

Source: VHB

This pedestrian's vision of traffic approaching in the adjacent lane is blocked by the bus she just exited.



This bus stop is located on the near side of the stop-controlled intersection because there is no sidewalk on the far side.

Relocate a Bus Stop

Repositioning of a bus stop near an intersection due to sight distance obstruction or congestion or conflicts caused by the bus, or to accommodate safer pedestrian crossings.

Targeted Crash Types

- Pedestrian
- Right-angle

Problems Addressed

- Inadequate intersection sight distance
- Excessive intersection conflicts
- Vehicle conflicts with non-motorists

Conditions Addressed

- Crash history or observed conflicts caused by poor visibility of oncoming traffic due to location of bus stop.
- Existing bus stop is not wheelchair accessible.
- Unsafe location for pedestrians to cross the road at the bus stop.

Considerations

- Ensure that suitable access to and from the new transit stop location is provided in accordance with the Americans with Disabilities Act.
- Provide adequate space to load and unload wheelchairs.
- If a power source is available, consider provide lighting at bus stop for personal security and bus operator visibility.
- A far-side bus stop location is typically preferred for improved intersection visibility and vehicle operation. Pedestrians should be encouraged to cross behind the bus.
- If both intersecting streets have bus stops near the intersection, locate them in the same quadrant whenever possible to keep pedestrians who are switching buses from having to cross the road. For example, if the northbound and eastbound approaches have bus stops, locating them such that the northbound stop is on the near side of the intersection and the eastbound stop is on the far side will allow bus riders to switch buses without crossing either street.

Industry Standard

AASHTO Green Book
Section 4.19: Bus Turnouts

Other Resources

Access to Transit, PEDSAFE

Transit Stop Improvements, PEDSAFE

