NEXTGEN
TRANSIT PLAN

Guiding Principles

Rider Experience

Improve rider experience by providing better information, faster travel time, and connections to previously unserved areas.

More Regional Connections

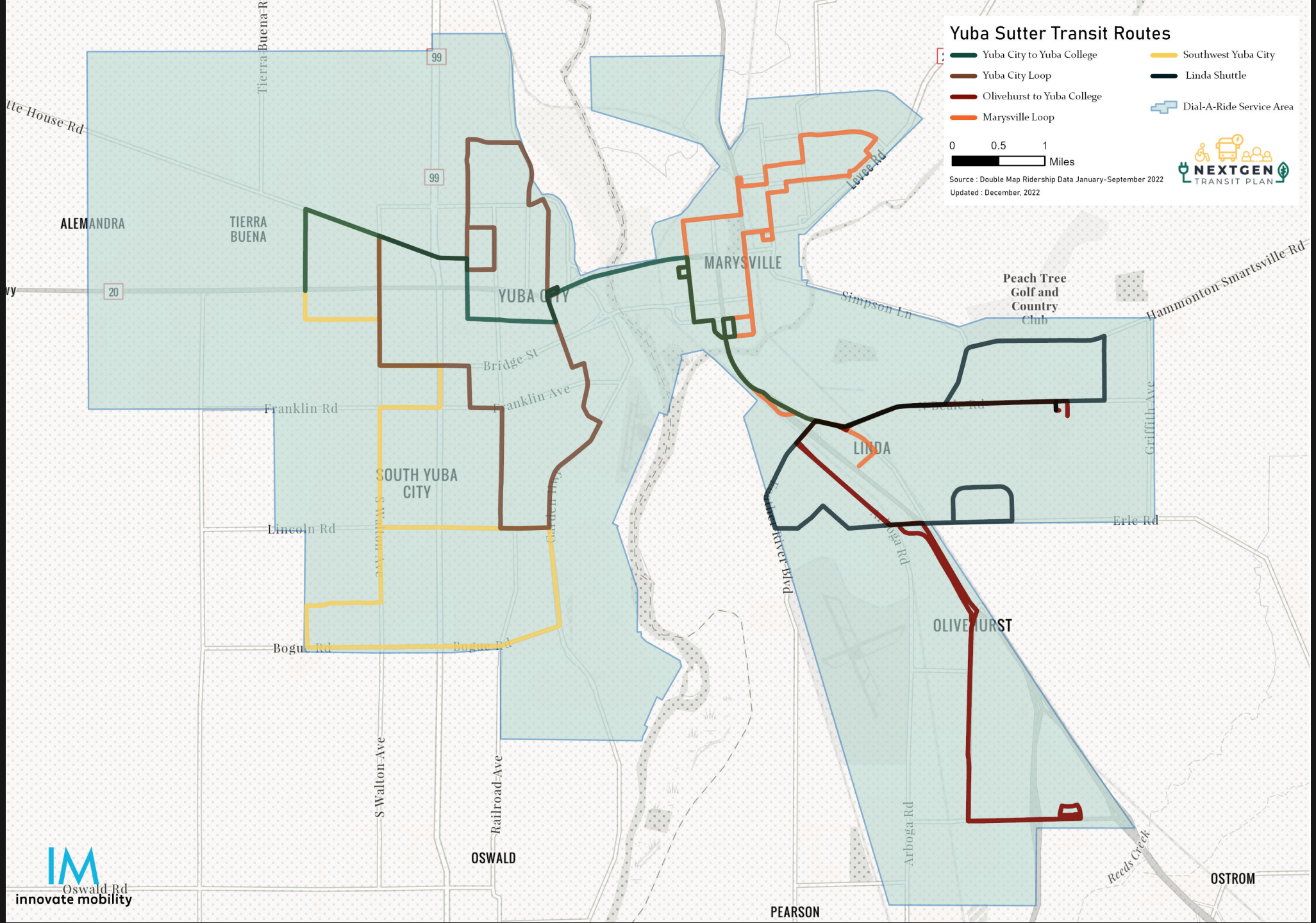
Connect more communities that are farther away and create a network where riders can seamlessly travel to these locations.

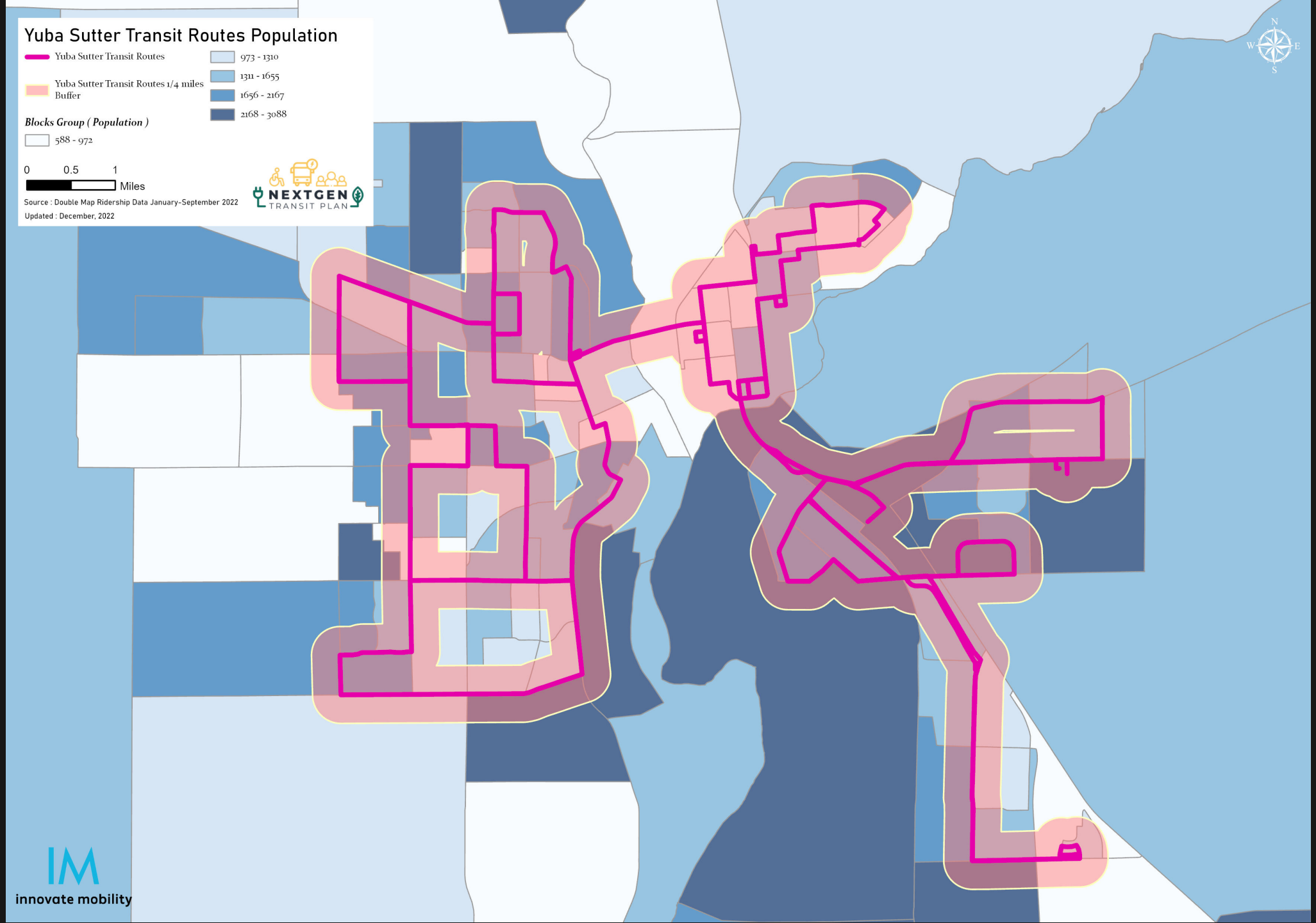
Improve Local Access

Serve new, growing areas and connect them with fast, modern, cost-effective transit solutions.

Better Performance

Reduce delays from bridge crossings and speed up routes to ensure layover time and expected travel times.


Yuba Sutter Transit Routes
Yuba City to Yuba College
Yuba City Loop
Olivehurst to Yuba College
Marysville Loop
Southwest Yuba City
Linda Shuttle
Dial-A-Ride Service Area
0 0.5 1
Miles
Source : Double Map Ridership Data January-September 2022
Updated : December, 2022
NEXTGEN TRANSIT PLAN
ALEMANDRA
TIERRA BUENA
YUBA CITY
MARYSVILLE
SOUTH YUBA CITY
LINDA
OLIVEHURST
OSWALD
PEARSON
OSTROM
Peach Tree Golf and Country Club
Tierra Buena Rd
Franklin Rd
Franklin Ave
Bridge St
Lincoln Rd
Bogue Rd
Oswald Rd
S Walton Ave
Railroad Ave
Simpson Ln
Hammonton-Smartsville Rd
Griffith Ave
Erle Rd
Arboga Rd
Reeds Creek
Feather River Blvd
Levee Rd
99
20
innovate mobility


Yuba Sutter Transit Routes Population
Yuba Sutter Transit Routes
Yuba Sutter Transit Routes 1/4 miles Buffer
Blocks Group (Population)
588 - 972
973 - 1310
1311 - 1655
1656 - 2167
2168 - 3088
0 0.5 1
Miles
Source : Double Map Ridership Data January-September 2022
Updated : December, 2022
NEXTGEN TRANSIT PLAN
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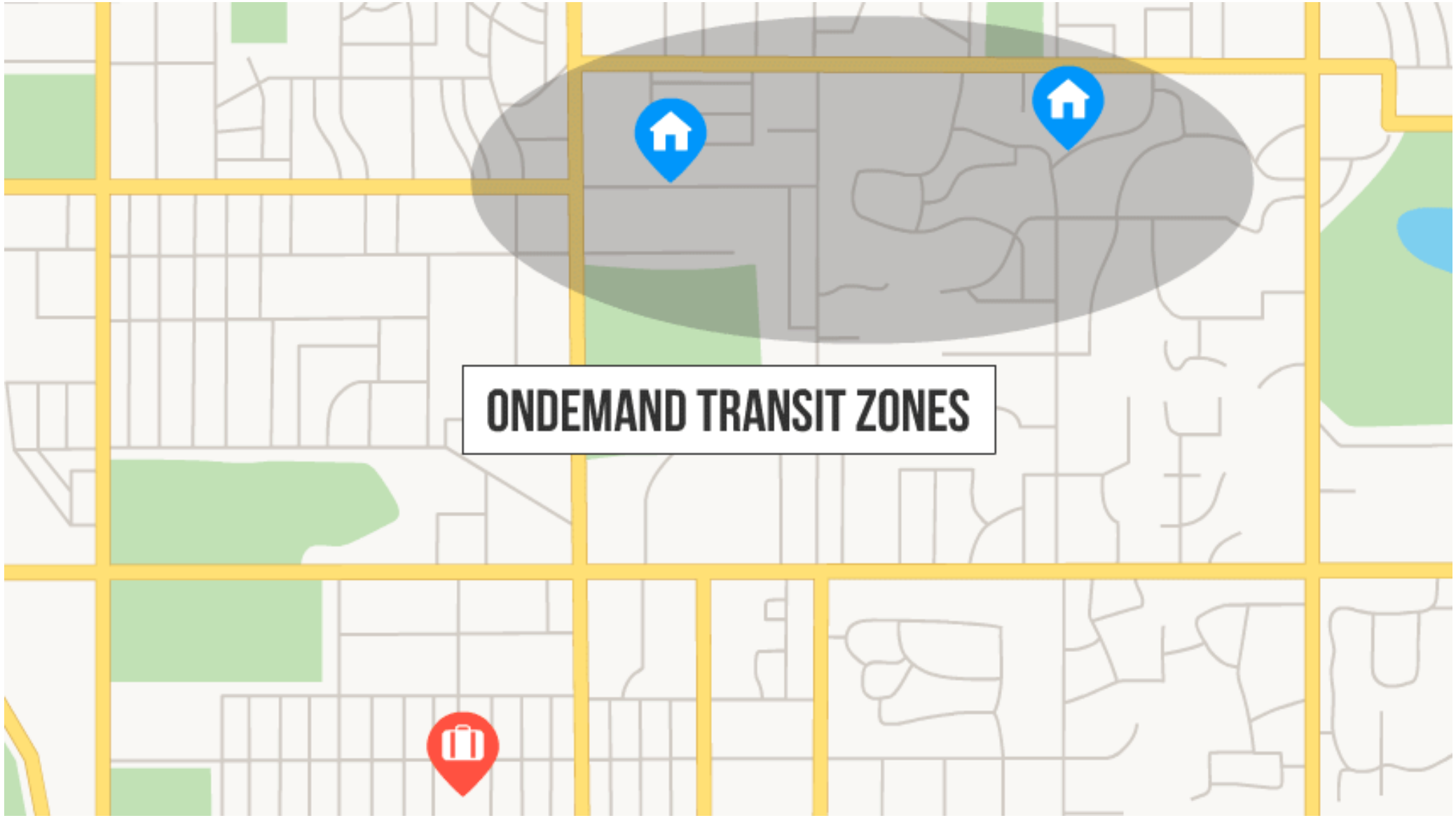
innovate mobility

Tomorrow: Intermodality

	Core* (*Name not finalized)	Community	Commuter
Segment Overview	Core Services service the major communities of Yuba City, Marysville, Linda and Olivehurst	Community services connect smaller, more distant areas with the core. These services will be technology enabled allowing riders to book online (or via telephone). Paratransit eligible customers will get curb-to-curb service, all others will get connections to mobility hubs and major transfer points.	Peak only outbound and return service to major regional locations. Connect to Core and Community services at hubs.
Performance Standards	12-20 PAX per hour 15%+ farebox recovery 0.75-2 seat turnover per trip	3-7 PAX per hour 10%+ farebox recovery 20%+ trip sharing	25-30 PAX per hour 25%+ farebox recovery 0 seat turnover
Span of Service	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	6:30am-8:00pm Weekdays 8:00am-6:00pm Saturdays	5:20am-5:30pm Weekdays
Frequency/Wait/Travel Time	30-minute frequency	15-30-minute wait time 10-30-minute travel time	Commuter services arrive at pre-scheduled times.
Other	Connects to other segments at mobility hubs	Non-paratransit customers cannot travel to destinations on Core Services (other than to hubs)	
Vehicles required	5 fixed route	10-11 On Demand+2 Flex+2-3 DAR	8 Commuter Buses

What are On-Demand Zones

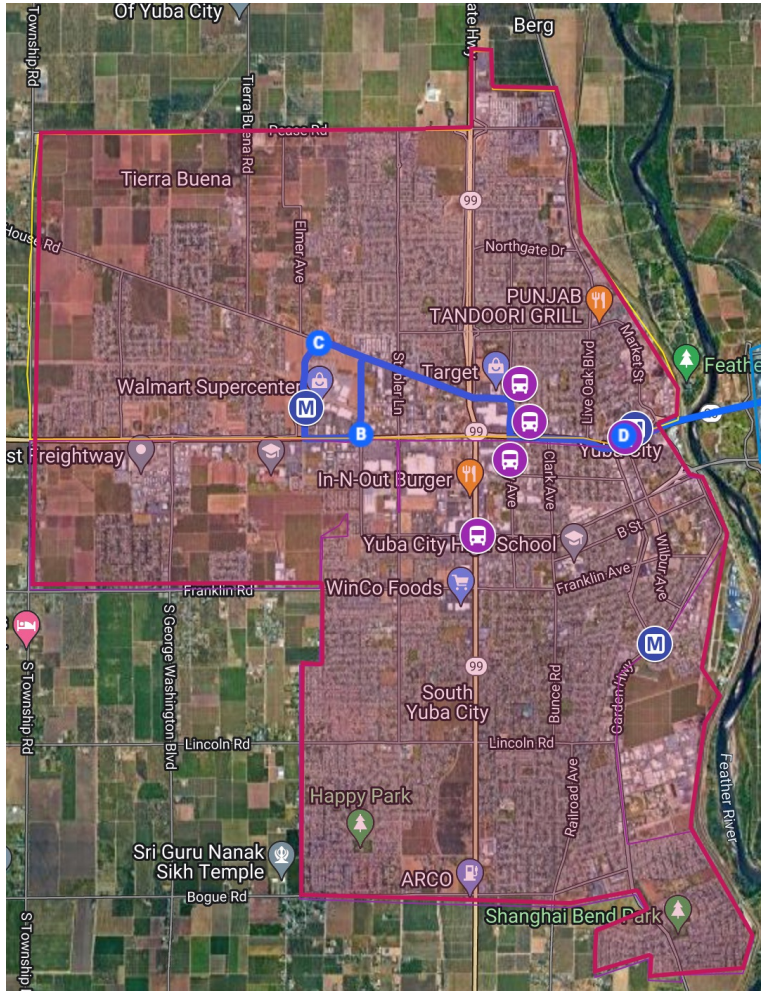


Community Service

Yuba City

On-Demand Zone

- 4-5 Vehicles – Monday-Saturday
- 16% of all daily trips covered
- Will connect to core services at Alturas & Shasta/Walmart
- Average trip length is 2.4 miles
- New areas north of Butte House Rd, West of Harter Rd and South of Bogue Rd would now have general public service
- New service to Yuba College Sutter Center
- Current 2 and 5 ridership does not warrant increased service in South Yuba City
- Riders wishing to travel outside Yuba City can transfer to Yuba-City to Yuba College route at major transfer points

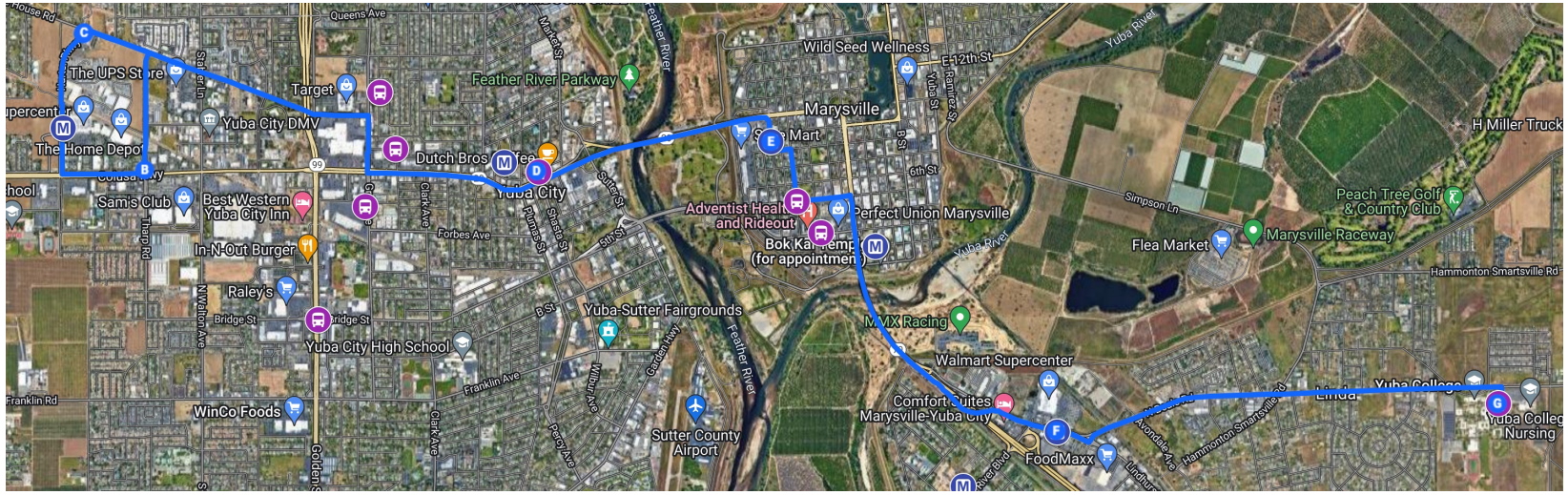


Core Service

Yuba City-Yuba College

Fixed Route

- 3 Vehicles – Mon.-Sat. – 30-minute frequency
- Top 30% of trip generators occur along route corridor
- Connects major shopping, medical, education, and employment
- Will reduce travel time from Yuba City to Yuba College by at least 15 minutes in each direction by streamlining route



- Will cover major trip generators and allow riders along major corridors and near major trip generators to reach their destinations in a single ride.
- Transfers from Yuba City Community on-demand service will occur at major points – superstop or mobility hubs

Community Service

Marysville

On-Demand Zone

- 2 Vehicles – Mon.-Sat.
- 2% of all daily trips occur within Marysville
- Average trip length is only 1.65 miles
- Route 4 ridership is mostly concentrated between the Yuba Gov't Center and North Beale transit center.
- Ridership to Marysville High and McKenney intermediate school may need a tripper for morning and afternoon release times during the school year.
- Connections to Foothills and new commuter services will be made at Yuba Gov't Center hub.

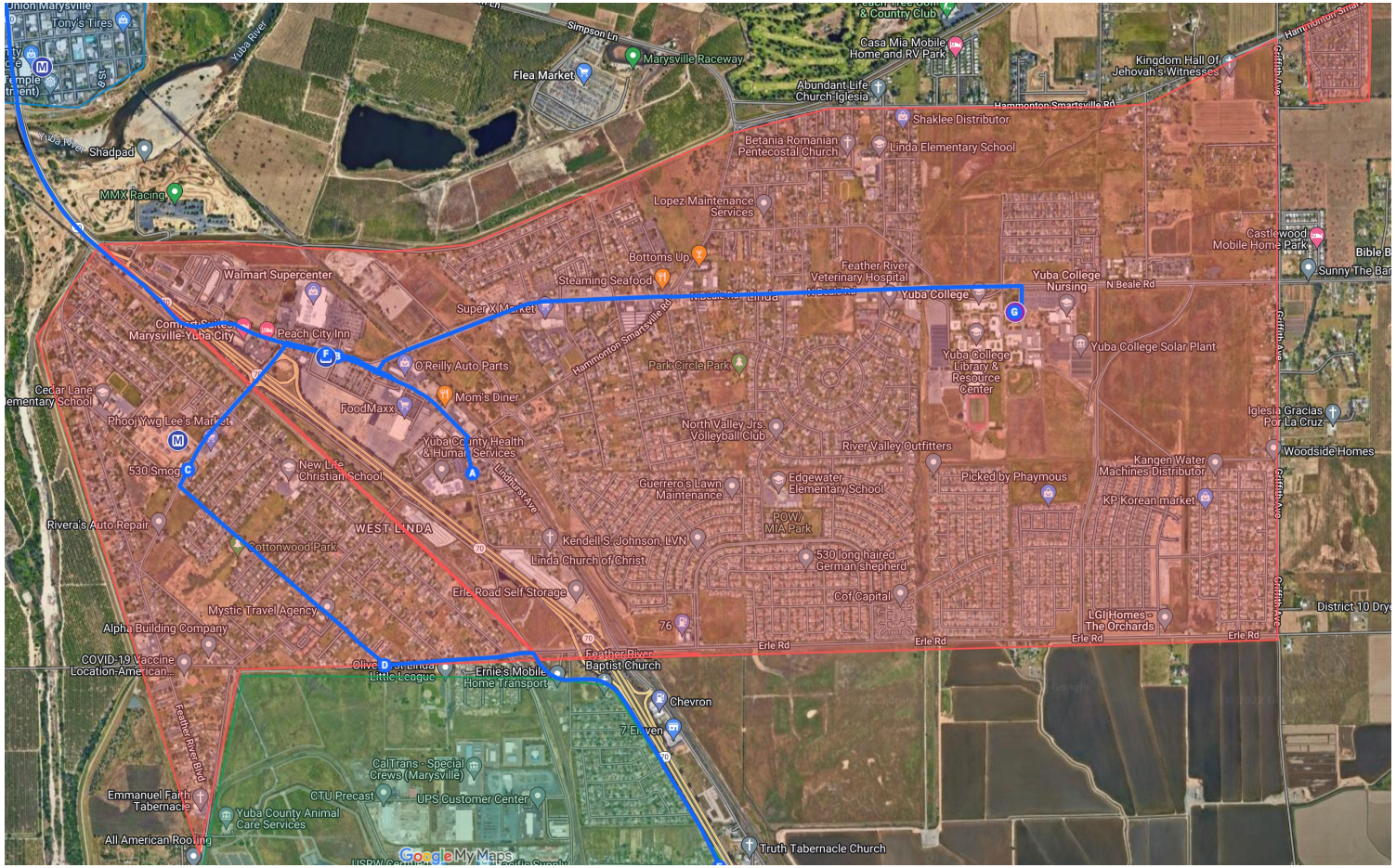
Community Service

Linda

On-Demand Zone

- 2 Vehicles – Mon.-Sat.
- 1.7% of all daily trips occur within Linda Zone
- Average trip length is 1.9 miles
- Provides faster more frequent connections to Yuba College* and North Beale Transit center*
- Replaces route 6 and expands general public service to all of Edgewater and east Linda to Griffith Road

* General public riders who are within ¼ mile of Yuba City-Yuba College route will be directed to complete their trip on fixed route.

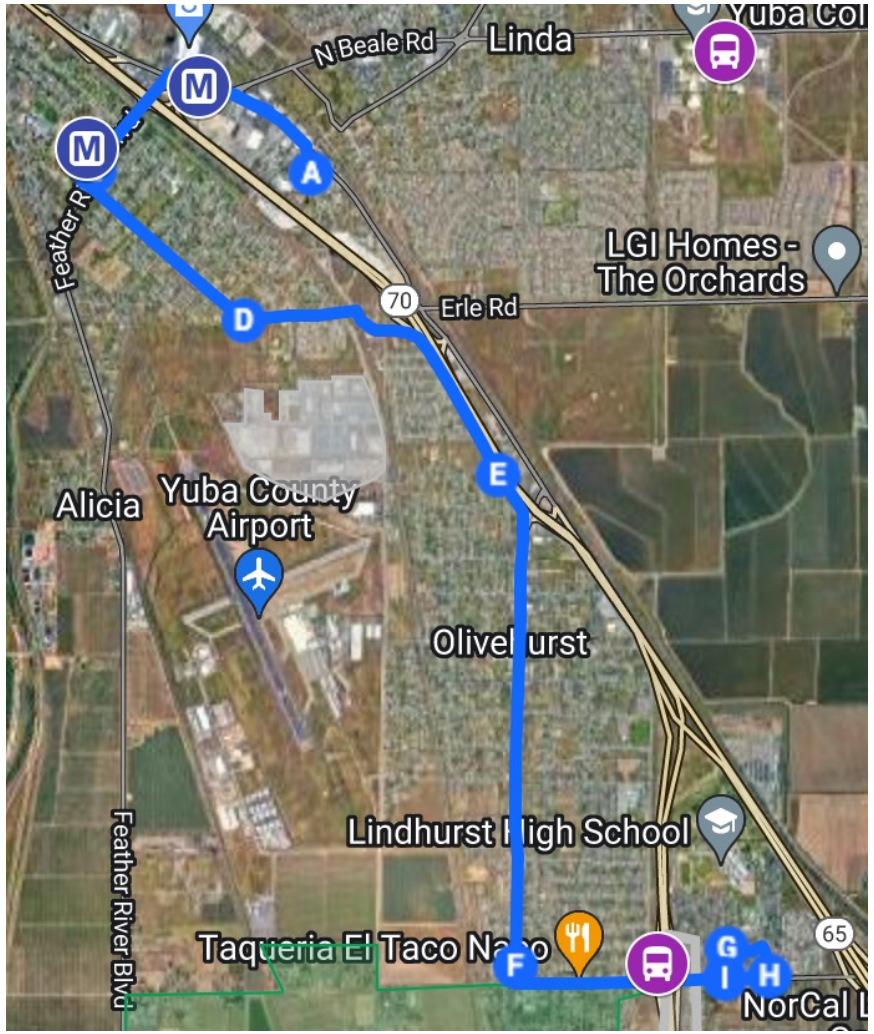


Core Service

Linda-Olivehurst

Fixed Route

- 2 Vehicles – Mon.-Sat. – 30-minute frequency
- Connects to new Commuter service and Olivehurst Community On Demand service at McGowan Park and Ride
- Will begin at Peachtree Clinic providing new direct service from Linda and Olivehurst to Yuba County HHS.
- Connection to new Commuter services and Olivehurst Community On-Demand service at McGowan Park and Ride hub

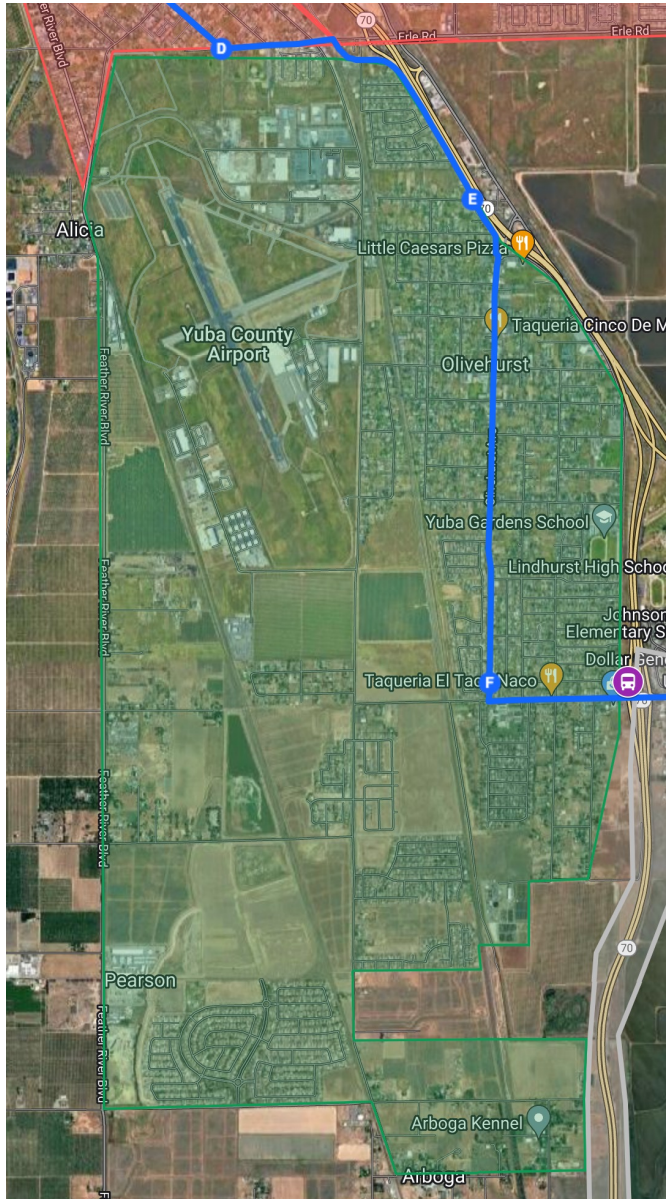


Community Service

Olivehurst

On-Demand Zone

- 2 Vehicles – Mon.-Sat.
- 1% of all daily trips occur within zone
- Connects to McGowan Park and Ride hub
- Average trip length is 3.71 miles – higher than other zones
- Growing areas of Wheeler Ranch would be covered by this zone
- Connections to new Commuter service
- Service to Yuba County Airport Industrial Park.

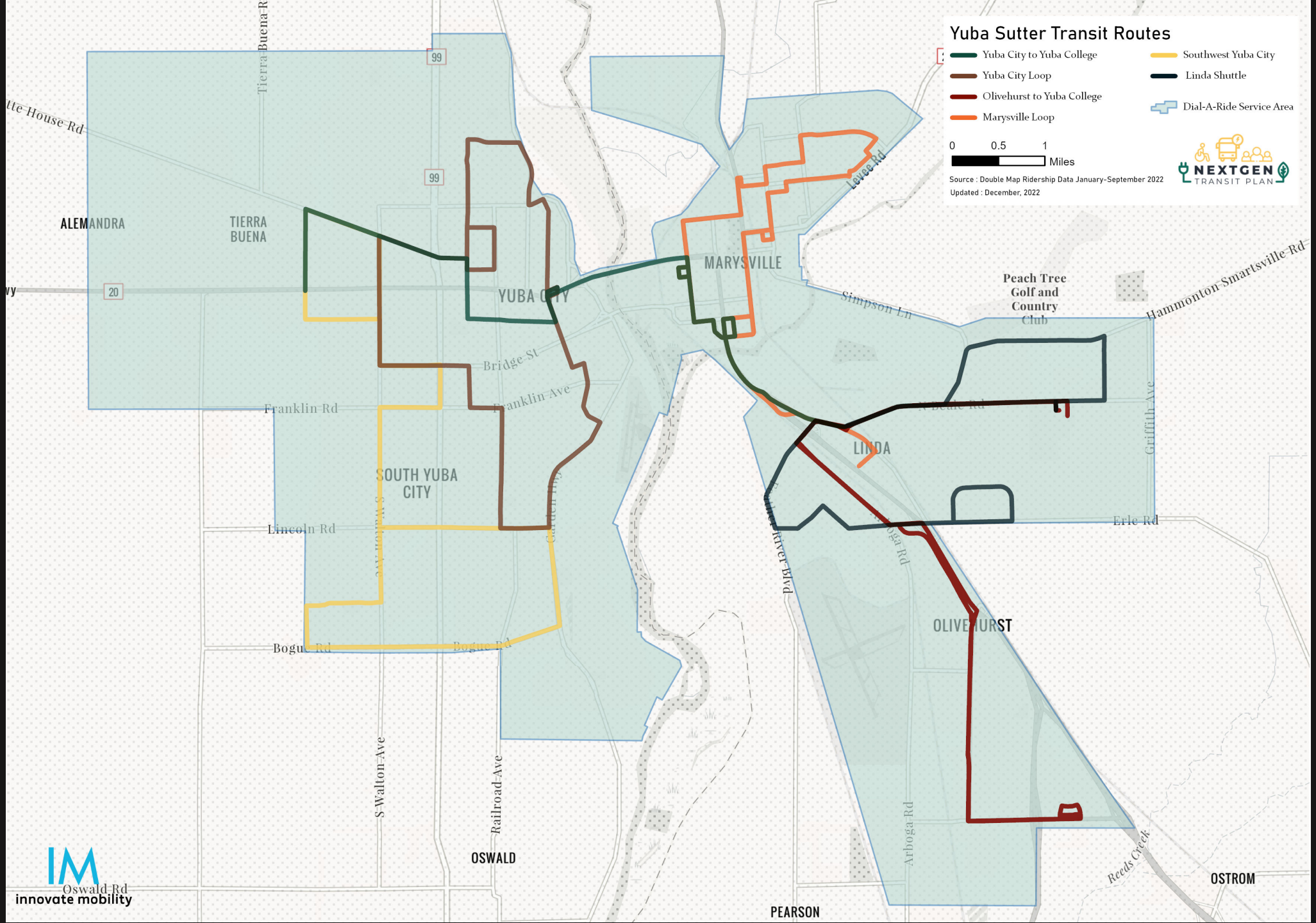


Plumas Lake

On-Demand Zone

Future Service

- 1 Vehicle – Mon-Fri
- Demand does not currently support service to Plumas Lake
- Future service could start as a flex route then transition to on-demand service and finally fixed route when demand warrants the service expansion
- Service to Plumas Lake would be in a second phase as area is built out
- Currently only served by commuter services at the Plumas Lake Park and Ride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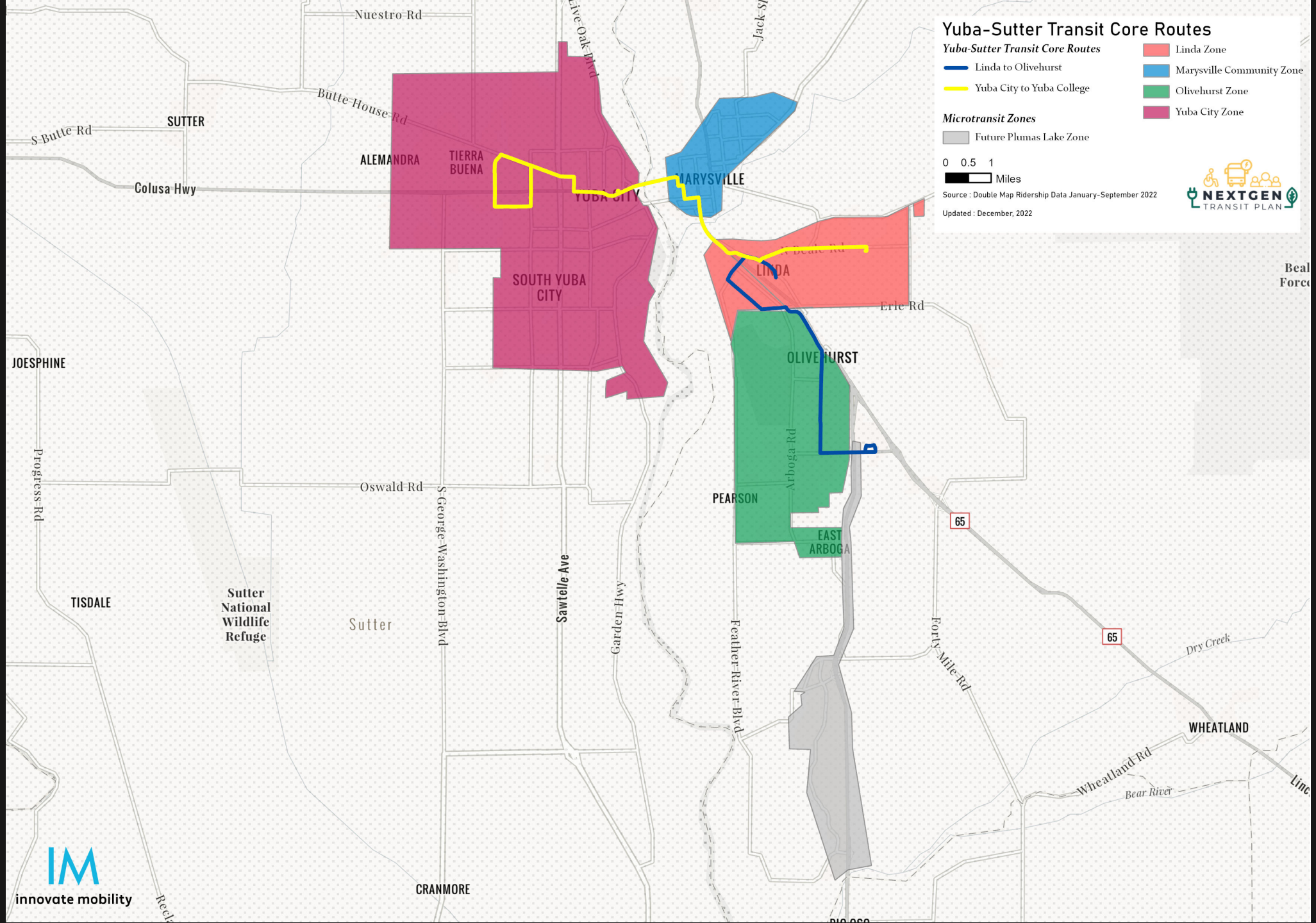
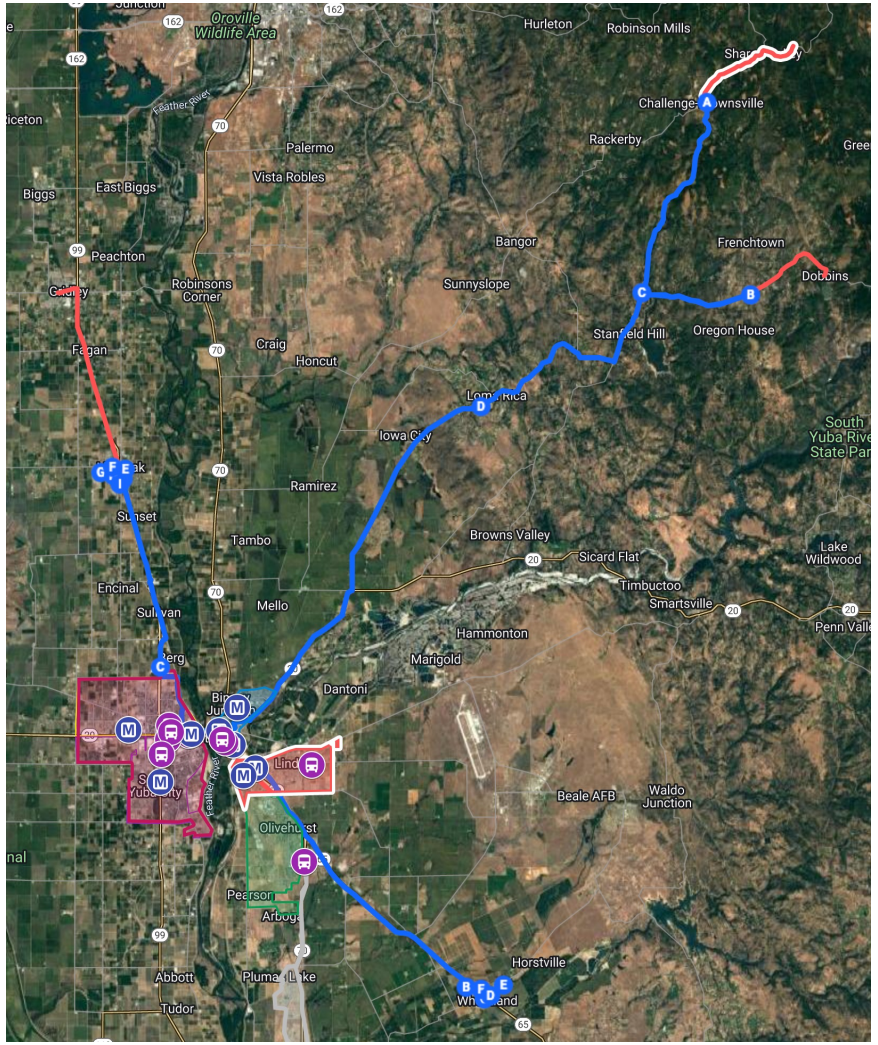
Griffith Ave
Erle Rd
Arboga Rd
Reeds Creek
Feather River Blvd
Levee Rd
99
20
innovate mobility


Yuba-Sutter Transit Core Routes
Yuba-Sutter Transit Core Routes
Linda to Olivehurst
Yuba City to Yuba College
Microtransit Zones
Future Plumas Lake Zone
Linda Zone
Marysville Community Zone
Olivehurst Zone
Yuba City Zone
0 0.5 1
Miles
Source : Double Map Ridership Data January-September 2022
Updated : December, 2022
NEXTGEN TRANSIT PLAN
Nuestro Rd
Butte House Rd
S Butte Rd
SUTTER
ALEMANDRA
TIERRA BUENA
Colusa Hwy
YUBA CITY
MARYSVILLE
SOUTH YUBA CITY
LINDA
Erle Rd
OLIVEHURST
JOESPHINE
Progress Rd
Oswald Rd
PEARSON
Arboga Rd
EAST ARBOGA
65
TISDALE
Sutter National Wildlife Refuge
Sutter
S George Washington Blvd
Sawtelle Ave
Garden Hwy
Feather River Blvd
Forty Mile Rd
Dry Creek
WHEATLAND
Wheatland Rd
Bear River
CRANMORE
innovate mobility

Live Oak
Foothills
Wheatland
Flex Service

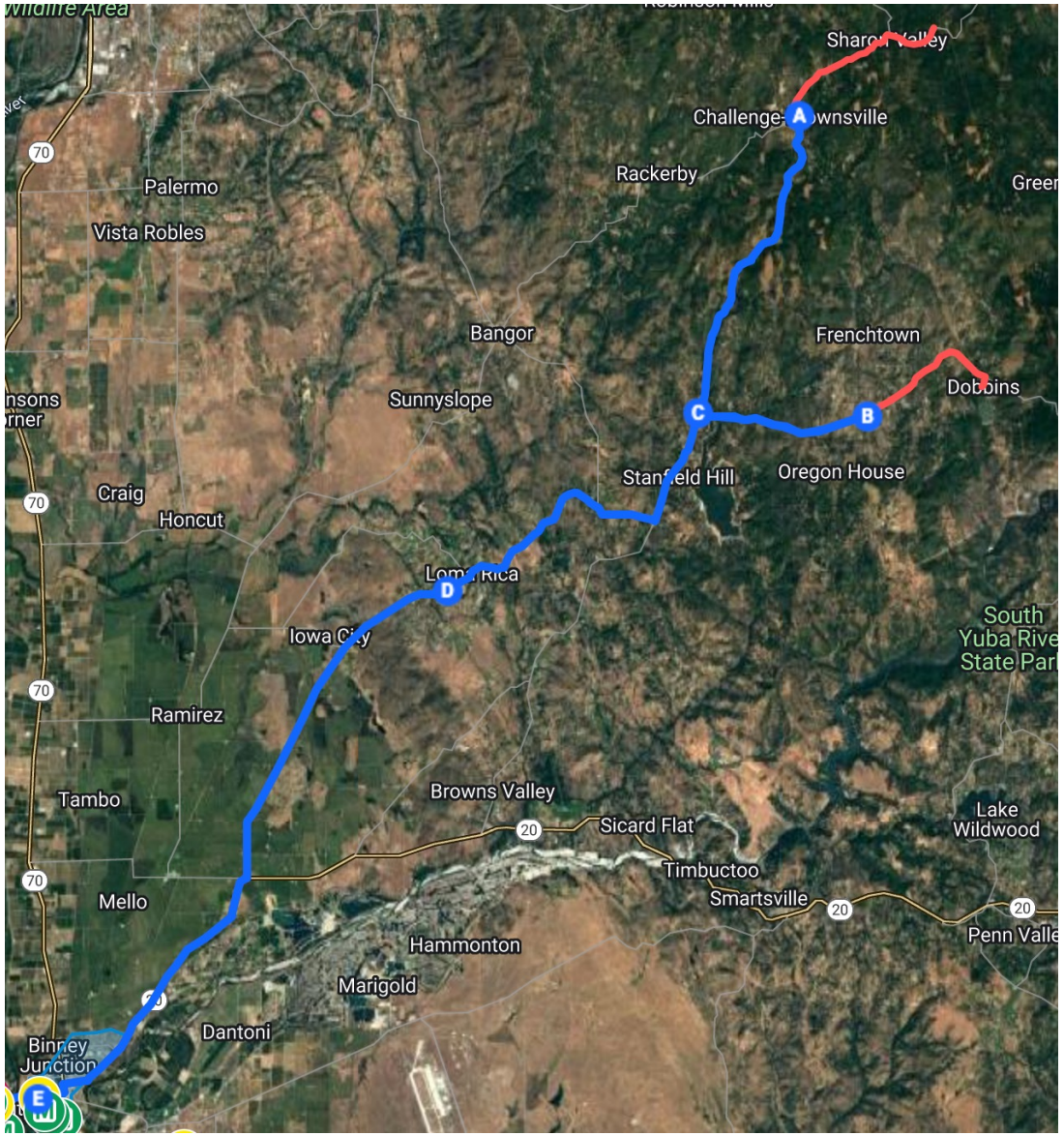
- **Current route structure would be converted into flex service:**
  - Riders will use the same technology that would go in for the community service on-demand zones to request rides.
  - Vehicles would arrive and depart at similar times to current schedule.
  - Riders who are greater than ¼ but less than 1 mile from existing stops can request trips up to 1 hour before the scheduled time.



Foothills

Flex Service

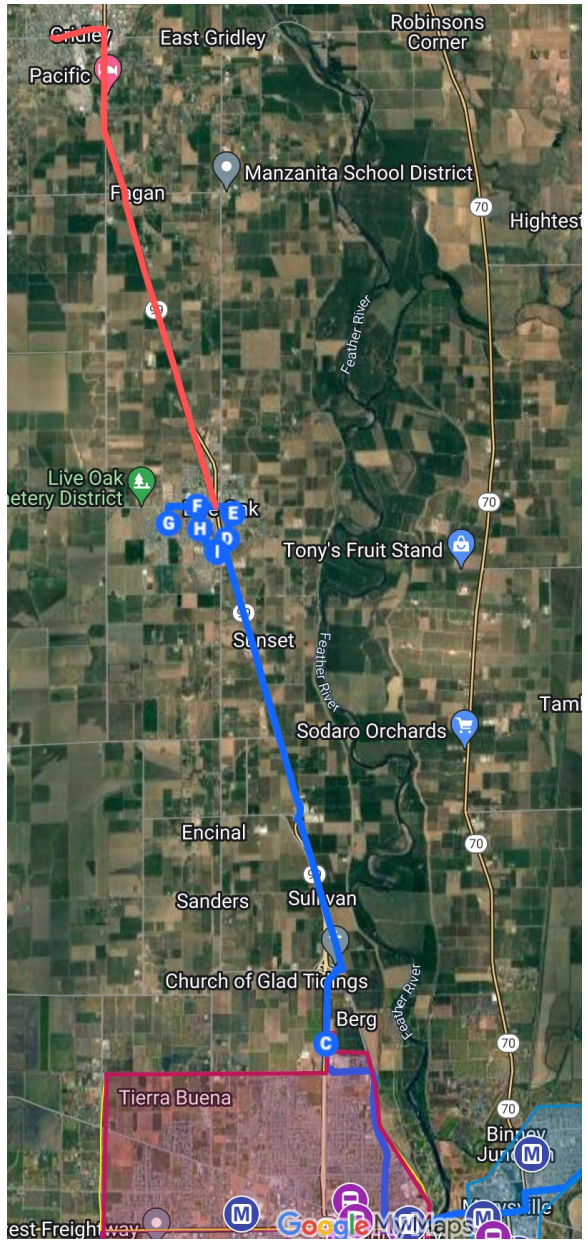
- Current service (three days a week) would continue to operate as scheduled with the major change being the conversion to a flex route.
- Extensions to Dobbins and Challenge are not currently recommended.
- Volunteer driver programs in Challenge and Brownsville could be supported by providing the same flex route/on-demand technology to ensure vehicles are coordinated.
- Additional weekday service and Saturday service could be added in a second phase if demand grows.



Live Oak

Flex Service

- Current service would continue to operate as scheduled with the major change being the conversion to a flex route.
- Extension to Gridley **is not currently recommended**.
- Saturday service could be added in a second phase if demand is warranted.

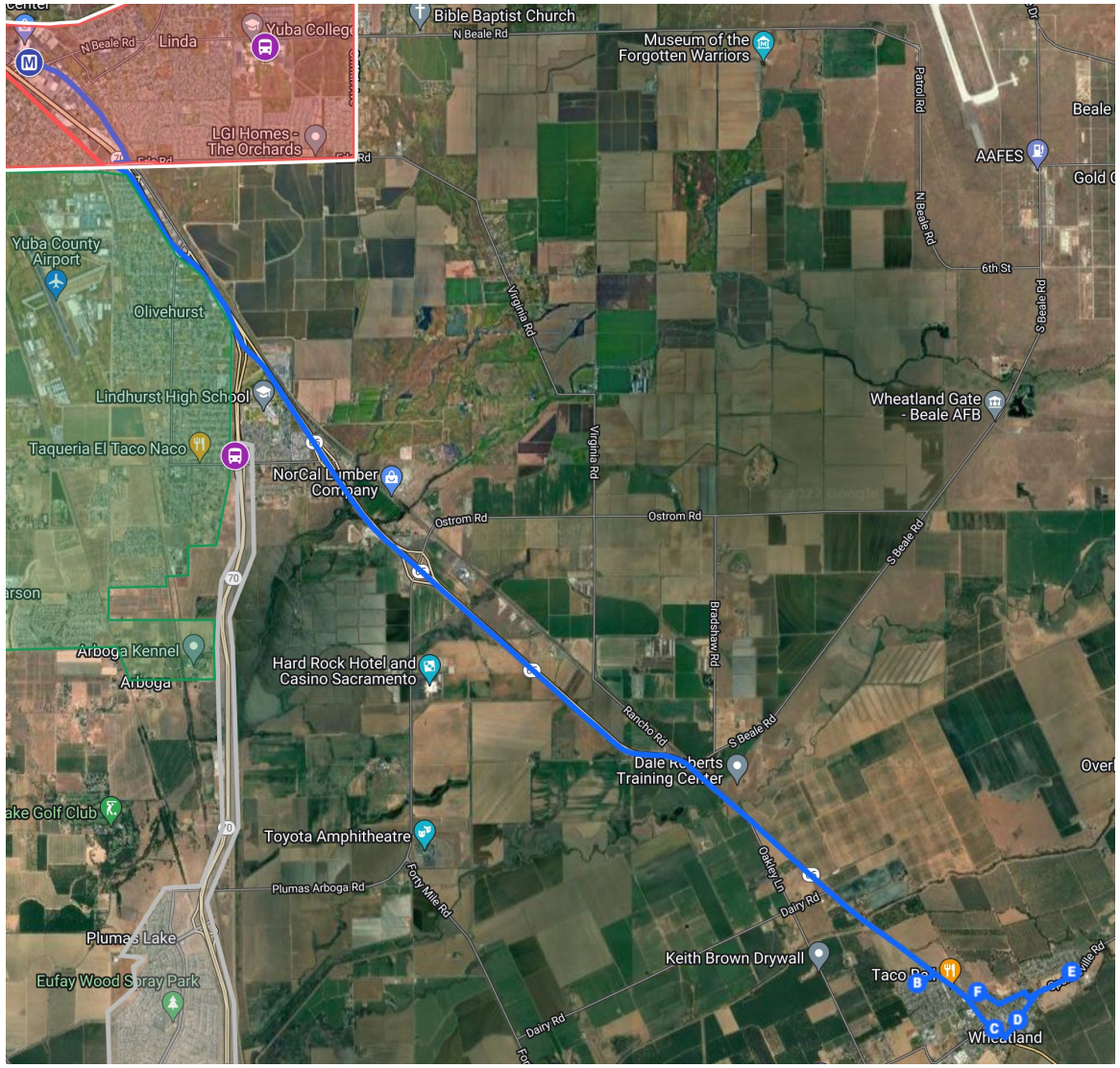


Community Service

Wheatland

Flex Service

- Current service would continue to operate as scheduled with the major change being the conversion to a technology-enabled flex route.
- Service would connect to Linda Community On-Demand service at North Beale Transit Center
- Saturday service could be added in a second phase if demand is warranted.



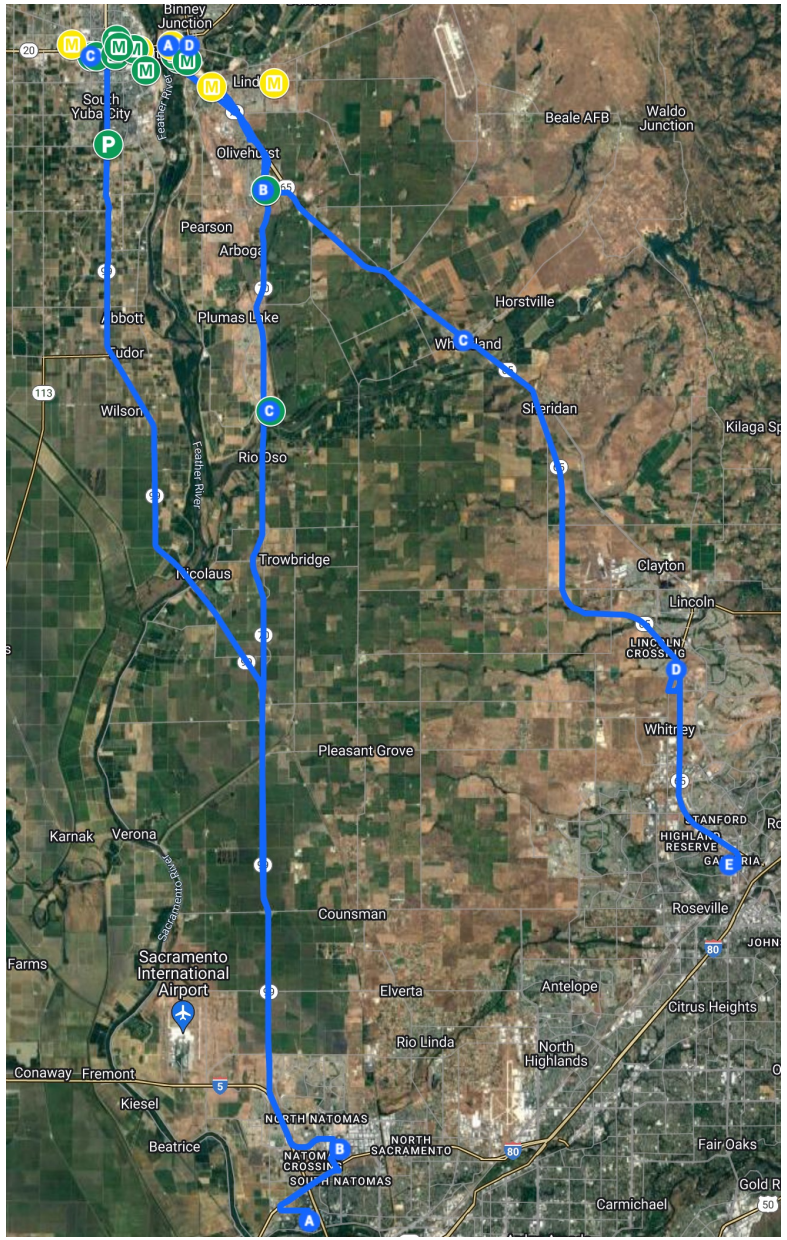
NEXTGEN TRANSIT PLAN

innovate mobility

Commuter Service

Sacramento and Roseville Commuter Service

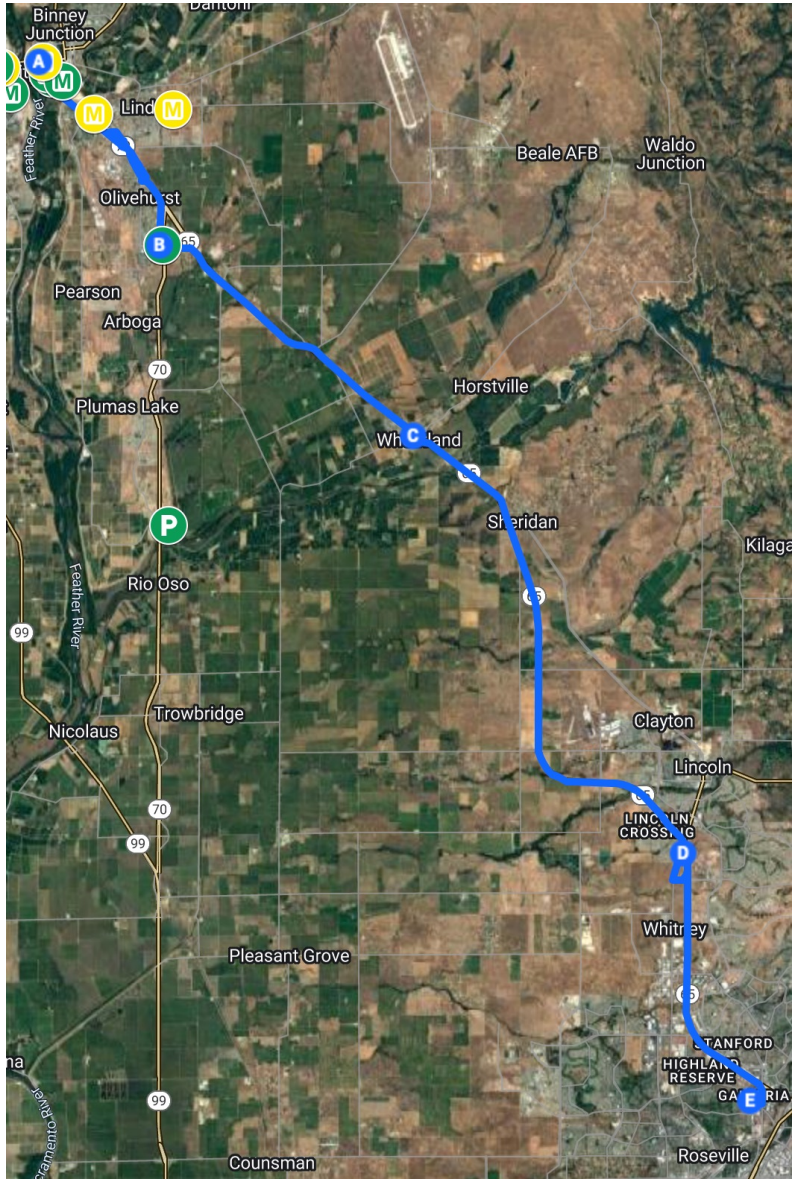
- Ridership has not returned post-COVID
- Currently non-operating trips should be taken off the schedule permanently
- 2 additional trips (1 AM and 1 PM) from current commuter schedule should be removed
- New schedules would need to be developed based on rider feedback
- New reverse commute trip generators should be considered
- New service to Roseville is recommended (funded by removed commuter service)
- Potential for grant to fund operation of service



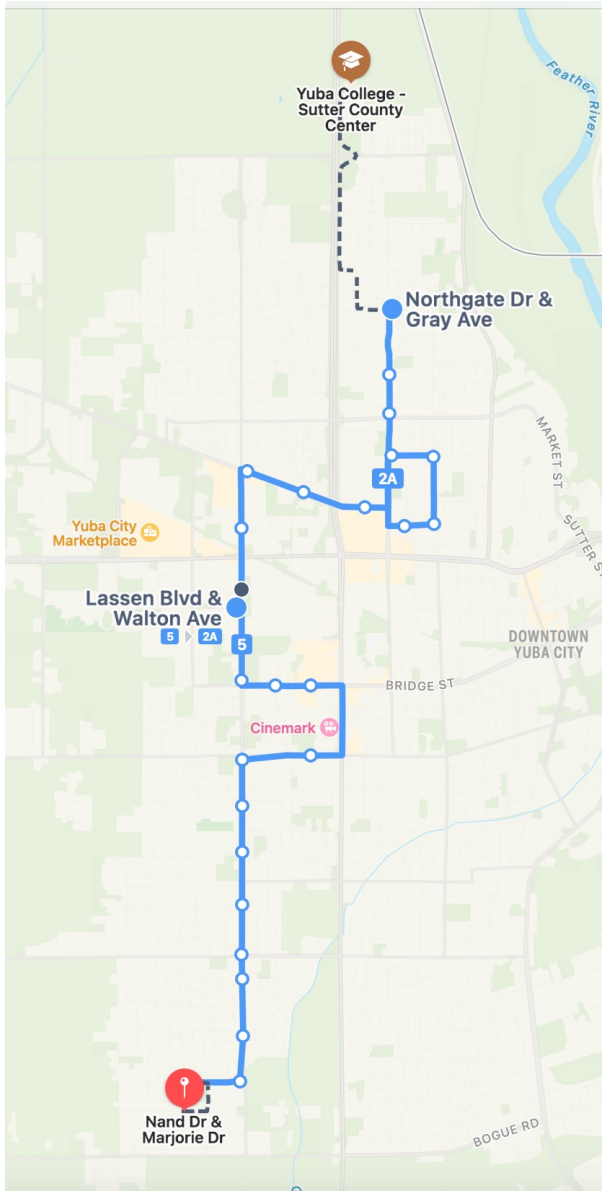
Commuter Service

New Roseville Service

- 1 AM and 1 PM trip would operate from Yuba County Gov't Center to McGowan Park and Ride to Wheatland to Galleria Transit Center in Roseville to transfer to Placer County and Roseville services.
- Second AM and PM trips could be added based on demand at a future date.



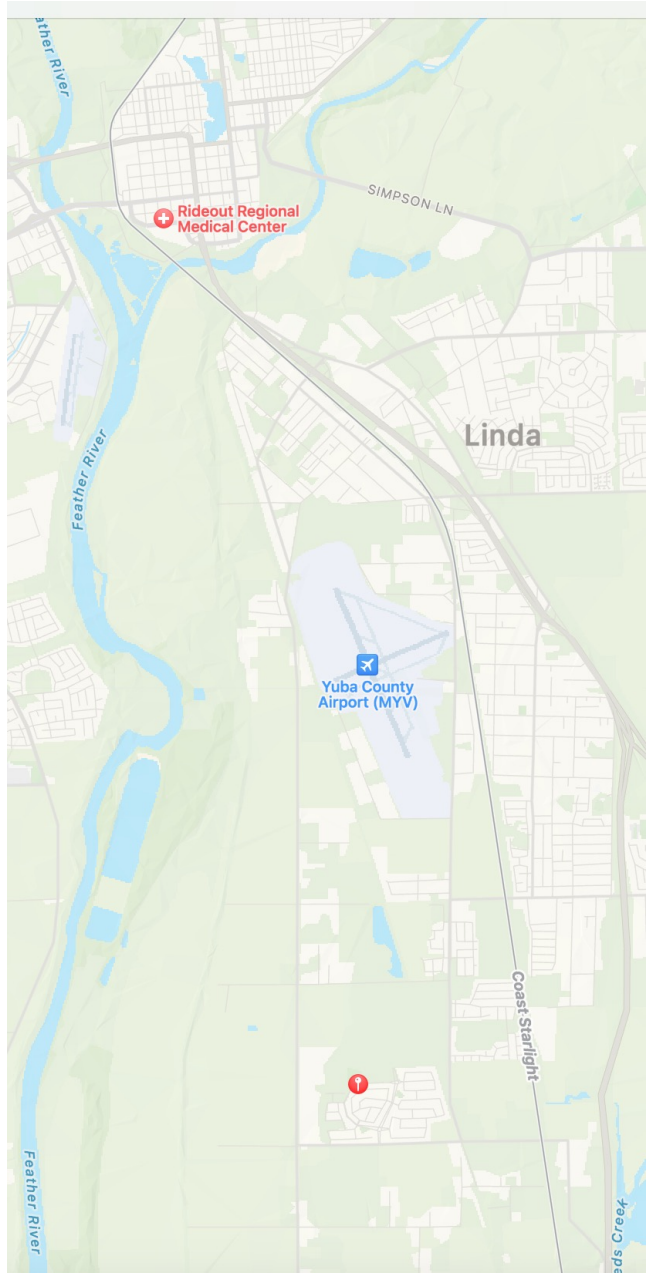
User Story 1 – South Yuba City to Yuba College – Sutter County Center



Today: 1 hour 29 minutes/1.5 miles walking

NextGen Service Plan: 19 mins

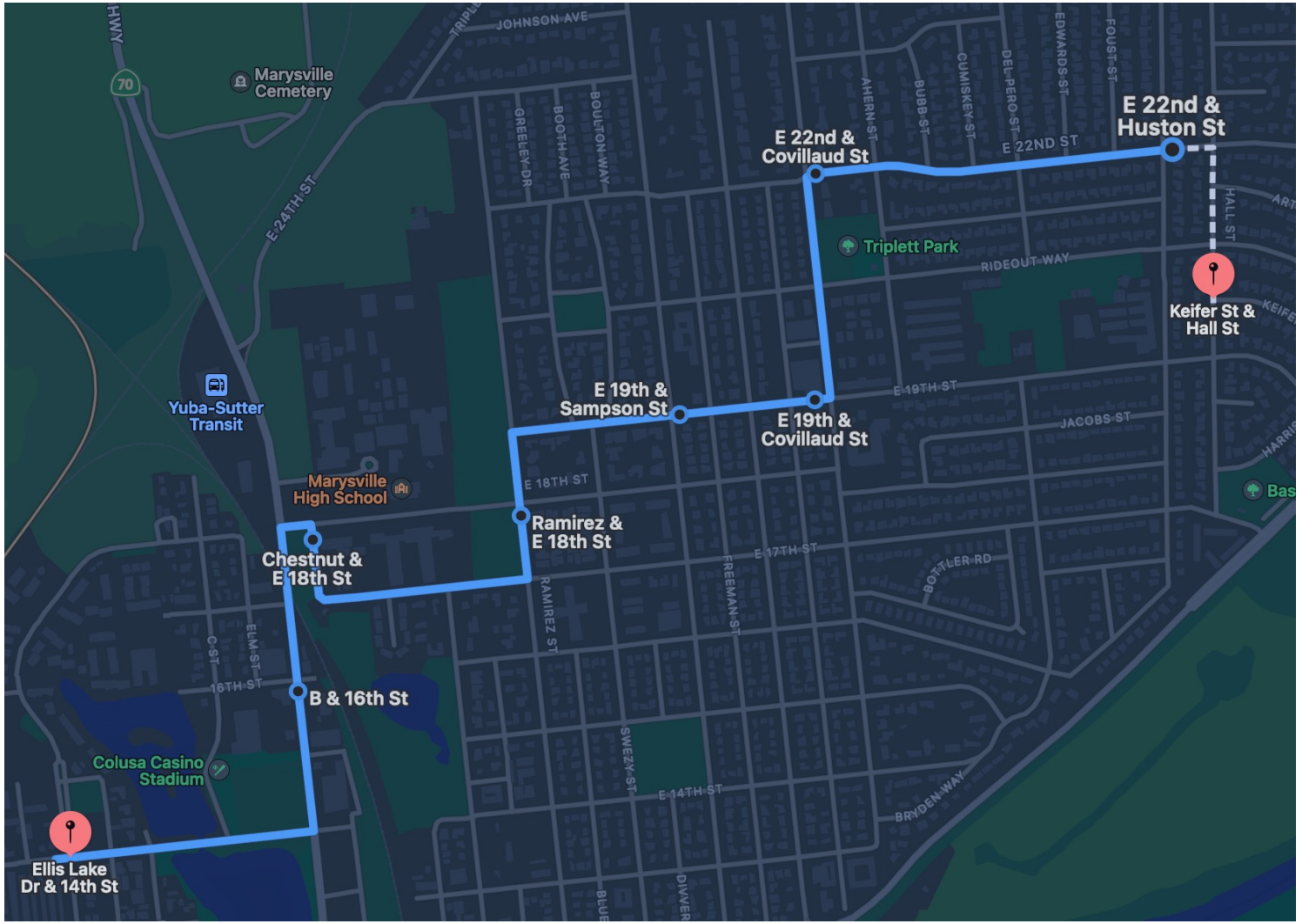
User Story 2 – Wheeler Ranch to Rideout Hospital



Today: Unavailable

NextGen Service Plan: 26 mins

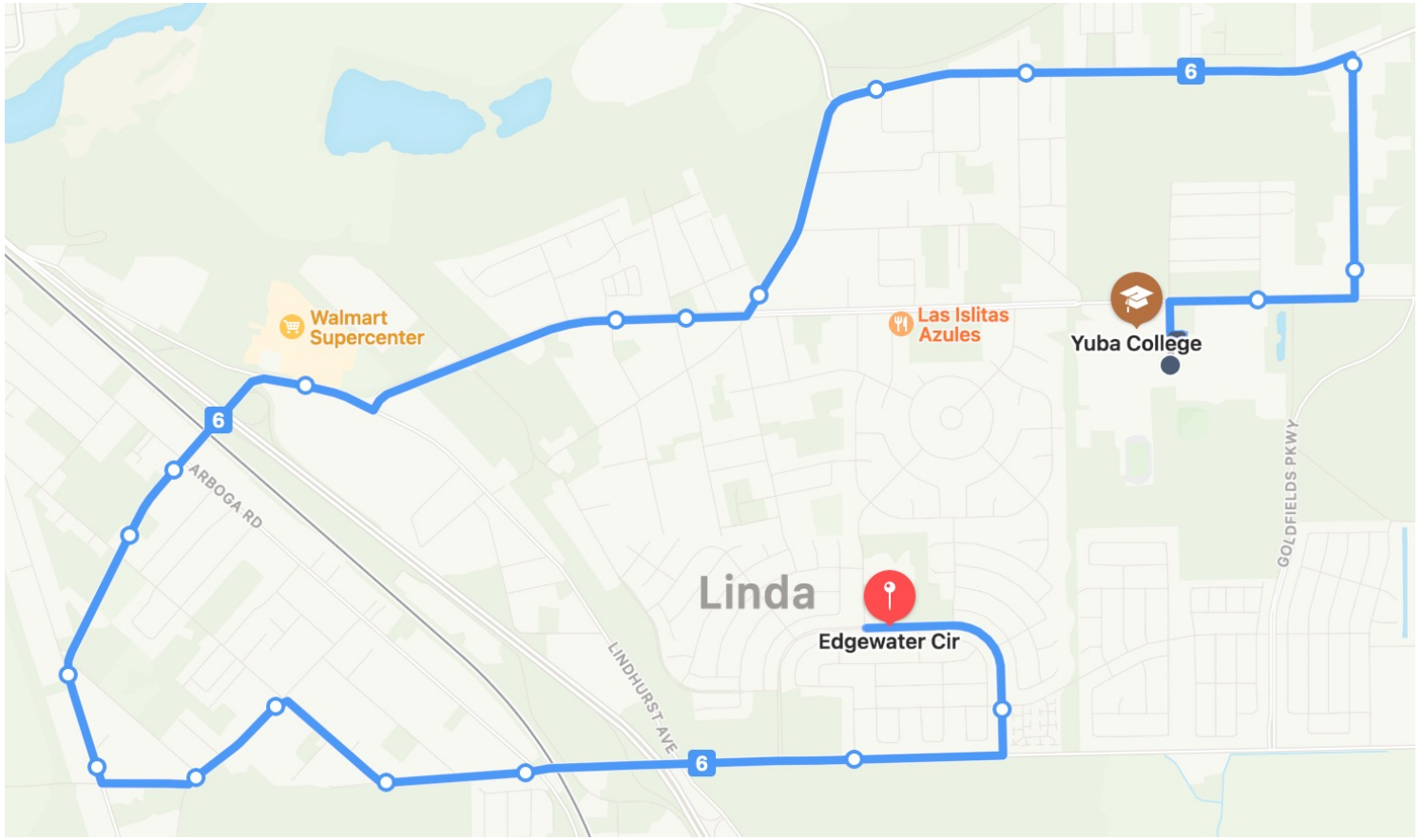
User Story 3 – Travel within Marysville



Today: 13 minutes

NextGen Service Plan: 13 minutes

User Story 4 – Edgewater Circle to Yuba College



Today: 30 minutes

NextGen Service Plan: 9 minutes