



**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

# Regional Bus Stop Guidelines

Presentation to the Riders Advisory Committee  
October 7, 2009



## Purpose and Background

To provide the Riders' Advisory Council with Information on the Development of Guidelines for the design and placement of transit stops for WMATA

- Study Conducted in Winter/Spring 2009
- Public Meeting was held to solicit comments on proposed design elements
- Final draft report currently under review by internal and external stake holders



# Study Goals

- Purpose
  - Consistent set of guidelines for Metrobus in the region
  - Uniform approach in designing and locating stops
  - Ensure greater access to services by all types of riders
- Application
  - Guide for new and relocated stops
  - Guide for planned bus stop improvements
  - Incorporate into planning process for roadway, streetscape, and pedestrian improvement projects

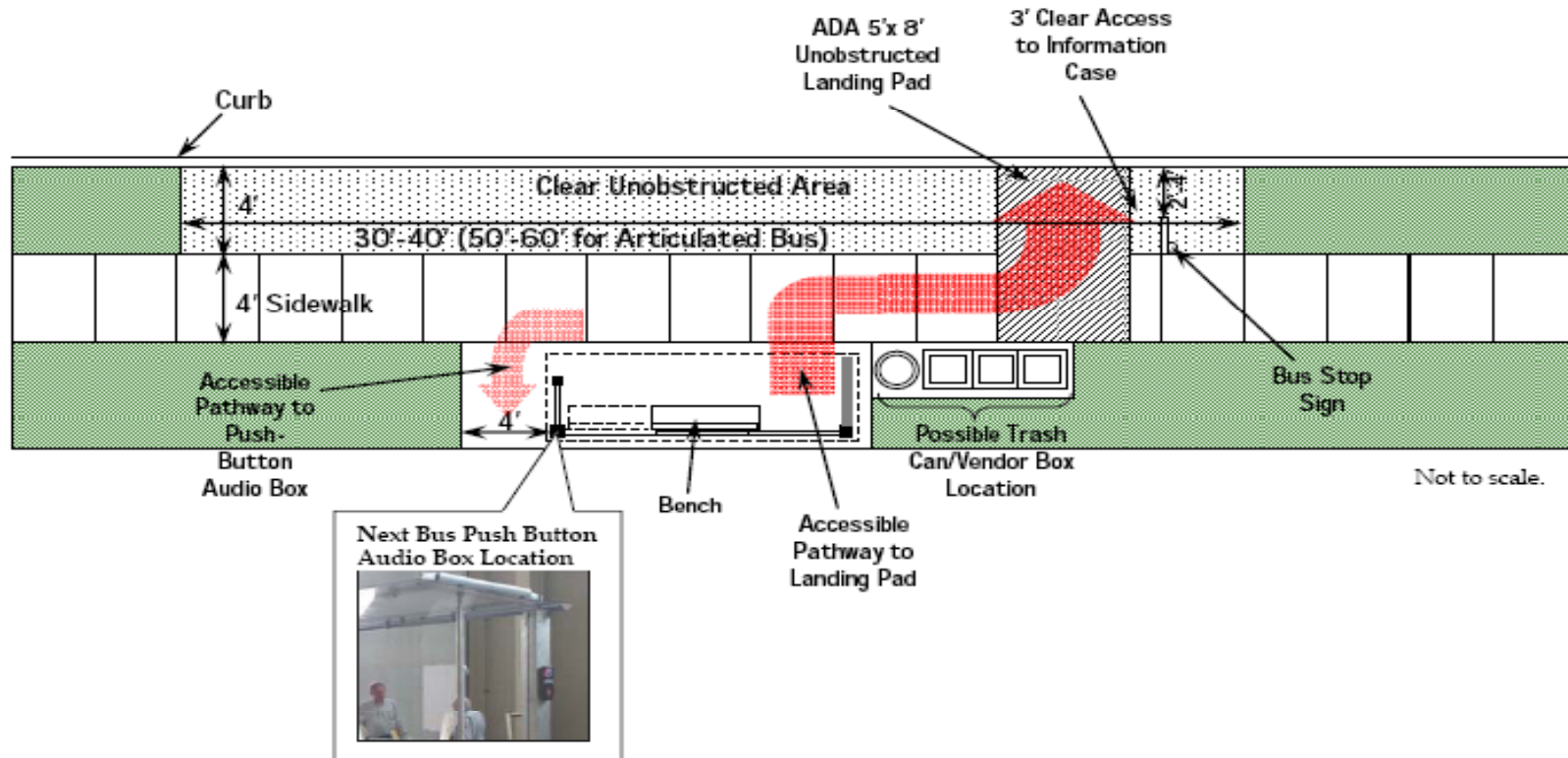


## Bus Stop Design Elements

- Bus Stop Sign
- Bus Stop Post
- Information Case
- Lighting
- Landing Pad/Passenger Waiting Area
- Seating
- Shelter
- Trash Receptacle
- Vendor Boxes
- Accessible Pathways

Bus Stop Prototypes ensure that Metro Bus Stops are safe and accessible for all riders while aesthetic design elements are left to the discretion of each jurisdiction

Figure 3-20: Enhanced Service Bus Stop



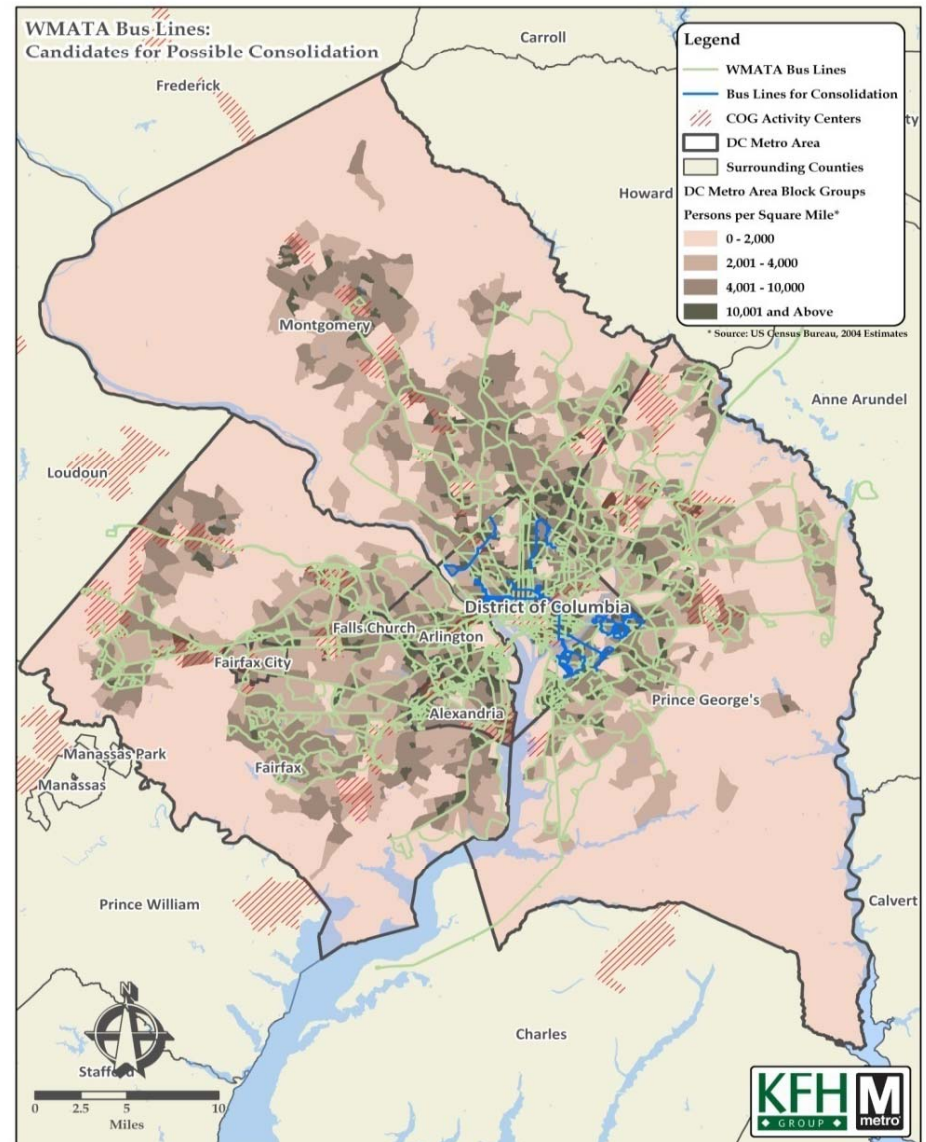


# Study Findings

Bus Stop Amenity Hierarchy was developed to address the wide variety of land uses and demand levels in the Metro Bus System

|   | Basic Stop            | Enhanced Service Bus Stop | Transit Center |
|---|-----------------------|---------------------------|----------------|
| Bus Stop Sign   | Yes                   | Yes                       | Yes            |
| ADA 5'x8' Landing Pad                                 | Yes                   | Yes                       | Yes            |
| Sidewalk  | Yes                   | Yes                       | Yes            |
| Lighting  | Evening Service       | Yes                       | Yes            |
| Seating   | Trip Generator Based  | Yes                       | Yes            |
| Expanded Boarding & Alighting Area (Rear-door Access) | No                    | Site Specific             | Yes            |
| Bus Bay (Pull Off)                                    | No                    | Site Specific             | Yes            |
| Shelter(s)  | 1 (50+ boardings/day) | 1                         | 2 +            |
| Trash Receptacle                                      | Site Specific         | Yes                       | Yes            |
| Information Case                                      | Yes                   | Yes                       | Yes            |
| System Map  | Contingent on Shelter | Yes                       | Yes            |
| Real-time Information (Next Bus)                      | Yes                   | Yes                       | Yes            |
| <i>Interactive Phone System</i>                       | Yes                   | Yes                       | Yes            |
| <i>Push-Button</i>                                    | No                    | Yes                       | Yes            |
| <i>LED Screen</i>                                     | No                    | No                        | Yes            |

- Reviewed studies concerning stop optimization and consolidation.
- Other transit systems have found that 4-5 stops per mile proves best balance of customer access and operational efficiency.
- Identified 63 lines with bus stop spacing exceeding 5 stops per mile.



Achieve regional recognition of guidelines

Develop process to optimize stop spacing.

Work with jurisdictions to achieve maximum safety and accessibility levels at all Metro transit stops

