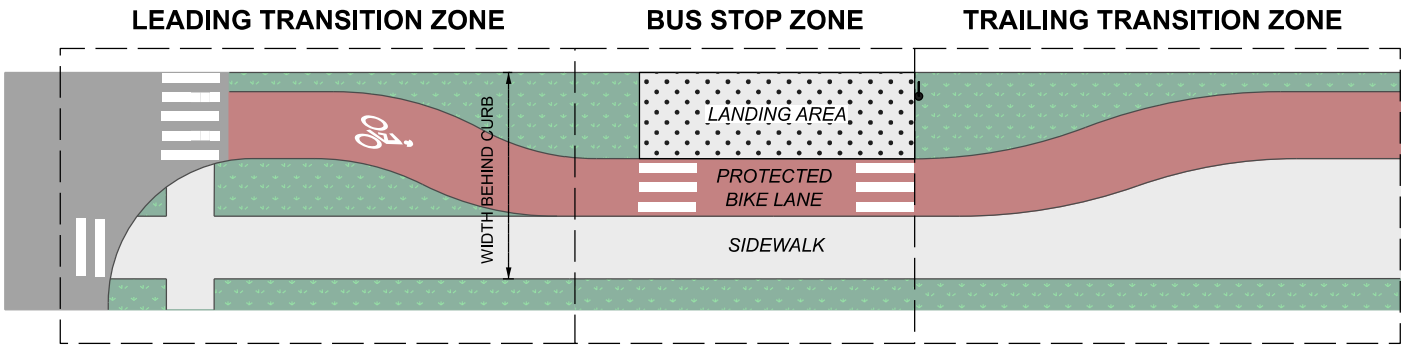
# GENERAL LAYOUT AND ZONES




DETAILS WILL VARY CONSIDERABLY BETWEEN PROJECTS, WHICH WILL INFLUENCE SOME BUS LANDING AREA DETAILS

INCLUDES PEDESTRIAN AMENITIES SUCH AS A TRANSIT SHELTER, BENCH, TRASH, LEAN RAIL,PEDESTRIAN CROSSINGS, AND ADJACENT SIDEWALK

DETAILS WILL VARY CONSIDERABLY BETWEEN PROJECTS, WHICH WILL INFLUENCE SOME BUS LANDING AREA DETAILS

# BUS STOP DESIGN TYPE SELECTION

## PROTECTED OR BUFFERED BIKE LANE ON TRAILING OR LEADING SIDE OF BUS STOP

| ORDER OF PREFERENCE | STOP CONFIGURATION | SHEET(S) | MINIMUM WIDTH BEHIND CURB (FOC TO ROW) | | | |
|---|---|---|---|---|---|---|
| | | | METROBUS STOP | | METRORAPID STOP | |
| | | | ONE-WAY BIKEWAY | TWO-WAY BIKEWAY | ONE-WAY BIKEWAY | TWO-WAY BIKEWAY |
| 1 *(most preferred)* | RAISED CROSSINGS | 4 - 6 | 18.5' | 22.5' | 21.0' | 25.0' |
| | ROADWAY-GRADE CROSSINGS | 7 - 9 | 20' | 24' | 22.5' | 26.5' |
| ↓ | ONLY CONSIDER OPTIONS BELOW IF TRAVEL LANES SERVING TRANSIT VEHICLES ARE 11.0' WIDE OR LESS, ALL OTHER TRAVEL OR TURN LANES ARE 10.0' WIDE OR LESS, THE NUMBER OF TURN LANES IS MINIMIZED, AND OPTION 1 STILL DOES NOT FIT. | | | | | ↓ |
| 2 | STEP-OUT SHARED LANDING | 10 - 11 | 17.0' | 20.0' | 17.5' | 20.5' |
| ↓ | ONLY CONSIDER OPTIONS BELOW IF TRAVEL LANES ARE ELIMINATED OR NARROWED TO 9.0' AND OPTION #1 AND #2 STILL DO NOT FIT. | | | | | ↓ |
| 3 | STEP-OUT SHARED LANDING (CONSTRAINED) | 10 - 11 | 15.0' | N/A | 15.5' | N/A |
| 4 | SHARED-USE PATH BEHIND LANDING | 12 | N/A | 18.5' | N/A | 21.0' |
| 5 | SHARED-USE PATH BEHIND LANDING (CONSTRAINED) | 12 | | 16.5' | | 19.0' |
| 6 | SHELTER BEHIND SHARED-USE PATH | 13 | 11.0' | 13.0' | 14.5' | 16.5' |
| 7 *(least preferred)* | SHELTER BEHIND SHARED-USE PATH (CONSTRAINED) | 13 | 11.0' | | 14.5' | |

## SHARED-USE PATH ON TRAILING AND LEADING SIDES OF BUS STOP

| ORDER OF PREFERENCE | STOP CONFIGURATION | SHEET(S) | MINIMUM WIDTH BEHIND CURB (FOC TO ROW) | | | |
|---|---|---|---|---|---|---|
| | | | METROBUS STOP | | METRORAPID STOP | |
| | | | ONE-WAY BIKEWAY | TWO-WAY BIKEWAY | ONE-WAY BIKEWAY | TWO-WAY BIKEWAY |
| 1 *(most preferred)* | SHARED-USE PATH BEHIND LANDING | 12 | N/A | 18.5' | N/A | 21.0' |
| 2 | CONSTRAINED SHARED-USE PATH BEHIND LANDING | 12 | N/A | 16.5' | N/A | 19.0' |
| ↓ | ONLY CONSIDER OPTIONS BELOW IF TRAVEL LANES SERVING TRANSIT VEHICLES ARE 11.0' WIDE OR LESS, ALL OTHER TRAVEL OR TURN LANES ARE 10.0' WIDE OR LESS, THE NUMBER OF TURN LANES IS MINIMIZED, AND OPTIONS 1a AND 1b STILL DO NOT FIT. | | | | | ↓ |
| 3 | SHELTER BEHIND SHARED-USE PATH | 13 | 11.0' | 13.0' | 14.5' | 16.5' |
| ↓ | ONLY CONSIDER OPTIONS BELOW IF TRAVEL LANES ARE ELIMINATED OR NARROWED TO 9.0' AND OPTION #1 AND #2 STILL DO NOT FIT. | | | | | ↓ |
| 4 *(least preferred)* | CONSTRAINED SHELTER BEHIND SHARED-USE PATH | 13 | 11.0' | | 14.5 | |

**NOTES:**

[1] LANE WIDTHS ARE MEASURES FROM CENTER OF LANE LINE OR FOC.

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BUS STOP
COMPONENTS & DECISION TREE

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
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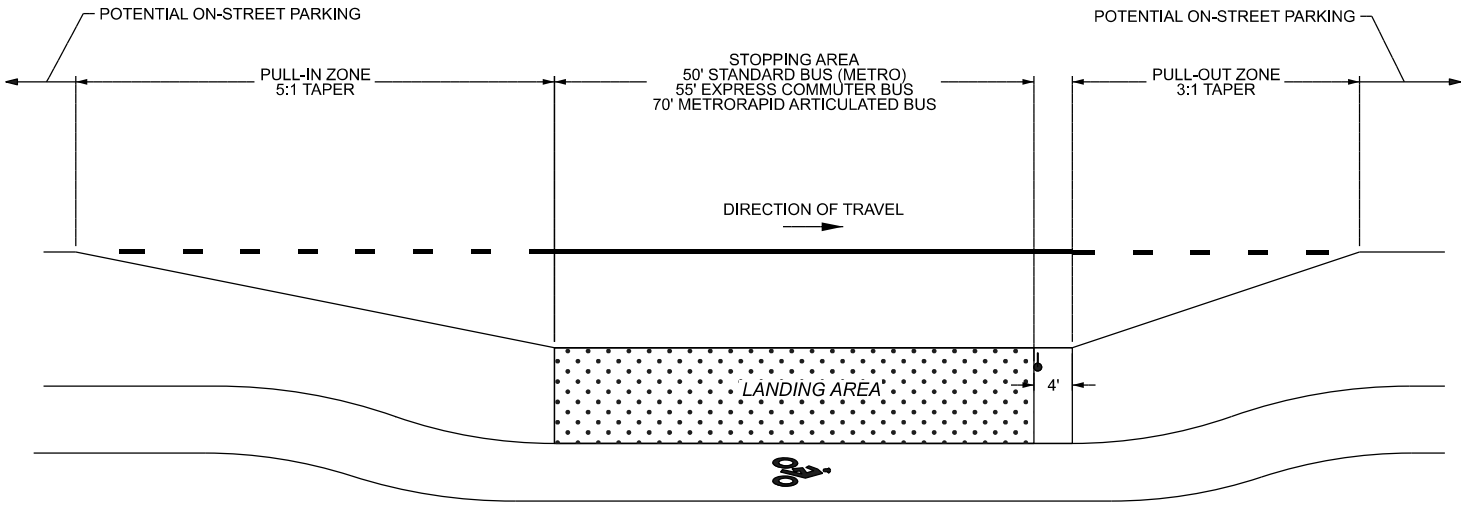
# STREETS WITH A SPEED LIMIT, ADVISORY SPEED, OR TARGET SPEED OF 35 MPH OR LESS



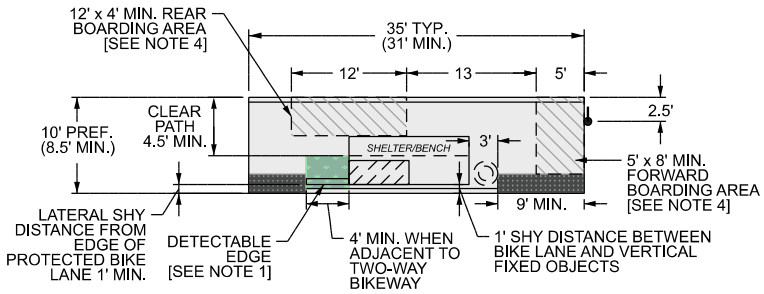

NOT TO SCALE

| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>PULL-OUT CONFIGURATION | |
|---|---|---|
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. | STANDARD NO.<br>SD 1401<br>2 OF 13 |

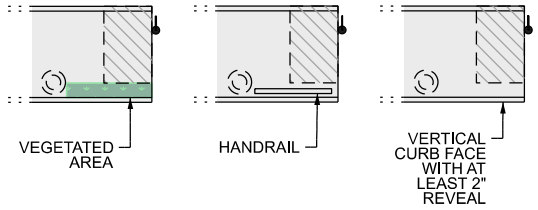
2025-03-17

# METROBUS LANDING AREA LAYOUTS

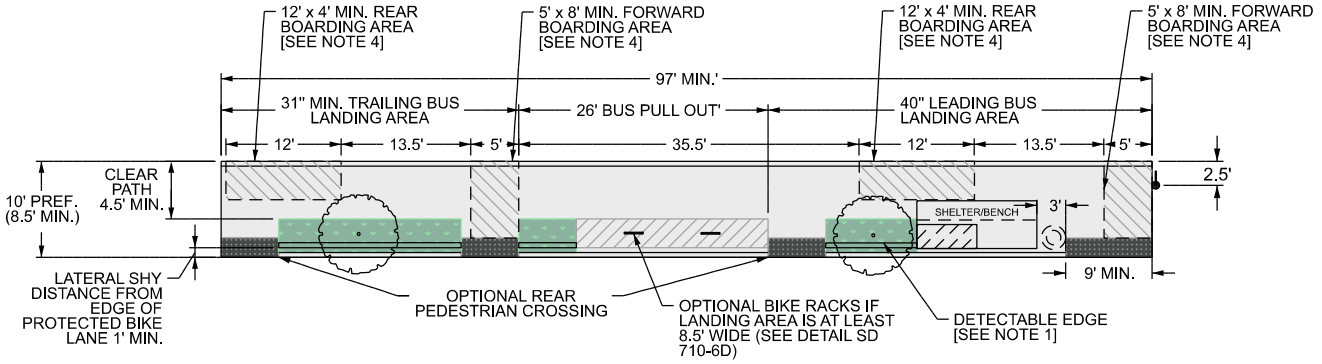
## SINGLE STANDARD 40' BUS



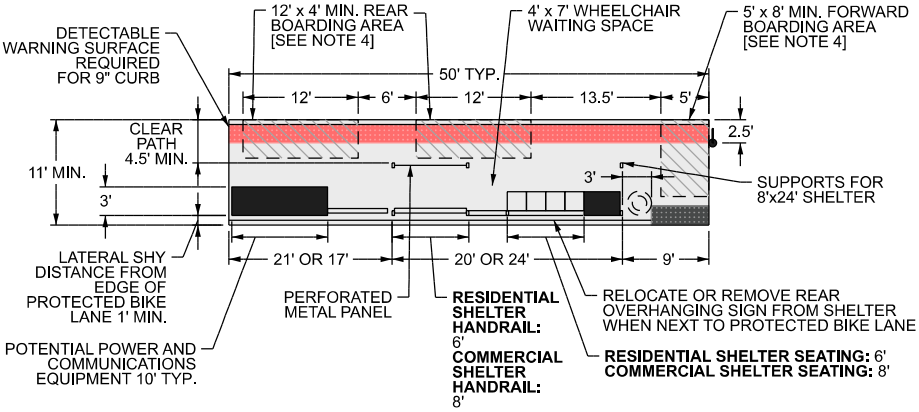

## ALTERNATIVE EDGE TREATMENTS WHERE PEDESTRIAN CROSSING NOT NEEDED WITHIN LANDING AREA




## TWO STANDARD 40' BUSES (FIRST-IN, INDEPENDENT DEPARTURE)




# METRORAPID LANDING AREA LAYOUT




## LEGEND:

- DETECTABLE WARNING SURFACE [SEE NOTE 2]
- POTENTIAL VEGETATED AREA
- TRASH RECEPTACLE [SEE NOTE 5]
- BUS FLAG POLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

## NOTES:

[1] CANE-DETECTABLE EDGE REQUIRED, SUCH AS VERTICAL CURB FACES OVER 2" HIGH, DETECTABLE CURB, SOD, OR HANDRAIL. HANDRAIL REQUIRED NEXT TO CURB HEIGHTS 9" OR GREATER. IF ANY VERTICAL AMENITIES ARE PRESENT, SUCH AS A HANDRAIL, THEY MUST BE SETBACK AT LEAST 1' FROM THE EDGE OF THE PROTECTED BIKE LANE TO AVOID REDUCING THE EFFECTIVE BIKE LANE WIDTH.

[2] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A.

[3] HAVING STOPS IN SHADED AREAS IS STRONGLY PREFERRED. WHERE FEASIBLE, INSTALL LANDSCAPED AREAS WITH TREES THTAT SHADE WAITING AREAS, SIDEWALKS, BIKEWAYS, AND BIKE/MICROMOBILITY PARKING. GRADE AREAS AROUND THE TREES TO DIRECT STORMWATER RUNOFF TO THEIR ROOTZONES.

[4] ALL BOARDING AREAS MUST BE CLEAR OF VERTICAL OBSTRUCTIONS. NOTE, FORWARD BOARDING AREA TO ACCOMMODATE RAMP DEPLOYED FROM FRONT DOOR OF BUSES, EXTENDING UP TO 4' FROM F.O.C., AS WELL AS A 4' X 5' AREA FOR WHEELCHAIR ACCESS TO THE RAMP.

[5] ON METRORAPID STATIONS STATIONS, OMIT SHELTER AND TRASH RECEPTACLE IF LANDING AREA IS LESS THAN 10.5' WIDE FROM FOC.

NOT TO SCALE

| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>LANDING AREA LAYOUT | |
|---|---|---|
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. | STANDARD NO.<br>SD 1401<br>3 OF 13 |

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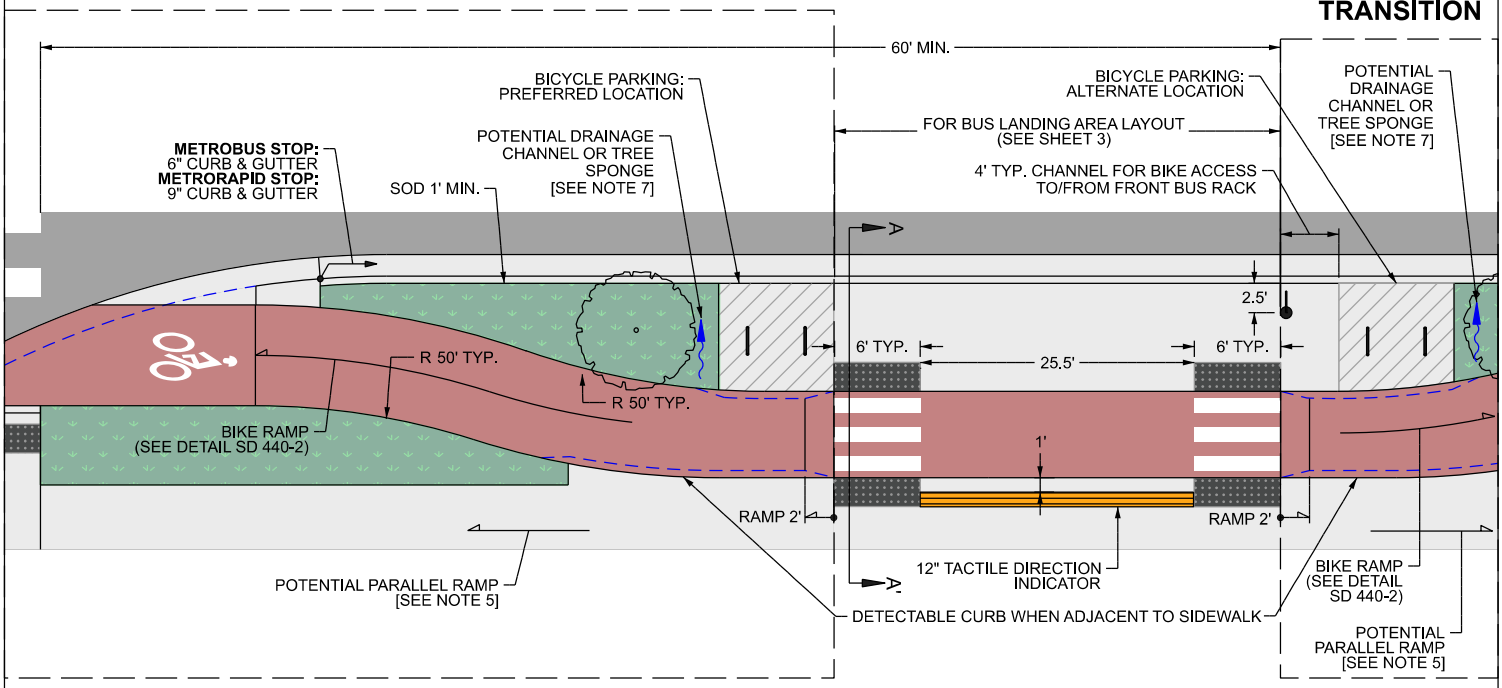
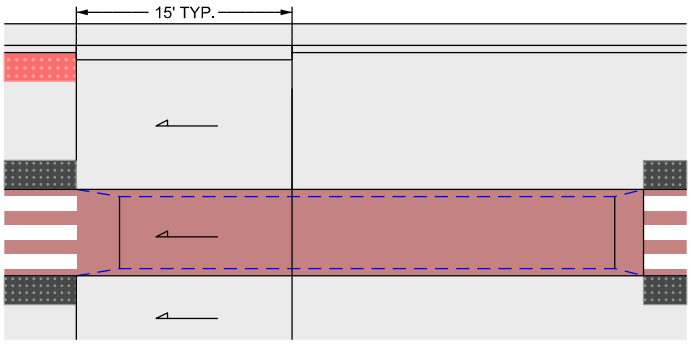
## POTENTIAL LEADING TRANSITION

## POTENTIAL TRAILING TRANSITION




## ALTERNATE LEADING TRANSITION: CROSSWALK INTEGRATION (INCL. PROTECTED INTERSECTION)




## NOTES:

[1] PREFERRED LOCATION OF BUS STOP IS AT THE FAR SIDE OF AN INTERSECTION. BUS STOP MAY BE CONSTRUCTED AT MID-BLOCK LOCATION AS DEPICTED IN "ALTERNATIVE B." AT MID-BLOCK LOCATIONS, ENSURE ADEQUATE PROXIMITY TO A SAFE PEDESTRIAN CROSSING LOCATION. PER TCM SECTION 4.2.2. ALL TRANSIT STOPS SHOULD HAVE A MARKED CROSSING WITHIN 100'.

[2] FOR BIKEWAY CONCRETE JOINTS, SEE STDS. 1302S-2 AND 1302S-3.

[3] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A

[4] LONGITUDINAL SLOPE OF LANDING AREA TO MATCH LONGITUDINAL SLOPE OF SIDEWALK.

[5] PARALLEL RAMP POTENTIALLY REQUIRED TO RAISE SIDEWALK TO ENSURE POSITIVE DRAINAGE WITH A 9" HIGH CURB NEXT TO THE BUS STOP. LOCATION AND LENGTH VARIES.

[6] SEE DETAIL SD 440-2 FOR INFORMATION ON APPROPRIATE BIKE RAMP SLOPE AND LENGTH.

[7] IF NEEDED, CHANNELS AND/OR TREE SPONGES MAY BE ADDED TO LANDSCAPED AREAS ADJACENT TO CURB TO HELP AVOID PONDING IN THE BIKE LANE. TREE SPONGES CAN ALSO HELP TO DIVER SOME STORMWATER RUNOFF TO HELP IRRIGATE VEGETATION IN THE LANDSCAPED AREA. SEE DETAIL SD 1402-1 FOR MORE INFORMATION ON TREE SPONGES.

## LEGEND:

- DETECTABLE WARNING SURFACE [SEE NOTE 3]
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- POTENTIAL VEGETATED AREA
- STAMPED CONCRETE
- BUS FLAG POLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

# BUS STOP
RAISED CROSSINGS: FARSIDE STOP

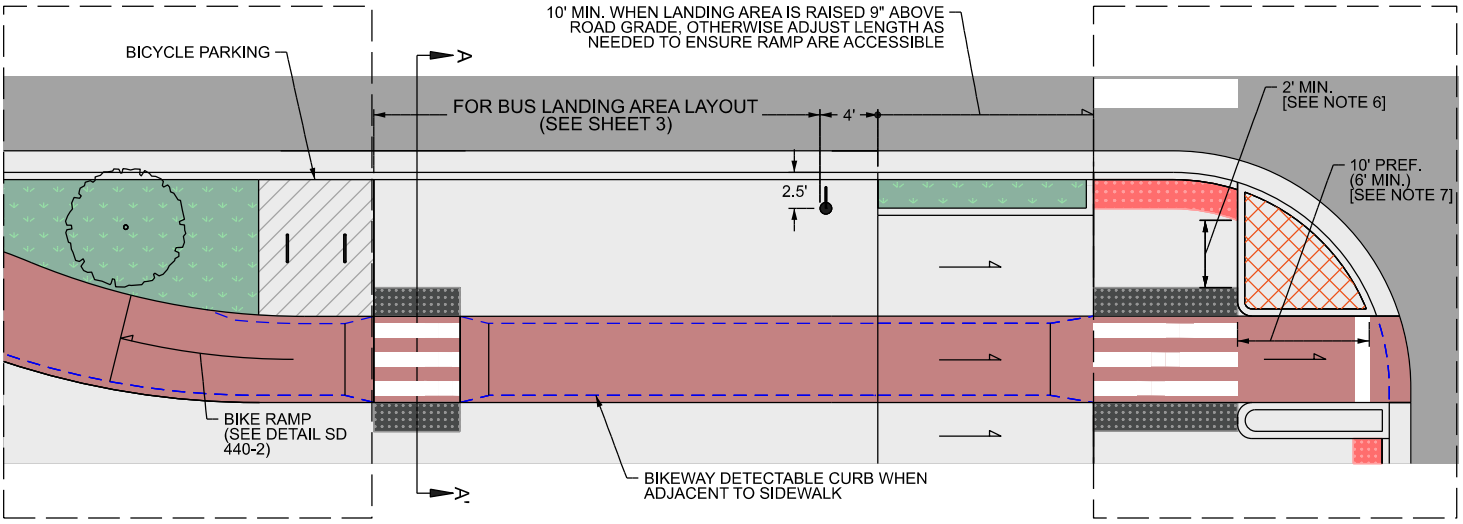
THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 1401

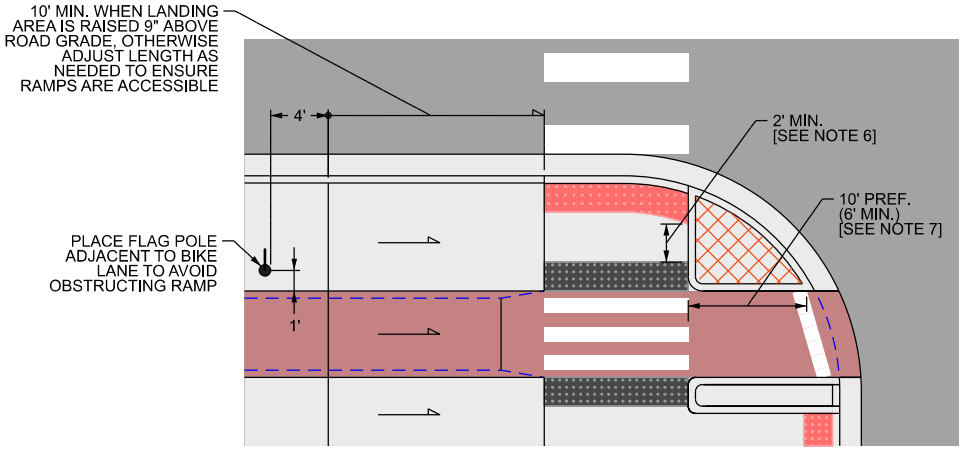

2025-03-17

## POTENTIAL LEADING TRANSITION

## POTENTIAL TRAILING TRANSITION




## ALTERNATE TRAILING TRANSITION: CONSTRAINED WIDTH




## NOTES:

[1] PREFERRED LOCATION OF BUS STOP IS AT THE FAR SIDE OF AN INTERSECTION. BUS STOP MAY BE CONSTRUCTED AT MID-BLOCK LOCATION AS DEPICTED IN "ALTERNATIVE B." AT MID-BLOCK LOCATIONS, ENSURE ADEQUATE PROXIMITY TO A SAFE PEDESTRIAN CROSSING LOCATION. PER TCM SECTION 4.2.2. ALL TRANSIT STOPS SHOULD HAVE A MARKED CROSSING WITHIN 100'.

[2] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A.

[3] FOR BIKEWAY CONCRETE JOINTS, SEE STANDARDS 1302S-2 AND 1302S-3.

[4] LONGITUDINAL SLOPE OF LANDING AREA TO MATCH LONGITUDINAL SLOPE OF SIDEWALK.

[5] PARALLEL RAMP POTENTIALLY REQUIRED TO RAISE SIDEWALK TO ENSURE POSITIVE DRAINAGE WITH A 9" HIGH CURB NEXT TO THE BUS STOP. LOCATION AND LENGTH VARIES.

[6] DETECTABLE WARNING SURFACES IN PEDESTRIAN REFUGES TO HAVE 2' MIN GAP AND TYPICALLY INSTALLED AT F.O.C. TO ACHIEVE THAT. INSTALLING DETECTABLE WARNING SURFACE AT B.O.C. WHEN ADJACENT TO GENERAL PURPOSE TRAVEL LANES IS PREFERRED WHEN SPACE ALLOWS.

[7] PLACE STOP BAR BEHIND CROSSWALK IF 6' MIN. CANNOT BE MET. SEE ALTERNATIVE "B" FOR EXAMPLE.

## LEGEND:

- DETECTABLE WARNING SURFACE [SEE NOTE 2]
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>RAISED CROSSINGS: NEARSIDE STOP | |
|---|---|---|
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. | STANDARD NO.<br>SD 1401<br>5 OF 13 |

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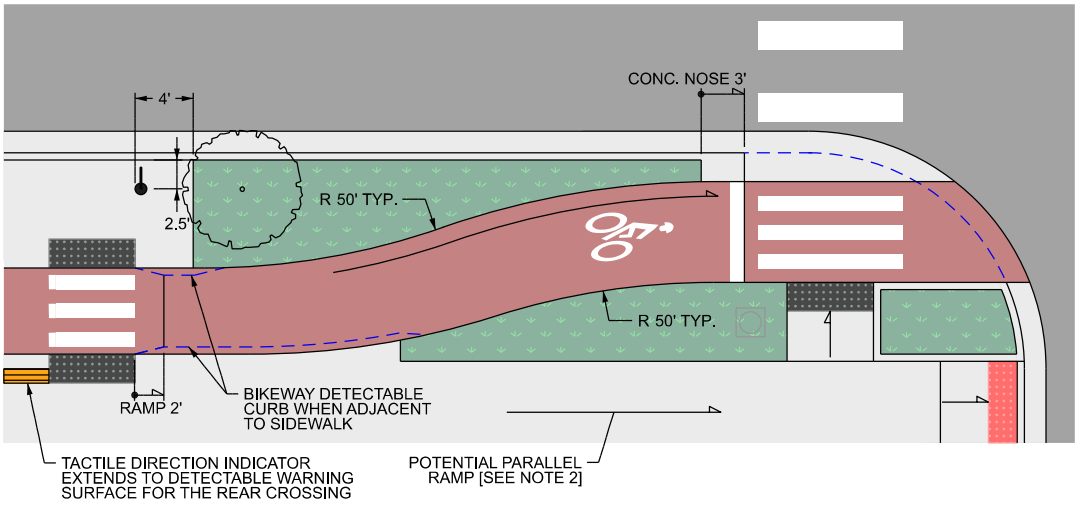
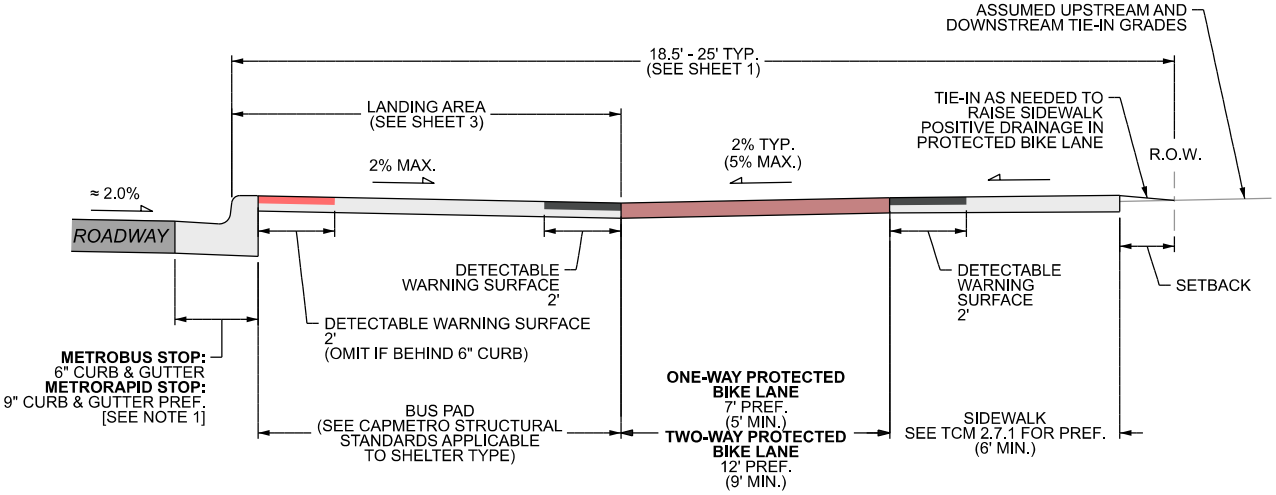
## ALTERNATE TRAILING TRANSITION: CONSTRAINED BEND-IN




## SECTION A - A'




## NOTES:

[1] 9" CURB & GUTTER (SEE DETAIL SD 430-1) PREFERRED FOR METRORAPID BUS STOPS. HOWEVER, 6" CURB & GUTTER MAY BE USED IF REQUIRED FOR GRADING OR DRAINAGE.

[2] PARALLEL RAMP POTENTIALLY REQUIRED TO RAISE SIDEWALK TO ENSURE POSITIVE DRAINAGE WITH A 9" HIGH CURB NEXT TO THE BUS STOP. LOCATION AND LENGTH VARIES.

[3] DETECTABLE WARNING SURFACES TO BE PAVERS OF CONTRASTING COLOR, SEE STDS. 432S-2A.

[4] FOR BIKEWAY CONCRETE JOINTS, SEE STDS. 1302S-2 AND 1302S-3.

## LEGEND:

- DETECTABLE WARNING SURFACE [SEE NOTE 3]
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- TRAFFIC POLE

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BUS STOP
RAISED CROSSINGS: BEND-IN ALTERNATIVE AND SECTIONS

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 1401
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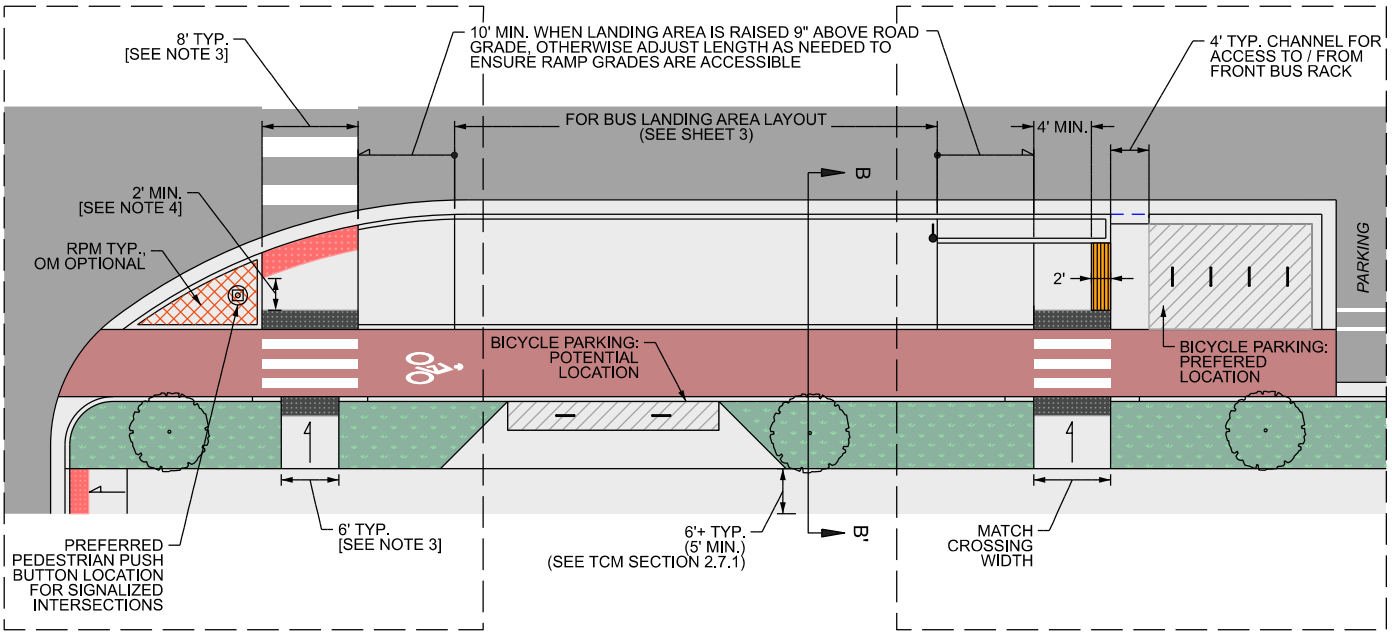
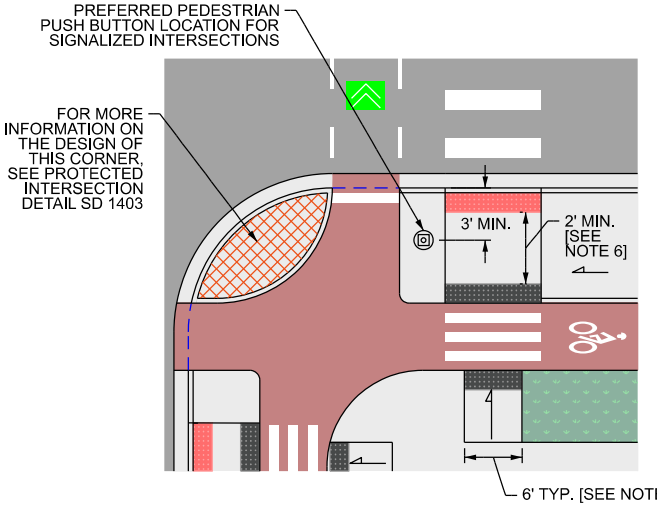
2025-03-17

## POTENTIAL LEADING TRANSITION

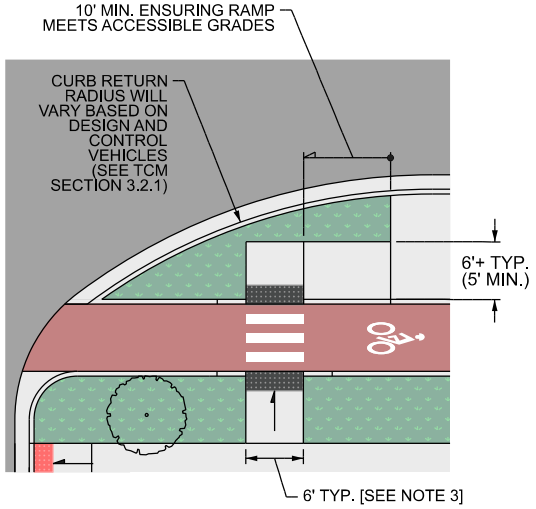
## POTENTIAL TRAILING TRANSITION




## ALTERNATE LEADING TRANSITION: PROTECTED INTERSECTION




## ALTERNATE LEADING TRANSITION: NO CROSSWALK




## NOTES:

[1] PREFERRED LOCATION OF BUS STOP IS AT THE FAR SIDE OF AN INTERSECTION. AT MID-BLOCK LOCATIONS, ENSURE ADEQUATE PROXIMITY TO A SAFE PEDESTRIAN CROSSING LOCATION. PER TCM SECTION 4.2.2. ALL TRANSIT STOPS SHOULD HAVE A MARKED CROSSING WITHIN 100'.

[2] LONGITUDINAL SLOPE OF LANDING AREA TO MATCH LONGITUDINAL SLOPE OF ROADWAY.

[3] PEDESTRIAN REFUGE AND CURB RAMP WIDTHS VARY AND ARE TYPICALLY AT LEAST 8' AND 6' RESPECTIVELY, BUT SHOULD NOT EXCEED THE WIDTH OF THE CROSSWALK MARKINGS NOR BE NARROWER THAN 5'.

[4] DETECTABLE WARNING SURFACES IN PEDESTRIAN REFUGES TO HAVE 2' MIN GAP AND TYPICALLY INSTALLED AT F.O.C. TO ACHIEVE THAT. INSTALLING DETECTABLE WARNING SURFACE AT B.O.C. WHEN ADJACENT TO GENERAL PURPOSE TRAVEL LANES IS PREFERRED WHEN SPACE ALLOWS.

[5] FOR BIKEWAY CONCRETE JOINTS, SEE STDS. 1302S-2 AND 1302S-3.

## LEGEND:

- DETECTABLE WARNING SURFACE
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

BUS STOP
ROADWAY-GRADE CROSSINGS: FARSIDE STOP

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
SD 1401
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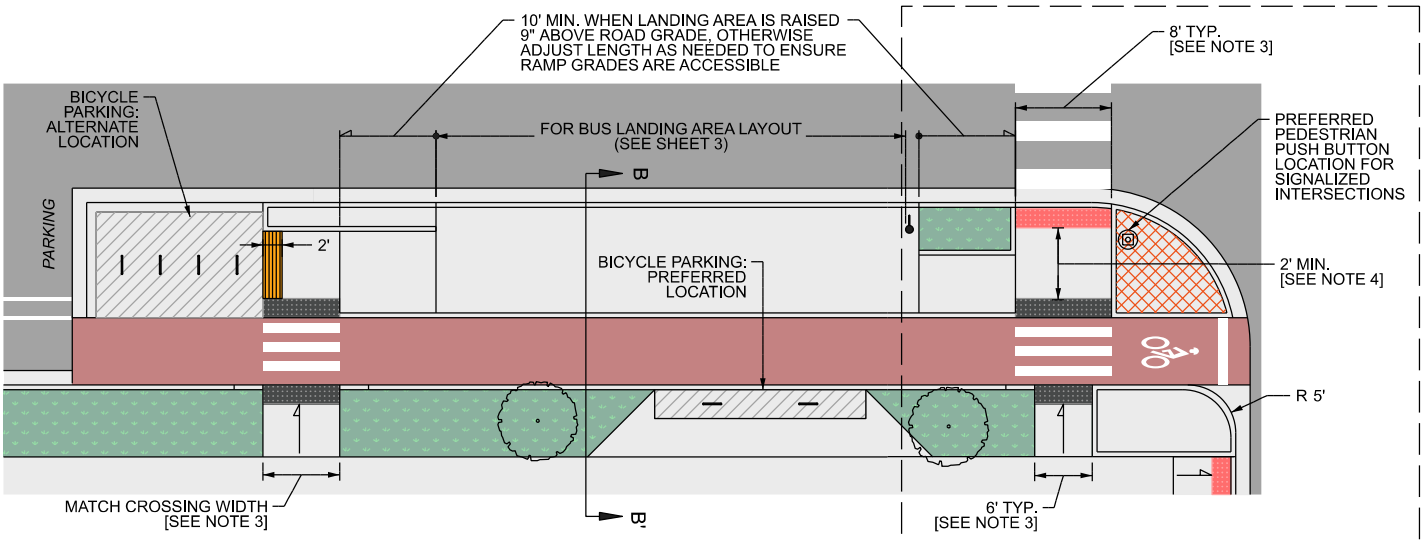
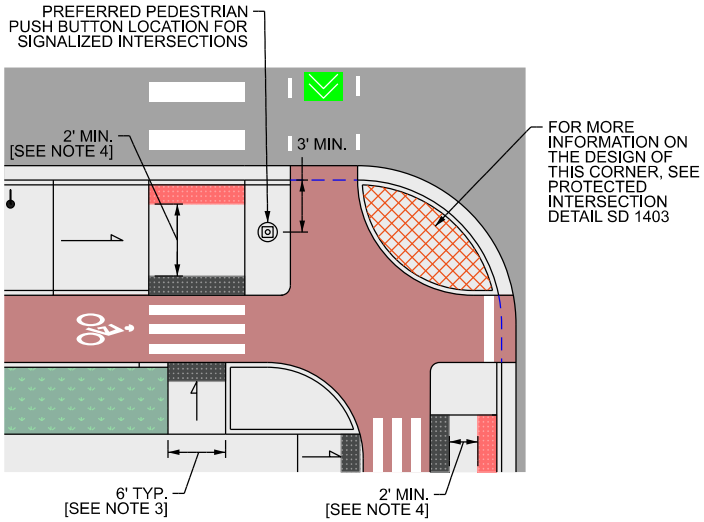
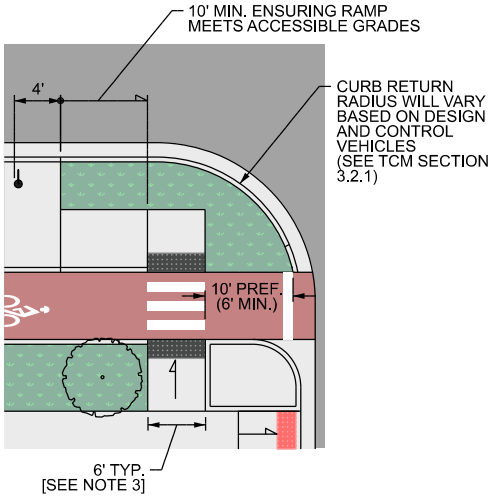
## POTENTIAL TRAILING TRANSITION




## ALTERNATE TRAILING TRANSITION "A": PROTECTED INTERSECTION




## ALTERNATE TRAILING TRANSITION "B": NO CROSSWALK




## NOTES:

[1] PREFERRED LOCATION OF BUS STOP IS AT THE FAR SIDE OF AN INTERSECTION. AT MID-BLOCK LOCATIONS, ENSURE ADEQUATE PROXIMITY TO A SAFE PEDESTRIAN CROSSING LOCATION. PER TCM SECTION 4.2.2. ALL TRANSIT STOPS SHOULD HAVE A MARKED CROSSING WITHIN 100'.

[2] LONGITUDINAL SLOPE OF LANDING AREA TO MATCH LONGITUDINAL SLOPE OF ROADWAY

[3] PEDESTRIAN REFUGE AND CURB RAMP WIDTHS VARY AND ARE TYPICALLY AT LEAST 8' AND 6' RESPECTIVELY, BUT SHOULD NOT EXCEED THE WIDTH OF THE CROSSWALK MARKINGS NOR BE NARROWER THAN 5'.

[4] DETECTABLE WARNING SURFACES IN PEDESTRIAN REFUGES TO HAVE 2' MIN GAP AND TYPICALLY INSTALLED AT F.O.C. TO ACHIEVE THAT. INSTALLING DETECTABLE WARNING SURFACE AT B.O.C. WHEN ADJACENT TO GENERAL PURPOSE TRAVEL LANES IS PREFERRED WHEN SPACE ALLOWS.

[5] FOR BIKEWAY CONCRETE JOINTS, SEE STANDARDS 1302S-2 AND 1302S-3.

## LEGEND:

- DETECTABLE WARNING SURFACE
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

| | |
|---|---|
| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>ROADWAY-GRADE CROSSINGS: NEARSIDE STOP |
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. |
| | STANDARD NO.<br>SD 1401<br>8 OF 13 |

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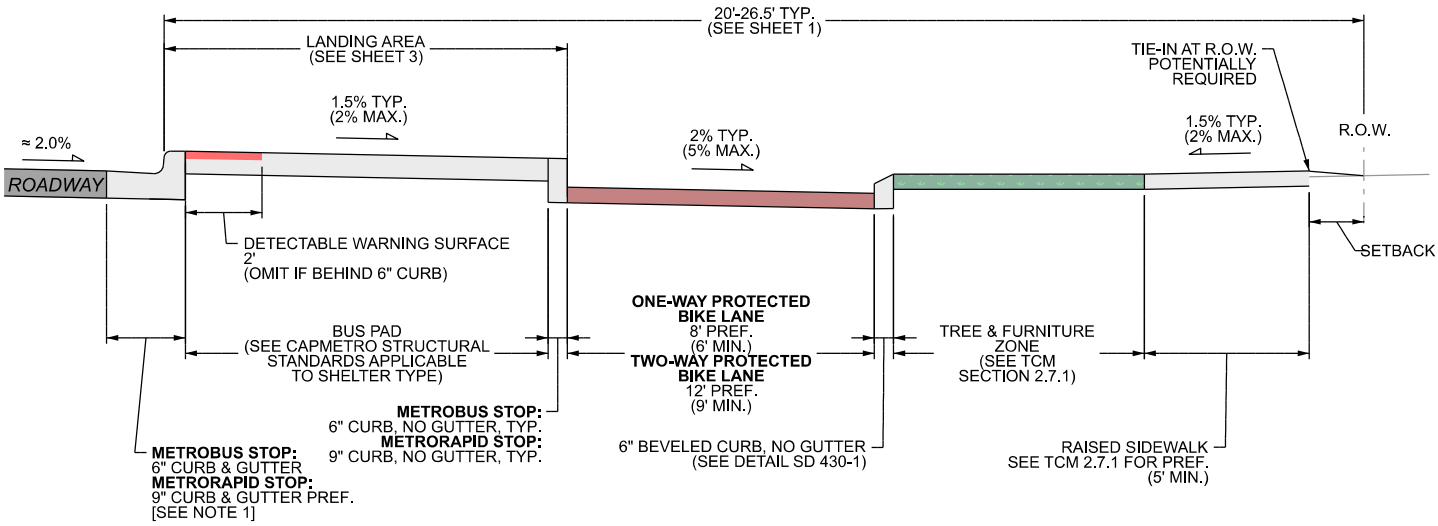
## SECTION B-B'




## NOTES:

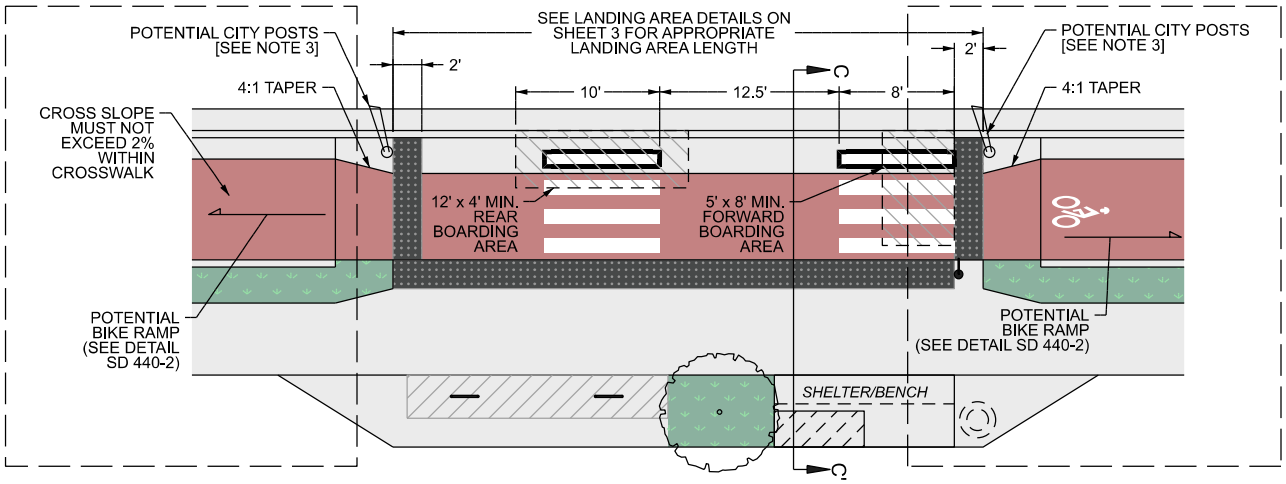
[1] 9" CURB & GUTTER (SEE DETAIL SD 430-1) PREFERRED FOR METRORAPID BUS STOPS. HOWEVER, 6" CURB & GUTTER MAY BE USED IF REQUIRED FOR GRADING OR DRAINAGE.

NOT TO SCALE

| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>ROADWAY-GRADE CROSSINGS: SECTIONS | |
|---|---|---|
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. | STANDARD NO.<br>SD 1401<br>9 OF 13 |

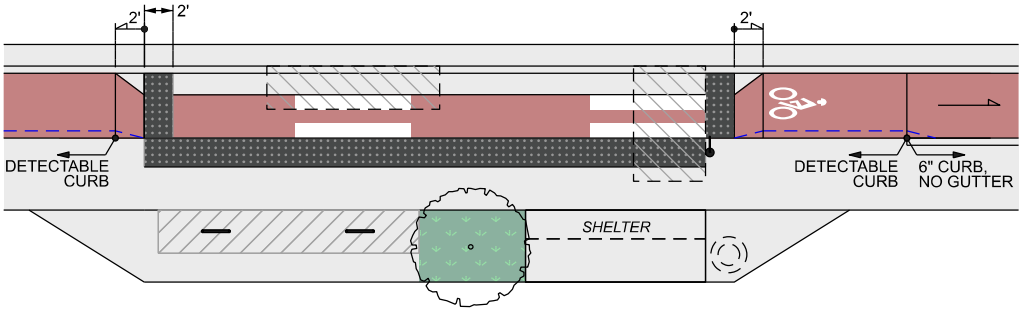
2025-03-17

## POTENTIAL LEADING TRANSITION

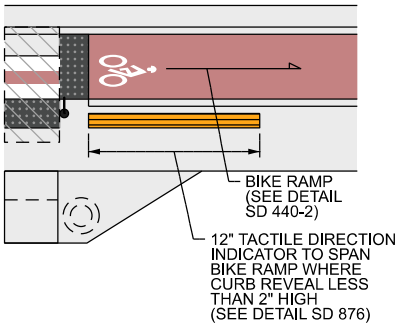



## POTENTIAL TRAILING TRANSITION

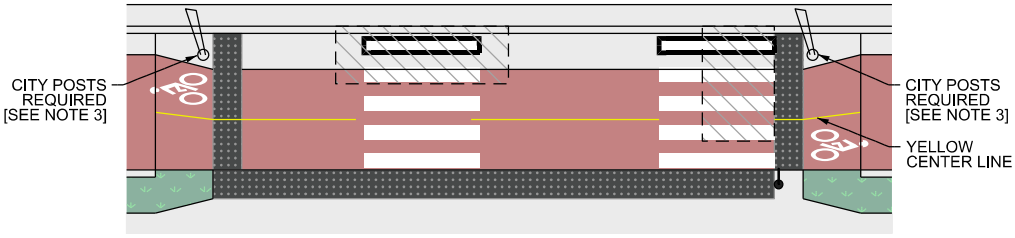
## CONSTRAINED ALTERNATIVE




## CONSTRAINED TRAILING TRANSITION




## TWO-WAY BIKE LANE ALTERNATIVE




## NOTES:

[1] PREFERRED LOCATION OF BUS STOP IS AT THE FAR SIDE OF AN INTERSECTION. AT MID-BLOCK LOCATIONS, ENSURE ADEQUATE PROXIMITY TO A SAFE PEDESTRIAN CROSSING LOCATION.

[2] LONGITUDINAL SLOPE OF LANDING AREA TO MATCH LONGITUDINAL SLOPE OF SIDEWALK.

[3] OPTIONAL CITY POSTS TO BE INSTALLED 18" FROM F.O.C. SHOULD NOT BE INSTALLED IF SHARED BIKE LANE IS ONE-WAY AND NARROWER THAN 6.5' (MEASURED TO F.O.C.)

[4] FOR BIKEWAY CONCRETE JOINTS, SEE STANDARDS 1302S-2 AND 1302S-3.

## LEGEND:

- DETECTABLE WARNING SURFACE
- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- TRASH RECEPTACLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

# BUS STOP
STEP-OUT SHARED LANDING

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

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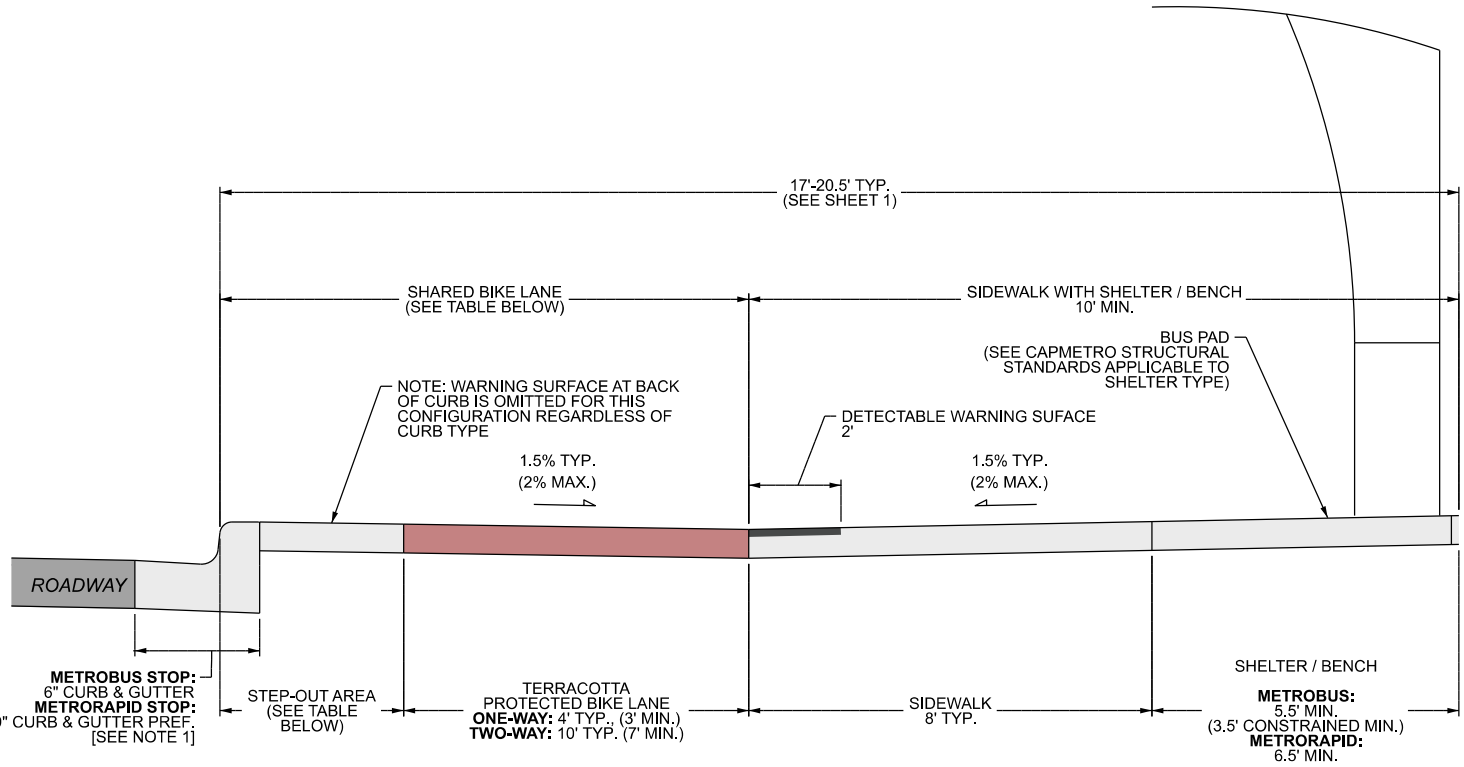
## SECTION C-C'




| PROTECTED BIKE LANE TYPE | SHARED BIKE LANE WIDTH | STEP-OUT WIDTH |
|---|---|---|
| ONE-WAY | 6.0' OR GREATER | 3.0' (MAX.) |
| | 5.5' | 2.5' |
| | 5.0' (MIN.) | 2.0' (MIN.) |
| TWO-WAY | 10.0' (MIN.) | 3.0' |

## NOTES:

[1] 9" CURB & GUTTER (SEE DETAIL SD 430-1) PREFERRED FOR METRORAPID BUS STOPS. HOWEVER, 6" CURB & GUTTER MAY BE USED IF REQUIRED FOR GRADING OR DRAINAGE.

NOT TO SCALE

| CITY OF AUSTIN<br>TRANSPORTATION PUBLIC WORKS | BUS STOP<br>STEP-OUT SHARED LANDING: SECTIONS | |
|---|---|---|
| | THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD. | STANDARD NO.<br>SD 1401<br>11 OF 13 |

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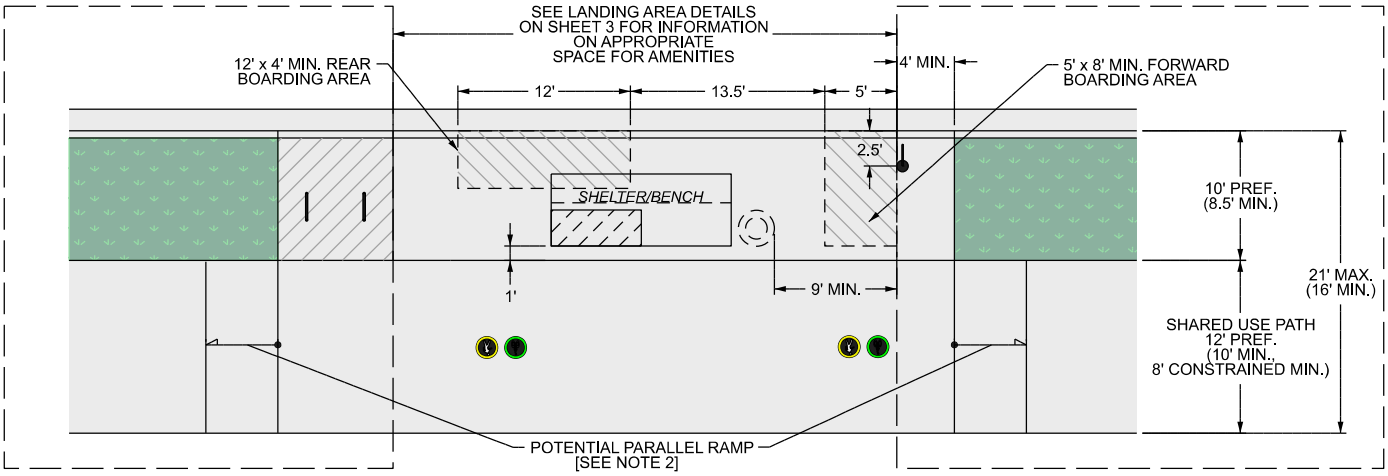
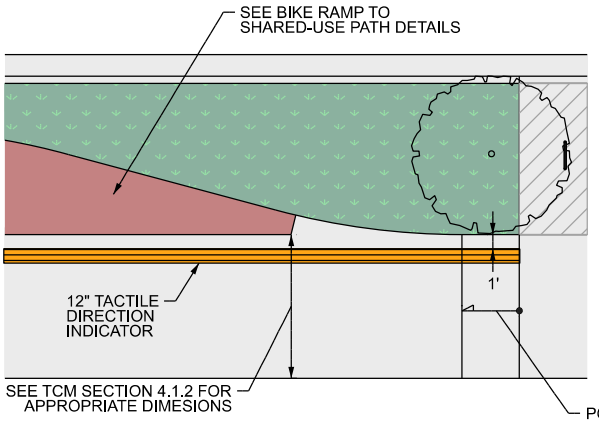
## LEADING TRANSITION ZONE

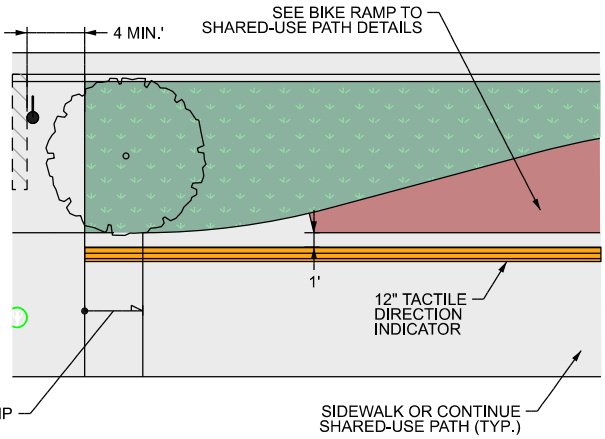



## TRAILING TRANSITION ZONE

## ALTERNATE LEADING TRANSITION




## ALTERNATE TRAILING TRANSITION




## NOTES:

[1] IF NO SHELTER IS PRESENT, ANY STREET FURNITURE PRESENT MUST ACCOMMODATE AT LEAST A 2' MIN. SHY DISTANCE FROM CURB FACE AND 1' MIN. SHY DISTANCE FROM THE EDGE OF THE SHARED-USE PATH.

[2] PARALLEL RAMPS MAY BE REQUIRED IN SHARED-USE PATH TO ACHIEVE ADA COMPLIANT CROSS SLOPES WHILE TRANSITIONING BETWEEN 6" AND 9" CURBS AT THE BUS STOP.

[3] SEE CAPMETRO STRUCTURAL STANDARDS APPLICABLE TO SHELTER TYPE.

[4] FOR SHARED USE PATH CONCRETE JOINTS, SEE STANDARDS 1302S-2 AND 1302S-3.

## LEGEND:

- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- TRASH RECEPTACLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

# BUS STOP
SHARED-USE PATH BEHIND LANDING

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

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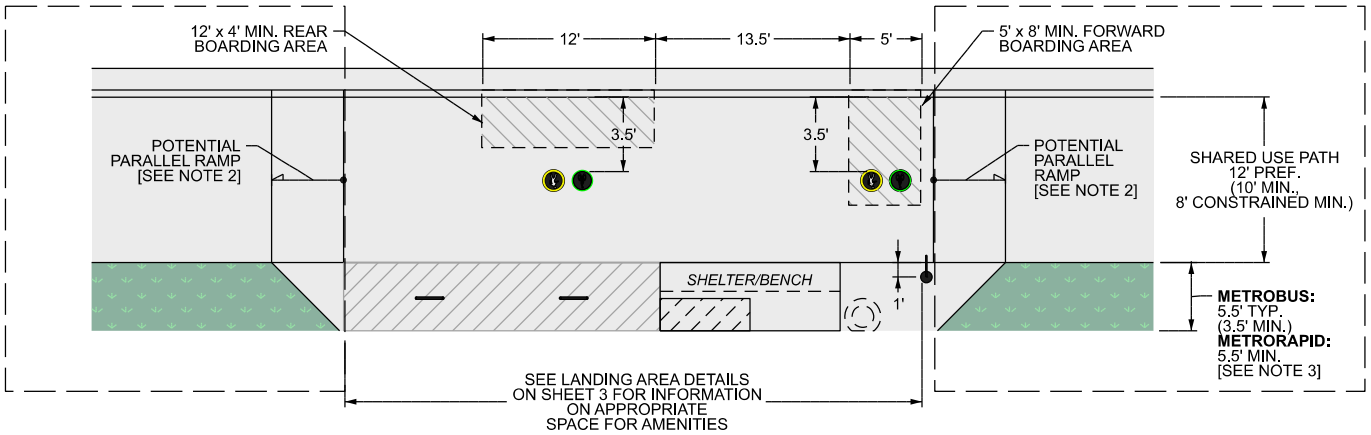
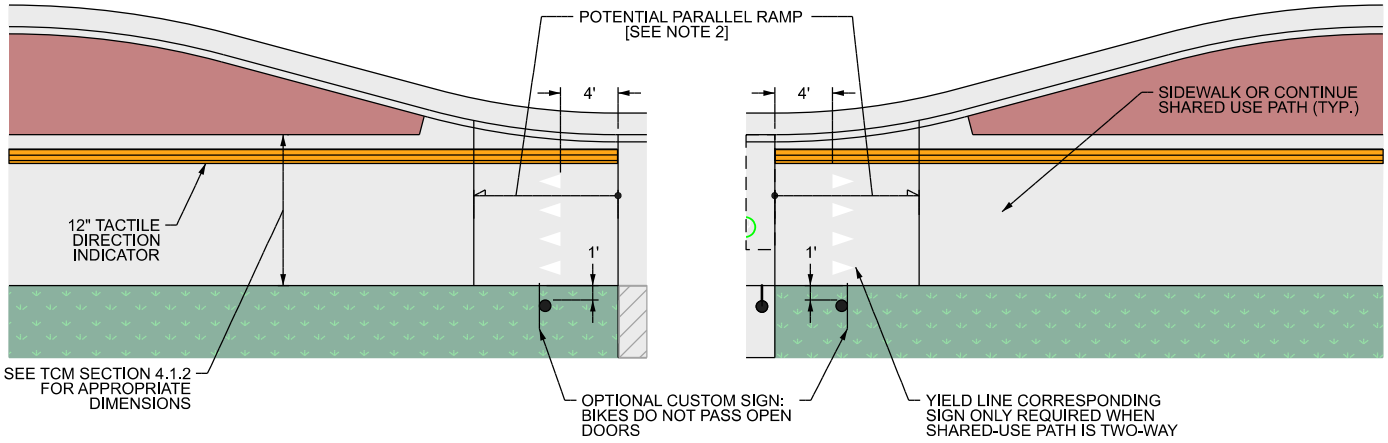
## LEADING TRANSITION ZONE




## TRAILING TRANSITION ZONE

## ALTERNATE LEADING TRANSITION




## ALTERNATE TRAILING TRANSITION




## NOTES:

[1] IF NO SHELTER IS PRESENT, ANY STREET FURNITURE PRESENT MUST ACCOMMODATE AT LEAST A 2' MIN. SHY DISTANCE FROM CURB FACE AND 1' MIN. SHY DISTANCE FROM THE EDGE OF THE SHARED-USE PATH.

[2] PARALLEL RAMPS MAY BE REQUIRED IN SHARED-USE PATH TO ACHIEVE ADA COMPLIANT CROSS SLOPE WHILE TRANSITIONING BETWEEN 6" AND 9" CURBS AT THE BUS STOP.

[3] SEE CAPMETRO STRUCTURAL STANDARDS APPLICABLE TO SHELTER TYPE.

[4] FOR SHARED USE PATH CONCRETE JOINTS, SEE STANDARDS 1302S-2 AND 1302S-3.

## LEGEND:

- TACTILE DIRECTION INDICATOR (SEE DETAIL SD 876)
- STAMPED CONCRETE
- POTENTIAL VEGETATED AREA
- BUS FLAG POLE
- TRASH RECEPTACLE
- POTENTIAL CLEAR AREA FOR BICYCLE (INCLUDING RACKS) OR MICROMOBILITY PARKING (SEE DETAIL SD 710-6D)

NOT TO SCALE

CITY OF AUSTIN
TRANSPORTATION PUBLIC WORKS

# BUS STOP
SHELTER BEHIND SHARED-USE PATH

THE ARCHITECT/ENGINEER ASSUMES RESPONSIBILITY FOR APPROPRIATE USE OF THIS STANDARD.

STANDARD NO.
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