

## Safety Considerations

### Lighting

⇒ Adequate lighting from streetlight or surrounding areas

### Location

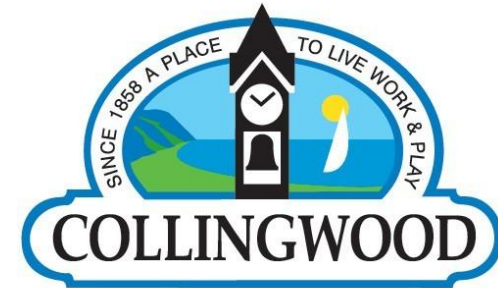
- ⇒ Site should “feel safe”
- ⇒ Avoid remoteness
- ⇒ Locate where adjacent land uses can provide “passive surveillance”
- ⇒ Neighbouring houses look on
- ⇒ Commercial businesses are open late
- ⇒ Low shrubbery or canopied trees, no large bushes of evergreens

### Rural and Semi—Urban Bus Stops

- ⇒ Adhere to as many standards as is practicable
- ⇒ Install a landing pad, raised to ensure positive drainage away from stop
- ⇒ Cut back Landscaping for sight lines and personal safety.

**QUESTIONS ON DESIGN?**

**Call Colltrans 445-1292**



# Transit Stop & Shelter Design Checklist



*Colltrans...Catch The Spirit!*

## Transit Stop Placement

### Placement of Stop

- ⇒ Convenient location to major land uses
- ⇒ Convenient for driver to stop
- ⇒ Beside near open/green spaces
- ⇒ Adjacent to side yard of residential properties

### Pedestrian Access

- ⇒ Route to stop to be direct as possible with access from sidewalk
- ⇒ Connecting path should be free of obstructions and properly drained
- ⇒ Should have low impact on adjacent properties
- ⇒ Grade of road does not impede accessibility

### Visibility

- ⇒ Drivers' sight lines not obscured by trees, shrubs, poles, buildings etc.
- ⇒ Bus does not restrict visibility of traffic signals
- ⇒ Prevent placement on curves
- ⇒ Stop is properly lit

### Driveways

- ⇒ If impractical, ensure full visibility for vehicles exiting driveways and always locate on far side of driveway.
- ⇒ Consider volume and turning movements of other vehicles.

## Transit Stop Design

### General

- ⇒ Non—Slip Finishes
- ⇒ Eliminate Hazards, mark dangerous areas
- ⇒ Make visible, ensure driver can see waiting passenger
- ⇒ If no sidewalk present install elevated concrete pad on shoulder of road

### Bus Shelters

- ⇒ Consider number of outbound trips at the stop
- ⇒ Consider space available for construction
- ⇒ Consider demographics of area/riders—seniors, students, physically challenged.
- ⇒ Consider proximity to major centres
- ⇒ Frequency of service
- ⇒ Consider areas with poor microclimatic conditions— i.e area with high winds, drifting snow, direct sunlight.
- ⇒ Consider adjacent land use compatibility
- ⇒ Consider number of requests from riders.

