



SFMTA

SFMTA Flag Stop Policy *October 2022 Update*

October 17, 2022

San Franciscans told us their priorities are



**Equity in
service
delivery**



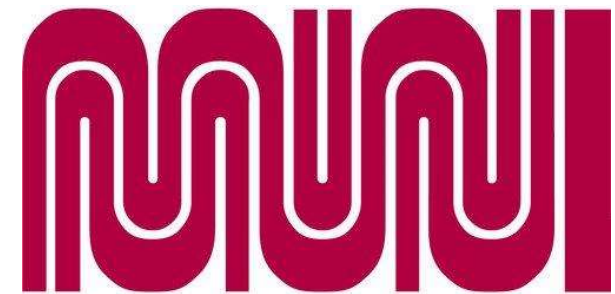
**Transit speed,
reliability &
accessibility**



**Personal
safety on
transit and
streets**

Muni: Moving San Francisco

- **Service area:**
47 square miles
- **Over 1,000 buses, rail cars and cable cars**
- **Over 3,000 Total Transit Stops:**
 - Flag Stops: app 1,500
 - Box Zones: app 1,200
 - Transit Bulbs: app 100
 - Boarding Islands: app 200



Current Bus Stop Policy

Non flag stop designs (box zones, transit bulbs, and boarding islands) are preferred:

On all **Rapid, Frequent routes** and on Grid and Connector lines in either **commercial** or **dense residential neighborhoods**.

The current policy specifies that box zones, transit bulbs, or boarding islands should be provided at locations that meet any of the following criteria:

1. All transfer point stops, including **transfer points** to other transit operators, intercity carriers, regional carriers, etc.;
2. All **terminals**;
3. Stops **servicing major traffic generators**, e.g.; senior centers, schools, hospitals, etc.;
4. Stops with a **pattern of boardings by wheelchair users, other disabled persons or seniors**;
5. Stops with a **minimum of 100 riders per day** (combined boardings and alightings);
6. Stops with a **combined boarding and alighting average of 2 passengers** per scheduled trip; or
7. Any stop where **safety or operational concerns** could be remedied with a box zone.

Flag Stop Defined

What is a flag stop?

A **flag stop** is where the transit vehicle stops in a travel lane to board or alight passengers. They may have transit shelters and transit stop signage, but do not have dedicated curb space where the transit vehicle can load.

Where are flag stops preferred?

On **low-frequency** Grid and Connector routes on **residential streets**, and in circumstances where transit vehicles are making turns or other special maneuvers in commercial and residential areas.



Flag Stops By District

Supervisor District	Transit Stops	Flag Stops	% Flag Stops	Flag Stops on Frequent Route or in a Commercial Zone*
1	240	67	28%	38
2	215	75	35%	40
3	326	159	48%	72
4	223	142	64%	47
5	198	44	22%	22
6	236	38	16%	24
7	383	263	68%	47
8	346	227	66%	65
9	237	105	44%	26
10	460	322	70%	94
11	222	149	67%	31
Total	3,086	1,591	51%	506

This chart shows the percent of flag stops in each supervisor district.

** Commercial zone is defined as a SF Planning Neighborhood Commercial District.*

Next Steps: Phase 1

Policy Updates

Planned for
Fall 2022

Add the following language to the *Bus Stop Guidelines*:

“Each stop in the system should have at least 20’ red curb to provide unobstructed access to the front door of a bus or train. When applicable, SFMTA Accessible Services shall request, and prioritize, locations for front door transit bulbs that have a pattern of boarding by wheelchair users, other disabled persons, or seniors”.

Present the policy change to the SFMTA Board for consideration as part of the SFMTA Short Range Transit Plan update this Fall.

Next Steps: Phase 2

Implement Bus Zone Upgrades

From March 2022
to March 2026

Flag stops that satisfy either of the following criteria will be prioritized for conversion:

- 1) On Frequent routes, or
- 2) Located within a commercial zone

506 flag stops match this criteria, as seen in the chart below. SFMTA is committing to review 100-125 of these stop locations a year and work to bring them up to policy standards.

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1	240	67	38	28%
2	215	75	40	35%
3	326	159	72	48%
4	223	142	47	64%
5	198	44	22	22%
6	236	38	24	16%
7	383	263	47	68%
8	346	227	65	66%
9	237	105	26	44%
10	460	322	94	70%
11	222	149	31	67%
Total	3,086	1,591	506	51%

From March 2022 to
March 2029

Next Steps: Phase 3

Red Curb at All Remaining Flag Stops

The remaining 1,085 flag stops not addressed in Phase 2 will be analyzed in Phase 3.

- These stops are mostly in **residential neighborhoods** and on **low-frequency travel lines**. They do not warrant box zones but will be reviewed for a 20' clear zone to support front door boarding and alighting.
- **SFMTA and District staff will review 125-150 Phase 3 locations a year**, which will take approximately 7 years to complete.
- Additionally, **SFMTA Accessible Services shall request and prioritize locations** for front door bus bulbs that have a pattern of boarding by wheelchair users, other disabled persons or seniors.