Congress for the New Urbanism

BUS STOPS

Transit stops are an important part of the pedestrian environment and streetscape, as well as a functional element of the public transportation system. Design and location of transit stops should place the pedestrian first, since all transit riders are also pedestrians at the beginning and end of their trip. In terms of design, they need not only provide for identification of their role as waiting areas for transit vehicles, but they also need to be an integral part of the neighborhood in which they are located. At a minimum, bus stops should be identified with a sign bearing the local transit agency's logo and appropriate route numbers. Transit stops and the approaches leading to them must be accessible to people with disabilities. Route maps and schedules should also be provided, where possible, as well as community and activity center information.

Bus stops need to be designed in conjunction with other community amenities, not simply placed as an afterthought

This bus shelter is part of a transit center in Los Angeles which links railways, commute trains, buses and the city's subway.

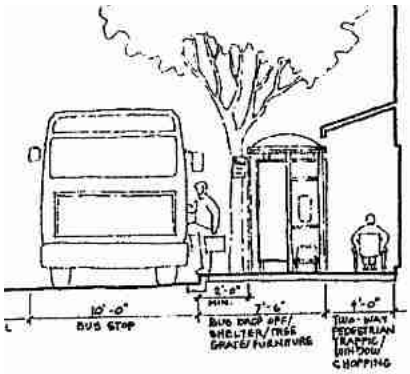
The number of amenities provided at a transit stop is a function of the number of passenger boardings and should also respond to adjacent land uses. Within a transit system there should be a hierarchy of stop types that reflects the number of daily riders, the number of routes served, and adjacent uses.

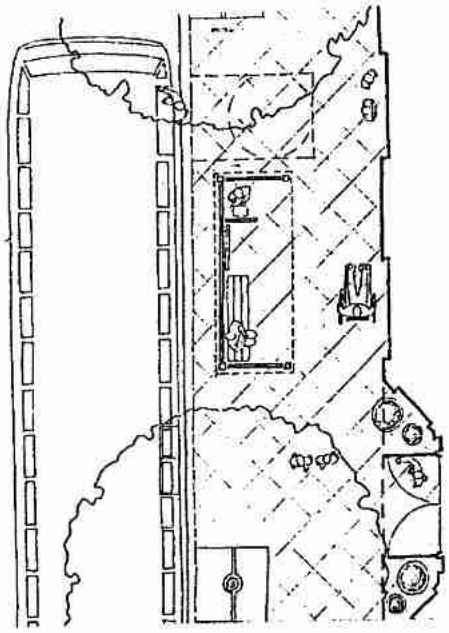
Bus stops can be located at the far side or near side of an intersection, at mid-block locations, or off-street in developments such as shopping centers or office parks. While consistency of placement is desirable, traffic conditions, space constraints, and adjacent land use can affect the location of a specific stop. In general, far-side stops result in fewer traffic delays, provide better sight distances for drivers and pedestrians, allow more room for maneuvering, and create fewer conflicts between buses and pedestrians. Location of transit stops is affected by:

The development of this bus stop in Chula Vista, California, was closely integrated with the revitalization of the surrounding retail district.

- potential traffic delays
- impact on signalization
- proximity to other bus stops
- pedestrian linkages
- space for bus maneuvering
- automobile turning movements
- right-of-way configuration
- adjacent land uses
- adequate sight distance
- type of stop
- ridership
- neighborhood impacts

Bus Stops (Cont'd)





Standards for sizing stops are specific to each transit agency. Based on the standards of several transit agencies, appropriate ranges are presented below. Distances represent the appropriate red curb or no parking zone to encompass the actual stopping point of the bus, plus room for it to approach and leave the stop. Far-side stops should be 80 to 85 feet in length. Near-side stops should be 85 to100 feet. Mid-block stops require more room for a bus to enter and leave, resulting in lengths of 130 to 140 feet. These distances should be increased by 20 feet to accommodate articulated buses. If several buses are likely to use the stop at the same time, the distance above should be increased by 45 feet for each additional standard bus, and 70 feet for each articulated bus. Clearance between the curb and benches or shelters should be no less than three feet and no more than ten feet. Concrete pads for shelters should range in width from a minimum of 8 feet to a maximum of 25 feet in length. Sidewalks should be 10 to 12 feet wide.

In addition to being appropriately located and visually attractive, transit stops should provide passenger amenities that make waiting as comfortable and pleasant as possible. Additional amenities can be provided by vendors, lesees, or property owners. Such amenities include automated teller machines, retail kiosks, post office vending, concierge services, day care centers, and joint development.

Bus stops need to respond to passenger design criteria to ensure access and convenience to as many people as possible. All bus stops must be accessible by physically challenged persons. These requirements pertain not only at the actual stop but include efforts to provide circulation connections to adjacent neighborhoods.

A bus stop in downtown San Diego features an information kiosk as well as a shelter for waiting patrons. Community maps, schedules, and public telephones all reinforce a commitment to transit use.

Sources:
Central Florida Mobility Design Manual, Central Florida Regional Transportation Authority, Orlando, FL
Designing for Transit, Metropolitan Transit Development Board, San Diego, CA (619) 238-4900 ext. 4523
Guidelines for Transit-Supportive Development, Chicago Transit Authority
Planning and Design for Transit Handbook, Tri-County Metropolitan Transportation District of Oregon, Portland, OR

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