

Santa Rosa CityBus

Bus Stops, an iterative process

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Transportation and Public
Works – Transit Division



Presentation

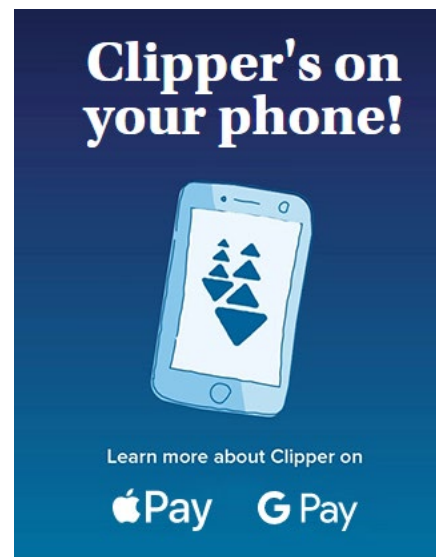
- Overview of service
- Route Planning framework
- Bus stops
 - Land Use context
 - Street-side factors
 - Curb-side factors



Santa Rosa **CityBus**

- Santa Rosa CityBus
 - Fixed-route public transit within City limits
 - Over 1 million passenger trips annually
 - 13 routes are operated with wheelchair accessible, low-floor buses
- Santa Rosa Paratransit
 - Curb-to-curb van service for those who can't utilize CityBus service due to a disability
 - Fleet of specially equipped cutaways
- Transit Mall
 - Bay Area Regional Hub
 - Served by 30 bus routes providing local, intercity, and regional service – 3000 bus trips per week





Fares

- Standard Fares
 - Adults and Half Price (seniors, Medicare, disability)
- Unlimited free-transit programs
 - Children up to 12th grade
 - SR Junior College
 - Paratransit Registrants
 - Veterans
 - City employees
 - Including Transfers, Free fare account for almost half our ridership



Route Planning Framework

State of Service Overview

F
Y
2
0
1
9



Service Hours

Monthly Average 7,370



Fare Media

Adult - 27%
Youth - 12%
Half - 16%



Trips Taken

Average Weekday 6,121
Average Saturday 2,787
Average Sunday 1,330

F
Y
2
0
2
2



Service Hours

Monthly Average 5,900



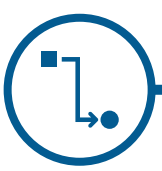
Fare Media

Adult - 24%
Youth - 25%
Half - 15%



Trips Taken

Average Weekday 3,400
Average Saturday 1,600
Average Sunday 860



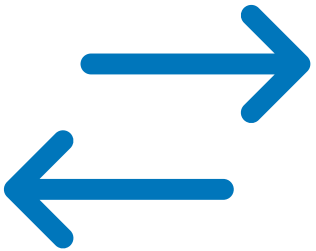
Route Planning Framework Principles of Service Design



Frequent Service



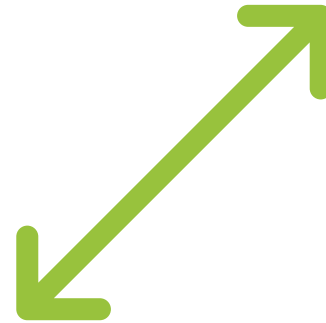
Direct Alignments



Bi-Directional



Strong Anchors



Spacing



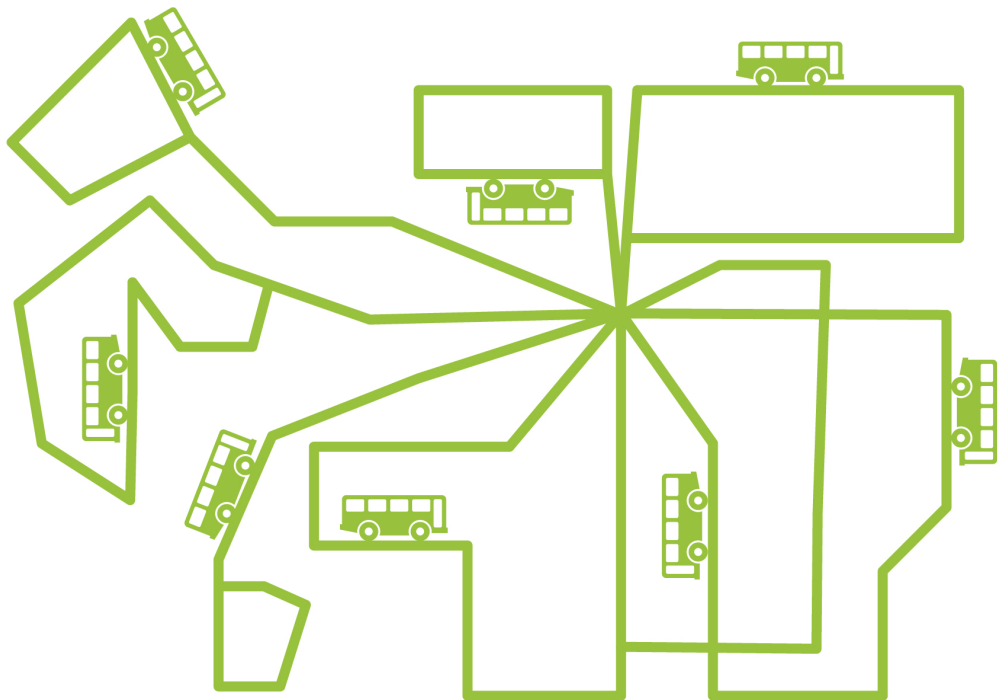
Connectivity



Route Planning Framework Service Allocation

Coverage

Dispersed Service Everywhere



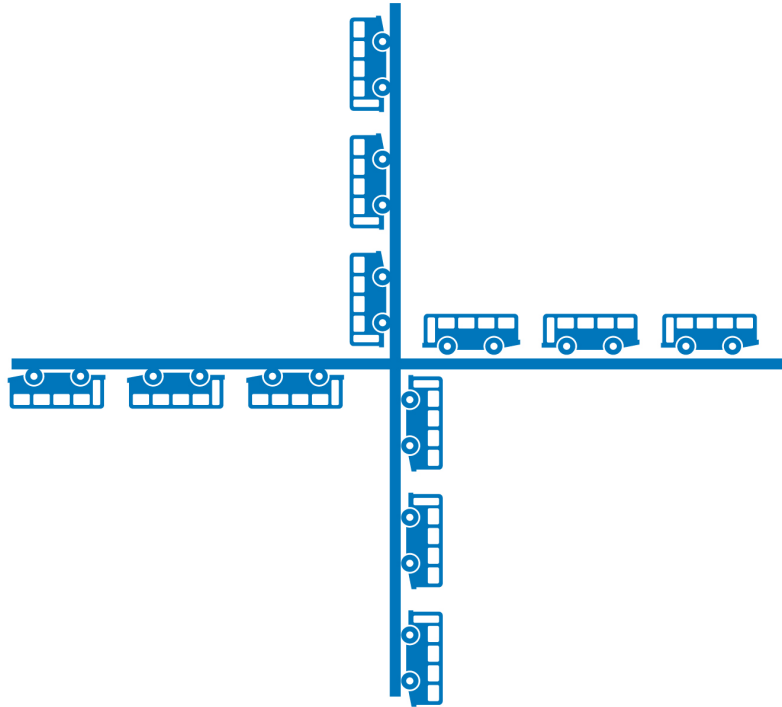
Low Ridership

but really important to the people
who need the service

VS

Productivity

Frequency & Speed Where There's Demand



High Ridership

but less service across the city



Route Planning Framework

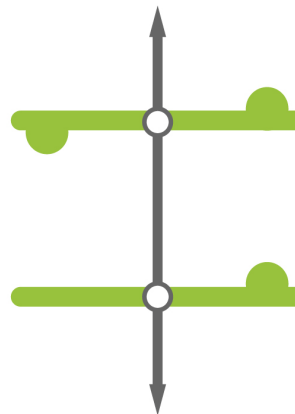
Route Typologies

Rapid Bus



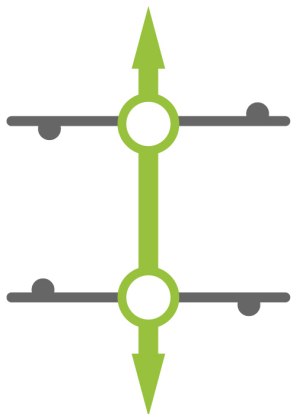
Frequency: 15 minutes
Span: Monday - Friday
Directness: High
Operating Context: Major Arterial
Market: High Demand

Local Routes



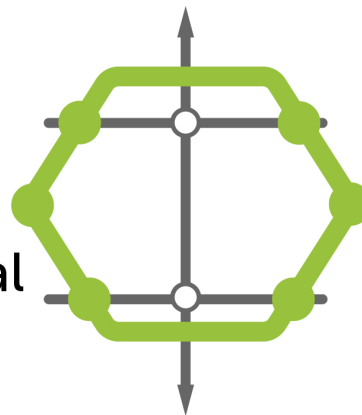
Frequency: 30-60 minutes
Span: 7 Days a week
Directness: Medium-High
Operating Context: Minor Arterial
Market: Moderate Demand

Trunk Routes



Frequency: 15-30 minutes
Span: 7 Days a week
Directness: High
Operating Context: Major Arterial
Market: High Demand

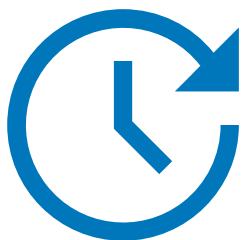
Circulators / "Flex" Service



Frequency: 60 minutes or less
Span: Mon. - Fri. to 7 days
Directness: Low - Medium
Operating Context: Minor Streets
Market: Neighborhoods



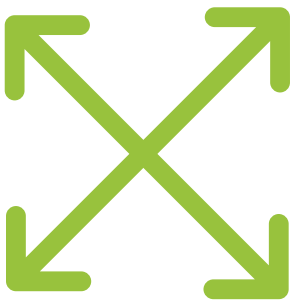
New Service Spans & Destinations



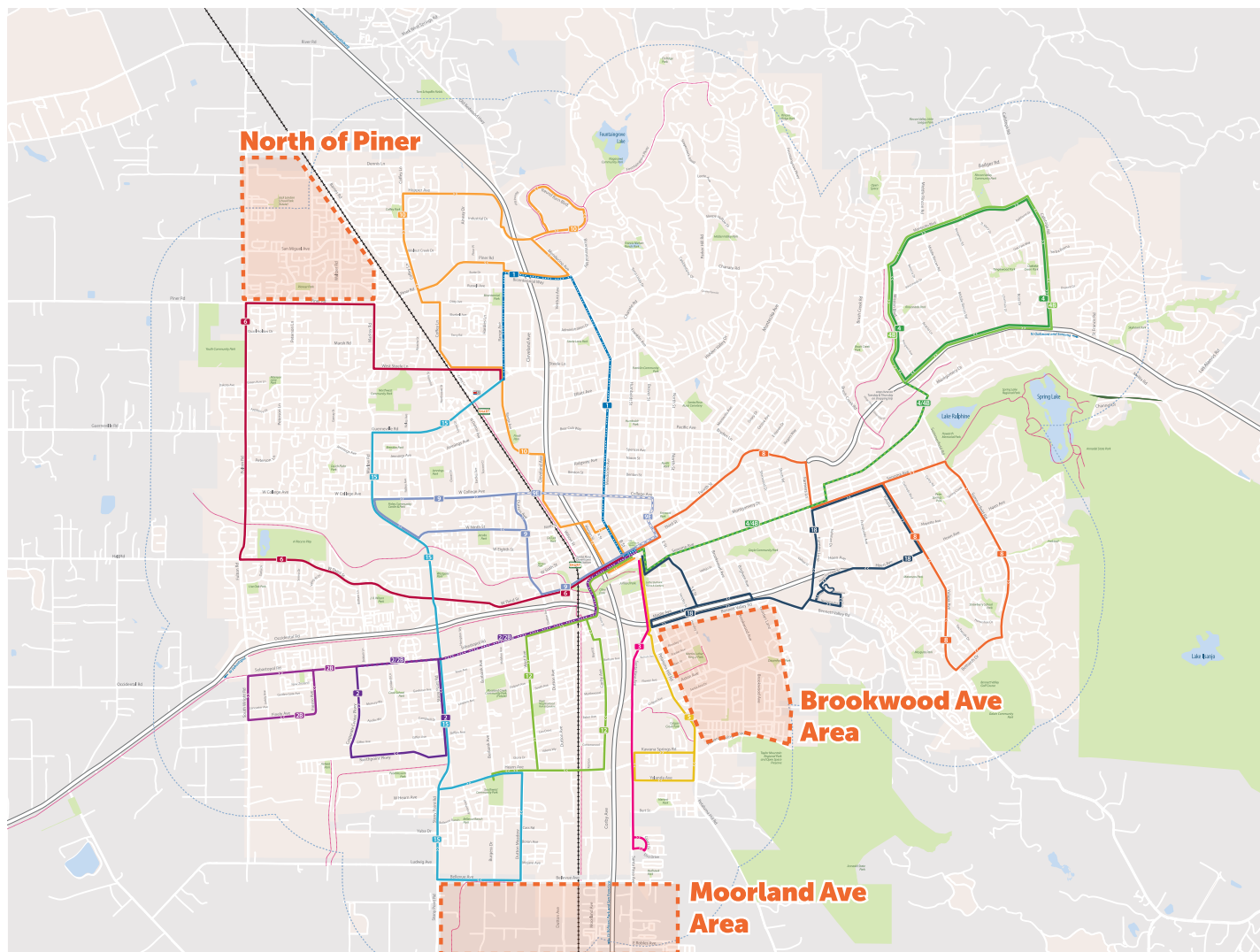
Service extending further into the evening



Equal spans of service on Saturday and Sunday



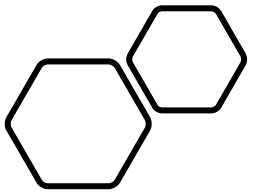
Expand CityBus service to new areas





Bus stops

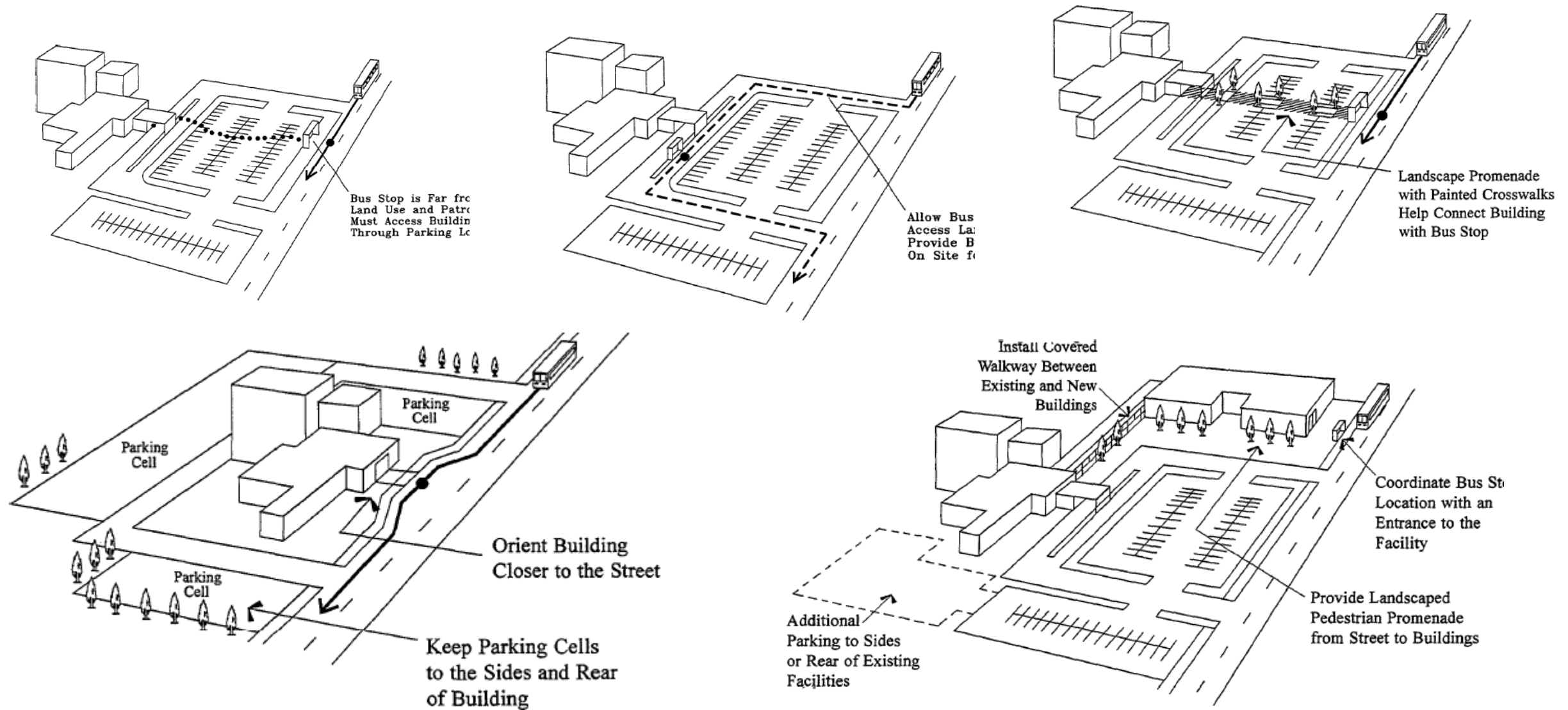
- Elements of Bus stop design
 - Land Use context
 - Within streets design
 - Cub-side factors
 - Stop elements
- Bus stop evolution
 - New infrastructure project
 - New development/trip originator
 - Public request/complaint
 - Staff identify gap
- Thinking about a new bus stop
 - Land ownership
 - Pedestrian Connections
 - Spacing between stops
 - Amount of ridership
 - Safety



Basic Requirement summary

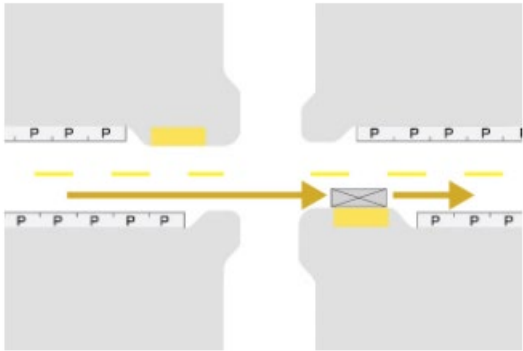
- Bus stop improvements are the agency's responsibility
- FTA Circular 4710.1
 - “where **practicable**, siting bus stops at locations that will permit construction of a boarding and alighting area...”
 - “to the extent that **construction** specifications are within the control of public entities...”
 - “shall make **reasonable modifications** in policies, practices, or procedures when the modifications are necessary to avoid discrimination on the basis of disability ...”
- American with Disabilities Act 1990
- Act on complaints and concerns. Continually invest and improve based on ridership needs.
- NACTO - National Association of City Transportation Officials – Urban Street Design Guide

Bus stops: Land Use context

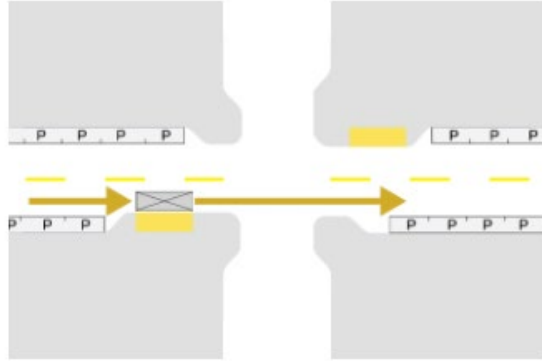


Bus Stop: Streetside factors

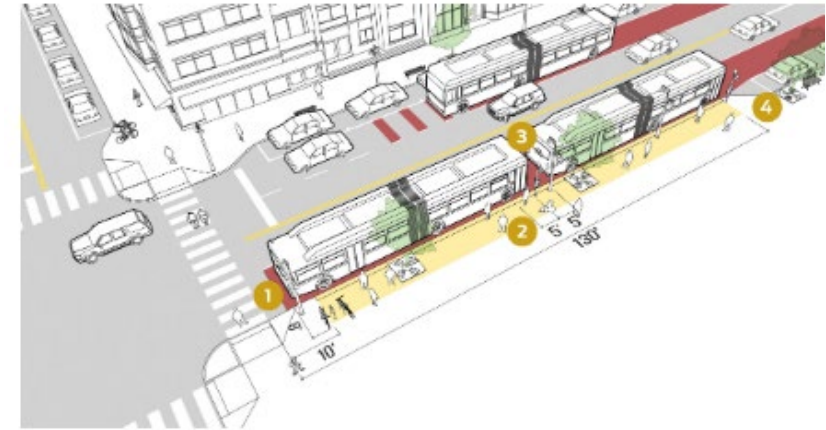
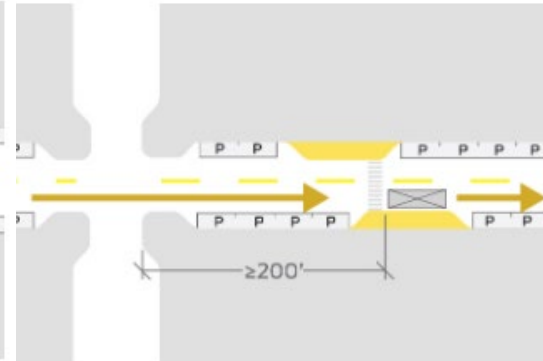
Far-Side, In-Lane Stop



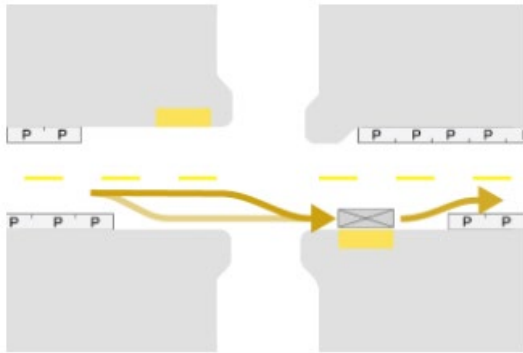
Near-Side, In-Lane Stop



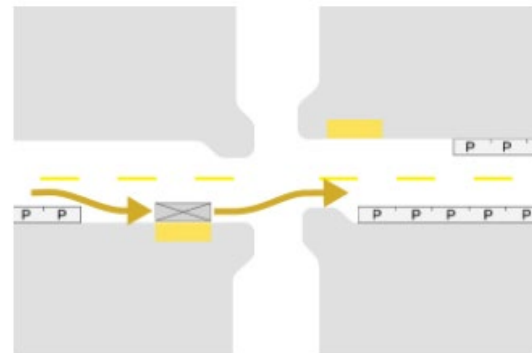
Mid-Block, In-Lane Stop



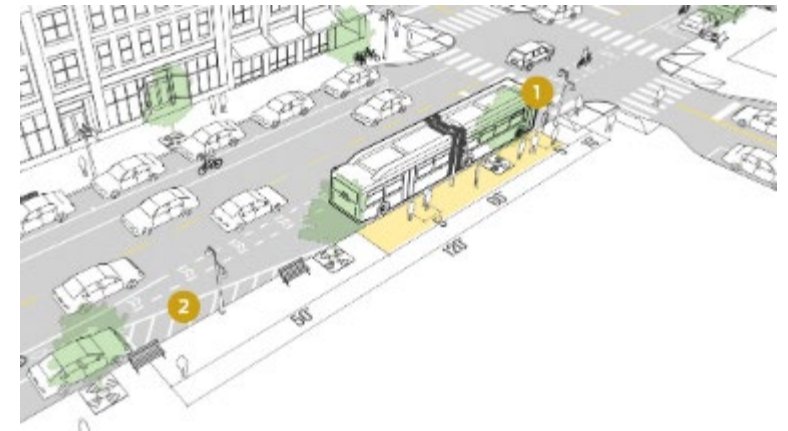
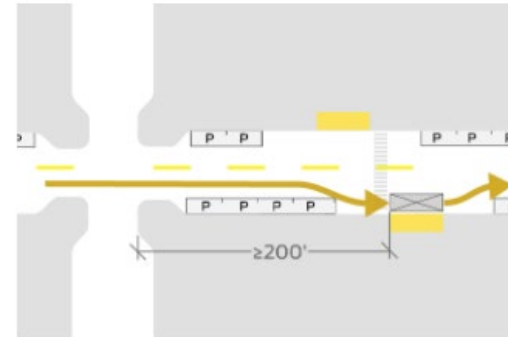
Far-Side, Pull-Out Stop



Near-Side, Pull-Out Stop

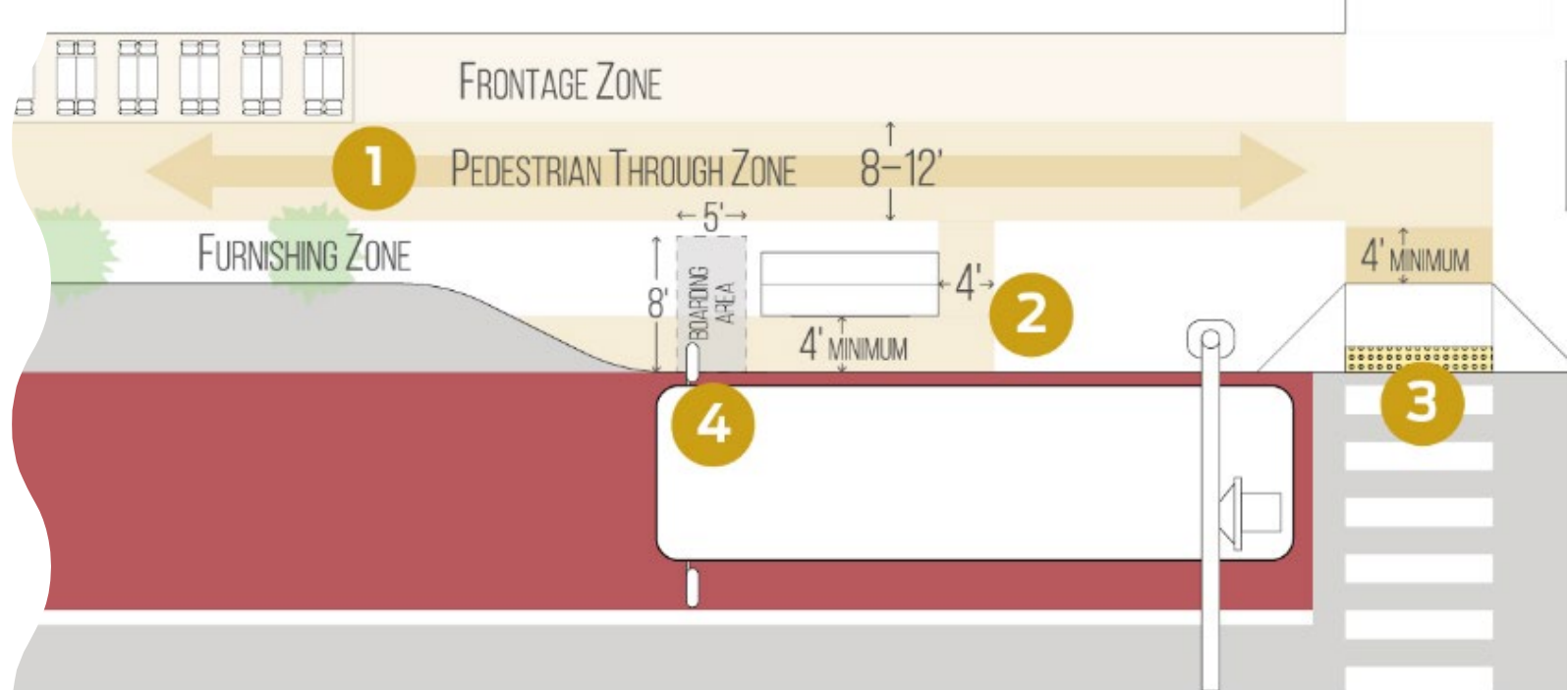


Mid-Block, Pull-Out Stop



Bus Stop Curbside factors

- Pedestrian access: Sidewalk/crosswalk
- ADA access
- Furniture:
 - Shelter
 - Bench
 - Real-time information
 - Bike rack
 - Trash can
 - Lighting
 - Signage
 - Art





Good



Bad



FUN



Riding CityBus Plan, Pay, Track

- Multiple options for getting real-time information:
 - Google Maps
 - Clipper App
 - The Transit App
 - My Stop
 - Santa Rosa CityBus website:
www.srcity.org/mycitybus
 - App
 - Text: Text "SR" and the bus stop number to 321123
 - Phone: 543-3333





QUESTIONS?

- Contact information
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