



CI-0305

### TAB 3: BUS INFRASTRUCTURE

Park and Ride and Car Pool Lots

- > Pay phone  
Fare Equipment - if required
- > Public art – if required
- > Bear proof waste containers required in rural locations

### BASIS OF CRITERIA

Various Park & Ride may have to accommodate local transit or other carriers, which may have their own specific design requirements.

The bus access and bus loop shall be designed to meet movement and turning radius performance requirements and ensure safe and smooth vehicle movements with minimal restrictions.

### DESIGN REQUIREMENTS

#### BUS LOOP

The factors affecting the layout of areas for bus loops are the “turning space” and

“Turning radius”. Park-and-ride lots are intermodal transfer facilities and these factors are of prime importance to operating efficiency and safety.

Where the buses turn and stop the pavement shall be concrete with final texturing meeting OPSS 350 recommendations to achieve desired skid resistant surface.

Bus driving roads and lanes should be heavy asphalt as a minimum as per Tab 3 of this manual. Concrete may be considered for bus driving roads and lanes, the pavement design should be based on geotechnical information.

#### VEHICLE PARKING LOT

For parking lot design guidelines and criteria including kiss and ride (if applicable) refer to Parking Infrastructure, Tab 2 of this manual.

#### PASSENGER PLATFORM

Passenger platform shall be located and designed to minimize passenger path of travel and ideally to avoid passengers crossing any vehicular roads or bus loop. Platform configuration shall be dictated by the number of bus bays.

Platform design to meet the requirements of Tab 3 of this manual.

Ticket vending equipment to be located as per section CI-0401 Station Infrastructure-Ticket Vending



CI-0305

### TAB 3: BUS INFRASTRUCTURE

Park and Ride and Car Pool Lots

Machine Placement Guidelines.

Passenger safety shall be given consideration when locating the passenger platform to minimize danger from overhead ice accumulation which may occur on hydro cables and support structures.

Grading shall be flat and allow space for bus barrier free lift deployment. Platform shall be hard, level material that is resistant to slipping and capable of clearing during the winter months by motorized equipment.

#### **HEATED PASSENGER SHELTER**

The passenger shelter shall be one of the GO typical heated shelters. The size of the shelter is determined by usage (number of customers).

Shelter rain water leaders shall discharge into subgrade where available to avoid slippery conditions on platforms.

#### **SITE SERVICES**

Electrical and communications service shall be brought into separately locked compartments of a power / communications cabinet.

Payphone shall be an accessible unit with illuminated telephone directory and illuminated signage (phone symbol minimum), located in proximity to the bus stop/shelter.

#### **ILLUMINATION**

Refer to Design Requirements Manual – Tab 7 – Electrical.

#### **COMMUNICATIONS**

A telephone pedestal shall be provided by the shelter.

If requested by GO, provision shall be made for CCTV, PA systems, TVM, electronic signage and related infrastructure including ducting and handholes where applicable.

Communications equipment shall be housed in the communications compartment.

Each compartment separately locked.

Combination cabinets are to be considered, containing electrical and communication equipment but physical separation is required.

#### **LANDSCAPING**