



# REGIONAL BUS STOP DESIGN FORUM - RECAP

## April 2024 Regional Public Transportation Subcommittee

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Community Advisory Committee  
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Picture of shared bus stop near Eastern market in southeast Washington, D.C. (WMATA)



National Capital Region  
**Transportation Planning Board**

Agenda Item #5

# Purpose of Forum

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- To bring together representatives from the various jurisdictions and transit agencies in the TPB region to discuss certain innovative types of bus stops that are rising in popularity (floating and shared bus stops), but whose design can vary significantly to the detriment of operators and customers.
- **Goal of the event was not to reach any regional agreements or decisions** about any particular design standard for these types of bus stops.
- **The main desired outcomes were:**
  - **to foster an engaging regional conversation** about the pros and cons of different design types, and
  - **to ignite a longer conversation** about eventual standardized design guidelines.



# Floating Bus Stops

## Type A: Island Stop



6

C St NE

Picture of a floating or island type bus stop in Washington, D.C. with descriptions of design elements (District Department of Transportation)



# Floating Bus Stops

- Floating bus stops, aka island stops, are paved platforms for riders to wait for their bus mostly, if not entirely, separated from the sidewalk with a bike lane in between
- These bus stops typically have a more restricted crossing area for pedestrians
- Visually impaired riders in particular face an issue crossing paths with cyclists
- Discussion went on about the benefits and challenges of accessibility tools at floating stops



Ride On bus riders waiting at a floating or island type bus stop (Montgomery County DOT)



# Shared Bus Stops

## Type B: Shared Stop

Where islands are not feasible, the boarding platform is integrated with the bike lane

Green paint highlights the conflict zone for all road users

Detectable warning surfaces at crossings

Vertical signs reinforce narrowing and alert people riding bikes that they should anticipate and stop for people boarding/alighting

Bike lane narrows to signal slow zone for bikes

Bike lane ramps up to sidewalk level, signaling to people riding bikes to slow



Penn Ave SE

7

Picture of a shared bus stop in Washington, D.C. with descriptions of design elements (District Department of Transportation)





# Shared Bus Stops



Rendering of proposed shared bus stop in Chicago, IL (@ChicagoDOT/X)

- A curb-less grading between the waiting area, the bike lane, and the sidewalk potentially allows for more crossing areas, but also increases the possibility of collisions
- User confusion about the combined uses, rules of the space, or failure to yield leads to greater individual vulnerability
- Potential solutions include visually guided crossings, audible signals, textured pavement and posts, etc.



# Other Bus Stop Issues

- Provision of shade and shelter at bus stops
- Seating for riders
- Accurate and updated schedule information and wayfinding
- Fare payment infrastructure
- Waste receptacles
- Wifi and more...



Picture of a "Sombrita" installation at an L.A. bus stop (Carolina Miranda/LATimes.com)



Enhanced bus stop post with attached seats and light (Lehigh and Northampton Transportation Authority)



Bus stop post with an attached e-reader screen showing real-time bus schedules (Pierre Gaunaurd/COG)



# Forum Takeaways

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- Approximately 60 people took part via in-person, WebEx, and YouTube combined attendance.
  - There is broad interest in continuing a regional discussion on adoption of generalized bus stop standards.
- Bus Stop design elements that are favorable for one set of users may be problematic for others.
  - Ex. Railings meant to protect pedestrians from a bike lane could interfere with cyclists. Spacing issues for pedestrians.
- Some design elements could be confusing if improperly implemented or get used in unexpected ways.
- Consistency and predictability in experience is useful if not critical for riders with mobility challenges.





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