



Bus Stop Improvement Plan (BSIP)



Board of Directors - April 3, 2024

Daniel Shockley, Principal Planner

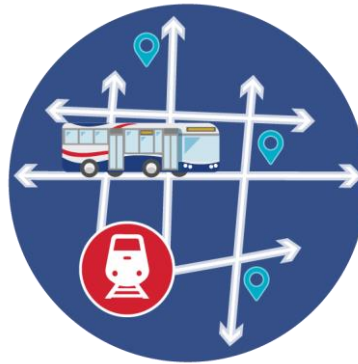
Agenda

- Project Overview
- Public Outreach and Stakeholder Engagement
- BSIP Recommendations
 - Process Overview
 - Bus Stop Design Guidelines
 - Systemwide Amenity Needs
 - Near-Term Prioritization
 - Near-Term Funding Mechanisms
- Strategy for Longer-Term Improvements
- Next Steps

Project Overview

Project Objectives

- Provide a comfortable, convenient and dignified experience for passengers at bus stops
- BSIP builds on *Reimagine SamTrans*:
 - Improve the transit experience in equity priority areas
 - Address community requests for bus stop improvements



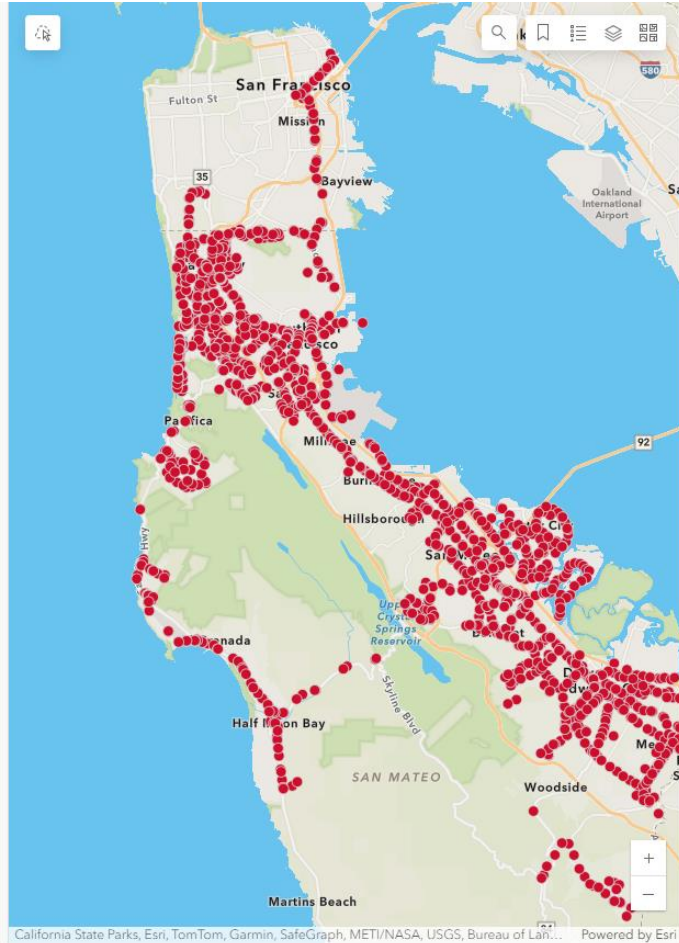
BSIP: A Landmark Project

This is a milestone customer experience project for SamTrans

- Study conducted 2022-2024
- Systemwide needs analysis of over 1,800 stops
- Updated Bus Stop Design Guidelines
- Recommends near-term bus stop improvements valued at **\$53 million** to be funded with local funds along with competitive grants over the next 3-5 years.



Existing Conditions



- Systemwide bus stop inventory of existing conditions to inform amenity needs analysis
- BSIP Dashboard
 - Internal tool with up-to-date inventory of bus stop amenities and contextual factors (crosswalks, red curb, etc)
 - Public version (coming soon!): Easy-to-use tool to quickly identify bus stop category and recommended amenities

Public & Stakeholder Outreach

Public Outreach Summary



- 31 one-on-one listening sessions with riders in multiple languages
- Rider survey with 684 responses
- Key findings:
 - Most important amenities: shelters, seating, lighting, real-time info
 - Protection from sun, rain and wind is desired

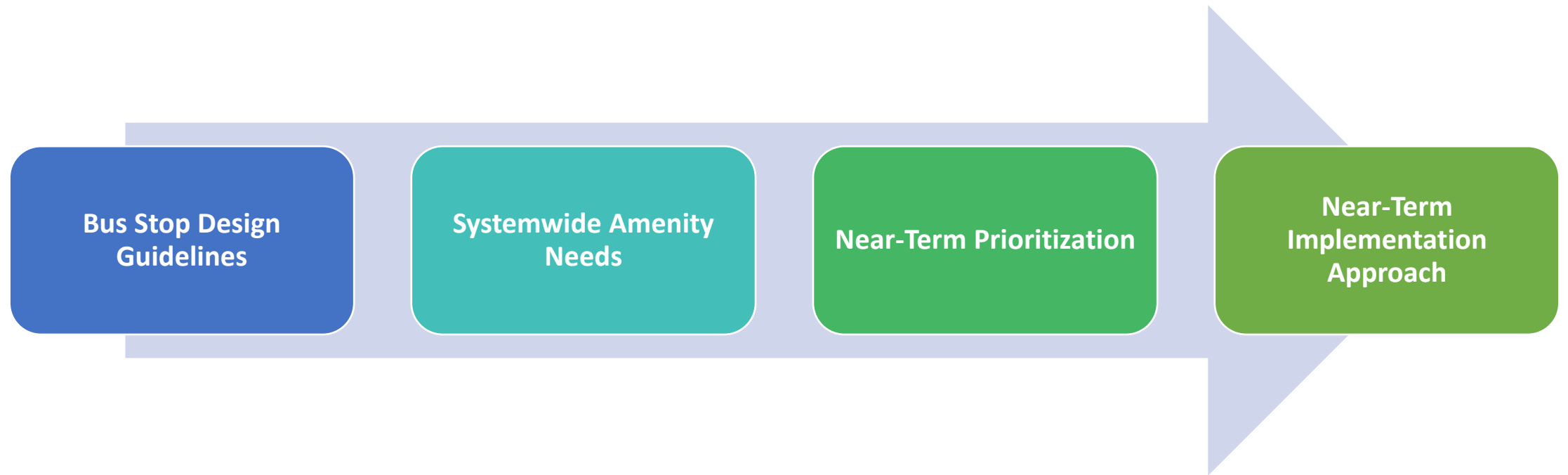
Stakeholder Engagement Summary



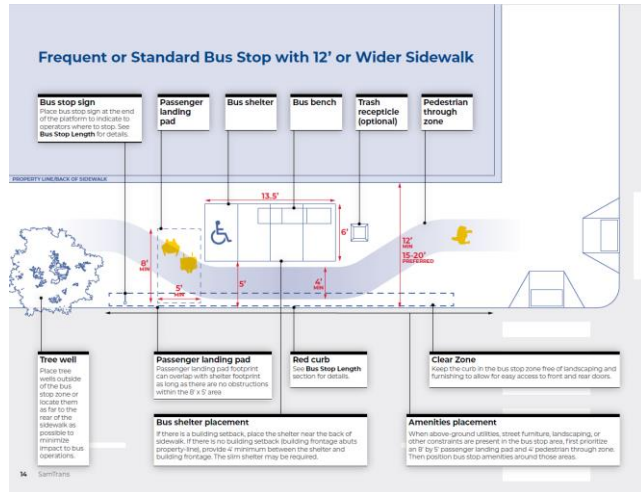
- 22 meetings to various external committees
- Public Agency Working Group
 - Staff representatives from cities and county
 - Engaged for feedback at three critical points throughout the project: initiation, before draft design guidelines and after implementation approach

BSIP Recommendations

Process Overview



Bus Stop Design Guidelines



- Easy-to-use guidance for stakeholders, including:
 - Bus stop categories (frequent, standard, school/other) and amenities
 - Operational improvements
 - Complete streets design principles
- Distributed to local engineers and planners. Already in use! Examples:
 - Used to standardize red curb lengths countywide along ECR
 - Developer's planning application: Design of bus boarding island next to protected bike lane

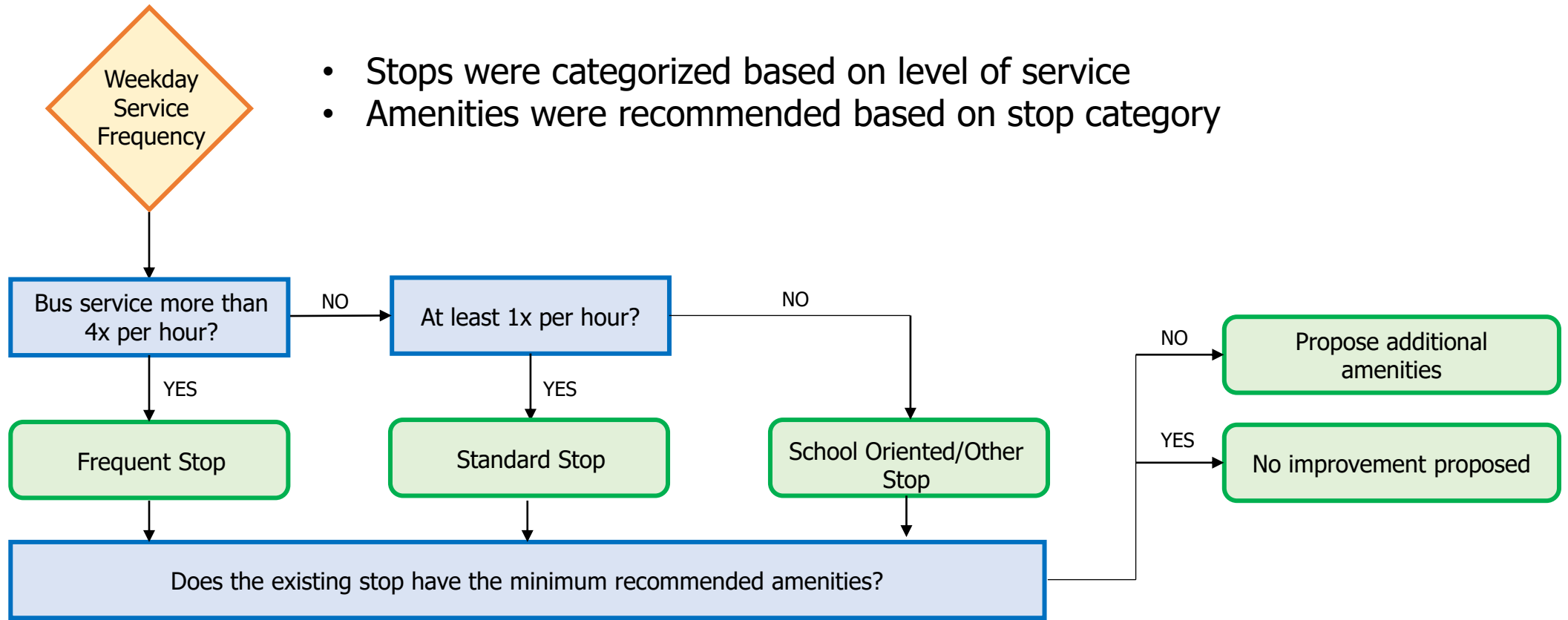
Bus Stop Design Guidelines



February 2024

Stop Category & Amenity Selection

- Stops were categorized based on level of service
- Amenities were recommended based on stop category



Frequent Stop Amenities



Frequent shelters have weekday bus service at least 4 times per hour

Amenities include:

- Shelter w/seating and lighting¹
- Map and schedule
- Bus boarding island or bus bulb
- Real time information
- Standard pole and sign

¹ Shelter design and model has yet to be determined

Standard Stop Amenities



Standard stops have weekday bus service at least once per hour

Amenities include:

- Alternative shade structure w/seating and lighting
- Map and schedule
- Real time information¹
- Standard pole and sign

¹ Real time information sign design and model has yet to be determined

School Oriented/Other Stop Amenities



School-oriented or other stops are served only a few times per day by school-oriented routes or express service

Amenities include:

- Real time information (w/QR code)
- Standard pole and sign

Systemwide Amenity Needs



330

New shelters across the system, **double** compared to existing

650

New shade structures

580

New benches or simme-seats

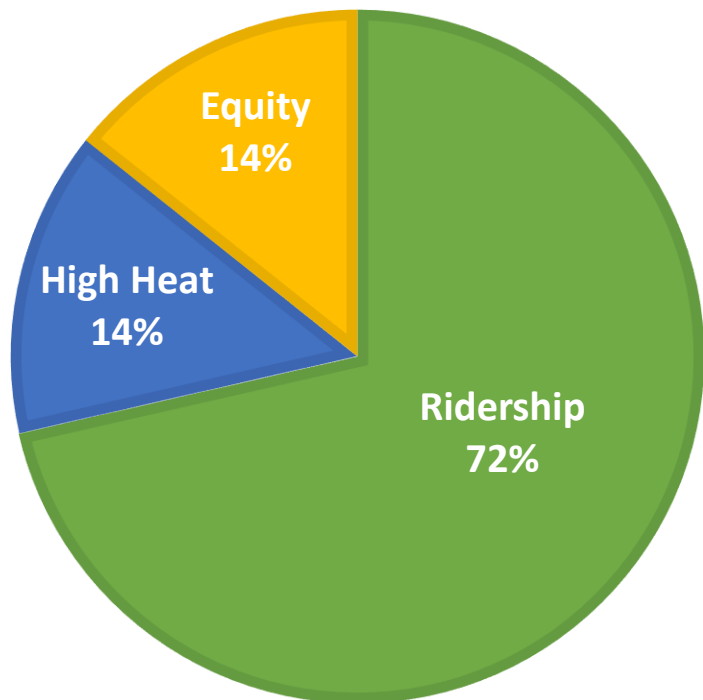
1,200

New service maps And schedules

1,200

New real-time Information signs

Near-Term Prioritization Framework



Stops are prioritized based on scoring criteria of ridership, high heat and location in equity priority community

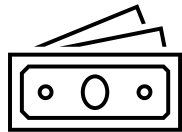
Stops are deprioritized based on indicators of non-feasibility or a lack of immediate need, including lack of sidewalks or existing amenities.

Near-Term Capital Investment

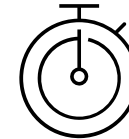
The recommendation of BSIP is to move this near-term package of amenities into the site-specific engineering review phase, including:



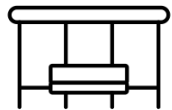
220+
Stops



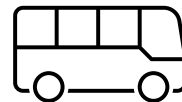
\$50M+
Value



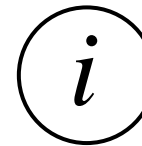
3-5 Years
Plan Delivery Goal



Up to
170+
New shelters



Up to **75+**
New bus bulbs/
boarding islands



Up to **195+**
New digital real-time
information signage

The near-term plan includes mostly high-priority stops, with a smaller amount of locally important stops.

Near-Term Improvement Funding Mechanisms

- Near-term improvements to be primarily funded by SamTrans
 - e.g., Measure W, local sales tax
- Staff will actively seek opportunities to reduce cost to the District:
 - Competitive grants (C/CAG, MTC, TIRCP, Clean California Transit Programs, RAISE, FTA)
 - City- and Caltrans-led street projects
 - Developer-funded improvements

Near-Term Implementation Approach



SamTrans leads with some requests to partner on grant applications

SamTrans conducts engineering feasibility checks in collaboration with external partners

Local jurisdictions provide support on permitting processes

SamTrans leads with City inspectors/staff participation

Near-Term Implementation Approach

- Near-term stops will advance to the engineering feasibility phase
- Recommendations include full package of stop amenities appropriate for the stop category
- SamTrans will lead engineering-level site review, checking for:
 - Availability of utilities (e.g., power for large real-time signage)
 - Precise measurement of sidewalk width
 - Presence/absence of obstructions (e.g., poles, trees, driveways)
 - Others
- Site review may require changes to some recommendations, SamTrans will work with the cities to identify preferred path forward

Strategy to Implement Longer-Term Improvements

After delivering near-term improvements, SamTrans will prioritize the next package of bus stop improvements.

Longer-term improvements can be implemented sooner through:

- **City- and Caltrans-led street projects**
- **Developer-funded improvements**
- **Other partnerships and grant opportunities**

Next Steps





Thank You



Please email shockleyd@samtrans.com with any questions.