Bus Stop Placement & Design Guidelines

FOR FIXED ROUTE BUS SERVICE

EXECUTIVE SUMMARY









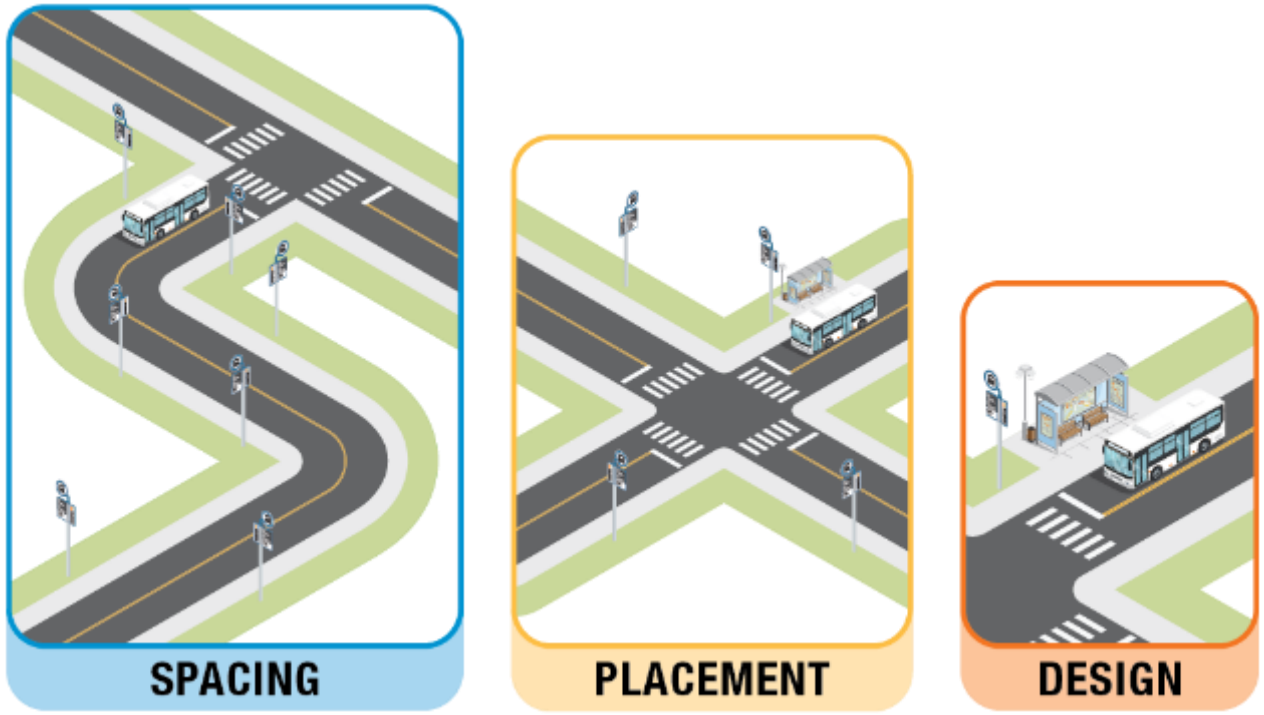
MARTA's Bus Stop Placement and Design Guidelines provide a unified, systemwide framework for planning, locating, and designing fixed route bus stops

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- Introduction
- Bus Stop Spacing
- Bus Stop Placement
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Three Decisions Define Every Stop

- **Spacing** – distance between stops along a bus route
- **Placement** – location in relation to intersections and road features, such as parking lanes, bike lanes, and turn-lanes
- **Design** – layout of bus stops, including designated spaces for boarding, alighting, and waiting



Purpose and Guiding Principles

PURPOSE

To improve operability, accessibility, and overall quality of bus stops across the MARTA service area

GUIDING PRINCIPLES

1. **Design with the transit user in mind**
   - › Transit operations and pedestrian access take precedence over competing factors
2. **Balance standardization with real-world conditions**
   - › Designs may deviate from guidelines due to physical or resource constraints
3. **Ground decisions in data and collaboration**
   - › Existing conditions, applicable standards, and encourage early coordination

Who Should Use this Guide? Why is it important?



Roadway Design Stakeholders
(e.g., DOT, Roadway Design Staff)

Coordinate with MARTA on bus stop locations, provide space for transit infrastructure, and ensure roadway designs meet applicable standards



Developers

Coordinate with MARTA when development occurs along a bus route to inform design choices for pedestrian and bus stop infrastructure



Internal MARTA Stakeholders
(e.g., Capital Team)

Plan and deliver capital projects, such as high-capacity transit corridors, that support operations and minimize impacts on bus stops



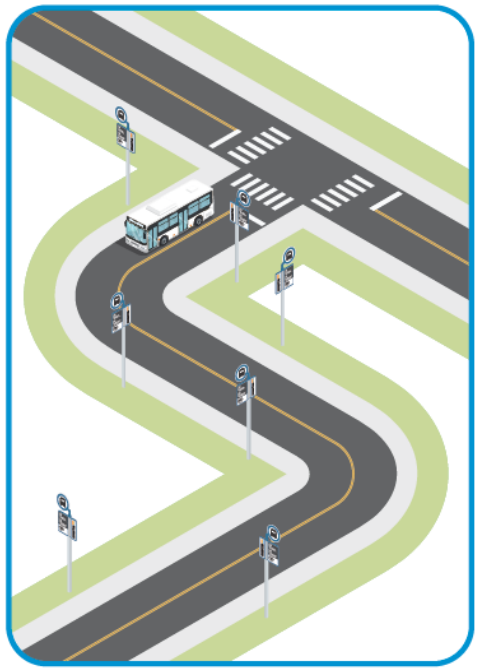
Plan Reviewers and Approvers
(e.g., Local Jurisdictional Planning and Zoning Staff)

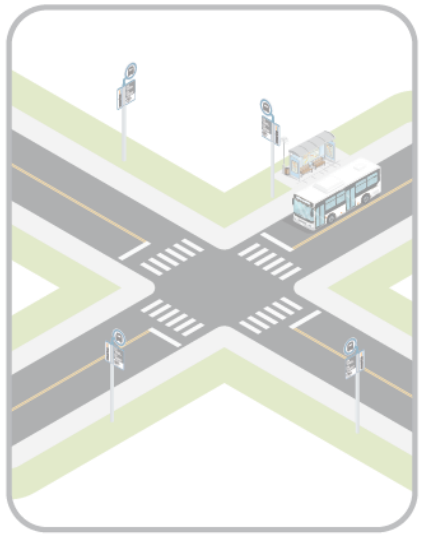
Review project plans under city/county code and incorporate transit-supportive principles into procedures and code updates

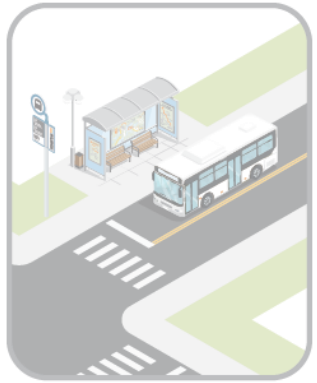
MARTA Bus Stop Planners' Role

Bus Stop Planners identify, evaluate, and coordinate optimal bus stop locations and designs ensuring consistency with spacing guidelines and service planning goals while working closely with MARTA internal and external partners to support safe, accessible, and efficient service

Bus Stop Spacing





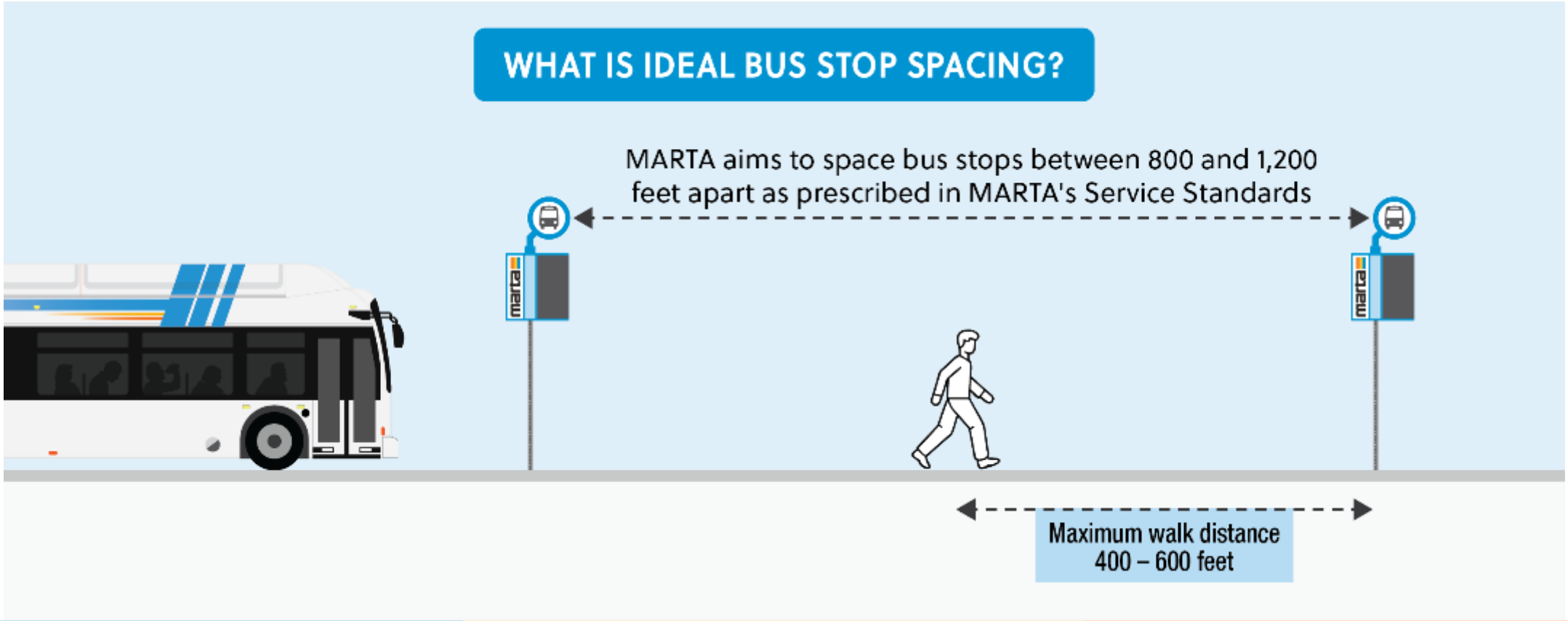


Features like Walkshed, Topography, Sidewalk Conditions, Operational Efficiency all play a role.

Stop spacing affects how efficiently MARTA can allocate resources and provide amenities. It also impacts operational efficiency by impacting the number of times a bus needs to stop to serve a stop.

MARTA's Bus Stop Spacing Guideline

- Approximately 3–4 minute walk to the nearest stop
- Aligned with national best practices (TCRP, NACTO, PROWAG, etc.)



Bus Stop Placement

Bus stop placement describes where a bus stop is located in relation to intersections and road features such as turn lanes, street parking and bike lanes

Near-side
(before the intersection in the travel direction)

Far-side
(after intersection in the travel direction)

Mid-block
(between intersections)



Roadway Characteristics & Built Environment Considerations

ROADSIDE



Number Type of Lanes



Traffic Speed



Traffic Volumes



Signalized Intersections

CURBSIDE



Destinations

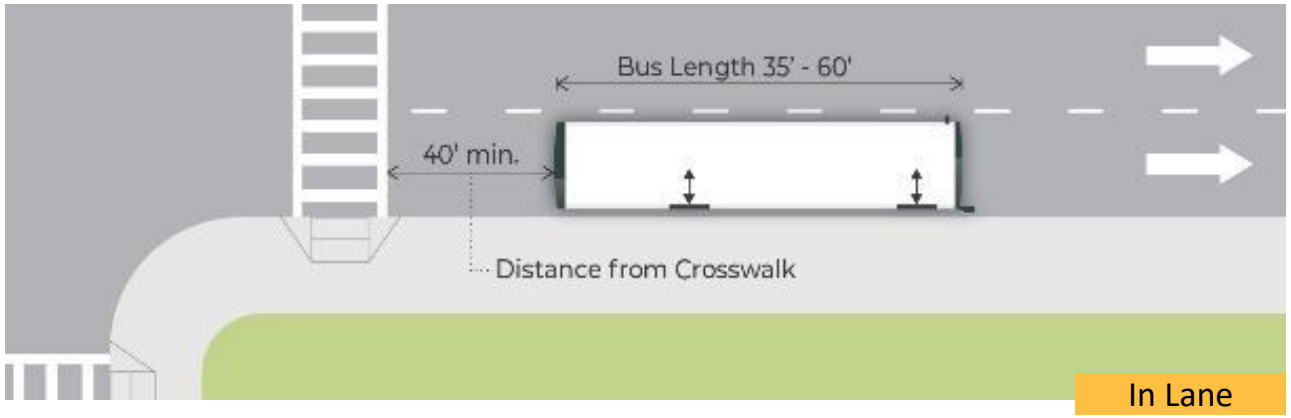


Pedestrian Infrastructure

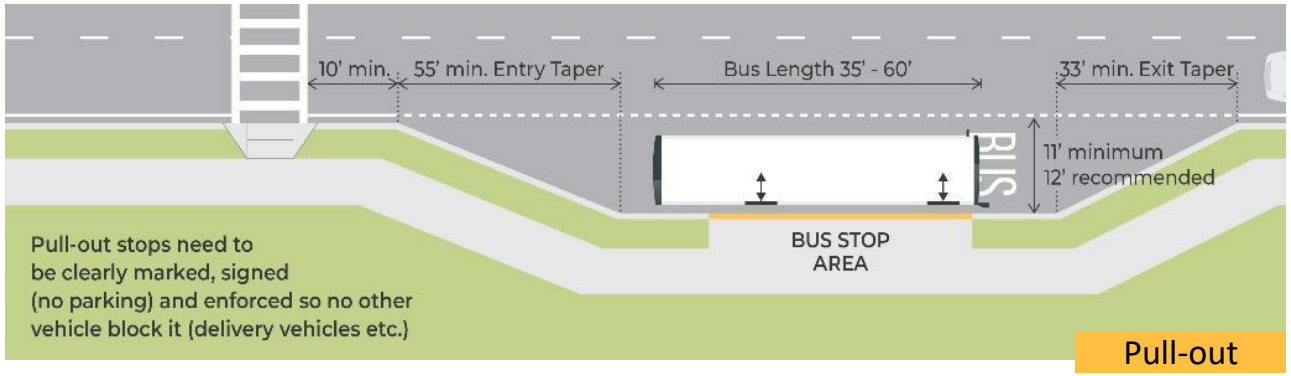


Alleys and Driveways

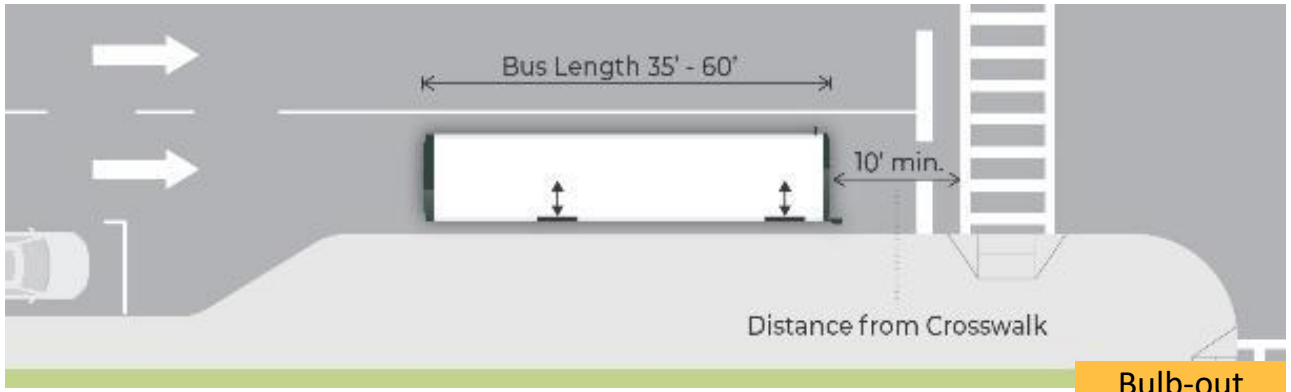
BUS STOP PLACEMENT



In Lane



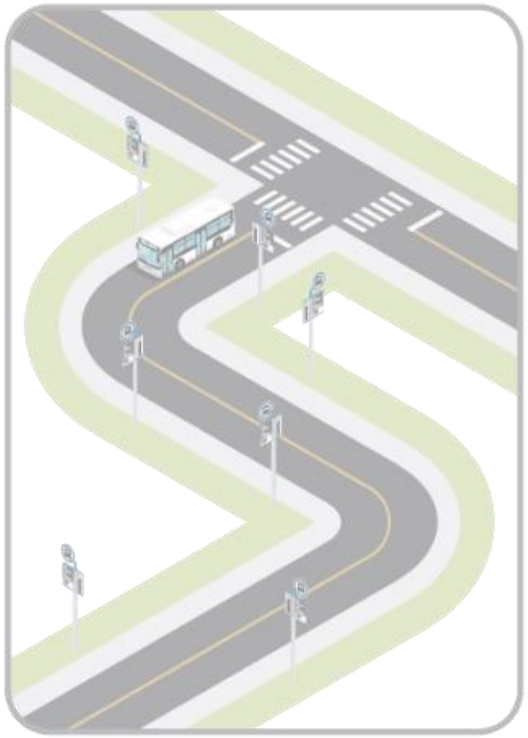
Pull-out

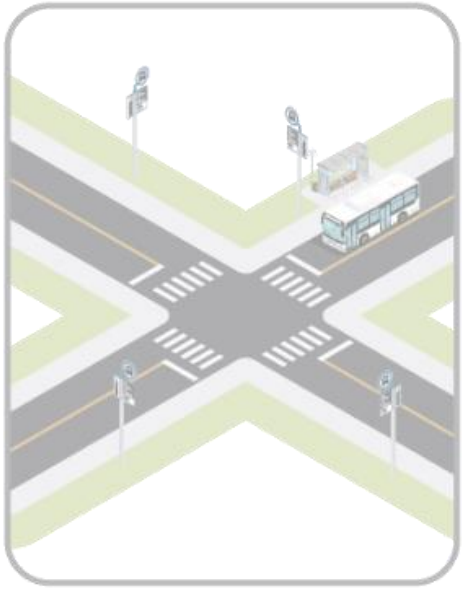


Bulb-out

Bus Stop Design

Bus stop design covers how bus stops are laid out, including the boarding and waiting areas, nearby pedestrian facilities, stop signage, and amenities like shelters and benches

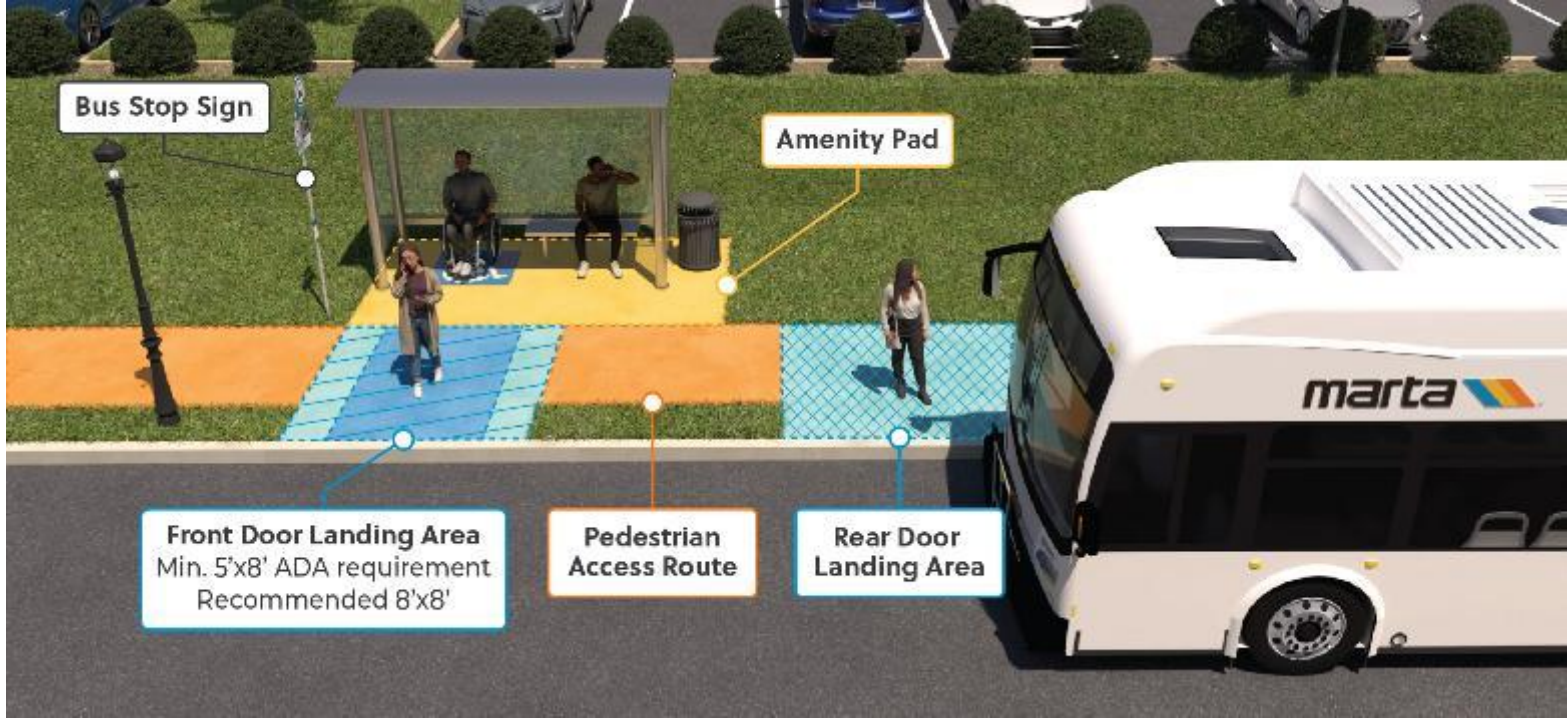


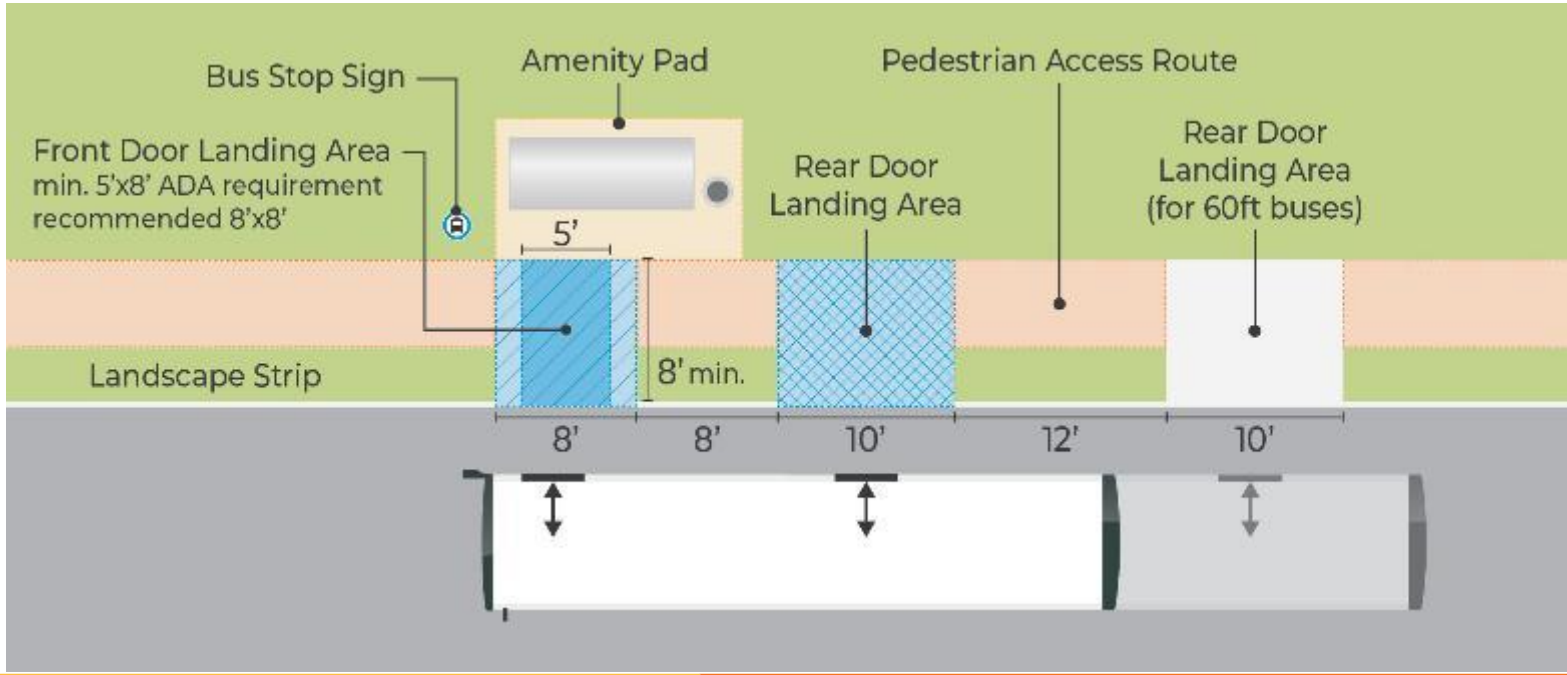




Bus Stop Design Components

- Front and Rear Door Landing Areas
- Pedestrian Access Route
- Amenity Pad
- Vertical Elements
- Signage





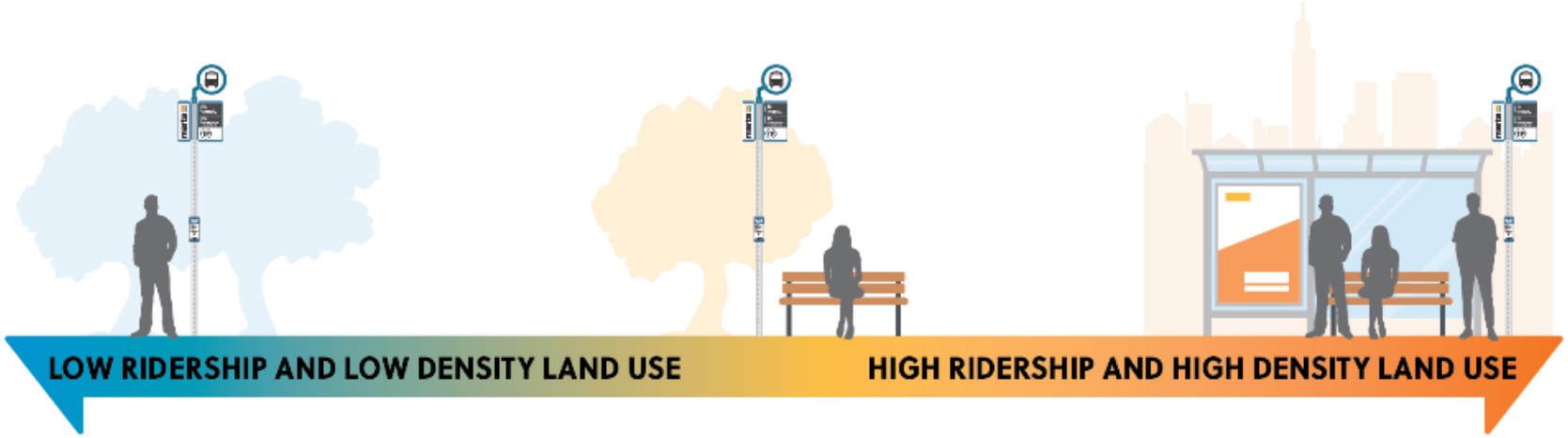
Vertical Elements

- Maintain clear sightlines
- Keep vertical elements out of access path
- Minimum 7’ vertical clearance
- Clear path from bus to sidewalk



Amenity Selection

- **Passenger amenities** (shelters, benches, etc.) are provided based on:
  - Ridership Demand: Higher use stops are prioritized
  - Site Context: Depends on available right-of-way and surrounding land use
  - Exploring other selection factors based on lessons learned and be more tactical (i.e wait time)
- **Constraints:**
  - Limited capital funding
  - Ongoing operations and maintenance costs over each amenity's lifecycle



Key Takeaways

Placement

- **Number of lanes:** Near-side stop for 2-lane; far-side stop for multi-lane roads
- **Traffic speed:** Higher speeds require greater stopping sight distances
- **Traffic volume:** Far-side preferred on high-volume streets
- **Signalized intersections:** Place stops near signals for safer crossings
- **Driveways:** Locate stops to maintain clear sightlines
- **Bike lanes:** Avoid conflicts between cyclists and riders
- **On-street parking:** Avoid when possible; use bulb-out for access
- **Turn/slip/acceleration lanes:** Avoid unless no better option
- **Stop length:** Provide enough curb space for full bus length
- **Turning radii:** Accommodate bus movements safely
- **Left-turn approach:** Set back to allow safe merging
- **Sightlines:** Keep stop visible for safe approach
- **Route alignment:** Match stop placement to route movement
- **Transfers:** Minimize walking distance and crossings
- **Points of interest:** Place stops near key destinations
- **Pedestrian infrastructure:** Ensure sidewalks, ramps, crossings, and lighting

What is next?



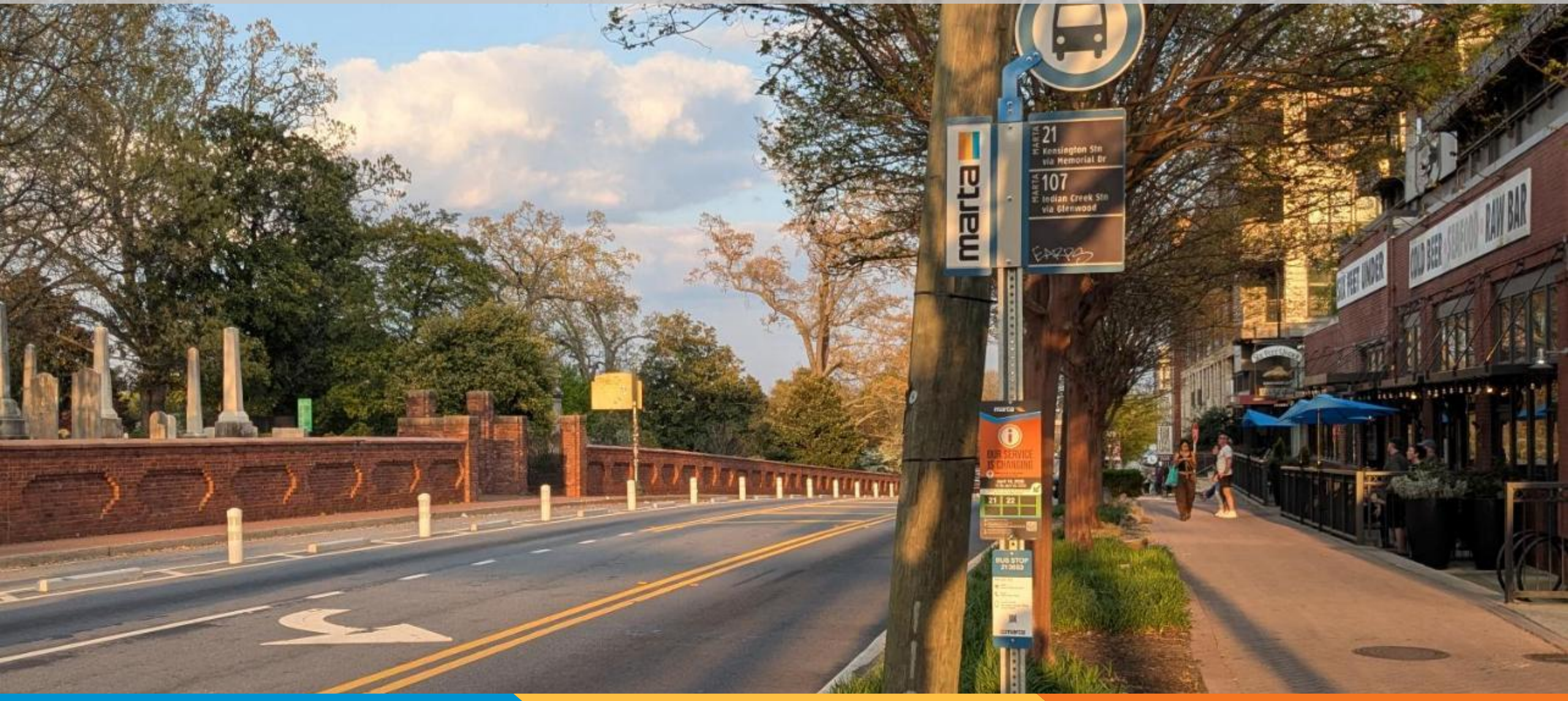
Share

- Externally with jurisdictional and agency partners



Collect and implement feedback from stakeholders using the guidelines to continuously improve the content

Thank You


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