



**SFMTA**  
Municipal  
Transportation  
Agency

# Major Initiatives Update

Policy & Governance Committee  
July 15, 2016

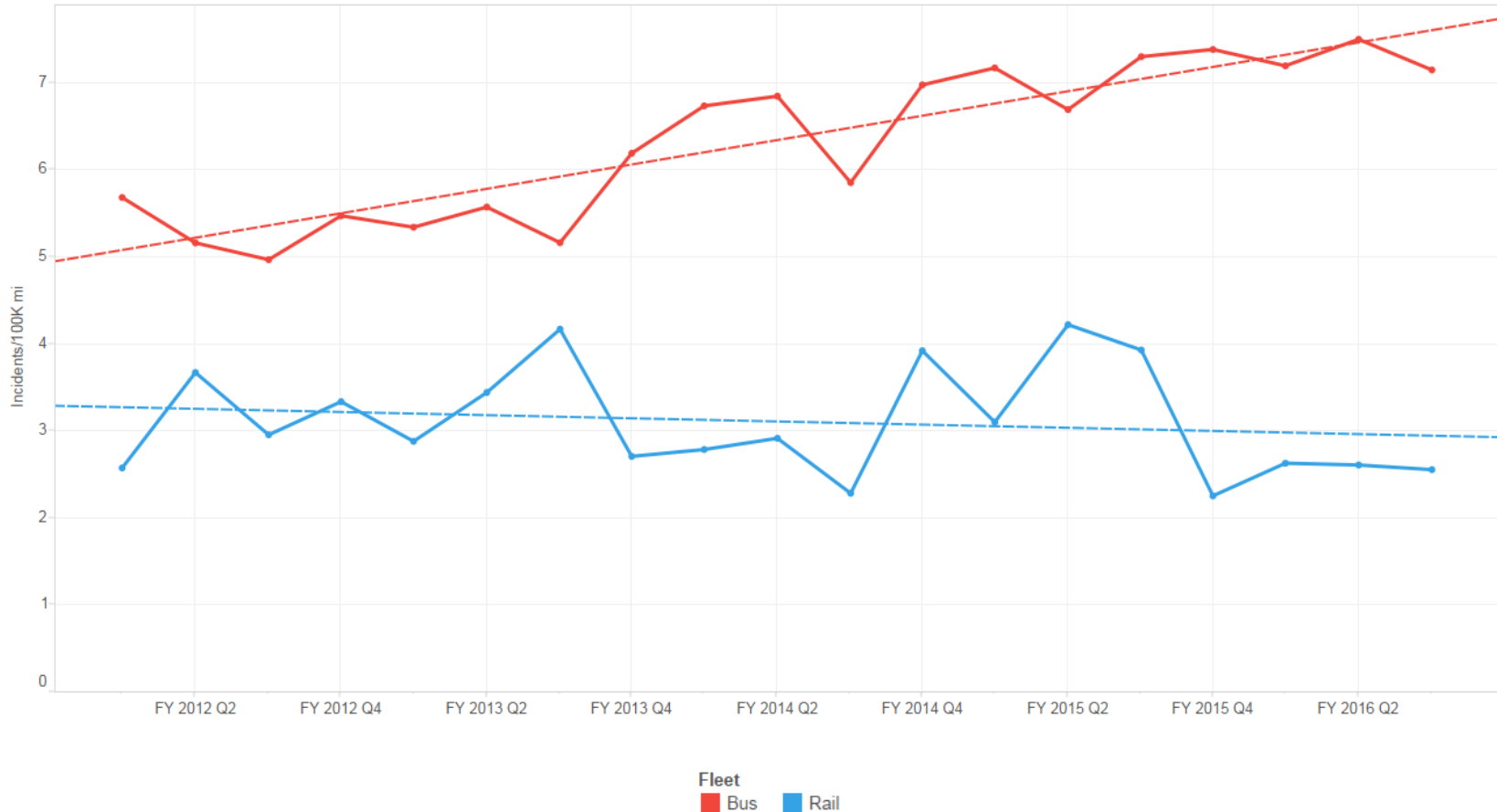
# Transit Division Key Initiatives

- Reducing Collisions and Safety Actions Update
- Updating Fleet



# Collisions Trending Up

Quarterly Collisions per 100,000 Miles, 2010-2016



- Overall, collisions on rubber tire have increased by 25% per 100K/mi

# Actions to Date

- Collision Reduction Plan
- Senior Management Safety Committee
- Budget-Approved Collision Reduction Task Force
- Muni Collision Process Analysis
- Analysis of Key Collision Locations
- Ongoing Safety Campaigns

# We are the pros.

## We lead by example

FROM WHEN YOU PULL OUT OF THE YARD TO WHEN YOU RETURN, FOCUS ON ZERO COLLISIONS

### SEE A HAZARD?

**STOP** your vehicle

**REASSESS** the situation

**CALL** to report or ask for help

**PROCEED** with caution when safe

SAFETY MESSAGE:

# Keep scanning for hazards.



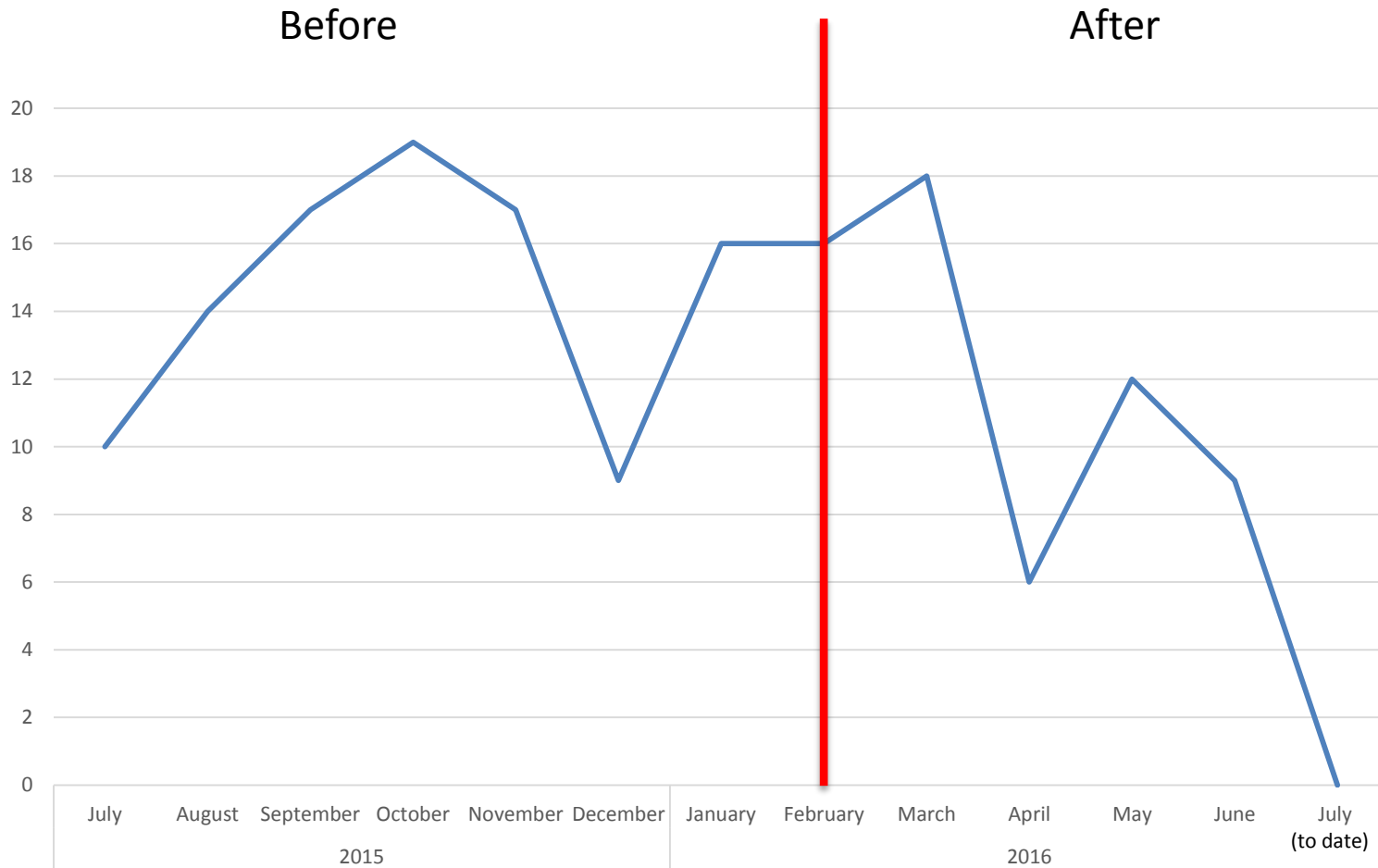
# Education: STOP Campaign

- *Stop, Think, Observe, Proceed* (STOP) Campaign implemented in June
- Involved Street Ops, Metro Rail Operations, Operations Control Center, Transportation Management Center, and Divisions
- Over 400 operators personally engaged by supervisors on the street
- Hourly announcements on radio
- Flyer in paddles

# Coordinating with Transit Engineering

- Identified key collision locations without a project underway
- Rubber tire (13 rubber tire collisions at each location in the last 12 months)
  - Mission/Main
  - Townsend/4<sup>th</sup>
- Rail
  - Third Street

# Mission Street Update



Collisions on Mission Street Project Corridor are down since implementation



# Key Rubber Tire Location : Mission/Main

- Issue: Left sideswipes at bus terminal
- Solution: Move center line to widen lane or eliminate a travel lane to widen lane
  - Being assessed now



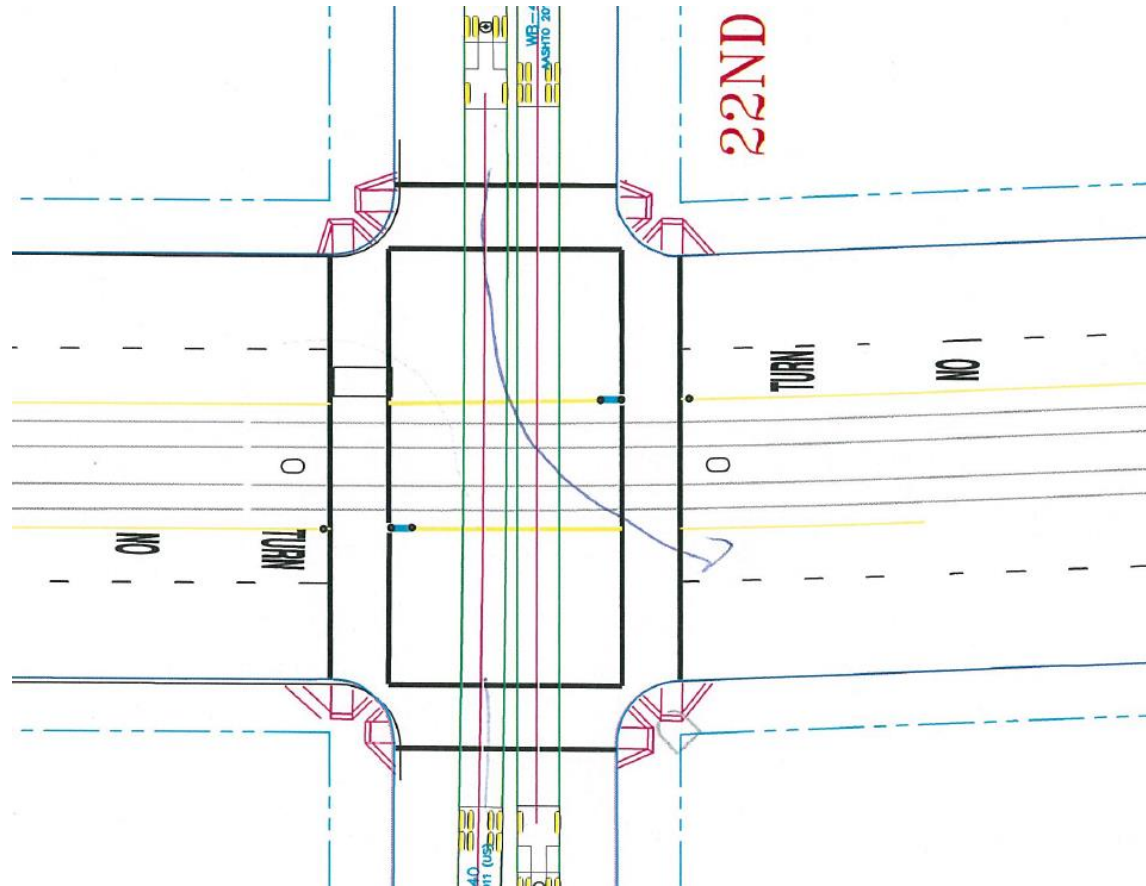
# Key Rubber Tire Location : Townsend/4th

- Issue: Right hand turning autos in front of bus at near side bus stop
- Solution: Move bus stop back



# Rail Collision Corridor: Third Street

- Three-month project proposed
  - Install vertical delineators at intersections
  - Easy to install, low cost



# Fixed Object Collisions

- Questions
  - Where did the most fixed object collisions occur between June 2014 and June 2016?
  - What objects did the vehicle hit?
- Methods
  - Query the CCTag log from June 2014 to June 2016 for fixed object collisions
  - Visit sites with 3 or more fixed object collisions

# Findings

Distance of Objects from Street Curb						
Intersection	Line(s)	Direction	# of Collisions at Intersection	Object	Distance from Curb (Inches)	Notes
Geary and 6th Ave	44	OB	5	Bus Shelter	25	
Geary and 6th Ave	44	IB	5	Bus Shelter	24	
Judah and La Playa	N	IB	5	Pole to Line Clearance	18	Pole scuffed
Galvez and Horn	19	OB	4	Light Pole	11	Scuffed
Galvez and Horn	19	OB	4	Utility Pole	14	Scuffed
Lyon and Greenwich	45	IB	3	Bus Shelter	28	
Lyon and Greenwich	45	IB	3	Pole	10	Poles close to Bus Shelter
Clay and Van Ness	1	IB	3	Bus Shelter	24	
18th St and Castro	24	IB	3	Bus Shelter	30	
18th St and Castro	24	OB	3	Bus Shelter	22	
4th St and Townsend	30, 45	IB	3	Bus Shelter	26	Construction OB

# Examples

## 6<sup>th</sup> Ave and Geary



Bus shelter curb on 6<sup>th</sup> Avenue along the 44-O'Shaughnessy  
**Solution:** Assessing moving shelter back or forward

## Lyon and Greenwich



Scuffed/dented pole on Lyon Street along the 45-Union/Stockton IB  
**Solution:** Move shelter forward/Add reflective paint to pole

## Judah and La Playa



Scuffed light pole at Judah/La Playa turnaround  
**Solution:** Add reflective paint to pole/Turning guide line for buses

# Next Steps for the Next 90 Days

- Activate Collision Reduction Task Force
- Implement Recommendations from Muni Collision Process Analysis
- Continue STOP Campaign
- Improve Incident Reporting and Response



6500

รถโดยสาร

รถโดยสาร

sportworks



# Fleet Plan

- Over the past two years, the SFMTA has made a significant investment in our fleet
  - Improving reliability
  - Reducing age of the fleet
- Breakdowns down by 10 percent
- Improved customer feedback

# Putting New Buses into Service

Bus Type	Pre-2016	2016			2017			2018			2019		
		New (in service)	Retired	Net	New (in service)	Retired	Net	New (in service)	Retired	Net	New (in service)	Retired	Net
30ft MC	30	0	0	<b>30</b>	0	0	<b>30</b>	0	0	<b>30</b>	30	30	<b>30</b>
40ft MC	400	67	77	<b>390</b>	122	136	<b>376</b>	11	75	<b>312</b>	0	0	<b>312</b>
60ft MC	168	79	51	<b>196</b>	82	69	<b>209</b>	15	0	<b>224</b>	0	0	<b>224</b>
40ft TC	239	0	35	<b>204</b>	19	19	<b>204</b>	156	156	<b>204</b>	5	29	<b>180</b>
60ft TC	45	48	33	<b>60</b>	33	0	<b>93</b>	0	0	<b>93</b>	0	0	<b>93</b>
Total	882	194	196	<b>880</b>	256	224	<b>912</b>	182	231	<b>863</b>	35	59	<b>839</b>

# Fleet Plan

- Entire rubber tire fleet will be replaced by 2019
- Modified retirement plan to account for significant construction and recent service increases
- Prior to 2016, we retired 129 coaches
- By end of 2016, we will retire another 196

*Safety doesn't happen by accident*