

Policies regarding Stopping on Secondary County Roads or State Highways

Information compiled March 23, 2007

The Question: Do you have a policy or procedure in place for stopping at an unmarked location on secondary county roads or state highways to pick-up or drop-off. If you do have a policy, please include it in your response.

Clallam Transit says... We make flag stops on highways and county roads on a regular basis. Our policy is two-fold: first, the bus has to be able to completely get off of the travel lane safely, and secondly, the location has to provide enough visibility for the bus to safely re-enter the road. Generally, we use the entrance of side roads or driveways, blocking those while making the passenger stop.

CUBS says... No policy.

Everett Transit says... Our service area is residential/urban and we only load and unload at designated bus stops.

Grays Harbor Transit says... We allow flag stops on rural State Highways and County secondary roads. Our procedure as long as there is adequate site distance in front of and behind the bus is to activate four-way flashers stop and pick up the passenger. The following is the policy in our employee manual.

Item 11) Passengers Stops

Operators stop only at designated bus stops between Aberdeen-Hoquiam. In all rural areas, buses must come to a complete stop per check points on Operator's Run Card. Operators may board passengers flagging, or drop off passengers along their route in safe areas other than designated on the Run Card.

Island Transit says... Our policy is that we do not stop on state highways unless there is enough shoulder that we can pull off completely beyond the fog line and the rider can disembark the bus safely. On county and back roads/side streets our drivers can stop wherever it is safe to stop. They do not have to pull off the road.

Kitsap Transit says...

Bus Stops, Signs and Zones

A bus stop zone is defined as the area 50 feet to either side of the bus stop sign, **provided it is safe to stop there.** In general, Facilities paints the curb to 40 feet from the sign on either side, so even if a passenger is outside the painted area they may still

be in the bus stop zone. Regardless of passenger location, Operators are only expected to stop where they think it is safest. In some rural areas where there are no bus stop signs, bus stop zones are any location safe to stop. Passengers are not to be left off between bus stop signs for obvious safety reasons. Please let passengers know if they would like a stop added or moved, they can fill out a Customer Comment Card, or call C.S.O., and Kitsap Transit will research and provide a response to the request.

Highway Signs

When making highway stops, Operators are required to pull their buses off the road to the shoulder, if the bus can pull completely off the highway while still allowing passengers to board and alight on solid, even ground. The shoulder should also be sufficient to support the bus weight in any type of weather. If it is not safe to pull off the highway, buses should be stopped in a position that prevents vehicles from passing on the right.

Link Transit says.... *WSDOT does not allow us to serve flag stops on 4 lane state routes. However, on county and 2 lane state routes serving rural routes, drivers are allowed to make flag stops as long as they determine it is safe to pull over out of the lane of traffic and re-enter safely (adequate sight distance).*

Mason Transit says... Pick a safe location on the same side of the road the bus is traveling and where the bus can pull completely off the road. When you see the bus approaching, start signaling with an overhand wave of the arm or a flashlight when it is dark or foggy. Allow plenty of time for the driver to see you. We ask our drivers to contact dispatch when they miss anyone on those routes due to not seeing the passenger in a timely matter or the location wasn't a safe enough situation, then dispatch can tell the passenger why they were not picked up by the bus.

Pacific Transit says... The procedure we follow is that on state highways outside city limits we will only stop if we can pull safely off the roadway. On county roads, within city limits we will pull over as best we can with the flashers on to receive or discharge passengers. Of course the drivers are expected to use due regard for safety as traffic permits.

Twin Transit says... Twin Transit does not have a written policy regarding stops on secondary roads/state highways, and most of our service takes place on city/residential streets, but there are a few country roads on our routes.

We are a flag service, and our S.O.P. for stopping on country roads is basically that there must be enough shoulder room for the bus to pull completely off the roadway, on a relatively level area. We have had to redirect or turn away passengers on occasion for flagging the bus on unlevel, narrow road shoulders. We do sometimes stop in the roadway with four-ways on, but only on city/residential streets, not country roads, due to safety precautions. On the country road areas of our routes, passengers generally know to wait for/flag the bus at the wider shoulder areas.

Valley Transit says... We have not had any issues since our service area does not include any stops on County Roads or State Highways. The rural areas we do serve the roads are 35 mph or less.

Yakima Transit says... We drive almost exclusively on city streets. On the one state highway from Selah to Yakima we do not stop until we are either in Selah or Yakima.