BUS STOP FACILITIES INVENTORY
FEBRUARY 2018

We make life better by connecting people to places, one ride at a time.

Golden Empire Transit District
1830 Golden State Avenue
Bakersfield, CA 93301
getbus.org
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## GOLDEN EMPIRE TRANSIT DISTRICT BOARD OF DIRECTORS

Cindy Parra, Chair, City of Bakersfield Representative  
Carlos Bello, Vice-Chair, City of Bakersfield Representative  
Jim Baldwin, County of Kern Representative  
James Hunter, At large Representative  
Evelyn Young Spath, County of Kern Representative  
Karen King, Chief Executive Officer
1. INTRODUCTION/SUMMARY

This report is an annual update, which summarizes the status of the District’s bus stops. It is intended to provide information for budget planning, which occurs during this part of the year as well as to provide an overall assessment of bus stops. The major objective therefore is to report conditions that can be analyzed and corrected as necessary so that passenger amenities can be increased.

The following is a brief summary of the bus stop inventory:

- Total number of bus stops: 1,024. Approximately 30 stops are shared with Kern Transit.
- Number of stops with passenger waiting shelters: 172
- Number of stops with benches: 427
- Percent of stops with No Parking: 74%
- Percent of stops in City of Bakersfield jurisdiction: 70%
- Percent of stops in County of Kern jurisdiction: 28%

As the first point of contact between the passenger and the transit service, the bus stop is a critical element in the District’s mission and vision statements and its overall goal of providing timely, safe, and convenient transportation. Transit is an integral part of livable communities. Specifically, the efficient placement of bus stops near major destinations and within easy access provides a viable transportation alternative to the automobile by making the entire transit trip shorter and more pleasant. Thus, the key to successful and productive integration of transit into the fabric of everyday community life includes the location and design of bus stops.

Bus stops are usually located along the street curb for direct, safe passenger access to and from the sidewalk, waiting and walking areas. Stops may be located either in the approach (nearside) or the exit (farside) of an intersection, or in midblock locations. Many factors influence the location of bus stops and the choice of nearside, farside, and midblock locations. These factors include availability of curb loading space, location of existing stops, convenience of passenger transfer, and proximity to passenger destinations. Equally significant are bus routing patterns (through, right, or left); the directions of intersecting streets (one-way versus two-way); the types of traffic controls (signals, stop, or yield); traffic volumes and turning movements; and the widths of sidewalks and roads.
The key players in bus stop facility location and design are as follows:

**Golden Empire Transit**- The transit agency is the primary provider of transit service.

**City & County Government**- The authority with jurisdiction over the streets and sidewalks in the transit service area is mostly the City of Bakersfield and County of Kern, but Caltrans is sometimes also involved.

**Developers**- Developers provide new construction and growth in the service area. Development may be either residential or commercial.

**Disability and Advocacy Groups**- Input from agencies whose clients rely on transit is an essential tool in identifying bus stop accessibility issues.

**Employers**- Employers and retail customers are potential transit riders. Employers benefit when their employees and customers can travel to work easily and efficiently.

**Neighborhood groups**- Neighborhood residents are potential consumers of transit service, and potential supporters of transit, whether they use the service or not. Amenities at stops, such as shelters and benches, may attract riders.

**Key destinations**- These are the trip generators (central business districts, schools, shopping areas, public buildings, medical facilities, etc.) for those who work at these locations, and for those who use the services provided at these locations.

While the individual priorities of these players may vary, they have the same interest in the potential benefit of bus stops with attractive and comfortable amenities. They are the stakeholders in bus stop facilities and design. The shelters, signs, benches, etc. at bus stops are among the most visible images of the transit district to the community and therefore play a vital role in public perception.

Bus passengers desire a comfortable place to wait for the bus. Providing an attractive, pleasant setting for the passenger waiting area is an important factor in attracting bus users. Important elements of a bus stop include:

- ADA Standards
- Protection from passing traffic
- Lighting & Security
- Paved surface
- Protection from the environment
- Seating or other street furniture
- Information about routes serving the stop
Following is a discussion of the current facilities at the District's bus stops.

2. MARKED STOPS

- Almost all of the District's stops are marked with signs, shelters, or benches. The few stops that may be unmarked are only temporarily unmarked due to repairs, such as a sign down. Bus stops are generally located 2-3 blocks along a route, except for Rapid Routes, where stops average one-half to one-third miles apart. Ideally, stops should be located at the far side of street intersections so that transit vehicles do not impede traffic flow. This standard is followed with the exception of special cases where traffic conditions or other circumstances require other configurations.

3. ACCESSIBLE STOPS

- Bus stops are a key link in the journey of a bus rider. For people with disabilities, inaccessible bus stops often represent the weak link in the system and can effectively prevent the use of fixed-route bus service. Physical, cognitive, and psychological barriers associated with bus stops can severely hamper bus ridership by the disabled community, thus limiting their mobility and potentially leading to increased paratransit costs.

- Bus stops are considered wheelchair-accessible when defined as a level, paved waiting area with access to and from the stop.

- Most inaccessible stops are located in unincorporated county areas, where there is a higher occurrence of unimproved areas.

- Myths of Bus Stop Accessibility

**Myth 1: Only a small percentage of the transit ridership will benefit from bus stop accessibility improvements.**
Accessibility improvements for people with disabilities enhance the usability of transit systems for all riders. For example, paving a grassy surface to serve as a bus stop landing pad provides a stable surface for waiting patrons; adequate lighting alleviates the security issues of using the bus after dark; and good information reduces ambiguity of the system. Accessibility improvements also benefit people with a range of disabilities, from physical conditions affecting mobility, stamina, sight, hearing and speech to other conditions, such as emotional illness and learning disorders. Such disabilities may or may not be evident to others. The percentage of the U.S. population affected by a condition that constitutes a disability under the Americans with Disabilities Act (ADA) is expected to increase over the coming decades, in part due to the growing elderly population. Additionally, transit users carrying packages or luggage, pushing children in strollers, or otherwise transporting items will also benefit from accessibility improvements.

Myth 2: Bus stop accessibility and safety improvements are not our responsibility.

As bus stops are located on the public right-of-way or on private property, transit agencies may not have jurisdiction to implement improvements. Though this may be the case, it is in the interest of the transit agency to work with its municipality, community and businesses on bus stop improvements. Bus stops advertise an image of the transit service and agency. Poorly maintained, unsafe, uninformative and inaccessible stops convey a poor image of the agency and discourage use. Rising paratransit costs are another reason bus stop safety and accessibility improvements are important. Providing an unobstructed landing pad, wayfinding signs, clear transit information at the eye level of a wheelchair user and other basic improvements can encourage some paratransit users to use fixed route transit, decreasing the agency’s paratransit costs. Transit agencies are required to provide accessible transit, and accessible bus stops are an integral part of an accessible system. Similarly, public works departments are required to construct accessible facilities and ensure program accessibility of existing facilities.

Myth 3: Once we have implemented bus stop accessibility improvements, the stop will always be accessible.

Though accessibility and safety improvements have been implemented, the stop may not meet standards indefinitely. Many factors may decrease accessibility and safety, including construction, unregulated placement of newspaper vending machines and poor maintenance. Stops should be regularly monitored to ensure that the stop is clear of obstructions.
**Myth 4: Each new stop must have a landing pad.**

New bus stops should be accessible to all patrons. Agencies are not required to install landing pads at all stops. Where landing pads are provided, they must comply with the ADA requirements. Fixed route bus stops should be located where there is a stable, level, raised and slip-resistant surface to facilitate boarding and alighting for all passengers. If this type of surface is not available at the location chosen for the bus stop, a landing pad should be installed.

**Myth 5: We can prohibit patrons with wheelchairs from boarding and alighting at stops that are not currently accessible.**

A transit agency may not legally prohibit the boarding and alighting of passengers with wheelchairs, unless the lift or ramp would be damaged if deployed, or if temporary conditions at the stop prevent any disembarkation. If the bus stop is located in an area where conditions would damage the lift, such as a steep slope, the driver should stop at a nearby safe location that has a stable surface.

The following map shows bus stops that are not paved and level.
4. SIGNS

Signs identify for the motorists, pedestrians, and the bus operator the precise location of a fixed route stop. The current design was implemented in 2012 when the fixed route system was revised.

- Current signs are shown above. An additional sign is attached to the Rapid Route stops, indicating that the Rapid Route (#21 or 22) stops here.

- All stops are identified with numbers and QR codes that coordinate with the District’s GPS system. Passengers are able to access real time information on bus arrivals for each stop. The GPS system also includes real time displays, such as the one shown below at the Downtown Transit Center.
5. INFORMATION TUBES

- Information tubes are mounted at eye level. A route map and timetable provide information for passengers waiting at key locations.

The following map shows tube locations and the number of tubes at those locations.

6. BENCHES

Benches provide comfort to waiting passengers and increase the attractiveness of the bus service, especially for those with mobility impairments. Patrons who
have difficulty standing will benefit from seating and will more likely use transit services. Below are pictures of typical benches used at the bus stops.

- Bus stop benches are provided for the convenience and comfort of bus passengers while they wait for their scheduled bus to arrive. GET provides installs, and maintains bus benches at bus stops. The District began purchasing its own benches in 1986.

- During 1994 the District began building its own benches with a new design that resulted in less vandalism and maintenance as well as cost savings. In 1997, the District installed recycled plastic benches, which have been very successful.

Following is a map of bench locations.
7. **SHELTERS**

Typical Shelter

Wal-Mart NW Promenade (Privately Owned)
Bus shelters are covered, semi-enclosed waiting areas with benches at bus stops. They offer protection from inclement weather conditions, provide for passenger comfort, and establish a transit presence within a local area. Following is a map of shelter locations in the urban area.
Most shelters are solar-lighted. The first District-purchased shelters were installed in 1986.

The District continues to encourage the private and public sector to plan for transit in their project designs. This results in saving public dollars and makes transit accessible when the development is complete.

Shelters should be installed at stop locations where:

- Passenger volumes exceed 40 boardings per day.
- Bus stops are located at major transfer points.
- Bus stops are located adjacent to schools, shopping, medical facilities, senior citizen housing, community and recreation centers, and disabled residents.

In cases where there is existing transit service and a new development is the dominant traffic generator, GET may consider the installation of a bus shelter as part of its site plan review. If a jurisdiction requires a developer to construct and install a bus shelter as part of a proposed development, the jurisdiction should consult with GET to determine the need for the shelter, and if there is a need, the developer must coordinate the installation with GET. As part of this process, GET must approve the bus shelter design to ensure it meets the proper design criteria and ADA requirements. This assures that if GET assumes responsibility for the maintenance of the shelter, costs and upkeep can be minimized. The enforcement of any requirements is the responsibility of the jurisdiction.

An analysis of bus stops with shelters was completed in order to review the number of boardings at sheltered stops. Since the Downtown Transit Center and the Southwest Transit Center have canopies, they were also included in the analysis. The analysis reveals that although only 17% of all stops are sheltered, a majority of daily boardings (59%) occur at sheltered stops, nearly 9,000 boardings per day. Therefore, most riders are boarding at stops that currently are sheltered.
Some stops have a significant number of boardings but do not have shelters due to space limitations. The following picture is an example of a stop (Mt. Vernon north of Niles northbound) that is heavily used but does not have a shelter due to limited space. This area is identified in the *Metropolitan Bakersfield Transit Center Study* as a potential Transit Center.

### 8. LIGHTING

Lighting affects bus patrons’ perception of safety and security at a bus stop, as well as the use of the site by non-bus patrons. Good lighting can enhance a waiting passenger’s sense of comfort and security.

Solar lighting was installed in 2012. Passengers push a button on the post and the light remains on for five minutes. Solar lights are also in bus shelters.
Solar lights at bus stops (above) on Wilson Rd. near Stine Rd. (left) and Cottonwood at Casa Loma (Right).

The following map shows locations of solar lights (excludes lighted shelters).
9. **TURNOUTS**

- A turnout is a specially constructed area separated from the travel lanes and off the normal section of a roadway that provides for the pick up and discharge of passengers. This design allows through traffic to flow freely without the obstruction of stopped buses. Turnouts are primarily on high-volume or high-speed roadways, such as suburban arterial roads. Seven turnouts are on existing routes. A bus turn-around was also completed on the Cal State campus in cooperation with university officials in 2000.

- The following turnouts are located on existing routes:
  - California/Stockdale, NE (Rts. 21, 47)
  - Cottonwood Village (Cottonwood Rd.) (Rt. 41)
  - Laval Rd. near Tejon Outlets (Rt. 92)
  - Mallview Rd. near Target (Rt. 41)
  - Northwest Promenade (West of Wal-Mart) (Rts. 61, 82, 84)
  - S. Union/Ming, NW (Rt. 44)
  - Stockdale/Buena Vista, NW (Rt. 82)
  - Stockdale/Buena Vista, SE (Rt. 82)
  - Wal-Mart Panama Lane (Rts. 41, 42, 47, 61, 62)

Bus turnouts are preferred at the farside of an intersection. A concrete bus pad is recommended at heavily used stops. While turnouts are advantageous to traffic circulation, they could make it difficult for buses to re-enter traffic. They should, therefore, be considered on a case-by-case basis whenever one or more of the following conditions are met:

- Traffic volume in the curb lane exceeds or is predicted to exceed 250 vehicles during the peak hour.
- Traffic speeds are greater than 40 miles per hour.
- Passenger boardings at a bus stop exceed or are predicted to exceed 20 per hour.
- Bus stops in the curb lane are prohibited.
- Right-of-way width is adequate to allow constructing the turnout without adversely affecting sidewalk pedestrian flow.

- The turnout should be placed near signalized intersections where the signal can create gaps in traffic.

- Locations where accidents occur frequently.

Lack of a turnout, as shown in the following picture (Ming Ave.), obstructs the free flow of traffic.

10. TRASH CONTAINERS

- There are over 200 trash containers installed at bus stops. Litter at stops became a major problem in the early 1980’s when a new state law prohibited food and drinks on public transit vehicles.
11. PARK AND RIDE FACILITIES

Park and Ride facilities are specially designated parking areas, often tied to transit or rideshare that potentially could serve bus, train, vanpool and car pool users to help them complete their trip. Major community and regional shopping centers and institutions such as hospitals, colleges, and universities are the best candidates for Park and Ride facilities. Some of these facilities are formal and maintained such as officially designated sites near freeways. Informal sites also exist on privately-owned properties.

The District’s first official Park and Ride lot was established in October 2008 in the Lowe’s Panama Lane lot when express route X-92 was initiated to provide service for IKEA and other employees of the Tejon Commerce Center near I-5 and Laval Road. In November 2008 the location was moved to a privately-owned property on Auto Mall Drive. A permanent site was chosen on McKee Road (south side) west of South H and opened in 2011 (Kern Delta Park and Ride shown below).

12. TRANSIT CENTERS

A transit center is a major hub served by several bus routes. There are currently three transit centers: Downtown, Southwest, and Bakersfield College. The
Downtown Transit Center located at Chester & 22nd Street, opened in 1987 and has 14 berths, all of which are used, including 2 berths for Kern Transit. The District operates 8 routes through this center, which also includes a customer information center. The Southwest Transit Center, located on the east side of Wible Road south of Ming Avenue, opened in 1994. Unlike the Downtown Center, this center does not have a customer information center and has only 7 berths. Due to its small size, 2 of the berths must be shared by more than one route. Six routes (9 buses) stop in the center. Routes 81 and 83 Half Moon must stop outside the center on Wible Rd. due to lack of space. The Bakersfield College Transit Center opened in March 2012 and has 8 berths. Six routes operate through the center as well as Kern Transit.
13. COMMUNITY PARTNERSHIPS

The District has been involved in many cooperative efforts to improve bus stops throughout the local community. The following are examples of community partnerships, both recent and past.

Bakersfield College: Bakersfield College was a key participant in the relocation project of the on-campus stop to the current location on Panorama Drive.

Bakersfield Heart Hospital: The developer purchased and installed a shelter at the hospital bus stop on Sillect Avenue.

CSUB: The University received funds ($140,000) to construct a bus turn-around and shelter pad. The District installed a new shelter. The District and CSUB have had a long history of cooperative efforts, dating to 1974 when the District funded the first campus shelter. On-campus bus stop improvements are planned.

Castle & Cooke: The developer constructed two bus shelters at The Marketplace.

City of Bakersfield: City staff has responded to requests to establish No Parking zones at stops. The Public Works Dept. constructed a new pad for a shelter relocation on Ming Ave. at Ashe Rd., southeast corner. There was also a relocation of a shelter on White Ln. eastbound east of Ashe Rd. District staff also provides the City Planning Department with comments and recommendations relative to site plans and tract maps. The Planning Department has included transit amenities as a condition of
approval for numerous projects. See Section 16 for projects completed under PTMISEA and TDA funding.

**Comprehensive Blood & Cancer Center (CBCC):** CBCC staff supported the establishment of a No Parking zone on Truxtun Plaza West so that service could be extended to serve CBCC. A shelter was installed by GET.

**Costco:** The developer constructed a pad and purchased and installed a shelter when Costco relocated to Rosedale Highway.

**Cottonwood Village Apartments:** The developer constructed a turnout on Cottonwood Rd. adjacent to this project (just north of Casa Loma) and the District installed a shelter.

**County of Kern:** County staff worked with the District at relocating the Foothill High School bus stop from an unpaved hazardous area on Eucalyptus Drive at Park Drive to a paved area on Foothill Drive. A No Parking zone was established. Other No Parking zones have also been established. A bus turnout was constructed adjacent to the Fairgrounds on S. Union & Ming, NW. A streetscape project was completed on N. Chester Ave. between Norris Rd. and China Grade Loop and passenger waiting pads large enough to accommodate future bus shelters were constructed. Sidewalks and curb cuts were constructed on Virginia Ave. between Washington and Oswell. Pedestrian improvements were also completed in the Oswell Frontage Rd. area on Route 46. See Section 16 for projects completed under PTMISEA and TDA funding.

**Department of Human Services:** The developer constructed a shelter pad on East California Avenue and the District installed a shelter.

**East Hills Mall:** The developer constructed concrete reinforcements at bus turn movement areas on Mallview Road and constructed a turnout. The District installed a shelter. The District constructed a new pad for the shelter at a location just east of the original site in 2001.

**Kern Medical:** Kern Medical constructed a shelter pad in a bus stop relocation project on Flower Street and demolished the former shelter. The District installed a new shelter.

**Kern Regional Center (KRC):** KRC relocated the bus stop to a more accessible location on Sillect Avenue, constructing a paved area and pathway. The District installed a bench. The District also constructed a shelter pad and installed a shelter across the street.
Mercy Hospital: A shelter pad was constructed by the hospital on Truxtun Avenue. The District installed a shelter.

NAPD Center: A new NAPD facility opened in 2017 in the Sillect Avenue area and a shelter was installed at a bus stop used by NAPD clients. NAPD hosted a media event with GET to increase awareness of the importance of bus stop accessibility.

Northwest Promenade: The developer (Jaco Oil) constructed a shelter and turnout. The District extended service to this site when Wal-Mart opened.

Omni Health Center (Bus Stop at White Ln & Lily): District staff worked with Omni to obtain a transit credit as outlined in the Bakersfield Municipal Code (see Section 15).

Ralph’s (Now closed) Stockdale: The developer constructed shelter pads on Stockdale Highway and California Avenue. The developer constructed a bus turnout on California Avenue. The District installed shelters at the two pads.

Starbucks (White Ln & Hughes): District staff worked with Starbucks to obtain a transit credit as outlined in the Bakersfield Municipal Code (see Section 15).

The Marketplace: The developer (Castle & Cooke) constructed two bus shelters. The District realigned service when The Marketplace opened to serve both shelters.

Tejon Ranch & IKEA: The District’s first official Park and Ride lot was established in order to provide an express route for employees of IKEA and other businesses at the Tejon Commerce Center in October 2008. Tejon Ranch and IKEA secured the location of the lot and the District responded by initiating route X-92. Tejon Ranch opened a permanent lot (Kern Delta Park and Ride) on McKee Rd. in 2011 and installed two bus shelters at the site. Tejon Ranch purchased additional shelters and installed them at the Tejon Commerce Center. Bus stops, including a turnout, were constructed at the Tejon Outlets.

Wal-Mart Panama Lane: The developer (Jaco Oil) constructed a bus stop and installed a shelter on-site.

14. MITIGATION MEASURES

The City and County Planning Departments have supported public transit by including air quality mitigation measures in proposed development plans. For
example, various Draft Negative Declarations for General Plan Amendment/Zone Changes recommend mitigation measures to reduce long term emissions. They state that “Specific bus turnouts and/or shelters shall be located at appropriate locations to serve residential sites within the project area in consultation with GET. The bus turnouts and/or shelters shall be planned by developers of the site within the project area and local transportation coordinating entities to encourage the efficient and practical use of public transit entities servicing the project area.” Other projects state that the Developer proposes to “Provide transit shelters/benches, signs, displays and turnouts (when local Transit Authorities incorporate the project into local transit routes).” The San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) has adopted Rule 9510, which applies to development projects relative to emission reductions. This rule requires applicants to provide on-site measures that reduce emissions. These measures are defined as any features that are incorporated into the project design that will avoid, minimize, or reduce or eliminate the project’s emissions.

SB 375 was signed into law on September 30, 2008 and requires that the Regional Transportation Plan (RTP) be updated so that resulting development patterns and supporting transportation networks can reduce greenhouse gas emissions by the amounts set by the California Air Resources Board. This law favors higher residential density patterns and will have a favorable impact on the inclusion of bus stop facilities in future developments.

15. TRANSIT CREDIT

The Bakersfield Municipal Code includes a Transit Credit as an incentive to reduce the amount of required parking in order to encourage transit usage. Except for the “central district” and properties zoned C-B and C-C, which already receive a fifty percent reduction under Section 17.58.120, required parking may be reduced by ten percent if there exists a transit facility as defined in Section 17.04.624 within one thousand feet of the front or main customer door of the building that is linked with an improved and paved pedestrian way (Section 17.58.055). “Transit facility” means a public use facility designed to provide access to public transportation services that may consist of single or multimodal functions, including but not limited to, bus, bus rapid transit, trolley, and light rail, and also contains buildings or structures that provide seating and weather protection for the public using said services (Ord. 4521 § 9, 2008). In 2015, Starbucks at Hughes Lane & White Lane purchased and installed a bus shelter on Hughes Lane northbound north of White Lane under this code. In 2016 Omni Health Center purchased and installed a bus shelter on White Lane eastbound at Lily.

16. BUS STOP IMPROVEMENTS

The Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) was created by Proposition 1B, the
Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the $19.925 billion available to Transportation, $3.6 billion dollars was allocated to PTMISEA to be available to transit operators over a ten-year period. PTMISEA funds ($600,000 locally) are being used to improve bus stops by creating paved waiting areas, accessible pathways, and shelter pads.

In addition to the improvements funded by PTMISEA, the District passed $1,000,000 of Transportation Development Act (TDA) funds to the City of Bakersfield and County of Kern to improve pavement and accessibility at bus stops.

The following locations were completed.

<table>
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<tr>
<th>PTMISEA FUNDED PROJECT- CITY LOCATIONS</th>
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<tr>
<td>34th westbound west of Union</td>
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<tr>
<td>Coffee/Willow Creek SW</td>
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<tr>
<td>Cottonwood/E Belle Terrace NE</td>
</tr>
<tr>
<td>E 4th/Union NE</td>
</tr>
<tr>
<td>E 4th/Union SE</td>
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<tr>
<td>Ming/South H NW</td>
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<tr>
<td>Mt Vernon/Bernard SW</td>
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<tr>
<td>Niles/Robinson NE</td>
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<tr>
<td>Oak/Palm SW</td>
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<tr>
<td>Office Park/Commercial Way SW</td>
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<tr>
<td>Panama Ln/Castleford SW</td>
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<tr>
<td>Panama Ln/Akers SE</td>
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<tr>
<td>Sillect @ #3600 (Community School)</td>
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<td>Sillect across from #3600</td>
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<tr>
<td>S Chester/Belle Terrace NE</td>
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<tr>
<td>S Chester/El Sereno NE</td>
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<tr>
<td>Truxton/Tulare, SW</td>
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<td>Wible/Alum SE</td>
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<tr>
<th>PTMISEA FUNDED PROJECT- COUNTY LOCATIONS</th>
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<tr>
<td>Columbus/Alta Vista NE</td>
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<tr>
<td>Mt Vernon/Virginia NE</td>
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<td>Mt Vernon/Virginia NW</td>
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<td>N Chester/China Grade NW</td>
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<tr>
<td>Rosedale/Allen SE</td>
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<td>Virginia/Mt Vernon NW</td>
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<td>Virginia/Mt Vernon SE</td>
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The City of Bakersfield will use remaining PTMISEA funds to construct bus berths on Wible Rd. near the Southwest Transit Center, which will eliminate the need to share 2 bus bays with 2 buses each in the transit center. A turnout will also be constructed on Ming Ave near Castro Lane adjacent to Valley Plaza. Additional TDA funds ($500,000) are being passed to the City of Bakersfield to improve stops at various locations, as shown in the following map.
Following are pictures of some of the PTMISEA locations that were improved.
Sillect Ave. northbound at NAPD-
**Before** completion of PTMISEA project.

Sillect Ave. northbound at NAPD-
**After** completion of PTMISEA project.

E. 4\textsuperscript{th} & Union, SE corner

Cottonwood & E. Belle Terrace NE

Truxtun/Tulare SE (**Before**)

**After**

**After**
Example of broken pavement at bus stop on Chester Ave. at California Ave., NE corner before it was improved.
Picture above shows a New Stine Rd. bus stop accessibility improvement.

Concrete & asphalt improvement at bus stop on White Lane east of New Stine.

17. NO PARKING ZONES
During the past few years, efforts have been made to increase the number of bus stops with No Parking zones. No Parking zones have increased by fifty-five percent in the past five years. Most stops within the City of Bakersfield jurisdiction have No Parking, and County of Kern Public Works staff is making efforts to make No Parking at bus stops in unincorporated areas.

18. BICYCLE FACILITIES

Bicycle storage facilities, such as bike racks, may be provided at bus stops for the convenience of bicyclists using transit. Designated storage facilities discourage bicycle riders from locking bikes onto the bus facilities or on an adjacent property. Proper storage of bicycles can reduce the amount of visual clutter and ensure a clear pathway.

A bike rack is located at the Downtown Transit Center but there are currently no bike storage facilities at bus stops. Potential bike storage areas are being identified. The following pictures show various types of facilities.

Bike Depot Shelter  Dero Bike Locker  Pocket Shelter  Bike Lid

19. CURRENT ISSUES

Vandalism

- Continuous vandalism of signs, benches, and shelters is a challenge and requires on-going maintenance.

Litter

- Litter at stops continues to be a challenge for the Maintenance Department, which empties trash containers each week. There is concern that some litter is not generated by riders, but comes from adjacent properties that use the trash containers for their own purposes. The cost associated with purchase of trash containers and litter removal is a serious concern. Litter at stops results in complaints and image problems.
Unpaved Waiting Areas

- Recycled plastic benches are replacing some wood benches. However, the recycled benches can only be installed at locations where they can be secured to the pavement. Therefore, recycled benches have not been installed at locations, which lack pavement. Unpaved waiting areas also create accessibility problems.

Shelters

- Patrons are requesting that additional shelters be installed. Additional shelters are planned to be purchased.

- At least fifteen shelters since 1986 were either destroyed or heavily damaged by vehicles colliding with them and had to be replaced.

Wheelchair and Lift Use Accessibility

- Accessibility improvements for people with disabilities enhance the usability of transit systems for all riders. Accessible bus stops are an integral part of an accessible system. Some stops, which are unpaved and/or not level (see below), cause wheelchair accessibility and lift use problems, especially in the unincorporated areas. The District has requested that these locations be improved by the appropriate jurisdiction.
Transit Centers

- There is not enough space at the Southwest Transit Center for additional buses. Some bus bays are currently shared by more than one route. PTMISEA funds will be used to construct bus berths on Wible Rd. near the Southwest Transit Center. Kern Regional Transit buses also stop in the Downtown Transit Center.

- An improved and upgraded bus stop area is planned for CSUB.

- There is a need for a future transit center in the vicinity of the Panama Lane Walmart.

Broken Pavement at Stops

- There is a lack of concrete pads at most stops, which contributes to frequent breaking of pavement (see following), creating potholes. Concrete bus pads are recommended for the most heavily used stops because they can withstand the weight of a bus better than asphalt bus pads. Concrete is stronger, more resistant to wheel rutting, and reduces maintenance costs. The City of Bakersfield completed a pavement reinforcement project in 2016 at several major stops which has reduced breaking of pavement. The City of Bakersfield and County of Kern have participated in improvement projects with TDA funds from the District.
Parking at Bus Stops

Parking restrictions should be placed at bus stops when parking is expected to impact bus service (see preceding picture). This can be achieved by painting the curb “red” and/or installing a “No Parking” sign at the bus stop. The lack of parking restrictions impacts bus service, sight distances, and passenger access. Current issues include:

- Buses may have to double park when they stop to pick up or drop off passengers, which interferes with traffic movement.
- Passengers may have to maneuver between parked vehicles when they board or deboard, which may contribute to hazardous environments that endanger them.
- The restrictions prevent the buses from accessing the curb and sidewalk area to pick up or drop off passengers. This is especially a problem for those who need to use the lifts.
- Lack of enforcement of No Parking at some locations.

Use of Bus Shelters & Benches by Transients and Homeless

- Occupation of bus shelters and benches by transients and homeless persons has become an increasing issue, leading to litter and concerns from riders and adjacent property owners.

Lighting

- Vandalism of solar lights as well as malfunctions poses a challenge for Maintenance,
### 20. TABLES/GRAPHS

#### FACILITIES AT BUS STOPS - TOTALS

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Current</th>
<th>Feb 2017</th>
<th>% Change</th>
</tr>
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<tbody>
<tr>
<td>SIGNS</td>
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<tr>
<td>GET-OWNED WOOD BENCHES</td>
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<td>PAINTED-ONLY CURBS</td>
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<tr>
<td>GET-OWNED TRASH CANS</td>
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<td>NON-GET TRASH CANS</td>
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<td>TRANSIT TUBES</td>
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<td>TRANSIT CENTERS</td>
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<tr>
<td>SOLAR LIGHTS</td>
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<td>-1</td>
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#### TOTALS

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Current</th>
<th>Feb 2017</th>
<th>% Change</th>
</tr>
</thead>
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<tr>
<td>SIGNS</td>
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<td>BENCHES</td>
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<td>SHELTERS</td>
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<td>129</td>
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</tr>
<tr>
<td>SOLAR LIGHTS</td>
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<td>87</td>
<td>-1</td>
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#### STOP CHARACTERISTICS

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<tr>
<th>Characteristic</th>
<th>Current</th>
<th>Feb 2017</th>
<th>% Change</th>
<th>% of Total</th>
<th>% of Previous</th>
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<tr>
<td># Stops in State Jurisdiction</td>
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<td>1017</td>
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<tr>
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<td>753</td>
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<tr>
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<td>99%</td>
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<tr>
<td>TOTAL # STOPS WITH SHELTERS</td>
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<td>161</td>
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<td>16%</td>
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<tr>
<td>TOTAL # STOPS WITH BENCHES</td>
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<td>419</td>
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<tr>
<td>TOTAL # STOPS WITH TRASH CANS</td>
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<td>232</td>
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<td>23%</td>
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<tr>
<td>TOTAL # STOPS WITH INFO TUBES</td>
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<td>110</td>
<td>-1</td>
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<td>11%</td>
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<tr>
<td>TOTAL # STOPS WITH SOLAR LIGHTS</td>
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<td>9%</td>
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<tr>
<td>TOTAL # UNMARKED STOPS</td>
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<td>4</td>
<td>-75%</td>
<td>0%</td>
<td>0%</td>
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Downtown Transit Center Route Locations
GLOSSARY

**Accessibility** — (1) The extent to which facilities are barrier free and useable by disabled persons, including wheelchair users. (2) A measure of the ability or ease of all people to travel among various origins and destinations.

**ADA (Americans with Disabilities Act of 1990)** — The law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

**Bike rack** — A piece of equipment on which a bicycle can be stored. Bike racks can be installed at bus stops, transit centers, and on buses. Front-mounted racks are available on all 40-foot District buses.

**Bus Bay** — Bus berthing area in a facility such as a transit center or rail station.

**Bus Lane** — A lane of roadway intended primarily for use by buses, either all day or during specified periods.

**Synonym:** *Transit Priority Lane*

**Bus Shelter** — Refers to a shelter for riders to wait for the bus, a canopy area with bench seating. In addition, most shelters include solar lighting.

**Bus Stop** — A curbside place where passengers board or alight transit. Bus stops are located at the near side or far side of an intersection or midblock.

**Bus Shelter** — A structure installed near a bus stop to provide seating and protection from the weather for the convenience of waiting passengers.

**Bus Turnout** — Cutout in the roadside to permit a transit vehicle to dwell at a curb.

**Busway** — A special roadway designed for exclusive use by buses. It may be constructed at, above, or below grade and may be located in separate rights-of-way or within highway corridors.

**HOV Lane** — A traffic lane in a street or highway reserved for high occupancy vehicles, which may include two person vehicles in some applications.

**Intermodal Facility** — A building or site specifically designed to accommodate the meeting of two or more transit modes of travel.
**Kiss and Ride** — A place where commuters are driven and left at a station to board a public transportation vehicle.

**Park-and-Ride** — A parking area for automobile drivers who then board vehicles, shuttles or carpools from these locations.

**Passenger Waiting Pad** — Bus stop pads are paved areas located at bus stops. They can be constructed adjacent to an existing paved area to provide additional room for benches or shelters. The pad must be connected to streets, sidewalks, or pedestrian paths by an accessible route.

**Transit Center** — A fixed location where passengers transfer from one route to another.