



Alameda-Contra Costa
Transit District

SR 26-278 Item 5.B.

BOARD POLICY 501

(Bus Stop Placement and Spacing)

General Manager's Accessibility Committee

EXISTING POLICY

POLICY OVERVIEW

- Board Policy 501: Bus Stop Guidelines five-year update
- Policy includes bus stop spacing, location, length, accessibility
- **Goals: more customer-focused and hierarchy for decision-making**

EXISTING GUIDELINES & POLICIES

- Administrative Regulation 501A
- Board Policy 545: Service Standards and Design Policy
- Bus Parklet Design Manual
- Bus Stop Furniture Guidelines
- Transit Supportive Design Guidelines*

UPDATED POLICY CONTENT

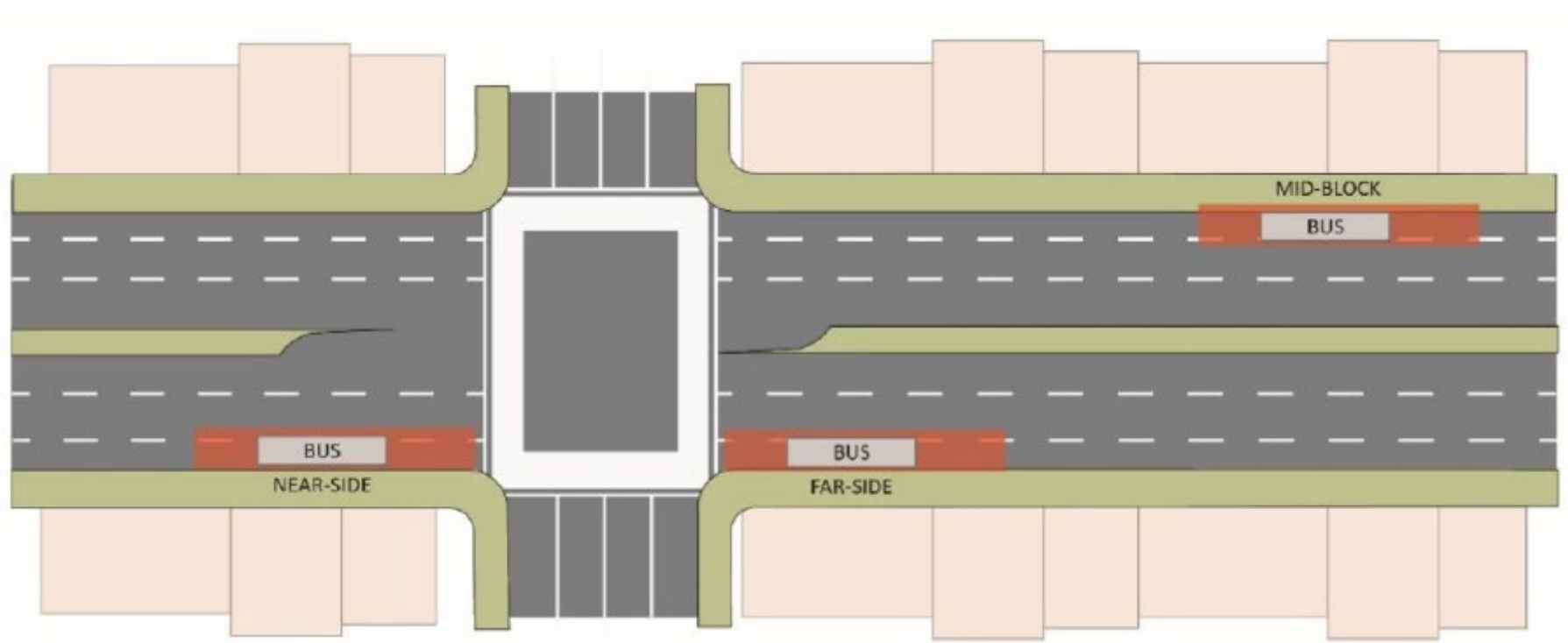
POLICY OUTLINE

1. Location: Far-side, near-side, mid-block
2. Stop Spacing and Accessibility
2. Decision-making
3. Criteria
4. Appendices

STOP LOCATIONS

LOCATION

- Near-side, far-side, mid-block advantages and disadvantages



LOCATION

Far-side	
<p>Preferred at controlled and uncontrolled intersections. They are also preferable wherever buses turn left because they allow sufficient maneuvering distance from curb to left lanes to make the turn and allow buses to stop after clearing the intersection.</p>	
<p>Advantages & When to Use</p> <ul style="list-style-type: none">• Reduce conflict between right turning vehicles and stopped buses.• Eliminate sight-distance deficiencies on approaches to the intersection.• Encourage pedestrians to cross at the rear of the bus.• Require shorter maneuvering distance for the buses to enter and leave the curb.• At signalized intersections, buses can find gaps for re-entry into traffic flow.	<p>Disadvantages & When Not to Use</p> <ul style="list-style-type: none">• A bus standing at a far-side stop can potentially obscure sight-distance to an automobile driver turning right from the cross street onto the street where the bus is located. This issue should be addressed by locating stops at Controlled Intersections.• Where the bus stop length is too short, the rear of the bus might obstruct the crosswalk and intersection.

LOCATION

Near-side	
Can be acceptable at controlled intersections when a far-side stop is deemed unsafe or impractical.	
Advantages & When to Use <ul style="list-style-type: none">• They interfere minimally at locations where traffic is heavier on the far-side than on the approach side of the intersection.• Bus drivers can use the intersection to re-enter traffic.• Eliminates double stopping, where the bus has to stop before and after an intersection.• Can be useful when facilitating an important transfer to reduce the need for customers to cross the street.	Disadvantages & When Not to Use <ul style="list-style-type: none">• Heavy vehicular right turns can cause conflicts, especially where a vehicle makes a right turn from the left of a stopped bus.• Bus may often obscure STOP signs, traffic signals, or other control devices.• Bus may often obscure pedestrian crossing in front of the bus from oncoming traffic.

LOCATION

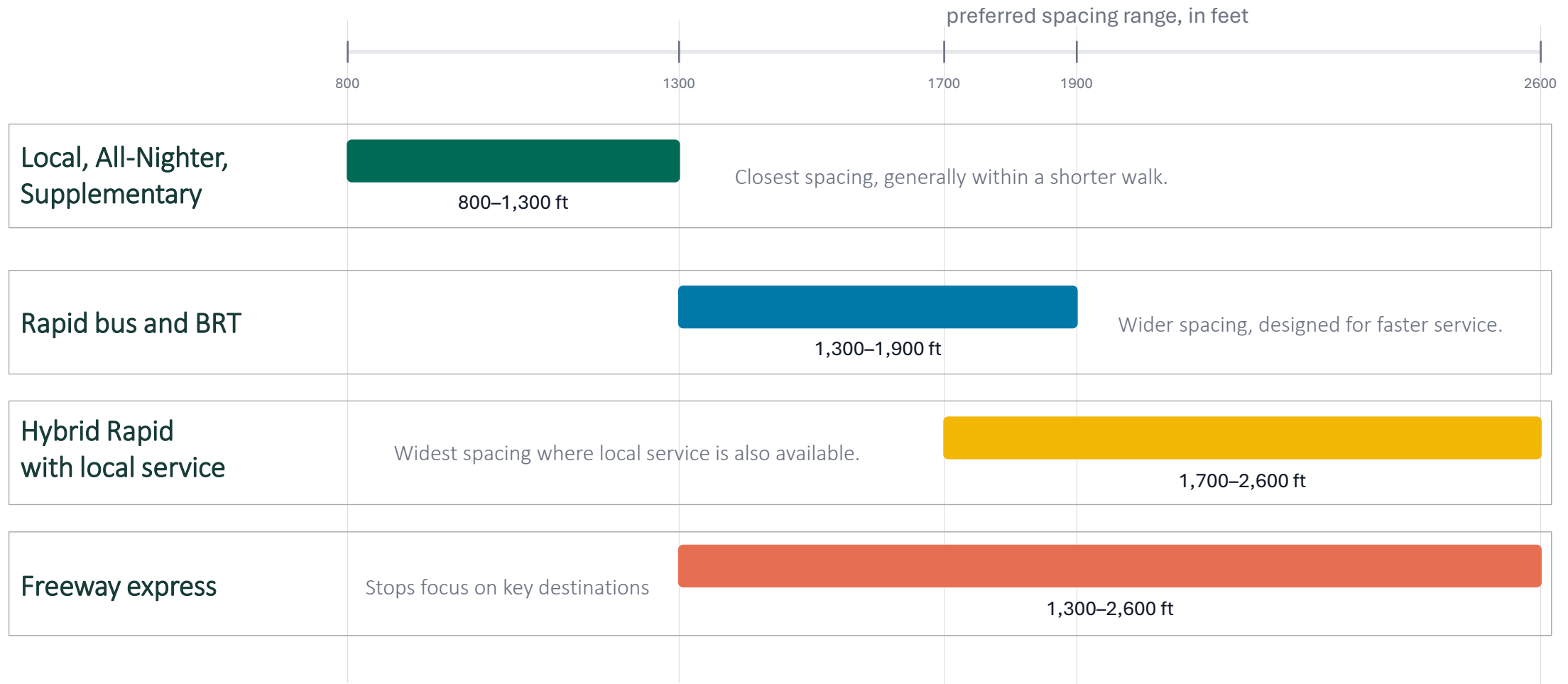
Mid-block	
<p>Should be used after evaluating that far-side and near-side stops are less optimal. Mid-block bus stops should not be placed in the middle of a T-intersection, where the bus could block the traffic signal or obscure pedestrians crossing. Mid-block locations are generally applicable in areas where multiple routes require long loading areas that might extend an entire block.</p>	
Advantages & When to Use	Disadvantages & When Not to Use
<ul style="list-style-type: none">• Buses minimally interfere with sight-distance of both vehicles and pedestrians.• Waiting passengers assemble at less crowded sections of the sidewalk.• Might be preferable if the primary trip generator on a long block is mid-block and the walking distance is too far if placed at the near-side or far-side.	<ul style="list-style-type: none">• The removal of considerable curb parking may be required.• Pedestrians from cross streets may have to walk further to board the bus.• May encourage unsafe pedestrian crossings.• If located in the middle of a T-intersection, operators won't have clear direction whether to stop or proceed at a red light.

STOP SPACING

STOP SPACING GUIDELINES

- A stop should be easy to reach and easy for the bus to serve.
- The goal is not “more stops” or “fewer stops.” It is placing stops where riders can reach them safely, buses can operate reliably, and the curb can physically support boarding.
- Policy gives ranges, but local context decides the final stop location.

STOP SPACING BY SERVICE TYPE

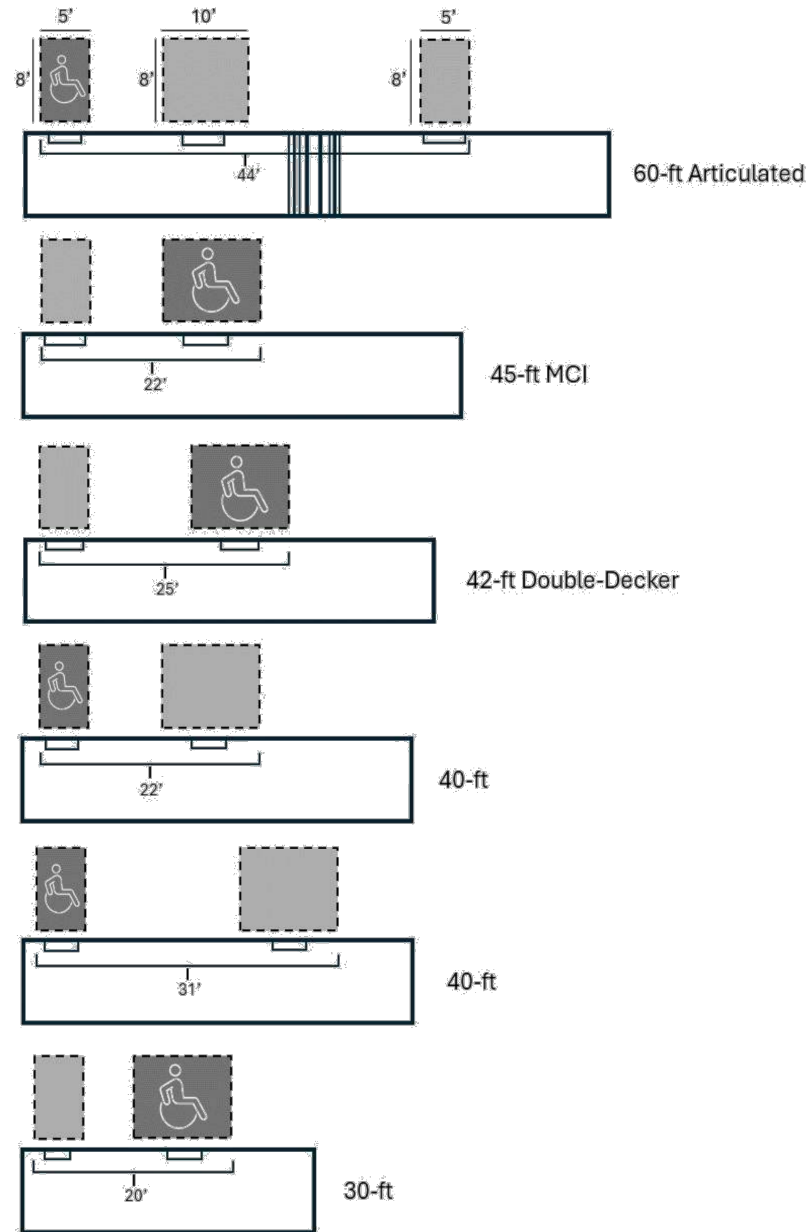


BUS STOP ACCESSIBILITY

BUS STOP ACCESSIBILITY

1. **The bus must be able to reach the curb:** curb extensions should be long enough for the bus stopping area. Pull-out stops need room for the pull-in and pull-out taper.
2. **The ramp landing must be accessible:** new or relocated stops should meet ADA landing requirements to the furthest extent practicable.
3. **Amenities cannot block access:** shelters, benches, and other amenities need to be placed so riders still have a clear accessible path.

BUS STOP LANDING AREAS



DECISION MAKING PROCESS

DECISION-MAKING

- Synthesizing the entire policy into one decision-making process including:

Criteria

- ADA compliance, bus stop spacing standards, bus stop length standards

Local Circumstances

- Controlled vs. uncontrolled intersections, traffic, surrounding businesses, streetscape, critical destinations

STOP CHANGE REASONS

Stop Relocation

- An issue arises with a current stop (safety concerns, conflict with local activity, etc.)
- Improvements are made at a nearby location that is more ideal
- The change is part of a larger project (city, AC Transit, ACTC, etc.)

Stop Removals

- An issue with the current stop arises and there is no better alternative location
- Part of a larger project or series of changes including optimization of bus stop spacing

Stop Additions

- There is too large a gap in stop spacing
- There is a new key destination, demand, or need (e.g., a large development with potential riders)
- There is a request for a new stop

CRITERIA

Bus Stop Spacing
Standards

Bus Stop Length
Requirements

ADA Compliance