

# Florida Greenbook

Manual of Uniform Minimum Standards for Design,  
Construction and Maintenance for Streets and Highways

## Sub-committee Meeting

Chapter 13 – Public Transit

# Agenda

**February 3, 2026**  
1:00 PM – 2:00 PM

Virtual on Microsoft Teams  
[MS Teams Link](#)

1:00 PM	Welcome and Introductions	Derwood Sheppard
1:10 PM	Chapter 13 Draft Review (17 <sup>th</sup> Edition)	Jacqui Morris, Kittelson Staff
1:30 PM	Sub-Committee Discussion	Chapter 3 Sub-Committee
1:40 PM	Action Items and Next Steps	Jacqui Morris, Kittelson Staff
1:50 PM	Closing remarks <ul style="list-style-type: none"><li>Public Comment</li></ul>	Jacqui Morris

# Florida Greenbook

Manual of Uniform Minimum Standards for Design,  
Construction and Maintenance for Streets and Highways

## Subcommittee Meeting

Chapter 13 – Public Transit

# Agenda

**March 5, 2026**  
2:00 PM – 3:00 PM

**Virtual on Microsoft Teams**

Attendees	Amin Ahmed Tara Bracken Hung Hoang Laura Minns John Olson Luiza Pessoa Guazzelli	Chris Wiglesworth  Jacqueline (Jacqui) Morris Jennifer Musselman Carrigan Allison
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Topic		
1	Welcome and Introductions [Slide #1 – 3]	Jacqui Morris
	Jaqui Morris introduced herself and welcomed everyone.  Jacqui asked meeting attendees to introduce themselves. Each of the participants introduced themselves when called upon.	
2	Chapter 13 Outline Review (17th Edition) [Slide #4]	Jacqui Morris, Kittelson Staff
	<ul style="list-style-type: none"><li>- Jennifer reviewed the February subcommittee meeting and noted that this meeting is intended to gather any additional comments from the subcommittee.</li></ul>	

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	<ul style="list-style-type: none"> <li>- Jennifer reviewed the proposed Chapter 13 edits included in the meeting invitation.</li> </ul>	
3	Sub-Committee Discussion [Slide #5]	Chapter 3 Subcommittee
	<ul style="list-style-type: none"> <li>- John asked whether median bus loading is being addressed.</li> <li>- Jennifer confirmed that median bus loading is included within the Center Running Bus Lanes discussion.</li> <li>- John also asked whether there are recommendations for elevated bus stations.</li> <li>- Jennifer responded that the team can look into including guidance on elevated bus boarding.</li> <li>- Jacqui asked the committee if there are additional elements that should be considered for the Center Running Bus Lanes section.</li> <li>- John noted that he will have more information in a few weeks following an upcoming meeting related to stops and stations and bus lanes located in medians.</li> <li>- Chris stated noted their team anticipates updating access transit design guidance within the next year.</li> </ul>	
4	Action Items and Next Steps [Slide #5]	Jacqui Morris, Kittelson Staff
	<ul style="list-style-type: none"> <li>- Jacqui Morris noted that the group will meet again in April with the full advisory committee to gather additional comments and feedback where needed.</li> </ul>	
5	Public Comment [Slide #6]	Jacqui Morris
	There were no public comments.	
6	Closing Remarks [Slide #7]	Jacqui Morris
	Jacqui thanked the committee for their time and review from this meeting and the February Meeting. Jacqui adjourned the meeting.	

**Manual of Uniform Minimum Standards for Design,  
Construction and Maintenance for Streets and Highways**

Commonly known as the

# Florida Greenbook

**Subcommittee Meeting**

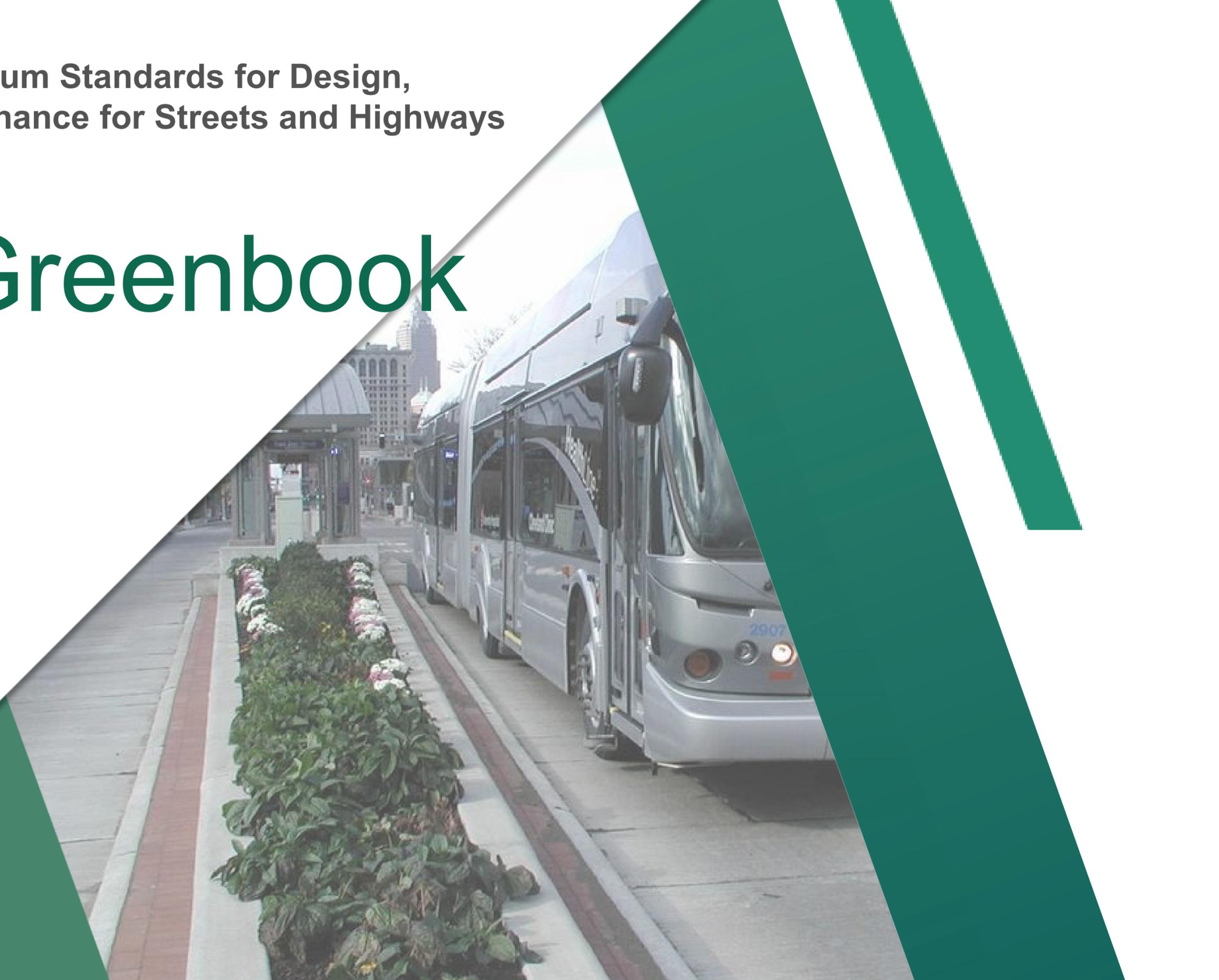
Chapter 13 – Public Transit

**March 5, 2026**

2:00 PM – 3:00 PM

Virtual – Microsoft Teams

**Public Meeting**



*Welcome &  
Introductions*



# Agenda

**March 5, 2026**

2:00 PM	Welcome and Introductions	Derwood Sheppard
2:10 PM	Chapter 13 Review and Discussion (17 <sup>th</sup> Edition)	Jacqui Morris, Kittelson Staff
2:30 PM	Sub-Committee Discussion	Chapter 13 Sub-Committee
2:40 PM	Action Items and Next Steps	Jacqui Morris, Kittelson Staff
2:50 PM	Closing remarks <ul style="list-style-type: none"><li>• Public Comment</li></ul>	Jacqui Morris

## Online Attendees *Meeting Logistics*



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Raise your virtual hand to ask a live question.



# Chapter 13 - Review

This is a working document that has not been adopted.

## Chapter 13

### Public Transit

13.1 Introduction	13-1
13.2 Transit Facilities	13-3
13.2.1 Boarding and Alighting (B&A) Areas	13-3
13.2.2 Shelters	13-5
13.2.3 Benches	13-6
13.2.4 Stops and Station Areas	13-6
13.2.5 Bus Bays (Pullout or Turnout Bays)	13-8
13.2.6 Bus Stop Lighting	13-8
13.2.7 Park-and-Ride Lots	13-8
13.2.8 Mid-Block Crossings	13-13
13.3 Transit Lane Configurations	13-15
13.3.1 Exclusive Bus Lanes	13-16
13.3.2 Shared Bus and Bike Lane	13-17
13.3.3 Center Running Bus Lanes	13-18
13.4 References for Informational Purposes	13-19
13.1 Introduction	13-1
13.2 Objective	13-2
13.3 Transit Components	13-3
13.3.1 Boarding and Alighting (B&A) Areas	13-3
13.3.2 Shelters	13-5
13.3.3 Benches	13-6
13.3.4 Stops and Station Areas	13-6
13.3.5 Bus Bays (Pullout or Turnout Bays)	13-6
13.3.6 Bus Stop Lighting	13-8
13.4 Public Transit Facilities	13-8
13.4.1 Exclusive Bus Lanes	13-9
13.4.2 Shared Bus and Bike Lane	13-10
13.4.3 Center Running Bus Lanes	13-11
13.4.4 Park and Ride Lots	13-12
13.4.5 Mid-Block Crossings	13-17
13.5 References for Informational Purposes	13-18

### Figures

Greenbook – 17th Edition

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## Public Transit

### Introduction

...les of transportation (autos, trucks, transit vehicles, rails, aircraft, water craft, bicyclists, pedestrians) shall be considered **in all phases of a project. This includes when planning, operating and constructing the surface transportation system. Where there is a demand for highways to serve vehicles, there could also be a demand for public transit or transportation. Public transit should be considered in all phases of a project, including preliminary design and engineering, design, construction, operations, and maintenance.** Coordination with the appropriate public transit provider(s) will help determine **the needs for transit-related infrastructure** on a project-by-project basis. The **provision of public transit street side facilities along with pedestrian and bicycle facilities is the implementation of this goal.**

...g and designing for public transit is **important because it is** an integral part of the overall transportation system. Public transit is defined as **regular, continuing shared-ride passenger transportation service, local or regional in nature, which is open to the general public, available to any person. It operates on established schedules along designated routes with specific stops and is designed to move relatively large numbers of people at one time.** **Examples of public transit** includes bus, **commuter**, light rail, street cars, **vanpools**, bus rapid transit, and paratransit.

...ing levels of congestion resulting in the use of new strategies to effectively and efficiently manage mobility, there is an increased demand for accessible and user friendly transit. New strategies include increased emphasis on public transit, and new emphasis on Transportation System Management (TSM), as well as Transportation Demand Management (TDM). TSM is the use of low cost capital improvements to increase the efficiency of roadways and transit services such as retiming traffic signals or predestinating travel. TDM focuses on people reducing the number of personal vehicle trips, especially during peak periods. TDM includes the promotion of alternatives to the single occupant vehicle, including public transportation, carpooling, vanpooling, bicycling, walking, and telecommuting, as well as other methods for reducing peak hour travel.

...land State legislation provide the stimulus for planning, designing, and constructing a integrated transportation system benefiting the traveling public and the environment. **Examples of legislation include Fixing America's Surface Transportation Act (FAST Act), Americans with Disabilities Act of 1990 (ADA), and Clean Air Act Amendment of 1990**

17<sup>th</sup>

Edition

*Subcommittee  
Discussion*



*Open for public comment*



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Raise your virtual hand to ask a live question.

*Thank you for attending!*

**PEDESTRIAN SAFETY  
MONTH**



**LET'S GET EVERYONE HOME SAFELY**

## Contact

If you have any questions, comments or suggestions regarding the **Florida Greenbook**, please contact:

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# Chapter 13

## Public Transit

13.1 Introduction.....	13-1
13.2 Transit Facilities.....	13-3
13.2.1 Boarding and Alighting (B&A) Areas .....	13-3
13.2.2 Shelters.....	13-5
13.2.3 Benches.....	13-6
13.2.4 Stops and Station Areas .....	13-6
13.2.5 Bus Bays (Pullout or Turnout Bays) .....	13-8
13.2.6 Bus Stop Lighting.....	13-8
13.2.7 Park-and-Ride Lots.....	13-8
13.2.8 Mid-Block Crossings .....	13-13
13.3 Transit Lane Configurations.....	13-15
13.3.1 Exclusive Bus Lanes.....	13-16
13.3.2 Shared Bus and Bike Lane .....	13-17
13.3.3 Center Running Bus Lanes.....	13-18
13.4 References for Informational Purposes .....	13-19
<del>13.1 Introduction.....</del>	<del>13-1</del>
<del>13.2 Objective.....</del>	<del>13-2</del>
<del>13.3 Transit Components .....</del>	<del>13-3</del>
<del>    13.3.1 Boarding and Alighting (B&amp;A) Areas .....</del>	<del>13-3</del>
<del>    13.3.2 Shelters.....</del>	<del>13-5</del>
<del>    13.3.3 Benches.....</del>	<del>13-6</del>
<del>    13.3.4 Stops and Station Areas .....</del>	<del>13-6</del>
<del>    13.3.5 Bus Bays (Pullout or Turnout Bays).....</del>	<del>13-6</del>
<del>    13.3.6 Bus Stop Lighting.....</del>	<del>13-8</del>
<del>13.4 Public Transit Facilities .....</del>	<del>13-8</del>
<del>    13.4.1 Exclusive Bus Lanes.....</del>	<del>13-9</del>
<del>    13.4.2 Shared Bus and Bike Lane .....</del>	<del>13-10</del>
<del>    13.4.3 Center Running Bus Lanes.....</del>	<del>13-11</del>
<del>    13.4.4 Park and Ride Lots.....</del>	<del>13-12</del>
<del>    13.4.5 Mid-Block Crossings .....</del>	<del>13-17</del>
<del>13.5 References for Informational Purposes .....</del>	<del>13-18</del>

## Figures

Figure 13-1 Boarding and Alighting Area for Flush Shoulder Roadways  
with Connection to the Roadway ..... 13-4

Figure 13-2 Boarding and Alighting Area for Flush Shoulder Roadways  
with Connection to the Sidewalk ..... 13-5

Figure 13-3 Bus Shelter Locations ..... 13-6

Figure 13-8 Conceptual Park-and-Ride Lot (Simple) ..... 13-11

Figure 13-9 Park-and-Ride Lot (Complex) ..... 13-12

Figure 13-4 Bus Stop Locations ..... 13-14

Figure 13-5 Exclusive Bus Lanes ..... 13-17

Figure 13-6 Shared Bus and Bike Lane ..... 13-18

Figure 13-7 Two-Way Median Busway Example ..... 13-19

Figure 13-1 Boarding and Alighting Area for Flush Shoulder Roadways  
with Connection to the Roadway ..... 13-4

Figure 13-2 Boarding and Alighting Area for Flush Shoulder Roadways  
with Connection to the Sidewalk ..... 13-5

Figure 13-3 Bus Shelter Locations ..... 13-6

## 13 Public Transit

### 13.1 Introduction

All modes of transportation (autos, trucks, transit vehicles, rails, aircraft, water craft, bicyclists, and pedestrians) shall be considered in all phases of a project. This includes ~~when planning, designing, operating and constructing the surface transportation system. Where there is a demand for highways to serve vehicles, there could also be a demand for public transit or public transportation. Public transit should be considered in all phases of a project, including~~ planning, preliminary design and engineering, design, construction, operations, and maintenance. Coordination with the appropriate public transit provider(s) will help determine any infrastructure ~~the needs~~ for transit related infrastructure on a project-by-project basis. The integration of public transit street side facilities along with pedestrian and bicycle facilities furthers the implementation of this goal.

Planning and designing for public transit is ~~important because it is~~ an integral part of the overall surface transportation system. Public transit is defined as regular, continuing shared-ride passenger transportation service, local or regional in nature, which is open to the general public. ~~available to any person. It operates on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time.~~ Examples of Ppublic transit includes bus, commuter ~~light~~ rail, street cars, vanpools, bus rapid transit, and paratransit.

~~With rising levels of congestion resulting in the use of new strategies to effectively and efficiently manage mobility, there is an increased demand for accessible and user friendly public transit. New strategies include increased emphasis on public transit, and new emphasis on Transportation System Management (TSM), as well as Transportation Demand Management (TDM). TSM is the use of low cost capital improvements to increase the efficiency of roadways and transit services such as retiming traffic signals or predestinating traffic flow. TDM focuses on people reducing the number of personal vehicle trips, especially during peak periods. TDM includes the promotion of alternatives to the single-occupant vehicle, including public transportation, carpooling, vanpooling, bicycling, walking, and telecommuting, as well as other methods for reducing peak hour travel.~~

~~Federal and State legislation provide the stimulus for planning, designing, and constructing a fully integrated transportation system benefiting the traveling public and the environment. Examples of legislation include~~ [Fixing America's Surface Transportation Act \(FAST Act\)](#), [Americans with Disabilities Act of 1990 \(ADA\)](#), and [Clean Air Act Amendment of 1990](#)

~~(CAAA). In response to this legislation, the surface transportation system should provide for concurrent use by automobiles, public transit and rail, bicycles, and pedestrians.~~

## ~~13.2 Objective~~

~~There are several methods to efficiently develop a coordinated surface transportation system. Coordination among agencies is necessary during the planning and design stages to:~~

- ~~• incorporate transit needs and during the construction phase for re-routing bus (and complementary pedestrian) movements, and~~
- ~~• for actual transit agency specific requirements (e.g., bus stop sign replacement, shelter installations, etc.).~~

~~For planning purposes, the state and local Transportation Improvement Program (TIP) should be referenced. Additionally, individual transit authorities have ten-year Transit Development Plans (TDPs) that are updated annually. The TDP can be used as a guide for planned transit needs along existing and new transportation corridors so transit consideration and transit enhancements can be incorporated where appropriate.~~

## ~~13.3~~ **13.2 Transit Components Facilities**

### ~~13.3.1~~ **13.2.1 Boarding and Alighting (B&A) Areas**

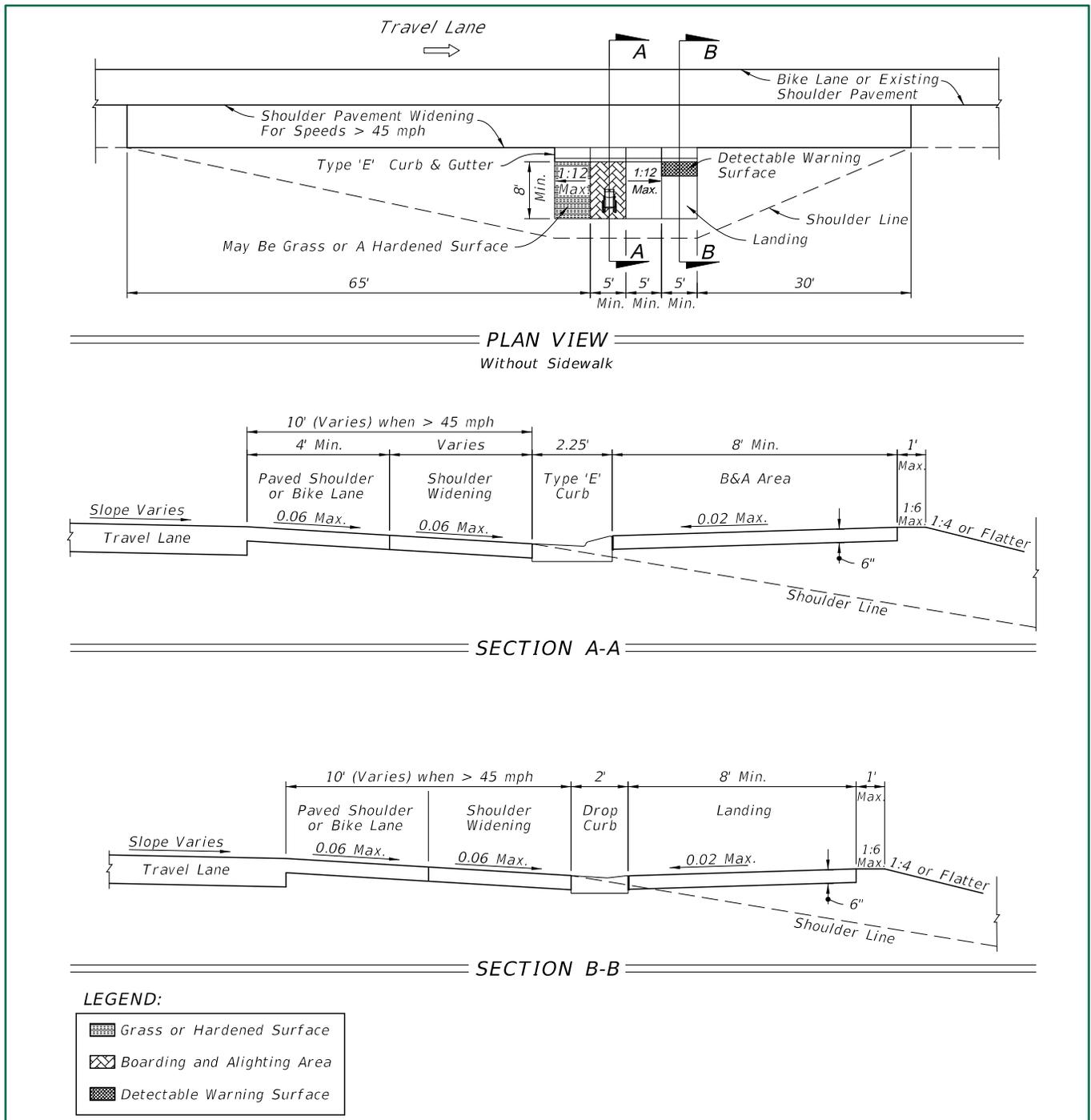
Boarding and Alighting (B&A) areas help to create an accessible bus stop by providing a raised platform that is compatible with a bus that kneels or extends a ramp. A B&A area has a firm, stable and slip-resistant surface with a minimum clear length of 8.0 feet (measured perpendicular to the curb or roadway edge), and a minimum clear width of 5.0 feet (measured parallel to the roadway). Firm, stable, and slip resistant B&A areas are required if amenities such as benches or shelters are added to a bus stop. B&A areas are not required at bus stops on flush shoulder roadways where only a bus stop sign is provided. Coordinate with the appropriate public transit provider(s) to determine compatibility with equipment and transit vehicles.

The slope of the B&A area parallel to the roadway shall to the extent practicable, be the same as the roadway. For water drainage, a maximum slope of 2% perpendicular to the roadway is allowed. Benches and other site amenities shall not be placed on the B&A area. The B&A area can be located either within or outside the shelter, and shall be connected to streets, sidewalks, or pedestrian circulation paths by an accessible route.

On flush shoulder roadways, a B&A area may be constructed at the shoulder point (or edge of shoulder pavement on roadways with a design speed of 45 mph or less) as shown in **Figures 13 – 1** and **13 – 2** Boarding and Alighting Area for Flush Shoulder Roadways. A Type “E” curb (5” curb height) should be used.

A sidewalk and/or ramp provided with the B&A area shall be a minimum of 5 feet in width, and the ramp shall not exceed a slope of 1:12. A detectable warning is required where a sidewalk associated with a B&A area connects to the roadway at grade. Except for the area adjacent to the 5” curb, the areas surrounding the B&A area shall be flush with the adjacent shoulder and side slopes and designed to be traversable by errant vehicles. On the upstream side of the platform, a maximum slope of 1:12 should be provided, and may be grass or a hardened surface. The B&A area (and ramp and level landing if needed) should be constructed with 6” thick concrete.

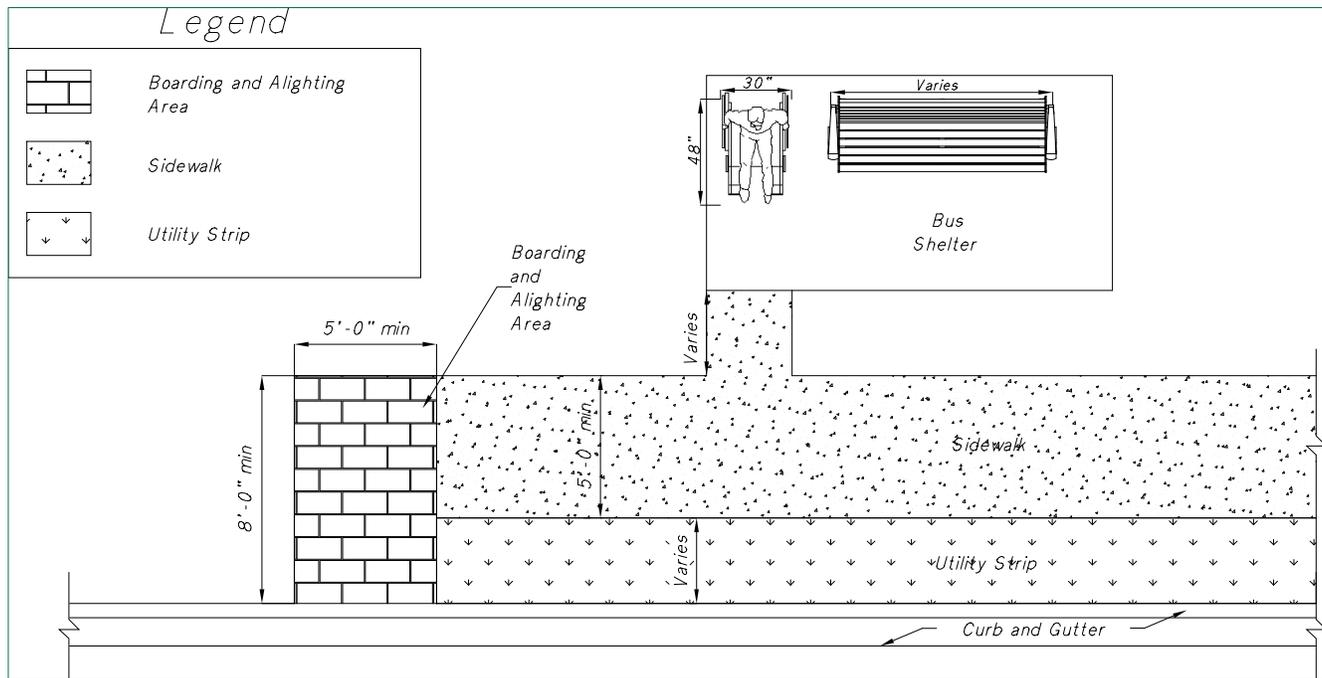
**Figure 13-1 Boarding and Alighting Area for Flush Shoulder Roadways with Connection to the Roadway**





**Section 3.3.10.5 Bus Benches and Transit Shelters** and **Chapter 4 – Roadside Design,**  
**Table 4 – 4.2 Lateral Offset**, of this Manual.

**Figure 13-3 Bus Shelter Locations**



**13.3.3 13.2.3 Benches**

If a bench is provided, it should be on an accessible route, out of the path of travel on a sidewalk. Benches shall have an adjacent firm, stable and slip-resistant surface at least 30 inches wide and 48 inches deep to allow a user of a wheelchair to sit next to the bench, permitting the user shoulder-to-shoulder seating with a companion. Connection between the bench, sidewalk and/or bus B&A area shall be provided. Coordinate with the local public transit provider(s).

Bus benches should meet lateral offset criteria defined in **Chapter 4 – Roadside Design** in curbed sections. Bus benches should be outside the clear zone in flush shoulder sections. See **Chapter 4 – Roadside Design, Table 4 – 4 Lateral Offset** for further information. Transit facilities shall comply with **Chapter 14-20, Florida Administrative Code**.

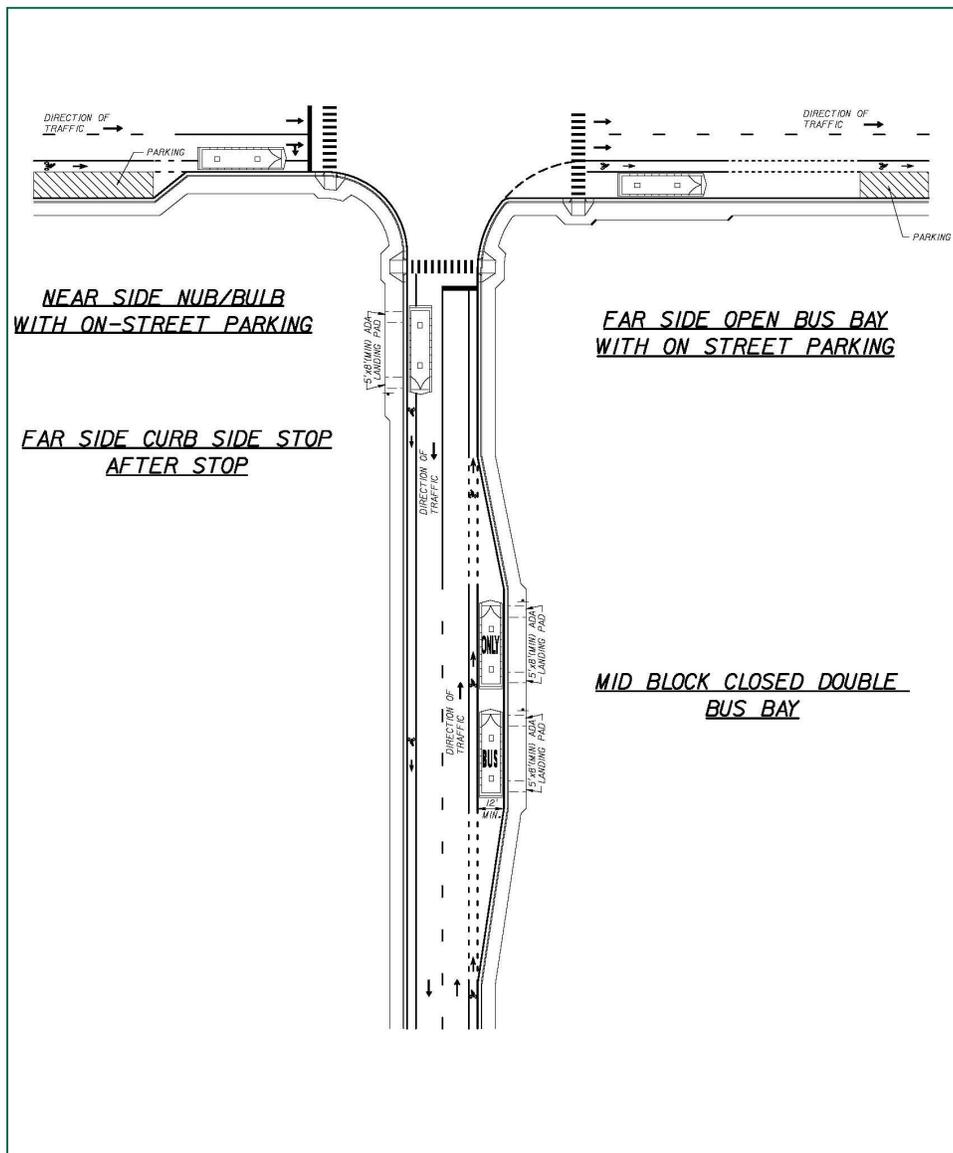
**13.3.4 13.2.4 Stops and Station Areas**

Transit stops should be located so that there is a level and stable surface for boarding vehicles. Bus stop locations can be categorized as far side, near side and mid-block stops as shown in **Figure 13 – 4**. Locating transit stops at signalized intersections increases the usability for pedestrians with disabilities. Where transit stops are not located adjacent to a

pedestrian crossing, a sidewalk connection should be provided to the nearest crossing opportunity.

Curb-side facilities are the most common, simple, and convenient form of facilities at a bus stop. These include bus stop signs, shelters, bus stop B&A areas, benches, bike racks, leaning rails, and shelter lighting. Guidance on stop and station treatments by context is provided in the [Context Classification Framework for Bus Transit \(2020\)](#) while [Accessing Transit, Version IV \(2023\)](#) offers additional details and standards for various facility types. “Accessing Transit” provides additional details and guidelines for each type of transit facility. Coordinate with the appropriate public transit provider(s) to determine the most suitable amenities and their placement. the appropriate type and placement of amenities.

**Figure 13-4 Bus Stop Locations**



### ~~13.3.5~~ **13.2.5** Bays)

### Bus Bays (Pullout or Turnout

Bus stops may be designed with a bus bay or pullout to allow buses to pick up and discharge passengers in an area outside of the travel lane. This design feature allows traffic to flow freely without the obstruction of stopped buses. ~~Bus bays for transit vehicles may be necessary (e.g., extended dwell time, layover needs, safety reasons, high volumes or speed of traffic).~~ Bus bays can be designed for one or more buses. Coordinate with the local public transit provider(s) to determine the need and interest for bus bays.

When possible, bus bays should be located on the far side of a signalized intersection. The traffic signal will create the critical gap needed for bus re-entry into traffic. ~~There are several publications available which provide additional design information for transit system applications. The FDOT District Public Transportation Office(s) maintains a library of these publications.~~

See **Accessing Transit, Version 3/IV (20123)** and **Accessing Transit Update (2017)** for a more detailed discussion of the location of the bus stop or bay.

### **13.2.6 Bus Stop Lighting**

Lighting design for bus stops should meet the same criteria for minimum illumination levels, uniformity ratios and max-to-min ratios that are being applied to the adjoining roadway based on **Chapter 6 – Lighting** of this Manual. If lighting is not provided for the adjoining roadway, coordinate with the transit agency to determine if lighting should be provided for the bus stop area, particularly when night transit services are provided. A decision to install lighting for the adjoining bus stop area may include illumination of the bus bay pavement area. The use of solar panel lighting for bus stops is another option that should be considered.

### **13.2.7 Park-and-Ride Lots**

Park-and-ride facilities are designed to support commuters transferring between personal vehicles and public transit. Facilities incorporate parking, durable pavements, adequate lighting, and clear signage. Facilities should also provide space for transit terminals, bus loading areas, and potential carpool/vanpool staging.

Park-and-ride facilities shall include ADA-accessible parking spaces. A recommended layout provides 9' x 18' spaces with 4-foot access aisles between designated spaces. Refer to **Table 13 – 3**, for guidance on the minimum number of spaces. Remaining parking spaces should be designed in accordance with **MUTCD** for markings and signage.

**Table 13-1 ADA Parking Space Requirements**

Total Parking Spaces	Minimum Number of Accessible Spaces
<u>1 to 25</u>	<u>1</u>
<u>26 to 50</u>	<u>2</u>
<u>51 to 75</u>	<u>3</u>
<u>76 to 100</u>	<u>4</u>
<u>101 to 150</u>	<u>5</u>
<u>151 to 200</u>	<u>6</u>
<u>201 to 300</u>	<u>7</u>
<u>301 to 400</u>	<u>8</u>
<u>401 to 500</u>	<u>9</u>
<u>501 to 1,000</u>	<u>2%</u>
<u>Over 1,000</u>	<u>20 places - 1 for each 100 over 1000</u>

Effective pavement design for park-and-ride facilities requires consideration of each area’s intended use to support long-term durability, safety, and reliable performance. **Table 13 – 4** summarizes recommended pavement types for different park-and-ride facility areas, with notes on load requirements and material considerations. For more guidance on pavement design refer to **Chapter 5 – Pavement Design and Construction**.

**Table 13-2 Park-and-Ride Pavement Criteria**

Facility Area	Pavement Type	Notes
<u>Bus lanes and loading stations</u>	<u>Rigid Concrete</u>	<u>High static wheel loads and temperatures</u>
<u>Internal Circulation Roads</u>	<u>Flexible Asphalt</u>	<u>Supports slow-speed transit vehicles</u>
<u>Car parking and paths</u>	<u>Permeable Pavement</u>	<u>Limited transit vehicle travel. Encouraged to use porous materials for drainage</u>

Proper lighting at park-and-ride facilities can enhance safety, security, and visibility, making the facility more accessible and comfortable for users.

**Table 13 – 5** outlines recommended lighting standards for park-and-ride facilities, including requirements for parking areas, bus loading zones, and pedestrian paths. For more guidance on lighting design see **Chapter 6 – Lighting**.

**Table 13-3 Park-and-Ride Lighting Criteria**

Location	Standard	Objective
<u>Parking areas</u>	<u>Illumination per IESNA RP-8*</u>	<u>Even coverage, pedestrian visibility</u>
<u>Bus loading</u>	<u>Enhanced Illumination</u>	<u>Support passenger interaction and visibility</u>
<u>Pedestrian Paths</u>	<u>Continuous Lighting</u>	<u>Meet ADA requirements</u>

\* *Illuminating Engineering Society of North America (IESNA) Recommended Practice for Roadway Lighting (RP-8)*

Signing and pavement markings provide clear guidance for vehicles, bicycles, and pedestrians as they circular the park-and-ride. **Table 13 – 6** summarizes recommended signage and pavement markings for park-and-ride facilities, including guidance for vehicle, bicycle, and pedestrian wayfinding.

**Table 13-4 Park-and-Ride Signage Criteria**

Sign/Marking Type	Purpose	Example
<u>Guide</u>	<u>Directs vehicles to parking, kiss-and-ride lot, bike storage, etc.</u>	<u>Facility name at entrance</u>
<u>Regulatory</u>	<u>Controls unauthorized use, parking restrictions</u>	<u>ADA, tow-away zones, and no overnight parking</u>
<u>Pavement Markings</u>	<u>Defines traffic flow and parking</u>	<u>Stop bars, arrows, and crosswalks</u>
<u>Bicycle</u>	<u>Directs bicyclists to storage and routes</u>	<u>Sharrows or bike lanes when appropriate</u>

See the **FDOT State Park-and-Ride Guide (2012)** for additional guidance on the design of park-and-ride facilities. This resource provides detailed recommendations to support effective planning and implementation.

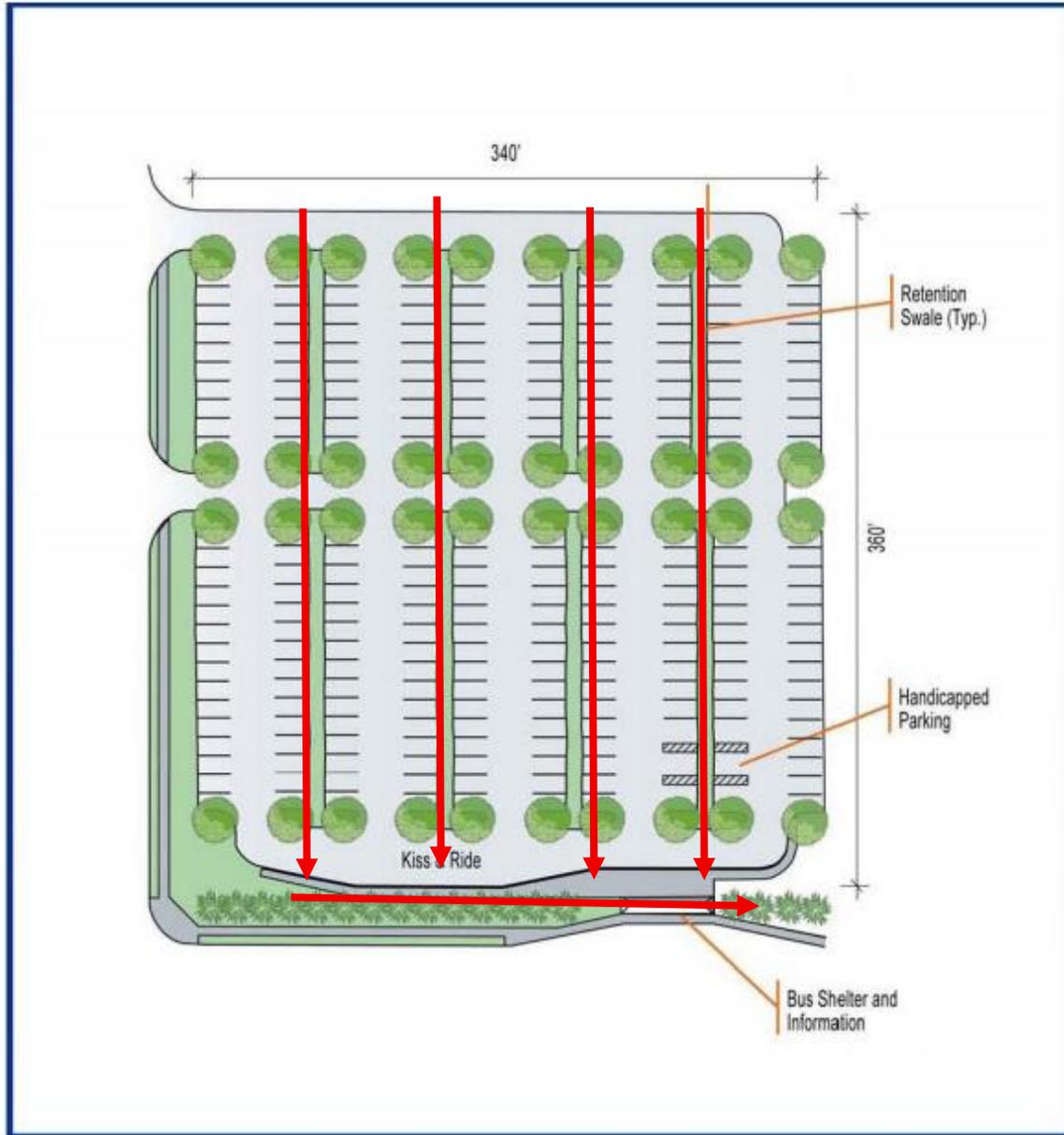
A simple conceptual park-and-ride lot includes designated handicapped and general parking areas as shown in **Figure 13 – 8**, with sidewalks providing direct connections from the parking lot to the kiss-and-ride area and bus shelter, enhancing accessibility and circulation.

**Figure 13-4 Conceptual Park-and-Ride Lot (Simple)**

[Recreate drawing below with smaller parking area and pedestrian walkways (shown in red)]

FDOT – State Park-and-Ride Guide

Revised – June 1, 2012



**Figure 7-2: Conceptual Design for Urban Park-and-Ride Lot**  
(D5 Park-and-Ride Implementation Manual)

More complex park-and-ride lots may include additional elements such as rail connections, paratransit, taxi access, and shared mobility stations to support user needs and improve overall connectivity. Figure 13 – 9 illustrates a complex conceptual park-and-ride design that

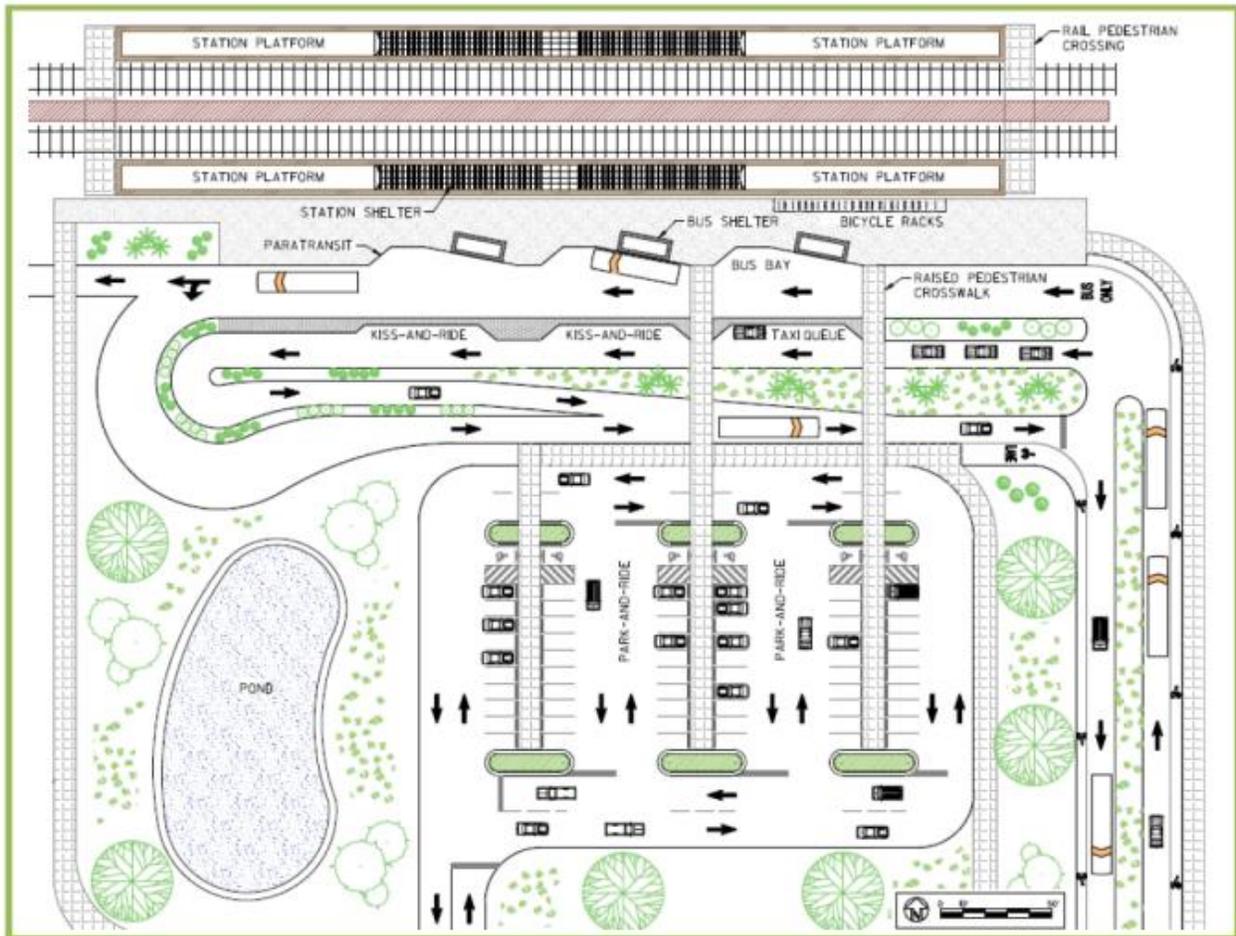
incorporates a station platform, paratransit and taxi queuing areas, bicycle racks, rail crossings, and landscape to create a multimodal hub that enhances accessibility, safety, and user comfort.

**Figure 13-5 Park-and-Ride Lot (Complex)**

[Recreate in Greenbook style]

FDOT – State Park-and-Ride Guide

Revised – June 1, 2012

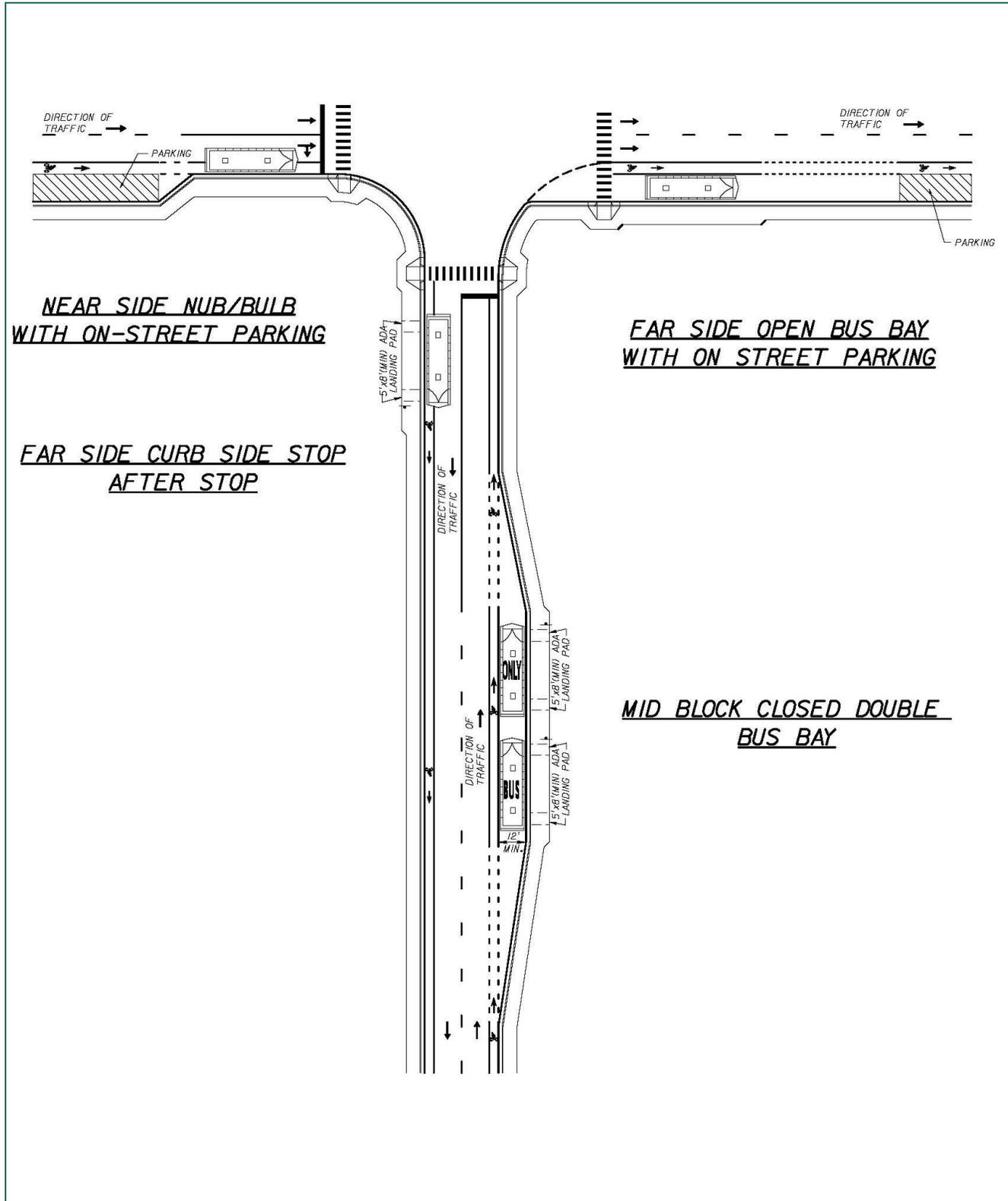


**Figure 7-3: Conceptual Design for Park-and-Ride Lot Serving Rail Station**  
(Guidelines for Enhancing Intermodal Connections at Florida Transit Stations)

### **13.2.8 Mid-Block Crossings**

Mid-block crossings can support access to transit when bus stop placement is outside of an intersection. Crossings should be placed downstream of bus stops to improve visibility for both pedestrians and drivers as shown in **Figure 13 – 10**. Placement should follow primary pedestrian paths and minimize walking distance to stops while considering ridership, roadway speed, and sight distance. Refer to the *MUTCD* and *Accessing Transit, Version IV (2023)* for guidelines on pedestrian markings, signage, and control devices. See **Chapter 8 – Pedestrian Facilities** for midblock crossing criteria.

Figure 13-64 Bus Stop Locations



## ~~13.4~~**13.3 Public Transit Facilities Lane Configurations**

~~When a project includes a public transit route, curb-side and street-side transit facilities for bus stops should be considered in the roadway design process. Transit facilities shall comply with **Chapter 14-20, Florida Administrative Code**. The “Accessing Transit: Design Handbook for Florida Bus Passenger Facilities” provides guidance relating to provisions for curb-side and street-side facilities.~~

### ~~13.4.1~~ **Curb-Side Facilities**

~~Curb-side facilities are the most common, simple, and convenient form of facilities at a bus stop. These include bus stop signs, shelters, bus stop B&A areas, benches, bike racks, leaning rails, and shelter lighting. “Accessing Transit” provides additional details and guidelines for each type of transit facility. Coordinate with the appropriate public transit provider(s) to determine the appropriate type and placement of amenities.~~

### ~~13.4.2~~ **Street-Side Facilities**

~~Bus stop locations can be categorized as far side, near side and mid-block stops. Bus stops may be designed with a bus bay or pullout to allow buses to pick up and discharge passengers in an area outside of the travel lane. This design feature allows traffic to flow freely without the obstruction of stopped buses. **Far side bus stops and bays are preferred.** See **Accessing Transit, Version 3 (2013)** and **Accessing Transit Update (2017)** for a more detailed discussion of the location of the bus stop or bay.~~

~~Bus bays can be closed-ended, open-ended, or nubs/bulbs, and can be positioned near-side, far-side, or mid-block in relation to an intersection, as illustrated in **Figure 13 – 3 Bus Shelter Location**. The total length of the bus bay should allow room for an entrance taper, a stopping area, and an exit taper as a minimum. However, in some cases it may be appropriate to consider providing acceleration and deceleration lanes depending on the volume and speed of the through traffic. This decision should be based upon site specific conditions. “Accessing Transit” provides detailed bus bay dimensions for consideration with various right of way and access conditions.~~

#### ~~13.4.313.1.1~~ ~~Bus Stop Lighting~~

~~Lighting design for bus stops should meet the same criteria for minimum illumination levels, uniformity ratios and max to min ratios that are being applied to the adjoining roadway based on **Chapter 6 – Lighting** of this Manual. If lighting is not provided for the adjoining roadway, coordinate with the transit agency to determine if lighting should be provided for the bus stop area, particularly when night transit services are provided. A decision to install lighting for the adjoining bus stop area may include illumination of the bus bay pavement area. The use of solar panel lighting for bus stops is another option that should be considered.~~

#### 13.3.1 Exclusive Bus Lanes

Exclusive bus lanes are reserved travel lanes that may be configured as curbside or offset as shown in **Figure 13 – 5**.

Exclusive transit lanes shall have a minimum width of 11 feet, with 12 feet preferred. Exclusive transit lanes shall be separated from adjacent general-purpose lanes using solid single or double white stripes in accordance with **MUTCD**. If a physical separator is used, it shall be at least 6 inches wide, with 1 foot preferred. Shy distance should be a minimum of 1 foot for smooth bus operations.

Bus-only pavement markings reinforce exclusivity.

### **Figure 13-75 Exclusive Bus Lanes**

[Replace photo with schematic graphic in Greenbook style]



#### **13.3.2 Shared Bus and Bike Lane**

Shared Bus and Bike Lanes are designated curbside lanes that accommodate both bus and bicycle operations, typically used in constrained rights-of-way with high transit frequency.

These lanes shall have a minimum width of 11 feet, with 12 feet preferred as illustrated in **Figure 13 – 6**. Near bus stops, 15–16 feet is preferred to allow bicycles to pass a stopped bus.

Shared lanes shall be separated from adjacent general-purpose lanes with a solid 6-inch white line in accordance with the **MUTCD**. If a physical separator is used, it shall be at least 6 inches wide, with 1 foot preferred. Shy distance should be at least 1 foot, as buses do not operate with their tires directly against a curb or separator.

Refer to the **MUTCD** for in-lane markings and signage requirements for preferential lanes.

**Figure 13-86 Shared Bus and Bike Lane**

[Replace photo with schematic graphic in Greenbook style]



**13.3.3 Center Running Bus Lanes**

A center running bus lane is a dedicated lane that can be configured for one-way or two-way bus operations as shown in **Table 13 – 1**. In a one-way configuration, buses operate directionally along the roadway median, separated from general traffic lanes by a curb or barrier that may be mountable to allow emergency or maintenance access. Station platforms are positioned adjacent to the bus lane to accommodate passenger boarding.

In a two-way configuration, the busway supports bi-directional operations with both lanes serving median stops/shelters. The facility is separated from general traffic by a curb or barrier, while the two directions of bus travel typically share a center platform to serve passengers in both directions as illustrated in **Figure 13 – 7**.

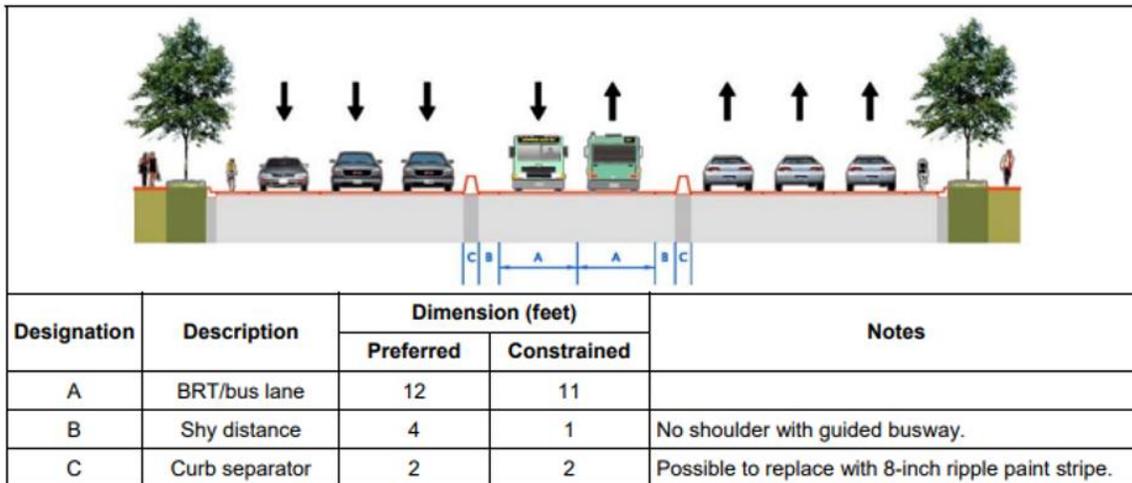
**Table 13-5 Design Standards for Center Running Busways**

Lane Type	Lane Width	Curb Separator	Station Platform	Shy Distance
One-way	11-12'	2'	10-12'	1' - 4'
Two-way	22-24'	2'	12-14'	1' - 4'

**Figure 13-9 Two-Way Median Busway Example**

[Recreate to illustrate table dimensions]

**FIGURE 8**  
Two-Way Median Busway, Typical Cross-Section



**13.5 13.4 References for Informational Purposes**

The following is a list of publications that may be referenced for further guidance:

- [FDOT’s Accessing Transit, Design Handbook for Florida Bus Passenger Facilities, Version III, 2013](http://www.fdot.gov/transit/)  
<http://www.fdot.gov/transit/>
- [TCRP Report 155—Track Design Handbook for Light Rail Transit, Second Edition](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_155.pdf)  
[http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rpt\\_155.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_155.pdf)
- [Central Florida Commuter Rail Transit Project, Design Criteria—Phase 2 South RFP](https://corporate.sunrail.com/wp-content/uploads/2015/06/P2S-RFP-Design-Criteria-06-15-15.pdf)  
<https://corporate.sunrail.com/wp-content/uploads/2015/06/P2S-RFP-Design-Criteria-06-15-15.pdf>
- Transit facilities shall comply with Chapter 14-20, Florida Administrative Code, Private Use of Right of Way  
<https://www.flrules.org/gateway/ChapterHome.asp?Chapter=14-20>
- [Traffic Control Devices \(MUTCD\), 11th Edition, December 2023](https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm)  
Federal Highway Administration (FHWA)  
[https://mutcd.fhwa.dot.gov/kno\\_11th\\_Edition.htm](https://mutcd.fhwa.dot.gov/kno_11th_Edition.htm)

- Florida Department of Transportation – State Park-and-Ride Guide, June 1, 2012  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/transit-facilities-design/finalparkandrideguide20120601.pdf?sfvrsn=a592696c\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/transit-facilities-design/finalparkandrideguide20120601.pdf?sfvrsn=a592696c_0)
- Florida Department of Transportation, Freight Logistics and Passenger Operations, Transit Office. (2020, December). Context classification framework for bus transit.  
[https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/transit-facilities-design/context-classification-framework-for-bus-transit-final.pdf?sfvrsn=a53e4325\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/transit/transit-facilities-design/context-classification-framework-for-bus-transit-final.pdf?sfvrsn=a53e4325_2)