

# TransitRenewal Route Maps

January 23, 2012

# Maintain As Is

## Local

- Route 6
- Route 13
- Route 62
- Route 65
- Routes 67/68
- Route 82
- Route 87
- Route 93

## Express

- Route 7
- Route 29
- Route 109

## Community

- Route 33
- Route 77
- Route 85

# Service Span Adjustments

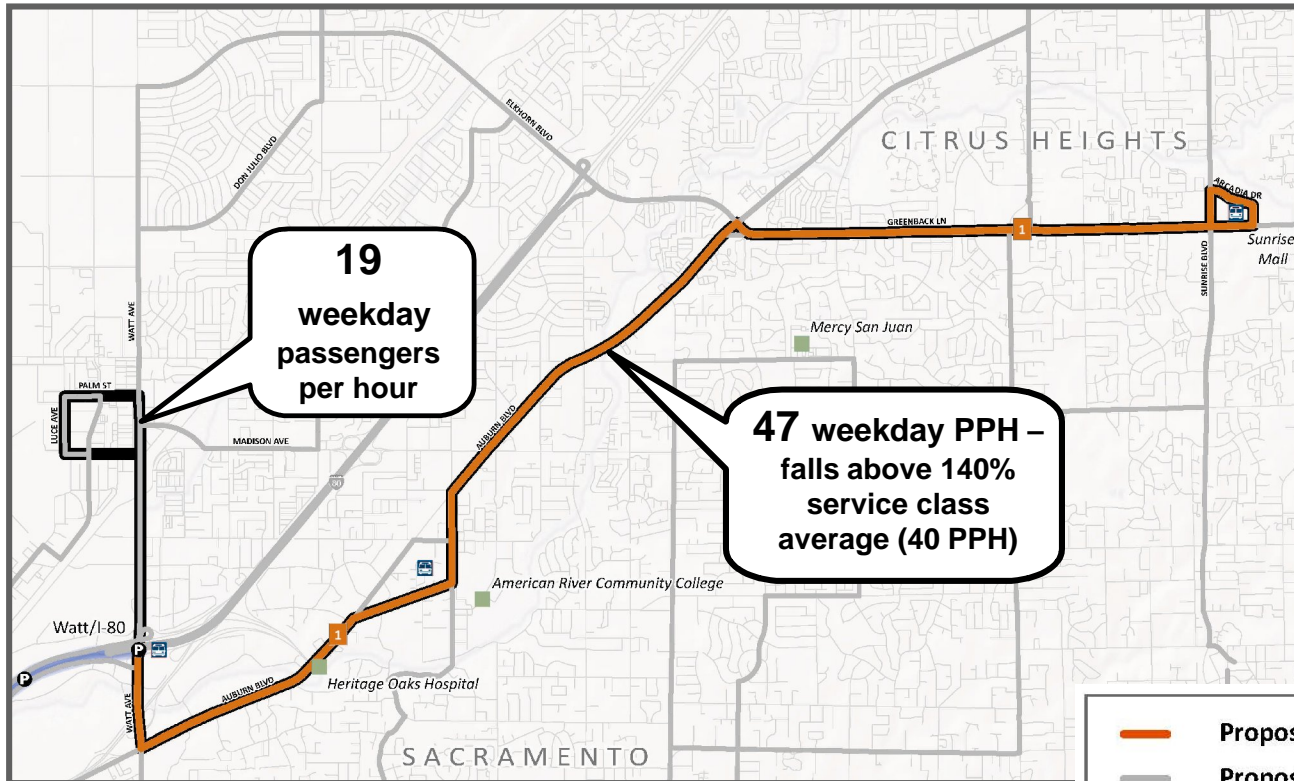
## Extend

- Route 21
- Route 26
- Route 67
- Route 51

## Reduce

- Route 103

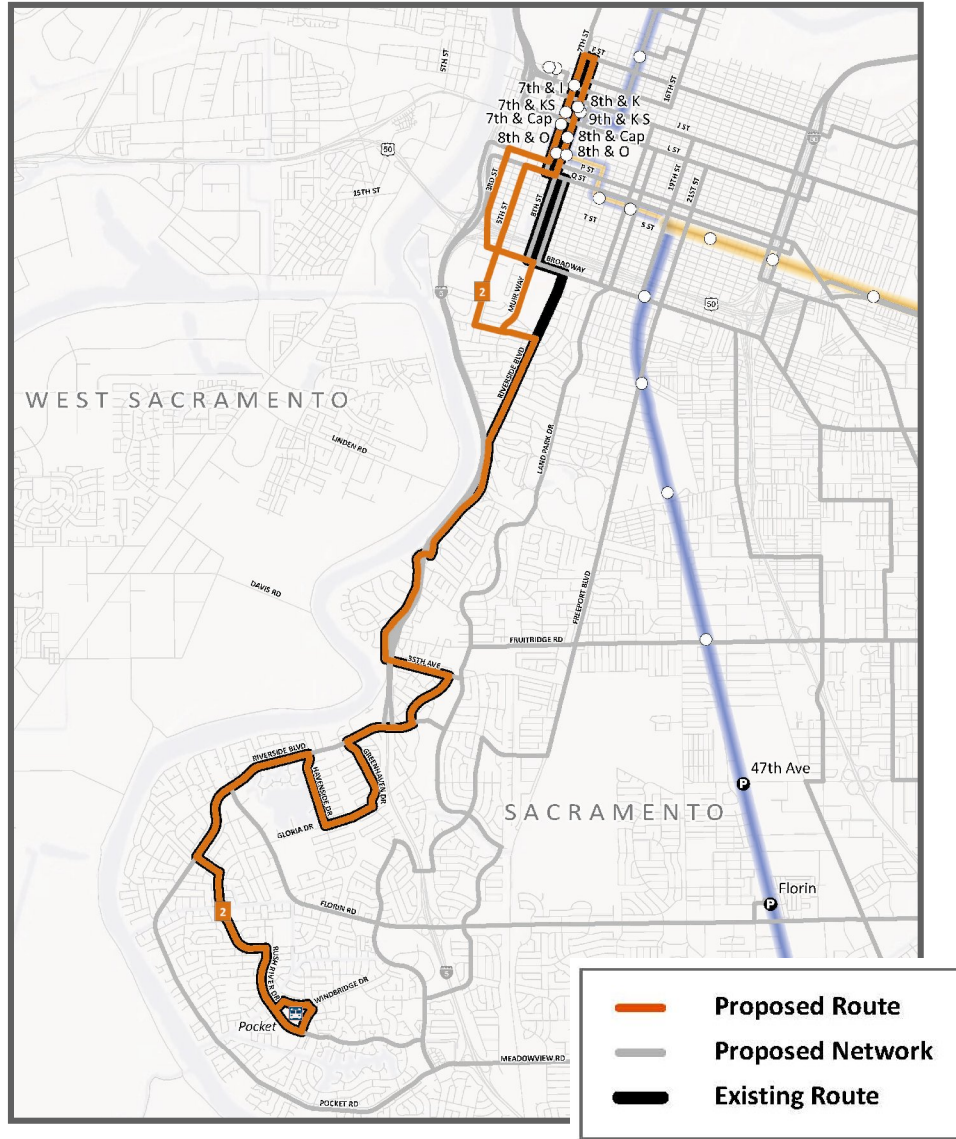
# Route 1



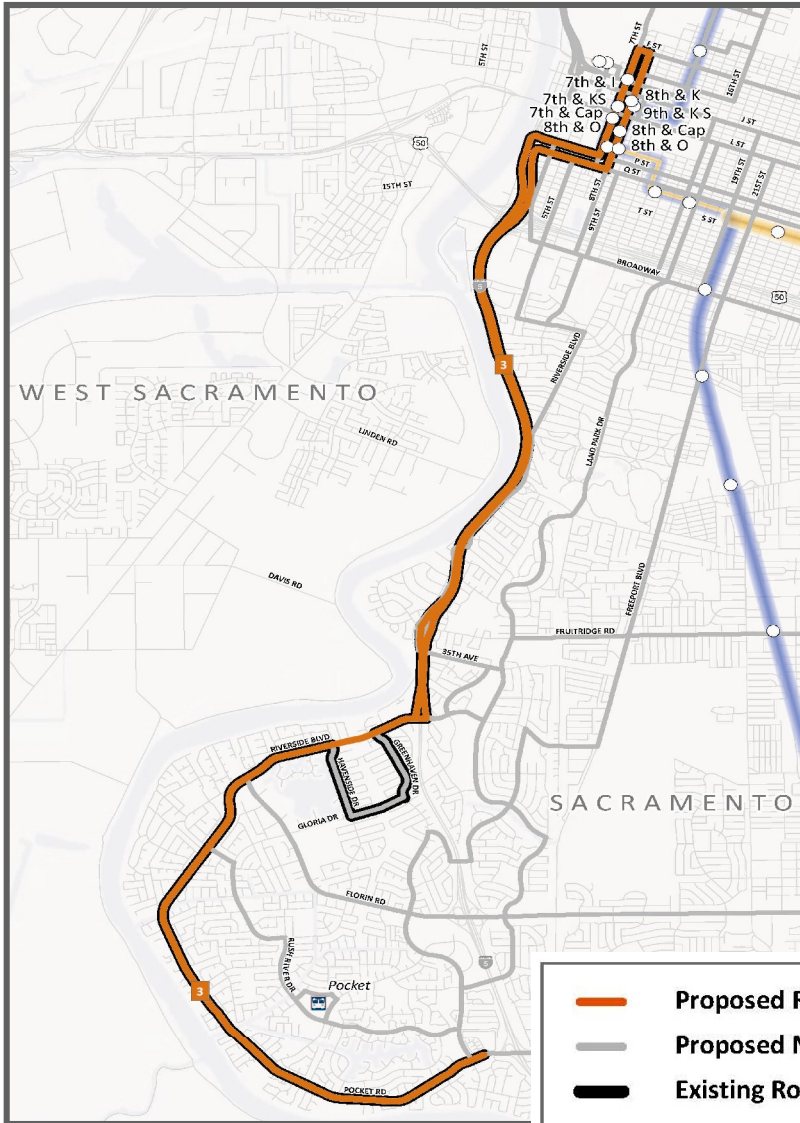
- Discontinue service north of Watt/I-80 Station to McClellan Business Park – segment will be served by improved Routes 80/84
- Increase weekday frequency to 15 minutes and extend weekday service to meet last Watt/I-80 train
- Saturday/Sunday extend service span

# Route 2

- Realign to provide service to 5<sup>th</sup> Street/Vallejo loop formerly served by Route 38



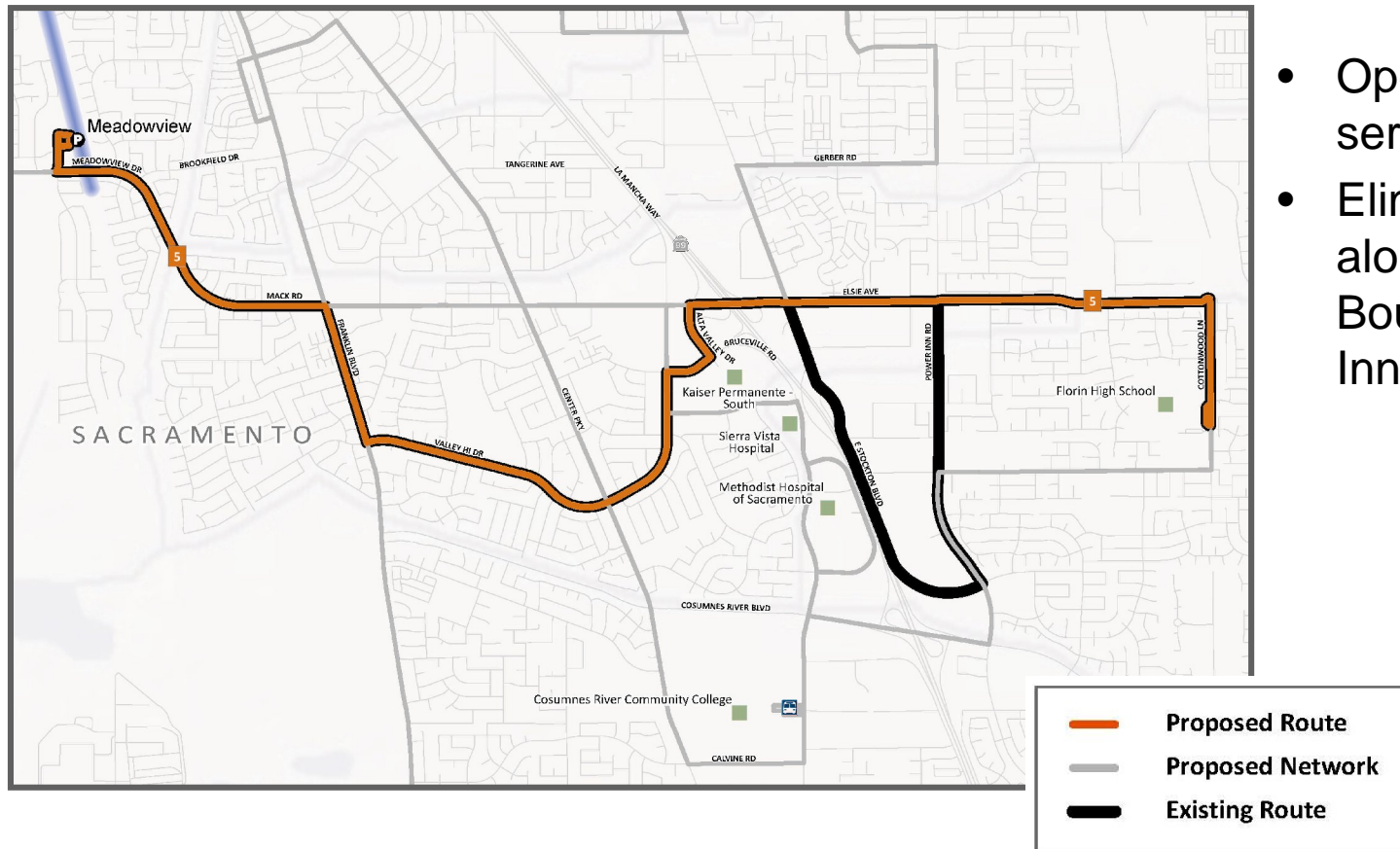
# Route 3



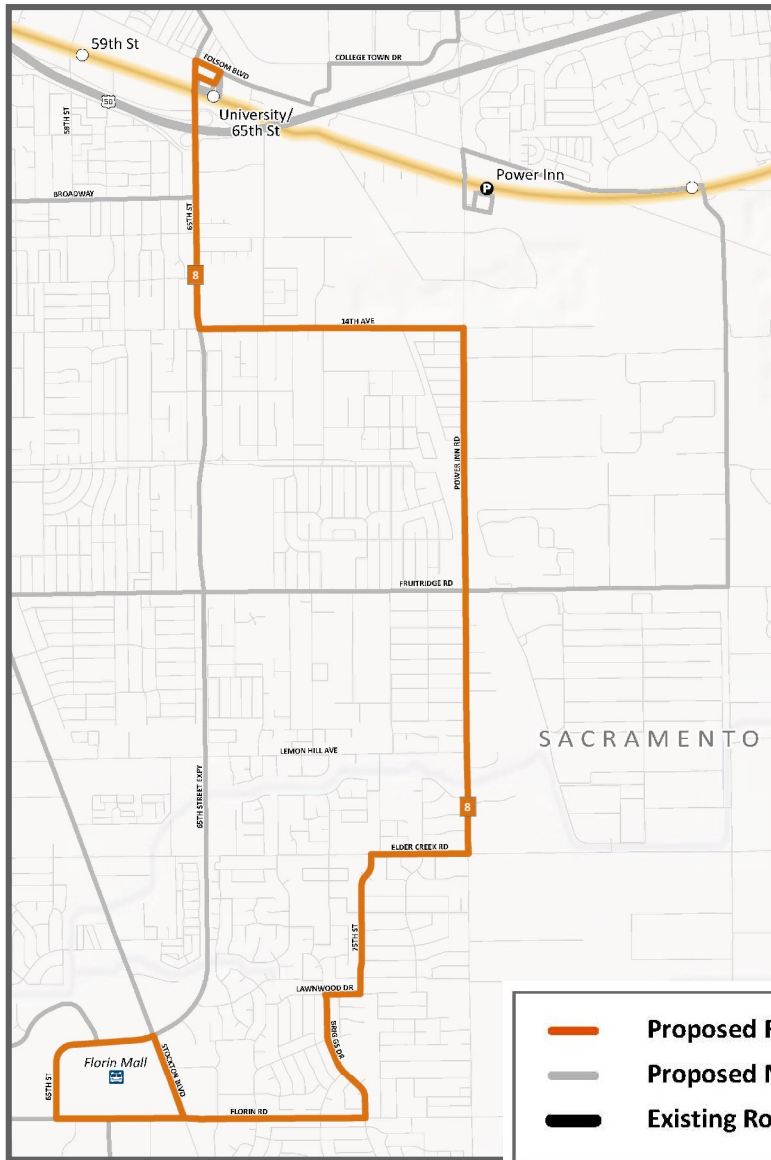
- Remove deviation to Havenside Drive, Gloria Drive, and Greenhaven Drive to provide faster, more direct service into downtown Sacramento
- Modify PM trip times

# Route 5

- Operate as peak-only service
- Eliminate deviation along Stockton Boulevard and Power Inn Road



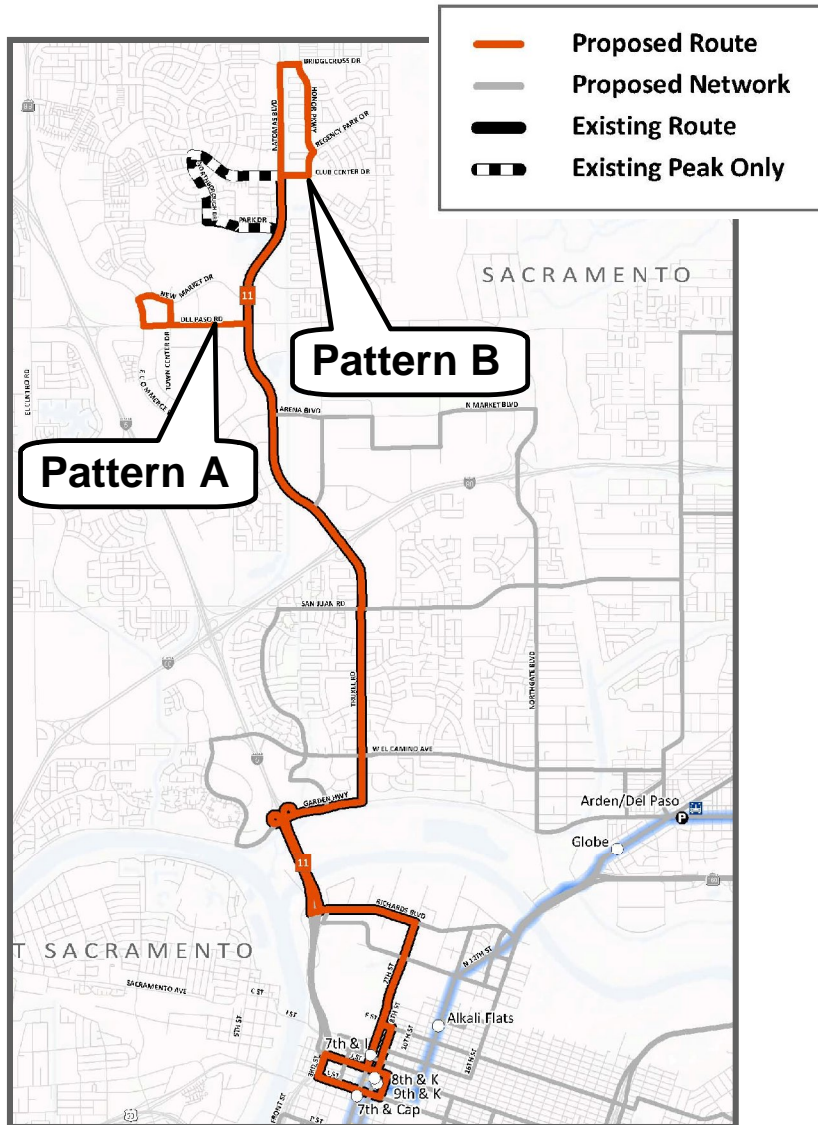
# Route 8



- Reinstate service as CBS route and re-route to serve University/65<sup>th</sup> Street Station via 14<sup>th</sup> Avenue
- Operate weekday only with 60 minute frequency between 7 AM and 7 PM



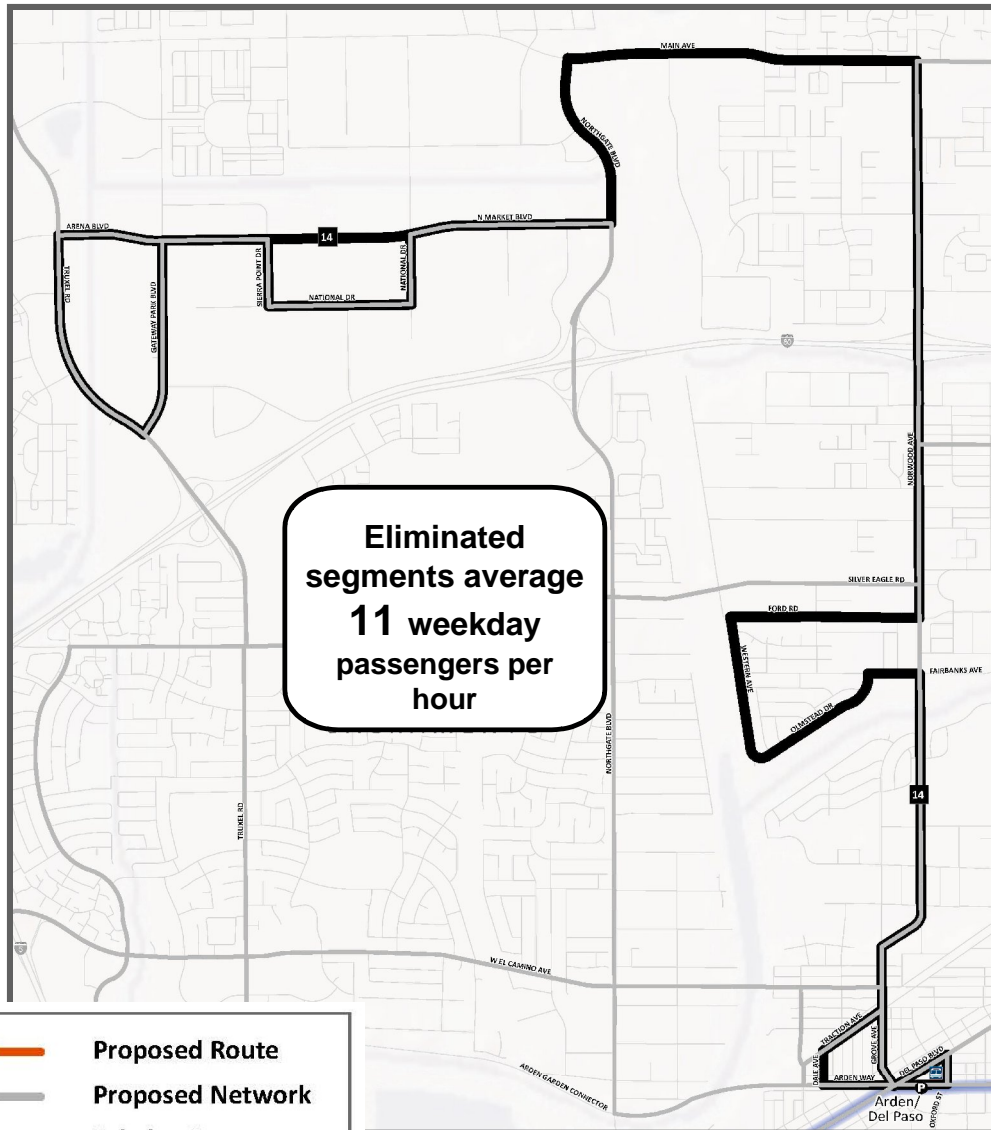
# Route 11






- Operate route with trunk at 30 minute frequency and Pattern A and B ends at 60 minute frequency
- Pattern A – Del Paso Road – will provide service to trade schools along Del Paso Road to East Commerce Way, attracting all-day riders
- Pattern B - Club Center Drive – will provide service to apartments east of Truxel Road; it will also receive additional trips in the 6:00 AM period
- Extend weekday service span to 10 pm
- Introduce 60 minute Saturday/Sunday service following the proposed weekday Pattern B alignment
- Additional peak-only trips to cover busiest trips on Club Center Drive west of Natomas Boulevard

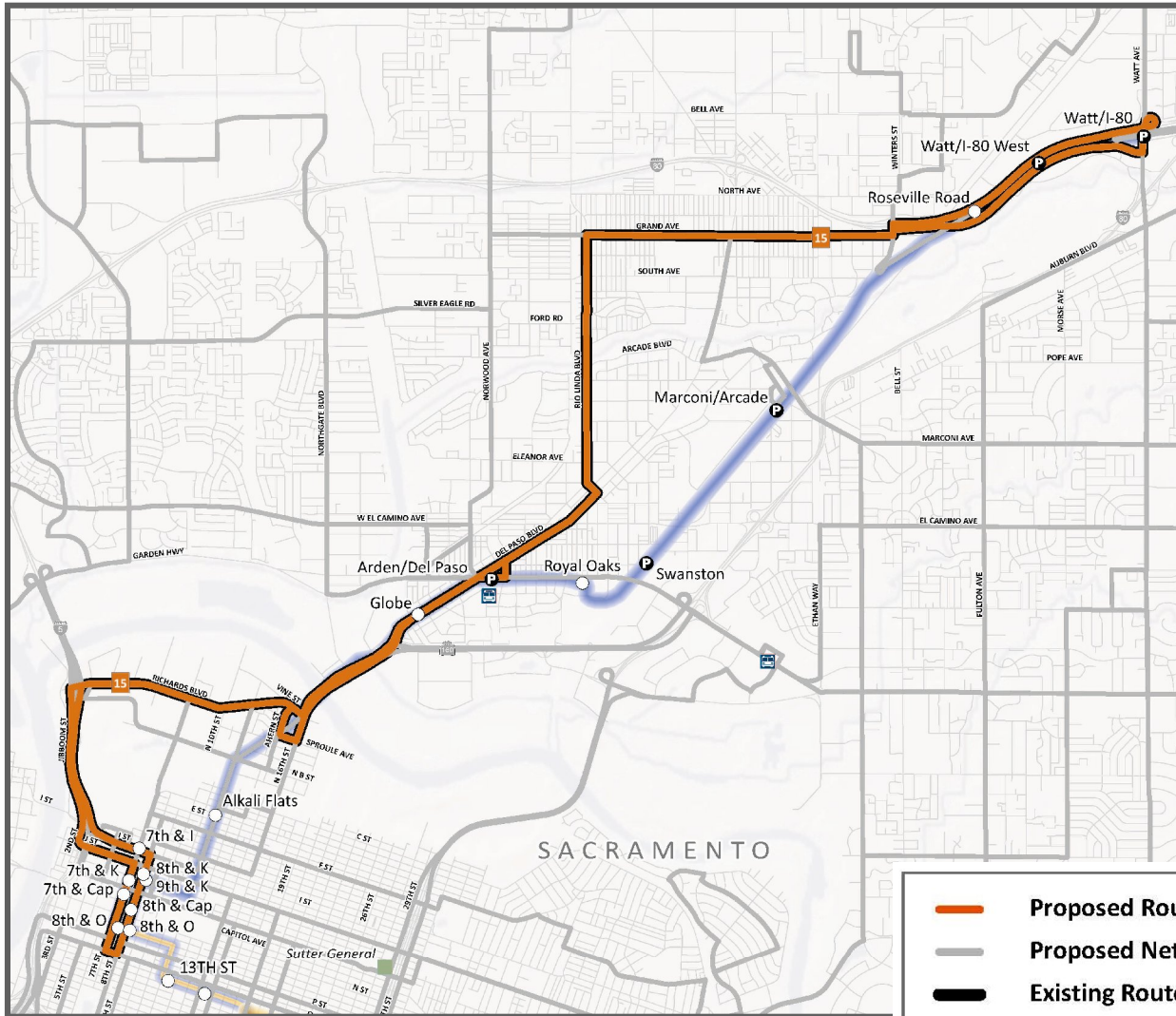
# Route 14

- Discontinue service – Market Boulevard performance does not warrant two routes (13/14)
- Service along Norwood Avenue to be covered by restructured Route 19



Eliminated segments average  
**11** weekday  
passengers per  
hour

	Proposed Route
	Proposed Network
	Existing Route

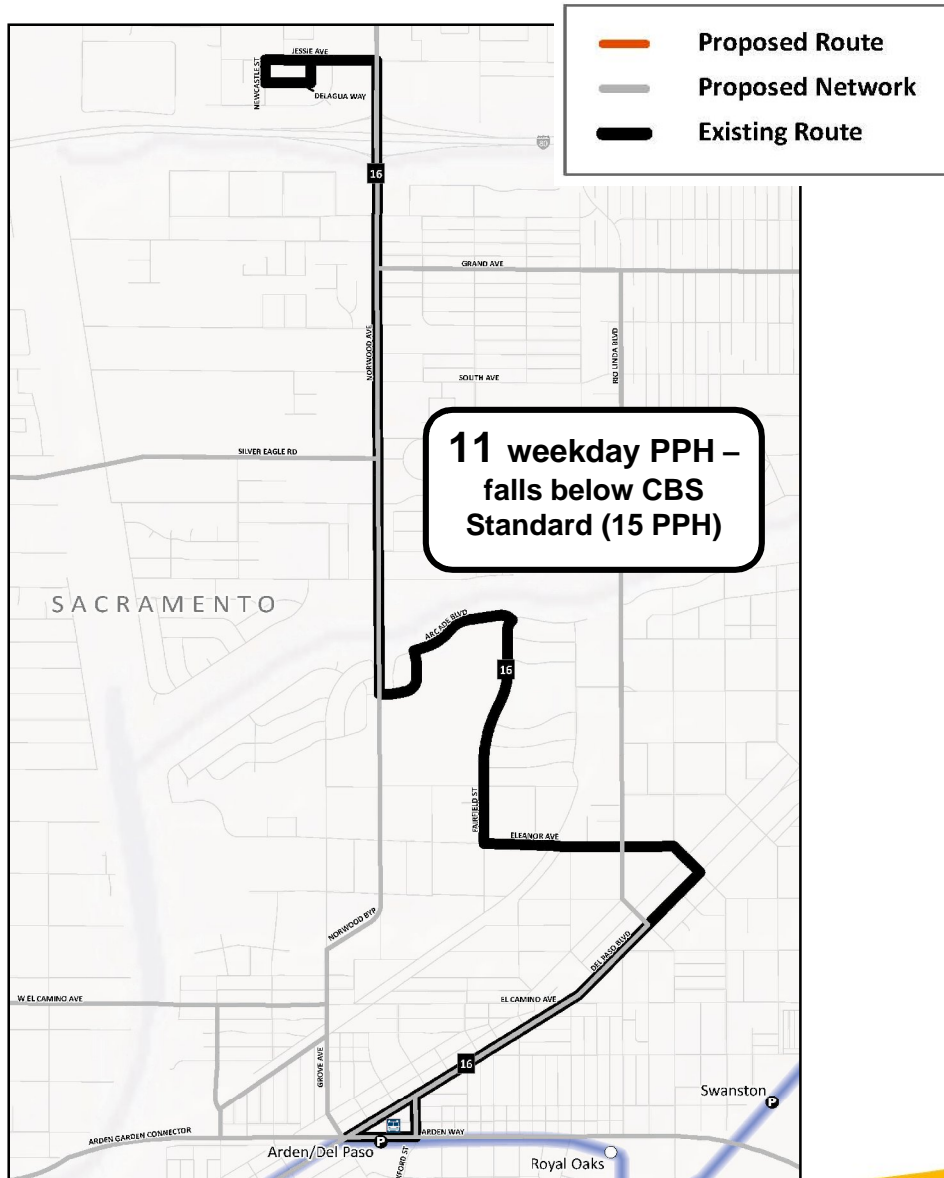


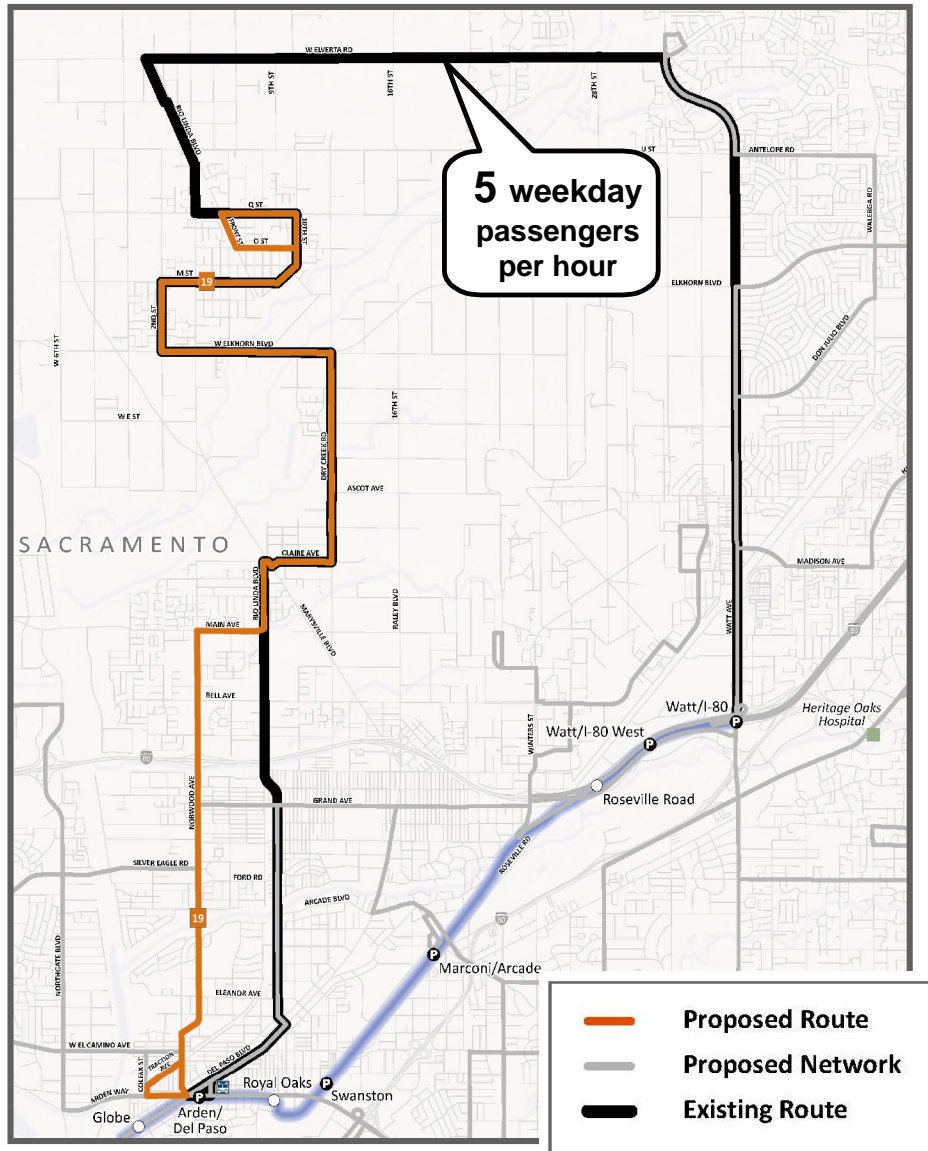
# Route 15

- Maintain alignment as is
- Saturday – Improve frequency to 30 minutes and add outbound service to approximately 10pm
- Sunday – maintain as is

# Route 16

- Discontinue service due to low performance and duplication

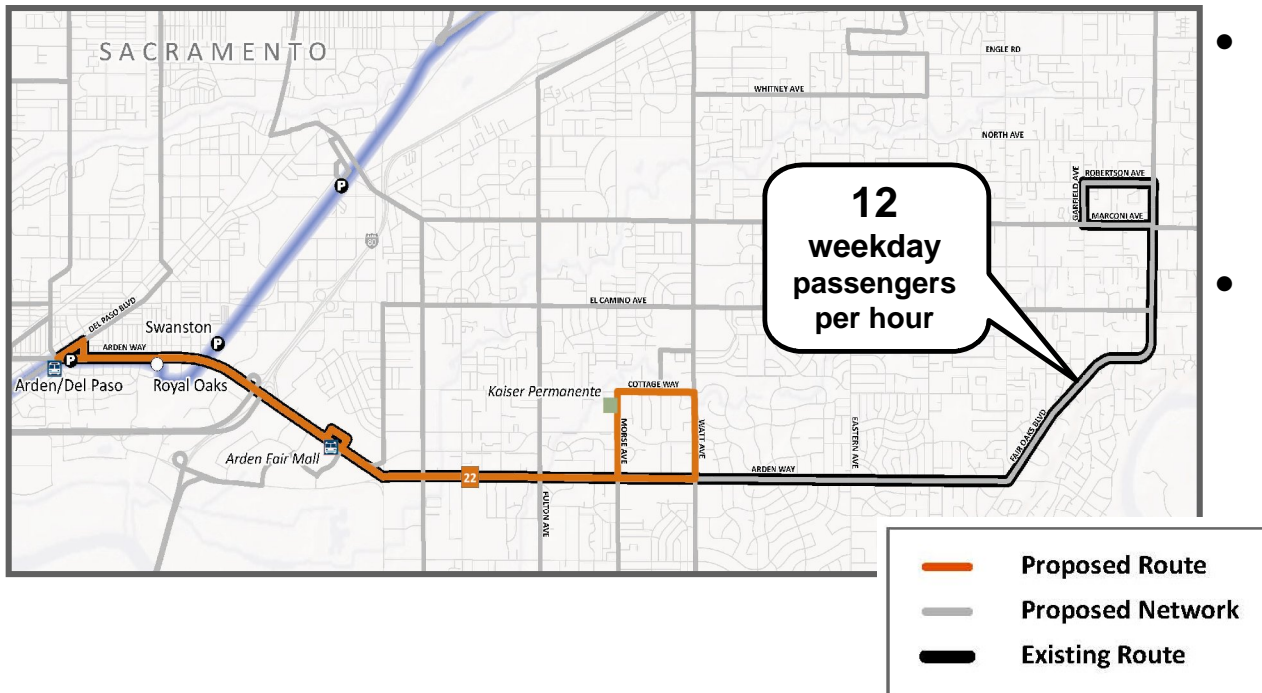




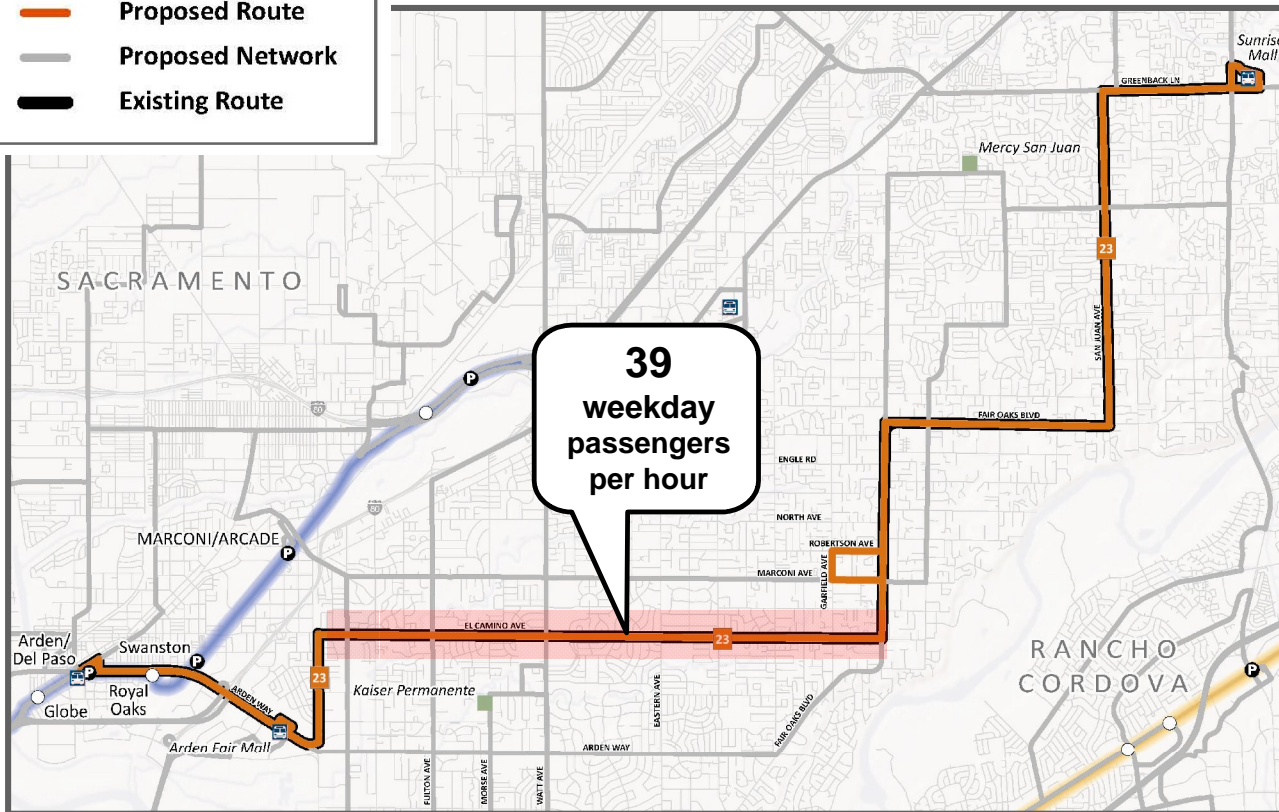
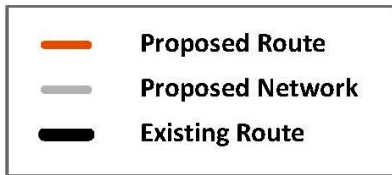
# Route 19

- Discontinue service along Elverta Road due to low performance
- Discontinue service along Watt Avenue in response to improved Route 80/84 service
- Realign service from Rio Linda Boulevard to Norwood Avenue to cover discontinued Route 14 segment without Strawberry Manor service
- Maintain Saturday/Sunday 60 minute service along proposed alignment

# Route 22

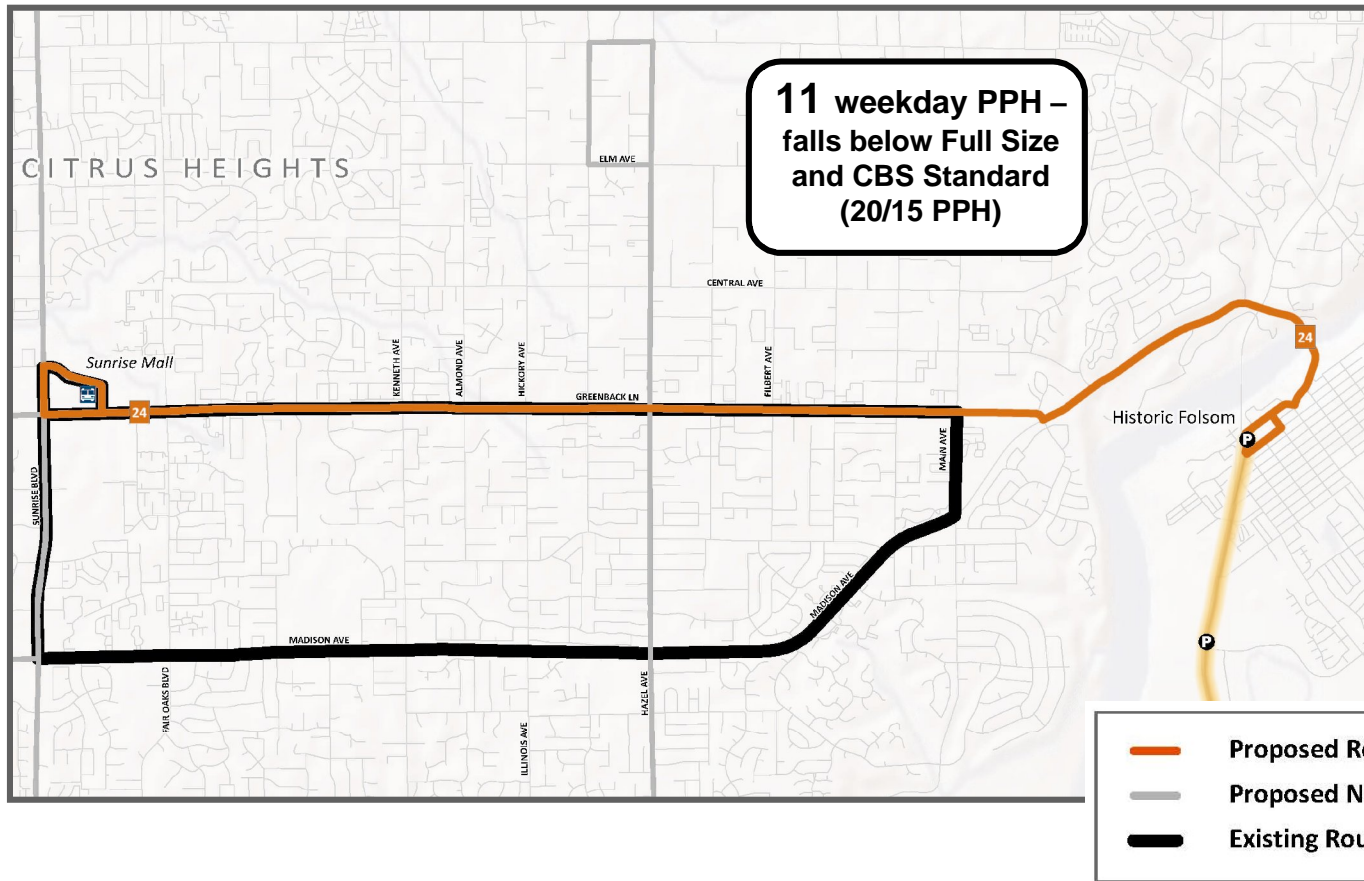


- Truncate service at Kaiser Hospital – low productivity east of Watt Avenue and duplicative of Route 29
- Operate with existing 60 minute service



# Route 23

- Run short line from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue at 15 minute frequency
- Maintain 30 minute weekday frequency from Fair Oaks Boulevard to Sunrise Mall
- Extend weekday evening service span to approximately 11pm
- Saturday – extend service span, maintain 30 minute headways
- Sunday – increase frequency to 30 minutes along weekday short line and maintain 60 minute frequency from Fair Oaks Boulevard to Sunrise Mall

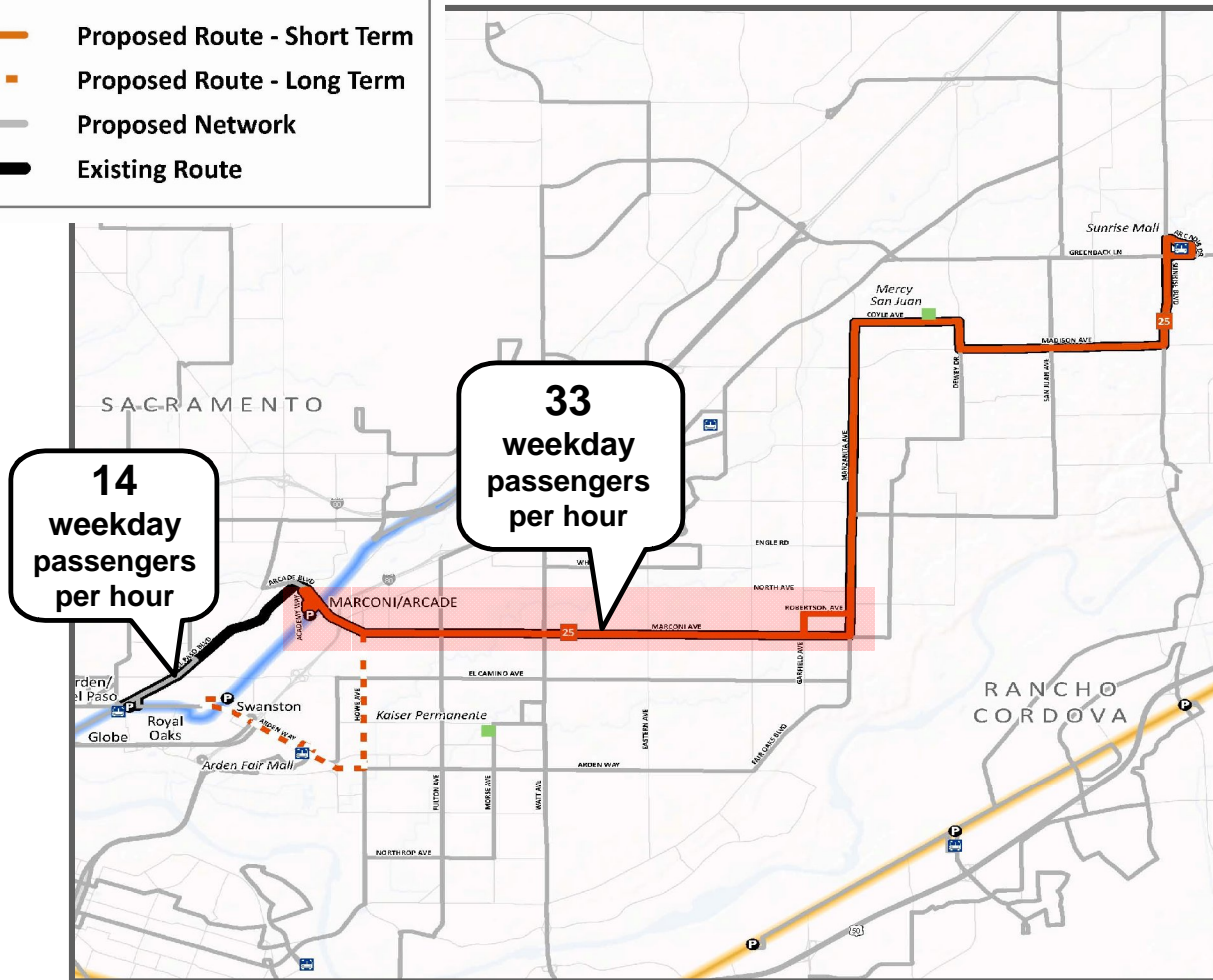


# Route 24

- Discontinue service along Madison Avenue and restructure from Sunrise Mall, along Greenback Lane, to Historic Folsom Station
- Potential conversion to Community Bus Service



- Proposed Route - Short Term
- - - Proposed Route - Long Term
- Proposed Network
- Existing Route



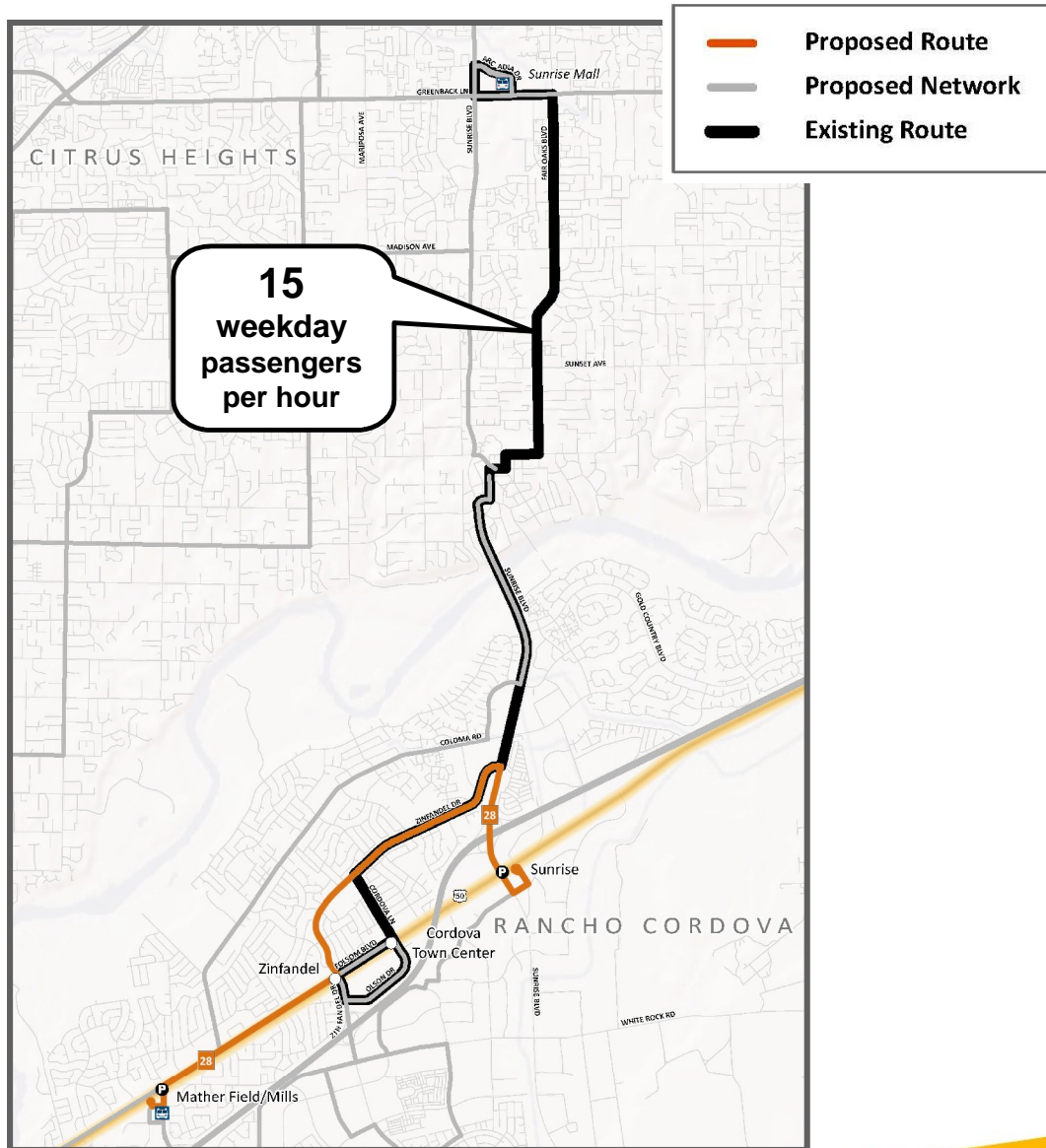
# Route 25

## Short term

- Discontinue service along Del Paso Boulevard due to low performance
- Increase weekday frequency to 30 minutes along Marconi Avenue to Fair Oaks Boulevard – segment displays high productivity
- Maintain 60 minute frequency from Fair Oaks Boulevard to Sunrise Mall
- Extend weekday service span to 8 pm
- Operate 60 minute Saturday service and new Sunday service along proposed alignment

## Long term

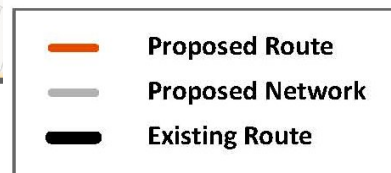
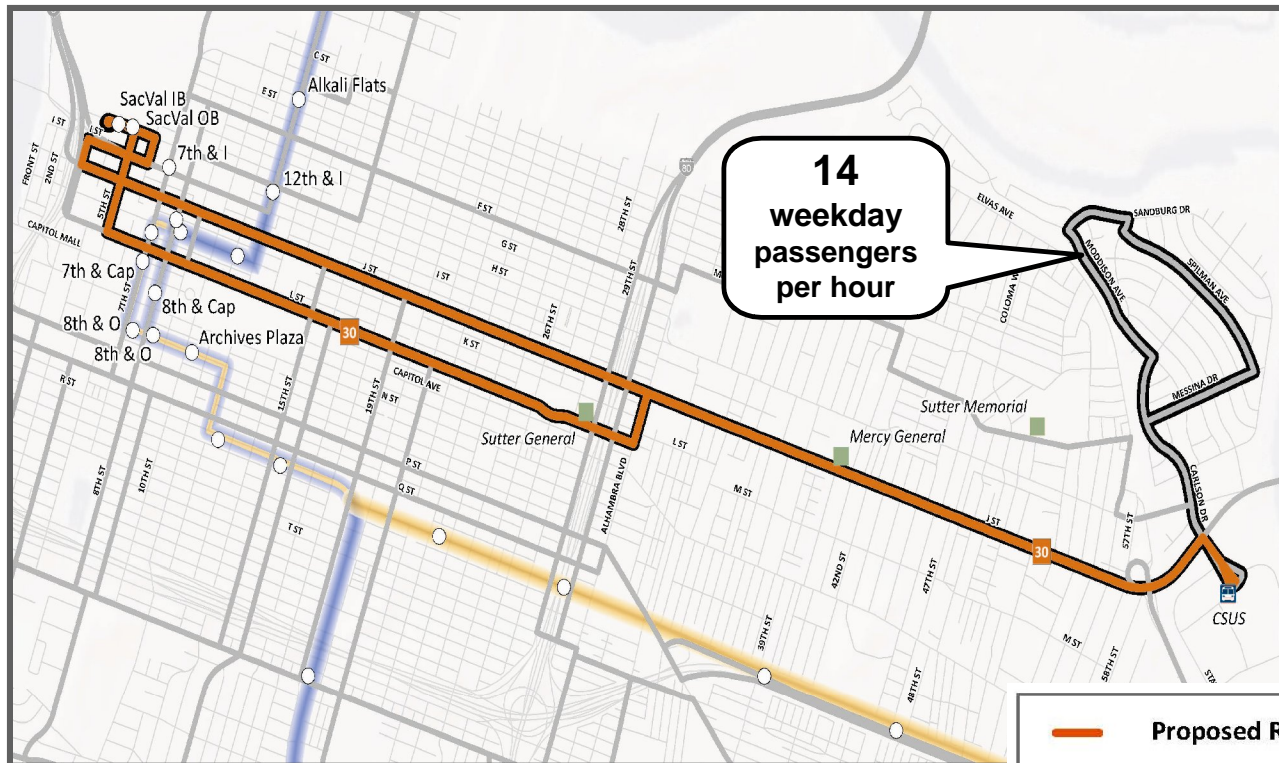
- Realign service to Arden/Del Paso Station along Howe Avenue and Arden Way – will provide additional destinations for residents along Marconi Avenue



# Route 28

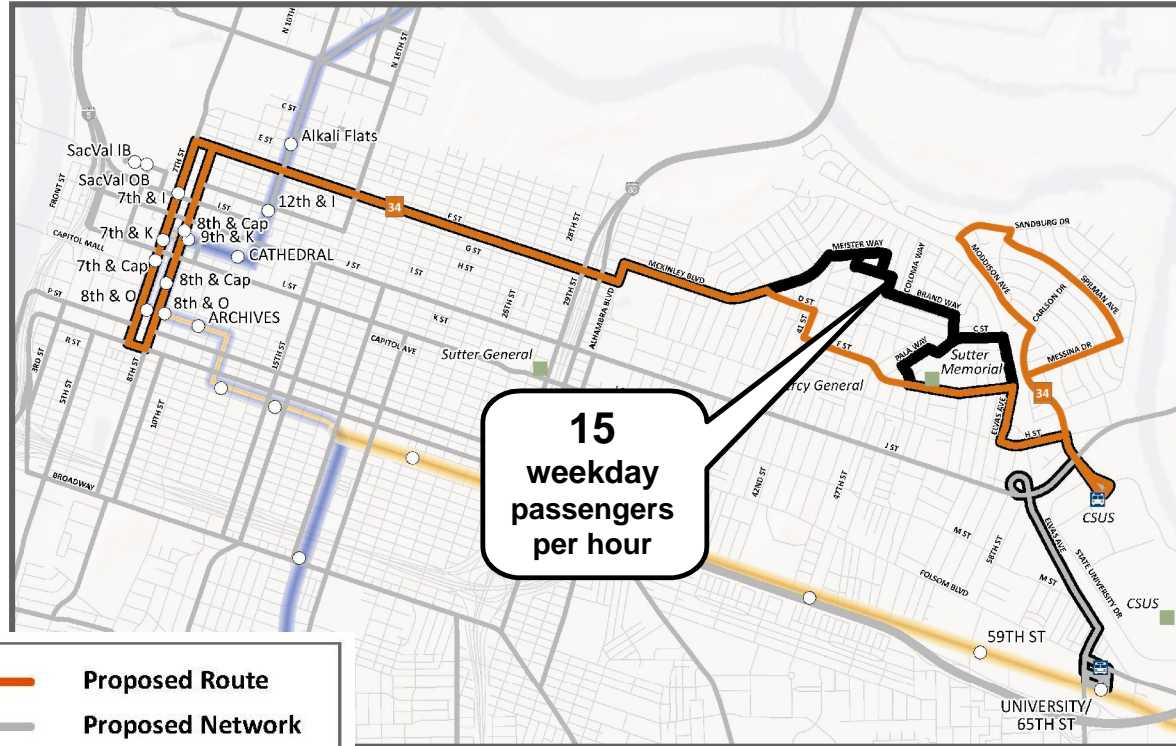
- Operate as a CBS route and restructure to operate from Mather/Mills Station, north along Zinfandel, and south to Sunrise Station
- Will operate at 60 minute frequency

# Routes 30/31






- Operate Route 30 with a consistent 15 minute weekday frequency and extend service span to 10 pm
- Discontinue Route 31 due to low performance – service to River Park to be covered by restructured Route 34

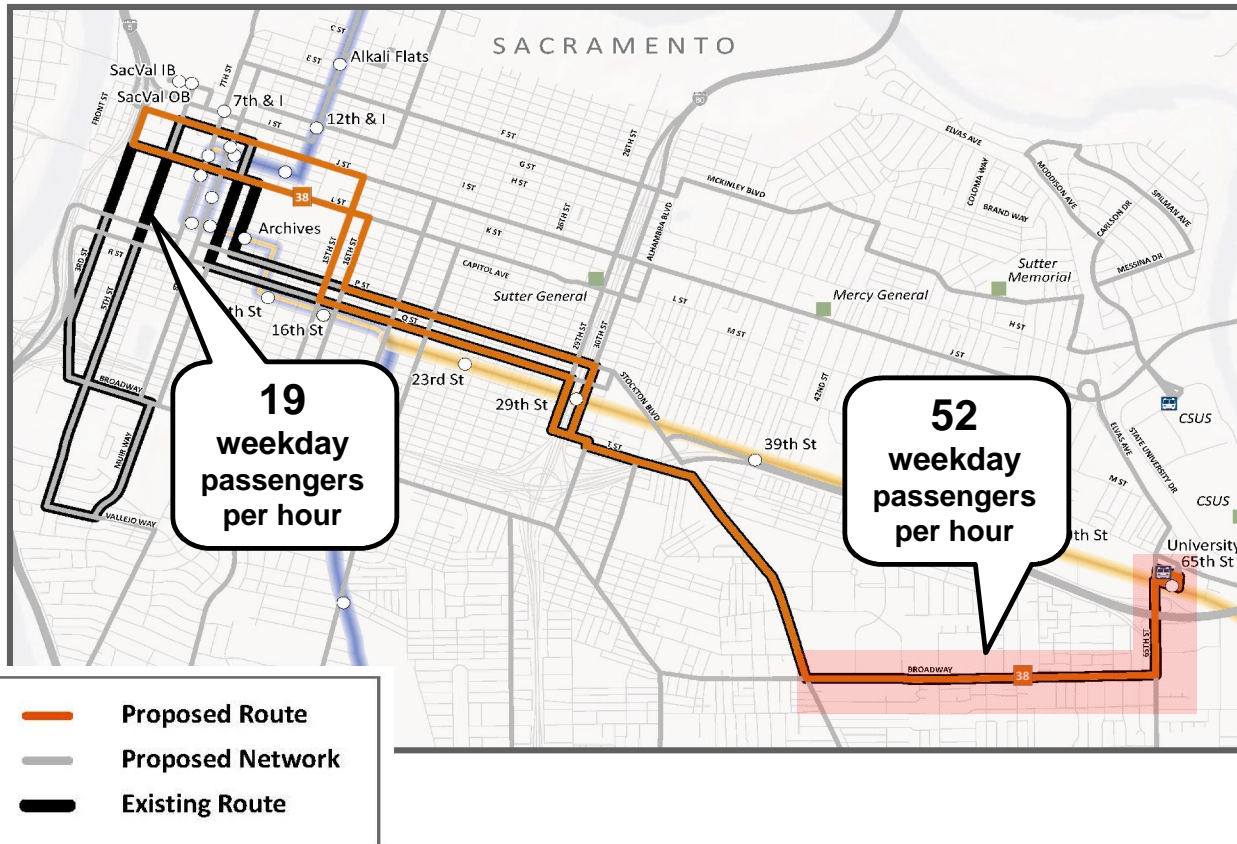
# Route 34



- Restructure to operate as CBS route with current alignment to CSUS
- Eliminate segment to University/65<sup>th</sup> Street Station and operate Route 31 service to River Park
- Discontinue Saturday/Sunday service

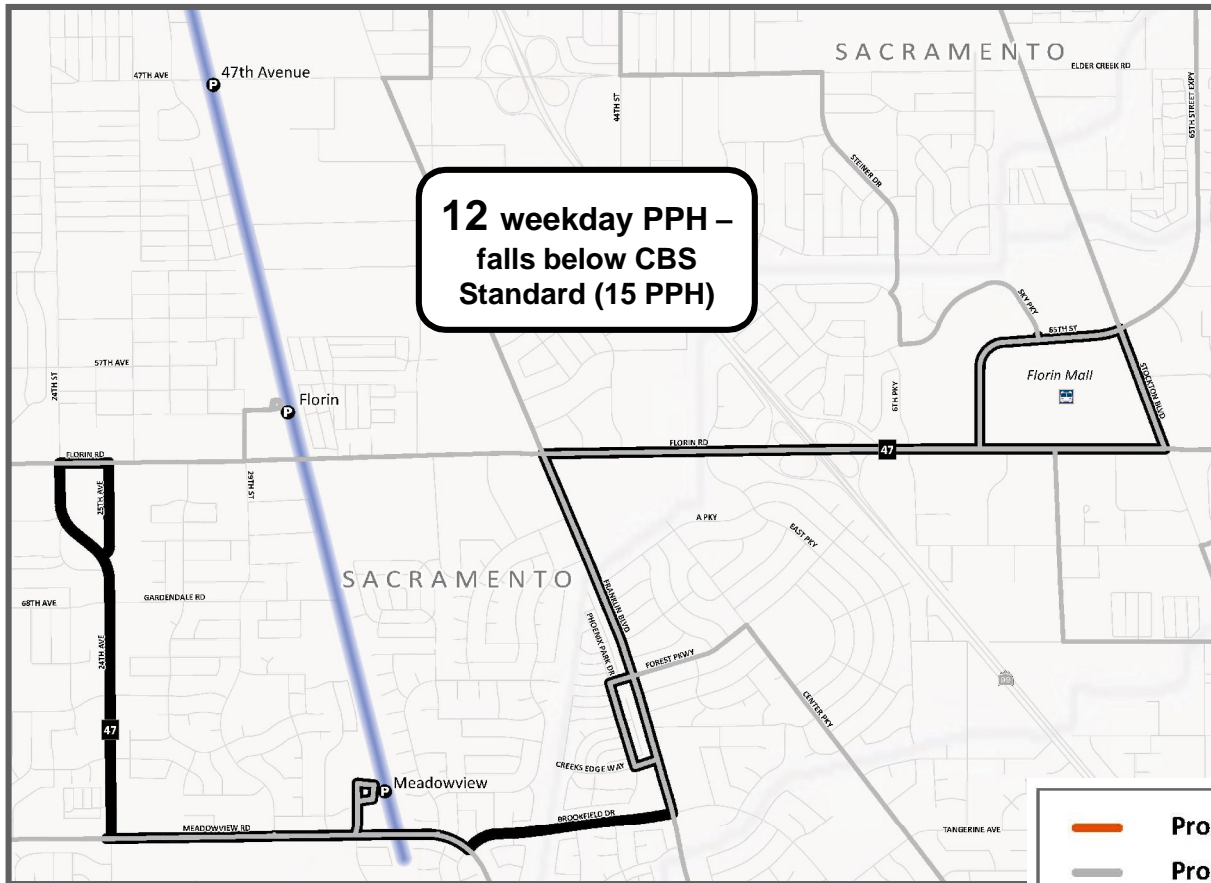
	<b>Proposed Route</b>
	<b>Proposed Network</b>
	<b>Existing Route</b>

# Route 38



- Realign route to run along P/Q Streets to 15<sup>th</sup>/16<sup>th</sup> Streets, serving apartments and new developments, then run along J/L Streets
- Discontinue segment serving 5<sup>th</sup> Street/Vallejo Avenue (to be covered by restructured Route 2)
- Increase weekday frequency to 30 minutes – performance warrants additional frequency
- Saturday/Sunday service will be same as proposed weekday service

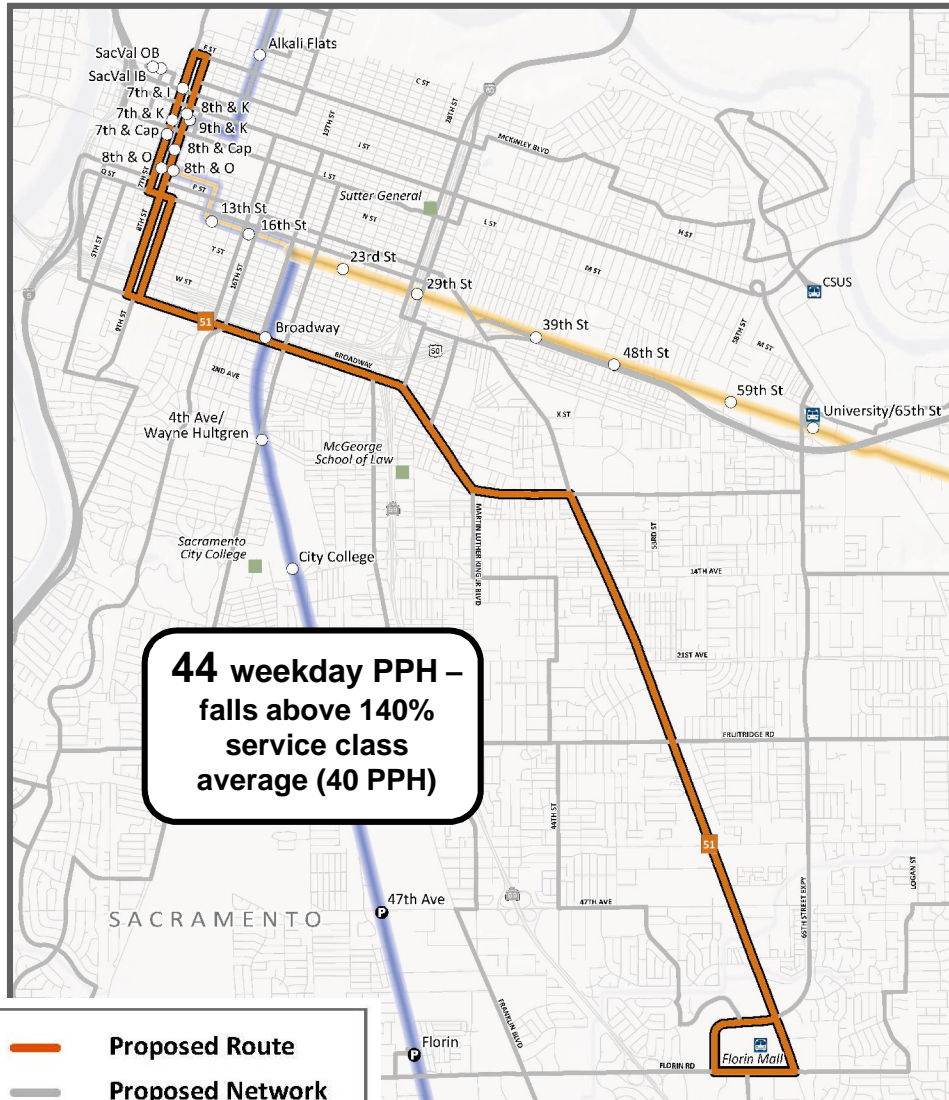
# Route 47



- Discontinue service due to low performance
- Phoenix Park service to be covered by restructured Route 54

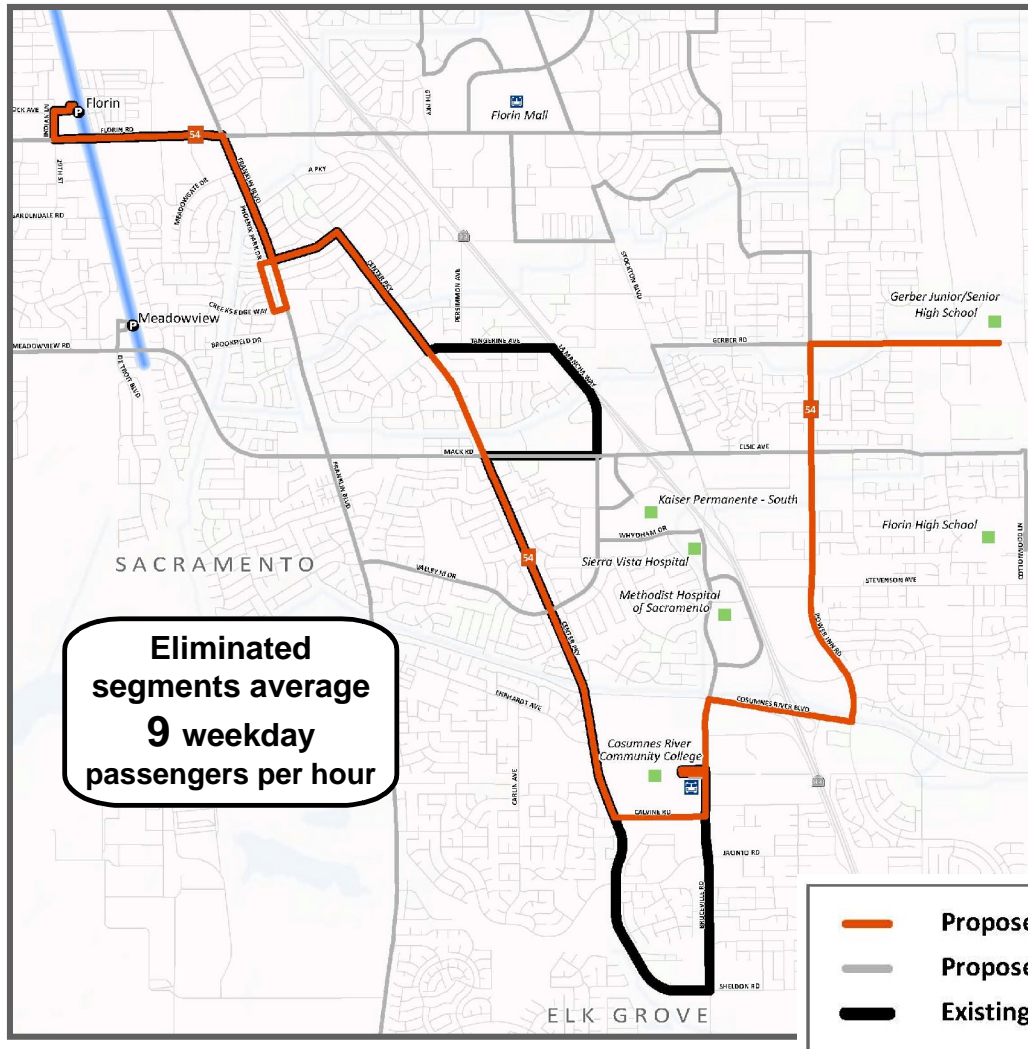
# Route 51

- Increase weekday frequency to 10 minutes along existing alignment to Florin Towne Center – corridor displays strong performance and warrants additional frequency
- Extend weekday evening service span to approximately 11pm
- Saturday – improve frequency to 15 minutes, extend service span
- Sunday – maintain 30 minute frequency, extend service span



# Route 54

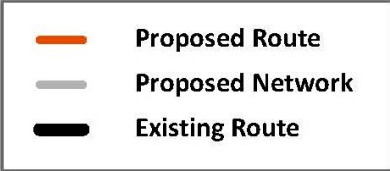
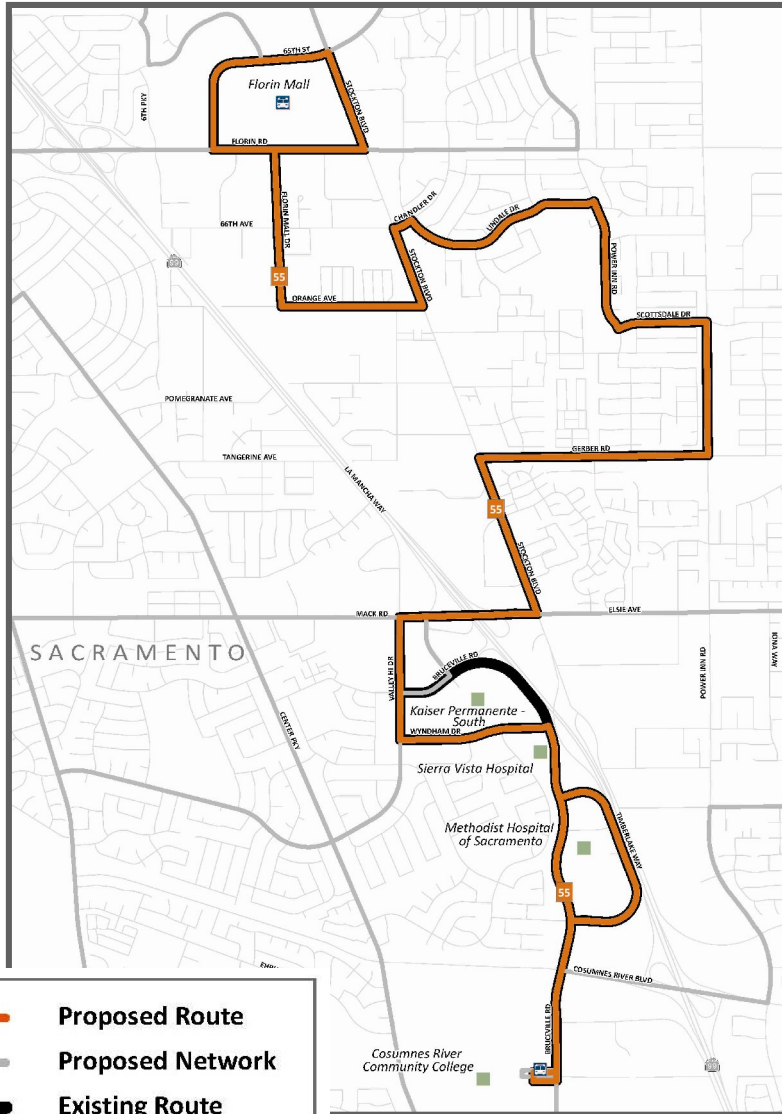
- Streamline service from CRC to Florin Station by operating directly along Center Parkway and Calvine Road, providing service to Phoenix Park
- Operate as a CBS route to allow for continued service to Phoenix Park and better match current Route 47 and 54 bus loads
- Extend service to Elk Grove Unified Student Center / CalWorks job training center on Gerber Road via Calvine, Power Inn Roads
- Operate with a consistent 60 minute frequency



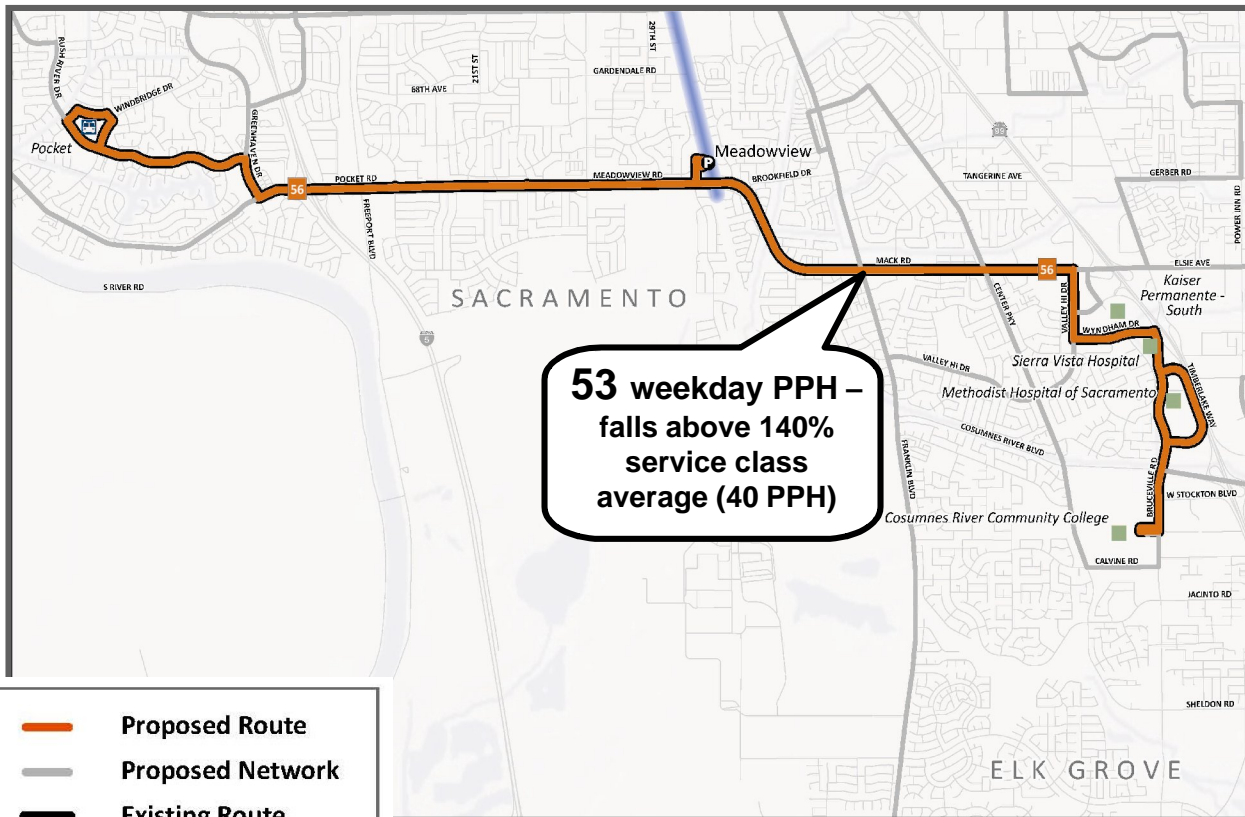


# Route 55




- Maintain current route alignment
- Increase weekday frequency to 30 minutes
- Saturday – maintain as is
- Sunday – extend service to CRC

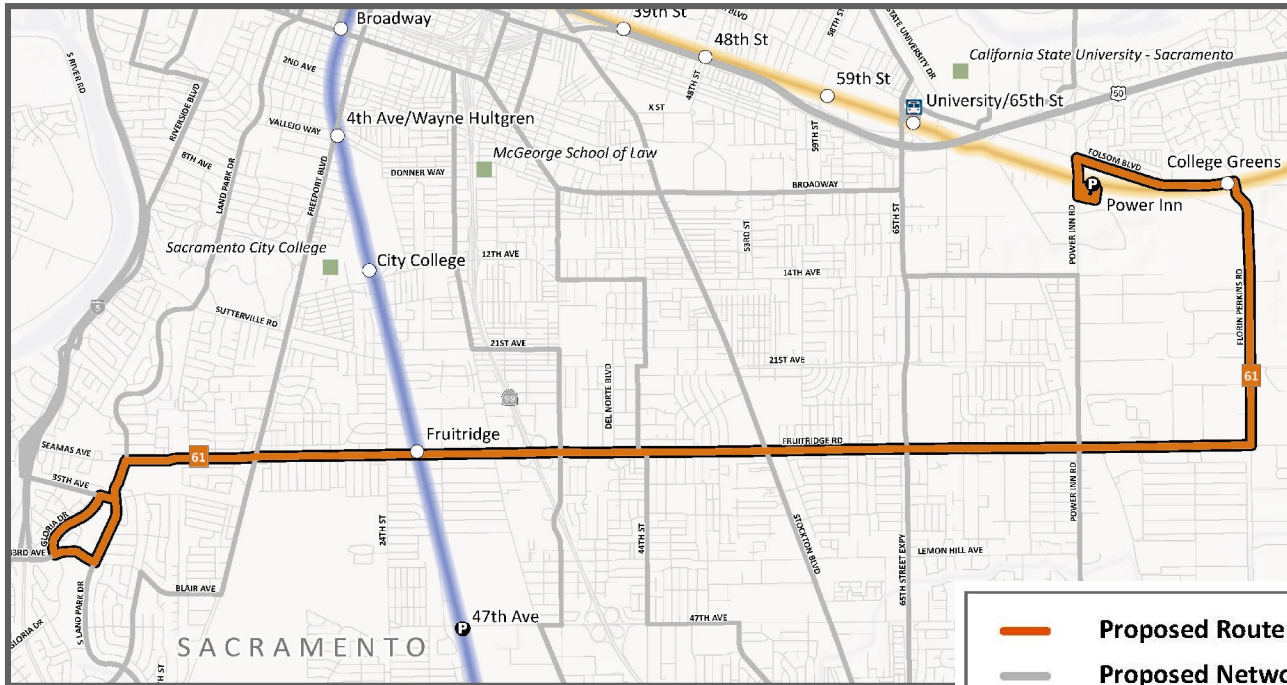


# Route 56



- Increase weekday frequency from Meadowview Station to CRC to 15 minutes – segment performance west of Meadowview Station warrants additional service
- Maintain 30 minute weekday frequency west of Meadowview Station
- Extend service span to approximately 11pm
- Saturday – maintain 30 minute service along entire route and extend service span
- Sunday – increase frequency to 30 minutes and extend service span

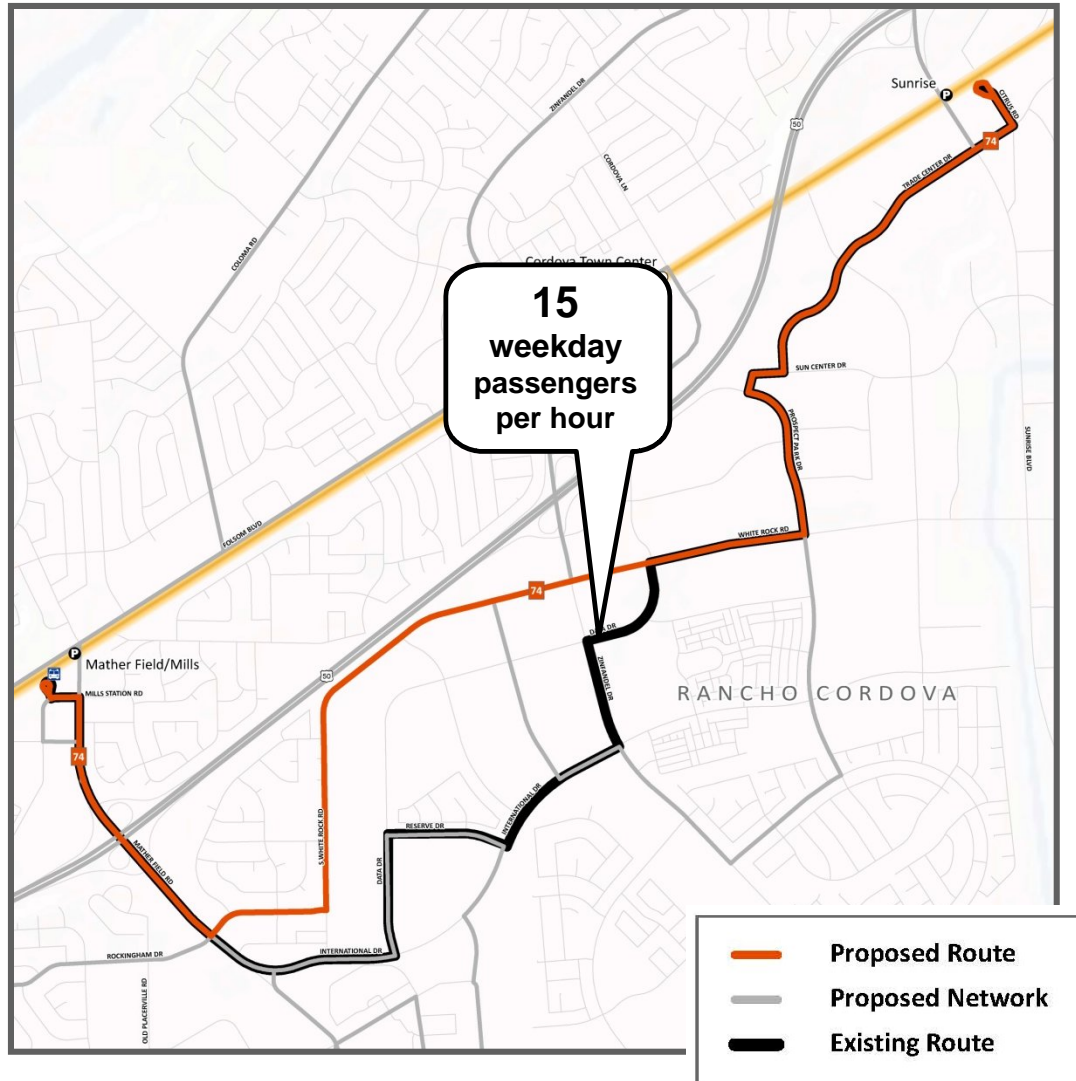
	Proposed Route
	Proposed Network
	Existing Route



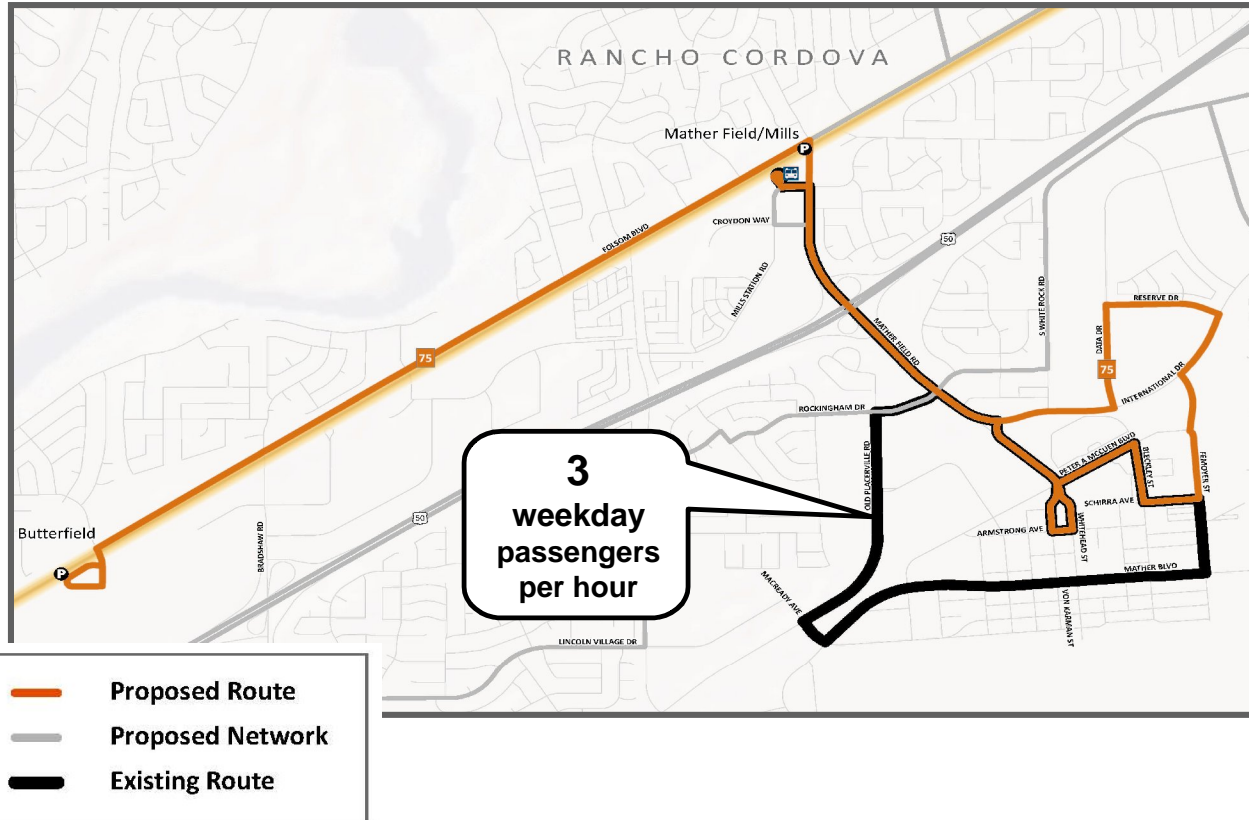
# Route 61

- Increase peak and midday frequency to 30 minutes – both time periods warrant additional service

# Route 74

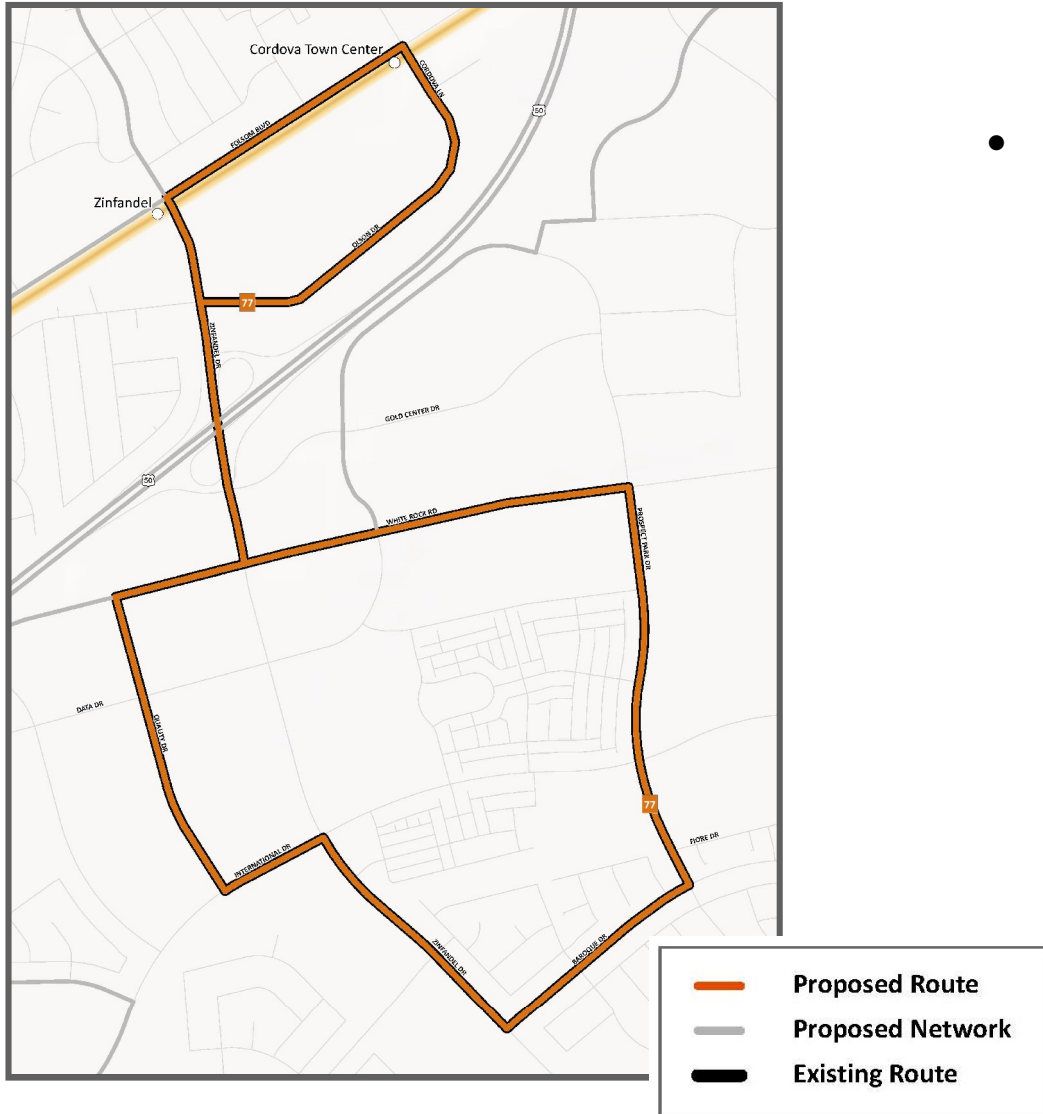


- Operate as CBS route and restructure to operate from Mather/Mills Station north along White Rock Road, Prospect Park, and Trade Center Drive to Sunrise Station
- Operate at 60 minute frequency



# Route 75

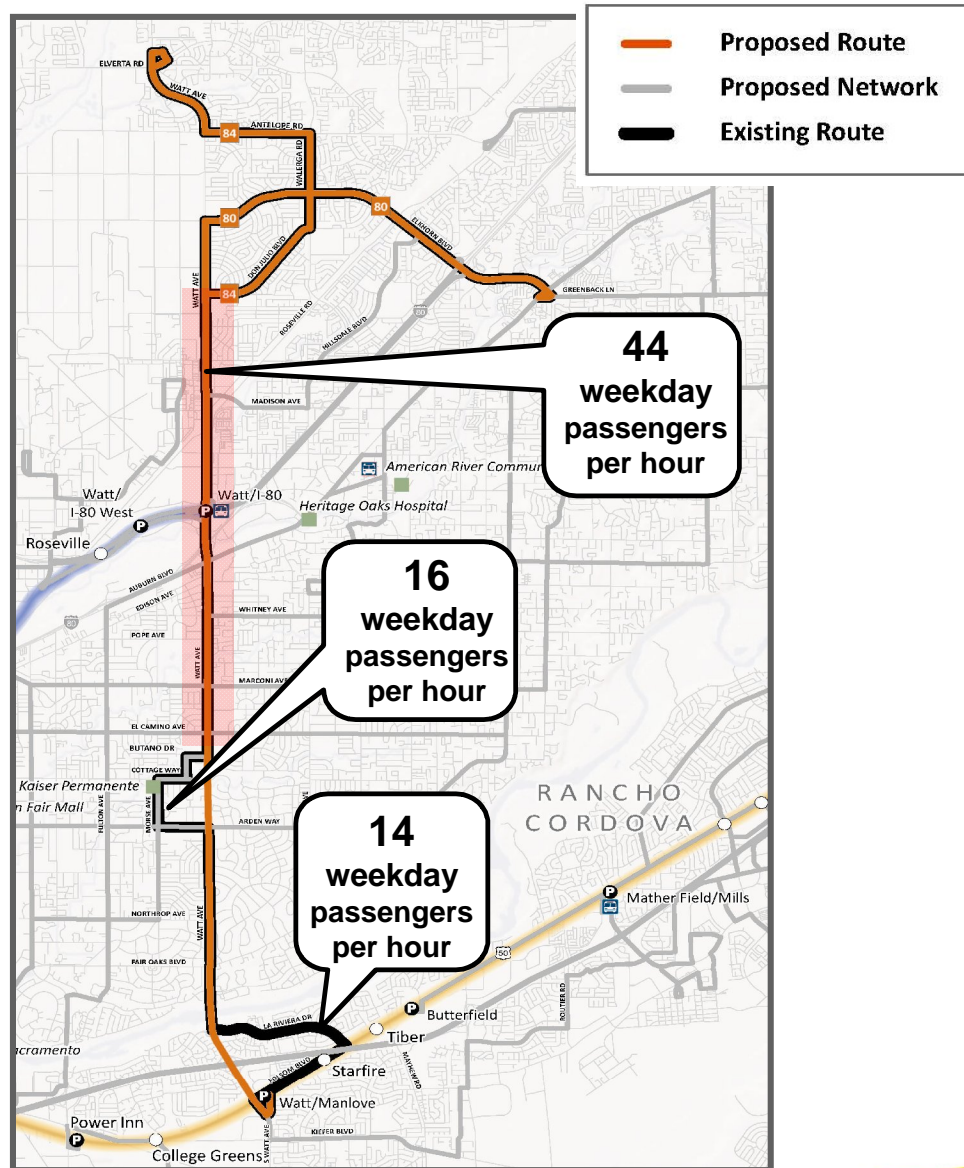
- Restructure route to operate as one-way loop from Mather Field Road to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending connecting road) by discontinuing service to Placerville Road
- Extend service past Mather/Mills Station to Butterfield Station via Folsom Road
- Restructured routing will provide a faster connection between LRT, local residents, and Kaiser Hospital
- Increase weekday frequency to 30 minutes
- Saturday/Sunday will operate along proposed weekday alignment with existing 60 minute frequency



## Rancho Cordovan




- Maintain as is; potential restructuring as part of separate City of Rancho Cordova project

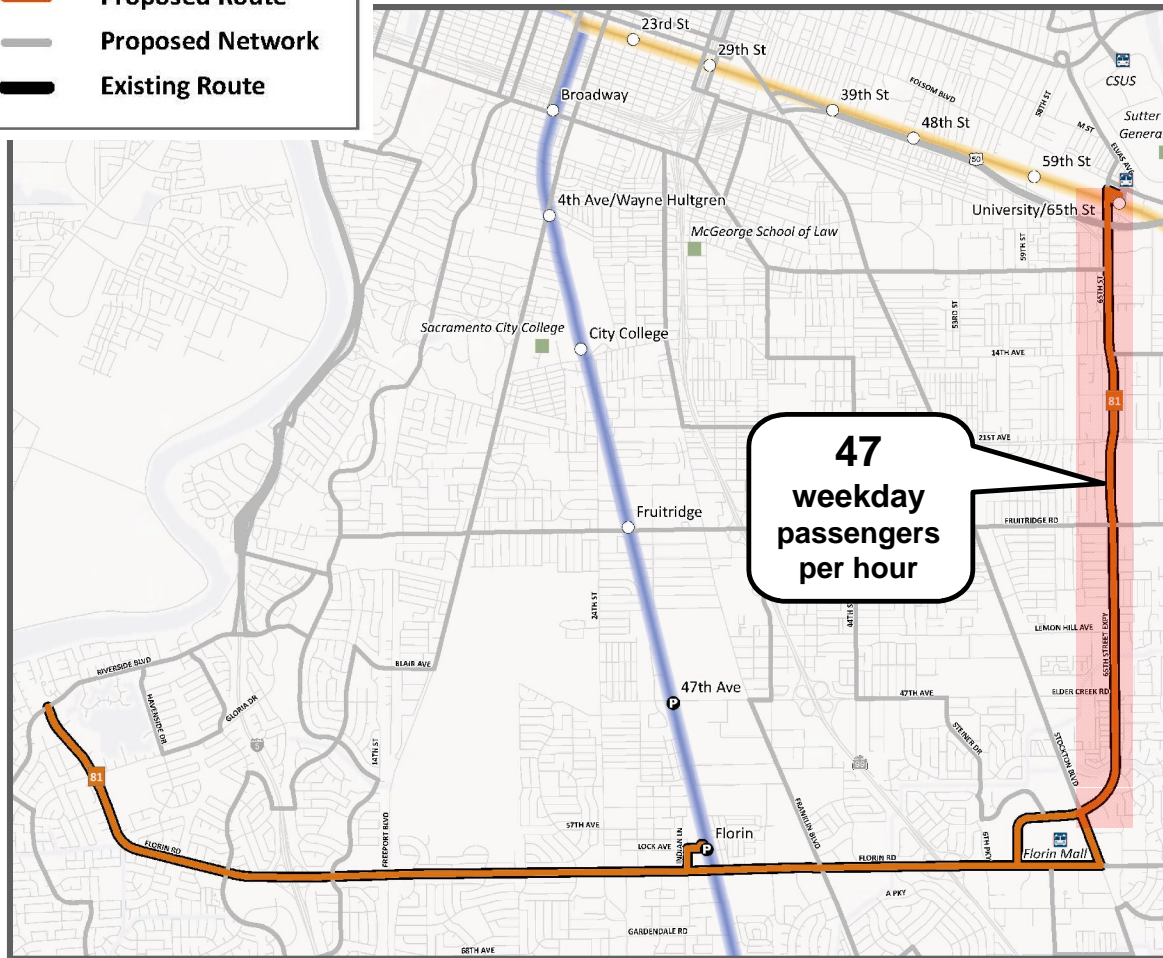
# Routes 80/84



- Streamline service along Watt Avenue – remove deviations to Kaiser Hospital and La Riviera Drive to provide faster, more direct service along the Watt Avenue corridor
- Kaiser Hospital will still be served by Route 82
- Increase weekday frequency to 30 minutes on each route for a combined 15 minute service along the Watt Avenue corridor
- Extend weekday service span to approximately 11pm
- Saturday/Sunday – Operate 60 minute service on each route for a combined 30 minute frequency and extend service span

# Route 81

-  Proposed Route
-  Proposed Network
-  Existing Route

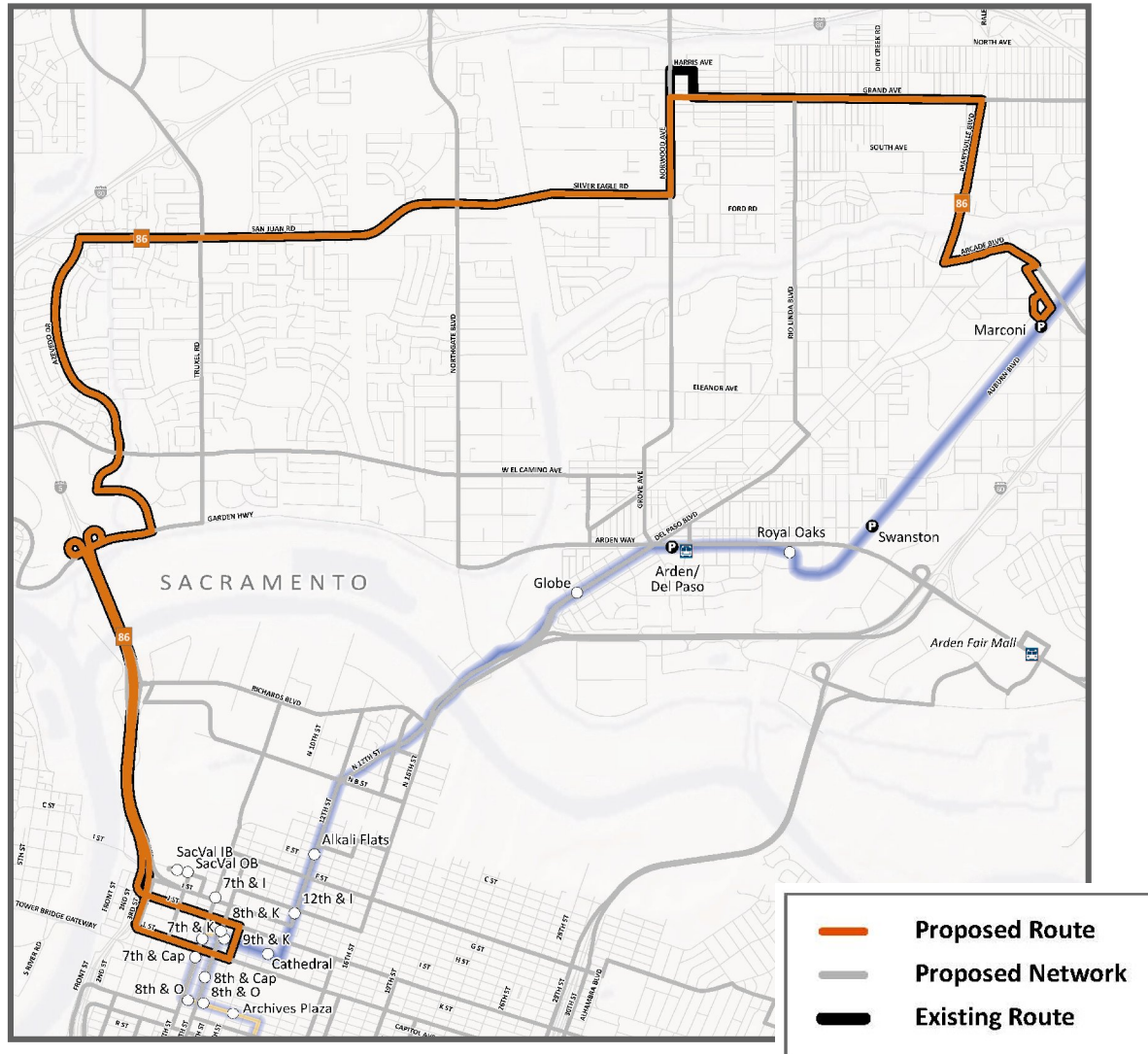


- Improve 65<sup>th</sup> Street segment to 15 minute frequency (due to strong productivity)
- Extend weekday evening service span to approximately 11pm
- Saturday – extend service span
- Sunday – increase frequency to 30 minutes and extend service span



# Route 86

- Eliminate Harris Avenue deviation
- Saturday – follow weekday alignment and increase frequency to 30 minutes
- Sunday – follow weekday alignment and extend service span



# Route 88



- Maintain weekday as is
- Saturday - increase frequency to 30 minutes
- Sunday – maintain as is with 60 minute headways

# Route 95

- Re-introduce CBS route along previous alignment with extension to Walmart on Antelope Road
- Operate at 60 minute frequency on weekdays only

