



RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number 20170501-03C: Recommendations to Capital Metro for Bus Stops and Transit Facilities

WHEREAS, the location of bus stops is critical to the convenience and safety of bus riders; and

WHEREAS, a clear path and connectivity to and from the bus stop ensures an accessible route for all bus riders; and

WHEREAS, the facilities provided at bus stops and transit centers can improve the comfort, safety and security of bus riders;

NOW, THEREFORE, BE IT RESOLVED, the Pedestrian Advisory Council recommends that the Capital Metropolitan Transit Authority consider and work with the City and other stakeholders to implement the following for bus stops and other transit facilities:

Bus stop locations

Locate bus stops close (ideally within 200') to marked crosswalks, pedestrian hybrid beacons, or intersections with pedestrian signals.

Provide enhanced crossing treatments or actuated signals where an un-signalized crossing exists at a bus stop (NACTO recommendation).

Locate bus stops so that pedestrians cross behind the bus or transit vehicle. Far side stop placement is preferable to near side or midblock placement and increases the visibility of pedestrians crossing behind the bus (NACTO recommendation).

Ensure connectivity from bus stop locations to nearby sidewalks and crosswalks.

Bus stops

Ensure that bus stop signposts, shelters, benches, and other accoutrements, are positioned so as not obstruct the accessible pedestrian route through or past the bus stop location.

Provide lighting at all bus stops, either from ambient light from adjacent street lighting (co-ordinate with the street lighting authority), or individual LED lighting powered from solar panels.

Ensure that overgrown vegetation and grasses are cleared at the bus stop location and along the route to the bus stop. The clearance should be a minimum of 2'-0" laterally beyond that required to maintain a clear path, and to a height of 9'-0" to 10'-0" vertically, to account for future vegetation growth.

Provide benches at all bus stops, preferably underneath the shelters. Benches should meet the requirements and guidelines of the Public Rights of Way Accessibility Guidelines (PROWAG) R307.6.3 Benches and the 2010

ADA Section 903. The bench, or part of the bench, should provide full back support and armrests to assist in sitting and standing.

Capital Metro should consider a program for private donations and/or dedications for benches.

Provide audio information at bus stops announcing arriving buses.

Provide WiFi at all bus stops.

Bus shelters

Install bus shelters for shade at all locations.

Install solar panels on roofs of all shelters for lighting and power, if not immediately feasible then make the shelters solar-ready for future installation.

If the bus shelter is located within the path of travel, ensure that there is sufficient vertical clearance of 8'-0" to allow for travel by bicycle riders, Segway riders, etc under the shelter.

Utilize protected shelters with at least two, or ideally three sides, at major stops and transfer stations.

Park and Ride and Transit Centers

Provide restrooms facilities at all Park and Ride and Transit Centers.

Authorize Capital Metro security officers, or other persons working security for Capital Metro, to issue citations for all parking violations (especially handicapped parking space violations).

Date of Approval: May 1, 2017

Vote: 7-0, with PAC members Carly Haithcock and Peter Marsh absent

Attest:

A handwritten signature in black ink, appearing to read "Peter Baird", with a stylized flourish at the end.

Peter Baird, PAC Chair