

Pocatello Regional Transit (PRT)

ADA Accessibility Analysis
For
Bus Stops
on
Fixed Routes A & B



September 15, 2003

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Purpose of the Study

This study was conducted by Bannock Planning Organization (BPO) with the assistance of Pocatello Regional Transit (PRT). This analysis is intended to inventory, analyze and recommend improvements for major bus stops along A & B and some of J routes. The main goal of the project was to *provide a plan for inventorying and make recommendations for improvements for transit stops located in commercial areas and other large trip generators to meet American with Disabilities Act of 1990(ADA) and bus stop standard guidelines*. In order to accomplish this goal, transit stops in commercial areas, High School areas, apartment complexes and human services agencies were identified and surveyed for compliance with ADA regulations. A list of all of the stops' surrounding land use is available in *Appendix B* with other characteristics of the stops.

Pictures were taken at the stops to illustrate the need for improvements resulting from the survey. The analysis will be used to assist PRT in making the improvements and alterations to major transit stops with the intention of complying with ADA regulations. The inventory of information will allow PRT to categorize and prioritize improvements for the transit stops. It will allow PRT to budget funding for the improvements and allow for an ongoing enhancement of the system.

The methodology of the survey is outlined in the next section. The results of the survey are available in *Appendix B*, for more comprehensive results contact BPO.

Introduction to Bus Stop Accessibility

Riders need safe and convenient routes to get to and from transit. A rule of thumb is that riders usually are willing to walk up to one-fourth mile (about a five-minute walk for most people) to and from transit. Most bus riders walk to a bus stop, get on the bus, get off, and then walk to their final destination. Thus, the riders' needs as pedestrians extend beyond the bus stop to the surrounding neighborhood. However, transit agencies usually assume responsibility only for their stops, stations, and parking lots, and not for sidewalks, crosswalks, or other pedestrian elements on nearby streets.

Transit agencies need to coordinate and cooperate with local traffic engineers to improve pedestrian access to transit facilities. Building sidewalks will make bus stops more accessible. Safe and convenient crossings are also important, especially for mid-block bus stops. New stops and stations can be placed with pedestrian (and bicycle) access in mind.

Because of the nature of transit, most people walk to the stop; therefore, it is important that the route be accessible to persons with disabilities. This idea is not new. The American with Disabilities Act of 1990 (the ADA) deals with these concerns. This study will address the ADA and its guidelines, provide general information on the Pocatello Regional Transit (PRT), the methodology, and make recommendations based on survey results.

American with Disabilities Act of 1990

The Americans with Disabilities Act (ADA) is a landmark law that protects the civil rights of persons with disabilities. It prohibits discrimination on the basis of disability in employment, State and Local government services, transportation, public accommodations, commercial facilities, and telecommunications.

The ADA is the culmination of almost 20 years of debate on the issue of disability rights. It provides a comprehensive framework and approach for ending discrimination against persons with disabilities. The stated national goals of the ADA are identified in its preamble and include assuring that persons with disabilities have equality of opportunity, a chance to fully participate in society, are able to live independently and can be economically self-sufficient.

The ADA has five sections, or Titles. The first four set out specific standards for nondiscrimination and equal opportunity in four key areas. Title V includes several administrative and miscellaneous provisions.

Title I addresses employment while Title II addresses public services. Title II is the section of the ADA which will be addressed in this analysis. Discrimination against persons with disabilities is prohibited in all services, programs, or activities provided by public entities. A substantial part of Title II addresses transportation provided by public entities. In general, the law prohibits public entities from denying individuals with disabilities the opportunity to use public transportation services, if the individuals are capable of using the system. It also prohibits public entities from providing service that discriminates against persons with disabilities. Specific actions must be taken by public transit agencies, commuter rail authorities and AMTRAK to avoid discrimination are described. For example, the law requires that:

- All newly purchased or leased vehicles used in fixed route service must be accessible.
- Public entities which provide fixed route public transportation service also must offer comparable paratransit service to individuals with disabilities which are unable to use the fixed route system.
- New or used vehicles purchased or leased for use in general public demand responsive service must be accessible unless it can be shown that equivalent service is provided to persons with disabilities.
- Vehicles which are remanufactured (defined to include structural changes) to extend their useful life beyond a given number of years (5 years for buses, 10 years for commuter and intercity rail cars) must include accessibility features.
- New facilities must be accessible.
- Alterations to transit facilities must include features to make them accessible. Alterations covered by the law include changes that affect or could affect the

usability of the facility. Not covered is normal maintenance, painting, or changes to the electrical, mechanical, or plumbing systems.

To ensure access to the built environment, the ADA requires the establishment of design criteria for the construction and alteration of facilities covered by the law. These requirements, which were developed by the Access Board, are known as the ADA Accessibility Guidelines (ADAAG).

ADAAG serves as the basis for standards used to enforce the design requirements of the ADA. These standards are maintained by the U.S. Department of Justice (DOJ) and the U.S. Department of Transportation (DOT). It is these standards public agencies are required to follow. Regulations issued from these agencies provide important information on using and applying the standards.

Along with providing services to persons with disabilities it is also important that the route to the transit stop be accessible as well. An accessible route *is a continuous unobstructed path connecting all accessible elements and spaces of a building or facility. Exterior accessible routes may include parking access aisles, curb ramps, crosswalks at vehicular ways, walks, ramps, and lifts.*

According to the ADAAG in Section 4 *Accessible Elements and Spaces: scope and technical requirements*; all walks, halls, corridors, aisles, skywalks, tunnels, and other spaces that are part of an accessible route shall comply with 4.3 Accessible Routes. Section 4.3.2 Location lists four guidelines which need to be followed. They are:

- (1) At least one accessible route within the boundary of the site shall be provided from public transportation stops, accessible parking, and accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance they serve. The accessible route shall, to the maximum extent feasible, coincide with the route for the general public.
- (2) At least one accessible route shall connect accessible buildings, facilities, elements, and spaces that are on the same site.
- (3) At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements and with all accessible dwelling units within the building or facility.
- (4) An accessible route shall connect at least one accessible entrance of each accessible dwelling unit with those exterior and interior spaces and facilities that serve the accessible dwelling unit.

Pocatello Regional Transit

Pocatello Regional Transit (PRT) is an agency controlled by the city of Pocatello and governed by the Pocatello City Council. PRT is the primary transportation service within the urban area of Pocatello, Chubbuck and northern Bannock County. It operates on a daily basis and the fixed routes cover an area of roughly 100 route-miles throughout the Pocatello and Chubbuck areas. The fixed routes, mainly A & B are the ones analyzed in this document.

However, the stops in the Idaho State University area, the J route, were surveyed if the stop also serviced the A & B routes.

Several existing transfer points are available with the existing routes where one or more bus routes meet and passengers are able to switch between buses. There also is a feeder route which services the Satterfield area and connects the A & B routes on the Pocatello Creek Road and Olympus Drive transit stop.

Because of the nature of transit stops and the clientele served, it is important to have stops in which everyone is able to access not only in commercial areas, but also residential areas where persons are more likely to begin and end their trips. However, only stops located in commercial areas were analyzed in this survey.

Methodology

BPO created a Bus Stop Assessment survey to conduct an analysis of transit stops on PRT's fixed routes A & B and some of J route. The survey was developed based on the ADAAG guidelines developed by the Access Board. The main portion of the guidelines used in this document is section *10 Transportation Facilities* (10.1 General) states "(e)very station, bus stop, bus stop pad, terminal, building or other transportation facility, shall comply with the applicable provisions of section 4, the special application sections, and the applicable provision of this section." The ADA also provides an Appendix to the guiding principles of the ADA regulations for transportation facilities. The preamble to the appendix states "(t)his appendix contains materials of an advisory nature and provides additional information that should help the reader to understand the minimum requirements of the guidelines or to design buildings or facilities for greater accessibility...Nothing in this appendix shall in any way obviate any obligation to comply with the requirements of the guidelines itself."

The survey was partitioned into five parts, providing information on the characteristics of the transit stop. An example of the outline is listed below along with examples of regulation and standards used in the development of the survey.

🕒 **Part I Identification and Location:** This section provides the name, location and routes of the stop along with other characteristics associated with the stop. It also provides information on the specific location in relation to the intersection and the adjacent land uses surrounding the stop.

🕒 **Part II Pedestrian Access Features:** This section addresses two areas that determine the accessibility of the stop; landing area and pedestrian connections. This refers to Federal Register CFR 43 Part 37 section 10.2.1 on Transportation Facilities for Persons with Disabilities. However, the *Accessibility Handbook for Transit Facilities* in chapter 5 Bus Stop Pads (5.4.1) states "(n)ew bus stop pads at bus stops, bays, or other areas where a lift or ramp is to be deployed must have a minimum clear space for deploying the lift from the vehicle. Where feasible, the minimum clear length measured from the curb or roadway edge must be 96 inches, and the minimum clear width measured parallel to the roadway must be 60 inches. For bus stop locations where this much space is not available, the clear space should be as large as the space permits (49 CFR 37: Section 10.2.1 of Appendix A)".

This part deals with issues pertaining to obstacles in the route, the transition to and from the roadway to the landing area, the landing area width and other characteristics to determine the accessibility of the route. The pedestrians' portion of this section addresses issues associated with curb cuts, crossing opportunities, physical barriers that constrict the width of the sidewalk and other amenities.

🕒 **Part III Passenger Comfort Assessment:** This section refers to patron amenities associated with each of the bus stops; in particular, benches and shelters. *Accessibility Handbook for Transit Facilities* in chapter 5 Bus Shelter (5.4.2) “(t)he design of all new or replaced bus shelters must include accessibility features that allow a person in a wheelchair to enter from the public way and reach a location within the shelter. For example, the opening to the shelter cannot be so close to the curb that a person in a wheelchair would have to go on to the street in order to maneuver into the shelter. The shelter must have a minimum clear floor area of 30 x 48 inches, all of which is within the bus shelter. Bus shelters must connect with the boarding area by an accessible route”. Bus stop benches must be placed in such a way that it will allow at minimum, a three foot clear space between the curb and the bench.

🕒 **Part IV Safety / Security Features:** This section refers to traffic and pedestrian safety issues, and landscaping assessment. Some of the traffic and pedestrian questions refer to travel lanes, shoulder, no parking areas, traffic hazards, lighting and pay phones. Landscaping assessment focuses on greenway access and gravel or dirt encroaching on the landing area. During the assessment, it was also noted the importance of lighting and pay phone access for safety reasons. Lighting is important not only for safety but also for individuals with sight impairments to be able to “see” the route to the bus stop.

🕒 **Part V Signs and Informational Features:** The Federal Register 49 CFR 37 also addresses features related to signs and informational features. It also is addressed in the *Accessibility Handbook for Transit Facilities* in chapter 3 (3.1) “(s)igns are an important feature of station visibility and ease of access. Letter styles, sign appearance, and color choice should be unique to the transit system so that passengers can readily identify stations. Easy-to-read lettering and distinctive signs help individuals with limited vision loss in their efforts to identify the facilities (ADA Accessibility Guidelines for Buildings and Facilities, 49 CFR 37: Section 4.30 of Appendix A of the Department of Transportation Final Rule)”. Specifications for sign design are located on page 3-2 of the handbook.

A complete copy of the Bus Stop Assessment used is available in *Appendix A* at the end of this document.

The stops surveyed were located in commercial areas, office and non-retail areas, human service areas and Idaho State University. There were 103 stops evaluated and were located in areas with a large percentage of use i.e. commercial areas. The bus stop identification names were derived by using the main street location of the stop and the nearest cross street. In some cases, the cross street or other reference, was a landmark closest to the stop. For example; Alameda & Pocatello Pizza Place, the stop is located in-between Yellowstone and Willard but the Fred Meyer intersection is mid-block; therefore, the landmark is the easiest reference available to comprehensive the position of the stop.

Many of the stops surveyed were in existence prior to the adoption of the ADA in 1990. As stated in the Accessibility Handbook, “bus systems often do not have control over the construction of their bus stop. But whenever a bus system does have such control, it must follow the standards for bus stop pads (49 CFR 37: Section 10.2.1 (1) of Appendix A). It must also exercise whatever control it has to ensure compliance.” When able, PRT is responsible for altering and improving the site to make it accessible to persons with disabilities.

Table 1 outlines the bus stop locations and routes. Some of the stops either accommodate both routes or there is a bus stop across the street with the same cross street identification. The stops that are serviced by both routes are located on Pocatello Creek Road, Pine Ridge Mall, Marshall Public Library and of course the Transit Center; to name a few.

Table 1: PRT Bus Stop List

Bus Stop List								
Stop	A	B	Stop	A	B	Stop	A	B
15th / Lander	x	x	Clark / 7th		x	Oak / Jefferson		x
15th / Center	x	x	Custer / Arthur		x	Olympus / Calico Cr.		x
4th / Halliday		x	Day / Grant		x	Olympus / Fairway	x	x
4th / Lewis		x	Fairway / Bench	x	x	Pershing / Pine	x	x
4th / Lovejoy		x	Humbolt / PSUB Parking	x		Pine Ridge Mall	x	x
4th / Putman		x	Humbolt / 5th		x	Pocatello Cr. / Olympus	x	x
4th / Whitman		x	Jefferson / Cedar	x		Pocatello Cr. / Call		x
5th / Carter	x		Jefferson / E. Alameda		x	Pocatello Cr. / Deon		x
5th / Dillon	x		Jefferson / Elm	x	x	Pocatello Cr. / Freeman	x	x
5th / Halliday	x		Jefferson / Maple	x	x	Pocatello Cr. / Winco	x	x
5th / Terry	x		Jefferson / Pine		x	Poleline / Alameda	x	x
6th / Bridger	x		Library	x	x	Poleline / Balsam	x	
7th / Clark	x		Main / Day	x		Poleline / FBI	x	
7th / Hayden	x	x	Main / Center	x		Poleline / Ireland Bank		x
7th / Sherman	x	x	Main/Hayden	x		Poleline / Phillips 66		x
Alameda / Albertsons		x	Main/Lander	x		Poleline / Wingate	x	
Alameda / Poc Pizza	x		Main/Sublette	x		Washington / Oak		x
Arthur / Day		x	Memorial / Family Center	x		Yellowstone / Griffith	x	x
Arthur / Lewis		x	Memorial / HDC	x		Yellowstone / Hurley		x
Arthur / Pocatello HS		x	Memorial / Holte Arena		x	Yellowstone / Bamboo		x
Arthur / Sublette		x	Memorial / Life Science		x	Yellowstone / Bel-Aire		x
Bench / Poc. Cr.	x	x	Memorial / MLK	x		Yellowstone / Breneman	x	
Benton / 4th	x		Memorial / PMC	x		Yellowstone / Club 91	x	
Cedar / Fred Meyer		x	Memorial / Stacy G.		x	Yellowstone / Industrial	x	
Cedar / Jefferson		x	Memorial / Turner Hall		x	Yellowstone / Pizza Hut	x	
Cedar / Warren	x		MLK / 9th	x	x	Yellowstone / Simplot Sq	x	
Center / 3rd		x	MLK / Coll. Tech	x		Yellowstone / Pearl		x
Center / 8th	x		MLK / Reeds Gym	x	x	Yellowstone / Theater		x
Ceazer Chavez / PSUB	x		Moreland / Garrett	x	x	Young / 8th	x	x
Ceazer Chavez / Redhill		x						

Over a span of one month, each of the bus stops listed in Table 1 were surveyed by BPO staff along with pictures taken at each of the stops.

The completed surveys were entered into a database file using Excel. The results of the survey are available in *Appendix B* and the pictures of the stops are available in *Appendix C* of this document. A more comprehensive copy of the results is available by contacting BPO.

Recommendations

It is important to have a transit system which accommodates all users specifically to persons with disabilities. One of the main barriers to using the transit system is having an accessible route to the stop. The ADA, as state previously, applies to public entities providing service. It is not only the service, i.e. Paratransit service but also insuring that persons using the service are able to get to the bus stop in an efficient and safe manner. There are many areas in Pocatello which do accommodate persons with disabilities; however, there are also many other areas which need improvement in order to comply with the ADA.

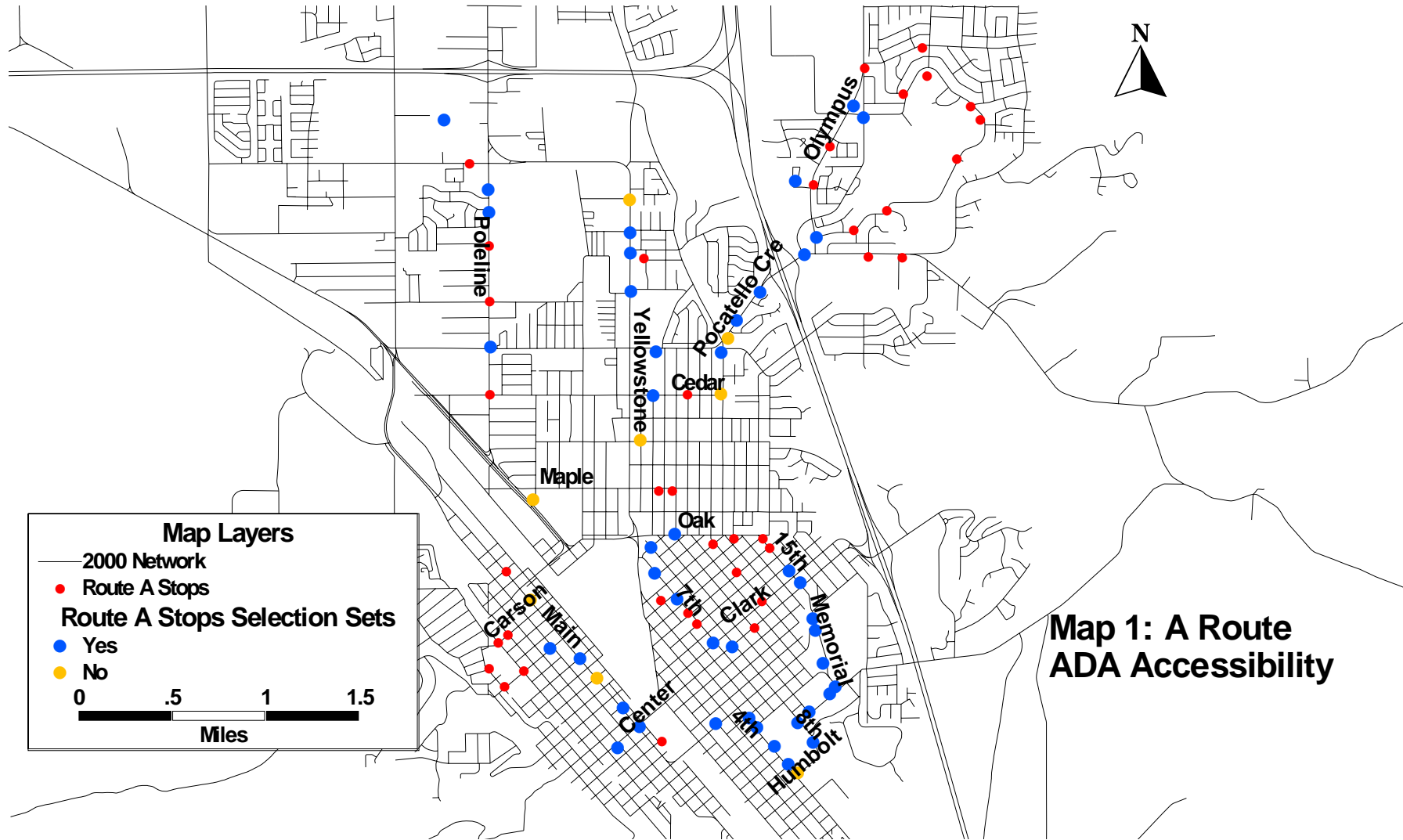
Table 2 provides a list of all of the stops and indicates whether the stop is accessible or not.

Table 2: Bus Stops with Accessible Route Indication

Accessible Route					
Bus Stop Location	Y/N	Bus Stop Location	Y/N	Bus Stop Location	Y/N
15th / Lander	y	Clark / 7th	y	Moreland / Garrett	n
15th / Lander	y	Custer / Arthur	y	Oak / Jefferson	N
15th / Center	y	Day / Grant	y	Olympus / Calico Cr.	y
15th / Center	y	Fairway / Bench (HHS)	y	Olympus / Fairway	y
4th / Halliday	n	Fairway / Bench	y	Olympus / Fairway	y
4th / Lewis	y	Humbolt / PSUB Parking	n	Pershing / Pine	n
4th / Lovejoy	y	Humbolt / 5th	y	Pershing / Pine (K&B)	y
4th / Putman	y	Jefferson / Cedar	n	Pocatello Cr. / Bench	y
4th / Whitman	y	Jefferson / E. Alameda	y	Pocatello Cr. / Call	y
5th / Carter	y	Jefferson / Elm	y	Pocatello Cr. / Deon	n
5th / Dillon	y	Jefferson / Elm	y	Pocatello Cr. / Freeman	y
5th / Halliday	y	Jefferson / Maple	y	Pocatello Cr. / Winco	y
5th / Terry	y	Jefferson / Maple	n	Poleline / Balsam	n
6th / Bridger	y	Jefferson / Pine	y	Poleline / FBI	n
7th / Clark	y	Library	y	Poleline / Ireland Bank	y
7th / Hayden	y	Main / Day	n	Poleline / Phillips 66	y
7th / Hayden	y	Main / Center	y	Poleline / Alameda	y
7th / Sherman	n	Main / Hayden	n	Poleline / Alameda	y
7th / Sherman	y	Main / Lander	y	Poleline / Wingate	n
Alameda / Albertsons	y	Main / Sublette	y	Washington / Oak	y
Alameda / Poc Pizza	y	Mall	y	Yellowstone / Bamboo	y
Arthur / Day	n	Memorial / Family Center	y	Yellowstone / Bel-Aire	y
Arthur / Lewis	y	Memorial / ISU Holte	y	Yellowstone / Breneman	y
Arthur / Pocatello HS	y	Memorial / HDC	y	Yellowstone / Club 91	y
Arthur / Sublette	y	Memorial / Turner Hall	y	Yellowstone / Griffith	n
Bench / Poc. Cr.	y	Memorial / Life Science	y	Yellowstone / Griffith	y
Benton / 4th	y	Memorial / MLK	y	Yellowstone / Hurley	y
Ceazer Chavez / PSUB	y	Memorial / PMC	y	Yellowstone / Industrial	n
Ceazer Chavez / Redhill	y	Memorial / Stacy G.	y	Yellowstone / Pearl	y
Cedar / Fred Meyer	y	MLK / 9th	y	Yellowstone / Pizza Hut	n
Cedar / Jefferson	n	MLK / 9th (Library)	y	Yellowstone / Simplot Sq	y
Cedar / Warren	y	MLK / College of Technology	y	Yellowstone / Theater	y
Center / 15th	y	MLK / Memorial	y	Young / 8th	y
Center / 3rd	y	Moreland / Garrett	n	Young / 8th	Y
Center / 8th	y				

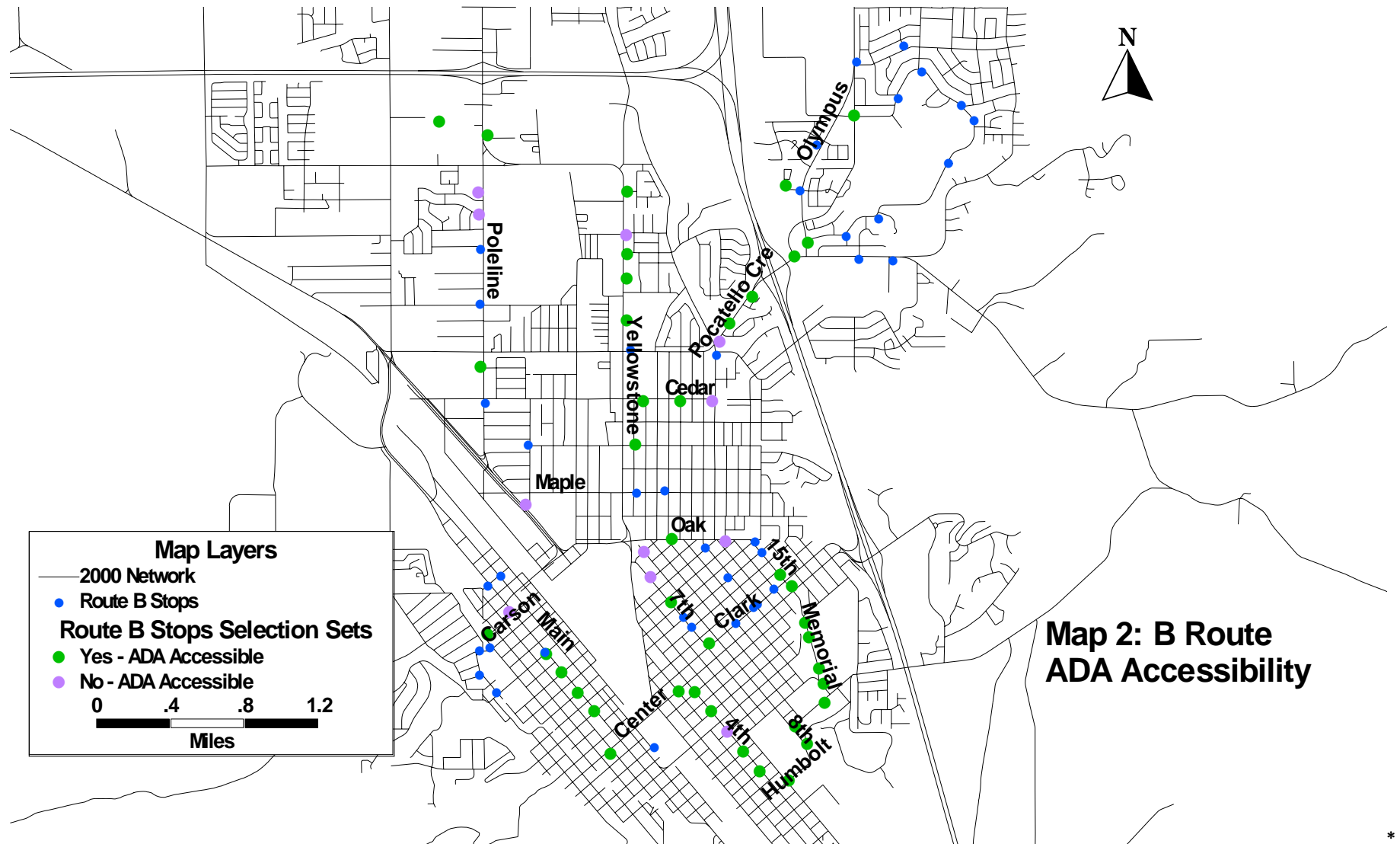
Maps 1 & 2 show the bus stops and indicate whether the stop is accessible. However, not all bus stops surveyed are on the map; due to the changes in locations over time. The stops indicated on the map were inventoried in 2000 and some changes have been made within that time period.

Map 1: A Route ADA Accessibility



*The transit stops identified in Map 1 were collected prior to conducting the survey; as a result, many of the stops have changed locations and were not surveyed. Also, some of the stops are in residential areas which were not surveyed during this analysis.

Map 2: B Route ADA Accessibility



As in Map 1, stops on the B Route were also gathered prior to conducting the survey; as a result, many of the stops have changed locations and were not surveyed. In addition, some of the stops are in residential areas which were not surveyed during this analysis.

Accessibility

The first and foremost recommendation would be to make all of the stops accessible according to the ADA guidelines. During the survey process, many of the stops that would permit the stop to be accessible via a driveway, was marked as a “yes”, ONLY if there was another feasible ramp or curb cut in close proximity to the stop. For example; if there was only one curb cut and a driveway, then it was indicated as a “yes”. Table 5 lists the routes that were indicated as a “yes” with a description of curb cut features.

A liberal interpretation of the regulations would state that the stop was accessible, but a strict interpretation would state that it was not accessible because it would not allow the person to access the sidewalk at the corner or intersection. However, because of the “spirit” of the law, in many instances, is adhered to, then the route is accessible based on the liberal interpretation of the ADA. Nevertheless, it does not imply that the stop is not in need of improvements to make it “more” accessible and in line with the ADAAG guidelines. *Appendix B* provides descriptions on each stop as to the needed improvements and whether it is accessible only with driveways or other features. Table 3 provides a list of all routes that are not accessible.

ADA requires a hard surface landing pad be provided at locations where a wheelchair lift is deployed. A concrete or asphalt pad should be located in a clear zone unobstructed by trees, fire hydrants, buildings, or other features perpendicular to the roadway. If the bus stop is near the intersection, it is advantageous to construct a full sidewalk to the intersection or an existing sidewalk. In addition to new and relocated bus stops, existing bus stops may also warrant landing pad development.

Some of the recommendations outlined in the results of the survey suggest relocating the stop $\frac{1}{2}$ or one block from its current position. Many of the stops need some improvements but are still able to be accessed by persons in a wheelchair. Numerous improvements stated are to install curb cuts or improve the landing area access; i.e. sidewalk repair.

Table 3: Bus Stops Not Accessible

Bus Stop Location		Description
4th / Halliday	n	No curb cut
7th / Sherman	n	No sidewalk, curb cut, etc.
Arthur / Day	n	No curb cut, on bus stop side, only driveway
Cedar / Jefferson	n	No sidewalk, curb cut, bushes on sidewalk
Humbolt / PSUB Parking	n	Unless in parking lot, need sidewalk
Jefferson / Cedar	n	No curb cut, sidewalk broke, bench, sign
Jefferson / Maple	n	Broken sidewalk, no curb cut
Main / Day	n	Needs major repairs
Main / Hayden	n	Unless make repairs to sidewalk, driveway
Moreland / Garrett	n	Unless consider driveway only
Moreland / Garrett	n	No sidewalk, gravel
Oak / Jefferson	n	Driveway only
Pershing / Pine	n	Only driveway, no curb cut
Pocatello Cr. / Deon	n	sidewalk, bushes utility pole
Poleline / Balsam	n	Sidewalk, bench, pole
Poleline / FBI	n	No sidewalk, curb cut all gravel
Poleline / Wingate	n	No sidewalk, curb cut all gravel
Yellowstone / Griffith	n	No curb cut
Yellowstone / Industrial	n	No sidewalk
Yellowstone / Pizza Hut	n	Broken sidewalk and debris

*Yellowstone & Industrial¹

Curb Cuts

According to the handbook mentioned earlier, in chapter 3, curb cuts (3.1.1.5);

The maximum allowable slope for a curb cut is 1:12, or a length of 12 inches of horizontal surface for every inch of vertical rise. The surface of the curb cut must be firm and stable, as well as slip-resistant. In addition, curb ramps must have a detectable warning. The curb surfaces are designed to warn anyone who stops on them or taps them with a cane. In this case, the hazard is both the slope of the curb cut and the proximity of motor vehicle traffic. A detectable warning:

1. Is raised truncated domes:
 - a. Diameter of 0.9 inch (23 mm)
 - b. Height of 0.2 inch (5 mm)
 - c. Center-to-center spacing of 2.35 inches (60 mm) along vertical and horizontal axes, staggered rows;

¹ At the time of the survey (June, 2003) Yellowstone and Industrial was not accessible by a sidewalk. There was a curb cut at the corner and at Computer Warehouses' driveway. However, as of August 2003, the site is in the process of upgrading the curb cut and sidewalk to the driveway. Once the construction is complete, the stop will be accessible.

2. Contrasts with surrounding surface, either dark on light or light on dark, and the material providing contrast is an integral part of the surface; and
3. Covers the entire width and depth of the curb ramp, exclusive of flared sides.

Survey results indicate there are sixty-six stops that have curb cuts on all four corners of the stop, while eleven stops do not have curb cuts at all. Another portion of the same question refers to curb cuts at some corners; i.e. bus stop side of street, other side of street and one at each end of street. Table 4 provides a list of bus stops that *do not* have curb cuts and therefore; are not accessible to persons with disabilities while Table 5 illustrates the curb cuts at some corners and provides the location of the access point.

Table 4: Bus Stops without Curb Cuts

Bus Stop Name	Bus Stop Name
4th / Halliday	Oak / Jefferson
Cedar / Jefferson	Pershing / Pine
Jefferson / Cedar	Poleline / FBI
Main / Hayden	Poleline / Wingate
Moreland / Garrett	Yellowstone / Griffith
Moreland / Garrett	

It is recommended that these stops be given top priority in either removing the stop or making the needed improvements. At the time of the survey there was a stop located on Jefferson & Cedar since July 2003, the stop has been removed resolving the problem on that particular stop.

Table 5: Accessible Route with Curb Cut Features

Bus Stop Name	Curb Cut Feature
4th / Lovejoy	One at each end of street
4th / Putman	Bus stop side of street
7th / Sherman	Other side of street
7th / Sherman	Bus stop side of street
Arthur / Day	Other side of street
Ceazer Chavez / Redhill	One at each end of street
Fairway / Bench	One at each end of street
Humbolt / PSUB Parking	One at each end of street
Jefferson / E. Alameda	Bus stop side of street
Jefferson / Maple	Bus stop side of street
Jefferson / Maple	Other side of street
Main / Day	One at each end of street
Mall	Bus stop side of street
Memorial / Family Med	Other side of street
Memorial / Holte Arena	Bus stop side of street
Memorial / HDC	Other side of street
Memorial / Turner	Other side of street
Memorial / Life Science	Bus stop side of street
Memorial / MLK	One at each end of street
Memorial / PMC	Other side of street
Memorial / Stacy G.	Bus stop side of street
Pocatello Creek / Call	Bus stop side of street
Pocatello Creek / Freeman	Bus stop side of street
Poleline / Phillips 66	Bus stop side of street
Yellowstone / Bel-Aire	Bus stop side of street
Yellowstone / Industrial	Bus stop side of street

The placement of curb cuts involves a number of considerations: the use of common sense and a concern for the safety of all individuals. There are two types of curb ramps used; flared and returned. The ADAAG outlines the specific guidelines of the placement of curb cuts along with the two different curb ramps.

Obstacles

Another factor in a stop not being accessible is the placement of hazards or obstacles on the route which would limit the mobility of a wheelchair. For instance, a utility pole or a fire hydrant is often placed on the sidewalk limiting the space available for pedestrian use. Because the obstruction limits the access area, it is recommended to relocate the stop to a more accessible area allowing it to be accessible to persons needing to reach the stop. Occasionally, the object is not able to be moved without undue hardship to the city or the transit providers.

Frequently, the object is not able to be moved or relocated; therefore it is better to reposition the bus stop away from the obstruction. However, it may be more cost effective to remove the object. It is recommended to do the most cost effective action with regards to making the

stop accessible. Table 6 illustrates this issue. The table provides a list of bus stops with a description of the obstacle(s) which limit the access to the stop.

Table 6: Obstacles Limiting Mobility

Bus Stop Location	Description
15th / Center	Grass area
4th / Halliday	Sign poles
4th / Whitman	Fire hydrant
7th / Clark	Utility pole
7th / Sherman	Tree, utility pole and sign
Cedar / Jefferson	Bushes and no sidewalk
Jefferson / Cedar	Fire hydrant, bus stop sign and bench
Jefferson / E. Alameda	Fire Hydrant and signs
Jefferson / Elm	Fire Hydrant and signs
Jefferson / Maple	No curb cut, broken and uneven sidewalk
Jefferson / Pine	Signal pole
Main / Day	Bus stop bench
Main / Center	Small light type pole
Moreland / Garrett	Gravel and signs
Pershing / Pine	Utility pole
Pocatello Cr. / Call	Utility pole
Pocatello Cr. / Deon	Utility pole and bushes
Poleline / Balsam	Utility pole
Poleline / Alameda	Utility pole
Poleline / Alameda	Utility pole
Yellowstone / Breneman	Utility pole and bench
Yellowstone / Club 91	Metal cover on sidewalk
Yellowstone / Griffith	Fire hydrant
Yellowstone / Simplot Sq	Two poles

Transition

Along with having a route free of obstructions, it is also important to have the transition from the curb ramp to the walkway and gutter flush and free of abrupt changes. Question 9 in Part II, addresses this concern. The transition to the stop on seventy- four of the stops surveyed is free of abrupt changes while 29 are not. Most to the time the reason for the stop not to be smooth is because of a broken sidewalk or curb cut, while this is expensive to repair; it is recommended that the improvements be made.

Table 7 lists the stops that *do not* have a free transition to the stop and a description as to why the stop does not provide a free transition. A few of the repairs are easy; remove the gravel on the sidewalk on stops located on Oak & Jefferson and Yellowstone & Club 91. This is the least expensive remedy and it is recommended that all of the stops with gravel be free of obstructions. Table 7 shows the transition to the bus stop features.

Table 7: Transition to the Bus Stop

Bus Stop Location	Transition Description
4th / Halliday	No curb cut
4th / Whitman	Broken sidewalk
5th / Halliday	Broken sidewalk and driveway
7th / Sherman	No sidewalk & tree
Arthur / Day	Broken sidewalk
Arthur / Lewis	Broken sidewalk
Arthur / Sublette	Uneven sidewalk
Cedar / Jefferson	Gravel & no sidewalk
Jefferson / Cedar	Uneven sidewalk
Jefferson / Maple	Broken sidewalk
Jefferson / Maple	No curb cut, broken & uneven sidewalk
Main / Day	Broken sidewalk, curb
Main / Hayden	Broken sidewalk and driveway
Main / Sublette	Broken sidewalk, driveway
Memorial / MLK	Broken sidewalk
Moreland / Garrett	No sidewalk & gravel in area
Oak / Jefferson	Gravel
Olympus / Fairway	Broken sidewalk at curb cut
Pershing / Pine	Broken sidewalk
Pocatello Cr. / Deon	Uneven sidewalk, bushes and landscape in area
Poleline / Balsam	Broken sidewalk, pole & bench in area
Poleline / FBI	No sidewalk or no curb cut and gravel in area
Poleline / Wingate	No sidewalk or no curb cut and gravel in area
Yellowstone / Club 91	Gravel in area
Yellowstone / Griffith	Curb cut and driveway is not standard
Yellowstone / Industrial	No sidewalk
Yellowstone / Pearl	Broken sidewalk, metal cover on sidewalk
Yellowstone / Pizza Hut	Gravel in area & broken sidewalk
Yellowstone / Theater	Except at curb cut
Young / 8th	One-way, no sidewalk on west side of stop

Sidewalks

The Act also states “a sidewalk must have a minimum clear length measured from the curb or roadway edge must be 96 inches, and the minimum clear width measured parallel to the roadway must be 60 inches. For bus stop locations where this much space is not available, the clear space should be as large as the space permits”. In other words, the landing area on the sidewalk must be, where feasible; 5 feet wide by 8 feet deep. Unfortunately, the majority of the sidewalks in Pocatello and Chubbuck are 5’ or 6’ except in the ISU area where sidewalks are about 8’ to 10’.

There are a few areas in the urban area which have sidewalks larger than the average. Other stops not located in the ISU area with sidewalks 10’ or larger are:

- | | | | | | |
|---|---------------------------|---|---------------------------|---|--------------------------------------|
| ☺ | 6 th & Bridger | ☺ | Arthur & PHS | ☺ | Library |
| ☺ | 7 th & Bridger | ☺ | Center & 15 th | ☺ | Main & Lander |
| ☺ | Arthur & Lewis | ☺ | Center & 8 th | ☺ | Young & 8 th ² |

During the analysis portion of the survey, it was evaluated the other direction (i.e. 5' (deep) by 8' (length) and not the recommended 5' wide by 8' deep). But even with a 5' sidewalk a ramp may still be deployed and accessed by persons in a wheelchair. If the area is free of obstructions, then there is enough space available to maneuver a wheelchair to the lift. Table 8 provides the width of the sidewalk at each of the bus stops.

Table 8: Sidewalk Width

Bus Stop Location	Width	Bus Stop Location	Width	Bus Stop Location	Width
15th / Lander	8	Clark / 7th	6	Moreland / Garrett	0
15th / Lander	8	Custer / Arthur	5	Oak / Jefferson	5
15th / Center	5	Day / Grant	5	Olympus / Calico Cr.	5
15th / Center	5	Fairway / Bench (HHS)	5	Olympus / Fairway	5
4th / Halliday	8	Fairway / Bench	5	Olympus / Fairway	5
4th / Lewis	8	Humbolt / PSUB Parking	0	Pershing / Pine	5
4th / Lovejoy	8	Humbolt / 5th	8	Pershing / Pine (K&B)	5
4th / Putman	7	Jefferson / Cedar	5	Pocatello Cr. / Bench	6
4th / Whitman	5	Jefferson / E. Alameda	5	Pocatello Cr. / Call	5
5th / Carter	6	Jefferson / Elm	5	Pocatello Cr. / Deon	4
5th / Dillon	6	Jefferson / Elm	5	Pocatello Cr. / Freeman	5
5th / Halliday	6	Jefferson / Maple	5	Pocatello Cr. / Winco	4
5th / Terry	6	Jefferson / Maple	5	Poleline / Balsam	4
6th / Bridger	10	Jefferson / Pine	5	Poleline / FBI	0
7th / Clark	10	Library	10	Poleline / Ireland Bank	5
7th / Hayden	6	Main / Day	5	Poleline / Phillips 66	5
7th / Hayden	8	Main / Center	8	Poleline / Alameda	6.5
7th / Sherman	0	Main / Hayden	8	Poleline / Alameda	5
7th / Sherman	5	Main / Lander	15	Poleline / Wingate	0
Alameda / Albertsons	5	Main / Sublette	8	Washington / Oak	5
Alameda / Poc Pizza	8	Mall	5	Yellowstone / Bamboo	5
Arthur / Day	8	Memorial / Family Center	10	Yellowstone / Bel-Aire	5
Arthur / Lewis	10	Memorial / ISU Holte	10	Yellowstone / Breneman	5
Arthur / Pocatello HS	10	Memorial / HDC	10	Yellowstone / Club 91	5
Arthur / Sublette	5	Memorial / Turner Hall	15	Yellowstone / Griffith	4
Bench / Poc. Cr.	5	Memorial / Life Science	10	Yellowstone / Griffith	5
Benton / 4th	8	Memorial / MLK	10	Yellowstone / Hurley	5
Ceazer Chavez / PSUB	10	Memorial / PMC	5	Yellowstone / Industrial	0
Ceazer Chavez / Redhill	5	Memorial / Stacy G.	10	Yellowstone / Pearl	5
Cedar / Fred Meyer	5	MLK / 9th	5	Yellowstone / Pizza Hut	5
Cedar / Jefferson	5	MLK / 9th (Library)	15	Yellowstone / Simplot Sq	4
Cedar / Warren	5	MLK / College of Technology	5	Yellowstone / Theater	5
Center / 15th	10	MLK / Memorial	5	Young / 8th	15
Center / 3rd	8	Moreland / Garrett	0	Young / 8th	5
Center / 8th	10				

² Young and 8th is a landing area and not a sidewalk.

To be fully useable, the landing area must be connected to a sidewalk of sufficient width and condition for a person in a wheelchair to use – the narrowest usable width is 3 feet. If items such as utility poles, trash cans, and encroaching grass or bushes constrict a portion of the sidewalk to less than 3’, the sidewalk is not accessible to wheelchair users. If necessary, the existing sidewalk should be widened or a new sidewalk constructed to ensure patrons are able to get to and from the bus stop. To the extent feasible, sidewalk connections around bus stops should provide safe pedestrian access to the passenger trip generators near the bus stop.

Physical Barriers

There are twenty-one stops where a physical barrier is in the access area while eighty-two are free of barriers. Eleven of those twenty-one stops have an access area of less than three feet and 10 have an area of three feet or greater.

The stops with greater than three feet adhere to the minimum space needed according to the ADAAG. The *Accessibility Handbook for Transit Facilities* on page 3-8, states “(i)n general, the minimum allowable width of an accessible path is 36 inches...This minimum width is not sufficient for traveling side by side (49 FR 37: Section 4.2.1 of Appendix A). A 48-inch path is wide enough for a person in a wheelchair and a person on foot to travel side by side....A path width of 60 inches allows two-way traffic of individuals in wheelchairs and lets a person in a wheelchair pass another wheelchair.” Table 9 shows the bus stops which *do not* have an access area of at least 3 feet and Table 10 shows the stops which are *greater* than three feet in usable width.

Table 9: Accessible Area *Less* than 3 Feet

Bus Stop Location	< / >	Description
15th / Center	L	Traffic light
7th / Sherman	L	No sidewalk
Jefferson / Cedar	L	Frie hydrant, bus stop sign and bench
Main / Center	L	Utility pole
Main / Day	L	Bus stop bench
Pershing / Pine	L	Utility pole
Poleline / Alameda	L	Utility pole
Poleline / Alameda	L	Utility pole
Poleline / Balsam	L	Bus stop bench, pole
Yellowstone / Breneman	L	Bus stop bench
Yellowstone / Griffith	L	Fire hydrant
Yellowstone / Simplot Sq	L	Utility pole

Table 10: Accessible Area *Greater than 3 Feet*

Bus Stop Location	< / >	Description
4th / Halliday	G	Signs
4th / Lewis	G	Poles
4th / Whitman	G	Utility pole & fire hydrant
7th / Clark	G	Utility pole
Cezar Chavez / Rehill	G	Bench
Jefferson / Elm	G	Fire hydrant & signs
Pocatello Cr. / Call	G	Utility pole
Pocatello Cr. / Deon	G	Utility pole
Poleline / Wingate	G	Fence
Washington / Oak	G	Pole

As illustrated in Table 9 & 10, often times the barrier which constricts the usable width is a utility pole. Because of the expense of moving the pole, it is recommended the stop be relocated to an area where there are no barriers or to a location where a barrier would be able to be removed without undue hardship.

Shelters and Benches

Larger trip generators should have a bench or a shelter. As with transit pull-outs, they are recommended for locations which will offer the most use. However, it is important to place the bench or shelter in a manner which will not limit the available space for a wheelchair user. The *Accessibility Handbook for Transit Facilities* provides illustrations for the placement of shelters and curb cuts accessing the shelter. It can be found in Chapter 5, page 5-16 (5.4.2), Figure 5-4 *Accessible Bus Stop*. The Appendix of the handbook also provides a checklist determining whether a facility adheres to the regulations set out in the ADA.

Benches are less expensive than shelters and should be placed in areas where there are large trip generators but used less frequently than stops where a shelter is recommended. For example, stops where persons may have groceries or baggage; Bi-lo, K & B, Fred Meyers, Albertsons, etc would be a good location for shelters while other areas such as Main, Arthur, and Cedar would be an ideal location for benches.

Safety

As with all aspects of roadway design and bus operations, an important element in the design of bus stops is safety. General safety considerations for bus stops include the following:

1. The bus stop must be located so that passengers may alight and board with reasonable safety.
2. The stopped bus will affect sight distance for pedestrians using the parallel and transverse crosswalks at the intersection.
3. The stopped bus will also affect sight distance for parallel traffic and cross traffic. For instance, at a near-side stop, vehicular right turns are facilitated and sight distances are improved when the bus stop is set back from the crosswalk.
4. The bus affects the traffic stream as it enters or leaves a stop.

According to handbook mentioned earlier, “good lighting is and around transportation facilities is helpful for all passengers and is especially critical for persons with limited vision. Lighting along accessible paths must be relatively uniform. The arrangement of lights should minimize areas of shadows. Lighting near signs must also be relative uniform and minimize glare on the signs (49 CFR 37: Section 10.3.1 of Appendix A).”

Lighting is an important factor in insuring safety. This also allows the patrons to see obstructions along the route which could inhibit the passageway. For example, if a person does not feel safe using a transit stop, no matter how many transit amenities are at the stop; the stop will not be used. A majority of the stops in the urban area have lights either as a street light or on an adjacent building.

Parking

Another consideration in the placement of bus stops is determining the on-street parking for persons in the area. In Part IV, *Traffic and Pedestrian Safety Issues*, questions 6 & 7 of the survey addresses this issue. Question 6 – Is the bus stop zone designated as a “no-parking” zone? With the choice of: one sign, two signs, painted curb and painted street. In Pocatello and Chubbuck, it is not policy to paint the street in a “no-parking” zone; however, a portion of the curb is painted. Seventy-six of the stops have a painted curb while only 3 have signs. Question 7 is similar to question 6 except it states “is there on-street parking permitted just before or after the bus stop zone?” There are nineteen stops that do allow parking while eighty-four that do not allow parking prior to the stop. Table 11 provides information on all of the stops that *do not* allow parking and Table 12 shows the bus stops that *do* allow parking in the bus zone.

Table 11: Bus Stops that Allow Parking Prior to Bus Stop Zones

Bus Stop Location	Parking		Bus Stop Location	Parking	
	Y/N	Feet		Y/N	Feet
4th / Halliday	y	42	Cedar / Jefferson	y	20
4th / Lewis	y	7	Cedar / Warren	y	20
4th / Lovejoy	y	20	Center / 3rd	y	7
4th / Whitman	y	25	Main / Day	y	20
7th / Clark	y	20	Main / Center	y	18
7th / Hayden	y	20	Moreland / Garrett	y	0
7th / Sherman	y	30	Moreland / Garrett	y	0
Arthur / Sublette	y	20	Olympus / Calico Cr.	y	100
Benton / 4th	y	10	Pershing / Pine (K&B)	y	0
Cedar / Fred Meyer	y	0	Washington / Oak	y	10

Table 12: No Parking Zone Length

Bus Stop Location	Feet	Bus Stop Location	Feet	Bus Stop Location	Feet
15th / Lander	40	Humbolt / 5th	20	Pershing / Pine	25
15th / Lander	35	Jefferson / Cedar	100	Pocatello Cr. / Bench	St
15th / Center	St	Jefferson / E. Alameda	30	Pocatello Cr. / Call	St
15th / Center	St	Jefferson / Elm	25	Pocatello Cr. / Deon	St
4th / Putman	35	Jefferson / Elm	20	Pocatello Cr. / Freeman	100
5th / Carter	45	Jefferson / Maple	20	Pocatello Cr. / Winco	St
5th / Dillon	55	Jefferson / Maple	5	Poleline / Balsam	St
5th / Halliday	40	Jefferson / Pine	50	Poleline / FBI	St
5th / Terry	100	Library	140	Poleline / Ireland Bank	St
6th / Bridger	40	Main / Hayden	30	Poleline / Phillips 66	St
7th / Hayden	90	Main / Lander	30	Poleline / Alameda	St
7th / Sherman	20	Main / Sublette	15	Poleline / Alameda	St
Alameda / Albertsons	St	Mall	Mall	Poleline / Wingate	St
Alameda / Poc Pizza	St	Memorial / Family Center	St	Yellowstone / Bamboo	St
Arthur / Day	40	Memorial / ISU Holte	St	Yellowstone / Bel-Aire	St
Arthur / Lewis	100	Memorial / HDC	St	Yellowstone / Breneman	St
Arthur / Pocatello HS	200	Memorial / Turner Hall	St	Yellowstone / Club 91	St
Bench / Poc. Cr.	St	Memorial / Life Science	St	Yellowstone / Griffith	St
Ceazer Chavez / PSUB	100	Memorial / MLK	St	Yellowstone / Griffith	St
Ceazer Chavez / Redhill	40	Memorial / PMC	St	Yellowstone / Hurley	St
Center / 15th	30	Memorial / Stacy G.	St	Yellowstone / Industrial	St
Center / 8th	10	MLK / 9th	St	Yellowstone / Pearl	St
Clark / 7th	60	MLK / 9th (Library)	St	Yellowstone / Pizza Hut	St
Custer / Arthur	30	MLK / College of Technology	St	Yellowstone / Simplot Sq	St
Day / Grant	45	MLK / Memorial	St	Yellowstone / Theater	St
Fairway / Bench (HHS)	225	Oak / Jefferson	10	Young / 8th	20
Fairway / Bench	200	Olympus / Fairway	St	Young / 8th	15
Humbolt / PSUB Parking	St	Olympus / Fairway	St		

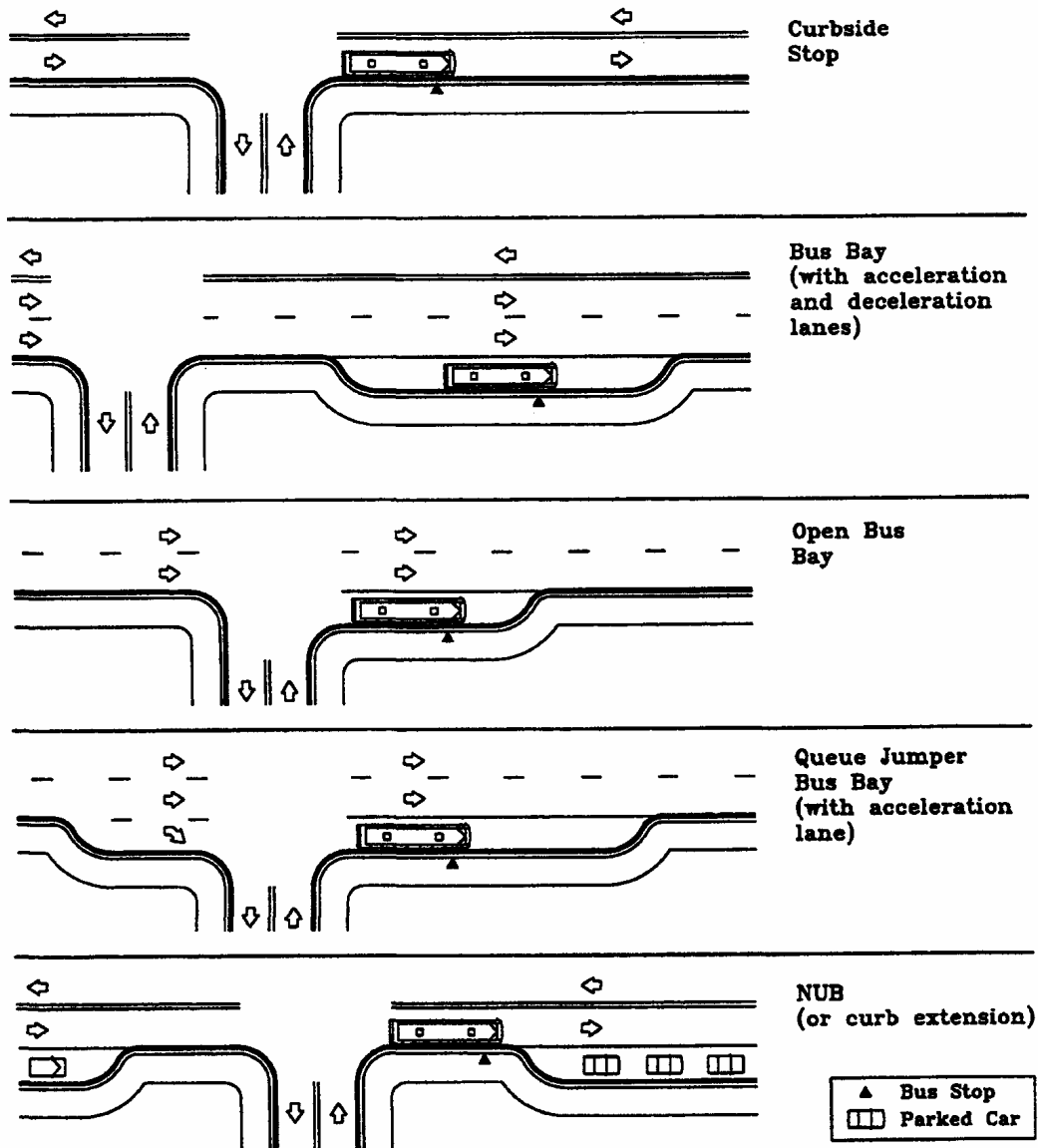
* "St" means there is "no-parking" permitted on the street even though there might not be a designation implying such (paint or sign).

Bus Stop Locations

During new construction of a roadway where a bus stop is located; it is recommended transit pull-outs be added to the design. Most of the stops are located in the travel lane which delays traffic. Because of the expense of constructing transit pull-outs, BPO would recommend pullouts be located at more frequently used stops, not all bus stop locations. A few recommendations would be to locate them on Yellowstone and Poleline.

Various configurations of a roadway are available to accommodate bus service at a stop. Figure 1 illustrates different street-side bus stop design styles.

Figure 1: Street-Side Bus Stop Design



Source: TRCP; Report 19, Guidelines for the Location and Design of Bus Stops. 1996

Bus stop spacing has a major impact on transit vehicles and system performance. Stop spacing also affects overall travel time, and therefore, deemed for transit. In general, the trade-off is between:

1. Close stops (every block or $\frac{1}{4}$ mile), short walk distances, but more frequent stops and longer bus trip.
2. Stops farther apart, longer walk distances, but more infrequent stops, higher speeds, and therefore, shorter bus trips

The determination of bus stop spacing is primarily based on goals that are frequently subdivided by development type, such as residential areas, commercial, and / or a central business district (CBD). Another generally accepted procedure is placing stops at major trip generators. The following are typical bus stop spacing used. The values represent a composite of prevailing practices.

Table 13: Bus Stop Spacing

Environment	Spacing Range	Typical Spacing
Central Core Areas of CBD's	300 to 1000 Feet	600 Feet
Urban Areas	500 to 1200 Feet	750 Feet
Suburban	600 to 2500 Feet	1000 Feet
Rural Areas	650 to 2640 Feet	1250 Feet

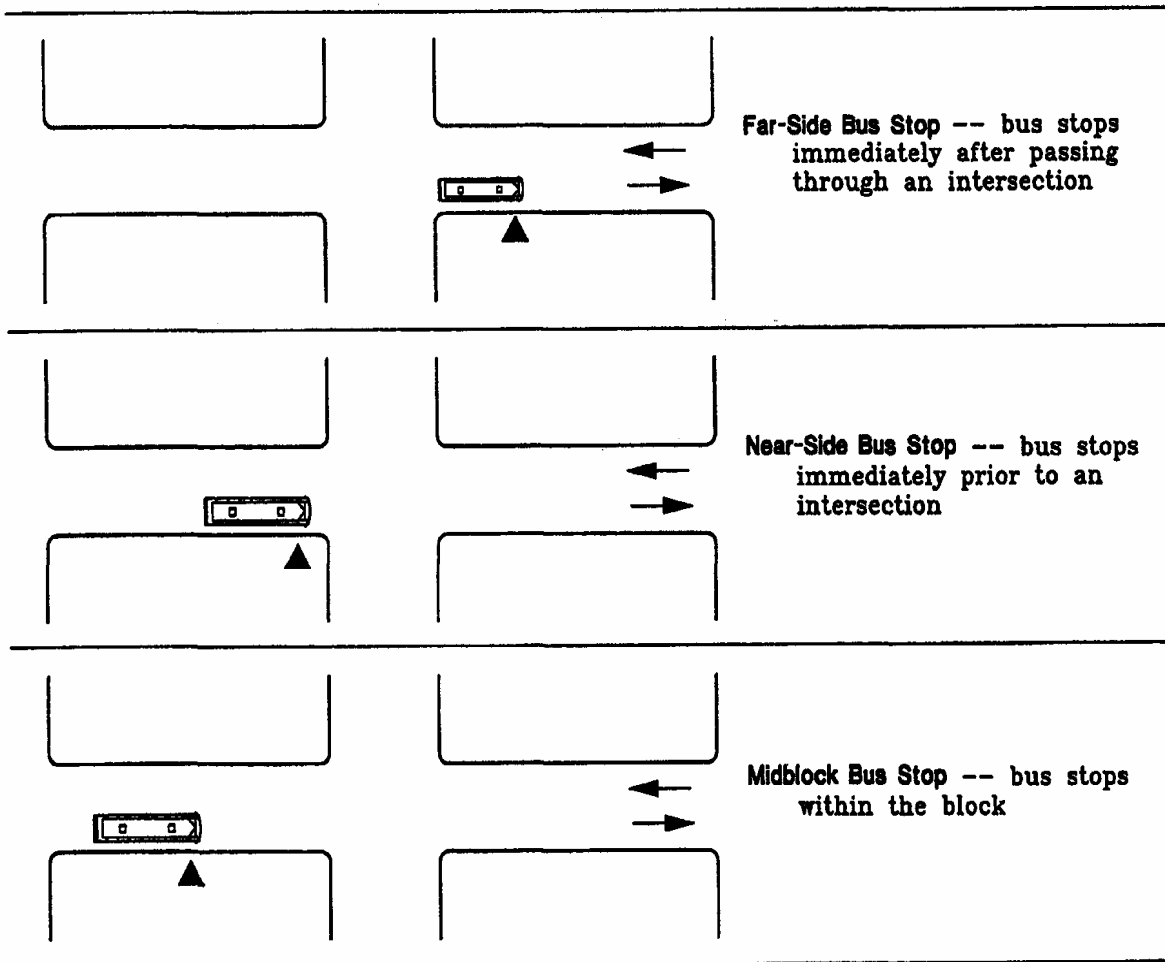
Source: TRCP; Report 19, Guidelines for the Location and Design of Bus Stops. 1996.

Determining the proper location of bus stops involves choosing among far-side, near-side, and mid-block stops (See Figure 2). The advantages and disadvantages of each bus stop type are listed below. The following factors should be considered when selecting the type of bus stop.

- ✚ Adjacent land use activities
- ✚ Bus Stop route (is the bus turning at the intersection)
- ✚ Bus signal priority (extended green suggests far side placement)
- ✚ Impact on intersection operations
- ✚ Intersecting transit routes
- ✚ Intersection geometry
- ✚ Parking restriction and requirements
- ✚ Passenger origins and destinations
- ✚ Pedestrian access, including accessibility for handicap /wheelchair patrons
- ✚ Physical roadside constraints (trees, poles, driveways, etc.)
- ✚ Potential patronage
- ✚ Presence of bus bypass lane
- ✚ Traffic control devices

The majority of stops in the Pocatello and Chubbuck areas, particularly in the commercial areas, are spaced approximately ¼ miles apart. Because of the volume of patrons and the characteristics of the clientele; BPO recommends the stops to be similar to the “close stop” example provided above. This allows for a shorter walking distance to and from the stops. The traffic considerations are important but because the majority of traffic volumes on the transit routes, congestion is not a principal issue. Figure 2 provides an example of each of the different types of locations.

Figure 2: Example of Far-Side, Near-Side and Mid-Block Stops



Source: TRCP; Report 19, Guidelines for the Location and Design of Bus Stops. 1996.

There are many differing opinions as to the placement of bus stops in regards to far-side, near-side and mid-block. Table 14 illustrates the advantages and disadvantages of this issue.

Table 14: Advantages and Disadvantages of Bus Stop Locations

	Advantages	Disadvantages
Far-Side Stops	<ul style="list-style-type: none"> • Minimizes conflicts between right turning vehicles and buses • Provides additional right turn capacity by making curb available for traffic • Minimizes sight distance problems on approaches to intersection • Encourages pedestrians to cross behind the bus • Creates shorter deceleration distances for buses since the bus can use the intersection to decelerate • Results in bus drivers being able to take advantage of the gaps in traffic flow that are created at signalized intersections. 	<ul style="list-style-type: none"> • May result in the intersections being blocked during peak periods by stopping buses. • May obscure sight distance for crossing vehicles • May increase sight distance problems for crossing pedestrians • Can cause a bus to stop for side after stopping for a red light, which interfere with both bus operations and all other traffic • May increase number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light • Could result in traffic queuing into intersection when a bus is stopped in travel lane
Near-Side Stop	<ul style="list-style-type: none"> • Minimizes interferences when traffic is heavy on the far side of the intersection • Allows passengers to access buses closest to crosswalk • Results in the width of the intersection being available for the driver to pull away from curb • Eliminates the potential of double stopping • Allows passengers to board and alight while the bus is stopped at a red light • Provides driver with the opportunity to look for oncoming traffic, including other buses with potential passengers 	<ul style="list-style-type: none"> • Increases conflicts with right-turning vehicles • May result in stopped buses obscuring curb side traffic control devices and crossing pedestrians • May cause sight distance to be obscured for cross vehicles stopped to the right of the bus • May block the through lane during peak period with queuing buses • Increases sight distance problems for crossing pedestrians
Mid-Block Stop	<ul style="list-style-type: none"> • Minimizes sight distance problems for vehicles and pedestrians • May result in passenger waiting areas experiencing less pedestrian congestion 	<ul style="list-style-type: none"> • Requires additional distance for no-parking restriction • Encourages patrons to cross street at mid-block • Increases walking distance for patrons crossing at intersections

Source: TRCP; Report 19, Guidelines for the Location and Design of Bus Stops. 1996.

Consistency of bus stop placement would benefit persons with sight impairments; however, because of the advantages and disadvantages listed in Table 14 and because of land use characteristics; it will be advantageous to determine the placement of bus stops on a case-by-case basis.

Additional information on placement of bus stops and curb-side factors is available in the TRCP Report 19 on *Guidelines for the Location and Design of Bus Stops* at <http://www4.trb.org/trb/crp.nsf/All+Projects/TCRP+A-10>.

Signs and Information Cases

Signs also play an important role in the ADA. There are characterizes of bus stop signs which do not have to meet the requirements. According to the *ADA Accessibility Guidelines for Building and Facilities* (ADAAGA) “(i)tems such as bus schedules, timetables, or maps posted at the bus stop or bus shelter do not have to meet the requirements for letter or character size (49 CFR 37: Section 10.2.1 of Appendix A)”.

All major stops should have an information case with current schedules and phone numbers available. This will provide assistance to novis users and assists those individuals needing to make a transfer.

Summary Table

Table 15 is a Summary Table for main characteristics of each of the transit stops obtained from survey results. It provides information on route, landmark, bus lane position, accessibility, hazards and obstacles, etc. A detailed summary of each stop is located in *Appendix B* of this report.

Table 15: Summary Table

Bus Stop Location	Bus Stop Route	Landmark	Bus Stop Position*	Accessible Amenities	Sidewalk Width	Curb Cut**		Obstacles	Bus Lane***	Barriers	Different Location	Overall Accessibility	Land Use			Bench	Shelter	Sign	Lighting	Phone	Info Case
						Loc	Side						R	G/I	C						
15th / Lander	B	Pocatello Apartments	b	y	8	a		n	a	n	n	y	x		x	n	n	y	y	y	n
15th / Lander	A	Bi-lo	a	y	8	a		n	a	n	n	y			x	n	n	y	y	y	n
15th / Center	A	Hair place	a	y	5	a		n	a	n	y	y			x	n	n	y	y	n	n
15th / Center	B	Dental Office	b	y	5	a		y	a	y	y	y			x	n	n	y	y	n	n
4th / Halliday	B	Rite Aid	b	n	8	c		y	a	y	y	n			x	n	n	y	y	n	n
4th / Lewis	B	Goldsmith	b	y	8	a		n	a	y	n	y			x	n	n	y	y	n	n
4th / Lovejoy	B	Apartments	a	y	8	b	3	n	a	n	n	y	x			n	n	y	y	n	n
4th / Putman	B	ISU Parking	a	y	7	b	1	n	a	n	n	y		x		y	n	y	y	n	n
4th / Whitman	B	Albertsons	a	y	5	a		y	a	y	y	y			x	n	n	y	y	n	n
5th / Carter	A	Kinko's	a	y	6	a		n	a	n	n	y		x		n	n	y	y	y	n
5th / Dillon	A	ISU parking lot	b	y	6	a		n	a	n	n	y		x		n	n	y	y	y	n
5th / Halliday	A	Mocha Mad	a	y	6	a		n	a	n	y	y			x	n	n	y	y	y	n
5th / Terry	A	Elmer's	C	y	6	a		n	a	n	n	y		x		n	n	y	y	y	n
6th / Bridger	A	Housing Auth	a	y	10	a		n	a	n	n	y	x			y	n	y	y	n	n
7th / Clark	A	Post Office	a	y	10	a		y	g	y	n	y			x	y	n	y	y	y	n
7th / Hayden	A	SEICCA	d	y	6	a		n	a	n	n	y	x			y	y	y	y	n	n
7th / Hayden	B	St. Anthony	C	y	8	a		n	a	n	n	y	x			y	n	y	y	n	n
7th / Sherman	B	Ball park	b	n	0	b	2	y	a	y	y	n		x		n	n	y	y	y	n
7th / Sherman	A	City Hall	d	y	5	b	1	n	a	n	n	y		x		n	n	y	y	y	n
Alameda / Albertsons	B	Albertsons	d	y	5	a		n	g	n	n	y			x	y	n	y	y	y	y
Alameda / Poc Pizza	A	Poc Pizza	d	y	8	a		n	a	n	n	y			x	n	n	y	y	y	n
Arthur / Day	B	Window Doc	b	n	8	b	2	n	a	n	y	n			x	y	n	y	y	y	n
Arthur / Lewis	B	Main Squeeze	b	y	10	a		n	a	n	n	y			x	n	n	y	y	n	n
Arthur / Pocatello HS	B	PHS	d	y	10	a		n	a	n	n	y		x		y	n	y	y	y	y
Arthur / Sublette	B	Convergys	b	y	5	a		n	a	n	y	y			x	n	n	y	y	n	n
Bench / Poc. Cr.	?	Phillips	b	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Benton / 4th	A	Albertsons	d	y	8	a		n	a	n	n	y			x	y	n	y	y	y	y

Table 15 Summary Table cont.

Bus Stop Location	Route	Landmark	Bus Stop Position*	Accessible Amenities	Sidewalk Width	Curb Cut**		Obstacles	Bus Lane***	Barriers	Different Location	Overall Accessibility	Land Use			Bench	Shelter	Sign	Lighting	Phone	Info Case
						Loc	Side						R	G/I	C						
						Ceazer Chavez / PSUB	A						PSUB	C	y						
Ceazer Chavez / Redhill	B	Health Center	b	y	5	b	3	n	a	y	n	y		x		y	y	y	y	y	y
Cedar / Fred Meyer	A	Fred Meyer	C	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Cedar / Jefferson	B	Computer Hut	a	n	5	c		y	g	n	y	n	x		x	n	n	y	y	n	n
Cedar / Warren	B	Car Quest	a	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Center / 15th	A	Center Hair	a	y	10	a		n	g	n	n	y			x	n	n	y	y	n	n
Center / 3rd	B	Plasma Center	b	y	8	a		n	a	n	y	y			x	n	n	y	y	y	n
Center / 8th	A	Caldwell park	a	y	10	a		n	g	n	n	y			x	n	n	y	y	n	n
Clark / 7th	B	Remax	a	y	6	a		n	a	n	n	y			x	y	n	y	y	y	n
Custer / Arthur	B	Ridleys	a	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Day / Grant	B	Portneuf Tow	d	y	5	a		n	a	n	n	y	x			y	n	y	y	n	n
Fairway / Bench (HHS)	A	HHS	b	y	5	a		n	a	n	n	y		x		n	n	y	y	y	n
Fairway / Bench	B	HHS Seminary	a	y	5	b	3	n	a	n	y	y		x		n	n	y	y	y	n
Humbolt / PSUB Parking	A	PSUB parking lot	a	y	0	b	3	n	a	n	y	n		x		y	n	y	y	n	n
Humbolt / 5th	B	ISU Security	b	y	8	a		n	a	n	n	y		x		n	n	y	y	n	n
Jefferson / Cedar	A	Apartments	a	n	5	c		y	a	y	y	n	x			y	n	y	y	n	n
Jefferson / E. Alameda	B	Tendoy	d	y	5	b	1	y	a	n	n	y		x		n	n	y	y	y	y
Jefferson / Elm	A	Jefferson Plaza	b	y	5	a		y	a	y	n	y			x	n	n	y	y	n	n
Jefferson / Pine	A	Apartments	a	y	5	a		y	a	n	n	y	x			n	n	y	y	n	n
Library	A, B	Library	d	y	10	a		n	f	n	n	y		x		y	n	y	y	y	y
Main / Day	A	Main Event	a	y	5	b	3	y	b	y	y	n			x	y	n	y	y	n	n
Main / Center	A	Post Office	a	y	8	a		y	a	y	n	y		x		y	n	y	y	y	y
Main / Hayden	A	Thrifty Living	a	y	8	c		n	a	n	y	n			x	n	n	y	y	n	n
Main / Lander	A	Oasis Bar	b	y	15	a		n	a	n	n	y			x	n	n	y	y	y	n
Main / Sublette	A	Burger Stop	a	y	8	a		n	a	n	y	y			x	n	n	y	y	y	n
Mall	A, B	Pine Ridge Mall	C	y	5	b	1	n	f	n	n	y			x	y	n	n	y	y	na
Memorial / Family Center	A	Family Med	d	y	10	b	2	n	a	n	n	y			x	n	n	y	y	n	n
Memorial / ISU Holte	B	Holte Arena	d	y	10	b	1	n	a	n	n	y			x	n	n	y	y	n	n
Memorial / HDC	A	HDC	d	y	10	b	2	n	a	n	n	y			x	n	n	y	y	n	n

Table 15 Summary Table cont

Bus Stop Location	Route	Landmark	Bus Stop Position*	Accessible Amenities	Sidewalk Width	Curb Cut**		Obstacles	Bus Lane***	Barriers	Different Location	Overall Accessibility	Land Use			Bench	Shelter	Sign	Lighting	Phone	Info Case
						Loc	Side						R	G/I	C						
						Memorial / Turner Hall	B						Turner	d	y						
Memorial / Life Science	B	Life Science	d	y	10	b	1	n	f	n	n	y		x		y	y	y	y	y	n
Memorial / MLK	A	MLK Reeds	a	y	10	b	3	n	g	n	n	y		x		y	n	y	y	n	n
Memorial / PMC	A	Hospital	a	y	5	b	2	n	a	n	n	y			x	y	n	y	y	y	y
Memorial / Stacy G.	B	Medical Center	a	y	10	b	1	n	a	n	n	y		x		n	n	y	y	n	n
MLK / 9th	B	Dental Office	d	y	5	a		n	a	n	n	y		x		y	n	y	y	y	n
MLK / 9th (Library)	A	Library	a	y	15	a		n	f	n	n	y		x		y	n	y	y	y	n
MLK / College of Tech	A	College Tech	d	y	5	a		n	f	n	n	y		x		y	y	n	y	n	na
MLK / Memorial	B	Reed's Gym	d	y	5	a		n	a	n	n	y		x		n	n	y	y	y	n
Moreland / Garrett	A	Credit Union	d	n	0	c		n	a	n	y	n			x	n	n	y	y	y	y
Moreland / Garrett	B	Vacant Lot	a	n	0	c		y	a	n	y	n			x	n	n	y	y	y	n
Oak / Jefferson	B	Speed Zone	a	n	5	c		n	a	n	y	N			x	n	n	y	y	y	n
Olympus / Calico Cr.	B	Grace School	C	y	5	a		n	d	n	n	y		x		y	n	n	y	y	na
Olympus / Fairway	A	Super Save	b	y	5	a		n	f	n	n	y			x	y	n	y	y	n	n
Olympus / Fairway	B	Fairgrounds	a	y	5	b		n	f	n	n	y			x	n	n	y	y	n	n
Pershing / Pine	A	Pine Bowl	a	n	5	c		y	a	y	n	n			x	y	n	y	y	y	n
Pershing / Pine (K&B)	B	K & B	a	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Pocatello Cr. / Bench	A, B	Phillips 66	b	y	6	a		n	a	n	n	y			x	y	n	y	y	y	y
Pocatello Cr. / Call	B	Fire Station	a	y	5	b	1	y	a	y	n	y		x		n	n	y	y	n	n
Pocatello Cr. / Deon	B	Keller Williams	b	y	4	a		y	a	y	y	n			x	n	n	y	y	y	n
Pocatello Cr. / Freeman	A, B	Kirkwood Apartments	b	y	5	b	1	n	a	n	n	y	x			n	n	y	y	n	n
Pocatello Cr. / Winco	A, B	Winco	C	y	4	a		n	g	n	n	y			x	n	n	y	y	y	y
Poleline / Balsam	A	Wonder Bread	a	y	4	a		y	a	y	y	n			x	y	n	y	y	y	n
Poleline / FBI	A	FBI	C	n	0	c		n	C	n	y	n			x	n	n	y	y	y	n
Poleline / Ireland Bank	B	Ireland Bank	b	n	5	a		n	a	n	n	y			x	n	n	y	y	n	n
Poleline / Phillips 66	B	Kmart	C	y	5	b	1	n	a	n	n	y			x	n	n	y	y	y	n
Poleline / Alameda	A	Railroad	b	y	6.5	a		y	a	y	n	y			x	y	n	y	y	y	n
Poleline / Alameda	B	School District	b	y	5	a		y	a	y	y	y		x		n	n	y	y	y	n
Poleline / Wingate	A	BE	C	n	0	c		n	C	y	y	n			x	n	n	y	y	n	n

Table 15 Summary Table cont

Bus Stop Location	Route	Landmark	Bus Stop Position*	Accessible Amenities	Sidewalk Width	Curb Cut**		Obstacles	Bus Lane***	Barriers	Different Location	Overall Accessibility	Land Use			Bench	Shelter	Sign	Lighting	Phone	Info Case
						Loc	Side						R	G/I	C						
						Washington / Oak	B						Sinclair	b	y						
Yellowstone / Bamboo	B	Bamboo	d	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n
Yellowstone / Bel-Aire	B	Crafts & Frames	b	y	5	b	1	n	a	n	n	y			x	n	n	y	y	n	n
Yellowstone / Breneman	A, B	Flying J	d	y	5	a		y	a	y	n	y			x	y	n	y	y	y	n
Yellowstone / Club 91	A	Club 91	C	y	5	a		y	a	n	y	y			x	n	n	y	y	y	n
Yellowstone / Griffith	A	Ricks Mitsubishi	a	n	4	c		n	a	n	y	n			x	n	n	y	y	n	n
Yellowstone / Griffith	B	Galaxy Computer	a	y	5	a		y	a	y	y	y			x	n	n	y	y	n	n
Yellowstone / Hurley	B	Big 5 sports	d	y	5	a		n	a	n	n	y			x	n	n	y	y	n	n
Yellowstone / Industrial	A	Computer Warehouse	b	n	0	b	1	n	a	n	y	n			x	n	n	y	y	n	n
Yellowstone / Pearl	B	Texaco	a	y	5	a		n	a	n	y	y			x	n	n	y	y	y	n
Yellowstone / Pizza Hut	A	Pizza Hut	C	y	5	a		n	a	n	y	n			x	n	n	y	y	y	n
Yellowstone / Simplot Sq	A	Simplot Square	b	y	4	a		y	a	y	n	y			x	y	n	n	y	y	na
Yellowstone / Theater	B	Theater	d	y	5	a		n	a	n	n	y			x	y	n	y	y	y	n
Young / 8th	B	BLM	a	n	15	a		n	a	n	y	y			x	n	n	y	y	y	n
Young / 8th	A	Park	a	y	5	a		n	a	n	n	y			x	n	n	y	y	y	n

Table 16 provides notes to the Summary Table (Table 13) especially the abbreviations used for input of the data.

Table 16: Summary Table Notes

Summary Table Notes

*Bus Stop Position in the summary table refers to the question “Where is the bus stop positioned in relation to the nearest intersection?” The choices are:

- A = Nearside (before the intersection)
- B = Farside (After the intersection)
- C = Not near an intersection
- D = Mid Block

**Curb cuts in the summary table refer to the question “Are there curb cuts at each intersection? The choices are:

- A = Curb cuts all corners / both sides
- B = Curb cuts at some corners / one side
 - 1 = Bus stop side of street
 - 2 = Other side of street
 - 3 = One at each end of street
- C = No curb cuts

***Bus Lane in the summary table refers to the question “Where is the bus stop area located?” The choices are:

- | | |
|--------------------------------------|------------------------------|
| A = In the traffic lane | E = Other |
| B = A paved shoulder | F = Bus lane / pull off area |
| C = Unpaved shoulder | G = In right turn lane |
| D = No parking portion of the street | H = Off street |

Conclusion

Overall the majority of the transit stops in Pocatello and Chubbuck are accessible to persons with disabilities. There are a few stops that should be repaired or relocated in order to accommodate persons in wheelchairs. It is strongly advised that all of the stops listed in Table 3 and Table 4, be evaluated on the necessity of the stop. If it is determined that the stop needs to be active; then improvements need to be made in order for it to meet the requirements of the ADA.

It is BPO’s deduction that PRT does a good job of adhering to the ADA and encourages the continual upgrade and enhancement of bus stops to meet the full extent of the American with Disabilities Act of 1990.

References

ADA Accessibility Guidelines for Buildings and Facilities (ADAAG)

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TRCP. Transit Cooperative Research Program. Report 19, *Guidelines for the Location and Design of Bus Stops.* Transportation Research Board. National Academy Press. Washington, Dc, 1996.

Appendices

A Bus Stop Assessment

B Bus Stop Assessment – Totals
Bus Stop Assessment – Descriptions

C Bus Stop Pictures

D ADAAG – Transportation Facilities