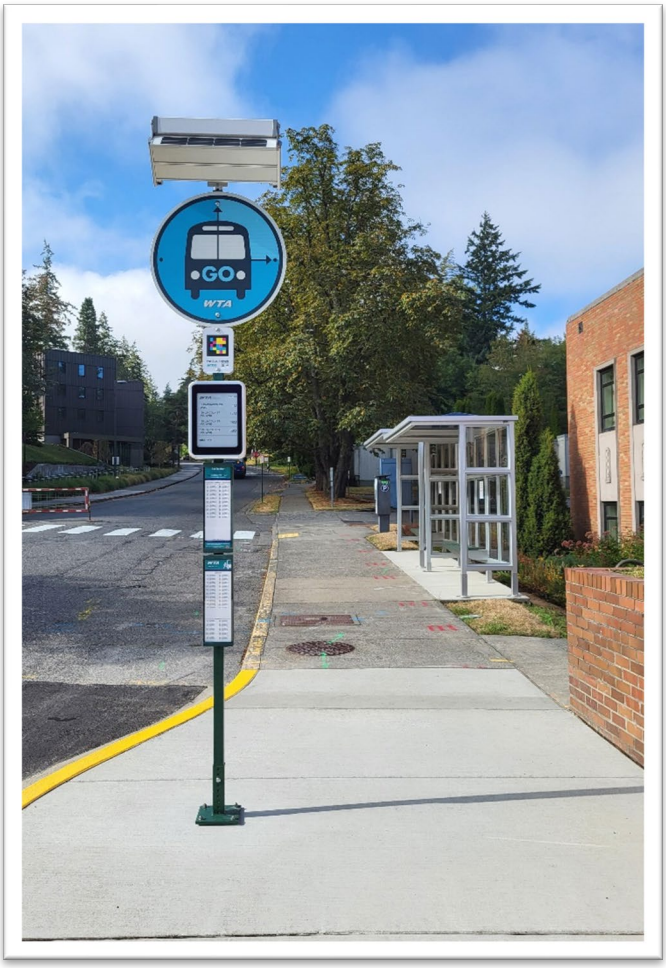
WHATCOM TRANSPORTATION AUTHORITY
BUS STOP DESIGN GUIDELINES

UPDATED NOVEMBER 2026







CONNECTING PEOPLE TO OPPORTUNITY

WTA's mission is to enhance our community by:

- Delivering safe, reliable, efficient and friendly service
- Offering environmentally sound transportation choices
- Providing leadership in creating innovative transportation solutions
- Partnering with our community to improve transportation systems

Non-Discrimination

WTA provides services and employment on a non-discriminatory basis, and complies with Section 504 of the Rehabilitation Act of 1973, Title VI of the Civil Rights Act, and the Americans with Disabilities Act of 1990. WTA also comply with the State of Washington Freedom from discrimination—Declaration of civil rights, RCW 49.60.030.

Title VI

WTA complies with Title VI of the Civil Rights Act of 1964 which states:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Accessibility

All WTA buses are wheelchair accessible. Anyone who needs to use the wheelchair ramps may do so at any bus stop where the ramp can be safely deployed. WTA cannot guarantee there will be an accessible path of travel to and from all stops. WTA advises riders who use wheelchairs and other mobility devices to preview their route of travel before using a new stop.

Contact

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For up-to-date information about WTA's bus stop program visit: engage.ridewta.com/bus-stops

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EXECUTIVE SUMMARY

WTA has approximately 900 bus stops located throughout Whatcom County. About 50% are currently ADA compliant. The stops that are not compliant will be brought into compliance through the WTA bus stop program, the City of Bellingham Transportation Fund, and when construction takes place adjacent to a bus stop.

If a local jurisdiction or contractor is making alterations to the pedestrian facility immediately adjacent to a bus stop, they are responsible for bringing the bus stop into ADA compliance https://www.access-board.Gov/prowag/complete.html#r202-alterations

An ADA compliant bus stop has a 5-foot-wide by 8-foot-deep firm boarding pad.

LEGAL REQUIREMENTS AND GUIDELINES

Americans with Disabilities Act (ADA) - Section 504 of the Rehabilitation Act, Title II Public Services

Architectural Barriers Act (ABA) – ensures access to the built environment for people with disabilities

Code of Federal Regulations: Title 49 CFR Part 37 — Transportation Services for People with Disabilities

U.S. Access Board Public Right-of-Way Accessibility Guidelines (PROWAG) – adopted by the US Department of Transportation in December 2024 for new construction and alternations of transit stops in the public right-of-way

Washington State Department of Transportation (WSDOT) M22-01.23 Design Manual Chapter 1730 Transit Facilities and WAC Title 468 Chapter 468-46 Transit Vehicle Stop Zones

DOCUMENT PURPOSE

The purpose of this document is to provide WTA staff, agency partners, and private developers with a consistent set of guidelines for designing transit stops in Whatcom County. The guidelines are intended to be used when designing new stops, relocating existing stops or upgrading stops, whether part of ongoing WTA work, a local engineering project or a new development.

WTA recognizes that every location in its network is unique, and that a given transit stop's jurisdictional and physical context may offer opportunities to meet these guidelines in some ways but not in others. As such, this should be viewed as a guiding document, offering

templates for desirable bus stop facilities and elements wherever it is possible to provide them. Use of the guidelines will enable high quality and a more consistent design of stops.

The information in this document is current as of November 2026 and will be updated as needed.

WTA Background

WTA is the public transportation provider for Whatcom County offering fixed route, paratransit, rideshare, and zone service. Each service type is explained in detail below.

SERVICE TYPES

Fixed Route

WTA's fixed routes provide service to designated bus stops using 35-foot and 40-foot transit buses. WTA operates 30 fixed routes, including a network of four high-frequency corridors, called Go Lines. WTA provides service seven days a week, on all but six major holidays.

Paratransit

WTA's paratransit service provides point-to-point transportation to riders whose disability prevents them from riding the fixed route bus system. Paratransit service is designed to be equal to—not better than— fixed route service. For this reason, paratransit's service area and hours of operation mirror those of the fixed routes. Everyone who rides paratransit must qualify and be approved before riding.

Rideshare (formally known as Vanpool)

The rideshare program allows groups of three or more people to "lease" a WTA-owned van for the purpose of commuting to and from a common worksite. The rideshare group pays a fare, based on the number of miles the van travels each month. Fares cover the cost to operate the van, including fuel, maintenance, and insurance.

Zone Service

Zone service provides limited transit service to rural areas of Whatcom County. There are no eligibility requirements for using zone service; anyone within the designated area can request a ride. Service is only available to each zone on certain days of the week and advance reservations are required.

Flex Service

Routes that offer flex service serve bus stops on a regular schedule and can also "flex" off-route within the flex service area. There are no eligibility requirements; flex service is available to everyone. Advance reservations are required.

There are some locations that WTA cannot access with a 40-foot bus, in those instances WTA asks the individual to meet the bus at the closest accessible location. The WTA Mobility Team performs access checks when requested to ensure safety and accessibility for both the passenger and the bus.

CURRENT SITUATIONAL OVERVIEW



As of November 2026, WTA has approximately 881 bus stops. Systemwide, 170 (19%) of WTA's bus stops have a shelter and 257 (28%) have a bench. 478 (54%) are considered accessible.

ADA Upgrade Timeline

WTA's goal is to upgrade all bus stops by 2040. The 2026 estimated materials cost to have WTA Route Maintenance staff install a pad is $5,000. However, the cost may increase dependent on site preparation, surveying, permitting, or other site-specific issues. To meet the 2040 goal, WTA and local jurisdictions need to upgrade an average of 29 stops per year. Each new bus stop meets ADA requirements upon installation.



BUS STOP PROGRAM

Purpose

The purpose of the bus stop program is to create a uniform and easily identifiable space for passengers to wait at, board and alight a WTA fixed route bus.

The Bus Stop Program is governed by WTA Policy POL-ALL-703-01 *Establishing and Maintaining Bus Stops and Their Amenities.*

Function and Responsibilities

Nearly every department in WTA has a role to play in the bus stop program.

Planning:

- Work with Operations to determine the best location for new bus stops and the relocation and removal of existing bus stops.
- Regularly review development plans to stay informed of construction projects that may impact operations.
- Create bus stop flats.
- Work with landowners on property use agreements.
- Maintain bus stop inventory.
- Manage ADA bus stop program.
- The Planning Director, or designee, is responsible for final determination of the location of bus stops and authorizes their removal.

Operations:

- Analyze bus stop locations from the perspective of a fixed route transit operator.
- Determines if the stop can be safely accessed with a transit coach.
- Post Rider Alerts at bus stops prior to removal or temporary closure.

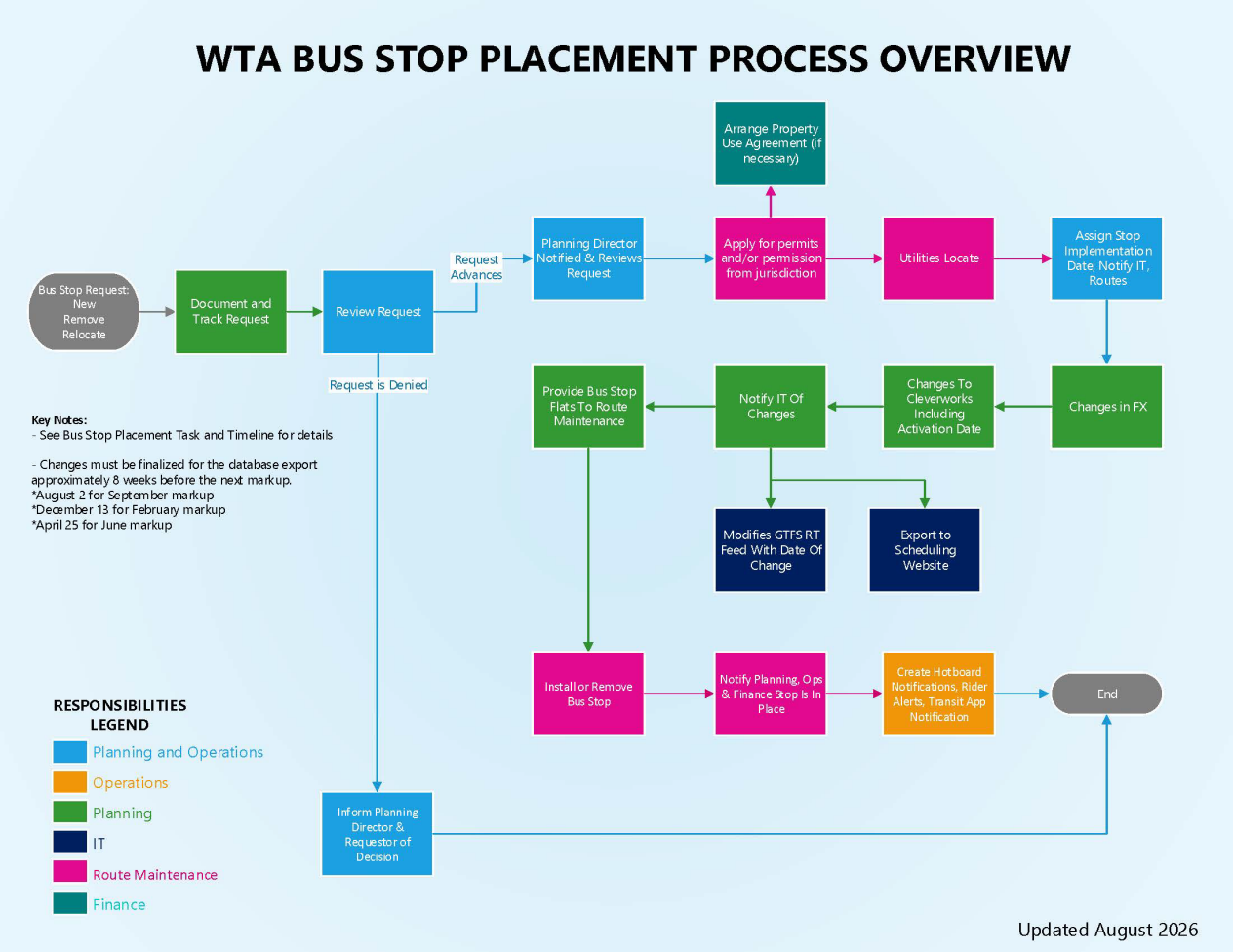
Fleet and Facilities:

- File permit applications with local jurisdictions.
- Install and maintain bus stops and amenities at the stop.

Finance:

- Maintain an inventory of shelters and other WTA owned assets located at bus stops.

Bus Stop Change Request Flowchart



Relocation or Removal Criteria

Requests for the relocation or removal of bus stops are reviewed by both Planning and Operations staff. Bus stops may be relocated or removed if the current location poses a safety hazard to passengers, the landowner or bus operations.

Day-to-Day Operations

Route Maintenance has primary responsibility for the day-to-day upkeep of all WTA bus stops, including emptying trash bins, removing graffiti, and performing maintenance on benches and shelters. To maintain assets in a state of good repair WTA should have approximately one Route Maintenance employee per 40 improved stops (shelters, trash cans, benches, etc.). As of April 2026, WTA has 170 shelters and four Route Maintenance employees.

Construction Considerations

When a construction project takes place in the vicinity of a WTA bus stop that requires the temporary removal of that stop, the following steps should be taken:

1. The jurisdiction or agency responsible for the construction notifies WTA at least 14 days prior to the start of construction.
2. If the bus stop is already ADA compliant, then a temporary bus stop shall be made available. If the stop is not ADA compliant, a temporary bus stop is not mandatory.
    a. Operations and Planning will work together to find an alternate stop location.
    b. Rationale will be documented if an alternate location is not viable due to safety or other significant constraints.

    R204.2 Alternate Transit Stops

    Where *accessible transit stops* are temporarily not *accessible* due to construction, maintenance operations, or other similar conditions, alternate *transit stops* complying with R309 shall be provided. https://www.access-board.gov/prowag/scoping.html#r2042-alternate-transit-stops

    R309.1.1 Boarding and Alighting Areas

    Boarding and alighting areas at *sidewalk* or *street*-level *transit stops* must serve each *accessible* vehicle entry and exit and shall comply with R309.1.1 and R309.1.3.

    https://www.access-board.gov/prowag/technical.html#r30911-boarding-and-alighting-areas

3. WTA staff will post a Rider Alert at the stop to inform passengers of the upcoming bus stop closure.
4. WTA staff will remove the bus stop sign post and other amenities as needed.

5. Every effort should be made to ensure non-ADA compliant bus stops are brought into compliance during construction.
    a. If work is being done immediately adjacent to the bus stop, then the stop must be made compliant per ADA law (https://www.access-board.gov/prowag/complete.html#r202-alterations).
6. The responsible agency, or their designee will notify WTA once construction is complete.
7. WTA staff will install the bus stop sign post and other amenities as warranted.

BUS STOP ELEMENTS

MINIMUM STANDARDS

At a minimum, each bus stop should have:



1. Bus Stop Blade: Identifies the location as a bus stop. Blades may be rectangular or round and are affixed to the top of a post perpendicular to the road. They contain the WTA logo, a no parking symbol and a bus icon. There must be at least 7 feet 8 inches of clearance from the bottom of the blade to the ground.
    - A standard blade is 30 inches long
    - A round Go Line blade is 27 inches in diameter

2. Signpost: a green metal plated post which measures 10 feet from the ground to the top of the post. The post should be installed at the approximate location that people will board at the bus's front door.

3. Stop Specific Time Schedule
   AKA Flat: Displays the time the bus stops at that specific stop, includes the stop ID, stop name, information about the WTA Bus Tracker App and WTA contact information. A single flat should be mounted with 40 inches from the bottom of the schedule holder to the ground. A post with two schedules should have 50 inches from the ground to the center of the two schedule holders.

4. Landing Area: To meet ADA standards, the landing area (or boarding and alighting area) must be 5-feet-wide (parallel to the road) and 8-feet-deep (perpendicular to the road) on a firm ground surface. Due to the amount of precipitation Whatcom County receives, WTA interprets a "firm ground surface" to be concrete or asphalt.

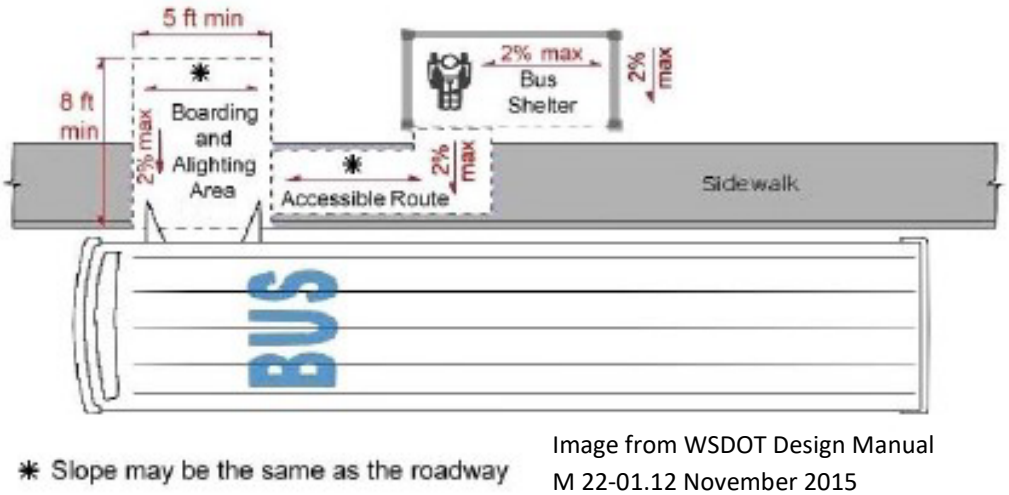


Image from WSDOT Design Manual M 22-01.12 November 2015

As outlined in the 2026 Rapid Transit Locally Preferred Alternative (LPA), WTA has introduced two new bus stop types: Tier 1 and Tier 2 stops.

Tier 1 Go Line Bus Stops

Also called Transit Hubs, these are high activity and major transfer bus stops. These stops will have all the elements of a regular Tier 2 stop in addition to the following:

- Real-time bus arrival signage
- Wayfinding information
- A second shelter and bench
- Public art and placemaking



Rendering of a Tier 1 Transit Hub along the Gold Line



Tier 1 bus stop: Performing Arts Center stop number 1111 on WWU Campus.

Tier 2 Go Line Bus Stops

In addition to the minimum standards, bus stops on a Go line should contain the following elements whenever practical:

- Shelter
- Bench
- Trash Receptacles
- Bicycle Rack
- Lighting

Signage

Signage at bus stops may differ, depending on the bus route that serves the stop, the volume of boardings, and the presence of a shelter.

Some stops, especially those with very high boardings at Western Washington University and Whatcom Community College, have large vinyl stop specific schedule signage inside the shelter.

This is due to the high volume of people waiting for the bus and their inability to easily read a standard-sized time schedule mounted to the signpost.

Real-Time Signage

In 2026, WTA installed real-time arrival signage at eight bus stops located along the Blue Go Line.





NaviLens

NaviLens is a cell phone based accessible wayfinding and digital information signage system for people with low or no-vision. As of July 2026, NaviLens signs are located at Bellingham Station and at all Blue Line bus stops.

NaviLens utilizes a phone and QR-style code to give users a wide range of information, from navigational cues to location and real-time bus information.



WTA Go Lines

Stops and shelters along WTA Go Lines are branded with round 27-inch diameter bus stop blades and the color scheme associated with that route (Blue, Plum, Gold, or Green).



AMENITIES

A bus stop may have additional amenities such as a shelter, bench, lighting, trash receptacle or bicycle parking. Most of the amenities at WTA's bus stops are installed and maintained by the WTA Route Maintenance Crew, there are a few exceptions, like some of the stops located on WWU's campus.

Shelters

WTA has 7 different types of shelters. As of June 2026, WTA has a contract with Duo-Guard to purchase shelters. The shelters are named based on the number of panels in the back (B), the number of panels on the right side (R) then the number of panels on the left side (L). B-R-L
For example, a shelter with 3 horizonal panels across the back and one panel on each side would be labeled 3-1-1. A shelter with 4 panels in the back, 1 on the right and 2 on the left would be labeled as 4-1-2.



Example of 4-2-2 shelter

A stop that has at least 25 boardings per weekday is a good candidate for a shelter. Stops with fewer boardings with trip generators like housing for older adults or people with disabilities, schools, medical facilities, or other social services may also be recommended for a shelter.

Benches

In areas that WTA is unable to install a shelter due to space constraints or low ridership, WTA may install a bench.

There are two standard bench types that WTA installs:

- Metal benches
- Ironwood seat with concrete legs

Lighting

There are two types of lighting to consider at a bus stop.

- **Alert the Driver:** a flashing beacon located on top of the bus stop pole to alert the driver that someone is waiting. This is typically installed in rural areas or other areas without street lighting. This lighting does not project downward to the passenger and may be solar or battery powered
- **Safety and Comfort:** overhead lighting which lights up the boarding and alighting area and may both help the passenger feel safer while waiting and alert the driver that someone is waiting. This is typically a streetlight but may also consist of lighting installed in a shelter.

Trash Bins

55-gallon trash receptacles are placed at stops based on need. WTA route maintenance staff empties the bins once or twice a week, depending on use.

Bicycle Parking

All WTA transit stations have bicycle parking. Some transit agencies install bike racks at bus stops, especially those located in rural areas where people may need to travel a relatively long distance to get to the stop. As of 2026, WTA does not have bike racks located at bus stops. Bicycle racks may be necessary to improve bus-bike connections, particularly in locations where there is heavy bicycle traffic and bus bike racks are often full.

Requests From Outside Agencies to Install Bus Stop Amenities

To provide consistent maintenance and cleaning, all new shelters and other amenities should meet WTA specifications outlined above. WTA may accept amenities funded by other entities if those amenities meet WTA requirements. However, WTA cannot guarantee timing or location of installation.

WTA will not maintain amenities procured and installed by others that do not meet these specifications. In addition, WTA would require an agreement describing the maintenance and cleaning responsibilities by others. Non-WTA shelters should offer the same or better level of protection from the elements and must not block motorists' or pedestrians' line of sight.

SITE SELECTION

There are many things to consider when deciding where to place a bus stop. This includes who owns the land, the passenger's accessibility to the proposed bus stop and the sites physical characteristics, such as surface type, slope, and presence of lighting.

WTA also must consider the sight distance for bus operators and the proximity to trip generators. Each of these considerations is explained in detail below. It is important to remember that the environment at and leading up to each stop is unique, so staff should use their expertise when determining where to locate a stop.

Landowner

Except for the transit stations, WTA does not own the land where the bus stops reside. When possible, WTA locates bus stops in local jurisdiction right-of-way (ROW).. When that is not possible, WTA works with private landowners to locate a stop in their property. WTA and the landowner sign a property use agreement, allowing WTA to use the space for the bus stop.

Physical Characteristics

Staff evaluate the physical characteristics of a proposed bus stop through the lens of the safety and comfort of the person waiting for the bus. Ground type, i.e., asphalt, concrete sidewalk, gravel, grass, dirt, is documented and the slope is measured. The presence of lighting, proximity to traffic and the space available for someone to wait is also documented.

Bus Zone (Bus Curb Loading Zone)

Bus zones are established to provide an area for buses to stop parallel to the curb, in a designated "no parking" area. Preferably, both the front and rear door will be aligned with suitable landing areas. No obstructions should be within 5' of the rear of the bus so the tail doesn't hit anything when the bus pulls away from the curb.

The following table is from the WSDOT Design Manual M 22-01.23 September 2024, Page 1730-5 . Most WTA Fixed Route Buses are 40 feet.

Minimum Length for Bus Curb Loading Zone (L)(1)						
	Loading Zone (feet)					
	One-Bus Stop			**Two-Bus Stop**		
Approximate Bus Length	Far-Side (2)	Near-Side (3) (4)	Midblock	Far-Side (2)	Near-Side (3) (4)	Midblock
25	65	90	125	90	120	150
30	70	95	130	100	130	160
35	75	100	135	110	140	170
40	80	105	140	120	150	180
60	100	125	160	160	190	220

Notes:

[1] Based on bus 1 ft from curb on 40 ft wide streets. When bus is 0.5 ft from curb, add 20 ft near-side, 15 ft far-side, and 20 ft midblock. Add 15 ft when street is 35 ft wide, and 30 ft when street is 32 ft wide.

[2] Measured from extension of building line or established stop line. Add 15 ft where buses make a right turn.

[3] Add 30 ft where right-turn volume is high for other vehicles.

[4] Measured from head of bus zone as determined by the transit agency (may depend on ADA considerations). Add 15 ft where buses make a right turn.

"No Parking" signs should be located no less than 15-feet far side of the passenger boarding area to allow for proper ramp deployment on the ADA boarding pad.



Ramp Deployment

All WTA revenue vehicles are ADA accessible and either contain a ramp or a lift so that people using a mobility device may board the bus. Ramp deployment must be considered when locating bus stops. The ramp extends 4 feet from the bus.

The photo on the left, below, shows a ramp deployed correctly. The photo on the right is an example where a ramp is unable to be deployed correctly due to the slope of the roadway and the height of the sidewalk.





Sight Distance for Transit Operators

A transit operator must be able to see the passenger waiting at the bus stop. Their view cannot be obscured by vegetation, buildings, vehicles, or other obstacles. An operator also needs adequate visibility to merge back into traffic after stopping.

Sight Distance for Other Road Users

An important safety consideration is the sight distance for other roadway users. WTA needs to ensure other people driving on the roadway will have adequate time to see and react to a bus that is stopped in or off the roadway. For example, locating a bus stop after a bend in the road would be poor placement since other roadway users would not have adequate time to safely stop their vehicle.

Stop Spacing

Deciding how far apart to place bus stops depends upon the presence of pedestrian facilities, trip generators, route frequency and the ability for the bus to safely stop.

Urban: in an urban or city environment, the ideal spacing between bus stops is one quarter mile (1,320 feet). Distances under a quarter mile result in increased stopping and the inability to accelerate to the speed limit, which results in a longer run-time. Distances over a quarter mile may result in passengers needing to walk further, which makes transit less appealing and convenient. A quarter mile is about a five-minute walk.

Rural: in rural areas, stops may be placed further apart due to the lack of trip generators and the lack of safe places to stop the bus and board and alight passengers.

Proximity To Trip Generators and Pedestrian Facilities

When possible, bus stops should be placed in a high-density area that will generate trips. This includes multi-family housing, educational institutions, grocery stores, social services, and large employers.

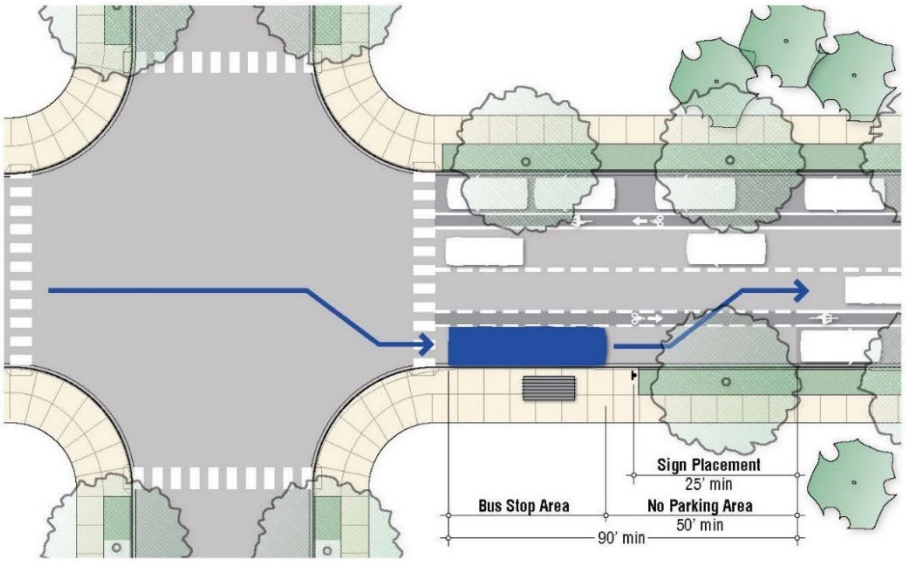
The pedestrian facilities that lead to and are at the proposed bus stop should be evaluated. Priority should be given to bus stops that can be located adjacent to a sidewalk or multi-use path.



Placement In Relation to Crosswalks and Intersections

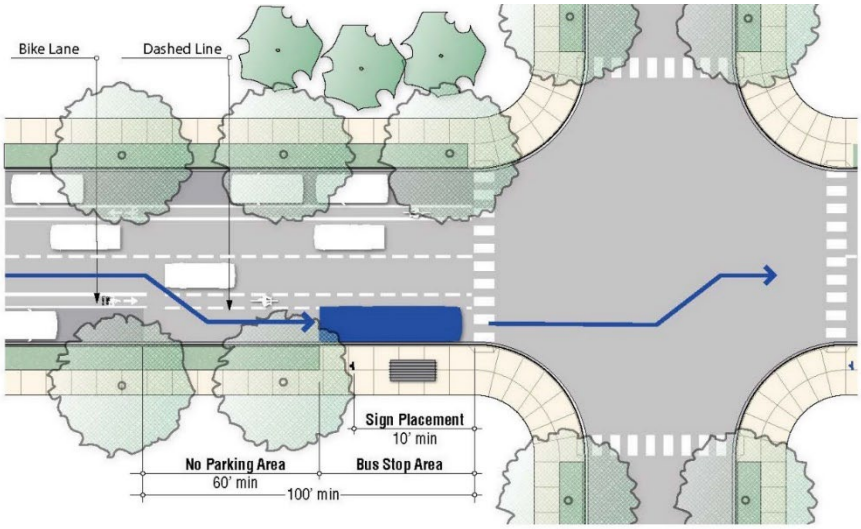
When locating a bus stop near a marked crosswalk or intersection, one must choose to locate it either far-side or near-side. There are safety and operational considerations for both placements.

Far-Side placement would result in the bus stop being located after, or past the crosswalk or intersection. A benefit of far-side placement at intersections is that after stopping for passengers, the bus will not be stopped shortly thereafter at a traffic light. Bus stop boarding pads should be located so there is at least 5 feet from the rear of the stopped bus and the edge of the crosswalk.



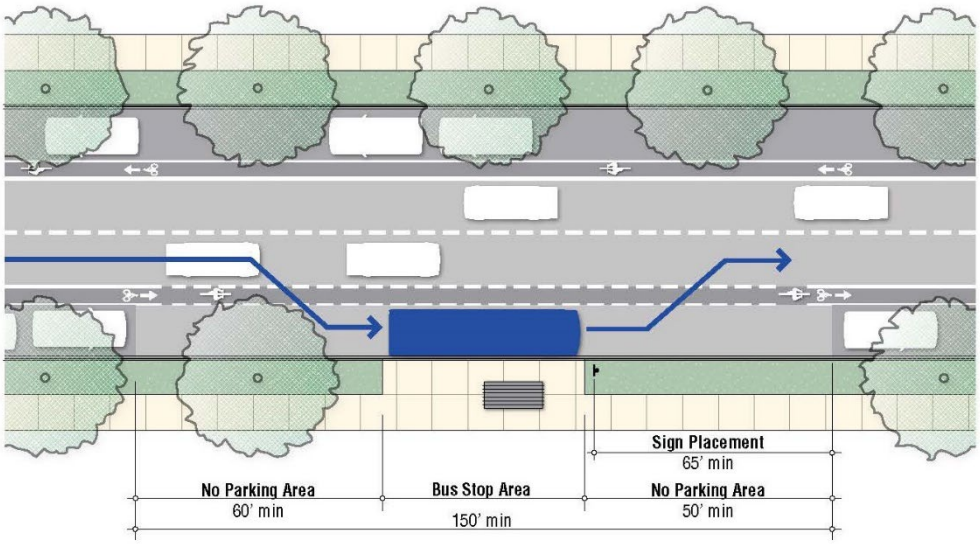
Far-Side Bus Stop Image curtesy of Pace Suburban Bus

Near-Side placement would result in the bus stop being in front of, or before the crosswalk or intersection. A safety consideration when locating near-side of a crosswalk is drivers going around the stopped bus and entering the crosswalk while the passenger is in it. Stops should be placed at least 5 feet from the edge of crosswalk or end of radius, whichever is further from the intersection.



Near-Side Bus Stop Image curtesy of Pace Suburban Bus

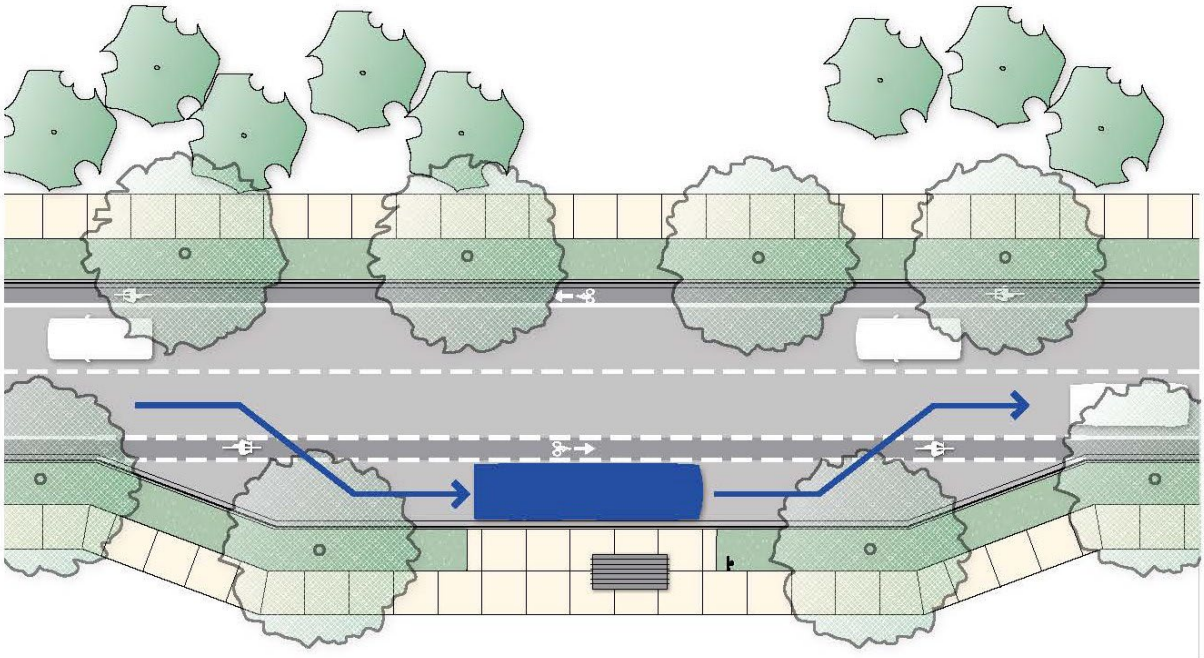
Mid-Block placement would result in the bus stop being placed between intersections. While generally less congested than intersections, a safety consideration is the location of the nearest crosswalk since mid-block bus stops often increase the distance a person must travel between the bus stop and a protected intersection. The installation of a pedestrian activated or High-Intensity Activated Crosswalk (HAWK signal) near the bus stop allows for a safe crossing where a lighted intersection is not warranted.



Mid-Block Bus Stop Image curtesy of Pace Suburban Bus

Bus Pullouts

A bus pullout is a dedicated stopping area with deceleration/acceleration tapers, where buses pull completely out of the lane of travel.



Bus Pullout Image curtesy of Pace Suburban Bus

Pullouts may be undesirable because they cause delays and increase the chance of collisions as buses re-enter the roadway. City of Bellingham Public Works staff have expressed a preference for in-lane bus stops, with the acknowledgement that each area is context sensitive.

There are some circumstances where pullouts may be needed:

- Washington State Department of Transportation recommends that any bus stop on a State Route, outside City limits be completely off the road. Exceptions may be made if the speed limit is under 45 mph and if it is a multiple lane road. WTA Policy 309-03 In Lane Transit Stops addresses this and complies with WAC 468-46-010.
- On non-state roadways with a speed limit over 40 mph, every effort will be made to pull off the roadway. This is based on Transit Cooperative Research Program (TCRP) recommendations, which are lower than the WSDOT requirement of 45 mph.
- At heavily used stop.
- At Stop where two buses are likely to be serving the stop simultaneously.
- At stops with longer than average bus dwell times, such as those serving people using mobility devices or elderly populations.
- Layover points where the Operator takes a break or must wait for a connecting bus.
- At a location where an in-road stop may result in increased rear-end collision risk due to roadway geometry.



Bus Stop Islands

A bus stop island is an in-street boarding platform that is placed either between general travel lanes or between a general travel land and a bike lane, which allows people on bikes to continue in the bike lane instead of merging into general traffic to pass the stopped bus.



Bus Stop Island example. Stop 3295 Lincoln St at Viking Circle

PARATRANSIT

While Paratransit does not use traditional bus stops, there are some safety considerations with regards to the pick-up and drop-off locations. For new commercial construction where pick up will be at the street, a parking space of at least 45 feet long with the curb painted yellow is needed for ease of access.

The sidewalk adjacent to the parking spot should be free from obstructions such as trees, bushes and light poles. A boarding area at the minimum, should have an all-weather hard surface with good traction, and be 5 feet wide by 8 feet long. The boarding area should not have a slope of more than 2% and have accessible access to the adjoining sidewalk.



GLOSSARY OF TERMS AND ACRONYMS

ADA – Americans with Disabilities Act
Blade – a physical sign affixed to a pole that identifies an area as a bus stop
Bus Pullout – a bus stop zone that is fully separated from the vehicle travel lane
Bus Zone – the area parallel to the roadway at a marked bus stop where a transit vehicle stops and passengers load and unload.
Density – how many people live or work in a defined geographic area
Far Side – after or past an intersection or crosswalk
Fixed Route – vehicles that travel on a predetermined route with a predetermined schedule
Flat – signage at a bus stop that displays stop specific time information
Go Line – A WTA bus route with 15-minute frequency
Landing Area – the area outside the bus where the ramp lands after being deployed
Large Employer – An employer with at least 100 employees
Mid-Block - a bus stop located between intersections
Near Side – before or in front of an intersection or crosswalk
Paratransit – ADA compliant transit service which provides door to door transportation for people who are unable to ride fixed route and whose trip begins or ends within a ¾ mile corridor of the fixed route service. People must qualify to use this service and book their trips a day ahead.
PROWAG – Public Right of Way Accessibility Guidelines
PTBA – Public Transportation Benefit Area
Ramp – a sloped surface that connects the passenger boarding area outside the bus to the inside of a bus allowing people who use a mobility device to board the bus
Range – the total number of miles a bus can drive on a full charge (electric) or full tank (diesel)
ROW – Right of Way
TCRP – Transit Cooperative Research Program
Trip Generator – an origin or destination at which people may ride the bus to or from
WSDOT – Washington State Department of Transportation
WTA – Whatcom Transportation Authority

REFERENCES & ACKNOWLEDGMENTS

The following manuals and documents were referenced in the creation of this document:

- Transit Cooperative Research Program Report 19 Guidelines for the Location and Design of Bus Stops (1996)
- Washington State Department of Transportation Design Manual Chapter 1430 Transit Facilities (2015)
- National Aging and Disability Transportation Center Toolkit for the Assessment of Bus Stop Accessibility and Safety
- King County Metro Transit Facilities Guidelines (2018)
- Pierce Transit 2016 Bus Stop Manual (2016)
- Rouge Valley Transportation District Bus Stop Design & Planning Guide (2011)
- Sunline Transit Agency 2006 Transit Facilities Design Manual (2006)

APPENDIX

BUS TURNING RADIUS

Fixed Route Bus Type	Right Turn	Left Turn
Diesel (bus #1941)	47’	48.6”
Hybrid (bus #24811)	48’	49’
Electric (bus #24850)	51’	50’6”

Insert turning radius specs from Gillig (pdfs so can’t add to Word)

VEHICLE DIMENSIONS AND HEIGHT CLEARANCES

Type of Vehicle	Length	Width	Height Clearance
Ford Transit Van	19.6’	8.11’	9’
24-foot Paratransit Bus	24’	8’	9.6’
26-foot Paratransit Bus	26’	8’	9.6’
35-foot Fixed Route Bus diesel	35’	8.5’	10.75’
40-foot Fixed Route Bus diesel	40’	8.5’	10.75’
40-foot Fixed Route Bus hybrid	40’	8.5’	10.95’
40-foot Fixed Route Bus electric	40’	8.5’	11.2’

DUO-GUARD BUS SHELTER DIAGRAMS – FOR INTERNAL USE ONLY