

SR 25-260 Item 5.C.

TRANSIT-SUPPORTIVE DESIGN GUIDELINES (TSDG)

General Manager's Access Committee
April 8, 2025

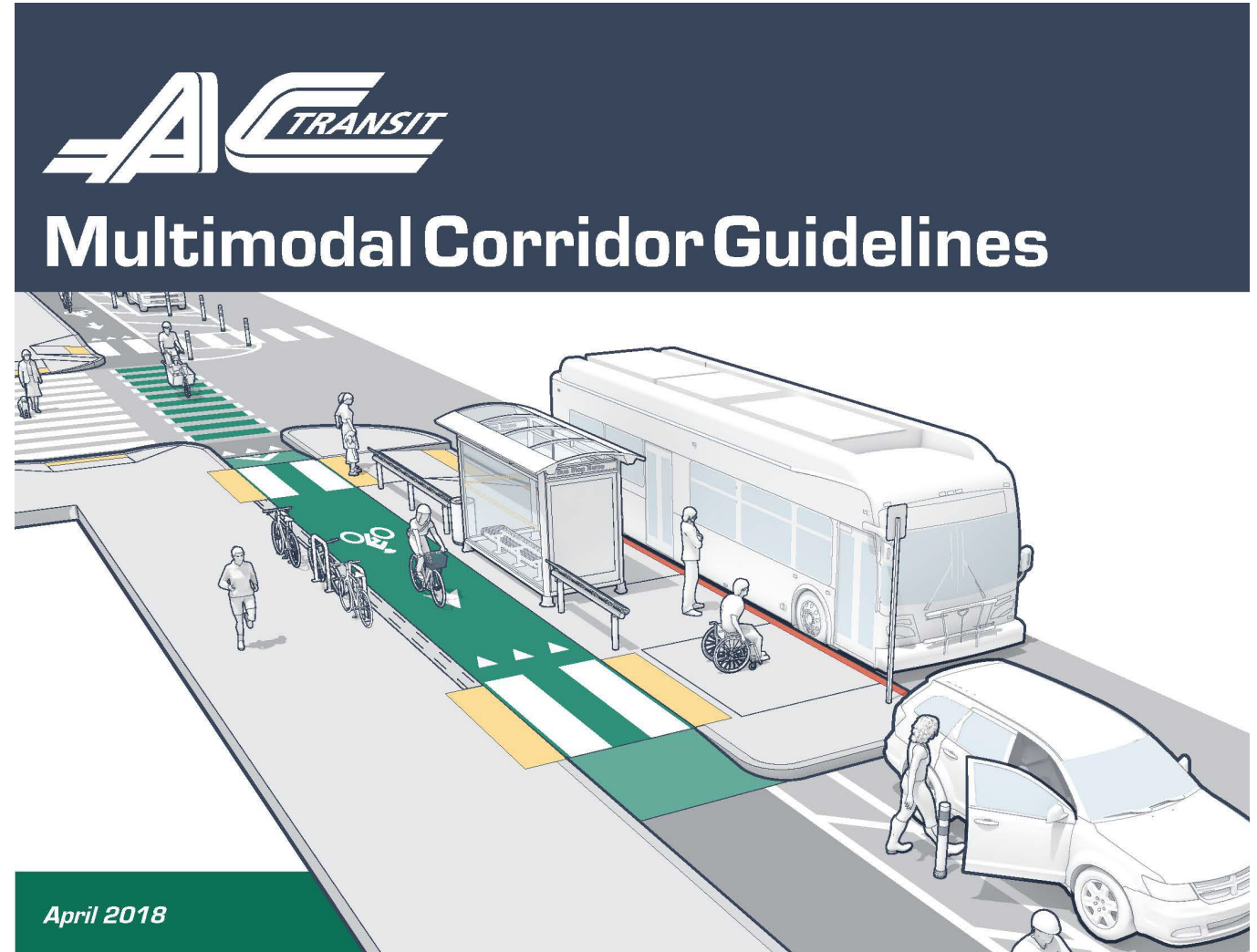


PROJECT OVERVIEW



The 2018 AC Transit Board-approved Multimodal Corridor Guidelines provided design recommendations for bicycle facilities at bus stops.

The current Transit-Supportive Design Guidelines (TSDG) effort is an update to address considerations for paratransit operations and other design features that promote safe and efficient transit service.



IMPACT ON PERSONS WITH DISABILITIES



- People of all ages and abilities use transit (AC Transit, East Bay Paratransit, other transit services).
- The Guidelines address bus stop design and universal design features that are intended to not only improve bus and paratransit operations, but also enhance safety and comfort for people accessing and waiting at bus stops.

CH 1: GUIDE OVERVIEW



- Intent of the guidelines
- Goals of the guidelines
 - Facilitate high-quality transit and paratransit service
 - Serve as AC Transit's official resource for planning and designing bus stops
 - Serve as a resource for developers and local agencies
- Guiding principles
- How to use the guidelines document

CH 2: EXISTING GUIDELINES AND STANDARDS



- Includes a selection of resources to reference in conjunction with the Guidelines, such as:
 - AC Transit Bus Stop Guidelines
 - AC Transit Bus Stop Furniture Guidelines
 - NACTO Transit Street Design Guide
 - NADTC Toolkit for the Assessment of Bus Stop Accessibility and Safety

CH 3: CORRIDOR-WIDE CONSIDERATIONS

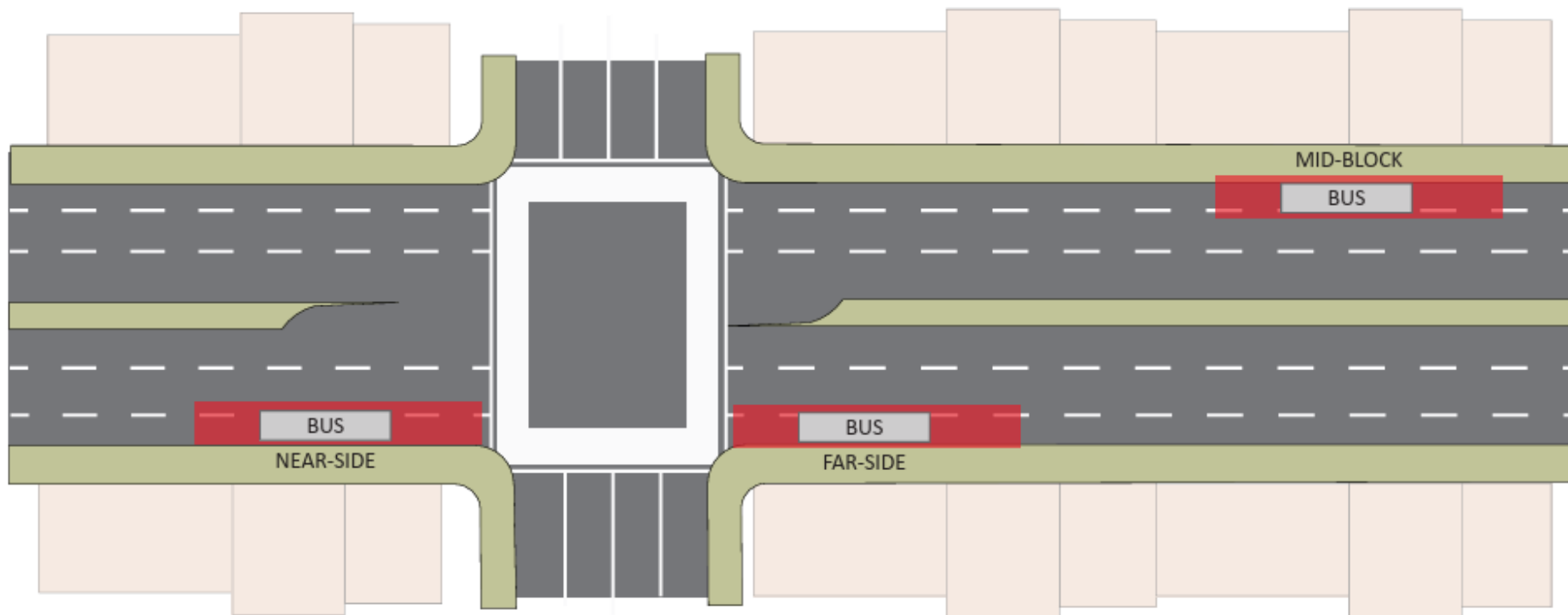


- AC Transit vehicle dimensions and transit service types
- Preferred lane widths
- Vertical deflection elements on roadways
- Paratransit operations
 - East Bay Paratransit (EBP) vans can stop at: bus stop/paratransit combo stops, paratransit only stops, loading zones, off-street lots with dedicated 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)

CH 4: BUS STOP SITING



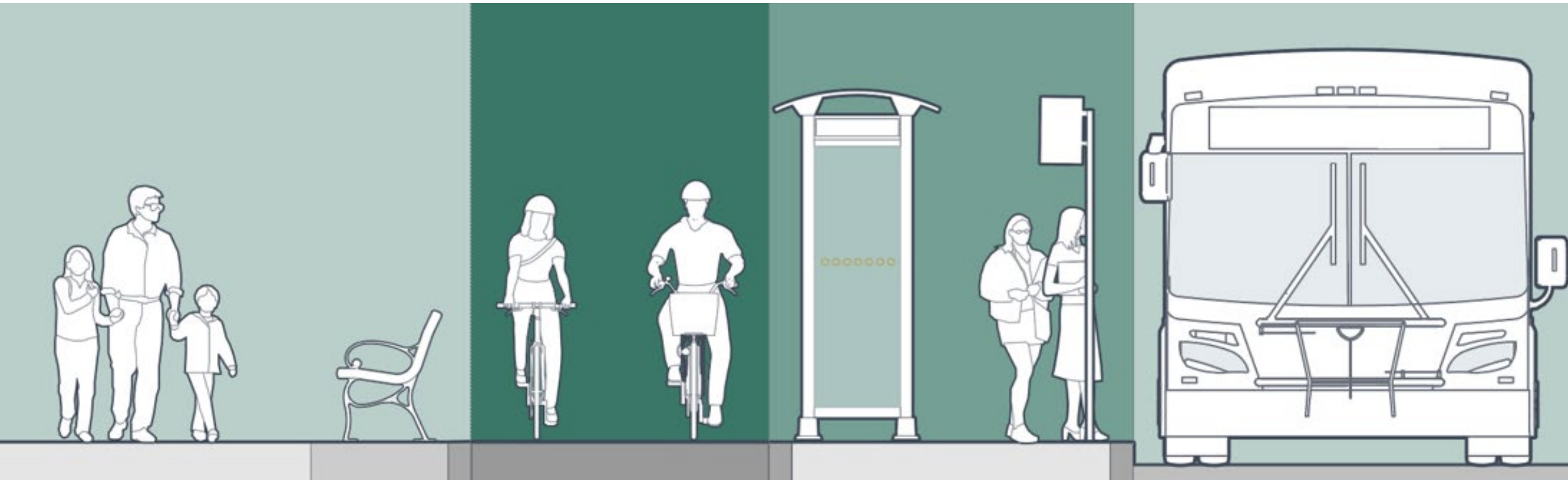
- Bus stop spacing
- Land use
- Connections between bus routes
- Bus layover spaces and operator relief points
- Bus stop placement relative to intersections and roundabouts



CH 5: BUS STOP DESIGN



- Universal access
- Bus stop length
- Paratransit
- Bus stop amenities



CH 6: BUS STOP DESIGN TYPOLOGY



Conventional bus stop with no bikeway present

CH 6: BUS STOP DESIGN TYPOLOGY



Class II bikeway
bus stop

CH 6: BUS STOP DESIGN TYPOLOGY



Floating bus stop with sidewalk-grade bikeway

CH 6: BUS STOP DESIGN TYPOLOGY



Floating bus stop with roadway-grade bikeway

CH 6: BUS STOP DESIGN TYPOLOGY



Class II bike
path bus stop
(shared-use
path)

CH 6: BUS STOP DESIGN TYPOLOGY

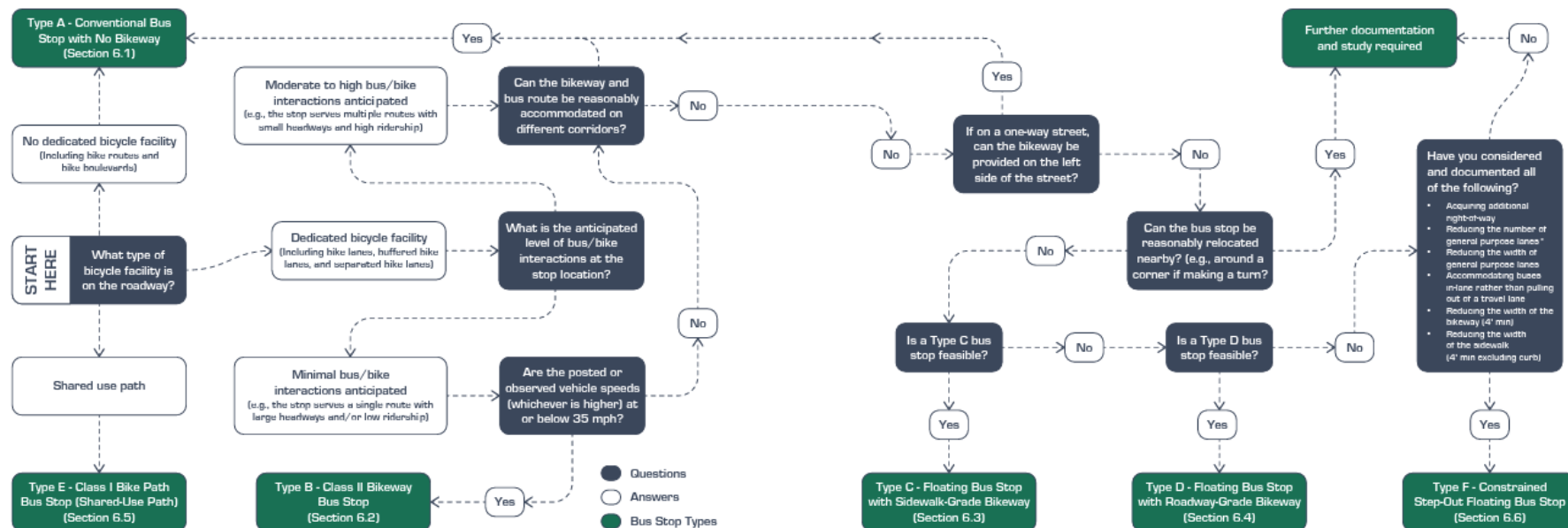


Constrained
step-out
bus stop

CH 7: BUS STOP DESIGN TYPE SELECTION



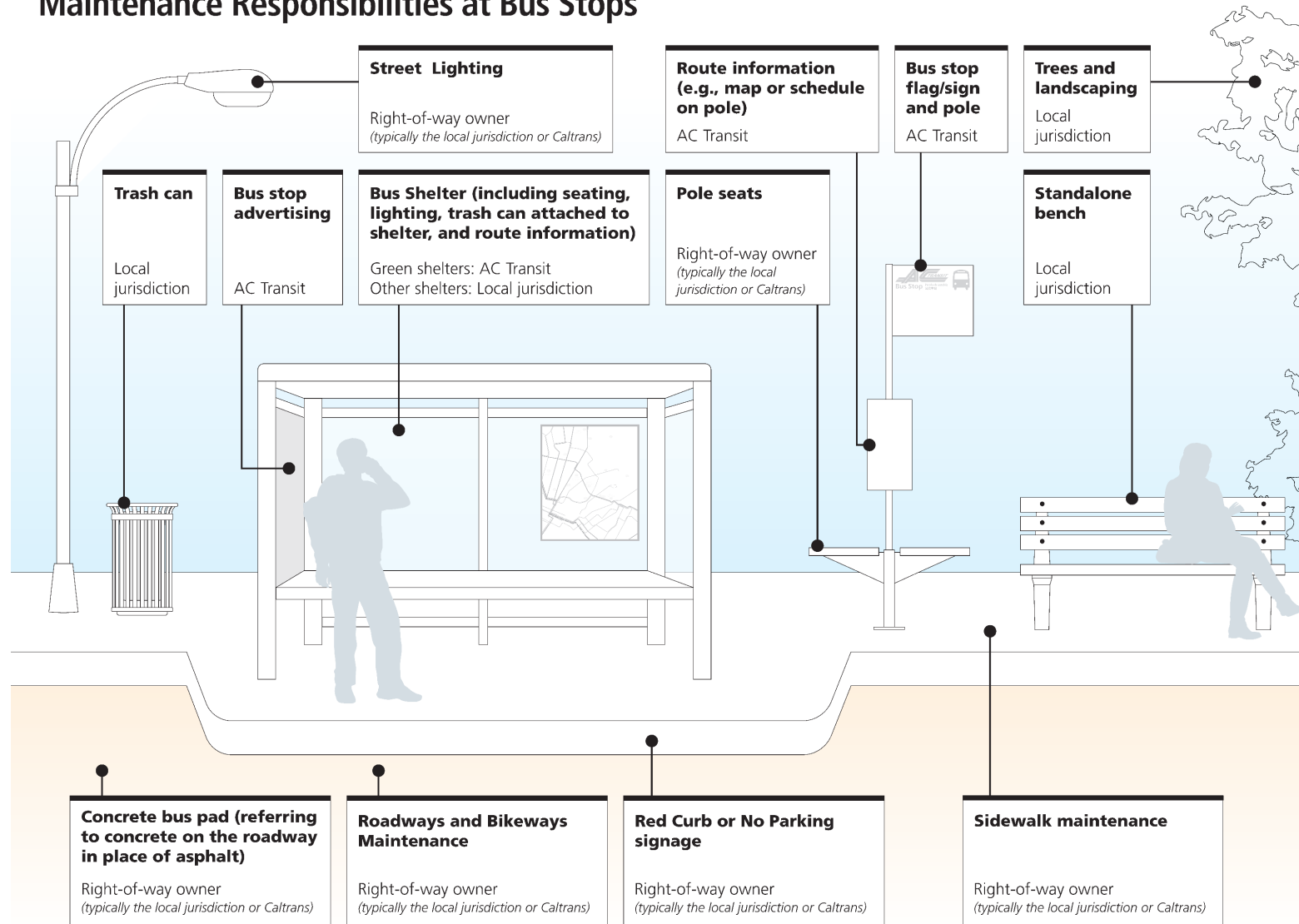
- Guidance on how to navigate the bus stop typologies
- Considerations for selecting a bus stop type on:
 - High speed roadways
 - Bus routes with frequent service
 - Constrained ROW



CH 8: MAINTENANCE CONSIDERATIONS



Maintenance Responsibilities at Bus Stops



COMMENTS



The full Transit-Supportive Design Guidelines document is posted here on the AC Transit website: [2025 Transit-Supportive Design Guidelines \(TSDG\)](#)

Please send any comments about the document to:

cwang@actransit.org

OR

planning@actransit.org

Comments are due by May 30, 2025

