MST
MONTEREY-SALINAS TRANSIT

MST Designing for Transit Guideline and ADA Analysis

TAMC Technical Advisory Committee (TAC)

November 5, 2026







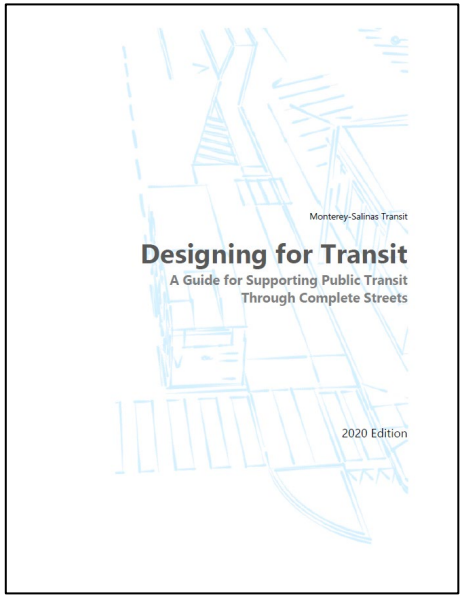
Meeting Purpose and Agenda

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

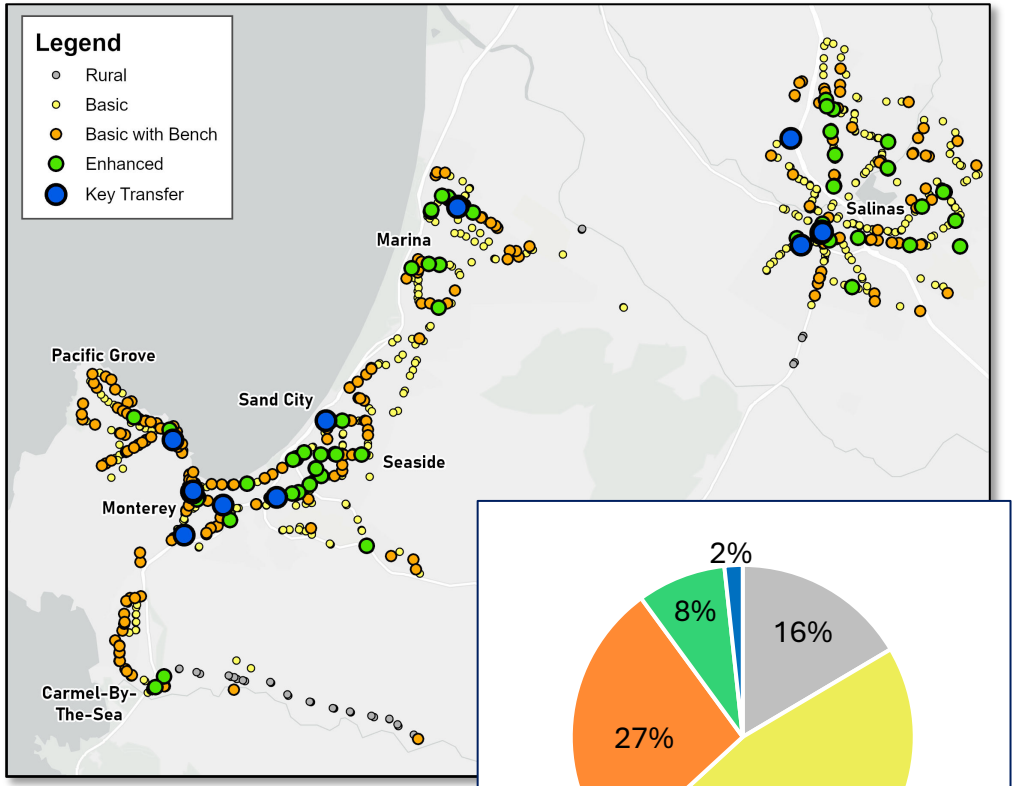


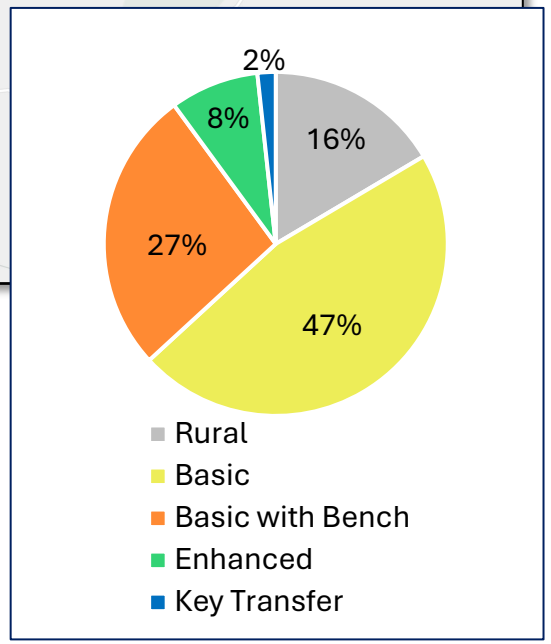




Bus Stop Inventory Overview

- 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





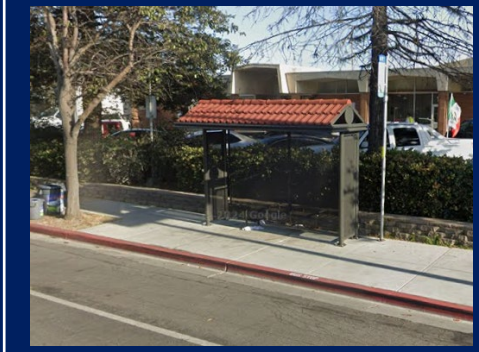


Improvements and Prioritization Process

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



Define Existing Stop Typologies

Rural	Basic	Basic with Bench	Enhanced	Key Transfer
				
Example: ID 2793 San Miguel Canyon Rd / #1092	**Example: ID 2376 San Antonio / Bishop**	**Example: ID 6873 Del Monte / Sloat**	**Example: ID 6082 E Alisal / Soledad**	**Example: Marina Transit Exchange**
• Pole and flag • May not always have a sidewalk	• Pole and flag	• Pole and flag • Bench	• Pole and flag • Shelter with seating • Lighting • Garbage can • For BRT stops: rider information and electronic signage	• Pole and flag • Shelter with bench • Lighting • Garbage can • Rider information • Electronic signage • Wayfinding signage • Bicycle racks



Current vs. Proposed Approach

The proposed framework expands MST's existing **two-tier stop classification into four stop types** to better align design and investment with each stop's function and context.

Current Bus Stop Tier

BRT Stops (Enhanced, Key Transfer)

- For stops served by BRT
- Full suite of amenities: sidewalk, shelter, rider info, electronic signage, etc.

Other Stops (Rural, Basic, Basic with Bench)

- Sidewalk, pole & flag
- Bench seating if 10+ boardings per day
- Shelter if 25+ boardings per day

Proposed Bus Stop Tier

Key Transfer

- For locations where many routes converge and has the greatest boarding and transfer activity
- Full suite of amenities: sidewalk, shelter, rider info, electronic signage, etc.

Enhanced

- For BRT, high ridership (25+ boardings per day), and/or serves POI/dense corridor
- Sidewalk, pole & flag, shelter with seating

Basic with Bench

- For stops with 10+ boardings per day
- Sidewalk, pole & flag, bench

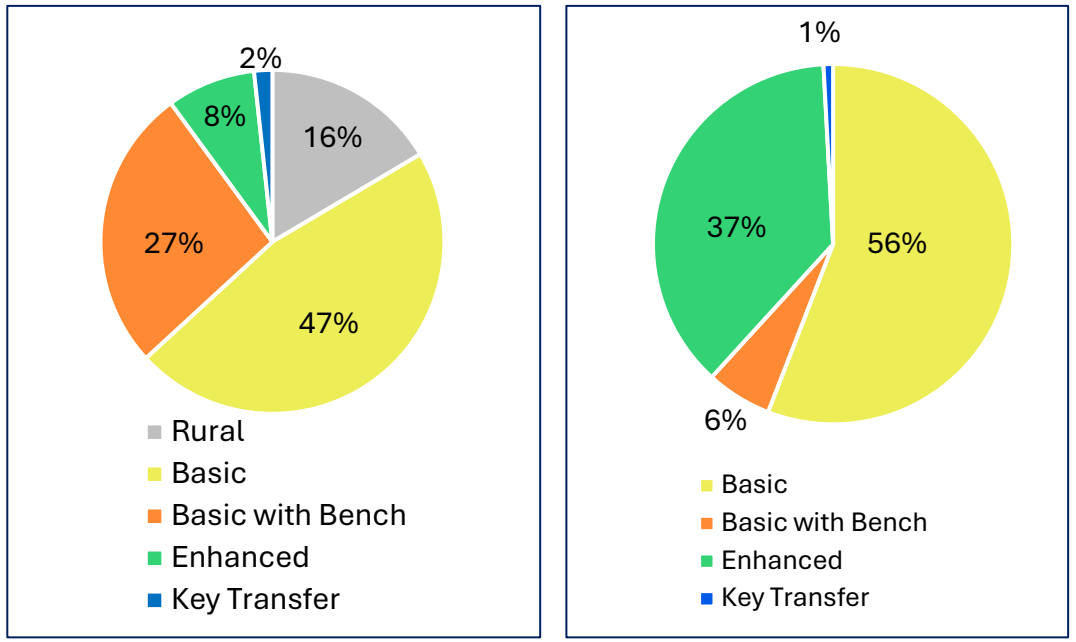
Basic

- Default for most stops
- Sidewalk, pole & flag



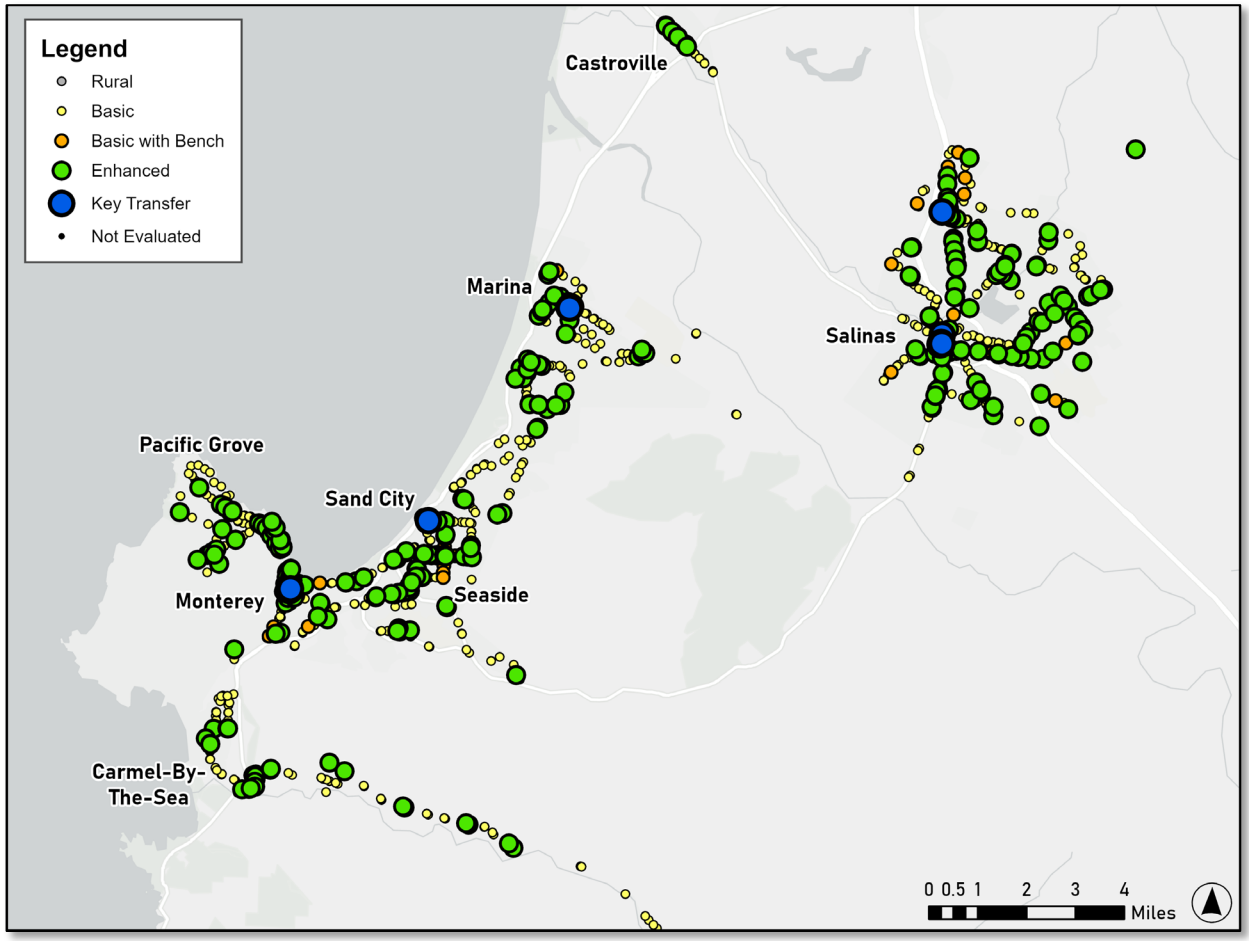
Bus Stops by Target Typology

- **285 bus stops** reclassified under the proposed four-type framework. With **rural stop category removed**,
- **New Target Typology with four distinct stop types** provide an improved to service and operation



Current Typology

Target Typology



Systemwide Map for Target Typology



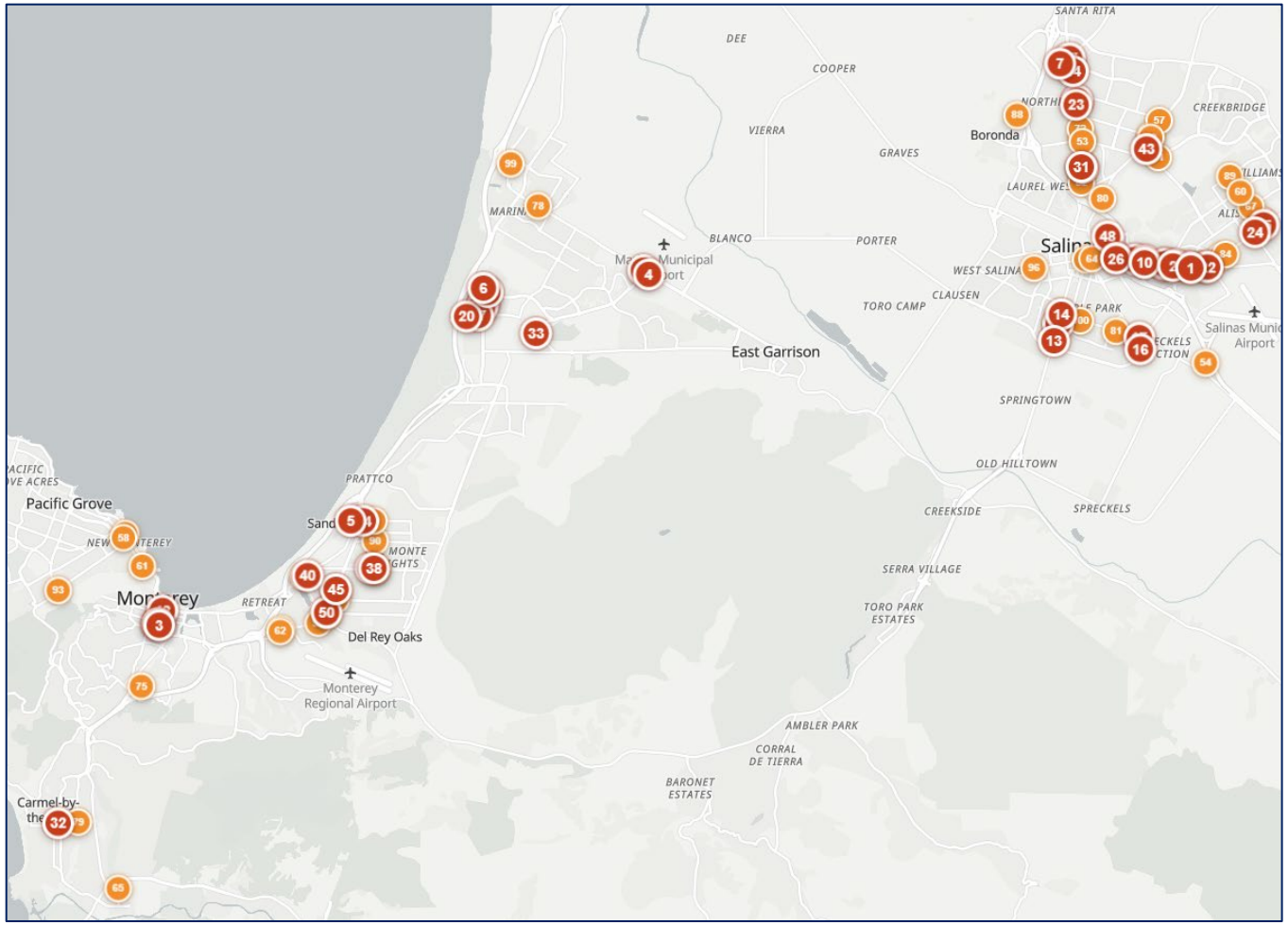
Prioritization Criteria

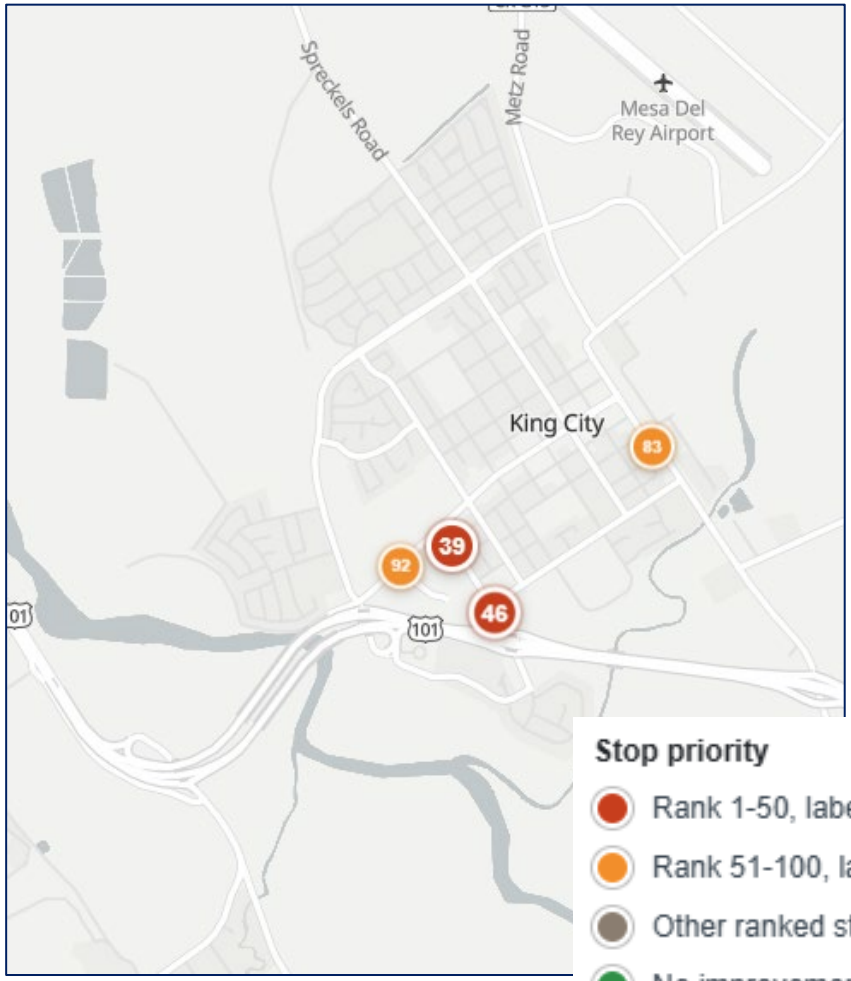
Criterion	Application	Weight
Ridership	Stops ranked by average weekday boardings; higher ridership stops received greater priority	3
Equity	Stops located within **CalEnviroScreen disadvantaged communities** receive greater priority	2
Service Level	Bus stops served by higher-frequency routes receive greater 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

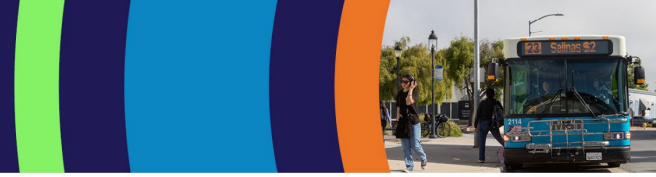
1. Do the proposed criteria adequately account for local needs, planned improvements, and opportunities to coordinate bus stop upgrades with other projects? Are there any key considerations missing?

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Outreach & In-Reach Round 1 Findings







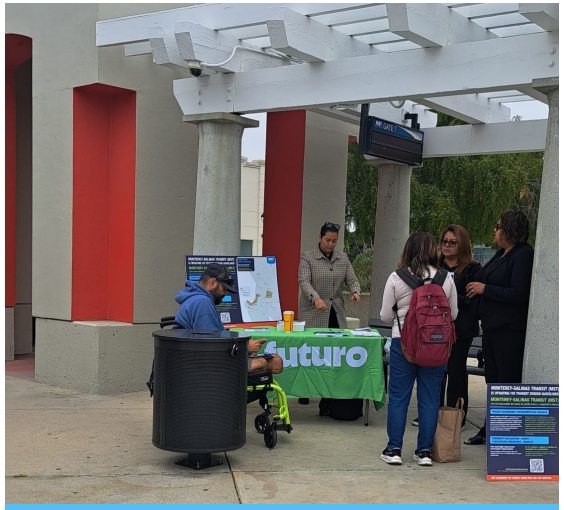
Outreach Round 1 Recap

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

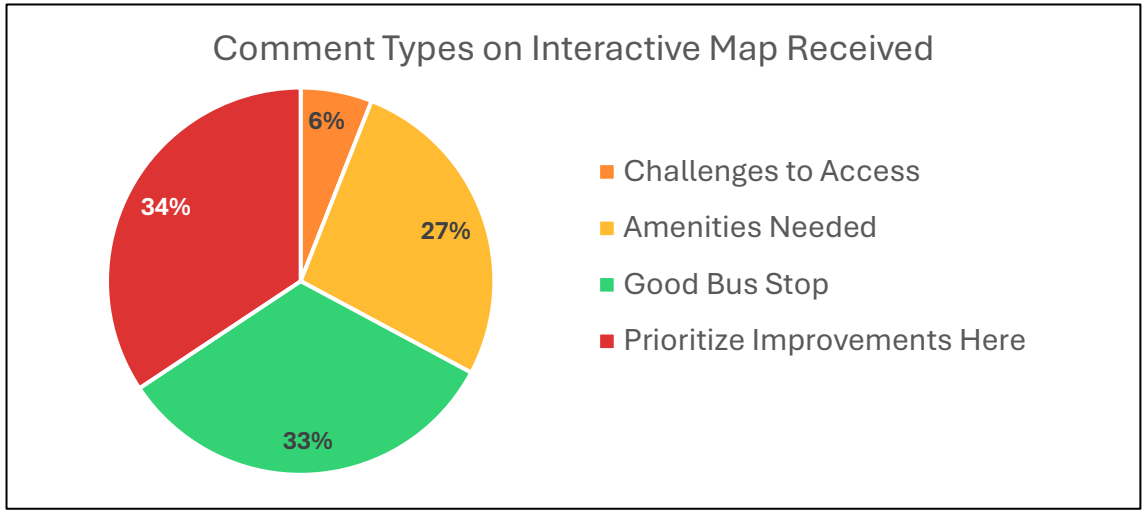


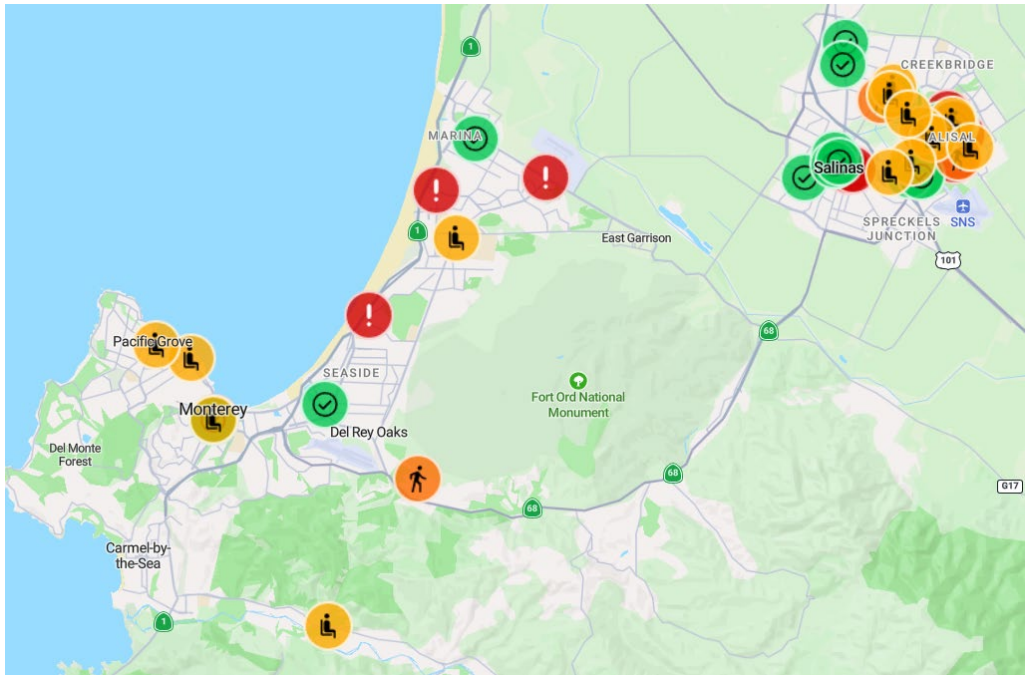
Mee Memorial Hospital

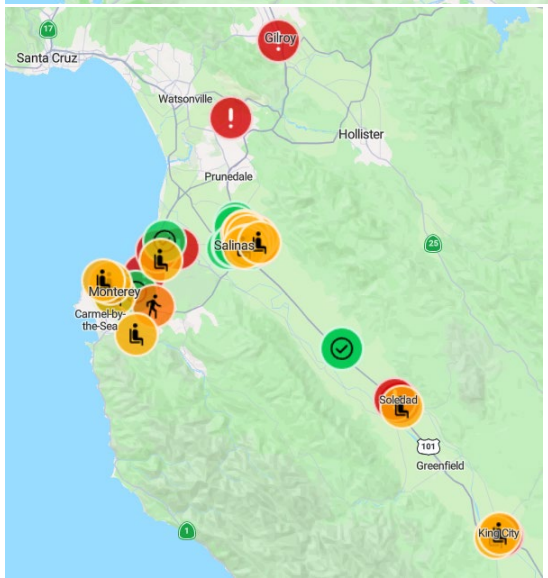


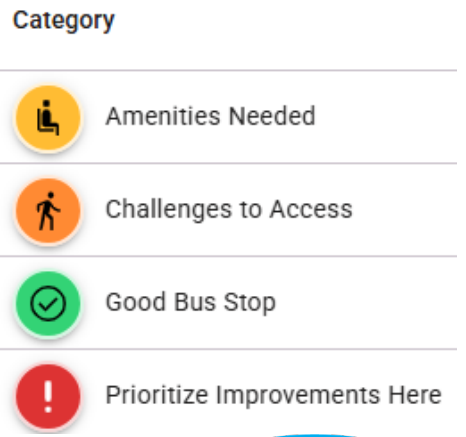
Outreach Round 1 Recap

- **548** online survey responses and **67** interactive map responses received
- **72%** of respondents were frequent riders, using MST several times per week
- **Line 20** (Salinas–Monterey) was the most frequently ridden route, reported by **28%** of respondents
- **Work** was the most frequently reported trip purpose











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

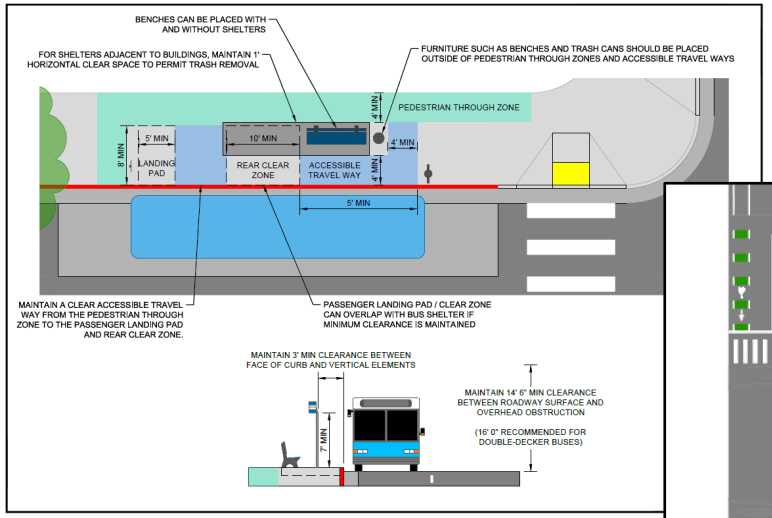
- Support development review and early coordination
- Integrate transit needs into roadway design and construction
- Improve coordination for detours and temporary stop relocations

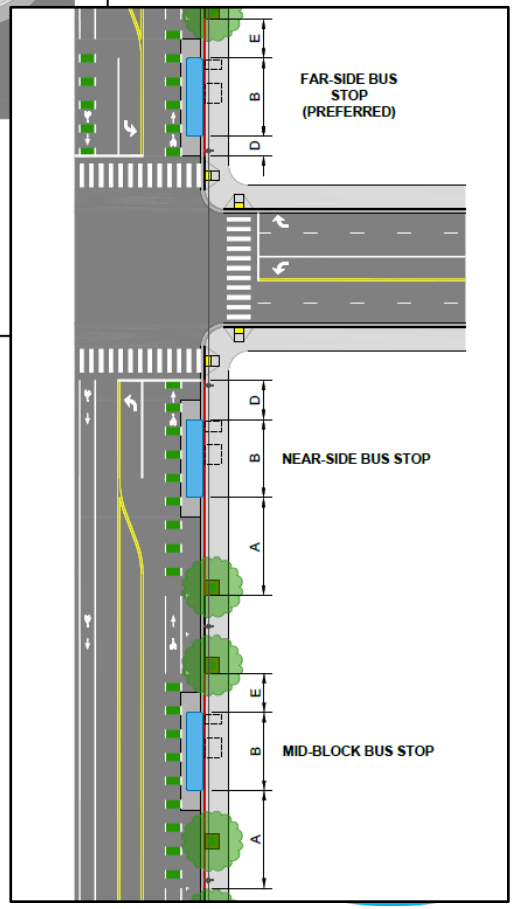


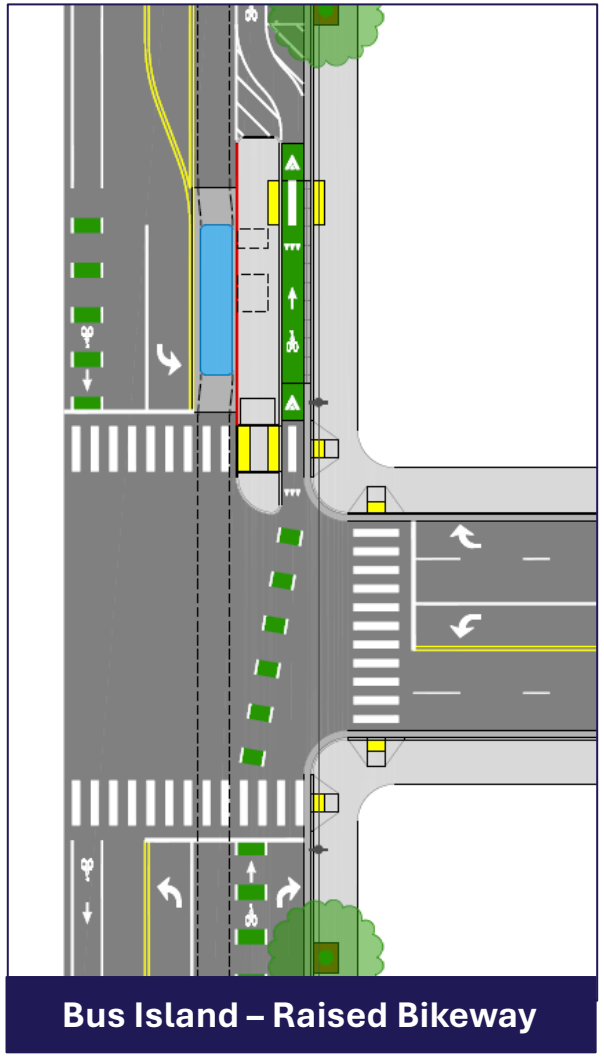
Designing for Transit Guidelines Progress

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

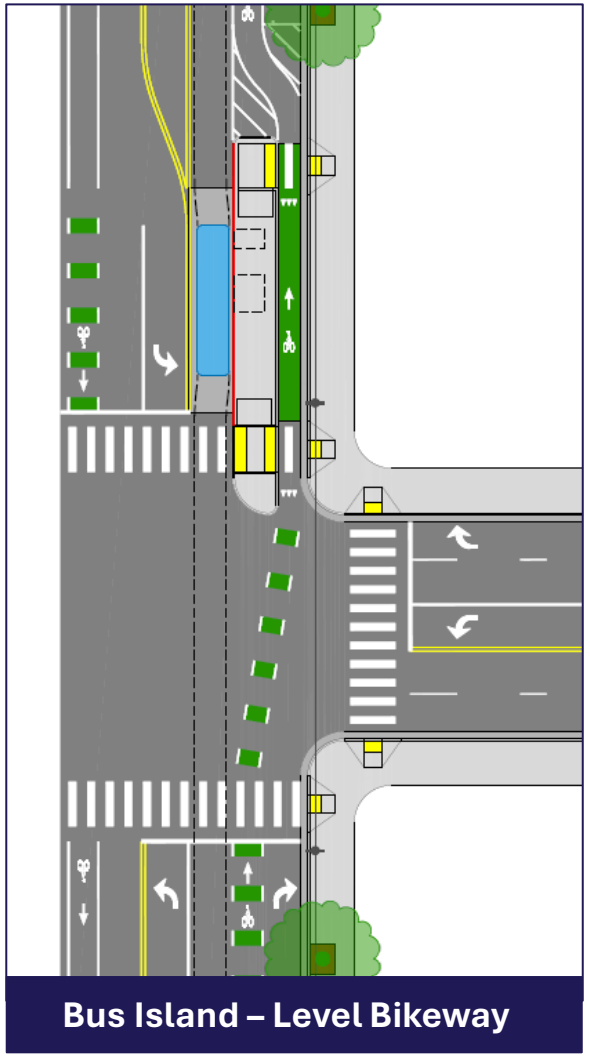
- **Bus Stop Design**: Placement, roadway configurations, and stop typologies
- **Amenities and Accessibility**: Passenger amenities and ADA design requirements for active transportation
- **Transit Improvements**: Transit-supportive roadway treatments such as queue jump and TSP
- **Vehicle Design Templates**: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



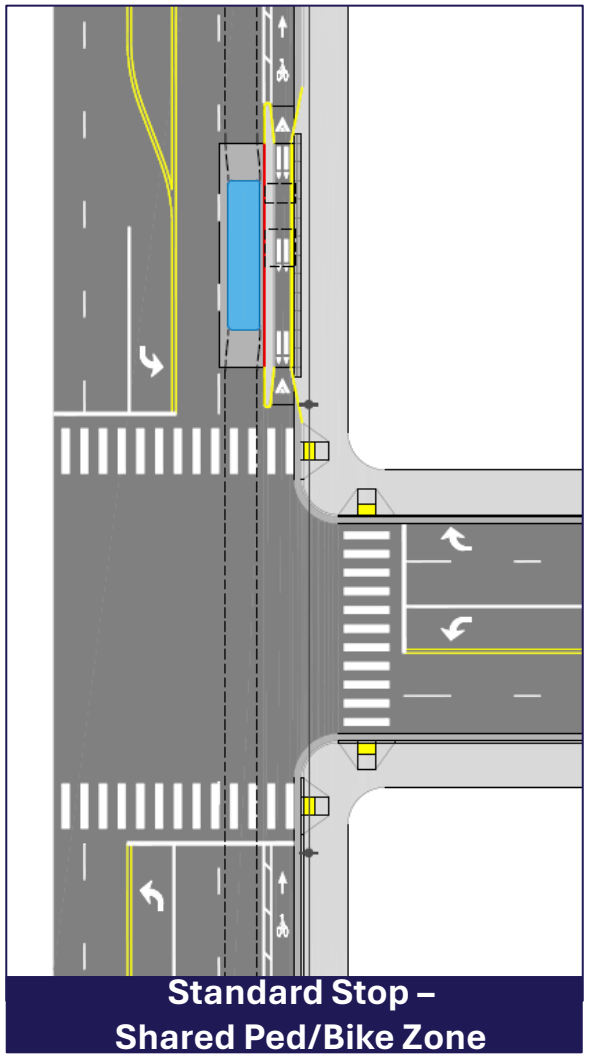




Bus Island – Raised Bikeway



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 local design challenges or coordination needs should be considered 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!

