Purpose of Transit Shelter Design Guide

- Resource to Palm Tran and local municipalities
- Inventory of existing Palm Tran conditions
- Best practices for transit shelter design
Existing Palm Tran Bus Stops

32 Bus lines serving 2,987 Bus Stops:

- 1,893 “Pole-in-Ground” Stops
- 524 “Bench Only” Stops
- 570 Shelter Stops

Source: Palm Tran July 2019
Shelter Programs

- 10 Municipality Run Shelter Programs
- 9 “Agreement Cities”
- 22 Municipalities with Limited to No Control
Existing Conditions

Shelter Deficiencies:

- Corrosion in the structure base
- Outdated technology
- Limited route and fare information
- Lack of ADA Connections
Best Practices - Accessibility

- Americans with Disabilities Act (ADA)
- First Last Mile Connections
Best Practices - Location & Stop Spacing

- Near popular destinations & crosswalks
- Trade off between time & spacing
- Stop spacing: Min. ¼ mile

Far-Side Stops – Preferred Option
Near-Side Stops – Not Preferred
Mid-Block Stops – Not Preferred
Best Practices - Design, Branding, & Signage

- Safety and protection from natural elements
- Common and consistent look throughout entire system
- User Friendly
Best Practices - Safety & Security

Lighting

Visibility
Best Practices - Efficiency

Level Boarding

Off-Board Ticketing
Best Practices - Bus & Bicycle Interactions

Bus Islands

Bicycle Ramps & Transit Platforms
Next Steps

Available at: www.PalmBeachTPA.org/Transit

Resource when Designing New Transit Shelters

TPA Local Initiatives Program - Transit Capital

- $1.45 million for Palm Tran shelters
- $571K for Trolley Shelters City of West Palm Beach
Thank You!

Alyssa Frank
AFrank@PalmBeachTPA.org