

TRANSIT SERVICES COMMISSION

Operational Policy No.

Nevada County Connects Bus Stops

Adopted – **November 14, 2018**

PURPOSE:

The purpose of the policy is to provide general guidance to Transit Services Division staff regarding the location of Nevada County Connects bus stops and the provision of passenger amenities at bus stops in order to maximize the safety and convenience of transit users. The term “should” is intended to give general direction and not to be construed as mandatory.

POLICY:

General

1. Nevada County Connects bus stop locations and passenger amenities should be determined by Transit Services Division staff in accordance with this policy.
2. To the extent possible, Nevada County Connects bus stops within the Grass Valley and Nevada City urban area (generally coinciding with Fare Zone 1) should be marked with signs. Within this area, passengers should not be permitted to board or disembark at locations other than marked stops.
3. Stops on rural routes outside the Grass Valley and Nevada City urban area should have signs if there are five or more passenger boardings per day.
4. Transit Services Division staff should work with City and County staff and developers to identify appropriate bus stop locations in conjunction with new development and to provide for construction of turnouts at bus stops where necessary to prevent traffic conflicts on arterial and collector roadways.
5. Transit Services Division staff should review all bus stop related incidents on an ongoing basis to determine whether a safety problem may exist at a particular bus stop, and relocate stops as necessary. Each relocation should be based on sound design analysis to the extent feasible.
6. Except when granted permission or access, Nevada County Connects bus stops should not be located within or on private property such as parking lots. Existing bus stops located within or on private property such as parking lots should be relocated at the earliest opportunity to street side (curb side) locations.

Standards

1. In areas where bus stops are marked by signs, the stops should normally be 1,000 to 1,500 feet apart. Exceptions to the minimum spacing may be made where sufficient passenger demand exists or where roadway or other physical conditions make normal spacing impractical.
2. Bus stops should normally be “paired” such that passengers may disembark from the bus in close proximity to where they originally boarded. Typically, this means that bus stops will be located across the street from each other where two-way bus service is provided.
3. To the extent possible, bus stops should be located in proximity to intersections where signals, stop signs and/or crosswalks are provided in order to facilitate safe pedestrian access to bus stops.
4. To the extent possible, bus stops should be located such that buses can stop for passengers without obstructing through traffic and such that buses can re-enter traffic safely and without difficulty, the preference for all new or relocated stop placement is to be “far-side” of an intersection.
5. Bus stops will be built in accordance with design standards set forth in Section 810 of the United States Access Board ADA Standards for Transportation Facilities.

Flag Stops

1. “Flag stops” should be allowed in rural areas served by Nevada County Connects where marking of bus stops is considered impractical. Bus drivers will receive training regarding safe flag stop locations on each route and will provide information to passengers as needed regarding safe places to board and disembark.

Passenger Amenities

1. Installation of passenger amenities such as pole-mounted information modules, benches, and shelters is encouraged at high usage bus stops, subject to the availability of funds for purchase and installation. Transit Services Division staff should pursue grant funding opportunities for this purpose, if available.
2. Priority for passenger amenities should generally be based on the following criteria:
 - a. Number of passenger boardings
 - b. Adjacent land use/trip generators

- c. Availability of right-of-way
 - d. Ability to comply with ADA accessibility criteria
- 3. It is the intent of the Transit Services Commission to budget sufficient funds on an annual basis for maintenance and repair of passenger facilities.