GRTC & Active Transportation
Bus Stop Spacing

• Provides a general idea of where a stop should go and how many stops should be on a route
• Close enough to be convenient in dense areas
• Far apart in more rural areas - fewer activity centers and lower demand
• Flexible to accommodate for poor pedestrian infrastructure, specific land uses, and site conditions

GRTC Bus Stop Spacing Guidelines

<table>
<thead>
<tr>
<th>Service Area Type</th>
<th>Distance Between Stops (feet)</th>
<th>Stops per Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Core (Richmond CBD)</td>
<td>900-1200</td>
<td>5</td>
</tr>
<tr>
<td>Urban</td>
<td>600-1200</td>
<td>4-5</td>
</tr>
<tr>
<td>Suburban</td>
<td>600-2500</td>
<td>Varies¹</td>
</tr>
<tr>
<td>Rural</td>
<td>600-2500</td>
<td>Varies¹</td>
</tr>
</tbody>
</table>

As detailed in GRTC’s Transit Development Plan 2018-2028, section 2.3.4
Stop Placement

• Considerations:
  • Safety of:
    • Pedestrians & Riders
    • Vehicles & other modes we share the roadway with
    • Buses
  • Sidewalk connectivity
    • Avoid “floating” landing pads
  • Crosswalks
    • Ideally signalized
    • Avoid unsignalized mid-block crossings
  • Line-of-sight respected
  • Far-side of intersection preferred
ADA Compliance

• Bus Stop requirements:
  • 5’x8’ Landing Pad
    • Continuous with curb
  • 36” sidewalk clearance around obstructions/amenities
  • Connected to sidewalk network
    • Curb cuts/ramps
• GRTC is responsible for landing pads and clearances at the bus stops
• Coordination with jurisdictions is necessary for all other requirements beyond the stop itself
• Older stops are “Grandfathered” under ADA
• GRTC continues to work to bring all stops to full compliance
• Coordinating with jurisdictions to include bus stops into large-scale jurisdictional projects
Bus Stop Amenities
## Bus Stop Amenities - Criteria

<table>
<thead>
<tr>
<th>Average Daily Boardings</th>
<th>Qualifies for a shelter:</th>
</tr>
</thead>
<tbody>
<tr>
<td>35</td>
<td>without additional requirements</td>
</tr>
<tr>
<td>25</td>
<td>if stop is in a geographical area of priority need</td>
</tr>
<tr>
<td>25</td>
<td>if it meets two of the following requirements:</td>
</tr>
<tr>
<td></td>
<td>□ adjacent to major activity/employment centers</td>
</tr>
<tr>
<td></td>
<td>□ adjacent to hospitals or social service agencies</td>
</tr>
<tr>
<td></td>
<td>□ adjacent to senior housing or apartments with 250+ units</td>
</tr>
<tr>
<td></td>
<td>□ adjacent to schools</td>
</tr>
<tr>
<td></td>
<td>□ route intersections</td>
</tr>
<tr>
<td></td>
<td>□ 30 minute or greater headway</td>
</tr>
</tbody>
</table>
• Continue to work toward a 5-year capital shelter plan
  • Update annually
• We used criteria to identify and prioritize stops that could benefit most
• Work with the jurisdiction determine which sites to move forward with
Bus Stop Amenities - Shelter Plan

FISCAL YEAR 2021

GRTC Shelter Plan
- New Shelter or Shelter Upgrade

Jurisdiction
- Chesterfield County
- Henrico County
- Richmond City

FISCAL YEAR 2022

GRTC Shelter Plan
- Ben Secours Shelter Project
- Chesterfield County
- City of Richmond (19 from this group)
- Henrico County

Jurisdiction
- Chesterfield County
- Henrico County
- Richmond City

Locations pending site review
Questions?