



photo source: www.sun-sentinel.com

Creative Bus Shelter Project

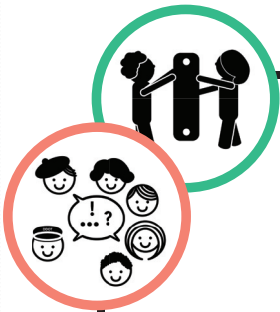
Detroit’s design and makeup has revolved around the automobile, making use of public transportation a challenge for those who rely on it. **As a rider, your journey begins as you wait at the curb for your bus to arrive.** In Detroit, this experience often means you wait for your bus with no shelter, no sense of security, and often times with no bench or seating area. However, how much more exciting could it be for you to wait for your bus if there was not only a bench and shelter, but also a creative flare infused in your experience with a creative bus shelter!

Creative bus shelters have the ability to make a first impression for riders, one that lasts for the duration of their journey. They can make waiting for your bus fun, relaxing, invigorating, educational, and even add a sense of safety and security. There are also psychological impacts of having a creative bus shelter in your neighborhood. They include: improved public’s perception and often the reality of a bus stop’s safety and security, perceived wait times are typically lowered, and customer comfort increased which all improves ridership experience and quality of life.

Lessons Learned

This toolkit aims to walk a user through the process of transforming bus stops in their community by synthesizing the process in a more streamlined fashion. The processes described are accurate as of Fall 2016 and are subject to change. There is no roadmap established with the city of Detroit to execute projects of this caliber, so there is still work to be done. Working with your local District Manager will be important to the future efforts to establish a more streamlined process for communities looking to do similar projects. There were several lessons learned through this project that can be shared with you.

1. **When establishing a resolution** with the city of Detroit, make sure the city’s willingness to accept the shelter as a gift is included, hiring a lawyer may help you navigate this process and ensure an equitable and agreed plan is laid out. If DDOT supports your project, they may take the lead in drafting and submitting your resolution. DDOT may provide input, guidance, and approvals where necessary. The Detroit Law Department may provide assistance with drafting the resolution once DDOT and the petitioner have mutually agreed to terms.
2. **Stay ahead of permitting** and be sure to have DDOT join the conversation early on to ensure you are connected to the necessary city and/or state departments.
3. **Plan for the unexpected and unknown:** additional expenses, studies, and resolution revisions required more resources than originally planned. One Structural Engineer asked for \$250 per hour to review drawings and make calculations.



AUTUMN 2016

On Board with Art: Establishing a Creative Bus Shelter

A toolkit for establishing a creative bus shelter in your neighborhood.

DETROIT
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New Urban Places



DDOT Specifications + Requirements

The following design standards are offered as guidelines for the design and construction of bus shelters. The City may vary any of the following requirements as deemed suitable for the site and its particular situation. It is important that a group looking to install a creative bus shelter contact the City early in the review process to determine the exact location, the design, and the capacity of the proposed bus shelter.

Design Standards

- **SIDEWALK OBSTRUCTION**
Shelter installations may not obstruct a public sidewalk. At least 6’ of clear sidewalk must be available for pedestrians or wheelchair users to pass by the shelter.
- **SET BACK**
Shelters should be set back at least 2’ from the curb. If the shelter has an opening facing the street, it should be set back farther to minimize the risk of mud or slush splashing into the shelter from the street.
- **BOARDING AREA**
Boarding area must be minimum 5’ x 8’ paved concrete, with the shorter side parallel to the curb. If the boarding area does not connect to the public sidewalk, it must be connected by a paved pathway minimum 3’ wide.
- **VISIBILITY REQUIREMENTS**
To ensure the safety of people using the shelter, it should be possible to see into the shelter from outside and out of the shelter from inside. Customers sitting inside the shelter should be able to see when a bus is approaching.
- **MATERIAL/DURABILITY**
In general, use durable materials that resist vandalism, harsh weather conditions, wear and tear, and use standard-sized modular components wherever possible to facilitate easy replacement. This is a component of the plan that may require review by a structural engineer and designs should be reviewed by the Building Safety Engineering and Environmental Department to ensure that they are safe to use?

ADA Standards

- **OPENING SIZES**
Minimum 32”. Generally, left open by DDOT, which easily satisfies this requirement and also makes the shelter easier to keep clean.
- **CAPACITY REQUIREMENTS**
Minimum 30” x 48” clear space for a wheelchair, with a clear path to the entrance.
- **RIGHT OF WAY FOOTAGE REQUIREMENTS**
Shelters should be anchored to a 6” thick concrete pad, and all shelter entrances should be connected to the paved boarding area by a paved path at least 3’ in width. Shelter pad should be large enough to allow the shelter to be anchored without compromising the edges of the concrete. Concrete mix should be such that it does not cause adverse chemical reactions with the shelter anchors (e.g. no calcium chlorides).

Other Details

All third-party installations of shelters, paved pathways, or concrete pads are considered encroachments on the public right of way, and as such will require an encroachment petition to be filed with the Department of Public Works, City Engineering Division, Survey Bureau.

Cody Rouge/Franklin Park Bus Shelter Project

A CREATIVE BUS SHELTER PROJECT IN DETROIT

Through the New Urban Place project, the College for Creative Studies community+public arts: DETROIT (CPAD) program worked with the Franklin Park Community Association, located in Cody Rouge on the west side of Detroit, to bring a project that combined arts, culture, and greenspace to express the community vision as a part of a creative ecology for Detroit. Working with CPAD to identify an artist, the community voted to select Kef Parker as the artist to implement the Creative Bus Shelter project for the Cody Rouge Community.

KEY CHALLENGES:

- Users reported feelings of vulnerability, unsafety, discomfort and not feeling welcome.
- Many young students and elderly using the bus.
- Three of the stops were just a bus sign, with no shelter or place to sit.

Kef, the artist, imagined bus shelters as distinctive art pieces that reflect the community. The project uniquely targets bus stops as a community art project, bringing a new level of fun and professionalism to the community to improve bus ridership and increase perceived safety while enhancing the sense of place at the corner of Plymouth and Evergreen in Cody Rouge.

THE DESIGN

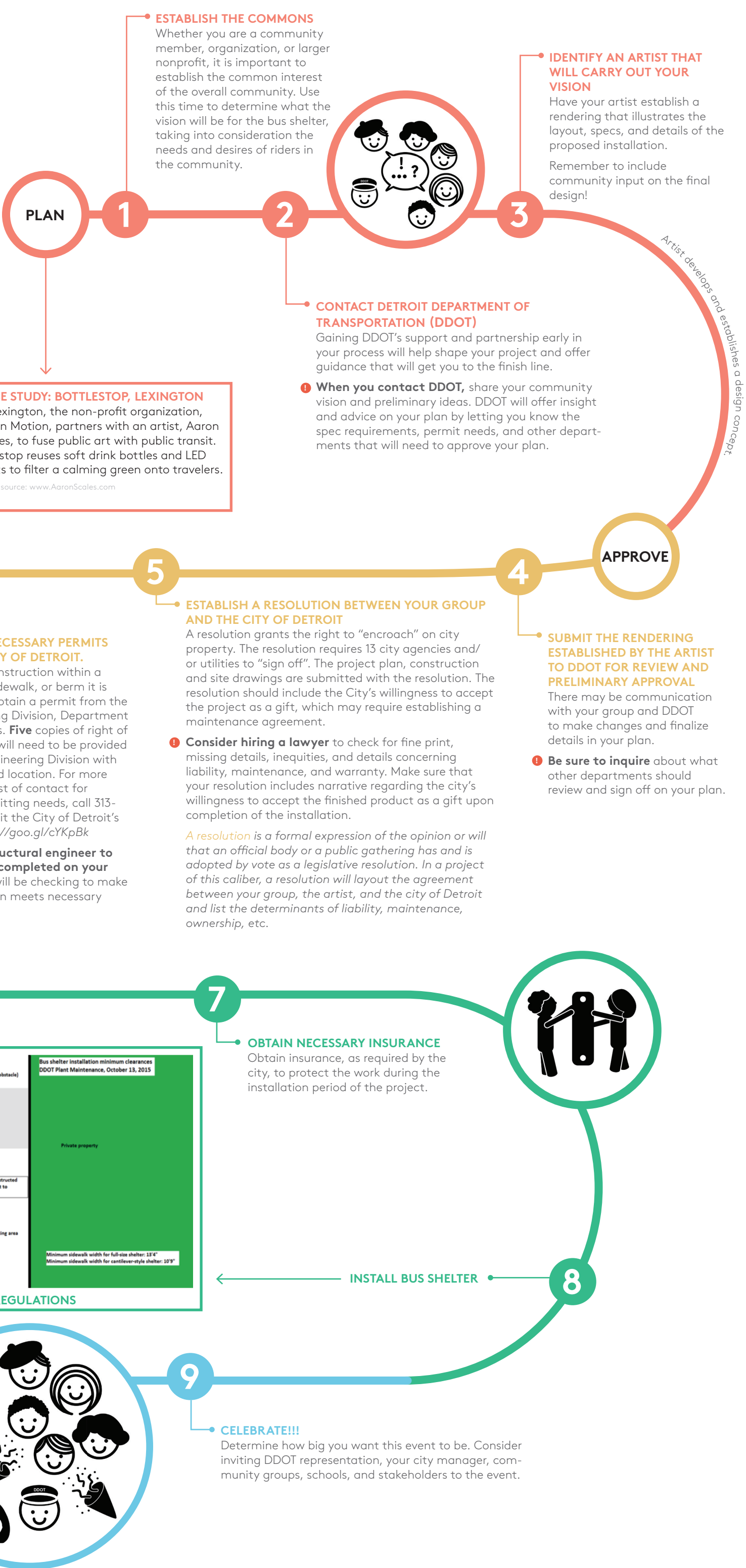
The creative bus shelter design includes three unique, creative, and artistically designed bus shelters that form large letters (a “B”, a “U”, and an “S”). Each letter creates a shelter that can accommodate 3 – 5 people and includes lighting, seating, an exterior planter with natural greenery, and an additional bench. The three letterforms collectively spell BUS when viewed together.



“[Art] can make you happy, sad, effect emotion. It can collect water and improve storm water runoff, it can shelter us, and add light on a dark corner when we feel vulnerable.” - Mikel Bresee, Director of Community Arts Partnerships, CPAD

How to Build a Creative Bus Shelter!

Your guide to install your own in your neighborhood.



CASE STUDY: BOTTLESTOP, LEXINGTON
In Lexington, the non-profit organization, Art in Motion, partners with an artist, Aaron Scales, to fuse public art with public transit. The stop reuses soft drink bottles and LED lights to filter a calming green onto travelers.
photo source: www.AaronScales.com