



**Project Study Report (PSR)**  
**Bus Pullouts Project**

**Approved:**

David Grah  
Director of Public Works

**26 MARCH 2006**

Date

This PSR is prepared and intended to meet state requirements.

**1. Problems**

This project is to address lack of areas for transit vehicles to pull clear of traffic when stopped for passengers, difficulty loading wheelchairs, and lack of benches and shelters for passengers, including the elderly, to rest while waiting for a bus.

**2. Location**

This project is located at various bus stops throughout the City of Bishop. See project map.

**3. Scope**

At about 12 bus stops in Bishop this project will:

- Provide areas for transit vehicles to pull clear of traffic
- Provide easier wheelchair loading
- Provide benches and shelters
- Construct curb, gutter, and sidewalk required for bus stops
- Ensure Americans with Disabilities Act (ADA) access to bus stops and transit vehicles with ramps, fixtures, and pathways
- Consider landscaping and street trees to improve safety and comfort at bus stops

**4. Street Classification**

The bus stops involved in this project involve the full spectrum of streets in the City of Bishop from residential to commercial to state highway. The city streets are not on the National Highway System.

Federal-aid Classification

<input type="checkbox"/>	Urban Principal Arterial	<input type="checkbox"/>	Rural Principal Arterial
<input checked="" type="checkbox"/>	Urban Minor Arterial	<input type="checkbox"/>	Rural Minor Arterial
<input type="checkbox"/>	Urban Collector	<input type="checkbox"/>	Rural Major Collector
<input checked="" type="checkbox"/>	Urban Local (ineligible)	<input type="checkbox"/>	Rural Minor Collector (ineligible)
<input type="checkbox"/>	Rural Local (ineligible)		

**5. Environmental**

CEQA: A California Environmental Quality Act (CEQA) Negative Declaration (ND) is anticipated for this project June 2009.

NEPA: Since no Federal funds are anticipated, no National Environmental Policy Act (NEPA) document is anticipated.

Potential Issues:

- Removal of on-street parking
- Concerns of owners and occupants about bus stop locations
- Construction noise and dust
- Inconvenience during construction

**6. Traffic Data**

Current Estimate Average Daily Traffic:	Varies
% Trucks:	Varies
Current Design Hourly Volume:	Varies

**7. Roadway Geometry**

Most bus stops are located on streets with 60 foot right of way and with two 12 foot lanes and two 8 foot shoulders centered on the right of way center line. The standard curb location on these streets is 20 from centerline and 10 feet from the right of way line. The standard sidewalk in commercial zones includes the 10 feet from the curb to the right of way line. The standard sidewalk in residential zones is 5 feet wide at the right of way line with the space between the sidewalk and the curb reserved for a planter strip.

For bus pullouts, where possible, the curb would be moved to 22 feet from centerline and parking would be restricted to allow room for transit vehicles to pull clear of traffic. Where possible, the 8 feet between the curb and right of way would be paved with concrete and amenities such as benches and shelters would be provide so as to ensure ADA-compliant pathways and other features.

**8. Bridges**

There are no bridges on this project.

**9. Condition of Existing Facility**

The conditions of the existing facilities at the bus stops varies considerably and ranges from ADA-compliant curb, gutter, and sidewalk with benches and shelters to bare edges of pavement and uneven ground with no improvements beyond a bus stop sign.

**10. Pavement Rehabilitation**

Little or no pavement work is anticipated with this project.

**11. Consequences of Not Doing Project**

If this project is not constructed transit vehicles will continue to be unable to pull clear of traffic when stopped for passengers, loading wheelchairs will continue to be difficult, and there will be no benches and shelters at many bus stops in Bishop. These problems will cause less people to use transit and reduce safety, comfort, and convenience to those that do use transit.

**12. Costs and Schedule**

Project costs and schedule are estimated as follows:

<b>Element</b>	<b>Cost</b>	<b>Start</b>	<b>Finish</b>
Environmental Analysis	\$12,000	August 2007	June 2009
Project Design	\$17,000	August 2008	January 2010
Right of Way Acquisition	\$5,000	March 2009	January 2010
Construction	\$115,000	June 2010	September 2010
<b>Total</b>	<b>\$149,000</b>		

Costs are March 2007. Costs and schedule are based on state funding. If federal processes are involved, additional costs and additional time will be required. Support costs should be escalated at 3% per year and capital costs should be escalated at 5% per year.

**13. Other Agencies**

The bus stops involved in this project are operated by the Inyo Mono Transit which is becoming the Eastern Sierra Transit Authority (ESTA). Close coordination with ESTA will be important throughout the life of this project. Coordination will be required with Caltrans for construction on West Line Street. A Caltrans encroachment permit will be required for work on Caltrans right of way.

**14. Consistency with Planning**

This project is consistent with the Bishop General Plan.

**16. Proposed Funding**

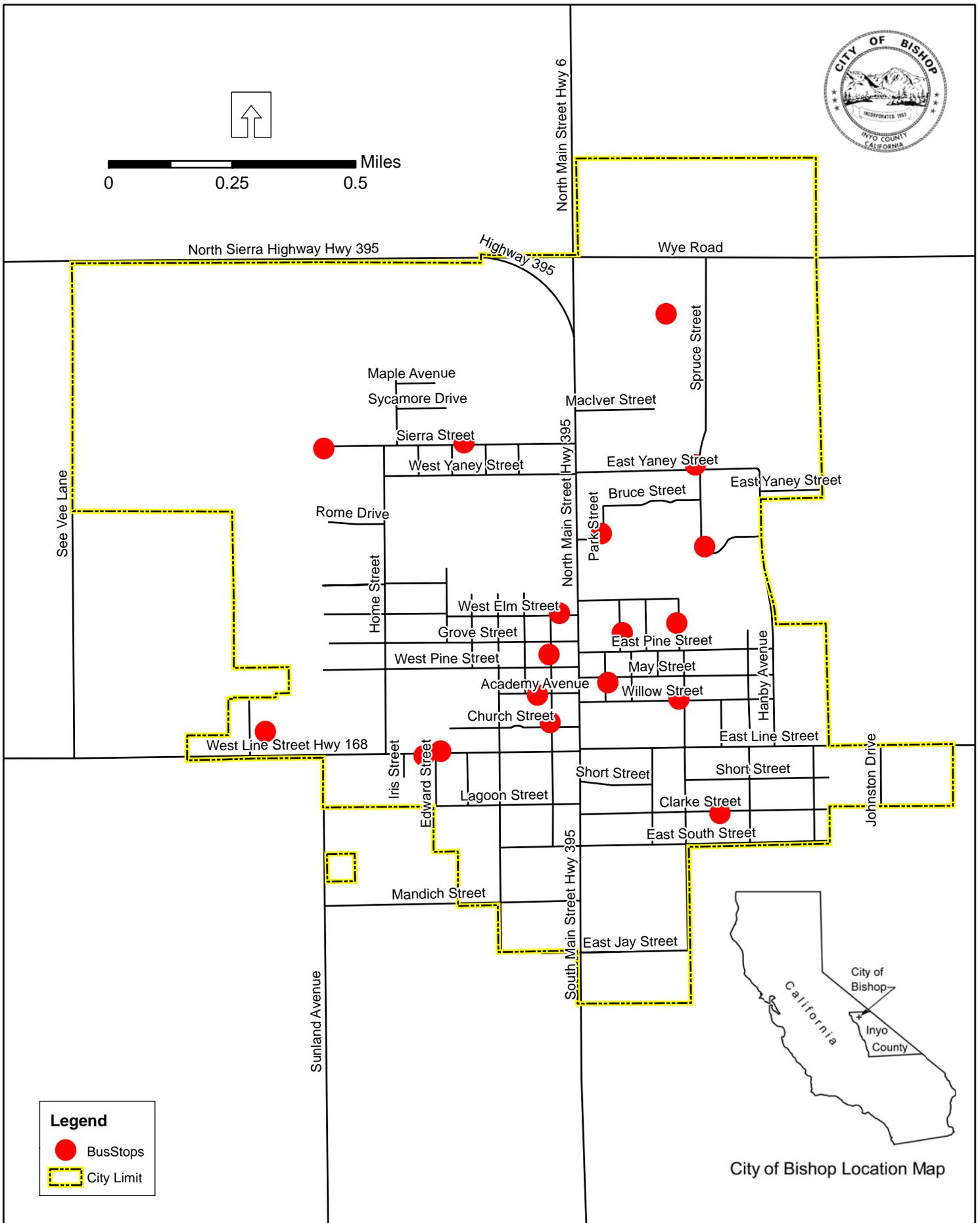
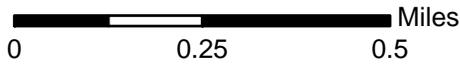
Funding for this project is proposed to be state-only Public Transportation Account (PTA) funding from the Regional Improvement Program (RIP) share in the 2007 State Transportation Improvement Program (STIP) Augmentation.

**17. Attachments**

- Project Map

**18. Report Preparation**

This report was prepared by the City of Bishop Department of Public Works.



City of Bishop Location Map

**Legend**

- Bus Stops
- ▭ City Limit

# Bus Pullouts Project

City of Bishop