

BOARD POLICY 501 UPDATE

AC Transit Board of Directors Meeting
March 27, 2024

Agenda

Overview

Stakeholder Engagement

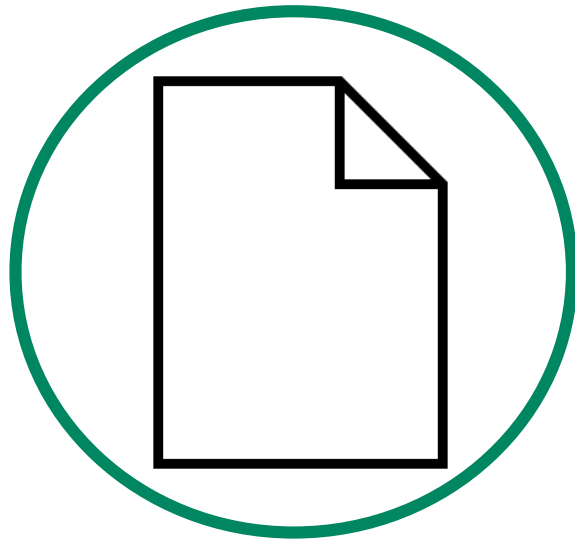
Guiding Principles

Timeline

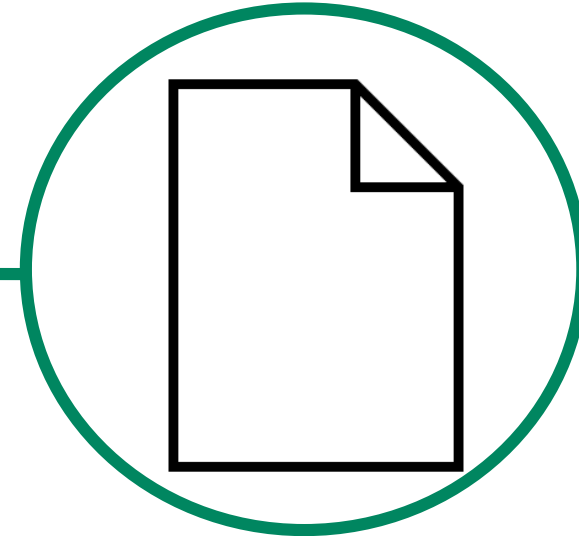
Questions & Discussion

OVERVIEW

EXISTING BUS STOP POLICIES AND GUIDANCE



Board Policy 501:
Bus Stop Guidelines
bus stop placement
including spacing,
location, length, &
accessibility.



Board Policy 501A:
Administrative Regulation
the process for reviewing
bus stops by District staff

WHY UPDATE THE POLICY?

- Policy due for a five-year update
- Make the policy more customer-focused
- Develop a hierarchy for decision making
- Reflect the District's priorities and goals
- Easing navigation between different bus stop related documents:
 - Bus Stop Furniture Design Guidelines
 - Board Policy 501 Administrative Regulation: Bus Stops
 - Transit Supportive Design Guidelines

STAKEHOLDER ENGAGEMENT

INTERNAL STAKEHOLDER ENGAGEMENT

Bus Stop Committee

Supervision

MarCom

Maintenance

LACR

Safety

Scheduling

Transportation

Legal

Long Range Planning

Service Planning

Other Stakeholders

Accessible Services

Division Safety Committees

Pole Crew

EXTERNAL STAKEHOLDER ENGAGEMENT

External stakeholder engagement would take place during the month of May & Early June

Webpage

Feedback Form/Email

Social Media

BP 501 Technical
Advisory Committee

General Manager's
Access Committee

ILC
Presentations

eNews to riders, community-based
organizations and elected officials

Presentations to
Other Existing
Bodies

GUIDING PRINCIPLES

PEER REVIEW

Review of various peer agencies' bus stop and transit design policies led us to guiding principles and best practices.

APTA

*Recommended Practice for Design of
On-Street Transit Stops and Access
from Surrounding Areas*



SamTrans

Bus Stop Improvement Plan (BSIP)

APTA

*Recommended Practice for Why Design
Matters for Transit*



SF City & County

Bus Stop Policy (General Plan)

COTA

*Transit Stop Design Guide
(Central Ohio Transit Authority)*

TriMet

Bus Stop Guidelines

NACTO

Transit Street Design Guide

VTA

*Bus Stop and Passenger Facilities
Standards*

PEER REVIEW TAKEAWAYS

The peer review aggregated the most common guiding principles and goals of agencies' bus stop design processes.

Our guiding principles were derived from the most frequently utilized principles of peer agencies:

Safety

Comfort

Accessibility

Legibility

Visibility

Convenience

Community Connectivity

Maximize Efficiency

GUIDING PRINCIPLES

The peer review and internal feedback led us to four guiding principles for the policy update.

Safety

Comfort

Accessibility

Feasibility

Reliability

GUIDING PRINCIPLES

Safety

Ensuring the safety of **riders, operators, and pedestrians** by implementing measures to **mitigate risks and hazards** at bus stops. Includes bus stop placement in well-lit areas with clear signage and designated waiting areas to prevent incidents and enhance security.

Comfort

Creating welcoming and pleasant environments by providing **amenities such as seating and shelter** to offer respite from **weather elements** and facilitate a more enjoyable waiting experience.

Ensuring **cleanliness, and aesthetic enhancements** can contribute to a positive rider experience.

Accessibility

Strategically located to serve the needs of riders, considering **proximity** to residential areas, employment centers, schools, and other **key destinations**

Designing and locating bus stops with consideration for the needs of **diverse riders' demographics**, including seniors, children, and individuals with disabilities.

GUIDING PRINCIPLES

Feasibility

Feasibility of a bus stop location hinges on critical factors such as ADA compliance, visibility, sidewalk conditions, and supporting land uses. **Community input** plays a pivotal role in this assessment, as local residents, businesses, and organizations offer valuable insights into the practicality of the proposed bus stop placement. Their perspectives help gauge factors such as accessibility, safety concerns, and impacts on their daily lives. **Positive community input** can bolster the feasibility of a bus stop placement by affirming its alignment with local needs and preferences. On the other hand, **community opposition** or concerns may signal potential challenges or unaddressed issues, causing staff to reconsider the viability of the proposed bus stop placement.

Reliability

Optimizing the reliability of bus service by implementing measures to **minimize wait times** and provide **consistent service** for riders. bus stop placement and design to facilitate **efficient boarding and alighting** processes, reducing dwell times, and **streamlining rider flow**. In addition, staff will need to strategically develop policy around the spacing of bus stops to find the balance between rider accessibility and service reliability.

TIMELINE

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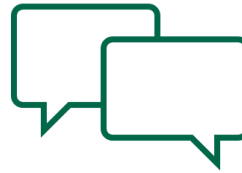
March

Gather Internal Feedback
March 27th Board Briefing



March -April

Develop Draft Policy



May

Gather Feedback
on Draft Policy



June

Present Draft Policy to the
Board
Finalize Policy based on
Feedback



July

Present Final Policy to the
Board for Approval

Thank you!
Questions?