



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 3,500 Total Transit Stops:
 - Flag Stops: ~1,200
 - Box Zones: ~1,300
 - Transit Bulbs: ~200
 - Boarding islands: ~200



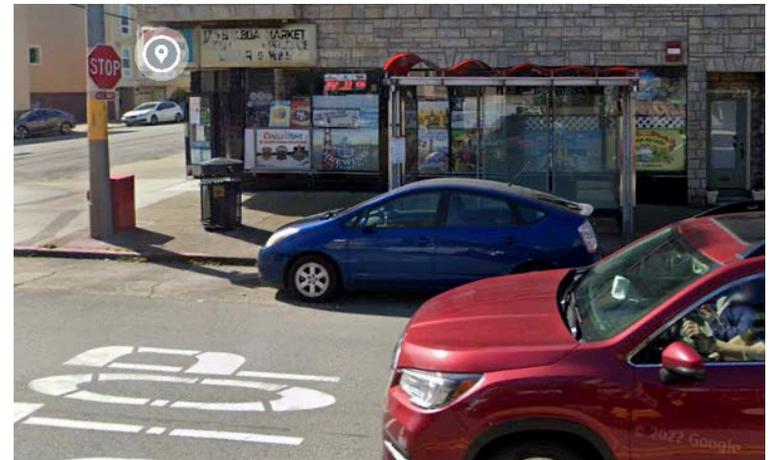
Flag Stop Defined

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 **residential streets**, and in circumstances where transit vehicles are making turns or other special maneuvers in commercial and residential areas.



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 lightings);
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 Stops By District

Supervisor District	Transit Stops	Flag Stops	% Flag Stops	Flag Stops on Frequent Route or in a Commercial Zone*
1	253	48	19%	28
2	269	78	29%	51
3	411	171	42%	76
4	275	101	37%	44
5	208	17	8%	8
6	270	44	16%	29
7	461	149	32%	49
8	404	175	43%	71
9	265	84	32%	23
10	457	207	45%	91
11	267	121	45%	47
Total	3,540	1,195	34%	517

This chart shows the percent of flag stops in each supervisor district. Total reflects total stops within San Francisco

** 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

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

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

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3	411	171	76	42%
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Total	3,540	1,195	517	34%

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 **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.

Thank you

