SR 24-380
Att.1

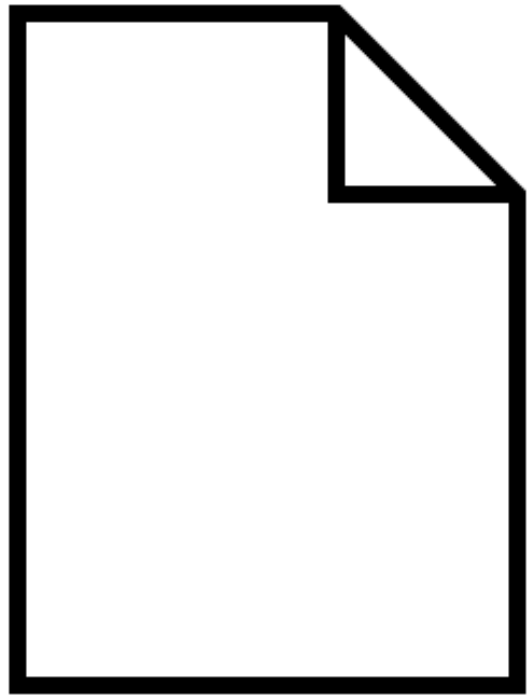
BOARD POLICY 501 UPDATE

AC Transit Board of Directors Meeting

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



Updated Board Policy 501: Bus Stop Guidelines

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. Decision-making
3. Criteria
4. Appendices

STOP LOCATIONS

LOCATION

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

LOCATION

Far-side	
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.	
Advantages & When to Use	Disadvantages & When Not to Use
• 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.	• 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.

Example Advantages and Disadvantages table: Far-side

LOCATION

Near-side	
Can be acceptable at Controlled Intersections when a far-side stop is deemed less safe or impractical.	
Advantages & When to Use	Disadvantages & When Not to Use
• 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.	• 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 as well as pedestrian crossing in front of the bus.

Example Advantages and Disadvantages table: Near-side

LOCATION

Mid-block	
Should only be used when no other alternatives are available. Mid-block Bus Stops should not be placed near a Marked Crosswalk at an Uncontrolled T-intersection. Mid-block locations are also generally applicable in areas where multiple routes require long loading areas that might extend an entire block.	
Advantages & When to Use	Disadvantages & When Not to Use
•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.	•The removal of considerable curb parking may be required. •Pedestrians from cross streets may have to walk further to board the bus. •May encourage less safe pedestrian crossings.

Example Advantages and Disadvantages table: Mid-block

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

INTERNAL & EXTERNAL STAKEHOLDER OUTREACH

INTERNAL STAKEHOLDERS

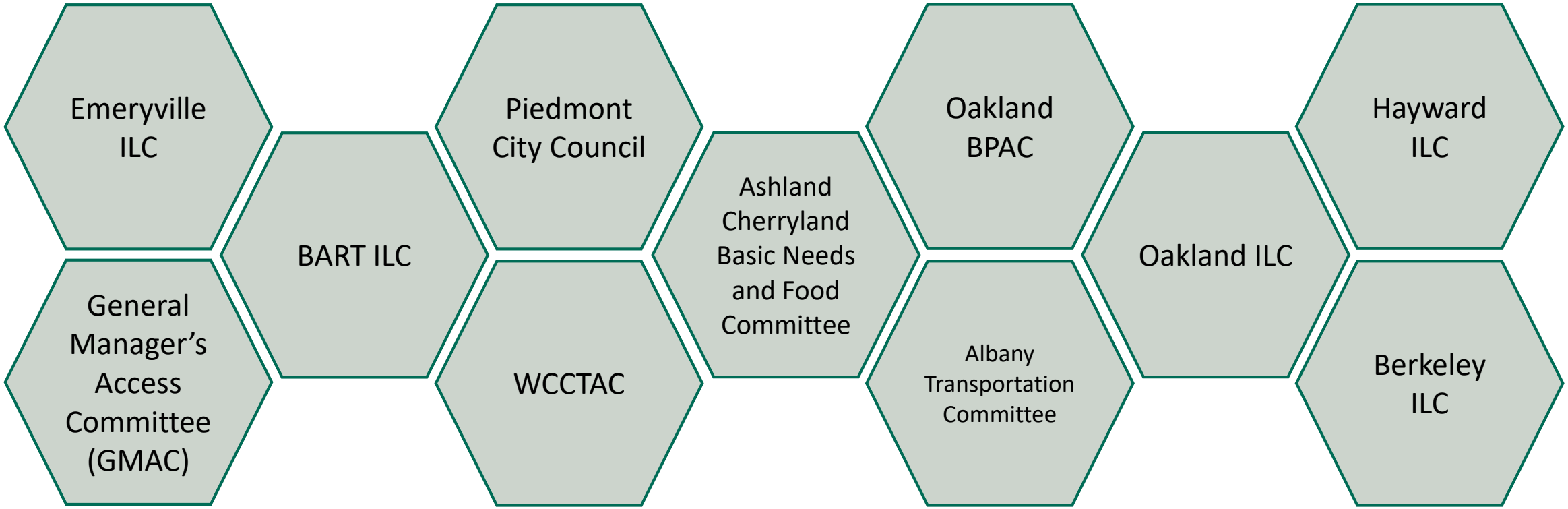
Bus Stop Committee

- Supervision
- MarCom
- Maintenance
- LACR
- Safety
- Scheduling
- Transportation
- Legal
- Long Range Planning
- Service Planning

Other Internal Stakeholders

- Accessible Services
- Division Safety Committees
- Pole Crew

EXTERNAL STAKEHOLDER MEETINGS



TECHNICAL ADVISORY COMMITTEE MEMBERS

- City of Alameda
- City of Albany
- City of Berkeley
- City of El Cerrito
- City of Emeryville
- City of Fremont
- City of Hayward
- City of Newark
- City of Oakland
- City of Piedmont
- City Richmond
- City of San Leandro
- City of San Pablo
- City of Union City
- ACPWA
- ACTC
- Caltrans
- CCTA
- MTC
- WCCTAC

EXTERNAL OUTREACH

- Webpage
- Social Media
- Feedback form/email
- eNews

TIMELINE

Outreach Meetings

Outreach Window
6/11 – 7/5

Public feedback, questionnaire, and website

Revisions Based on Public Feedback

WHAT WE HEARD

FEEDBACK RECEIVED

400+
Survey Responses

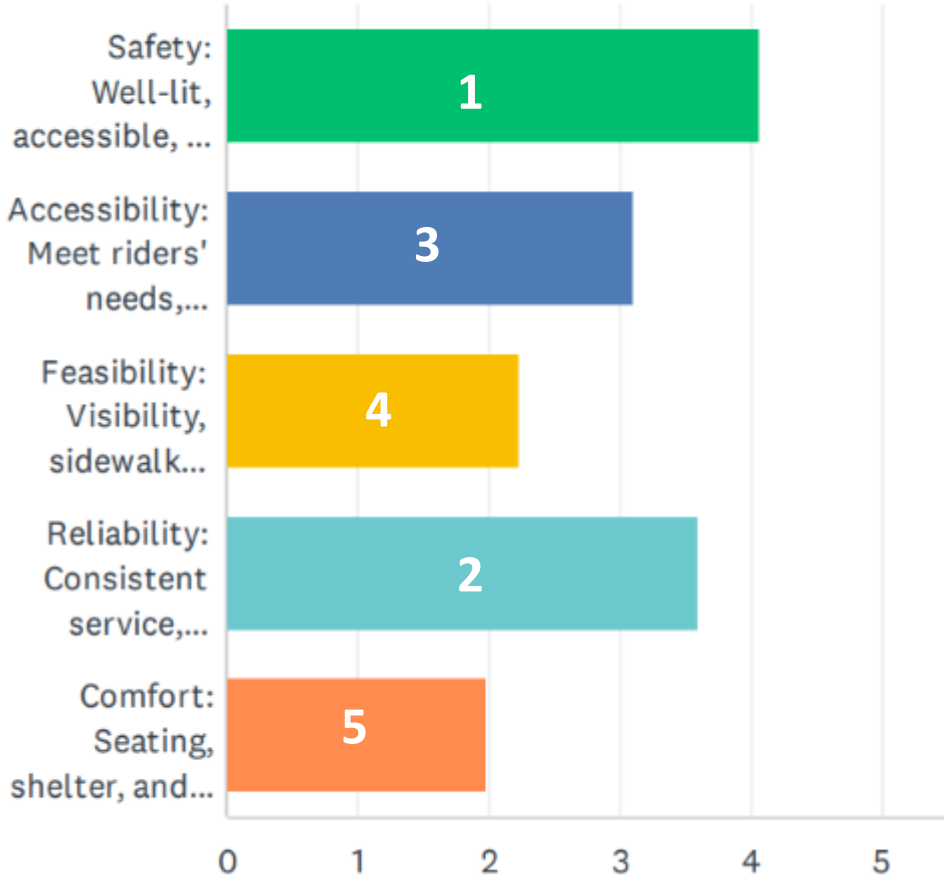
51A, 51B, 72, 72R, 18, 12, 72M, 79, 6, O
Highest number of responses

Most Common Comments Included:

- A desire for more benches and shelters
- Accessibility for disabled riders
- Lighting for safety
- Maintenance of shelters

SURVEY QUESTION 1

Please rank the following guiding principles for bus stop placement in order of importance, with 1 being the most important and 5 being the least important.



Safety: Well-lit, accessible, and clearly marked bus stops.

Accessibility: Meet riders' needs, including those with disabilities.

Feasibility: Visibility, sidewalk condition, and surrounding land use.

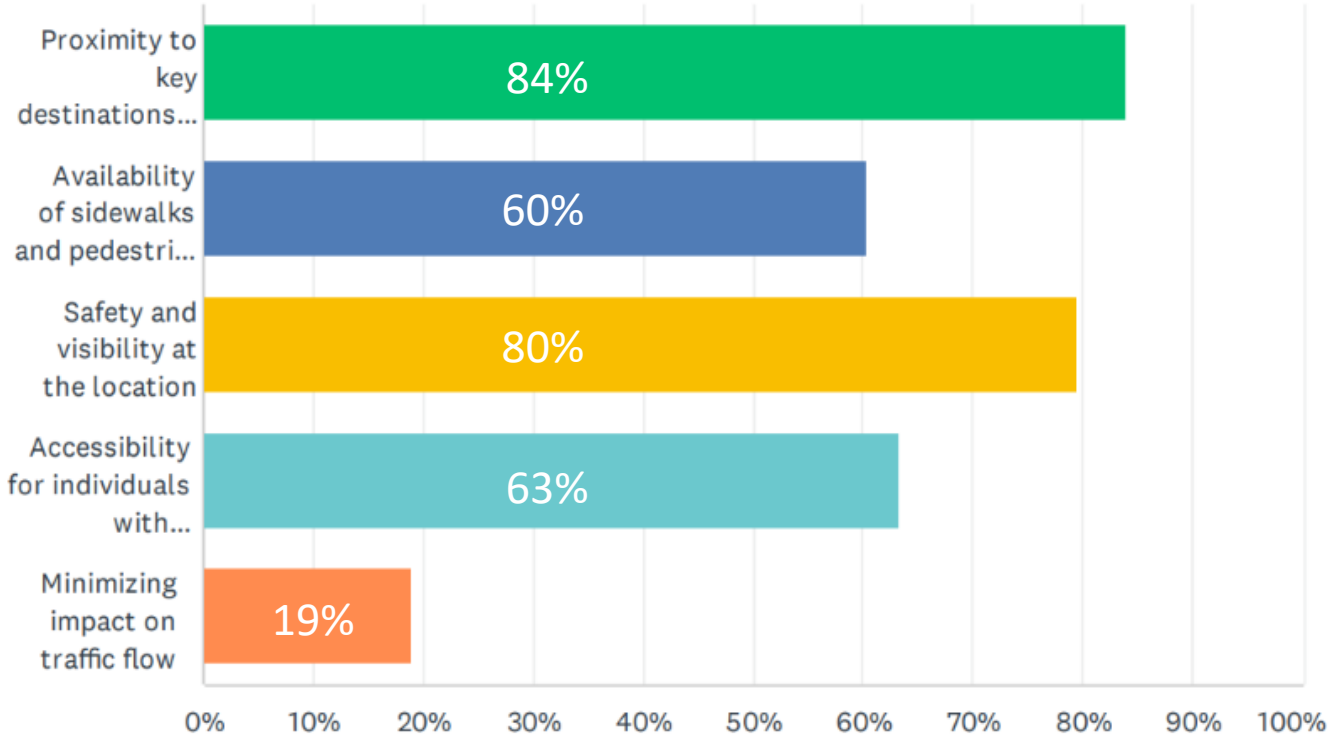
Reliability: Consistent service, minimal wait.

Comfort: Seating, shelter, and cleanliness, and aesthetic enhancements for a positive rider experience.

Percentage Ranked First Choice:
Safety: 43% Reliability: 34% Accessibility: 16%
Feasibility: 5% Comfort: 2%

SURVEY QUESTION 2

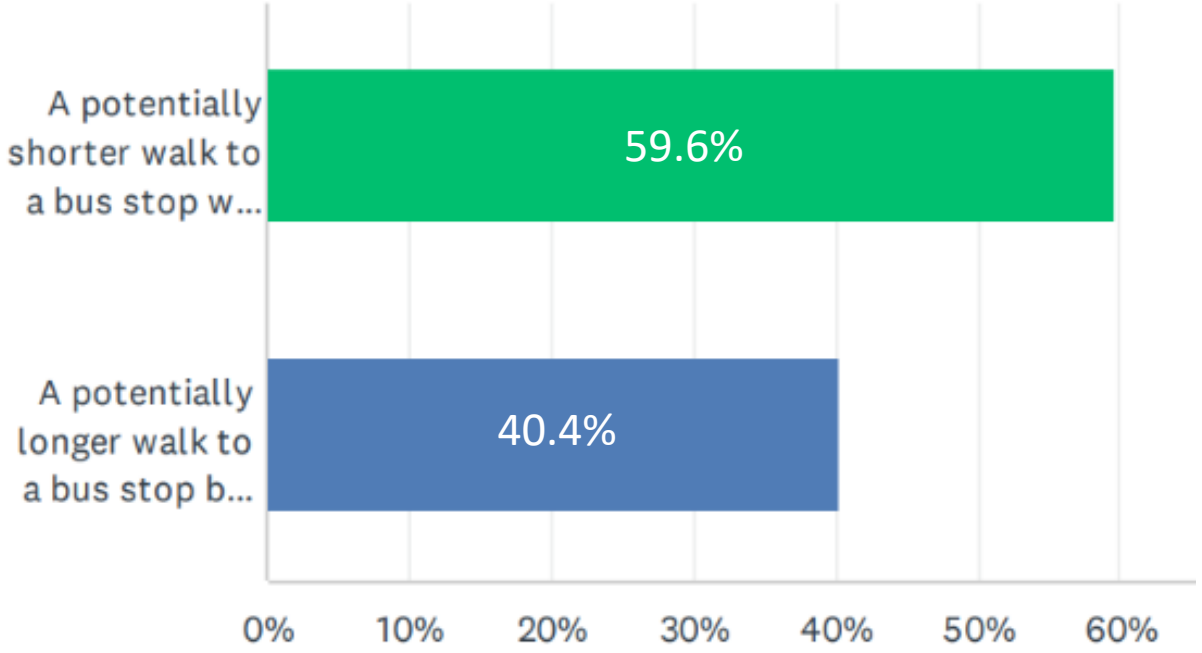
Which factors do you believe should be prioritized when deciding on the placement of a new bus stop? (Select all that apply)



Proximity to key destinations (e.g., schools, employment centers)
Availability of sidewalks and pedestrian pathways
Safety and visibility at the location
Accessibility for individuals with disabilities
Minimizing impact on traffic flow

SURVEY QUESTION 3

Which scenario do you prefer?



A potentially shorter walk to a bus stop with a slower, longer bus ride.
A potentially longer walk to a bus stop but a faster, shorter bus ride.

FEEDBACK IMPLEMENTATION

Survey results supported the **prioritization of** safety, reliability, and accessibility

Policy Update

Decision-making process informed by **considerations** for safety, accessibility, reliability, feasibility, and comfort

84% of survey responses valued the prioritization of **key destinations** and **60% prefer** stop spacing for a shorter walk with **more stops**

Policy Update

Decision-making process in the Policy prioritizes key destinations, even when stop spacing standards would place them further apart

TIMELINE

March

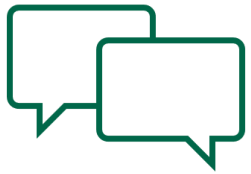
Gather Internal Feedback

Develop Updated Policy

March 27th Board Briefing

March - May

Develop Draft Policy



June/July

Gather Feedback on Draft Policy

July/August

Present Draft Policy to the Board

Finalize Policy based on Feedback

Current Stage

October

Present Final Policy to the Board for Approval