

Cycle lanes past bus stops

A survey amongst vulnerable road users

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- We have investigated differences in user experience between bike lanes that pass behind the bus stop (bus island) and bike lanes that terminate at the bus stop (bus box).
- We conducted roadside interviews with 641 cyclists and public transport passengers.
- We found that bus boxes work best and are perceived as the safest infrastructure for pedestrians, while the opposite is true for cyclists.
- Cyclists and women have the lowest perceived safety at bus stops in Oslo in general.
- There is significant uncertainty among pedestrians and cyclists regarding traffic regulations at bus stop.

To improve accessibility for buses, public transport passengers, and cyclists, the Agency for Urban Environment in Oslo (BYM) has established trials with different types of infrastructure. This report consists of an evaluation of two different types of bus stops combined with cycling infrastructure in Oslo. The different types of bus stops include one solution where the bike lane terminates at the bus stop and the other where the bike lane passes behind the bus stop (floating bus stops). The project was carried out on behalf of BYM in collaboration with Asplan Viak. Key questions have been how bus passengers and cyclists perceive the design of the bus stops.

The report has collected data from roadside interviews with 641 cyclists and bus passengers at seven different bus stops in Oslo. Four of these were bike lanes that terminate at the bus stop, and three were bike lanes that pass behind the bus stop (floating bus stop).

The results show that cyclists believe bus islands are the best solution, both in terms of how well the stop functions for them and how safe they feel. Pedestrians believe bus islands don't work well for them, and they feel less safe at these stops. The number of bus departures negatively affected safety and satisfaction. Bus stops with a fence separating cyclists and pedestrians had a small positive effect on the general satisfaction of cyclists, but these stops were also perceived as less safe. Women and cyclists generally give lower safety ratings to bus stops in Oslo, indicating that these groups are particularly vulnerable with this type of infrastructure.