

November 4, 2009

### **CDTA Provisions Regarding Transit Accommodations**

The following are the general provisions in a federal-aid highway project for transit accommodations:

- Bus turn outs should only be provided if the prevailing (85th percentile) speed of traffic is 45mph or more. Otherwise they are bus "traps" and do not improve transit operations or provide safety benefits commensurate with the cost of construction and maintenance.
- The most important transit accommodation is the pedestrian infrastructure, particularly taking into account that people take the bus in both directions. Crosswalks, ped heads on signals, countdown timers -- all of these things make a big difference in the transit friendliness of a corridor.
- CDTA has no role in maintenance of infrastructure that is part of the "road", particularly bus turn outs, snow removal, signals, and sidewalks. If these are built, the municipality has the same responsibility for maintenance that they do for the auto users of the road.
- CDTA installs bus shelters at all stops with >50 boardings per day. On lower volume stops, benches may be provided. If the project is proposing and will provide shelters at stops with less than this threshold of boarding (CDTA can provide this data), CDTA requests a couple of things in a cooperative fashion:
  - CDTA has standardized shelter design to minimize maintenance. We encourage the project to either have CDTA purchase the shelter and reimburse CDTA to maintain consistency, or for the project to specify the same models/manufacture that CDTA uses. CDTA's current contract (we let 5-year contracts, and are currently in year 4) is with Brasco (<http://www.brasco.com/shelter-photo-gallery.php#peaked>). An advantage of ordering through CDTA is our bulk pricing.
  - CDTA will do shelter maintenance on shelters that are in their inventory.
  - If a community wants CDTA to maintain the shelter, consistency with CDTA's standard design and a method of getting the shelter into CDTA's inventory (either by ordering through CDTA, giving the shelter to CDTA, or just communicating with CDTA when the shelter is installed with a request to add it to the inventory) is needed.
- Bus stop signage must be consistent with CDTA branding standards. In general, CDTA finds that the easiest way to do this is for CDTA to supply it. This, it turns out, is also a good way to make sure that CDTA is included in the construction

phase of the projects. When the bus stop signs are "provided by CDTA" -- the construction manager gets the message that he needs to talk to CDTA.

- Bus stop placement is subject to CDTA review and approval based on our system-wide standards of spacing and other criteria. The short version is that bus stops should be placed at marked crosswalks with signalized intersections with ped heads if at all possible.