

Bus Stop Standards

Inter-Tribal Task Force | Transit Peer Exchange

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Value of Bus Pads/Shelters



- Increases rider safety



- Improves rider satisfaction



- Visible branding to increase ridership





WisDOT Involvement

- WisDOT does not construct bus stops or pads as part of improvement projects
- Except if an existing stop/pad was impacted by a WisDOT project – i.e. road expansion



Adding a stop or pad to STH

- Contact your [Tribal Liaison](#) to start the process
- Obtain a work in highway ROW permit
- Make maintenance arrangements





*When to
consider bus
shelters...*

- Ridership
- Specific population
- Surrounding land use



Land Use



Land Use – Rural Roadways

CONSIDERATIONS

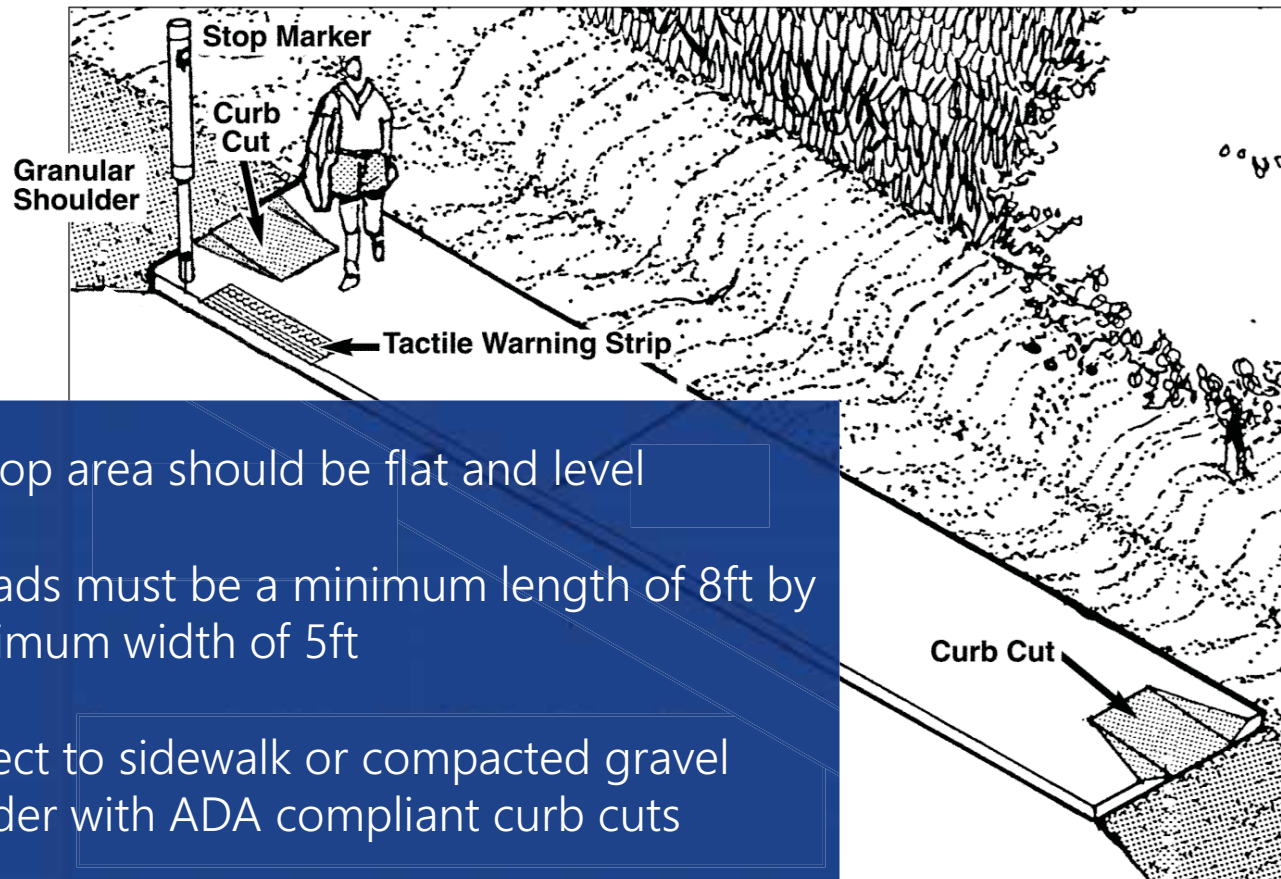
- A concrete / asphalt pad (elevated 6 inches above the roadway) may be added on the shoulder
- Are there plans to add sidewalks to this road in the future?
 - If not, consider an alternate location such as parking lot/building that would allow for boarding to take place out of the right of way



Rural roadways often do not have pedestrian facilities that provide a safe space for riders to walk to a bus stop.



Land Use – Rural Roadways



- Bus stop area should be flat and level
- Bus pads must be a minimum length of 8ft by a minimum width of 5ft
- Connect to sidewalk or compacted gravel shoulder with ADA compliant curb cuts

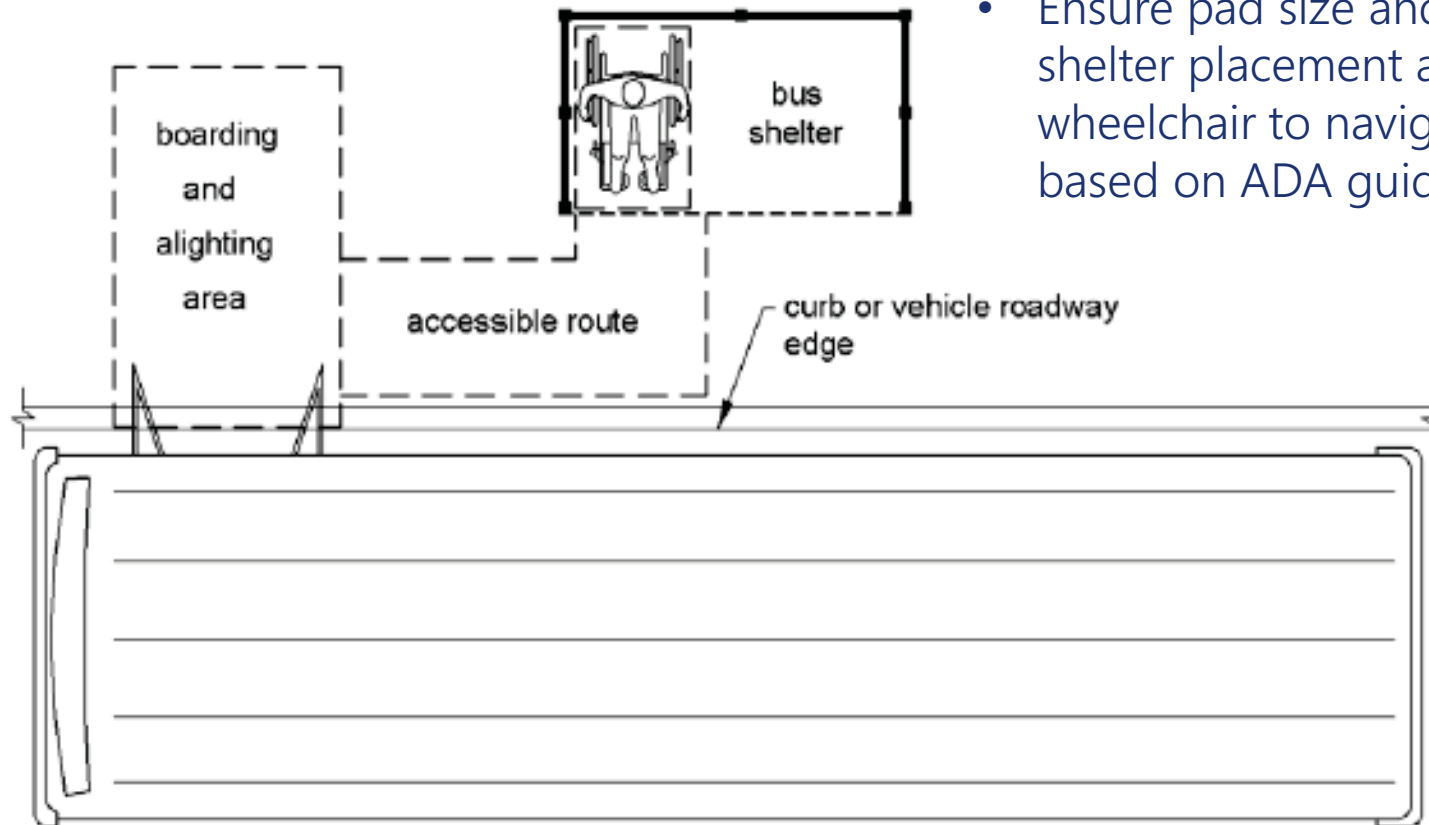
BC Transit Municipal Systems Program Design Guidelines for Accessible Bus Stops



Land Use – (Sub)Urban Areas



Land Use – (Sub)Urban Areas



- Ensure pad size and shelter placement allow a wheelchair to navigate based on ADA guidelines



Land Use – Community Hub



- Community Resource
- Apartment Building
- Medical Facility



- **Connecting bus stops to sidewalks is key, no matter the surrounding land use.**



Best Practices



Locating Bus Stops

Factors to consider:

- Pedestrian safety and convenience
- Impact upon safe traffic flow



ADA guidelines (ADAAG 10.2.1) require a landing pad be located at all stops to allow pedestrians to enter and exit the bus safely without entering the roadway.

Wisconsin Guide to Pedestrian Best Practices 5-59



Locating Bus Stops

BUS STOP CHECKLIST

- A Bus Stop Checklist inventories conditions at stops and pedestrian access to a stop.
 - Includes presence/absence of sidewalks and their connectivity, location of stop (near vs far side), etc.
- WisDOT Mapping Resources:
 - [Wisconsin State Highway Curb Ramps and Sidewalk ADA Inventory Database](#)
 - [Wisconsin County TSC Crash Mapping](#)



Signage Best Practices

- Legible
- High contrast for riders with low visibility
- Bus schedules, timetables, maps, or phone numbers may be useful to include
- Four items to include on a sign:
 1. System logo,
 2. Universal bus symbol,
 3. Telephone number, and
 4. Website



Signage



Metropolitan Atlanta Rapid Transit Authority



Cincinnati, OH Better Bus Coalition



Hermiston Area Regional Transit (HART) in Oregon/Washington



Minneapolis - St. Paul, MN

Examples low-cost / temporary signage with good information.



Amenities

Trash Can
Lighting
Seating
Shelter



Ensure seating or placement of other amenities follows ADA requirements.



Maintenance

- Maintenance and snow removal
- Emptying trash

Innovative Ideas

- Adopt-a-Bus-Stop
- Moveable infrastructure



Snap-in-place plastic bus platform
in Oakland, CA

Source: [Streetsblog USA](#)



Curb Extensions / Bump Outs

Curb Extension or Bump Out

Extend curb into a parking lane enhance pedestrian visibility and shorten crossing.

Source: [NACTO Urban Street Design Guide](#)

Bus Bulb

Curb extensions that align the bus stop with the parking lane, allowing buses to stop and board passengers without ever leaving the travel lane.

Source: [NACTO](#)

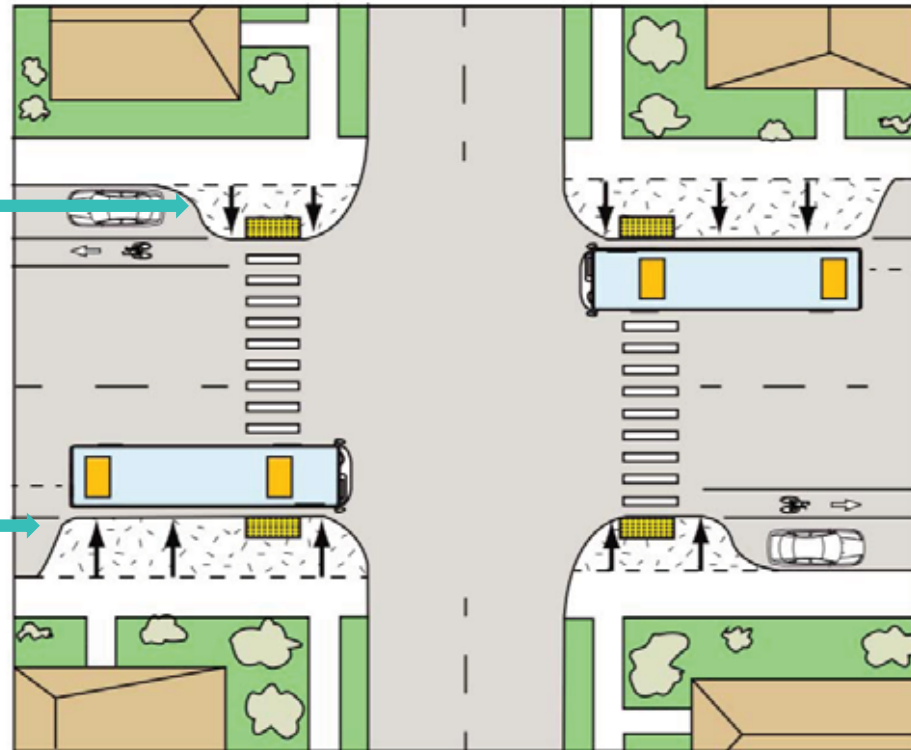


Exhibit 5-69: Adding curb extensions can reduce the pedestrian crossing distance and provide space for bus stops and curb ramps.

Source: [Wisconsin Guide to Pedestrian Best Practices Chapter 5](#), page 44



Resources & Funding

- Wisconsin Surplus - www.wisconsinsurplus.com
- Transit advertisements
- Grants
 - Better Utilizing Investments to Leverage Development (BUILD) Grants
- FTA



Resources

- [Fundamental Communications, RTAP](#)
Outlines basic and critical communications and branding strategies including signage and passenger information.
- [BC Transit Municipal Systems Program Design Guidelines For Accessible Bus Stops, NACTO](#)
Well-laid out guiding document for urban and rural bus stops.
- [Toolkit for the Assessment of Bus Stop Accessibility and Safety, Reconnecting America](#)
Guide for ADA requirements, universal design enhancements, and system-wide accessibility.
- [WI Guide to Pedestrian Best Practices, Ch. 5](#)
Guide for ADA requirements, universal design enhancements, and system-wide accessibility.

