BUS STOP ACCESSIBILITY AND DESIGN GUIDELINES

ATAC

August 2, 2016

Value of Bus Stop Guidelines - Design

- Transit needs are taken into account early in design of roadway projects
- Investments can more easily be made by private developers
- Prioritizing transit agency investments as stand-alone projects
- Cost estimates for improvements

Value of Bus Stop Guidelines – ADA/Pedestrian/Bike

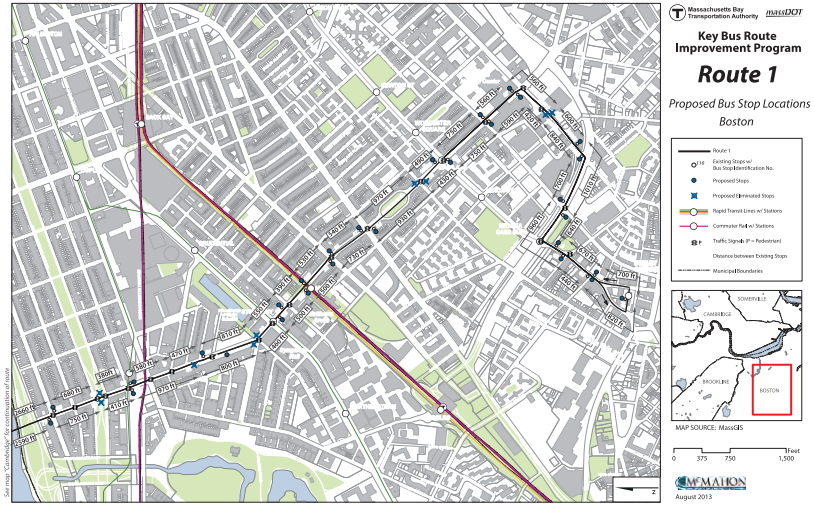
- Satisfy ADA and other requirements for federal funding
- Improve accessibility for those with disabilities
- Integrate transit with pedestrians/bicycles

Value of Bus Stop Guidelines - Branding

- Unify branding
- Standardize designs

Value of Bus Stop Guidelines – Service/Operations

- Improve amenities
- Enhance customer experience
- Attract transit ridership – bus stops are “front door” of transit system



- Improve transit operations
  - Stop spacing
  - Location
  - Length

Examples: Kansas City KCATA

- Established a hierarchy of amenities based on passenger activity
- Defined overarching design principles:
  - Safety and comfort
  - Branding
  - Passenger Information
  - Accessibility

Amenities	MAX		Connex		Local Bus		
	Full	Intermediate	Full	Intermediate	Full	Intermediate	Base
Avg. Weekday Boardings	>100	<100	>100	<100	>100	51-100	<50
Bus Stop Signs	●	●	●	●	●	●	●
Paved/Accessible Areas[8]	●	●	●	●	●	●	●
Lighting[9]	●	●	●	●	●	●	●
Trash Cans	●	●	●	●	●	●	
Seating	●	●	●	●	●	●	
Shelters	●		●		●		
Bike Racks					●		
Passenger Information							
Corner Schedules	●	●	●	●	●		
Information Kiosks/MAX Marker	●	●	●	●			
Area Maps	●	●					
Real-time Signs	●	●	●	●			

● Amenities allocated based on the primary factor (daily boardings) have full black circles. Amenities without circles are based on secondary factors (available sidewalk, transfer points, and adjacent land uses). As noted above, several secondary factors play an auxiliary role in determining appropriate amenities for a particular stop and may necessitate the need for additional amenities.

Examples: NACTO

Work Plan

- Memphis MPO-led project
  - Strong collaboration with MATA
- Started in April 2016
- Completion by end of 2016
- Nelson\Nygaard as lead consultant
  - HDR
  - ACOT Associates

Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

MATA
MEMPHIS AREA TRANSIT AUTHORITY

NELSON
NYGAARD

HDR

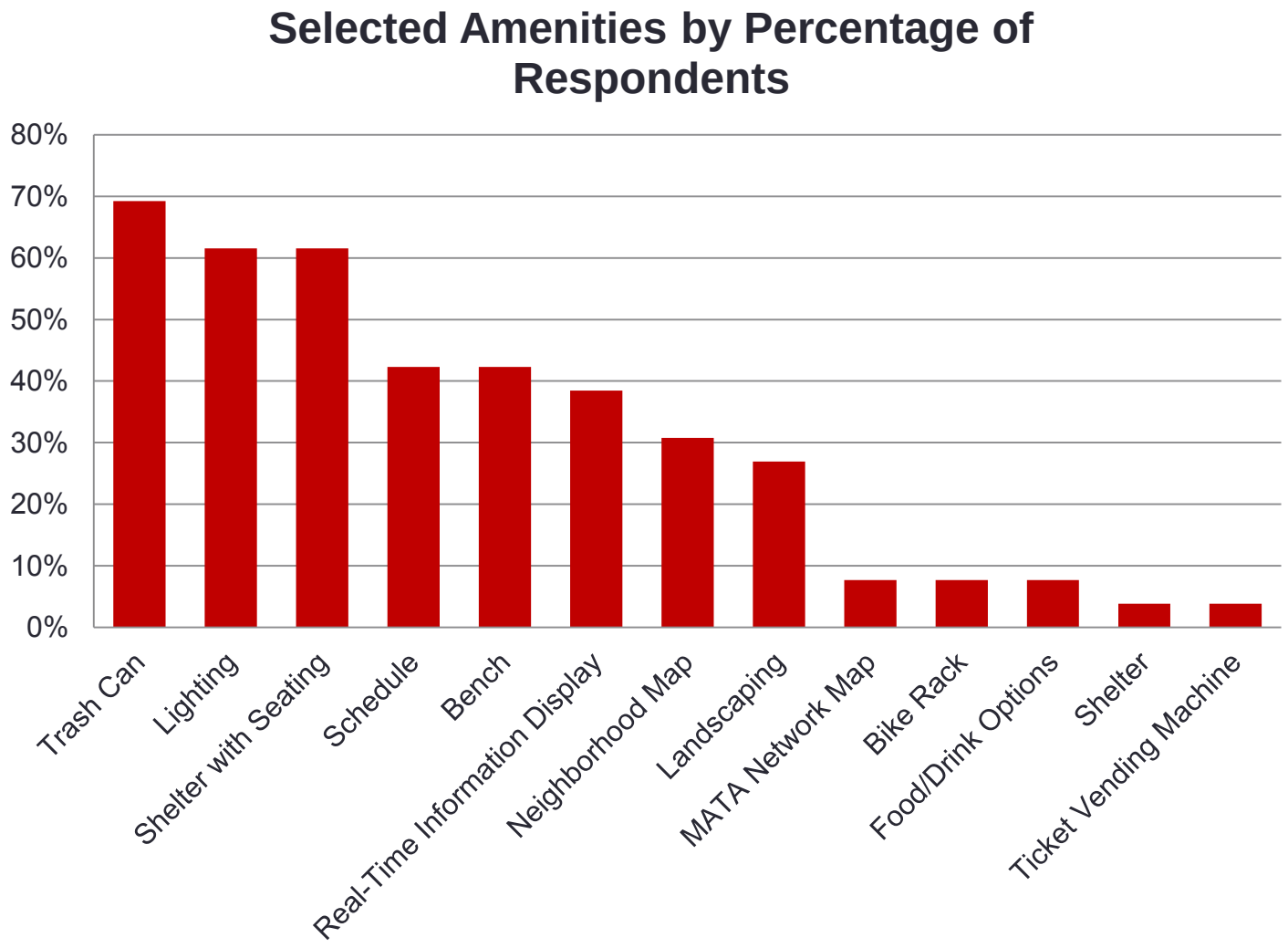
ACOT
ASSOCIATES GRP, LLC
Rock Solid Service at the Heart of Your Project

Outreach Efforts

- Public sector stakeholder meetings
- Private sector stakeholder meetings
- General public outreach
  - Online and paper survey
  - One-on-one interviews with current riders
  - Build a Bus Stop Game

Outreach Efforts

Early Survey Results



Remaining Milestones

- **August →** Field surveys begin
- **October →** Draft manual due
- **December →** Final draft completed