

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	01/28/19	Open	Information	01/23/19

Subject: Update on SacRT Forward

ISSUE

Update the Board on SacRT Forward activities and progress since the December 10, 2018 Board presentation.

RECOMMENDED ACTION

None as a result of this presentation.

FISCAL IMPACT

None as a result of this action.

DISCUSSION

At the Board Meeting on December 10, 2018, the Board released the draft SacRT Forward Network for a 45-day public review and comment period. Since that time, SacRT Staff has been busy making updates to the plan, conducting public outreach and working with stakeholders to get as much valuable feedback as possible.

Outreach to Date:

Staff hosted four public open houses in the month of December.

- December 12, 2018 SacRT Auditorium, Sacramento
- December 13, 2018 Mills Station, Rancho Cordova
- December 18, 2018 Citrus Heights Community Center, Citrus Heights
- December 20, 2018 Pannell Center, South Sacramento

Staff recorded an informational video detailing changes to each route. The video can be accessed on the SacRT website.

Staff has been out on the system riding bus routes and staffing some of the busiest transit center locations, giving information to riders and making sure they know what is being proposed and putting in their hands maps and route description changes of all those routes that would impact their daily travel.

Staff has met and will continue to meet with stakeholders to discuss the draft network and how the proposed changes may impact projects currently underway or planned for the near future. Staff has met with City of Sacramento staff, Sacramento Housing and Redevelopment (SHRA) staff and others to answer questions and listen to concerns. Staff will continue to make updates to the proposed draft plan based on feedback from stakeholders.

Approved:

Presented:

Final 01/23/19
General Manager/CEO

Director, Planning

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Subject: Update on SacRT Forward

Updated Materials

Staff has produced one page, detailed flyers for each route change. The flyers include a written description of the change, a map and also instruct riders how to reach out to SacRT for questions or comments. These are available on the SacRT website and are also being handed out on all bus routes, as well as transit centers. An example of the flyers are attached.

Staff has also created an informational video that highlights all of the proposed changes and describes each on in detail. It can be found on Youtube and is linked on the SacRT homepage.

Title VI Analysis

Staff has conducted a full Title VI analysis and it is currently out for public review and comments. Staff will bring the Title VI analysis and draft network back to the Board at the February 25, 2019 meeting.

Comments and Feedback

As of the writing of this issue paper, Staff has received a great deal of public comment and feedback. Staff received comments through email, phone calls, written letters, Facebook, Twitter and comment cards from public meetings. Staff is tracking all comments received and taking them all into consideration. Staff has received quite a bit of feedback on specific routes such as the 19, 26, 33, 38 and 65. Staff is working hard to respond to all comments and questions received. Staff will continue to track and document all comments received and will bring a full report back to the Board at the February 25th meeting.

We have to date received over 300+ comments in total. We will continue to track and document all comments and will bring a full summary report to the February Board meeting.

SmaRT Ride

As Staff continues to refine the draft network, SmaRT Ride (microtransit) will be an important piece in filling gaps and providing service to those areas that may be underserved or have no fixed route service in the future. We will continue to evaluate all zones for improvement and work with the necessary stakeholders to ensure successful rollout of the service over the next year.

Other Issues

Staff continues to work within the budget neutral confines of the project. To be taken into consideration is funding related to Senate Bill-1 (SB-1) and how much of it could be assumed to add to the project for any additional service.

Staff is continuing to calculate and refine ridership estimates and will present to the Board with the final draft network at the February 25, 2019 meeting.

Staff is also working on more detailed analysis of access to jobs and population in the new network.

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Next Steps

Public Outreach activities will continue through February 15, 2019.

Staff will bring back to the Board a revised final draft of the network to the February 25, 2019 meeting, along with the Title VI analysis.

Rider Alert

Proposed Service Changes

DRAFT

All proposed changes are subject to change/revision

Revisions to plan will be made based on [your](#) feedback.
Revised plan will be presented to SacRT Board on February 25, 2019.
Any changes would take effect minimum 90 days after approval.

Send feedback to:
sacrforward@sacrt.com

Route	Changes	Route	Changes	Route	Changes	Route	Changes
1	No changes.						
2	Eliminate except for three morning and three afternoon trips, which would be renumbered as #102 Riverside.	21	Operate all trips the entire length of the route from Mather station to Louis/Orlando transit center on all days. Eliminate early morning weekday trips currently beginning at Sunrise Mall at 4:41, 5:11, and 5:41 a.m. and leaving Mather station at 5:22 a.m. due to low ridership. First southbound morning trip would leave Louis/Orlando approximately 6:00 a.m. Improve weekend headways from 60 to 45 minutes.	26	Extend route north on Watt Ave to Elverta Road. Eliminate service into McClellan Park. Customers using stops in McClellan Park would walk to stops along Watt Ave or use paratransit if unable to make the walk.	38	UPDATED 1/18/19: Improve headways to every 30 minutes seven days per week and change route.
3	No changes.						
5	Eliminate except for the outbound trip leaving Meadowview station at 7:16 a.m. and the inbound trip leaving Florin High School at 3:40 p.m. Renumber and rename to #205 Elsie, operating September through June only. Area east of SR-99 would be served by future SmART Ride microtransit service. Area west of SR-99 covered by Routes 55, 56 and new #67 MLK.	22	Eliminate route. Arden Way would be covered by other routes. #23 El Camino would continue to cover Arden Way from Arden/Del Paso station to Arden Fair Mall. #68 MLK would cover Arden Way from Arden Fair Mall to Morse Ave, where service is currently provided by #22 Arden.	28	Extend weekday evening hours from 7:00 p.m. to 8:00 p.m. at 30 minute frequency and from 8:00 p.m. to 10:30 p.m. at 60 minute frequency. Improve weekend frequency from 60 to 45 minutes and hours of service from 6:00 to 9:00 p.m.	47	Eliminate route due to redundancy with nearby routes. Area is served by #81 Florin/65th St and #56 Meadowview and would also be served by the new #55 Florin/CRC and the new #67 MLK/Franklin, all of which would have better frequency, more hours of service, and seven day service. (#47 Phoenix Park currently has only hourly weekday service from 6:00 a.m. to 7:00 p.m.)
6	Eliminate except for three morning and three afternoon trips, which would be renumbered as #106 Land Park.						
7	No changes.			29	Eliminate route due to proximity to #21 Sunrise and new #74 Rancho Cordova, both of which have (or are proposed to have) 7-day service with later evening hours.	51	Improve Saturday frequency to 20 minutes from 9:30 a.m. to 12:00 p.m. (Saturday frequency is already 20 minutes from 12:00 to 4:30 p.m.) Improve Sunday/Holiday frequency from 30 to 20 minutes from 9:30 a.m. to 4:30 p.m. to match Saturdays.
11	Improve Saturday frequency from 60 to 45 minutes. Add Sunday/Holiday service with 45 minute frequency. Extend route south to City College station via 7th/8th Streets, Riverside Blvd, and Sutterville Road on all days.	23	#23 El Camino would be rerouted to a slightly shorter route to improve schedule reliability. Service would no longer operate the entire way to Sunrise Mall. New outbound terminal would be American River College. Service would also be eliminated on Ethan Way and rerouted to Howe Ave. The new route would go from Arden/Del Paso station, east on Arden Way, north on Howe Ave, east on El Camino, north on Manzanita Ave, west on Madison Ave, southwest on Auburn Blvd, and south on College Oak Drive to ARC. Lengthen Saturday headways from 30 to 45 minutes. Improve Sunday/Holiday headways from 60 to 45 minutes.				
13	Improve weekday frequency from 60 to 45 minutes. Add Saturday and Sunday/Holiday service from 7:00 a.m. to 8:00 p.m. with 45 minute frequency. Eliminate existing route north of San Juan Road. Extend new route from Northgate Blvd and San Juan Road west on San Juan Road, north on Truxel Road, west on Del Paso Road, to Duckhorn Road.	24	Eliminate route. Area is covered by SmART Ride microtransit.	29	No changes to route or schedule, but renumber to #129 Arden/Carmichael.	54	Eliminate route. Area west of SR-99 would be covered by new #55 Florin/CRC, #56 Meadowview, new #67 MLK/Franklin, and #81 Florin/65th St. Area east of SR-99 to be served by future SmART Ride microtransit service.
15	Eliminate route south of Arden/Del Paso station. Customers riding to/from downtown may transfer to Blue Line at Arden/Del Paso station. Customers along Richards Blvd may take #11 Truxel. No changes to routing or stops from Arden/Del Paso station to Watt/I-80 station. Improve Saturday and Sunday/Holiday frequency from 60 to 30 minutes. Shorten official route name from "Rio Linda Blvd - O St" to "Rio Linda Blvd."	25	#25 Marconi would be restructured to provide more direct service to American River College and through Citrus Heights. New route would go from Marconi station, east on Marconi Ave, north on Walnut Ave, west on Winding Way, north on College Oak Dr (past American River College), northeast on Auburn Blvd, east on Madison Ave, north on Manzanita Ave, east on Coyle Ave (past Mercy San Juan hospital), north on Dewey Drive, and north on Auburn Blvd to Louis/Orlando transit center. All trips would operate the entire length of the route. Weekday service would have 30 minute frequency from approximately 5:00 a.m. to 8:00 p.m. and hourly service from approximately 8:00 p.m. to 10:30 p.m. Saturday frequency would be improved from 60 to 40 minutes and service hours would be extended from 7:00 to 10:00 p.m. Sunday/Holiday service would be added at 40 minute frequency from 7:00 a.m. to 8:00 p.m.	30	Simplify downtown routing to reduce excess time, mileage, traffic delay, and frequent special event detours on Capitol Mall. From westbound L Street, continue to northbound 3rd Street, and eastbound J Street, with last inbound stop on J Street at 4th Street. Outbound route would proceed from J Street east directly to CSUS without deviating into Sacramento Valley Station. Sacramento Valley Station customers would walk one block from J/4th Street to station. Eliminate weekday morning trips beginning at CSUS at 5:36 and 5:51 a.m. due to low ridership (4 and 5 boardings). Improve evening frequency from current levels (every 30 minutes from 6:30 p.m. until end of service at 10:00 p.m.) to 15 minute frequency until 8:00 p.m. and approximately 18 to 25 minute frequency from 8:00 p.m. until end of service at 10:00 p.m. to better serve recreational and entertainment trips. Improve weekend frequency to 25 minutes (from 30 minute frequency on Saturday and 60 minute frequency on Sundays/Holidays).	55	Straighten out existing route and extend west on Florin Rd to Greenhaven. New route would go from Cosumnes River College east entrance, north on Bruceville Rd, along existing route to eastbound Elsie Ave, north on Stockton Blvd, east on Gerber Rd, north on Palmer House Dr, west on Florin Rd for approximately 5.7 miles, with stops at Florin Towne Centre and Florin station, with the end of the line at Florin Rd and Greenhaven Dr. Improve weekday evening headways from 60 to 30 minutes from 6:00 to 9:30 p.m. and add an additional trip in each direction to extend end of service time to 10:30 p.m. Add Saturday morning service from 6:00 to 8:30 a.m., and Saturday evening service from 6:00 to 10:00 p.m and improve all Saturday frequency from 60 to 30 minutes. Add Sunday/Holiday morning service from 7:00 to 9:45 a.m., and Sunday/Holiday evening service from 5:30 to 9:00 p.m and improve all Sunday/Holiday frequency from 60 to 40 minutes. Change official route name from "#55 Scottsdale" to "#55 Florin/CRC." See map for details.
19	Eliminate route north of Q Street in Rio Linda, on Elverta Road, and on Watt Ave. New route would follow existing route from Arden/Del Paso station to Rio Linda only. Improve headways from 60 to 45 minutes seven day a week. Begin weekend service approximately one hour earlier so first inbound trip arrives at Arden/Del Paso station around 8:00 a.m. End weekend service approximately an hour later so last trip departs Arden/Del Paso station around 7:30 p.m. Service on Watt Ave would be covered by #84 Watt and the new #26 Fulton.			33	Eliminate route due to proximity to 12th/I station.		
				34	Eliminate route except for morning trips beginning at 6:03, 7:03, and 8:03 a.m. and for evening trips beginning at 3:20, 4:20, and 5:20 p.m., with departure times subject to change. Renumber to #134 McKinley. Upon completion of new road construction at former Sutter Hospital site on F Street, realign bus route off of Coloma Way and Pala Way to use more direct routing.		

Trip start/end times and time points are subject to change for any/all bus routes to match new schedules for other connecting routes with major changes.

Revised 1/11/19



Rider Alert

Proposed Service Changes

DRAFT

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Revisions to plan will be made based on [your](#) feedback.
Revised plan will be presented to SacRT Board on February 25, 2019.
Any changes would take effect minimum 90 days after approval.

Send feedback to:
sacrforward@sacrt.com

Route	Changes	Route	Changes	Route	Changes	Route	Changes
56	Operate weekend service at 45 minute frequency. Change western terminal from Pocket Transit Center to Florin Rd/Greenhaven Dr. New route, from westbound Meadowview Rd, would go north on Greenhavend Dr to Florin Rd.	67	Realign route through Oak Park to reduce redundancy with the Blue Line and in combination with new #68 MLK/44th St to provide frequent weekday service on MLK Blvd. From 29th St station, on southbound 29th St, #67 MLK/Franklin would go east on T St, south on Alhambra Blvd, southeast on Broadway, south on MLK Blvd to Fruitridge Rd, where it would split from the new #68 MLK/44th St. From Fruitridge Rd, the new #67 MLK/Franklin would continue south on MLK Blvd, go west on 47th Ave, and south on Franklin Blvd to Franklin station. Improve weekend frequency from 60 to 45 minutes.	81	Shorten west end of route so terminal is at Florin Rd and Greenhaven Dr (instead of Florin Rd and Riverside Dr). Eliminate short trips serving only Florin Rd. All trips would go entire length of route from Florin/Greenhaven to 65th St station at 30 minute frequency. In order to provide combined 15 minute frequency along Florin Rd (as #81 Florin/65th St does today) the new #55 Florin/CRC would also be operating at 30 minute frequency along Florin Rd, so a #55 or #81 bus would be scheduled to arrive every 15 minutes. Saturday frequency for #81 Florin/65th St would remain every 30 minutes and #55 Florin/CRC would also have 30 minute frequency on Saturday, to provide combined 15 minute frequency on Florin Rd on Saturdays. On Sundays/Holidays, both routes would operate at 40 minute frequency, for combined frequency of every 20 minutes on Florin Rd.	88	Improve weekend frequency from 60 to 40 minutes. Unify Saturday and Sunday/Holiday schedules so there are not two different schedules. Begin both days at approximately 7:00 a.m. and end both days at approximately 9:00 p.m.
61	Eliminate service east of 65th St, on Power Inn Rd. Extend western terminal to Pocket/Greenhaven area. New route would operate from 65th St station, south on 65th St, west on Fruitridge, south on Freeport, west on 35th Ave, south on South Land Park Dr, west on 43rd Ave, continuing on southbound Riverside Blvd, east on Florin Rd to Greenhaven Dr. Improve weekday frequency from 60 to 30 minutes. Add Saturday service with 40 minute frequency from 6:00 a.m. to 7:00 p.m. and 60 minute service from 7:00 to 9:00 p.m. Add Sunday/Holiday service with 40 minute frequency from 7:00 a.m. to 6:00 p.m. and 60 minute frequency from 6:00 to 8:00 p.m.	68	Extend route from Arden Fair Mall east on Arden Way to Morse Ave, replacing existing #22 Arden Way. Realign route through Oak Park to reduce redundancy with #51 Broadway/Stockton and in combination with new #68 MLK/Franklin to provide frequent weekday service on MLK Blvd. From 29th St station, on southbound 29th St, #68 MLK/44th St would go east on T St, south on Alhambra Blvd, southeast on Broadway, south on MLK Blvd to Fruitridge Blvd, where it would split from the new #67 MLK/Franklin. From Fruitridge Rd and MLK Blvd, the new #68 MLK/44th St would go east on Fruitridge Rd, south on 44th St, east on 47th Ave, south on Stockton Blvd, to Florin Towne Centre. Improve weekend frequency from 60 to 45 minutes.	82	Improve weekend frequency from 60 to 45 minutes. Change official name of route from "#82 Howe/65th St" to "#82 CSUS/ARC."	93	Realign part of route and improve weekend frequency from 60 to 45 minutes. New route would go from Watt/I-80 station, north on Watt Ave, east on Airbase Dr, east on Madison Ave, north on Hillsdale Blvd, east on Andrea Blvd, north on Diablo Dr, northeast on Roseville Rd, east on Antelope Dr, and north on Auburn Blvd to the Louis/Orland transit center. The new #25 Marconi would cover parts of Auburn Blvd currently covered by the existing #93 Hillsdale.
62	Simplify downtown routing, realign southern end of route, improve Saturday headways from 60 to 40 minutes, and add Sunday/Holiday service with 40 minute frequency. Downtown routing, beginning on westbound L Street, would continue straight on L Street, north on 3rd Street, and east on J Street, eliminating current loop to Capitol Mall which is subject to frequent special event detours. New routing beginning from southbound Freeport Blvd at Sac City College would continue south on Freeport Blvd, go west on 35th Ave, south on South Land Park Dr, and west on Florin Rd to Greenhaven Dr. Extend Saturday evening service from 9:00 to 10:00 p.m. New Sunday/Holiday service would have 40 minute frequency from 7:00 a.m. to 8:00 p.m. and 60 minute frequency from 8:00 to 9:00 p.m.	72	Improve weekend frequency from 60 to 45 minutes.	84	Improve weekday frequency from 60 to 30 minutes. Realign north end of route in North Highlands. New #84 Watt would maintain same 30 minute frequency along Watt Ave that is currently provided by existing #80 Watt/Elkhorn and #84 Watt/North Highlands. North of Watt/I-80 station, new #26 Fulton and new #84 Watt would provide improved coverage and frequency. From Watt/I-80 station, new #84 Watt would go north on Watt Ave, east on Don Julio Dr, north on Walerga Rd, and west on Elverta Rd to Watt Ave. Weekday frequency would be 30 minutes until 8:00 p.m. and every 60 minutes until 10:30 p.m. Weekend frequency would be 45 minutes for new #84 Watt.	95	Eliminate route. Antelope Rd would be covered by new #93 Hillsdale which would provide seven day service, 30 minute frequency, later evening service, and direct service to Watt Ave and Watt/I-80 station. (Existing #95 has only hourly weekday service without evening service.)
65	Eliminate route. Area along Power Inn Road is low-density and has mostly non-transit supportive uses. Area south of Elder Creek Road would be mostly within walking distance of #81 Florin/65th St and new #55 Florin/CRC, both of which would have better frequency, hours of service, and days of service. (Existing #65 has only hourly weekday service.) Area west of Florin Towne Centre and on Franklin Blvd would be covered by new #67 MLK/Franklin. Service to Delta Shores would be discontinued due to poor ridership.	74	Eliminate service east of Zinfandel Drive, extend route west on Folsom Blvd to Butterfield station, improve weekday frequency from 60 to 30 minutes, and add weekend service at 30 minute frequency. New route would go from Butterfield station, east on Folsom Blvd, into Mather station, southeast on Mather Field Rd, east on Peter McCuen Blvd, north on Femoyer St, west on International Dr, north on Data Dr, south on Capital Center Dr, west on International Dr, and then back via the same route. Change official name from "#74 International" to "#74 Rancho Cordova."	86	Improve weekend frequency from 60 to 40 minutes. Extend Sunday/Holiday evening hours from 6:30 to 8:00 p.m. Change official name of route from "#86 San Juan/Silver Eagle" to "#86 San Juan/Grand."	103	No changes to routing or level of service. Trip times subject to change. #103 Auburn Blvd would help maintain direct service to/from Watt/I-80 station during peak hours for residents along Auburn Blvd that would lose direct service currently provided by #93 Hillsdale.
		75	Eliminate route. Area would be served by new #74 Rancho Cordova.	87	Extend weekday evening service from 8:30 to 9:30 p.m. Improve weekend headways from 60 to 40 minutes. Extend Sunday/Holiday evening hours from 6:00 to 9:00 p.m. and add morning trips from Marconi station to make start time approximately 7:00-7:30 a.m.	109	No changes.
		80	Eliminate route. Watt Ave and North Highlands would be covered by new #84 Watt and new #26 Fulton.			170-173	No changes.
						175-177	No changes. #177 Villages would continue to provide frequent peak-hour service to offices and neighborhoods east of Zinfandel Dr that would no longer be served by the existing #74 International.

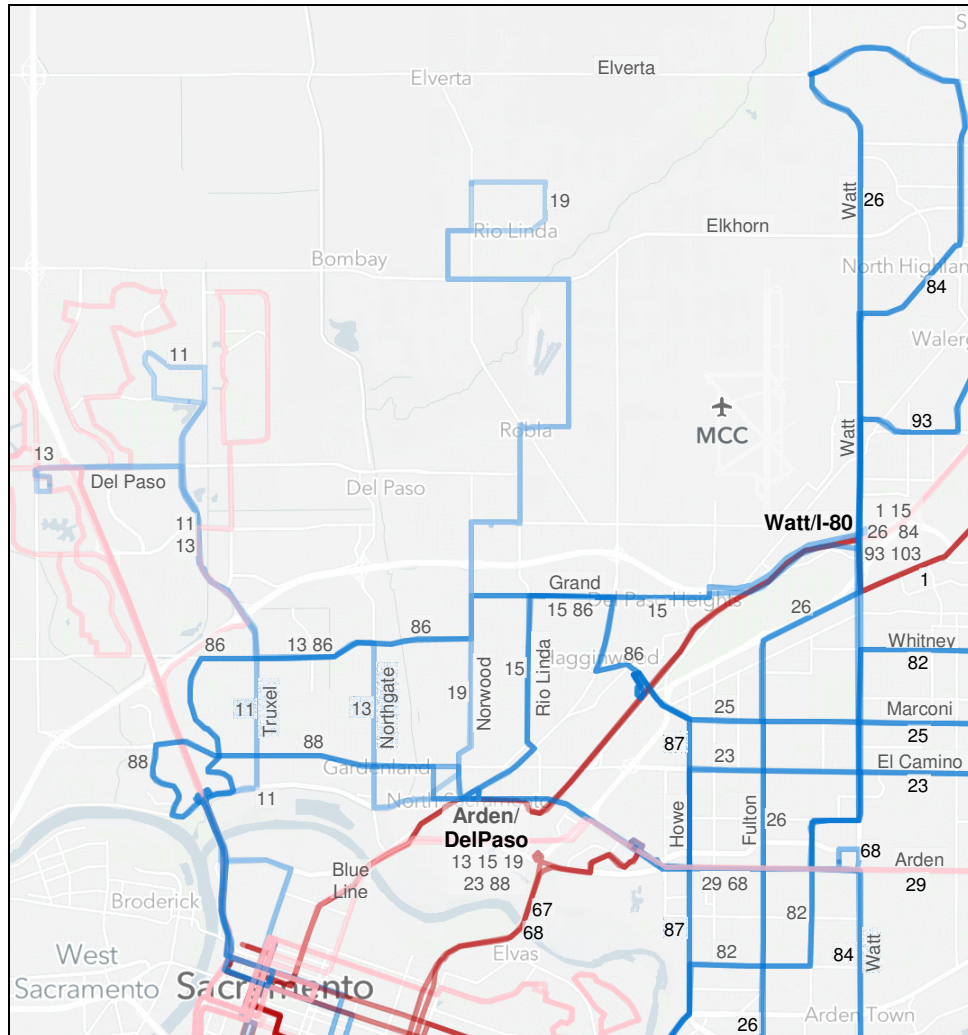
Maps and more info available at:

www.sacrt.com/sacrforward

Rider Alert

Proposed Service Changes

North Area



These are **DRAFT** service changes, subject to change based on customer feedback.

Route	Key Changes
11	Extend route south to Sac City College (not shown). Add Sunday service.
13	Reroute to San Juan Rd, Truxel Rd, and Del Paso Rd from North Market Rd. Add weekend service. Run every 45 minutes.
15	Eliminate service from Arden/Del Paso to Downtown (covered by light rail). Improve weekend frequency to 30 minutes.
19	Eliminate service north of Q Street (in Rio Linda). Run every 45 minutes 7 days per week.
22	Eliminate route. Covered by new #68 MLK.
23	Reroute to American River College from Sunrise Mall (not shown). Reroute to Howe Ave from Ethan Way. Run every 45 minutes on weekends.
25	Major changes to route in Carmichael and Citrus Heights (not shown). Improve weekend frequency to 40 minutes.
26	Extend route north on Watt Ave. Add weekend and evening trips. Discontinue service into McClellan Park (covered by paratransit).
29	Change route number to #129. No other changes.
67/68	Extend #68 east on Arden Way to Morse Ave. Improve weekend headways to 45 minutes on both routes. Other routing changes in South Sacramento.
80/84	Eliminate #80 (covered by new #26). Improve frequency on #84 to every 30 minutes on weekdays, every 45 minutes on weekends. Reroute #84 to Walerga Rd and Elverta Rd, including Winco supermarket.
82	Reroute to Walnut Ave from Mission Ave, Engle Rd, etc. Improve weekend frequency to 45 minutes.
86	Improve weekend frequency to 40 minutes. Extra evening trips.
87	Improve weekend frequency to 40 minutes. Extra evening trips.
88	Improve weekend frequency to 40 minutes.
JIBE	No changes to JIBE Express.

Questions/Comments?
sacrforward@sacrt.com

(916) 557-4545

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 Sacramento, CA 95816-2110

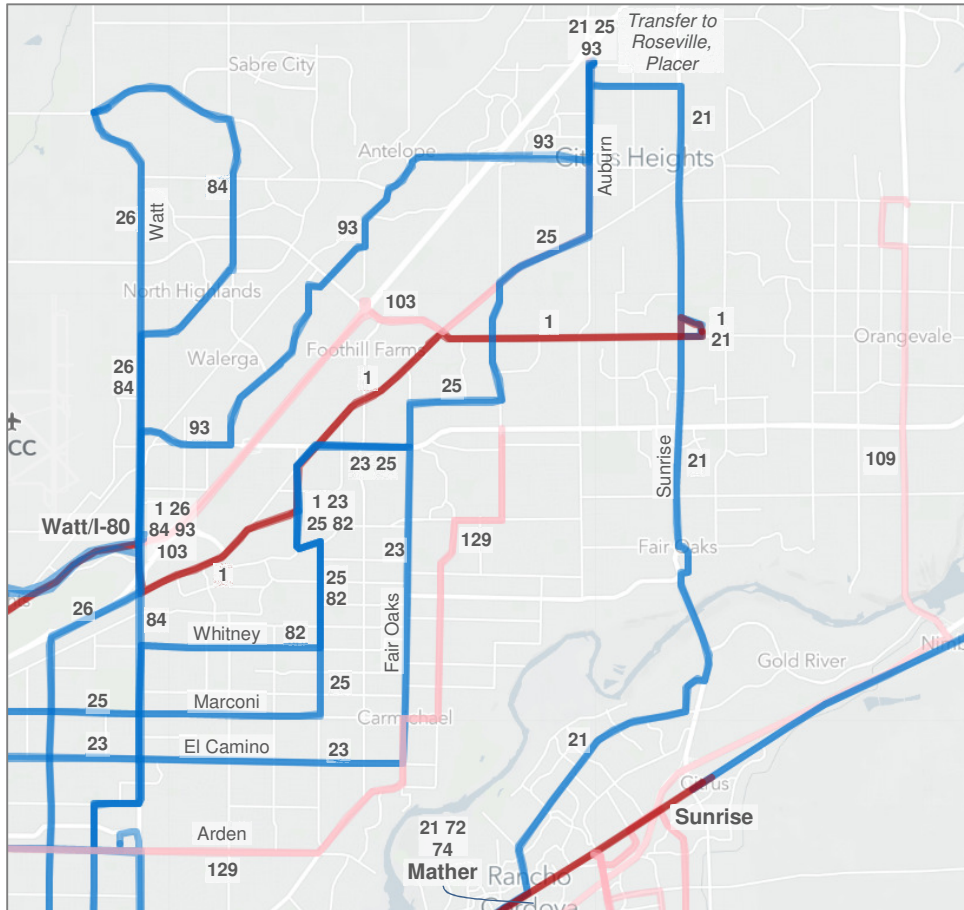
This is not a comprehensive list of changes.
 For complete list of proposed changes please visit sacrt.com.



Rider Alert

Proposed Service Changes

Northeast Area



Route	Key Changes
1	No changes.
19	Discontinue Route 19 service on Watt Ave and Elverta Rd.
21	Increased hours and additional weekend trips.
23	Reroute to American River College. Discontinue service to Sunrise Mall.
24	Eliminate route. Covered by SmarT Ride dial-a-ride service.
25	Reroute to American River College via Walnut Ave, with new service on Auburn Blvd.
26	Extend route north on Watt Ave. Add weekend and evening trips. Discontinue service into McClellan Park (covered by paratransit).
28	Discontinue route. Covered by #21 Sunrise and SmarT Ride.
29	Change number to #129. No other changes.
80	Discontinue route. Covered by new #26 Fulton and #84 Watt.
82	Reroute to Whitney Ave and Walnut Ave from Mission, Engle, Eastern, Edison, and Pasadena. Improve weekend frequency to 45 minutes.
84	New routing in North Highlands. Improve frequency to 30 minutes on weekdays and 45 minutes on weekends.
93	Reroute to Andrea Blvd, Roseville Rd, and Antelope Rd from Elkhorn, Greenback, and Auburn Blvd. Improve weekend frequency to 45 minutes.
95	Eliminate route. Covered by new #93 Hillsdale.
103	Change number to #193. No other changes.

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Questions/Comments?

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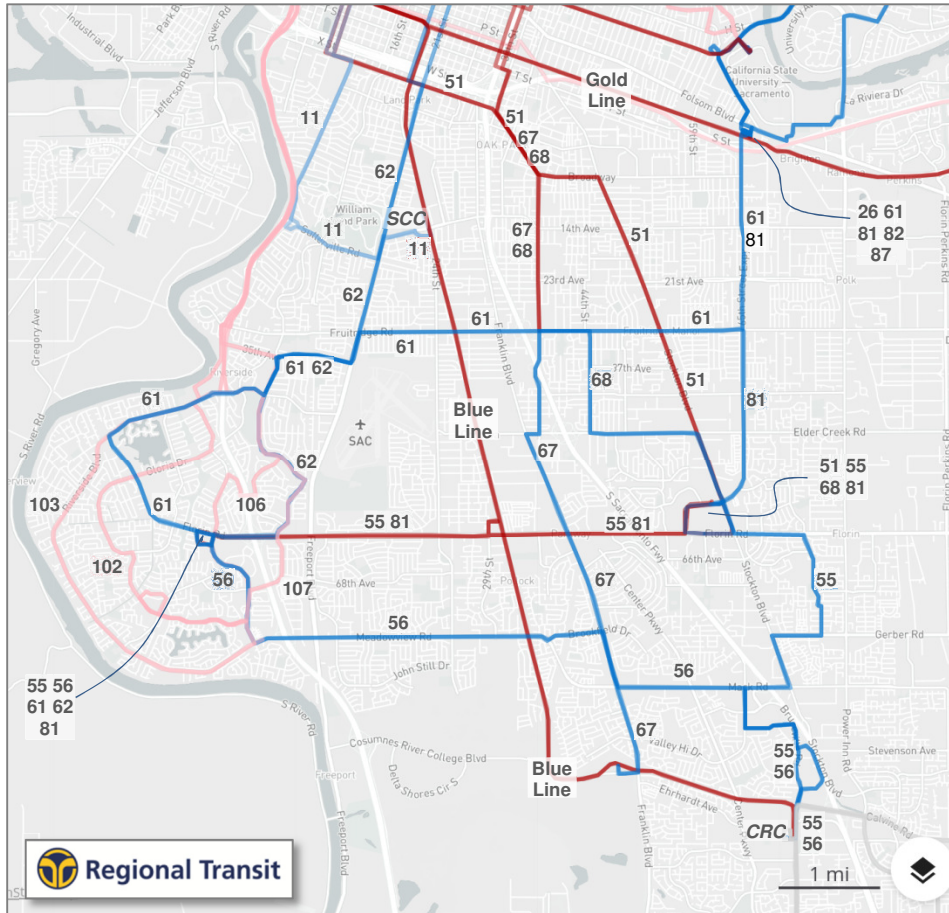
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Rider Alert

Proposed Service Changes

South Area



Route	Key Changes
2, 6 Pocket Area	Eliminate except for three morning and three afternoon trips on each route. Renumber to #102 and #106.
5 Valley Hi	Eliminate route. Covered by #56 and future Smart Ride.
3, 7 Pocket Express	Renumber to #103 and #107. No other changes.
11 Truxel	Extend south to City College. Add Sunday/Holiday service. Improve weekday frequency to 45 minutes.
38 P/Q Streets	Eliminate route. Covered by #51, Gold Line, and future Smart Ride.
47 Phoenix Park	Eliminate route. Covered by #55, 56, 67, 81, and Smart Ride.
51 Stockton	Improve weekend frequency to 20 minutes.
54 Center Pkwy	Eliminate route. Covered by #56, 67, and future Smart Ride.
55 Scottsdale	Extend 4 miles west on Florin Road from Florin Mall to Greenhaven. Add weekend hours and improve frequency to 30-40 minutes.
56 Meadowview	Relocate western terminal to Florin Rd and Greenhaven Drive. No service on Rush River Dr.
61 Fruitridge	Eliminate service east of 65th St, on Power Inn, and on Folsom Blvd. Extend west onto Riverside Blvd and Florin Rd. Improve frequency to 30 minutes and add weekend service every 30-40 minutes.
62 Freeport	Discontinue service south of Florin Rd. Improve Saturday frequency to 40 minutes. Add Sunday/Holiday service every 40 minutes.
65 Franklin	Eliminate route. Covered by #67 and Smart Ride.
67/68 Oak Park	Combine routes onto Broadway and MLK Blvd as far south as Fruitridge then split. #68 would go to Florin Towne Centre. #67 would go to Franklin light rail station. Improve weekend frequency.
81 Florin/65th St	Eliminate service west of Greenhaven Dr (covered by #61). Run every 30 minutes on weekdays. New #55 also serves Florin Rd.

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Questions/Comments?

sacrt.com/apps/sacrtforward

sacrtforward@sacrt.com

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SacRT Planning Dept., P.O. Box 2110
Sacramento, CA 95816-2110

This is not a comprehensive list of changes.
For complete list of proposed changes please visit sacrt.com.



SacRT Board Presentation

January 28, 2019 Item 9

SacRT Forward

December 10, 2018 – January 25, 2019



4 Open Houses



10 Community Meetings



21 SacRT Forward Presentations



Ridden Buses Over 72 Times



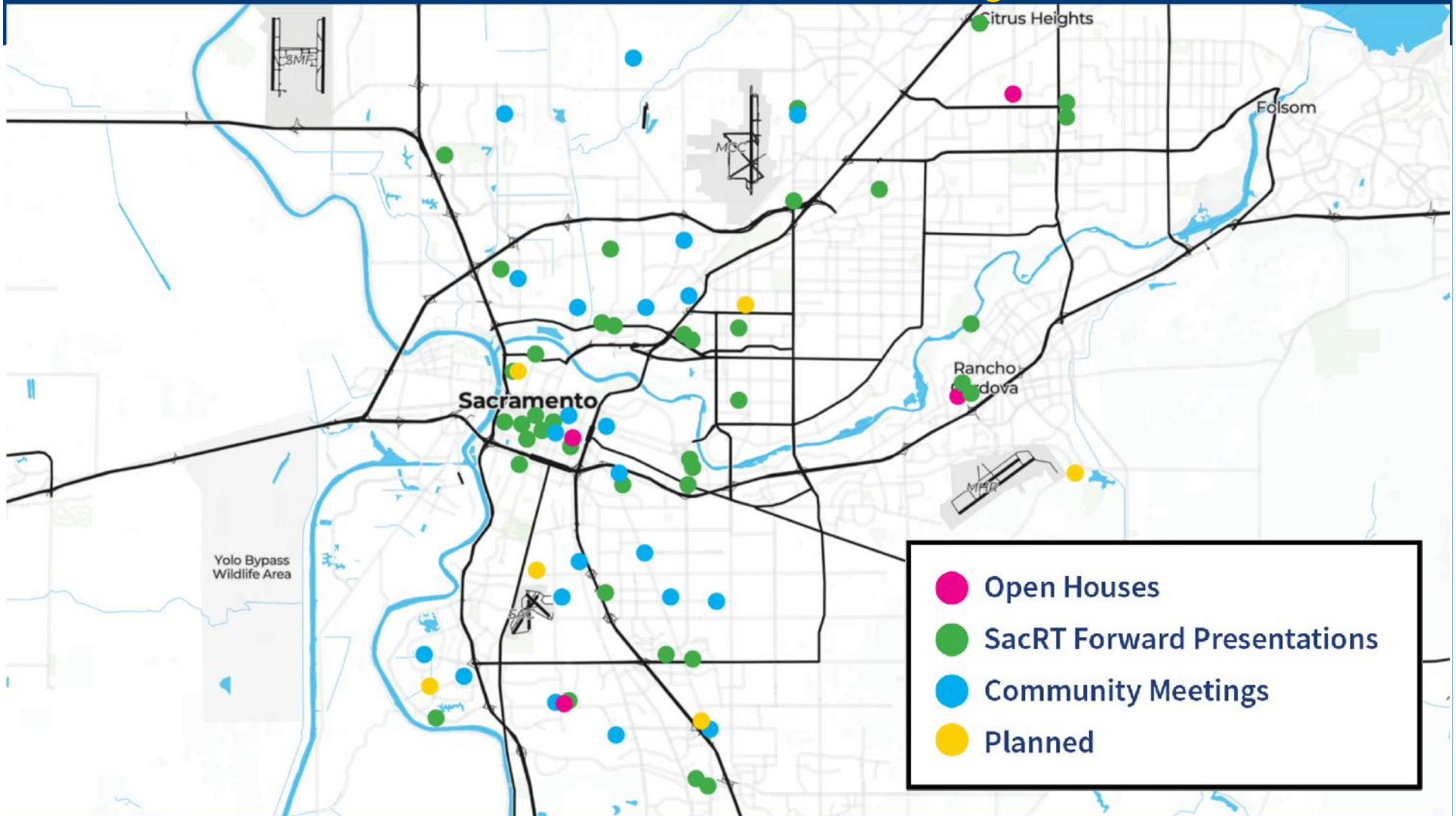
5 Stakeholder Meetings



More than 300 Comments Received

SacRT Forward Outreach

December 10, 2018 – January 25, 2019

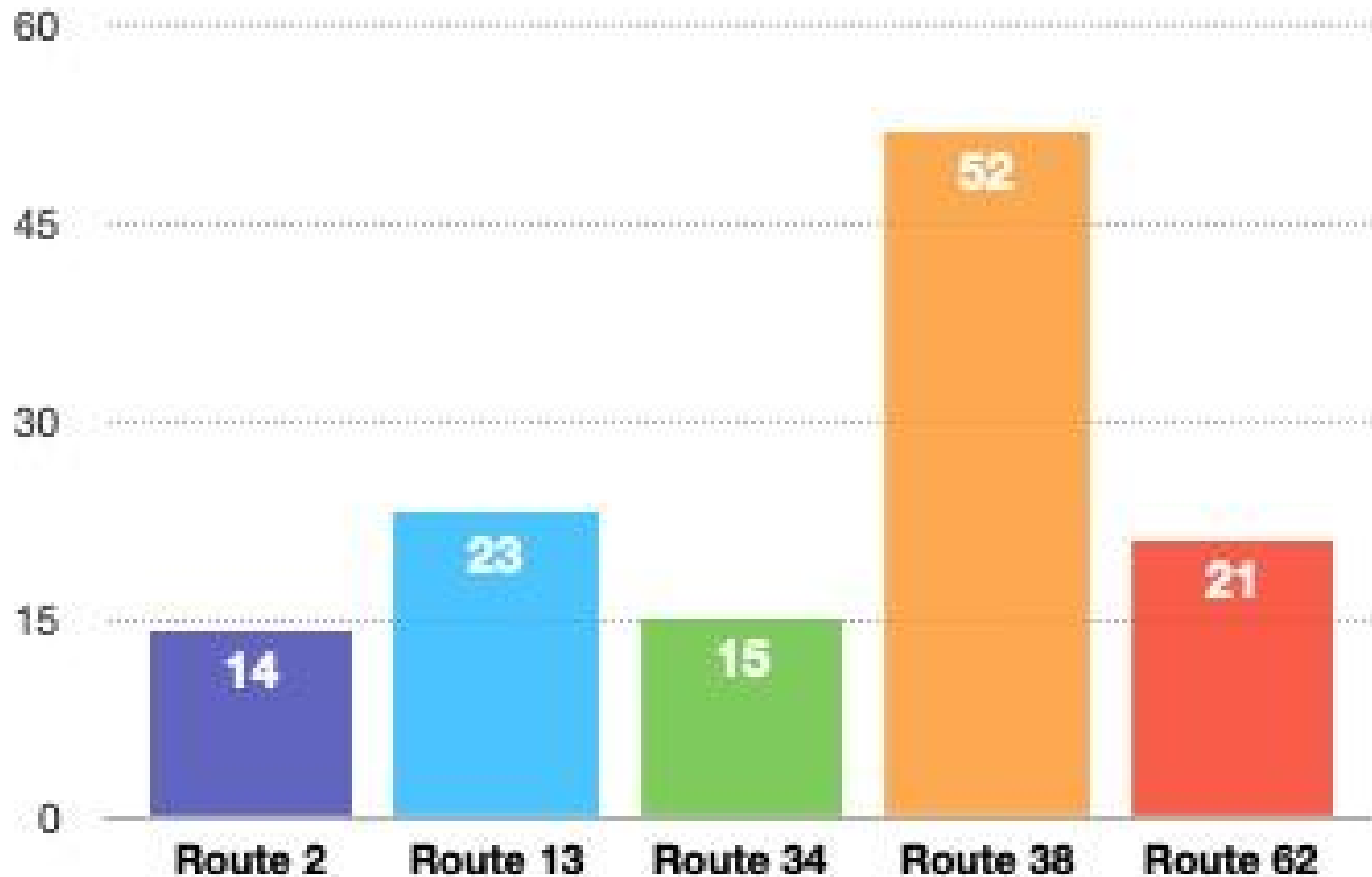


Riding the Routes



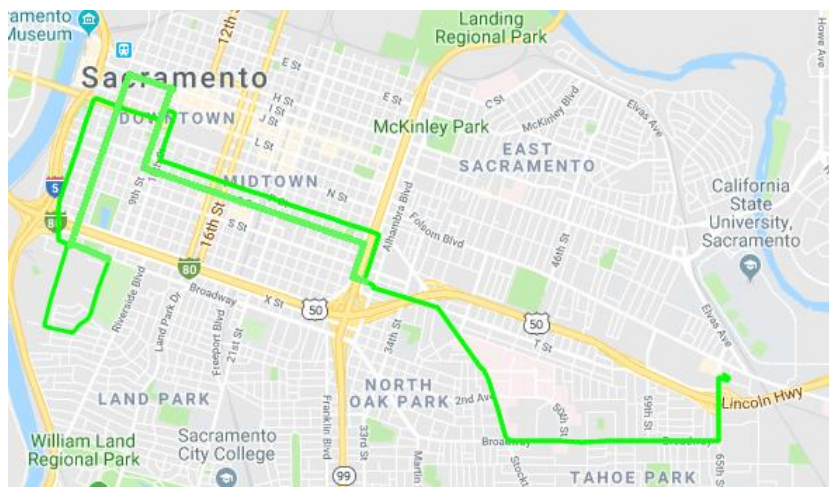
Top Five Comments

December 10, 2018 – January 25, 2019



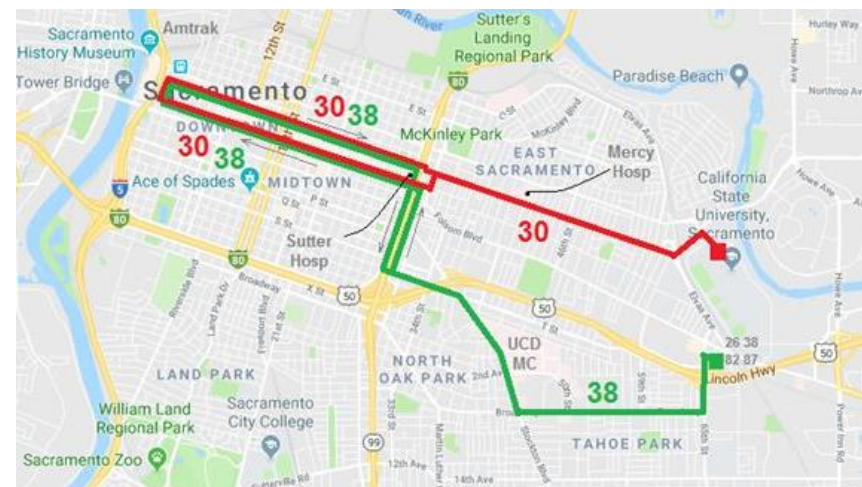
Route 38 P/Q Streets

Existing



- Hourly service
- 7 days a week
- Serves Tahoe Park, UC Davis Medical Center
- Originally proposed for elimination

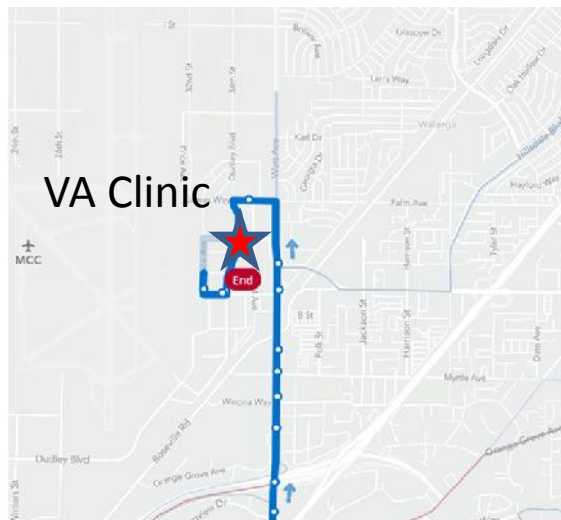
Revised



- REVISED: Simplify route, improve frequency
- Run every 30 minutes, 7 days a week
- Combine with existing Route 30 to provide 15 minute service through Downtown and Midtown

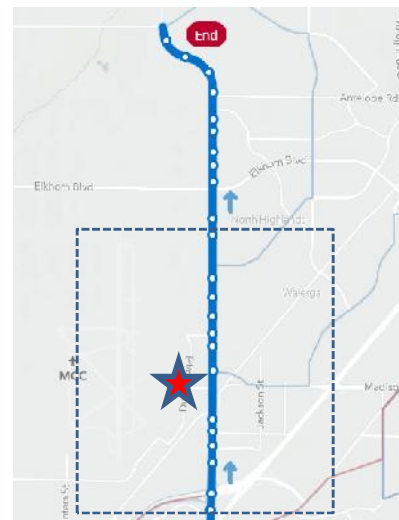
Route 26 Fulton

Existing



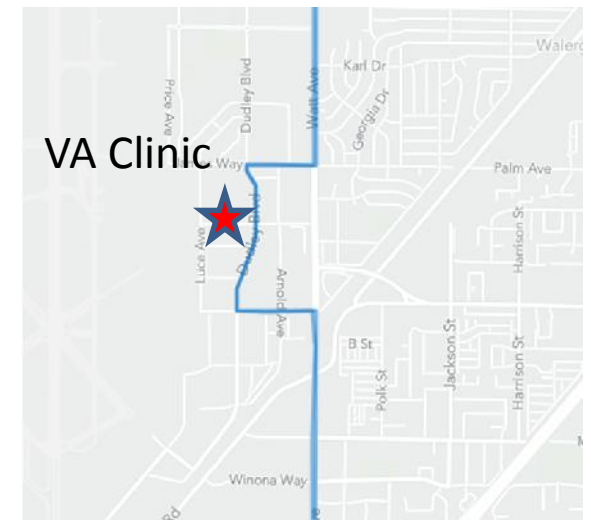
- Serves Sacramento Outpatient VA and Commissary
- 30 minute weekday frequency

Proposed



- Extend weekday service to 10:30 p.m., weekend service to 9pm
- Improve weekend frequency to 45 minutes

Revised



- Loop through McClellan Park
- Adds 1-2 minutes
- Continues direct service to VA

Route 33 Dos Rios

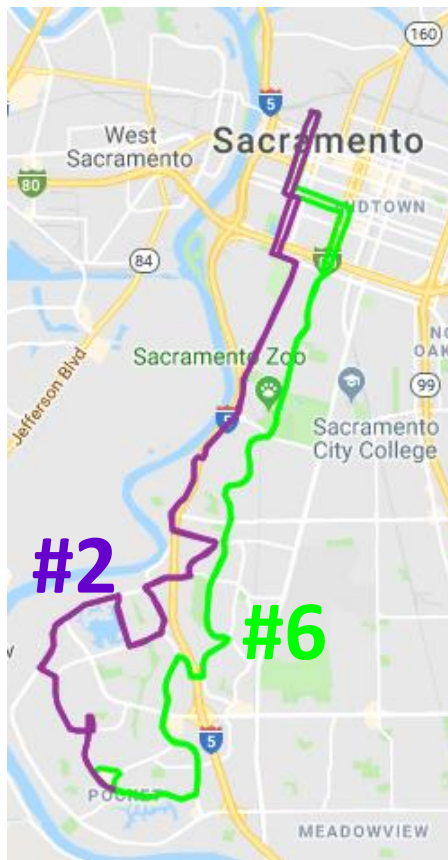
- Originally created to cover gap in light rail stations (between Globe and Alkali Flat)
- Was proposed for elimination
- Tied to Grant applications (City and SHRA)
- UPDATE: Will continue route until Dos Rios station opens



Routes Transitioning to Peak-Hour Only

Routes 2 and 6

become #102 and #106



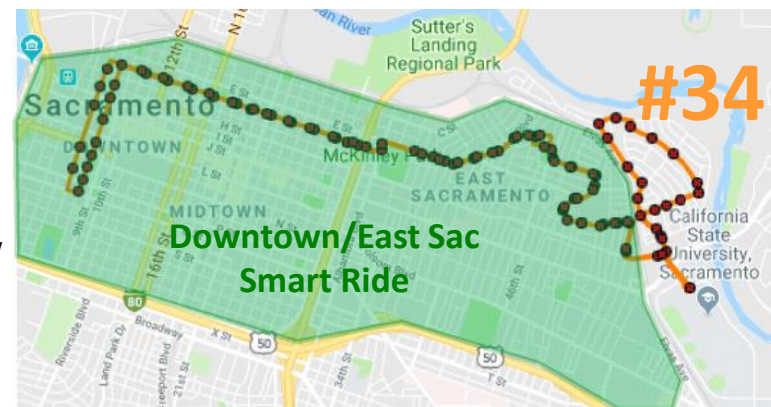
Route 5

becomes #205
 no summer service
 midday covered by
 future Gerber
 Smart Ride



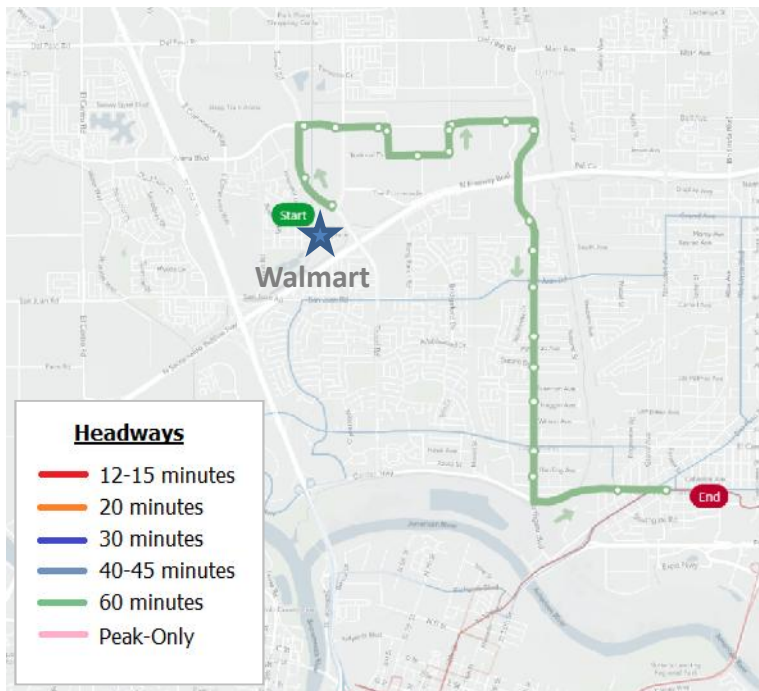
Route 34

becomes #134
 midday covered by
 future Downtown
 Smart Ride



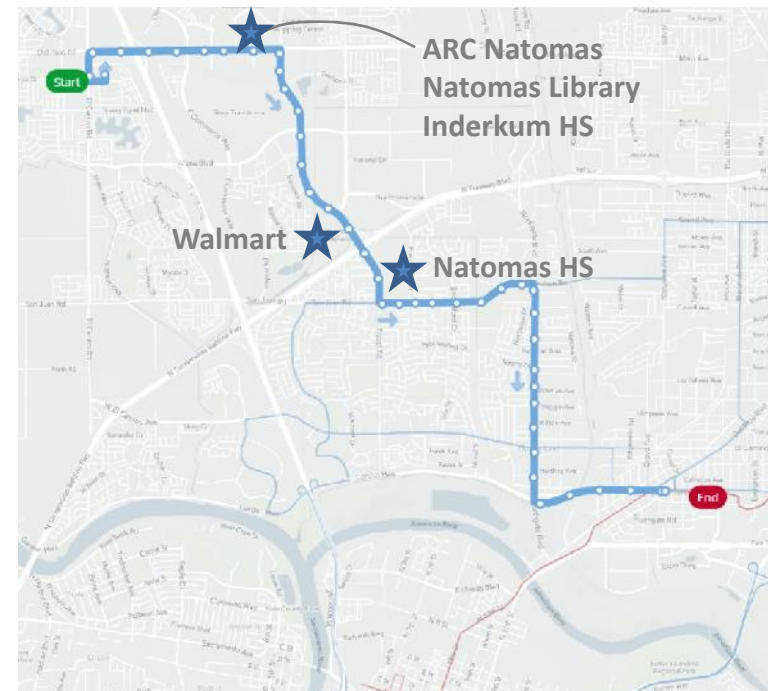
Route 13 Northgate

Existing



- 363 passengers/day
- 19.1 passengers/hour
- Largely industrial service area

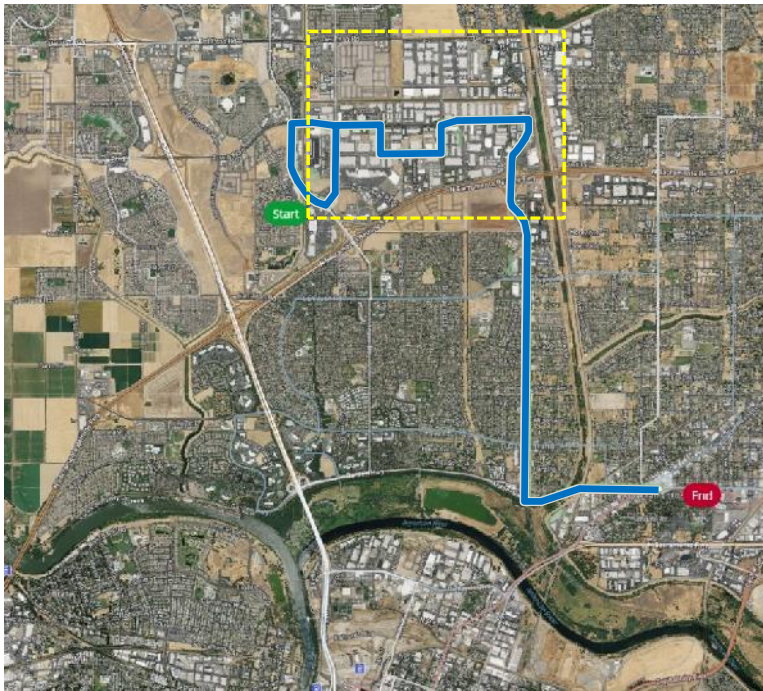
Proposed



- Reroute extend to two high schools, library, and junior college
- Improve weekday frequency to 45 minutes
- Add Saturday and Sunday/Holiday service
- Forecast 440 passengers/day

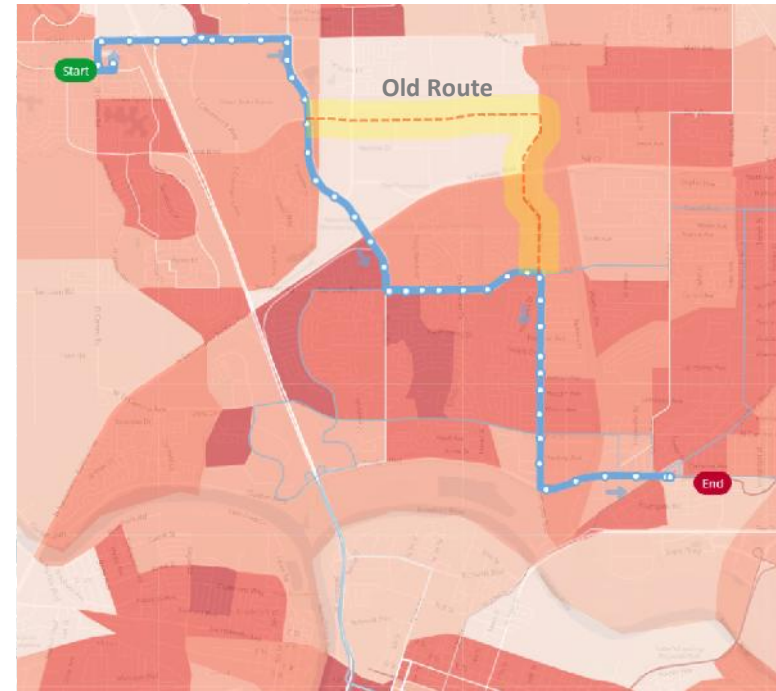
Route 13 Northgate

Existing



Primarily industrial north of I-80

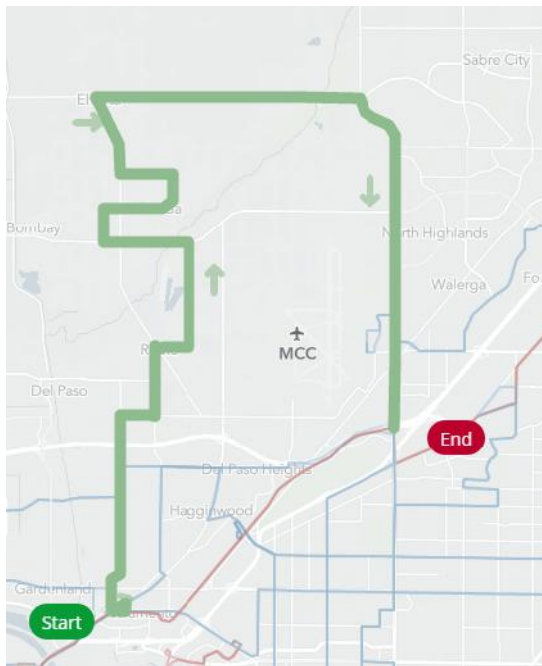
Proposed



Population Density

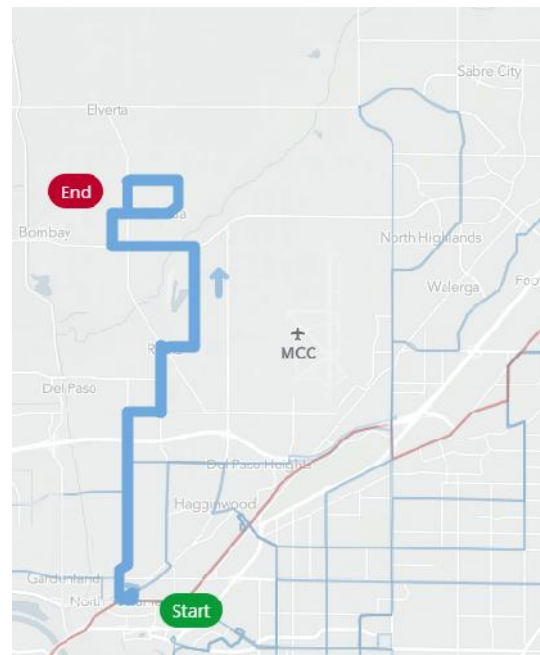
Route 19 Rio Linda

Existing



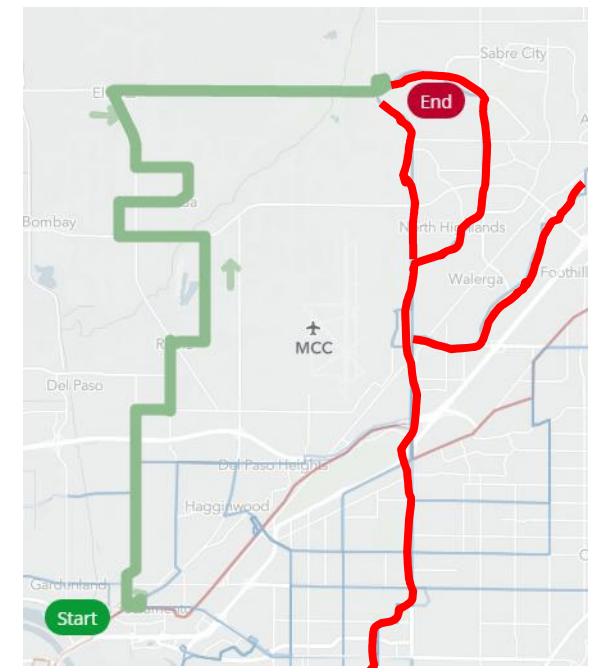
- 625 passengers/day
- 15.4 passengers/hour
- Hourly service using 3 buses
- Redundancy on Watt Ave (with Routes 80 and 84)

Proposed



- 45 minute frequency using 2 buses
- Longer weekend hours
- 460 passengers/day
- 15.4 passengers/hour
- Nearby route recapture some riders

Potential Revision

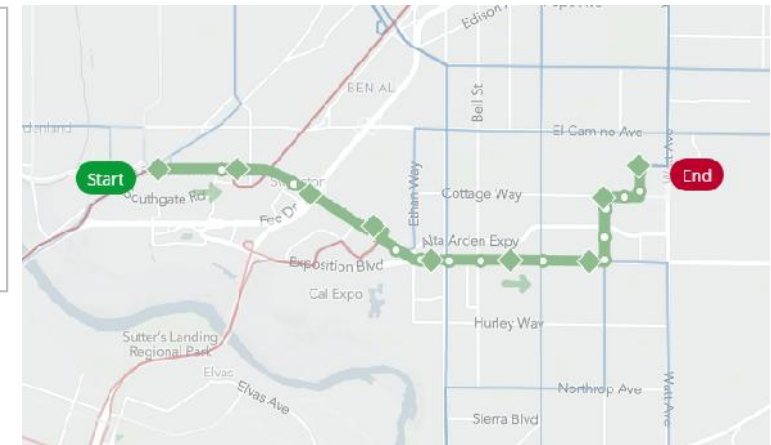


- Hourly service using 2 buses
- Connects to Watt Ave
- More bi-directional/reverse-peak ridership potential
- 500 passengers/day
- 16.7 passengers/hour

Route 22 Arden

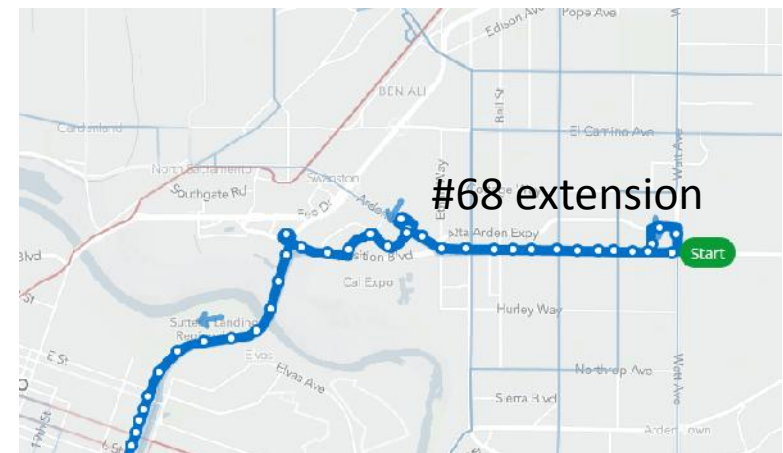
Existing

- Hourly service
- No weekend/evening service
- Primarily on Arden Way
- 298 passengers/day



Proposed

- Eliminate #22
- Extend #68 east on Arden
- 30-minute frequency
- 7-day service
- Evening service
- #23 connects to Arden/Del Paso light rail station every 30 minutes



Note: Overall service in Arden/Arcade area increases 20%

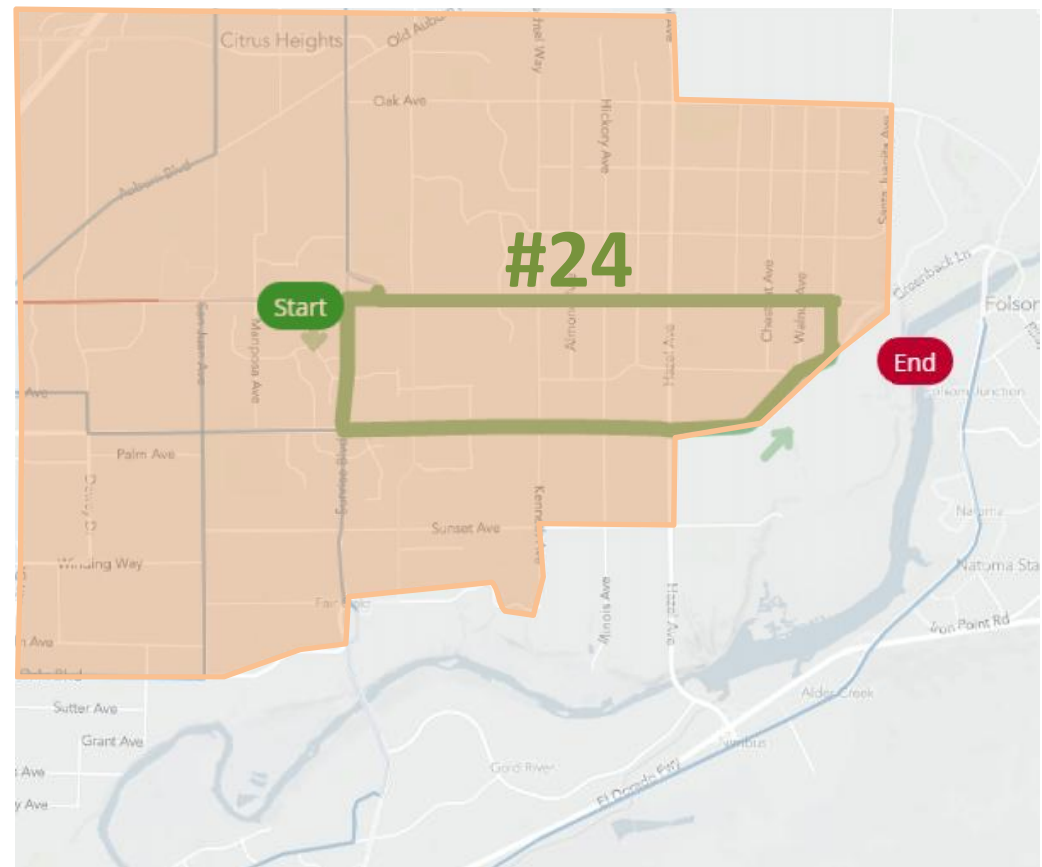
Route 24 Orangevale

Existing

- Hourly service
- No weekend service
- No evening service
- 150 passengers/day
- 11.5 passengers/hr

Proposed

- Eliminate route
- Covered by existing SmarT Ride
 - Connects residents to Folsom LRT
 - Longer span of service (6am-9pm)
 - Connects to Citrus Heights and Antelope, one seamless zone



Route 28 Fair Oaks/Folsom Blvd

Existing

- Hourly service
- No weekend/evening service
- 336 passengers/day
- 11.5 passengers/hour

Proposed

- Eliminate route
- Alternative routes w/in 0.5 miles
 - #21 on Sunrise and Coloma (improved weekend frequency)
 - Gold Line on Folsom Blvd (15 minute weekend service now)
 - New #74 on Folsom Blvd (improved weekday frequency to every 30 minutes and added weekend service)



Route 47 Phoenix Park

Existing

- Hourly service
- No weekend/evening service
- 137 passengers/day
- 10.1 passengers/hour

Proposed

- Eliminate route
- Nearby alternatives w/ better headways, evening/weekend service
 - 15m service on Florin (#55/81)
 - 30m service on Meadowview (#56)
 - 30m service on Franklin (New #67)



Existing Network and #47

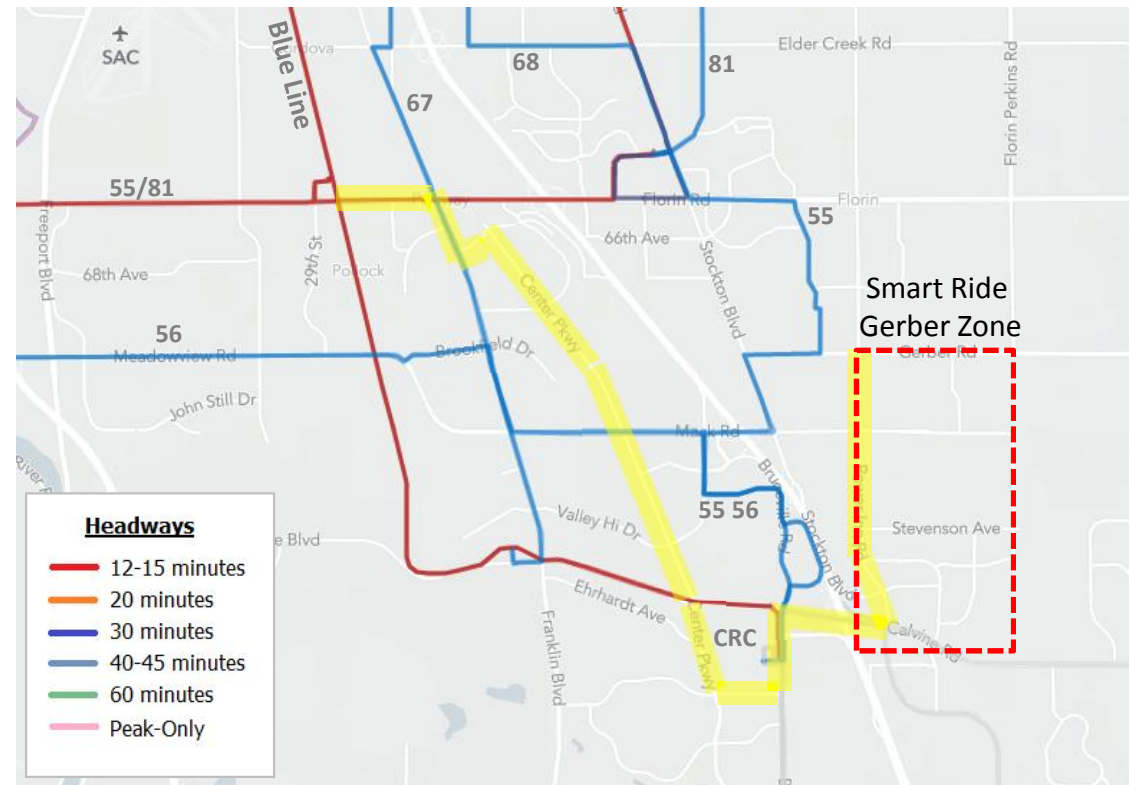
Route 54 Center Parkway

Existing

- Hourly service
- Minimal evening service
- No Sunday/Holiday service
- 339 passengers/day
- 11.0 passengers/hour

Proposed

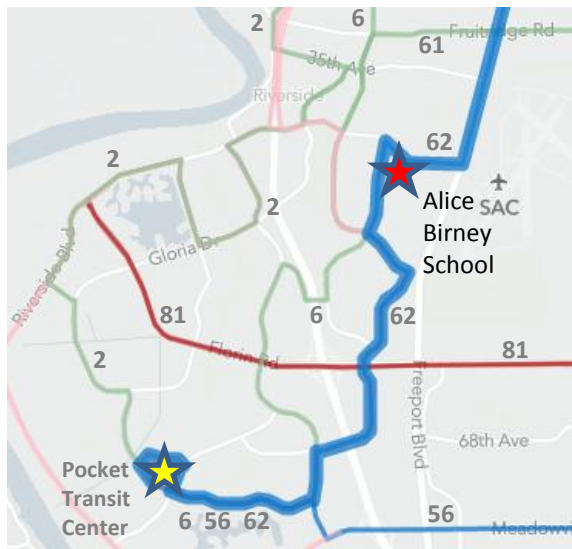
- Eliminate route
- Western half covered by or w/in walking distance of multiple core routes
- Eastern half covered by new Smart Ride zone



Proposed New Network
 Existing #54 shown in yellow

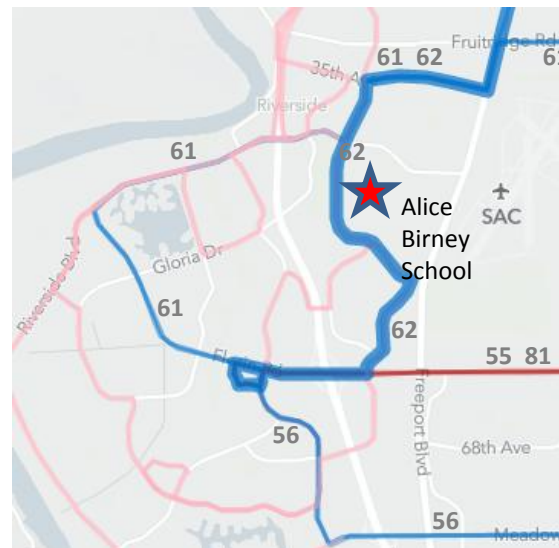
Route 62 Freeport

Existing



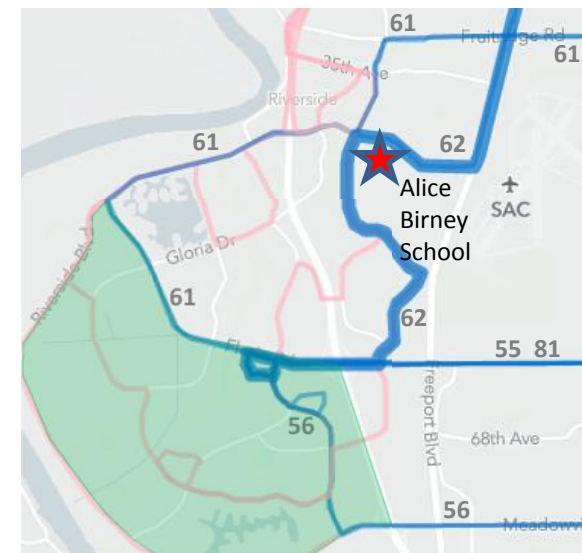
- 30 minute weekday frequency
- 7-day service
- 1,059 passengers/day
- 17.3 passengers/hour

Proposed



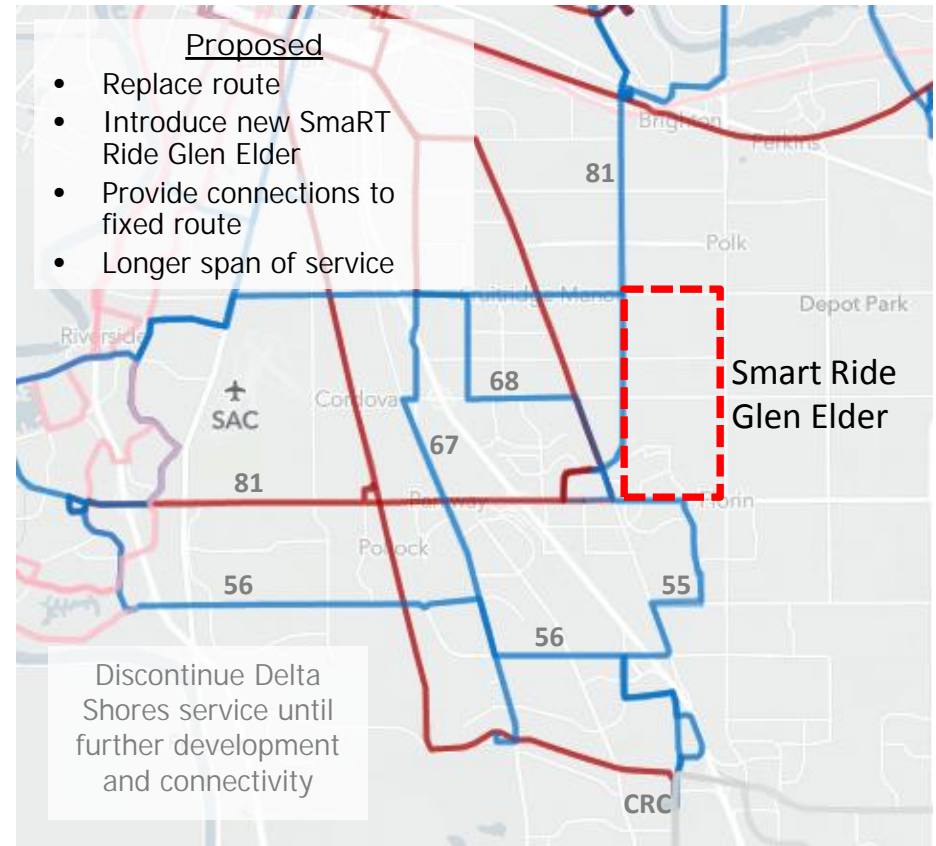
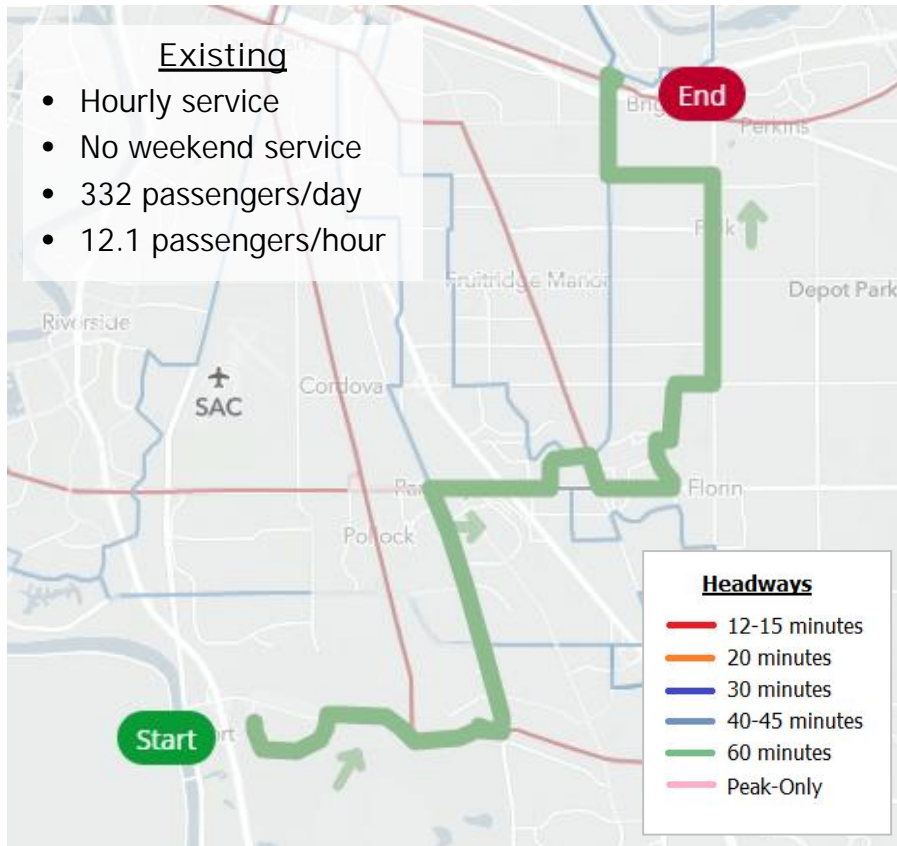
- Shorten route
- No service south of Florin
- Focus on commercial corridors and arterials

Potential Revision

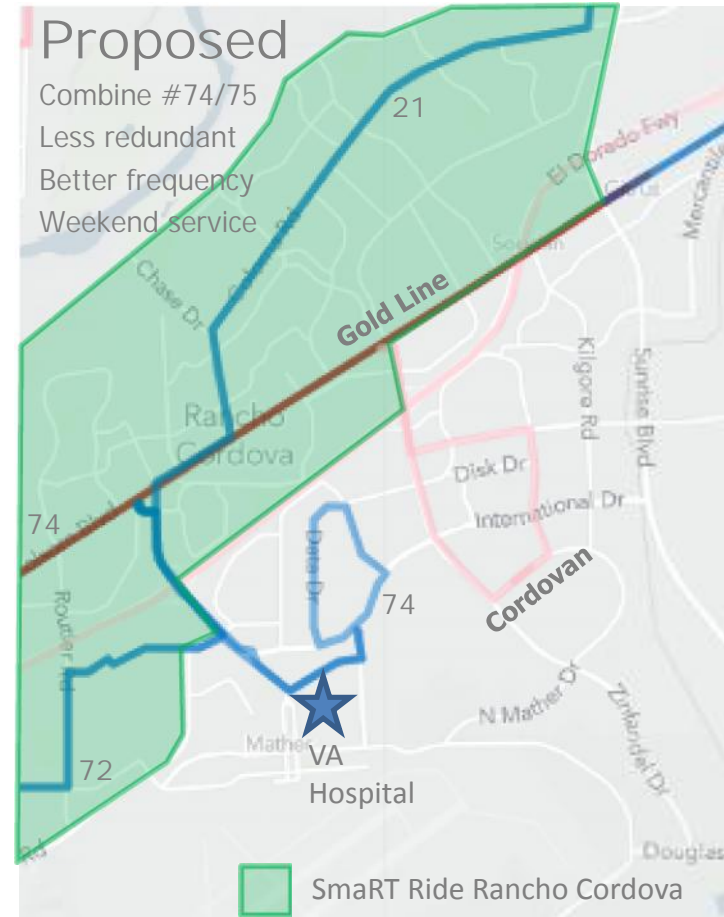


- Slight routing adjustments
- Run on Freeport, 43rd Ave, South Land Park
- Keep Route 61 on Fruitridge
- Potential Smart Ride zone

Route 65 Power Inn/Franklin South



Routes 74/75 Rancho Cordova



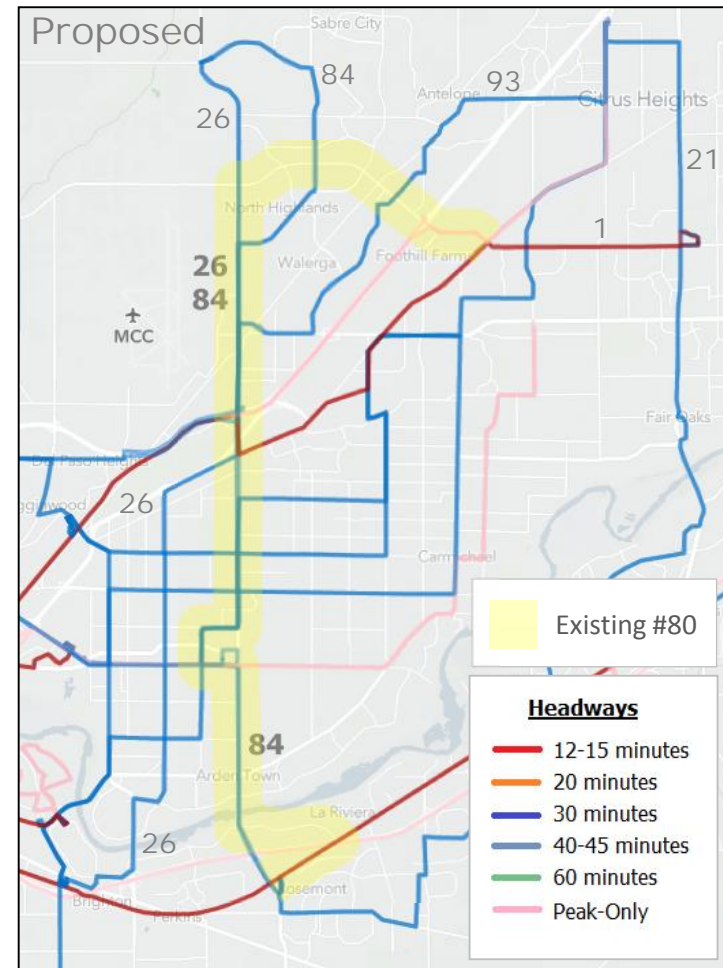
Route 80 Watt/Elkhorn

Existing

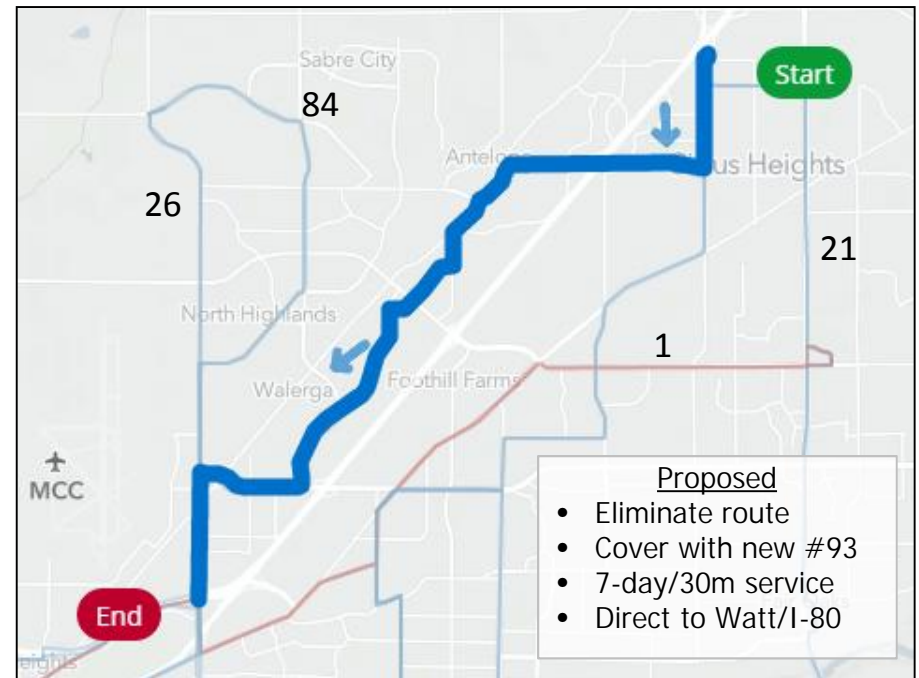
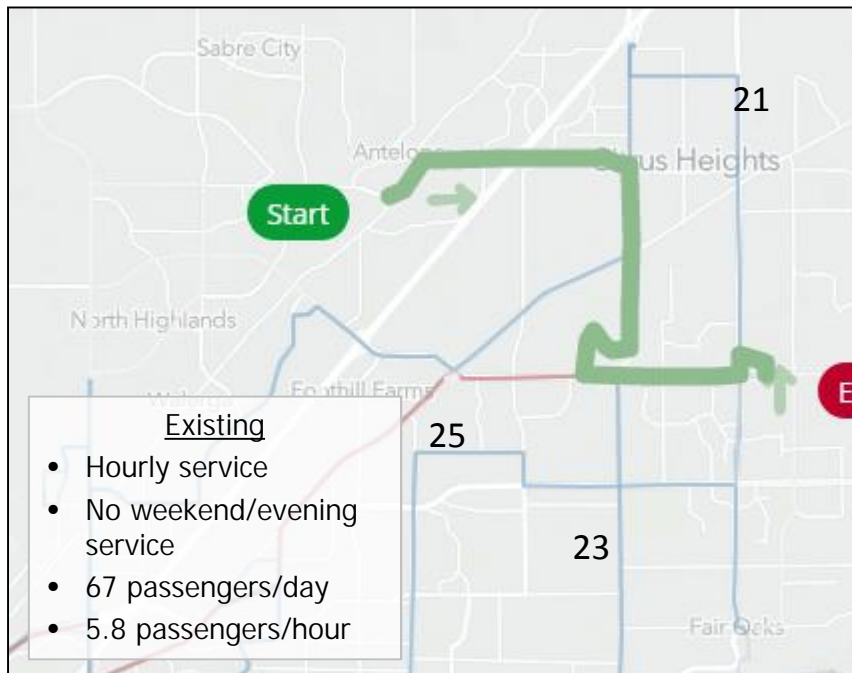
- #80 has hourly service
- #80 combines with #84 for 30-minute frequency on Watt trunk

Proposed

- #84 improves to 30 minutes
- Same 30 minute frequency on Watt
- #26 extended into North Highlands every 30 minutes
- Better service (every 30 minutes) in North Highlands (compared to every 60 minutes today)
- Covers minority and low income neighborhoods
- 36% more total service in North Highlands



Route 95 Citrus Heights



- Hourly service
- No weekend/evening service
- 75 passengers/day
- 6.4 passengers/hour
- Poor connectivity

- Combine with #93 Hillsdale
- Direct service to Blue Line
- 30 minute weekday frequency
- 7-day service

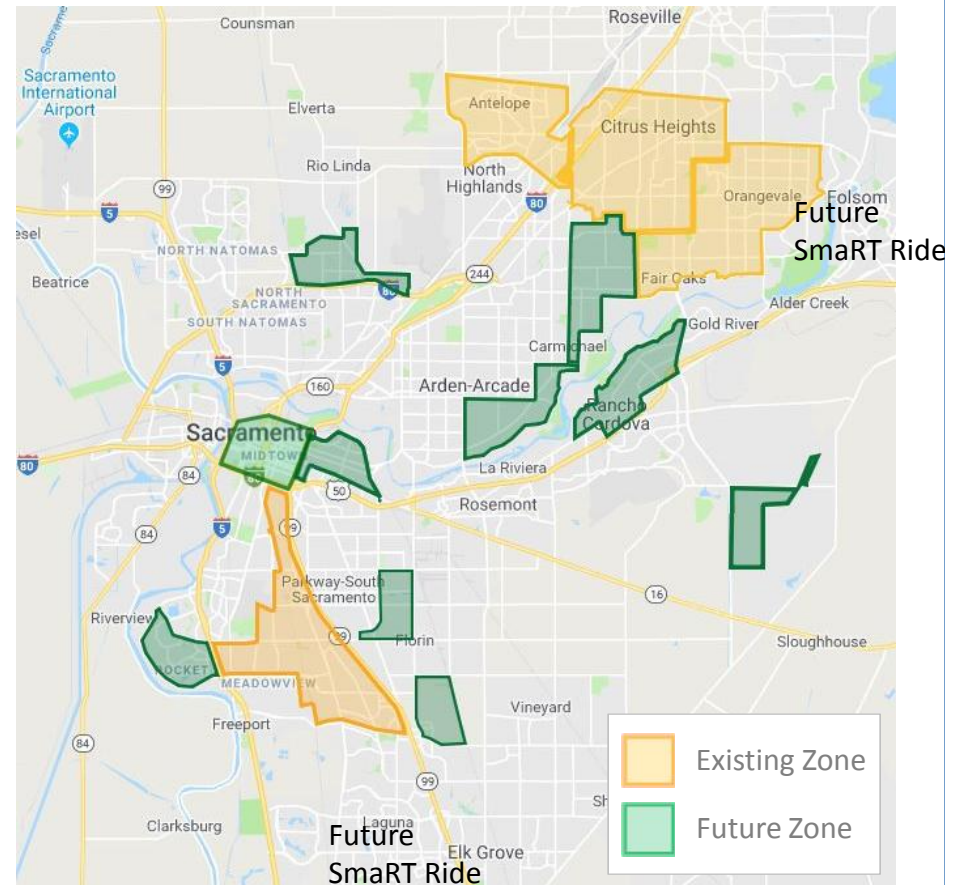
School Service

200 Series Routes

- Preserving school trips
- Working to improve school service




SmaRT Ride



Outreach Continues



The SacRT Forward Network Plan will rethink the purpose and design of Sacramento Regional Transit's Network. Learn about how you can be a part of the process [here](#).



Questions?

