

## I.4 Transit

The policies and guidelines in this section bring attention to the role of public transit and convenient access by the public to that transit, in the development process. It is understood that implementation of these guidelines may vary depending on location and site specific circumstances. The Department of Transit and Parking (707) 543-3325 is available to deal with particular problems that require further consideration.

### I. GOALS

- A. To increase use of the City's transit systems.
- B. To encourage designers to consider transit patrons when planning new development.
- C. To make transit use as convenient as possible.
- D. To consider ways that new development can support transit.
- E. To accommodate the needs of transit vehicles in new projects.



Fig. 1.4.1 City bus sign.



Fig. 1.4.2 City bus.

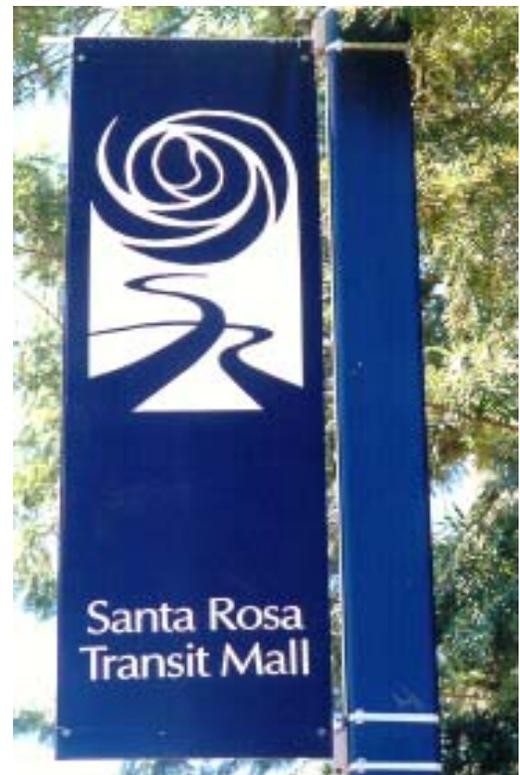


Fig. 1.4.3 Transit mall sign in Downtown Santa Rosa.

## II. GUIDELINES

### A. SITE DESIGN/ ACCESS TO TRANSIT

*In general, the vast majority of public transit users walk less than a quarter mile to the bus stop. Beyond this five-minute walking distance, most people will not consider public transit. It is therefore critical that pedestrian circulation minimizes the distance between transit patrons and bus stops.*

1. Provide adequate pedestrian access and circulation paths between all new development and the public transit stops.
2. Design residential developments to enhance pedestrian use with walkable distances to bus stops. This can be accomplished by providing interconnecting streets and pedestrian paths.
3. Subdivision walls and cul-de-sacs may restrict resident access to bus stops. Interconnected street systems provide better pedestrian access and should be used unless special circumstances exist. When a wall or cul-de-sac is unavoidable in the vicinity of a bus stop, it is especially important to provide a pedestrian path between the cul-de-sac and the public street to provide easy access to the bus.
4. Although sound walls are discouraged, subdivisions, on occasion, may include them. In these situations, pedestrian walkways should penetrate the wall. The passage should be open and adequately illuminated for safe night-time use. Walkways should not be narrow, dark, and have blind corners. Where possible, subdivision lots should be oriented so that walkways are placed at the front of homes. Walkways placed between residential side or back yards should be avoided.
5. Site planning for new office development or other places of employment should consider designs that orient structures closer to the public street, particularly when a bus stop is located in front of the site. When parking lots and landscaping are placed



*Fig. 1.4.4 This bus stop, adjacent to a residential subdivision, does not serve the homes in a convenient manner. If the subdivision had located a public street adjacent to the stop and provided a pedestrian path through an opening in the wall, the neighborhood would have been better served.*

between the buildings and a bus stop, provide a pedestrian path through the lot and/or landscaped areas to the bus stop.

*The site planning of buildings in relation to public transit stops is an important factor. The use of parking lots, landscaped berms, and other improvements which function to buffer the building from the street can also impede pedestrian access to nearby bus stops.*

6. Lay out street systems to facilitate efficient transit operations. Generally speaking, transit service is provided on regional and transitional streets only. To the extent practical, regional and transitional streets should be free of steep grades (three percent or less) or sharp curves.

*For example, the Fountaingrove area is difficult to serve by transit due to the steep grades.*

## B. BUS STOPS

*A bus stop is a curbside area specially designated for passenger loading and unloading. As a general rule, bus stops are located approximately one-quarter mile apart in order to provide adequate pedestrian access.*

1. The preferred location for bus stops is on the far side (the exit side) of an intersection.
2. Locate bus stops on a road shoulder or in a parking lane. Do not locate a bus stop in the travel lane.
3. Avoid planter strips or other “barriers” between the curb and sidewalk at bus stops. Locate sidewalks immediately adjacent to the curb where bus stops are located to enhance access for those walking to the bus. This is particularly important for the elderly and disabled population. Provide a minimum eight foot wide sidewalk at bus stops (measured from the face of curb).
4. Place trees so that they will not interfere with access to buses.



*Fig. 1.4.5 This bus stop at the Finley Center features an “Art” bench. These benches with custom artwork are featured throughout the City.*



*Fig. 1.4.6 Bus stop.*

5. Consider bus stops when planning streets with sidewalks on one side only. The American with Disabilities Act (ADA) requires access to all bus stops.

### C. BUS TURN-OUTS

*A bus turn-out is a specially constructed area out of the travel lane. Turn-outs provide an area for passenger loading and unloading that does not interfere with traffic flows on the street. In addition, buses can decelerate and accelerate on pavement areas separate from the through travel lanes. Bus turn-outs are utilized where on-street parking does not exist. Where on-street parking exists, the bus stop can be in a length of pavement outside the travel lane contiguous with on-street parking, where cars are prohibited from parking.*



Fig. 1.4.7 Bus Turn-Out.

1. Provide bus turn-outs along all streets with public transit service where a road shoulder or on-street parking is non-existent. If public transit is currently not provided on the street, the applicant should check with the Department of Transit and Parking to determine if any new routes are planned for that area.
2. The design of a turn-out is a function of various factors such as traffic volumes, available space, grades and operating speed of the roadway. (Refer to City Stds. No. 220-222).
3. The use of a Class II bike lane for part of the width of the turn-out is permissible only under special circumstances where there is insufficient right-of-way for a standard 10 foot wide turn-out.
4. Avoid locating bus turn-outs where utility laterals, water service and meters, or fire hydrants are located.

## D. BUS SHELTERS and BENCHES

*Bus shelters are covered, semi-enclosed waiting areas with seating. Shelters offer protection from inclement weather, provide for passenger comfort, and establish a transit presence within an area. Bus benches are a convenience provided for passenger comfort.*

1. Provide shelters and benches at stops when 50 passengers or more, per day, are expected.
2. Provide at least benches at stops when 30 passengers or more, per day, are expected.
3. Examples of developments that advantageously should provide for bus shelters and/or benches include: shopping centers, office buildings, hospitals, schools, major residential subdivisions, and large apartment projects.
4. A major residential subdivision is defined as 200 or more dwelling units, or contains 100 acres or more of land (California Subdivision Map Act, Article 3, Section 66475.2). The provisions of Section 66475.2 do not apply to condominium projects.
5. If a development meets the above criteria for inclusion of a bench and/or shelter, it is the applicant's responsibility to purchase, install, and maintain these passenger amenities.
6. Maintenance of bus shelters adjacent to residential development not meeting the criteria noted in D(4) is the responsibility of the City.
7. A bus shelter typically is 5 feet wide by 9 feet long. Larger shelters may be necessary at major activity centers such as regional shopping centers. A concrete pad somewhat longer than the shelter (i.e., 6 feet by 10 feet for a 5 foot by 9 foot shelter) should be provided. A concrete bench typically is 2 feet by 6 feet. To provide adequate pedestrian clearance, maintain a minimum sidewalk clearance of 5 feet,



Fig. 1.4.8 Typical bus shelter.



*Fig. 1.4.9 Designers are encouraged to incorporate custom designs into their projects. An example of such a design is this shelter in Cotati, California.*

measured from the back of curb to the shelter or bench.

8. Applicants may, if desired, request modifications to the typical specifications and other requirements discussed above. However, it should be kept in mind that all new bus shelters must be accessible to the disabled as called for by the Americans with Disabilities Act (ADA) regulations.
9. The Department of Transit and Parking has available a list of shelter suppliers and additional information on shelter and bench requirements.
10. Custom designs for bus shelters are encouraged. If an applicant is interested in providing a unique design, early consultation with the Department of Transit and Parking is recommended.