TACTILE WALKING SURFACE INDICATORS at TRANSIT FACILITY and OTHER PLAZA-TYPE APPLICATIONS

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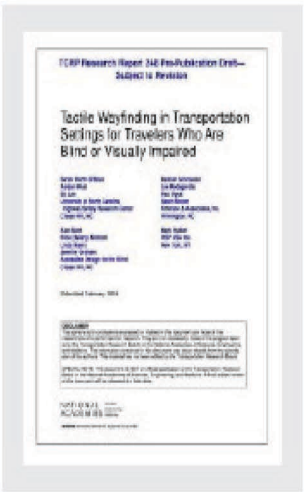

Tactile Wayfinding in Transportation Settings for Travelers Who Are Blind or Visually Impaired (2024)

This is a pre-publication version of this document. The final version is expected to differ somewhat in format but not in content.

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CHAPTER 3

Transit Facility and Other Plaza-Type Applications

Tactile walking surface indicators (TWSIs) have a broad range of potential applications at transit facilities and in plaza-type applications to provide guidance for pedestrians with vision disabilities. At rail and bus transit stations, TWSIs can help to locate these focus areas:

- Boarding platform locations
- Boarding platform edges (detectable warning surfaces [DWSs] are required at all platform edges raised above standard curb height that have no edge screens or guards, and at sidewalk-level or street-level rail platforms that have no edge screens or guards)
- Transit vehicle door opening locations
- Fare purchase, payment, or validation stations
- Faregates
- Stairs
- Elevators
- Escalators
- Agent booths
- Restrooms
- Entrance and exit locations
- Accessible pick-up and drop-off locations

Plaza-type applications include open spaces intended for pedestrian travel with large areas that lack a detectable path to follow; TWSIs can help pedestrians with vision disabilities navigate where few or no detectable edges for the intended path can be provided. Examples of plaza-type applications include pedestrian malls, plazas, and shared streets where pedestrians and vehicles are allowed to mix.

Planning Process

Figure 15 shows a flowchart of the planning and design process that can be used for transit facilities and open spaces. These areas benefit when TWSIs are considered as an interconnected system. Advanced planning and engagement with interested parties to determine the best option from among many possible TWSI system designs is also beneficial.

As noted in the exhibit, the planning and design process has several key characteristics:

- **The process engages interested parties.** At the outset and at key decision points along the way, interested parties should be consulted to help formulate the plan and evaluate its effectiveness.
- **The process is iterative.** At several steps along the way, the project team should engage interested parties and evaluate the effectiveness of the proposed wayfinding plan and any constraints that may reduce its effectiveness.

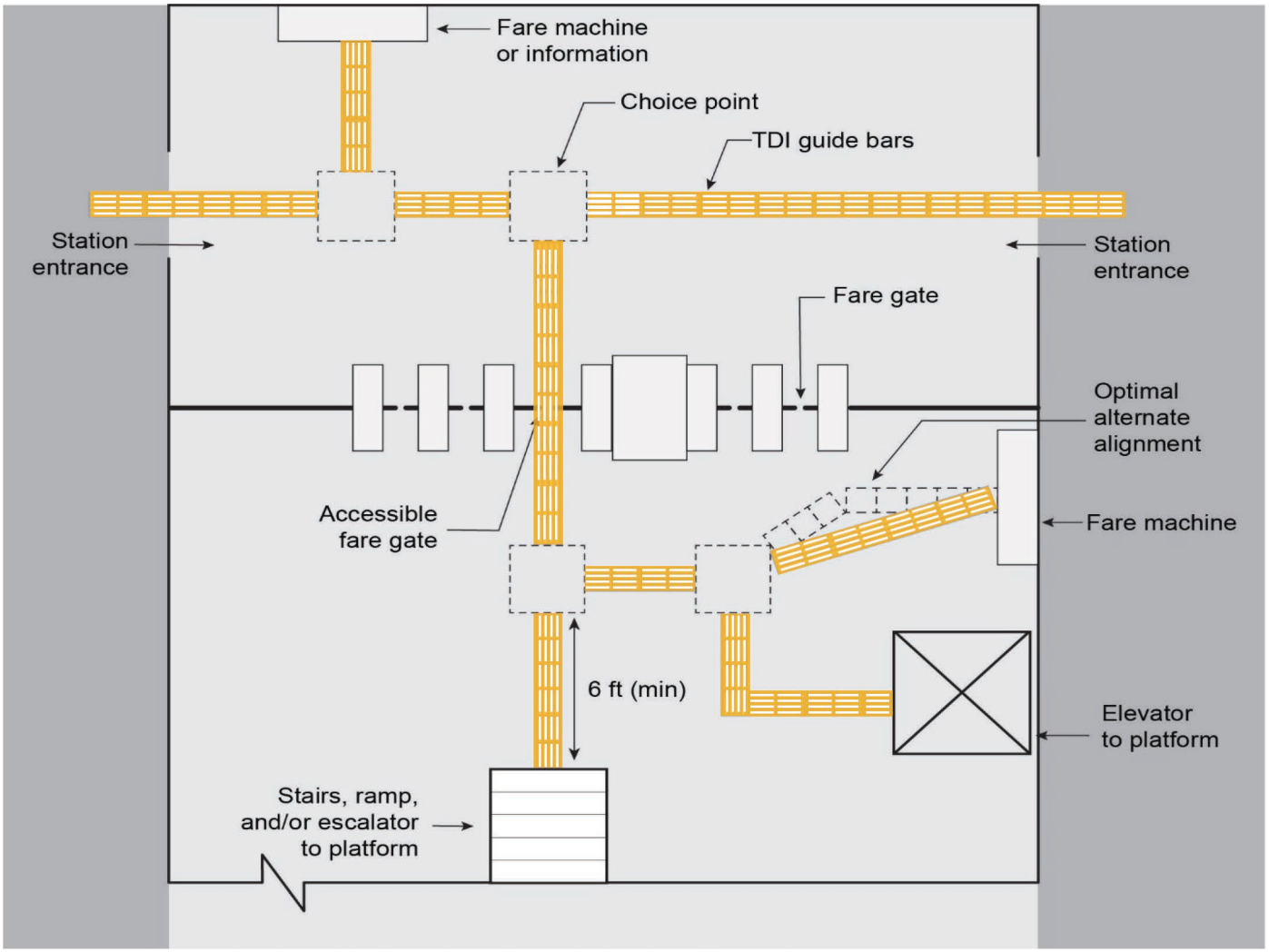


Figure 18. Example of Guide Bars in a Transit Station Mezzanine.

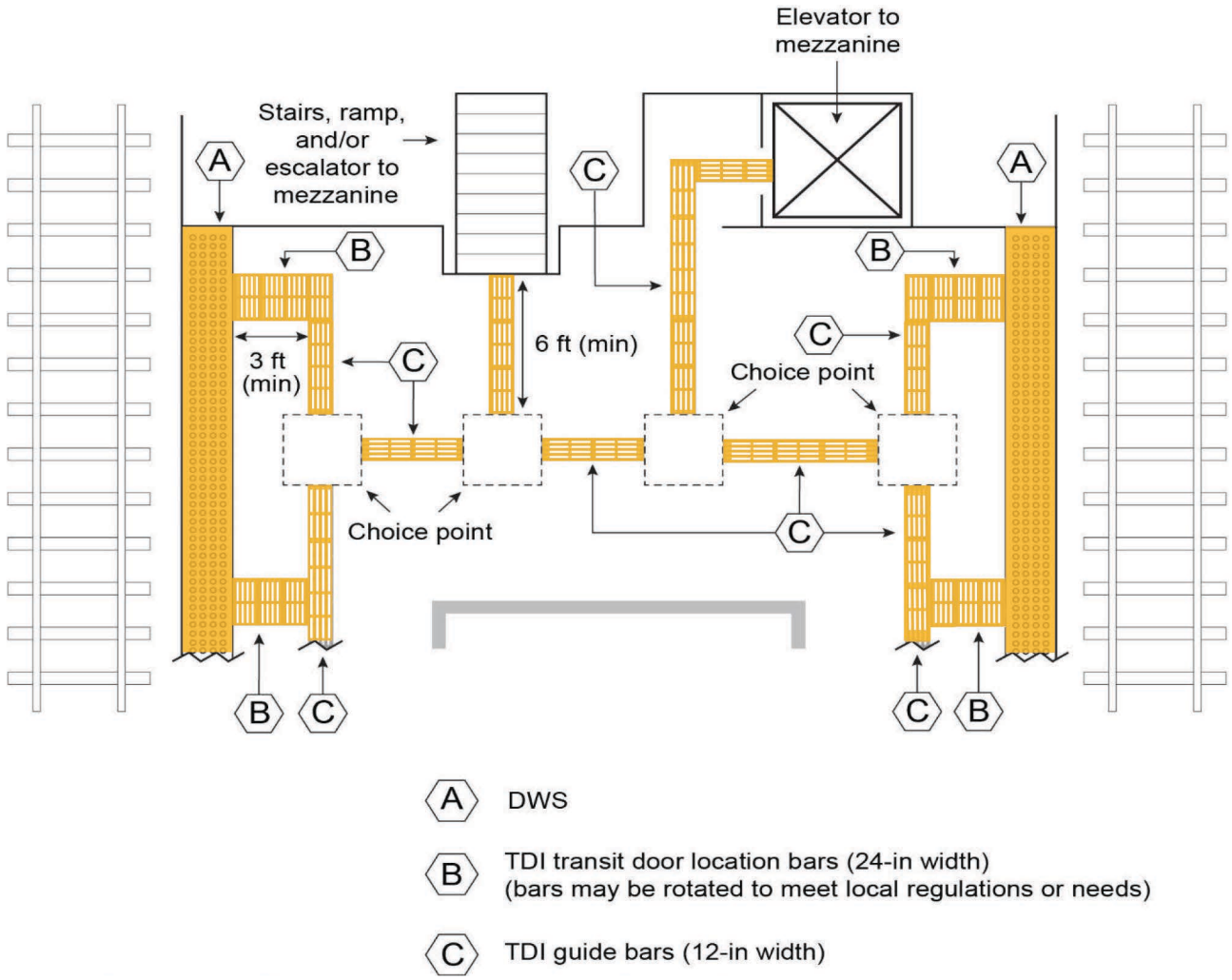


Figure 19. Example of TWSIs with a Wide Center Transit Platform.

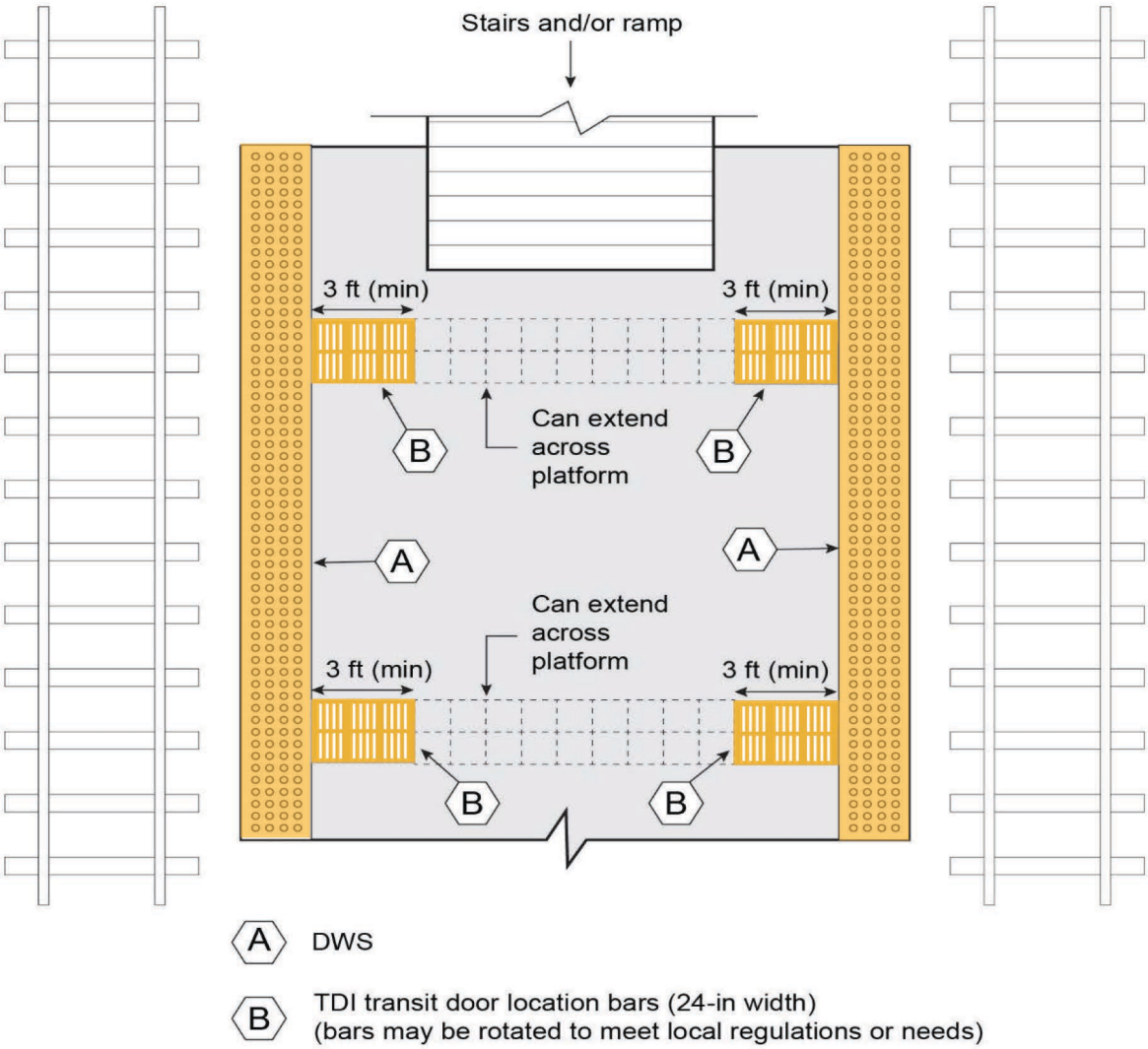


Figure 20. Example of TWSIs with a Narrow Center Transit Platform.

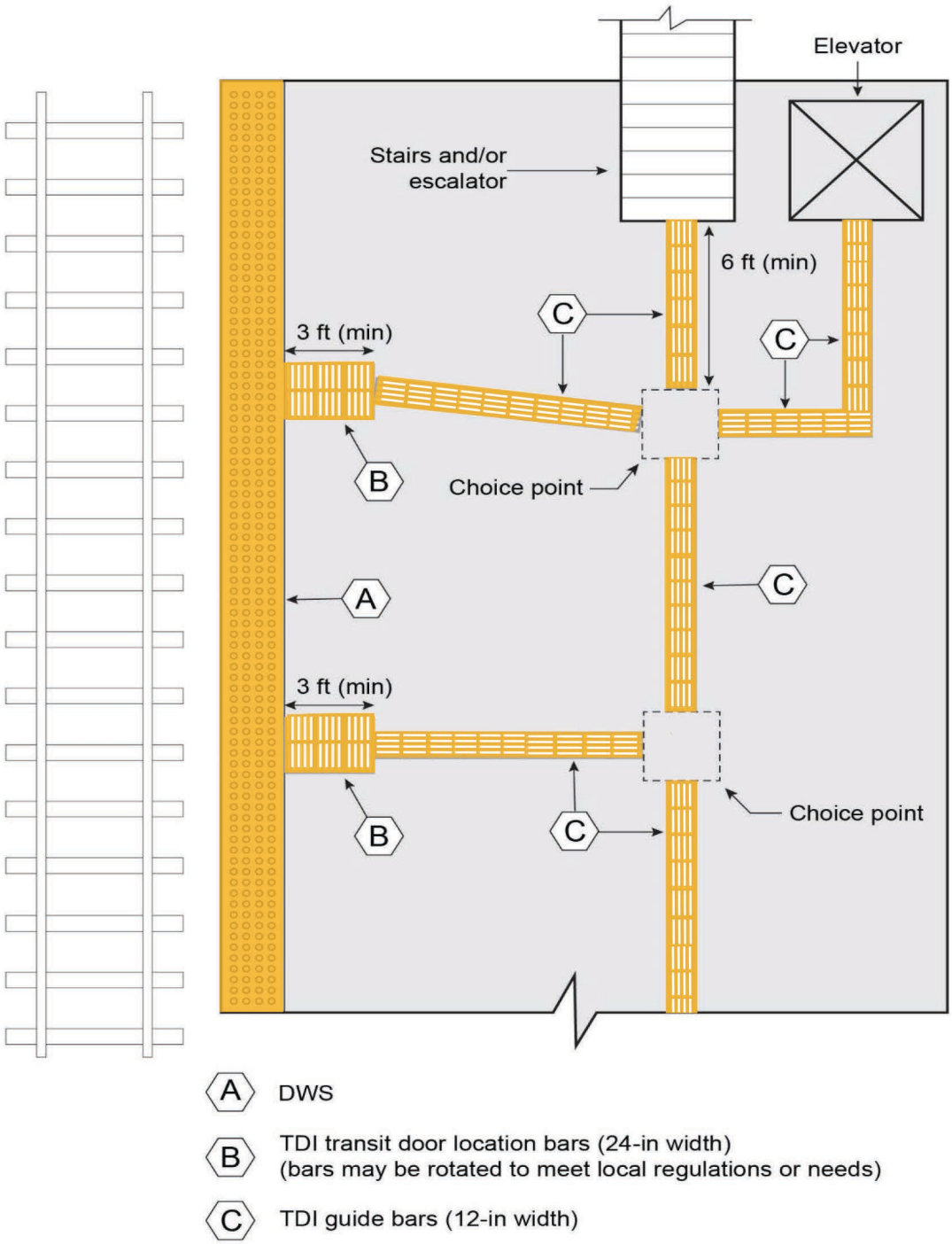


Figure 21. Example of TWSIs with a Wide Side Transit Platform.

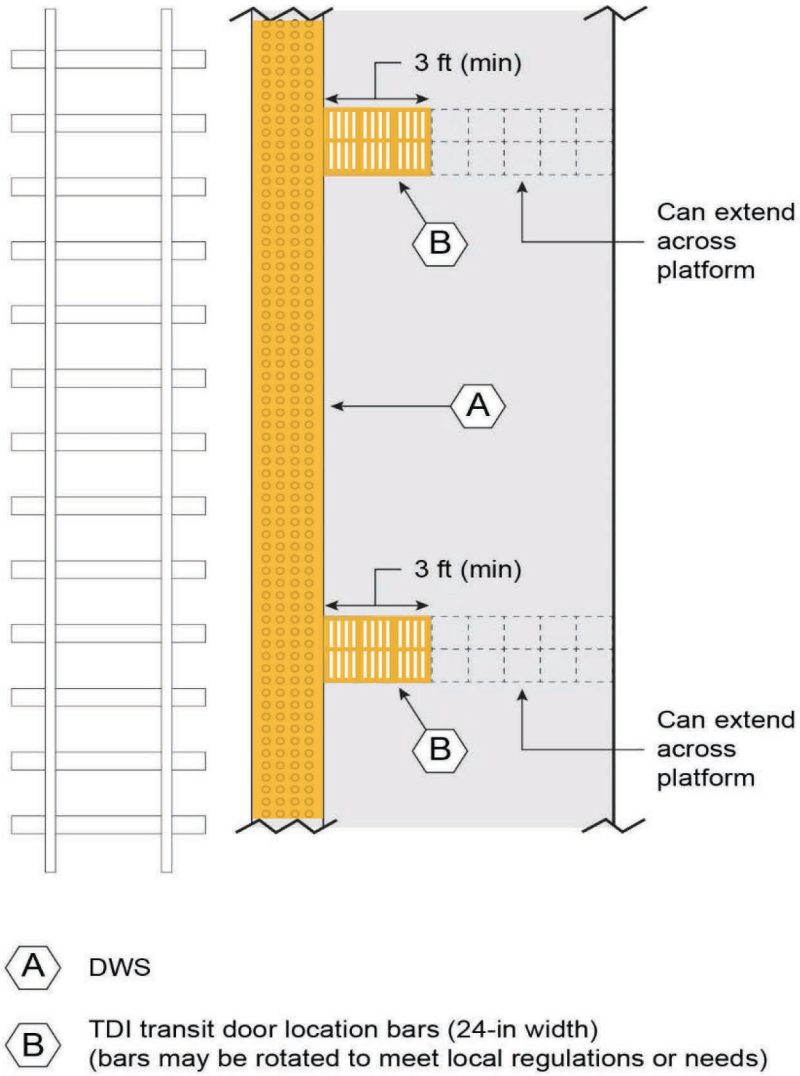


Figure 22. Example of TWSIs with a Narrow Side Transit Platform.

Boarding Platforms for Bus Transit

Boarding platforms for bus transit come in a variety of configurations:

- Bus stop along sidewalk. This configuration has a bus stop along a sidewalk, commonly near a pedestrian crossing. Figure 23 illustrates this application.
- Bus **stop on floating transit island, separated from the sidewalk by a bicycle lane.** Figure 24 illustrates this application. Note that DWS is not required at the face of curb unless the curb height is greater than 6 in.
- **Bus stop in transit center.** This configuration has multiple bus stops as part of a transit center, often with a wide platform to allow a continuous wayfinding system. Figure 25 illustrates this application.

It may be desirable to provide TDIs for locating both front and rear bus doors. Coordination with the transit agency is suggested to determine desired practice. Placement of TDIs for both front and rear doors may not be possible if the door spacing varies within the bus fleet using the bus stop.

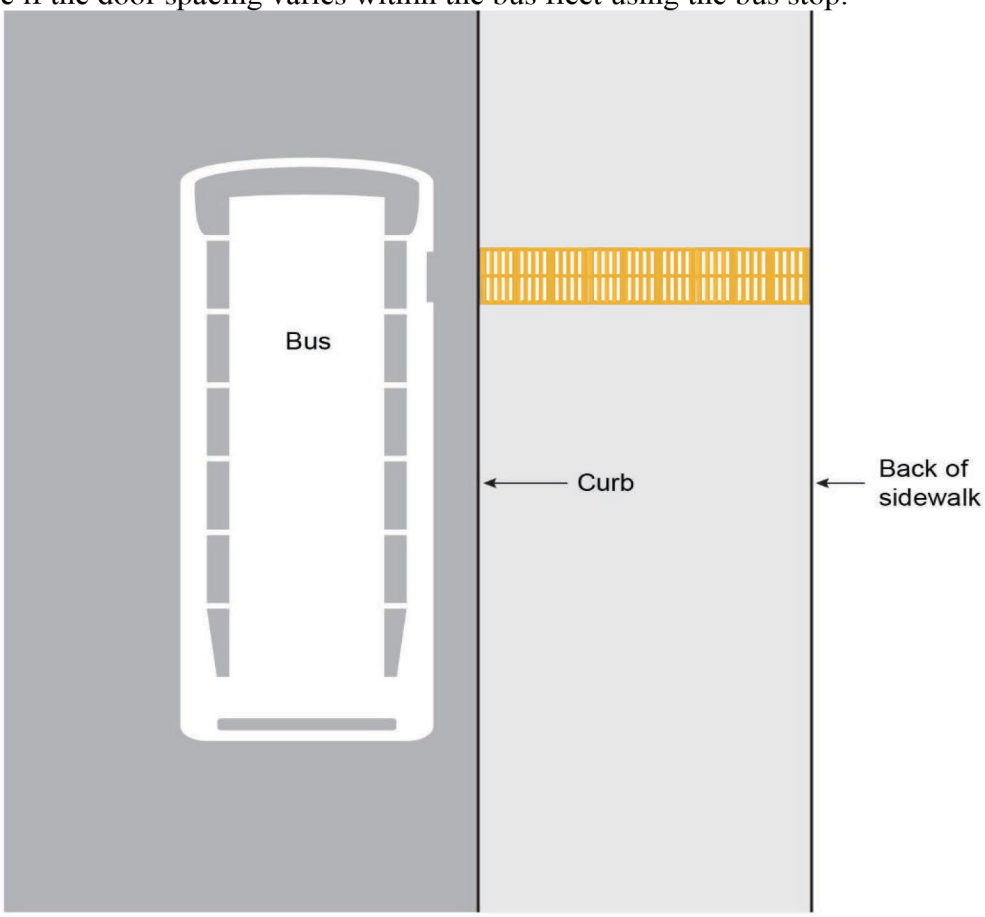
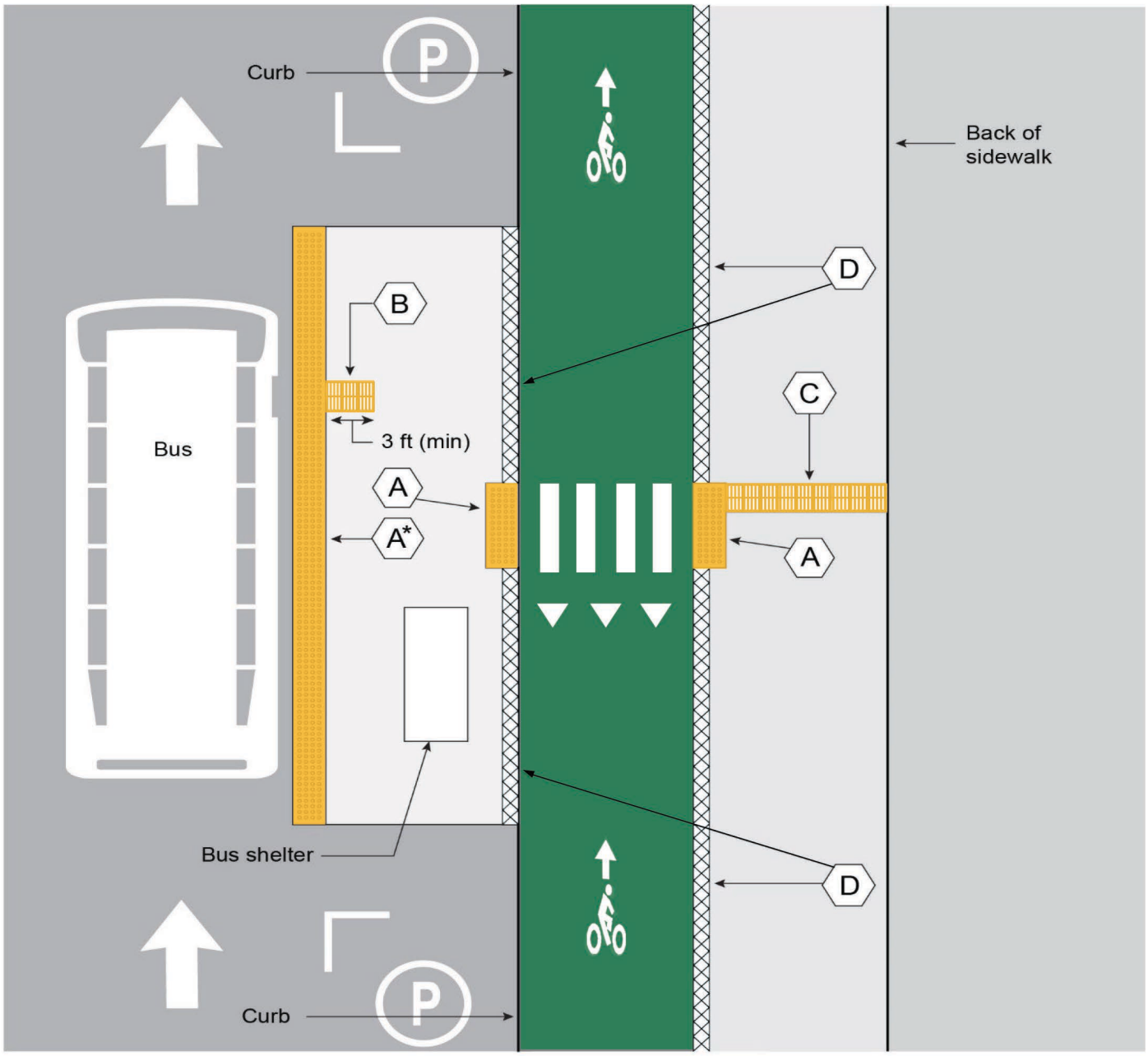


Figure 23. Example of TWSIs for a Bus Stop at a Non-Corner Location.



*DWS required if platform is raised above standard curb height — see PROWAG

A DWS

B TDI transit door location bars
(bars may be rotated to meet local regulations or needs)

C TDI sidewalk alert bars

D TWD if bicycle lane is abutting and at same grade as pedestrian facility

Figure 24. Example of TWSIs for a Bus Boarding Island.

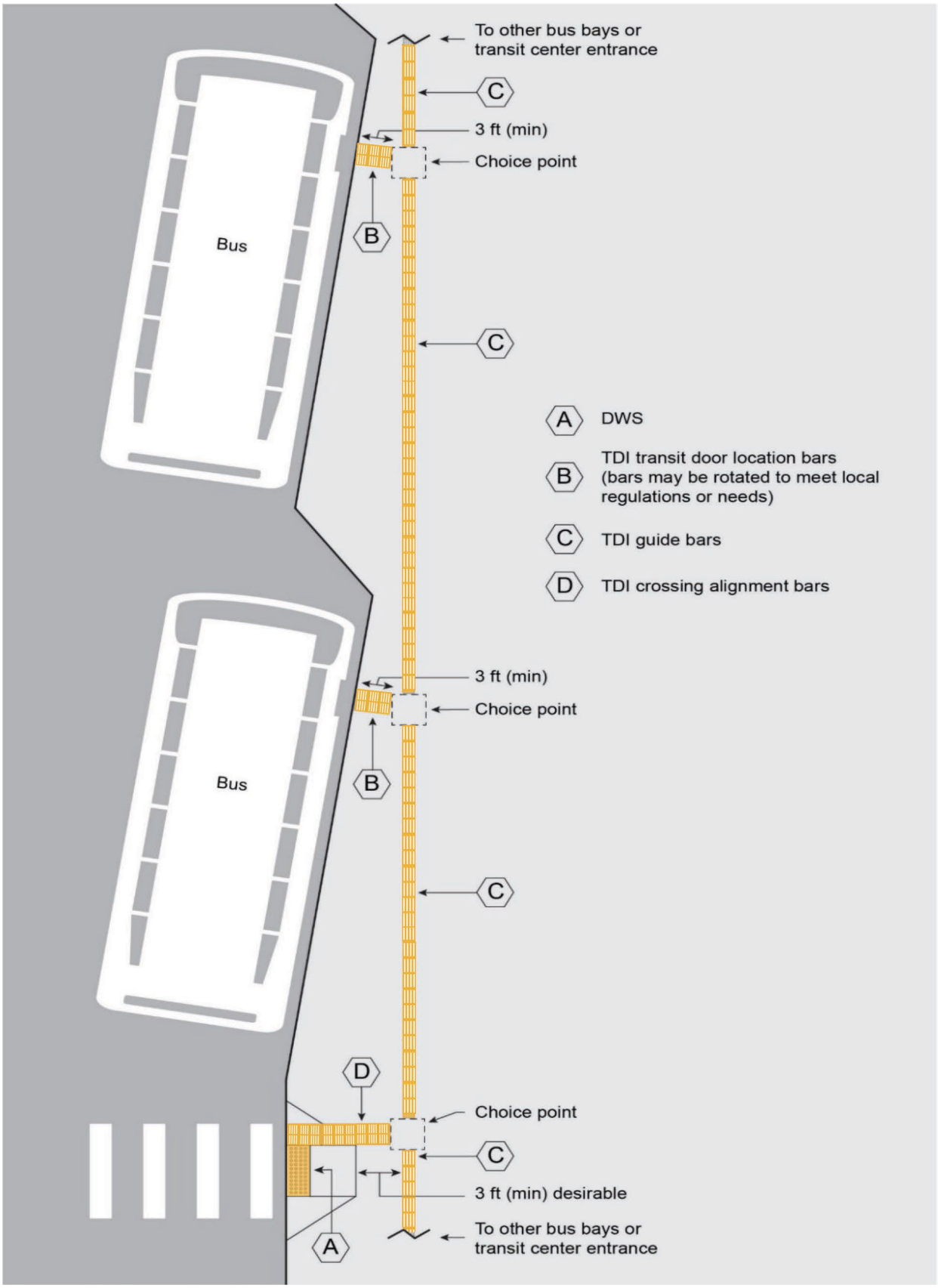


Figure 25. Example of TWSIs for Bus Stops as Part of a Transit Center.

Other Plaza-Type Applications

Other plaza-type applications include pedestrian plazas, shared streets, and other locations where identifying appropriate paths for people with vision disabilities is beneficial. Figure 26 shows an example of TWSI applications in a pedestrian plaza. As discussed in Chapter 5, orientation and mobility training encourages people to walk on the building side of a sidewalk away from the street, TDIs should be located towards the building side to maximize likelihood of detection.

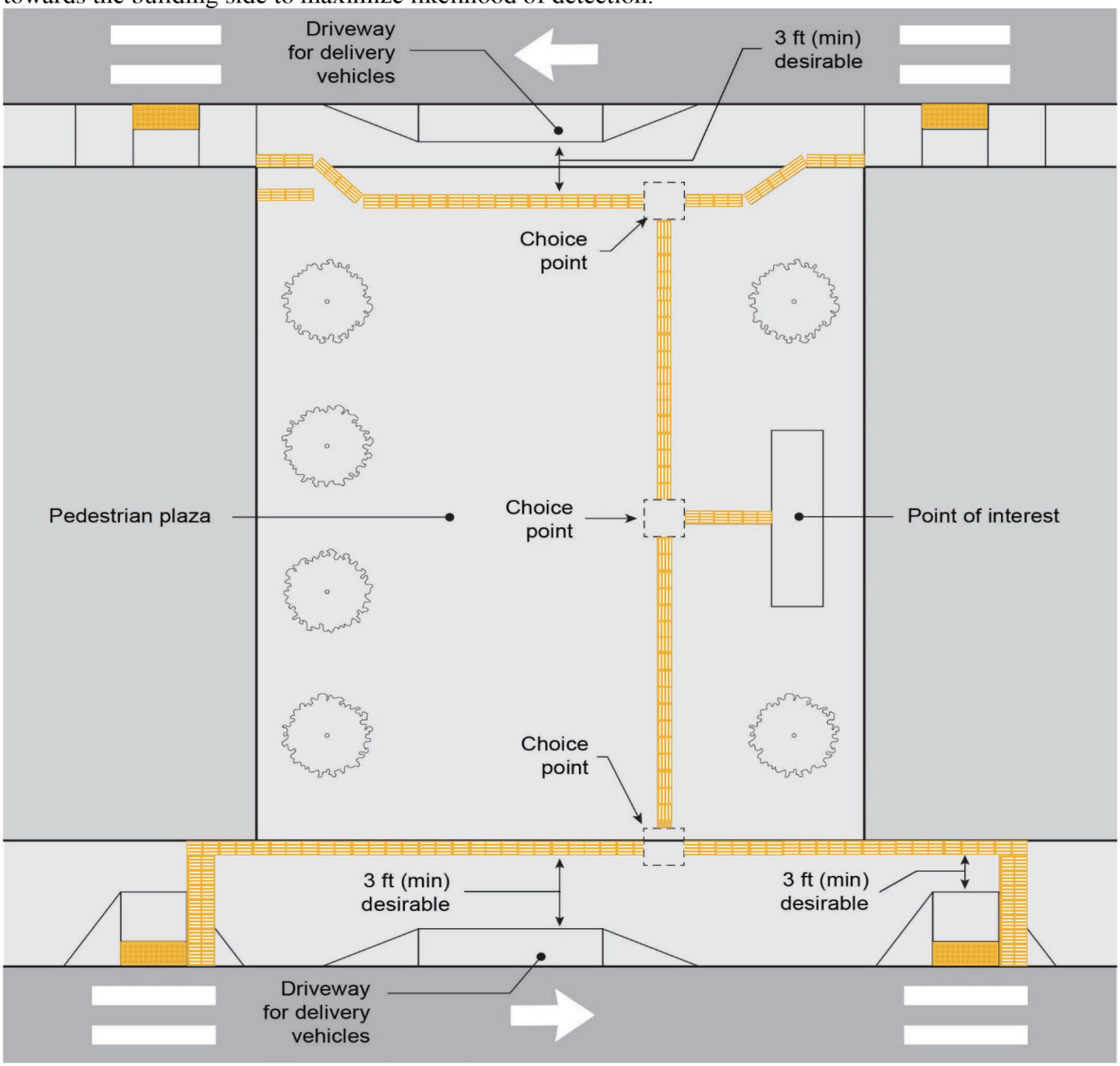


Figure 26. Example of TWSIs in a Pedestrian Plaza.