Bus Stop & Service Development Standards
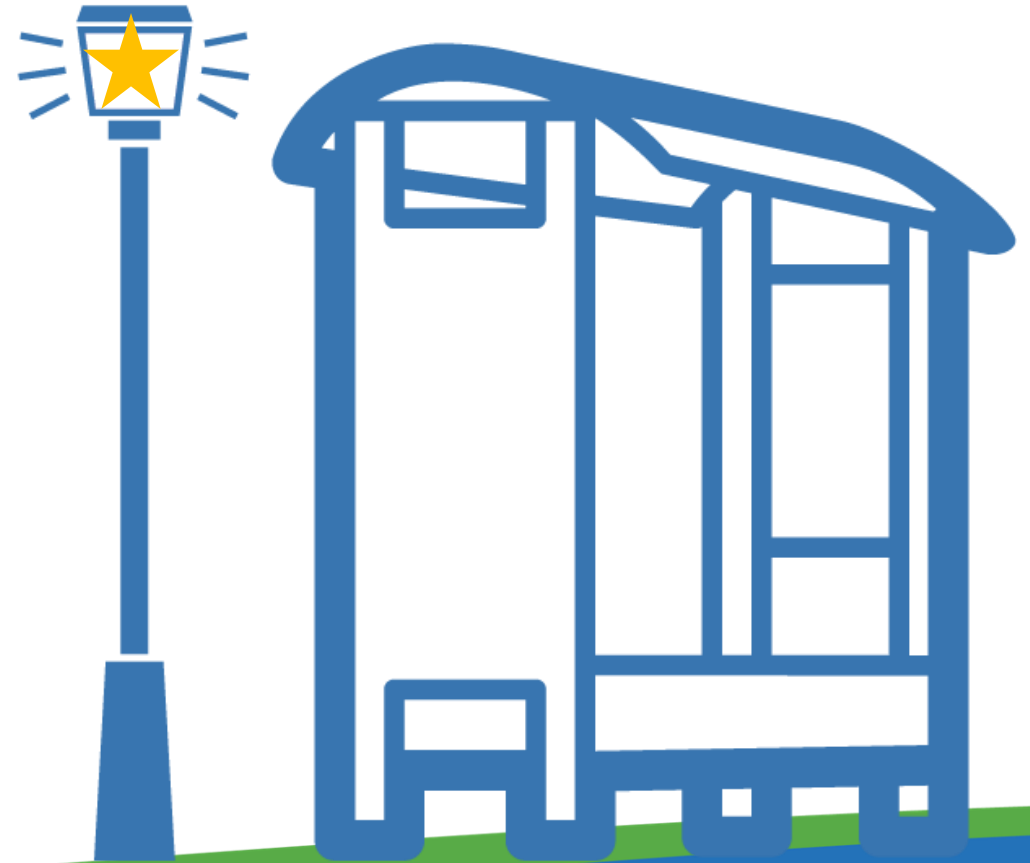
2021 Update

Mike Burnham
Assoc. Planner

June 16, 2021

Roadmap: Presentation Overview

- **Who & What:**
  - Audience, Scope & Purpose
- **Why:**
  - Catalysts, Challenges, & Outcomes
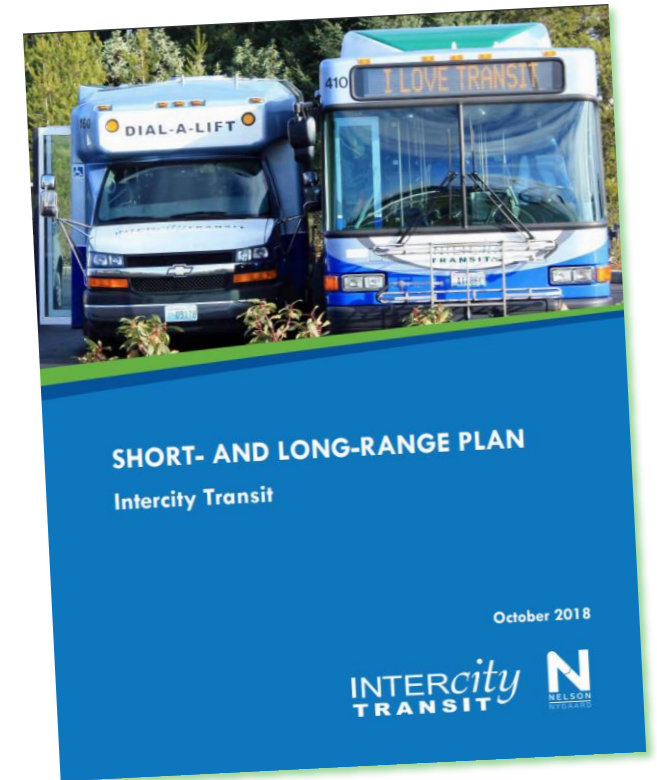- **How:**
  - Process & Content
- **When:**
  - Next Steps

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Who & What: Audience, Scope & Purpose

- **Formerly called the *Bus Stop Specification Guidelines***
  - Reference guide for IT and its PTBA jurisdictions
  - Guides design and placement of bus stops and surrounding zones
  - Includes technical language and standard drawings
  - Updated last ~2016

- **Two-phase update:**
  - **2021:**
    - Review local codes and standards (*done*)
    - Integrate updated State and Federal guidance, best practices (*done*)
    - Revise IT Bus Stop Standards (*done*)
    - Share draft and elicit input from PTBA jurisdictions (*summer*)
    - ITA adoption of updated document (*fall*)
  - **2022:**
    - Update bus stop language in local codes and standards
    - Broaden document to include IT service development standards (service span, frequency, connectivity)

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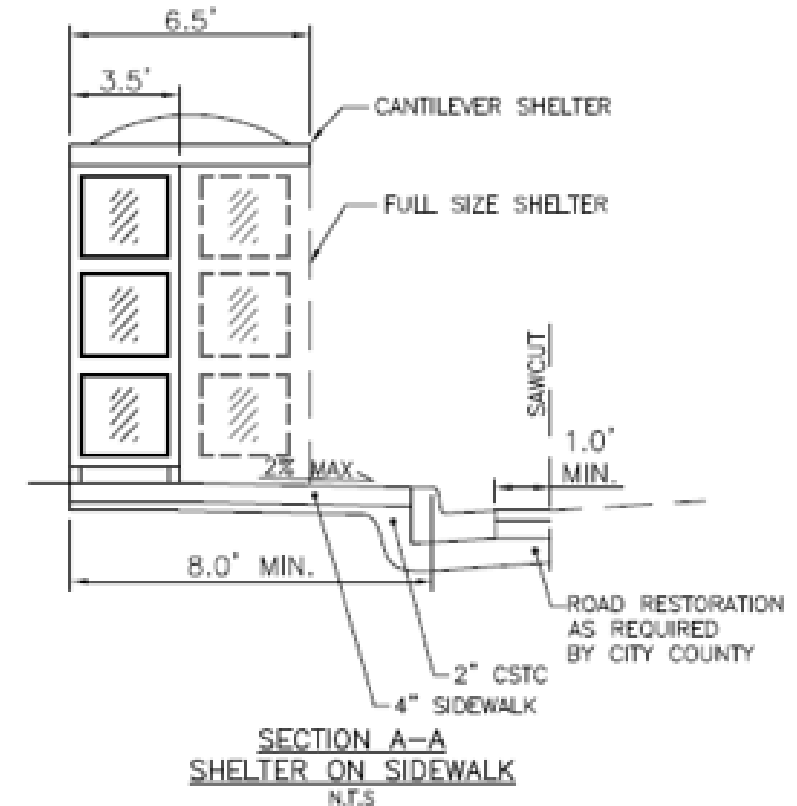
Why: Catalysts, Challenges & Desired Outcomes

- **Catalysts:**

  - **Short- and Long-Range Plan (2018)** identifies $260,000

    annually for passenger capital facilities

    - IT will enhance ~50 stops in 2021 and aims to enhance

      400+ over the next 4 years (larger pads, lighting, benches, etc.).

    - Stops prioritized by ridership, location, need

  - **Zero-fare policy (2020)** enables "all-door" boarding

    from bus front and rear doors, necessitates larger

    landing pads at bus stops

SHORT- AND LONG-RANGE PLAN
Intercity Transit

October 2018

INTERcity TRANSIT   N NELSON
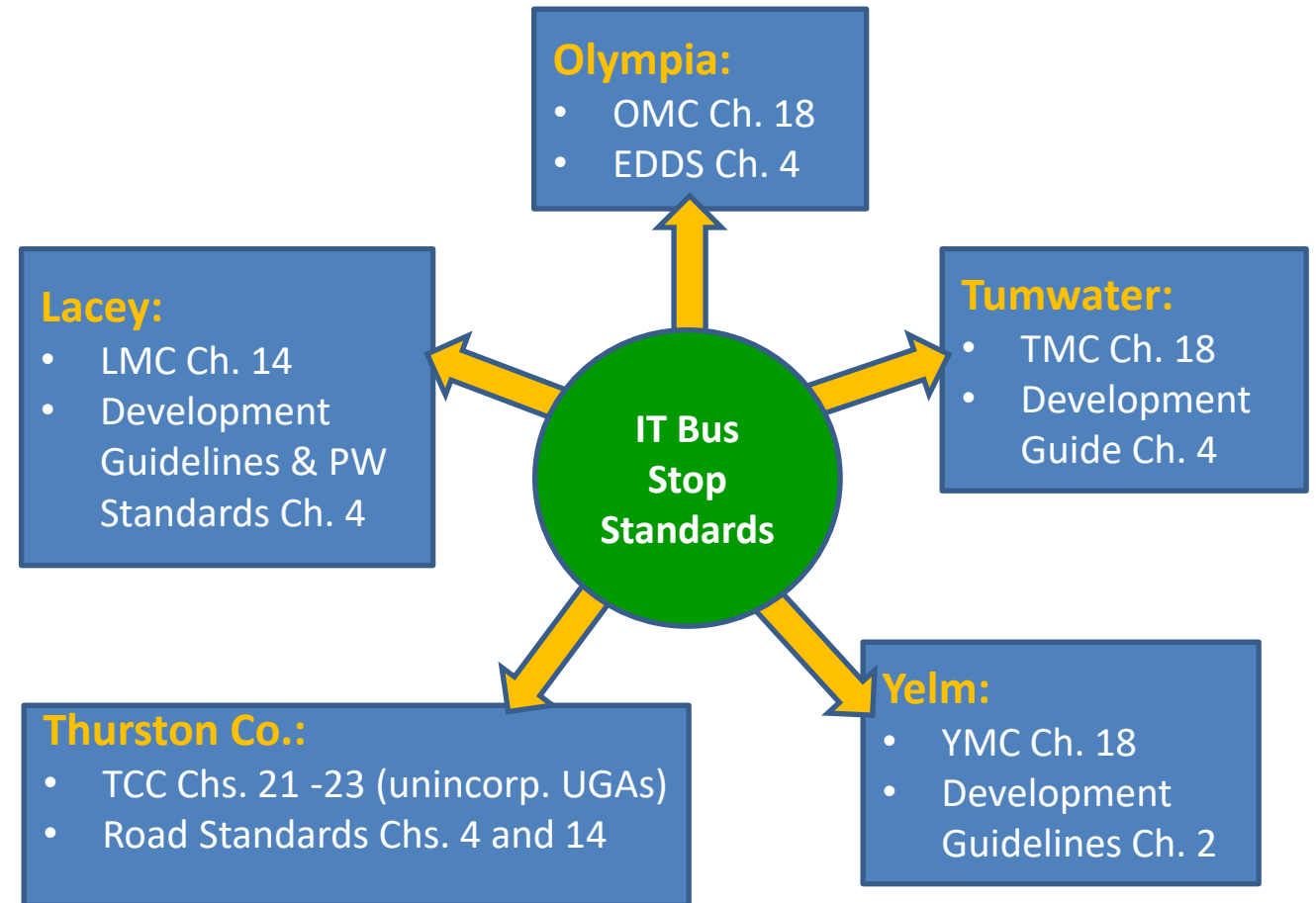
- **Challenges:**
  - IT operates a large and diverse transit system:

    - ~1,000 active bus stops along 20 fixed routes within
      101-sq.-mile Public Transportation Benefit Area (PTBA)

    - Some stops lack sidewalk connections, while other stops
      sit close to driveways, street trees, and other obstacles

    - No one-size-fits-all approach to bus stop design

Bus Stops By Jurisdiction	
Olympia	443
Lacey	254
Thurston	157
Tumwater	95
Yelm	30
Lakewood	3
Tacoma	2
TOTAL	984

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- **Challenges:**

  - Bus stop and zone policies vary widely across five PTBA jurisdictions' codes and standards

 - Permit process (review time/complexity) for bus stops also varies widely

Olympia:
- OMC Ch. 18
- EDDS Ch. 4

Lacey:
- LMC Ch. 14
- Development Guidelines & PW Standards Ch. 4

IT Bus Stop Standards

Tumwater:
- TMC Ch. 18
- Development Guide Ch. 4

Thurston Co.:
- TCC Chs. 21 -23 (unincorp. UGAs)
- Road Standards Chs. 4 and 14

Yelm:
- YMC Ch. 18
- Development Guidelines Ch. 2

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- **Desired Outcomes:**
  - Safe and accessible bus stops and zones that enhance the rider experience and speed up transit service — goals of the IT long-range plan

  - Clear, concise, and consistent bus stop standards that effectively guide jurisdictional codes, permit processes, and development projects

  - Efficient and smooth coordination process with jurisdictions and developers

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- **Bus Stop Improvement Example 1:**
  - **#381, Cooper Point Rd. at Capital Mall Dr. [SB] (Rt. 45)**
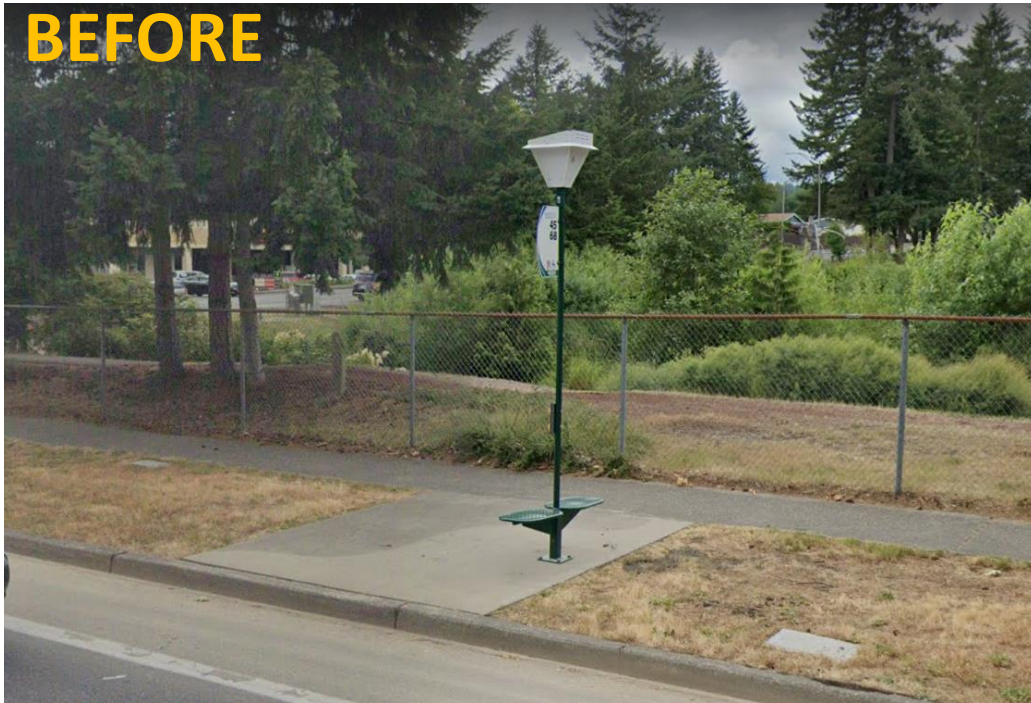
Pad enlarged in 2020 to accommodate shelter and all-door boarding

- **Bus Stop Improvement Example 2:**

  - **#174, Fir at Bigleow [NB] (Rt. 21)**

BEFORE

AFTER

FIR ST NE

BIGELOW AVE NE

PROPOSED LARGE BUS PAD

NTS NORTH ARROW FOR PLAN VIEW ONLY

FIR ST NE

24' pad to be installed in 2021

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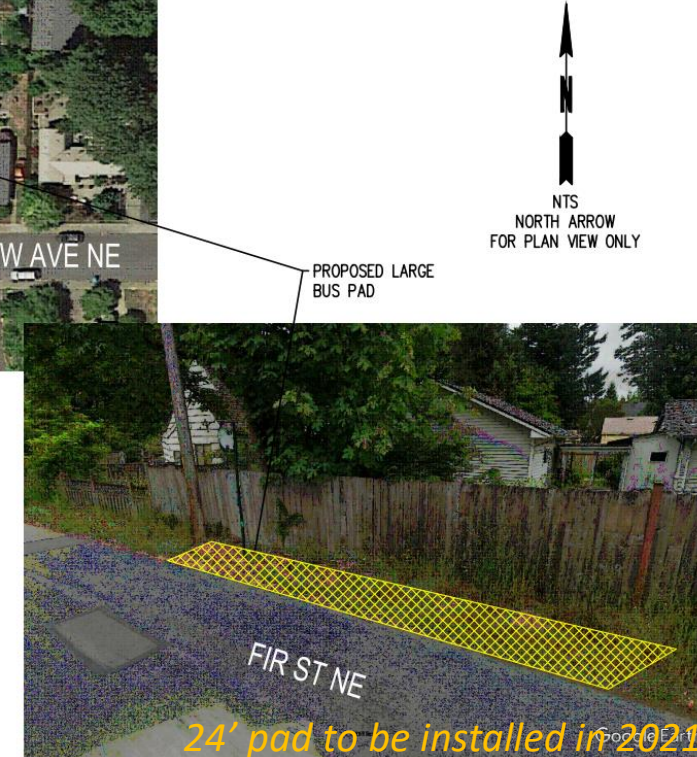
How: Process and content

- **Process:** Conferred with local jurisdictions, reviewed other transit agencies' standards, and referenced latest State and Federal guidelines

- **Content:** Reorganized IT's document by "street-side" and "curb-side" characteristics:

- **Street-side:** roadway features, such as traffic speeds, travel lanes, and intersection designs, which influence the look and location of bus stops

- **Curb-side:** off-street infrastructure, such as landing pads, bus shelters and benches, sidewalks, and streetlights, which affect the access and experience of bus riders

- **Street-Side Characteristics:**

  - **Spacing**
    - Stops are generally ~1,000' apart, but urban stops may be closer together and rural stops farther apart
    - Factor in surrounding job/housing density and type

  - **Location**
    - Stops are generally on far side of intersections, but sometimes near-side or mid-block
    - Factor in maximizing safety, optimizing operational efficiency, minimizing impacts to adjacent property, and compatibility with other right-of-way uses

  - **Design:**
    - Buses generally dwell in lane to pick up/drop off riders, but pull-outs may be warranted
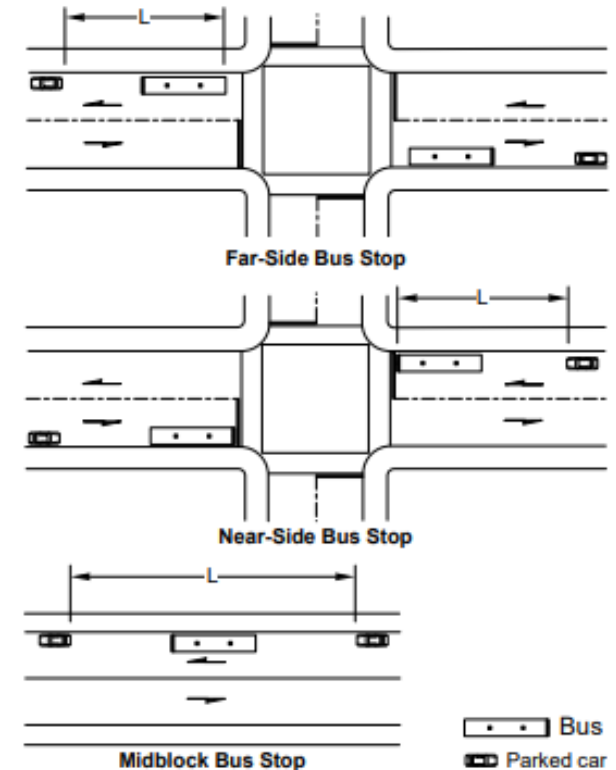   - Factor in ridership, street design, vehicle speeds, available space

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REFERENCE: Document includes photos and drawings and of street-side characteristics …

Bus stop 732 — Red Wind Casino [SB] — features a bus-only lane on the far side of a busy intersection of SR 510

- **Curb-Side Characteristics:**

  - **Bus Stop Determination & Coordination**

    - Describes process for IT identification of bus stops along new/realigned routes and along the frontage of development projects within service area

    - Describes fees and materials (e.g., standard drawings) IT provides jurisdictions to obtain permits for bus stops

  - **Bus Stop Infrastructure**

    - Describes range of amenities (lights, benches, shelters, etc.) that IT may install and maintain at a bus stop

    - Describes ADA universal-access requirements (pad dimensions and slope)

Bus stop 532 — State at Turner [WB] — features amenities including a cantilever shelter, trash can, bench, schedule, and bulbout that enables all-door boarding

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REFERENCE: Document includes drawings and photos of curb-side characteristics …
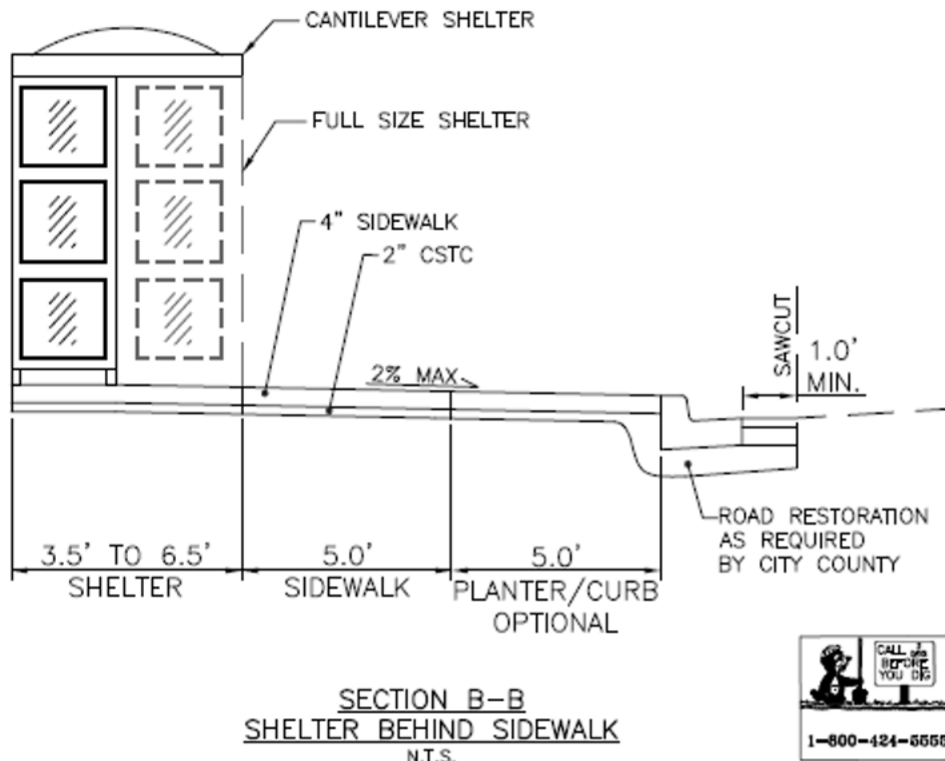
Bus stop 71 — Capitol at A [SB] — features a cantilever shelter on a bulb-out that enables an in-lane stop and all-door boarding

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- ## **What's Different?**
  - ### **Key Changes:**
    - **Pads:** Calls for larger/dual pads to accommodate all-door boarding

    - **Obstacles:** Requests clear zones around new stops and flexibility to trim/remove trees that block access/visibility

    - **Permits:** Describes how IT reviews development applications for transit access and what IT provides municipalities when seeking permits to modify existing stops

Tree removed at #1071 — Mottman at SPSCC [WB] — to improve access and visibility of bus stop

BEFORE

AFTER

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When: Next Steps

- **Project Timeline:**
  - **Spring `21:**
    - Discuss project purpose, schedule with jurisdictions
    - Present project overview to IT CAC and Authority
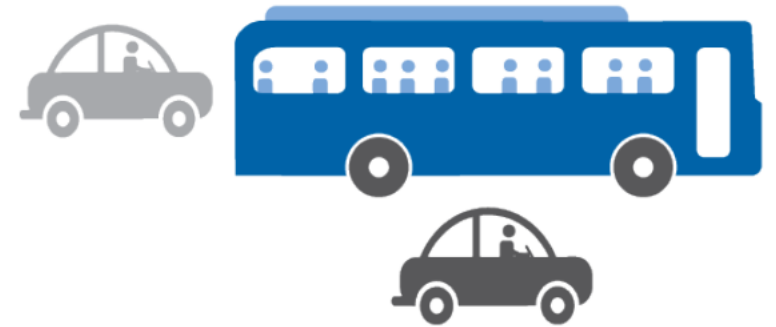 - **Summer `21:**
    - Share draft with jurisdictions and elicit input (draft edits and survey responses)
    - Public education — note what we're doing, why, and how changes enhance rider experience
  - **Fall `21:**
    - Seek IT Authority adoption of updated Bus Stop Standards
  - **Winter `21- 2022:**
    - Integrate updated Bus Stop Standards into applicable local codes and guides
    - Add in Service Development Standards

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Questions?

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