

4.0

# pedestrian toolkit



## 4.1 Pedestrian Toolkit

The pedestrian toolkit includes smaller projects that are less expensive and easier to manage, both in terms of construction and maintenance.

There are several toolkit treatments that are included as part of “Priority Projects” along stitch and connector streets. While it is often less expensive to build enhanced crosswalks, traffic circles, and other toolkit items as part of more comprehensive priority projects due to construction mobilization, it is often difficult to generate political and financial support for these projects. In the short-term, the City of Long Beach and its

partners should consider demonstration projects to build support for more extensive reconstruction efforts. Examples of temporary treatments are presented in this section.

The toolkit includes bioswale parkways, traffic diverters, refuge islands, enhanced crosswalks, traffic circles, scramble crosswalks, curb extensions, and pocket parks, among other potential locations for these items, as part of standalone or priority projects, are shown on the map in section 5.1 “Priority Projects.” The toolkit also includes design guidelines drawn from national best practices.

### Toolkit Treatments

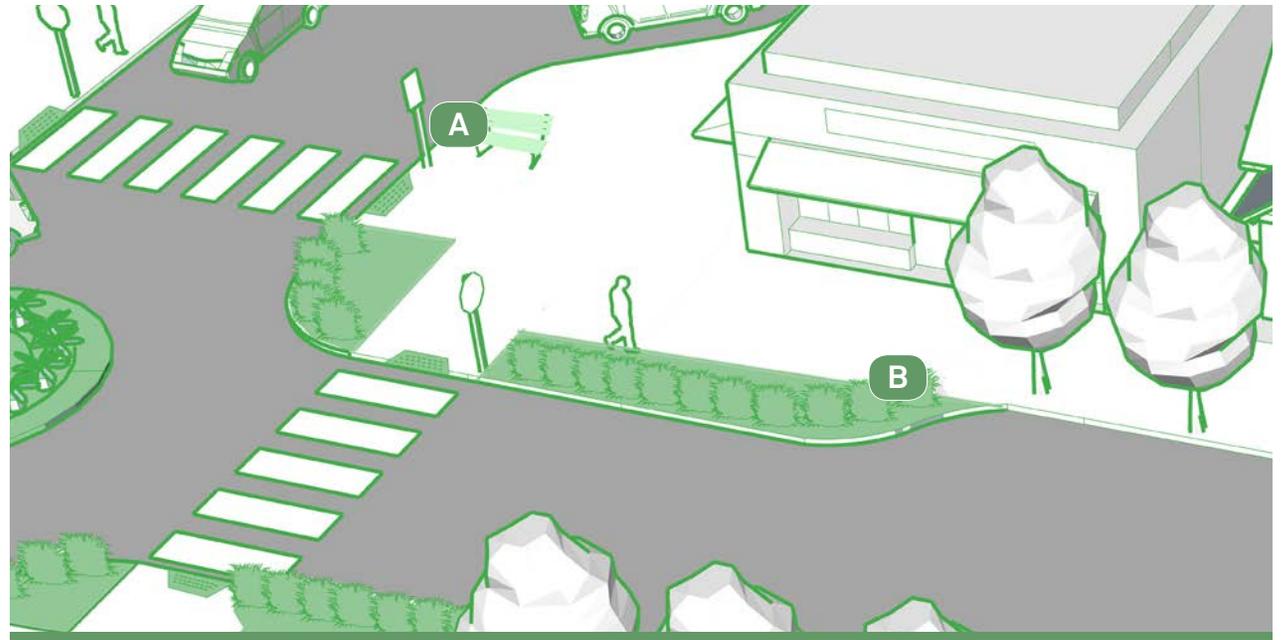


Curb Extensions	Treelets
Bioswale Parkway	Curb Ramps
Enhanced Crosswalks	Pedestrian-Level Lighting
Scramble Crosswalks	Street Furniture
Traffic Circles	Landscaping
Pedestrian Refuge Islands	Pedestrian Push Buttons
Traffic Diverters	Pedestrian Countdown Signals
Chicanes	Permeable Paving
Pocket Parks	Transit Shelters
Wayfinding	Waste Receptacles
Demonstration Projects	

### 4.1.1 Curb Extensions

A curb extension is a portion of the sidewalk that is extended into the parking lane and typically occur at intersections.

This reduces the distance that pedestrians need to walk to cross the street, **makes pedestrians more visible** to motor vehicles, and causes drivers to reduce speeds by narrowing the roadway. Curb extensions offer **space for amenities** such as street furniture, bike racks, public art, and landscaping. Curb extensions must be installed with curb ramps that comply with ADA standards. Curb extensions are typically installed at corners but they can be used at mid-block crossings as well.



#### Design Guidelines

- A** Planters, Bollards or other elements should be used as necessary to protect pedestrians.
- B** Curb extensions should extend the full width of the existing parking lane. Streets with striped bike lanes, curb extensions should not conflict with cyclists' lane. Curb extensions may divert stormwater flow and the street could require redesigning to accommodate this conditions. The catch basin can be relocated or an ADA compliant grated channel could be designed to redirect stormwater into the existing catch basin.

Curb extension should not obstruct sight-lines and allow approaching motorists to clearly see pedestrians. Well-designed curb extensions could include landscape planting, bioswale planting (see 4.1.2 Bioswale Parkways), bike parking or seating as space permits.

#### Cost Estimate

**\$14,000**  
per corner



Image 4.1 Curb Extension - 1st Street and Linden Avenue, Long Beach, CA.

## Best Practices: Curb Extension » Stormwater Curb Extension, Portland, OR

Completed in 2005, this was the first Green Street project jointly conceived and designed by the Portland Bureau of Environmental Services (BES) and the Portland Bureau of Transportation (BOT). BOT proposed a curb extension at the site to provide a safe pedestrian crossing that would accommodate school children in particular. BES suggested making it a vegetated facility that could also provide stormwater management.

### Scope

This project removed 300 square feet of paved street surface and transformed it into a vegetated system for stormwater management. This is Portland's first Green Street project to integrate an ADA-compliant pedestrian crossing into the design of a stormwater curb extension facility.

### Benefits

The curb extension captures runoff from 4,500 square feet of paved surfaces. It treats and infiltrates most of the runoff it receives, providing volume and flow control and water quality benefits.

### Cost

**\$20,000**

includes: project management, construction  
excludes: design

Of this, construction of the stormwater curb extension cost \$16,400, or \$3.64 per square foot of impervious area managed. The remaining \$4,000 was required for ancillary sidewalk repairs and construction of a new ADA ramp on the opposite side of the street. These costs are not necessarily typical of other Green Street projects.



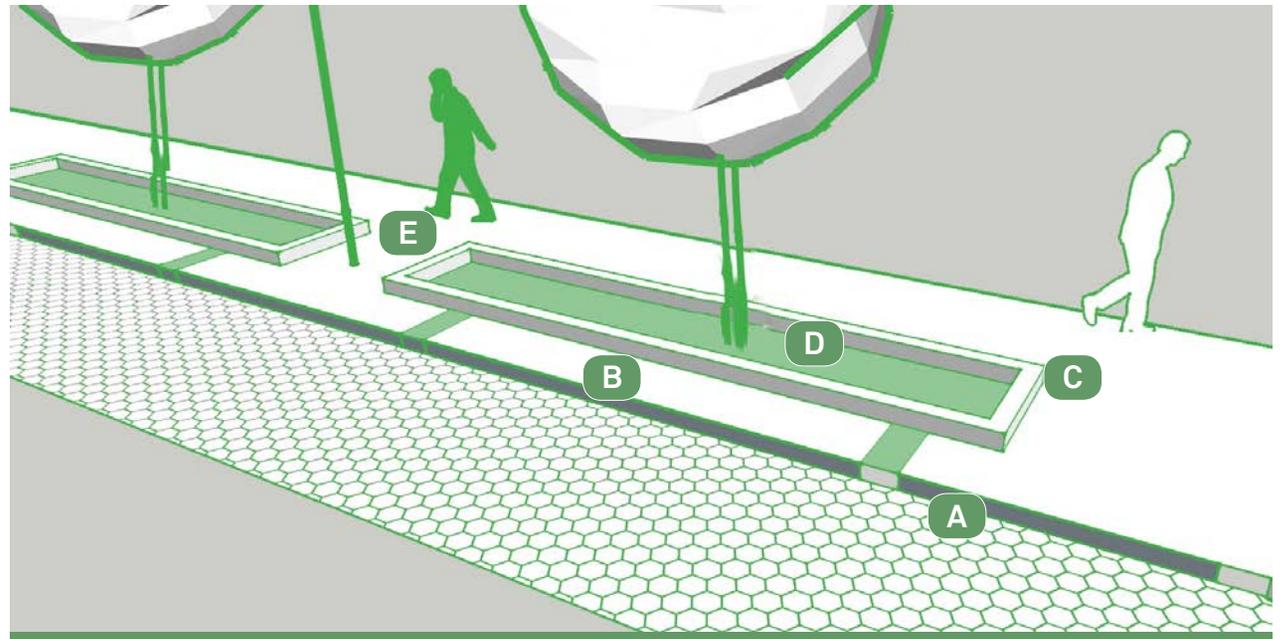
### 4.1.2 Bioswale Parkway

Stormwater runoff is a major cause of water pollution in urban areas. Bioswales meet an increasing demand to mitigate urban pollution from our streets and impermeable surfaces in our cities.

Bioswale parkways between the street and sidewalk work to **collect and filter runoff** from neighborhood streets. Curb cut-outs direct street runoff into the permeable soils and native plants or grasses to help reduce the flow of water and to filter out pollutants such as sediment, trash, and heavy metals. Drainage pipes installed beneath the soil carry the filtered water to the storm drain system.



Image 4.2 Hope Street bioswale - Los Angeles, CA.



#### Design Guidelines

- A** Curb cut and warped gutter to allow stormwater runoff to flow into bioswale with ADA accessible grate surfacing
- B** Accessible area at curb if on-street parking is desired. If there is no on-street parking, bioswale can be at back of curb.
- C** Bioswale curb wall.
- D** Bioswale planting to be California native planting or adapted to comply with drought tolerant, low maintenance goals.
- E** Minimum 4' wide walkway shall be provided at each end of swale for pedestrian traffic.

#### Cost Estimate

**\$50**  
per square foot

### 4.1.3 Enhanced Crosswalks

Installing crosswalks helps pedestrians to identify ideal locations at which to cross a street.

Marked crosswalks also indicate to motorists where pedestrians have right-of-way and where to yield. Crosswalks should be **highly visible** to both drivers and pedestrians and can be installed with basic striping or decorative pavers. Crosswalks can also be supplemented with in-pavement flashing lights, elevated “table crosswalks,” or freestanding beacons to increase visibility, which is particularly important for mid-block crossings.



#### Design Guidelines

- A** Curb ramp and tactile warning strips at each end to meet ADA guidelines
- B** Minimum 10' wide crosswalk on neighborhood greenway streets and 15' wide on stitch streets.

- Enhanced Crosswalks are defined as “Continental” crosswalks. Stripes are 2 feet in width that are placed 3 feet apart. The striping should be perpendicular (or transverse) to the direction of pedestrian travel and parallel to the direction of vehicular travel. School crosswalks must be yellow per CA code.
- Decorative crosswalks should be unit pavers or scored concrete. Use integrated color, texture, and pattern along corridors and within districts.

#### Cost Estimate

**\$13**  
per square foot

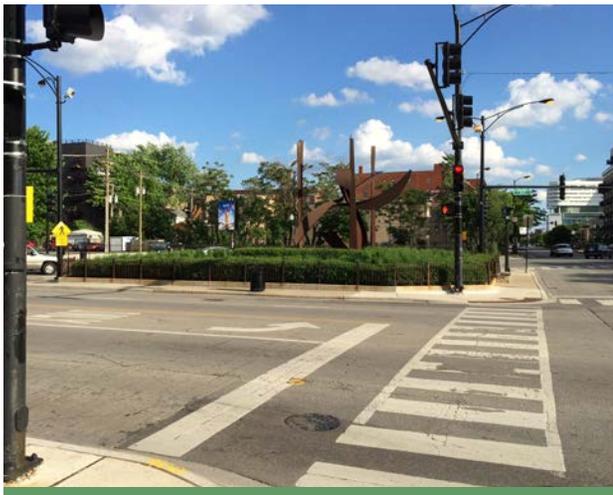
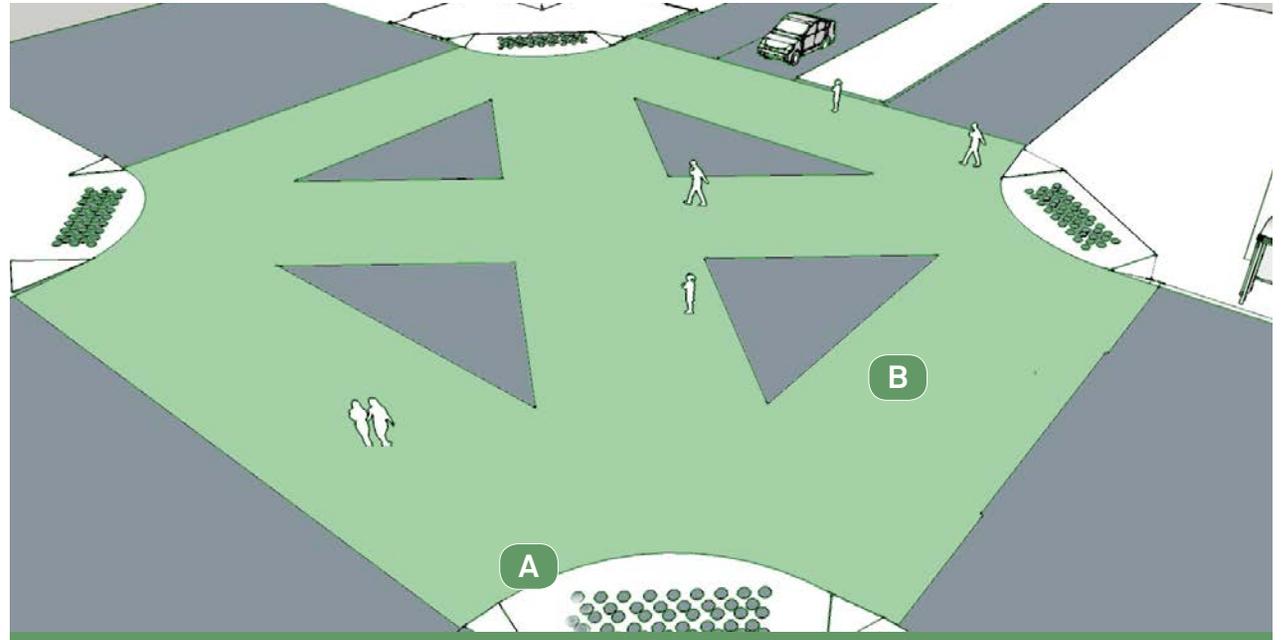


Image 4.3 “Continental” crosswalk with advanced stop bar - Chicago, IL.

### 4.1.4 Scramble Crosswalks

When activated, scramble crosswalks stop traffic at all legs of the intersection to allow pedestrians to cross in any direction.

The crossings can be striped with paint, or pavers can be used to direct pedestrian movement. Scramble crosswalks are advantageous in areas with high pedestrian traffic, as they **more efficiently allow pedestrians to cross** directly to their desired corner, as opposed to having to wait for successive crossing signals.



#### Design Guidelines

- A** Curb ramp and tactile warning strips at each end to meet ADA guidelines
- B** Minimum 10' wide crosswalk on neighborhood greenway streets and 15' wide on stitch streets.

#### Cost Estimate

**\$15**  
per square foot

- Enhanced Crosswalks are defined as “Continental” crosswalks. Stripes are 2 feet in width that are placed 3 feet apart. The striping should be perpendicular (or transverse) to the direction of pedestrian travel and parallel to the direction of vehicular travel. School crosswalks must be yellow per CA code.
- Decorative crosswalks should be unit pavers or scored concrete. Use integrated color, texture, and pattern along corridors and within districts.

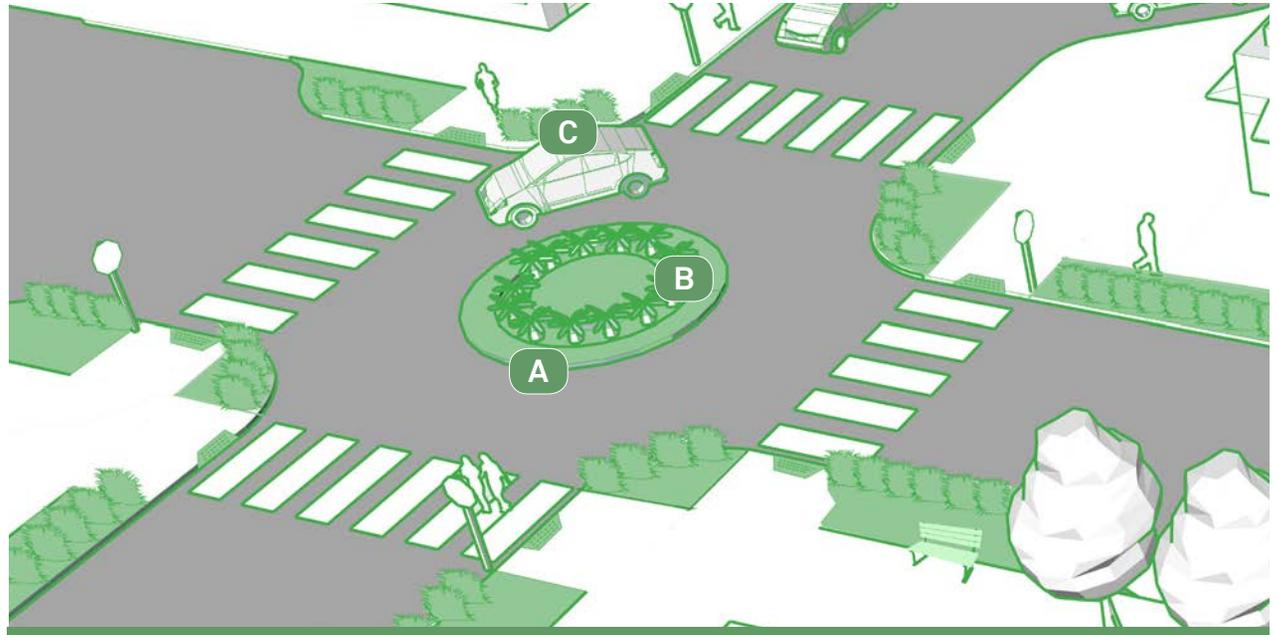


Image 4.4 Scramble Crosswalk - Pasadena, CA.

### 4.1.5 Traffic Circles

Traffic circles are circular islands in the center of intersections that control the flow of traffic.

Drivers that enter the traffic circle must travel in a counter clockwise direction around the island to get to the other side. Intersections with traffic circles can be signalized, stop-controlled, or yield-controlled. Traffic circles slow the flow of vehicular traffic into intersections, which creates a more safe and comfortable environment for bicyclists and pedestrians. Studies have shown traffic circles improve air quality and roadway circulation by eliminating the stop-and-start movements associated with a four-way stop.



#### Design Guidelines

- A** Use signs within the center island and reflective paint on the curb to improve center island visibility.
- B** Use permeable materials and drought tolerant landscaping within traffic circle if space allows to maximize stormwater infiltration.
- C** Design speeds for vehicular movement around the traffic circle should be kept 10 to 15 mph.

#### Cost Estimate

**\$22,000**  
per traffic circle

The cost to construct a traffic circle varies by size and materials. Landscaped traffic circles are generally more expensive because of maintenance costs.

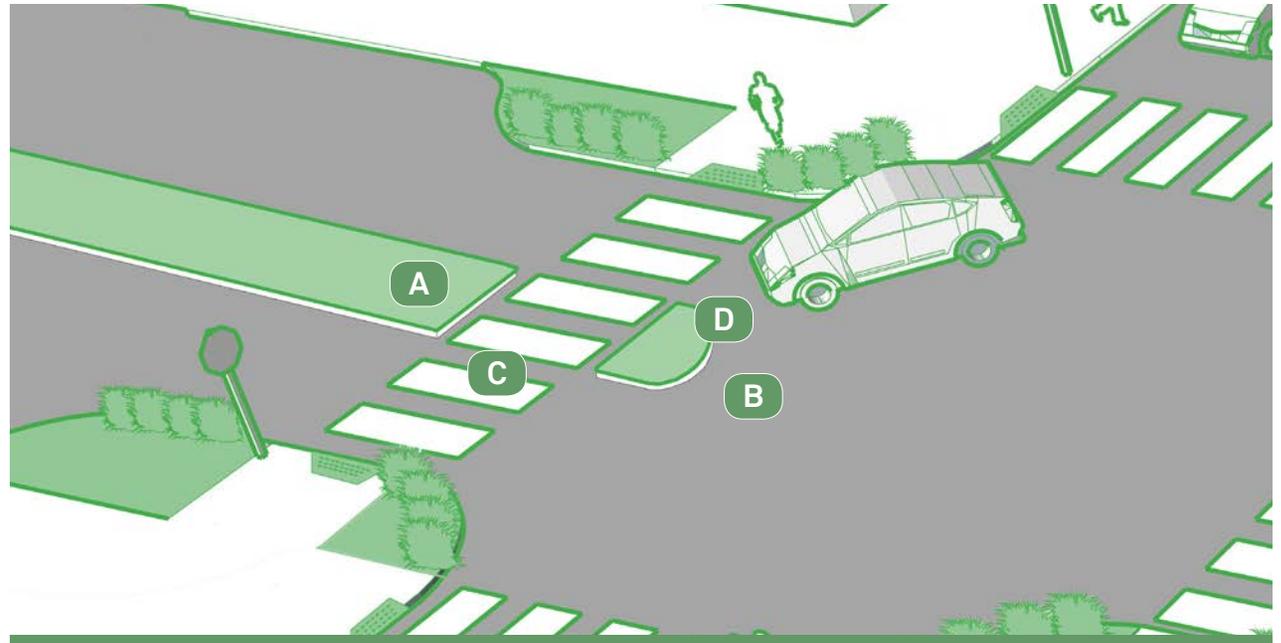


Image 4.5 Traffic circle, Long Beach, CA.

### 4.1.6 Pedestrian Refuge Island

Pedestrian refuge islands can provide a protected space for pedestrians crossing the street and allow pedestrians to focus on crossing one direction of traffic at a time.

Medians are elevated barricades that divide the roadway down the center. A refuge island can provide additional protection for pedestrians along busy corridors. They are especially recommended for wide streets and arterials that pedestrians may have trouble crossing before the end of the signal phase.



#### Design Guidelines

- A** The refuge island width should be at least 5' wide. Use low-growing shrubs and plants that are no taller than 3' to promote visibility.
- B** The refuge island should extend beyond the crosswalk at intersections, while accommodating vehicle turning movements.
- C** Provide detectable paving for visually impaired users, to indicate the line between the travel lanes and the pedestrian refuge.
- D** Use permeable paving or drought tolerant landscaping within island if space allows to maximize stormwater infiltration.

#### Cost Estimate

**\$14,000**  
per refuge island



Image 4.6 Pedestrian refuge island.

### 4.1.7 Diverter

A traffic diverter is a roadway design feature which is placed upon a street or roadway in order to prohibit vehicular traffic from entering into, or from any street.

While a diverter is typically appropriate for smaller residential streets, installing raised median diverters can improve a Bike Boulevard Street where it meets with a larger arterial street. A raised median diverter allows through traffic for bicycles along a Bike Boulevard Street while directing drivers onto an arterial street more appropriate for car traffic. Diverters also make the crossing much easier and safer for pedestrians. Diverters may call for drought-resistant landscaping that can, with the support of the community or Business Improvement Districts, tie them into the feel and fabric of the surrounding neighborhood.



Image 4.7 Diverter - Vancouver, BC  
Photo: Richard Drdul.



#### Design Guidelines

- A** Use signs within the diverter and reflective paint on the curb to improve center diverter visibility.
- B** Use permeable materials and drought tolerant landscaping within diverter if space allows to maximize stormwater infiltration.
- C** Diverter should allow bicycles to freely pass through as cars and trucks are diverted to cross street.
- D** Use enhanced crosswalks for safer pedestrian access.

#### Cost Estimate

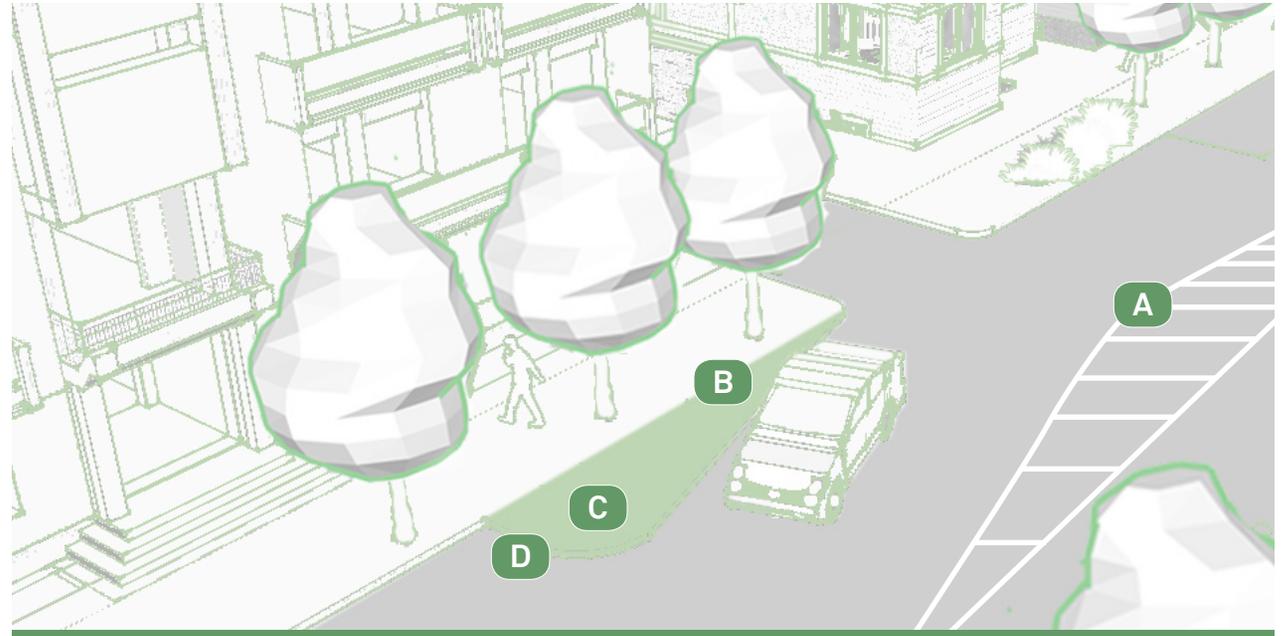
**\$18,000**  
per traffic diverter

### 4.1.8 Chicane

These treatments can reduce vehicle speeds by visually narrowing the roadway and requiring vehicles to shift their positions horizontally.

Chicanes and chokers are curb extensions that alternate from one side of the street to the other. If supplemented with landscaping, bike parking, seating and other amenities, chicanes can also create a more pleasant walking environment and a buffer between the sidewalk and the street.

The City of Seattle found an 18-35% reduction in travel speeds and a 32-45% decrease in average daily traffic (ADT) volumes at locations with chicanes.



#### Design Guidelines

- A** A chicane design may require additional striping to ensure drivers are aware of the slight bend in the road.
- B** Use signs within the chicane and reflective paint on the curb to improve visibility.
- C** Use permeable materials and drought tolerant landscaping within chicane if space allows to maximize stormwater infiltration.
- D** Chicanes may be designed using a return angle of 45 degrees, or a more gradual transition.

#### Cost Estimate

**\$10,000**  
per chicane

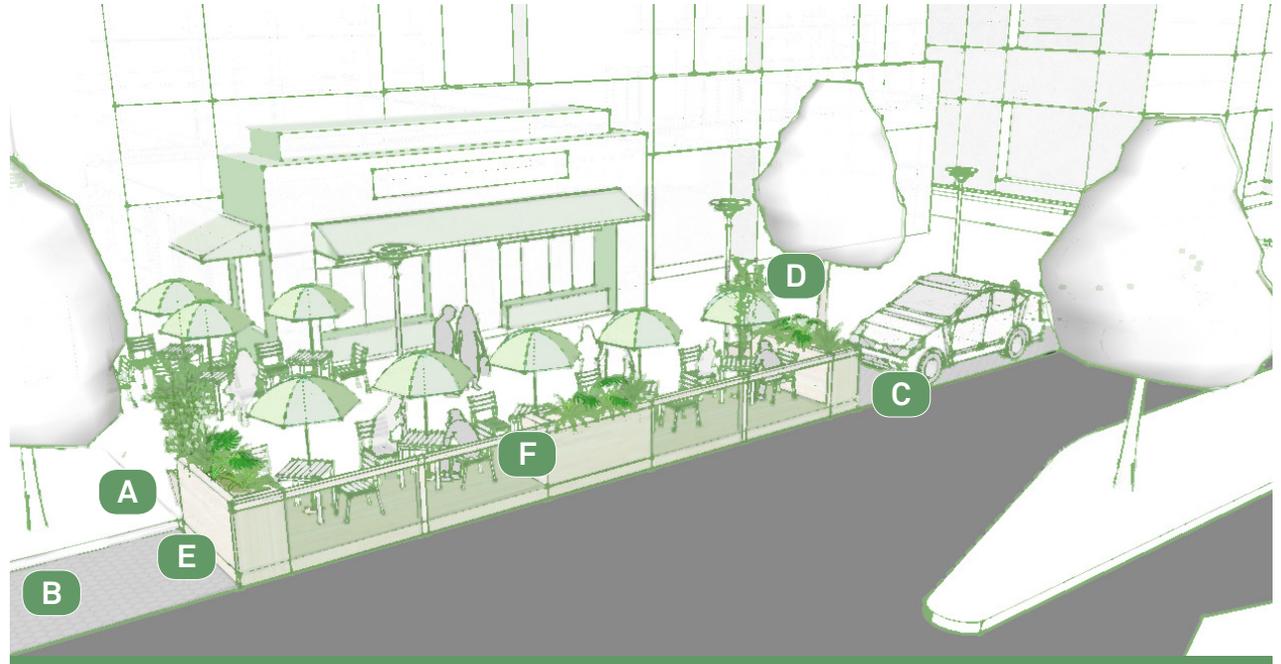


Image 4.8 An example of a chicane from Austin, TX.

### 4.1.9 Parklets

Parklets convert curbside parking spaces into vibrant community spaces.

A parklet repurposes parking spots along the street into a neighborhood gathering spaces. By converting one or two parking spots into public space, parklets extend the sidewalk and provide additional enhancements like public art, seating, greenery/landscaping, and public art. This unique urban intervention has been a growing trend, with parklets popping up in cities such as Boston, Los Angeles, San Francisco, and Chicago. Long Beach currently has a pilot parklet program with a number of downtown restaurants. Each business added 18 to 20 more seats, enhancing seating by as much as one-third.



#### Design Guidelines

- A** Parklets should have a flush transition at the sidewalk and curb to permit easy access.
- B** Parklets have a desired minimum width of 6 feet (or the width of the parking lane).
- C** To ensure visibility to moving traffic and parking cars, parklets must be buffered using a wheel stop at a desired distance of 4 feet from the parklet.
- D** Parklets should have vertical elements that make them visible to traffic.
- E** The design of a parklet should not inhibit the adequate drainage of stormwater runoff.
- F** Designs may include seating, greenery, bicycle racks or other features, but should always strive to become a focal point for the community.

#### Cost Estimate

**\$18,000-\$25,000**  
per parklet, including permitting costs



Image 4.9 Parklet, 4th Street, Long Beach, CA.

## Best Practices: Parklet » San Francisco, CA

San Francisco's Parklet Program, part of the larger Pavement to Parks Program, repurposes underutilized street space into neighborhood amenities. By converting one or two parking spots into public space, parklets extend the sidewalk and provide enhancements like seating, landscaping, bike parking, and art. Since the initial parklet's creation in 2010, San Francisco has installed 38 parklets across the city.

### Scope

A mix of permanent and temporary seating is encouraged, as well as bicycle parking and landscaping using native plants. The City encourages parklet sponsors to incorporate high-quality, durable materials, using locally-sourced, recycled, or reclaimed materials where possible,

and low-emission, sustainable woods and paints. Parklet construction materials need to resist scratches, impacts, UV and moisture exposure.

### Benefits

In addition to providing much needed public space, the project has been beneficial to the neighborhood's economy. Automaker Audi was a major corporate sponsor, which allowed the project to proceed with minimal public funding.

### Cost

**\$25,000**

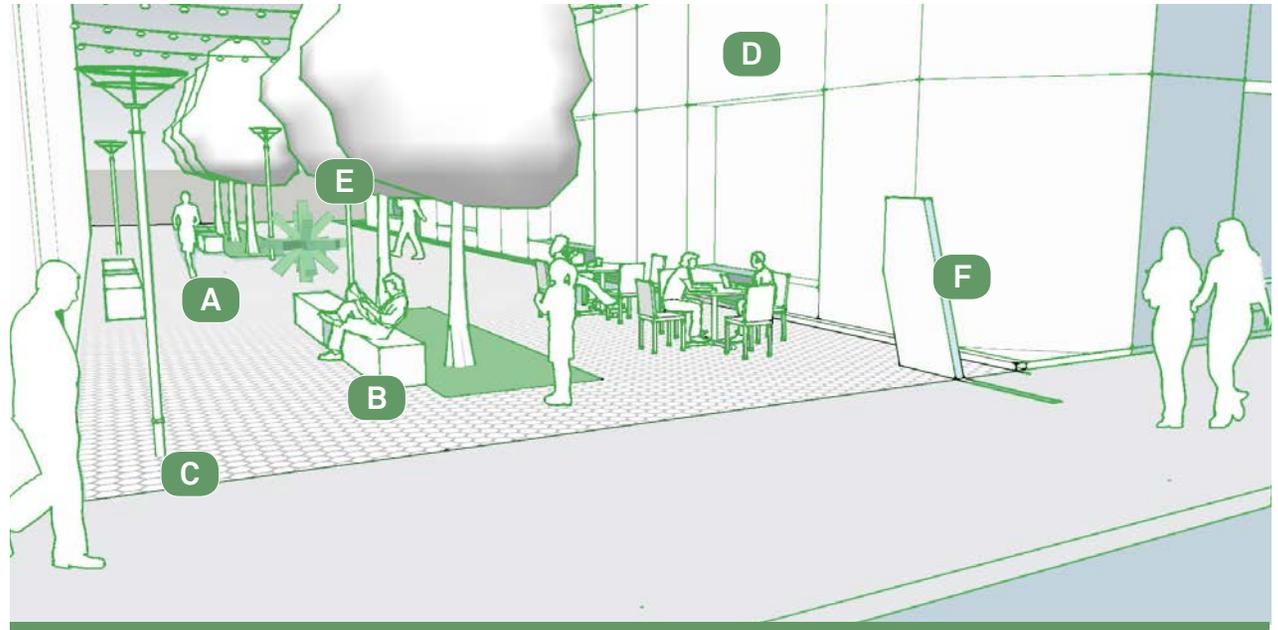
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### 4.1.10 Pocket Parks

Similar to parklets, pocket parks offer small areas for sitting, dining, and recreation.

On private land, pocket parks typically occupy vacant space or underutilized parking lots, and are typically constructed and maintained by the property owner. In this case, they are known as “POPS,” or privately-owned public space. Pocket parks can also occupy underutilized vestigial spaces within the public right of way. Pocket parks should support a variety of open space functions including social activities, and ornamental functions. Pocket parks may include lighting, tables and chairs, seating, play or fitness equipment, turf or planting, enclosed dog parks, public art, wayfinding and community bulletin boards.



#### Design Guidelines

- A** Design the park to be welcoming and appealing to a diverse set of users.
- B** Seating with a variety of exposures should be provided at a minimum.
- C** Incorporate sustainable features such as pervious surfaces, bioswales, LED lighting, and solar-powered amenities.
- D** If possible, frame with mixed-use buildings to create a partially enclosed space that is both inviting and intimate.
- E** Look for opportunities to incorporate public art.

Provide way-finding features, such as signage, special pavement and art, to direct people to the pocket park and other points of interest in the immediate area.

#### Cost Estimate

**\$18,000-\$600,000**  
per pocket park

Pocket park costs vary greatly depending on the size, purpose, elements and maintenance of the park. When preparing high-level pocket park concepts, the per-unit cost estimates for design elements included in this toolkit can be used.



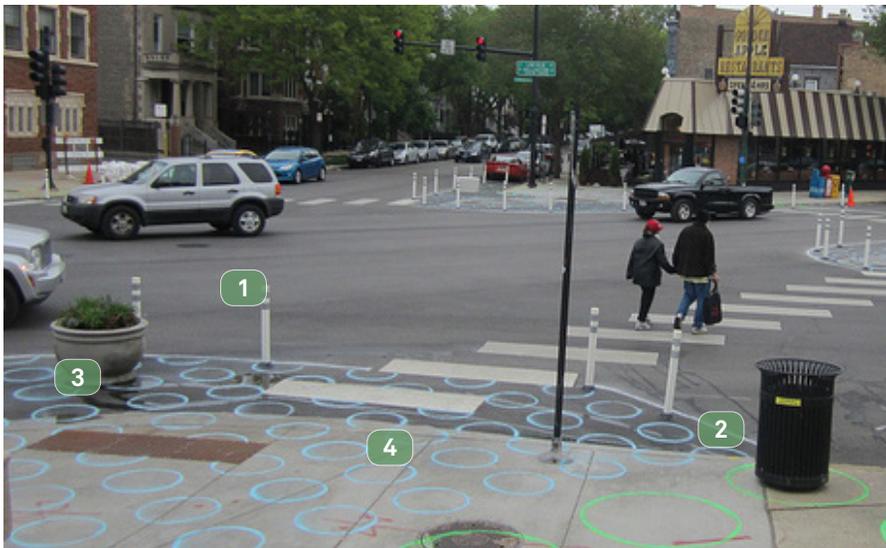
Image 4.10

ParkD Pocket Park provides a space for pop-up retail, Frontenac Ct/ 4th Street, Long Beach, CA.

### 4.1.11 Demonstration Projects

Demonstration projects are temporary, low-cost public realm improvements that serve to introduce new pedestrian safety techniques to the general public

The City of Long Beach has had great success with the installation of temporary, painted cycle track markings on 3rd Street and Broadway as well as the ParkD pocket park on 4th Street. During the pre-design phase for each of the priority projects, the City and its community partners should consider installing temporary elements such as curb extensions, plastic bollards, or striping. These improvements typically last no longer than one-two years. These temporary projects can help the City to demonstrate the benefits of pedestrian improvements to the general public, as well as potential funders as the City seeks financial support through public and private grants, and sponsorship opportunities.



Temporary Curb Extension  
“Lincoln Hub,”  
Chicago, IL

Temporary curb extension treatments can be created by defining the edge of a curb extension with bollards, striping, planters and similar features that will protect the extended sidewalk corner without requiring extensive construction to bring the level of the curb extension up to the sidewalk.

**1** Flexible Bollards

Can be used to define pedestrian-only zones, curb extensions, cycle tracks, and other areas where cars are not permitted

Cost Estimate  
**\$50**  
per bollard

**2** Striping

Used to define areas where curbs will eventually be installed, new lanes of traffic, parking stalls, crosswalks

Cost Estimate  
**\$25**  
per linear foot

**3** Planters

Temporary planters can bring shade and refuge to sidewalks, plazas, and pocket parks

Cost Estimate  
**\$200**  
per planter

**4** Surface Painting

Temporary painting can be used to create colorful plazas and pocket parks. They can also be used to delineate important zones such as parking stalls, pedestrian areas, or medians

Cost Estimate  
**\$50**  
per square foot

### Best Practices: Demonstration Project >> Public ROW >> Silverlake, Los Angeles, CA

The Silver Lake Sunset Triangle Plaza opened in March of 2012, the first of many planned for the city as part of the program Streets for People. This particular plaza is a pilot project that closes a small strip of Griffith Park Boulevard, from its intersection with Sunset Boulevard to Edgecliffe Drive. The pilot program that was temporary has now become a permanent addition to the neighborhood.

**Scope**

Large scale planters with planting, movable tables and chairs, umbrellas, and street paint.

**Benefits**

In addition to providing much needed public space, the project has been beneficial to the neighborhood’s economy.

**Cost**

**\$25,000**

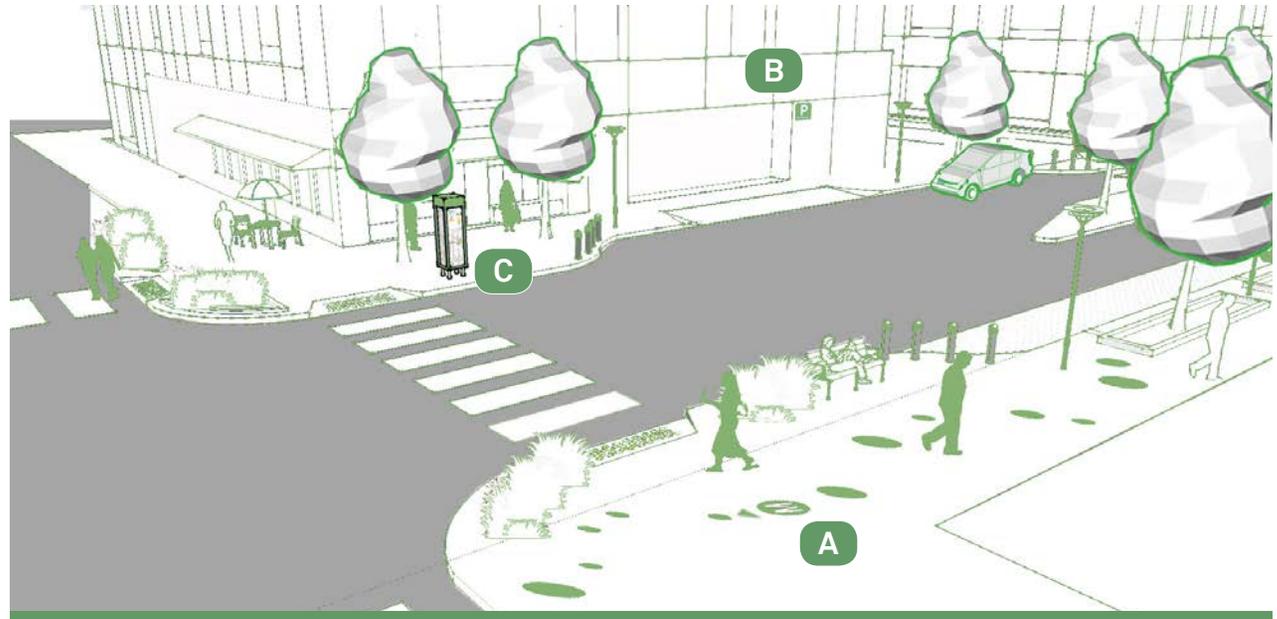
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### 4.1.12 Wayfinding

Wayfinding improvements can help visitors navigate to major destinations and transit connections.

Wayfinding signage can be divided into three categories. Identification signs mark important destinations, while informational signage provides more background information on a point of interest. Directional signage shows the optimal route between key destinations. A successful wayfinding strategy for Long Beach should make use of all three types of signage. As part of this strategy, the City should develop directional signage for Metro Stations and informational signage for major destinations.



#### Types

- A** **Directional**

Pavement markings, using medallions or linear wayfinding markings, can guide pedestrians to and from Metro Stations

**Cost Estimate**  
**\$2,500**  
 per medallion
- B** **Identification**

Freestanding signage identifies points of interest

**Cost Estimate**  
**\$2,500**  
 per identification sign
- C** **Informational**

Informational kiosks can tell a story of neighborhoods and destinations, or provide information such as real-time transit schedules

**Cost Estimate**  
**\$2,500**  
 per kiosk



#### Design Guidelines

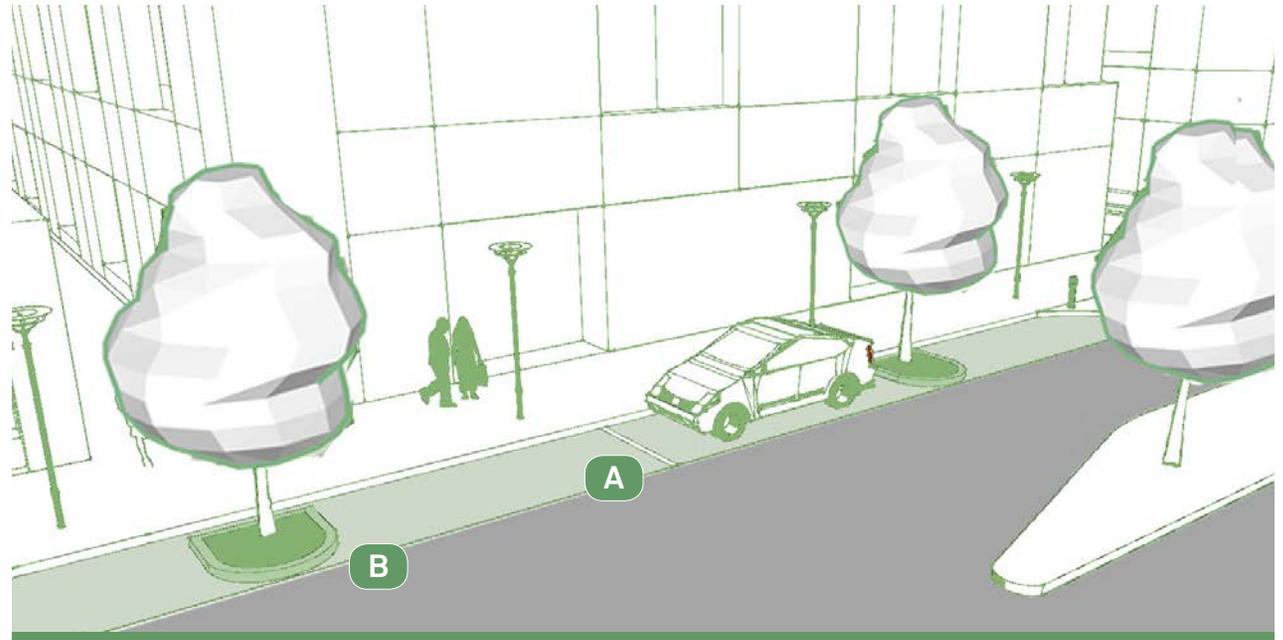
- 1 Directional and informational signage should use a consistent color palette, fonts, materials, and graphics.
- 2 A system of Metro-specific signage should be developed, potentially using a combination of informational signage and directional medallions, to guide pedestrians between major destinations and Metro Blue Line stations.
- 3 Major destinations should be prioritized. These include Alamitos Beach, the Performing Arts Center, East Village, Pine Avenue, and the Aquarium of the Pacific, among others. Specific businesses should not be listed on wayfinding signage, but retail clusters and business districts should be featured.
- 4 Metro directional signage should be considered for major stitch streets, neighborhood greenways, transit access projects, and alleyways that are within 1/4-mile of a Metro station.

### 4.1.13 Treelets

A treelet is a curbed tree well that is extended into the parking lane and typically occur between on-street parking spaces.

Treelets are typically used as an alternative to planting strips in business districts where the existing sidewalk width is narrow and it is important to maintain the maximum width to accommodate pedestrian volumes.

These treelets can be accommodated between existing parking spaces and typically do not impact the number of parking spaces along the street. A tree pit is saw-cut out of the street and a curb extension is built outside the gutter dimensions to prevent conflicts with existing drainage infrastructure.



#### Design Guidelines

- A** Parallel parking spaces per city standards.
- B** Treelet island length and width shall vary with on-street parking conditions and existing utilities. Typically the treelet should extend the full width of the existing parking lane without conflicting with the existing curb and gutter. Streets with striped bike lanes, treelets should not conflict with cyclists' lane. Treelets should not obstruct sight-lines and allow approaching motorists to clearly see pedestrians.

#### Cost Estimate

**\$10,000-\$15,000**  
per treelet



Image 4.11 Treelet precedent -  
Downtown Phoenix, AZ.

## 4.1.14 Curb Ramps

**\$2,500** per curb ramp

Curb ramps allow persons in wheelchairs, with walkers, with strollers, and with disabilities convenient access to the sidewalk from the street. The Americans with Disabilities Act (ADA) requires curb ramps to be installed at all locations where pedestrians cross. Curb ramps for each crossing approach are recommended rather than one curb cut per corner so that visually impaired persons have better orientation. Warning strips should be installed on all ramps. Curb ramps cost approximately \$2,500 each to construct.



## 4.1.15 Pedestrian Level Lighting

**\$5,000** per fixture

Street lighting improves streetscapes by improving security and visibility for both bicyclists and pedestrians. Streetlights should be installed on both sides of the street and the level of lighting should be consistent throughout the segment. Providing pedestrian scale lighting creates a more aesthetically pleasing and comfortable environment to walk in. Intersections often require additional lighting to allow motorists to see pedestrians crossing.



## 4.1.16 Street Furniture

<b>standard bollard:</b>	<b>\$2,300</b> each
<b>illuminated bollard:</b>	<b>\$3,000</b> each
<b>waste receptacles:</b>	<b>\$2,000</b> each
<b>bike rack:</b>	<b>\$1,200</b> each
<b>table:</b>	<b>\$2,000</b> each
<b>chair:</b>	<b>\$500</b> each
<b>bench:</b>	<b>\$2,000</b> each

Providing street furniture on sidewalks acts as a buffer between pedestrians and vehicular traffic. Benches, water fountains, and bicycle parking racks are recommended types of street furniture because they address needs that a pedestrian may have, such as a place to rest. Street furniture should be placed outside of the walking zone as to not create a hazard to pedestrians. The cost to install street furniture varies by type and vendor.



#### 4.1.17 Landscaping

<b>street trees:</b> (36" box)	<b>\$1,000</b> each
<b>palm trees:</b>	<b>\$900</b> each
<b>median planting:</b>	<b>\$6</b> /square foot
<b>bioswale parkway:</b>	<b>\$50</b> /square foot

Installing sidewalk landscaping also creates a buffer between pedestrians and vehicular traffic. Landscaping can make a streetscape more visually appealing and street trees can provide shade for people walking and gathering. Costs of sidewalk landscaping include additional water and maintenance, which can be a challenge for implementation. Drought tolerant plants can reduce the need for irrigation.

#### 4.1.18 Pedestrian Push Buttons

Installing pedestrian push buttons at signalized intersections allows pedestrians to trigger the signal when motor vehicles are not present. Push buttons are appropriate for arterial and congested streets because they can allot more time to pedestrians only when they are present and thus reduce vehicular delay. Push buttons can be enhanced with audible messages for visually impaired.

#### 4.1.19 Pedestrian Countdown Signals

**\$4,000** each; one head and push button on each end

Pedestrian countdown signals display to pedestrians crossing the street when they have enough time to enter the crosswalk and how much time they have left to cross the street. Countdown signals improve pedestrian safety by helping pedestrians to finish crossing before the end of the signal phase.



#### 4.1.20 Permeable Paving

**\$25** per square foot

Permeable pavement allows stormwater runoff to seep through and into the soil below where the water is filtered and eventually contributes to the existing aquifer. Permeable pavement is an alternative to typical concrete and asphalt paving and offers a range of utility, strength and sustainable properties. These materials include permeable concrete, asphalt, unit pavers, open grid pavers, gravel pavers or decomposed granite.



#### 4.1.21 Transit Shelters

**\$35,000** each; shelter and benches

Providing a shelter at all transit stops and stations allows commuters protection from sun and from inclement weather. Shelters should be established outside of the pedestrian walking zone and with sufficient room for bus wheelchair lifts to load and unload passengers. If there is not adequate space to install a dedicated shelter, there should be awnings or overhangs on the surrounding buildings for commuters to stand beneath.

Benches or seats should be provided at all transit stops and stations for commuters to rest while waiting for the bus or train. Elderly and disabled passengers often have difficulty standing for long periods. Seating should be installed within close proximity of transit stops and stations and under the provided shelter if feasible.

At a minimum, all transit stops and stations should provide signage displaying the route number. Providing timetables and maps are recommended to increase convenience for commuters with transfers and those that are less familiar with the network, such as a bicyclist with a flat tire in an unfamiliar location. For major transit stations and terminals, providing passengers with real time information on arriving transit vehicles is a valuable customer service improvement.

#### 4.1.22 Waste Receptacles

**\$2,000** each

Clean transit stops and stations increase the sense of security that commuters feel when waiting for a bus or train and reduce the likelihood of litter in the area. Providing ample trash containers gives riders and others a place to put their trash to keep waiting areas well-maintained.



