

# Santa Rosa CityBus

## Bus Stops, an iterative process

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Transit Planner

Transportation and Public  
Works – Transit Division



# Presentation

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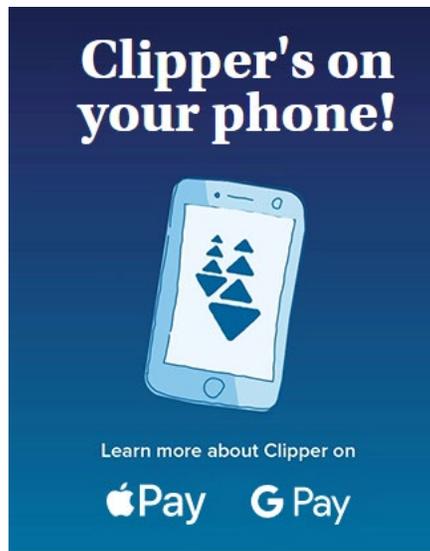
- Overview of service
- Route Planning framework
- Bus stops
  - Land Use context
  - Street-side factors
  - Curb-side factors



# *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 12<sup>th</sup> 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



### Service Hours

Monthly Average 5,900



### Fare Media

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



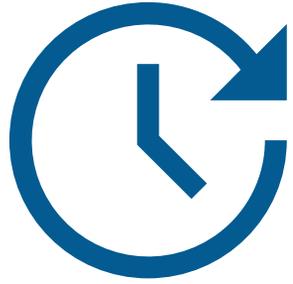
### Trips Taken

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



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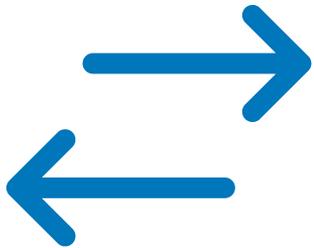
Route Planning Framework  
Principles of Service Design



Frequent Service



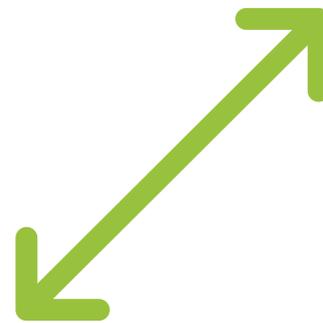
Direct Alignments



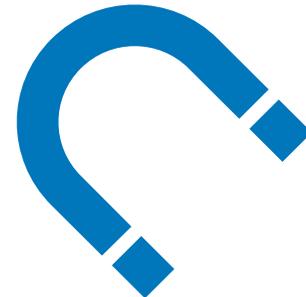
Bi-Directional



Strong Anchors



Spacing



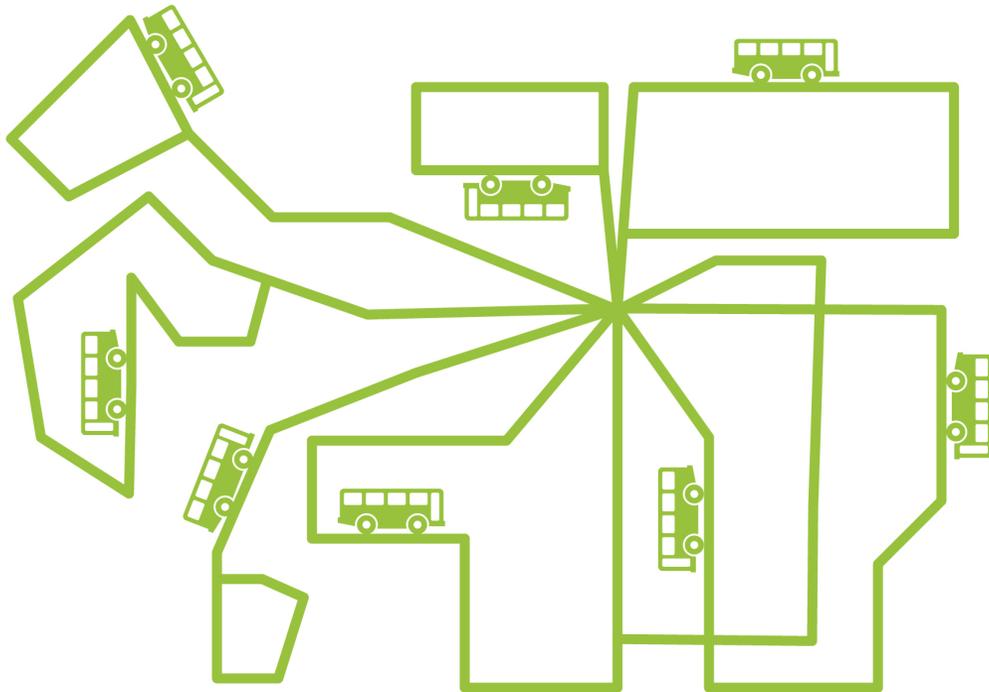
Connectivity



# Route Planning Framework Service Allocation

## Coverage

Dispersed Service Everywhere



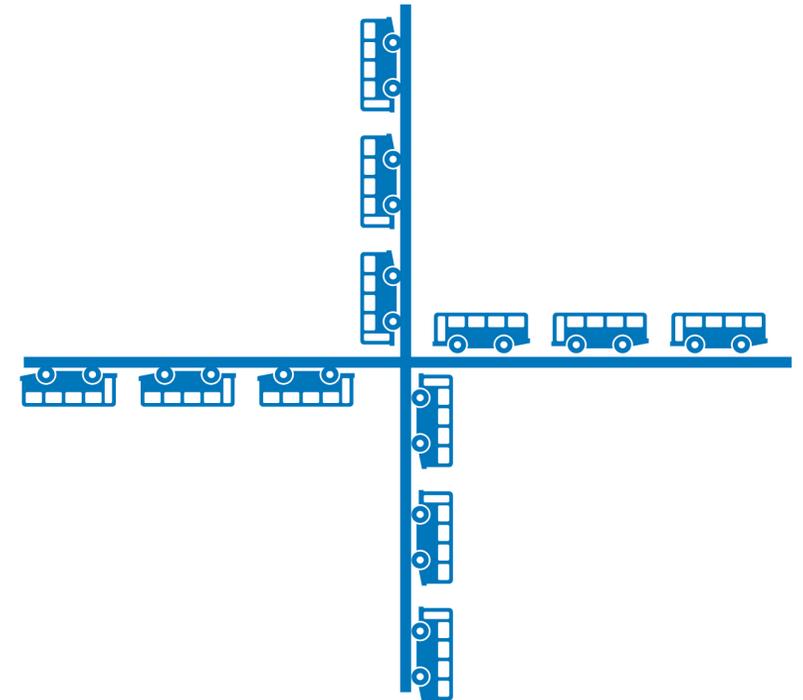
## Low Ridership

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

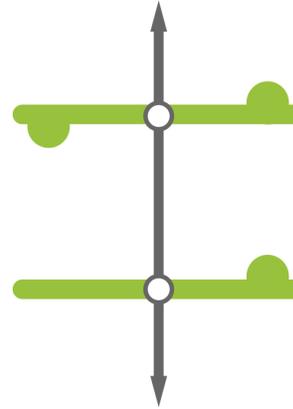
## Route Typologies

### Rapid Bus



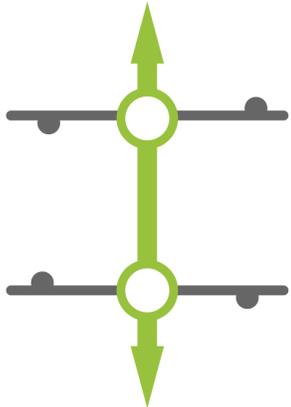
Frequency: 15 minutes  
Span: Monday - Friday  
Directness: High  
Operating Context: Major Arterial  
Market: High Demand

### Local Routes



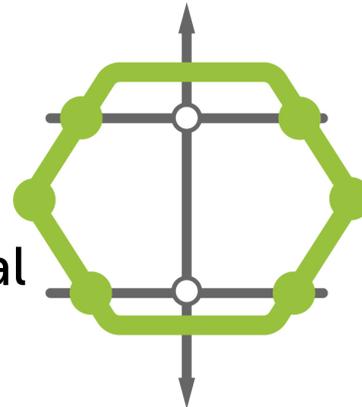
Frequency: 30-60 minutes  
Span: 7 Days a week  
Directness: Medium-High  
Operating Context: Minor Arterial  
Market: Moderate Demand

### 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



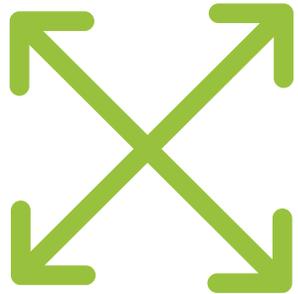
# New Service Spans & Destinations



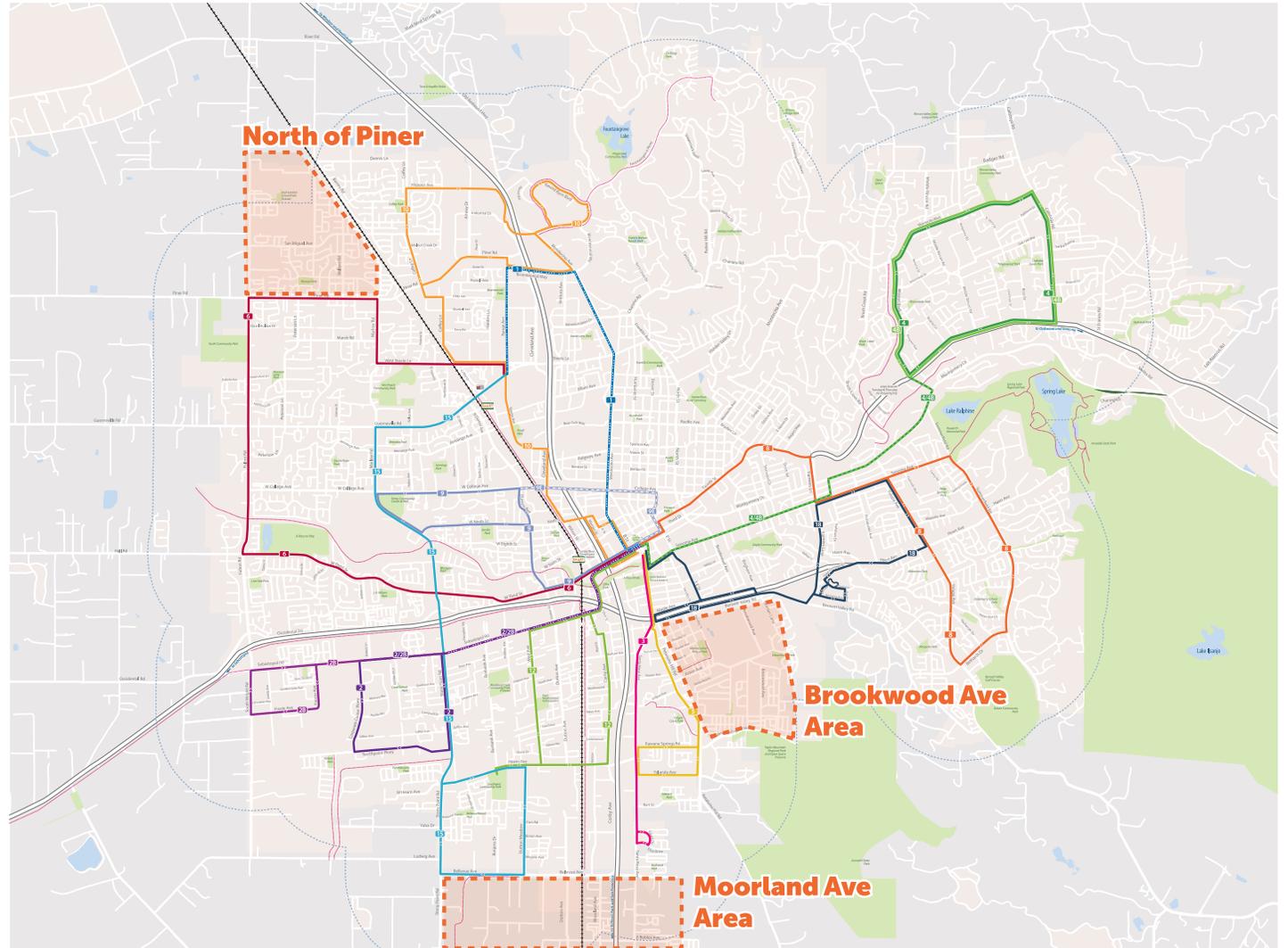
Service extending further into the evening



Equal spans of service on Saturday and Sunday



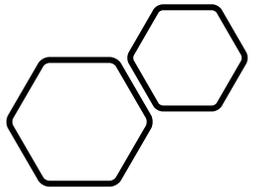
Expand CityBus service to new areas





# 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

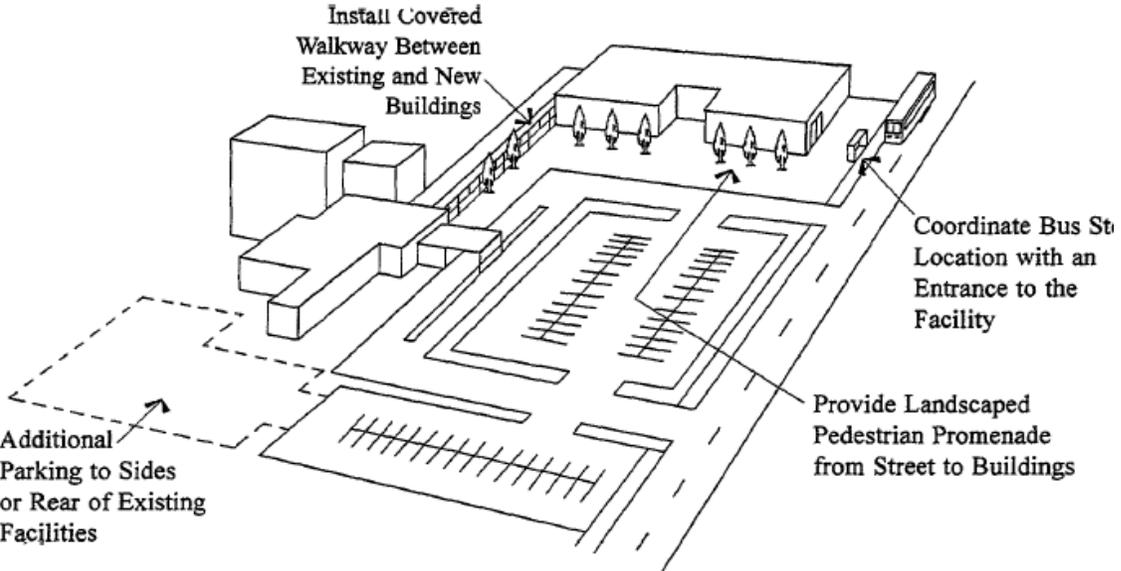
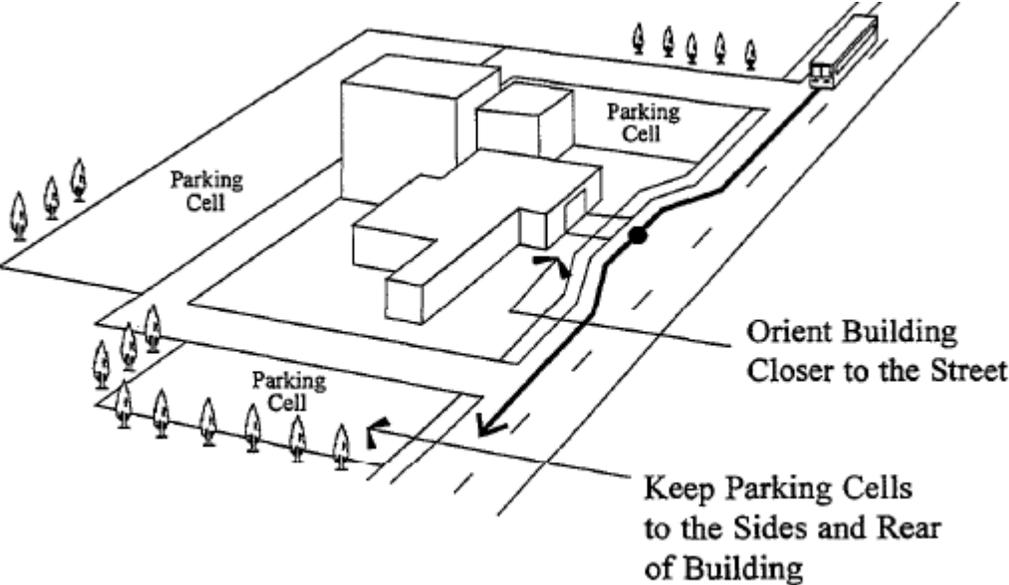
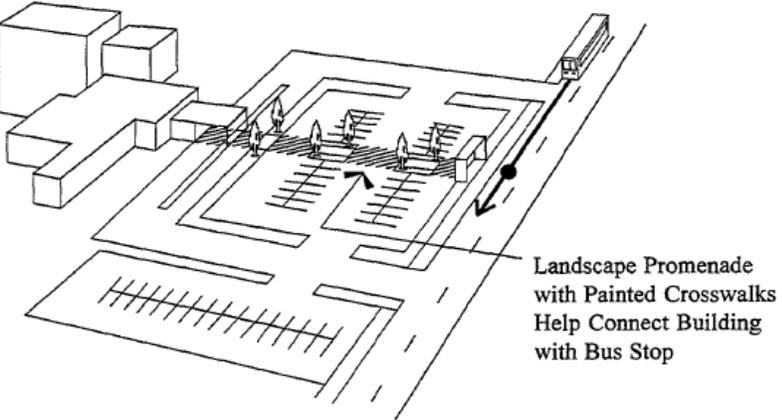
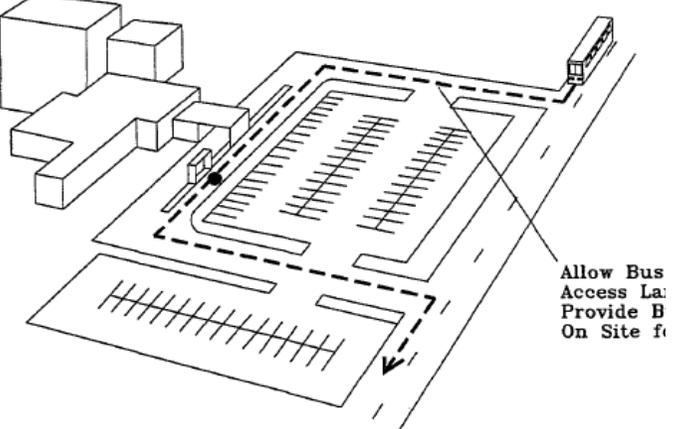
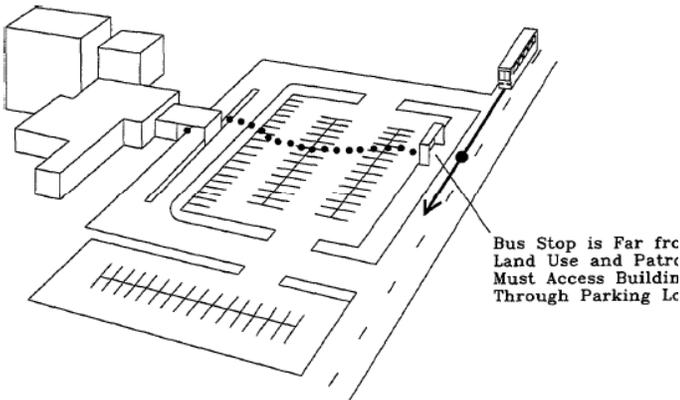


# Basic Requirement summary

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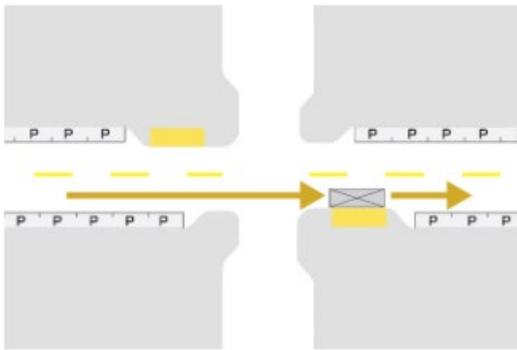
- Bus stop improvements are the agency's responsibility
- FTA Circular 4710.1
  - “where **practicable**, siting bus stops at locations that will permit construction of a boarding and alighting area...”
  - “to the extent that **construction** specifications are within the control of public entities...”
  - “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

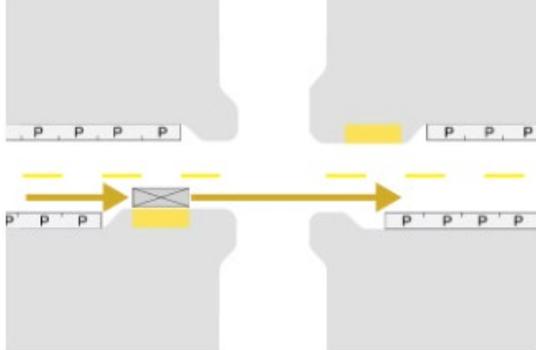


# Bus Stop: Streetside factors

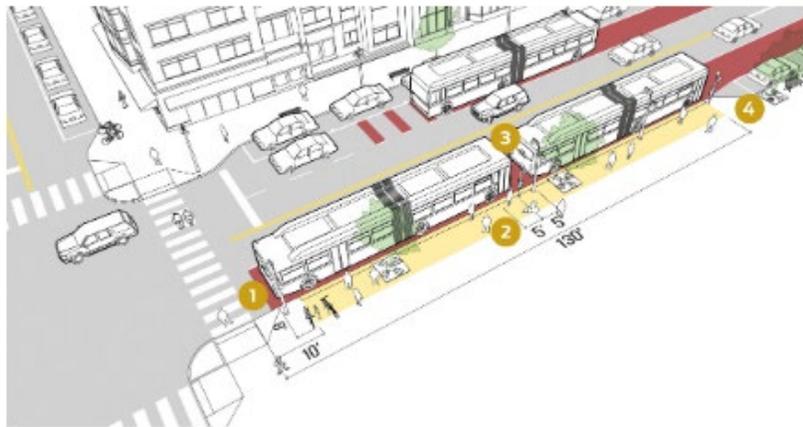
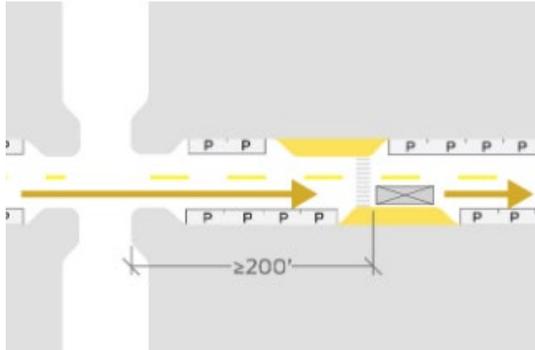
Far-Side, In-Lane Stop



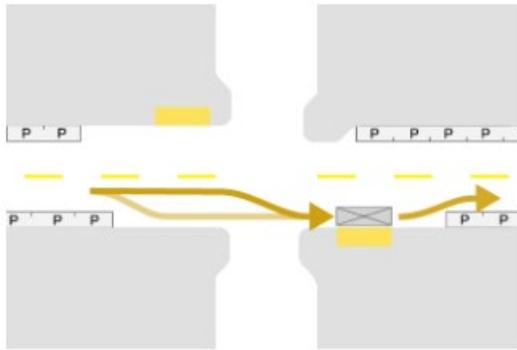
Near-Side, In-Lane Stop



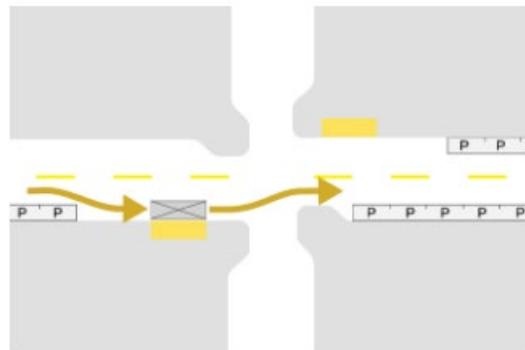
Mid-Block, In-Lane Stop



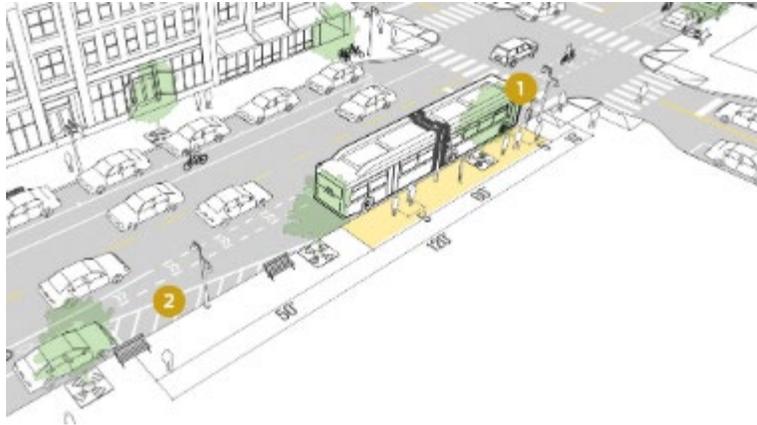
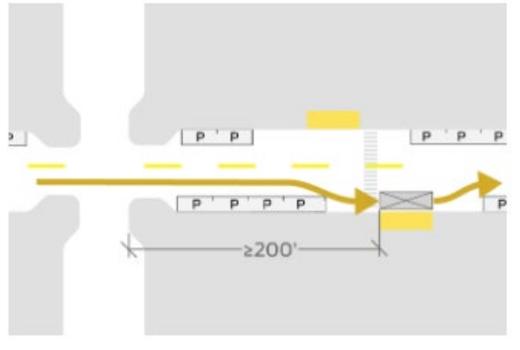
Far-Side, Pull-Out Stop



Near-Side, Pull-Out Stop

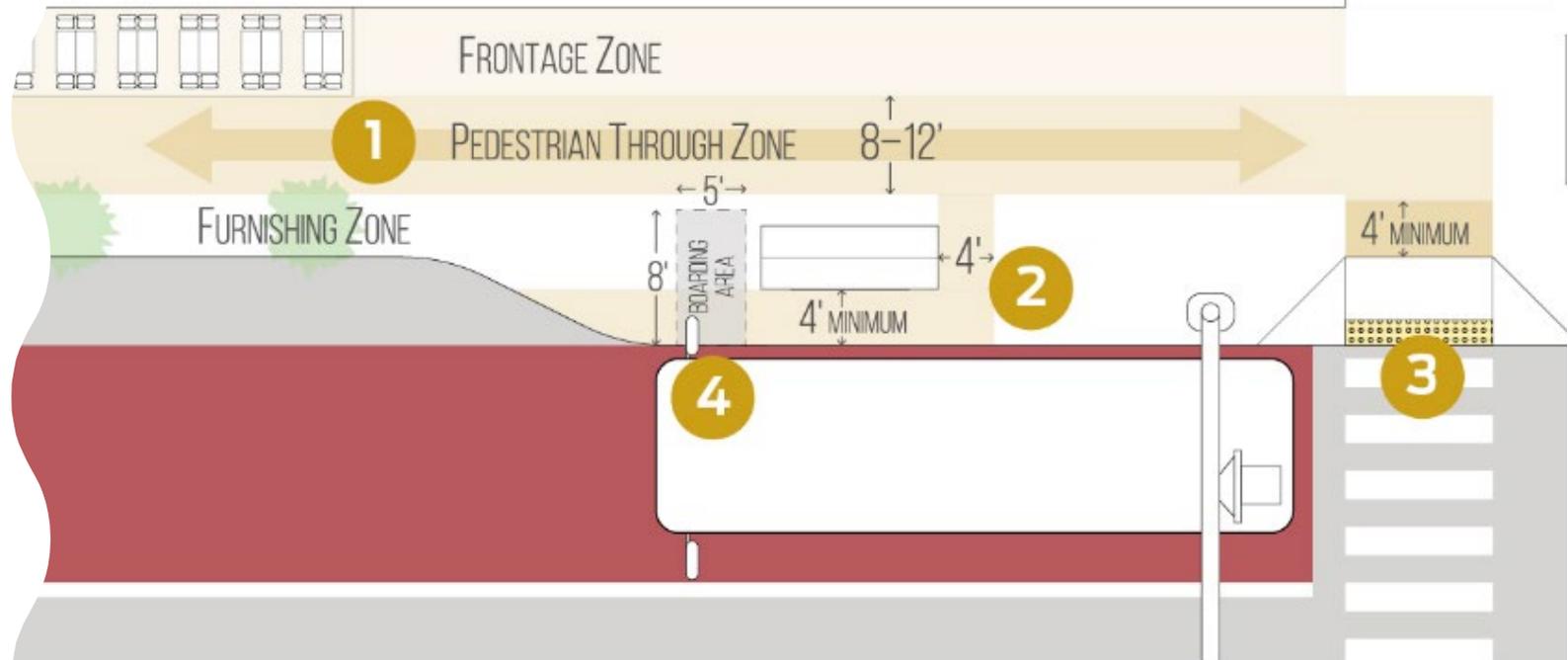


Mid-Block, Pull-Out Stop



# 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

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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](http://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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- CityBus
  - [srcity.org/CityBus](http://srcity.org/CityBus)
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