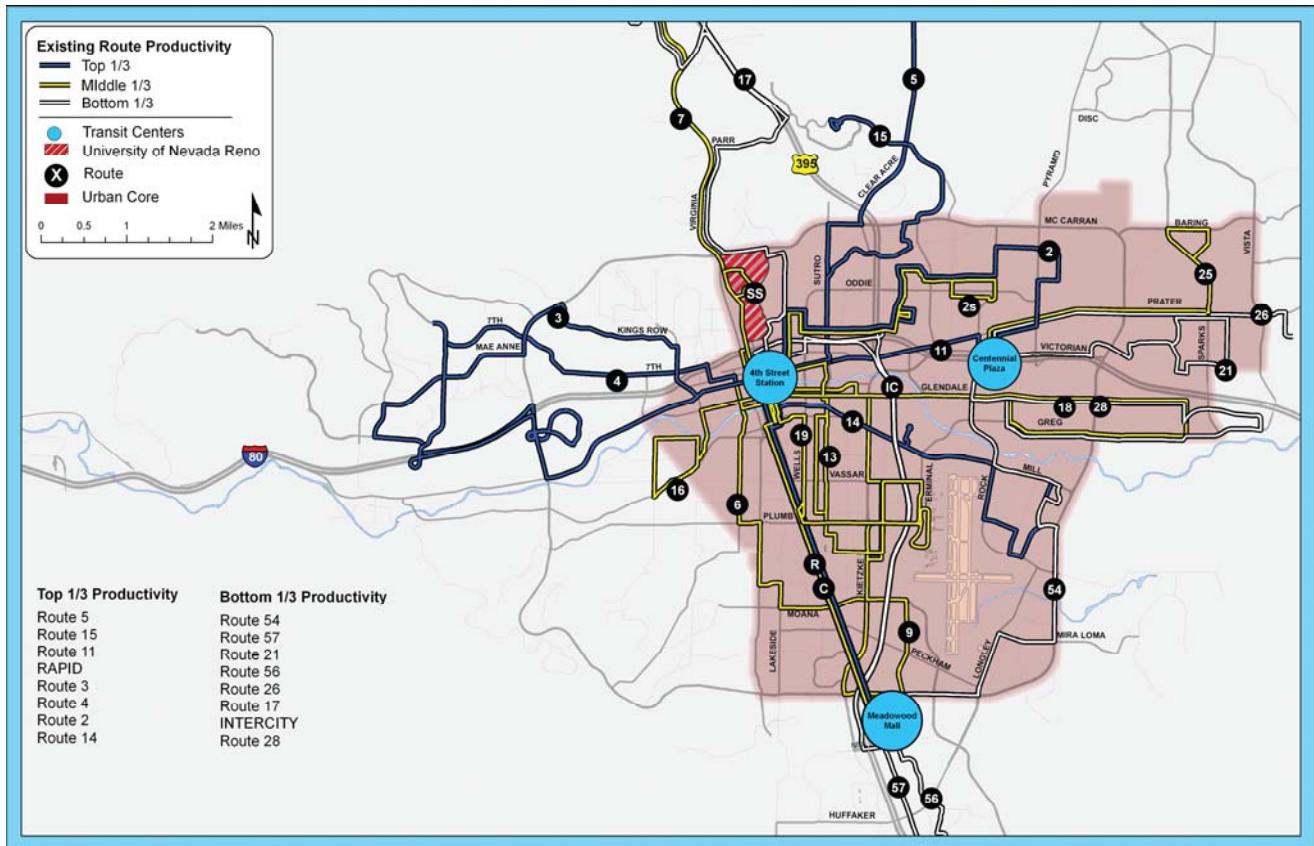




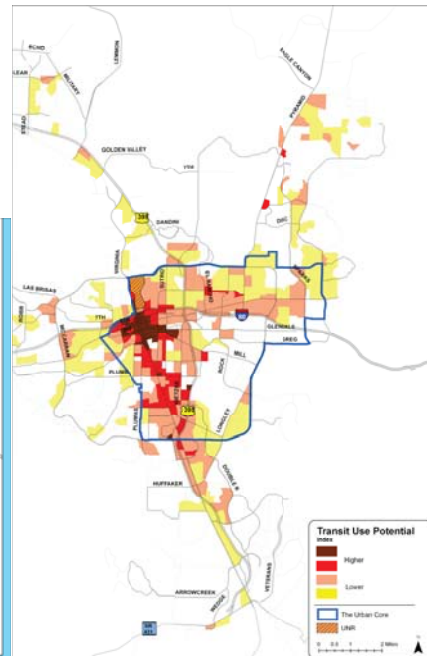
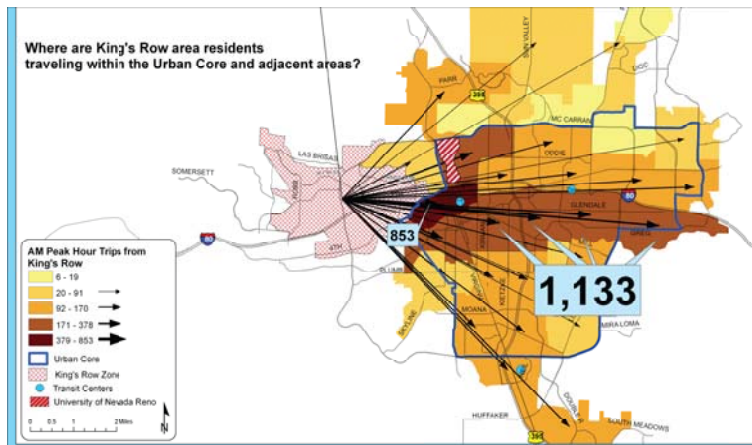
Service Hour Shift



- The Service Hour Shift concept would take service from lower performing routes and then add service to higher productivity routes.
- Lower productivity routes (shown in white) could see less frequency, shorter span of service, or even be discontinued.
- Higher productivity routes (shown in blue) could see more frequency and a broader span of service.
- Routes that are in the middle (yellow) would see less change but, depending on individual trip ridership, could see some reductions or additions.



Productive Enhancements



Employment Belt

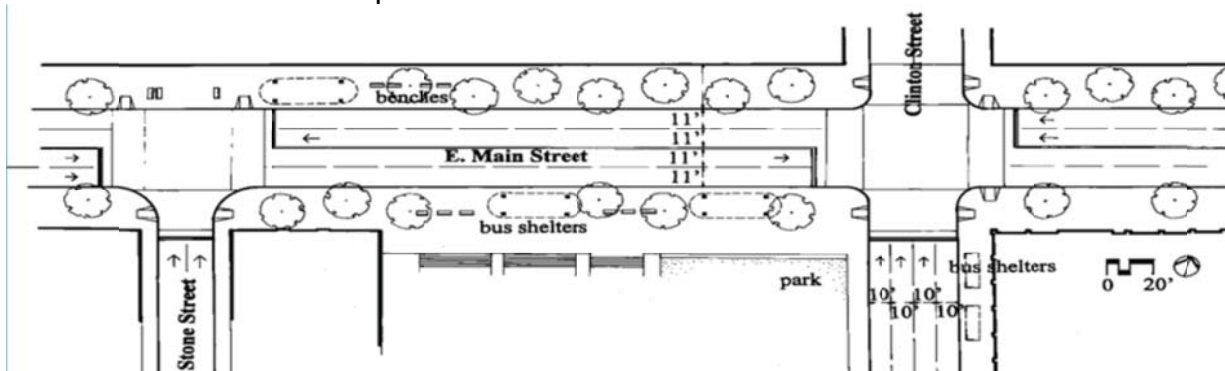
- Employment is a major factor in productivity.
- Employment corridor between Reno and Sparks can help focus service.

Urban Core

- Where service is most productive.
- Best place to allocate resources.

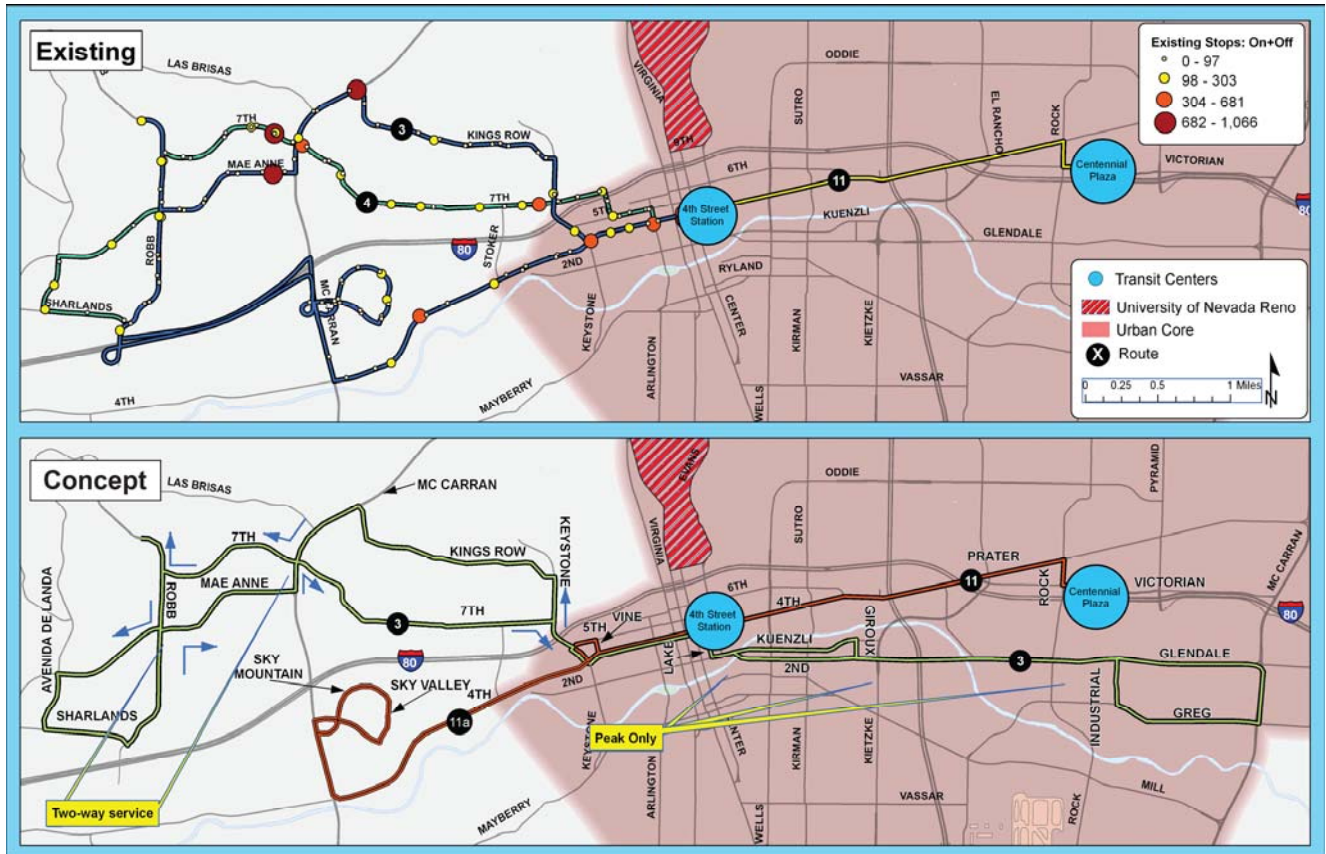
Transit Enhancement Program

- Transit oriented development
- Pedestrian improvements
- Passenger amenities
- Transit signal priority
- Queue jumps
- Coordination with municipalities.





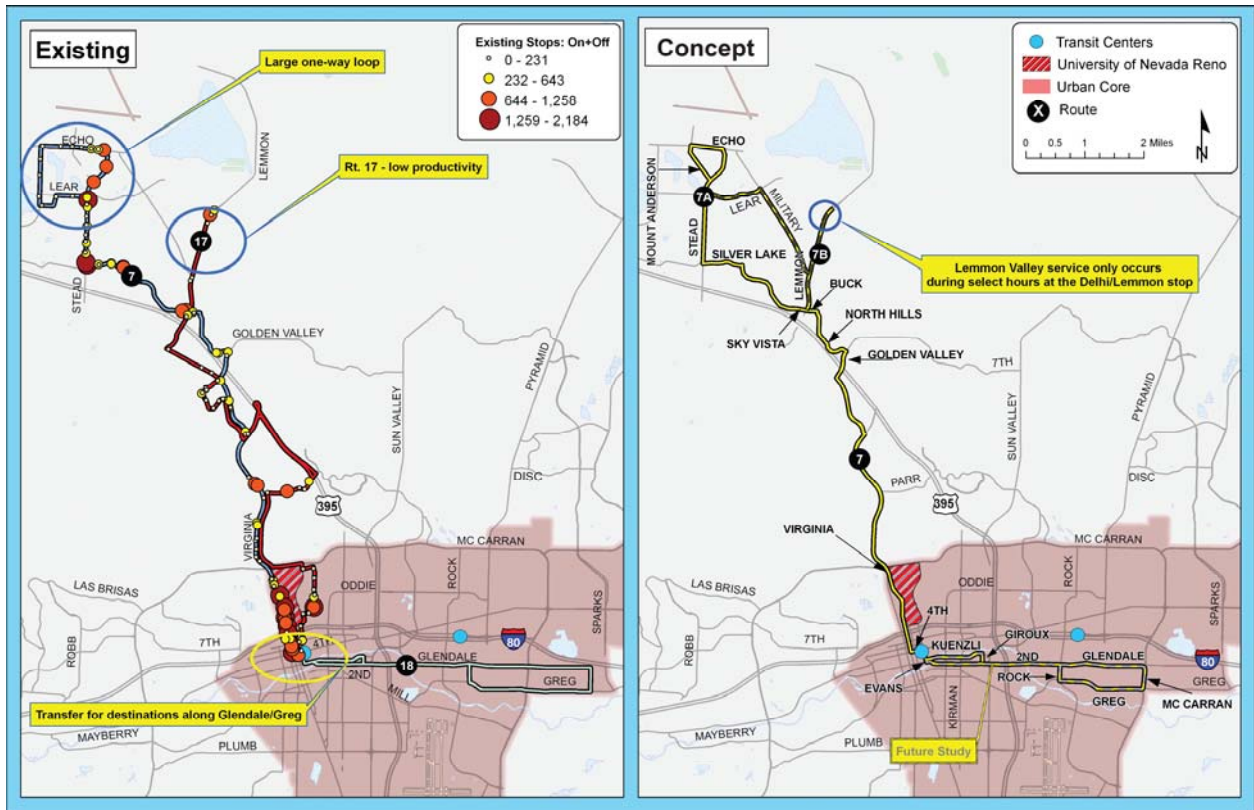
Northwest Reno Route 3 and 4



- Travel demand is strong between Northwest Reno and the Sparks Industrial Area during peak hours. To address this demand, service from these two areas would continue through downtown so that riders would not need to transfer between buses.
- Routes 3 and 4 would be restructured into one route north of I 80. Shorter trips could be achieved by connecting at crossing points.
- Timing on the Route 11 could be adjusted to extend west of downtown to pick up the Summit Ridge area that would no longer be served by Route 3. This would likely limit Summit Ridge to peak-hour only service.



North Valleys Route 7 and 17



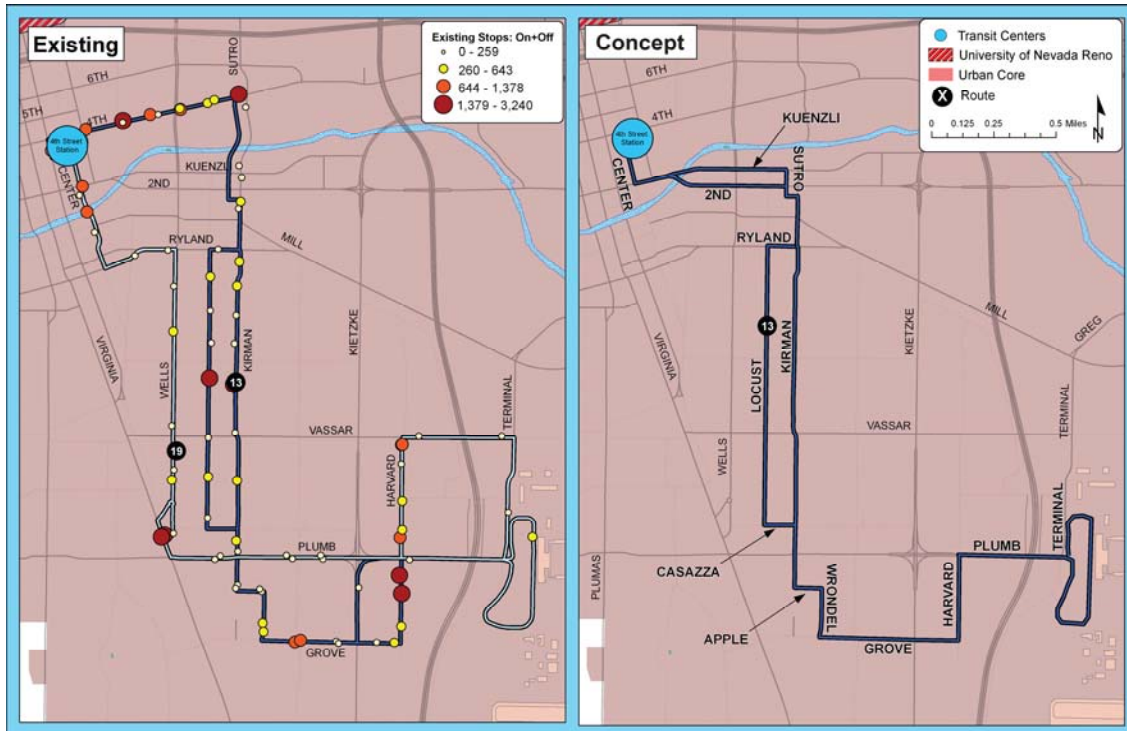
- Productivity in the North Valleys is below the RTC RIDE average. Route 7 carries many riders but the long travel time hurts performance.
- Travel demand is strong between Stead and the Sparks Industrial Area during peak hours. To address this demand, service from these two areas would continue through downtown so that riders would not need to transfer between buses.
- Service would become more streamlined. Lemmon Valley service would be reduced to peak-hour only, with the hours saved helping Route 7 extend into The Sparks industrial area during peak times.
- Stead service may be changed to no longer arrive during pulse times – when other buses also arrive.



Route 13 and 19



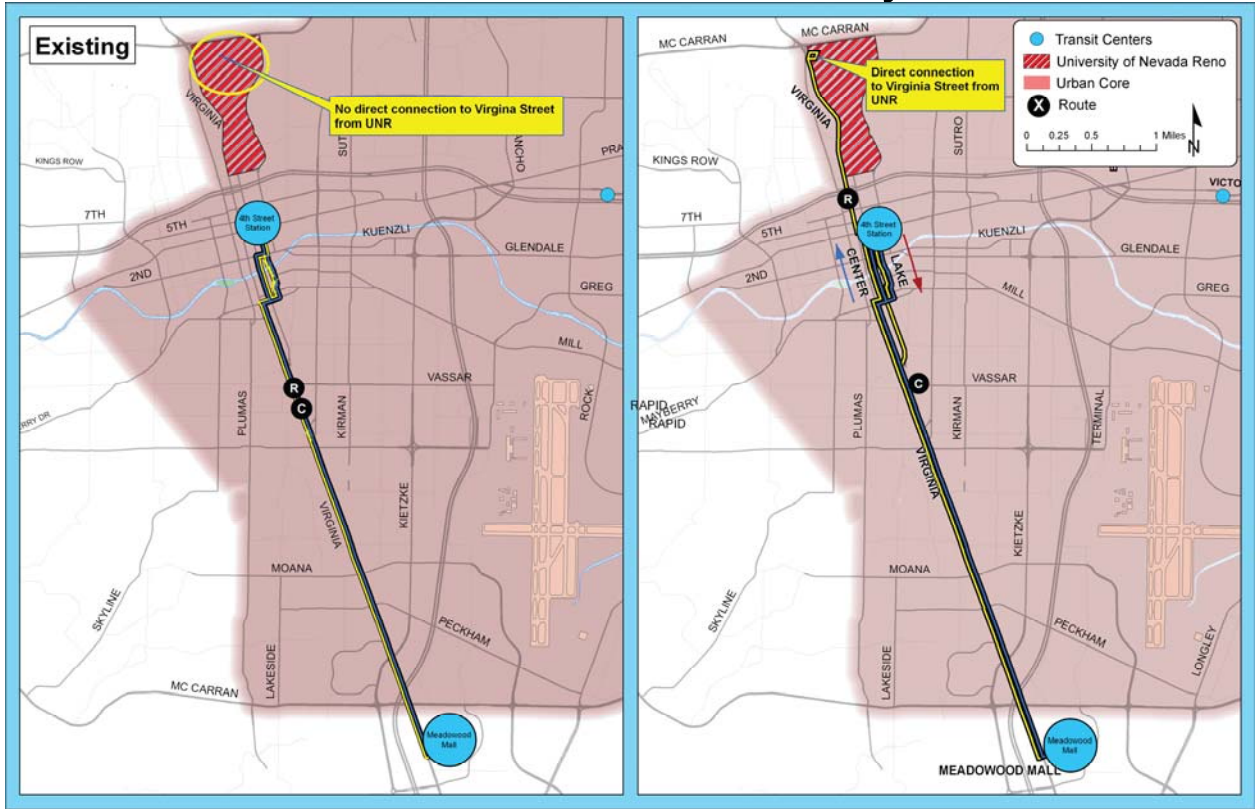
- Productivity on Route 19 is one of the lowest in the system because many transit users in the area use other routes.



- Discontinue Route 19, modify Route 13 to service the airport. Hours saved could be used for new service on Plumb connecting to the Sparks Industrial area (see Route 99).



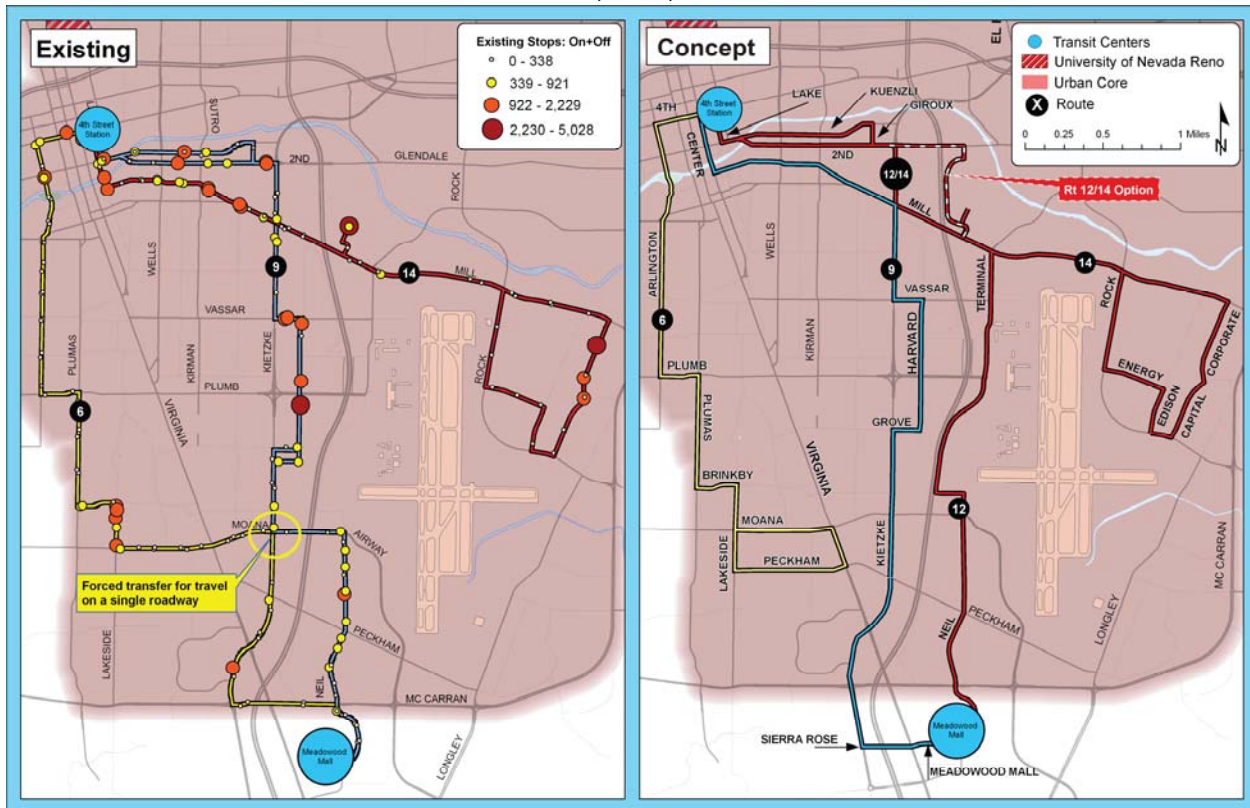
RTC RAPID and the University of Nevada



- Extending the RTC RAPID to the University of Nevada would connect one of the region's largest transportation trip generators to this high-frequency service. Route 7 would continue to provide local service.
- Possibly too much service on N. Virginia – should the RTC Sierra Spirit be discontinued if RTC RAPID operates in the area? Should the RTC RAPID go to the north end of campus or stop at 9th Street?
- The new extension would be eligible for Federal CMAQ demonstration funding for the first three years of operation.



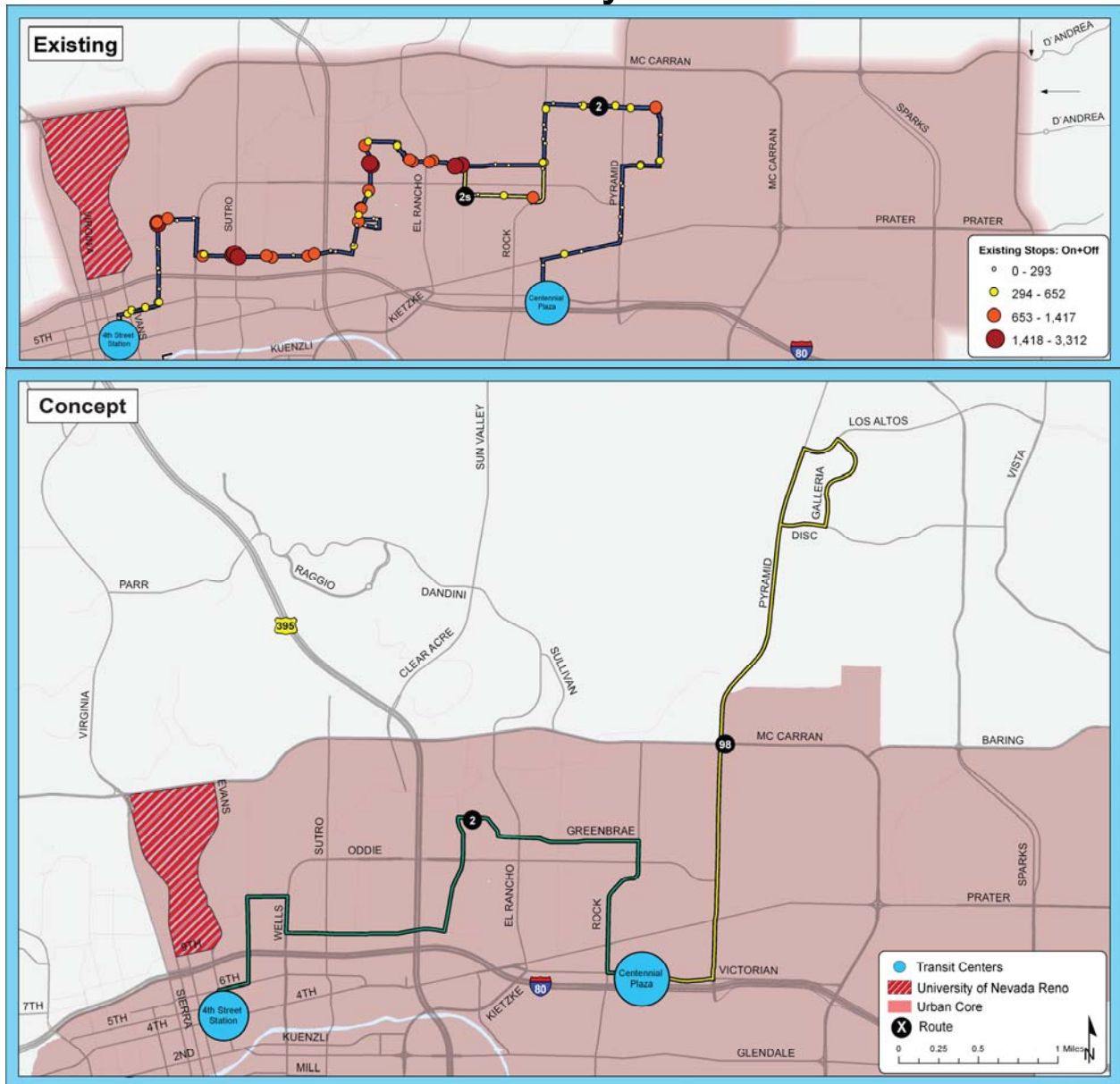
South and East Reno Route 6, 9, and 14



- Route 6 would be shortened, ending at South Virginia. The route would use the RTC RAPID station at Peckham for those wishing to travel further south. This will reduce duplication of service in the area south of Moana. Service would remain 30-minute in the peak and 60-minute in the off-peak.
- Route 9 would stay on Kietzke at the south end of the route, picking up the southern segment of Route 6's current alignment and then continue on Kietzke to take advantage of the Meadowood Mall interchange which would allow it to avoid the congested McCarran & Virginia intersection. The travel time between downtown Reno and Neil Road would be improved.
- A new Route 12 would pick up Neil Rd. ridership to the south and serve the 2nd St./Kuenzli St. one-way pair on the north end to counter the changes to Route 9. The route would stay east of US 395 to avoid Moana Ln. congestion, using Terminal Way to Mill. This service would connect to 2nd St., either passing through the GSR to bring better service to the new Walmart or use Kietzke.
- With the added service on Mill east of the GSR provided by Route 9, Route 14 service could be reduced to every 30-minutes in the peak period, improving the efficiency of this route.



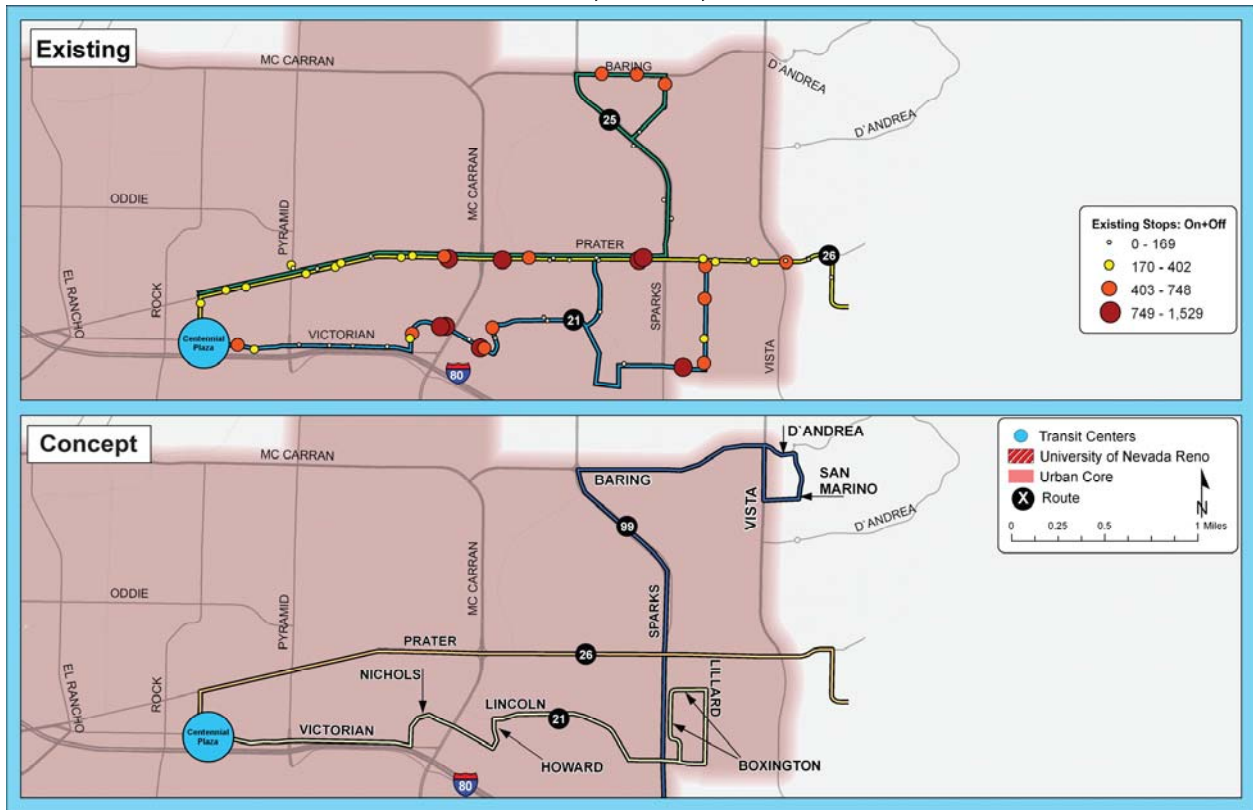
Route 2 and Pyramid Service



- Change would provide faster travel time between the heavy ridership areas along Silverada – Greenbrae to downtown Sparks.
- New service to the Los Altos area of Spanish Springs would cover Pyramid Way to make up for the change to Route 2.
- The new service would be eligible for Federal CMAQ demonstration funding for the first three years of operation.



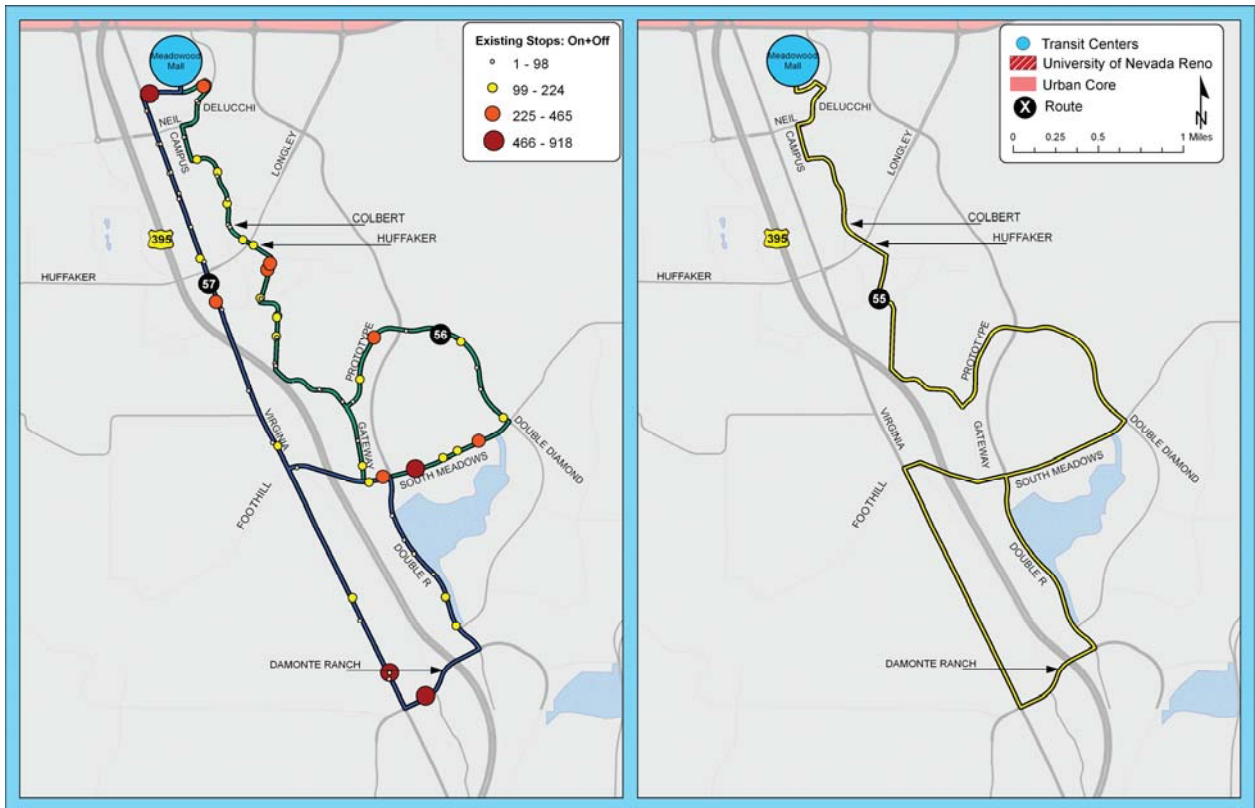
Route Alternative Route 21, 25, and 26



- Routes 21, 25, and 26 productivity is below the system average. For Prater Way, this indicates there is too much service currently assigned to this roadway.
- Route 25 would be discontinued and Baring would be served by new routing that would go from the Baring/Vista area to the Sparks industrial area and possibly toward the airport. (see Route 99)
- Route 21 would be modified to provide two-way service through Legends which should increase ridership. The route would make a smaller loop east of Sparks Bl. to accomplish this.



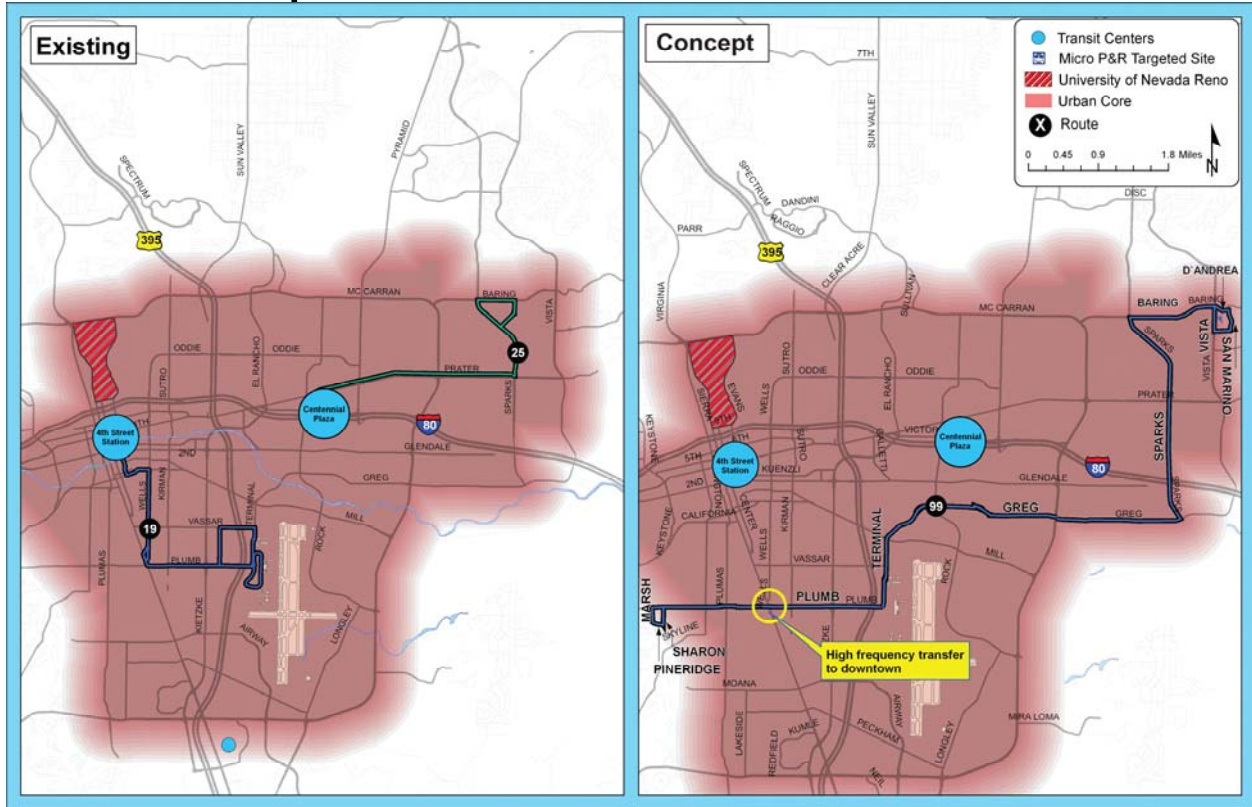
South Meadows and Damonte Ranch Route 56 and 57



- Routes 56 and 57 would be combined into a single 60-minute route, operated every 30 minutes during peak demand and hourly at other times.
- This change will reduce layover time, improve productivity, and require one less vehicle than is used today.
- While riders from the Damonte Ranch area will have a longer, more circuitous route, they will have a much higher number of trips over a greater span of service in return.



Sparks – Plumb Crosstown



- Reallocate service from lower performing routes into crosstown service. This serves similar areas but attempts to provide direct connections through the Sparks Industrial area instead of needing to travel to downtown Reno to transfer to another bus.