

BCDCOG

# Transit and Bus Stop Design Guidelines



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## APPENDIX A: GLOSSARY OF TERMS

**Accessible boarding area (ADA pad or landing pad):** The place where passengers get on and off the bus at the front door, directly adjacent to the bus stop sign. This is also where the bus operators deploy the ramp for passengers using mobility devices. The area is a firm and stable surface, and shall provide a clear length of 96 in. (8 ft.), measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 in. (5 ft.) minimum, measured parallel to the vehicle roadway, as stated in 810 Transportation Facilities chapter of the 2010 ADA Standards for Accessible Design.

**ADA compliance:** Characteristics of transit equipment, service and boarding areas that comply with the Americans with Disabilities Act (ADA) of 1990 and subsequent amendments. ADA legislation that mandates equal access to all public transportation services, regardless of mobility status. The ADA requires that fixed-route transit be accessible and that paratransit service be provided in the same geographic areas on the same days and hours as the fixed route service.

**Alight:** To get off or out of a transportation vehicle.

**Board:** To get on or into a transportation vehicle.

**Bumpout/curb extension:** A curb bumpout is a strategy to improve safety for all road users, by extending the curb at a corner and narrowing the roadway width at intersections.

**Bus Rapid Transit (BRT):** Bus Rapid Transit offers rail-like transit on an upgraded, rubber-tired bus service. BRT is characterized by attention to major transit corridors, simple but frequent service, preferential traffic light controls and reduced number of stops.

**Bus stop:** A location marked with site specific signs, indicating where buses will stop.

**Dwell zone:** The dwell zone is the space, in the street, needed for a transit vehicle to stop at the curb, or edge of roadway, and perform dwell functions: rider boarding and alighting, fare collection, etc.

**Far side:** Bus stop located after the intersection (in the direction of travel).

**Fixed route bus service:** Transit provided along dependable and defined routes with published schedules and stops at designated locations.

**Floating bus stop:** A floating bus stop design channelizes the bike lane behind the clear zone of the bus stop, to maintain separate spaces for people biking and people boarding, alighting, and waiting for transit.

**Headway:** The frequency interval between the passing of successive buses moving along the same route in the same direction, usually expressed in minutes. Also known as Frequency.

**In-lane stop:** Bus stop located in a travel lane, allowing the bus to serve the stop and continue the route without having to merge out and then back into the travel lane.

**Mid-block:** Bus stop located at least 200 feet from nearest intersection.

**Near side:** Bus stop located before the intersection (in the direction of travel).

**Pedestrian Access Route (PAR):** A continuous, and clear path with width of 4.0 ft minimum, exclusive of the width of the curb, as stated Chapter R3 Technical Requirements of the Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way 2011 (PROWAG). The PAR connects the bus stop to destinations.

**Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way 2011 (PROWAG):** Recommended guidelines for designing and constructing facilities within the public rights of way, most recently released in 2011, as a best practice for accessibility issues in the public right of way not covered by the Department of Justice's currently adopted standards.

**Pull-out stop:** Bus stop located in a curbside lane (usually a parking lane or pull-out bay, signed as a bus stop), requiring the bus to merge out of and back into the travel lane in order to serve the stop.

**Travel lane:** A lane devoted exclusively to vehicular traffic.

**Trip generator:** A land use or discrete activity that by nature of its operations tends to create a significant amount of travel.

**United States Access Board 2010 ADA Standards for Accessible Design:** The US Access Board is a federal agency that promotes equality and inclusion of people with disabilities by creating accessibility guidelines and standards for the built environment, transit vehicles, telecommunications equipment, medical diagnostic equipment, and information technology. The most recent federal standard is the 2010 ADA Standards for Accessible Design, which sets the minimum requirements – both scoping and technical for newly designed and constructed or altered State and local government facilities, public accommodations, and commercial facilities to be readily accessible to and usable by individuals with disabilities.