



STANDARD



CURBING



PROCEDURES



When the bus is stopped parallel to the curb and about a foot from the curb, the Operator has made a perfect stop. It is convenient for the passengers and gives them an easy step directly from the curb to the bus and from the bus to the curb. Unfortunately, vehicles often park in or near the loading zone and the ideal stop cannot always be made.

The standards for curbing illustrated in this folder are based on the amount of space available at the curb. They provide a safe place for passengers to board and alight, and keep the driving lane as clear as circumstances permit.

There are times when it is not possible to meet these standards. If the curbing is broken or blocked, if there is snow banked along the curb, or if the street is icy or obstructed, the Operator must use his judgment in determining the safest place to stop.



REMEMBER THESE POINTS, TOO

1. Come to a complete stop before opening the doors.
2. Keep your foot on the brake while the doors are open.
3. Close the doors before moving the bus.

CHICAGO TRANSIT AUTHORITY
Training and Accident Prevention Department

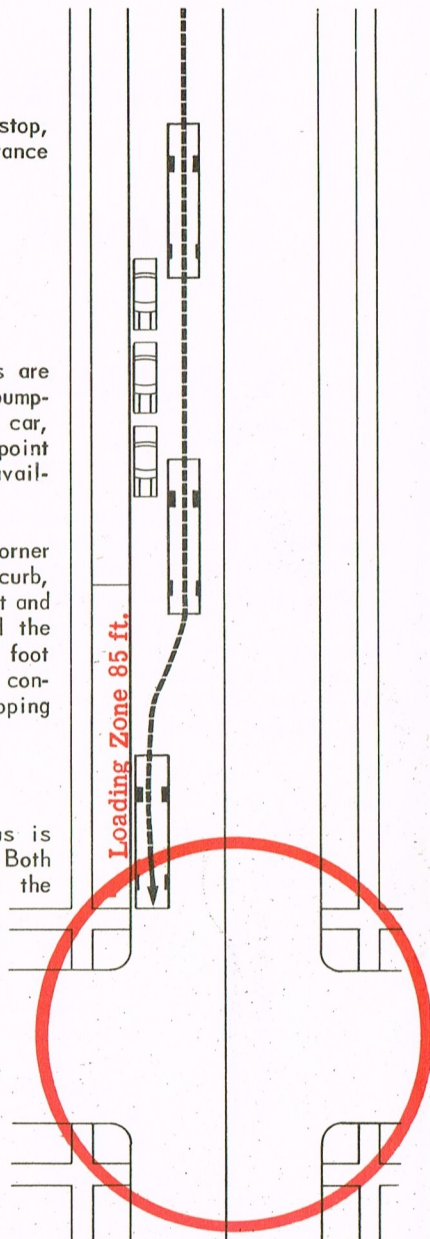
100FT. OR MORE AVAILABLE

HOW TO PULL IN:

1. When approaching the stop, maintain 3 feet clearance from parked cars.
2. When the rear wheels are in line with the front bumper of the last parked car, turn in and aim for a point midway in the space available.
3. When the right front corner is just short of the curb, begin straightening out and continue forward until the wheels are about 1 foot from the curb - then continue to the stopping place.

RESULT:

At the stop, the bus is parallel to the curb. Both doors are close to the curb.



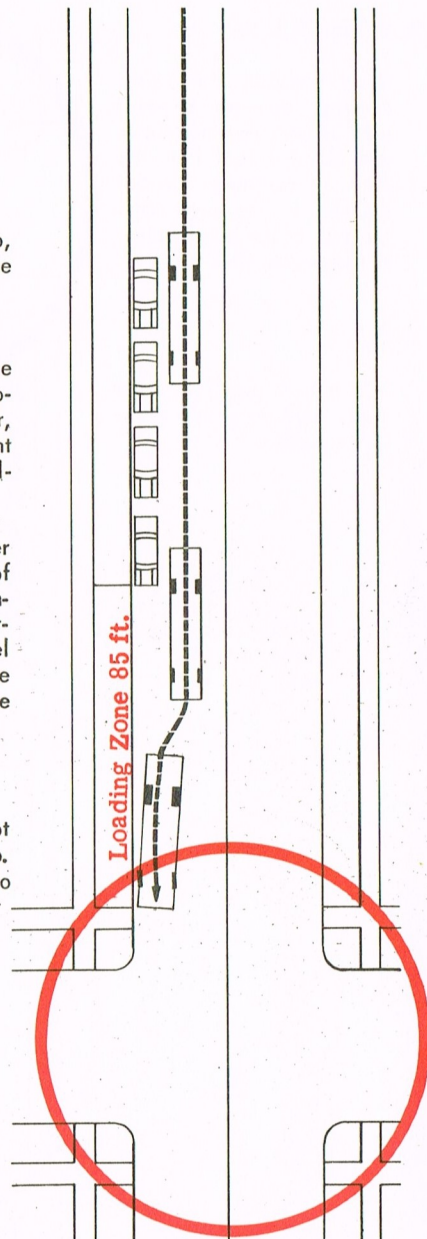
FULL LOADING ZONE AVAILABLE

HOW TO PULL IN:

1. When approaching the stop, maintain 3 feet clearance from parked cars.
2. When the rear wheels are in line with the front bumper of the last parked car, turn in and aim for a point midway in the space available.
3. When the right front corner of the bus is just short of the curb, begin straightening out and continue forward until the front wheel is about 1 foot from the curb - then continue to the stopping place.

RESULT:

At the stop, the bus is not quite parallel to the curb. The front door is close to the curb.



LESS THAN ONE BUS LENGTH AVAILABLE

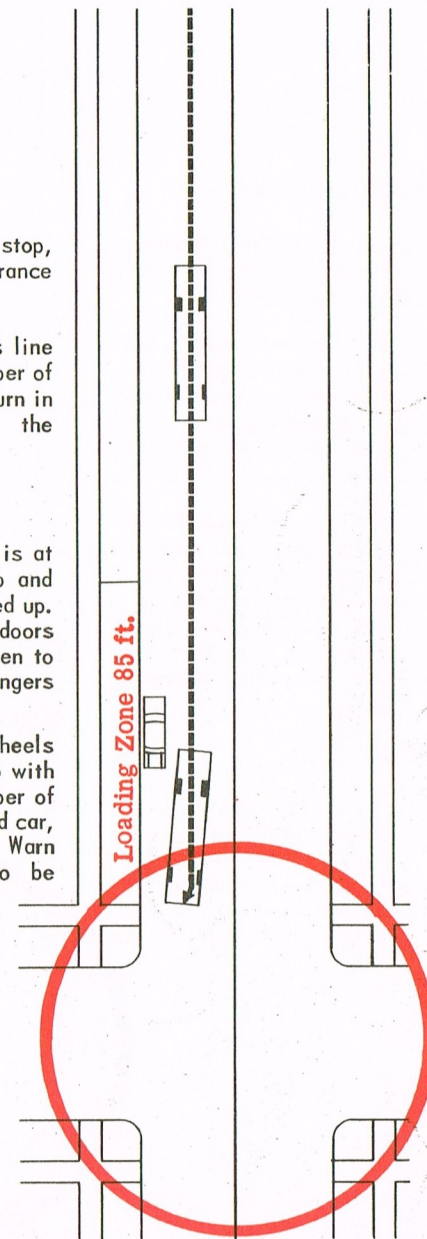
HOW TO PULL IN:

1. When approaching the stop, maintain 3 feet clearance from parked cars.
2. When the rear wheels line up with the front bumper of the last parked car, turn in and stop short of the crosswalk.

RESULT:

At the stop, the bus is at an angle to the curb and the right side is closed up. Passengers at both doors step to the street, then to the curb. Warn passengers to be careful.

NOTE: If the rear wheels do not line up with the front bumper of the last parked car, stay parallel. Warn passengers to be careful.



YOU ARE IN THE RED CIRCLE OF DANGER.... LOOK - DO NOTHING BUT DRIVE - DRIVE DEFENSIVELY

MORE THAN A BUS LENGTH BUT LESS THAN THE LOADING ZONE AVAILABLE

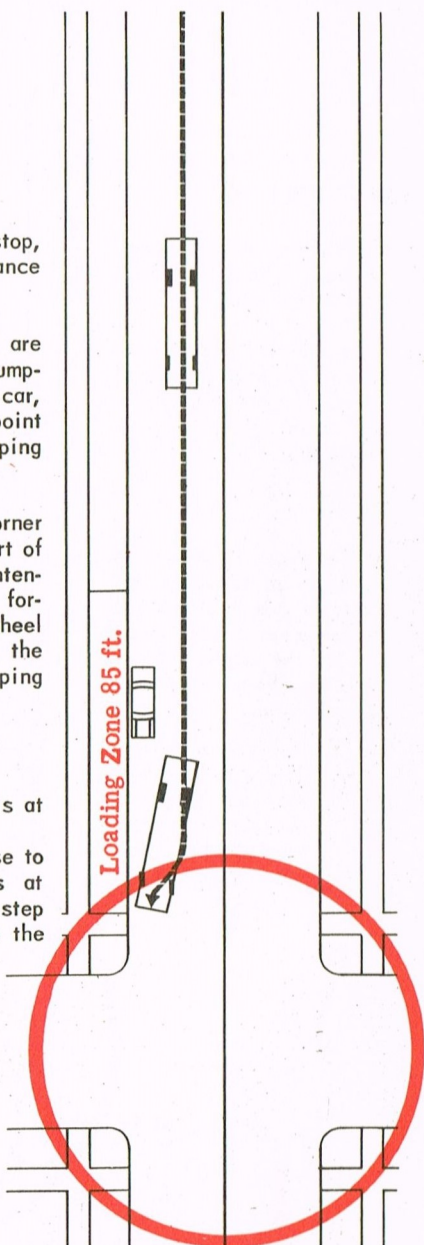
HOW TO PULL IN:

1. When approaching the stop, maintain 3 feet clearance from parked cars.
2. When the rear wheels are in line with the front bumper of the last parked car, turn in and aim for a point short of the stopping place.
3. When the right front corner of the bus is just short of the curb, begin straightening out and continue forward until the front wheel is about 1 foot from the curb at the stopping place.

RESULT:

At the stop, the bus is at an angle to the curb.

The front door is close to the curb. Passengers at the rear door have to step to the street, then to the curb.



FAR SIDE STOPS

HOW TO PULL IN:

When entering the intersection, aim for a point just beyond the crosswalk and about 1 foot from the curb - continue forward parallel to the curb until the rear of the bus is clear of the crosswalk.

RESULT:

The bus is parallel to the curb. Both doors are close to the curb.

