

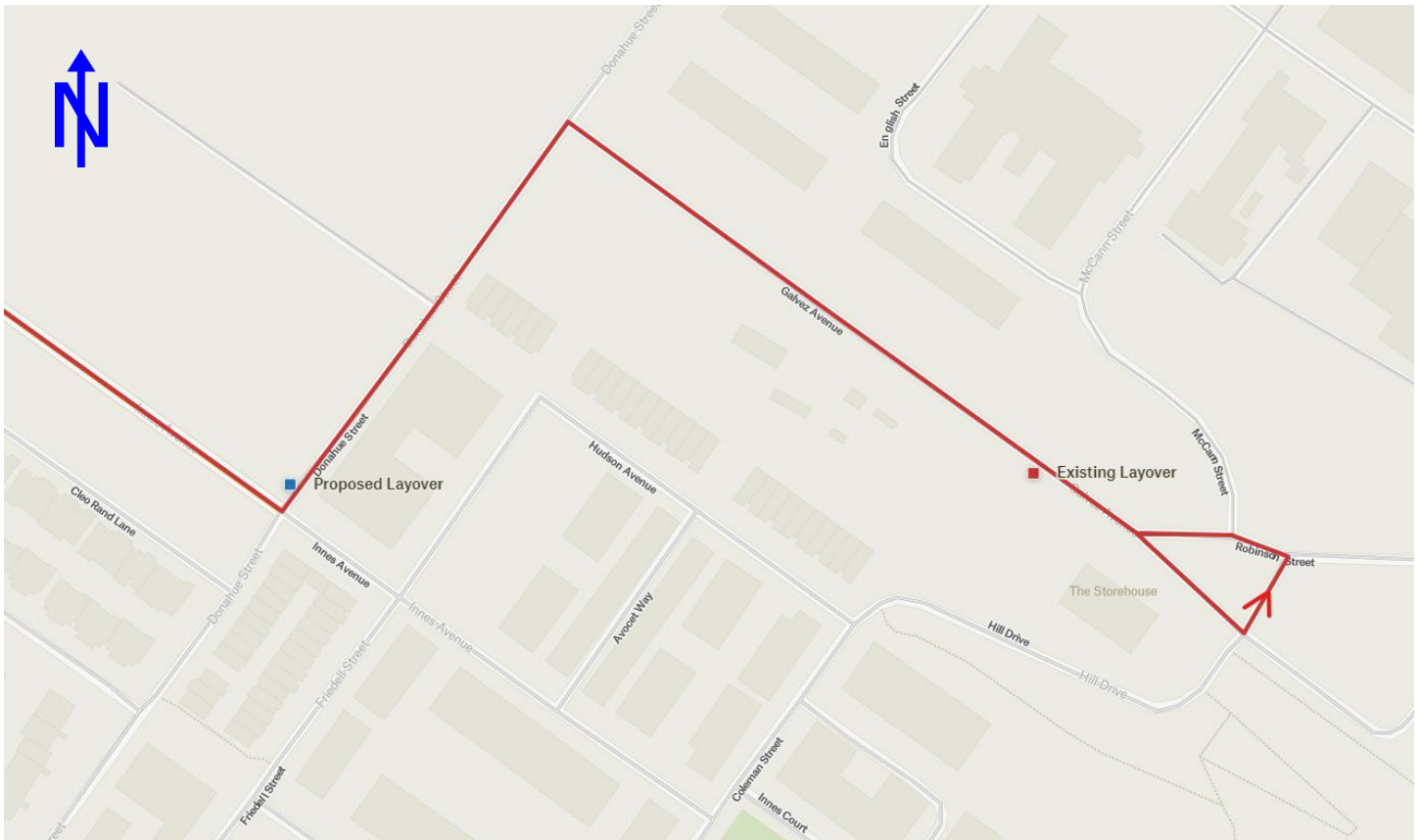
SFMTA - TASC SUMMARY SHEET

PreStaff_Date: 5/30/2023 Requested_by: SFMTA Handled: Michael Tamin <i>HY DIA</i> Section Head : CL / MV <i>[Signature]</i>	<input type="checkbox"/> Public Hearing Consent <input checked="" type="checkbox"/> Public Hearing Regular <input type="checkbox"/> Informational / Other <small>PH - Regular</small>	No objections: _____ Item Held: _____ Other: _____
Location: Donahue Street, between Innes Avenue and Galvez Avenue		
Subject: Bus Zone		
PROPOSAL / REQUEST: ESTABLISH - BUS ZONE Donahue Street, north side, from 100 feet to 165 feet east of Innes Avenue (Supervisor District 10) Proposal to extend the existing 100-foot long bus zone to 165 feet at Donahue Street and Innes Avenue for the new 19 Polk southern terminal. Michael Tamin, michael.tamin@sfmta.com		
BACKGROUND INFORMATION / COMMENTS The 19 Polk is a north-south bus route that runs from 5am to 10pm, with service approximately every 15 minutes on weekdays and 20 minutes on weekends. Operators have repeatedly expressed concerns regarding safety at the existing terminal on Galvez when exiting the coach to use the restroom and when remaining on their layover. There are several closed or abandoned buildings at this location resulting in significant anti-social behavior in this area, with multiple reports received of individuals breaking into the Muni operator restroom and rendering it unusable for operators. This proposal relocates 19 Polk terminal to Donahue and Innes as it has better street lighting as well as having higher vehicle, bike, and foot traffic. The area around this location also provides additional flexibility for a future upgrade from the existing portable restroom on Galvez (which would be relocated to this location) to a trailer or permanent restroom facility. This proposal would impact riders going inbound from the Galvez/Robinson stop (23 average daily boardings), who would either need to board from Innes/Donahue or ride and wait through a bus layover. Although the SFMTA's bus zone standards call for 145' for two 40-foot coaches, this proposal would install a slightly longer 165-foot bus zone to allow for some daylighting at the crosswalk and to provide additional maneuverability for buses since this zone immediately precedes a right turn at the intersection.		
HEARING NOTIFICATION AND PROCESSING NOTES:	ENVIRONMENTAL CLEARANCE BY: <input checked="" type="checkbox"/> SFMTA <input type="checkbox"/> Attached <input type="checkbox"/> Pending	
CHECK IF PREPARING SEPARATE SFMTA BOARD CALENDAR ITEM FOR PROPOSAL: <input type="checkbox"/>		

Diagram of Proposal



Vicinity Map, Showing 19 Polk Routing and Existing and Proposed Terminal Locations



Streetview of Existing Galvez Terminal (looking south)



Streetview of Existing Galvez Terminal (looking north)



Streetview of Proposed Donahue Terminal (looking east)



Streetview of Proposed Donahue Terminal (looking west)

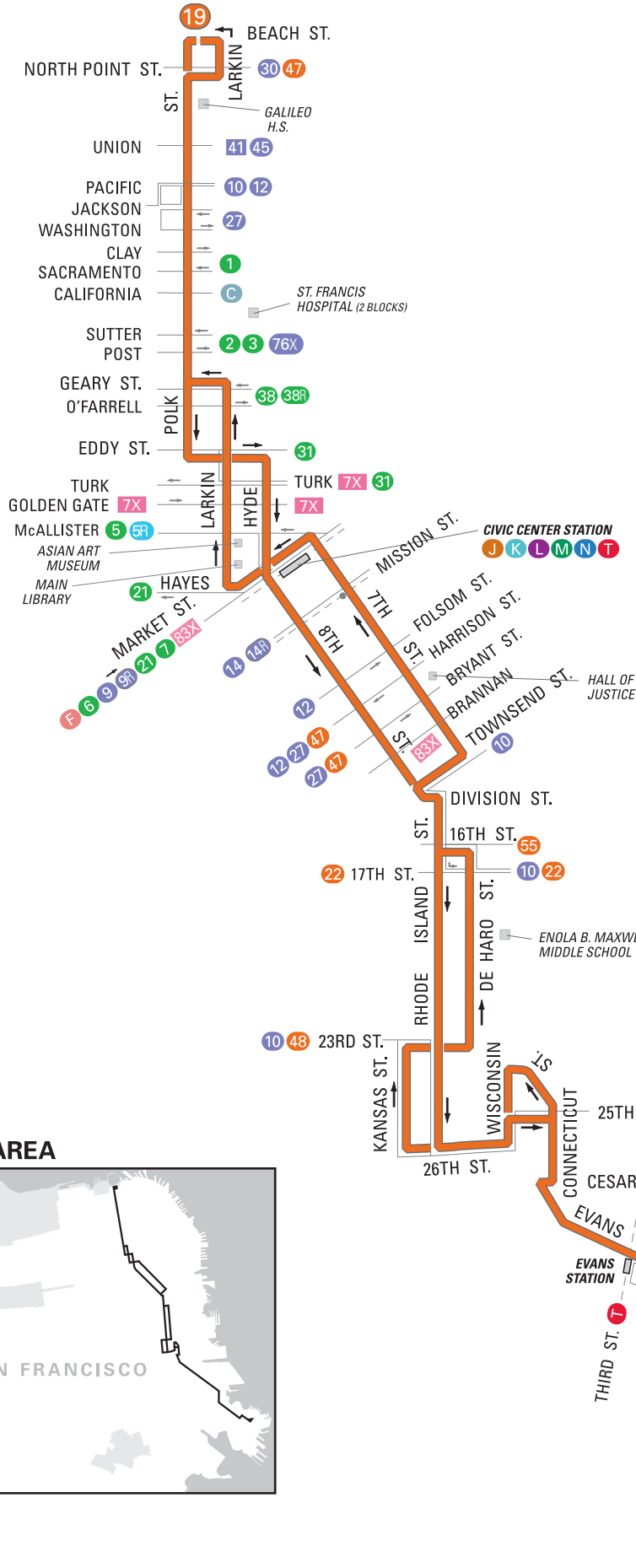




19 POLK

effective 8/12/2017

MAP NOT TO SCALE



- 19 Terminal
- Local service
- No service
- Connecting Muni service
- Express service
- Station
- Weekday approximately 7 - 9 a.m. and 4 - 6 p.m.

WEEKENDS AND HOLIDAYS ONLY

NORTH



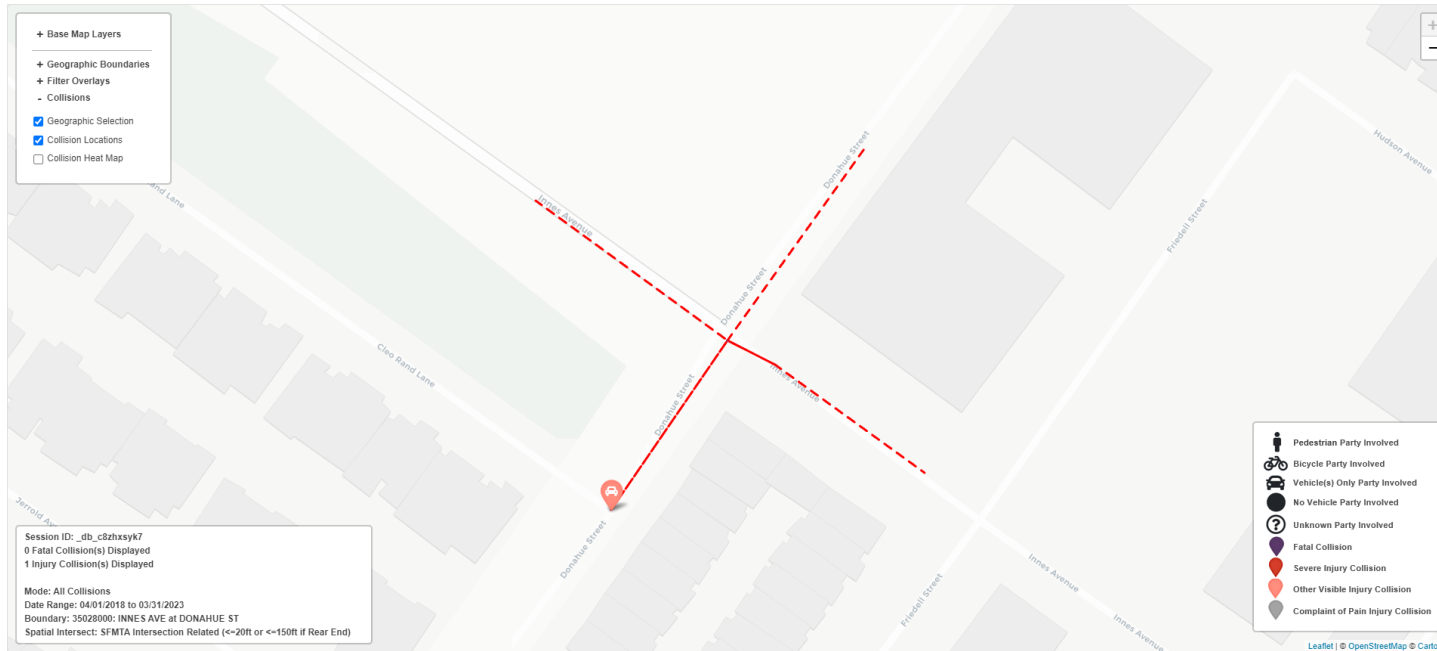
SERVICE AREA



TransBASE Internal Dashboard

Geographic Extent: 35028000: INNES AVE at DONAHUE ST
Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)
Data Range: 04/01/2018 to 03/31/2023
Pull Date: 5/16/2023

Geographic Extent



TransBASE Internal Dashboard

Geographic Extent: 35028000: INNES AVE at DONAHUE ST

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 04/01/2018 to 03/31/2023

Pull Date: 5/16/2023

Collision/Party/Victim Table

Showing 1 to 1 of 1 entries

Count of Fatal Collisions: 0

Count of Non-Fatal Injury Collisions: 1

Total Count of Fatal/Non-Fatal Injury Collisions: 1

Case ID	Collision Date	Collision Time	Day of Week	Primary Road	Secondary Road	Distance	Direction	Party 1 Type	Party 1 Direction of Travel	Party 1 Movement Preceding Crash	Party 2 Type	Party 2 Direction of Travel	Party 2 Movement Preceding Crash	Vehicle Code Violation	Highest Degree of Injury	Type of Collision	Motor Vehicle Involved With	Hit and Run	Road Surface	Road Condition	Lighting
220640498	09/19/2022	17:07	Monday	DONAHUE ST	CLEO RAND AVE	0	Not Stated	Driver	North	Proceeding Straight	Parked Vehicle	North	Parked	CVC 22350	Injury (Other Visible)	Sideswipe	Parked Motor Vehicle	Misdemeanor	Dry	No Unusual Condition/ Not Stated	Daylight

TransBASE Internal Dashboard

Geographic Extent: 35028000: INNES AVE at DONAHUE ST

Spatial Intersect: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Data Range: 04/01/2018 to 03/31/2023

Pull Date: 5/16/2023

Metadata Information

Collision Filters

Database Source: TransBASESF.org

Database Pull Date: 5/16/2023

Collision Level: Injury Collisions

Boundary: 35028000: INNES AVE at DONAHUE ST

Collision Dates: 04/01/2018 to 03/31/2023

Collision Month Filter(s): No Restrictions

Collision Distance: Any Distance

Collision Severity Filter(s): No Restrictions

Primary Collision Factor Filter(s): No Restrictions

Collision Type Filter(s): No Restrictions

Intersection/ Midblock: SFMTA Intersection Related (<=20ft or <=150ft if Rear End)

Party Filters

Party Involved Type: No Restrictions

Party Involved Gender: No Restrictions

Party Involved at Fault: No Restrictions

Party Involved Age: No Restriction

Party Involved Sobriety: No Restrictions

Party Involved Condition: No Restrictions

Party Involved Direction of Travel: No Restrictions

Party Involved Safety Equipment 1: No Restrictions

Party Involved Safety Equipment 2: No Restrictions

Party Involved Insurance: No Restrictions

Party Involved Other Associated Factors : No Restrictions

Party Involved Movement Preceding Collision: No Restrictions

Party Involved Vehicle Type: No Restrictions

Party Involved Race: No Restrictions

Party Involved Special Info: No Restrictions

Party Involved Autonomous Vehicle: No Restrictions

Victim Filters

Victim Involved Role: No Restrictions

Victim Involved Degree of Injury: No Restrictions

Victim Involved Age: No Restriction

Victim Involved Seating Position: No Restrictions

Victim Involved Safety Equipment: No Restrictions

Victim Involved Ejected: No Restrictions

Environmental Filters

Nearest Traffic Control: No Restriction

Intersecting Speed Limit: No Restriction

Intersecting Network: No Restriction

Intersecting Street Class: No Restriction

Weather Description: No Restrictions

Lighting Description: No Restrictions