PreStaff_Date: 9/15/2020
Requested_by: SFMTA
Handled: Hester Yu
Section Head: CL

Location: Fitzgerald Avenue at Keith Street

Subject: Bus Zones

PROPOSAL / REQUEST:
ESTABLISH – BUS ZONE
Fitzgerald Avenue, south side, from Keith Street to 233 feet easterly (removes 6 parking spaces)
(Supervisor District 10)

Proposal to extend the existing 29 Sunset bus zone to accommodate the number of buses at the terminal.

Hester Yu, hester.yu@sfmta.com

BACKGROUND INFORMATION / COMMENTS
The current 29 terminal is 76 feet long and can accommodate one bus. In the past, two buses would park in the zone but the back of the second bus would often extend past the property line and be subject to sideswipes. With the recent service changes, there can be three buses at the terminal at one time.

This proposal will extend the existing terminal to accommodate three coaches.

Collision History (past 5 years):
- 10 transit collisions (2 potential collisions, not enough details)
- 0 relevant traffic collisions

29 Sunset
- 40’ motor coach
- 10 minute frequency weekdays, 20 minute frequency weekend

HEARING NOTIFICATION AND PROCESSING NOTES:

ENVIRONMENTAL CLEARANCE BY:

SFMTA Attached Pending
STREET VIEW – Fitzgerald Ave, facing west

PROPOSED Bus Zone Extension
EXISTING – Multiple buses at the terminal
TRAFFIC COLLISIONS
- 3 at 3rd/Fitzgerald
- 0 at Fitzgerald/Keith or related to the 29 terminal

TRANSIT COLLISIONS
- 10 in the past 5 years (2 potential collisions, not enough details provided)
## Collision/Party/Victim Table

Showing 1 to 3 of 3 entries

**Count of Fatal Collisions:** 0  
**Count of Non-Fatal Injury Collisions:** 3  
**Total Count of Fatal/Non-Fatal Injury Collisions:** 3

<table>
<thead>
<tr>
<th>Case ID</th>
<th>Collision Date</th>
<th>Collision Time</th>
<th>Day of Week</th>
<th>Primary Road</th>
<th>Secondary Road</th>
<th>Distance</th>
<th>Direction</th>
<th>Party 1 Type</th>
<th>Party 1 Direction of Travel</th>
<th>Party 1 Movement Preceding Crash</th>
<th>Party 2 Type</th>
<th>Party 2 Direction of Travel</th>
<th>Party 2 Movement Preceding Crash</th>
<th>Vehicle Code Violation</th>
<th>Highest Degree of Injury</th>
<th>Type of Collision</th>
<th>Motor Vehicle Involved With</th>
<th>Weather</th>
<th>Lighting</th>
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<tbody>
<tr>
<td>1805699918</td>
<td>08/28/2018</td>
<td>16:01</td>
<td>Tuesday</td>
<td>03RD ST</td>
<td>FITZGERALD AVE</td>
<td>0</td>
<td>Not Stated</td>
<td>Pedestrian</td>
<td>East</td>
<td>Proceeding Straight</td>
<td>Driver</td>
<td>North</td>
<td>Proceeding Straight</td>
<td>CVC 21453(d)</td>
<td>Injury (Complaint of Pain)</td>
<td>Vehicle/Pedestrian</td>
<td>Pedestrian</td>
<td>Clear</td>
<td>Dusk - Dawn</td>
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<tr>
<td>180115709</td>
<td>02/12/2018</td>
<td>15:40</td>
<td>Monday</td>
<td>03RD ST</td>
<td>FITZGERALD AVE</td>
<td>0</td>
<td>Not Stated</td>
<td>Bicyclist</td>
<td>South</td>
<td>Stopped In Road</td>
<td>Driver</td>
<td>West</td>
<td>Making Right Turn</td>
<td>CVC 21650.1</td>
<td>Injury (Complaint of Pain)</td>
<td>Head-On</td>
<td>Bicycle</td>
<td>Clear</td>
<td>Daylight</td>
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<tr>
<td>160363627</td>
<td>05/03/2016</td>
<td>21:09</td>
<td>Tuesday</td>
<td>03RD ST</td>
<td>FITZGERALD AVE</td>
<td>0</td>
<td>Not Stated</td>
<td>Driver</td>
<td>South</td>
<td>Making Left Turn</td>
<td>Driver</td>
<td>North</td>
<td>Proceeding Straight</td>
<td>CVC 22101(d)</td>
<td>Injury (Complaint of Pain)</td>
<td>Broadsile</td>
<td>Other Motor Vehicle</td>
<td>Clear</td>
<td>Dark - Street Lights</td>
</tr>
<tr>
<td>Party Number</td>
<td>Party Type</td>
<td>Direction of Travel</td>
<td>Street of Travel</td>
<td>Movement Preceding Collision</td>
<td>Party Gender</td>
<td>At Fault</td>
<td>Party Age</td>
<td>Party Sobriety</td>
<td>Party Drugs</td>
<td>Safety Equipment 1</td>
<td>Safety Equipment 2</td>
<td>Party 1 Direction of Travel</td>
<td>Party 1 Movement Preceding Crash</td>
<td>Party 2 Type</td>
<td>Party 2 Direction of Travel</td>
<td>Party 2 Movement Preceding Crash</td>
<td>Vehicle Code Violation</td>
<td>Highest Degree of Injury</td>
<td>Type of Collision</td>
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</tr>
<tr>
<td>1</td>
<td>Driver</td>
<td>South</td>
<td>3RD ST</td>
<td>Making Left Turn</td>
<td>Male</td>
<td>Yes</td>
<td>23</td>
<td>Had Not Been Drinking</td>
<td>Not Stated</td>
<td>Lap/Shoulder Harness Used</td>
<td>Not Stated</td>
<td>Yes Proof of Insurance Obtained</td>
<td>Cell Phone Not In Use</td>
<td>None</td>
<td>Apparent</td>
<td>None</td>
<td>1998</td>
<td>INFINTI</td>
<td>Passenger Car</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Victim Party Number</th>
<th>Victim Role</th>
<th>Victim Gender</th>
<th>Victim Age</th>
<th>Victim Degree of Injury</th>
<th>Victim Seating Position</th>
<th>Safety Equipment 1</th>
<th>Safety Equipment 2</th>
<th>Ejected</th>
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<tbody>
<tr>
<td>1</td>
<td>Passenger</td>
<td>Female</td>
<td>21</td>
<td>Complaint of Pain</td>
<td>Passengers</td>
<td>Lap/Shoulder Harness Used</td>
<td>Not Stated</td>
<td>Not Ejected</td>
</tr>
</tbody>
</table>

| 2                   | Driver      | North        | 3RD ST     | Proceeding Straight    | Male                 | No      | 26       | Had Not Been Drinking | Not Stated  | Lap/Shoulder Harness Used | Not Stated | Yes Proof of Insurance Obtained | Cell Phone Not In Use | None                    | Apparent                | 0                    | 0                    | 2009            | TOYOTA         | Passenger Car | Asian             |
**TransBASE Internal Dashboard**

**Geographic Extent:** 34019000: KEITH ST at FITZGERALD AVE  
**Spatial Intersect:** SFMTA Intersection Related (<=20ft or <=150ft if Rear End)  
**Data Range:** 07/01/2015 to 06/30/2020  
**Pull Date:** 9/8/2020

### Metadata Information

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<thead>
<tr>
<th>Collision Filters</th>
<th>Party Filters</th>
<th>Victim Filters</th>
<th>Environmental Filters</th>
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<tbody>
<tr>
<td>Database Source: TransBASESF.org</td>
<td>Party Involved Type: No Restrictions</td>
<td>Victim Involved Role: No Restrictions</td>
<td>Nearest Traffic Control: No Restriction</td>
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<tr>
<td>Database Pull Date: 9/8/2020</td>
<td>Party Involved Gender: No Restrictions</td>
<td>Victim Involved Degree of Injury: No Restrictions</td>
<td>Intersecting Speed Limit: No Restriction</td>
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<tr>
<td>Collision Level: Injury Collisions</td>
<td>Party Involved at Fault: No Restrictions</td>
<td>Victim Involved Age: No Restriction</td>
<td>Intersecting Network: No Restriction</td>
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<tr>
<td>Boundary: 34019000: KEITH ST at FITZGERALD AVE</td>
<td>Party Involved Age: No Restriction</td>
<td>Victim Involved Seating Position: No Restrictions</td>
<td>Intersecting Street Class: No Restriction</td>
</tr>
<tr>
<td>Collision Dates: 07/01/2015 to 06/30/2020</td>
<td>Party Involved Sobriety: No Restrictions</td>
<td>Victim Involved Safety Equipment: No Restrictions</td>
<td>Weather Description: No Restrictions</td>
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<tr>
<td>Collision Distance: Any Distance</td>
<td>Party Involved Condition: No Restrictions</td>
<td>Victim Involved Ejected: No Restrictions</td>
<td>Lighting Description: No Restrictions</td>
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<tr>
<td>Collision Severity Filter(s): No Restrictions</td>
<td>Party Involved Direction of Travel: No Restrictions</td>
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<tr>
<td>Primary Collision Factor Filter(s): No Restrictions</td>
<td>Party Involved Safety Equipment 1: No Restrictions</td>
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</tr>
<tr>
<td>Collision Type Filter(s): No Restrictions</td>
<td>Party Involved Safety Equipment 2: No Restrictions</td>
<td></td>
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</tr>
<tr>
<td>Intersection/ Midblock: SFMTA Intersection Related (&lt;=20ft or &lt;=150ft if Rear End)</td>
<td>Party Involved Insurance: No Restrictions</td>
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<tr>
<td></td>
<td>Party Involved Other Associated Factors: No Restrictions</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Party Involved Movement Preceding Collision: No Restrictions</td>
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<td></td>
<td>Party Involved Vehicle Type: No Restrictions</td>
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<td>Party Involved Race: No Restrictions</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Party Involved Special Info: No Restrictions</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Sandra,

I believe the crowding got worse since we began using the headway system and schedules changed. It seems when traffic is light, coaches arrive a little early and the terminal gets crowded.

However, at this particular terminal crowding has always been somewhat of a problem. We definitely need room for 3 coaches to bank here. I don't think cutting running times is a good solution. The 29 is a long line and operators need a good layover.

As for a bulletin, I am at somewhat of a loss. As it is now, the third and forth coaches arriving will either have to double park, block a drive way or park against traffic. All bad options. Sorry.

Sincerely Yours,

Daniel Kindstedt
5M18
Transportation Operations Specialist
Transit Services

"Times are changing. It's time we all reach out 4 something new. That means U 2."

--Prince Rogers Nelson

Thank you. This is helpful. Yes, I’d like to talk about what instructions on the bulletin should say in the meantime.
@FieldManagers, has this been an issue all along or did it start as part of our 8/22 service change? Do you think it's because we increased frequency or did running times increase? We are seeing this in other routes since the service change so I’m trying to figure out what happened.

Thanks,

Sandra

From: Yu, Hester <Hester.Yu@sfmta.com>
Sent: Thursday, September 3, 2020 2:46 PM
To: Padilla, Sandra <Sandra.Padilla@sfmta.com>; Kindstedt, Daniel <Daniel.Kindstedt@sfmta.com>; Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Reese, Debra <Debra.Reese@sfmta.com>; Tandoc, Salvador <Salvador.Tandoc@sfmta.com>; Rigney, Laura <Laura.Rigney@sfmta.com>
Cc: FieldManagers <FieldManagers@sfmta.com>; Wilson, Leroy <Leroy.Wilson@sfmta.com>; Knopf, Evan <Evan.Knopf@sfmta.com>; Skinner, Roderick <Roderick.Skinner@sfmta.com>
Subject: RE: 29-Line Fitzgerald Terminal.

Hi all,

I was able to go to Fitzgerald today to see what the situation was like. There is not enough terminal space for the coaches. Often times, it is 2-3 coaches at the terminal at once. Operators have parked further down or across the street.

I’m still working on next steps but hope to have an update for you all soon.

Sandra – let me know if you want more details for a bulletin.

Thanks,

Hester

From: Padilla, Sandra <Sandra.Padilla@sfmta.com>
Sent: Thursday, September 3, 2020 2:29 PM
To: Kindstedt, Daniel <Daniel.Kindstedt@sfmta.com>; Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Reese, Debra <Debra.Reese@sfmta.com>; Tandoc, Salvador <Salvador.Tandoc@sfmta.com>; Rigney, Laura <Laura.Rigney@sfmta.com>
Cc: FieldManagers <FieldManagers@sfmta.com>; Wilson, Leroy <Leroy.Wilson@sfmta.com>; Knopf, Evan <Evan.Knopf@sfmta.com>; Yu, Hester <Hester.Yu@sfmta.com>; Skinner, Roderick <Roderick.Skinner@sfmta.com>
Subject: RE: 29-Line Fitzgerald Terminal.

Hi Daniel,

Happy to work with you all on a bulletin but we need more detail. Is it that there is not enough terminal space and operators are parking elsewhere or that operators don’t know where to take recovery or what?

Thanks,

sp

From: Kindstedt, Daniel <Daniel.Kindstedt@sfmta.com>
Sent: Thursday, September 3, 2020 1:42 AM
To: Padilla, Sandra <Sandra.Padilla@sfmta.com>; Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Reese, Debra <Debra.Reese@sfmta.com>; Tandoc, Salvador <Salvador.Tandoc@sfmta.com>; Rigney, Laura <Laura.Rigney@sfmta.com>
Hi Team,

FYI, we received this report from Inspector Skinner today.

While we are waiting for the terminal to be evaluated, could a bulletin be issued with instructions for operators on how to manage the current situation? It would assist the inspectors in enforcing safety at the location.

Thanks and stay safe!

Sincerely Yours,

Daniel Kindstedt
5M18
Transportation Operations Specialist
Transit Services

"Times are changing. It's time we all reach out 4 something new. That means U 2."

--Prince Rogers Nelson

From: Padilla, Sandra <Sandra.Padilla@sfmta.com>
Sent: Monday, July 27, 2020 12:39 PM
To: Kindstedt, Daniel <Daniel.Kindstedt@sfmta.com>; Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Reese, Debra <Debra.Reese@sfmta.com>; Tandoc, Salvador <Salvador.Tandoc@sfmta.com>; Rigney, Laura <Laura.Rigney@sfmta.com>
Cc: FieldManagers <FieldManagers@sfmta.com>; Wilson, Leroy <Leroy.Wilson@sfmta.com>; Knopf, Evan <Evan.Knopf@sfmta.com>; Yu, Hester <Hester.Yu@sfmta.com>
Subject: RE: 29-Line Fitzgerald Terminal.

Thank you, Daniel. I’m including Evan Knopf, Woods Division Planner, and Hester Yu, Woods Division Transit Engineer to look into this. Hester is currently working for the DOC, so we may not be able to move on it right away but we’ll definitely evaluate on what it would take to make this change.

Thanks,
Sandra

From: Kindstedt, Daniel <Daniel.Kindstedt@sfmta.com>
Sent: Sunday, July 26, 2020 11:54 PM
To: Kennedy, Sean M <Sean.Kennedy@sfmta.com>; Padilla, Sandra <Sandra.Padilla@sfmta.com>; Reese, Debra
Hello Team,

I hope you are well.

The 29-line terminal on Fitzgerald at Keith is a very tight one. The bus zone is barely long enough to fit two coaches, and that's only if the second coach is blocking itself in behind the first one.

This leads operators to either (a) pull up in front of the bus zone and double park, (b) offload on Paul Avenue nearside of 3rd and take their layover there while blocking traffic and the bike lane or (c) stop on the north side of Fitzgerald - against traffic - and offload patrons in the middle of the street.

To resolve this issue, I suggest extending the current bus zone eastward with one coach-length. There is enough room for one more coach to fit in-between the two driveways. I recommend adding a yellow limit line to make sure operators stop in the right location and don't block the driveways.

Photos of proposed location enclosed.

Thanks and stay safe!

Sincerely Yours,

Daniel Kindstedt
5M18
Transportation Operations Specialist
Transit Services

"Times are changing. It's time we all reach out 4 something new. That means U 2."

--Prince Rogers Nelson