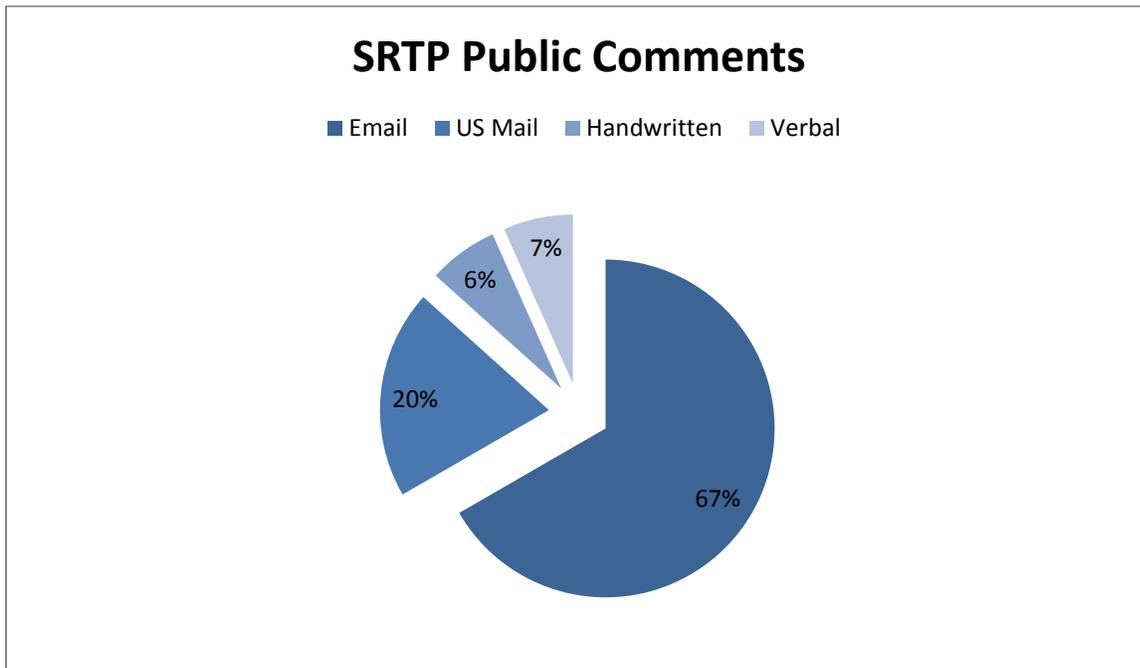


Public Comments

Short Range Transit Plan (SRTP)

The Short Range Transit Plan (SRTP) public comment period closed on May 6, 2016. The City of San Luis Obispo Transit (SLO Transit) received a total of 12 public comments. Comments were submitted via Email, US mail, written comments, and verbal comments as follows:

- 10 – Email
- 3 – US Mail
- 1 – Handwritten
- 1 – Verbal



Public Comments are summarized as follows:

| Service Routes | Service Location | Public Comment | Staff's Comments |
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| All | | <ul style="list-style-type: none"> - Consider smaller buses. Bigger buses are not always better. - Consider more buses - Run all routes in both clockwise and counter clockwise direction. - Run buses more often (no more than 15 minutes between bus stops within city limits and no more than 30 minutes between rural stops). | <ul style="list-style-type: none"> - Ridership currently is exceeding the capacity of 40' vehicles. Smaller vehicles would create even bigger challenges - Considering the parking capacity constraints at the Bus Yard, this is also a challenge. Larger (40') but fewer is a likelier feasible alternative - Bi-directional service is a goal of the plan - Higher frequency is a goal of the plan |
| Route 1 | Laurel & Orcutt roads | <ul style="list-style-type: none"> - Retain existing hourly service to Laurel & Orcutt roads. | <ul style="list-style-type: none"> - Plan is to reduce the hourly headway to 45 minutes perhaps even 30 |
| Route 2 | Higuera at Suburban bus stop | <ul style="list-style-type: none"> - Retain existing service to Higuera/Suburban stop. | <ul style="list-style-type: none"> - There is no plan to eliminate this stop |
| Route 2 | South Higuera/ Tank Farm/ Broad | <ul style="list-style-type: none"> - Consider scheduling connection from RTA Route 10 to SLO Transit Route 2 in the morning and evening to better serve commuting professionals at businesses on South Higuera side of Tank Farm/Broad street vicinity. In the past the RTA Route 9 traveled down South Higuera and turned left on Tank Farm with a perfect schedule for working. - | <ul style="list-style-type: none"> - Worth considering during the development of schedules. Will likely work with RTA to see the feasibility of this idea as one of the goals is to improve connectivity between the two systems. |

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| Proposed Route 2 and 4 | South Higuera/ Los Osos Valley Road/ Madonna | <ul style="list-style-type: none"> - Will returning to the Transit Center be necessary when traveling within South Higuera, LOVR, and Madonna vicinity? | <ul style="list-style-type: none"> - Preserving the current Spoke-N-Hub transit model assumes the need to transfer to other routes. So yes, returning to the TC will be preserved. |
| Route 2 and 3 | | <ul style="list-style-type: none"> - Consider providing 2-3 morning shuttles and 2-3 evening shuttles to express the homeless from one point to another. That would bring a huge shift to those two routes and better evaluation once the new homeless shelter is up and running | <ul style="list-style-type: none"> - It's a thought-provoking concept, however the Federal Transit Administration who oversees public transit systems, amongst others, might take concern with segmenting populations from one another. While community services do have their broad challenges, they still must be open and available to all walks of life. Now beyond specialized trips, we are attempting to address crowding issues via the recommendations of our Short Range Transit Plan. You can learn more about the Short Range Transit Plan via visiting our website www.SLOTransit.org. Please let me know if you have any other questions, comments, suggestions, concerns or complaints. Thanks. |
| Route 3 | Tank Farm at Wavertree & Tank Farm at Brookpine bus stops | <ul style="list-style-type: none"> - Retain Tank Farm at Wavertree bus stop. Understands existing concerns with bus stop location, but elimination of this stop would place the nearest stop about a mile from residence. - With proposed development in this area, would Tank Farm | <ul style="list-style-type: none"> - Ridership counts at Wavertree were nominal and largely unproductive although not entirely (3 On's & 6 Off's in 10 day period). New developments (e.g. Righetti Ranch) are showing potential for higher demand and could provide at least some service level albeit a little more distanced from current location |

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| | | <p>at Wavertree and Tank Farm at Brookpine be brought back?</p> <ul style="list-style-type: none"> - Reverse route so stops are on residential side of Tank Farm. Tank Farm at Wavertree & Tank Farm at Brookpine bus stops have no lighting, no crosswalk, and no signage, which does not provide the city with safe access to these stops. | <ul style="list-style-type: none"> - Yes, see response above - A phase 2 change to the Route 1 would provide bi-directional service near this segment. This is however dependent on the development of Righetti Ranch and comes with the changes to service associated with its development |
| Route 3 | Tank Farm at Wavertree | <ul style="list-style-type: none"> - Three bus stops on Tank Farm should be combined into a single bus stop, probably located at Wavertree as that stop has the best sight distance to cross the street - When Righetti Ranch builds out, adding another stop at Bullock Lane would make sense | <ul style="list-style-type: none"> - A lot of technical analysis goes into developing and refining these plans. As you can imagine, data upon data is what drives these plans and in shaping Transit systems to become more efficient. However, we recognize, as an industry, that the goal of public transit system should not entirely be to only maximize service. We often grapple with questions like: do underperforming stops become discontinued to save on cost so that savings can be reinvested in more productive segments and especially in segments that see overcrowding, or do we continue to invest the money even if there is even just one rider? That is where your public comment comes in. We need to hear from the community. Thank you once again. |
| Route 3 | Tank Farm between Broad and Orcutt | <ul style="list-style-type: none"> - Reverse route so stops are on residential side of Tank Farm or remove these stops. | <ul style="list-style-type: none"> - A phase 2 change to the Route 1 would provide bi-directional service near this segment. |

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| | | | This is however dependent on the development of Rhegetti Ranch and comes with the changes to service associated with its development |
| Routes 4, 5, 6B | Phillips/ Pepper/ Johnson | <ul style="list-style-type: none"> - Do bus stops on Phillips leave adequate room for buses to stop and pick up passengers while sufficiently staying out of the roadway? - Consider existing stop on South side of Phillips that requires bus to nose between a parking spot and a driveway, rather than pull to the curb parallel to the street. - Consider that both stops on Phillips are situated between two corners – one completely uncontrolled (Pepper) and one uncontrolled coming from Phillips and with limited visibility (Johnson). As buses go through each corner, there is often not enough room for passenger cars as the buses go around the corner. There is simply not enough room for the bus and for the inevitable driver that attempts to cut the corners between Phillips, Johnson, and Pepper, two-way residential streets with parking on both sides. - Consider existing stops on Mill St. These stops are on a wider street with a greater view of oncoming traffic and with more space for riders to wait for the bus. Residents of | <ul style="list-style-type: none"> - No known traffic incidents of conflicts (PD or internal) however it can be derived from current measurements of vehicles and roadway. Anecdotal observations also confirm the concern. - This requires more analysis and is outside the scope of the SRTIP - No known incidents of conflicts however it can be derived from current measurements of vehicles and roadway. Anecdotal observations also confirm the concern. - Plan is recommending shifting most routes off of Pepper/Mill area to other roadways (e.g. Monterey). APC data will help with final determinations. |

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| | | <p>Phillips, Johnson, and Pepper are within the ¼ mile benchmark of these established stops.</p> <ul style="list-style-type: none"> - Consider bus impact on Phillips/Johnson intersection due to bus traffic, which has required regular repairs by the City. Repair costs should be factored into the efficiency calculation of bus route. - Consider multitude of existing bus stops in close proximity. Removing bus stops on Phillips would not have impact on bus ridership and fees collected. Keeping buses on Mill St. will still serve Phillips/Johnson/Pepper neighborhood. - Omit Johnson/Phillips/Pepper detour. However, if existing detour is necessary, moving the bus stops to either Johnson or Pepper would provide a safer alternative. Johnson has cut-out area, where the road is widened and there is greater line of sight for passing cars. The East side of Pepper along the railroad tracks provides a long straight area where the bus could stop completely parallel to the street while providing enough room for the bus to achieve proper position coming into the turn onto Phillips. | <ul style="list-style-type: none"> - See response above - See response above - See response above |
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| | | <ul style="list-style-type: none"> - Buses servicing Phillips/Pepper/Johnson are empty certain times of the day, wasting both time and money. Buses should go through 1300 block of Mill. - Buses traveling on 4 block detour usually drive well over the dividing line for the traffic lanes. The Phillips/Pepper intersection is very narrow. Consider safety and visibility when buses turn from Pepper to Mill. The bus hangs out into the traffic lane on the railroad bridge because the red zone does not allow buses to pull forward enough to be in the clear. When cars try to go around these buses are often met with cars coming over the hill heading into town. Entire bridge curbing should be painted red. - Consider road damage from the weight of buses at the intersection of Peach/Johnson and the 700 block of Pepper. - Consider 800 block of Pepper that has no sidewalk – many riders park in this area and ride the bus. Lack of sidewalk poses danger and risk to these pedestrians/riders. Consider increasing all day parking in the 1200 and 1300 blocks of Peach, 700 block of Johnson, Phillips, and Pepper. | <ul style="list-style-type: none"> - See response above - See response above - See response above - See response above |
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| None specified | Madonna/ LOVR/ Laguna Lake area | - Consider express or direct service from Madonna/LOVR to Johnson (2180 Johnson) in the mornings (between 7:30 and 8:30 AM) and afternoons (between 5:30 and 6:30 PM). | - The merit of this request requires further evaluation. Improvements to the Route 2 (crossing LOVR bridge) might address this request. |
| None specified | Southwood | - Consider service to the YMCA on Southwood. | - No safe turnaround to come out of Southwood. A full parking lot presents risks |
| None specified | Airport | - Add bus stop to service airport | - The merit of this request requires further evaluation |