



SFMTA

Stop Change Evaluation

SFMTA PAG

10/22/19

Stop Change Considerations

Context

- SFMTA has approximately 3,500 transit stops
- Approximately 1,200 stops have shelters
- Approximately 800 stops have NextBus
- Approximately 1,300 stops are zones and 1,900 are flag stops
- Stop spacing policy 800-1,360 (bus) except Rapid
- Many stops are spaced closer than current spacing policy

Policy

- Stop removal is considered as part of the Muni Forward program or other initiative to improve transit reliability
- Review with Senior Disability Action (SDA) for stops that are moving more than 300' before proceeding to legislation

Stop Change Considerations

Spacing	If this stop will be removed, how many ft. away will the closest stop going in the same direction be for each of the lines served? Does it exceed stop spacing standards?
Accessibility	If a stop is being considered for removal, are there any accessibility concerns with the adjacent stop(s)? Is there a pattern of boarding by wheelchair users, persons with disabilities, and seniors?
Land Uses	Is this stop proposed for removal within 650 ft. of an existing or planned entrance to a hospital, medical facility, grocery store, senior housing, or a center for seniors and people with disabilities? What are the major destinations and landmarks that the proposed stop will serve? What is the most accessible location for a stop that will serve these destinations?
Steepness	Will proposed stop be located on a grade of over 6%? Will the stop removal result in a longer distance on a grade over 6%?

Stop Change Considerations

Amenities	How do the nearby stops that would absorb demand compare to the stop proposed for elimination? Does the stop have great amenities such as shelters, flat grades, and comfortable waiting areas.
Ridership	What are the average daily on and off numbers for this stop? How does it compare to boardings on the rest of the line— is it a major stop?
Transfer Points	Will the stop removal/relocation impact transfer opportunities between lines that will not be replicated at adjacent stops?
Intersection Control	Does the intersection have stop signs or traffic signals? Bus stops are generally placed nearside at stop signs and farside of traffic signals to minimize the number of times a bus must stop.
Project Coordination	Is the stop change initiated by SFMTA or another agency project? Streetscape projects may require the removal of stops to accommodate infrastructure improvements.

Stop Change Process

Outreach

- If decision is to move forward with stop removal, transit planner works with communications and engineering staff
- Communications staff develops and executes outreach strategy (most likely part of a larger, corridor, effort)
- Engineer develops work orders and legislation language
- Transit planner works with elected officials and other major stakeholders

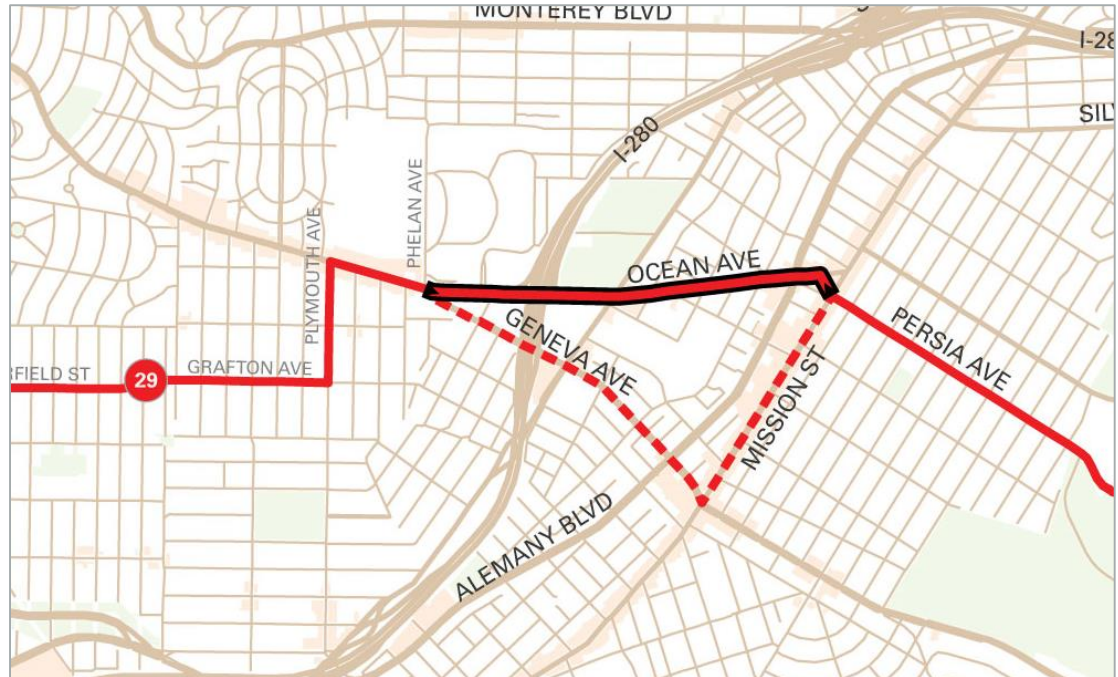
Implementation

- Once outreach is complete, the final package is developed
- The internal vetting process (Pre-Staff, TASC and SFMTA Board) is completed before being implemented

29 Sunset - example

Project Goals

- » Provide a quicker and more direct trip for thousands of daily riders between the Bayview and the Presidio
- » Take advantage of new BART Ocean Avenue connection
- » Reduce crowding with frequency increases



Outcomes

- » Route restructuring saved 4,000 customers 3-4 minutes per day
- » No longer provides direct service to Safeway on Mission