

In addition to the transit trip itself, multi-modal system planning considers the connection between the transit trip and the rest of the trip. The door-to-door trip includes a walk or a bike ride to and from the bus stop. In this case, the bus stop location appears to be a grassy area at the curb. The addition of amenities like a bench or a bus shelter with a concrete base can make the use of transit more accessible and comfortable for all users. Improvements of this type will be designed to meet ADA guidelines. On this drawing, note the path created by pedestrians in an area without sidewalk. The addition of a short sidewalk segment in each direction can improve pedestrian access to nearby retail and employment destinations.

On congested road segments, bus turnouts can reduce travel delay from transit stops. They are outside of the travel lanes and provide a bus stop location that is buffered from through traffic. However, they require a large amount of space. Recommended design standards require at least 250 feet in length and 15 feet of width.

Pedestrian planning is typically done based on a geographic area defined by a comfortable walking distance from a central location such as a major intersection, a transit stop or an activity center. It is sometimes termed a pedestrian shed or “ped shed.” Distances range from one-quarter to one-half mile and times range from five to fifteen minutes.



These examples are provided for the sole purpose of demonstrating multi-modal concepts through the use of visual tools. They are provided to enhance the narrative text section. **They are not intended as action items and should not be interpreted as recommendations for implementation.**

