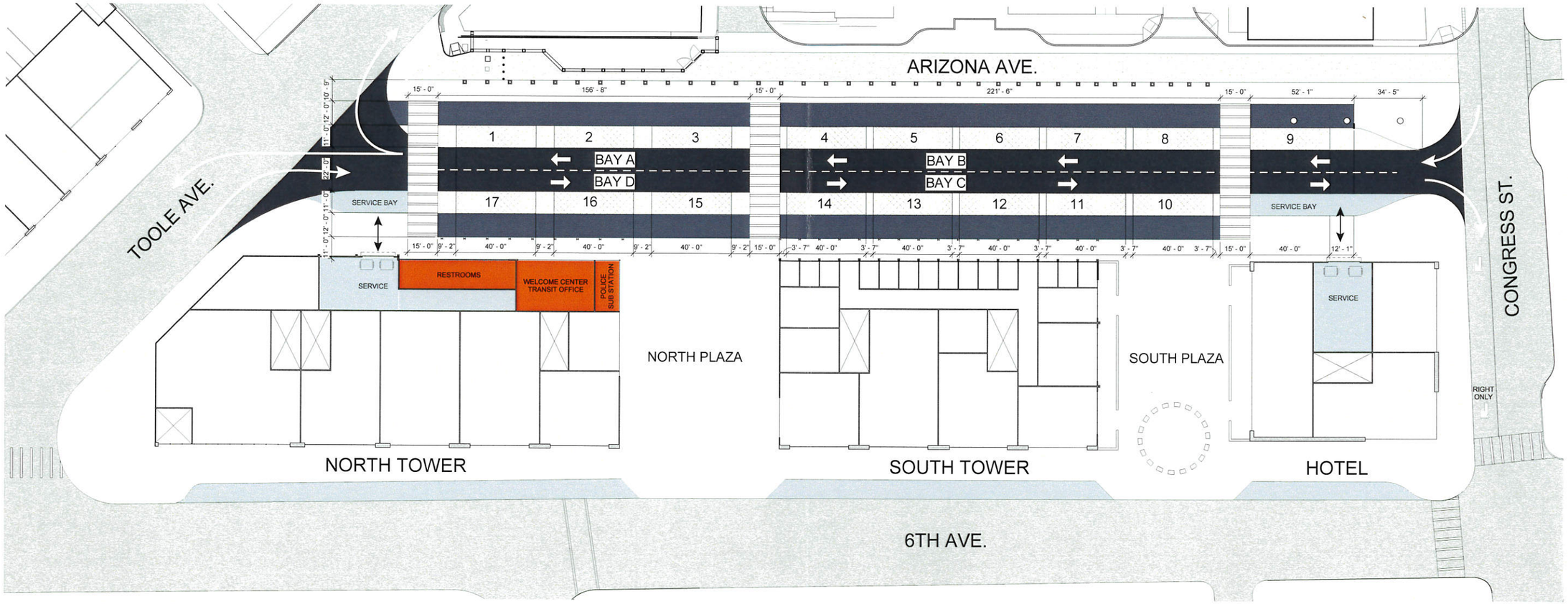
PEACH
5 | NorthFifth
swaim
FORS
RYAN

RONSTADT

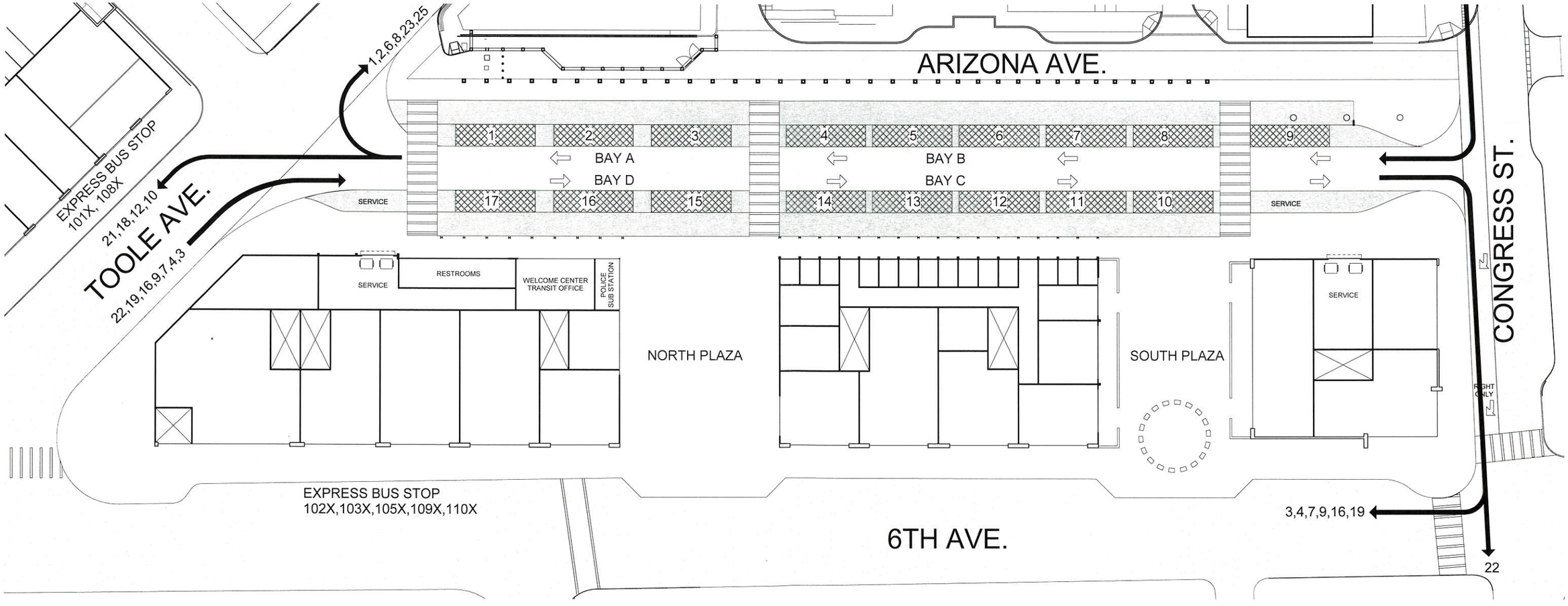


Transit Plan

1" = 20'

north

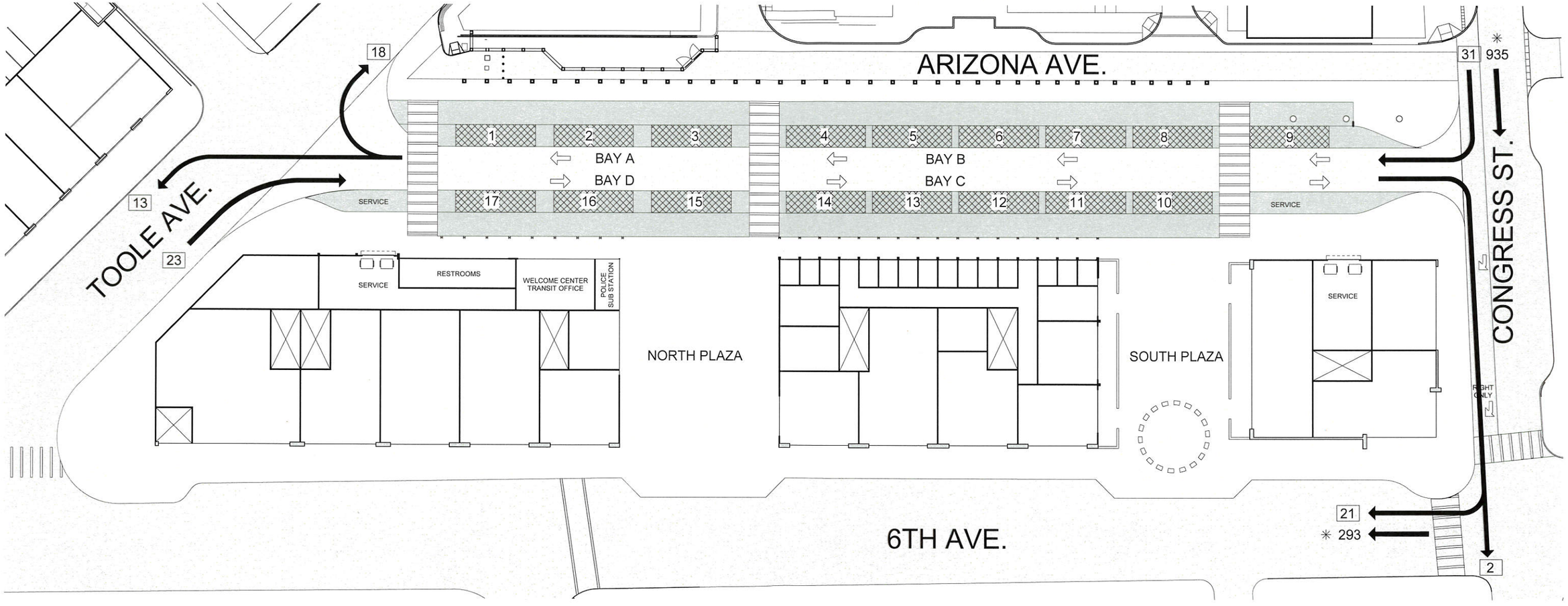
- SUPPORT SERVICES
- PASSENGER WAITING AREAS
- # BUS BAYS
- BUS CIRCULATION LANES
- SERVICE LANES



Transit Plan - Sun Tran Route Access To Transit Mall

north

Figure 1



Transit Plan - Projected Number of Buses Accessing Mall During Peak Hours
Figure 2

north

Legend

- XX — PEAK HOUR BUS VOLUME
- ✳ — CURRENT PEAK HOUR TRAFFIC VOLUME

Ronstadt Transit Center - Bus Assignments

This examples assumes there are 16 bus routes (Numbered 1-16)

This example does not correlate to the current Sun Tran bus route names, but it does represent the same number of bus routes and frequencies

Route	Direction	Peak Frequency (minutes)	Buses per Hour Both Directions
1	N	7	8
	S	7	8
2	E	7	8
	W	7	8
3	N	10	6
	S	10	6
4	E	10	6
	W	10	6
5	N	15	4
	S	15	4
6	E	15	4
	W	15	4
7	N	15	4
	S	15	4
8	E	15	4
	W	15	4
9	N	20	3
	S	20	3
10	E	20	3
	W	20	3
11	N	30	2
	S	30	2
12	E	30	2
	W	30	2
13	N	30	2
	S	30	2
14	E	30	2
	W	30	2
15	N	30	2
	S	30	2
16	E	30	2
	W	30	2

124 Total Buses
62 Buses per Direction
31 Buses per Bay

Combined Frequency (Minutes)	Buses per Hour	Peak Frequency (Minutes)	Route	
	2	30	16W	
	2	30	12W	
	4	15	8W	
	6	10	4W	
	2	30	15S	
	2	30	11S	
	4	15	7S	
00:02:08	6	10	3S	Bay D
	2	30	14W	
	3	20	10W	
	4	15	6W	
	8	7	2W	
	2	30	13S	
	3	20	9S	
	4	15	5S	
00:01:45	8	7	1S	Bay C

SB | Center (Auxilary) | NB

	Route	Peak Frequency (Minutes)	Buses per Hour	Combined Frequency (Minutes)
Bay A	1N	7	8	00:01:45
	5N	15	4	
	9N	20	3	
	13N	30	2	
	2E	7	8	
	6E	15	4	
	10E	20	3	
	14E	30	2	
Bay B	3N	10	6	00:02:08
	7N	15	4	
	11N	30	2	
	15N	30	2	
	4E	10	6	
	8E	15	4	
	12E	30	2	
	16E	30	2	

Assumptions

Each bus bay is a minimum of 200ft and can accommodate 3-4 buses at a time