

# SFMTA Stop Summary

Over **4,000** bus and rail stops citywide

High transit stop density provides high level of access, but contributes to slow operating speeds

Dwell at stops accounts for ~**20%** of travel time on **15** heaviest-used bus routes

- Additional time spent pulling in/out of stops

# Existing SFMTA Stop Spacing Policy

Bus stops should be: **800'-1,000'** (Grades  $\leq$  10%)

- Bus stops should be: 500'-600' (Grades 10%-15%)
- Bus stops may be: 300'-400' (Grades > 15%)

Surface Rail stops should be **1,000'-1,200'**

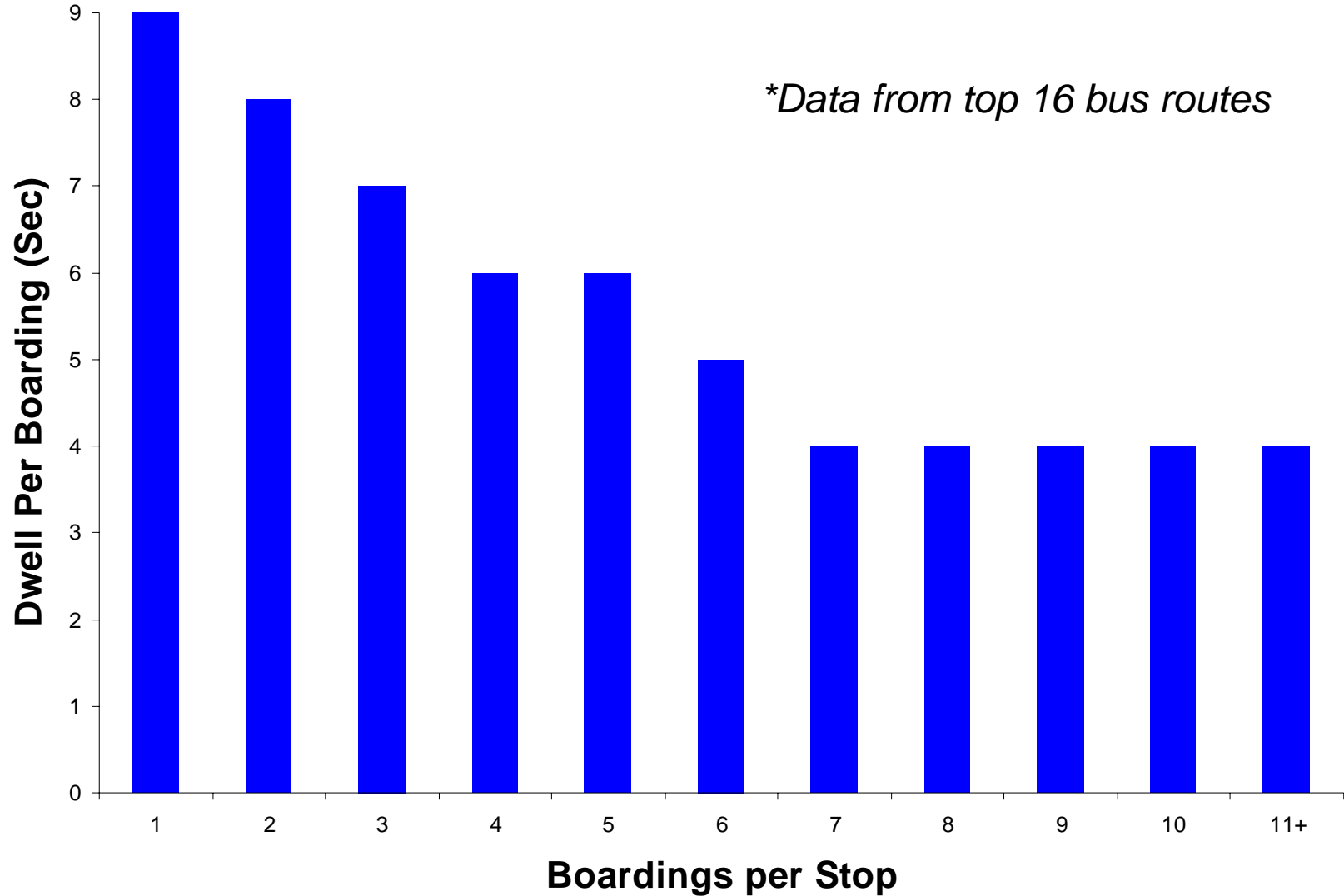
*Policy does not consider delay to onboard customers or customer activity at each stop*

# Adherence to Existing Policy Guidelines

	Under Guideline	Exceeds Guideline	Meets Guideline
Bus	70%	13%	17%
Surface Rail	60%	24%*	15%
Total	69%	14%	17%

\*T-Third Street stops were designed to exceed 1200'

# Consolidating Stops Speeds Boarding



# Transit Stop Policy Recommendations

Stop consolidation is needed to meet existing policy guidelines and reduce travel delay

More flexible policy guidelines are recommended to account for San Francisco's varying block lengths

Maintaining access at transfer points and key destinations should remain a priority

Stop spacing policy should consider delays to onboard customers

# Proposed Stop Spacing Policy

Bus stops *should* be: **900'-1,400'** (Grades  $\leq$  10%)  
Existing policy: **800'-1,000'**

Bus stops *may* be as close as: **500'** (Grades > 10%)  
Existing policy: **500'-600'** (Grades 10%-15%)  
**300'-400'** (Grades > 15%)

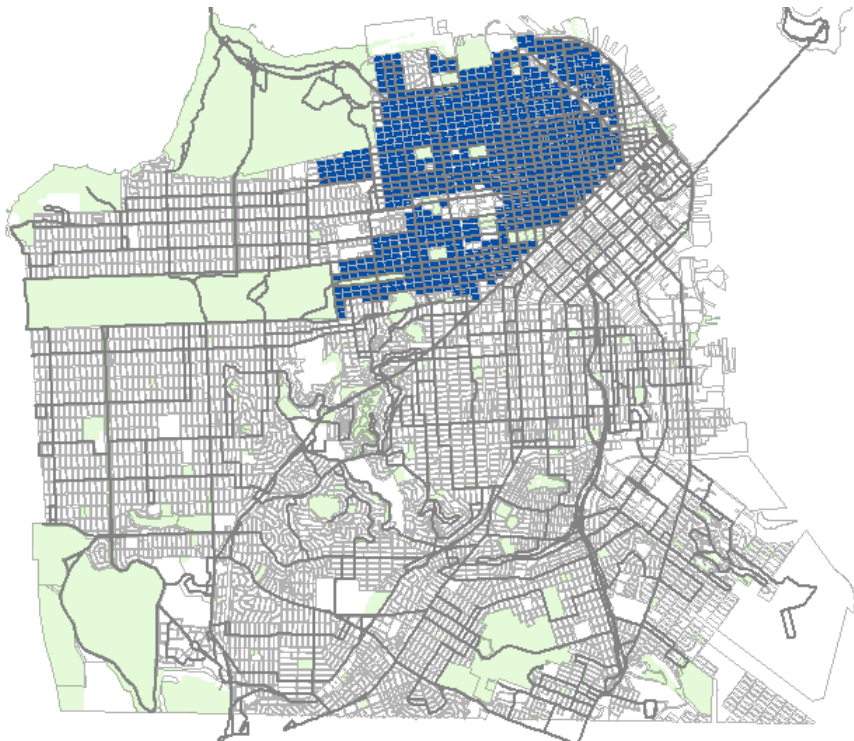
Surface Rail stops *should* be: **1,000'-1,500'**  
Existing policy: **1,000'-1,200'**

*Consider access issues and delay to onboard customers when making decisions on borderline cases.*

# Proposed Policy - EXAMPLE

Northeastern San Francisco:

Typical block lengths including intersecting streets are 480' E-W and 340' N-S



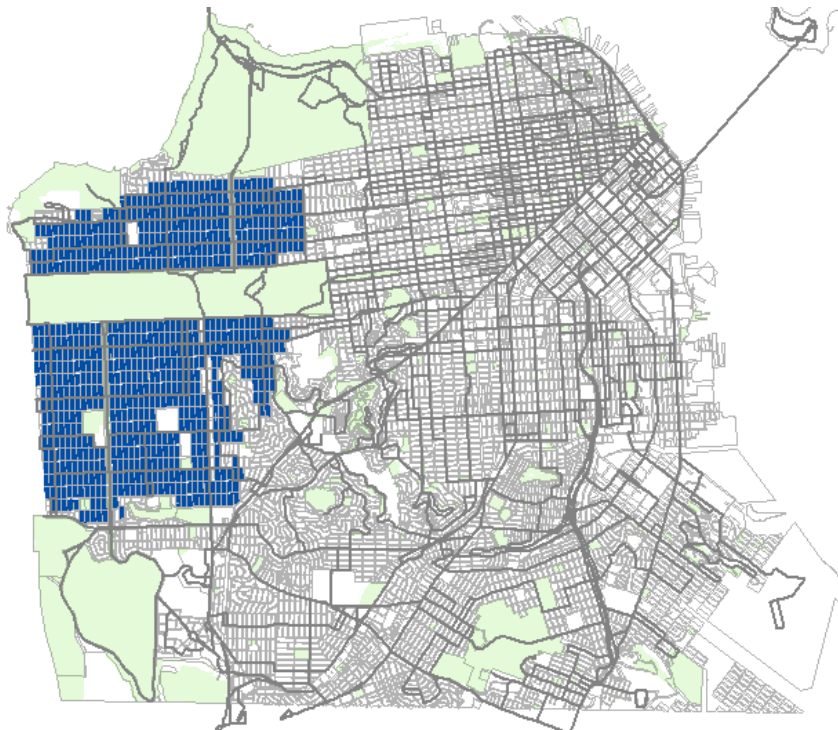
**Proposed E-W Bus Stops:  
Every 2 blocks (960')**

**Proposed N-S Bus Stops:  
Every 3 blocks (1020')**

# Proposed Policy - EXAMPLE

Western San Francisco:

Typical block lengths including intersecting streets are 310' E-W and 680' N-S



**Proposed E-W Bus Stops:  
Every 3-4 blocks (930'-1240')**

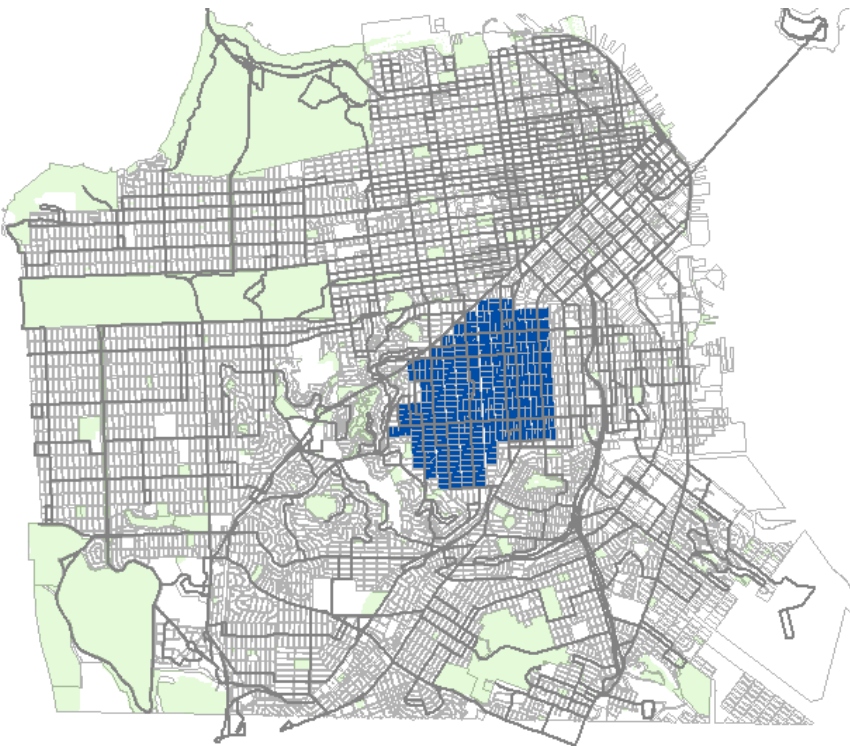
**Proposed N-S Bus Stops:  
Every 2 blocks (1360')**

**Proposed E-W Rail Stops:  
Every 4 blocks (1240')**

# Proposed Policy - EXAMPLE

Inner Mission:

Typical block lengths including intersecting streets are 640' E-W and 580' N-S



**Proposed E-W Bus Stops:  
Every 2 blocks (1280')**

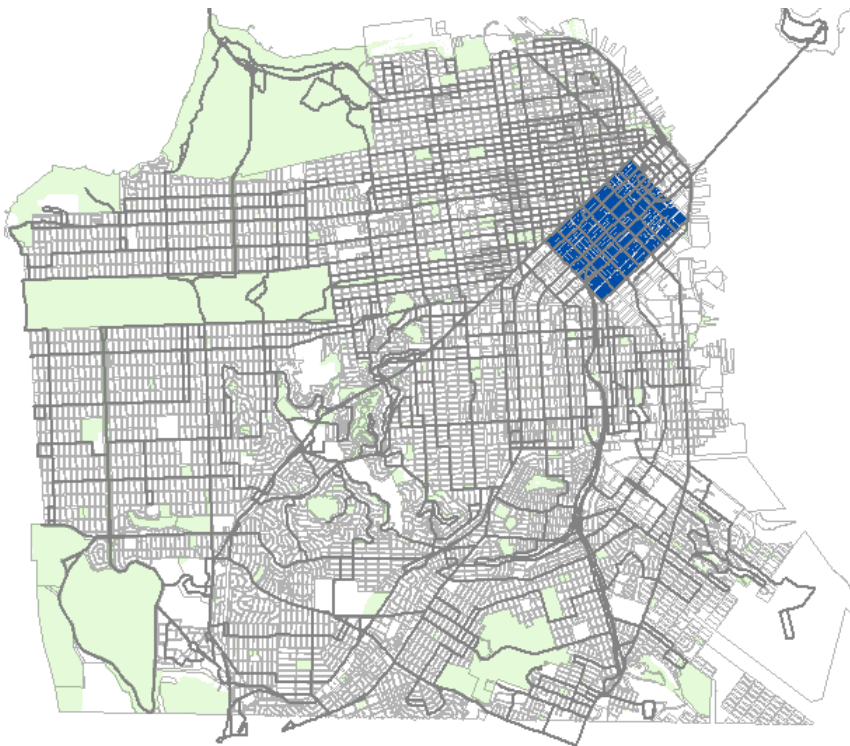
**Proposed N-S Bus Stops:  
Every 2 blocks (1160')**

**Proposed N-S Rail Stops:  
Every 2 blocks (1160')**

# Proposed Policy - EXAMPLE

South of Market:

Typical block lengths including intersecting streets are 910' E-W and 630' N-S



**Proposed E-W Bus Stops:  
Every block (910')**

**Proposed N-S Bus Stops:  
Every 2 blocks (1260')**

# Pedestrian Access

Nationwide research indicates most people are willing to walk  $\frac{1}{4}$  mile (1320 ft) to access local transit

Policy reduced on steep grades

Consideration to be given to important transfer points and destinations such as schools, hospitals, and other community facilities

# Stop Consolidation Benefits

Faster service

Increased ridership

Reduced operating costs

Better customer facilities at lower cost



# Reduced Operating Costs - EXAMPLE

## **9-San Bruno – Existing:**

- 59 IB and 67 OB stops
- 70 stops too close

## **Proposed Consolidation:**

- 9 IB and 11 OB stops removed
- Estimated running time savings = 7 min (5%)
- Estimated annual savings (operator costs only) = \$200K

# Next Steps

- Aug 2009:** Present revised Stop Spacing Policy to SFMTA Board for approval
- Oct 2009:** Update SFMTA Board on detailed proposals for stop consolidation on Rapid routes and select Local routes with high ridership
- Nov-Dec 2009:** Conduct public meetings to gather input on proposals
- Jan 2010:** Revise proposals based on community feedback
- Feb 2010:** Report back to SFMTA Board with implementation timeline, including pilot proposal
- Ongoing:** Continue bringing minor stop changes to public hearing as it relates to reliability/customer requests