



In-lane bus stops are where a transit vehicle stops to load and unload passengers in a through traffic lane.

INTRODUCTION

In-lane bus stops are where a transit vehicle stops to load and unload passengers in a through traffic lane. In-lane bus stops are preferred for bus rapid transit routes because they do not require the bus to merge back into traffic after making the stop, which is faster. They also can be beneficial for regular-route transit stops as they expand the available space for transit stop and sidewalk zone uses and allow for tighter, safer intersections. On streets with a single traffic lane in a direction, designers should work to mitigate the safety concerns of drivers passing a stopped bus.

Designers should discuss with Metro Transit and Traffic and Parking Services when determining if an in-lane bus stop is appropriate in an individual context. These factors should be considered:

- **Traffic volumes**, including annual daily traffic, peak hour traffic, directionality, and turning movements;
- **Transit service**, including frequency, directionality, stop spacing, stop consolidation, ridership volumes, whether there is off-board fare collection, and bus size; and
- **Context**, including number of traffic lanes, driveway access, loading zones, intersection control (stop, signal, RRFB), and cross-street modal networks.

DESIGN CONSIDERATIONS

See also [transit stop guidance](#). Designers should coordinate with Metro Transit.

A. Lane widths

The lane where the bus stops should generally be the same width as the traffic lane leading up to the bus stop to discourage vehicles trying to pass the bus in the same lane.

B. Curb extensions

If there is parking, [curb extensions](#) should be implemented with bus stop to align with the bus doors.

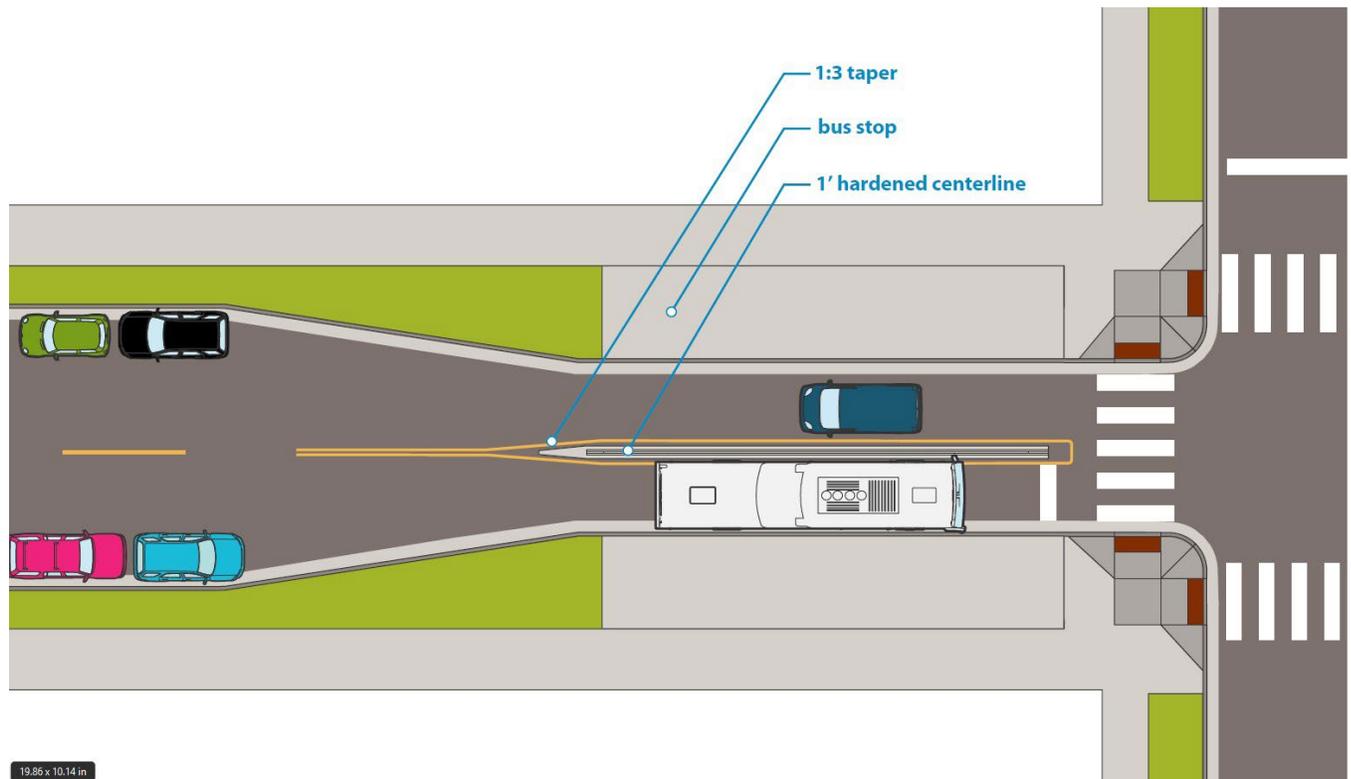
C. Hardened centerlines and medians when stopping in sole traffic lane

A hardened centerline or a median should be considered at an in-lane bus stop when a bus will be stopping in the sole traffic lane in a given direction. The hardened centerline or median is provided to reduce the likelihood that drivers will pass the bus.

1. The hardened centerline should be 1' wide (see Figure 3.6F.1).
2. The median should be 4' or wider when feasible to support a [pedestrian safety island](#) (see Figure 3.6F.2).
3. The hardened centerline or median should generally be 20' longer than the longest bus that will use the stop.
4. Generally use 1:3 tapers; if a lane shift is involved, the taper needs to be evaluated further.
5. The detailed design for hardened centerlines and medians adjacent to in-lane bus stops is being constructed on several upcoming projects in Minneapolis and will be evaluated to inform how they may evolve.

Figure 3.6F.1:

Hardened centerline at in-lane bus stop



3.6F In-lane bus stops

Figure 3.6F.2:

Median at in-lane bus stop

