
AC Transit**Policy No. 508**

BOARD POLICY

Subject Category: Service Development

BUS STOP POLICY

It is AC Transit's policy to encourage counties, cities, and developers to coordinate with the District on the location of bus stops. The District does not own or maintain the bus stop areas, and the ultimate decision for placement of the bus stop is made by the jurisdiction in which the stop is located.

When properly located, adequately designed, and effectively enforced, bus stops can improve service and expedite general traffic flow. Decisions regarding bus stop spacing and location call for a careful analysis of passenger service requirements (demand, convenience, and safety), the type of bus service provided (local, rapid, transbay/express, or flexible service/community circulator), and the interaction of stopped buses with general traffic flow.

Bus Stop Spacing

Bus stops are the locations where bus passengers access the AC Transit system. Bus stops must therefore be convenient to the places where passengers wish to go. Convenience and speed must be balanced in determining appropriate bus stop placement, as too many bus stops can slow down travel times. Outside the downtown areas, AC Transit generally seeks to have bus stops 1,000 feet apart. This target has been set with the goal of increasing travel speed for AC Transit buses, and means that some existing stops will be eliminated. Passenger usage of bus stops is an important factor when considering bus stop placements or removals.

Bus stops should be close enough that passengers can walk to them easily, but far enough apart to help buses move quickly. The matrix that follows serves as a general guideline for bus stop spacing. Some discretion may be applied when balancing the District's interest in improving service and expediting traffic flow with consideration of passengers' interests and needs.

The matrix below lists AC Transit's intended bus stop spacing for the four different Service Types. It is AC Transit's intent to use the maximum bus stop spacing unless superseded by other determining factors such as topography (hills), limited access areas (freeways, bridges, airports), surrounding attractors, and transfer points.

Proposed Bus Stop Spacing Guidelines

Service Type	Spacing (feet)	Explanation
Local (trunk, feeder, etc.)	800-1300 feet	Stops may be located more closely than listed based on trip attractors, stop activity or demand, transfer points or other land uses that may warrant it.
Rapid	1700-5000 feet	Stops may be located more closely than listed based on trip attractors, stop activity or demand, transfer points or other land uses that may warrant it provided that the increased stops do not cause operational delays.
Transbay/Express	1000-2600 feet	Service may use local stops as necessary to provide geographic coverage and to minimize delay for longer distance riders.
Flexible or Community Circulator	TBD	Stops would be determined on a route by route basis and would consider trip attractors, transfer areas or other factors.

* Where there is no underlying local service, the Transbay/Express Line can act as a Local Service and use spacing criteria for Local Service.

Existing AC Transit routes may have stops that do not conform to the spacing criteria in this policy.

Bus Stop Location

Bus stops on the street are usually located along the street curb for direct safe passenger access to and from the sidewalk, waiting and walking areas. Stops may be located either in the intersection exit (far-side) the intersection approach (near-side), or at mid-block.

- Far-side stops are the preferable choice for service in general because they reduce conflicts between right-turning vehicles and stopped buses, eliminate sight-distance deficiencies on approaches to an intersection, and encourage pedestrian crossing at the rear of the bus. Additionally, since Rapid Bus Lines use transit signal priority to expedite travel across an intersection, far-side stops are integral to Rapid Bus implementation.

- Near-side stops are acceptable when a far-side stop is deemed unsafe or impractical.
- Mid-block stops are considered special case stops and are to be used only when no other alternative is available and only upon approval of the Transit Projects Coordinator and the municipality where the bus stop will be located.

When bus stops are initiated or relocated, bus stop locations shall be chosen such that, to the maximum extent practical, the areas where lifts or ramps are to be deployed comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Bus Stop Enforcement

Local law enforcement agencies and AC Transit police units, of the Alameda County and Contra Costa County Sheriffs Department, shall enforce all state laws, local ordinances and regulations governing bus stops.

Bus Stop Installation or Removal

All bus stop locations must be approved by the appropriate local jurisdiction (City or County staff). District staff will also coordinate with appropriate local staff to consider traffic patterns, street design, traffic safety issues, and impacts to adjacent properties. Upon receipt of a Letter of Approval from the municipal Traffic Engineer, and after any improvements to the street, if required, have been completed by the municipality (i.e., painting a red curb), the bus stop will be installed by AC Transit. In the event that the District receives a request to remove or relocate a bus stop, District staff will first analyze the request, and, if necessary, consult with the appropriate jurisdiction's staff.

Administrative Regulation No. 509 provides more details about the specific process used to install or remove bus stops.