

# **Prioritizing RTA Fixed-route Bus Stop Improvements**

## **RTA Mission**

The Mission of RTA is to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens and visitors of San Luis Obispo County.

## **Goal**

Develop a plan to make every fixed-route bus stop served by RTA ADA accessible, safe, convenient and comfortable for citizens and visitors of all ages and abilities, including those who use mobility devices like wheelchairs, scooters, rolling luggage, and strollers.

# Table of Contents

Executive Summary.....	5
Key Findings.....	6
RTA High-Use Stops .....	6
ADA Compliance & Safe and Accessible Pathways .....	6
Phase I: Analyzing Bus Stops.....	8
Minimum ADA Requirements:.....	8
Safe and Accessible Pedestrian Crossings.....	9
Traffic Impact, Sight Distance, Pull-Out Space, and Safety.....	10
Bus Stop Location Prioritization and Bus Pull-Out Space.....	10
Stop Location Prioritization .....	10
Bus Pull-Out Space: Road Operation and Safety .....	11
Cost of Improvements & Available Funding Sources .....	11
Phase II: Prioritizing Bus Stop Improvements.....	11
Bus Stop Improvement Prerequisite I: Mobility Device Landing Pad(s) .....	12
Bus Stop Improvement Prerequisite II: Safe and Accessible Pathways.....	12
Amenities to Meet Transit User Needs.....	12
Proportion of Boardings and Alightings .....	13
Estimating RTA Bus Stop and Route Usage .....	14
RTA Route Usage Proportions .....	14
RTA High-Use Bus Stops .....	15
RTA Infrequently Used Bus Stops .....	16
Assessment of RTA Multi-route Transit Hubs.....	17
RTA Multi-Route Transit Passenger Facilities: Existing Amenities at High-Use Bus Stops .....	17
Assessment of RTA Route 9 .....	19
RTA Route 9 Bus Stop Usage: Proportion of Boardings and Alighting.....	19
RTA Route 9 Weekdays Southbound.....	19

RTA Route 9 Weekdays Northbound.....	20
RTA Route 9 Bus Stop Prerequisite Inventory Summary .....	21
RTA Route 9 High Priority Recommendation: .....	21
RTA Route 9 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections .....	21
RTA Route 9 Pedestrian Crossings.....	21
RTA Route 9 Pull-Out Space, Traffic Impact, and Sight Distance .....	22
RTA Route 9 Existing Amenities at High-Use Bus Stops.....	22
Assessment of RTA Route 10 .....	24
RTA Route 10 Bus Stop Usage: Proportion of Boardings and Alightings .....	24
RTA Route 10 Weekdays Northbound.....	24
RTA Route 10 Weekdays Southbound.....	25
RTA Route 10 Bus Stop Prerequisite Inventory Summary .....	26
RTA Route 10 High Priority Recommendation: .....	26
RTA Route 10 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections .....	26
RTA Route 10 Pedestrian Crossings.....	27
RTA Route 10 Pull-Out Space, Traffic Impact, and Sight Distance .....	27
RTA Route 10 Existing Amenities at High-Use Bus Stops .....	27
Assessment of RTA Route 12/14.....	29
RTA Route 12/14 Bus Stop Usage: Proportion of Boardings and Alightings.....	29
RTA Route 12/14 Weekdays.....	29
RTA Route 12/14 Bus Stop Prerequisite Inventory Summary.....	30
RTA Route 12/14 High Priority Recommendation: .....	30
RTA Route 12/14 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections .....	30
RTA Route 12/14 Pedestrian Crossings .....	30
RTA Route 12/14 Pull-Out Space, Traffic Impact, and Sight Distance.....	31
RTA Route 12/14 Existing Amenities at High-Use Bus Stops .....	31

Assessment of RTA Route 15 .....	32
RTA Route 15 Bus Stop Usage: Proportion of Boardings and Alightings .....	32
RTA 15 Weekdays Southbound .....	32
RTA Route 15 Weekdays Northbound.....	33
RTA Route 15 Existing Amenities at High-Use Bus Stops .....	34
RTA Route 15 Bus Stop Prerequisite Inventory Summary .....	34
RTA Route 15 High Priority Recommendation: .....	34
RTA Route 15 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections .....	34
RTA Route 15 Pedestrian Crossings.....	35
RTA Route 15 Pull-Out Space, Traffic Impact, and Sight Distance .....	35
References .....	36
APPENDIX A: Amenities at High-Use RTA Bus Stops.....	37
APPENDIX B: Non-ADA Compliant RTA Bus Stops .....	38
APPENDIX C: Bus Stop Photo Catalog .....	39

## Executive Summary

To further develop a safe, reliable, and efficient transit-centric transportation system in the greater San Luis Obispo area, this report seeks to prioritize RTA fixed-route bus stop improvements. The goal of this report is to ensure that, to the extent possible, every bus stop served by an RTA fixed-route bus is ADA accessible, safe, convenient, and comfortable for citizens and visitors of all ages and abilities, including those who use mobility devices like wheelchairs, scooters, rolling luggage, and strollers.

This report discusses existing conditions at RTA bus stops and presents some potential improvement options. The analysis considers safety, long-term locations, minimum ADA access requirements, access to nearby activity centers exceeding minimum ADA requirements, passenger amenities, pedestrian connections, traffic impacts, sight distance, and the potential for bus pull-out space. The report also evaluates passenger utilization by route at each individual bus stop. As such, high-use and relatively infrequently used bus stops are categorized to help prioritize potential improvements based on demand.

Local decision-makers should keep in mind that optimal solutions, including bus stop related improvements, depend on context. Optimal bus stop location and design solutions require local jurisdictions to consider how the environment surrounding each bus stop affects the attractiveness of using public transportation. For example, passenger amenities (bench, shade, etc.) may already exist immediately adjacent to a bus stop in an urban setting, yet it might be appropriate to add ambient lighting and a passenger shelter in a rural setting. In addition, transit user characteristics (e.g., people with disabilities, seniors, mothers with young children, homeless persons, business travelers, vacationers, cyclists, etc...) may dictate that local jurisdictions consider expanded passenger amenities to attract riders. Local land uses and traffic patterns can also affect optimal bus stop placement and design. Existing nearby public amenities like shelter, seating, lighting, trash receptacles, and/or bike parking effect optimal bus stop design.

Additionally, when considering potential RTA bus stop improvements, local decision-makers must consider financial feasibility and cost-effectiveness of potential solutions. It would be unwise to attempt to implement costly and complex urban solutions (e.g., a concrete bus pull-out, passenger shelter, and bus arrival prediction signs) at a rural bus stop that would have little chance of attracting a sufficient number of riders to justify the cost. In any case, RTA and the local officials should seek robust community input when prioritizing bus stop improvements in any given community.

To identify existing conditions, every bus stop served by RTA was inventoried by an RTA employee from June 2013 through October 2013. The Appendices A & B of this report include tables that summarize key findings for each fixed-route.

## Key Findings

### RTA High-Use Stops

- Over 75% of RTA fixed-route boardings and alightings occur at less than 20% of bus stops served by RTA.
- Of the approximately 125 current RTA bus stops, 21 are considered high-use RTA bus stops. High-use bus stops are defined as has having more than 1% of RTA system-wide boardings or alightings.
- All of the 21 high-use bus stops are ADA compliant.
- Of the five high-use multi-route transit passenger facilities served by RTA (and other fixed-route providers), three permit multiple buses to board and alight passengers simultaneously. However, of the three high-use stops served by multiple buses simultaneously, only one ADA compliant landing pad is present at both **Pismo Premium Outlets** and **Morro Bay Park** passenger facilities. These high-use passenger facilities lack sufficient landing area to simultaneously board or alight mobility devices from more than one bus at a time.
- **Santa Rosa @ Mustang Village & Stenner Glen Apartments** is the only high-use RTA stop used primarily for boarding that has no amenities for waiting passengers (e.g., no shelter and no seating).
- Of the 21 high-use RTA stops: 9 do not have RTA bus stop signs, 2 do not have RTA map/schedule holders, and 12 do not have Braille pads. Only eight have bike racks. Only three do not have trash receptacles.

### ADA Compliance & Safe and Accessible Pathways

- To meet minimum ADA requirements, fixed-route bus stops must have a mobility device landing pad that is a firm and stable surface at least 5' wide by 8' deep (with no greater than a 2% slope) that connects to an accessible route.

- Of the approximately 125 bus stops served by RTA fixed-routes, 77 bus stops (greater than 60%) lack an acceptable mobility device landing pad.
- A total of 49 bus stops served by RTA fixed-routes do not connect to nearby sidewalks.
- Regarding safe pedestrian crossings, out of the 77 ADA non-compliant bus stops, 2 are adjacent to an at-grade railroad crossing, 10 are adjacent to streets with speed limits greater than 45 mph, 3 are adjacent to roadways with 4 or more lanes, and 38 do not have a labeled pedestrian crossing within sight. Obviously, RTA fixed-routes operate on many corridors with 45 mph or greater speed limits and no feasible adjacent travel options. As such, RTA must work closely with local jurisdictions when considering the placement of and improvements to bus stops. Nonetheless, transit authorities have been held liable for incidents involving transit users crossing busy streets while accessing bus stops that the agency knew or should have known caused their riders to face unacceptable risks. The Darlene Bonanno v. Central Contra Costa Transit Authority case is discussed in this report.

## Phase I: Analyzing Bus Stops

For RTA to offer ADA accessible, safe, convenient and comfortable fixed-route transit services to users and residents of all ages and abilities, riders should be able to safely access all fixed-route bus stops, and to safely board and alight at every fixed-route bus stop. To access the bus stop safely, mobility device users require a safe and accessible pathway (ideally, a sidewalk separated from rail, high-speed automobile and bicycle traffic) that connects the bus stop to surrounding transit trip generators. To safely board and alight a bus, mobility device users require an ADA compliant mobility device landing pad at least five feet wide and eight feet deep positioned adjacent to the front door of a stopped bus.

Prior to investing in fixed-route bus stop improvements, RTA and local jurisdiction officials must evaluate existing conditions at the bus stop and develop a realistic improvement plan.

### Minimum ADA Requirements:

Minimum ADA requirements for bus stops according to *ADA Accessibility Guidelines for Buildings and Facilities* (ADAAG) Section 10 are below<sup>1</sup>:

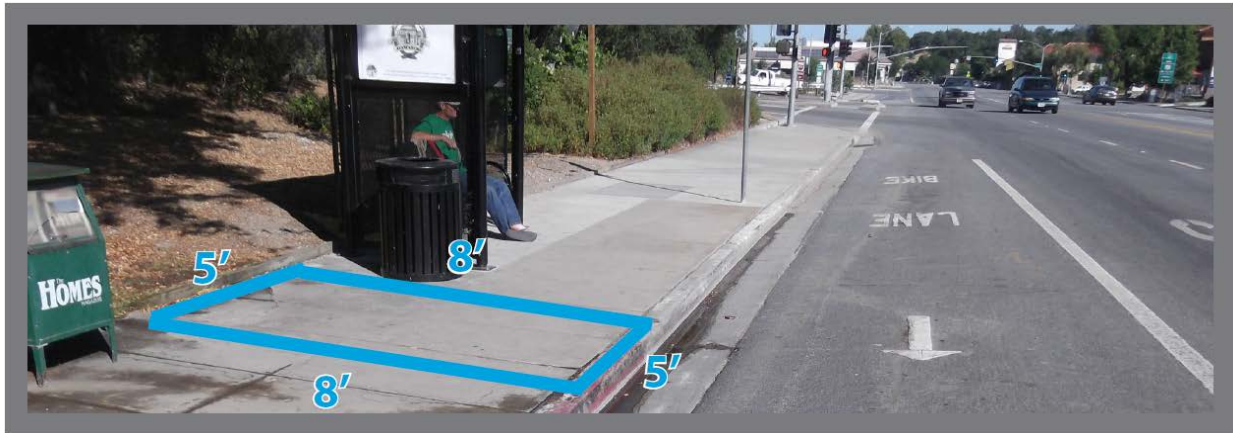
#### Minimum ADA Requirements

Providing accessible bus stops requires choosing appropriate locations or improving the existing location. Coordination and cooperation with public works agencies, municipal government and business owners can enhance the connectivity between the land use and the bus stop. To ensure optimum bus stop placement, coordination should occur during the planning/development phase.

Bus stop sites must have the following:

- A firm, stable surface;
- A minimum clear length of 96 inches (eight feet), measured from the curb or vehicle roadway edge and a minimum clear width of 60 inches (five feet), measured parallel to the vehicle roadway;
- A maximum slope of 1:50 (2%) for water drainage; and
- Connection to streets, sidewalks or pedestrian paths by an accessible route.





Minimum dimensions of a mobility device landing pad

## Safe and Accessible Pedestrian Crossings

The provision of accessible and safe pedestrian crossings that connect bus stops to nearby pedestrian paths of travel is essential to ensure transit user safety. Factors like proximity to railroad crossings, speed limits on adjacent streets, width of adjacent roadways and proximity to protected pedestrian crossings are important to transit user safety.

Transit authorities have been held liable for passenger incidents involving transit users crossing streets to access bus stops. For example, in 1993, while on her way to a bus stop, Darlene Bonanno entered a crosswalk at a 3-leg intersection that had no traffic controls for through traffic, and she was struck by a car and seriously injured. Ms. Bonanno sued the driver of the car that struck her, as well as the Central Contra Costa Transit Authority (CCCTA), Contra Costa County, and entities that treated her after the accident. In 1999, the Supreme Court of California found CCCTA and Contra Costa County each 1% liable. All parties except for CCCTA settled outside of court. CCCTA was ultimately held liable for over \$1.5 million dollars.<sup>3</sup>

Prior to Ms. Bonanno being struck, there were indicators that accessing this particular bus stop was hazardous. In 1986, on her way to the same bus stop and crossing the same street (although midblock, not at the intersection) as Ms. Bonanno, Kimberly Chittock was struck by a car and killed. In 1987, 15 students complained that it was too dangerous to cross the same street to access the same bus stop. Later in 1987, Contra Costa County installed traffic signals with pedestrian push buttons at an intersection about 500 feet away from the bus stop. Although

pedestrians could now cross the street safely, the route to the bus stop was still hazardous, since it was not relocated to better access the safe street crossing.<sup>3</sup>

Safe crossings for transit users should be considered when developing a transit bus stop improvement plan.

## Traffic Impact, Sight Distance, Pull-Out Space, and Safety

Ideally, a stopped bus does not unduly obstruct traffic or impair sight distance for nearby pedestrians or drivers. An ideal bus stop also affords space that allows buses to easily enter the bus-loading zone while decelerating, stop parallel to the bus-loading zone, and safely accelerate when exiting the bus-loading zone. Furthermore, an ideal bus stop provides ample space around a parked bus for passengers to safely enter and exit the stop and/or load or remove bikes from racks. It is also important for busses to be able to adequately reenter traffic after servicing a bus stop. Obviously, it would not be feasible – or even advisable – to provide a bus pull-out at every bus stop in San Luis Obispo County. Local decision-makers must decide if the surrounding uses, traffic levels, sight-lines, etc. warrant such a complex and costly solution.

## Bus Stop Location Prioritization and Bus Pull-Out Space

The first step to prioritize bus stop improvements is to determine if current bus stop locations are optimal. Prior to prioritizing bus stop improvements, consensus should be reached by RTA and local jurisdiction officials regarding planned new or improved fixed-route bus stop locations. Factors to consider when identifying, evaluating, and selecting bus stop locations include:

### Stop Location Prioritization

- Comfort, and convenience for transit route passengers (e.g., travel time, distance, out of direction travel, and cost)
- Accessibility, safety, comfort, and convenience of bus stops and pathway connections to adjacent developments
- Context sensitivity of bus stop with surrounding environment

## **Bus Pull-Out Space: Road Operation and Safety**

- Effects of stopped bus on adjacent traffic and sight distance
- Ability of bus to decelerate to, stop at, and accelerate from bus stop
- Adequateness of space around stopped busses for transit user safety

## **Cost of Improvements & Available Funding Sources**

RTA does not own any bus stops or adjacent land, so improvements to bus stops and surrounding areas typically requires partnerships with other agencies and/or adjacent property owners. This should be considered when evaluating potential new bus stop locations and estimating improvement costs related to a bus stop (e.g., expected grant availability and expected improvements along the RTA Route 9 in south Atascadero and the RTA Route 10 in Nipomo).

## **Phase II: Prioritizing Bus Stop Improvements**

Once consensus of long-range bus stop locations has been reached by RTA and local jurisdiction officials, the next step is to prioritize stop improvements. This report seeks to prioritize installation of ADA accessible mobility device landing pads, safe and accessible connecting pathways, and passenger amenities that meet transit user needs. Factors to consider when prioritizing bus stop improvements include:

- Presence of mobility device landing pads.
- Presence accessible pathways between the bus stop and nearby transit trip generators.
- Presence of passenger amenities not required by ADA but are important for generating ridership. These amenities include safe pathways, benches, shelters, lighting, bicycle parking and passenger information.
- Proportion of boardings and alightings in relationship to the RTA system as a whole.
- Potential use by school buses and other forms of shared-ride transportation.
- Jurisdictional control of the bus stop.
- Cost to install ADA mobility device landing pad at stop (if not already provided)
- Cost to install accessible pathways connecting to the bus stop (if not already provided).
- Cost to install amenities not required by ADA.

## Bus Stop Improvement Prerequisite I: Mobility Device Landing Pad(s)

If a fixed-route bus stop does not have a mobility device landing pad, by ADA requirements, RTA should not implement improvements to the bus stop before one is installed (or planned). Repair, replacement, and updated transit user information are exempt from this recommendation.

## Bus Stop Improvement Prerequisite II: Safe and Accessible Pathways

This document defines **safe** and accessible pathways **between the bus stop and nearby transit trip generators** as an RTA bus stop planning prerequisite. It should be noted that ADA only requires a compliant mobility device landing pad that connects to any type of accessible pathway (e.g., an accessible but busy street). If a fixed-route bus stop is not connected to an accessible pathway, by ADA requirements, no improvements should be implemented by RTA to the bus stop before an accessible pathway is installed (or planned).

## Amenities to Meet Transit User Needs

On March 3<sup>rd</sup>, 2010, RTA staff proposed minimum standards for amenities that will create “safe, clean, comfortable, accessible stops with amenities that attract and retain customers” to the RTA Board of Directors. These are the minimum bus stop standards as proposed in 2010:

- All RTA bus stops will include a bus stop sign and information kiosk.
- Bus stops that have at least fifteen (15) boardings per day shall include a bus bench and trash receptacle.
- Bus stops that have at least twenty-five (25) boardings per day shall include a 13-foot passenger shelter with solar lighting or sufficient ambient light and a bike rack or bike locker.
- Bus stops that have at least forty (40) boardings per day shall include a 16-foot passenger shelter with solar lighting or sufficient ambient light and all amenities as noted above.
- New bus stops may also include a passenger shelter based upon the local jurisdiction requirements for new commercial or residential development in the corridor.

- RTA staff will work with local jurisdiction staff to incorporate local design requirements and develop a process for providing conditions to new commercial or residential development in the corridor.
- RTA staff will also work with the local arts councils on the development of an “Arts@Stops” program where local artists could incorporate their artwork at bus stops, as appropriate.

Re-evaluating these standards may be a worthwhile exercise. Factors to consider when prioritizing bus stops amenities include:

- Presence of bus stop sign and information kiosk.
- Presence of other amenities (e.g. seating, shelter, bike storage, trash, Braille pads).
- Passenger boarding proportion ranking (boarding passengers typically wait at stops, while alighting passengers rarely dwell at a bus stop).
- Typical wait times of users at bus stops.
- Travel characteristics of transit users at bus stops (e.g., mobility device users, people with disabilities, cyclists, etc.).
- Environment surrounding bus stop (e.g., adjacent land use, shelter, shade, lighting, interaction with sun, wind, and water, bike lanes, trash, public art, etc.).
- Number of seats needed at bus stops, based on typical passenger activity.
- Number of bike racks needed at bus stops.

From a purely liability avoidance perspective, implementing passenger amenities at bus stops should not be considered unless the bus stop meets minimum ADA requirements.

## Proportion of Boardings and Alightings

The majority of RTA passenger trips are provided during weekday commute hours, so this analysis uses boarding and alighting (on/off) data collected on weekdays to prioritize improvements. If other overarching needs of community members suggest that certain bus stops should receive special consideration, then local officials could alter the priority to meet those needs. For example, construction of a low-income and/or accessible housing project adjacent to a deficient bus stop could warrant special consideration to meet community member needs.

## Estimating RTA Bus Stop and Route Usage

To estimate proportion of weekday “ons/off” for stops served by RTA fixed-routes, a useful data source exists from mid-April 2010 when RTA collected “on/off” data. This report uses this data to calculate percentage of boardings and alightings along each RTA route and at each RTA bus stop in relationship to the entire RTA fixed-route system. During this study period, 9,429 boardings and 9,299 alighting were recorded.

This “on/off” transit usage data was collected for all RTA bus stops and routes and was used to create RTA usage proportion tables used throughout this report.

### RTA Route Usage Proportions

Proportions of passengers per RTA route are summarized in the table below.

	PCT of System ONS	PCT of System OFFS
RTA 10 Weekdays	33%	33%
RTA 9 Weekdays	32%	33%
RTA 12 Weekdays	32%	32%
RTA 15 Weekdays	2%	2%
Total (Check for correctness)	100%	100%

## RTA High-Use Bus Stops

A table summarizing high use bus stops (i.e., bus stops with greater than 1% of the total RTA system boardings or alightings during the study period) is shown below. Notably, of the approximately 125 bus stops served by RTA fixed-route buses, over 77% of both boardings and alightings take place at the 21 bus stops listed below.

Where bus stops have moved or been renamed since “on/off” data was collected in 2010, names of stops serviced in 2013 nearest the discontinued 2010 stops are indicated in parentheses.

	<b>PCT of System ONS ≥1%</b>
	<b>PCT of System OFFS ≥1%</b>

High-Use Stops	Ons	Offs
Government Center	24.6%	22.1%
Cuesta College	7.9%	10.4%
Morro Bay Park	5.6%	4.9%
Atascadero City Hall	5.3%	4.3%
Cal Poly Kennedy Library (NB)	4.8%	1.2%
Pismo Prime Outlets	4.7%	4.0%
Pine Street @ 8th (Train Station) (Paso Robles Transit Center)	4.3%	5.1%
Town Center Mall (Santa Maria Transit Center)	3.7%	3.2%
Halcyon Park and Ride	2.8%	2.2%
Foothill @ Casa (NB) (Santa Rosa @ Mustang Village @ Strn Gle)	2.6%	0.2%
Las Tablas Park and Ride	2.2%	1.9%
E. Grand @ El Camino Real	1.9%	2.7%
Alan Hancock College (S. Bradley at Jones)	1.9%	2.3%
Tefft St. @ Carillo St. (NB)	1.7%	0.8%
Cal Poly Performing Arts center (NB)	1.1%	0.1%
Tefft St. @ Carillo St. (SB)	1.0%	1.2%
10th at LOVR	0.9%	1.0%
Cal Poly Kennedy Library (SB)	0.1%	4.2%
Foothill @ Casa (SB) (Santa Rosa @ Foothill)	0.1%	1.8%
Cal Poly Performing Arts Center (SB)	0.1%	2.0%
Monterey @ Grand	0.0%	1.4%
<b>Total</b>	<b>77.5%</b>	<b>77.1%</b>

Transit users typically spend more time at the bus stop when boarding because they wait at the bus stop for the bus to arrive; alighting passengers typically leave the bus stop upon exiting the bus (unless they are waiting to transfer to another bus or waiting to be picked up by a friend or relative). Transit user wait time and appropriate bus stop waiting amenities should be taken into consideration when planning and prioritizing bus stop improvements based on passenger activity.

Existing amenities beyond minimum ADA requirements for high use stops are shown in the table in APPENDIX A.

**RTA Infrequently Used Bus Stops**

A table summarizing infrequently used bus stops (i.e., bus stops with no recorded boardings or alightings during the study period) is below.

<b>Unused Stops</b>	<b>ON</b>	<b>OFF</b>
Moonstone @ Castle Inn	0	0
Moonstone @ Mariner's Inn (SB)	0	0
Main @ Jamaica	0	0
Main @ Bluebird Inn	0	0
Moonstone @ Mariner's Inn (NB)	0	0
Moonstone @ Firesiede Inn	0	0

*RTA staff recommends considering ending service to these bus stops.*



## Assessment of RTA Multi-route Transit Hubs

### RTA Multi-Route Transit Passenger Facilities: Existing Amenities at High-Use Bus Stops

Of the 21 high-use bus stops listed in the previous section, 5 are served by multiple RTA fixed-routes, as follows:

- **Government Center** is served by RTA Route 9, RTA Route 10, and RTA Routes 12/14.
- **Morro Bay Park** is served by RTA Route 12 and RTA Route 15.
- **Cal Poly Kennedy Library NB** is served by RTA Route 9NB, RTA Route 12NB and RTA Route 10x.
- **Santa Rosa at Mustang Village & Stenner Glen Apartments** is served by RTA Route 9NB and RTA Route 12/14NB.
- **Santa Rosa at Foothill** is served by RTA Route 9SB and RTA Route 12/14SB.

The table in APPENDIX A summarizes amenities and limitations at these high-use multi-route transit passenger facilities served by RTA. Key high-use multi-route transit passenger facilities findings include:

- The **Santa Rosa at Mustang Village** bus stop is the only high-use bus stop that lacks amenities for waiting passengers (i.e., no shelter and no seating).
- All five high-use passenger facilities have at least one ADA compliant mobility device landing pad and safe and accessible sidewalks and/or routes connecting the bus stop to nearby developments.
- At **Pismo Premium Outlets** and **Morro Bay Park** high-use passenger facilities, multiple buses stop simultaneously, but only one ADA compliant landing pad is present. These high-use passenger facilities lack sufficient landing area to simultaneously board or alight mobility devices from more than one bus at a time.

- **Cal Poly Kennedy Library NB** is the only high-use passenger facility that lacks an RTA bus stop sign.
- All five high-use passenger facilities have RTA information kiosks.
- All five high-use passenger facilities have sufficient lighting.
- **Morro Bay Park** and **Cal Poly Kennedy Library NB** are the high-use only passenger facilities with payphones within sight.
- Only **Government Center** and **Morro Bay Park** high-use passenger facilities have bike racks.
- Only **Cal Poly Kennedy Library NB** and **Santa Rosa at Foothill** high-use passenger facilities are directly connected to designated bike lanes.
- **Government Center** is the only high-use passenger facility with a Braille pad.
- **Santa Rosa at Mustang Village** and **Santa Rosa at Foothill** are the only high-use passenger facilities without a trash receptacle.

Existing amenities at high-use bus stops served by single RTA routes are discussed in the next sections.

## Assessment of RTA Route 9

### RTA Route 9 Bus Stop Usage: Proportion of Boardings and Alighting

#### RTA Route 9 Weekdays Southbound

9 Weekday Southbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Atascadero City Hall	435	56	491	4.61%	0.60%
Pine Street @ 8th (Train Station)	402	22	424	4.26%	0.24%
Las Tablas Park and Ride	193	13	206	2.05%	0.14%
ECR @ Car Wash	92	7	99	0.98%	0.08%
ECR @ Encina	86	62	148	0.91%	0.67%
ECR @ El Bordo	52	31	83	0.55%	0.33%
Viejo Camino @ Bocina	44	50	94	0.47%	0.54%
Mission @ 14th St.	44	0	44	0.47%	0.00%
ECR @ Plata	41	12	53	0.43%	0.13%
ECR @ Patria Circle	29	15	44	0.31%	0.16%
ECR @ Maple	23	23	46	0.24%	0.25%
Viejo Camino @ Santa Barbara	23	13	36	0.24%	0.14%
ECR @ Carrows	16	4	20	0.17%	0.04%
ECR @ Pueblo	14	8	22	0.15%	0.09%
ECR @ Santa Margarita	9	7	16	0.10%	0.08%
Kennedy Library (SB)	8	205	213	0.08%	2.20%
Performing Arts center (SB)	7	189	196	0.07%	2.03%
ECR @ Maria	6	11	17	0.06%	0.12%
Foothill @ Casa (SB)	5	65	70	0.05%	0.70%
ECR @ Carmel	5	7	12	0.05%	0.08%
Creston @ Melody	5	0	5	0.05%	0.00%
ECR @ Garden Farms	3	10	13	0.03%	0.11%
ECR @ Viejo Camino	3	8	11	0.03%	0.09%
Monterey @ Grand	2	131	133	0.02%	1.41%
Government Center	0	603	603	0.00%	6.48%
	1547	1552	3099	16.41%	16.69%

## RTA Route 9 Weekdays Northbound

9 Weekday Northbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Government Center	780	0	780	8.27%	0.00%
Kennedy Library (NB)	239	30	269	2.53%	0.32%
Performing Arts center (NB)	106	12	118	1.12%	0.13%
Atascadero City Hall	63	343	406	0.67%	3.69%
Viejo Camino @ Bocina	60	54	114	0.64%	0.58%
Monterey @ Peach Tree Inn	56	5	61	0.59%	0.05%
ECR @ Encina	50	69	119	0.53%	0.74%
Foothill @ Casa (NB)	39	6	45	0.41%	0.06%
ECR @ Musselman	20	18	38	0.21%	0.19%
Las Tablas Park and Ride	17	164	181	0.18%	1.76%
ECR @ El Bordo	10	31	41	0.11%	0.33%
ECR @ Avenida Maria	9	35	44	0.10%	0.38%
ECR @ Solano	9	29	38	0.10%	0.31%
Pine Street @ 8th (Train Station)	8	455	463	0.08%	4.89%
ECR @ Santa Margarita	8	8	16	0.08%	0.09%
ECR @ Pueblo	7	22	29	0.07%	0.24%
ECR @ Maria	7	12	19	0.07%	0.13%
ECR @ Highway 41	6	65	71	0.06%	0.70%
ECR @ Garden Farms	6	6	12	0.06%	0.06%
ECR @ Palomar	5	31	36	0.05%	0.33%
ECR @ Adobe Plaza	3	35	38	0.03%	0.38%
ECR @ Principal	3	7	10	0.03%	0.08%
ECR @ Junipero	2	12	14	0.02%	0.13%
Viejo Camino @ Santa Barbara	2	11	13	0.02%	0.12%
ECR @ Viejo Camino	1	8	9	0.01%	0.09%
Mission @ 14th Street	0	25	25	0.00%	0.27%
ECR @ Carmel	0	6	6	0.00%	0.06%
	1516	1499	3015	16.08%	16.12%

## RTA Route 9 Bus Stop Prerequisite Inventory Summary

A table in APPENDIX B provides a summary of bus stops served by RTA Route 9 that lack ADA accessible mobility device landing pads and/or safe and accessible pathways. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops. The table in APPENDIX B identifies improvement opportunities associated with these bus stops and provides staff recommendations for next steps to create a bus stop improvement plan.

### RTA Route 9 High Priority Recommendation:

**Remove landing pad obstructions:** Mobility device landing pads at three relatively safe and accessible bus stops (**Cal Poly Kennedy Library NB, Cal Poly Performing Arts SB, and ECR at Encina NB**) exist but are obstructed by bus stop amenities.

*RTA staff recommends removing obstructions to create ADA compliant landing pads all three of these stops.*

### RTA Route 9 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections

Of the 51 RTA Route 9 bus stops, ten lack ADA accessible landing pads, so they are not ADA compliant. Twelve RTA Route 9 bus stops lack connected sidewalks. Six bus stops without landing pads are under San Luis Obispo County's jurisdiction, and all are found along El Camino Real and Santa Barbara Road from Maria Avenue in Santa Margarita to Bordeaux Apartments in South Atascadero. Four bus stops without landing pads are under San Luis Obispo City jurisdiction.

Six RTA Route 9 ADA compliant stops under San Luis Obispo County jurisdiction found in Santa Margarita and South Atascadero have landing pads, but no connecting sidewalks.

### RTA Route 9 Pedestrian Crossings

At all six of the ADA non-compliant bus stops under San Luis Obispo County jurisdiction in Santa Margarita and South Atascadero, the speed limit of the adjacent street is 45 miles per hour or higher, and at five of the six stops, the speed limit of the adjacent street is 55 miles per hour.

Roadway widths are two to three lanes. None of these six bus stops have a protected pedestrian crossing within sight. Of these six bus stops, two are near an at-grade railroad crossing. Given the rural nature of these stops, installing pedestrian protection features like those typically found in urban settings is not feasible nor advisable at this time. If development patterns change, or if local officials become aware of undue hazards, RTA should work with local officials to potentially relocate these bus stops.

### **RTA Route 9 Pull-Out Space, Traffic Impact, and Sight Distance**

Each of the six ADA non-compliant bus stops in Santa Margarita and South Atascadero under San Luis Obispo County jurisdiction is on a road shoulder. A parked bus at each bus stop temporarily obstructs sight distance for traffic entering the roadway. None have an adequate “No Parking” zone. At two of these stops, a stopped bus obstructs traffic (**Viejo Camino at Santa Barbara SB** and **ECR at Pine SB**). At one of these stops, a stopped bus blocks a business driveway (**ECR at Pine SB**). Based on the rural nature and relatively low traffic volumes in this area, it is not recommended at this time that the bus stops be relocated or altered.

### **RTA Route 9 Existing Amenities at High-Use Bus Stops**

The following list provides a summary of existing passenger amenities at high-use RTA Route 10 bus stops. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops. The table of existing amenities at high-use stops is included in APPENDIX A.

- All seven high-use bus stops are ADA compliant, and have safe and accessible sidewalks and/or pathways connecting the bus stop to nearby transit trip generators.
- As can be seen in the table in APPENDIX A, of the seven high use bus stops served by RTA Route 9 exclusively, five high-use bus stops lack a bus stop sign (**Atascadero City Hall, Cal Poly Performing Arts Center NB & AB, Cal Poly Kennedy Library NB & SB, and Monterey @ Grand**)
- All seven of the bus stops with a high proportion of passenger boardings have both shelters and benches for waiting passengers.

- All three high-use bi-directional bus stops have bike racks, plus one has bike lockers (**Las Tablas Park and Ride**).
- Two high-use bi-directional bus stops lack designated bicycle lanes connecting to the bus stop (**Paso Robles Transit Center** and **Cal Poly Performing Arts Center NB**).
- All seven high-use bus stops have sufficient ambient lighting.
- One bus stop with a high proportion of passenger alightings lacks an RTA information kiosk (**Monterey @ Grand**).
- Six high use bus stops lack Braille pads.
- Two high-use bus stops have payphones or call-boxes within sight of the bus stop (**Cal Poly Performing Arts Center NB** and **Cal Poly Performing Arts Center SB**).
- All seven high-use bus stops have trash receptacles.

## Assessment of RTA Route 10

### RTA Route 10 Bus Stop Usage: Proportion of Boardings and Alightings

#### RTA Route 10 Weekdays Northbound

10 Daily Northbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Town Center Mall (Santa Maria Transit Center)	342	0	342	3.63%	0.00%
Prime Outlets	339	77	416	3.60%	0.83%
Allan Hancock	171	2	173	1.81%	0.02%
Tefft St. @ Carillo St. (NB)	163	79	242	1.73%	0.85%
Halcyon Park and Ride	142	118	260	1.51%	1.27%
E. Grand @ El Camino Real	100	115	215	1.06%	1.24%
Thompson Ave @ Branch St.	62	31	93	0.66%	0.33%
Greyhound (no longer served)	53	0	53	0.56%	0.00%
Marian Hospital	46	2	48	0.49%	0.02%
Nicholson St. @ Cypress St	38	0	38	0.40%	0.00%
Thompson Ave @ Nipomo HS	37	22	59	0.39%	0.24%
E. Main St. @ College Dr.	37	1	38	0.39%	0.01%
S Higuera St. @ Suburban Rd.	27	65	92	0.29%	0.70%
Thompson Ave @ Los Berros	16	18	34	0.17%	0.19%
S. Higuera @ Prado (no longer served)	13	39	52	0.14%	0.42%
South St. @ Beebee St (no longer served)	11	34	45	0.12%	0.37%
S. Higuera St. @ Margarita Ave	11	27	38	0.12%	0.29%
S. Higuera @ Hind (no longer served)	9	16	25	0.10%	0.17%
South St. @ High (no longer served)	6	12	18	0.06%	0.13%
S. Higuera @ Elks Lane (no longer served)	6	11	17	0.06%	0.12%
S. Higuera @ Chumash (no longer served)	6	10	16	0.06%	0.11%
South St. @ Meadow St. (no longer served)	4	28	32	0.04%	0.30%
South Street @ King (no longer served)	3	4	7	0.03%	0.04%
Santa Barbara @ Church (no longer served)	1	17	18	0.01%	0.18%
Government Center	0	740	740	0.00%	7.96%
Cal Poly @ Kennedy Library (NB)	0	63	63	0.00%	0.68%
Santa Rosa @ Higuera (no longer served)	0	46	46	0.00%	0.49%
Cal Poly @ Performing Arts	0	32	32	0.00%	0.34%
Marsh St @ Broad St.	0	25	25	0.00%	0.27%
South St. @ Exposition (no longer served)	0	9	9	0.00%	0.10%
	1643	1643	3286	17.42%	17.67%



## RTA Route 10 Weekdays Southbound

10 Daily Southbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Government Center	708	0	708	7.51%	0.00%
Halcyon Park & Ride	126	82	208	1.34%	0.88%
Prime Outlets	104	299	403	1.10%	3.22%
Tefft St. @ Carillo St. (SB)	90	111	201	0.95%	1.19%
E. Grand @ El Camino Real	80	138	218	0.85%	1.48%
South Higuera St. @ Suburban	59	22	81	0.63%	0.24%
Cal Poly @ Mott Gym	49	0	49	0.52%	0.00%
South St. @ Beebee St. (Higuera at South)	41	7	48	0.43%	0.08%
S.Higuera St. @ Margarita	38	30	68	0.40%	0.32%
Thompson Ave @ Branch	35	47	82	0.37%	0.51%
South St. @ Broad St (no longer served)	24	7	31	0.25%	0.08%
Santa Barbara @ Church (no longer served)	24	1	25	0.25%	0.01%
S. Higuera @ Bridge St. (no longer served)	9	6	15	0.10%	0.06%
South Street @ Exposition (no longer served)	8	0	8	0.08%	0.00%
Thompson Ave @ HS	7	46	53	0.07%	0.49%
Marion Medical Center	7	28	35	0.07%	0.30%
S. Higuera @ Prado (no longer served)	7	11	18	0.07%	0.12%
Santa Barbara @ High (no longer served)	6	1	7	0.06%	0.01%
Town Center Mall (Santa Maria Transit Center)	5	301	306	0.05%	3.24%
Allan Hancock	4	212	216	0.04%	2.28%
S. Higuera @ Silver City Mobile (no longer served)	3	5	8	0.03%	0.05%
S. Higuera @ Granada (no longer served)	3	1	4	0.03%	0.01%
Nipomo St. @ Higuera St	2	0	2	0.02%	0.00%
South Street @ King St. (no longer served)	1	0	1	0.01%	0.00%
Greyhound (no longer served)	0	37	37	0.00%	0.40%
Thompson Ave @ Los Berros	0	11	11	0.00%	0.12%
Nicholson St. @ Cypress	0	7	7	0.00%	0.08%
	1440	1410	2850	15.27%	15.16%

## RTA Route 10 Bus Stop Prerequisite Inventory Summary

A table in APPENDIX B provides a summary of bus stops served by RTA Route 10 that lack ADA accessible mobility device landing pads and/or safe and accessible connecting pathways. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops. The table in APPENDIX B also identifies improvement opportunities associated with these bus stops and provides staff recommendations for next steps to create a bus stop improvement plan.

### RTA Route 10 High Priority Recommendation:

**Remove landing pad and sidewalk obstructions:** A mobility device landing pad at one relatively safe and accessible bus stop (**S. Higuera at Suburban NB**) exists but is obstructed by bus stop amenities. An ADA compliant sidewalk at one relatively safe and accessible bus stop (**Higuera at South SB**) exists but is obstructed by bus stop amenities.

*RTA staff recommends removing obstructions to create ADA compliant landing pads and sidewalks at both of these stops.*

### RTA Route 10 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections

Of the 24 RTA Route 10 bus stops, six lack ADA accessible landing pads. Four of these bus stops are under San Luis Obispo County jurisdiction (**Nipomo High School**, **Thompson at Branch**, **N. Thompson at Hwy 101 NB**, and **N. Thompson at Hwy 101 SB**). One of these bus stops is under Santa Maria jurisdiction (**Nicholson at E. Cypress**). The last of these six bus stops that lacks an ADA compliant landing pad is under San Luis Obispo City jurisdiction—it meets the five-foot width requirement but is technically one-inch shy of the eight-foot depth requirement (**Higuera at South SB**).

Of the five RTA Route 10 fixed-route bus stops that lack ADA compliant landing pads, five also lack connected sidewalks—four of these bus stops are under San Luis Obispo County’s jurisdiction (**Nipomo High School NB**, **Thompson at Branch SB**, **N. Thompson at Hwy 101 NB**, and **N.**

**Thompson at Hwy 101 SB)** and one is under Santa Maria’s jurisdiction (**Nicholson at E. Cypress**).

Two bus stops meet ADA requirements but have noteworthy operational deficiencies. At the Alan Hancock College bus stop (**S. Bradley at Jones**) under Santa Maria jurisdiction, a bus can access an ADA compliant landing pad only if it stops awkwardly between the bus stop pole and the bus bay. At a bus stop under Pismo Beach jurisdiction, multiple buses stop simultaneously at the Pismo Beach Premium Outlets bus stop, but only one ADA compliant landing pad is present.

### **RTA Route 10 Pedestrian Crossings**

At three ADA non-compliant bus stops, the speed limit of the adjacent street is at least 45 miles per hour (**Nipomo High School NB, N. Thompson at Hwy 101 NB, and N. Thompson at Hwy 101 SB**). At two non-ADA compliant stops, roadway widths are greater than four lanes, (**Nipomo High School NB and Higuera at South SB**). Four of the ADA non-compliant bus stops do not have a protected pedestrian crossing opportunity within sight (**Nipomo High School NB, Nicholson at E. Cypress, N. Thompson at Hwy 101 NB, and N. Thompson at Hwy 101 SB**).

### **RTA Route 10 Pull-Out Space, Traffic Impact, and Sight Distance**

Four of the six ADA non-compliant bus stops are on the road shoulder; all of which are in Nipomo under San Luis Obispo County jurisdiction (**Nipomo High School NB, Thompson at Branch SB, N. Thompson at Hwy 101 NB, and N. Thompson at Hwy 101 SB**). A parked bus in each of the six ADA non-compliant bus stops obstruct traffic. A parked bus in four ADA non-compliant bus stops obstruct sight distance for traffic entering the roadway. None have an adequate “No Parking” zone.

### **RTA Route 10 Existing Amenities at High-Use Bus Stops**

The following list provides a summary of existing amenities at high-use RTA Route 10 bus stops. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops. The table of existing amenities at high-use stops is included in APPENDIX A.

- Two high-use bus stops lack safe and accessible sidewalks and/or routes connecting the bus stop to nearby transit trip generators (**Pismo Prime Outlets and Teft st. @ Carillo St. NB**).
- Of the seven high-use bus stops served by RTA Route 10 exclusively, three lack RTA bus stop signs (**Santa Maria Transit Center, Halcyon Park and Ride, and Alan Hancock College**). \* *Notes: Santa Maria does not allow RTA bus stop signs at SMAT bus stops. Halcyon Park and Ride has a large highly-visible RTA logo in the 4'x6' shelter display.*
- One bus stop with a high proportion of passenger boardings lacks an RTA information kiosk (**Santa Maria Transit Center**).
- Five bus stops lack Braille pads.
- All seven of the high-use bus stops have both shelters and benches for waiting passengers.
- At two of the high-use bus stops, passengers could be hidden from view of an approaching bus (**Halcyon Park and Ride and Pismo Prime Outlets**).
- All seven high-use bus stops have sufficient ambient lighting.
- Except for the **Alan Hancock College** bus stop, all five bi-directional high-use bus stops have bike racks.
- Four high-use bi-directional bus stops lack designated bicycle lanes connecting to the bus stop.
- All seven high-use bus stops have trash receptacles.

## Assessment of RTA Route 12/14

### RTA Route 12/14 Bus Stop Usage: Proportion of Boardings and Alightings

#### RTA Route 12/14 Weekdays

12A Daily WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Government Center	831	0	831	8.81%	0.00%
Cuesta Parking Lot 3 (SB)	421	175	596	4.46%	1.88%
Morro Bay Park (SB)	334	91	425	3.54%	0.98%
Kennedy Library (NB)	216	20	236	2.29%	0.22%
Foothill @ Casa (NB) (Santa Roas at Mstng / Strn Glen)	205	9	214	2.17%	0.10%
Morro Bay Park (NB)	122	288	410	1.29%	3.10%
Cuesta Parking Lot 3 (NB)	116	676	792	1.23%	7.27%
10th @ LOVR	87	95	182	0.92%	1.02%
10th @ Santa Ynez	77	90	167	0.82%	0.97%
Cuesta Building 1400 (no longer served)	67	47	114	0.71%	0.51%
Pine @ LOVR	63	46	109	0.67%	0.49%
Cuesta West Side (no longer served)	58	12	70	0.62%	0.13%
Ramona @ 7th	46	27	73	0.49%	0.29%
Cuesta Building 1400 (no longer served)	44	42	86	0.47%	0.45%
Cuesta West Side (no longer served)	43	14	57	0.46%	0.15%
Pine @ Loma	42	29	71	0.45%	0.31%
Santa Ysabel @ 15th	32	3	35	0.34%	0.03%
Santa Ysabel @ 7th	29	9	38	0.31%	0.10%
11th @ Ramona	28	48	76	0.30%	0.52%
11th @ El Morro	27	51	78	0.29%	0.55%
LOVR @ Palisades	25	20	45	0.27%	0.22%
7th @ El Morro	23	16	39	0.24%	0.17%
2nd @ Santa Maria	21	17	38	0.22%	0.18%
South Bay Boulevard @ Quintana	18	12	30	0.19%	0.13%
Kansas Avenue	16	8	24	0.17%	0.09%
Santa Ysabel @ 15th	14	39	53	0.15%	0.42%
Kansas Avenue	13	6	19	0.14%	0.06%
Kennedy Library (SB)	6	187	193	0.06%	2.01%
Highland @ HWY 1	6	56	62	0.06%	0.60%
Patricia @ Foothill (no longer served)	6	0	6	0.06%	0.00%
Foothill @ Casa (SB) (Santa Rosa at Foothill)	5	102	107	0.05%	1.10%
South Bay Boulevard @ Quintana	5	10	15	0.05%	0.11%
Achievement House	3	4	7	0.03%	0.04%
LOVR @ Buckskin (no longer served)	2	0	2	0.02%	0.00%
Men's Colony	1	7	8	0.01%	0.08%
Government Center	0	709	709	0.00%	7.62%
LOVR @ Buckskin (no longer served)	0	6	6	0.00%	0.06%
Patricia @ Foothill (no longer served)	0	5	5	0.00%	0.05%
Men's Colony	0	1	1	0.00%	0.01%
	3052	2977	6029	32.37%	32.01%

## RTA Route 12/14 Bus Stop Prerequisite Inventory Summary

A table in APPENDIX B provides a summary of bus stops served by RTA Route 12/14 that lack ADA accessible mobility device landing pads and/or safe and accessible connecting pathways. Corresponding proportions of RTA system boardings and alightings are also presented for each of these stops. The table in APPENDIX B also identifies improvement opportunities associated with these bus stops and provides staff recommendations for next steps to create a bus stop improvement plan.

### RTA Route 12/14 High Priority Recommendation:

The lowest use RTA Route 12/14 bus stops that lack mobility device landing pads (**Kansas at Highway 1** and **California Men's Colony**) are currently served as call stops.

*RTA staff recommends no immediate actions to stops served by RTA Route 12/14.*

### RTA Route 12/14 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections

Of the 21 RTA Route 12/14 bus stops, twelve lack ADA accessible landing pads: all are under San Luis Obispo County jurisdiction. Eleven of these ADA non-compliant bus stops lack connecting pathways. Eleven of the twelve bus stops that lack landing pads are in Los Osos, except for **Kansas at Highway 1**, which is already a call stop and technically not considered part of fixed-route service.

Two ADA compliant bus stops under Morro Bay jurisdiction have landing pads but no connecting pathways (**South Bay at Quintana SB** and **South Bay at Quintana NB**).

### RTA Route 12/14 Pedestrian Crossings

None of the non-ADA compliant bus stops have speed limits on adjacent streets that exceed 40 miles per hour or roadway widths greater than two lanes. Seven of the twelve ADA non-compliant

bus stops lack a protected pedestrian crossing opportunity within sight, and they are all under San Luis Obispo County jurisdiction (two are on the Highway 1 corridor and the other five are in Los Osos).

### **RTA Route 12/14 Pull-Out Space, Traffic Impact, and Sight Distance**

Eleven of the twelve ADA non-compliant bus stops are on the road shoulder; ten of these bus stops are in Los Osos, and one is **Kansas at Highway 1**; all are under San Luis Obispo County jurisdiction. A bus temporarily parked in eleven of the twelve ADA non-compliant bus stops obstructs traffic; six obstruct sight distance for traffic entering the roadway, three obstruct residential driveways and one obstructs sightlines for parked vehicles. None have an adequate “No Parking” zone.

### **RTA Route 12/14 Existing Amenities at High-Use Bus Stops**

The table in APPENDIX A provides a summary of existing amenities at high-use RTA Route 12/14 bus stops. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops.

Cuesta College is the only high-use bus stop served by RTA Route 12/14 exclusively; it is ADA compliant and has a sidewalk with a safe and accessible pathway to the campus core. The bus stop has an RTA bus stop sign, an RTA information kiosk, and a Braille pad. It also has passenger shelters, benches, ambient lighting, and trash and recycle receptacles. There are no bike racks, no bike lane is directly connected to the stop, nor is there a payphone within sight of the bus stop.

## Assessment of RTA Route 15

### RTA Route 15 Bus Stop Usage: Proportion of Boardings and Alightings

#### RTA 15 Weekdays Southbound

12B Weekday Southbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
Burton @ Ardath	16	0	16	0.17%	0.00%
Burton @ Main	13	0	13	0.14%	0.00%
Ocean @ Cayicos Dr.	11	7	18	0.12%	0.08%
Ocean @ 9th	11	1	12	0.12%	0.01%
Hearst Castle	10	0	10	0.11%	0.00%
Highway 1 @ San Jacinto	9	6	15	0.10%	0.06%
Ocean @ 3rd	9	3	12	0.10%	0.03%
Ardath @ Green (Ardath @ Hwy 1)	8	0	8	0.08%	0.00%
Main @ Arlington	7	0	7	0.07%	0.00%
Moonstone @ Windsor	6	0	6	0.06%	0.00%
Burton @ Cambria Pines Lodge	6	0	6	0.06%	0.00%
Main @ Tamson	5	0	5	0.05%	0.00%
Main @ Errol (no longer served)	4	9	13	0.04%	0.10%
Ocean @ Old Creek Rd.	4	5	9	0.04%	0.05%
Main @ Bluebird	3	1	4	0.03%	0.01%
Main @ Veterans Hall	3	0	3	0.03%	0.00%
Morro Bay Park	0	76	76	0.00%	0.82%
Moonstone @ San Simeon Pines	0	7	7	0.00%	0.08%
Hearst Drive @ San Simeon	0	0	0	0.00%	0.00%
Moonstone @ Castle Inn	0	0	0	0.00%	0.00%
Moonstone @ Mariner's Inn (SB)	0	0	0	0.00%	0.00%
	125	115	240	1.33%	1.24%



## RTA Route 15 Weekdays Northbound

12B Weekday Northbound WEEKDAY TOTALS	TOTAL		Total Stop Activity	PCT of System ONS	PCT of System OFFS
	ON	OFF			
<b>MORRO BAY</b>					
Morro Bay Park	75	0	75	0.81%	0.00%
Ocean @ Cayucos Dr. (Cayucos @ Ash)	8	3	11	0.08%	0.03%
Main @ Errol (no longer served)	7	0	7	0.07%	0.00%
Main @ Elena (no longer served)	4	3	7	0.04%	0.03%
Main @ Veterans Hall (Main @ Skate Park)	3	7	10	0.03%	0.07%
Main @ San Joaquin	3	4	7	0.03%	0.04%
Burton @ Yorkshire	2	5	7	0.02%	0.05%
Main @ Bonita (no longer served)	2	2	4	0.02%	0.02%
Moonstone @ Windsor	1	9	10	0.01%	0.10%
Ardath @ Green (Ardath @ Hwy 1)	1	4	5	0.01%	0.04%
Burton @ Ardath	0	17	17	0.00%	0.18%
Burton @ Main	0	15	15	0.00%	0.16%
Hearst Castle	0	9	9	0.00%	0.10%
Ocean @ 8th St	0	7	7	0.00%	0.07%
Ocean @ 4th (Ocean @ 3rd (NB))	0	6	6	0.00%	0.06%
Main @ Tamson	0	4	4	0.00%	0.04%
Castillo @ Otter	0	3	3	0.00%	0.03%
Ocean @ Old Creek Rd	0	2	2	0.00%	0.02%
Moonstone @ San Simeon Pines	0	2	2	0.00%	0.02%
Cornwall @ Arlington (Main @ Cornwall)	0	1	1	0.00%	0.01%
Main @ Jamaica (no longer served)	0	0	0	0.00%	0.00%
Main @ Bluebird Inn	0	0	0	0.00%	0.00%
Moonstone @ Mariner's Inn (NB)	0	0	0	0.00%	0.00%
Moonstone @ Firesiede Inn	0	0	0	0.00%	0.00%
	106	103	209	1.14%	1.09%

## RTA Route 15 Existing Amenities at High-Use Bus Stops

Since it lacks a single bus stop with greater than 1% of the total RTA system boardings and alightings, RTA Route 15 alone serves no high-use bus stops.

Morro Bay Park is a high-use stop, and it is discussed in the high-use multi-route passenger facility section above. Morro Bay Park is served by RTA Route 12, RTA Route 15, and Morro Bay Transit services.

## RTA Route 15 Bus Stop Prerequisite Inventory Summary

A table in APPENDIX B provides a summary of bus stops served by RTA Route 15 that lack ADA accessible mobility device landing pads and/or safe and accessible connecting pathways. Corresponding proportions of RTA system boardings and alightings are also presented for each of these bus stops. The table in APPENDIX B also identifies improvement opportunities associated with these stops and provides staff recommendations for next steps to create a bus stop improvement plan.

### RTA Route 15 High Priority Recommendation:

**Remove landing pad and sidewalk obstructions:** A mobility device landing pad at one relatively safe and accessible stop (**MAIN at CORNWALL** in Cambria) exists but is obstructed by a bench connected to the “Old Station Store.”

*RTA staff recommends working with the “Old Station Store” property owner to remove obstructions to create an ADA compliant landing pad.*

### RTA Route 15 Bus Stop Prerequisites: Mobility Device Landing Pads with Safe and Accessible Pathway Connections

Of the 37 RTA Route 15 bus stops, 31 lack ADA accessible landing pads. One of these ADA non-compliant bus stops (**Highway 1 at SAN JACINTO**) is under Morro Bay jurisdiction. The rest of the 30 bus stops are under San Luis Obispo County jurisdiction.

Of the 31 RTA Route 15 stops without landing pads, 23 also lack connecting pathways; all of these bus stops are under San Luis Obispo County jurisdiction.

Two ADA compliant stops under Morro Bay jurisdiction have landing pads but lack connecting pathways (**South Bay at Quintana SB** and **South Bay at Quintana NB**).

### **RTA Route 15 Pedestrian Crossings**

At one ADA non-compliant bus stop, the speed limit of the adjacent street exceeds 45 miles per hour and the roadway is five lanes wide (**Highway 1 @ SAN JACINTO**).

A total of 20 of the ADA non-compliant bus stops along the north coast lack a protected pedestrian crossing opportunity.

### **RTA Route 15 Pull-Out Space, Traffic Impact, and Sight Distance**

A total of 18 of the 31 ADA non-compliant bus stops are on the road shoulder; all of which are under San Luis Obispo County jurisdiction. A bus temporarily parked in 24 of the 31 ADA non-compliant bus stops obstructs traffic; all 24 obstruct sight distance for traffic entering the roadway, 5 obstruct business driveways, and 2 obstruct parked vehicles. A total of 29 lack a “No Parking” zone.

## References

<sup>1</sup> Easer Seals Project Action (2006). Toolkit for the assessment of Bus Stop Accessibility and Safety, (pp. 6 and pp. 14-15). Washington, DC.

<sup>2</sup> U.S. Department of Transportation, Federal Highway Administration (February 2008). Pedestrian Safety Guide for Transit Agencies, (pp. 37). Washington, DC.

<sup>3</sup> Darlene Bonanno v. Central Contra Costa Transit Authority, Supreme Court of California

## **APPENDIX A: Amenities at High-Use RTA Bus Stops**

High-Use Bus Stop Ridership Proportions and Existing Amenities										High-Use Bus Stop Ridership Proportions and Existing Amenities										
High-Use Stops			Ons	Offs	ADA Compliance	Hidden Passengers	Adjacent Properties	Signage and Route finding			Amenities for Waiting Passengers			Lighting	Bikes		Trash	Payphone / Call-box	Vending	
					Infrastructure (i.e. landing pad and connection) at the stop ADA Compliant?	Obstructions hiding waiting passengers from view of approaching bus	Adjacent properties:	RTA bus stop sign	RTA information kiosk	Braille Pad	Benches	Shelter	alternative shelter	Lighting	Bike rack or bike storage	Labeled bike lane connecting to bus stop	Trash receptacle at bus stop	Pay phone or police call box within sight of the bus stop?	Newspaper vending	
Multi-route	Government Center		24.59%	22.07%	Yes	No	Small Retail, Office Building, Government Buildings, Library	Yes	Yes	Yes	4 in shelter, 4 free standing	two: 4.5' x 20' each	N/A	Street light, Solar shelter light	Ribbon Rack	No	Bolted	No	No	
RTA 12/14	Bidirectional		Cuesta College	7.94%	10.39%	Yes	No	Cuesta College	Yes	Yes	Yes	4 in shelter	two: 12'x4' each	N/A, Trees	Hardwired shelter light, Walkway lights, Lights in adjacent parking lot	None	No	2 unsecured trash, +2 unsecured recycle	No	Yes
Multi-route	Morro Bay Park		5.64%	4.89%	Yes	Shelter	Residential Homes, Government Buildings, Fire Dept.	Yes	Yes	No	2 in shelter, 1 free standing	17' x 16'	N/A, Trees	Street light	Ribbon Rack	No	Heavy	Yes, in shelter	No	
RTA 9	Bidirectional		Atascadero City Hall	5.28%	4.29%	Yes	Info kiosk, Curve	Shopping Mall / Center, Office Building, Public Parking Lot, Government Buildings, Library, Galaxy Theatre	No	Yes	No	4 in shelter, 6 free standing	two: 12' x 23' each	N/A	Solar shelter light, Walkway lights	Yes, 2 reverse U's	Yes	3 bolted	No	No
Multi-route	Cal Poly Kennedy Library (NB)		4.83%	1.22%	Yes	No	Public Parking Lot, Government Buildings, Library, Lecture Halls, Classrooms	No	Yes	No	2 in shelter, 1 free standing	two: 8' x 5' and 12' x 5'	N/A	Street light, Solar shelter light, Lights in adjacent parking lot	None	Yes	Bolted +Recycle	Yes	Yes	
RTA 10	Bidirectional		Pismo Prime Outlets	4.70%	4.04%	Yes	Shelter	Small Retail, Shopping Mall / Center, Public Parking Lot	Yes	Yes	Yes	1 in shelter, 2 free standing	11.5' x 5'	N/A	Street light, Hardwired shelter light, In adjacent parking lot	Peak Rack	No	Bolted	No	No
RTA 9	Bidirectional		Pine Street @ 8th (Train Station) (Paso Robles Transit Center)	4.35%	5.13%	Yes	No	Residential Homes, Small Retail, Public Parking Lot, Government Buildings, Vacant Lot, Transportation Center	Yes	Yes	No	1 in shelter, 1 free standing	two: 12' x 4'	N/A, Awnings at Transit Center, Trees	Street light, Walkway lights	Reverse U	No	1 bolted	No	No
RTA 10	Bidirectional		Town Center Mall (Santa Maria Transit Center)	3.68%	3.24%	Yes	No	Residential Homes, Small Retail, Office Building, Park, Vacant Lot	No	No	No	Transit center: many -- see photos	Transit center: many -- see photos	N/A	Street light, Walkway lights, In adjacent parking lot, On adjacent building	Many reverse U's -- see photos	No	Yes, many -- see photos	No	Yes
RTA 10	Bidirectional		Halcyon Park and Ride	2.84%	2.15%	Yes	Parked Vehicles	Residential Homes, Small Retail, Motel / Hotel	No	Yes	No	1 in shelter	16' x 15.5'	N/A	Street light, Solar shelter light	Peak Rack	Yes	Unsecured	No	No
Multi-route	Foothill @ Casa (NB) (Santa Rosa @ Mustang Village & Stnr Glen Apts.)		2.59%	0.16%	Yes	No	Mustang Village and Stenner Glen Apts, Small retail across street	Yes	Yes	No	None	None	No, Tress	Street light, Walkway lights	None	No	None	No	No	
RTA 9	Bidirectional		Las Tablas Park and Ride	2.23%	1.90%	Yes	No	Office Building, Vacant Lot	Yes	Yes	Yes	1 in shelter, 1 free standing	4.5' x 138"	N/A	In adjacent parking lot	Ribbon Rack, 2 lockers	Yes	1 unsecured, 1 chained	No	No
RTA 10	Bidirectional		E. Grand @ El Camino Real	1.91%	2.72%	Yes	No	Small Retail	Yes	Yes	No	Bench inside shelter, Free standing bench	12' x 5'	N/A, Trees	Street light, Solar shelter light, In adjacent parking lot, On adjacent building	Reverse U	No	2 bolted	No	No
RTA 10	Bidirectional		Alan Hancock College (S. Bradley at Jones)	1.86%	2.30%	Yes	No	Alan Hancock College	No	Yes	No	1 in shelter	13' x 5'	N/A	Street light, Hardwired shelter light, In adjacent parking lot	None	No	Bolted	No	No
RTA 10	Northbound		Tefft St. @ Carillo St. (NB)	1.73%	0.85%	Yes	No	Small Retail, Vacant Lot	Yes	Yes	Yes	1 in shelter	10.5' x 5'	N/A	Street light	None	No	Bolted	No	No
RTA 9	Northbound		Cal Poly Performing Arts Center (NB)	1.12%	0.13%	Yes	No	Cal Poly: Performing Arts Center, University Union, Admin, Dorms	No	Yes	No	2 in shelter, 2 free standing	two: 12' x 55'	N/A, Tree	Street light, Solar shelter light, On adjacent building	None	No	Bolted +Recycle	Yes	Yes
RTA 10	Southbound		Tefft St. @ Carillo St. (SB)	0.95%	1.19%	Yes	No	Small Retail, Vacant Lot	Yes	Yes	No	1 in shelter	11' x 4.5'	N/A	Street Light	None	No	Bolted	No	No
RTA 9	Southbound		Cal Poly Kennedy Library (SB)	0.15%	4.22%	Yes	No	Public Parking Lot, Government Buildings, School, Library	No	Yes	No	1 in shelter, 1 free standing	4.5'x9'	N/A	Street light, Solar shelter light, In adjacent parking lot	Peak rack	Yes	Bolted +Recycle	No	Yes
Multi-route	Foothill @ Casa (SB) (Santa Rosa @ Foothill)		0.11%	1.80%	Yes	No	Small Retail, Office Building	Yes	Yes	No	None	None	Yes, Office Building Porch, Trees	In adjacent parking lot, On adjacent building	None	Yes	None	No	No	
RTA 9	Southbound		Cal Poly Performing Arts Center (SB)	0.07%	2.03%	Yes	No	Apartments, Cal Poly: Performing Arts Center, University Union, Dorms, Admin.	No	Yes	No	1 in shelter, 2 free standing	8' x 5'	N/A	Street light, Solar shelter light	None	Yes	Bolted +Recycle	Yes	Yes
RTA 9	Southbound		Monterey @ Grand	n/a	1.41%	Yes	Parked Vehicle, Large blank sign	Small Retail, Monterey St. Hotel/Motel Row	No	No	No	None	None	No	Street light, In adjacent parking lot, On adjacent building	None	Yes	Bolted	No	No
			76.57%	76.13%																

**High Boardings without Amenities for Waiting Passengers**

## **APPENDIX B: Non-ADA Compliant RTA Bus Stops**











## **APPENDIX C: Bus Stop Photo Catalog**

A comprehensive bus stop photo catalog has been created for all stops surveyed. Please contact RTA for more information.