



Board Policy No. 501

Bus Stop Policy

ADOPTED: 12/89

RECENT AMENDMENT: 9/2005

SEE ALSO: 501A

SUBJECT CATEGORY: SECTION 500, PLANNING AND SERVICE DEVELOPMENT

SUBSECTION: BUS STOPS

CONTROL DEPARTMENT: PLANNING AND ENGINEERING

I. PURPOSE

The purpose of this Board Policy is to set forth AC Transit's (the District) policy for bus stop placement with regards to spacing, location, length, and accessibility. In addition to the factors discussed in this policy, the District shall also take into consideration the process for review by District staff as described in *Administrative Regulation 501A: Bus Stops*.

The District does not own, control or maintain the bus stop areas. The ultimate decision for placement of the bus stop at a particular location is made by the city or jurisdiction in which the stop is located.

II. PERSONS AFFECTED

This policy is applicable to the Board of Directors and any department prescribed herein as well as employees in any department that may have a role in any part of bus stop changes including but not limited to placements, relocations and removal. This policy is also applicable to local jurisdictions, affected property owners, and the general public within the District's service area.

III. DEFINITIONS

"Bus Stop" means a place where a bus regularly stops to allow passengers on or off. This includes, but is not limited to standard bus stops, bus boarding islands, bus bulbs, bus stop parklets, bus rapid transit platforms, and bus stop layovers. See also, *Administrative Regulation 501A*.

"Far-side" means any bus stop located along the curb right after the intersection.

"Near-side" means any bus stop located along the curb right before the intersection.

"Mid-block" means any bus stop located along the curb that is in the middle of a block between two intersections.

"Controlled Intersection" means any intersection that has traffic lights, yield signs, or stop signs.

"Uncontrolled Intersection" means any intersection that does not have traffic lights, yield signs, or stop signs.

"Marked Crosswalk" means any pedestrian right-of-way marked by paint lines; Drivers must be aware of crosswalks and stop for pedestrians who are within a marked crosswalk.

“Unmarked Crosswalk” means any pedestrian right-of-way not marked by painted lines; Drivers must be aware of crosswalks and stop for pedestrians who are within a unmarked crosswalk.

IV. POLICY

A. Bus Stop Spacing

Bus stops should be close enough that people can easily walk to them, but far enough apart to help buses arrive on time. The closer bus stops are, the more often a bus must stop and thus, the more a bus is delayed (i.e. pulling in and out of traffic, deceleration/acceleration, door opening/closing, and ramp deployment). To minimize delay and increase bus frequency and reliability, the maximum bus stop spacing per service type has been established. The matrix in **Table A** details bus stop spacing standards for the four different service types.

Table A – Bus Stop Spacing Standards

Service Type	Spacing (feet)	Explanation
Local (Trunk, Feeder, All-Nighter, and Supplementary)	800-1,300	This service type has closely spaced stops that are typically within walking radius.
Rapid Bus/Bus Rapid Transit (BRT)	Rapid Bus Only: 1,300-1,900	This service type has stops that are typically within walking radius, but more widely spaced. This stop spacing should be applied on streets with a single local service that also provides frequent service.
	Bus Rapid Transit 1,300-1,900	
	Rapid With Local Service: 1,700-2,600	This service type has stops that are typically within walking radius, but more widely spaced. This stop spacing should be applied to streets that have both Rapid and underlying Local Service Types.
Transbay Express*	1,300-2,600	This service type has stops at major destinations along the Peninsula and in San Francisco and in the originating area it serves in the East Bay but runs nonstop between the two.
Flexible or Community Circulator	800-TBD	This service type’s stop spacing varies. This service type may service existing or previous local service stops.
* Where there is no underlying local service, the Transbay Express Line can act as a Local Service and use spacing criteria for Local Service.		

B. Bus Stop Location

Bus stops can be at one of three locations: far-side, near-side, or mid-block.

Far-side Bus Stops are 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, and allow buses to stop after clearing the intersection.

Advantages of a far-side bus stop include the following:

- They reduce conflicts between right turning vehicles and stopped buses;
- They eliminate sight-distance deficiencies on approaches to the intersection;
- They encourage pedestrians to cross at the rear of the bus;
- They require shorter maneuvering distance for the buses to enter and leave moving traffic;
- At signalized intersections, buses can find gaps for re-entry into the traffic stream

Disadvantages of a far-side bus stop include the following:

- A bus standing at a far-side stop obscures 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 is too short, the rear of the bus will obstruct the cross street.

Near-side Bus Stops can be acceptable at Controlled Intersections when a far-side stop is deemed unsafe or impracticable.

Advantages of a near-side bus stop include the following:

- 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.
- Passengers generally board buses close to a crosswalk.

Disadvantages of a near-side bus stop include the following:

- 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;
- Where the Bus Stop is too short, the rear of the bus will be in the traffic lane.

Mid-block Bus Stops should only be used when no other alternatives are available and when there are 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 of mid-block bus stops include the following:

- Buses minimally interfere with sight-distance of both vehicles and pedestrians;
- Waiting passengers assemble at less crowded sections of the sidewalk.

Disadvantages of mid-block bus stops include the following:

- The removal of considerable curb parking may be required;
- Pedestrians from cross streets may have to walk farther to board the bus.

Criteria for Choosing a Bus Stop Location

- New Bus Stops should be located on the far-side of Controlled Intersections where there is a Marked Crosswalk. If physical curb treatment renders far-side impractical, locate bus to the near-side of the Controlled Intersection where there is a Marked Crosswalk.
- New Bus Stops at Uncontrolled Intersections with Marked Crosswalks should be located on the far-side.
- Locations at Uncontrolled Intersections with Unmarked Crosswalks should be avoided.

C. Bus Stop Length

Buses should have enough curb length to pull up parallel to the curb. The District shall adopt an ordinance addressing enforcement of bus stop curb spaces. When buses are required to pull out from traffic, stop lengths accommodate for transitions to and from traffic. **Table D** below details the required bus stop lengths for pull-out stops and bus stop layovers:

Table D – Minimum Pull-out Stop Lengths

Stop Position	Type of Vehicle and Stop Length (Ft.)				
	40' Bus	2 x 40' Buses	45' Bus	60' Bus	2 x 60' Buses
Near-side	100	160	110	120	185
Far-side	65	125	65	100	165
Mid-block	120	185	125	145	210

D. Bus Stop Accessibility

New or relocated bus stops shall meet the Americans with Disabilities Act (ADA) standards. For specific guidelines, see Americans with Disabilities Act (ADA) Guidelines for Transportation Facilities, Section 810.2 and Section 209.2.3

The District utilizes a variety of fleet types that have two, three, or four doors depending on the vehicle model. Ramps are located in the first or second door. Bus stops must have a clear ADA landing zone for the first two doors of all vehicles, to the maximum extent practical. Bus stop amenities shall be placed so as to meet ADA standards. **Table E** shows the District's bus door locations and ADA landing requirements by bus type.

Table E – AC Transit ADA Landing Requirements by Bus Fleet Type

