

Stop Accessibility Standards

CAT Meeting 1 of 3

3/15/23

Agenda

1. Introductions
2. Project introduction
3. Stop standards
4. Peer review
5. Discussion
6. Next steps

Your role today

Provide feedback on the ADA
and bus stop standards

Project Introduction

TriMet is dedicated to improving accessibility systemwide and this project is the first step of many to reach that goal

This project includes

Developing:

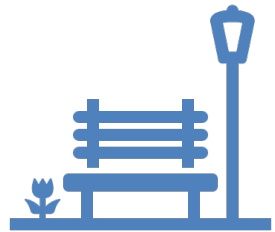
- **Accessibility standards for bus stops**
- **Processes to track and prioritize implementation across our system**

STOP STANDARDS



Stop Standards versus Guidelines

Standard

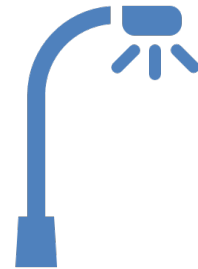


Baseline at all stops



ADA standards are federally mandated

Guideline



Preferred



Recognizes flexibility is needed



Federal ADA bus stop standards

- **ADA compliant bus stops include:**
 - **Landing pad**: the bus stop boarding area
 - **Accessible path**: walkway or sidewalk linking an area to the bus stop
 - **Signage**: sign that identifies the routes served at the stop
 - **Amenities**: such as shelters, benches, and trash cans (not required at all stops)
- **Today we are focusing on the landing pad and the accessible path**

PEER REVIEW



Peer agency review

Washington Metropolitan Area Transit Authority, D.C.



Metro Transit, Minneapolis-St. Paul, Minnesota



King County, Washington



Vancouver, British Columbia



Images via WMATA, Metro Transit, King County Metro, TransLink

ADA standard: Landing pad

- Minimum 5' flush with curb x 8' deep
- Firm, stable surface
- Parallel to roadway, slope shall be same as roadway
- Perpendicular to roadway, cross slope < 1:48 (2.08%)

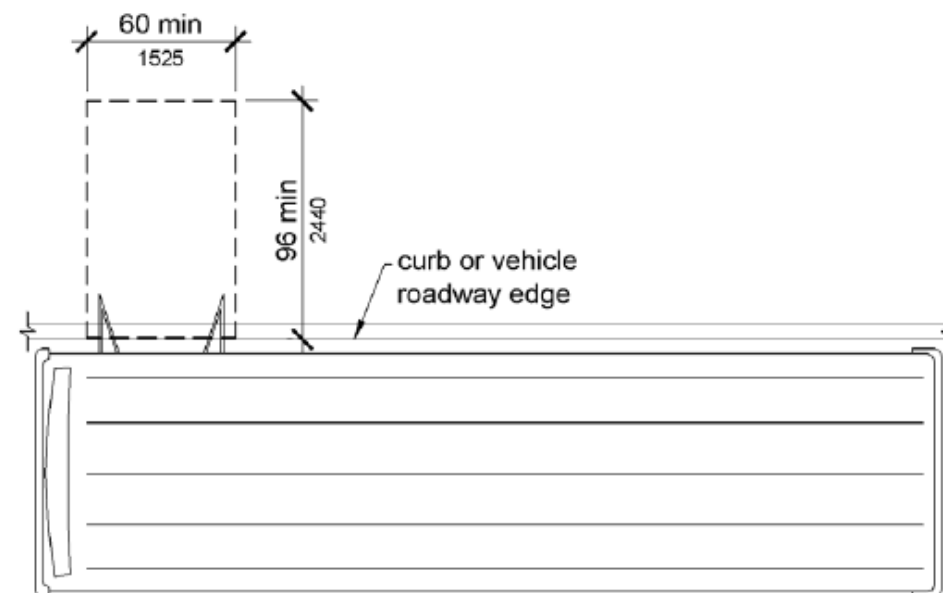
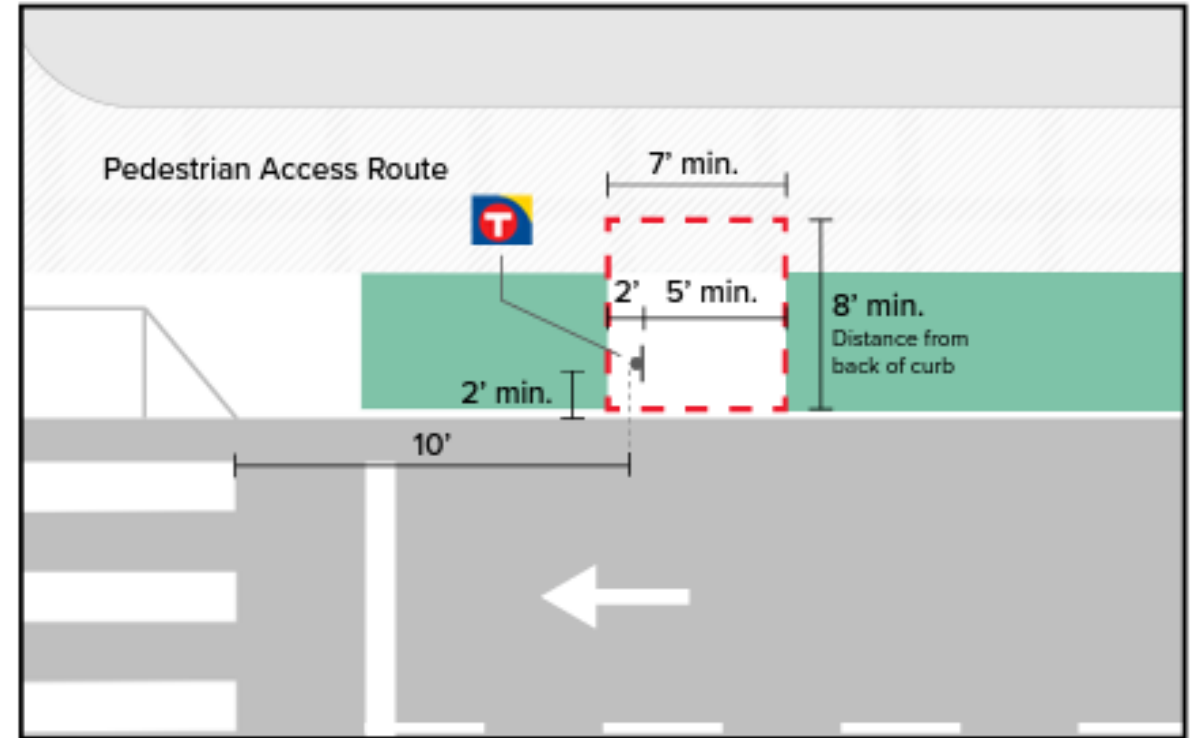


Image via ADA.gov

Local Standard beyond ADA: Landing pad

- **TriMet**
 - New construction: 8' x 8'
 - Maximum slope: 2%
- **WMATA**
 - Cross slope: < 1:50 (2.0%)
- **Metro Transit**
 - Bus stop sign in concrete: 7' x 8'
 - (ADA standard where stop sign is in grass)
- **King County Metro**
 - Maximum slope: 2%
- **TransLink**
 - Wheelchair pad: min 6.5' x 9'

Figure 17 Accessible boarding area concrete pad dimensions



Accessible boarding area with bus stop sign in concrete

Image via Metro (Minneapolis)

ADA standard: Accessible path

- Boarding areas shall be connected to streets, sidewalks by accessible path
- Running slope < 1:20 (5%)
- Cross slope < 1:48 (2.08%)
- Min. 3' clear width
- Stable, firm, slip resistant ground/floor surface

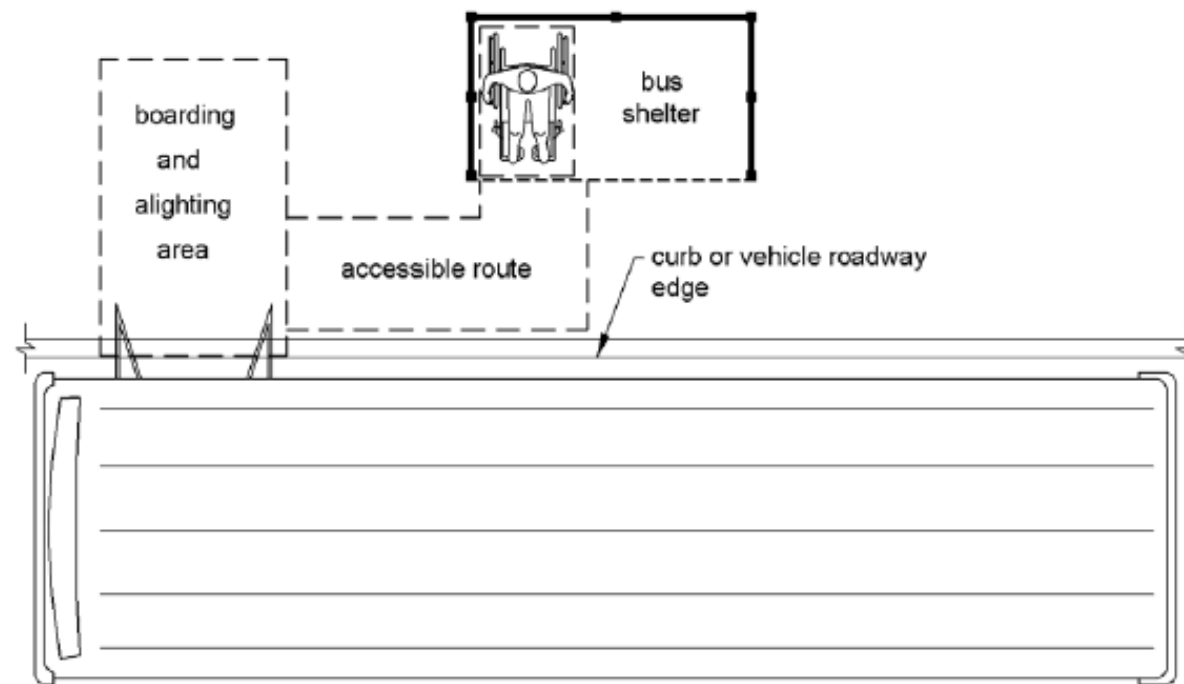


Image via ADA.gov

Local Standard beyond ADA: Accessible path

- **TriMet**
 - 5' wide between shelter and utility objects
- **WMATA**
 - 4' wide
- **Metro Transit**
 - 4' wide

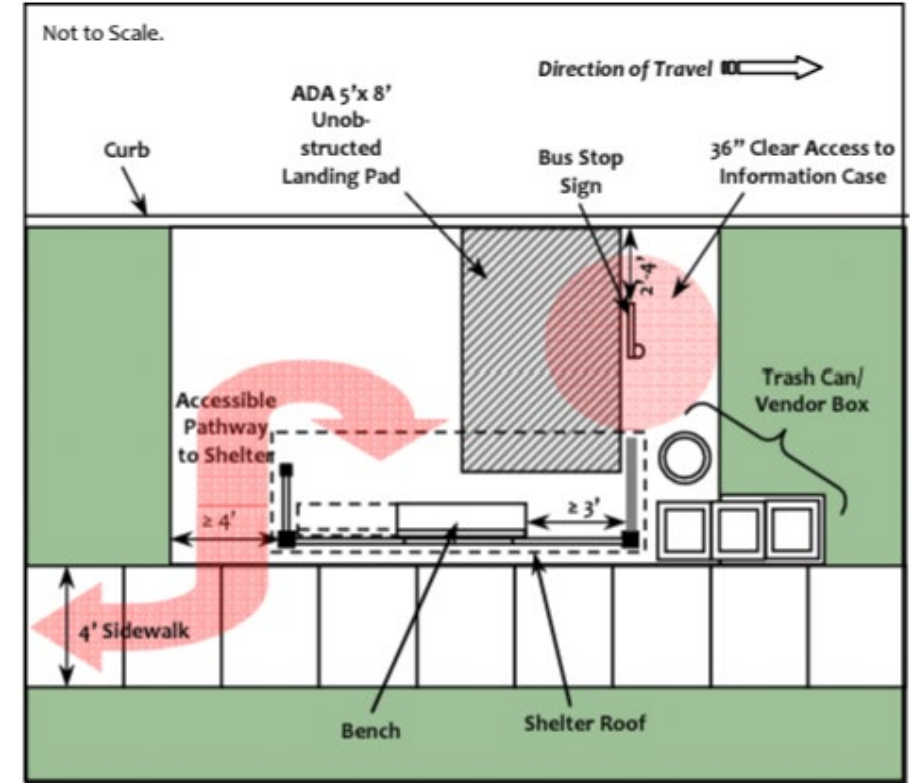


Image via WMATA



Discussion

- Goal is increasing stop accessibility across our system
 - What standards are working or not working?
- What are your hopes or concerns as we track and make changes across our system?
- What are other gaps that currently limit our ability to improve stop accessibility?

Next steps

★ Check-ins with the TAC and CAT

		2023					
Task	Task Name	Jan	Feb	March	April	May	June
Task 1	Project Management						
Task 2	Develop Accessibility Standards			★			
Task 3	Develop Process for Incorporating Standards						
Task 4	Develop Priority Focus Areas				★		
Task 5	Stop Inventory Strategy						
Task 6	Develop Typology of Barriers					★	
Task 7	Standardize Process for Implementation						
Task 8	Next Steps for Bus Stop Guidelines Update						

THANK YOU

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