

Transit

Transit includes services, facilities, and systems that are accessible and available to the public, such as:

Services

- Buses (e.g., fixed route, deviated fixed route, bus rapid transit, shuttles)
- Ferries (e.g., auto and passenger ferry, passenger-only ferry, water taxi, foot ferry)
- Vanpool and vanshare
- Trains (e.g., light rail, commuter rail, streetcars, monorail)
- Human services transportation (e.g., paratransit/dial-a-ride, community shuttle, tribal transit)

Facilities

- High-occupancy vehicle lanes
- Transit stops and stations
- Park and ride lots
- Transit-oriented development

Systems

- Transit signal priority
- Global Transit Feed Specification data
- Parking management systems

WSDOT policy and guidance

- [Design Manual](#) (chapters 1330, 1410-1430)
- [Traffic Manual](#) (chapters 6 and 7)
- [Context and Modal Accommodation Report Learner's Guide](#)
- [Multimodal accessibility](#)

If the project proposes something not discussed in the Design Manual, contact the assistant state design engineer to discuss appropriate documentation.

Additional resources

- [Transit Street Design Guide](#), National Association of City Transportation Officials
- [Transit Capacity and Quality of Service Manual](#), Third Edition, Transportation Research Board
- [Pedestrian Safety Guide for Transit Agencies](#), Federal Highway Administration
- [Bus Rapid Transit Standard](#), Institute for Transportation and Development Policy
- [From Sorry to Suburb: Everything You Need to Know About Great Bus Stops](#), TransitCenter
- [Transit Facilities Guidelines](#), King County Metro
- [Transit Speed and Reliability Guidelines and Strategies](#), King County Metro

User tips

In congested corridors, transit plays a key role in increasing person throughput without additional single-occupancy vehicle trips.

When planning and designing transportation projects, work with local transit providers to integrate transit into the project and build community support. Transit providers typically include public transit agencies, human services transportation providers, local jurisdictions, regional and metropolitan planning organizations, and any other providers of transit services available to the general public (e.g., airport shuttles).

Contact local transit providers early to understand factors that affect their operations, as well as their plans for the future. Invite these stakeholders to provide expertise beyond fixed route transit (e.g., paratransit, access to transit, vanpooling, transportation demand management).

Use equity and consider all transportation-system users with an emphasis on historically disadvantaged populations. Understand in your considerations that transit is the primary form of mobility for many people with special transportation needs, including people with low incomes, people with disabilities, and seniors.

Design for future transit service

Design for future transit service, not just the current service.

The useful life of a WSDOT project is often decades. Because of this, it is important to understand long-range plans for transit.

To learn about future transit plans for a corridor, speak directly with public transit agency staff. Additionally, review the regional transportation plan, local human services transportation plan, long-range transit plans, and the transit development plans for the corridor.

Consider more than fixed route transit

While it is important to consider all fixed route transit service that operates on a corridor, you should also consider:

- Transit-friendly intersection design and signal timing.
- Pathways to transit stops and stations for pedestrians, bicyclists, people with disabilities, and people using park and ride lots.
- Deadheads (i.e., transit that moves without passengers aboard to get to a route or service facility).
- Layovers (i.e., transit vehicles that are briefly stored on or near the corridor).
- Vanpool parking, speed, and reliability.
- Human services transportation speed, reliability, and access to key origins and destinations.
- Transfers between transit services and waiting areas.

Design to improve transit speed and reliability

Transit speed and reliability improvements increase the appeal of transit and reduce the cost of transit by improving efficiency. Design to improve transit reliability now and in the future. For urban transit, getting to a destination faster means removing sources of delay rather than raising top travel speeds.

A key factor to consider is layover. Transit agencies schedule layover time between transit runs to ensure buses stay on schedule, even when unanticipated delays occur. As travel-time reliability worsens, transit agencies must increase costly layover time.

Understand bus stop requirements

Bus stop locations and design can have a large effect on bus speed and reliability. In addition to requirements listed in WSDOT's Design and Traffic manuals, consider:

- Federal Transit Administration requirements for transit stops and pullouts.
- Local design standards (many large transit agencies have published design standards).

Additionally, where there are stop-and-go traffic conditions, consider the location (e.g., passenger-side versus far-side) and the design of the bus stop (e.g., in-lane, pullout, bus bulb).

Work with transit when installing roundabouts

Although roundabouts have generally improved transit travel time, reliability, and safety, they can be a concern for some transit-service providers.

WSDOT uses rolled curbs that transit vehicles can travel across. This makes the roundabout easier for these vehicles to navigate.

WSDOT's [roundabout rodeo](#) video provides an example of ways to work with transit when installing roundabouts.

Where to get help

- Local transit agencies
- Human services transportation agencies
- WSDOT Public Transportation Division community liaisons
- WSDOT regional bicycle and pedestrian coordinators

*Your input helps to make these planning and design tips a relevant resource!
For more information, contact Kate Severson, seversk@wsdot.wa.gov or (360) 709-8003.*

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.