MST
MONTEREY-SALINAS TRANSIT

MST Designing for Transit Guideline and ADA Analysis

TAMC Bicycle & Pedestrian Facilities Advisory Committee (BPC)

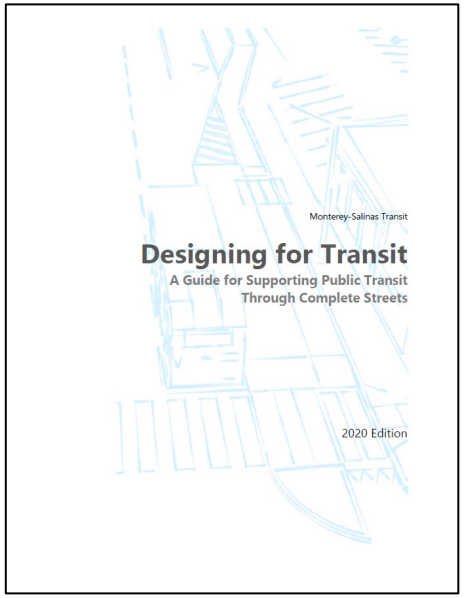
November 4, 2026

Meeting Purpose and Agenda

1. Project Progress Update
2. Bus Stop Inventory & Existing Conditions
3. Improvement Priorities
4. Round 1 Outreach & In-Reach Findings
5. Designing for Transit Guidelines
6. Next Steps

Project Overview

- Conduct ADA assessments of 900+ active bus stops within MST's service area to evaluate accessibility and identify improvement needs.
- Update MST's 2020 Designing for Transit Manual to provide updated bus stop design guidance and standards.



Funding: Caltrans Sustainable Transportation Planning Grant

Project Schedule

WE ARE HERE

Task	2026 Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2027 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1. Existing Conditions																		
2. Analysis																		
3. Public Outreach																		
4. Advisory Committee Meeting																		
5. Draft and Final Plan																		
6. Board Review and Approval																		

Outreach Activity

Stakeholder Meeting

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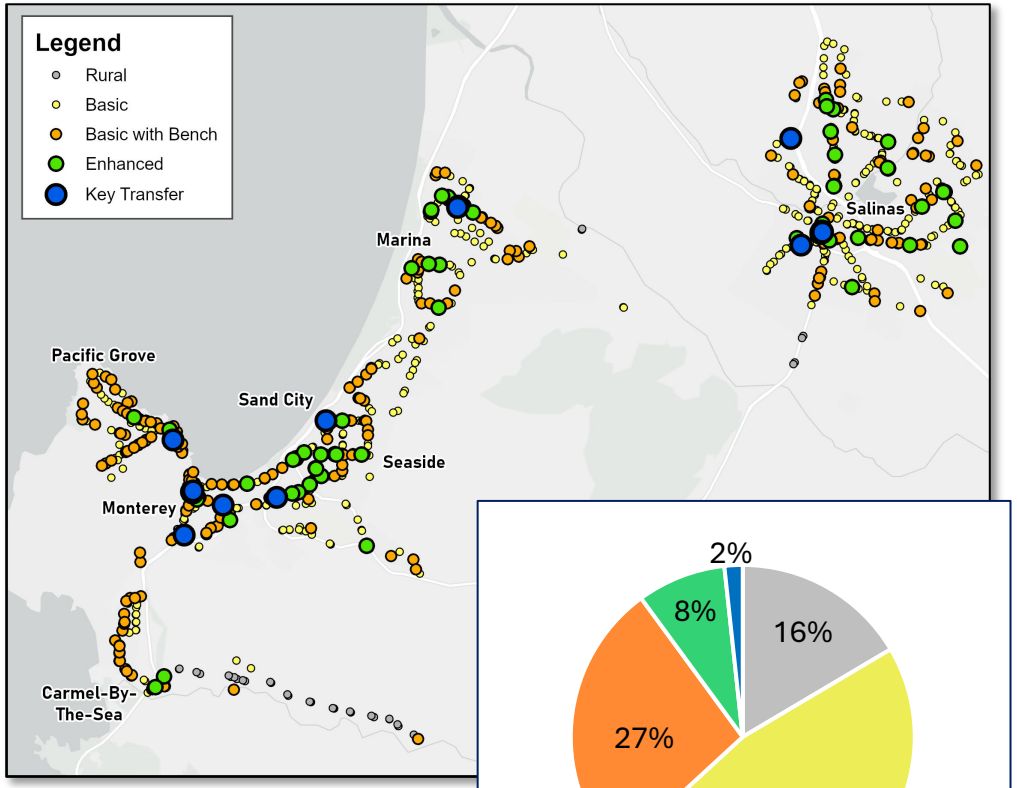
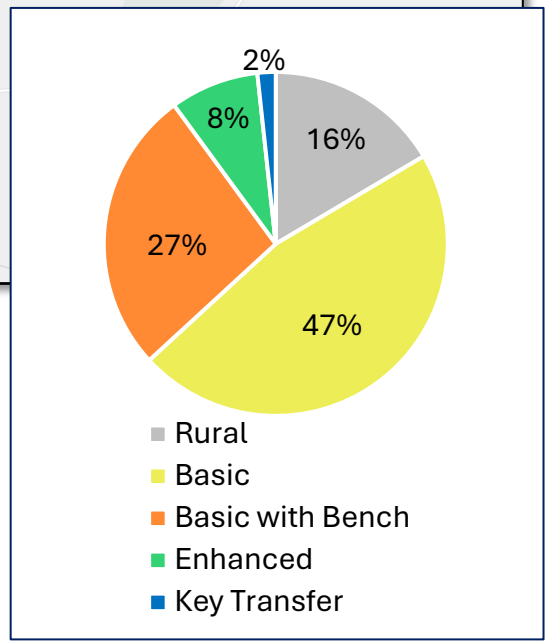
Bus Stop Inventory Overview

Bus Stop Inventory Overview

- Surveyed a total of **947 bus stops**.
- **Seating:** Bench availability (**41%**)
- **Shelters:** Shelter coverage (**15%**) is more limited and concentrated at higher-ridership stops and key downtown locations, highlighting opportunities along major corridors.
- **Lighting:** Lighting is available at **44% of stops**





Bus Stop Inventory

- **Stop Conditions:** Many issues are site-specific and may be addressed through targeted maintenance or repairs, including vegetation clearing, signage updates, and amenity repairs.
- **Accessibility** identified as the primary area for improvement.
  - **Accessible Path of Travel:** The largest systemwide challenge, with steep grades, sidewalk obstructions, and narrow sidewalks affecting access.
  - **Boarding Areas:** More than half of stops have a sidewalk but lack a dedicated wheelchair landing pad.
  - **Intersection Access:** Some locations lack curb cuts at one or more intersection corners, creating barriers to accessible access.

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Improvements & Prioritization Findings

Improvements and Prioritization Process

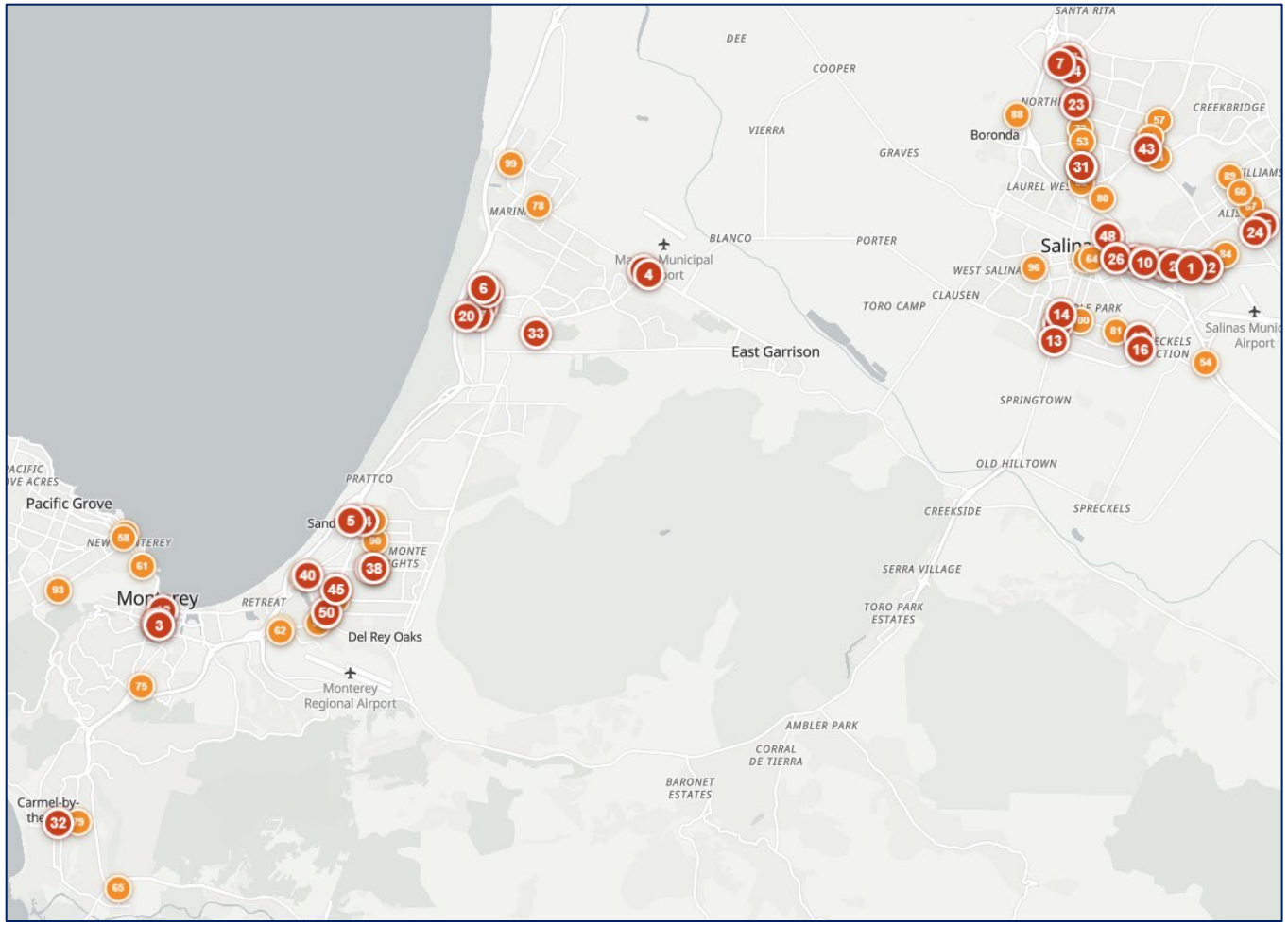
1. Define Bus Stop Typologies
2. Classify Existing Bus Stops Into Typologies Using Amenities
3. Determine Target Bus Stop Typologies Using Context Criteria
4. Identify Gaps and Recommend Improvements for All Stops
5. Prioritize Bus Stops for Conceptual Design and Costing

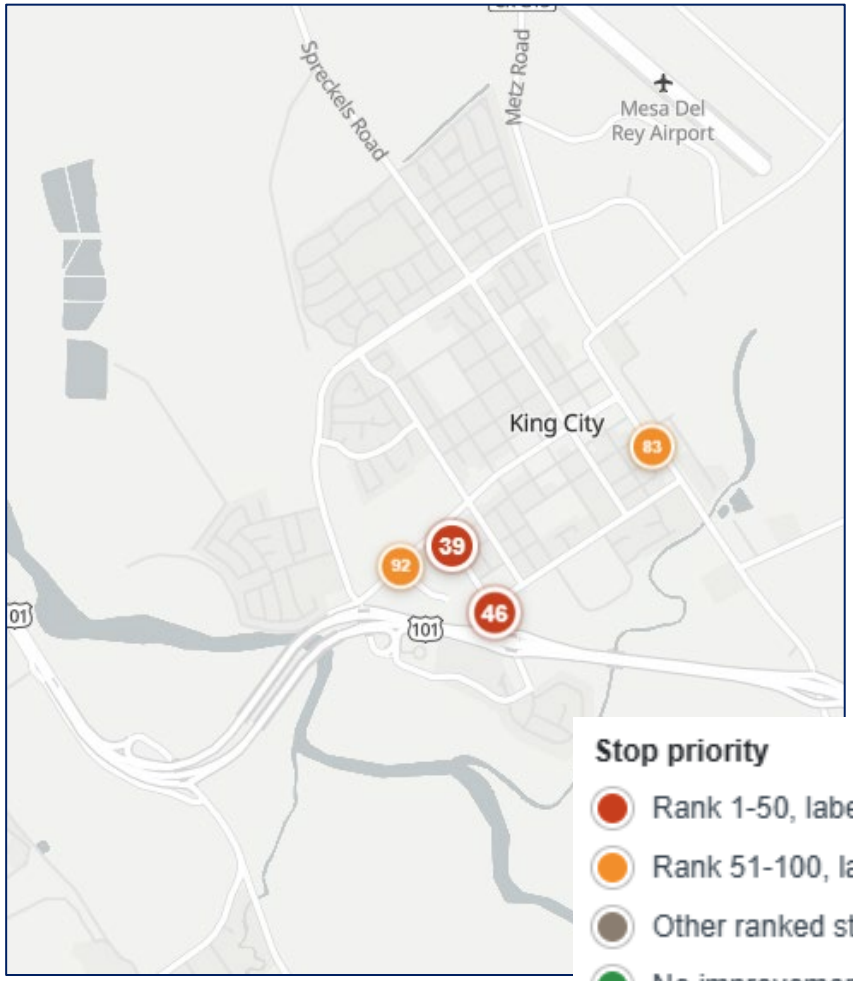
Prioritization Criteria

Criterion	Application	Weight
Ridership	Stops ranked by average weekday boardings; higher ridership stops received greater priority	3
Equity	Stops located within **CalEnviroScreen disadvantaged communities** receive greater priority	2
Service Level	Bus stops served by higher-frequency routes receive greater priority	2
Community Input	Direct feedback identifying stop access issues or requests for improvements was considered	1
Connectivity	Stops serving transfers between multiple routes or modes receive greater priority	1
Community Destinations*	Stops located within **½ miles of key points of interest** receive greater priority	1

**Community destinations include shopping malls, dense urban cores, hospitals and healthcare facilities, community resources (e.g., social services, government offices, major landmarks, and major parks), libraries, universities and higher education institutions, and middle schools, high schools, and adult education centers.*

Prioritized Locations Overview





Stop priority

- Rank 1-50, labeled by rank
- Rank 51-100, labeled by rank
- Other ranked stops
- No improvements needed
- Excluded stops

TAC Discussion Topic

1. How well do the proposed priorities reflect the needs of people walking and biking to access transit? Are there any key considerations we should keep in mind?

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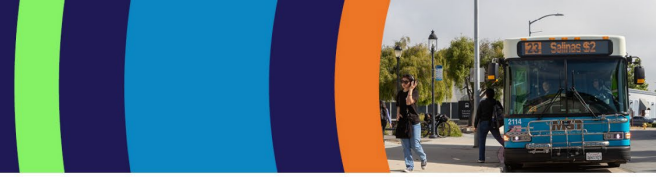
Outreach & In-Reach Round 1 Findings



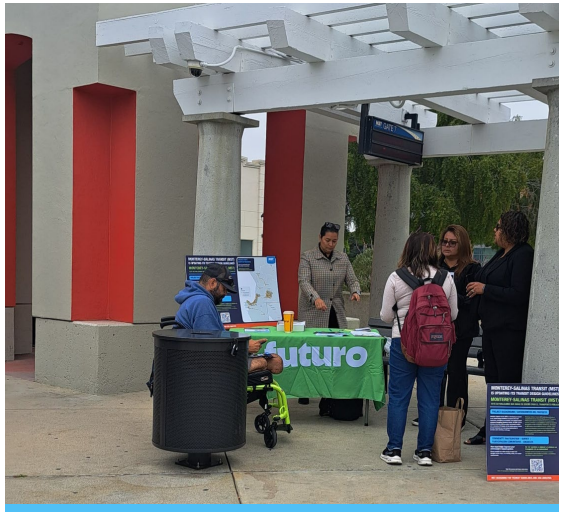
Outreach Round 1 Recap

Took place in July 2026

Pop-Up Events

- **10 Pop-Up Events** | Across **8 community locations**
- **33 Hours engaging with the Community** | Created for direct, face-to-face engagement with **515 people**
- **242 In-Person Surveys Collected** | Capturing community input on transportation needs and priorities

Key takeaway: Well-received by community members, with open conversations and firsthand feedback supported by approachable staff, engaging materials, and multiple survey options.



Salinas Transit Center

Gonzales Community Center

Sand City Station

Mee Memorial Hospital

Outreach Round 1 Recap

Stops and Amenities Mentioned

- **143 stops** were specifically mentioned by respondents between the interactive map and survey
  - 127 stops have mentions of needing amenity improvements
  - 48 stops have mentions of access challenges
- **Top requests:**
  1. Shelter and weather protection
  2. Seating
  3. Safety, security, and enforcement
  4. Cleanliness and maintenance
  5. Accessibility (ramps and sidewalks)

Most Frequently Mentioned Stops

Stop Name	Number of Mentions
Monterey Transit Plaza	28
Salinas Transit Center	7
Watsonville Transit Center	6
Beach / Walmart	4
Playa / Sand City Station	4
Reservation / Imjin	4

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Designing for Transit Guidelines Approach

Designing for Transit Guidelines Approach

A practical, consistent design toolkit for MST and its agency partners

Modernize Standard

- Incorporate industry standards, peer agency best practices, and MST service needs
- Update bus stop design and ADA signage standards

Define Design Solutions

- Bus stop placement, roadway context, and typologies
- Stop pads, amenities, bike facilities, and accessibility
- Guidance for constrained sites and transit vehicle turning needs

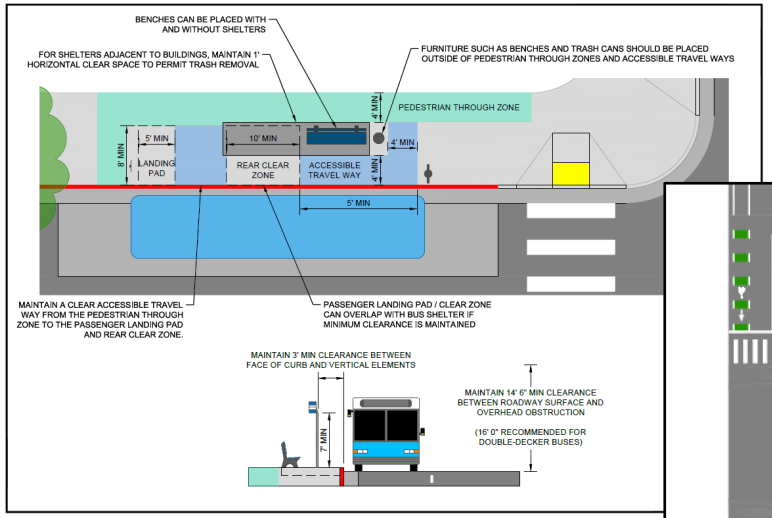
Strengthen Partner Coordination

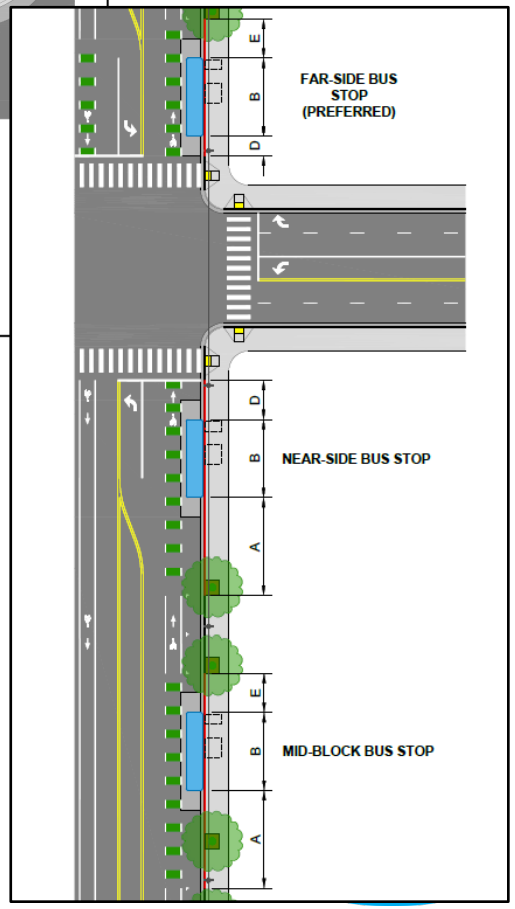
- Support development review and early coordination
- Integrate transit needs into roadway design and construction
- Improve coordination for detours and temporary stop relocations

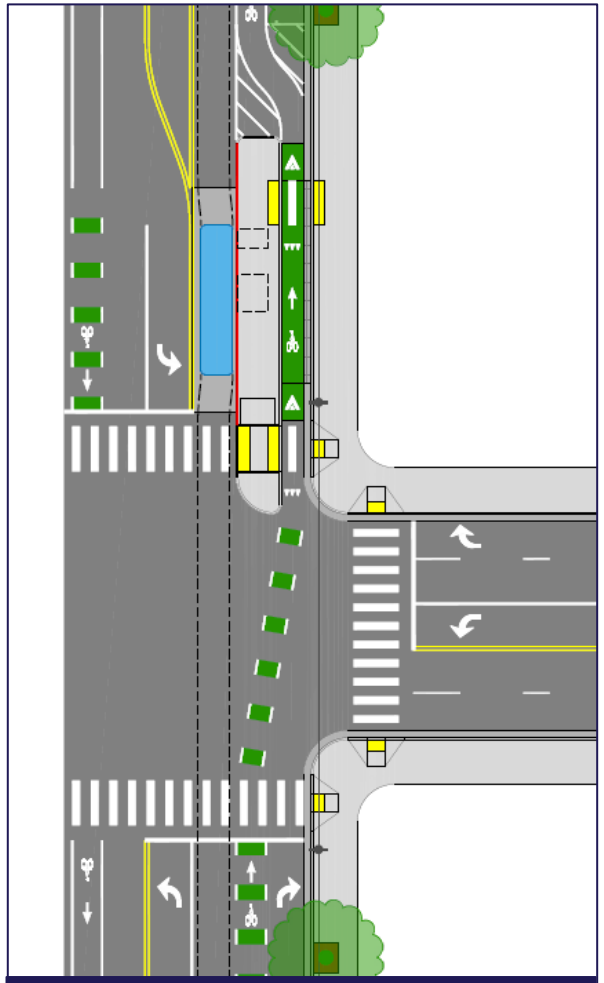
Designing for Transit Guidelines Progress

Developing 16 updated design standard exhibits to provide consistent, practical guidance for bus stop design and transit-supportive improvements.

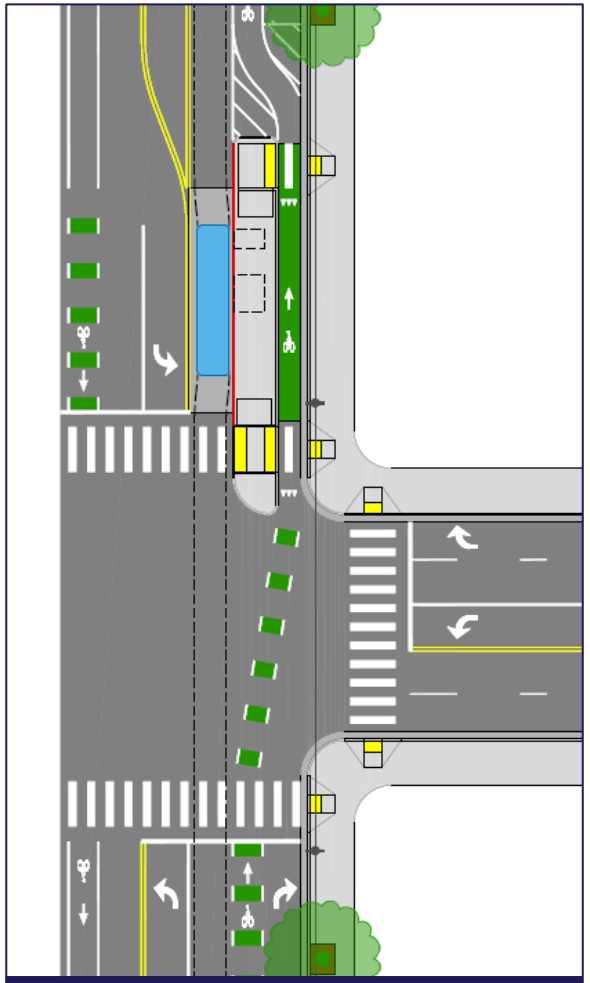
- **Bus Stop Design**: Placement, roadway configurations, and stop typologies
- **Amenities and Accessibility**: Passenger amenities and ADA design requirements for active transportation
- **Transit Improvements**: Transit-supportive roadway treatments such as queue jump and TSP
- **Vehicle Design Templates**: Turning movement templates tailored to the MST fleet, including new roundabout design requirements



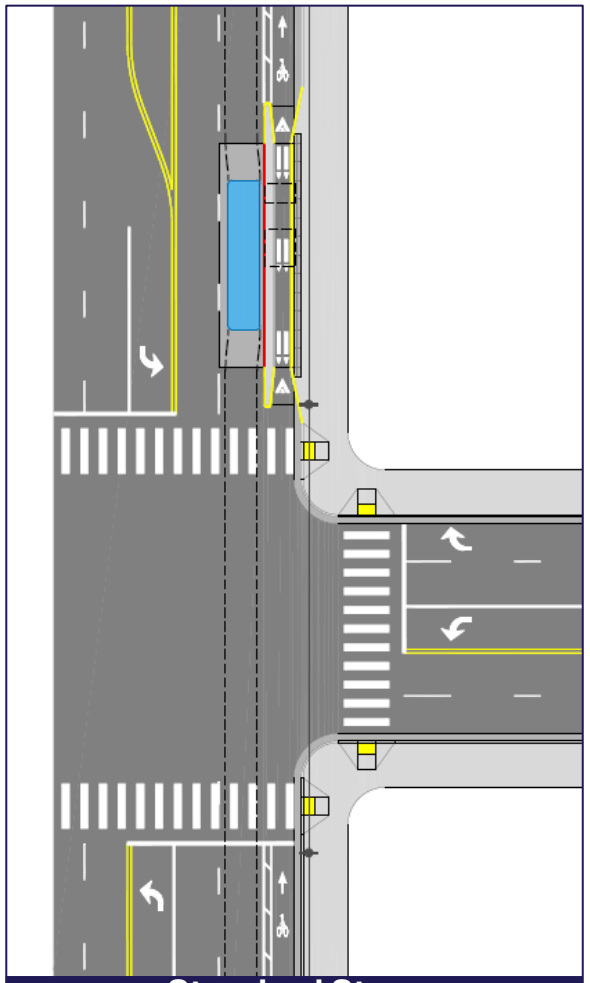




Bus Island – Raised Bikeway



Bus Island – Level Bikeway



Standard Stop –
Shared Ped/Bike Zone

Conceptual designs will consider bicycle connections and access to nearby bikeways, where applicable.

TAC Discussion Topic

2. What design considerations should be emphasized to help ensure bus stops are safe, accessible, and well-connected to nearby bicycle and pedestrian facilities?

Next Steps

- **Coordinate with Partner Agencies**: Identify additional local context, planned bicycle and pedestrian projects, and opportunities to coordinate bus stop improvements.
- **Develop Conceptual Designs**: Prepare conceptual designs and planning-level cost estimates for priority bus stops.
- **Finalize Design Guidelines**: Complete updated bus stop design standards addressing safety, accessibility, coordination, and implementation across MST's system.
- **Seek Funding to Construct Bus Stop Improvements:** Work with underlying jurisdiction to incorporate bus stop improvements into roadway projects and collaborate on seeking grant funding to implement bus stop improvements where no immediate road improvement projects have been identified.

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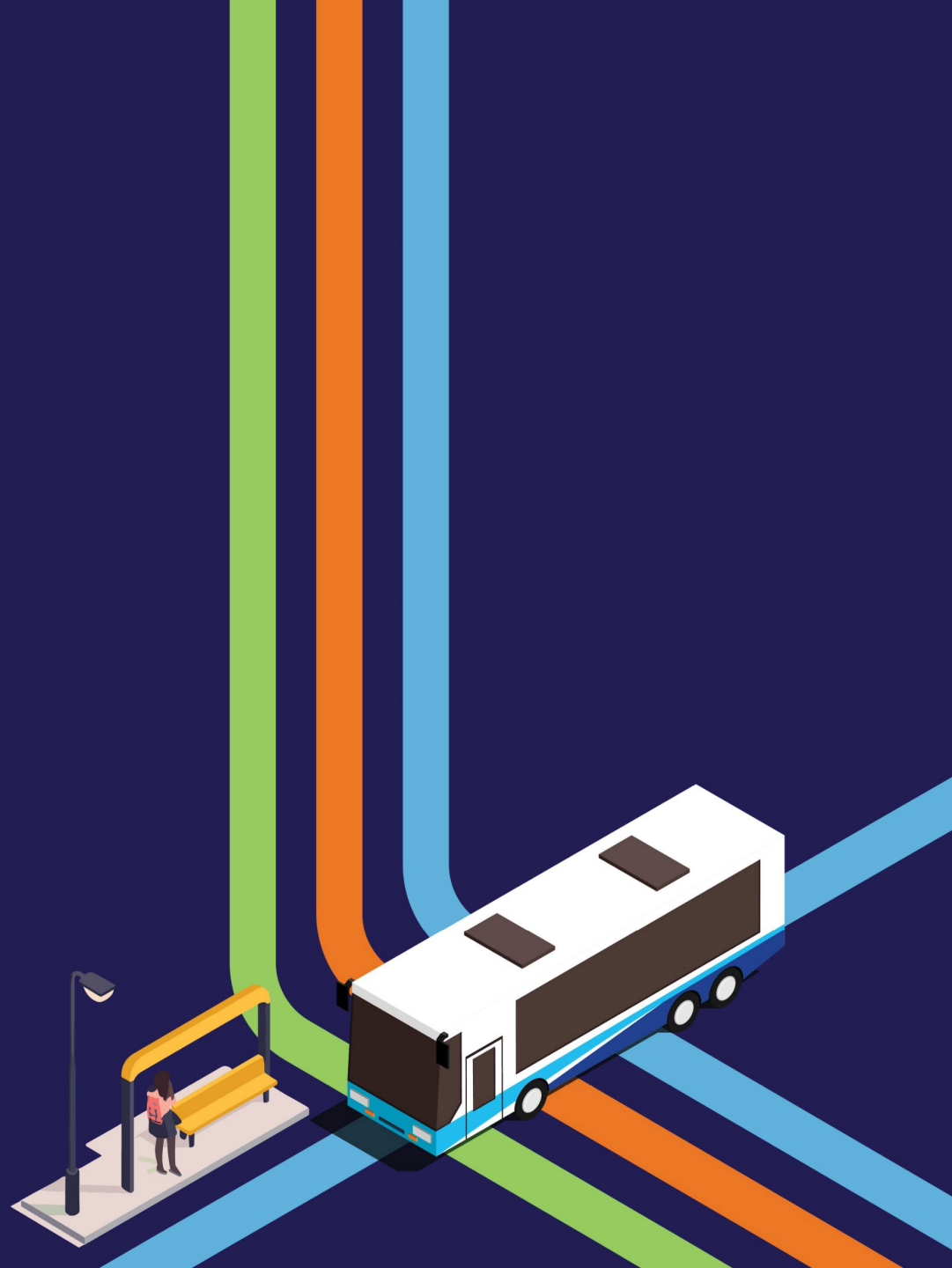
Thank You!