

BCDCOG

Transit and Bus Stop Design Guidelines



October 2021

APPENDIX D: BUS STOP ACCESSIBILITY AND ADA STANDARDS

The following standards are based on the Americans with Disabilities Act of 1990 and the subsequent ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). These minimums will help determine if a stop can be placed or what modifications must be made to the proposed location to meet the minimum guidelines. The ADA Standards presented are the minimum requirements to comply with the law and are not necessarily best practices.

Background and Applicability of ADA Standards

The Americans with Disabilities Act of 1990 (ADA) is broad legislation intended to make American society more accessible to people with disabilities. It consists of five sections or titles. Titles II and III (public services and public accommodations) affect bus stop planning, design, and construction.

Although the definition of disability under the ADA is broad, bus stop placement and design most directly affect persons with mobility and visual impairments. Making new stops conform to ADA physical dimension requirements is relatively easy. Modifying existing stops to comply with ADA, though desirable from an accessibility perspective, is not required under ADA. Modification of existing stops is more difficult, especially if the stops are at sites with limited easement or not subject to the transit agency's control, such as shopping malls, on state rights-of-way, or suburban subdivisions. Either way, the "equal access" provisions of the ADA require that the route for persons with limited mobility or vision be as accessible as the route used by those without disabilities. A person with disabilities should not have to travel further, or use a roundabout route, to get to a designated area.

ADA Bus Stop Design Principles

ADA bus stop design principles govern bus stop signs, landings, benches, and shelters. Currently, BCDCOG bus stop design principles do not exceed ADA standards in any way. In addition, SCDOT guidelines emphasize that all bus stops on state roads must meet the accessibility criteria in the ADA. The following pages describe ADA bus stop design principles, organized by bus stop element.

SIGNAGE

Bus stops marked with signs indicate to passengers where the bus will stop and publicize the availability of transit service to the general public.

1. Letters and numbers to be a width-to-height ratio between 3:5 and 1:1 and a stroke-width-to-height ratio between 1:5 and 1:10.
2. Characters and numbers should be sized according to the viewing distance from which they are to be read. The minimum height is measured using an uppercase X.
3. Accompany pictograms with the equivalent verbal description placed directly below, with a border dimension of 6 inches (152 millimeters) minimum in height.
4. Characters and background of signs in a non-glare finish, with characters and symbols contrasting from their background.
5. If it is mounted on a wall or telephone pole and between 27" and 80" off the ground, it cannot protrude into the pathway by more than 4". Below 27" can protrude any amount.
6. If it is mounted on its own pole between 27" and 80" from the ground, it can overhang by up to 12".
7. If the bottom of the sign is mounted less than 80" from the ground, a barrier must be provided to warn the visually impaired.

LANDING PAD AND PASSENGER WAITING AREA

A bus stop area is a designated location where the bus will stop to let on and off passengers. It is indicated by a bus stop sign. *Flag stop areas/zones are not considered a designated area and thus not subject to the requirements outlined.*

1. A firm stable surface including concrete, asphalt, brick, stone, tile and wood. Loose material such as gravel or stone dust do not meet the requirements unless properly treated with binders, consolidants, compaction or grid forms. Grass is not considered a firm stable surface.
2. ADA landing pad – an area that is clear of obstructions and measures eight feet (perpendicular to the curb) by five feet (parallel to the curb, connected to a pedestrian path or accessible walkway, and a firm stable surface). The landing pad can include part of the sidewalk.
3. A cross slope no greater than 2% (1/50).
4. Accessible connections to a street, sidewalk, path etc. if any exist. Must be at least 3' wide.

BENCHES

1. Seat dimensions: 20 inches minimum to 24 inches maximum in depth and 42 inches minimum in length.
2. Seat height: 17 inches minimum to 19 inches maximum above the floor or ground.
3. Back support: 42 inches minimum in length and that extends from a point 2 inches maximum above the seat to a point 18 inches minimum above the seat.
4. Structure supporting vertical or horizontal forces of 250 pounds applied at any point on the seat, fastener, mounting device, or supporting structure.
5. Exposed benches: slip resistant and designed to shed water.
6. If installed inside the shelter it must be installed in such as manner to allow a wheelchair passenger to still use the shelter (30").
7. Do not install bench on ADA landing pad
8. Minimum of 2' between the bench and back face of curb.
9. Minimum of 3' circulation space on either side of the bench for access.



Example Bench at CARTA Bus Stop

SHELTER

Shelters provide protection from the elements while waiting for the bus and the decision to install a shelter is typically based upon passenger volumes.

1. Clear path of 3' minimum in front or behind shelter for sidewalk.
2. Entrance must be 2'8" wide at minimum.
3. Minimum clear floor area of 30 inches wide by four feet deep.
4. Not placed on the ADA landing pad.
5. Minimum height of 6'8".
6. If it abuts a building, there must be 12" between the shelter and building at minimum.
7. Connected to route to the landing pad.
8. Accessible connections to a street, sidewalk, path etc.