APPENDIX D: BUS STOP PLACEMENT COMPARISON

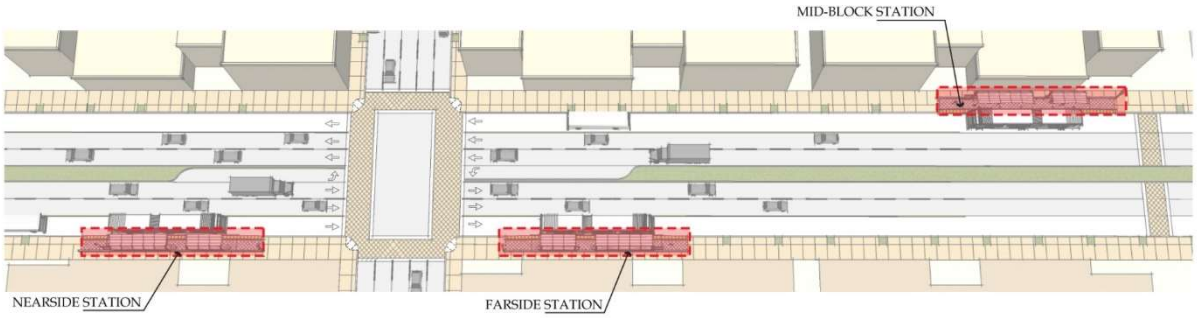

Figure D: Three types of bus stop placements

BUS STOP LOCATION COMPARISON

Bus Stop Location	*Advantages*	*Disadvantages*	*Recommended when these location conditions exist.*
Near side Located immediately before an intersection	• Less potential conflict with traffic turning onto the bus route street from a side street. • The bus boarding door is close to the crosswalk. • Bus has intersection to merge into traffic. • Bus driver can see oncoming buses with transferring riders.	• Potential conflicts with right turning traffic due to cars cutting in front of the bus. • The stopped bus obscures the sight distance of drivers and pedestrians entering from the right. • The stopped bus may block visibility of the stop signs or traffic signals. • At signalized intersections, may result in schedule delays.	• When traffic is heavier on the farside than on the approaching side of the intersection. • When pedestrian access and existing landing area conditions on the nearside are better than on the farside. • When street crossings and other pedestrian movements are safer when the bus stops on the nearside than the farside. • When the bus route goes straight through the intersection. • When adequate sight distance can be achieved at the intersection.
Far side Located immediately after an intersection	• Does not conflict with vehicles turning right. • Appropriate after the route has made a turn.	• The stopped bus obscures the sight distance to the right of drivers entering from the cross street to the right of the bus.	• When traffic is heavier on the nearside than on the farside of the intersection. • At intersections where heavy left or right turns occur.

	• The stopped bus does not obscure sight distance to the left for vehicles entering or crossing from the side street. • At signalized intersections, buses can more easily re-enter traffic. • The stopped bus does not obscure traffic control devices or pedestrian movements at the intersection.	• If the bus stopping area is of inadequate length, the rear of the stopped bus will block the cross street (especially an issue for stops where more than one bus may be stopped at a time). • If the bus stops in the travel lane, it may result in queued traffic behind it blocking the intersection.	• When pedestrian access and existing landing area conditions on the farside are better than on the nearside. • At intersections where traffic conditions and signal patterns may cause delays. • At intersections with transit signal priority treatments.
Mid-Block Located 300' or more beyond or before an intersection	• The stopped bus does not obstruct sight distances at an intersection. • May be closer to major activity centers than the nearest intersection. • Less conflicts between waiting and walking pedestrians.	• Often, there is no safe crosswalk available mid-block. • May increase customer walking distances if the trip generator is close to an intersection. • Length of mid-block stops can vary due to depth of a turn-out and a bus' ability to maneuver in/out of traffic lanes. • Requires most curb clearance of the three options (unless a mid-block sidewalk extension or bus nub is built).	• When there is a safe, well-marked crossing or signalized crossing (such as a High Intensity Activated CrossWalK HAWK signal) adjacent to the stop.