SEPTA Bus Stop
Design Guidelines

SEPTA | DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

2012 Bus Stop Design Guidelines

Guidelines are advisory

Guidelines includes:

a) Stop location
b) In-street design
c) Curbside design
d) Passenger amenities

Bus Stop Location Types:
Advantages and disadvantages for stop location type

Table 1: Advantages and disadvantages for typical stop location types

Far-side stop

Near-side stop

Midblock stop

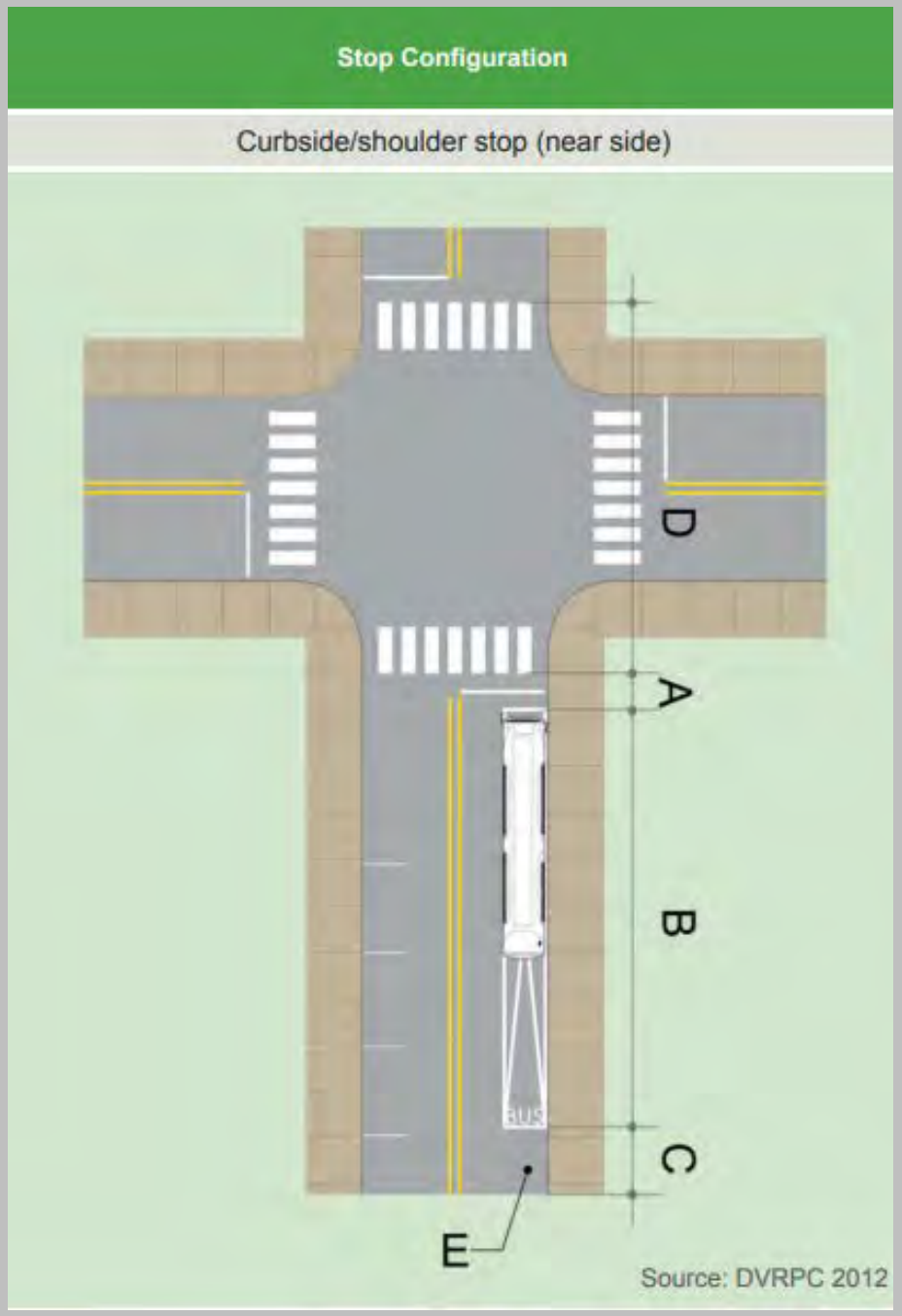
In-Street Design: Dimensional Specifics

Stop Types: 4 types

- Curbside and shoulder stop
- Bus bay and turnout
- Curb Extension
- Open Bus Bay

Key characteristics:

A. Minimum safety buffer
B. Primary bus zone length
C. Additional deceleration space
D. Additional acceleration space
E. Equivalent parking spaces



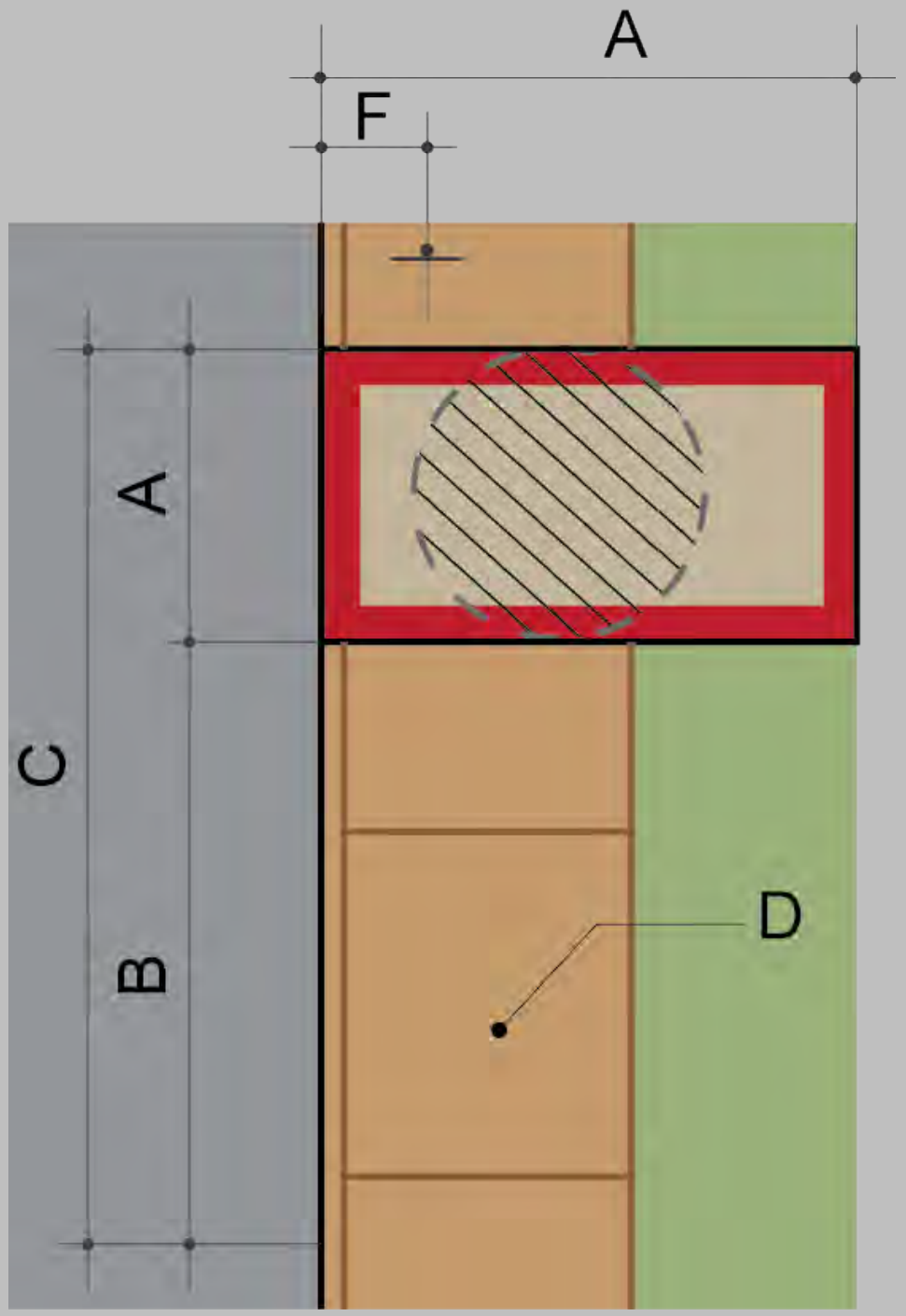
More Than Just Dimensions & Specs

Case studies illustrating how the design guidelines relate to common and emerging real-world conditions

Curbside Design: Basic “Building Block” Stop Type

Key characteristics:

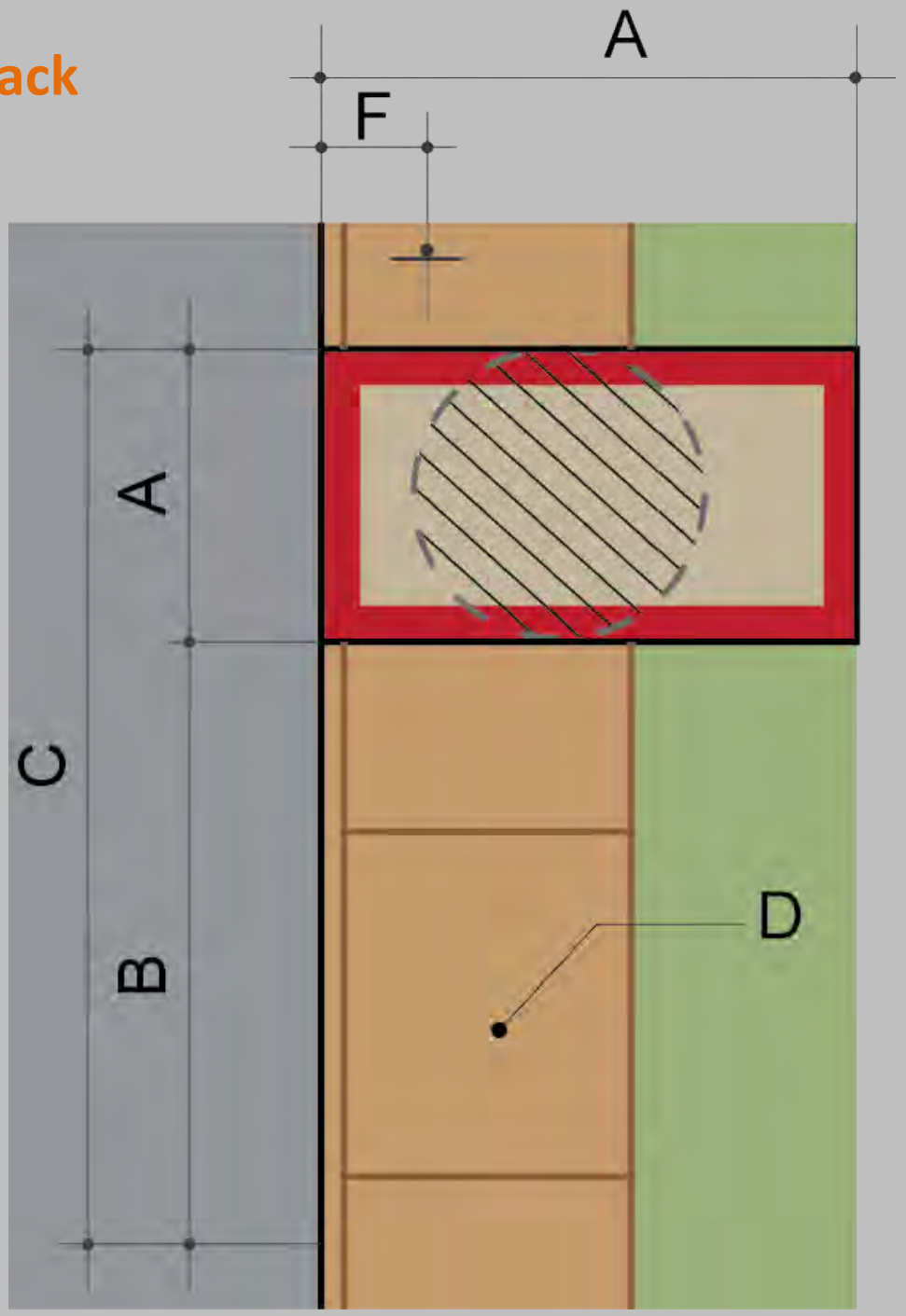
A. Loading pad
B. Waiting area
C. Stop area
D. Pedestrian path
E. Furniture
F. Clear Area



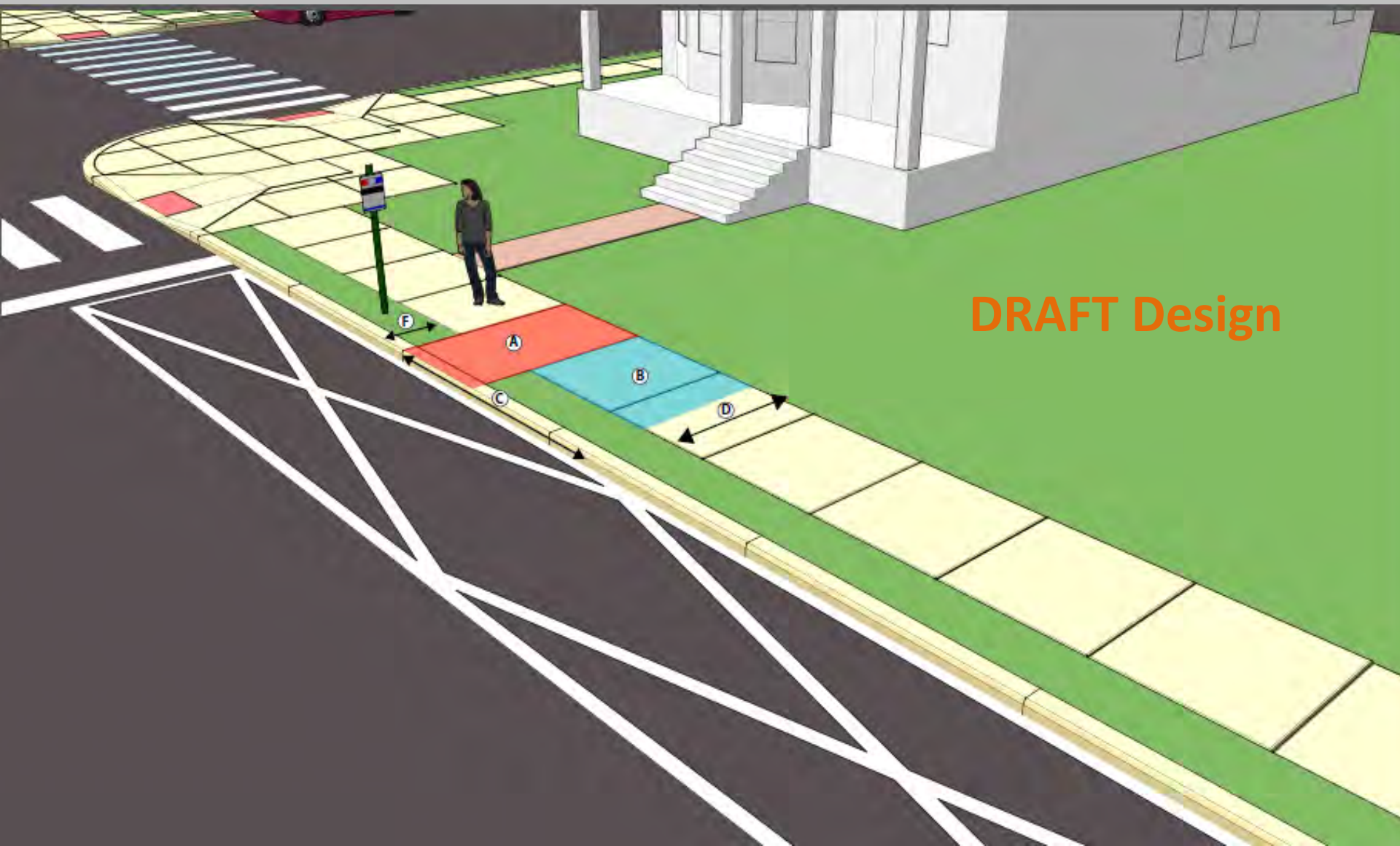
2017 Survey Outreach and Feedback

Survey sent to municipalities, TMAs, SEPTA, and private firms.

- Some diagrams difficult to read.
- More emphasis and information on safe access, shelter facilities, and bumpouts at bus stops.
- 30 completed responses.



Curbside Design: Basic “Building Block” Stop Type 2019 Update



Additional Content for 2019 Version

- Updated 3-D designs
- Municipal guidance to add a bus stop
- More robust amenities chapter:
  - Access management
  - Crosswalks and sidewalks
  - Controlled intersections
  - Lighting
  - Landscaping and Green Infrastructure
  - Trash receptacles
  - Wayfinding
  - Bike parking and Bike share coordination