

LeeTran



Bus Stop Accessibility Study and Transition Plan

Appendix A – Assessment Report Glossary

July 29, 2022

Prepared by



GLOSSARY

Below is an assessment sheet example and a definition to each element shown.

		1 ID 10457	2 MUNICIPALITY: Estero	4 DIRECTION South	
		3 OAKS PKWY @ ESTERO PKWY	5 LATITUDE 26.448554	6 LONGITUDE -81.789026	
7 Compliant: No	8 Annual Ridership: 6	9 Consolidate: Yes	10 Cost \$3,000	11 Rank: 999	
12 Recommendations: Due to the low ridership, consider removing this stop. If not, construct a 5'x2' pad to complete the B&A area. Ensure that the slope does not exceed 2%. Add detectable warnings to the curb ramps that are 24" wide and extend the full length of the curb ramp.				13 Priority: 10	
				14	
BUS STOP LOCATION					
19 Stop Location:	Travel-thru lane				
20 Relation to Intersection:	At street, mid-block				
21 Hazards:	None				
22 Trip Generators:	None				
BOARDING AND ALIGHTING (B&A)					
23 Is there a B&A area:	Yes				
24 Is the B&A Safe:	Yes	25 B&A Materials:	Concrete		
26 B&A Condition:	No defects				
27 Slope Parallel to Road(%):	0.3	28 Slope Perpendicular to Road(%):	1		
29 B&A Obstructions:	Utility Pole or guide/tension wires				
30 B&A Barriers:	No barriers				
31 Sidewalk Connection:	Yes	32 Sidewalk Width (ft):	6		
33 Curb Type:	F				
AMENITIES					
34 Signage:	Yes	35 Sign Location:	After		
36 Amenities:	None				
37 Bench Accessible:	N/A	38 Bench an Obstruction:	N/A		
39 3rd Party Bench Accessible:	N/A	40 Trash Can Accessible:	N/A		
41 Trash Can Obstruction:	N/A	42 Schedule Accessible:	N/A		
SHELTER					
43 Shelter:	No				
44 Shelter Condition:	N/A				
45 Clear Space:	N/A	46 Accessible Connection:	N/A		
CURB RAMPS AND CROSSWALKS					
47 Curb Ramp:	Yes				
48 Smooth Transition at Curb Ramp:	Yes				
49 Curb Ramp Slope:	Yes				
50 Curb Ramp Surface:	Yes				
51 Detectable Warning:	No				
52 Det. Warning Condition:	N/A				
53 Detectable Full Width:	N/A				
54 24" Detectable Warning:	N/A				
55 Detectable Warning High Contrast:	N/A				
56 Marked Crosswalk:	No				
57 Protected Crosswalk:	N/A				
				15 Northbound	
				16 Southbound	
				17 Eastbound	
				18 Westbound	

General Information

1. **ID** – A unique bus stop code assigned to each bus stop.
2. **Municipality** – Municipal government where the bus stop is located.
3. **Stop name** – Name of the street intersection where the bus stop is located.
4. **Direction** – The cardinal direction the bus is traveling.
5. **Latitude** – The latitude of the bus stop’s physical location.
6. **Longitude**—The longitude of the bus stop’s physical location.
7. **Compliant** – Bus stop meets the minimum requirements for ADA compliance.
8. **Annual Ridership**— Annual 2019 ridership for the bus stop being assessed.
9. **Consolidate** – this bus stop is recommended for consolidation.
10. **Cost** – estimated cost for remediation.
11. **Rank** – Priortization rank for implementation of recommendation.
12. **Recommendations** – Improvements and or suggrestions put in place by the project team.
13. **Priority** – Where the bus stop falls in overall prioritization system.
14. **Priority Scale** – each priority score was grouped into low, medium, high priority score (please see page 34 of the ADA Transition Plan Report).
15. **Northbound Image** – photograph of the bus stop facing northbound
16. **Southbound Image** – photograph of the bus stop facing southbound
17. **Eastbound image** – photograph of the bus stop facing eastbound
18. **Westbound image** – photograph of the bus stop facing westbound

Bus Stop Location:

19. **Stop location**— The physical location of the bus stop (e.g.: On an unpaved or on a paved shoulder of a roadway).
20. **Relation to intersection**— The location of the bus stop in relation to the nearest intersection (e.g.: nearside, farside, or midblock).
21. **Hazards**— Are there any potential traffic or safety hazards at the bus stop (e.g.: the bus discharges passengers onto the roadway, the bus stop is just over the crest of a hill, or the bus stop is located just after the curve in the street).
22. **Trip Generators**— Any nearby and obvious trip generators for passengers at this stop.

Boardings and Alighting (B&A)

23. **Is there a B&A area**—Boarding and Alighting (B&A) area is present at the bus stop undergoing evaluation
24. **Is the B&A Safe**— B&A area is safe for both boarding and awaiting boarding at the bust stop.
25. **B&A Materials**— What material is the B&A area composed of? E.g.: dirt, grass, cement, partial pavement, etc.
26. **B&A conditions** – The condition of the B&A.
27. **Slope Parallel to Road (%)**— the running slope of the B&A area
28. **Slope Perpendicular to Road (%)**— the cross slope of the B&A area

29. **B&A Obstructions**—If applicable to the bus stop, the following obstructions were identified.
30. **B&A Barriers**—Are there any physical barriers that constrict the width or height of the path of the B&A area or adjacent sidewalk?
31. **Sidewalk Connection**—is there a sidewalk present at the B&A area of the bus stop.
32. **Width**—The width of the sidewalk, if present.
33. **Curb Type** – curb type such as A, B, D, E, F, or gutter only.

Amenities:

34. **Signage**—indicates if a bus stop sign is present.
35. **Sign location**—shows the bus stop sign location relative to the bus stop and flow of traffic.
36. **Amenities**—indicates which stop amenities are present at the bus stop, e.g., bench, trash can, bike rack, etc.
37. **Bench Accessible**— indicates if and why a bench is accessible.
38. **Bench Obstruction**— indicates if a bench has an obstruction.
39. **3rd Party Bench Accessible**— indicates if a 3rd party bench is accessible.
40. **Trash Can Accessible**— indicates if a garbage can is accessible.
41. **Trash Can Obstruction**—indicates if a trash can has an obstruction in the clear floor space.
42. **Schedule Accessible**— indicates whether a route schedule is accessible.

Shelter:

43. **Shelter**— indicates whether there was a shelter present at the bus stop being evaluated.
44. **Shelter Condition**— Details the shelter condition.
45. **Clear Space**— indicates whether a shelter has a 30”x48” clear floor space.
46. **Accessible Connection**—Is there an accessible connection from the boarding and alighting area to the shelter.

Curb Ramps and Crosswalks:

47. **Curb Ramp** – indicates whether a curb ramp is present at the nearest intersection.
48. **Smooth Transition at Curb Ramp**— indicates whether there is a smooth transition where the curb ramp meets the sidewalk and where it meets the street or gutter.
49. **Curb Ramp Slope**—indicates whether the slope of the nearby curb ramp is a maximum of 8.3%.
50. **Curb Ramp Surface**—indicates whether the surface of the curb ramp is stable, firm, and slip resistant.
51. **Detectable Warning**— indicates whether a detectable surface warning is present at the curb ramp.
52. **Det. Warning Condition**—indicates the current conditions for the detectable warning.
53. **Detectable Full Width**—indicates whether the detectable warning occupies the full width of the curb ramp.
54. **24” Detectable Warning** – indicates whether the detectable warning present is at least 24” deep.