



**Summary of Proposed Changes
December 10, 2018**

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Route	Proposed Changes
<p>1 Greenback</p>	<p>No changes.</p>
<p>2 Riverside</p>	<p>Eliminate except for three morning and three afternoon trips, which would be renumbered as #102 Riverside.</p>
<p>3 Riverside Express</p>	<p>No changes.</p>
<p>5 Meadowview/ Valley Hi</p>	<p>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., both of which will be renumbered and renamed to #205 Elsie and which will operate from September through June only. Area east of SR-99 to be served by future Smart Ride microtransit service. Area west of SR-99 covered by Routes 55, 56 and new #67 MLK.</p>
<p>6 Land Park</p>	<p>Eliminate except for three morning and three afternoon trips, which would be renumbered as #106 Land Park.</p>
<p>7 Pocket Express</p>	<p>No changes.</p>
<p>11 Truxel</p>	<p>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. See new map for details.</p>
<p>13 Northgate</p>	<p>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. See new map for details.</p>

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<p>15 Rio Linda Blvd</p>	<p>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." See map for details.</p>
<p>19 Rio Linda</p>	<p>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 and turn around in Rio Linda. 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. See map for details.</p>
<p>21 Sunrise</p>	<p>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.</p>
<p>22 Arden</p>	<p>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.</p>
<p>23 El Camino</p>	<p>#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 to provide better service to Howe About Arden shopping center. 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. See map for details.</p>



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<p>24 Madison/ Greenback</p>	<p>Eliminate route. Area is covered by Smart Ride microtransit.</p>
<p>25 Marconi</p>	<p>#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. See map for details.</p>
<p>26 Fulton</p>	<p>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. 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. See map for details.</p>
<p>28 Fair Oaks/ Butterfield</p>	<p>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.</p>
<p>29 Arden/ California Ave</p>	<p>No changes to route or schedule, but renumber to #129 Arden/Carmichael.</p>



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<p>30 J Street</p>	<p>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). See map for details.</p>
<p>33 Dos Rios</p>	<p>Eliminate route due to proximity to 12th/I station.</p>
<p>34 McKinley</p>	<p>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. See map for details.</p>
<p>38 P/Q Streets</p>	<p>Eliminate route. Stops along P/Q Streets are 800 feet from light rail alignment. Customers going to/from UC Davis Medical Center would use #51 Broadway/Stockton, which has more frequent service and longer hours.</p>
<p>47 Phoenix Park</p>	<p>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.)</p>

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<p>51 Broadway/ Stockton</p>	<p>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.</p>
<p>54 Center Parkway</p>	<p>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.</p>
<p>55 Florin/CRC</p>	<p>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.</p>
<p>56 Meadowview</p>	<p>Operate weekend service at 45 minute frequency. (Existing Saturday service has 30 minute frequency but Sunday/Holiday service has 60 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. Change official route name from "#56 Pocket/CRC" to "#56 Meadowview."</p>
<p>61 Fruitridge</p>	<p>Eliminate service east of 65th St, on Power Inn Rd, and on Folsom Blvd due to low population density and non-transit supportive (e.g., mostly industrial) land uses. Extend route from 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. See map for details.</p>



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<p>62 Freeport</p>	<p>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 Dr at Sac City College would 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. See map for details.</p>
<p>65 Franklin/ 65th St</p>	<p>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. Although Delta Shores attracts many shoppers, the distance of it from the remainder of the transit network makes it an unproductive destination for transit, at least until more homes, offices, and connecting streets are built.</p>
<p>67 MLK/ Franklin</p>	<p>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. See map for details.</p>



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<p>68 MLK/44th St</p>	<p>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. See map for details.</p>
<p>72 Rosemont</p>	<p>Improve weekend frequency from 60 to 45 minutes.</p>
<p>74 Rancho Cordova</p>	<p>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.” See map for details.</p>
<p>75 Mather</p>	<p>Eliminate route. Area would be served by new #74 Rancho Cordova.</p>
<p>80 Watt/Elkhorn</p>	<p>Eliminate route. Watt Ave and North Highlands would be covered by new #84 Watt and new #26 Fulton.</p>

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<p>81 Florin/65th St</p>	<p>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. See map for details.</p>
<p>82 CSUS/ARC</p>	<p>Improve weekend frequency from 60 to 45 minutes. Change official name of route from “#82 Howe/65th St” to “#82 CSUS/ARC.”</p>
<p>84 Watt</p>	<p>Improve weekday frequency from 60 to 30 minutes and 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 every 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. See map for details.</p>
<p>86 San Juan/ Grand</p>	<p>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.”</p>
<p>87 Howe</p>	<p>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.</p>



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<p>88 West El Camino</p>	<p>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.</p>
<p>93 Hillsdale</p>	<p>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. See map for details.</p>
<p>95 Citrus Heights</p>	<p>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.)</p>
<p>103 Auburn Blvd</p>	<p>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.</p>
<p>109 Hazel Express</p>	<p>No changes.</p>
<p>170-173 JIBE Routes</p>	<p>No changes.</p>
<p>175-177 Rancho Cordovan</p>	<p>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.</p>