

## Chapter 2 | Existing Conditions

### 2.1 Introduction

The Yuba-Sutter Transit Authority, operating as Yuba-Sutter Transit, provides a crucial mobility service for the residents of Yuba and Sutter Counties. The organization provides commuter services to the Sacramento area, rural services to outlying communities, as well as local fixed route and demand-response services in the Yuba City / Marysville / Olivehurst / Linda area. Yuba-Sutter Transit has had a remarkable history of growth in services and ridership, reaching just under 1.3 million boardings per year in total and just over 1.0 million boardings per year on the local fixed route service.

This local fixed route service consists of a total of six routes. Of these, the key route that links all other routes is Route 1, which travels in an east-west corridor between western Yuba City on the west and Yuba College (in Linda) on the east. This route, which carries 34 percent of the total local fixed route ridership, is the only route that crosses the Feather River (via the 10<sup>th</sup> Street Bridge). West of the Feather River within Yuba City, the Route 1 corridor is also served by portions of Routes 2 and 5, while to the east of the Feather River in Marysville and Linda, the corridor is served by portions of Routes 3, 4 and 6. Because of this route structure, the ability to make convenient timed transfers is key – 15 percent of all passengers transfer as part of their individual trip overall, with the greatest proportion on Route 4 (26 percent). This corridor is also key in that it encompasses all of the local fixed route key transit centers.

Due both to the structure of the local route network and the ridership levels, conditions along the Route 1 corridor are crucial to the operational effectiveness and ridership potential of the entire local route system. To guide improvements along this corridor, Yuba-Sutter Transit Authority was awarded a Sustainable Transportation Planning Grant by the California Department of Transportation to study potential enhancements. As a first step, this document presents information regarding existing conditions along the corridor. Chapter 2.2 presents a summary of existing services. Chapter 2.3 documents existing ridership characteristics. Finally, Chapter 2.4 summarizes the existing conditions at the key transit centers. This information will be used as the basis for future study tasks that develop and evaluate potential corridor enhancements.

## 2.2 Existing Corridor Transit Services

### 2.2.1 Existing Services

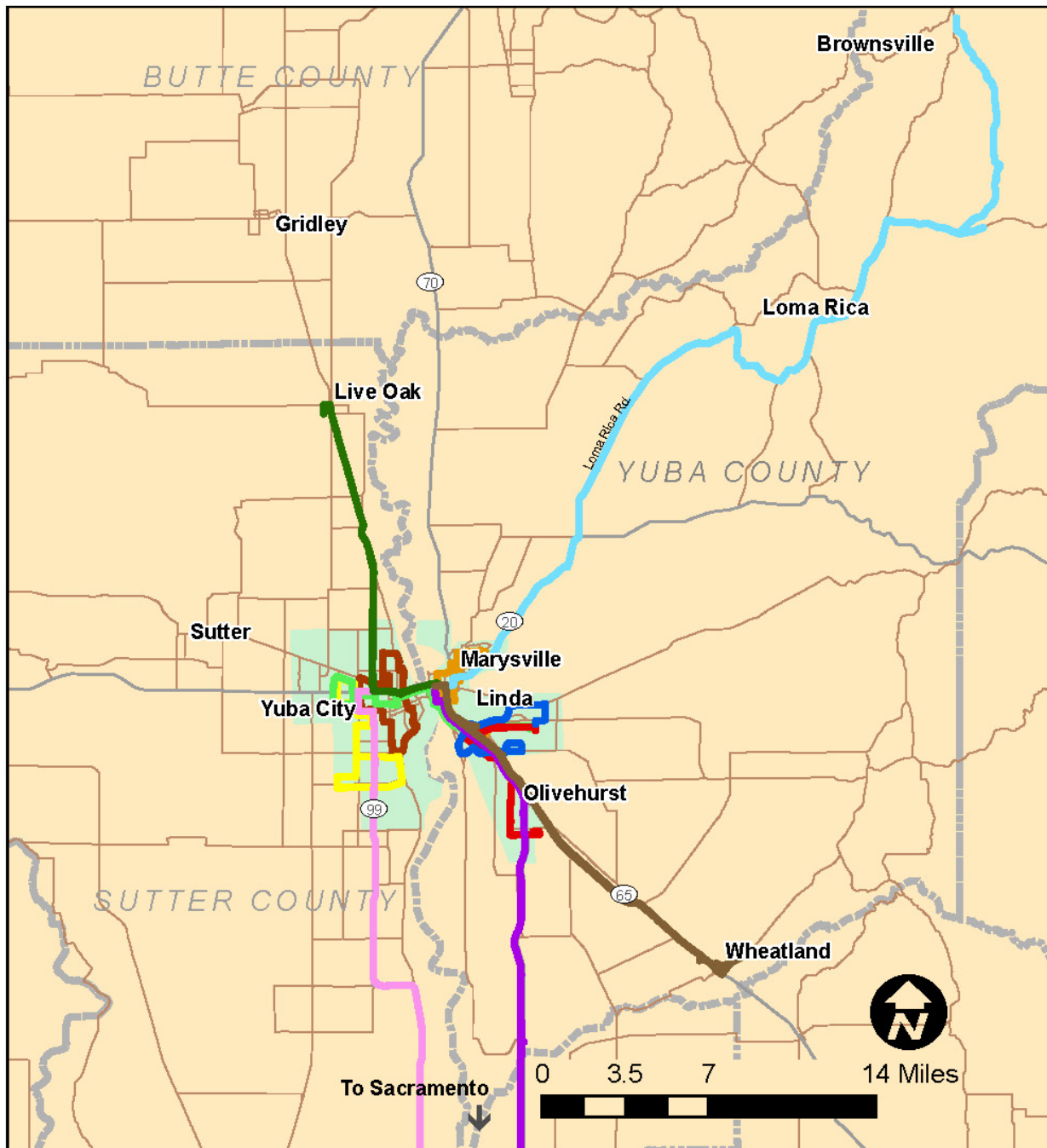
Yuba-Sutter Transit provides public transit service in Yuba and Sutter Counties (as well as commuter service to Sacramento) under a joint powers agreement between Sutter and Yuba Counties and the Cities of Marysville and Yuba City. Yuba-Sutter Transit operates six local fixed routes, service to Sacramento, Dial-A-Ride (DAR) and rural lifeline routes. Figure 2.1 graphically presents Yuba-Sutter Transit services system-wide. The following describes each of Yuba-Sutter Transit services in detail. Yuba-Sutter Transit is a participating agency of the Connect Transit Card, which launched in 2017. The Connect Transit Card is the Sacramento region's new transit smart card fare collection system that uses a plastic smart card that can store cash value, passes and discount fares.

#### Local Fixed Routes

Local fixed route service is offered from 6:30 AM to 6:30 PM Monday through Friday and 8:30 AM to 5:30 PM on Saturday. No service is available on Sundays. The one-way general public fare is \$1.00 with a 50 percent discount available to seniors age 65 and over, youth age 5 to 12 years old and disabled persons. Children under the age of 5 may ride for free. Monthly passes are available to the general public for \$30.00 and \$5.00 until December 31<sup>st</sup>. Funding from Feather River Air Quality Management District (FRAQMD) may be renewed to continue the discount program, but that is unknown at this time. Riders may also purchase a \$10.00 ticket sheet for those not wishing to transfer to Connect Transit Card. However, the Connect Card provides a daily cap after three paid fares each day. When local routes end after 6:00 PM, the public can use the Dial-A-Ride service. Local fixed routes are displayed in Figure 2 and described below:

- **Route 1 – Yuba City / Yuba College** – This route begins in Yuba City at the Walton Terminal at Sam's Club where there are timed transfers with Route 2 and 5, then travels by the Yuba Sutter Mall, stops at the Alturas & Shasta Terminal, then crosses into Marysville with stops at the Government Center, North Beale Transit Center and terminates at Yuba College at a timed transfer with Routes 3 and 6. The route operates on half-hourly headways using two buses in each direction.
- **Route 2 – Yuba City Loop** – This route begins and ends at the Walton Terminal in Yuba City. Stops along the way include: Yuba Sutter Mental Health, Alturas & Shasta Terminal, and Yuba City High School. Two buses operate the loop in a clockwise direction and two buses operate in a counter clockwise direction with half hourly headways Monday through Friday. On Saturday, there are one hour headways. Timed transfers to Route 1 and 5 are possible at the Walton Terminal.
- **Route 3 – Olivehurst to Yuba College** – Using two buses, half-hourly service is provided between Evelyn & Johnson Park in Olivehurst and Yuba College in Linda. Transfers are possible to Routes 1 and 6 at Yuba College and Route 4 Marysville Loop in the counter clockwise direction at N. Beale Transit Center.

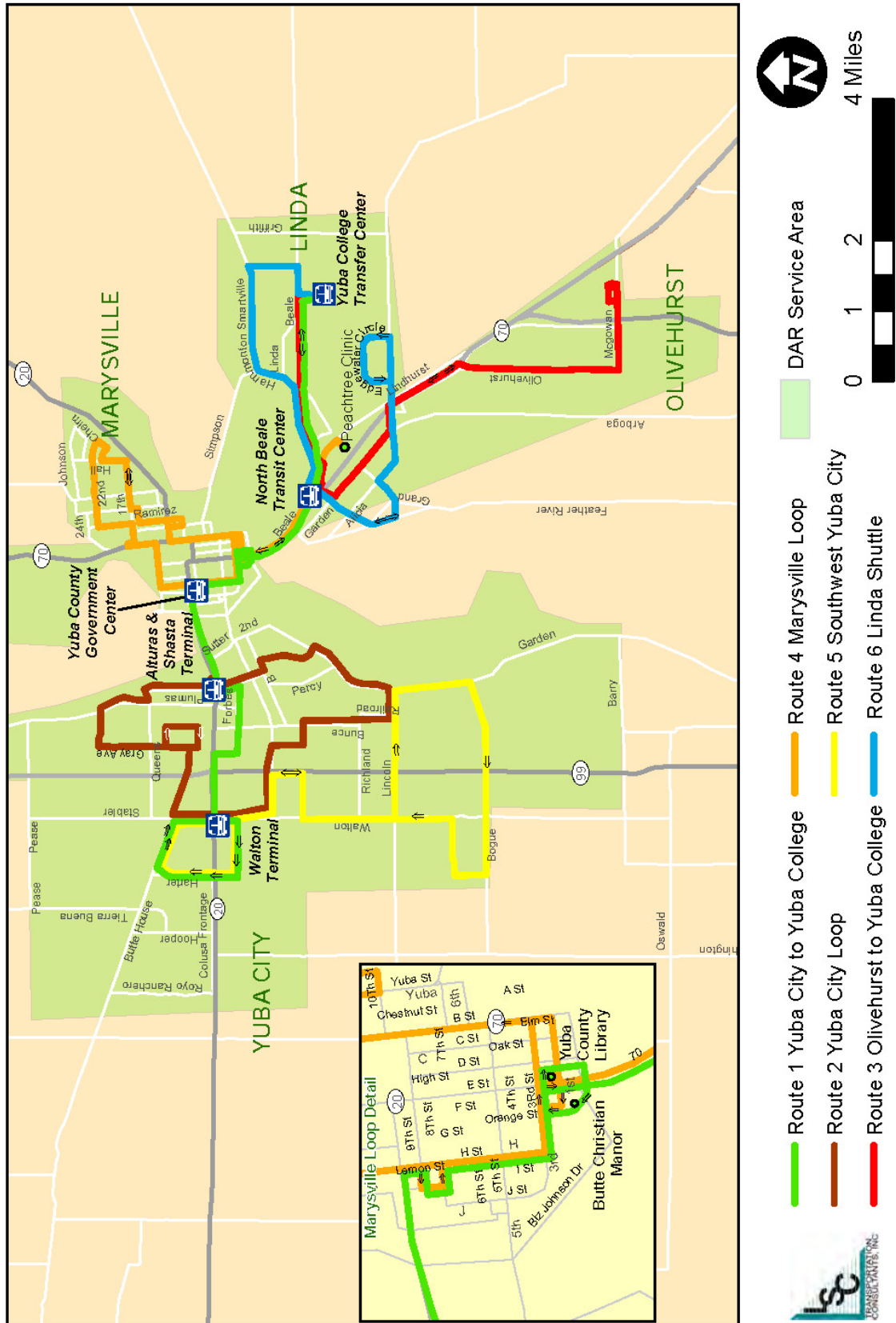
Figure 2.1: Yuba-Sutter Transit Routes



- Foothill Route
- Live Oak Route
- Route 1 Yuba City to Yuba College
- Route 2 Yuba City Loop
- Route 3 Olivehurst to Yuba College
- Route 4 Marysville Loop
- Route 5 Southwest Yuba City
- Route 6 Linda Shuttle
- Wheatland Route
- SR70 Commuter
- SR99 Commuter
- DAR Service Area
- County Line



Figure 2.2: Yuba-Sutter Local Routes



- **Route 4 – Marysville Loop** – Hourly service in each direction is provided using a total of two buses, beginning and ending at the Peach Tree Clinic. Stops include the Yuba County Government Center and Marysville High School. The key transfer opportunity is at the North Beale Transit Center, where passengers can transfer to Routes 1, 3 and 6. Transfers between Routes 4 and 1 are also available in Marysville at D & 2<sup>nd</sup> as well as the Yuba County Government Center.
- **Route 5 – South Yuba City to North Yuba City** – Hourly service is provided between southwest Yuba City and the Walton Terminal in northwest Yuba City using one bus. Timed transfers to Route 1 and 2 are possible at the Walton Terminal.
- **Route 6 – Linda Shuttle** – This route serves Yuba College and the North Beale Transit Center at Walmart on hourly headways with one bus. Timed transfers to Route 1 and 3 are possible at Yuba College.

Table 2.1 presents a summary of the existing local route service. As shown, up to 14 buses are in operation at peak times on weekdays, and 12 buses on Saturdays.

	Route								Total
	1	2A	2B	3	4A	4B	5	6	
<b>Weekday</b>									
Service Start Time	6:24 AM	6:17 AM	6:21 AM	6:09 AM	6:33 AM	6:39 AM	6:18 AM	6:20 AM	
Service End Time	6:45 PM	6:17 PM	6:21 PM	6:05 PM	6:26 PM	6:16 PM	6:22 PM	6:13 PM	
Service Frequency	30 Min.	30 Min.	30 Min.	30 Min.	1 Hr.	1 Hr.	1 Hr.	1 Hr.	
Peak Buses in Service	4	2	2	2	1	1	1	1	14
<b>Saturday</b>									
Service Start Time	8:19 AM	8:17 AM	8:21 AM	8:39 AM	8:33 AM	8:39 AM	8:08 AM	8:13 AM	
Service End Time	5:45 PM	5:17 PM	5:21 PM	5:25 PM	5:26 PM	5:09 PM	5:22 PM	5:13 PM	
Service Frequency	30 Min.	1 Hr.	1 Hr.	30 Min.	1 Hr.	1 Hr.	1 Hr.	1 Hr.	
Peak Buses in Service	4	1	1	2	1	1	1	1	12
Source: YubaSutterTransit.com									

### Dial-A-Ride

Yuba-Sutter Transit provides Dial-A-Ride curb to curb demand response service within the general Yuba City, Marysville, Linda, and Olivehurst area from 6:30 AM to 9:30 PM on weekdays and from 8:30 AM to 5:30 PM on Saturdays.

Service is also available to the general public, in a defined area encompassing Yuba City, Marysville, Linda and Olivehurst after 6:30 PM on weekdays. Seniors (age 65 and above) and persons with disabilities pay a \$2.00 prior to 6 PM and \$1.50 after 6 PM, while children age 4 and under ride free. The fare to the general public for evening service is \$3.00.

## Rural Routes

Yuba-Sutter Transit provides lifeline transit service to outlying communities:

- **Foothill Route** – The Foothill Route connects the communities of Brownsville, Oregon House, Willow Glen and Loma Rica to Marysville, twice a day every Tuesday, Wednesday and Thursday. Passengers can connect with other Yuba-Sutter Transit services at the Yuba County Government Center.
- **Live Oak Route** – The Live Oak Route travels between Live Oak and Marysville/Yuba City three times a day on all weekdays. Passengers can connect to other Yuba-Sutter Transit services at the Alturas & Shasta Terminal and the Yuba County Government Center.
- **Wheatland Route** – This rural route connects Wheatland to Linda and Marysville each weekday. Connections to other Yuba-Sutter Transit services are possible at the North Beale Transit Center and Yuba County Government Center.

## Sacramento Routes

Yuba-Sutter Transit provides both peak hour commuter service and mid-day transit service to Sacramento via both State Route (SR) 99 and 70. Commuter service consists of nine morning runs (six via SR 99 and three via SR 70) to Sacramento and ten afternoon runs from Sacramento (via SR 99 and three via SR 70) Monday through Friday. The morning runs begin at either the Yuba County Government Center in Marysville at 5:15 AM or Walton Terminal in Yuba City as early as 5:30 AM. The SR 99 route picks up passengers in Marysville and Yuba City while the SR 70 route picks up passengers in Marysville, Olivehurst and Plumas Lake. Afternoon commute trips leave Sacramento between 3:45 PM and 6:35 PM. The Mid-Day Express consists of three round trips that depart Yuba City/ Marysville at: 7:55 AM via SR 70, 11:00 AM via SR 99 and 1:15 PM via SR 70.

### 2.2.2 Corridor Transit Activity by Roadway Link

Transit volumes generated by the local routes along the corridor on weekdays is summarized in Table 2.2. As shown, the greatest level of transit activity is in the eastern portion of the corridor on North Beale Road between the North Beale Transit Center and the Hammonton-Smartville Road intersection, where Routes 1, 3 and 6 combine to result in 121 one-way transit trips per day, of which 10 (5 in each direction) occur per hour.

Table 2.2: Weekday Transit Activity by Corridor Segment			Eastbound							Westbound							Total 2-Way
Segment	Between	And	Rt 1	Rt 2	Rt 3	Rt 4	Rt 5	Rt 6	Total	Rt 1	Rt 2	Rt 3	Rt 4	Rt 5	Rt 6	Total	
<b>Hourly In-Service Bus Trips</b>																	
Walton Ave	Butte House Rd	Lassen Blvd	--	2	--	--	--	--	2	2	2	--	--	1	--	5	7
Lassen Blvd, Harter Rd	Walton Terminal	Harter at Walmart	2	--	--	--	1	--	3	--	--	--	--	--	--	0	3
Harter Rd, Butte House Rd	Harter at Walmart	Walton Ave	2	--	--	--	1	--	3	2	--	--	--	--	--	2	5
Butte House Rd	Walton Ave	Gray Ave	2	2	--	--	--	--	4	2	2	--	--	--	--	4	8
Gray Ave, Forbes Ave	Butte House	Plumas	2	--	--	--	--	--	2	2	--	--	--	--	--	2	4
Plumas St	Forbes	Alturas/Shasta	2	2	--	--	--	--	4	2	2	--	--	--	--	4	8
10th St	Alturas/Shasta	Yuba Co Govt Center	2	--	--	--	--	--	2	2	--	--	--	--	--	2	4
H St, 3rd St	Yuba Co Govt Center	3rd & D	2	--	--	1	--	--	3	2	--	--	1	--	--	3	6
H St, 3rd St, N. Beale Rd	3rd & D	N. Beale Transit Center	2	--	--	2	--	--	4	2	--	--	2	--	--	4	8
N Beale Rd	N. Beale Transit Center	Hammonton/Smartville Rd	2	--	2	--	--	1	5	2	--	2	--	--	1	5	10
N Beale Rd	Hammonton/Smartville Rd	Yuba College	2	--	2	--	--	--	4	2	--	2	--	--	--	4	8
<b>Total Daily In-Service Bus Trips</b>																	
Walton Ave	Butte House Rd	Lassen Blvd	--	23	--	--	--	--	23	24	23	--	--	12	--	59	82
Lassen Blvd, Harter Rd	Walton Terminal	Harter at Walmart	23	--	--	--	12	--	35	--	--	--	--	--	--	0	35
Harter Rd, Butte House Rd	Harter at Walmart	Walton Ave	24	--	--	--	12	--	36	24	--	--	--	--	--	24	60
Butte House Rd	Walton Ave	Gray Ave	24	23	--	--	--	--	47	24	23	--	--	--	--	47	94
Gray Ave, Forbes Ave	Butte House	Plumas	24	--	--	--	--	--	24	24	--	--	--	--	--	24	48
Plumas St	Forbes	Alturas/Shasta	24	23	--	--	--	--	47	24	25	--	--	--	--	49	96
10th St	Alturas/Shasta	Yuba Co Govt Center	24	--	--	--	--	--	24	25	--	--	--	--	--	25	49
H St, 3rd St	Yuba Co Govt Center	3rd & D	25	--	--	12	--	--	37	24	--	--	12	--	--	36	73
H St, 3rd St, N. Beale Rd	3rd & D	N. Beale Transit Center	25	--	--	24	--	--	49	24	--	--	24	--	--	48	97
N Beale Rd	N. Beale Transit Center	Hammonton/Smartville Rd	25	--	24	--	--	12	61	24	--	24	--	--	12	60	121
N Beale Rd	Hammonton/Smartville Rd	Yuba College	25	--	24	--	--	--	49	24	--	24	--	--	--	48	97

Note: Excludes Commuter, Rural and Dial-A-Ride runs

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High levels of transit activity also occur east of the Hammonton-Smartville Road and over the Yuba River Bridge (97 buses per day, 8 per hour), along Plumas Street in Yuba City (96 buses per day, 8 per hour) and along Butte House Road between Walton Avenue and Gray Avenue (94 buses per day, 8 per hour).

### 2.2.3 Transit Activity at Transit Centers over a Day

Bus activity can also be considered at each of the key transit transfer points. As shown in Table 2.3, the greatest overall bus activity on weekdays occurs at the North Beale Transit Center, with 170 buses per day and 15 per hour. The remaining transfer points by level of activity are the Yuba County Government Center (111 per day, 13 per hour), Alturas & Shasta (103 per day, 9 per hour), Walton Terminal (92 per day, 9 per hour), and Yuba College (86 per day, 8 per hour). Transit activity at the North Beale Transit Center is split virtually evenly between the south side and the north side (Walmart side) of North Beale Road.

### 2.2.4 Transit Activity at Transit Centers over an Hour

A key factor in evaluating existing or future designs for a transfer center is the number of buses on-site at peak times. The existing schedules were reviewed to identify when buses on the various routes will be at each of the transfer centers on a minute-by-minute basis over the course of a typical weekday hour. The results are shown in Table 2.4 for the western transit centers, and Table 2.5 for the eastern transit centers. Reviewing this information for the individual centers indicates the following:

- **Walton Terminal** is a layover/recovery point for Routes 1, 2 and 3. This results in a total of up to four buses onsite at peak times (three on the west side of Walton Road, and the Route 2A bus on the east side).
- By the schedule, only one bus at a time would be at **Alturas & Shasta**. However, it only requires a bus to be 4 minutes off schedule for two buses to be on-site, and a 9 minute deviation from schedule results in 3 buses on site.
- Similarly, the **Yuba County Government Center** would only have a single bus on site at any one time per the schedule, but common variations in running time can result in up to three buses at a time.
- The south side of the **North Beale Transit Center** has two buses scheduled at the peak time. However, only a 3 minute delay on Route 3 can result in three buses at a time. On the north side of the street, only one bus is scheduled to be on site at a time, but small delays can result in two buses and infrequently three buses can be on site.
- The **Yuba College Transit Center** is a layover/recovery point for Routes 1, 3 and 6, resulting in up to three buses at a time.

**TABLE 2.3: Summary of Weekday Bus Activity at Key Transfer Points**

		Number of Buses per Hour on Weekdays															
		Hour Beginning															
		5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	Total Daily	
Walton Terminal (Sams Club)	Rt 1	0	2	2	2	2	2	2	2	2	2	2	2	2	2	26	
	Rt 2A	0	1	2	2	2	2	2	2	2	2	2	2	2	0	23	
	Rt 2B	0	1	2	2	2	2	2	2	2	2	2	2	2	0	23	
	Rt 5	0	1	1	1	1	1	1	1	1	1	1	1	1	0	12	
	Commuter	2	4	0	0	0	0	1	0	0	0	1	0	0	0	8	
	<b>Total</b>	<b>2</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>92</b>	
Alturas & Shasta	Rt 1	0	3	4	4	4	4	4	4	4	4	4	4	4	2	49	
	Rt 2A	0	2	2	2	2	2	2	2	2	2	2	2	2	1	25	
	Rt 2B	0	2	2	2	2	2	2	2	2	2	2	2	2	1	25	
	Live Oak	0	0	1	0	0	0	1	1	0	0	0	0	1	0	4	
	<b>Total</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>103</b>	
Yuba County Government Center	Rt 1	0	4	4	4	4	4	4	4	4	4	4	4	4	2	50	
	Rt 4A	0	0	1	1	1	1	1	1	1	1	1	1	1	1	12	
	Rt 4B	0	0	1	1	1	1	1	1	1	1	1	1	1	1	12	
	Foothill <sup>(1)</sup>	0	0	1	0	0	0	1	0	1	0	0	0	1	0	4	
	Live Oak	0	0	1	0	0	0	1	1	0	0	0	0	1	0	4	
	Wheatland	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	
	Commuter	4	3	1	2	0	1	1	0	2	1	1	2	5	4	27	
<b>Total</b>	<b>4</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>111</b>		
North Beale Transit Center	South Side		Rt 1	0	1	2	2	2	2	2	2	2	2	2	2	25	
			Rt 3	0	2	2	2	2	2	2	2	2	2	2	2	24	
			Rt 4A	0	1	1	1	1	1	1	1	1	1	1	1	12	
			Rt 4B	0	0	1	1	1	1	1	1	1	1	1	1	11	
			Rt 6	0	1	1	1	1	1	1	1	1	1	1	1	12	
			Wheatland	0	0	0	0	0	1	0	0	0	0	0	0	1	
			Subtotal	0	5	7	7	7	8	7	7	7	7	7	7	2	85
	Walmart Side		Rt 1	0	1	2	2	2	2	2	2	2	2	2	2	1	24
			Rt 3	0	1	2	2	2	2	2	2	2	2	2	2	1	24
			Rt 4A	0	0	1	1	1	1	1	1	1	1	1	1	1	12
			Rt 4B	0	1	1	1	1	1	1	1	1	1	1	1	0	12
			Rt 6	0	0	1	1	1	1	1	1	1	1	1	1	1	12
			Wheatland	0	0	0	0	0	0	0	0	0	0	1	0	0	1
		Subtotal	0	3	7	7	7	7	7	7	7	7	8	7	4	85	
<b>Total</b>		<b>0</b>	<b>8</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>14</b>	<b>6</b>	<b>170</b>	
Yuba College	Rt 1	0	1	3	2	2	2	2	2	2	2	2	2	2	2	26	
	Rt 3	0	2	4	4	4	4	4	4	4	4	4	4	4	2	48	
	Rt 6	0	1	1	1	1	1	1	1	1	1	1	1	1	0	12	
	<b>Total</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>86</b>	

Source: YubaSutterTransit.com

Note 1: Tue, Wed and Thur only.

**Table 2.4: Existing Weekday Hourly Local Route Service Schedule at Western Transfer Points**

*Shading Indicates Bus at Transfer Point*

Minutes Past the Hour	Walton Terminal				Alturas & Shasta				Yuba Co Government Center				
	Rt 1	Rt 2A	Rt 2B	Rt 5	Buses Onsite	Rt 1	Rt 2A	Rt 2B	Buses Onsite	Rt 1	Rt 4A	Rt 4B	Buses Onsite
0:00					0				0				0
0:01					0				0				0
0:02					0				0				0
0:03					0				0				0
0:04					0				0				0
0:05					0				0				0
0:06					0				0				0
0:07					0				0				0
0:08					0				0				0
0:09					0				0				0
0:10					0				0				0
0:11					0				0				0
0:12					0				0				0
0:13					0	EB			1				0
0:14					0				0				0
0:15	█	█	█		3				0				0
0:16	█	█	█		3				0			█	1
0:17	█	█	█		3		█		1				0
0:18	█	█	█		3		█		0				0
0:19	█	█	█		3				0	EB			1
0:20	█	█	█		3				0				0
0:21	█	█	█		2		█		1				0
0:22		█	█		2				0	WB			1
0:23		█	█		2				0				0
0:24					0				0				0
0:25					0				0				0
0:26					0				0		█		1
0:27					0				0				0
0:28					0				0				0
0:29					0	WB			1				0
0:30					0				0				0
0:31					0				0				0
0:32					0				0				0
0:33					0				0				0
0:34					0				0				0
0:35					0				0				0
0:36					0				0				0
0:37					0				0				0
0:38					0				0				0
0:39					0				0				0
0:40					0				0				0
0:41					0				0				0
0:42					0				0				0
0:43					0	EB			1				0
0:44					0				0				0
0:45	█	█	█	█	4				0				0
0:46	█	█	█	█	4				0				0
0:47	█	█	█	█	4		█		1				0
0:48	█	█	█	█	4		█		0				0
0:49	█	█	█	█	4				0	EB			1
0:50	█	█	█	█	4				0				0
0:51	█	█	█	█	3		█		1				0
0:52		█	█	█	3				0	WB			1
0:53		█	█	█	3				0				0
0:54					0				0				0
0:55					0				0				0
0:56					0				0				0
0:57					0				0				0
0:58					0				0				0
0:59					0	WB			1				0
Max					4				1				1

**Table 2.5: Existing Weekday Hourly Local Route Service Schedule at Eastern Transfer Points**

<i>Shading Indicates Bus at Transfer Point</i>																	
Minutes Past the Hour	N Beale Transit Center												Yuba College				
	South Side						Walmart Side						Total Onsite	Yuba College			
	Rt 1	Rt 3	Rt 4A	Rt 4B	Rt 6	Buses Onsite	Rt 1	Rt 3	Rt 4A	Rt 4B	Rt 6	Buses Onsite		Rt 1	Rt 3	Rt 6	Buses Onsite
0:00						0						WB	1	1			1
0:01						0							0	0			0
0:02						0							0	0			0
0:03						0							0	0			0
0:04						0							0	0			0
0:05	EB					1							0	1			1
0:06						0							0	0			1
0:07						0	WB						1	1			1
0:08						0							0	0			1
0:09						0							0	0			1
0:10						0							0	0			1
0:11						0							0	0			1
0:12						0							0	0			1
0:13						0			NB				1	1			1
0:14						0							0	0			1
0:15						0							0	0			2
0:16						0							0	0			1
0:17						0							0	0			1
0:18						0							0	0			1
0:19						0							0	0			1
0:20						0							0	0			1
0:21						0							0	0			1
0:22						0			WB				1	1			1
0:23						0							0	0			1
0:24						0							0	0			1
0:25		EB				1							0	1			1
0:26						0							0	0			1
0:27						0							0	0			1
0:28					SB	EB							0	2			1
0:29						0							0	0			1
0:30						0							0	0			1
0:31						0							0	0			0
0:32						0							0	0			0
0:33						0							0	0			0
0:34						0							0	0			0
0:35	EB					1							0	1			1
0:36						0							0	0			1
0:37						0	WB						1	1			1
0:38						0							0	0			1
0:39						0							0	0			1
0:40						0							0	0			2
0:41						0							0	0			2
0:42						0							0	0			2
0:43						0			NB				1	1			2
0:44						0							0	0			2
0:45						0							0	0			3
0:46						0							0	0			2
0:47						0							0	0			2
0:48						0							0	0			2
0:49						0							0	0			2
0:50						0							0	0			2
0:51						0							0	0			1
0:52						0			WB				1	1			1
0:53						0							0	0			1
0:54						0							0	0			1
0:55		EB				1							0	1			1
0:56						0							0	0			1
0:57						0							0	0			1
0:58					SB	1							0	1			1
0:59						0							0	0			1
Max						2							1	2			3

## 2.3 Existing Ridership Characteristics

### 2.3.1 Existing Ridership Activity

#### Annual and Monthly Ridership

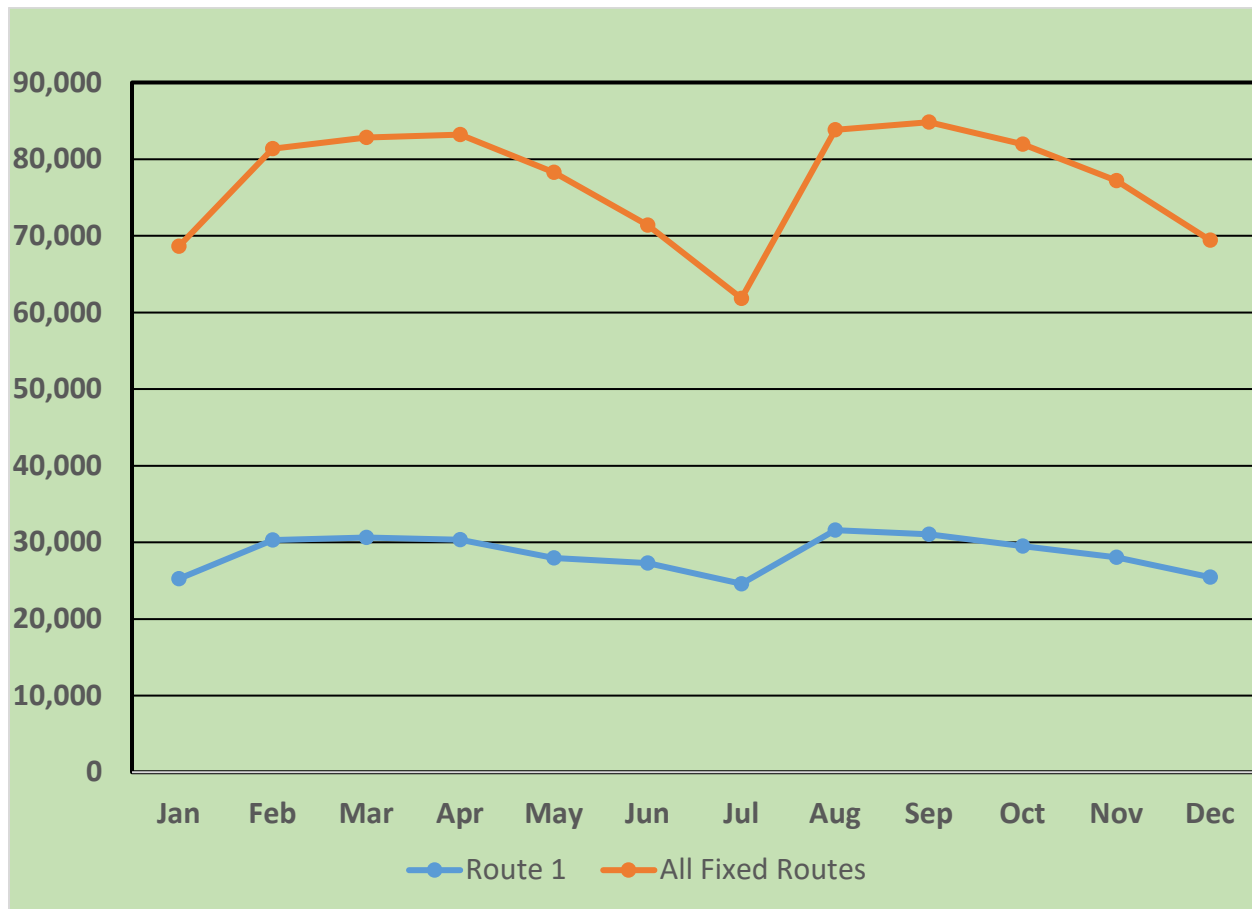
Annual and monthly ridership for the various Yuba-Sutter Transit route services over 2016 is presented in Table 2.6. In addition, local route ridership by month is depicted in Figure 2.3. As indicated, the local fixed routes comprise the bulk (87 percent) of the overall fixed route annual ridership. Route 1 is the busiest of the local routes, equal to 37 percent of all local route ridership (or 32 percent of total route ridership).

Local route ridership is highest in the spring and fall months, with lower ridership in December, January and July. Reflecting in part the start of the Yuba College academic year, Route 1 ridership is highest in August. Compared with ridership on the other routes, Route 1 ridership is relatively consistent over the year.

Route	Jan	Feb	Mar	Apr	May	Jun	Jul
<b>Fixed Routes</b>							
1	25,252	30,307	30,642	30,333	27,965	27,304	24,589
2	13,855	15,470	16,283	15,618	15,550	14,394	12,153
3	13,076	16,176	15,941	16,660	15,075	12,255	10,184
4	8,871	10,257	10,316	10,740	10,097	8,330	6,997
5	3,766	4,242	4,646	5,159	5,116	4,965	4,004
6	3,810	4,907	5,011	4,682	4,479	4,141	3,909
<i>Subtotal</i>	68,630	81,359	82,839	83,192	78,282	71,389	61,836
<b>Regional Routes</b>							
Foothill	131	136	156	152	137	132	117
Live Oak	168	233	323	319	403	371	308
Wheatland	56	76	66	50	65	67	40
<i>Subtotal</i>	355	445	545	521	605	570	465
<b>Commuter</b>	10,959	11,887	12,684	11,942	11,599	11,278	10,010
<b>TOTAL</b>	79,944	93,691	96,068	95,655	90,486	83,237	72,311

**Table 2-6: 2016 Transit Ridership by Route and by Month (Continued)**

Route	Aug	Sep	Oct	Nov	Dec	Total
<b>Fixed Routes</b>						
1	31,585	31,062	29,489	28,053	25,442	342,024
2	17,265	17,107	16,710	15,871	13,579	183,857
3	14,202	15,554	15,130	14,539	12,794	171,589
4	10,178	10,599	10,438	9,168	8,330	114,325
5	5,511	5,611	5,340	4,646	4,468	57,479
6	5,073	4,886	4,836	4,905	4,783	55,428
<i>Subtotal</i>	83,814	84,819	81,943	77,182	69,396	924,681
<b>Regional Routes</b>						
Foothill	159	188	101	160	144	1,713
Live Oak	411	355	316	369	261	3,646
Wheatland	88	89	51	44	26	986
<i>Subtotal</i>	658	632	468	573	431	6,345
<b>Commuter</b>	12,009	11,542	11,564	10,188	10,233	135,895
<b>TOTAL</b>	96,481	96,993	93,975	87,943	80,060	1,066,921

**Figure 2.3: 2016 Local Route Ridership by Month**

### Ridership by Day of Week

Ridership data for a typical month without major holidays (October 2016) was reviewed to identify the variation in ridership by day of week. As shown in Table 2.7, overall local route ridership is highest on Wednesdays (at 106 percent of weekday average), though Route 1 ridership is slightly the highest on Mondays (106 percent of weekday average, compared with 105 percent on Wednesdays). Friday is the weekday with lowest ridership on all routes. Saturday ridership is 44 percent of weekday average for the Local Routes as a whole, and 52 percent of the weekday average on Route 1. The relatively low proportion of Saturday ridership on Route 2 (29 percent) reflects the fact that Route 2 is the only route with lower service frequency on Saturday than on weekdays (hourly rather than half-hourly).

### Route 1 Ridership by Run

Average weekday ridership by run on weekdays is presented in Table 2.8 and depicted in Figure 2.4. As indicated, boardings per run are highest in the mid-afternoon, with a peak boarding of 59.3 passengers on the eastbound run departing at 3:20 PM and 44.3 passengers boarding on the westbound run departing at 3:00 PM. Overall, westbound boardings exceed eastbound boardings in the morning, with the opposite pattern in the afternoon.

## Route 1 Passenger Activity by Stop and Route Segment

<b>Table 2.7: Local Route Ridership Variation by Day of Week</b>							
	October, 2016						
	Route						
	1	2	3	4	5	6	Total
<b>Average Daily Ridership by Day of Week</b>							
MON	1,317	842	642	450	232	204	3,687
TUES	1,284	747	651	468	212	221	3,583
WED	1,304	765	686	508	246	215	3,723
THU	1,271	725	713	469	243	201	3,622
FRI	1,060	619	570	407	193	161	3,009
SAT	646	216	289	156	121	125	1,553
<b>Percent of Average Weekday</b>							
MON	106%	114%	98%	98%	103%	102%	105%
TUES	103%	101%	100%	102%	94%	110%	102%
WED	105%	103%	105%	110%	109%	107%	106%
THU	102%	98%	109%	102%	108%	100%	103%
FRI	85%	84%	87%	88%	86%	80%	85%
SAT	52%	29%	44%	34%	54%	63%	44%

Ridership boarding and alighting data for the most recent two onboard counts (Tuesday, October 4, 2016 and Thursday, March 2, 2017) were analyzed to identify the average daily boarding and alighting by stop along Route 1. Table 2.9 presents a summary of this data over the total day, while detailed tables of activity by stop and run are presented in Appendix A. As shown, the busiest overall stop is the North Beale Transit Center, with a total of 368 daily boardings and alightings. Of these, the higher proportion (232.5) occur on the northern (Walmart) side, and 135.5 on the south side. Alturas & Shasta is the second-busiest with 264.5 boardings or alightings per day, while the Yuba College, D & 2<sup>nd</sup> and Yuba County Government Center all have very similar activity totaling between 232.5 and 239.0.

Beyond the key transfer points, passenger activity is fairly well distributed over the various stops. There are only five stops with less than 8 total boardings and alightings per day: in the eastbound direction at Buttehouse/Harter, Buttehouse/Tharp, H/7<sup>th</sup> and 3<sup>rd</sup>/F, and in the westbound direction at F/2<sup>nd</sup>.



<b>Eastbound</b>		<b>Westbound</b>	
Run Start Time	Average Boardings	Run Start Time	Average Boardings
6:40 AM	4.7	6:30 AM	6.0
6:24 AM	9.0	6:30 AM	28.7
6:50 AM	22.0	7:00 AM	31.0
7:20 AM	22.7	7:30 AM	29.3
7:50 AM	22.3	8:00 AM	26.3
8:20 AM	22.7	8:30 AM	30.0
8:50 AM	23.3	9:00 AM	28.7
9:20 AM	23.0	9:30 AM	41.7
9:50 AM	28.3	10:00 AM	40.7
10:20 AM	35.0	10:30 AM	36.3
10:50 AM	32.0	11:00 AM	40.3
11:20 AM	28.7	11:30 AM	34.3
11:50 AM	50.3	12:00 PM	33.0
12:20 PM	37.3	12:30 PM	42.0
12:50 PM	43.0	1:00 PM	40.0
1:20 PM	41.0	1:30 PM	27.0
1:50 PM	37.0	2:00 PM	38.3
2:20 PM	39.3	2:30 PM	29.0
2:50 PM	42.0	3:00 PM	44.3
3:20 PM	59.3	3:30 PM	23.7
3:50 PM	36.3	4:00 PM	39.0
4:20 PM	23.3	4:30 PM	20.7
4:50 PM	19.7	5:00 PM	20.3
5:20 PM	18.7	5:30 PM	12.0
5:50 PM	11.0	6:00 PM	6.3
Average of March 1, 2016, October 4, 2016 and March 2, 2017			

**Figure 2.4: Route 1 Average Weekday Boarding per Run**



Table 2.9 also presents the average and peak observed onboard passenger load after each stop along Route 1. The segment with the highest average passenger load in the westbound direction is between the North Beale Transit Center and the Yuba County Government Center, with 14.1 to 15.1 passengers on the average bus. In the eastbound direction average loads are relatively consistent (between 10.1 and 12.5) between Harter at Walmart and D/2<sup>nd</sup>. Peak passenger loads over the two days were observed as high as 35.5 in the eastbound direction (near Butthouse/Harter) and 31.5 in the westbound direction (over the Yuba River Bridge).

**Total Passenger Boardings at Transfer Points**

The boarding activity counts were also used to total the boardings by time of day at each of the key transfer points, as shown in Table 2.10. This data is also depicted in Figure 2.5. As indicated, total



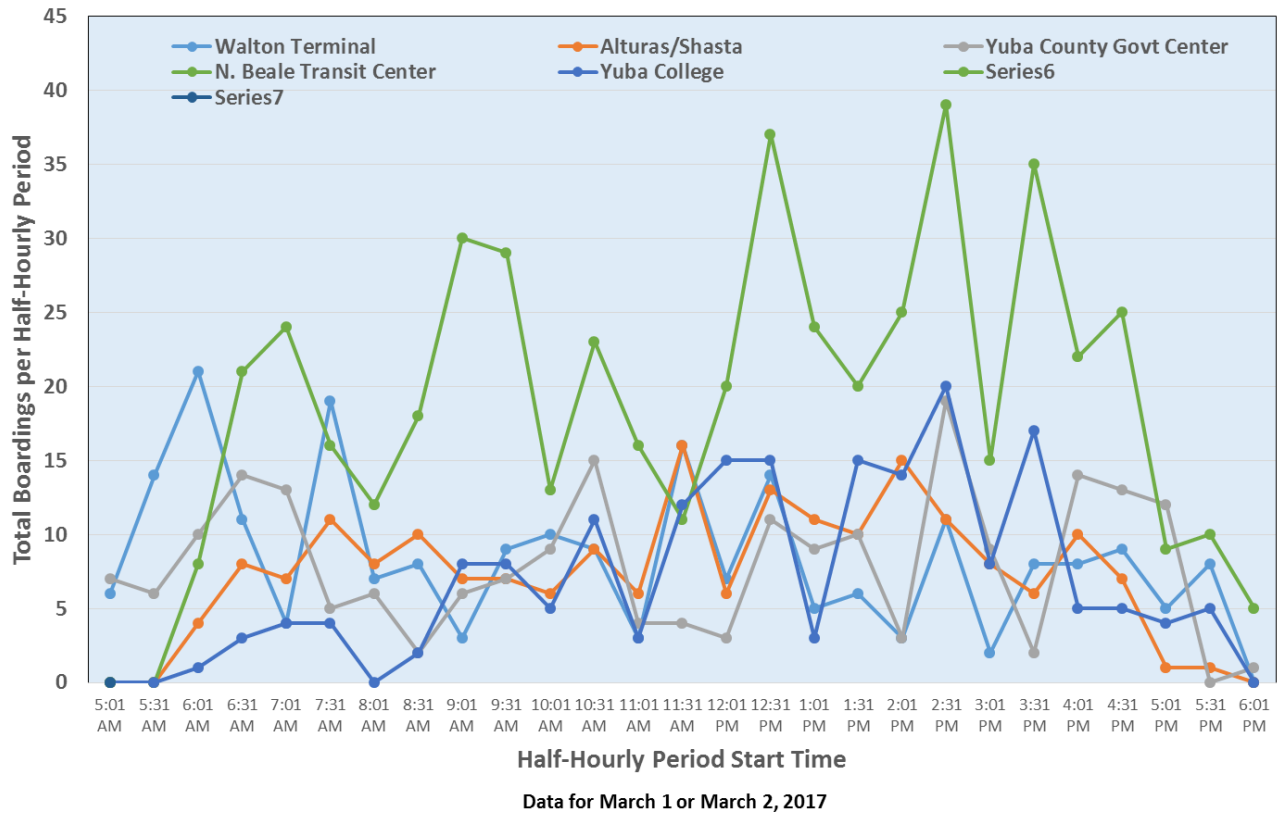
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Table 2.10: Total Boarding by Time at Route 1 Transfer Centers																													
Wednesday, March 1 or Thursday, March 2, 2017																													
Half-Hourly Period Start Time																													
	5:01 AM	5:31 AM	6:01 AM	6:31 AM	7:01 AM	7:31 AM	8:01 AM	8:31 AM	9:01 AM	9:31 AM	10:01 AM	10:31 AM	11:01 AM	11:31 AM	12:01 PM	12:31 PM	1:01 PM	1:31 PM	2:01 PM	2:31 PM	3:01 PM	3:31 PM	4:01 PM	4:31 PM	5:01 PM	5:31 PM	6:01 PM	Total	Percent by Route
<b>Walton Terminal</b>																													
Rt 1	0	0	0	3	3	8	7	6	2	3	8	2	2	9	5	3	1	2	1	4	0	1	2	0	3	2	0	77	34%
Rt 2A	0	0	0	0	0	3	0	0	0	1	1	1	1	0	0	1	1	1	0	1	0	1	0	1	0	5	0	18	8%
Rt 2B	0	0	0	0	1	2	0	0	1	1	1	1	0	2	2	5	3	0	2	1	2	3	6	6	2	0	0	41	18%
Rt 5	0	0	0	0	0	1	0	2	0	4	0	2	0	5	0	5	0	3	0	5	0	3	0	2	0	1	0	33	15%
Hwy 99 Commuter	6	14	21	8																	0	0	0	0	0		49	22%	
Midday Commuter					5						3					0											8	4%	
<b>Total</b>	<b>6</b>	<b>14</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>19</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>16</b>	<b>7</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>226</b>	<b>100%</b>
<b>Alturas/Shasta</b>																													
Rt 1	0	0	2	3	5	7	5	6	3	2	1	8	4	13	2	7	9	5	12	9	4	4	4	7	1	1	0	124	63%
Rt 2A	0	0	0	1	1	1	0	2	1	1	3	0	1	2	2	2	0	0	3	1	4	1	1	0	0	0	0	27	14%
Rt 2B	0	0	2	4	1	3	3	2	3	4	2	1	1	1	2	4	2	5	0	1	0	1	5	0	0	0	0	47	24%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>7</b>	<b>11</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>16</b>	<b>6</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>198</b>	<b>100%</b>
<b>Yuba County Govt Center</b>																													
Rt 1	0	0	0	11	7	3	3	2	4	7	7	7	2	4	2	9	4	5	2	17	5	2	13	11	2	0	0	129	60%
Rt 4A	0	0	0	0	6	0	3	0	2	0	2	0	2	0	1	0	5	0	1	0	2	0	1	0	8	0	1	34	16%
Rt 4B	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	5	0	2	0	0	0	2	0	0	0	12	6%
Hwy 99 Commuter	2	1	10	0																	2	0	0	0	2		17	8%	
Midday Commuter					2						7					0											9	4%	
Hwy 70 Commuter	5	5	0	3																		0	0	0			13	6%	
<b>Total</b>	<b>7</b>	<b>6</b>	<b>10</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>214</b>	<b>100%</b>
<b>N. Beale Transit Center</b>																													
<i>South Side</i>																													
Rt 1	0	0	2	1	2	0	0	0	0	2	3	4	1	0	0	3	0	0	2	0	1	2	0	0	0	2	0	25	5%
Rt 3	0	0	0	1	0	0	0	6	6	4	0	2	0	0	5	2	4	1	1	1	5	3	5	2	4	3	0	55	11%
Rt 4A	0	0	0	2	1	0	0	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	9	2%
Rt 4B	0	0	0	2	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	11	2%
Rt 6	0	0	1	1	0	2	0	0	0	6	0	1	0	2	0	10	0	1	0	11	0	3	0	3	0	0	0	41	8%
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>141</b>	<b>28%</b>
<i>Walmart Side</i>																													
Rt 1	0	0	5	5	9	5	9	6	14	8	8	9	7	3	7	7	7	8	7	10	2	0	3	4	3	0	0	146	29%
Rt 3	0	0	0	0	0	1	1	2	2	1	2	3	6	1	1	10	9	0	7	9	7	14	11	6	2	1	5	101	20%
Rt 4A	0	0	0	0	12	0	2	0	8	0	0	0	1	0	6	0	2	0	6	0	0	0	3	0	0	0	0	40	8%
Rt 4B	0	0	0	9	0	4	0	2	0	3	0	3	0	3	0	0	0	4	0	3	0	10	0	2	0	0	0	43	8%
Rt 6	0	0	0	0	0	1	0	2	0	3	0	1	0	2	0	4	0	6	0	2	0	3	0	8	0	4	0	36	7%
<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>21</b>	<b>11</b>	<b>12</b>	<b>12</b>	<b>24</b>	<b>15</b>	<b>10</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>14</b>	<b>21</b>	<b>18</b>	<b>18</b>	<b>20</b>	<b>24</b>	<b>9</b>	<b>27</b>	<b>17</b>	<b>20</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>366</b>	<b>72%</b>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>24</b>	<b>16</b>	<b>12</b>	<b>18</b>	<b>30</b>	<b>29</b>	<b>13</b>	<b>23</b>	<b>16</b>	<b>11</b>	<b>20</b>	<b>37</b>	<b>24</b>	<b>20</b>	<b>25</b>	<b>39</b>	<b>15</b>	<b>35</b>	<b>22</b>	<b>25</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>507</b>	<b>100%</b>
<b>Yuba College</b>																													
Rt 1	0	0	1	3	4	0	0	0	6	8	4	9	2	9	9	6	2	13	8	13	8	13	4	5	2	1	0	130	70%
Rt 3	0	0	0	0	0	3	0	0	2	0	1	2	1	2	6	8	1	1	6	4	0	4	1	0	2	4	0	48	26%
Rt 6	0	0	0	0	0	1	0	2	0	0	0	0	0	1	0	1	0	1	0	3	0	0	0	0	0	0	0	9	5%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>12</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>15</b>	<b>14</b>	<b>20</b>	<b>8</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>187</b>	<b>100%</b>

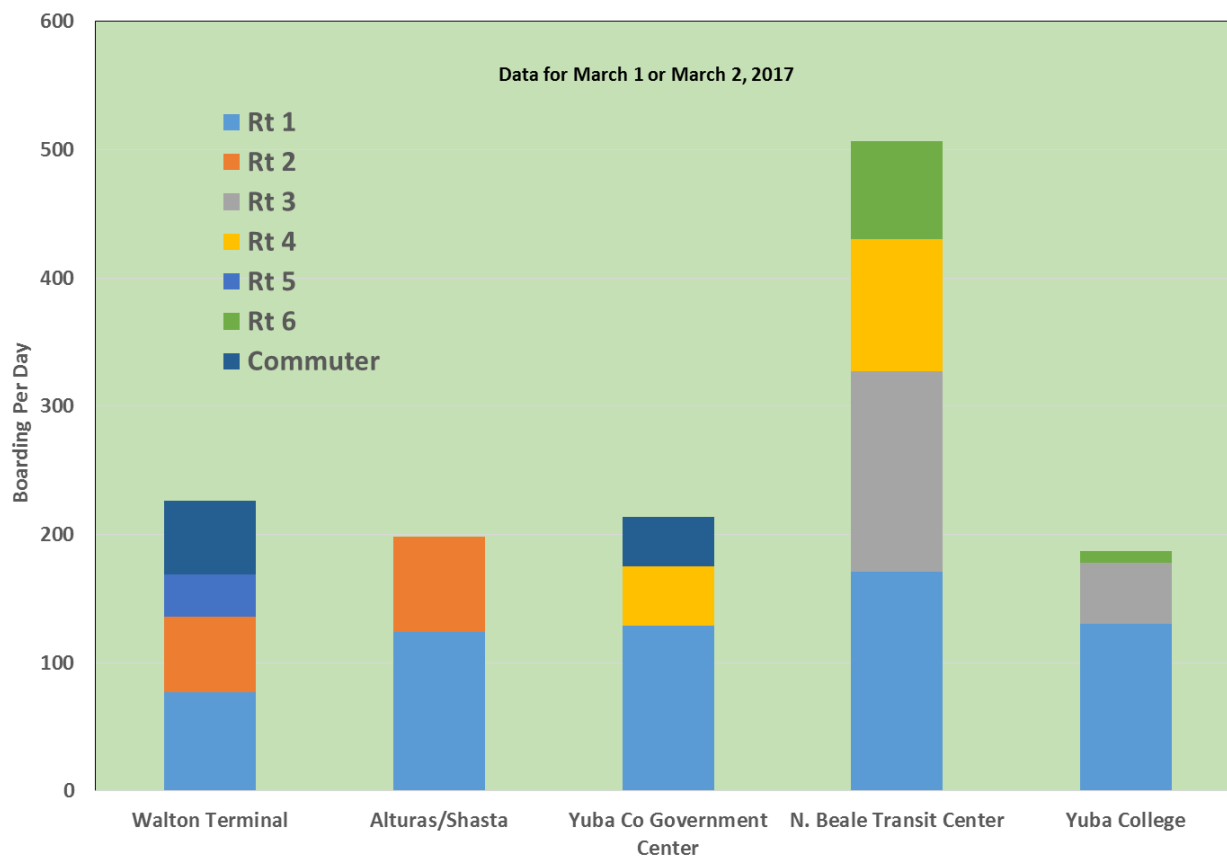
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passenger boardings over all routes is highest at the North Beale Transit Center, with 507 boardings (366 on the Walmart side and 141 on the south side), followed by Walton Terminal (226), Yuba County Government Center (214) Alturas & Shasta (198), and Yuba College (187). Figure 2.5 indicates that activity is generally highest in the afternoon, though there are also busy periods in the morning at the North Beale Transit Center and Walton Terminal. Figure 2.6 depicts the passenger activity generated by each route at the individual transit centers.

**Figure 2.5: Weekday Boardings at Transfer Center by Half-Hourly Period**



**Figure 2.6: Daily Boardings by Route at Transfer Centers**



### 2.3.2 Existing Corridor Ridership Characteristics

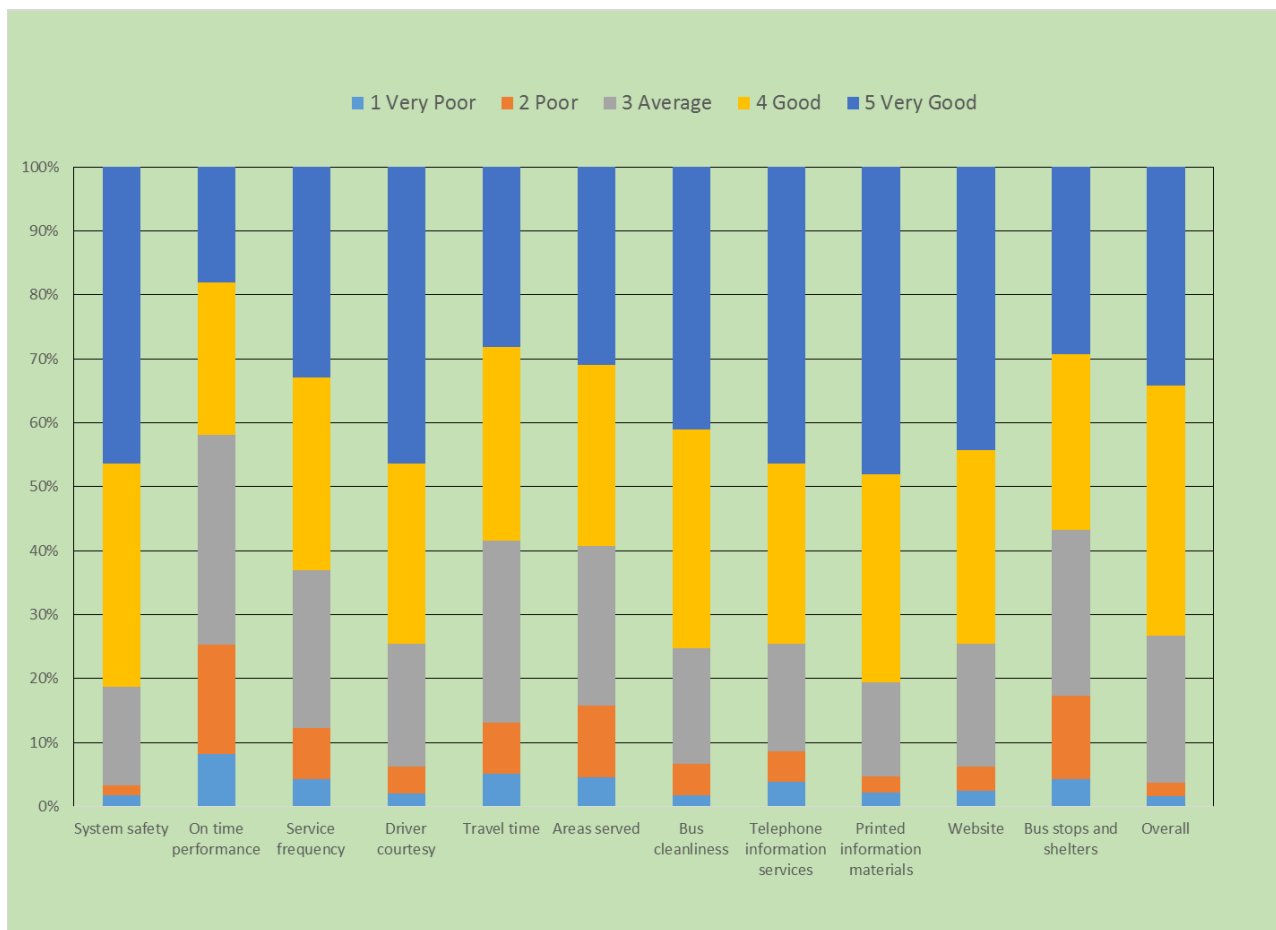
A very useful source of information regarding existing passenger characteristics and travel patterns along the Route 1 corridor is the onboard survey conducted over the week of September 8 to 12th, 2014. Written surveys were distributed on all runs of all routes over the course of a weekday (though not all on the same day), with both Spanish and English versions available. A total of 1,075 were collected on all local routes, of which 371 valid responses were collected on Route 1. Based on this survey, Route 1 passenger characteristics can be summarized as follows:

- The most prevalent trip purpose was for travel to or from school or college. Fully 50 percent of passengers indicated they were coming from or going to school or college. This was followed by 20 percent traveling for personal business, 19 percent traveling for work, 16 percent going shopping, 10 percent traveling for medical reasons, and 6 percent traveling for recreational/social purposes.
- Fully 73 percent of Route 1 passengers indicated they walked to their boarding stop, followed by 17 percent that transferred from another route, 5 percent that bicycled, 2 percent that drove, and 3 percent “other.” Once alighting from their bus, 53 percent will walk to their destination, 33 percent will transfer to another bus, 4 percent will bicycle, 3 percent will be picked up and ride with someone else, 2 percent will transfer to Dial-A-Ride, 1 percent will drive, and 3 percent indicated “other.” This data indicates the importance of sidewalks and bicycling conditions to and from the stops, as well as the key role that transferring takes in the local route network.



- The majority of respondents were regular riders, with 53 percent indicating that they ride the bus daily and 36 percent ride 2 to 4 days per week.
- Just under one-third of Route 1 passengers have a driver's license, though only 18 percent had access to a car for their trip.
- Five percent of respondents indicated they needed the wheelchair lift/ramp to board or exit the bus.
- The largest proportion (44 percent) of Route 1 passengers are 25 to 61 years of age, with 24 percent apiece falling in the 13-18 and the 19-24 age ranges. Persons older than 61 comprised 7 percent of the total.
- Yuba College students comprised 31 percent of all Route 1 passengers.
- Route 1 riders were asked their opinion of various service characteristics on a scale of 1 (very poor) to 5 (very good). As shown in Figure 2.7, the best scores were reported for system safety and the printed information materials, both of which had a total of more than 80 percent indicating Good or Very Good. At the other extreme, 58 percent ranked on-time performance as Average, Poor or Very Poor, followed by 43 percent indicating these lower opinions regarding the bus stops and shelters. Overall, passengers had a positive opinion of the service, with 73 percent indicating Good or Very Good and only 4 percent indicating Poor or Very Poor.
- When asked what service or customer improvements you would like to see, Route 1 respondents indicated the following (multiple responses were allowed):
  - Sunday service – 65 percent
  - Later weekday service – 47 percent
  - Increased service frequency – 43 percent
  - Later Saturday service – 37 percent
  - New or extended routes – 35 percent
  - Bus stop improvements – 26 percent
  - Earlier Saturday service – 24 percent
  - Earlier weekday service – 21 percent
- Focusing on specific bus stop improvement suggestions, Table 2.11 presents the written suggestions in response to the question “Would you like to see bus stop improvements – if so, what and where?” A review of this table indicates a high desire for more shelters and seating, as well as improved bus stop cleanliness.

**Figure 2.7: 2014 Route 1 Ridership Opinion by Service Characteristic**



**Table 2.11: Route 1 Rider Suggestions for Bus Stop Improvements**

A bench at Alicia and Grand.	More covers. Better covers.
Add stops. Shelter.	More seated bus stops.
Better bus shelters.	More seating places.
Bus bench Arboga 5300? or 5500? block	More shade (2 responses)
Bus stop improvements – if so, what	More shelters
Clean	More shelters.
Clean D & 2nd / Walmart stops	More stops on Smartville Rd.
Clean D and 2nd	More stops.
Cleaner	N Beale Rt 3
Cleaner bus stops	N. Beale/Smrvl Rd
Cleaner stops/shelters	Need more shelters over open bus stops.
D and 2nd St	No shelter at Alberta and N. Beale
Forbes and Cooper	No smoking signs
Hammonten Rd from College to Walmart	Olivehurst
Hammonten Rd. College to Walmart-no good wheelchair stop.	Olivehurst bus stop needs shade.
Have shady shelter at every stop.	Rain Protection
Improvements at all stops	Rainy day coverage/shelter.
In Gridley, Ca at some times of day.	Regency Park
Later Hours	Route 6 Stops.
Linda	Seats
Linda Walmart stop always dirty.	Seats and shelters at all stops.
Linda, N. Beale Rd, Park Ave	Shade at all stops
Linda. Cleanliness of area.	Shelter for Alberta
Make all stops cleaner	Shelter on N. Beale
More benches (3 responses)	Shelters and seats at all stops.
More benches and covered stops everywhere.	Shelters and seats at all stops.
More benches just about everywhere.	Stop for Route 4 before and after Gov Center before main intersection
More covered stops everywhere.	Stop in front of Lincoln Apt on McGowen Parkway.
More covering + seating	

In addition, the onboard surveys (for all Local Routes) can be used to quantify the overall transfer patterns. While it is not possible from the surveys to identify where these transfers take place, the overall Local Route pattern means that virtually all transfers take place along the study corridor. As shown in Table 2.12, overall 46.1 percent of Local Route passengers indicated that they transfer as part of their overall one-way trip. Factoring the average weekday ridership by the survey responses, it is estimated that there are a total of 754 riders transferring each weekday between the Local Routes. Of these, the highest number (547) transfer to or from Route 1, while between 204 and 287 per day transfer to or from Routes 2, 3 and 4. Considering the individual route pairs, the greatest transfer activity is between Routes 1 and 2 (152 passenger-trips per day), followed by 142 between Routes 1 and 4, and 140 between Routes 1 and 3. None of the other route pairs exceed 62 passenger-trips per day.

**Table 2.12: Current Local Route Transfer Activity**  
2014 Local Routes Survey

	Percent of Valid Response								Total All Routes
	Route 1	Route 2A	Route 2B	Route 3	Route 4A	Route 4B	Route 5	Route 6	
<b>Q3. How did you get to this bus?</b>									
Walked	73.4%	78.9%	83.5%	88.1%	70.2%	64.4%	83.3%	89.1%	78.2%
Bicycled	4.6%	1.1%	2.4%	2.5%	0.0%	6.7%	4.8%	2.2%	3.3%
Drove alone	1.6%	1.1%	0.0%	0.6%	0.0%	0.0%	2.4%	0.0%	1.0%
Transferred from Route	17.3%	15.8%	12.9%	7.5%	26.3%	26.7%	7.1%	6.5%	15.0%
Other	3.0%	3.2%	1.2%	1.3%	3.5%	2.2%	2.4%	2.2%	2.4%
<b>Transferred from Route</b>									
1	1.8%	35.7%	75.0%	72.7%	42.9%	44.4%	50.0%	66.7%	28.0%
2	8.8%	7.1%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	5.9%
2A	14.0%	0.0%	0.0%	0.0%	21.4%	0.0%	0.0%	0.0%	9.3%
2B	10.5%	7.1%	0.0%	0.0%	14.3%	0.0%	50.0%	0.0%	8.5%
3	12.3%	0.0%	0.0%	18.2%	0.0%	22.2%	0.0%	0.0%	9.3%
4	1.8%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	1.7%
4A	14.0%	28.6%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	11.0%
4B	10.5%	21.4%	0.0%	9.1%	7.1%	0.0%	0.0%	33.3%	10.2%
5	7.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%
6	19.3%	0.0%	0.0%	0.0%	0.0%	22.2%	0.0%	0.0%	11.0%

<b>Q4. After you get off this route, how will you complete your trip?</b>									
Transfer to another bus	33.2%	30.9%	33.3%	23.9%	33.3%	20.0%	31.0%	43.5%	31.1%
Ride Dial-A-Ride	2.0%	0.0%	3.6%	1.9%	0.0%	2.2%	2.4%	0.0%	1.7%
Walk	53.1%	57.4%	57.1%	67.1%	64.9%	73.3%	64.3%	47.8%	58.5%
Bicycle	3.9%	0.0%	2.4%	2.6%	0.0%	2.2%	0.0%	2.2%	2.5%
Drive alone	1.1%	1.1%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Ride with someone	3.4%	7.4%	1.2%	1.9%	0.0%	0.0%	2.4%	2.2%	2.8%
Other (explain)	3.4%	3.2%	1.2%	2.6%	1.8%	2.2%	0.0%	4.3%	2.7%

<b>Transfer to another bus</b>									
1	10.4%	33.3%	60.0%	65.4%	54.5%	25.0%	54.5%	53.3%	35.2%
2	10.4%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	4.9%
2A	9.1%	5.6%	10.0%	0.0%	9.1%	25.0%	36.4%	0.0%	8.8%
2B	7.8%	5.6%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	4.4%
3	14.3%	0.0%	5.0%	11.5%	0.0%	0.0%	0.0%	13.3%	9.3%
4	6.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
4A	9.1%	22.2%	20.0%	3.8%	9.1%	0.0%	0.0%	0.0%	9.3%
4B	15.6%	5.6%	0.0%	15.4%	18.2%	0.0%	0.0%	26.7%	12.6%
5	10.4%	27.8%	5.0%	0.0%	0.0%	0.0%	9.1%	0.0%	8.2%
6	6.5%	0.0%	0.0%	3.8%	0.0%	25.0%	0.0%	6.7%	4.4%

**Total Weekday Daily Transfers -- Total of Both Directions**

Between Route	And Route					Total by Route
	2	3	4	5	6	
1	152	140	142	62	51	547
2		11	61	49	13	287
3			31	16	6	204
4				17	2	253
5					0	144
6						72
<b>Total Transfers</b>		<b>754</b>				

## 2.4 Existing Corridor Transit Facilities

### 2.4.1 Bus Stops

An inventory of existing amenities at each bus stop along the study corridor is presented in Table 2.13. There are a total of 53 individual bus stops along the corridor. These have the following improvements:

- A total of 27 shelters with benches, garbage cans and schedule holders are installed, at a total of 23 individual stop locations. The majority of these shelters (19) are provided and maintained as part of an advertising contract.
- Benches only are provided at 17 of the stops (a total of 24 benches). Slightly less than half of these benches are provided as part of the advertising contract.
- 14 of the stops have one or two schedule holders mounted to the bus stop sign.
- A facility for a bike is only provided at a single location: an experimental lockable “bike lid” is installed at the Yuba County Government Center.
- Garbage cans are provided at 19 of the stops.

Each bus stop was inventoried by LSC Transportation Consultants, Inc. (LSC) staff with regards to the condition of the amenities, the presence of street lighting, the presence of a pullout, and the presence of a curb. This information is shown in Table 2-14. A review of this information indicates the following:

- Signs are posted at all stops. While the majority of signs and poles are in good conditions, there are a few that warrant minor maintenance, such as the removal of vegetation obscuring the sign or repair to the sign or pole.
- The condition of benches and shelters are largely good, though two shelters have broken glass panels and one has been “tagged.”
- Of the total of 27 shelters along the corridor, 7 are provided with interior lighting (though one of these lights is currently broken). Nearby streetlights were observed to identify if there was adequate lighting for waiting passengers to be aware of other persons nearby: this was found to be adequate at 24 of the 53 stops.
- Formal bus bays are present at 11 of the stops, while at the majority of the locations the bus stops are in the travel lane. This is not necessarily an issue; as a standard practice, it is considered acceptable to block the travel lane at stops with (1) low or moderate passenger activity (2) posted speeds less than 45 miles per hour, and (3) where the traffic volume in the lane blocked does not exceed 4,000 vehicles per day (i.e., 8,000 vehicles per day for a 2-lane roadway and 16,000 vehicles per day for a 4-lane roadway).
- Curbs benefit transit stops in that they help define a specific stop location and aid in the deployment of wheelchair ramps/lifts. Curbs are present at all stops except for five stops along North Beale Road. An active transportation project will be constructed during the summer of 2017 that will add curb, gutter, and sidewalk to four stops between Avondale Ave to Hammonton Smartville Road.

**Table 2.13: Route 1 Corridor Bus Stop Amenities**

May, 2017										
ID	Street	Cross Street	Corner	Bench		Shelter		Schedule Holder	Bike Locker	Garbage Can
				Ad	Non-Ad	Ad	Non-Ad			
1	Walton Ave.	Sam's Club Entrance**	SW	2		2		1		
2	Lassen Boulevard	Walton Avenue	NW					2		
3	Lassen Boulevard	Tharp Rd.	NW							
4	Lassen Boulevard	Klamath	NW	1						1
5	Harter Road	Spirit Way	NE			1				
6	Harter Road	Yuba City Marketplace**	NE			1				1
7	Butte House Rd.	Harter Road	SW			1				1
8	Butte House Rd.	Tharp Rd.	SE							
9	Stabler Ln.	Butte House Rd.	SW			1				1
10	Butte House Rd.	Stabler Ln. (Rite-Aid)	SE			1				
11	Stabler Ln.	Starr Drive	SW							
12	Butte House Rd.	Civic Center Blvd.	SE			1				
13	Butte House Rd.	El Dorado Lane	NW	1						
14	Butte House Rd.	Yuba City Mall Signal Ent.	SE			1		1		
15	Butte House Rd.	Target Entrance	NW			1				1
16	Gray Ave.	Ainsley Ave.	NE	1				1		
17	Gray Ave.	Ainsley Ave. (Yuba Sutter Mall)	SW				1	1		1
18	Gray Ave.	Louise Ave. (Old K-Mart)	SW			1				1
19	Gray Ave.	Louise Ave. (Paradise Motel)	NE			1				1
20	Forbes Ave.	Gray Ave.	SE	1				1		
21	Forbes Ave.	Gray Ave.	NE	1				1		
22	Forbes Ave.	Clark Ave. (Library)	SE	1				1		
23	Forbes Ave.	Clark Ave.	NE							
24	Forbes Ave.	Orange St.	NW							
25	Forbes Ave.	Orange St.	SE							
26	Forbes Ave.	Almond St.	SE							
27	Forbes Ave.	Almond St.	NW							
28	Plumas St.	Church St.	NE		2					1
29	Plumas St.	Church St.	SW		2					1
30	Alturas St.*	Shasta St.**	SW				1			2
31	Yuba Co. Govt Center*	1 & 9th Streets**	SW				1	1	1 (Bike Lid)	1
32	H Street	7th Street	SW							
33	H Street	7th Street	NE							
34	H Street	4th Street	NW	1				2		
35	H Street	Northbound Between 3rd & 4th	Midblock				1	1		1
36	Third Street	Rideout Hospital Emergency	Midblock					1		1
37	Third Street	F Street	SW	1						
38	D Street	Second Street (Old Mervyn's)**	----				1	1		1
39	F Street	Second Street (Buttes Manor)	NE			1				
40	North Beale Road	Rio Rancho Motel	SE							
41	North Beale Road	Feather River Blvd.	NW	1						
42	North Beale Road	Wal-Mart**	NW		2	2		2		2
43	North Beale Road	SouthSide**	SW		2	3		2		1
44	North Beale Road	Lowe Avenue	SE							
45	North Beale Road	Lowe Avenue**	NE				1			1
46	North Beale Road	Park Avenue	SE							
47	North Beale Road	between Alpine and Park	NW							
48	North Beale Road	Albrecht Avenue	SE							
49	North Beale Road	Albrecht Avenue	NW							
50	North Beale Road	Woodland Drive	SE	1						
51	North Beale Road	Woodland Drive	NE	1						
52	Yuba College Terminal*	East Parking Lot**	----		3		2			1
53	North Beale Road	Hammonton-Smartville Road	SE							
<b>Total Bus Stops</b>			<b>53</b>	<b>11</b>	<b>13</b>	<b>19</b>	<b>8</b>	<b>18</b>	<b>1</b>	<b>21</b>

Note: Updated as of May 2017

\*The shelters at these locations have solar panels and low level lighting \*\*These locations have large garbage cans, ownership of which is not specified

May, 2017													
ID	STREET	CROSS STREET	Pole/Sign		Condition of Bench/Shelter	Lighting		Bus Bay/Pullout			Curb		
			Condition	Need Replaced		At Shelter	Streetlight	Bus Bay Clear of Travel Lane?	Material?	Bay?	Bay Length (ft)	Yes?	Size
1	Walton Ave.	Sam's Club Entrance	Good	No	Good	No	Yes	Yes	Asphalt	No		Yes?	6"
2	Lassen Boulevard	Walton Avenue	Good	No	N/A	No	Yes	No	Asphalt	No		Yes	6"
3	Lassen Boulevard	Tharp Rd.	Good	No	N/A	No	No	No	Asphalt	No		Yes	6"
4	Lassen Boulevard	Klamath	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
5	Harter Road	Spirit Way	Good	No	Good	No	No	Yes	Concrete	Yes	175	Yes	6"
6	Harter Road	Yuba City Marketplace	Good	No	Good	No	Yes	Yes	Concrete	Yes	160	Yes	6"
7	Butte House Rd.	Harter Road	Good	No	Good	No	Yes	Yes	Concrete	Yes	120	Yes	6"
8	Butte House Rd.	Tharp Rd.	Good	No	N/A	No	Yes	Yes	Asphalt	No		Yes	6"
9	Stabler Ln.	Butte House Rd.	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
10	Butte House Rd.	Stabler Ln. (Rite-Aid)	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
11	Stabler Ln.	Starr Drive	Good	No	N/A	No	No	No	Asphalt	No		Yes	6"
12	Butte House Rd.	Civic Center Blvd.	Good	No	Good	No	No	Yes	Asphalt	No		Yes	6"
13	Butte House Rd.	El Dorado Lane	Good	No	Good	No	No	Yes	Asphalt	No		Yes	6"
14	Butte House Rd.	Yuba City Mall SigN/AI Ent.	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
15	Butte House Rd.	Target Entrance	Good	No	Good	No	No	No	Asphalt	No		Yes	6"
16	Gray Ave.	Ainsley Ave.	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
17	Gray Ave.	Ainsley Ave. (Yuba Sutter Mall)	Good	No	Good	No	Yes	No	Asphalt	No		Yes	6"
18	Gray Ave.	Louise Ave. (Old K-Mart)	Rusted	Yes	Good	No	Yes	No	Asphalt	No		Yes	6"
19	Gray Ave.	Louise Ave. (Paradise Motel)	Good	No	Good	No	Yes	Yes	Asphalt	No		Yes	6"
20	Forbes Ave.	Gray Ave.	Good	No	Good	No	No	No	Asphalt	No		Yes	6"
21	Forbes Ave.	Gray Ave.	Poor	No	Good	No	Yes	No	Asphalt	No		Yes	6"
22	Forbes Ave.	Clark Ave. (Library)	Good	No	Good	No	No	Yes	Asphalt	No		Yes	6"
23	Forbes Ave.	Clark Ave.	Good	No	N/A	No	No	Yes	Asphalt	No		Yes	6"
24	Forbes Ave.	Orange St.	Good	No	N/A	No	No	Yes	Asphalt	No		Yes	6"
25	Forbes Ave.	Orange St.	Good	No	N/A	No	Yes	Yes	Asphalt	No		Yes	6"
26	Forbes Ave.	Almond St.	Good	No	N/A	No	No	Yes	Asphalt	No		Yes	6"
27	Forbes Ave.	Almond St.	Good	No	N/A	No	No	Yes	Asphalt	No		Yes	6"
28	Plumas St.	Church St.	Good	No	Good	Yes	No	Yes	Concrete	Yes	45	Yes	6"
29	Plumas St.	Church St.	Good	No	Good	Yes	No	Yes	Concrete	Yes	45	Yes	6"
30	Alturas St.	Shasta St.	Good	No	Good	Yes	Yes	No	Asphalt	No		Yes	6"
31	Yuba Co. Govt Center	I & 9th Streets	Peeling #s	No	Good	Yes-Broken	Yes	Yes	Concrete	Yes	120	Yes	6"
32	H Street	7th Street	Good	No	N/A	No	No	No	Asphalt	No		Yes	6"
33	H Street	7th Street	Needs to be turned 90°	No	N/A	No	No	No	Asphalt	No		Yes	6"
34	H Street	4th Street	Good	No	Graffiti on bench	No	No	No	Asphalt	No		Yes	6"
35	H Street	Northbound Between 3rd & 4th	Good	No	Good	No	No	Yes in parking	Asphalt	Yes in parking		Yes	6"
36	Third Street	Rideout Hospital Emergency	Good	No	Good	Yes	No	Yes	Pavers	fire lane	140	Yes	6"
37	Third Street	F Street	Good	No	N/A	No	No	No, partially in lane	Asphalt	No		Yes	6"
38	D Street	Second Street (Old Mervyn's)	Good	No	Good	No	Yes	Yes	Concrete	Yes	50	Yes	6"
39	F Street	Second Street (Buttes MaNor)	Good	No	Good	No	No	Yes	Asphalt	No		Yes	6"
40	North Beale Road	Rio Rancho Motel	Good	No	N/A	No	No	Yes	Asphalt	No		Yes	6"
41	North Beale Road	Feather River Blvd.	Good	No	Bad, broken glass	No	Yes	No	Asphalt	No		Yes	6"
42	North Beale Road	Wal-Mart	Good	No	Good	Yes	Yes	Yes	Concrete	Yes	160	Yes	6"
43	North Beale Road	SouthSide	Good	No	Good	No	Yes	Yes	Concrete	Yes	170	Yes	6"
44	North Beale Road	Lowe Avenue	Remove Veg.	No	N/A	No	No	Yes	Asphalt	No		No	n/a
45	North Beale Road	Lowe Avenue	Good	No	Bad, broken glass	No	No	Yes	Asphalt/dirt	No		No	n/a
46	North Beale Road	Park Avenue	Good	No	N/A	No	Yes	No	Asphalt/dirt	No		Yes	6"
47	North Beale Road	Between Alpine and Park	Good	No	N/A	No	No	Yes	Asphalt/dirt	No		No	n/a
48	North Beale Road	Albrecht Avenue	Remove Veg.	No	N/A	No	Yes	No	Asphalt	No		Yes	6"
49	North Beale Road	Albrecht Avenue	Good	No	N/A	No	No	Yes	Asphalt/dirt	No		No	n/a
50	North Beale Road	Woodland Drive	Good	No	Good	No	Yes	Yes	Asphalt	No		Yes	6"
51	North Beale Road	Woodland Drive	Good	No	Good	No	No	No	Asphalt	No		Yes	6"
52	Yuba College Terminal	East Parking Lot	Good	No	Good	Yes	Yes	Yes	Concrete	Yes	120	Yes	6"
53	North Beale Road	Hammonton-Smartville Road	Good	No	N/A	No	No	Yes	Asphalt	No		No	n/a

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**Table 2.15: Route 1 Corridor Bus Stop Sidewalks and Safety**

May, 2017												
ID	STREET	CROSS STREET	Sidewalk		Roadway		Nearby trip generators	Trip generator require ped crossing?	Marked Crosswalk?	Sight Distance		Potential Hazards/Issues
			Yes	Connects to?	# of lanes	Speed limit				Pulling Out	Stopping	
1	Walton Ave.	Sam's Club Entrance	Yes	Sam's Club	5	45	Sam's Club	No	N/A	Good	Good	Ped crossing from bus stop across Walton (signal)
2	Lassen Boulevard	Walton Avenue	Yes	Back Of Sam's Club	5	35	Sam's Club	No	N/A	OK	Poor	SB right turning drivers cannot see bus at stop
3	Lassen Boulevard	Tharp Rd.	Yes	Bank	5	35	Credit Union	No	N/A	Good	Good	
4	Lassen Boulevard	Klamath	Yes	Many	5	35	School, Offices	Yes	Yes	Good	Good	
5	Harter Road	Spirit Way	Yes	Auto Dealer	4	35	Auto Dealers	Yes	Yes	Good	Good	
6	Harter Road	Yuba City Marketplace	Yes	Walmart	4	35	Walmart	No	N/A	Good	Good	
7	Butte House Rd.	Harter Road	Yes	Credit Union	4	40	Credit Union	No	N/A	Good	Good	
8	Butte House Rd.	Tharp Rd.	Yes	Field	4	40	Strip Mall	No	N/A	Good	Good	
9	Stabler Ln.	Butte House Rd.	Yes	Starbucks	5	40	Starbucks	No	N/A	Good	Good	
10	Butte House Rd.	Stabler Ln. (Rite-Aid)	Yes	Rite Aid	5	40	Rite Aid	No	N/A	Good	Good	
11	Stabler Ln.	Starr Drive	Yes	Storage Unit Complex	5	40	Valley Truck	Yes	Yes	Good	Good	No pullout/high speed traffic
12	Butte House Rd.	Civic Center Blvd.	Yes	Church	5	40	Church	No	N/A	Good	Good	
13	Butte House Rd.	El Dorado Lane	Yes	Real Estate Offices	6	40	Real Estate Offices	No	N/A	Good	Good	
14	Butte House Rd.	Yuba City Mall SigN/AI Ent.	Yes	Saphora	5	35	Target	Yes	Yes	Good	Good	
15	Butte House Rd.	Target Entrance	Yes	Target	5	35	Target	No	N/A	Good	Good	
16	Gray Ave.	Ainsley Ave.	Yes	Laundromat	5	35	Yuba Sutter Mall	Yes	Yes	Good	Good	
17	Gray Ave.	Ainsley Ave. (Yuba Sutter Mall)	Yes	Yuba Sutter Mall	5	35	Yuba Sutter Mall	No	N/A	Good	Good	
18	Gray Ave.	Louise Ave. (Old K-Mart)	Yes	Old Kmart	5	35	Factory2u	No	N/A	Good	Good	
19	Gray Ave.	Louise Ave. (Paradise Motel)	Yes	Travelodge	4	35	Strip Mall	No	N/A	Good	Good	
20	Forbes Ave.	Gray Ave.	Yes	Orthodontic Office	2	25	Strip Mall	No	N/A	Good	Good	
21	Forbes Ave.	Gray Ave.	Yes	Strip Mall	2	25	Dominos	No	N/A	Good	Good	
22	Forbes Ave.	Clark Ave. (Library)	Yes	Library	2	25	School	Yes	Yes	Good	Good	Cars parked in bus lane. Bus cannot fully get out of travel lane. Need No parking and red paint
23	Forbes Ave.	Clark Ave.	Yes	School	2	25	Library	Yes	Yes	Good	Good	
24	Forbes Ave.	Orange St.	Yes	Residential	2	25	Residential	Yes	No	Good	Good	Located in front of a garage in the middle of a driveway.
25	Forbes Ave.	Orange St.	Yes	Residential	2	25	Residential	Yes	No	Good	Good	
26	Forbes Ave.	Almond St.	Yes	Residential	2	25	Residential	Yes	No	Good	Good	
27	Forbes Ave.	Almond St.	Yes	Residential	2	25	Residential	Yes	No	Good	Good	
28	Plumas St.	Church St.	Yes	Post Office	2	25	Shops	Yes	Yes	Good	Good	Located at driveway, that bus will block at times.
29	Plumas St.	Church St.	Yes	Shops	2	25	Shops	Yes	Yes	OK	OK	Stop is at intersection. Though open and OK sight distance drivers not always aware of bus movements.
30	Alturas St.	Shasta St.	Yes	Residential	2	25	Restaurant	No	No	Good	Good	Traffic Hazard. Bus in lane so cars are going around in the opposite lane. No lane lines. Drivers coming around the corner cannot see car around the bus.
31	Yuba Co. Govt Center	I & 9th Streets	Yes	Residential	2	25	Residential	Yes	Yes	Good	Good	
32	H Street	7th Street	Yes	Residential	2	25	Residential	Yes	No	Good	Good	
33	H Street	7th Street	Yes	Residential	2	25	Residential	Yes	No	Good	Good	
34	H Street	4th Street	Yes	Hospital	2	25	Hospital	Yes	Yes	Good	Good	
35	H Street	Northbound Between 3rd & 4th	Yes	Hospital	2	25	Hospital	Yes	Yes	Good	Good	
36	Third Street	Rideout Hospital Emergency	Yes	Hospital	4	35	Hospital Stores	Yes	Yes	Good	Good	
37	Third Street	F Street	Yes	Store	4	35	Hospital	Yes	Yes	Good	Good	Bus stop directly across from hospital without x-walk. Must walk to intersection for cross walk
38	D Street	Second Street (Old Meryn's)	Yes	Stores	2	25	Stores	Yes	Yes	Good	Good	
39	F Street	Second Street (Buttes Manor)	Yes	Apartments	2	25	Businesses	Yes	No	Good	Good	
40	North Beale Road	Rio Rancho Motel	Yes	Hotel	2	35	Hotel	No	No	Good	Good	
41	North Beale Road	Feather River Blvd.	Yes	Peach Tree Restaurant, Taco Bell Comfort Inn	4	35	Burger King	Yes	Yes	Good	Good	
42	North Beale Road	Wal-Mart	Yes	Walmart	5	35	Walmart	No	N/A	Good	Good	
43	North Beale Road	SouthSide	Yes	Tire Store	5	35	Walmart	Yes	Yes	Good	Good	
44	North Beale Road	Lowe Avenue	No	N/A	5	35	Residential	Yes	Yes	Good	Good	
45	North Beale Road	Lowe Avenue	No	N/A	5	35	Residential	Yes	Yes	Good	Good	
46	North Beale Road	Park Avenue	Yes	Shopping Center	5	35	Residential	Yes	Yes	Good	Good	
47	North Beale Road	between Alpine and Park	No	N/A	5	35	Shopping Center	Yes	Yes	Good	Good	
48	North Beale Road	Albrecht Avenue	Yes	Nothing	5	35	Restaurant	Yes	Yes	Good	Good	
49	North Beale Road	Albrecht Avenue	No	N/A	5	35	Residential	Yes	Yes	Good	Good	
50	North Beale Road	Woodland Drive	Yes	Shopping Center	5	35	Shopping Center	Yes	Yes	Good	Good	
51	North Beale Road	Woodland Drive	Yes	Gas Station	5	35	Shopping Center	Yes	Yes	Good	Good	
52	Yuba College Terminal	East Parking Lot	Yes	College	1	N/A	College	Yes	Yes	Good	Good	
53	North Beale Road	Hammonton-Smartville Road	No	N/A	5	35	Gas Station, Food	Yes	Yes	Good	Good	Broken pavement

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Sidewalks and pedestrian/traffic safety conditions are presented in Table 2.15, which can be summarized as follows:

- The bus stops are well-served by existing sidewalks, with the exception of some stops along North Beale Road.
- Posted speed limits range from a high of 45 miles per hour on Walton Avenue to 25 mph on local streets such as Forbes Avenue. Butte House Road also has a relatively high speed limit, at 40 mph.
- Marked crosswalks are present at all stops where pedestrian travel requires crossing the major street to access a significant trip generator.
- Driver sight distance was considered from the perspective of the transit driver pulling into the travel lane from a stop and needing to judge an adequate gap in traffic approaching from the rear. Good conditions were found at almost all stops. At two stops (on Lassen Boulevard just west of Walton Avenue and on Plumas Street just south of Church Street) the bus stop is adjacent and just past a cross-street with substantial turning traffic. Bus drivers cannot see drivers making the right turn behind the bus, which can cause some short stops or evasion maneuvers.
- Driver sight distance was also considered from the perspective of a driver approaching the bus stop, and needing adequate time to perceive and react to a bus pulling into the travel lane in order to safely make a stop. This stopping sight distance was found to be adequate at all locations. At the two locations mentioned above regarding bus driver sight distance, drivers making a right turn around the rear of the bus may need to react to the bus departing the stop, but as they are making a slow-speed turn this is not a matter of sight distance.
- The other location with a potential traffic hazard is the Alturas & Shasta transfer point. As buses stop in the travel lane close to the intersection, other drivers commonly use the oncoming (westbound) lane on Alturas Street to bypass the bus.

These eastbound drivers can conflict with an oncoming driver turning off of Shasta Street onto Alturas Street.

### 2.4.2 Transfer Centers

Each of the key transfer centers were observed by LSC staff for at least 90 minutes, in order to gain an understanding about passenger access, passenger waiting conditions, and traffic/transit operational conditions. Observations were made over a weekday in May 2017, including periods in mid-day as well as after dark (to observe the level of lighting).

#### Walton Terminal

Walton Terminal is located on Walton Avenue midblock between the intersection of Colusa Highway and Lassen Boulevard, as shown in Figure 2.8. Figure 2.8 also shows the right-of-way and parcel boundaries and the location of utilities. It is immediately south of the signalized intersection of Walton Ave and the eastern Sam's Club Driveway access. The east side of Walton Ave borders the Sunsweet plant. Walton Ave at this location has four through lanes with a northbound left turn lane, giving it a 5-lane cross section. Two large bike lanes also exist at this location for a total pavement width of approximately 80 feet. The speed limit on Walton Ave at this location is 45 mph.

## Walton Terminal



Walton Terminal is located on Walton Ave midblock between the intersection of Colusa Highway and Lassen Boulevard. It is immediately south of the signalized intersection of Walton Ave and the eastern Sam's Club Driveway access.

### Waiting Area

- Two ad shelters
- Two covered 3-seat bench and two uncovered 3-seat benches
- Trash bins
- Posted bus schedule

### Lighting

- Street lights and parking lights in near proximity

### Parking

- Free parking available at Sam's Club

### Access

- Buses park within the bike lane
- Protected pedestrian crossing at signal



Figure 2.8: Walton Terminal Project Site



Source: AECOM, 2017

The terminal is furnished with two ad shelters with angled ad boards. Each shelter contains one 3-seat bench. Two additional 3-seat benches are located to the north of the ad shelters. The ad shelters are constructed with perforated metal. The rear of the shelters has been modified with plexiglass panels to protect transit riders from wind and rain. A small trash receptacle is affixed to each ad shelter. A large free standing trash bin has been supplied by Yuba-Sutter Transit at this location. Behind the shelters is a large concrete pad which once housed bicycle lockers. These were damaged by vandals and have been removed.

There are no plans for future bike parking facilities. No lighting is provided by the shelters, however street lights are in near proximity. The buses parked at this location do so within the bike lane, however the side view mirrors can sometimes protrude into the travel lane.

Though the shelter provides very little shade, several small trees are nearby. A northbound stop is located on the opposite side of the street, which is serviced by Route 2A, as well as commuter buses returning from Sacramento. Though there is a protected crossing at the signal crosswalk, passengers have reportedly jaywalked directly between buses, a potential hazard.

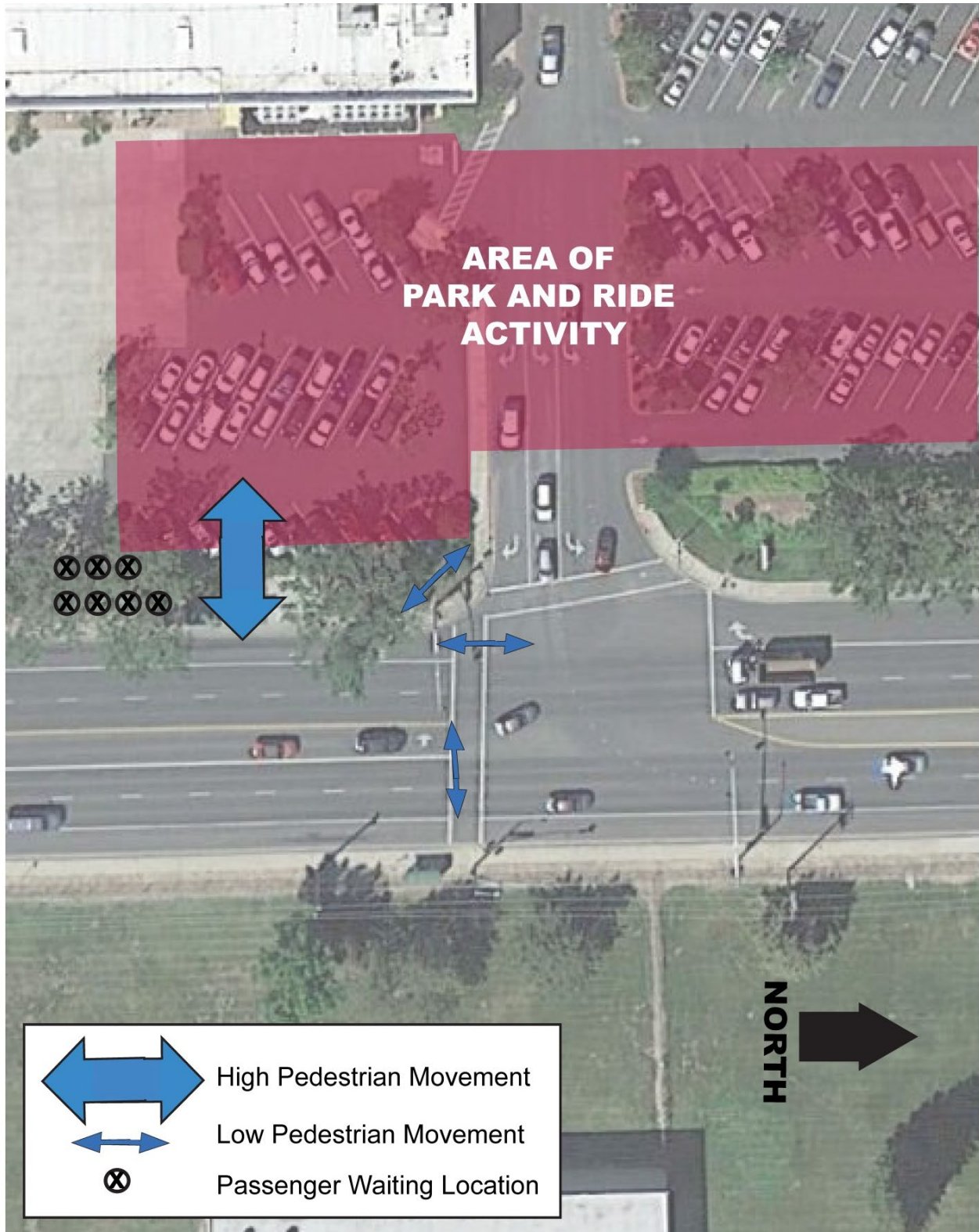
#### Passenger Use Pattern

A summary of passenger movement and activity at the Walton Terminal is illustrated in Figure 2.9. Passengers waiting at the terminal generally did so at the shelter or in the dirt area behind the shelter. As observations at this stop were done so in the afternoon, the majority of the passengers that deboarded the bus were commuters that went to their parked cars (60%). Most did so by walking through the hedges planted at the edge of the parking area. Several passengers were seen walking to and from Sam's Club (15%). The remainder of the passengers transferred to/from other bus routes (25%). No passengers were observed crossing the street to transfer to/from the bus stop located across the street.

#### Lighting Condition

No lights are provided by the shelter itself. The light emitting diode (LED) street lights nearby provide very little light. The Sam's Club parking light has bright conventional vapor bulb lights that provide the terminal with light. The high traffic volume along Walton Ave makes this terminal feel relatively safe at night.

Figure 2.9: Walton Avenue Transit Center Access



Source: LSC Transportation Consultants, Inc., 2017

## Alturas & Shasta Terminal

The Alturas & Shasta Terminal is located immediately west of the intersection of Alturas Street and Shasta Street. As shown in Figures 2.10 and 2.11, it is situated at the back corner of the Los Charros Taqueria (425 Colusa Ave, Yuba City) parking lot. Figure 2.10 also shows the right-of-way and parcel boundaries and the location of utilities.

A single large Yuba-Sutter Transit owned glass enclosed shelter is provided on the south side of the street. The bus shelter itself resides on the private property of the Taqueria. The shelter has low level solar lighting, benches, and two free standing trash receptacles nearby. A large tree provides adequate shade. The pavement in front of the bus stop consist of, asphalt paving and a concrete gutter. The gutter has sustained damage from the buses. Both eastbound and westbound bus stop activity occurs at this stop. Alturas Street is approximately 38 feet in width, with parallel parking on the north side and the bus loading area on the south. Allocating 8 feet for the parking area and 12 feet for the bus loading area, only 18 feet of pavement is available for two-way traffic movements. Eastbound vehicles approaching the parked bus often drive around the bus encroaching into the opposing (westbound) travel path. A northbound left turning vehicle was observed narrowly avoiding colliding with an eastbound vehicle that was pulling around the bus. Due to the position of the parked bus the northbound left turning driver was not able to see the advancing hazard.

The sidewalk adjacent to the bus loading area is only approximately 5 feet in width, which is not sufficient to deploy and access a wheelchair lift or ramp. As a result, passengers often use a portion of the adjacent paved parking lot to access the lift or ramp.

Due to the variation in route travel times, there are frequently two buses (and sometimes three) present at this location. It is difficult for the third bus to fully pull parallel to the curb (thereby creating a potential tripping hazard), and the third bus can block the adjacent parking lot driveway.

### Passenger Use Patterns

A summary of passenger movement and activity at the Alturas & Shasta Terminal is illustrated in Figure 2.11. The volume of transit riders often overwhelms the shelter resulting in riders waiting under the nearby tree or within the restaurant parking lot. No transit passengers were observed to sit on any of the cars parked within the Taqueria's lot. Generally, passengers sat on the benches within the shelter or leaned on the outside shelter. One passenger was observed sitting on the curb across the street and ran over when the bus approached. The majority of the passengers were transfers (80%). Approximately 10% walked to the terminal from the nearby residential neighborhood. The remaining 10% were either picked up or dropped off.

### Lighting Conditions

The low level shelter lights provide little to no useful light. Between the nearby street light and flood light provided by the restaurant, the terminal has an adequate lighting level. However, the shelter faces north towards an empty (in the evening) parking lot. If not for the activity at the rear of the restaurant this terminal location would feel very unsafe during low light conditions.



## Alturas & Shasta Terminal



The Alturas and Shasta terminal is located immediate west of the intersection of Alturas Street and Shasta Street. It is situated at the back corner of the Los Charros Taqueria parking lot.

### **Waiting Area**

- One shelter with benches
- Trash bins

### **Lighting**

- Shelter provides low-level solar lighting
- Street light and restaurant flood light in near proximity

### **Parking**

- No dedicated parking for passengers

### **Access**

- Narrow sidewalk adjacent to bus loading area
- No protected pedestrian crossing across Alturas Street

Figure 2.10: Alturas & Shasta Terminal Project Site



Source: AECOM, 2017

Figure 2.1.1: Alturas & Shasta Terminal Access



Source: LSC Transportation Consultants, Inc., 2017

## Yuba County Government Center

The Government Center Terminal is located on the east side of the Yuba County Government Center on the west side of I Street, as shown in Figure 2.12. The terminal has one large shelter, a city garbage can and a bus schedule display. The enclosed media display case, which presents the bus schedule does not seal tight and various advertisements have been slipped into the case partially obscuring the schedule. Some light graffiti has been scratched into the ceiling of the shelter. The terminal has a large concrete bus pad which allows the bus to be completely out of the travel lane as it picks up and drops off passengers. The shelter has low level solar lighting, which currently do not work. Nearby street and parking lot lighting provides additional lighting. A single “bike lid” (covered bike locker) is present on site, with additional units planned. The bike lid was not in use at the time of observation. The terminal is located in a mixed-use residential/commercial/government neighborhood. This is a busy transfer center with a lot of bus activity. In addition to Yuba-Sutter Transit buses Amtrak Thruway buses use this transfer center.

### Passenger Use Patterns

A summary of passenger movement and activity at the Government Center Terminal is illustrated in Figure 2.13. The majority of the observed transit users, either used the terminal as a park and ride or were picked up/dropped off. The remainder of the riders, either walked up from the surrounding neighborhood or were transfers. More so than any other of the transfer stations, the on board bike racks of incoming and departing buses at this location were full or close to capacity. No one was observed to be turned away due to full bike racks. One homeless man was seen sleeping at the transfer terminal along the back curb.

### Lighting Conditions

The Government center transfer terminal has an adequate amount of lighting despite the shelter lights not being operational. This is due to the bright parking lot lights located nearby. During the evening period, when low light conditions were observed, very little to no activity occurs at or near this transfer center.

I Street is a low volume roadway, and no pedestrian activity was observed. Some activity was seen at the Save Mart Shopping Center; however at over 500 feet away it has little influence on the safety at the transfer center. The several homes that front the transfer terminal all had their blinds drawn or their lights out. This terminal provides the poorest level of perceived personal safety of the various transfer centers.

# Yuba County Government Center



The Government Center Terminal is located on the east side of the Yuba County Government Center on the west side of I Street.

#### **Waiting Area**

- One shelter with benches
- Trash bins
- Posted bus schedule

#### **Lighting**

- Street lights and parking lights in near proximity

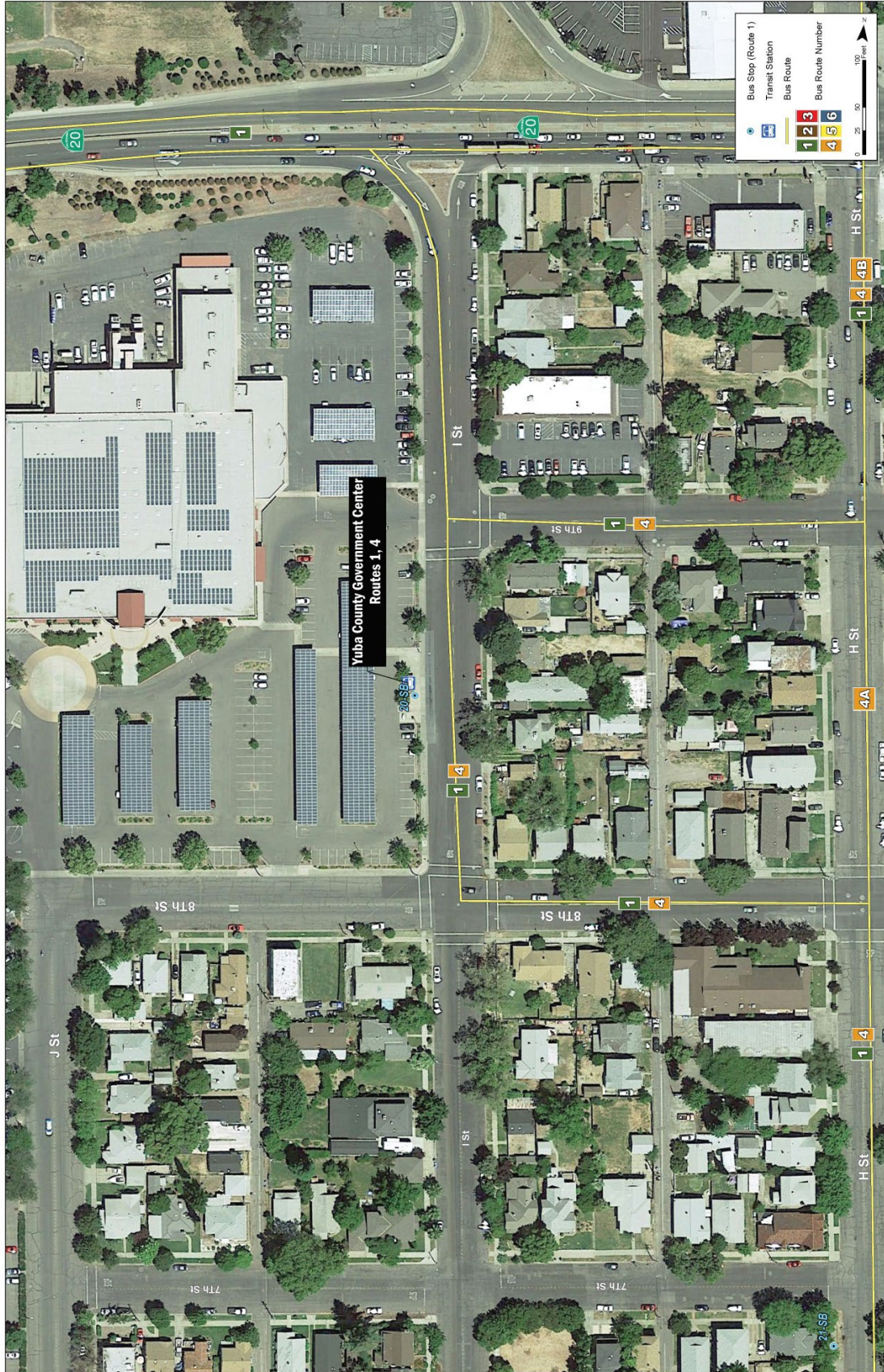
#### **Parking**

- Free parking available at the Yuba County Government Center
- One covered bike locker

#### **Access**

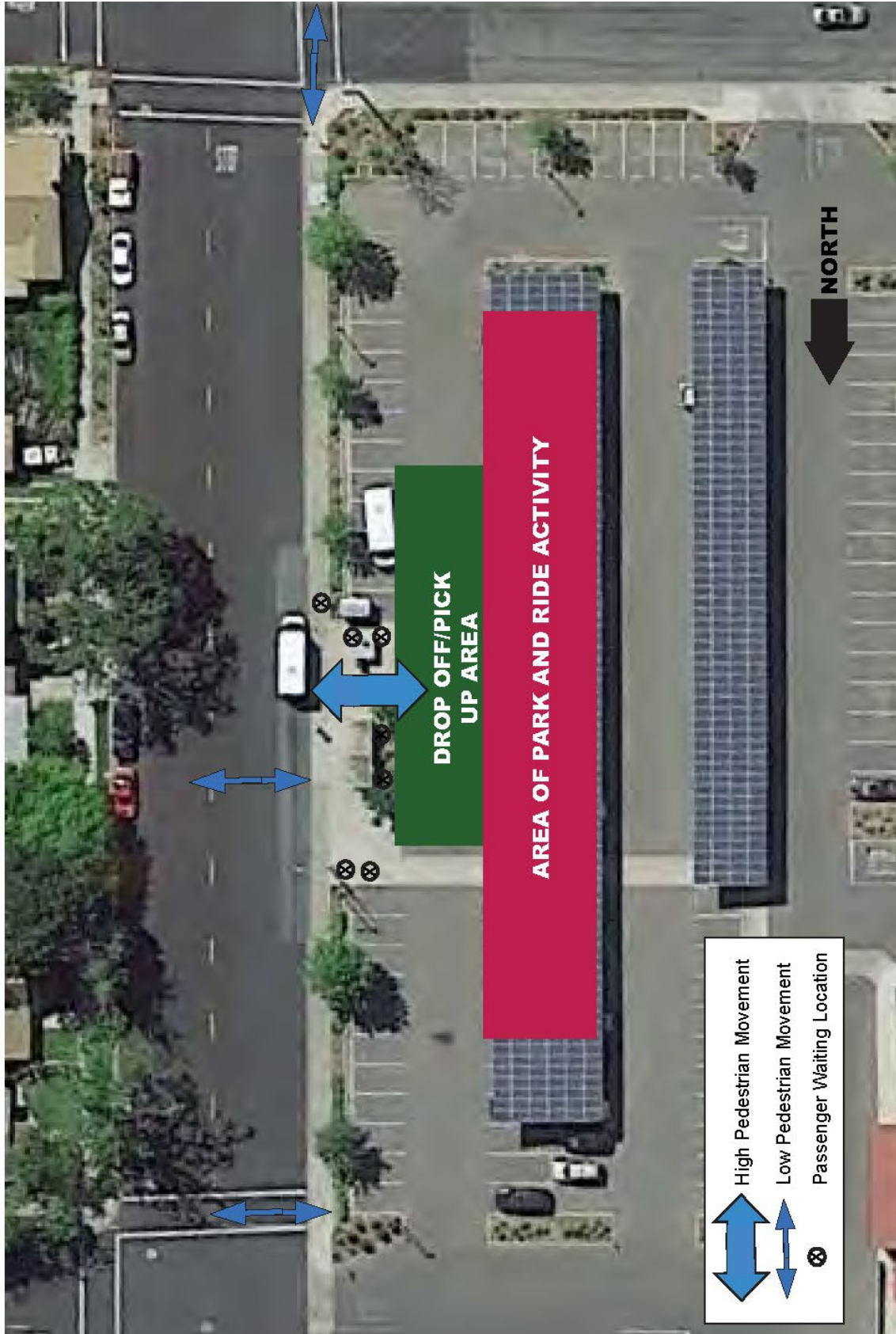
- Narrow sidewalk adjacent to bus loading area
- Two protected pedestrian crossings across I Street

Figure 2.12: Yuba County Government Center Project Site



Source: AECOM, 2017

Figure 2.13: Yuba County Government Center Access



Source: LSC Transportation Consultants, Inc., 2017

## North Beale Road Transit Center

As shown in Figures 2.14 and 2.15, the North Beale terminal is actually two separate bus stops located on each side of the North Beale Road just north of the intersection with Lindhurst Avenue. Figure 2.14 also shows the right-of-way and parcel boundaries and the location of utilities. The southern stop is located in front of a mall that is largely unoccupied, while the northern stop is located along the Walmart parking lot. The southern stop has three ad shelters with two additional benches outside. No lights are provided at the southern stop but two street lights are located near the site. The northern terminal has two new large ad shelters with additional benches outside. The shelters have new solar lights which provide enough light to read with, but not much more. Both stops have garbage cans and posted bus schedules. Both stops have concrete bus bays that can accommodate two buses.

### Passenger Use Pattern

A summary of passenger movement and activity at the southern and northern stops of the North Beale Road Transit Center is illustrated in Figure 2.15.

#### **Southern Stop:**

75% percent of those getting on and off at this location proceeded to the signalized intersection and crossed the street. No jaywalking was observed. Approximately 25% of those alighting waited at the terminal for transfers. Two separate riders were picked up within the abandoned mall parking lot. The abandoned mall parking lot was in use by vendors selling mobile phones and fruit (near the transit center). A mobile clinic (Class A motorhome) was also parked 25yards south of the terminal. Transit passengers waiting for the bus generally did so at the shelters or benches either within or just outside.

#### **Northern Stop:**

A large portion of those using this transit center (both sides) use the Walmart parking lot of the northern stop as a park and ride. Approximately 1/2 of the passengers were observed crossing North Beale Road and 25% of the transit riders using the northern stop had a car parked at the southern portion of the Walmart lot. Interestingly, no one was observed using the Feather River Center's parking lot as a park and ride lot (presumably for safety concerns). Approximately half of the passengers crossing North Beale and 25% of the passengers using the northern transfer stop were either visiting Walmart or the fast food restaurant on the corner. A small percentage of transit users walked (or rode bikes/skateboards) to the terminal along North Beale Road. The remainder of transit users were transfers.

Approximately half of the passengers waiting for the bus did so at the shelter/benches, the other half did so in the Walmart parking lot. A shopping cart return corral is located immediately north of the terminal. A number of passengers used the cross bars of the corral as seating or to lean against. Others would sit along the curb separating the parking lot and the landscaping. Some chose shopping carts to rest on.



# North Beale Transit Center



The North Beale Transit Center is actually two separate bus stops located on each side of the North Beale Road just north of the intersection with Lindhurst Avenue. The southern stop is located in front of a mall that is largely unoccupied, while the northern stop (see photo) is located along the Walmart parking lot.

## ***Southern Bus Stop***

### **Waiting Area**

- Two shelters with multiple benches
- Trash bins
- Posted bus schedule

### **Lighting**

- Low-level street lights in proximity

### **Parking**

- Free parking available at the Feather River Center

### **Access**

- Protected pedestrian crossings across North Beale Road

## ***Northern Bus Stop***

### **Waiting Area**

- Two large shelters with multiple benches
- Trash bins
- Posted bus schedule

### **Lighting**

- Shelters provides low-level solar lighting

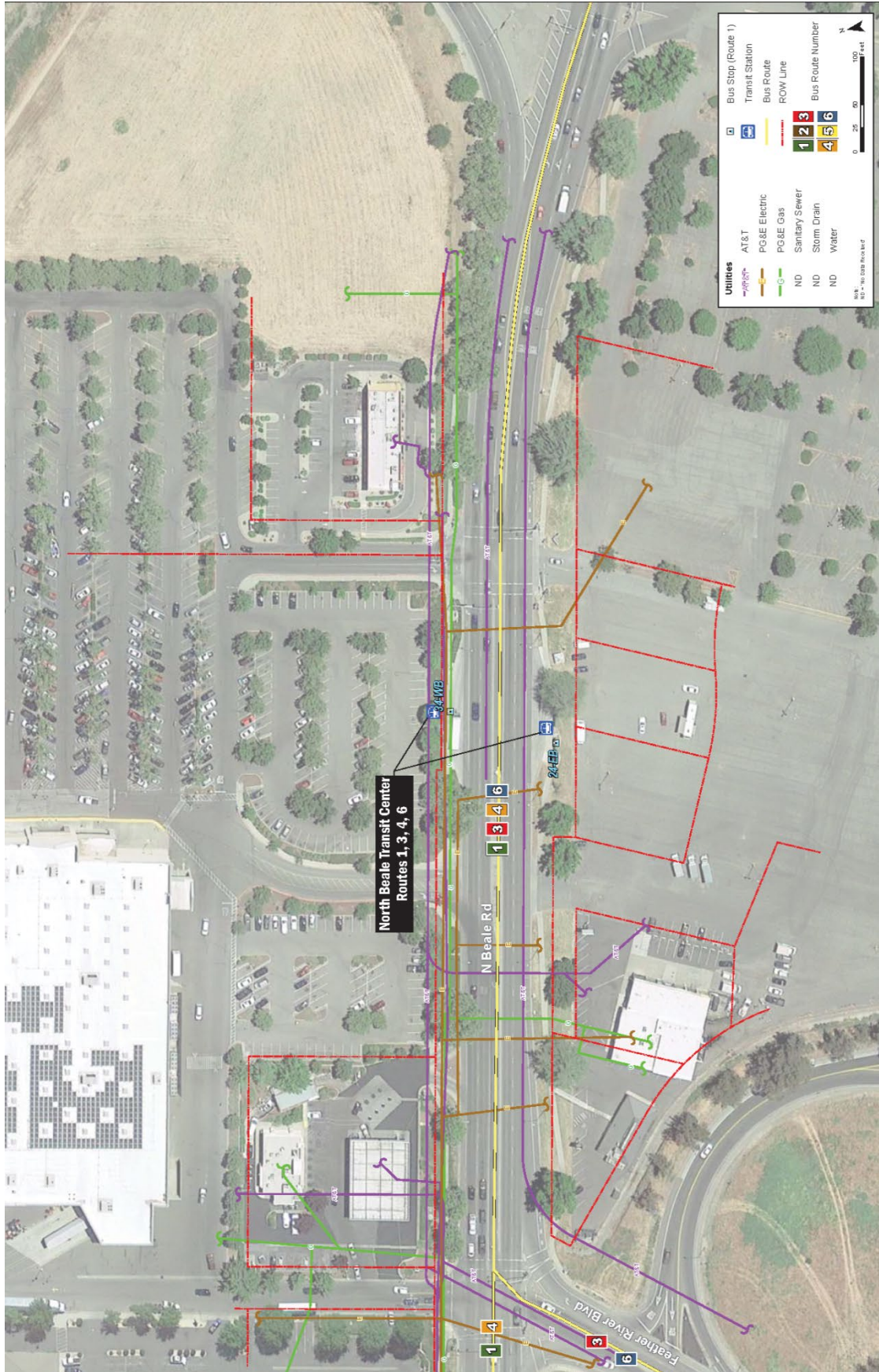
### **Parking**

- Free parking available at Walmart

### **Access**

- Protected pedestrian crossings across North Beale Road

Figure 2.14: North Beale Transit Center Project Site



Source: AECOM, 2017

Figure 2.15: North Beale Transit Center Access



Source: LSC Transportation Consultants, Inc., 2017

### Lighting Conditions

The southern terminal of the North Beale Transit Center is dark. There are no lights at the shelter, and the two adjacent street lights are blocked by trees. The northern terminals in shelter lights are the brightest of any of the shelter lights; however, it still only produces an ambient glow rather than providing any security benefit. Due to the high volume of traffic on North Beale Road, the transfer center feels safe, though the abandoned Feather River Center Mall has an eerie presence.

### **Yuba College**

The Yuba College terminal is located off of North Beale Road within the college campus. As shown in Figures 2.16 and 2.17, a transit-only lane allows the buses to reach the terminal with no conflicts with public vehicle traffic adjacent to the stop. The stop has two large non-ad shelters with additional benches outside of the shelters. The shelters have posted schedules along with low level solar lights within.

A large garbage can with recycling is provided. Two street lamps are present at the stop location along with an emergency call button. The transit stop is located just south of a grassy park like area and west of the campus police station. It was observed that the bus drivers commonly use this stop to take breaks and leave the buses (bus empty, door locked). One car was observed using the bus lane to cut through to the eastern portion of campus.

### Passenger Use Patterns

A summary of passenger movement and activity at the Yuba College Transit Center is illustrated in Figure 2.17. The majority of the bus riders at this location were observed walking to and from the western portion of campus. A party of two waited for their bus on the grass within the park and walked over to the transit center when their bus arrived. The wood chipped area behind the shelters was littered with cigarette butts; an indication that this area is used by waiting transit riders. Though a cigarette butt disposal receptacle would be used, school policy forbids the use of tobacco products on campus. A sign stating the no tobacco policy is posted at the stop.

### Lighting Condition

The low level shelter lights are very dim. The two additional street lights at the bus stop provide sufficient lighting for the transit center. The surrounding areas of the campus are well lit. There is very little activity at this stop at night. Do to the lighting, nearby campus police, and the emergency call box, the transit stop feels safe.

# Yuba College Transit Center



The Yuba College Transit Center is located off of North Beale Road within the college campus.

### Waiting Area

- Two large shelters with multiple benches
- Trash bins
- Posted bus schedule

### Lighting

- Shelters provides low-level solar lighting
- Two street lamps are present at the stop location along with an emergency call button

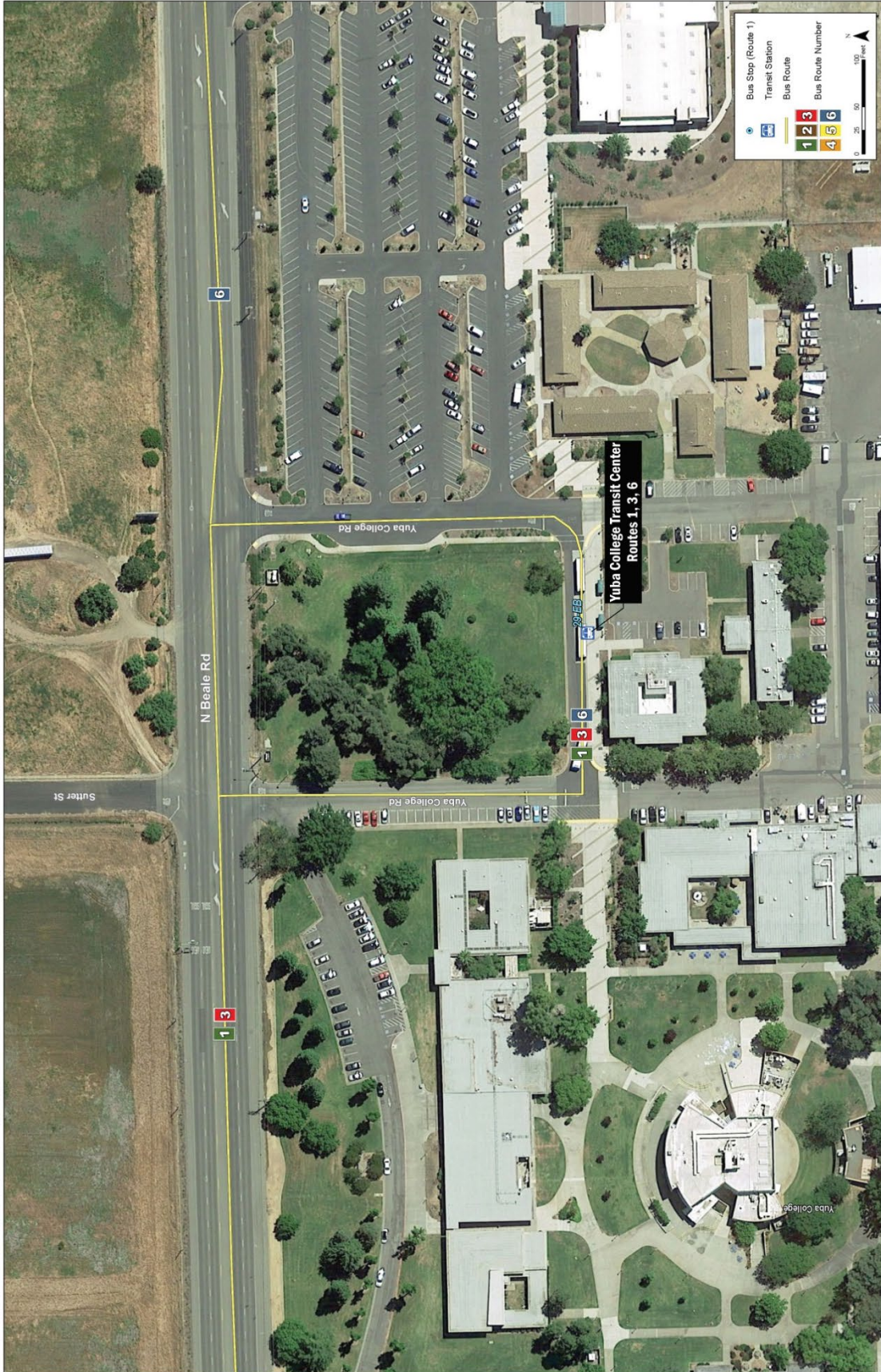
### Parking

- Paid parking available at Yuba College

### Access

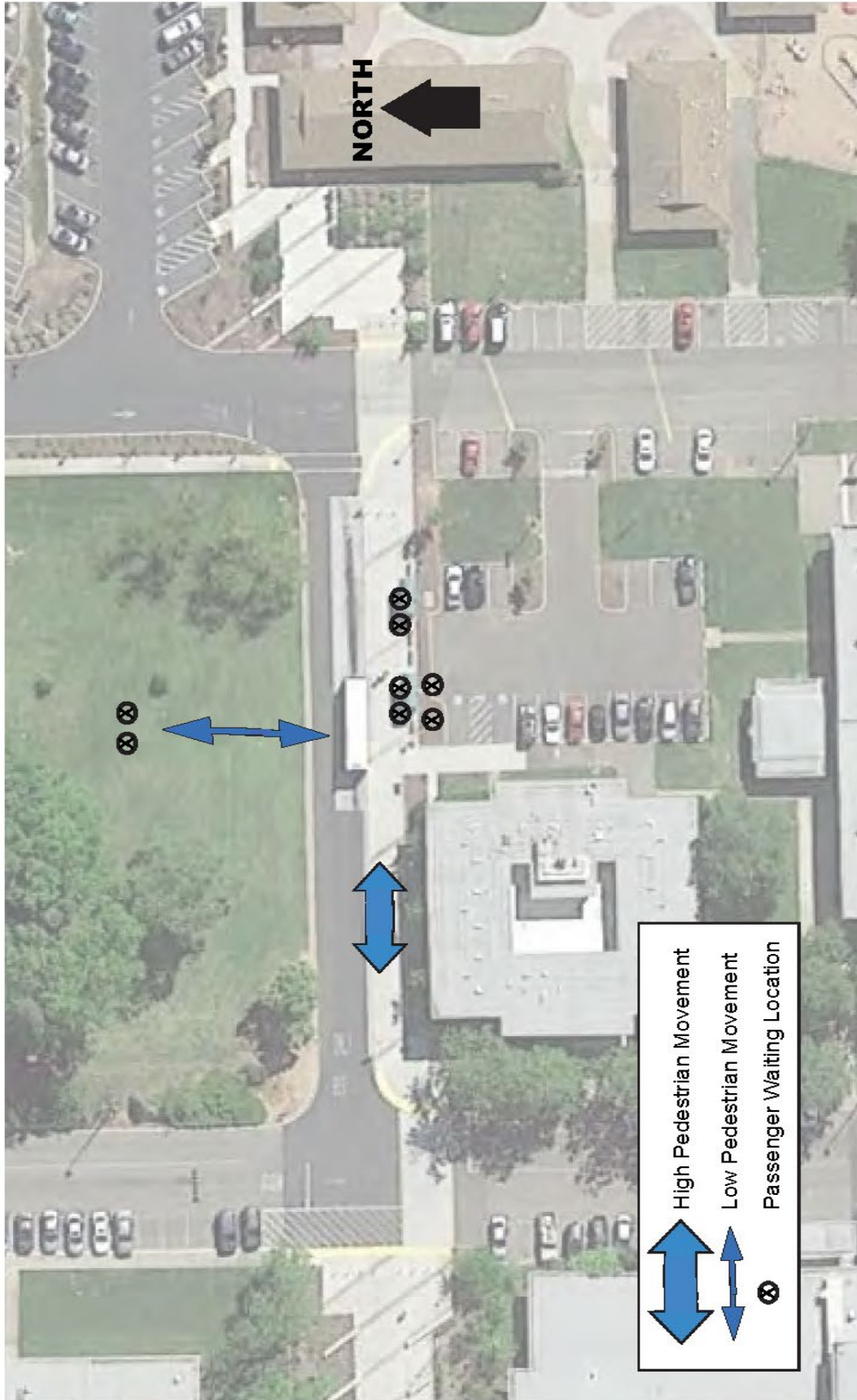
- A transit-only lane allows the buses to reach the terminal with no conflicts with public vehicle traffic adjacent to the stop
- Protected pedestrian crossing across the transit-only lane

Figure 2.1.16: Yuba College Transit Center Project Site



Source: AECOM, 2017

Figure 2.17: Yuba College Transit Center Site Access



Source: LSC Transportation Consultants, Inc., 2017

## 2.5 Other Plans and Projects

The Community Development and Public Works Departments of Yuba City, Marysville and Yuba County were contacted to discuss existing roadway and development plans that impact the study corridor. The identified plans are summarized below.

### 2.5.1 5th Street Bridge Replacement Project

The City of Yuba City is currently serving as the lead agency in the \$70 million replacement project for the 5th Street Bridge over the Feather River. Two travel lanes will be provided in each direction (rather than the existing single lanes) along with a bicycle/pedestrian path along the north side.

A key improvement on the Yuba City end of the bridge will be that eastbound travel along 5th Street will become a simple through movement, no longer requiring an eastbound left turn from Bridge Street onto the eastbound onramp. Eastbound access to Bridge Street will be provided by an off-ramp at the western end of the project. It will include new traffic signals on 2nd Street at the intersections with Bridge Street, and with Webb Street/westbound ramps. 2nd Street will be improved, including provision of a raised median and extension of the left turn lane from 2nd Street onto westbound Bridge Street. In Marysville, the first connection to the local street grid will remain at J Street. The traffic analysis conducted for the project indicated that it would improve traffic conditions, reducing the number of intersections along the Bridge Street Corridor that do not attain Level of Service standards from six to two. The two failing intersections (Bridge/Clark and Bridge/Cooper) identified in the traffic study are west of the project site. The additional capacity over the 5th Street Bridge will also benefit the 10th Street Bridge corridor by diverting traffic. Construction is planned to commence in July 2017 and be completed in 2018.

### 2.5.2 Yuba City ADA Self-Evaluation and Transition Plan for the Public Right-of-Way

This plan, prepared in 2012 for Yuba City, details existing conditions and plans for improvements to address the requirements of the Americans with Disabilities Act (ADA). Individual projects are prioritized on a scale of 1 to 5. Curb ramp improvements along the Route 1 corridor consist of the following:

#### Priority 1

- Stabler Lane at Poole Boulevard and Starr Drive, Forbes Avenue at Clark Avenue

#### Priority 2

- Butte House Road at Tharp Road, Forbes Avenue at Gray Avenue

#### Priority 3

- Stabler Lane at Colusa Avenue, Walton Avenue at Sam's Club and Lassen Boulevard, Butte House Road at Harter Parkway, Gray Avenue at Colusa Avenue, Plumas Street at Alturas Street and Church Street

All of these curb improvements have been implemented.



This plan also identifies and prioritizes ADA-related improvements at bus stops (sidewalks or loading areas) along Route 1 in Yuba City, as follows:

#### Priority 2<sup>1</sup>

- Alturas Street/Shasta Street

#### Priority 3

- Stops along Forbes Avenue at Almond Street, Orange Street, Clark Avenue and Gray Avenue
- Gray Avenue/Louise Avenue
- Stops along Lassen Boulevard at Walton Avenue, Tharp Road and Harter Parkway
- Stops Along Butte House Road at Harter Parkway, Tharp Road and Stabler Lane
- Stabler Lake/Starr Drive

As of June 2014, the key stops needing ADA improvements in order to accommodate wheelchair loading/unloading are the stops (in both directions) along Forbes Avenue at Almond Street and Orange Street. In addition, the northwest corner of Alturas & Shasta does not have ADA ramps.

### 2.5.3 North Beale Corridor Complete Streets and Revitalization Plan

This detailed plan, adopted by Yuba County in 2009, addresses improvements to North Beale Road from Lindhurst Avenue on the west to Linda Avenue on the east. Key elements of the plan are:

- Construction of continuous sidewalks on both sides of the roadway from Avondale Avenue to Griffith Avenue, including widened sidewalks at bus stops.
- Improvements to crossing locations, including rapid flashing beacons, medians islands, improved street lighting and colored pavement.
- Intersection improvements, including roundabouts at Lindhurst Avenue, Hammonton-Smartville Road, and Linda Avenue.
- Potential reduction of travel lanes east of Hammonton-Smartville Road from 4 to 2 lanes.

Yuba County has been using this document to guide improvements along the corridor. Median and roadway improvements have been implemented, continuous sidewalks, and crossing improvements were constructed in 2018. The next phase of the project will continue these improvements along the corridor.

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<sup>1</sup> No Priority 1 improvements are identified within the corridor study area.

#### 2.5.4 East Linda Reinvestment Plan

This plan, completed in 2012, addresses the portion of Linda between SR 70 on the west and Griffith Avenue on the east. It focuses on three “opportunity sites”: the old Peach Tree Mall, a mixed use center across North Beale Road from the western portion of the Yuba College campus, and the Goldfield Village Center just to the east of Yuba College. This plan calls for expansion of Yuba-Sutter Transit service into new residential areas of Linda as they develop east and southeast of Yuba College. This plan incorporates the circulation elements of the North Beale Road Complete Streets and Revitalization Plan, including comprehensive sidewalks along both sides of North Beale Road and roundabouts at Lindhurst Avenue, Hammonton-Smartville Road, and Linda Avenue. As a planning document, no specific projects have been programmed or implemented from this plan.

#### 2.5.5 Yuba County Bicycle Master Plan

This plan, completed in 2012, identifies the following improvements along the study corridor:

- Class 1 bike path over the Yuba River along SR 70. *Yet to be implemented*
- Proposed Class 1 bike path along the south and west side of Yuba College, making a connection between North Beale Road and Erle Road. *Section south of Yuba College is complete, but without connection to the College*
- Class 2 bike path on N Beale from Lindhurst Avenue to Griffith Avenue. *Completed*

#### 2.5.6 Yuba City Bicycle Master Plan 2011

This 2011 plan includes the following Class 2 Bike Lanes (some of which have already been implemented):

- Butte House Road -- Township Road to Gray Ave. *Completed Madison Road to Gray Avenue*
- Gray Ave -- Franklin Ave to Pease Road. *Complete except for southbound lane from Kimball Street to Bridge Street*
- Harter Parkway -- Butte House Road to Lassen Blvd. *Lassen Blvd. to Spirit Way, and short portion south of Butte House Road complete*
- Lassen Blvd -- Harter Pkwy to Walton Avenue. *Complete*
- Stabler Lane -- SR 20 to Jamie Drive. *Complete except for SR 20 to Starr Drive*
- Tharp Road -- Butte House Rd to Bridge Street. *Northbound from Poole Boulevard to Butte House Road complete*
- Walton Avenue -- SR 20 to Bogue Road. *Sam’s Club driveway to Hazel Avenue complete*

### 2.5.7 Sutter County HHS Center

The Sutter County Health and Human Services (HHS) Department is in the process of consolidating its staff that are currently located in seven different buildings into one location at 850 Gray Avenue—a former Kmart. It is anticipated that approximately 400 employees will work at this 84,179 square foot building beginning in 2018/2019. The consolidated HHS Department will be served by two Route 1 bus stops (Gray Avenue/Louise Avenue and Forbes Avenue/Gray Avenue). The Gray Avenue/Louise Avenue bus stops on either side of Gray Avenue have shelters with advertisements. Both of the Forbes Avenue/Gray Avenue bus stops include benches with advertisements. In addition to Sutter County employees, Route 1 will also serve clients of the HHS Department, and is expected to be a substantial generator of transit ridership.

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