



Bus Stop Consolidation
Proposal to Service Restoration Task Force

Existing Transit Stop Spacing

- **~3,700** 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

Proposed Stop Consolidation

- Focus on five high-ridership bus routes with potential for significant travel time savings
 - **9 San Bruno, 14 Mission, 28 19th Avenue, 30 Stockton, 71 Haight-Noriega**
- Reduce travel time for most customers
- Maintain access at transfer points and key destinations
- Reduce vehicle requirements and operating costs
- Walking distance increased for ~10% of customers on selected routes

9 San Bruno

Existing – 750' spacing

- 129 stops IB & OB
- 25,000 daily ons + offs

Proposed – 875' spacing

- 19 stops removed
- 2 stops added
- 3 stops optimized (nearside/farside)
- 2,000 daily ons + offs impacted by removed stops
- **5 minutes (4%) peak period travel time savings**
- **13% outbound travel time savings between 16th and 24th**
- **1 vehicle saved during AM/PM peaks and evening**

SERVICE AREA



14 Mission

Existing – 800' stop spacing

- 107 stops IB & OB
- 66,000 daily ons + offs

Proposed – 975' stop spacing

- 25 stops removed
- 6 stops added
- 3 stops optimized (nearside/farside)
- 9,000 daily ons + offs impacted by removed stops
- **6 minutes (5%) peak period travel time savings**
- **11-14% travel time savings between 16th and 24th**
- **1 vehicle saved all day**

SERVICE AREA



28 19th Avenue

Existing – 975' spacing*

- 79 stops IB & OB
- 25,000 daily ons + offs

Proposed – 1250' spacing*

- 16 stops removed
- 11 stops optimized (nearside/farside)
- 2,000 daily ons + offs impacted by removed stops
- **7 minutes (7%) peak period travel time savings**
- **18-19% travel time savings between Lincoln and Ocean**
- **1 vehicle saved during AM/PM peaks and midday**

SERVICE AREA



**Excludes limited-access portions of route*

30 Stockton

Existing – 650' spacing

- 89 stops IB & OB
- 50,000 daily ons + offs

Proposed – 825' spacing

- 20 stops removed
- 5 stops optimized (nearside/farside)
- 4,000 daily ons + offs impacted by removed stops
- **5 minutes (6%) peak period travel time savings**
- **10-11% travel time savings between Marina and North Beach**
- **1 vehicle saved during AM/PM peaks and evening**

SERVICE AREA



71 Haight-Noriega

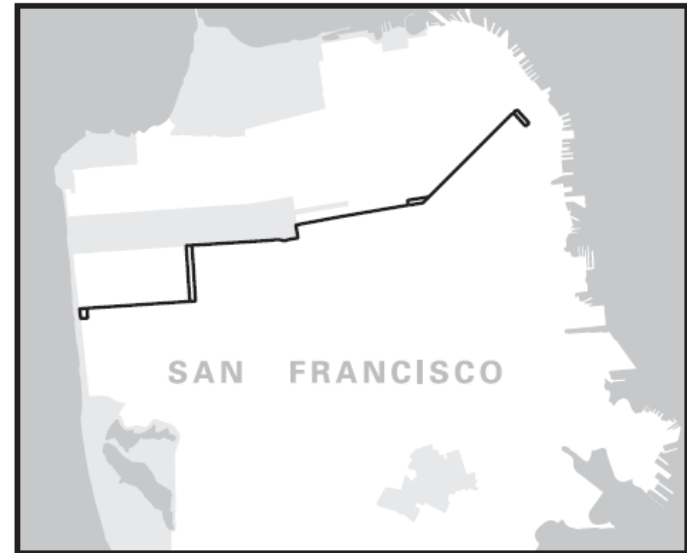
Existing – 750' spacing

- 115 stops IB & OB
- 21,000 daily ons + offs

Proposed – 925' spacing

- 24 stops removed
- 5 stops added
- 6 stops optimized (nearside/farside)
- 3,000 daily ons + offs impacted by removed stops
- **4 minutes (4%) peak period travel time savings**
- **1 vehicle saved during AM/PM peaks**

SERVICE AREA



Proposed Stop Changes Summary

Route	Existing Stops	Stops Removed	Stops Added	Stops Optimized (near/farside)
9 San Bruno	129	19	2	3
14 Mission	107	25	6	3
28 19 th Avenue	79	16	-	11
30 Stockton	89	20	-	5
71 Haight-Noriega	115	24	5	6
Totals	519	104	13	28

Preliminary recommendations to be revised based on intersection-level analysis and community feedback

Vehicle Savings Summary

Route	AM Peak	Base	PM Peak	Evening
9	1	0	1	1
14	1	1	1	1
28	1	1	1	0
30	1	0	1	1
71	1	0	1	0
Totals	5	2	5	3

Traffic Engineering Changes

- Combined with stop consolidation, low-cost street design changes can further reduce transit travel times by clearing bottlenecks
 - Add or extend turn pockets
 - Modify meters and color curb zones
 - Optimize signal timing
 - Add traffic signal actuation