

## Bus Stop and Shelter Space Requirements

### Bus Stops:

A stable concrete or asphalt passenger boarding area that is free from all obstructions measuring a minimum of 5' (parallel to curb) by 8' (measured from vehicle roadway to back of boarding area). If the bus stop sign will be located on a separate standard, this area should be 6' parallel to the curb to allow for drilling for the standard 1 foot in from the edge of the pad, while still having 5' clear for boarding. Adjacent sidewalk can be used to meet these requirements.

If not adjacent to a sidewalk, pad must be connected to crosswalk or sidewalk by an "accessible path". Recommended minimum width is 5', but can narrow to 4' to clear an obstruction.

The slope of the passenger boarding area can be no greater than 2%.

There should not be sewer grates/inlets in the roadway at the passenger boarding area.

Stops located on "pork chop" traffic islands must have an accessible path to gain entry to the crosswalk.

Bus dimensions: Mid-line of front door to mid-line of back door is 21.5' - both areas must be free of obstructions.

### Shelters:

Shelters should not be placed on the passenger boarding area required above.

Shelters should be set back from the road a minimum of 2'. It varies based on speed limit and type of roadway- usually determined by whoever issues the shelter construction permit or whoever is responsible for a construction project.

If adjacent to a building or other structure, a shelter must have a minimum of 1' clearance around the perimeter for maintenance purposes.

A clear area of at least 5' must be provided in front of the shelter for ADA maneuverability. Adjacent sidewalk can be used to meet these requirements.

The shelter pad must be adjacent to the sidewalk or connected to the sidewalk via an accessible path. Recommended width is 5', but can narrow to 4' to clear an obstruction.

A minimum of 3' clearance is needed between the shelter and a fire hydrant.

The shelter must have a minimum clear floor area of 30" by 48", entirely within the perimeter of the shelter.

Concrete pad for the shelter base must be a minimum of 6" deep. Pad should be at least one foot wider than the shelter dimensions so that the legs of the shelter are at least 6" from the edge of pad to help prevent cracking.

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## Accessible Rights-of-Way: A Design Guide [PDF version](#)

November, 1999

### TABLE OF CONTENTS

#### Introduction

#### Part I: Regulatory Requirements for Accessible Public Rights-of-Way

Chapter 1: Overview of the Americans with Disabilities Act

- [1.1 Title II of the ADA: State and Local Government Services](#)
- [1.2 ADA Implementing Regulations](#)
  - [1.2.1 The Preamble](#)
  - [1.2.2 The Rule](#)
  - [1.2.3 Accessibility Standards for New Construction and Alterations](#)
- [1.3 ADAAG](#)
- [1.4 Rights-of-Way Guidelines](#)
- [1.5 Industry Guidelines](#)
- [1.6 Other Applicable Laws and Regulations](#)

Chapter 2: Title II Requirements

- [2.1 New Rights-of-Way Construction](#)
- [2.2 Alterations to Developed Rights-of-Way](#)
- [2.3 Program Accessibility in Existing Facilities](#)
  - [2.3.1 Transition Plan](#)
  - [2.3.2 Fundamental Alteration/Undue Burden](#)
  - [2.3.3 Design Standards](#)
- [2.4 Using ADAAG](#)

#### Part II: Best Practices in Accessible Rights-of-Way Design and Construction

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Crossings are viewed as safety features.

MUTCD marking standards require white lines; where pavement is light colored, black edging is recommended to improve contrast. No test or value for contrast is provided. A 1988 FHWA study found that high-visibility/ladder-type crosswalk markings using a 12-inch (305-mm) stripe with 24-inch (610-mm) spacing had the highest level of motorist recognition. Because juvenile, elderly, and disabled pedestrians are highly dependent on transit, such markings are recommended at crossings that serve bus and other transit stops and stations.

**(Sidebar)**

**3.5.7 Islands**

Raised traffic islands should be cut through level with the street (a slight crowning of no more than 1:20 [5%] is permissible if necessary for positive drainage) if it is not possible to provide complying ramps at each curb and a 48-inch-long (1220-mm) level landing between them (SEE FIGURE 37). Designers should avoid offsetting ramps unless crosswalk locations determine such placement, in which case landings and a complying route between them must be provided (SEE FIGURE 38). Because the length of an occupied wheelchair is 48 inches (1220 mm), a cut-through median should provide some additional maneuvering length for safe refuge from traffic. A 60-inch (1525 mm) pedestrian space will accommodate longer wheelchairs and scooters more comfortably.

Raised islands that are cut through may limit wheelchair travel to a single user per crossing cycle. However, wider openings may not give blind pedestrians adequate cues about the presence of a median or the nature of a crossing. In such cases, detectable warnings underfoot can help identify the pedestrian area.

Where two signal cycles are required to complete a crossing, pedestrians with vision impairments should be advised with audible or other signals of the need to wait for the next crossing interval. A locator tone in the pushbutton on the median can provide this information. Devices that tick down the remaining crossing time may be helpful, if both visible and audible output is provided.

**3.5.8 Overpasses and Underpasses**

Grade-separated walkways, whether air-rights construction over the right-of-way or underground passageways beneath it, should be accessible by ramp or elevator (SEE FIGURES 39 AND 40). Circular or helical ramps do not meet most accessibility requirements, because they cannot accommodate the level landings required for every 30 inches of rise. Furthermore, such ramps produce a differential in slope for inside and outside wheelbases unless very large radii are used.

In suburban and rural areas where the extended right-of-way necessary to ramp a 14-foot-high overpass is not a problem, ramp/landing runs over 300 feet long are not uncommon. Although such ramps meet accessibility criteria, many pedestrians with disabilities would not consider them usable at such lengths. Research with a small group of manual wheelchair users revealed that a majority could not complete a continuous ramp comprising three 1:12 (8.33%) slopes, each rising 30 inches (760 mm) to a level landing between segments) in one sustained effort. Other research suggests that many manual wheelchair users and people who use walking aids have difficulty completing even a single run of this length and slope. Where it is necessary to provide lengthy ramps, it is useful to design more frequent landings and lesser slopes for each successive segment.

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Figure 37

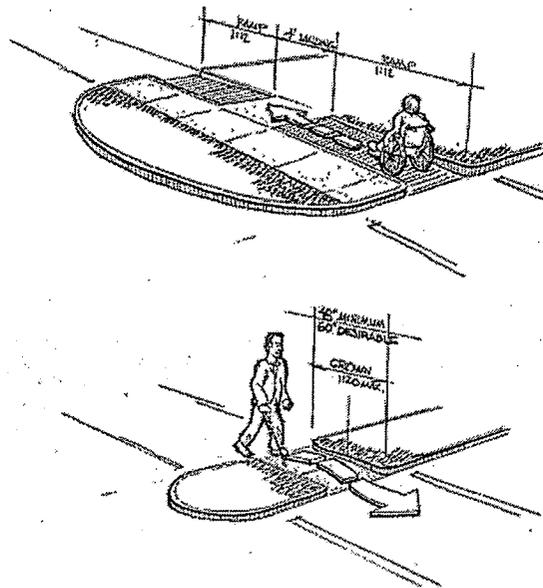


Figure 37 is a pair of line drawing perspectives of accessible medians. A wide island is shown raised to curb height, its width determined by the length of 2 ramp runs and a 4-foot landing. A narrow island is shown cut through and slightly crowned, requiring a minimum width of 4 feet.

contrast, features that are important to pedestrians who have vision impairments. Accessibility standards also require a matte or other nonglare finish (note that non-glare finishes are not incompatible with requirements for reflectivity). Protruding signs must be posted high enough—80 inches (2030 mm) above the finished surface in ADAAG and 84 inches (2130 mm) in MUTCD—to clear pedestrian routes or be located out of the circulation route. Street signs with large letters are useful to pedestrians who have low vision, because it is usually not possible to view the signs closely.

Pedestrian signals at street crossings should provide a clear distinction between WALK and DON'T WALK symbols and should have colors identifiable by readers who have low vision. These pedestrians often find it necessary to use traffic signals on the sidewalk from which they are departing, because pedestrian signals are not distinguishable across a four-lane roadway. Audible or vibrotactile indicators can make such signals more useful to pedestrians who have vision impairments.

Lighting can greatly enhance the accessibility of signs and other orientation information, including crosswalks, curb and curb ramp markings, and barriers and hazard indicators.

### 3.6.6 Bus Stops

#### (Sidebar)

Bus stops and shelters are covered as transportation facilities in accessibility guidelines adopted by DOT as part of the title II regulation (49 CFR Parts 27, 37, and 38). A route to and into a shelter and the size of a bus stop pad for the deployment of onboard ramps or lifts are regulated (SEE FIGURE 46). Bus route identification signs should meet readability criteria, although tactile signs are not required. Infra-red pedestrian signal technology has been used in some cities to label bus stops and routes for pedestrians who use a hand-held receiver. DOT's ADA regulations require that bus stop locations be audibly and visibly announced on the vehicle.

Transportation stops are considered pedestrian walkways and require curb ramps under the DOJ title II regulation. Because parked cars, traffic, and other conditions can make it impossible for a bus to pull up to a curb along its full length in order to deploy a lift or ramp, a bus stop should be served by a curb ramp so that a passenger may board or exit in the roadway when necessary. Curb ramps at the intersections where the bus stop is located will usually satisfy this requirement, although a curb ramp at the stop may be needed in some locations, particularly at midblock stops and in bus queues.

A common design problem is the location of a new shelter that does not provide adequate maneuvering space for access to and into the enclosure by pedestrians who use wheelchairs. Often, the route into the shelter is obstructed by a waste receptacle or sign. Other shelters are located too close to the edge of the sidewalk to enter without risk of a drop off. Some are located so that the entry route passes over a landscaping strip or tree box where the soil level creates a drop off (SEE FIGURE 47). In systems and on routes where only some buses are accessible, a passenger may be delayed a considerable period of time before boarding and should have shelter while waiting.

### 3.6.7 Miscellaneous Items

Other items commonly found on sidewalks—fire pullstations, mailboxes (including curbside receptacles for overnight delivery services), information

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# ADA and ABA Accessibility Guidelines for Buildings and Facilities

[ADA-ABA Guidelines Homepage](#) | [Guidelines and Standards](#)

Published in the Federal Register July 23, 2004 and amended August 5, 2005. [PDF version](#) [Download AutoCAD Figures \(zip file\)](#)

## Table of Contents

- Part I: ADA Application and Scoping**
  - [ADA Chapter 1: Application and Administration](#)
  - [ADA Chapter 2: Scoping Requirements](#)
- Part II: ABA Application and Scoping**
  - [ABA Chapter 1: Application and Administration](#)
  - [ABA Chapter 2: Scoping Requirements](#)
- Part III: Technical Chapters**
  - [Chapter 3: Building Blocks](#)
  - [Chapter 4: Accessible Routes](#)
  - [Chapter 5: General Site and Building Elements](#)
  - [Chapter 6: Plumbing Elements and Facilities](#)
  - [Chapter 7: Communication Elements and Features](#)
  - [Chapter 8: Special Rooms, Spaces and Elements](#)
  - [Chapter 9: Built-In Elements](#)
  - [Chapter 10: Recreation Facilities](#)
  - [Figure Index](#)

## Related Documents:

- [Preamble](#) (published discussion of the guidelines)
- [Guide to the ADA and ABA Standards](#)
- [ADA Accessibility Guidelines](#) (Parts I and III of this document)
- [ABA Accessibility Guidelines](#) (Parts II and III of this document)

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406.7 Islands. Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. Each curb ramp shall have a level area 48 inches (1220 mm) long minimum by 36 inches (915 mm) wide minimum at the top of the curb ramp in the part of the island intersected by the crossings. Each 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum area shall be oriented so that the 48 inch (1220 mm) minimum length is in the direction of the running slope of the curb ramp it serves. The 48 inch (1220 mm) minimum by 36 inch (915 mm) minimum areas and the accessible route shall be permitted to overlap.

**Figure 406.7 Islands in Crossings**

(a) cut through at island

(b) curb ramp at island

36 min  
915

48 min  
1220

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FIGURE 1

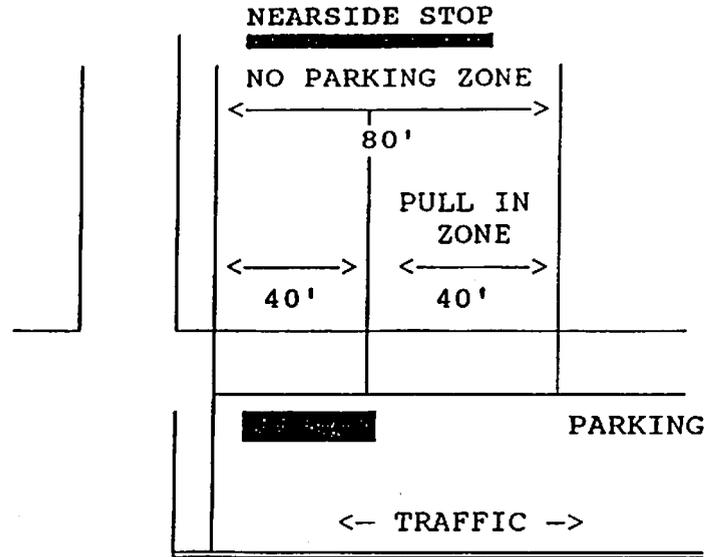


FIGURE 2

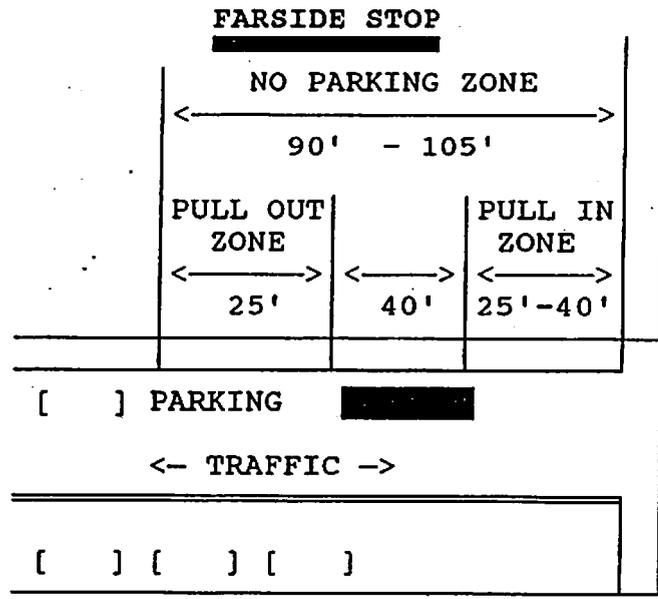
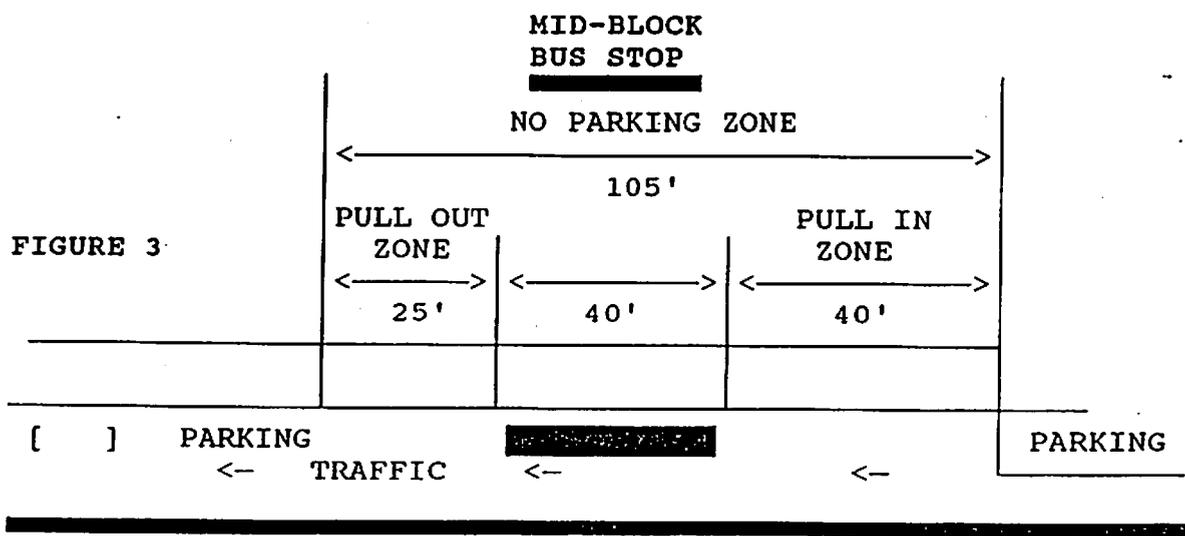


FIGURE 3



# ADA Accessible Bus Stop Requirements

