

PLACER BUS STOP FACILITIES ASSESSMENT AND IMPROVEMENT PLAN

FINAL BUS STOP IMPROVEMENT RECOMMENDATIONS MEMO

INTRODUCTION

This memo and accompanying Excel tables summarize the work completed for Task 6 – Bus Stop Improvement Recommendations for the Placer County Transportation Planning Agency’s (PCTPA) Bus Stop Facilities Assessment and Improvement Plan. This memo builds on the work completed for Task 2 – Bus Passenger Facility Data Collection and Inventory, Task 3 – Boarding and Alighting Data Analysis, Task 4 – Passenger and General Public Survey, and Task 5 – General Stop Design and Improvement Criteria to provide detailed recommendations for improving existing stops and implementing new stops according to the typology classifications provided in Task 5.

First, a review of the typology classification was conducted, along with recommendations for reclassification. Second, recommendations regarding modifications to the proposed location of new stops are outlined. Existing stops with major deficiencies are highlighted along with recommendations to address these deficiencies. Finally, prioritized lists of stop improvements are provided to bring stops up to the standards established in Task 5 based on their classification.

Task 5 - General Stop Design and Improvement Criteria Summary

A summary of the Task 5 classifications is provided below, while a more in-depth review of design criteria and classification methodology is provided in the Task 5 memo.

Potential amenities to be placed at bus stops include:

- Bus stop signage and mounting pole for passengers to identify stop locations
- Landing pad to facilitate the safe loading and unloading of passengers, especially those with mobility challenges
- Bench/seating to improve passenger comfort while waiting for the bus
- Lighting to ensure operators can see passengers waiting and improve passenger safety during nighttime hours
- Bus shelter to improve passenger comfort while waiting for the bus in adverse weather conditions
- System map to inform unfamiliar passengers how to utilize the bus system
- Trash cans to allow waiting passengers to dispose of garbage and maintain a clean waiting area which contributes to passenger comfort while waiting for buses and promotes a positive public image of transit
- Bike racks/lockers to encourage the use of bikes as a first and last mile solution to improve transit accessibility

- Security features such as security cameras, handrails on seating, enhanced lighting, and limited visual obstructions to improve passenger safety, and discourage misuse or vandalism of bus stops
- Real-time information includes electronic signage that allows passengers to view the expected arrival time of buses and receive information about service alerts
- Wayfinding signage includes signage that helps to inform passengers about pedestrian access to nearby amenities or transfer points
- Landscaping to improve passenger experience and comfort while waiting for buses
- Restrooms with keyed access for operators to improve employee comfort and improve on-time performance

Each bus stop category has recommended, preferred, and optional amenities associated with that classification. Recommended amenities are considered key components, while preferred and optional improvements should be considered as funding becomes available.

Category One

Category 1 stops are located in high-activity areas with strong existing ridership, dense population or employment, and frequent service across multiple routes and agencies. Because these stops are typically near major activity centers and generate high ridership, they should offer the most robust range of stop amenities and customer information, which are shown in Table 1.

TABLE 1: Category 1 Bus Stop Amenities		
Recommended	Preferred	Optional
Bus stop signage	Bike racks	Landscaping
Landing pad	Security features	Restrooms
Bench/seating	Real-time information	
Lighting	Wayfinding signage	
Bus shelter		
System map		
Trash can		

Category Two

Category 2 stops are located in high-ridership areas with either moderate population or job density, typically within medium-density residential, mixed-use, or community commercial settings. Due to their strong activity levels, these stops should offer a wide range of passenger information and amenities which are shown in Table 2.

TABLE 2: Category 2 Bus Stop Amenities

Recommended	Preferred	Optional
Bus stop signage	Bus shelter	Landscaping
Landing pad	Security features	Restrooms
Bench/seating	Bike racks	
Lighting		
System map or QR code		
Trash can		

Category Three

Category 3 stops are located in areas that exhibit at least one high-activity factor—ridership, population density, or job density. These stops should offer more information and amenities than the most basic stops, which are shown in Table 3.

TABLE 3: Category 3 Bus Stop Amenities

Recommended	Preferred	Optional
Bus stop signage	Lighting	Landscaping
Landing pad	Trash can	
Bench/seating		

Category Four

Category 4 stops are located in low-density areas with low to moderate ridership, population, and job activity. These stops have or expect the lowest ridership and service levels and should offer only basic passenger information and amenities as shown in Table 4.

TABLE 4: Category 4 Bus Stop Amenities

Recommended	Preferred	Optional
Bus stop signage	Trash can	Lighting
Landing pad	Bench/seating	

CATEGORY RECLASSIFICATION

As part of Task 5, all Placer County Transit (PCT) and Roseville Transit bus stops were classified into one of four categories based on factors such as existing ridership, population density, and job density. The list was then further refined to take into account ridership activity, nearby land uses, transfer opportunities, feedback from public outreach activities, and planned service changes from PCTPA's Short-Range Transit Plan (SRTP). Additional revisions were made to create uniform classifications for co-located stops used by both PCT and Roseville Transit.

Placer County Transit

- The PCT stop at **R St & Shamrock Ct (ID: 7017)** in Lincoln was reclassified from Category 1 to Category 3 because there is not sufficient space for higher level improvements and there is a nearby stop which is better suited for improvements. The nearby PCT stop at **3rd St & O St (Senior Complex) (ID: 7018)** was reclassified from Category 2 to Category 1 in place of the R Street stop listed above because it fronts a senior housing facility and hosts ample space for improvements. Another nearby PCT stop at **1st St & O St (ID: 7016)** was reclassified from Category 3 to Category 2 because it is also located nearby the R Street stop and fronts a school. Note that the SRTP recommends a longer loop of 1st and 3rd Streets which would lead to the R Street stop no longer being served.
- The PCT stop at **Louis Ln & Orlando Ave (ID: 1004)** in Roseville was reclassified from Category 2 to Category 1 for consistency, since this stop is co-located with the Roseville Transit stop at the **Louis Orlando Transfer Point (ID: 53000)** which was classified as a Category 1 stop. Collectively these stops serve as a major transfer point between PCT, Roseville Transit, and Sacramento Regional Transit.
- The PCT stop at **Roseville - Taylor Rd Park and Ride (Sunsplash) (ID: 6005)** was reclassified from Category 2 to Category 1 for consistency, since this stop is co-located with the Roseville Transit stop at **Taylor Rd (ID: 53235)** stop which was reclassified from Category 3 to Category 1. These collocated stops serve as a major commuter stop and survey feedback collected during Task 4 indicated that wayfinding signage would be beneficial for new riders, as it is not readily apparent where each agency stops and picks up.
- The PCT stops at **Sierra College WB (ID 1002)** and **Sierra College EB (ID 1005)** in Rocklin were reclassified from Category 3 to Category 2 as they are high ridership stops with the most direct transit access to Sierra College. Additionally, these are co-located stops that provide transfer opportunities between PCT and Roseville Transit.
- The PCT stop at **Target (ID 3010)** in North Auburn was reclassified from Category 3 to Category 2 due to its medium level boarding activity, and key activity centers nearby. Notable deficiencies were recorded at this stop during field collection as part of Task 2, as well as specific survey comments from Task 4 regarding lighting and cleanliness.
- The PCT stop at **Thunder Valley Casino (ID 2024)** was reclassified from Category 3 to Category 2 due to its high boarding activity and status as a major employer of service industry workers who are likely to have a higher reliance on transit.

- The PCT stop at **Colfax Depot (ID 4001)** was reclassified from Category 3 to Category 2 due to its medium level boarding activity and transfer opportunities with Amtrak.
- The PCT stop at **Lincon Park and Ride (New)** was reclassified from Category 4 to Category 2. This new stop was designed with ample parking and space for passenger amenities. Following the implementation of SRTP routing changes to PCT's Route 20 and Route 70, it is expected to be a primary transfer point between the two routes and the future RapidLink service.
- The PCT stops at **Pacific St & Sunset Blvd (NB) (ID: 2037)** and **Pacific St & Sunset Blvd (SB) (ID: 2009)** in Rocklin were reclassified from Category 4 to Category 3 due to stakeholder feedback as part of Task 4, modest boarding activity, and the presence of a key activity center (Walmart). Stakeholder feedback also indicated issues with the loading and unloading of wheelchairs at these stops due to curb height; however, they are standard 6" curbs. The southbound stop is located far from the crosswalk at Sunset Boulevard and may warrant pedestrian improvements, especially for those carrying groceries.

Roseville Transit

- As mentioned above in the PCT section, the stop at **Taylor Rd (ID: 53235)** was reclassified from Category 3 to Category 1 as this is a major stop for commuters. The survey from Task 4 indicated that many new passengers experience confusion about where each transit agency picks up. Wayfinding signage would provide more clarity for new riders.
- The Roseville Transit stop at **Pleasant Grove Blvd & Mahany Park and Ride Lot (NB) (ID: 53241)** was reclassified from Category 4 to Category 2, due to specific survey responses collected during Task 4 which indicated the waiting area at the stop was overcrowded to the point of creating pedestrian safety concerns.
- The Roseville Transit stop at **Pleasant Grove Blvd & Highland Pointe Dr (SB) (ID: 53278)** was reclassified from Category 3 to Category 2 to align with the category for the PCT stop at **Pleasant Grove Blvd before Highland Point Dr (New)**. These will be co-located stops that could utilize existing Roseville Transit infrastructure and offer transfer opportunities between agencies.
- The Roseville Transit stop at **Pleasant Grove Blvd & Camino Real Wy (EB) (ID: 53304)** was reclassified from Category 4 to Category 3 due to stakeholder feedback received during Task 4 and the presence of a senior housing facility.
- The Roseville Transit stop at **Pleasant Grove Blvd & Fiddymont Rd (EB) (ID: 53303)** was reclassified from Category 4 to Category 3 due to stakeholder feedback from Task 4 and the presence of a key activity center (CVS Pharmacy).
- The Roseville Transit stop at **Galleria at Roseville (ID: 53257)** was dropped from the typology classification as it is co-located with the PCT stop at **Roseville Galleria (ID: 1003)**. While previously served by Roseville Transit, this stop is now unused by the agency in favor of the stop at the **Galleria Transfer Point (ID: 53129)**. The two stops are located adjacent to each other with the stop that PCT serves located on Roseville Parkway, and the Roseville Transit stop located on Galleria Circle. The stops are connected by a short pedestrian walkway.

- The Roseville Transit stop at **Lead Hill Blvd & N Sunrise Ave (EB) (ID 53161)** was reclassified from Category 1 to Category 3. The stop at **Lead Hill Blvd & Rocky Ridge Dr (EB) (ID 53133)** is located a short distance away and both stops are served by Route L in the eastbound direction. It would not be the best use of resources to locate two Category 1 stops so close together unless they serve different routes. Stop 53133 provides more convenient access to the key destination (Walmart).
- The Roseville Transit stop at **Sierra Gardens Dr & Douglas Blvd (NB) (ID 53294)** was reclassified from Category 1 to Category 3. Sierra Gardens transfer point stops at **Sierra Gardens Dr & N Sunrise Ave (EB) (ID: 53163)** and **Sierra Gardens Dr & Santa Clara Dr (WB) (ID: 53295)**, which share westbound Route L service with stop 53294, are located a short distance away. As part of Task 5, all stops were classified as Category 1 stops. The latter stops provide more convenient transfers and have higher boarding activity.

NEW STOP SITING RECOMMENDATIONS

Some of the new stops proposed as part of SRTP recommendations may require modifications to the proposed site of the facility due to the need for significant infrastructure modifications to allow for safe service to the stop, pedestrian access, and space for passenger amenities. This could be challenging and it is recommended that alternative locations be reviewed.

Placer County Transit

LSC performed a desktop review of proposed PCT and Roseville Transit stops from the SRTP and propose the following recommendations:

- The PCT stops at **Park Dr after Solitude Way (New)** and **Park Dr after Big Sky Dr (New)** in Rocklin may be more appropriate to be located closer to the Park Dr intersection with King Pine Dr, and Sandy Trail Way where there is an existing crosswalk. The primary drawback would be that they would be located further from the major activity center. Both of these stops are recommended to be Category 1 stops that will facilitate transfers between the two Route 20 segments proposed in the SRTP. Desktop review indicates that the proposed location may lack the available space in the public right of way for many of the improvements associated with that category without modifying the roadway. The following stops are located near the Park Dr and Sunset Blvd intersection and may also have challenges:
 - The PCT stop at **Park Dr after Sunset Blvd @ McDonald's (New)** in Rocklin is recommended to be a Category 2 stop and is a very convenient stop location for access to key activity centers; however without roadway modifications it is likely that this stop may be difficult or unsafe to serve, as it would be located at the end of a short merge lane at a very busy intersection.
 - Across the street are two other proposed locations for new stops in the northbound direction both before and after the intersection. The stop at **Park Dr before Light Rock Creek Plaza Safeway (New)** is recommended to be a Category 2 stop and is proposed to be located before the intersection. While this provides convenient direct access to the primary activity center (Safeway), the stop would be in the turn lane of a very busy intersection impacting the flow of both vehicle and bike traffic. On the far side of the intersection, another stop is proposed at **Park Dr after Park @ AM/PM (New)**, another recommended Category 2 stop. While this location is less convenient since it is less than 500 feet from the other stop, it has a nearby crosswalk to safely access Safeway and has an existing pullout that could be used to service the stop with minimal impact to the flow of traffic. It is recommended that only one of these stops be carried forward to implementation with the latter being the preferred option.
 - The PCT stop at **Pleasant Grove Blvd before Fairway Dr (New)** in Roseville is a recommended Category 2 stop and is proposed to be located in the turn lane of a busy intersection, without significant roadway modifications. Immediately following the intersection is another proposed stop at **Pleasant Grove Blvd after Fairway Dr (New)**, also a recommended Category 2 stop, which is proposed to be located at the site of a

Roseville Transit stop that is slated to be removed from Roseville Transit service at **Pleasant Grove Blvd and Fairway Dr (ID: 53277)**. With a distance of less than 500 feet between the two proposed stop locations and existing stop infrastructure in place, it is recommended that only the existing stop ID 53277 be developed by PCT instead of constructing a new stop.

Roseville Transit

- The Roseville Transit stop at **Roseville Pkwy at Gibson Dr (New)**, a recommended Category 2 stop, is proposed to be located far from existing activity centers. This is only a short distance before another proposed stop at **Roseville Pkwy at Pleasant Grove Blvd (New)** also a recommended Category 2 stop. While activity centers near the aforementioned proposed stop may be developed in the future, another nearby opportunity for a stop along the Roseville Pkwy corridor exists in front of Sonrisa Senior Living. This may be preferable for passengers.

EXISTING STOPS OF CONCERN

Placer County Transit

- The PCT stop at **Venture at Lakeside (ID: 803)** in Lincoln, a recommended Category 4 facility, is currently located in a place where the sidewalk is separated from the roadway. While this provides a pleasant pedestrian experience, it is not conducive to boarding and alighting for those with mobility challenges. It may be a more effective use of resources to relocate this stop to Venture Dr prior to making the turn on Lakeside Dr to improve accessibility. Similarly, just down the street is a stop at **Lakeside Dr after Floradale Way/Cobblestone Dr (ID: 804)**, also a recommended Category 4 stop, which is also in a location where the sidewalk is separated from the roadway. Establishing the stop location closer to the intersection with Cobblestone Dr would allow for direct access to the sidewalk, while another option would be to provide a sidewalk connection from a future bus stop landing pad.
- The PCT stop at **7th St & C St (ID: 7024)** in Lincoln, a recommended Category 4 facility, is located along a stretch of roadway that generally does not have a sidewalk. There is a small stretch of sidewalk that connects to the roadway just down the street close to B Street. This may be a better location for this stop; another alternative would be to develop a continuous sidewalk along this stretch of roadway.
- The PCT stop at **Lincoln Blvd & Ferrari Ranch Rd (7011)**, a recommended Category 4 stop, is located along an undeveloped portion of Ferrari Ranch Rd and does not have a sidewalk fronting the stop. This is the closest stop to Safeway for those coming from points south. Similarly, the nearest southbound stop at **Ferrari Ranch Rd & Lincoln Blvd (ID: 7003)**, a recommended Category 4 stop, which would also be used to access Safeway, does not have sidewalk connectivity nor direct access to the metered crosswalk to cross Ferrari Ranch Rd. Limited alternative siting for these stops exist without significant rerouting. This intersection should be considered for pedestrian improvements; however, the active rail line located at the busy intersection may be a challenge to implementing improvements.

Roseville Transit

- The Roseville Transit stop at **Cirby Way & Cirby Hills Dr (WB) (ID: 53082)**, a recommended Category 3 stop, is recommended to be re-located closer to or after the intersection of Cirby Way and Cirby Hills Dr. The existing stop location has a very limited sight distance due to an overpass, and Cirby Way is a busy roadway with a 40 miles per hour speed limit. This is the closest stop to both the Placer County Health and Human Services Cirby Hills Drive office and the Roseville Kaiser Riverside Medical Center. Not only would re-locating this stop improve safety, but it would also provide more convenient access to these key activity centers. Recent changes to the Roseville Transit GTFIS feed make it appear that this adjustment may have already been implemented.
- The Roseville Transit stop at **Sunrise Ave & Conroy Ln (SB) (ID: 53078)**, a recommended Category 2 facility, is another stop that was noted for its potential to cause vehicular traffic safety issues. The stop, unlike others along this stretch of Sunrise Avenue, does not have a

dedicated bus pullout. The near proximity to a major Interstate 80 interchange contributes to many vehicles traveling at rates above the posted speed limits. Little to no space for stop improvements is available at this site, which is the closest stop to a high density of apartment housing and medical facilities. One potential solution would be to adjust the route slightly to do a short loop of Smith Ln and Conroy Ln where the stop could be relocated to a quiet roadway that would allow for safer service and a more pleasant passenger waiting experience.

Auburn Transit

- One survey response collected during Task 4 mentioned that some former Auburn Transit shelters, specifically the one at the intersection of **Auburn Folsom Road and Sacramento Street** in Auburn, were becoming an eyesore. Auburn Transit should consider removing shelters that are no longer served by their previous fixed-routes and have no plans to be served in the future. Unused shelters do provide signage to promote the Auburn OnDemand service; however, shelters that are no longer served by fixed-routes are more likely to face issues with unauthorized long-term occupancy or fall into a state of disrepair. Both of these factors have the potential to negatively impact the overall public image of transit in the region.

Stop Naming Convention Recommendations

- All operators should seek to have a standardized format for stop naming conventions published on their GTFS feed, which makes it easy for passengers to identify stops and seeks to avoid duplication of naming conventions for cross street stops. Stop names are recommended to have the following format:
 - “Street stop is located on” “at/&/before/after” “the nearest cross street on the same side of the street” “abbreviated direction bus is traveling in if there is a duplicate stop”
 - Examples of stop names that potentially cause confusion for passengers would be:
 - PCT: **Sunset Blvd & Springview Dr (ID: 2010)** may be difficult to identify for passengers because the cross street in the westbound direction that the bus is traveling is 3rd St. The stop would more appropriately be named **Sunset Blvd & 3rd St.**
 - Roseville Transit: **Galleria Bl & Antelope Creek Dr (NB) (ID: 53284)** and **Galleria Bl & Antelope Creek Dr (SB) (ID: 53308)** currently both display as **Galleria Bl & Antelope Creek Dr** on Google Maps following recent changes to the Roseville Transit GTFS feed and were more identifiable to passengers under the former naming conventions.

BUS STOP AMENITIES CONSIDERATIONS

The separate Excel file contains Tables 5 through 12 that provide the recommended improvements needed at each new and existing stop to meet the standards for the bus stop categories provided in Task 5. An X in the column indicates a recommended improvement to meet the standard for that stop category. Recommendations are also provided for multimodal improvements based on the availability of Class I or Class II bike facilities. As mentioned in the Task 5 memo, Category 1 stops should be prioritized first, followed by Category 2 stops and so on. It is recommended that bus stops be prioritized based on their sorted order within each bus stop category. Bus stops within each typology are sorted by:

- Stops that were identified as challenging or unrealistic to load or unload passengers with mobility devices (landing pad improvements)
- Existing boarding activity identified in Task 3
- Sub-category designation according to the five bus stop sub-categories identified in Task 5 which are prioritized in the following order:
 - Transfer stops: First due to their high use and benefits provided to all transit users
 - Equity area stops: Second due to the higher density of transit dependent populations
 - Key destination stops: Third due to the benefit to all transit riders; this is a broad category that ranges from high density apartment housing areas, senior facilities, grocery and other major retail stores, and libraries and government services offices that are likely origins or destinations for transit riders
 - School zone stops: Fourth due to the likely high transit use by student populations, and public benefit to students but relatively low benefit to other transit users
 - Commuter stops: Fifth due to the high use during the morning hours but low probability of users spending significant layover time waiting at the stop

It should be noted that an Americans with Disabilities Act (ADA) specific review of Placer County's bus stops has not been completed. Many of the stops may require upgrades that are not feasible to implement without significant roadway modifications, or right of way expansion. Field data collected in Task 2 does provide basic information like curb and sidewalk dimensions but did not record detailed information on slope angles or pavement gap widths that would be needed to meet legal compliance with ADA. A basic determination of whether a bus could realistically load or unload a passenger utilizing a mobility device without significant challenges was recorded.

Certain amenities such as security features, real time information, or wayfinding signage were not specifically collected as part of the on-site data collection effort from Task 2; therefore, it was assumed that these amenities are not present and corresponding recommendations were made in the Excel tables. Additionally, field data was not specifically collected for the presence of landscaping; data was collected regarding the likelihood of shade from either a shelter or landscaping. Recommendations for landscaping improvements focus on sites that were determined to not have existing shade available for waiting passengers. It is recommended that landscaping improvements be carefully considered so that they do not block the view of signage or negatively impact other passenger amenities in the future.

CONCLUSION

Top Priority Stops for Improvement

Based on the prioritization of stops by category and the ranking within each category described above, Table 13 presents the top ten priority stops for improvement for PCT and Roseville Transit. All listed stops are Category 1, with the exception of the PCT stop at **Sunset Blvd & Springview Dr (ID: 2010)** in Rocklin, which is classified as Category 2. This stop is included because only nine PCT stops are designated as Category 1 stops.

The level of improvement needed varies by stop. Some require only minor upgrades, such as the installation of a system map, while others, particularly new stops, will require a full range of amenity additions and improvements.

Summary of Improvements

As shown in Tables 5 through 12 in the separate Excel file, most Category 1, Category 2, and Category 3 stops for both systems will require improvements to meet the recommended stop amenities outlined in Tables 1–4, with PCT stops generally requiring more improvements than Roseville Transit stops. Just over half of the Category 4 stops for PCT will also require improvements to meet the recommended amenities. Among these, 23 stops require landing pads, which are a critical bus stop facility for individuals with mobility challenges. In contrast, less than a quarter of Category 4 stops in the Roseville Transit system require improvements to meet recommended amenities, and none require landing pad improvements.

Across both transit agencies and all stop categories, nearly all stops will require improvements to provide the preferred or optional amenities identified in Tables 1–4. Given limited resources, it is likely that recommended improvements will need to be prioritized over preferred and optional enhancements.

Tables 14 through 17 summarize the number of stops and amenity improvements required to meet the standards outlined in Tables 1–4. Table 18 provides a consolidated summary of the total number of stops and improvements needed across all stop categories, organized by recommended, preferred, and optional improvements.

TABLE 13: Top Ten Priority Improvements for Each Agency

Placer County Transit			Roseville Transit		
Stop ID	Stop Name	Recommended Improvements	Stop ID	Stop Name	Recommended Improvements
New	Park Dr after Big Sky Dr	Sign Landing pad Bench Shelter System map Trash can	53129	Galleria Transfer Point	Repair shelter
1003	Roseville Galleria	Replace bench Improve lighting Repair shelter System map	53336	Foothills Blvd & Main St (NB)	System map Trash can
2023	Twelve Bridges Library	System map	53133	Lead Hill Blvd & Rocky Ridge Dr (EB)	Bench Improve lighting Shelter System map Trash can
1001	Auburn / Nevada Station	Replace system map	53066	N Sunrise Ave & Eureka Rd (NB)	System map Trash can
1004	Louis Ln & Orlando Ave	System map	53067	N Sunrise Ave & Stone Point Dr (SB)	Bench System map Trash can
6005	Roseville - Taylor Rd Park and Ride (Sunsplash)	System map	53154	Junction Blvd & Country Club Dr (WB)	Bench Shelter System map Trash can
7018	3rd St & O St (Senior Complex)	Improve lighting System map Trash can	53005	Foothills Blvd & Main St (SB)	Bench Shelter System map Trash can
2016	Sunset Blvd & Pebble Creek Dr	Bench Shelter System map	53007	Foothills Blvd & Junction Blvd (NB)	Improve lighting System map Trash can
New	Park Dr after Solitude Way	Sign pole Sign Bench Improve lighting System map Trash can	New	Eureka Rd at Rocky Ridge Dr	Sign System map Trash can
2010	Sunset Blvd & Springview Dr	Landing pad Bench System map or QR code Trash can	New	Eureka Rd at Lead Hill Blvd	System map

TABLE 14: Category 1 Summary Table

	Placer County Transit	Roseville Transit
Number of stops ¹	9	18
Recommended Improvements		
Sign pole	1	1
Sign ²	2	3
Trim sign vegetation	0	0
Landing pad ³	1	0
Bench/seating ²	4	4
Lighting	3	4
Bus shelter ²	3	4
System map ²	9	11
Trash can	4	10
Preferred Improvements		
Bike racks	5	11
Security features ⁴	9	18
Real-time information ⁴	9	18
Wayfinding signage ⁴	9	18
Optional Improvements		
Landscaping	2	1
Restrooms ⁴	5	17
Bike and Pedestrian Improvements		
Bike lane ⁵	2	4
Crosswalk	2	3
Sidewalk	0	0

Note 1: Co-located stops are counted for each agency.

Note 2: Combined total of new and repair or replace facilities.

Note 3: Based on field data determination of if a mobility device could be loaded or unloaded without significant challenge rather than specific Americans with Disabilities Act requirements.

Note 4: Field data collection did not include these amenities, it has been assumed that they are not present unless it was recorded in notes.

Note 5: Reflects only locations that do not have Class I or Class II facilities. An assessment of Class III routes was not completed. Some stops recommended for bike lane improvements have only limited access to Class I or Class II bike facilities.

TABLE 15: Category 2 Summary Table

	Placer County Transit	Roseville Transit
Number of stops ¹	32	26
Recommended Improvements		
Sign pole	15	5
Sign ²	18	8
Trim sign vegetation	1	1
Landing pad ³	1	1
Bench/seating ²	21	18
Lighting	18	9
System map or QR code ^{2,4}	30	19
Trash can	26	21
Preferred Improvements		
Bus shelter ²	23	14
Bike racks	31	25
Security features ⁴	32	26
Optional Improvements		
Landscaping	8	3
Restrooms ⁴	31	26
Bike and Pedestrian Improvements		
Bike lane ⁵	1	8
Crosswalk	10	11
Sidewalk	1	1

Note 1: Co-located stops are counted for each agency.

Note 2: Combined total of new and repair or replace facilities.

Note 3: Based on field data determination of if a mobility device could be loaded or unloaded without significant challenge rather than specific Americans with Disabilities Act requirements.

Note 4: Field data collection did not include these amenities, it has been assumed that they are not present unless it was recorded in notes.

Note 5: Reflects only locations that do not have Class I or Class II facilities. An assessment of Class III routes was not completed. Some stops recommended for bike lane improvements have only limited access to Class I or Class II bike facilities.

TABLE 16: Category 3 Summary Table

	Placer County Transit	Roseville Transit
Number of stops ¹	33	70
Recommended Improvements		
Sign pole	6	6
Sign ²	18	14
Trim sign vegetation	1	6
Landing pad ³	3	0
Bench/seating ²	28	46
Preferred Improvements		
Lighting	18	26
Trash can	30	61
Optional Improvements		
Landscaping	16	14
Bike and Pedestrian Improvements		
Bike lane ⁴	3	12
Crosswalk	12	12
Sidewalk	1	0

Note 1: Co-located stops are counted for each agency.

Note 2: Combined total of new and repair or replace facilities.

Note 3: Based on field data determination of if a mobility device could be loaded or unloaded without significant challenge rather than specific Americans with Disabilities Act requirements.

Note 4: Reflects only locations that do not have Class I or Class II facilities. An assessment of Class III routes was not completed. Some stops recommended for bike lane improvements have only limited access to Class I or Class II bike facilities.

TABLE 17: Category 4 Summary Table

	Placer County Transit	Roseville Transit
Number of stops ¹	73	33
Recommended Improvements		
Sign pole	13	0
Sign ²	19	4
Trim sign vegetation	5	0
Landing pad ³	23	0
Preferred Improvements		
Bench/seating ²	69	24
Trash can	67	32
Optional Improvements		
Lighting	39	10
Bike and Pedestrian Improvements		
Bike lane ⁴	3	1
Crosswalk	48	14
Sidewalk	8	0

Note 1: Co-located stops are counted for each agency.

Note 2: Combined total of new and repair or replace facilities.

Note 3: Based on field data determination of if a mobility device could be loaded or unloaded without significant challenge rather than specific Americans with Disabilities Act requirements.

Note 4: Reflects only locations that do not have Class I or Class II facilities. An assessment of Class III routes was not completed. Some stops recommended for bike lane improvements have only limited access to Class I or Class II bike facilities.

TABLE 18: All Stops Summary Table

	Placer County Transit	Roseville Transit	Total
Number of stops ¹	147	147	294
Recommended Improvements			
Sign pole	35	12	47
Sign ²	57	29	86
Trim sign vegetation	7	7	14
Landing pad ³	28	1	29
Bench/seating ²	53	68	121
Lighting	21	13	34
Bus shelter ²	3	4	7
System map ²	39	30	69
Trash can	30	31	61
Preferred Improvements			
Bike racks	36	36	72
Security features ⁴	41	44	85
Real-time information ⁴	9	18	27
Wayfinding signage ⁴	9	18	27
Bench/seating ²	69	24	93
Lighting	18	26	44
Bus shelter ²	23	14	37
Trash can	97	93	190
Optional Improvements			
Landscaping	26	18	44
Restrooms ⁴	36	43	79
Lighting	39	10	49
Bike and Pedestrian Improvements			
Bike lane ⁵	9	25	34
Crosswalk	72	40	112
Sidewalk	10	1	11

Note 1: Co-located stops are counted for each agency.

Note 2: Combined total of new and repair or replace facilities.

Note 3: Based on field data determination of if a mobility device could be loaded or unloaded without significant challenge rather than specific Americans with Disabilities Act requirements.

Note 4: Field data collection did not include these amenities, it has been assumed that they are not present unless it was recorded in notes.

Note 5: Reflects only locations that do not have Class I or Class II facilities. An assessment of Class III routes was not completed. Some stops recommended for bike lane improvements have only limited access to Class I or Class II bike facilities.