

PLACER BUS STOP FACILITIES ASSESSMENT AND IMPROVEMENT PLAN

TASK 2 – BUS PASSENGER FACILITY DATA COLLECTION AND INVENTORY

INTRODUCTION

This memo and accompanying spreadsheet summarize the work completed for Task 2 – Bus Passenger Facility Data Collection and Inventory of the Placer County Transportation Planning Agency’s Bus Stop Facilities Assessment and Improvement Plan. Field data collection of Roseville Transit and Placer County Transit (PCT) bus stops was conducted to support decision-making regarding stop improvement priorities. Stop information, roadway characteristics, and the presence and condition of passenger amenities were recorded. Data was collected over seven days between September 16th, 2025, and September 30th, 2025. Stops that are planned for removal per recommendations in PCTPA’s Short-Range Transit Plan (SRTP) for each respective agency were not included in the data collection process. Locations for new stops along routing changes proposed in the recent SRTP were included in the analysis.

Data Matrices

Raw field data is presented in an Excel file, with sheets that include:

- Complete list of existing stops
- Complete list of new stops

Data is separated by transit operator. The data collected will be incorporated into Task 6 – Bus Stop Improvement Recommendations later in the project.

Data Explanation

The following is a key to abbreviations used in the raw data sheets:

- Presence of facilities are indicated with either
 - Y – Yes
 - N – No
- The condition of facilities was graded on an A-F Scale
 - A – Perfect condition
 - B – Good condition
 - C – Acceptable condition
 - D – Poor condition
 - F – Very poor condition
 - X – Not applicable
- In the bench section:

- SA – Stand-alone bench not located in a shelter
- Shelter – Indicates the bench is located within a shelter
- Size and seats are presented as “1 b| 3 ppl”
 - Indicating the stop has one bench with seating for three people
 - 7 X 14 pad indicates the size of concrete pad in feet available at the stop which appears to have been constructed for future bench or shelter installation.
- In the Pullout section:
 - Can the bus get out of the through travel lane?
 - Y – Yes
 - N – No
 - P – Partial
 - Material (what type of surface does the bus stop on)
 - A – Asphalt
 - C – Concrete
- In the sidewalk section
 - Width / Length
- Represents the size in feet of the sidewalk
 - Cont – Continuous (sidewalks run until the next intersection on both sides)
- Speed limits which were not immediately available are denoted by the assumed speed limit and a question mark.
- Level of ridership was assumed based on immediately available activity centers and observations of waiting passengers.
- Bike Facilities
 - Bike Path Type
 - X – No Bike Lane
 - 1 – Class 1: Multi-use bike path separated from roadway
 - 2 – Class 2: Bike Lane built into roadway
 - Note: Stops at intersections with different bike paths present have two entries
 - Bike Rack or Locker
- Presence and type of bicycle facility are noted.
 - # – Number of bikes that can be locked in or to each locker or rack is noted
- For existing stops, average daily boardings for each agency calculated as part of Task 3 – Boarding and Alighting Data Analysis are provided for each stop with available data.

Roseville Transit

Data was collected for 129 existing Roseville Transit stops, as well as 25 new stop locations. Many of Roseville’s roadways have been strategically planned to incorporate bus stops into the roadway design. Additionally, many of the new stops already have basic infrastructure including bus pullouts, and concrete pads for shelters or benches in place and ready for signage and other passenger amenities to be installed.

Primary deficiencies encountered that stand out are Cirby Wy & Cirby Hills Dr (WB) and Sunrise Ave & Conroy Ln (SB) where a lack of bus pullout combined with busy roadways and the presence of key activity centers could create issues. Many of Roseville Transit’s signs that have a southerly exposure are fading quickly, while in many cases the opposite side of the same sign can be in good condition. Three stops were identified that are currently missing from Roseville’s GTFS feed:

- Woodcreek Oaks Blvd & Horncastle Ave (NB)
- Riverside Ave & 6th ST (NB)
- Pleasant Grove & Fiddymont (WB)

Roseville Transit’s westbound stop at Sierra College along Rocklin Rd is digitally co-located with PCT stop ID: 1002, while the data collection list indicated this stop as Roseville Transit stop ID: 53309.

Additionally, one stop Pleasant Grove Blvd after Fairway Dr stop ID: 53277 is identified as a “remove” stop on the data collection list for Roseville Transit. This is also a proposed site for a new PCT stop data collection object ID: 169.

Placer County Transit

Field data was collected for 117 existing PCT stops, as well as 40 new stop locations. PCT’s stops are dispersed throughout Alta, Colfax, Auburn, Loomis, Rocklin, Lincoln, and Roseville. Each town has its own unique roadway, and bus stop characteristics. For example, many of the shelters in Auburn are wooden, keeping with the historical character of the town, while shelters in Rocklin and Lincoln have a more modern appearance. Primary deficiencies identified at PCT stops were mainly due to wear and tear of existing passenger amenities, as well as the lack of current or readable schedule information posted at stops. The following stops should be reviewed carefully for ADA improvements:

Auburn

- Nevada St (Theater) (ID: 3030)

Lincoln

- Nicolaus and Joiner (ID: 801)
- Venture at Lakeside (ID: 803), Lincoln
- Lakeside Dr after Floradale Way / Cobblestone Dr (ID 804)
- Lincoln Blvd & Ferrari Ranch Rd (ID: 7011)
- 1st St & I St (ID: 7014)
- 7th St & C St (ID: 7024)

- McBean Park Dr & E St (ID 7027)

Rocklin

- Sierra Meadows Dr & Chaparral Ct (AFM Rocklin Lanes) (ID: 2003)
- Sierra Meadows Dr & Pacific St (ID: 2004)
- Sunset Blvd & Springview Dr (ID: 2010)
- Sunset Blvd & Springview Dr (ID: 2036)
- Pacific St & Pine St (ID: 2040)

Unincorporated Placer County

- Atwood Rd (Drive In) (ID: 3005), (North Auburn)
- Richardson Dr & B Ave (ID: 3006), (North Auburn)
- Professional Dr at Fortune Ct (ID: 3011), (North Auburn)
- Education St & Professional Dr (ID: 3012), (North Auburn)
- Galena Dr & Quartz Dr (ID: 3015), (North Auburn)
- Sapphire Dr & Garnet Way (ID: 3016), (North Auburn)
- Chana Park (ID: 3017), (North Auburn)
- Richardson Dr & Dry Creek (ID 3018), (North Auburn)
- Dry Creek Rd at Dry Lake Ln (ID: 3019), (North Auburn)
- Bell Rd & County Center Dr (ID: 3023), (North Auburn)
- Atwood Rd & Corral Dr (ID: 3025), (North Auburn)
- Hwy 49 and Live Oak Ln (ID: 3028), (North Auburn)
- Nevada Way & Nevada St (ID: 3029), (North Auburn)
- Alta Store (ID: 4002), (Alta)
- Clipper Gap Park and Ride (ID: 6001), (Clipper Gap)
- Penryn Park and Ride (ID: 6002), (Penryn)

Offensive graffiti should be removed from shelters at:

Auburn

- Nevada St (Theater) (ID: 3002)
- Plaza Dr & Plaza Way (ID: 3022)

Additionally, some of the identified “new” stop locations may require minor modifications for safety reasons, or passenger comfort.