

# TRANSIT-SUPPORTIVE DESIGN GUIDELINES (TSDG)

Hayward ILC  
December 13, 2024

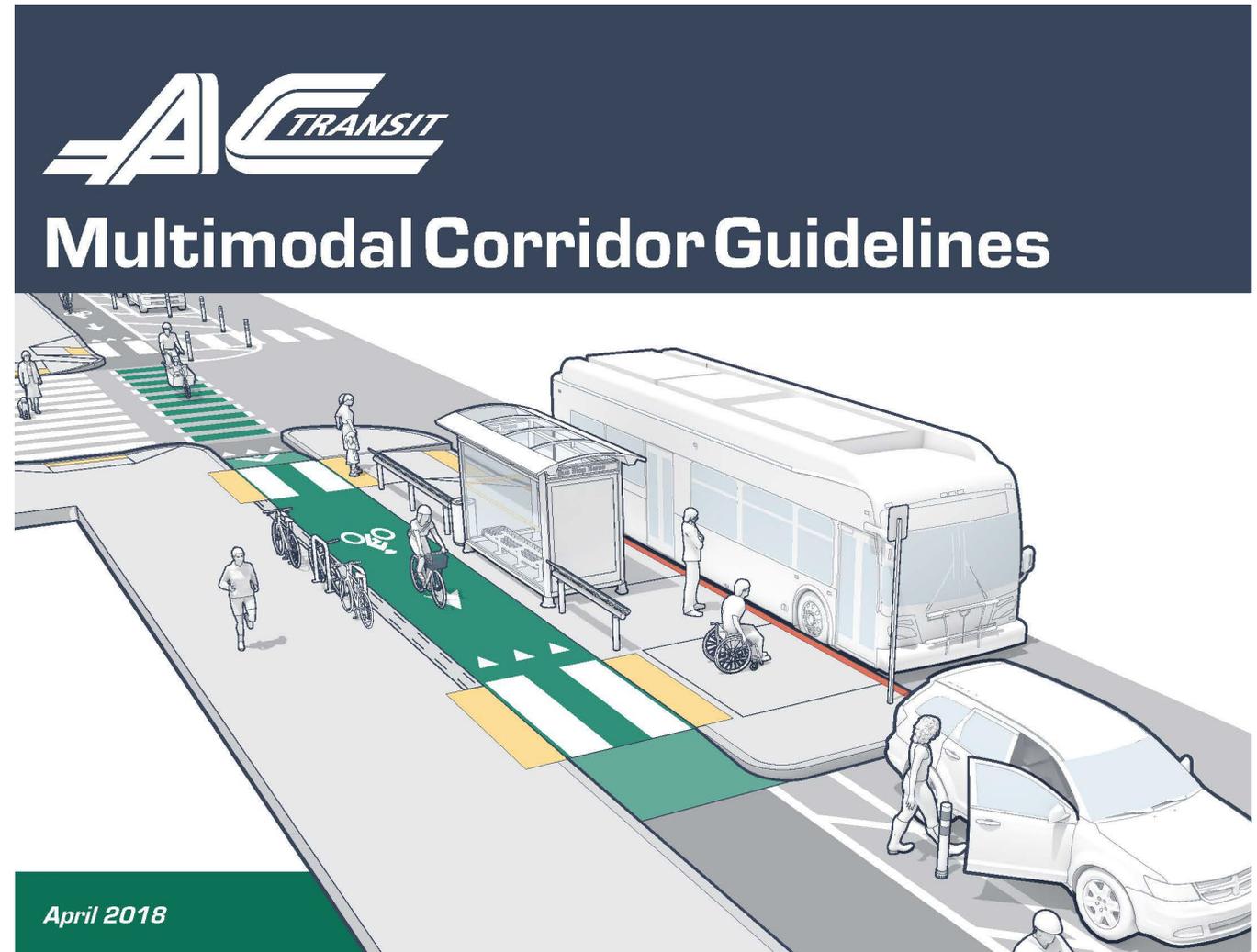


# PROJECT OVERVIEW



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.



# TSDG CONTENT



- **Ch 1:** Intent of the guidelines, how to use the document
- **Ch 2:** Other existing resources to reference in conjunction with the TSDG
- **Ch 3:** Corridor-wide considerations (e.g., AC Transit vehicle dimensions, preferred lane widths, paratransit operational needs)
- **Ch 4:** Bus stop siting guidance (e.g., stop spacing and placement, bus layover needs, operator relief points)
- **Ch 5:** Bus stop design (e.g., universal design, bus stop accessibility, ramp/lift deployment needs, in-lane vs pullout bus stops)
- **Ch 6:** Sample bus stop design exhibits for six different bus stop/bikeway configurations
- **Ch 7:** Guidance on how jurisdictions can choose a bus stop type to implement
- **Ch 8:** Maintenance considerations and responsibilities

## 6.3 Type C: Floating Bus Stop with Sidewalk-Grade Bikeway

The key design characteristic of a Type C bus stop is the routing of a separated Class IV bike lane at sidewalk grade behind the platform zone, which minimizes conflicts between bicyclists and passengers boarding and alighting the bus. This may mean that the entire bikeway is raised to sidewalk elevation or that the bikeway is installed at roadway grade or an intermediate height but raises up to meet the sidewalk at designated crossings. This design can provide multiple designated bikeway crossings. One-way or two-way bikeways can be incorporated into this type of stop following a similar design approach. This configuration can be implemented at bus stops along Class II bike lanes to avoid additional bus/bike conflict points mentioned in the previous section.

Wherever the bikeway is raised to the same grade as the sidewalk, designated crossings should have detectable warning surfaces on either side; beyond these crossings, particular design attention is needed to ensure there is clear delineation between the pedestrian realm and the bikeway that is reliably detectable with a guide cane. This can be achieved with features such as an intermediate- or full-height curb, closely-spaced street furniture (e.g., transit shelters, benches, and trash receptacles), raised planters, railings, or unprepared surfaces or softscape. See Section 5.3 for more information on the separation of bicycle and pedestrian zones at floating bus stops.

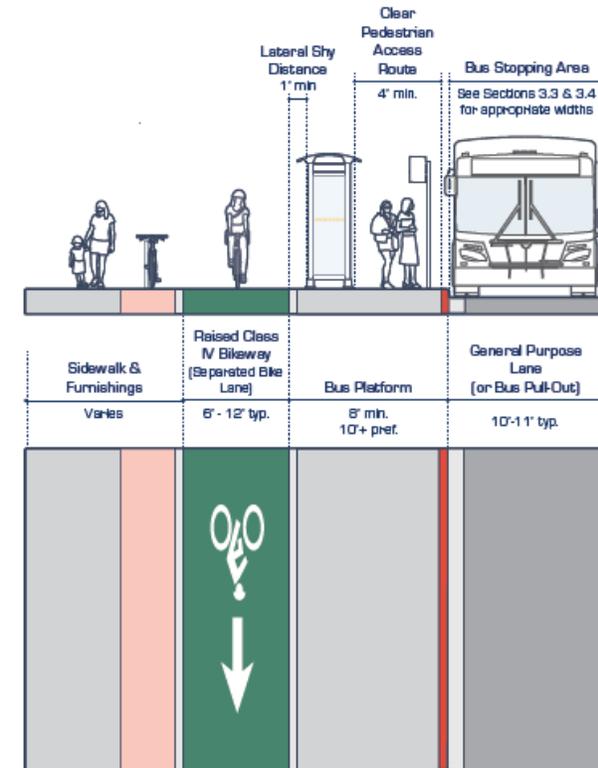
Note that this design approach may need to modify drainage inlets in some circumstances, which will need to be carefully considered.

### Type C Benefits:

- Clear allocation of space for each mode
- Eliminates bus/bike conflicts

### Type C Challenges:

- Higher cost than Type D
- Requires clear delineation between the bicycle zone and adjacent pedestrian spaces since they are located at the same grade
- Often drainage modifications, either via additional inlets or a grated gutter, to maintain existing flow lines
- Presents potential maintenance challenges with the accumulation of debris at the bottom of the bicycle ramps



Type C: Section View

# OUTREACH



- In-reach with AC Transit staff
- AC Transit Board, General Manager's Access Committee (GMAC)
- 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



Kick Off Meeting

Spring 2023

TAC Meeting #1

November 2023

TAC Meeting #2

March 2024

TAC Meeting #3

June 2024

Final Design Guidelines

Early 2025