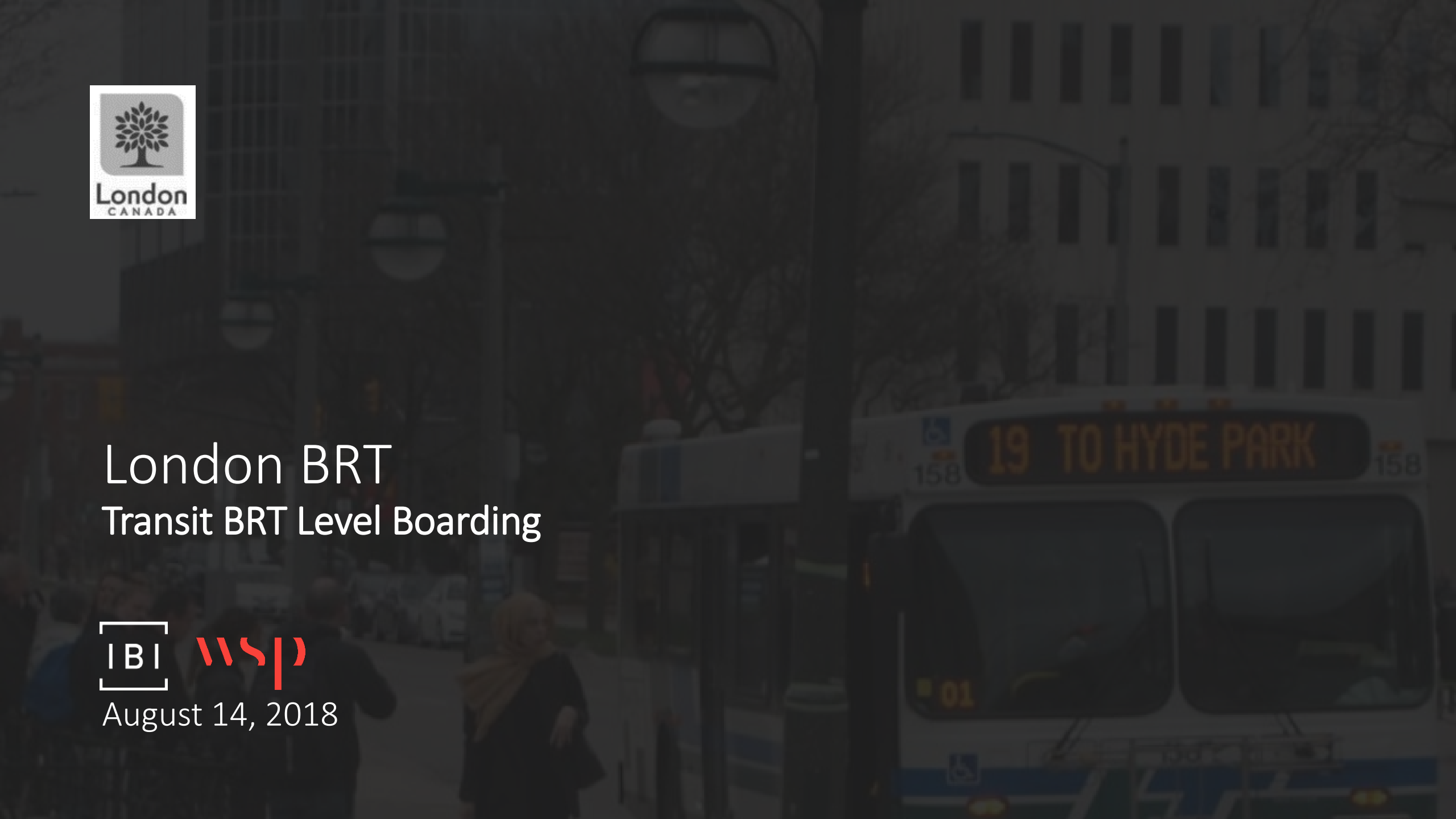


London BRT

Transit BRT Level Boarding

August 14, 2018

4.1.9 RAMPS

APPLICATION

Any part of an *accessible route* with a slope steeper than 1:25 shall be considered a *ramp* and shall comply with this section.

DESIGN REQUIREMENTS

Accessible ramps shall be on an *accessible route* complying with 4.1.4.

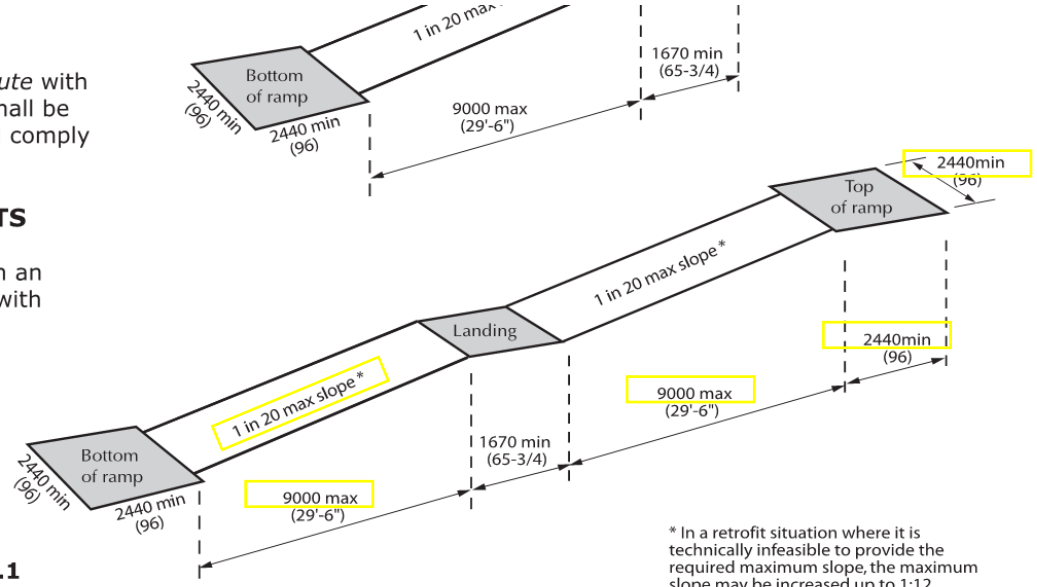


Figure 4.1.9.1
Minimum Ramp Landing Dimensions

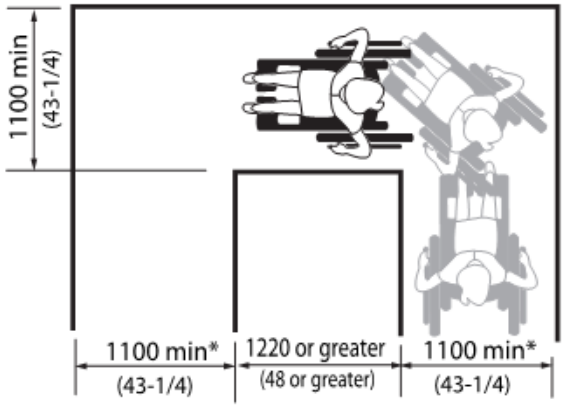


Figure 4.1.4.3
Turn around an Obstacle

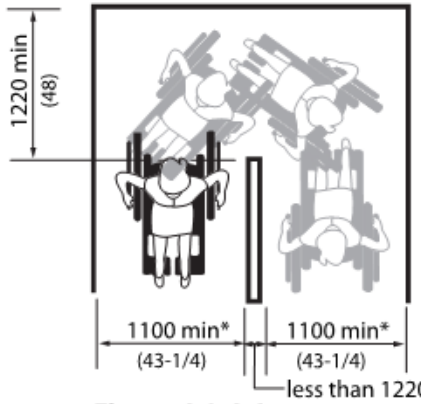
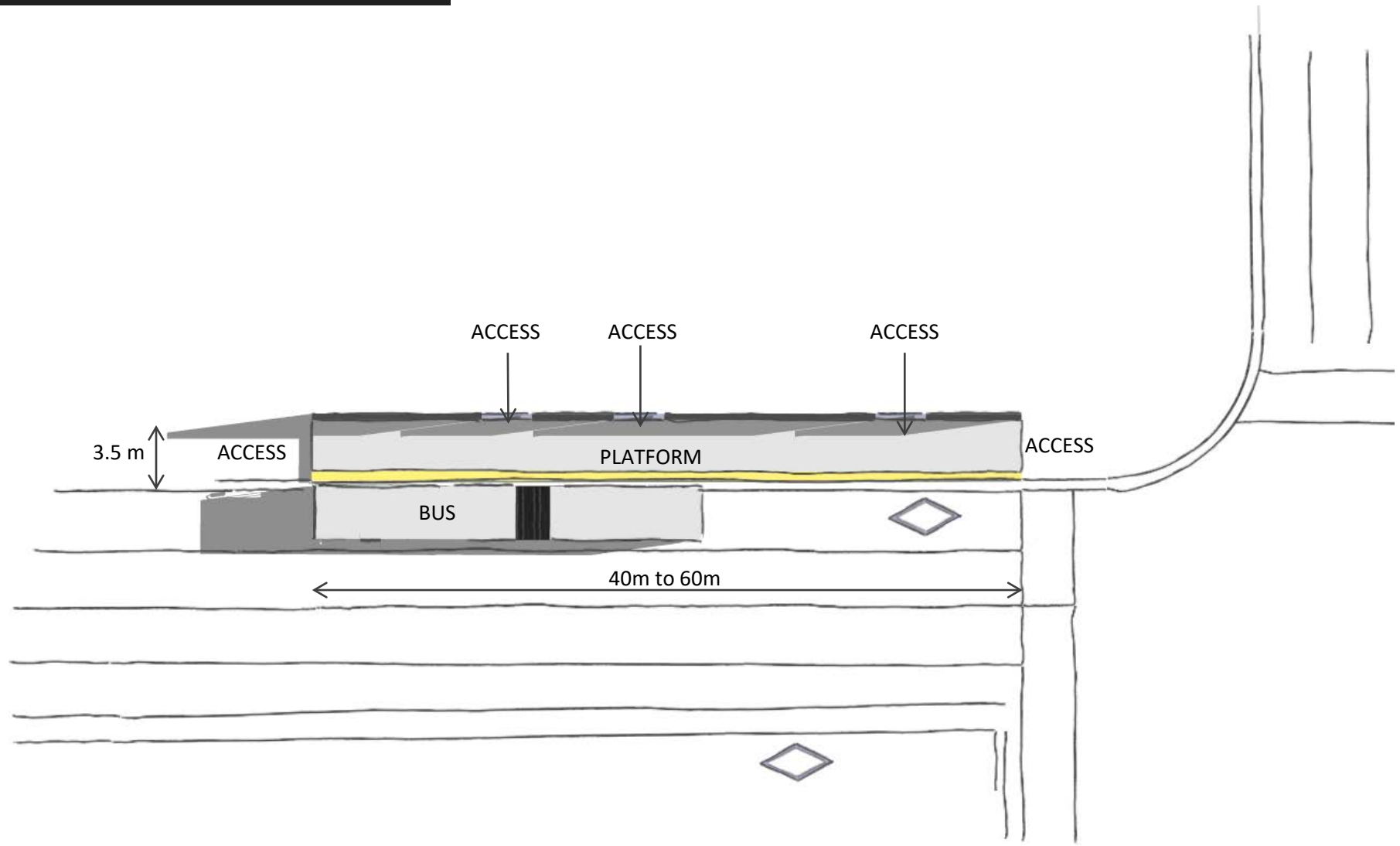


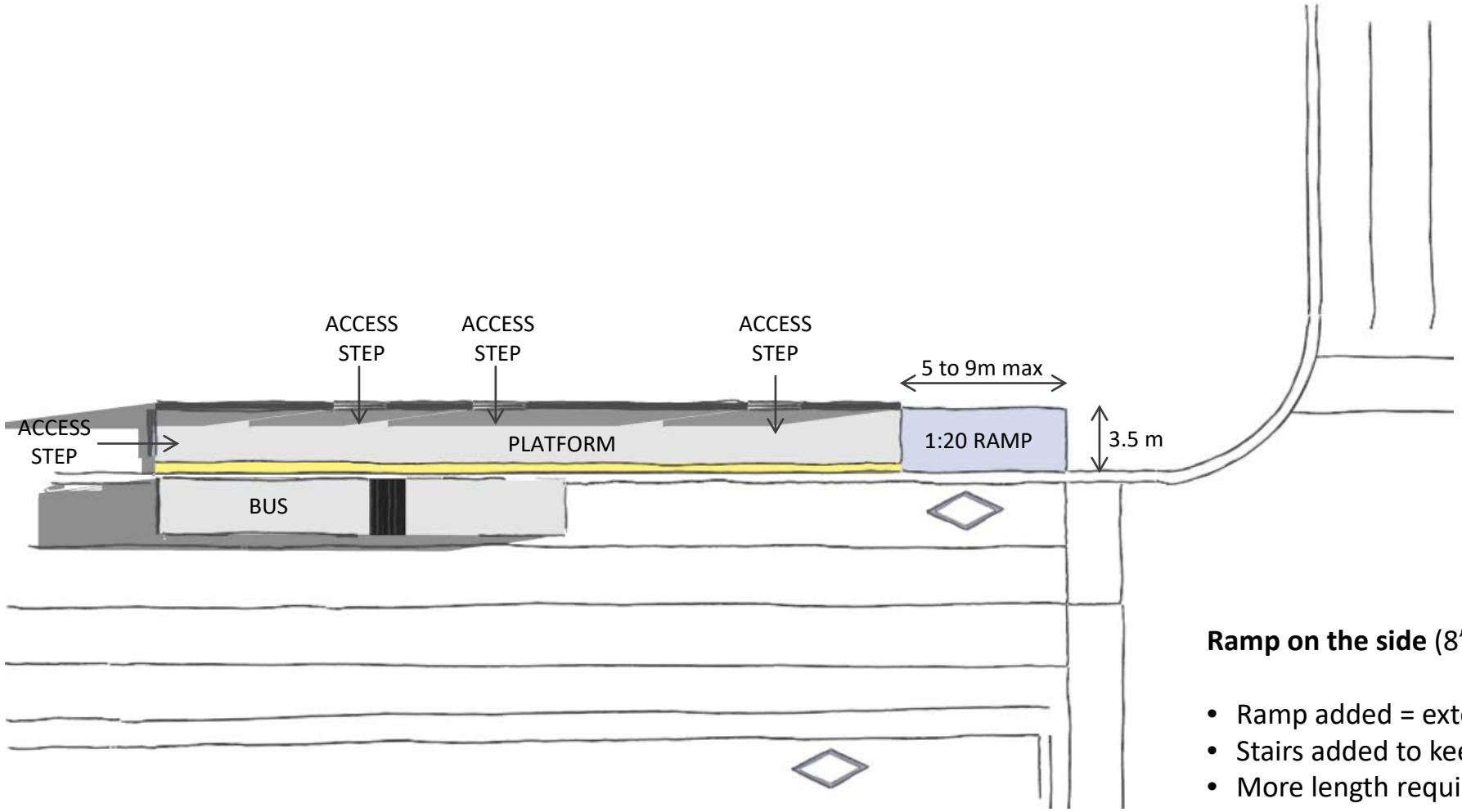
Figure 4.1.4.4
Turn around an Obstacle

Figures 4.1.4.3 and 4.1.4.4 illustrate interior routes. Dimensions marked * to be increased to 1220 mm (48 in.) at exterior routes.

CURB SIDE - Typical



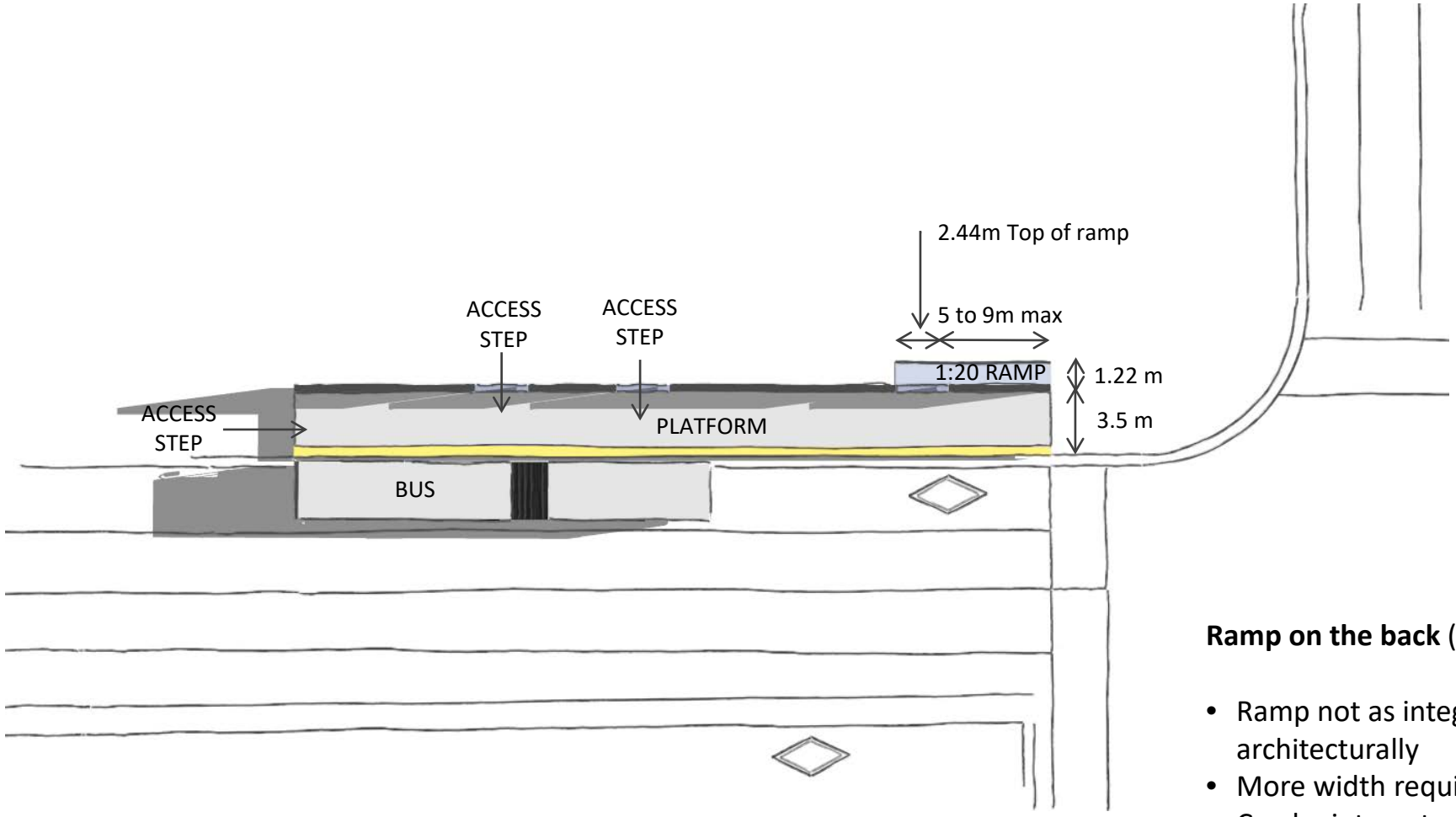
CURB SIDE - Solution 1



Ramp on the side (8” rise)

- Ramp added = extends/moves platform
- Stairs added to keep current accesses
- More length required of ROW

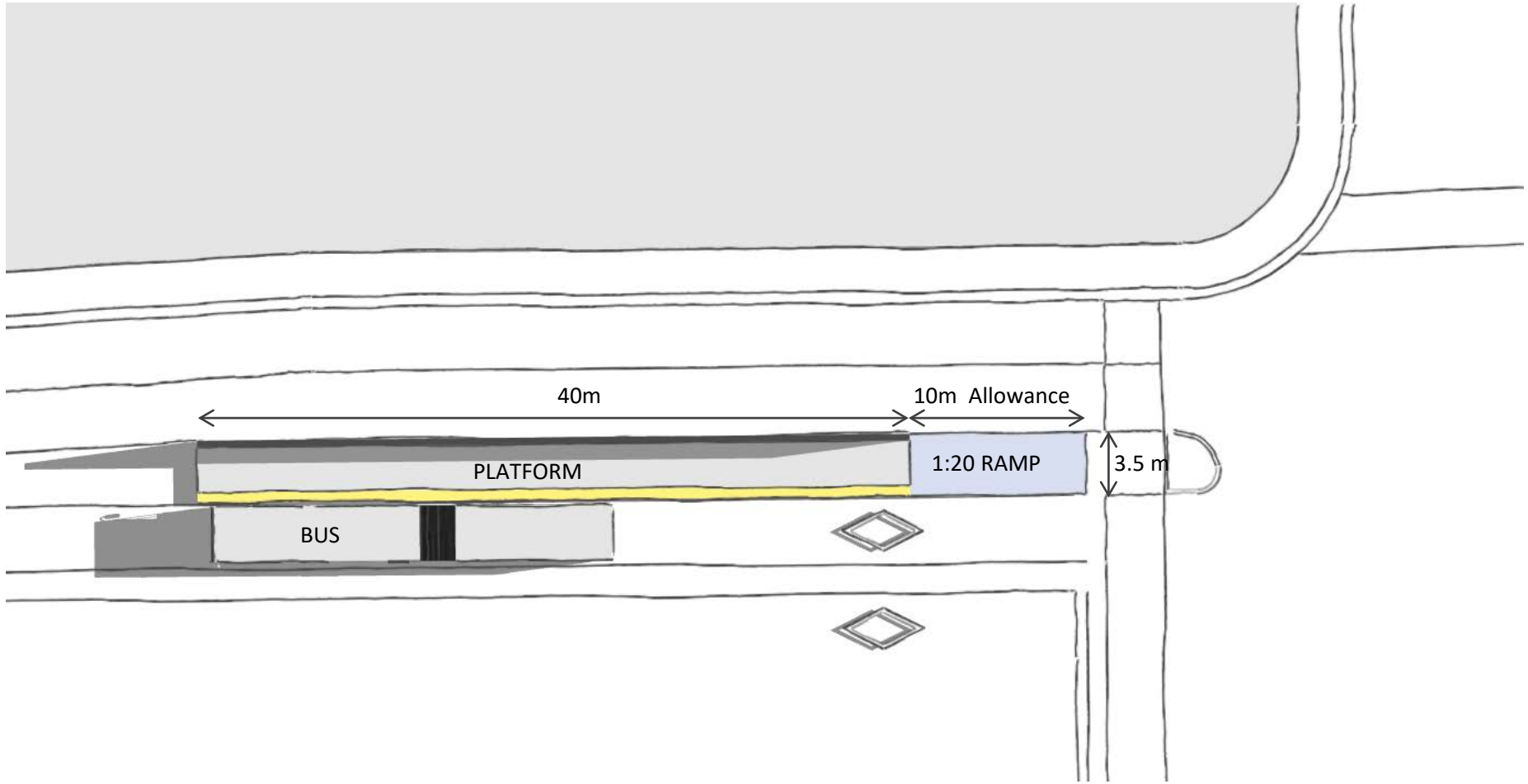
CURB SIDE - Solution 2



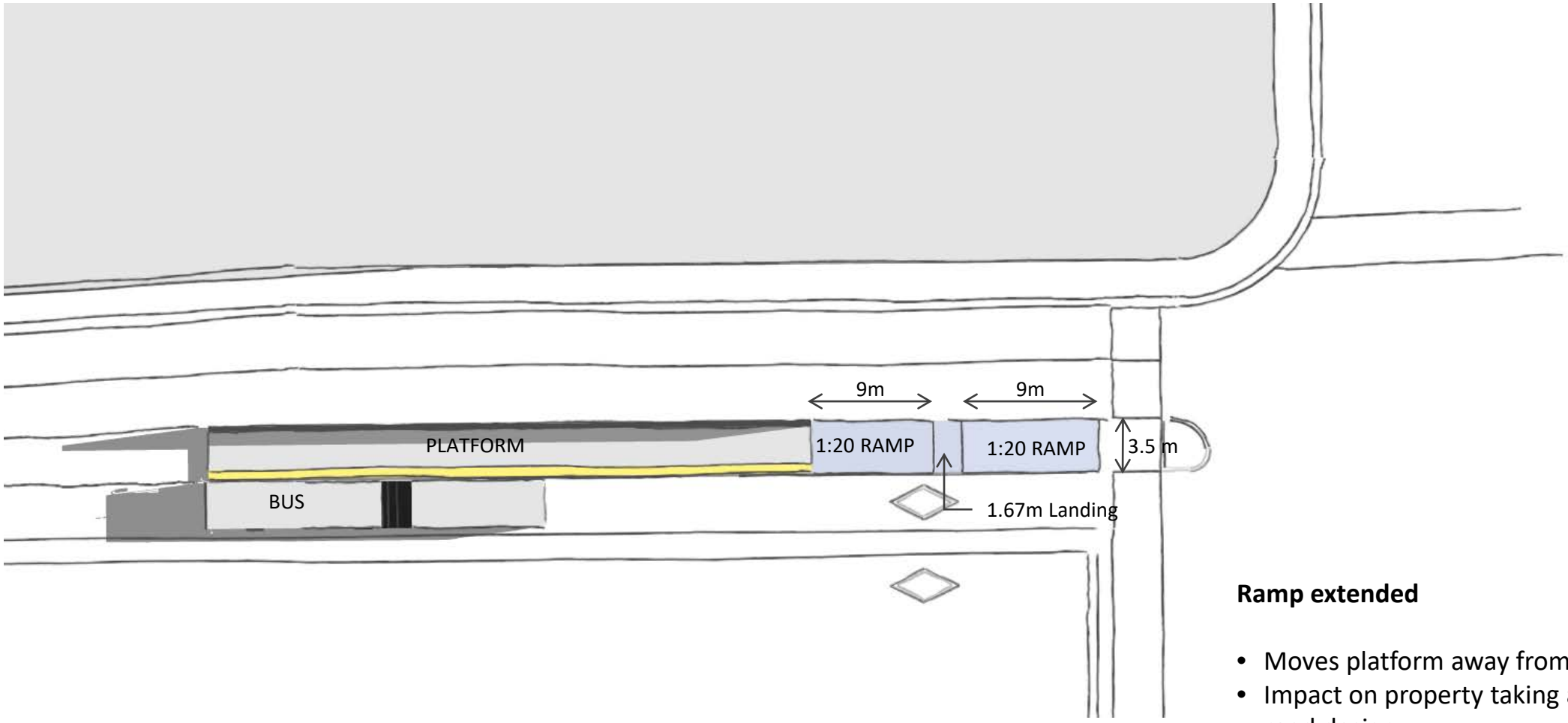
Ramp on the back (8” rise)

- Ramp not as integrated on to shelter architecturally
- More width required of ROW
- Can be integrated to whole width of sidewalk

MEDIAN - Typical



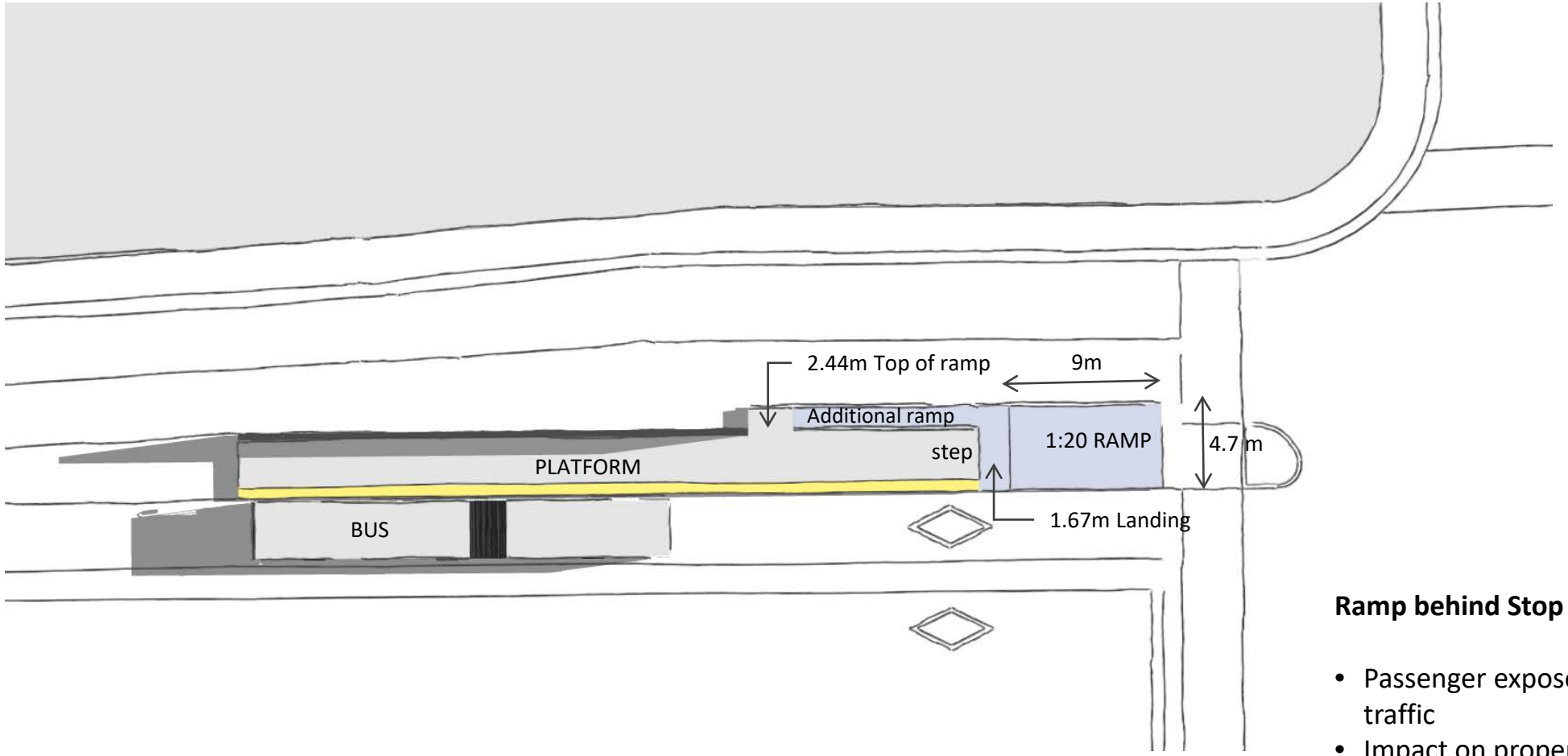
MEDIAN - Solution 3



Ramp extended

- Moves platform away from crossing
- Impact on property taking and civil road design

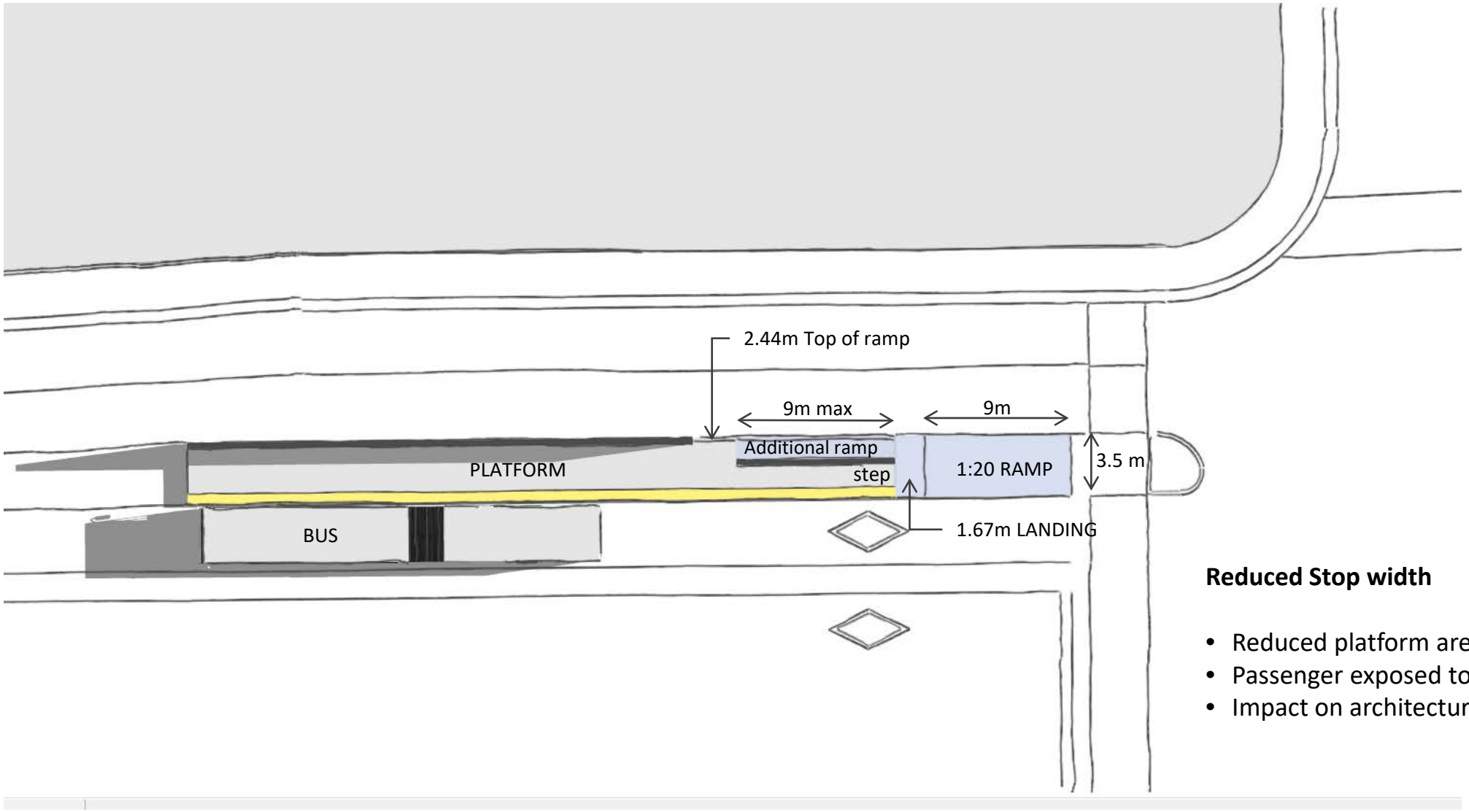
MEDIAN - Solution 4



Ramp behind Stop

- Passenger exposed to the road traffic
- Impact on property taking and civil road design

MEDIAN - Solution 5

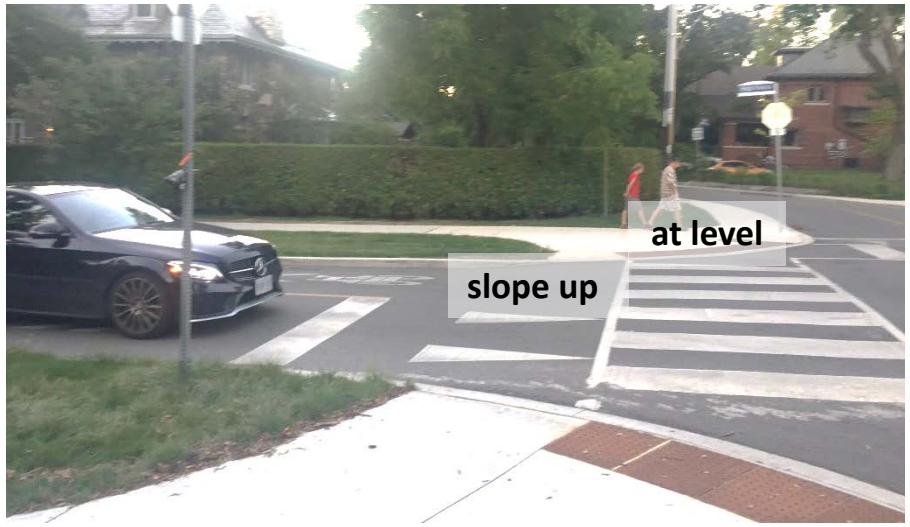


Reduced Stop width

- Reduced platform area (approx. 1.8m)
- Passenger exposed to the road traffic
- Impact on architectural shelter design

MEDIAN - Solution 6

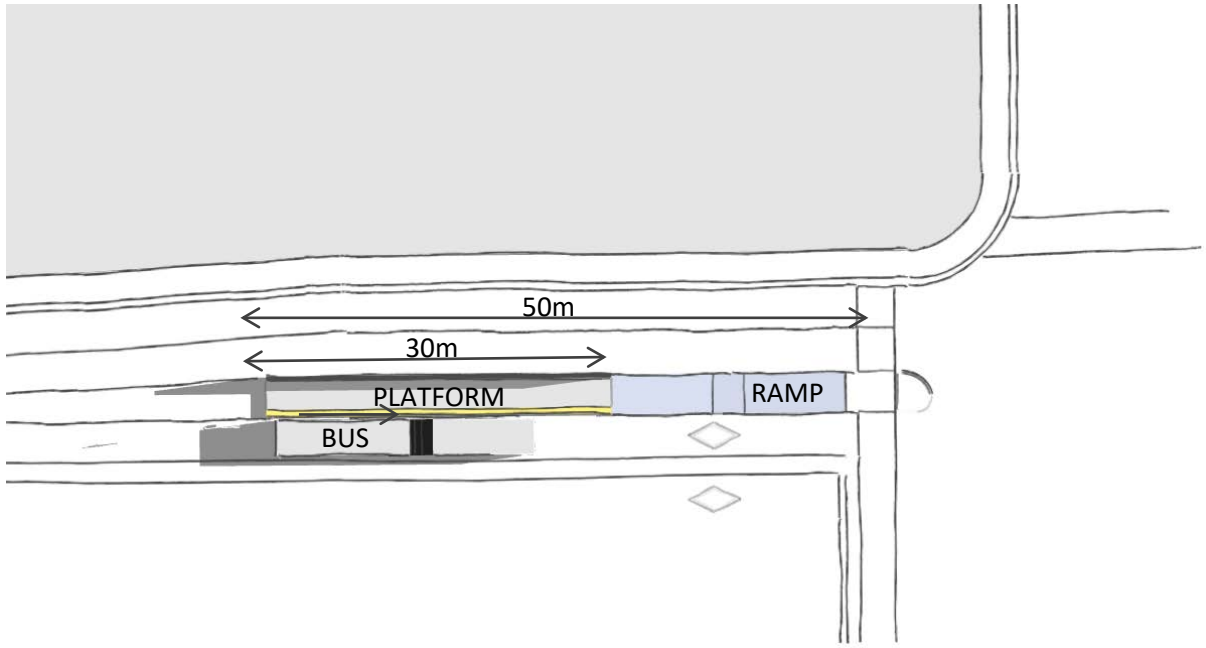
Raised intersection

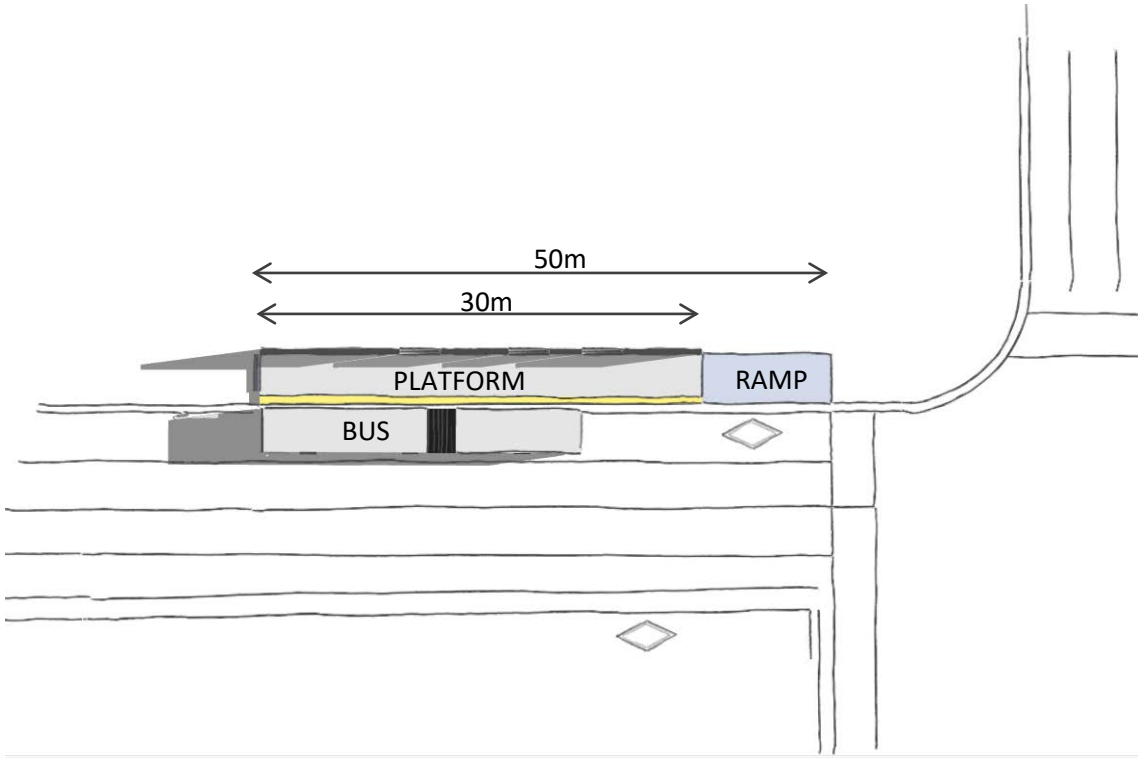


Raised intersection

- Raise intersection by 6” = ramp access height is shorter
- Slows down traffic = opportunity for streetscape design

MEDIAN and CURB SIDE - Solution 7





Shorter platform

- Reduced passenger waiting area
- No impact on civil road design and property taking
- Minimal impact on architectural shelter design