

Guidelines for the Design and Placement of Transit Stops

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Washington Metropolitan Area Transit Authority

Basic Bus Stop

Description

Basic stops constitute the majority of bus stops in the region.

Usage Factors

Basic stops provide access to transit in many types of environments and can be adjacent to a variety of land uses. Stops are generally along arterial roadways and local roads.

Design Factors

Non-Sheltered Bus Stops

Figures 22 through 24 provide diagrams of several types of non-sheltered stops:

- Sidewalk adjacent to curb (Figure 22)** - In this type of bus stop, a paved pad extends 4' deep and 5' wide from the backside of a 4' wide sidewalk to create a clear unobstructed 5'x8' ADA landing pad. The bus stop pole is placed at the back of the sidewalk and off the ADA landing pad so it does not pose an obstruction. Clear, unobstructed, paved access is also provided to the information case.
- Sidewalk setback from the curb (Figure 23)** - In this type of bus stop, a 4' wide grass strip separates the curb and a 4' wide sidewalk. A paved 5' wide pad is installed to connect the sidewalk to the curb, creating a 5'x8' ADA landing pad. The front edge of the bus stop sign is located at least 2' from the back of the curb and off the ADA landing pad and sidewalk. A clear unobstructed paved access is also provided to the information case.
- Expanded Landing Pad (Figure 24)** - In this type of bus stop, the passenger loading area is expanded to provide more space for pedestrian and patron movement and better accommodation for rear door alighting. The loading area should be a paved 30' to 40' wide (50' to 60' for an articulated bus) adjacent to the curb. The expanded loading area 4' from the curb should be clear of any obstructions (i.e., trash receptacles, vendor boxes, planter boxes, benches, utility poles, etc.).

For each type of bus stop, a 40' wide clear, unobstructed zone set back 3' from the curb is recommended. This will allow passengers to safely alight from the rear door of the bus unimpeded.

Figure 22. Sidewalk Adjacent to Curb

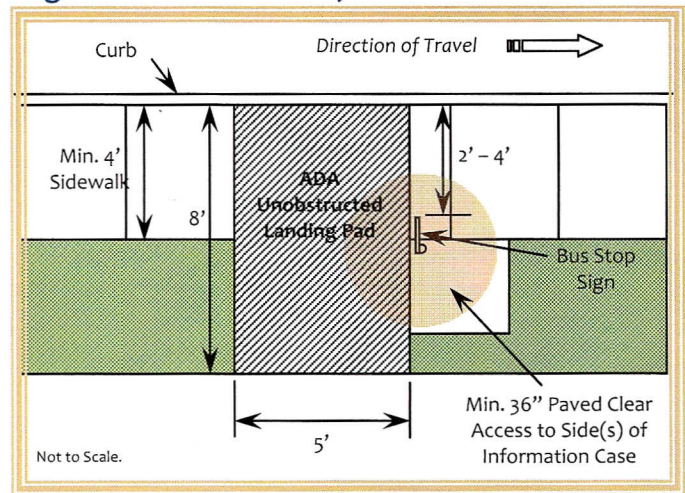


Figure 23. Sidewalk Setback from Curb

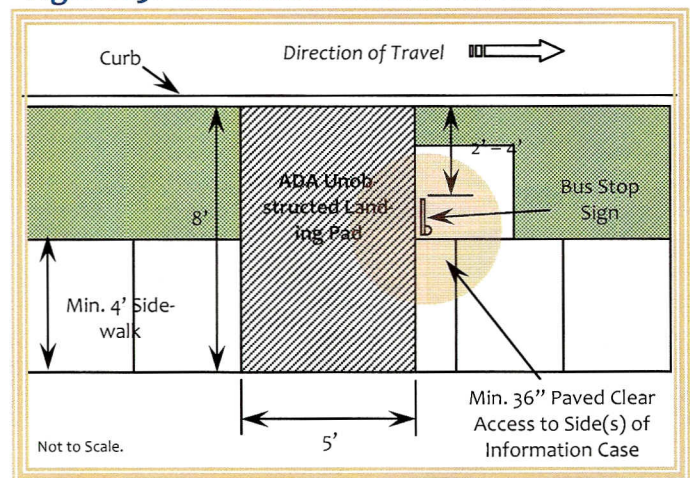
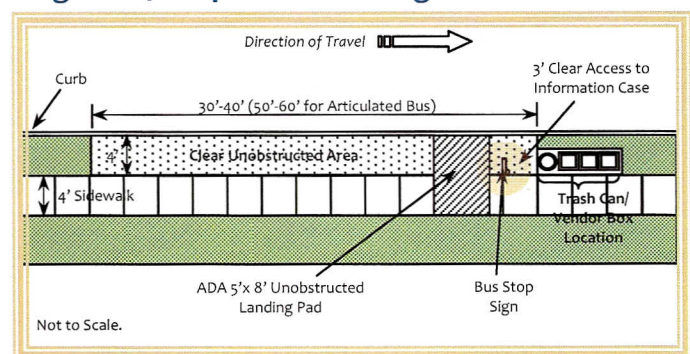


Figure 24. Expanded Landing Pad



Accessibility Factors

The bus stop and landing pad should be connected to an accessible sidewalk. Street crossings should be connected by curb ramps and crosswalks.

Sheltered Bus Stop

Description

Sheltered bus stops provide waiting passengers cover from the elements such as sun, rain, wind, and snow.

Usage Factors

Sheltered stops should be at locations with 50 or more daily boardings, stops served by enhanced bus service, and transit centers.

Design Factors

The layout and configuration of a sheltered bus stop will frequently depend on the available rights-of-way, the type of stop, and the pedestrian infrastructure. Figures 25 and 24 provide several configurations for a sheltered bus stop.

- ADA landing pad in front of shelter** - Figure 25 provides two bus stop prototypes with the ADA landing pad in front of the shelter. The first prototype is based on the sidewalk being adjacent to the curb. Therefore part of the sidewalk is used as the ADA landing pad. This configuration can be used when there is minimum right-of-way on the far-side and near-side of the stop. The second prototype also places the ADA landing pad in front of the shelter, but is configured based on the sidewalk being setback from the curb. In this configuration, the conflict between the flow of pedestrians and waiting customers are minimized since the sidewalk is behind the shelter and the bus stop loading area.
- ADA landing pad far-side of shelter** - Figure 26 illustrates a sheltered bus stop with the ADA landing pad far-side of the shelter. This type of design requires adequate rights-of-way upstream and/or downstream of the stop. Locating the ADA landing pad far-side of the shelter will allow the bus to fully pull into the bus stop zone and the wheelchair lift to align with the ADA landing pad. The roof of the shelter must be at least 4 feet from the back of the curb to avoid being struck by transit or commercial bus side mirrors.

Figure 25. ADA Landing Pad in Front of Shelter

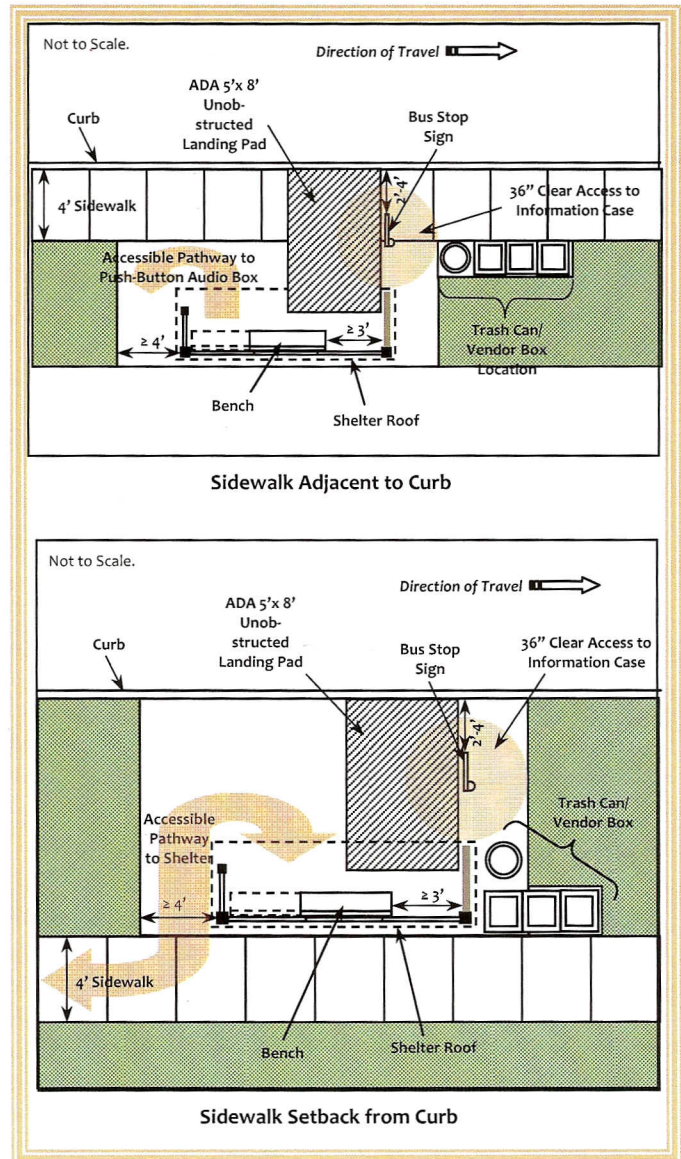
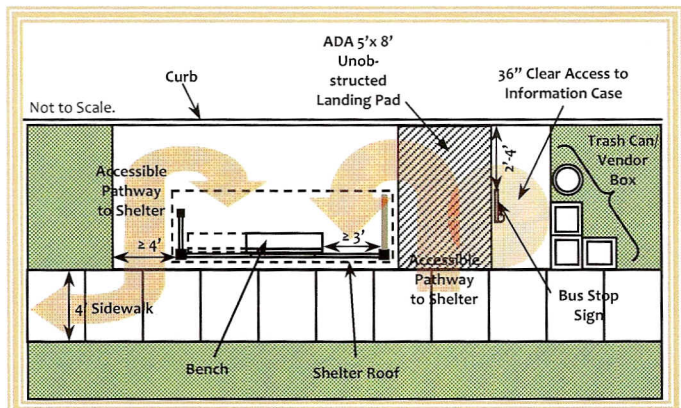
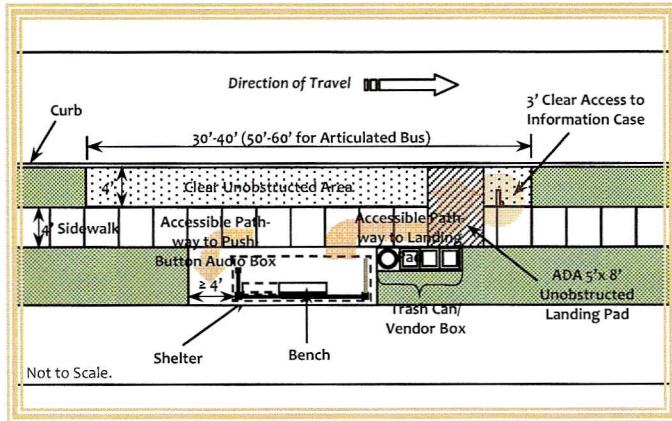


Figure 26. ADA Landing Pad Far-side of Shelter



- **Enhanced Service Bus Stop** - Figure 27 provides a prototype of a sheltered bus stop served by an enhanced type of service (such as express or limited stop) or experiences a higher level of passenger activity and pedestrian flow. The stop consists of a 30' to 40' (50' to 60' for an articulated bus) clear, paved, unobstructed area. The shelter is placed on the backside of the sidewalk as to not impede pedestrian flow.

Figure 27. Enhanced Service Stop with Shelter



Accessibility Factors

The bus stop waiting area/shelter should be connected to the ADA landing pad by an unobstructed accessible pathway. The 4' wide paved area adjacent to the curb should be clear of street furniture, vendor boxes, trash receptacles, and any potential obstructions to the front and rear loading area. The bus stop zone should be connected with accessible sidewalks, and street crossings should be connected by curb ramps and crosswalks.