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Transit Development Plan

for the Madison Urban Area

Bus Stop Spacing

The spacing of bus stops involves a trade-off between the competing goals of maximizing access to the transit system and maximizing travel speed, on-time performance, and efficiency. The general goal is to space bus stops as far as possible without removing substantial walk access to the service. This maximum distance is generally considered to be one-quarter mile.

Bus stop location, and therefore spacing, is often driven by the geometry of the street network and the presence of ridership generators. A range is given below for bus stop spacing targets to account for this non-uniformity. Generally, **longer routes with higher frequency** should have a stop spacing towards the upper end of the range since they are more vulnerable to delays and missing a bus is less of a penalty. **Shorter routes with lower frequency** should have a stop spacing towards the lower end of the range since they are less vulnerable to delays and missing a bus can cause a wait of up to 60 minutes or worse.

Table 6
Bus Stop Spacing Guidelines

Route Category	Bus Stop Spacing Guidelines
Core Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards).
Peripheral Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards). Flexible routes may have flag stop service where passengers may request a stop anywhere along the line.
Commuter Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards). Limited stop service should be 1/2 to one mile and express service may have no stops.
Circulator Routes	3/16 to 1/4 mile (330-440 yards), no stops should be less than 1/8 mile (220 yards).