

TransitRenewal 2012-2017
Service Implementation for TransitAction



Executive Summary

May 2012

Prepared by:





1. Purpose

In January 2011, the Sacramento Regional Transit District (RT) commissioned Transportation Management and Design, Inc. (TMD) to conduct a Comprehensive Operational Analysis of their transit network. Henceforth referred to as “TransitRenewal,” this project undertook a series of tasks aimed at providing a

comprehensive understanding of the existing RT transit system and the market it serves, providing the basis for designing new service recommendations.



2. Background

In June 2010, RT underwent significant service changes in response to a budgetary shortfall of just under \$25 million through FY 2011. The changes included elimination of entire bus routes, reduction of bus and rail service spans, frequency reductions on several bus routes, and frequency reductions on weekend rail service. While the service

reductions were largely based on ridership and productivity of RT services, all service changes sought to retain as much connectivity and coverage as possible, maintaining service to major activity centers and destinations. In response to updated financial information, TransitRenewal seeks to guide the rebuilding of the RT system in a financially sustainable manner.

3. Goals

TransitRenewal recommends strategies to rebuild the RT network over a period of five years (2012 – 2017) and results in service recommendations that meet the goal of improving the efficiency and effectiveness of the current RT system while positioning the agency to sustainably meet future transit demand within the service area. TransitRenewal identified core areas of the RT system where investment will have a maximum benefit, improving service for the greatest number of customers within the available resources.



TransitRenewal also recognizes the regional sustainable planning strategies that have been implemented and are underway for the greater Sacramento area. Improved coordination between land use and transportation planning will result in more effective transit network. Through coordinated transit planning, focus is placed on meeting transit needs of the present without compromising the ability to meet such needs in the future.

4. Developing Transit Renewal Service Recommendations

From January 2011 through April 2012, RT developed service recommendations through an all-inclusive planning process that involved internal stakeholders (RT Board of Directors, RT Executive Management Team, and RT operations and management staff) and external stakeholders (Community Advisory Group, Technical Advisory Group, and members of the public). The planning process also included in-depth public outreach efforts via the TransitRenewal website,

community presentations, and neighborhood workshops. The TransitRenewal website allowed interested individuals to review relevant reports and presentations online and to provide feedback through an online survey. Community presentations were delivered to local governments, social service



organizations, planning groups, environmental organizations, civic organizations, and educational institutions. Following the presentations, a survey was used to solicit opinions regarding the overall TransitRenewal direction and recommendations. Neighborhood workshops were held at key transit locations and neighborhood centers to provide a review of proposed recommendations and receive feedback from current and potential RT customers.

The development of service recommendations included four phases in which TransitRenewal analysis, findings, and potential recommendations were shared and stakeholders were encouraged to provide input regarding key issues and the direction of the TransitRenewal effort:



- Market Analysis: Analyzed current and future transit needs within the RT service area, focusing particularly on regional and local market opportunities where additional transit investment may be warranted.



- Service Analysis: Assessed RT service before and after recent service changes, in terms of network structure, ridership, productivity, financial effectiveness, and service quality. The analysis identified strengths, weaknesses, and opportunities for investment.
- Performance Measures: Building off of RT's current service evaluation process, TransitRenewal recommended a system of performance metrics, evaluation procedures, and new service warrants to manage a growing system and ensure that all services are functioning effectively.
- Service Recommendations: RT planners and consultant staff developed individual route recommendations, which responded to the analysis performed earlier in the project. These recommendations were refined through multiple rounds of internal and external stakeholder outreach.

5. Key Findings

Analysis of RT's existing conditions led to several key findings regarding RT's strengths, weaknesses, and opportunities for future growth. These findings were used to guide TransitRenewal service recommendations.

- Aside from light rail and a few bus routes, most transit services in the RT network operate at 30- to 60-minute frequencies, requiring customers to plan their trip around schedules rather than use the network spontaneously.
- There are substantial differences in ridership generation and productivity among RT transit services, with some carrying a high number of passengers per hour of service and some carrying relatively few. This presents potential opportunities to better match the service provided to the market demand.
- Stemming from the 2010 service reductions, few late-night or weekend services are available to serve passengers who need to travel during off-peak times. Improving the quantity and quality of evening and weekend services will help to create a cohesive transit network.



6. Service Recommendations

The TransitRenewal Service Recommendations are intended to be implemented over the next five years (2012 – 2017) and address service changes on a network and route basis to enhance RT's effectiveness and efficiency. Changes focus investment on major network corridors, improve service frequencies to grow ridership, and design services as a network of routes, enabling greater mobility throughout the service area. Recommendations will be phased in over the five-year period depending on need and available funding.



The TransitRenewal service 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.

6.1 Themes of the Recommendations

An analysis of RT's existing conditions and feedback received during public outreach phases led to a series of service recommendation themes. Each theme is an important part of developing a robust RT network and 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
- Reinvest resources for underperforming routes
- Provide additional service in key unmet need areas



6.1.1 Spontaneous-Use Frequency Network

Currently, light rail and four bus routes operate at 15-minute frequencies, allowing passengers convenient access to transit service. In order to create a network of frequent service in high-ridership areas of the RT network, TransitRenewal proposes to improve frequencies to 15 minutes or better on six bus routes, including Route 51 (Stockton Boulevard), Route 1 (Greenback Lane/Auburn Boulevard), Route 23 (El Camino Avenue), Route 56 (Mack Road), Routes 80/84 (Watt Avenue), and Route 81 (65th Street).

6.1.2 Additional Frequency Improvements

Other routes in the network also warrant improved frequency, which will help create a stronger all-day network. Transit Renewal proposes that the following routes and route segments are improved from 60- to 30-minute frequencies: Route 11 (Truxel Road), Route 25 (Marconi Avenue segment), Route 38 (Broadway/downtown segment), Route 55 (Scottsdale), and Route 61 (Fruitridge).

6.1.3 Evening and Weekend Service

To create a strong evening network, TransitRenewal proposes the restoration of later service on light rail and the introduction of late-evening service on several bus routes. TransitRenewal proposes the following bus routes receive evening service operating until approximately 10:00 p.m.: Route 1, Route 15, Route 21, Route 23, Route 30, Route 51, Route 56, Routes 80/84, Route 81, and Route 82. In addition, Route 11 (Truxel Road), Route 25 (Marconi), and Route 26 (Fulton) will receive additional evening trips.

To improve the weekend service network and provide more convenient access to key destinations, TransitRenewal proposes increasing weekend frequency and service



coverage on Routes 11, 13, 15, 19, 23, 25, 51, 54, 56, 80/84, 81, 86, and 88.



6.1.4 Streamlined Service

TransitRenewal proposes that RT bus routes be “streamlined” when possible, making them straighter and more direct, by removing deviations or unnecessary out-of-direction movements. This process both provides a faster trip for most customers, and reduces mileage, allowing service to be delivered more cost-effectively. Individual alignment changes are noted in Table 1 below.

6.1.5 Reinvest Resources from Underperforming Services

In certain cases, TransitRenewal recommended that bus services that are duplicative of other nearby bus services and/or generate very little ridership be modified or discontinued. When possible, new or redesigned bus routes were proposed to cover segments of discontinued service that generated the highest ridership. Individual alignment changes are noted in Figure 6.1 below.

6.1.6 Light Rail Service

In order to rebuild previous light rail evening ridership, TransitRenewal proposes later evening service on light rail on weekdays and Saturdays. Sunday/Holiday light rail service is also recommended for later service, although the proposal will be re-examined at the time of implementation when exact staffing costs are better known. TransitRenewal proposes that weekend light rail service be improved from 30 to 15-minute frequencies during the busiest 8 hours of the day. Such an improvement will provide more convenient service to thousands of RT customers.

6.1.7 Individual Route Recommendations

The table on the following pages discusses individual route recommendations as well as the proposed phasing of service improvements.



Route	Service Recommendations
Blue Line	Year 1: Extend evening service to approximately 11:00 p.m. on weekdays and Saturdays. Year 2: Extend evening service to approximately 11:00 p.m. on and Sundays.
Gold Line	Year 1: Extend evening service to approximately 11:00 p.m. on weekdays and Saturdays. Year 2: Extend evening service to approximately 11:00 p.m. on and Sundays.
1	Year 1: Discontinue weekday service along Watt Avenue from Watt/I-80 Station to McClellan Business Park. Improve weekday frequency to every 15 minutes and extend weekday service span to approximately 10:00 p.m. Year 2: Extend Saturday service span to approximately 10:00 p.m. Year 4: Extend Sunday service span to approximately 10:00 p.m.
2	No change.
3	No change.
5	Year 1: Discontinue deviation to Stockton Boulevard and Power Inn Road.
6	No change.
7	No change.
8	Year 3: Reinstate weekday service and realign northern segment to operate from Power Inn Road, west on 14th Avenue, and north on 65th Street to University/65th Street Station. Operate 60 minute service from approximately 7:00 a.m.-7:00 p.m.
11	Year 1: Extend weekday service to approximately 7:00 p.m. and introduce new Saturday service operating every 60 minutes from approximately 7:00 a.m. – 8:00 p.m. Year 2: Introduce new Sunday service operating every 60 minutes from approximately 7:00 a.m. – 8:00 p.m. Year 3: Realign service to operate with two weekday branches, each sharing a common trunk from Downtown Sacramento to North Natomas via Truxel Road. The Western Branch will operate from Truxel, west on Del Paso Road, to East Commerce Way. The Eastern Branch will go from Truxel Road, north on Natomas Boulevard, east on Club Center drive, to Honor Parkway, and south on Natomas Boulevard. Branches will operate 60 minute service with combined 30 minute trunk frequency. On weekends, service will operate along Eastern Branch.
13	Year 2: New Saturday and Sunday service will be introduced and operate every 60 minutes from approximately 8:00 a.m. to 8:00 p.m.
14	Year 1: Discontinue service (combine with Route 19).
15	Year 2: Extend weekday and Saturday service spans until approximately 10:00 p.m. Year 3: Improve Saturday frequency to 30 minutes.
16	Year 1: Discontinue service.

Figure 6.1 Individual Route Recommendations by Year



Route	Service Recommendations
19	<p>Year 1: Realign to operate from Arden/Del Paso Station to Rio Linda Boulevard and Bell Avenue via Norwood Avenue and Bell Avenue. One additional evening trip will be added on weekdays.</p> <p>Year 3: Discontinue service along Elverta Road and Watt Avenue.</p>
21	<p>Year 1: Extend weekday service span to approximately 10:00 p.m.</p> <p>Year 2: Extend Saturday service span to approximately 10:00 p.m.</p>
22	<p>Year 1: Discontinue service east of Watt Avenue. Realign service to operate from Arden/Del Paso Station to Kaiser Hospital at Morse Avenue and Cottage Way. Discontinue Saturday service (covered by Route 23).</p>
23	<p>Year 1: Extend weekday service span to approximately 10:00 p.m from Arden/Del Paso Station to Marconi Avenue.</p> <p>Year 2: Improve weekday frequency to every 15 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue. Extend Saturday service span to approximately 10:00 p.m. Improve Sunday frequency to every 30 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue.</p>
24	<p>No changes were agreed to as part of TransitRenewal; however, Route 24 is recommended for eventual elimination, to be replaced with a new route, serving the same general area, but with significant changes in routing, end points, and hours of service.</p>
25	<p>Year 1: Short term: Discontinue service along Del Paso Boulevard. Improve weekday frequency to 30 minutes from Marconi/Arcade Station along Marconi Avenue to Fair Oaks Boulevard. Extend weekday service span to approximately 8:00 p.m.</p> <p>Year 2: Extend Saturday service span to approximately 8:00 p.m. Introduce new Sunday service along proposed weekday alignment operating every 60 minutes from approximately 8:00 a.m. to 7:00 p.m.</p> <p>Year 5: Long term: Realign service to Swanston Station via Howe Avenue and Arden Way.</p>
26	<p>Year 1: Extend route past Watt/I-80 Station to serve McClellan Park via former Route 1 alignment along James Way, Dudley Blvd, Peacekeeper Way, Luce Ave, and Palm Street.</p> <p>Year 5: Extend weekday service span to approximately 8:00 p.m. and Saturday service span to approximately 7:00 p.m.</p>
28	<p>Year 2: Discontinue service from Zinfandel Drive to Sunrise Mall via Sunrise Boulevard and Fair Oaks Boulevard. Realign to operate from Mather Field/Mills Station to Sunrise Station via Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard. Reduce peak frequency from every 30 minutes to every 60 minutes and reduce service span to operate from approximately 7:00 a.m. to 7:00 p.m.</p>
29	<p>Year 2: No alignment change. Add one additional PM peak trip.</p>
30/31	<p>Year 1: Discontinue weekday service to River Park (covered by restructured Route 34). Operate weekdays with consistent 15 minute frequency. Extend weekday service span to approximately 10:00p.m.</p>
33	<p>No change.</p>
34	<p>Year 1: Realign to operate along current downtown alignment and into River Park along former Route 31 alignment. Discontinue service to University/65th St Station (covered by Routes 82 and 87). Discontinue Saturday and Sunday service.</p>
38	<p>Year 4: Improve weekday service to every 30 minutes.</p>
47	<p>Year 1: Discontinue Saturday service.</p> <p>Year 3: Discontinue weekday service.</p>

Figure 6.1 Individual Route Recommendations by Year (continued)



Route	Service Recommendations
51	<p>Year 1: Extend weekday service span to approximately 10:00 p.m. Improve weekday frequency to every 12 minutes.</p> <p>Year 2: Extend Saturday service span to approximately 10:00 p.m.</p> <p>Year 3: Improve weekday frequency to 10 minutes. Improve Saturday frequency to every 15 minutes.</p>
54	<p>Year 1: Discontinue service along Tangerine Avenue, La Mancha Way, and south of Calvine Road (Center Parkway and Bruceville Road). Realign to operate 60 minute service from Florin Station, east on Florin Road, south on Franklin Boulevard, northeast on Forest Parkway, south on Center Parkway, east on Calvine Road, and north on Bruceville Road to Cosumnes River College (CRC). From CRC route will operate 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. New Saturday service will be introduced from Florin Station to CRC only, operating every 60 minutes from approximately 9:00 a.m. – 6:00 p.m.</p> <p>Year 3: Potentially operate as a Community Bus route to allow for continued service to the Phoenix Park area.</p>
55	<p>Year 1: No weekday or Saturday alignment change. Improve weekday frequency to 30 minutes. Extend Sunday alignment from Kaiser South Hospital to CRC.</p>
56	<p>Year 1: Extend weekday service span to approximately 10:00 p.m.</p> <p>Year 2: Improve weekday frequency to 15 minutes from Meadowview Station to CRC. Improve Sunday frequency to 30 minutes. Extend service to approximately 10:00 p.m. every day.</p>
61	<p>Year 5: Improve frequency to 30 minutes.</p>
62	<p>No change.</p>
65	<p>No change.</p>
67	<p>No change.</p>
68	<p>No change.</p>
72	<p>No change.</p>
74	<p>No change.</p>
75	<p>Year 2: Discontinue service along Old Placerville Road. Realign 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).</p> <p>Year 3: Extend from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station.</p>
77	<p>No change.</p>
80/84	<p>Year 1: Extend Route 80 weekday service span to approximately 10:00 p.m.</p> <p>Year 2: Extend Route 80 Saturday service span to approximately 10:00 p.m. Extend Route 84 weekday and Saturday service spans to approximately 10:00 p.m.</p> <p>Year 3: Discontinue service deviations to Kaiser Hospital and La Riviera Drive. Improve weekday frequency on both routes to 30 minutes, with combined 15 minute service on trunk. Introduce new Route 84 Sunday service operating from approximately 7:00 a.m. to 8:00 p.m. every 60 minutes, creating a combined 30 minute trunk frequency. Extend Route 80 Sunday service span to approximately 9:00 p.m.</p>

Figure 6.1 Individual Route Recommendations by Year (continued)



Route	Service Recommendations
81	Year 1: Extend weekday service span to approximately 10:00 p.m. Year 2: Extend Saturday service span to approximately 10:00 p.m. Year 4: Improve weekday frequency from Florin Towne Center along 65th Street to University/65th Street Station to 15 minutes, creating 15 minute frequency along entire route. Improve Sunday frequency to 30 minutes. Extend Sunday service span to approximately 9:00 p.m.
82	Year 1: Extend weekday service span to approximately 10:00 p.m.
85	No change.
86	Year 1: Discontinue service deviation to Harris Avenue. Year 2: Improve Saturday frequency to 30 minutes. Extend Sunday service span to approximately 8:00 p.m.
87	No change.
88	Year 2: Improve Saturday frequency to 30 minutes.
93	No change.
95	Year 1: Reinstate 60 minute weekday service and operate along previous alignment with an extension to Walmart on Antelope Road. Service will operate from approximately 6:00 a.m. – 6:00 p.m.
103	Year 2: Eliminate feeder service to Watt/I-80 Station and instead have three morning and three afternoon trips with direct service to/from Downtown Sacramento via Business 80 and Highway 160. Routing in Citrus Heights will remain the same.
109	No change.
195	Year 1: New Demand Response (Dial-a-Ride) service in Citrus Heights.

Figure 6.1 Individual Route Recommendations by Year (continued)



7. Conclusion and Next Steps

TransitRenewal developed a strategy for effective, efficient, and sustainable transit planning using detailed data analysis and significant community input. TransitRenewal responds to changing economic circumstances and financial realities by creating a strong core network of frequent, high-quality transit service that paves the way for future improvements. The recommendations themselves, along with an improved understanding of the RT network and an ongoing performance measurement system, will guide RT to a sustainable future.

