

# TRANSIT SUPPORTIVE DESIGN GUIDELINES

Oakland Mayor's Commission on  
Persons with Disabilities (MCPD)  
March 18, 2024

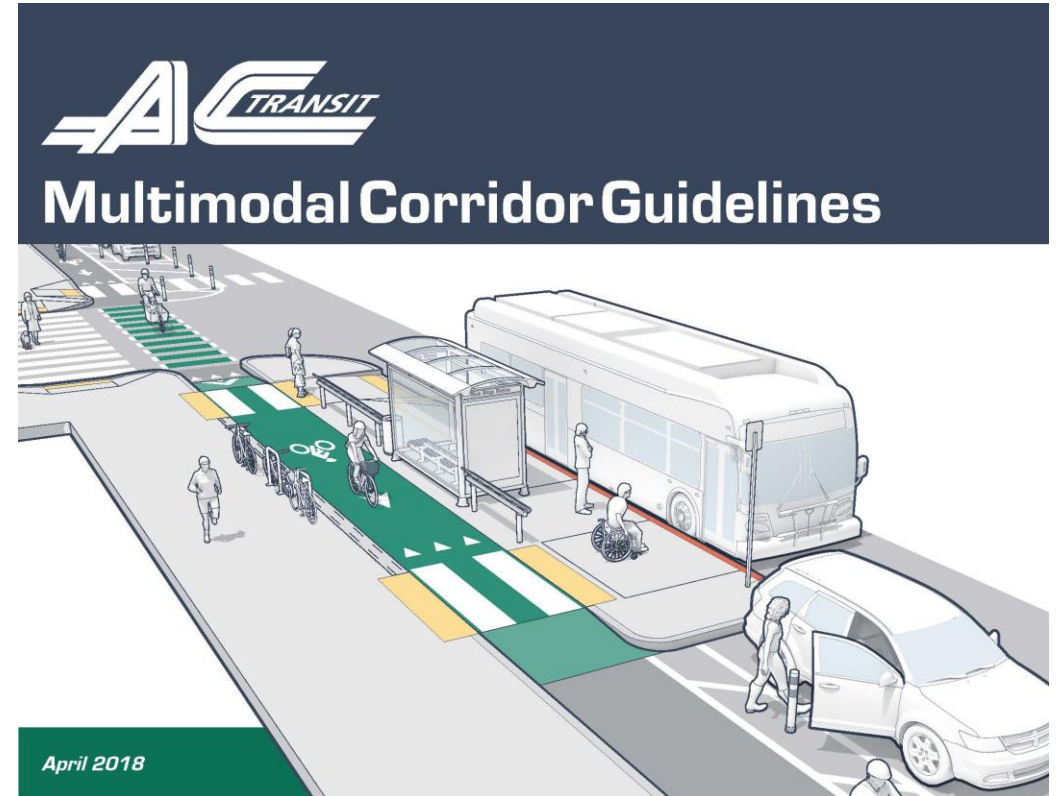
Crystal Wang  
Transportation Planner



# BACKGROUND



- The 2018 AC Transit Multimodal Corridor Guidelines provided design recommendations for bicycle facilities at bus stops.
- The 2018 guidelines did not address key considerations for paratransit operations and efficient fixed route service.



# IMPACT ON PERSONS WITH DISABILITIES



- People of all ages and abilities use transit (AC Transit, East Bay Paratransit, other transit services).
- The Guidelines will address bus stop design and universal design features that enhance safety and comfort for people accessing and waiting at bus stops.
- For this effort, AC Transit staff is requesting the MCPD's input on the high-level bus stop design recommendations, as well as any comments on people's current experiences accessing and waiting at bus stops.

# WHY DO WE NEED NEW GUIDELINES?



	Multimodal Design Guidelines (2018)	Transit Supportive Design Guidelines (2024)
Guidelines that accommodate Paratransit service	No	Yes
Facilities for passenger comfort and safety at bus stops	No	Yes
Transit operations improvements - bus/bike separation	Yes	Yes
Other design features that promote transit service (e.g., layover space)	No	Yes

# GUIDELINE ELEMENTS



- Bus stop dimensions and roadway considerations
- Preferred stop locations (based on geometry, intersection control)
- Designs not compatible with transit
- Layover space (size, location, access to restroom etc.)
- Pedestrian access improvements to/from bus stops
- Paratransit operations and needs

# EAST BAY PARATRANSIT (EBP) OPERATIONS



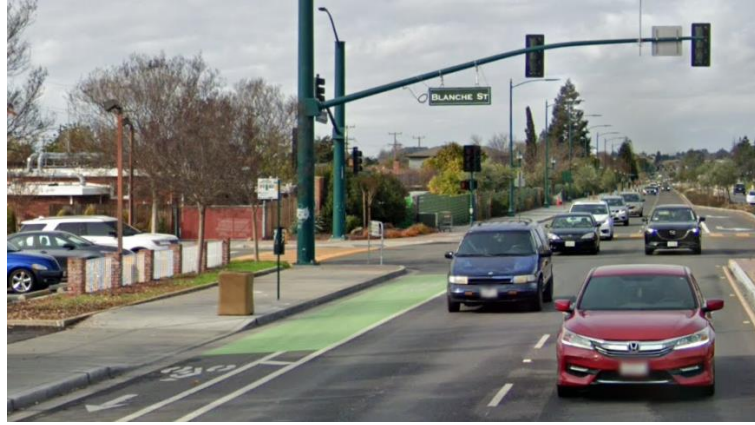
- EBP provides curb-to-curb service; door-to-door upon request. EBP vans are 27' long and side-loading.
- EBP vans can stop at:
  - bus stop/paratransit combo stops or paratransit only stops
  - Loading zones
  - Off-street lots with dedicated spaces
  - Bike lanes when accessing a curb space
  - Drive-through driveways
- EBP vans cannot stop at:
  - Driveways (vans are not permitted to back out)
  - Red curbs, including bus stops



# BUS STOP DESIGN TYPOLOGY



**Curbside with no bikeway present**



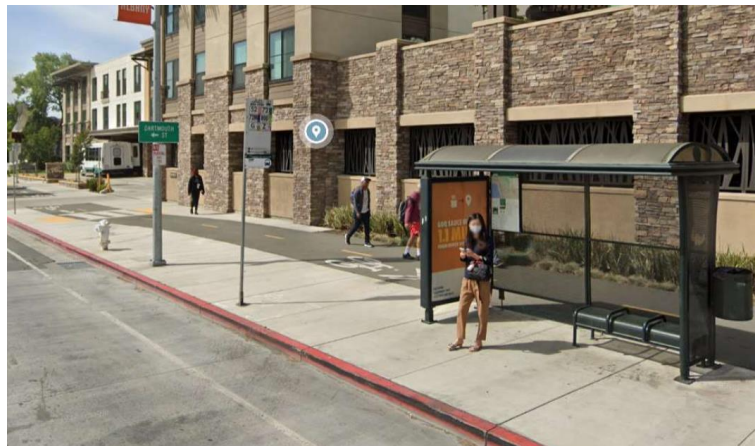
**Shared lane with class II bikeway**



**Floating with roadway-grade bikeway**



**Floating with raised (sidewalk-level) bikeway**



**Integrated shared-use path**



**Constrained step-out landing**

# OUTREACH



- In-reach with AC Transit staff
- AC Transit Board, General Manager's Advisory Committee (GMAC), East Bay Paratransit Access Committee (EBPAC)
- Technical Advisory Committee (comprised of city and jurisdiction staff)
- Presentations at Interagency Liaison Committees (ILCs)
- Presentations to Transportation Commissions
- Presentations to Bicycle/Pedestrian Advisory Committees
- Presentations to Commissions on Persons with Disabilities and Commissions on Aging



# PROJECT TIMELINE

