year 2 Route 75 service will be discontinued along Old Placerville Road. Route 75 will be restructured to operate as a one-way loop from Mather Field Road, to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending development of connecting road). Restructured Route 75 will provide a faster connection to light rail and Kaiser Hospital for local residents.

Year 3 Route 75 will be extended from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station.

ROUTE 75		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	60	60	60	60	60
	Off-Peak	60	60	60	60	60	60
Service Span		6:30 - 19:30	6:30 - 19:30	7:45 - 17:45	7:45 - 17:45	7:45 - 17:45	7:45 - 17:45

Route 77 – Rancho CordoVan

Route 77 operates as a Community Bus route in a one-directional loop every 15 minutes during peak periods on weekdays only. Route 77 operates from Cordova Town Center Station, south on Zinfandel Drive, east on White Rock Road, south on Prospect Park Drive, west on Baroque Drive, north on Zinfandel Drive, west on International Drive, north on Quality Drive, and east on White Rock Drive to Cordova Town Center Station.

Recommendations:

Route 77 will not undergo any changes. Recommendations are pending a separate study being conducted by the City of Rancho Cordova.

ROUTE 77		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	15	15	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		6:30 - 9:30/ 16:00 - 19:00	6:30 - 9:30/ 16:00 - 19:00	-	-	-	-

Routes 80/84 – Watt Avenue – Elkhorn/ Watt Avenue – North Highlands

Routes 80 and 84 operate from Watt/Manlove Station northwest along Folsom Boulevard and La Riveria Drive, north on Watt Avenue to Kaiser Hospital, and north on Watt Avenue to Don Julio Boulevard. Route 80 operates from Don Julio Boulevard, north on Watt Avenue, east on Elkhorn Boulevard to Auburn Boulevard and Greenback Lane. Route 84 operates north along Don Julio Boulevard, west on Antelope Road, to Elverta Road and Black Saddle Drive. Routes 80 and 84 together operate every 30 minutes from Watt/Manlove Station to Watt Avenue and Don Julio Boulevard. They each operate every 60 minutes from Watt Avenue and Don Julio Boulevard to their unique northern terminals. Routes 80 and 84 follow the same alignment and frequency as weekdays on Saturdays. Route 80 operates every 60 minutes on Sundays from Watt/Manlove Station to Greenback Lane and Auburn Boulevard.

Recommendations:

Year 1 Route 80 weekday service span will be extended to approximately 10:00 p.m.

Year 2 Route 80 Saturday service span will be extended to approximately 10:00 p.m. Route 84 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Year 3 Service to Kaiser Hospital via Arden Way, Morse Avenue, Cottage Way, and Butano Drive will be eliminated. The streamlined service will provide faster, more direct service along Watt Avenue. Service coverage to Kaiser Hospital will be maintained by Routes 82 and 22. Service on La Riviera Drive will be eliminated (rerouted to Watt Avenue). Routes 80 and 84 weekday frequency will be improved to every 30 minutes, providing a combined 15 minute service along Watt Avenue. Route 80 Sunday service span will be extended to approximately 9:00 p.m. New Route 84 Sunday service will be introduced, operating every 60 minutes from approximately 7:00 a.m. to 8:00 p.m. along its weekday alignment.

ROUTE 80		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	60	60	60	60
	Off-Peak	60	30	60	60	60	60
Service Span		5:30 - 20:45	5:30 - 22:00	7:15 - 19:30	7:15 - 22:00	7:00 - 18:45	7:00 - 21:00

ROUTE 84		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	60	30	60	60	-	60
	Off-Peak	60	30	60	60	-	60
Service Span		5:30 - 20:30	5:30 - 22:00	8:45 - 19:00	8:45 - 22:00	-	7:00 - 20:00

Route 81 – Florin Road – 65th Street

Route 81 operates from Riverside Boulevard, east on Florin Road to Florin Station, to Florin Towne Center, north on 65th Street to University/65th Street Station. Route 81 operates every 15 minutes on weekdays from Riverside Boulevard to Florin Towne Center and every 30 minutes from Florin Towne Center to University/65th Street Station. Route 81 Saturday service operates every 30 minutes from Riverside Boulevard to University/65th Street Station. Route 81 Sunday service operates along the same alignment every 60 minutes.

Recommendations:

Year 1 Route 81 weekday service span will be extended to approximately 10:00 p.m.

Year 2 Route 81 Saturday service spans will be extended to approximately 10:00 p.m.

Year 4 Route 81 service will be improved to every 15 minutes on weekdays between Florin Towne Center and University/65th Street Station, so the entire route will operate at 15 minute frequency. Sunday service will be improved to every 30 minutes and service span will be extended to approximately 9:00 p.m.

ROUTE 81		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	15	15	30	30	60	30
	Off-Peak	15	15	30	30	60	30
Service Span		5:15 - 21:00	5:15 - 22:00	6:30 - 21:00	6:30 - 22:00	6:30 - 20:30	6:30 - 21:00

Route 82 – Howe Avenue – 65th Street

Route 82 operates from American River College south on Pasadena Avenue, west on Edison Avenue, south on Eastern Avenue, east on Engle Road, south on Mission Avenue, west on Whitney Avenue, south on Watt Avenue, west on Butano Drive, south on Morse Avenue, west on Northrop Avenue, south on Howe Avenue, southwest on Fair Oaks Boulevard to Sacramento State, south on Elvas Avenue to University/65th Street Station. Route 82 operates every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays, providing service to key destinations (Country Club Center, Country Club Plaza) and the Gold Line.

Recommendations:

Year 1 Route 82 weekday service span will be extended until approximately 10:00 p.m.

ROUTE 82		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		5:30 - 20:45	5:30 - 22:00	6:30 - 21:30	6:30 - 21:30	6:30 - 21:30	6:30 - 21:30

Route 85 – McClellan Park

Route 85 operates as a Community Bus route every 30 minutes during peak periods on weekdays only. Route 85 operates from Roseville Road Station, north on Winters Street, east on McClellan Park Drive, north on Forcum Avenue, east to Urbani Way and C Street, then west along Dudley Boulevard to Luce Way and Peacekeeper Way.

Recommendations:

Route 85 receives external funding for operations. Route, schedule, and service levels are subject agreement.

ROUTE 85		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		6:00 - 17:15	6:00 - 17:15	-	-	-	-

Route 86 – San Juan Road – Silver Eagle Road

Route 86 operates from downtown Sacramento, north on Interstate 5, east on Garden Highway, northwest on Natomas Park Drive, north on Azevedo Drive, east on San Juan Road/Silver Eagle Road, north on Norwood Avenue, east on Harris Avenue, south on Vern Street, east on Grand Avenue, south on Marysville Boulevard to Marconi/Arcade Station. Route 86 operates every 20 minutes during peak periods and every 30 minutes during off-peak periods on weekdays. Route 86 operates every 60 minutes on Saturdays and Sundays along the same alignment as weekdays.

Recommendations:

Year 1 Route 86 service to Harris Avenue will be discontinued (rerouted to Grand Avenue). Route 86 weekday service span and frequency will not undergo any changes.

Year 2 Route 86 Saturday service will follow weekday alignment and service frequency will be improved to every 30 minutes. Route 86 Sunday service will follow weekday alignment and service span will be extended to approximately 8:00 p.m. to grow the evening weekend network.

ROUTE 86		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	30	60	60
	Off-Peak	30	30	60	30	60	60
Service Span		5:45 - 20:45	5:45 - 20:45	6:30 - 20:00	6:30 - 20:00	8:00 -18:00	8:00 - 20:00

Route 87 – Howe Avenue

Route 87 operates from University/65th Street Station, north on Elvas Avenue to Sacramento State, north on Fair Oaks Boulevard, north on Howe Avenue, and northwest on Marconi Avenue to Marconi/Arcade Station. Route 87 operates every 30 minutes on weekdays, providing South Natomas residents with connections to Sacramento State and the Gold Line. Route 87 operates every 60 minutes on Saturdays and Sundays along the same alignment as weekdays.

Recommendations:

Route 87 will not undergo any changes.

ROUTE 87		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		5:30 - 20:00	5:30 - 20:00	6:15 - 21:00	6:15 - 21:00	7:30 - 18:30	7:30 - 18:30

Route 88 – El Camino Avenue

Route 88 operates along J Street and L Street in downtown Sacramento, north along Interstate 5, west on Garden Highway, north on Gateway Oaks Drive, and east on El Camino Avenue to Arden/Del Paso Station. Route 88 operates every 20 minutes during peak periods and every 30 minutes during off peak periods on weekdays. Route 88 operates every 60 minutes on Saturdays and Sundays.

Recommendations:

Year 2 Route 88 Saturday service will be improved to operate every 30 minutes. Route 88 weekday and Sunday service will not undergo any changes.

ROUTE 88		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	30	60	60
	Off-Peak	30	30	60	30	60	60
Service Span		5:45 - 21:00	5:45 - 21:00	6:15 - 20:45	6:15 - 20:45	8:15 - 20:45	8:15 - 20:45

Route 93 – Hillsdale Boulevard

Route 93 operates from Watt/I-80 Station, north along Watt Avenue, east on Air Base Drive, north on Hillsdale Boulevard, east on Elkhorn Boulevard, northeast on Greenback Lane, north on Auburn Boulevard, and northwest on Auburn Boulevard to Louis Lane and Orlando Avenue. Route 93 operates every 30 minutes on weekdays and every 60 minutes on Saturdays and Sundays. Route 93 provides North Highlands residents and Citrus Heights residents with regional connection to Roseville Transit and Placer County Transit and to the Blue Line.

Recommendations:

Route 93 will not undergo any changes.

ROUTE 93		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	60	60	60	60
	Off-Peak	30	30	60	60	60	60
Service Span		5:45 - 20:30	5:45 - 20:30	8:00 - 18:30	8:00 - 18:30	8:00 - 18:30	8:00 - 18:30

Route 95 – Citrus Heights – Antelope Road

Prior to discontinuation in 2010 service cuts, Route 95 operated from Sunrise Mall, to Greenback Lane, north on Sylvan Road, west on Antelope Road, to Brimstone Drive and Zenith Drive. It operated every 60 minutes on weekdays only.

Recommendations:

Year 1 Route 95 will be reinstated and operate as a Community Bus route with slight alignment changes; it will be extended to Walmart on Antelope Road and will not serve the Macy Plaza Drive deviation. Route 95 will operate every 60 minutes from approximately 6:00 a.m. to 6:00 p.m. on weekdays only.

ROUTE 95		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	-	60	-	-	-	-
	Off-Peak	-	60	-	-	-	-
Service Span		-	6:00 - 18:00	-	-	-	-

Route 103 – Auburn Boulevard

Route 103 operates as a peak-only weekday service from Watt/I-80 Station, northeast on Interstate 80, east on Greenback Lane, northeast on Auburn Boulevard, and north on Auburn Boulevard, to Louis Lane and Orlando Avenue near the Roseville city limits. Route 103 provides peak-only service for commuters to the Blue Line.

Recommendations:

Year 2 Feeder service to the Watt/I-80 light rail station will be discontinued and Route 103 will instead be extended to serve Downtown Sacramento directly, via Interstate 80, Highway 160, and 12th/16th Streets, in order to provide a one-seat ride into downtown. Use of Interstate 80 to Interstate 5 is under consideration following the completion of HOV lanes on Interstate 80. Based on results of a passenger survey on Route 103, the majority of passengers would favor service directly to downtown, but only if there is an adequate number of trips. Based on reported shift times, three trips are recommended each morning and afternoon, which would be similar in cost to the four existing light rail feeder trips.

ROUTE 103		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	-	-	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		4 AM trips/ 4 PM trips	3 AM trips/ 3 PM trips	-	-	-	-

Route 109 – Hazel Express

Route 109 operates as peak-only weekday service from downtown Sacramento, northeast on US 50, and north on Hazel Avenue to Beech Avenue and Oak Avenue. Route 109 provides Fair Oaks and Rancho Cordova commuting residents with direct peak-only service into downtown Sacramento and the greater network.

Recommendations:

Route 109 will not undergo alignment changes, frequency changes, or service span changes.

ROUTE 109		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	30	30	-	-	-	-
	Off-Peak	-	-	-	-	-	-
Service Span		2 AM trips/ 2 PM trips	2 AM trips/ 2 PM trips	-	-	-	-

Route 195 – Citrus Heights Demand Response

Recommendations:

Route 195 will be implemented as new public Demand Response (DR) service for the Citrus Heights community. Route 195 will operate every 60 minutes from approximately 7:00 a.m. to 7:00 p.m.

ROUTE 195		Weekday		Saturday		Sunday	
		Existing	Proposed	Existing	Proposed	Existing	Proposed
Frequencies	Peak	-	60	-	-	-	-
	Off-Peak	-	60	-	-	-	-
Service Span		-	7:00 - 19:00	-	-	-	-

6.3 Service Recommendations Phasing and Resource Requirements

The TransitRenewal recommendations are intended to be implemented over a five-year period. Between 2012 and 2017, RT is anticipating a roughly 50% increase in available revenue (according to the RT Financial Forecasting Model), and the recommendations have been designed to align with these figures.

Figures 6.10 and 6.11 below show both additional and total revenue hours, miles, and projected ridership for each phase of implementation for bus and rail. Information on a route level is included as Appendix A.

- **Revenue hours and miles** were developed using estimated running times, service spans, headways, and layover requirements for each route. Through the next five years, TransitRenewal results in approximately 108,750 revenue bus hours and 1,353,000 revenue bus miles added to the system. The total proposed bus hours of 616,993 in 2017 are commensurate with 2009 service levels. TransitRenewal recommendations as well as planned rail improvements will result in an additional 24,637 revenue train hours and 1,023,600 revenue miles.
- **Ridership projections** were developed using existing ridership numbers, accounting for areas no longer served, and using ridership elasticities to estimate increases occurring from frequency and service span changes. Adjustments have been made for year of implementation, regional growth, and increased transferring capabilities between bus and rail with increased service spans. Over the next five years, TransitRenewal recommendations are estimated to generate approximately 5,425,700 additional bus boardings (39% of current levels) and 3,935,600 rail boardings (30% of current levels).
- **Productivity** is shown as passengers per revenue hour for each phase of TransitRenewal. On the bus side, productivity continually increases (from approximately 28 boardings per hour to 32 boardings per hour) as ridership grows, which is consistent with TransitRenewal objectives. On the rail side, productivity fluctuates as substantial resources are added to the system for service improvements/extensions. These improvements will make light rail service more convenient for customers and will continue to generate ridership in the longer term.

Bus								
Phase	Year	Additional			Total			
		Revenue Hours	Revenue Miles	Ridership	Revenue Hours	Revenue Miles	Ridership	Productivity (Boardings per Revenue Hour)
Baseline	2012				508,243	5,691,127	14,010,000	27.6
1	2013	16,776	331,520	1,082,454	525,019	6,022,647	15,092,454	28.7
2	2014	22,398	308,558	1,257,740	547,417	6,331,205	16,350,194	29.9
3	2015	29,399	340,761	1,088,074	576,817	6,671,967	17,438,268	30.2
4	2016	18,959	139,031	1,064,430	595,775	6,810,997	18,502,698	31.1
5	2017	18,129	171,729	953,891	613,904	6,982,727	19,456,589	31.7

Figure 6.10 Bus Phasing

Light Rail								
Phase	Year	Additional			Total			
		Revenue Hours	Revenue Miles	Ridership	Revenue Hours	Revenue Miles	Ridership	Productivity (Boardings per Revenue Hour)
Baseline	2012				70,675	3,792,385	13,240,000	187
1	2013	11,568	230,059	847,478	82,243	4,022,444	14,087,478	171
2	2014	1,496	42,292	773,590	83,739	4,064,736	14,861,068	177
3	2015	138	3,689	735,699	83,877	4,068,425	15,596,767	186
4	2016	8,572	473,979	609,206	92,449	4,542,404	16,205,973	175
5	2017	5,992	187,937	910,562	98,441	4,730,340	17,116,534	174

Figure 6.11 Light Rail Phasing

Appendix A.

TransitRenewal Recommendations by Year

The following includes a description of TransitRenewal recommendations by year of implementation.

- **Year 1 (2013)**
 - Enhances weekday service levels on core bus routes (Routes 1, 25, 51, and 55)
 - Improves bus weekday evening service spans (Routes 1, 11, 21, 23, 30, 51, 56, 80, 81, and 82)
 - Introduces new Saturday service on core bus routes (Routes 11,
 - Strengthens local and regional connections for Citrus Heights residents (Routes 95 and 195)
 - Includes introduction of the Green Line⁷
 - Extends weekday and Saturday service spans on the Blue Line and Gold Line
- **Year 2 (2014)**
 - Improves bus weekday evening service spans (Routes 15, 23, and 84)
 - Improves bus Saturday evening service spans (Routes 1, 15, 21, 23, 25, 51, 56, 80/84, and 81)
 - Improves bus Sunday evening service spans (Routes 56 and 86)
 - Enhances weekday service levels on core bus routes (Routes 23, 51, and 56)
 - Enhances Saturday service levels on core bus routes (Routes 86 and 88)
 - Enhances Sunday service levels on core bus routes (Routes 23)
 - Introduces new Saturday service on core bus routes (Routes 13 and 54)
 - Introduces new Sunday service on core bus routes (Routes 11, 13, and 25)
 - Strengthens local and regional connections for Citrus Heights and Orangevale/Folsom residents (Routes 27 and 29)
 - Enhances bus connections to the Gold Line in Rancho Cordova (Routes 28, 74, and 75)

⁷ Note: Introduction of Green Line service is outside of TransitRenewal.

- **Year 3 (2015)**
 - Enhances weekday service levels on core bus routes (Routes 51 and 80/84)
 - Enhances Saturday service levels on core bus routes (Routes 15 and 51)
 - Introduces new Sunday service on core bus routes (Route 84)
 - Improves service coverage in transit dependent areas (Route 8)
 - Enhances bus connections between North and South Natomas and downtown Sacramento (Route 11)
 - Potentially improves Community Bus service in South Sacramento (Route 54)
 - Extends bus service in Rancho Cordova and strengthens connections to the Gold Line (Route 75)
 - Includes Blue Line extension to Cosumnes River College⁸
- **Year 4 (2016)**
 - Improves additional Sunday evening service spans (Routes 1 and 81)
 - Enhances additional bus weekday service levels (Routes 38 and 81)
 - Enhances additional bus Sunday service levels (Route 81)
- **Year 5 (2017)**
 - Improves additional bus weekday evening service spans (Route 26)
 - Improves additional Saturday evening service spans (Route 26)
 - Improves bus service connections to the Blue Line and to Arden Fair Mall (Route 25)
 - Enhances weekday bus service frequencies and connections to light rail in Pocket/Land Park and South Sacramento (Route 61)
 - Includes weekend frequency improvements on the Blue Line and Gold Line
 - Includes the introduction of limited stop service on the Gold Line⁹

⁸ Note: Extension of Blue Line service to CRC is outside of TransitRenewal.

⁹ Note: Introduction of limited stop Gold Line service is outside of TransitRenewal.

Appendix B.

List of TransitRenewal Presentations

Transit Renewal Presentations			
Date	TIME	Organization	Presenter
Tuesday, June 14		Complete Streets Coalition	Tom Quigley
Tuesday, June 21		Citrus Heights Collaborative	Tom Quigley
Wednesday, June 22		Walk Sacramento Round Table	Tom Quigley
Wednesday, June 22		Breathe CA Policy Committee	Tom Quigley
Wednesday, July 6		SAC TMA	Tom Quigley
Thursday, July 7		MAC	Tom Quigley
Friday, July 15	11 a.m.	Asian Resources	Tom Quigley
Tuesday, July 19	4 p.m.	SACC	Tom Quigley
Wednesday, July 20		Citrus Heights City Council Meeting	
Wednesday, July 20	6 p.m.	HUB meeting Building Healthy Communities	Tom Quigley
Wednesday, August 3	8 – 9:30 a.m.	Cleaner Air Partnership Technical Advisory Committee (CAPTAC)	RoseMary Covington
Tuesday, August 9	8:30 a.m.	North Franklin District Board Meeting	Tom Quigley
Tuesday, August 9	9:30 – 10:30 a.m.	Metro Chamber Transportation Committee	RoseMary Covington
Wednesday, August 10	Noon – 1:30 p.m.	Oak Park Business	Tom
Thursday, August 11	9 – 10:30 a.m.	Stockton Boulevard Business	James Drake
Thursday, August 11	9 a.m.	Citrus Heights Chamber of Commerce	Tom Quigley
Thursday, August 16		Citrus Heights Neighborhood Group 1	

August 17	9 - 9:30 a.m. (30 minutes)	SACOG TCC	RoseMary Covington
August 22	5 – 5:30 p.m.	League of Woman Voters	Tom Quigley
August 24	4:30 – 5 p.m. (10 minutes)	River District Board Meeting	Tom Quigley
Thursday, September 13		Citrus Heights Neighborhood Groups	
September 15	6 p.m.	Paratransit Board	Tom Quigley
Thursday, September 22	9 a.m.	Air Quality	Tom Quigley
Wednesday, 26, 2011	11:30 – 1:00 p.m.	WTS	Mike Wiley
Friday, October 5		Sacramento Housing Alliance Coalition on Regional Equity	
Thursday, October 27	9 a.m.	Air Quality Board	Tom Quigley
Thursday, October 27		American Legion High School	
Thursday, November 1		Sacramento High School	
February 24, 2012	1:00 PM	Resources for Independent Living	Laura Ham and James Drake
February 27, 2012	6:00 PM	Hart Senior Center	Tom Quigley
March 1, 2012	6:30 PM	Citrus Heights Public Open Meeting	Tom Quigley
March 6, 2012	4:30 PM	Sacramento High School	Tom Quigley
March 6, 2012	8:30 AM	Sacramento Housing Alliance	RoseMary Covington
March 7, 2012	6:30 PM	Ben Ali Community Association	Tom Quigley
March 7, 2012	9:00 AM	North Natomas TMA	Tom Quigley
March 8, 2012	8:00 AM	Citrus Heights Chamber of Commerce - Govn't Issue Committee	Tom Quigley
March 8, 2012	12:00 PM	Florin Road Partnership	RoseMary Covington
March 8, 2012	12:00 PM	Friends of Light Rail and Transit (FLRT)	RoseMary Covington
March 14, 2012	8:30 AM	Del Paso Boulevard Partnership	RoseMary Covington
March 17, 2012	9:30 AM	Older Women's League of California	Tom Quigley
March 21, 2012	12:00 PM	50 Corridor	James Drake

		TMA/Businesses on Bradshaw	
March 21, 2012	6:30 PM	Carmichael - Old Foothill Farms CPAC	James Drake
March 21, 2012	3:00 PM	Citrus Heights Sunrise Market Place PBID CEO	Tom Quigley
March 21, 2012	5:30 PM	Midtown Business Association	RoseMary Covington
April 3, 2012	6:30 PM	Orangevale CPAC	
April 4, 2012	6:00 PM	Hagginwood Community Association	Tom Quigley
April 5, 2012	7:00 PM	Antelope CPAC	Tom Quigley
April 10, 2012	7:00 PM	Arden Arcade CPAC	James Drake
April 10, 2012	8:30 AM	North Franklin District Business Association	Tom Quigley
April 10, 2012	7:00 PM	Vineyard CPAC	Tom Quigley
1st and 3rd Thurs of each mth: 2/16, 3/1, 3/15. 4/5	6:30 PM	South Sacramento CPAC	Tom Quigley
1st Wed of each mth: 3/7	7:30 AM	South Natomas TMA	Tom Quigley
1st Wed of each mth: 3/7, 4/4	11:30 AM	Sacramento TMA	Tom Quigley
2/21, 3/19	5:30 PM	Rancho Cordova - City Council	Mike Wiley
2nd Thursday of each mth: 2/9, 3/8, 4/12	7:30 PM	Southeast Area CPAC	Tom Quigley
2nd Tuesday of each month: 3/13, 4/10	9:30 AM	Sacramento Chamber of Commerce Transportation Committee	RoseMary Covington
4th Tues of each mth: 2/28, 3/27	5:00 PM	North Highlands/Foothill Farms CPAC	Tom Quigley
Meets quarterly: next available June 6		SACOG TCC	Tom Quigley

Appendix C.

Public Comments by Route, September 2012 Service Recommendations

Route 1

- Rt 1 & 21-Because Rt 1 & Rt 21 both essentially connect Citrus Heights with the rest of Sacramento.
- Awesome! It is very difficult to catch the 1 to ARC as it is a long ride from Mather, but only having to wait 15 min is sweet. Thanks!
- I believe it's fair and necessary
- later time Rt 15-Later, Watt/I-80 Rt 51-more frequent
- Some of the rudest bus drivers I've come across on this route
- The number 1 is used by me and others to commute to ARC, however students taking night classes have difficulty getting home after class because the bus has stopped running.
- very crowded during school LR-Extended service at night & make sure to include security
- Please do not cut north section
- Supports changes to Route 1
- Needs to be later, extended services LR-It has to be later!

Route 5

- Rt 5 & 55-move both routes on main street
- comes every hour and sometimes late
- Connection of Light Rail & bus transerve during the week not so during the weekend
- I really like the 5 because it drops me off right in front of my street.
- I ride Bus 5 to/from school/home sometimes Route 5 is late from Valley Hi to Meadowview Light Rail Station
- I suggest that there be a bus stop at the intersection of Power Inn & Elsie to lessen our walking distance.
- Needs to be more frequently
- This is the only transportation in my area and there should be a bus every 30 min. Unless there's a bus that goes down Power Inn Rd.

Route 11

- A lot of route 11 users are Inderkum and trade school students who need service after 7 pm for classes, extra curricular events like sporting events, etc.

Having more frequent service on that route is an improvement, but 7 pm is too early to end service.

- I found the report on methodology immensely helpful in understanding rationale. I am ecstatic that you are expanding the hours of service for the No. 11. I hope there will be some public education around these changes by either the drivers or cards on the No. 11 buses. I am relieved at the prospect of no longer having to make the dangerous crossing over I-80 to catch the No. 86 on weekends or to get home from it in the evening or on weekends. As for the No. 14, I'm a bit concerned about the elimination of service over Main Street and over to Norwood as I used this service about twice a month to get to my salon near Norwood/Harris or to the Goodwill Store near Norwood and Jessie. However, I'm aware that you had to make tough choices and that you used scientific methodology to arrive at it. I can, of course, under the recommended changes take the No. 11 (or No. 13 on weekdays) to the No. 86 to get within a couple of blocks of the salon and use Nos. 11-86-19 to get to the Goodwill Store. I believe the No. 86 serves a vital role in this area, and I am happy to see that it fares well in the recommendations. I wish it was feasible to run the No. 13 on weekends, but I rode that bus on weekends before the cutbacks. And, it did not have much customer traffic. I am hoping that you will see greatly improved traffic. I wish more area residents would use mass transit. Would it help to encourage usage at least one day a week as a way to help the environment: Mass Transit Mondays? If people tried it just one day a week and had an overall positive experience, perhaps they would come back.
- I think the new changes are great, especially the additional service areas and operating time for route #11.
- North Natomas has over 40,000 people and no transit service in many areas, none on weekends, and none after 5:30 p.m. Service in South Natomas and West Natomas is also inadequate. The busses do not come frequently enough in the morning/afternoon and do not pick up in enough areas (routing plan is better, but not enough). There is no way to catch a bus home after 5:30; I do not use transit anymore because I don't want to get stranded (would like to use it daily and on weekends and evenings). We pay the same (or higher) taxes as folks elsewhere in the City and do not have the same level of service. The proposed extension until 7 p.m. is not late enough and not equitable. Also, construction in North Natomas has required 15% inclusionary housing. These low income folks need public transportation in order to maintain jobs and access services. Thank you.
- Yes to Saturday service & increase in hours of service, provide sunday service now!!
- Increase hours to route 11, provide service on Sundays.
- Weekends.
- Don't cut Club Center
- Carefee Senior Residence, support #11 improvements – Implement Route 11B earlier Petition?

Route 14

- Rt 14 & 16-Keep Rts 14-16 the way they are
- Bad

- Don't cut #14 to Harris destinations
- The Transit/Renewal Plan is a cookie cutter plan wiping out all or parts of routes. For Example, in the North Area, by eliminating the #14 Norwood, #16 Del Paso Heights/Norwood CBS, (provides deviations for Seniors) and part of #86 San Juan/Silver Eagle all of which serve Harris Ave and Research Drive, the plan Effectively Eliminates Access to the Community Services Project Office which administers the Heating Energy Assistance Program (HEAP) at 250 Harris Ave and the CAL-FRESH (formally called Food Stamps) at 3960 Research Drive. This HEAP office is the ONLY office that serves Sacramento, Yuba and Sutter Counties. Unless a person is over 60 or disabled the program requires a face-to-face in office interview. The CAL-FRESH office is one of 4 in Sacramento and serves the North Area of the County and unless of severe disability also requires a face-to-face in office interview. We say the plan wipes out access because if you use the RT Trip Planner from the Arden Del/Paso and Marconi Light Rail Stations for both addresses, Routes #14, #16, and #86 would be the recommended routes to take as it is a 2-4 minute .02-.03 of a mile walk to the HEAP and CAL-FRESH offices. They are within the RT 1/3 mile standard. So after discontinuing or eliminating these routes, the plan uses the #19 Rio Linda Blvd in their place. After getting off at Rio Linda and North Ave riders have to walk 15 minutes or 0.7 mile to the offices, well over the 1/3 mile standard therefore wiping out access for many people. Any timely effectiveness hoped to gain by the plan would be undone by leaving the #19 as a stand alone route in this area and will produce an undo burden on riders to walk over the 1/3 mile RT standard to get to these offices. We recommend RT to re-think the proposed elimination of the routes #14, #16, and the cutting out that part of route #86. We also recommend to re-think the serious nature of the cookie cutter approach and wait until January when there may be more funding in place so that this cookie cutter approach is not needed.

Route 15

- Proposed extension of service hours a good idea.

Route 19

- I am unable to attend the meeting tonight. I have some concerns about the changes to Route 19: I have to be at my job by 7 and right now I catch bus #19 at Dry Creek Rd and E St @ approximately 6:20 am (first bus of the morning) in Rio Linda. We don't always make the 6:40 AM train @ Arden/Del Paso station. There are usually 15-25 persons on this bus by the time we hit the station. My Requests: Can bus #19 start earlier? Can bus #19 run more frequently? As it stands now they only run one once an hour from Arden/Del Paso train station. Can we keep the same bus driver we have now? He is an excellent driver who takes care of his passengers.

Route 21

- is an excellent bus route
- Longer hours on weekends
- Later evening service on #21

Route 23

- Hot stop at Arden/Del Paso 3-5pm; 6:30-7:40-lack of trips
- I would appreciate the later hours and increased frequency of the route Light Rail - The later hours will allow for greater flexibility in getting to school and work
- Needs to be more often
- The 23 is a great bus route, I love the 23.
- Very good service
- Very helpful always on time
- More weekends, safety issue on #23

Route 24

- Cancellation of 24 going up Madison to Hazel
- Supports changes to Route 24
- How will people reach transit? Can't imagine leaving someone stranded so far from any transportation.
- Keep route on Madison
- Need more guards Gold Line - Would not mind buying more for more or new guards
- Service needs to be increased along Madison Avenue, not eliminated. Our area will become totally inaccessible to public transit which we rely on once the #24 route is cut back.
- My son is one of your best customers. He currently goes to many of the Los Rios Community colleges (students have to do that to get the classes they need now due to budget cuts) all by bus or light rail. In addition, he takes your bus 109 as he also works downtown. The deletion of bus 24 from Madison will cause him to lose a vital connection. He will have to walk from Madison and Hazel all the way to Greenback to get 24 that connects with Folsom bus 10. I work at Folsom Lake College and was considering the use of public transit, but the removal of bus 24 just makes an already difficult commute even harder. I find it hard to believe that there is no viable way to get from Madison and Hazel (a fairly major intersection) to Folsom Lake College or even the new mall that is across the street from it. There has always been a set of train tracks running just in front of Folsom Lake College - any possibility that light rail will come there? If not for the college, there are also those large numbers of stores across the street - two major entities with no real public transit access - what a shame. I don't want to hear anyone telling me I should get out of my car and take public transit when our system is not just inconvenient, but instead - inaccessible.
- The main college I go to in the Los Rios Community College District is Folsom Lake College. I live in Fair Oaks (Hazel and Madison) and take the 24 transfer to Bus 10 Folsom Stage Line takes me an hour to get to the college when it's a 10-15 minute drive. Also, I have a parent who works there and would love to take a bus that could arrive at the college around 6 or 7am and get back to Madison and Hazel area around 3 or 4pm (currently not a transit rider)...currently there is no such option and it looks like you're cutting bus service for the 24 on Madison. Is there anything I missed in your plans...in other words, would there

be an efficient way to get from Hazel and Madison to Folsom Lake College in the morning (6-7am) and back from Folsom Lake College to Hazel and Madison in the afternoon (3-4pm)? When does your plan to cut Bus 24 service along Madison take effect? Thank you,

Route 25

- Better than once an hour
- Please do not eliminate Marconi/Arcade section during commute the connection @ Marconi/Arcade light rail is poor. In the afternoon especially the rail misses the bus by 2 min causing a 1.25 hr wait Stop announcements @ Employer Stop - need to make it everytime!!
- The 25 should run longer on the weekdays and the weekends. There are alot of people who need late service. Also needs to start earlier in the morning.
- Route 25, OB, Arden Del Paso @ 3:28pm then next bus leaves @ 4:43pm. Caller stated the time difference is too long and it's a big inconvenience for him when taking bus route 25. Bus Route 25 should run 30 minutes throughout the day.

Route 30

- Route 30 takes it's time to know where it goes. Sometimes it's late or behind schedule die to time. It comes or how late it is.
- 1. I am THRILLED that you will continue serving J Street every 15 minutes! 2. I am disappointed that you did not consider reinstating Route # 36, running along Capital. A lot happens along Capital! I think the problem is that it was only running every 1/2 hour, and only once an hour on weekends. There is a lot of business here ~ downtown and between 50th Street & 65th. 3. When you run a bus infrequently, people tend to go back to their cars. If a person misses the bus and has to wait ONE HOUR for the next one, it's no wonder the bus gets infrequent travellers. Buses need to run at least every 1/2 hour even in outlying areas, or you get a false sense of usage potential.
- I would suggest revising the 30 timetable to adjust for an arrival time at Sac Valley Station (6 or 7 minutes earlier than the current schedule) before the leave time for the Gold Line train. Another reason I am making this suggestion is that the current 30 schedule does not allow me to get downtown for a meeting (SACOG, County or City) that would begin on the hour/half hour (without having to leave the office 35-40 minutes before my meeting without being late).
- Patron requests to re-route Bus 30 to stop at Capital & Alhambra and 30th & Capital to run where the discontinued Route #36 discontinued used to stop at.
- Is there any chance whatsoever of adding a couple of runs later at night? Like it was a couple of years ago? I leave work around 9:15 and I end up running to catch the 42 Yolo bus back to Davis. Sometimes I make it, sometimes I don't. My feet hurt, and it's too stressful. If there could be another line at 9:20 or anything, it'd be greatly appreciated.

Route 31

- To whom it may concern, My family and I are opposed to eliminating route 31 (that goes through River Park) in order to add it to route 34. Route 34 operates hourly, which is not often enough to work well for the students who live within

our River Park neighborhood. My 7th grade son and some 10-15 other Sutter Middle School students from our neighborhood use route 31 every day in both directions. They are unlikely to be able to use a reworked and circuitous route (34) that will take longer to get to and from school, especially if it only operates on the hour. And the J St. route that stops at CSUS is too far for a convenient daily walk to and from the bus stop. Please maintain route 31 through River Park on a 30 minute schedule. We depend on it. Sincerely

- I am writing to express my serious concern with the discontinuation of the 31 bus line that services River Park. I understand that the plan is to eliminate the 31 bus and have the 34 bus service River Park instead. My primary concern regards the frequency of the 34 bus. It runs only every hour, whereas the 31 bus runs every 30 to 40 minutes during peak commuting hours. I am confused as to why Regional Transit is proposing a reduction in service to my neighborhood at a time when revenues are increasing and service is supposed to be increasing. Moreover, the 31 buses in the morning commuting hours often are about half full by the time they finish going through River Park (and standing room only by the time they reach downtown). In particular, the bus that departs at 7:25 picks up about a dozen junior high school students in River Park who commute to a school on Alhambra Boulevard and J Street. That bus in particular is almost standing-room only by the time it leaves River Park. I would like to know if anyone at RT performed an analysis of ridership that would justify a reduction in service to River Park. My second concern with the change has to do with the route taken by the 34. The 34 does end up downtown like the 31. But, the route taken to get there is quite different. The 31 bus goes down J street, which is not only fast since it's a main thoroughfare but it also has many shops, doctor's offices, and even a hospital located on it. The 34 goes through side streets in East Sacramento and McKinley Park. It does not service any major retail or health care destinations and, quite frankly, it takes forever since it travels along side streets with stop signs at every corner. I would appreciate a response to these concerns. Specifically, I would like to know (1) what is the justification for proposing reduced frequency in bus service to River Park and increases in service to other neighborhoods, and (2) whether RT considered the impact on River Park residents ability to access schools, hospitals, health care offices, and retail shops that they rely on the bus to access.

Route 34

- I and several neighbors ride the 34 bus downtown and back each weekday for work. We would be very inconvenienced by the proposed route change, as we live north of both D and F streets. I live on 51st near Elvas, and have taken the 34 bus exclusively to/from work for five years. If the route moves to F street, I will have to walk nearly nine blocks just to catch the bus, as will my neighbors who are regular riders. I can understand the need to continue to serve Sutter Memorial Hospital (although the hospital is scheduled to close in the next couple years). If the route is to be changed based on ridership frequency, then I ask you to consider two alternatives: 1) instead of having the route turn south at 41st and D streets, continue east on D street until it meets Pala Way, then turn south (as it does with the current route), or 2) maintain the current route until it reaches Brand and Coloma Ways, then turn south until Coloma meets F Street. Also, since there is consideration for operating the route as a Community Bus Service, I hope you're aware of how crowded the buses are

during peak commute times. Would it be possible to run buses more often during peak hours if the smaller buses are used? I appreciate that these are difficult budget times for RT, but many of us want to support public transportation and keep cars off the streets. That's also a big reason why many of us choose to live in Midtown and East Sacramento while working downtown. Thank you for the opportunity to comment. Mark Sumner, 62 51st Street, 916-505-0536, marx17usa@yahoo.com

- Proposed adjustment to Route 34 alignment away from Meister Ave will increase my walking distance from home significantly. This will make my use of transit alternative no longer available. Peak service frequency was reduced last year. This change will force me to drive my commute daily after using transit for 20 years. Why do I support transit that will no longer service me?
- Route 34 is always on time, it never been this late. I pick up 34 at University/65th light rail stations to Sac State then go to 56th & H.
- The proposed rerouting cuts off my bus stop, and the stops of a large number of people that I see ride the bus on a daily basis to and from work and school. Many elderly people live in the neighborhood streets that are being cut off by the reroute as well, and they ride often too, and walking to a stop further away isn't an easy option for them! PLEASE keep the route as it is. The 34 has been affected enough by cuts to RT. I'd be very sad to see weekends go as well, as its my only means of transportation besides a bike, but if I had a choice, I would prefer losing weekends to having the route change and cut off important parts of the area.
- Bus 34 may be considered for operating as "Community Bus Service". What is "Community Bus Service". I look for the term on the RT website and could not find it in the definitions.
- The bus from CSUS to downtown via F St was reduced to once an hour in the recessionary cut backs. I am hoping that it can be partially restored to once every half hour between 6:30 to 8:30am and 4:30 to 6:30pm on weekdays to assist the commuters to downtown and the university. Once an hour should work fine for the off hours, weekends and holidays. Thank you for your consideration of my comment.
- I and several neighbors ride the 34 bus downtown and back each weekday for work. We would be very inconvenienced by the proposed route change, as we live north of both D and F streets. I live on 51st near Elvas, and have taken the 34 bus exclusively to/from work for five years. If the route moves to F Street, I will have to walk nearly nine blocks just to catch the bus, as will my neighbors who are regular riders. I can understand the need to continue to serve Sutter Memorial Hospital (although the hospital is scheduled to close in the next couple years). If the route is to be changed based on ridership frequency, then I ask you to consider two alternatives: 1) instead of having the route turn south at 41st and D streets, continue east on D street until it meets Pala Way, then turn south (as it does with the current route), or 2) maintain the current route until it reaches Brand and Coloma Ways, then turn south until Coloma meets F Street. Also, since there is consideration for operating the route as a Community Bus Service, I hope you're aware of how crowded the buses are during peak commute times. Would it be possible to run buses more often during peak hours if the smaller buses are used? I appreciate that these are difficult budget times for RT, but many of us want to support public transportation and keep cars off the streets. That's also a big reason why many

of us choose to live in Midtown and East Sacramento while working downtown. Thank you for the opportunity to comment,

- -I would like to comment on the proposed changes as part of "Transit Renewal". I can not make it to a booth to provide comment for the times and locations provided. How can I submit my comments? My interest is in Route 34, which I ride daily for commute to downtown. Proposed changes will make my use of transit for commute purposes unrealistic.
- To Whom It May Concern: I ride Bus 34 to and from Sutter Memorial Hospital and Thursdays and Sundays for volunteer services. I fully understand the reasoning for eliminating weekend service, as I am usually the only rider. However the weekday service starting at Sac State will be difficult. I must now take the light rail to 65th and then 67/68 to Sac State. I guess I need some kind of assurance the hourly 34 service will meet the 67/68 at Sac State, and not leave me, as I cannot wait another hour for the next 34. Please respond. thank you. I sent an email earlier today, re. Route 34. I realize bus service between 65th and Sac State is #82 or 87, not the route I had written.
- I am unable to attend tonight's meeting and voice my opposition to the RT route changes as proposed for Route 34, but I hope that you will give consideration to this email. I live on the corner of Pala and F street and am very concerned about having a transit route down this section of F. The street is virtually unusable on F between 46 and 47 due to hospital employee parking during weekdays. Both sides of the street are fully utilized for parking all day, and, even driving in a small car, I am required to stop in the intersection at each end in order to make room for another car coming in the opposite direction. There is not room for two cars traveling in opposite directions on this street—much less an RT bus or van. The section by our house between 47th/Pala and 48th narrows and there is a blind curve which we must use to back out of our garage onto F. Any cars traveling toward H on Pala must stop at the stop sign and proceed almost blindly due to congested parking on F. Adding a bus line here will pose further dangers. There are homes all along F that have small children who play in the yard—we have two small granddaughters who we babysit and I would not feel safe having them outside with additional traffic diverted down F. Additionally, our garage backs onto F and there is a curve between Pala (47th) and Coloma, so it is very difficult to see cars coming as you back out blindly onto F. We chose not to purchase a house that we really liked which was on McKinley due to that street being on the RT route. People who are on the route now purchased their homes with the full knowledge of being on the route, so this wouldn't be the surprise and disappointment to them that it is to us. My husband and I enjoy using RT—we occasionally walk to the #30 on J Street and especially enjoy the fact that we can use it to get to the train station. We are both over 65yrs, and if we can walk to use public transportation, I doubt that many would be swayed by having to walk a few blocks to use the services of RT. By redirecting the route to F, you are placing it in closer proximity to the J Street line. An alternative might be to run the #34 down McKinley to Elvas, then right to Coloma, down Coloma to F and left to Sutter Memorial Hospital.
- I'm hearing there are proposed changes to the 34 route and I would like to know what they are (e.g., eliminating Sat/Sun service?) and how I can comment on the proposed changes. If the rumors are true, when would the changes go into effect?

- I understand that RT is planning a community bus route on F Street. I live on 46th Street between H and F streets and I am against the proposal going down F Street. The streets are narrow and cars are parked up and down the street already making F Street a one lane passes through. Also, as a resident, I do not want noisy buses through my neighborhood where children and pets play. You can use Elvas Avenue which better uses the neighborhood though fares. I am opposed to the proposal on F Street. Thank You, Sincerely,
- I want to request that this route continue in operate as it is. It's vital to me and my 92 year old mother to get around town as we do not have a car.
- Suggest different turns on #34
- I live on the #34 route. On the weekends I watch as bus after bus drive by with few, if any, passengers. Most times I see none. For many years now I have periodically called in to request that a small community type coach be used on the weekends to have less impact on the residents that live on the line. I was once told by an employee that the union will not allow another type of bus to be used. But, as I was driving downtown the other day, I happen to observe bus #33 as it drove by me downtown. It was the exact type of bus that I have been advocating for. The current bus that is used is very large and creates unnecessary and unneeded commotion during what would otherwise be a tranquil weekend. I find it very insensitive to the community that such a simple solution to this issue is not even considered. Some years ago when I made my initial complaint there was talk of trying the smaller bus on a trial basis. I have never noticed any other type of bus other than the large one currently in use. So, now that I know that the community buses are in fact used on other lines, I will again request that a smaller, less intrusive bus be used on the weekends when there are very few, if any, riders on the #34 line. City Council member Steve Cohn also lives on McKinley Blvd, just down the street from my home. I will be copying this request to his office in the hopes that this request might be taken seriously. Thank you, once again, for your consideration.

Route 51

- Bus is ALWAYS late & when it does come, it's full!!
- We want late schedule Rt 51 - Later schedule
- Crowding issues on #51
- More buses
- American Legion HS, crowding on #51
- Should be often enough to avoid packed busses. People should be advised by drivers to move back. Try to avoid gaps such as in the early morning where there is a lag in the schedule which affects your connection to the blue line.
- Civil rights advocate, #51, Fair Oaks Blvd., Kaiser Clinic
- Needed assistance boarding bus w/wheelchair. More service on #51.

Route 54

- Don't run on weekends then my sister will make me catch the bus home.
- Glad weekends would be back Rt 47 - Unhappy w/discontinued weekend service
- Extend to Siemens

Route 55

- needs to be on time more often
- If I have to ride the 55 then it sounds like a good thing
- Extend #55 early trip to CRC for Cristo Rey HS
- Cristo Rey van goes away Fall 2012
- To: RT Planning Department/Board of Directors. This is to the plan for Transit Renewal improvements anticipated in 9/2012 (or any other renewal/improvement for the following): There is no bus that runs from Gerber Rd. to Florin Rd., Fruitridge Rd, or Folsom Blvd. 1. The 55 line could be extended to go from Power Inn Rd. to Gerber Rd. up French Rd. to Florin Rd. then west on Florin to Power Inn Rd. then south on Power Inn to pickup normal route. The new section I've just mentioned could even be ONE-WAY (cost reduction); leaving the 55 return route the same as before. When people return they just get off bus at Gerber/Power Inn and wait for 55 going to French Road. Two way would be best and, I think if you people would research this, you would see that it should be done and you would pickup riders. 2. Maybe a bus up French Rd. to Fruitridge Rd., where passengers can transfer, or better yet all the way up French Rd. to Folsom Blvd. This also could be a 1-way circle or something. Note: That if you would use suggestion #1 with the 55 line the 55 line would not have to run to French Rd. every hour; maybe every 2-hours or something to that effect. Same with suggestion #2 about every other hour or so. Have you people taken a look at the area I'm talking about? There are at least four mobile home parks, much housing, some apartments, and many work sites (with sidewalks). With no bus service these people are cut off from public transportation, including being denied bus service (#55 French/Florin Rd.) to the Florin Mall/Walmart shopping complex; let alone being denied bus service to light rail at Folsom Blvd. Implementing a suitable change to the #55 line (w/options of 1-way; every-other-hour run) should be barrier to a qualified Planning Department or Board of Directors. We are taking about an addition, #1 suggestion, of no more than 3-4 miles. Please contact me if you have any questions or need any more input from me.

Route 56

- Connection of light rail and bus during the week/weekend
- Extend the service later
- I take the 56 when I mss the last 5 bus.
- longer schedule hours
- need more pick up times from light rail meadowview
- That would be a good thing. You should do the same for the #5 bus.
- The change would be good for all, but specifically for senior, disabled and students
- The former 56 was good as an express bus from downtown Sacto to Mack Rd but when the blue line came on line the 56 ceased going down 99.
- The proposed 15 minute interval is an excellent idea.
- There is a lot of high school kids, may want to have a separate bus for high schoolkids, maybe an express
- wish could run til 9:30pm. Got so man people comes back late to Meadowview

Route 80/84

- Antelope is left out of the cold. taking 80/84 to light rail can take hours to get to work to downtown sacramento, via light rail. horrible routing. Bring back the Antelope express, or something similar. Horrible routing decisions. Entire community under served.
- I like the extended times for 80/84. I would like to see a later bus 26 Route. It and the 25 (stop running) way to early.
- Please be advised that I am opposed to the streamline service change along Watt Avenue, removing deviations to Kaiser Hospital as proposed in the Transit Renewal Draft Service Plan: Individual Route Recommendations March 2012 for Routes 80/84. At issue is Watt Avenue between Butano Avenue and Arden Way that is currently not serviced due to the deviation to Kaiser Hospital on Morse Avenue. Just a handful of small businesses and/or apartment complexes. But the issue would be the crosswalks across Watt Avenue between Arden Way and Butano Avenue. How safe are they to those who would have to transfer to Route (82) or walk to Kaiser Hospital. This Kaiser Hospital services many of your clientele that ride Regional Transit now on Route 80/84 to and from the corridor between Light Rail (Watt & I-80) and Watt and Manlove Light Rail. To save a couple of minutes, by sacrificing servicing Kaiser Hospital, at the expense of the physical safety of your loyal riders, is not the course of true wisdom. Please reconsider this drastic action. It would create considerable physical and time hardship to those who utilize your transit services for commuting to and from work and their daily lives.
- Removing La Riveria and Kaiser from route 80/84 causes so many accessibility issues for those who travel from Rosemont (from Watt/Manlove), requiring an additional train and bus in order to access the Kaiser facility and cutting of many students from connecting to Watt/manlove on La Riveria
- Thank you for making the changes to routes 80 and 84. Having them run every half hour instead of every hour will be great blessing. Also thank you for returning the late services. This will make it easier for me to get a job. Can I suggest that you offer a shuttle service from Watt I-80 to ARC. That will reduce the over crowding that happens in the mid morning and early evening during the week.
- Watt Ave is a very busy route used by a lot of people
- When I go to work I take Bus 80 at 5:40 then it goes to Watt and I-80 lightrail which leaves at 6:26 I get off at Cathedral square and Walk to 3&J street and catch bus 11 which arrives at 7:04 then I walk about a mile to my job and start work between 7:30 and 7:45 depending on the bus schedule. and then I do the same thing to go home walk to bus 11 go to downtown take lightrail to watt & I-80 and then wait an hour for bus 80 or 84 get off walk home and in the house between 6:00pm or 6:30pm depending how late the bus is running. I have purchased a vehicle but when it needs maintenance i'm at the mercy of our public transportation system in Sacramento which is not very user friendly for the amount of people that live in sacramento.
- with change to Kaiser-make sure Rt 22 is frequent enough on Saturday also.
- I just learned RT is proposing to make changes to Routes 80/84, and I wish to express my sincere concern and hope that you will reconsider. Please review and respond to the below points. The proposed route change on Watt would put new stops on one of the most dangerous and least pedestrian friendly

sections of arterial roadway in the Sacramento Region; six lanes of fast traffic and un-signalized cross walks one half mile apart; there are no sidewalks, narrow shoulders, ditches and hedges close to road. The current route alignment serves a dense node of employment, housing, and public services, including Kaiser, one of the largest and most important medical facilities in the region. If the route changes were adopted and no new stops added, then this would be lower ridership, contrary to the goals of this plan. Seniors, wheelchair users, and other disabled groups would be disproportionately affected due to vital services to Kaiser and nearby, related medical services; the outcome of this route change would be clear violation of Title VI.

- Dear Sirs: I am requesting your kind understanding as I forgot to mention in my response below, that the proposed removal of the Route 80/84 route deviations from Watt Avenue also impacts your ridership “easy access” to the Safeway strip mall, including CVS (formerly Longs Drugs Store), Lumberjack and Dollar Tree. Right now, access is convenient for the elderly and disabled. But relocating the bus stop to Watt Avenue from Arden Way would be place another significant burden upon them to cross busy Watt Avenue at the extremely busy (4) way intersection and attempt to catch the bus on the other side with heavy grocery, etc. loads and children, etc. also sometimes in inclement weather. Right now, it is easy access either in front of this strip mall or a simple cross the street at the intersection at Professional Drive and Arden Way. Right now, I live off Watt Avenue and it doesn’t matter, what time of day or night, there are always sirens of the peace officers or fire trucks or ambulances on Watt Avenue. In order to properly service your public trust responsibilities, please take the time to consider these factors in your decision. Lives are affected in these decisions. In fact, at the present, I do not see significant ridership on Watt Avenue from Arden Way to Folsom Blvd. – at least the times that I ride it after work or on the weekends. It takes approximately 5-7 minutes for this deviation. For motorists, traveling down Watt Avenue is a breeze. But a transit service is a public trust service, not just a traveling bus being driven from one end to the other. Thank you again for your kind cooperation and consideration. Respectfully,
- Please be advised that I am opposed to the streamline service change along Watt Avenue, removing deviations to Kaiser Hospital as proposed in the Transit Renewal Draft Service Plan: Individual Route Recommendations March 2012 for Routes 80/84. I am a disabled (33) year United States federal government employee at the 2800 Cottage Way Federal Building between Morse Avenue and Fulton Avenue. I depend upon Route 80/84 to transport me to work and back home. There are approximately 5 to 8 federal government employees that also commute on this Route 80/84. It would create a very difficult physical hardship for me, and others, to walk to and from Watt Avenue at Cottage Way to work at 2800 Cottage Way. Watt Avenue, especially between Fairs Oaks Blvd. and Watt/I-80 is heavily congested during commute hours, both morning and early evening. Crossing Watt Avenue at a crosswalk is not only extremely dangerous, but insane, especially during dusk and/or early evening, while dark. Even at the (4) way intersection at Watt and Butano, I have witnessed many pedestrian and/or car accidents over the years. I am sure that your statistics would reveal the true number of horrific accidents. At issue is Watt Avenue between Butano Avenue and Arden Way that is currently not serviced due to the deviation to Kaiser Hospital. Just a handful of small businesses and/or apartment complexes. But the issue would be the crosswalks across Watt

Avenue between Arden Way and Butano Avenue. How safe are they to those who would have to transfer to Route (82) or walk to Kaiser Hospital. This Kaiser Hospital services many of the clientele that ride Regional Transit now on Route 80/84 to and from the corridor between Light Rail (Watt & I/80) and Watt and Manlove. To save a couple of minutes, by sacrificing servicing Kaiser Hospital, at the expense of the physical safety of your loyal riders, is not course of true wisdom. Please reconsider this drastic action.

- Hello, I wish to make public comment on the Transit Renewal plan. I do commend RT for seeking to expand and improve transit service in our region. I think most of the recommendations are very sound and I respect all the hard work your staff put into this effort. However, I must emphatically protest your proposed changes to Routes 80 & 84, in particular the removal of the arden-morse-cottage and La Riviera sections. I make the following comments: 1. The proposed route change on Watt (Arden-Cottage) would put new stops on one the most dangerous and least pedestrian friendly sections of arterial roadway in the Sacramento Region; six lanes of fast traffic and un-signalized cross walks ½ mile apart; there are no sidewalks, narrow shoulders, ditches and hedges close to road. 2. The current route alignment serves a dense node of employment, housing, and public services, including Kaiser Hospital. Kaiser is one the largest and most important medical facilities in the region. 3. If the route changes were adopted and no new stops added (perhaps for safety reasons), then this would in effect eliminate one of the most productive sections of the entire route; the results would be lower ridership, contrary to the goals of this plan. 4. Wheelchair users and other disabled groups would be disproportionately affected due to the vital services of Kaiser and nearby, related medical services; the outcome of this route change would be a clear violation of Title VI. 5. In the most recent surveys on routes 80/84, patrons graded travel time well below other attributes. 6. Removing the La Riviera section will deny service to that entire neighborhood; no bus stops are possible for at least 1/2 mile each direction of the Watt interchange due to freeway ramps. Please put these comments into the public record. Thank you
- Sac RT, The following comments are in regards to the proposed Transit Renewal Plan: Changes to Routes 80/84 would have negative impacts on patrons and RT. The proposed route change on Watt (Arden-Cottage) would place new stops on unsuitable and unsafe sections of arterial roadway lacking pedestrian facilities--which are reflected through the lack of sidewalks, and existing narrow shoulders, etc. The current route alignment provides a good service to the surrounding employment, housing, and public services including the Kaiser Hospital facility. If the proposed route changes were adopted and implemented, and no new stops added, one of the most efficient sections of the route would be eliminated--resulting in negative impacts to RT ridership, which hinders the goals of the proposed plan. Thank you for your consideration of these comments. Sincerely,
- "Routes 80 (Watt - Elkhorn) and 84 (Watt - North Highlands) - Service to Kaiser Hospital via Morse Avenue, Cottage Way and Butano Drive will be discontinued and rerouted to Watt Avenue. Kaiser Hospital will continue to be served by Route 82 (Howe - 65th St.) and will also have new service from Route 22 (Arden). Routes 80 and 84 will also be rerouted into McClellan Business Park from Watt Avenue to replace Route 1 (Greenback) service north of the Watt/I-80 light rail station." 1. Once the 80 or 84 leaves Watt Avenue to enter McClellan Business Park, what route will serve the stops on Watt Avenue

between Peacekeeper and James Way? 2. Is it possible to have an AM and PM express line on Watt Avenue from around Elkhorn Boulevard straight down Watt Avenue (no La Riveria detour) to the Watt/Manlove light rail station?

- I'm a daily rider of routes 80 and 84, please do not stop the bus service run on LaRivera dr, alot of people in my neighborhood depend on that route to get to school and work. THANK YOU
- I am concerned with some of the proposed changes to bus service. Please re-consider moving the 80/84 bus line to Watt. Also, I am concerned about the plan to take away the #22 line in Carmichael. Both of these lines are important to me and others I know who are ride RT multiple days per week.
- Please don't move the 80/84 to Watt. It is unsafe and doing so eliminates access on this route to Kaiser Hospital which I need to be able to get to for my doctor's appointments. If you leave 80/84 unchanged then the changes on Bus Line 22 are unnecessay. Just do not change either 80/84 or 22.
- Hello, I am really concerned about proposed changes to Routes 80 & 84, especially on Watt/Arden and Watt/La Riviera. I make the following comments: Taking away the stops along Morse and Kaiser hospital is a really bad thing. This is a really dense are of services, jobs, and housing. Many riders get on and off at these stops. The area of Watt between Arden and Cottage is really dangerous with few sidewalks and narrow shoulders. Cars drive really fast. The State has documented many pedestrian accidents along this stretch of road. If you remove the section along La Riviera an entire neighborhood will suddenly have no transit. Stops cannot be put on Watt for at least a mile because of freeway ramps and other obstacles. Please do not change the above mentioned parts of Route 80 & 84. Many will be negatively impacted, especially transit captives and the disabled. I want my comments to be part of the public record. Regards,
- Don't cut route to Kaiser

Route 81

- Some routes skip the last runs Rt 61 - It could be combined! it seats to long Rt 8 - We need Route 8, my mother is older woman and she need to walk from Power Inn to 65th St to catch 81 - to long of a walk for older folks who need to rest in between.

Route 84

- Don Julio is sandwiched by Elkhorn and A St which is a big area with a lot of elderly. We need 84 more frequently.
- should be running every 30 minutes

Route 103

- Did not adjust bus to match change in train times. Don't know downtown times for Sept 2012. Need more services through Citrus Heights. Nothing going East & West between Auburn & Sunrise that I know of.
- I currently take this route to Watt/I-80 to transfer to the #26. If this bus changed then I would have to walk a mile to catch the #8 instead. I would prefer it to keep it stopping at Watt/I-80.
- I would like to see more info on route 103 times ect.
- More and more people ride the 103 now. If it goes all the way downtown, I've already heard people who don't currently ride it say they will use it instead of light rail. I think additional runs should be added. I think it should also run later.
- Regarding route # 103 proposed changes. We route 103 passengers were given a survey regarding proposed changes to the route. In that survey, three alternatives routes were proposed: A. keep service the same (103 drop off at Watt/I80 light rail station), B. 103 to drive all the way downtown via Business 80 and Hwy 160, C. 103 to drive all the way downtown via Interstate 80 and Interstate 5. Choices, in order of preference Option B would be the best (depending on the proposed schedule) since it would bring the 103 passengers all the way into town and not use the light rail. Option C would be the second best (again depending on schedule). Similar to B, but we think it would make the travel time longer. Option A would be our last choice. However, if B or C are chosen, hopefully the driver would be allowed to drop off at the Watt/I80 light rail station (as it does now) in the event of an accident or other major traffic on the freeways. Schedule The 103 should drop off downtown at 6:45 & 7:15am, for people who work at 7:00 am and 7:30 am. The 103 should pickup downtown at 4:15 & 4:45pm, for people who work until 4:00pm and 4:30 pm. Thank you for considering our input.
- I would like to express how disappointed I am that RT did not consider adjusting the Routes schedule to accommodate the April 1 change to the Blue Line schedule. I am more concerned about the evening routes. I (along with the other 15-20 people) will no longer be able to catch the 4:26 bus. We will already be getting to work later and we cannot take off work even earlier. It seems that RT could have altered the 103 bus schedule 7-8 minutes to capture its passengers without displacing them for an entire 30 minutes. This will work the same for riders that currently catch the train that arrives at Watt/80 just prior to the final 103 at 5:56. Please consider adjusting the bus departure times to wait 7-8 minutes so that riders can catch the same bus. Use common sense; compare and contrast the old and new schedules, it is ridiculous to miss the train or bus by a few minutes.
- What is the proposed time schedule for Route 103? Will the route extend to Downtown? His main concern is that afternoon traffic from Downtown to Auburn is terrible. Would like a callback. Informed him to check website for updates & Outreach dates.

Light Rail

- Agree to extend hours 7 days a week to 11:00pm
- I DO NOT KNOW MY ROUE #. I USE THE SUNRISE AND MEADOWVIEW RTS
- I really do think that people should learn how to clean up after themselves.

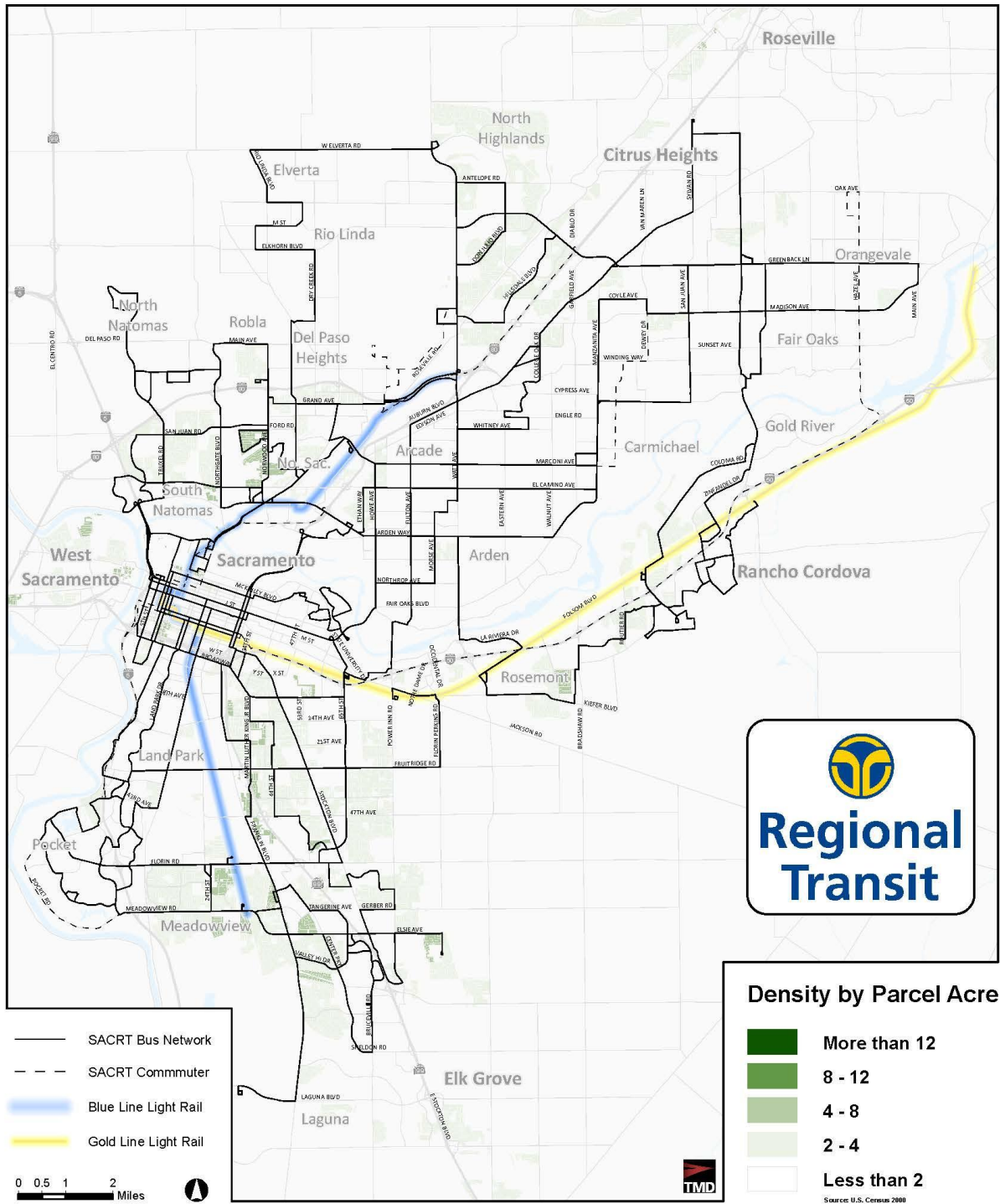
- I very much agree that the light rail needs to run later. As it stands now, it doesn't run past the lates bus.
- increase to all public transportation Please email me at: _____
- It will be much more convenient to have the hours of lightrail service extended to 11 p.m. if that pertains to the entire line all the way to Folsom.
- My work hours conflict, I need light rail to pick me up to go home at 12:30 pm
- Please don't have less than 4 cars per train during rush hour (5:00-8:30 AM & 3:15-5:30 PM). It's so very unpleasant to have standing room only and still be crammed next to smelly strangers during those vital hours. Thank you!
- The first thing you should have done, 2 years ago, is get rid of the first hour of light rail service weekday mornings, and use the savings to run it later at night instead. The second thing you should have done, also long ago, is to make the existing services connect better (with less wait time at transfers). For example, every time I ride northbound Blue Line into downtown and transfer to eastbound 30, I always just miss the bus, and thus have to wait almost the full 15 minutes. This is STUPID schedule-design and needs to be corrected yesterday. And third, the cause of the overall problem is that you made the mistake of committing funds to light rail expansion which are needed to maintain good bus service. STOP DOING THIS! EVER! It is the same mistake San Jose made 10 years ago, and from which they are only now starting to recover. Maintaining the bus service we need must always take precedence over expansion ideas. This especially goes for light rail to the airport, which should not be built because it will be useless -- the Yolo 42A is faster.
- Timeliness and safety is such an issue as well as frequency of service. We stopped taking light rail on evenings during the week and on weekends due to the 9:00 PM last trip. In the discussion you mentioned service on light rail until 2300 but the schelules showed 2200. Many activities downtown are not over until 22:30 so 23:00 is needed for the last trip. Also ease of boarding for the elderly, smoother starts esp. on light rail as you get sharply jerked and can fall, and again, safety. Still this plan looks much better. E. Pataki
- would be great if had a bus every 1/2 hr. It is tough to wait an hour if you miss it.
- This is great, I don't need to walk home at night when it's only 9:00
- I'm probably putting this on the wrong form but if you want to get more business downtown you should run the trains late like 3am on Friday and Saturday nights and advertise them as party trains then connect taxi service to the end train locations in the suburbs like Folsom and i-80 last stop. This will get more people downtown into the clubs on weekends and reduce drunk driving. Of course you can charge a lot more for the party train like \$30 a ticket and maybe have live music on board or some entertainment. In Paris, France they have performers on their trains who work for tips and audition for a space on trains.
- An 11:00 P.M. schedule from Sacramento City College to Meadowview Rail Station will help provide transportation to students leaving classes at 10:30 in the evening. This would allow students to catch a bus at Meadowview Rail Station going to south Sacramento and Elk Grove areas. Thank you for your consideration.
- I agree that Light Rail should be extended until 11pm. I also believe Light Rail should run every 15 min during the weekend. Thank you

- My husband and I both use light rail to travel from Meadowview to downtown. Because he commutes to Berkeley via Amtrak and often returns quite late, it would be helpful if the light rail hours were extended past 9 p.m. Will parking fees be expanded to other lots besides the ones currently in place? It seems that we suburbanites who commute the furthest from the north and south (but not east) are paying a disproportionate share of expenses.

Appendix D.

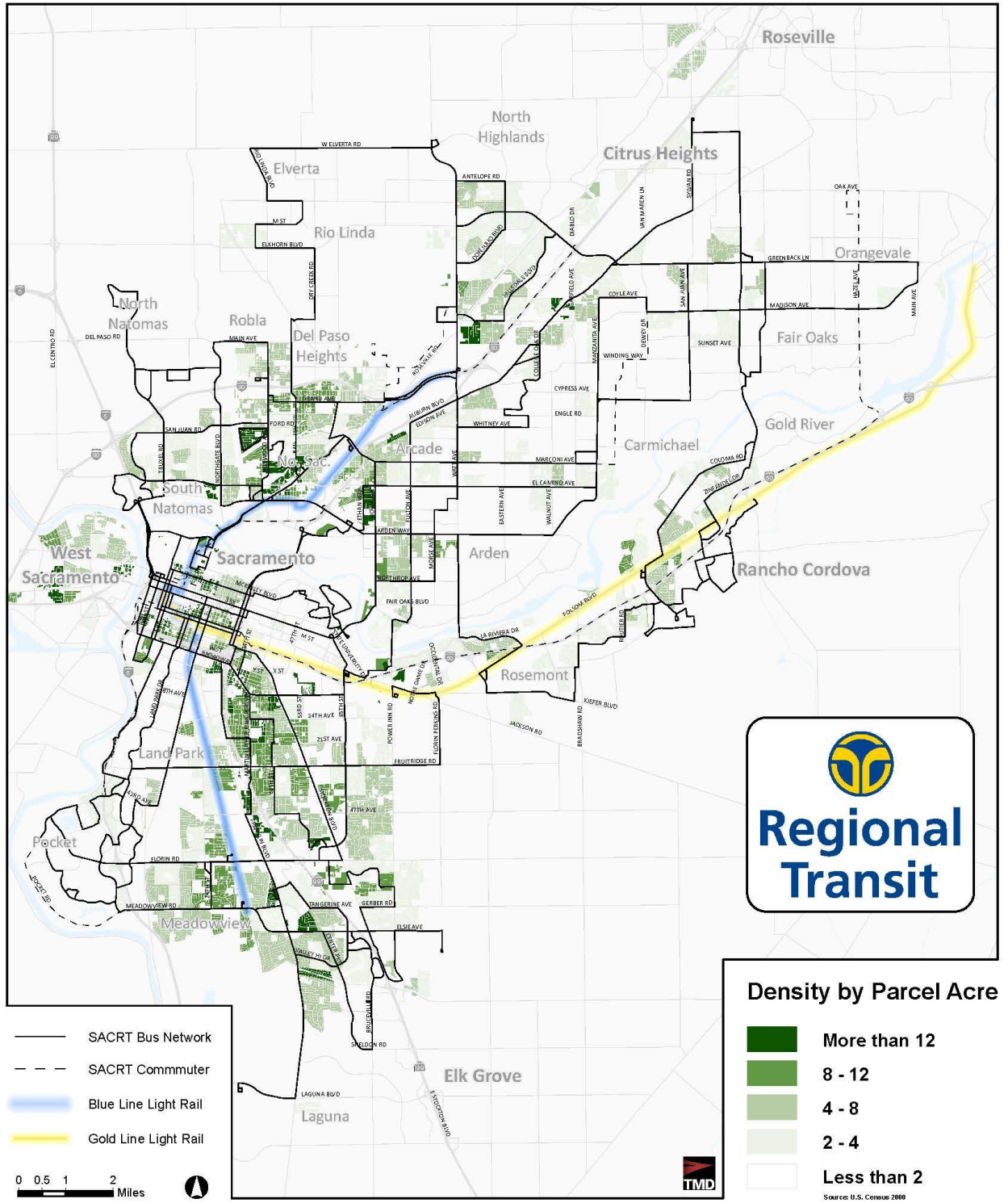
Demographic Maps

Youth Population (Age 12-17)

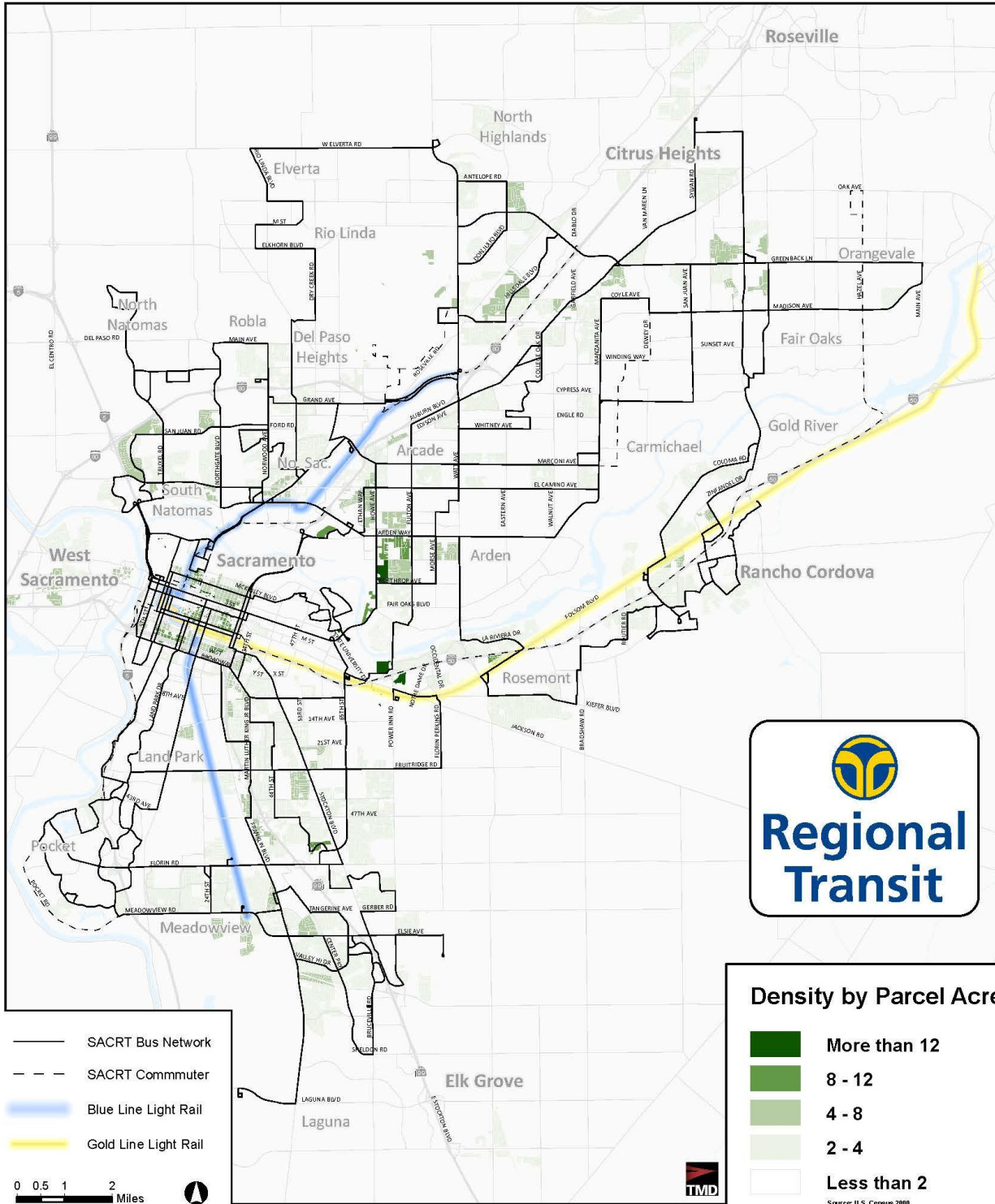


Financially Disadvantaged Population

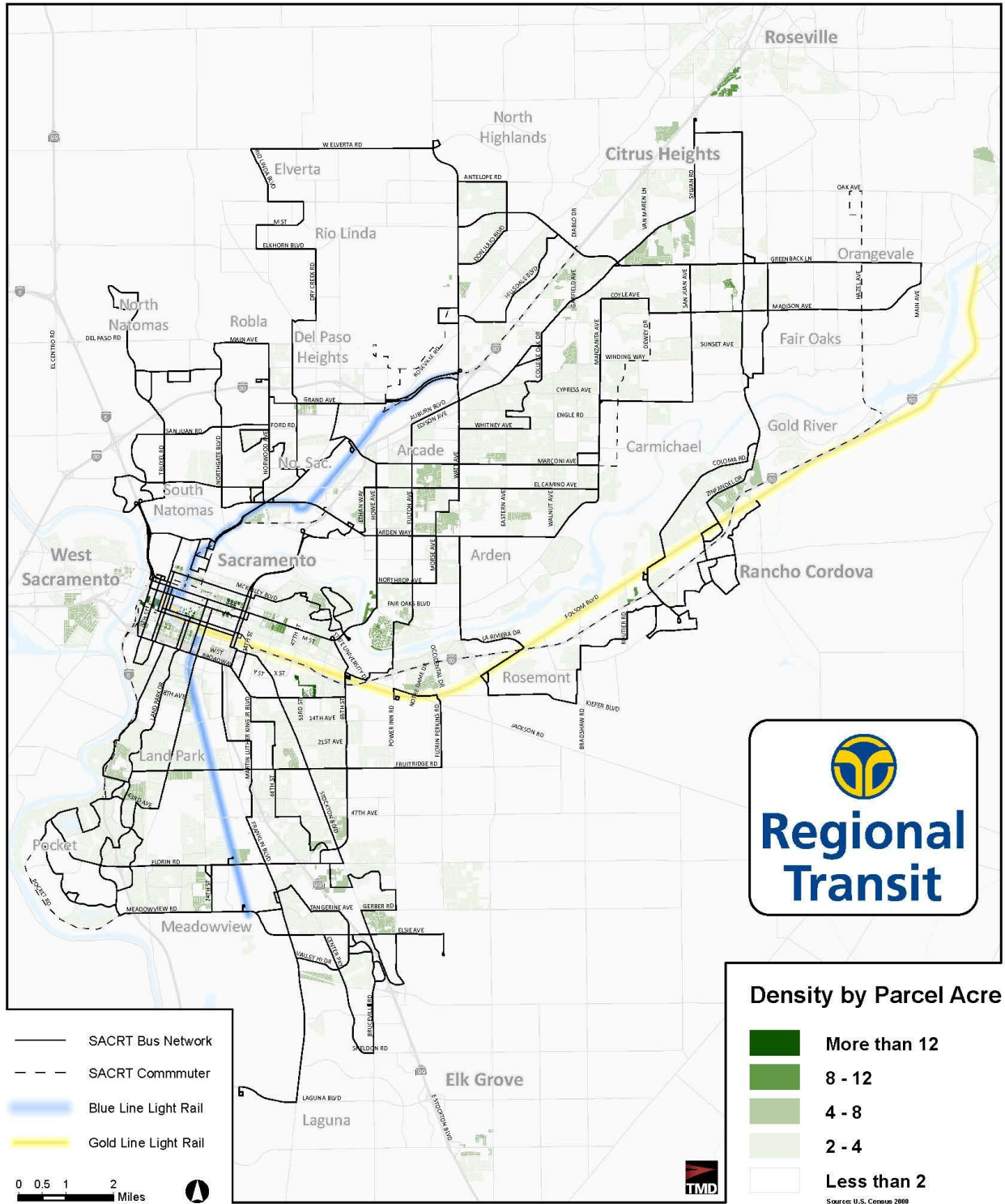
(population with income below the federally determined 1999 poverty level)



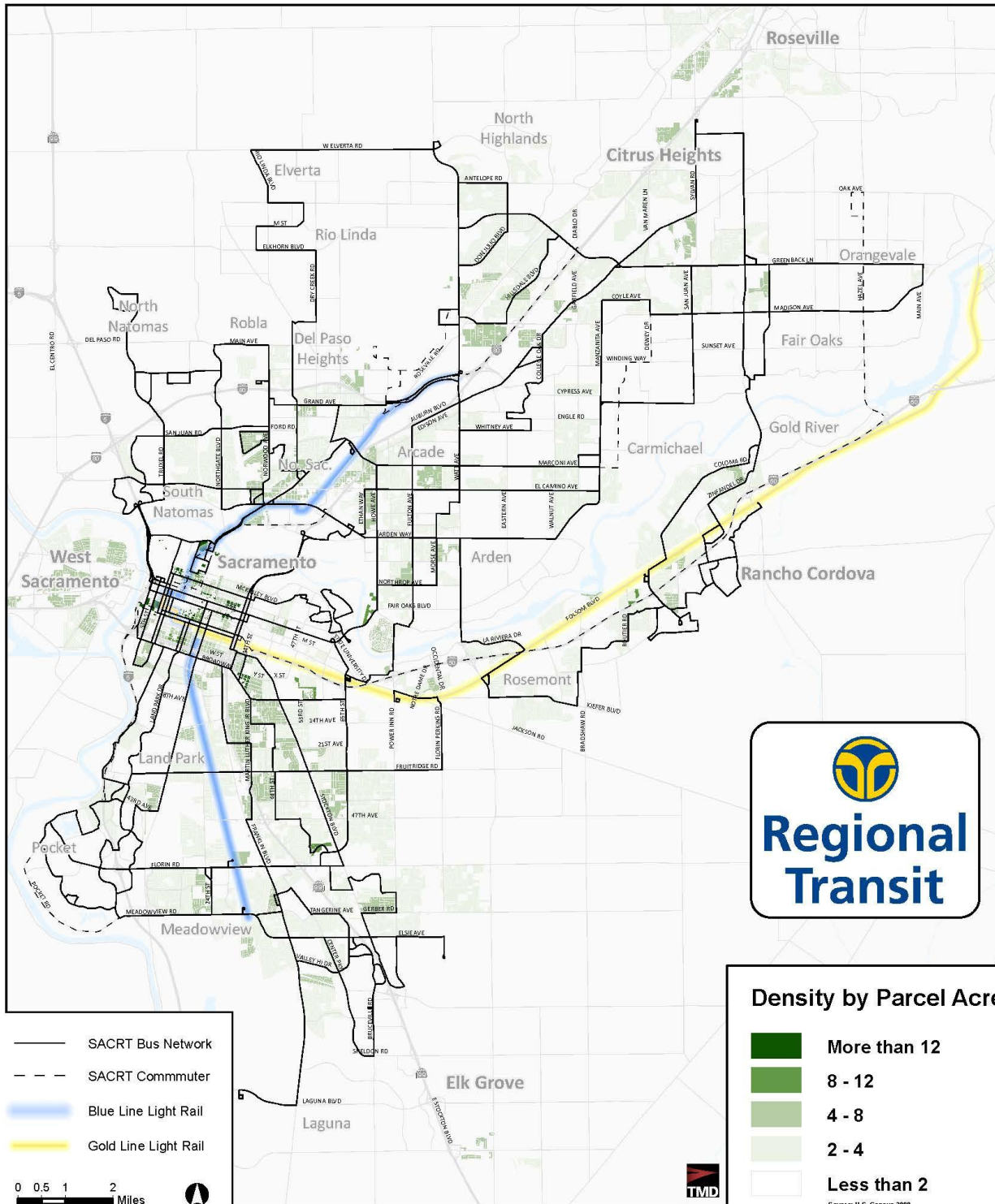
College/Young Adult Population (Age 18-24)



Senior Citizen Population (Age 65+)



Physically Disabled Population



Zero Vehicle Households

