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# Bus Stop Specification Guidelines

For more information, or to set up an appointment to discuss  
placement of a bus stop in your design, please contact:

Planning Division

360-786-8585

[busstops@intercitytransit.com](mailto:busstops@intercitytransit.com)

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## PUBLIC TRANSIT BUS STOPS AND AMENITIES

Intercity Transit and the local jurisdictions use some of the following guidelines in placement and design of public transit bus stop zones and passenger amenities. This is done in order to provide greater passenger, pedestrian and vehicular safety. Bus stops zones should be of adequate length to allow the coach to clear crosswalks and not obstruct traffic. Whenever possible bus stops should be located on the far side of a street intersection to reduce the space required for the bus stop zone and to minimize conflicts between buses re-entering the traffic stream and vehicles making right turns onto cross streets.

Population densities generally dictate the number and placement of public transit bus stops. This includes:

1. The Central Business District (CBD) and environs. Bus stops can be placed approximately every 440 feet (9 to 12 per mile or one every 1 to 2 blocks).
  2. Urbanized fringe (fully developed areas with mixed apartments, single-family housing, or no open space other than parks and schools) approximately every 700 feet (7 to 8 per mile or every 2 to 3 blocks).
  3. Suburban areas (mostly single-family housing with pockets of open space and undeveloped land) every 1,250 feet (4 to 4per mile) as needed in open areas.
  4. Generally, new service or route adjustments will not be initiated prior to the establishment of designated bus stop locations.
  5. Bus stops can be initially located on an average of 4 to 6 stops per route mile along local residential collection/distribution segments of a new route.
  6. Additional stops may be added if warranted but generally do not exceed the basic stop spacing guidelines of 8 to 10 stops per mile and no two stops within 600 feet of one another unless other conditions warrant the frequency.
  7. In order to evaluate a new route and build ridership, placement of bus stop zones may initially depart from the above warrants.
- A. Site designs for businesses, residential subdivisions, and multifamily developments along transit routes will accommodate transit use. This may include the location of a building entrance near a transit stop, pedestrian walkways, sheltered or unsheltered transit stops, and/or a bus bay.

All new bus stops need to comply with the federal “Americans with Disabilities Act” (ADA) requirements. These documents can be accessed at the following web site: <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards>

- B. All “landing pads,” the area where a bus can deploy an accessible lift or ramp, requires a 2% grade. Bus stops with or without a shelter require a minimum landing pad of 6’ wide X 8’ deep. This can be accomplished in a number of ways, including spanning a planter strip or adding a section to the backside of a sidewalk. Confirmation of any new stop location and design need to be coordinated with Intercity Transit. Intercity Transit contact information is 360-786-8585, email [busstops@intercitytransit.com](mailto:busstops@intercitytransit.com).

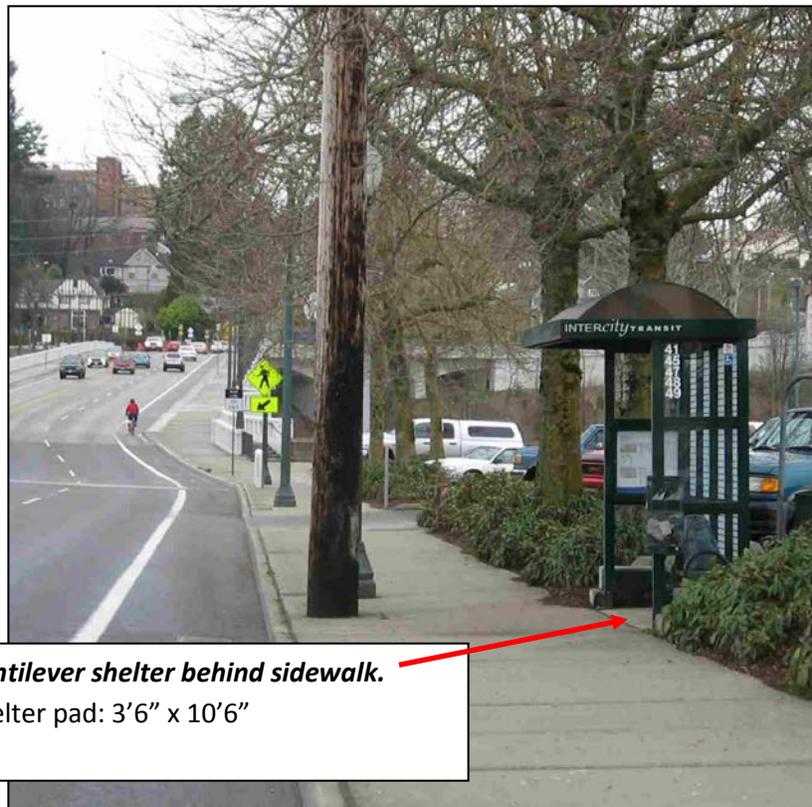
- C. The physical location of any bus stop zone, generally sized for a 40' bus, will be primarily determined by the following standards: maximizing safety, operational efficiency, and minimizing impacts to adjacent property. Bus pullouts or bulbouts may also be required by a local jurisdiction on arterial and commercial collector roads for safe bus berthing and to minimize impacts on traffic flow of buses stopping. Additionally, a school bus pullout or bulbout may be required on local access roads if road geometries require, such as determined by the local jurisdiction or school district. The Washington State Dept of Transportation's "Design Manual" also provides some transit stop design features. This manual can be accessed at the WSDOT website: <http://www.wsdot.wa.gov/publications/manuals>.
- D. Maintaining adequate separation between driveways/intersections and bus stop zones, pullouts and bulbouts can increase the safety and efficiency of both the roadway and transit service.
- E. A passenger shelter can be required for any bus stop and reflects criteria established by Intercity Transit and/or the jurisdiction for when a shelter is needed. The following requirements apply to bus stop shelters:
1. Passenger shelters for Intercity Transit sites will be designed to engineering standards set by Intercity Transit and the local jurisdiction. This includes shelters that are transparent for passenger visibility and safety, sight distance for approaching vehicles, protection from the elements, and reasonably vandal-resistant for easy maintenance. Additional passenger amenities or service features at these stops are subject to change. Shelters for school stops will not look like a public transit shelter unless used by both transportation systems.
  2. Intercity Transit has standard bus stop and passenger shelter designs that include a bench, information display panels, and a trash can. Shelters can be purchased directly from Intercity Transit for any designated public transit stop requiring a passenger shelter. These public shelters become the property of Intercity Transit unless designated otherwise by prior agreement. An alternate shelter design will be considered based upon approval by the jurisdiction and Intercity Transit and constructed and maintained by the proposer or their designated party.
  3. Only Intercity Transit approved shelters will be maintained by Intercity Transit. School District bus stop and shelters are covered by a separate agreement with a local jurisdiction.
  4. Shelter size will be appropriate to anticipated service and use. The size of the Intercity Transit shelter will be determined by Intercity Transit and the local jurisdiction.
- F. In general, the following criteria are used by many local jurisdictions for public transit bus stop facilities:
- a. Provide ADA accessible walkways paved with a hard all-weather surface linking various sections of subdivision and developments to peripheral streets with bus stops.
  - b. In designing walkways, provide access through mid-blocks to decrease distances to bus facilities and flexibility to pedestrians.
  - c. Provide ADA accessible ramps and other facilities consistent with "universal" and barrier-free design standards along walkways leading to a bus stop.

- d. Developments enclosed by walls or fences will provide openings or gates for walkways to provide direct access between developments and bus stops.
- e. Use street name signs to mark pedestrian walkways.
- f. Separate roads and parking areas from pedestrian pathways by grade separations, landscaping, and other devices.
- g. Public transit bus stop zones will have a minimum 50' clear zone free of trees or shrubs on the leading side of the bus and a clear zone around the a shelter to allow good visibility for both vehicle safety and security of pedestrians at the stop.
- h. Provide pedestrian facilities such as lighting, signs, and trash cans as warranted by anticipated use.
- i. New development street systems should be designed to minimize pedestrian travel to bus stops.

## **ATTACHMENTS**

- Examples of Intercity Transit Bus Stops
- Americans with Disabilities Act (federal): Bus Stop Requirements
- Bus stop and Shelter Details

## Examples of Intercity Transit Bus Stops



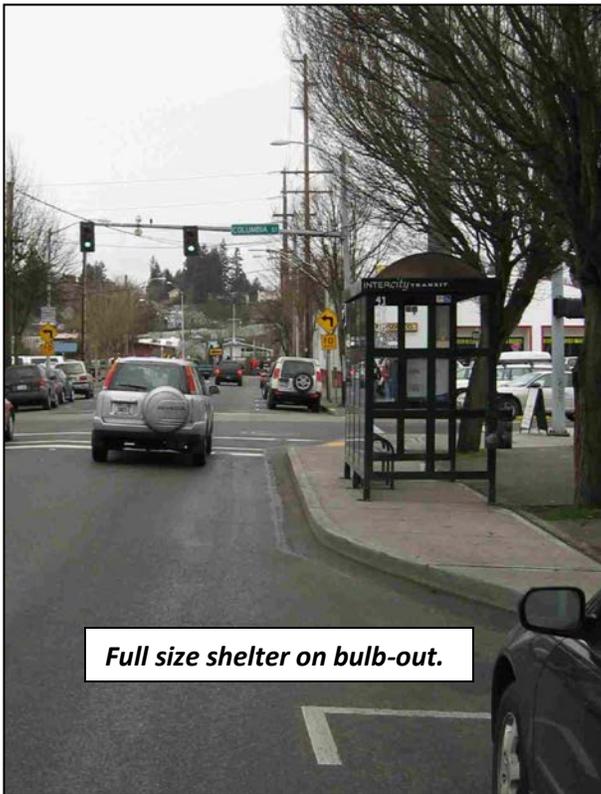


**Full size shelters at bus pullout.**



**"Landing pad" in planter strip.**

Landing pad: 6' length and connects curb face to



**Full size shelter on bulb-out.**



**Cantilever shelter in planter strip.**

Shelter & landing pad: 6'6" x 16'6"

10'6" for shelter and 6' landing pad connecting to sidewalk, no more than 2% grade.

# ADA and ABA Accessibility Guidelines for Buildings & Facilities

DOJ's 2010 ADA Standards

web link: <https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards>

or

## **Chapter 1: Application and Administration**

### *106.5 Defined Terms*

Public Building or Facility. A building or facility or portion of a building or facility designed, constructed, or altered by, on behalf of, or for the use of a public entity subject to title II of the ADA and 28 CFR part 35 or to title II of the ADA and 49 CFR 37.41 or 37.43.

## **Chapter 2: Scoping Requirements**

### **209: Passenger Loading Zones and Bus Stops**

**209.2.2 Bus Loading Zones.** In bus loading zones restricted to use by designated or specified public transportation vehicles, each bus bay, bus stop, or other area designated for lift or ramp deployment shall comply with 810.2.

Advisory 209.2.2 Bus Loading Zones. The terms "designated public transportation" and "specified public transportation" are defined by the Department of Transportation at 49 CFR 37.3 in regulations implementing the Americans with Disabilities Act. These terms refer to public transportation services provided by public or private entities, respectively. For example, designated public transportation vehicles include buses and vans operated by public transit agencies, while specified public transportation vehicles include tour and charter buses, taxis and limousines, and hotel shuttles operated by private entities.

**209.2.3 On-Street Bus Stops.** On-street bus stops shall comply with 810.2 to the maximum extent practicable.

## **Chapter 8: Special Rooms, Spaces and Elements**

### **810: Transportation Facilities** (Figures 810.2.2 & 810.3)

**810.1 General.** Transportation facilities shall comply with 810.

**810.2 Bus Boarding and Alighting Areas.** Bus boarding and alighting areas shall comply with 810.2.

Advisory 810.2 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

**810.2.1 Surface.** Bus stop boarding and alighting areas shall have a firm, stable surface.

**810.2.2 Dimensions.** Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.

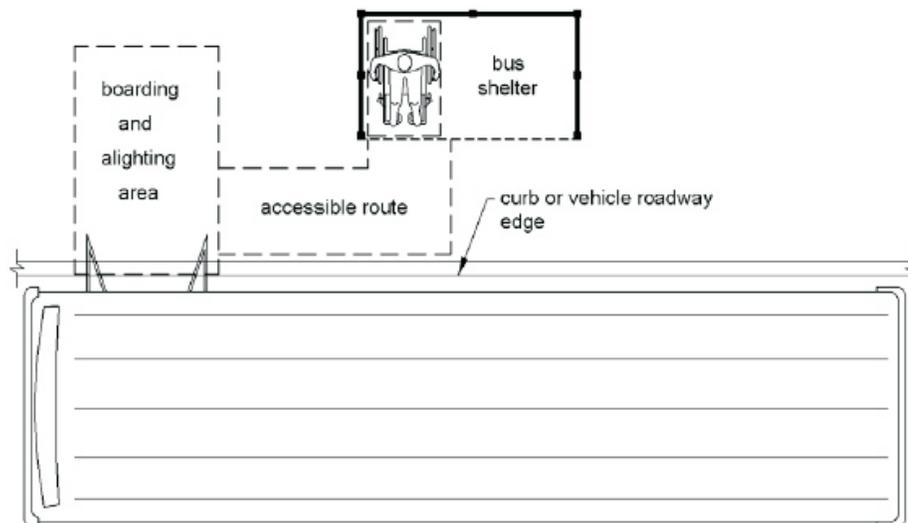
*Public entities shall ensure that the construction of bus boarding and alighting areas comply with 810.2.2, to the extent the construction specifications are within their control.*

**810.2.3 Connection.** Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.

**810.2.4 Slope.** Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than 1:48.

**810.3 Bus Shelters.** Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.

**Figure 810.3 Bus Shelters**







Aug 15, 2014, 1:30 PM  
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