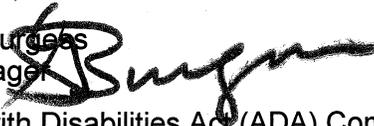


Date: October 10, 2007

To: Honorable Chairman Dorrin D. Rolle
and Members, Transit Committee

From: George M. Burgess
County Manager 

Subject: Americans with Disabilities Act (ADA) Compliance at Miami-Dade Transit (MDT) Bus Stops and Passenger Shelters

TC
Supplement to
Agenda Item No. 8(G)

As requested during the September 12, 2007 Transit Committee (TC) meeting, please find below information on questions raised by Mr. Denny Wood on ADA compliance relative to bus stops and bus passenger shelters, evaluations of Routes 52 and 136, and placement of trash receptacles.

Policies Regarding the Selection of Bus Stops and Bus Passenger Shelters

MDT utilizes several factors in determining bus stop locations, including:

- **Accessibility:** One of the key factors in determining bus stop location is accessibility. Accessibility takes into account the requirements of the ADA as codified in 28 CFR Part 36 § 10.2, and County policy (County Code Section 2-145 and 2-151) As such, MDT tries to identify new bus stop locations with pre-existing sidewalks having, at a minimum, curb cuts at each end of the block and a minimum of 36 inches of clearance around any obstacles (i.e., utility poles, signs, litterbins, bus benches and bus shelters). If there is an unpaved swale between the roadway and sidewalk, then there should be a connector from the roadway to the sidewalk and a procedure is invoked to work with other County Departments (or the appropriate municipality) to have needed facilities built (as detailed below).
- **Safety:** Another key factor is safety. Bus stops are placed at locations where it is safe for passengers to wait, board and alight buses. Additionally, to preclude the need for passengers to cross in front of a bus when crossing the street, bus stops are placed at the far side of intersections (after the intersection).
- **Operational Effectiveness:** Bus maneuverability which includes turns onto and off streets and ease of re-entry into the flow of traffic is another key consideration.
- **Spacing:** Bus stops are generally spaced approximately 1/5 of a mile apart. However, in densely populated and urban areas, the spacing is somewhat closer. Conversely, in less densely populated areas the space between bus stops is greater.
- **Traffic Flow:** Placement of bus stops on the far side of intersections is also key to minimizing negative impacts on traffic flow. For example, at congested intersections placement of the stop after the intersection prevents traffic wishing to make right turns from backing up behind a bus that has stopped to pick up or drop off passengers. Otherwise, anxious drivers may try to go around a stopped bus, creating an unsafe condition.
- **Transfer Points:** Transfer point is another critical factor. Transfer points are where two or more bus routes intersect and passengers are able to transfer between routes. Bus stops are placed as close as practical to the point where the routes intersect, subject to all other considerations.
- **Trip Generators:** Bus stops in residential areas are determined by population density and access to the bus routes, especially where there are walled communities. Bus stops are also placed as close as practical to major employers, shopping and entertainment centers, schools and hospitals and any other buildings and developments that are trip generators and/or attractors.

- Routes Schedules and Operations: MDT develops and maintains a system of routes consonant with the needs of the riding public and extends, discontinues, or adjusts such routes based upon, among other factors; studies relating to population distribution.

Survey of Routes 52 and 136 and Plan of Action

The ADA requires that bus stop pads have a firm stable surface, with a minimum clear length of 96 inches and a minimum clear width of 60 inches, to the maximum extent allowed by legal or site constraints. Bus stops should also be connected to streets, sidewalks or pedestrian paths by an accessible route. As directed, MDT conducted a visual inspection of Routes 52 and 136; however, Public Works Department (PWD) performed a complete survey of said routes in order to assess compliance and accessibility of the existing bus stops and develop construction documents.

- **Route 52:** On August 25, 2006, the PWD received a written request from Mr. Denny Wood regarding ADA compliance deficiencies along Route 52. The PWD ADA Coordinator immediately proceeded to conduct a field survey of the route and identified 43 bus stops along the corridor which needed improved accessibility. A contract to address ADA Hotline complaints has recently become available and a Notice to Proceed will be issued on October 11, 2007, in order to expeditiously commence the construction effort. As such, corrections to the ADA deficiencies along Route 52 are anticipated to begin implementation in approximately 30 days.
- **Route 136:** The PWD received an e-mail from Mr. Denny Wood on September 12, 2007 detailing lack of accessibility and compliance with ADA standards along Route 136. The PWD ADA Coordinator immediately scheduled a field survey of the transit route which revealed 60 ADA deficient bus stops throughout the corridor. The PWD is in the process of preparing construction documents to make Route 136 ADA compliant and will include the improvements as part of the aforementioned contract. It is anticipated that this work will be scheduled for construction by mid November 2007.

MDT seeks in collaboration with PWD to make its bus stops accessible and remain diligent in its compliance with the ADA. Additionally, as previously indicated, MDT will formalize established internal procedures to provide advance notice to PWD and other relevant parties of prospective placement of bus stops to be made accessible.

Bus Shelters

As it relates to the issue of bus shelter standardization, the Metropolitan Planning Organization (MPO) has established an ad-hoc committee to develop minimum uniform standards for the application of bus shelters in both the incorporated and unincorporated areas of Miami-Dade County. The committee is putting forth a recommendation that road designers be required to accommodate shelters as streets and intersections are reconstructed, repaved or modified. The additional area needed to accommodate a bus shelter should be taken from the striped or paved median, or from exclusive turn lanes. This would ensure compliance with Florida Department of Transportation (FDOT) and ADA requirements. This recommendation is scheduled to go before the MPO and Board of County Commissioners in November of this year.

Evaluation of Trash Receptacles and Accessibility

MDT has been installing trash receptacles as part of a Sortie through the Mayor's Fitness Challenge at bus stops and shelters. As of this writing, MDT has procured 700 trash receptacles; 341 of which have already been installed at various bus stop locations. A copy of the list of locations of installed trash receptacles is attached.

At the September 12, 2007, TC meeting, Mr. Wood noted that in some instances, the trash receptacles have been installed by MDT in such a manner as to obstruct the accessibility of pathways, sidewalks and bus stops. This concern raises an issue of minimum clearance. The ADA requires a minimum clearance of 36 inches to permit maneuverability of a mobility aid device. MDT is surveying all previously installed trash receptacles for compliance. All receptacles previously installed and found to be non-compliant will be moved within 45 days. Additionally, MDT, in consultation with the Solid Waste Department, will evaluate the possibility of using smaller trash bins, particularly in residential neighborhoods, to ascertain if the receptacles could be designed to be more consistent with the neighborhood while also compliant with the ADA.

MDT surveyed its bus stops in 2003 and compiled a Bus Stop ADA Compliance Survey Report, and again in 2004 as part of the priority listing to be forwarded to PWD. MDT has recently completed an assessment of the sidewalks on the busway, and will continue its survey for overall compliance with the ADA, including bus stops and other MDT facilities.



Assistant County Manager