

THIS PRINT COVERS CALENDAR ITEM NO.: 11

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Streets

BRIEF DESCRIPTION:

Endorsing the City's 2021 Vision Zero Action Strategy and directing staff to move forward in four areas to advance Vision Zero goals that include: (1) developing, approving and implementing project proposals using the Quick Build toolkit on all remaining corridors on the City's High Injury Network by 2024; (2) exhausting the Quick Build toolkit under existing City Traffic Engineer approval authority and recommending tow-away zones and/or establishing new bike lanes as appropriate for expedited SFMTA Board approval; (3) advancing speed limit reductions for SFMTA Board consideration and approval as authorized by California Assembly Bill 43, including direction to bring a future item to the SFMTA Board of Directors for approval on specific corridors by ordinance, as required by the state legislation; and (4) developing a comprehensive speed management plan to complement speed limit reductions with educational campaigns and traffic calming.

SUMMARY:

- SFMTA staff presented the draft 2021 Vision Zero Action Strategy to the SFMTA Board of Directors on July 20, 2021. The SFMTA Board of Directors urged staff to bring forward bold proposals to achieve the City's Vision Zero commitment to eliminate traffic fatalities and reduce severe injuries.
- This calendar item directs staff to develop and implement project proposals using the Quick Build toolkit for all remaining corridors on the City's High Injury Network by 2024 (see Enclosure 2).
- This calendar item directs the City Traffic Engineer to exhaust the Quick Build toolkit within existing approval authority and bring forward tow-away zone and/or new bike lane recommendations, as appropriate, for expedited SFMTA Board approval.
- Prior to approval of any Quick Builds projects implemented pursuant to this action, the projects will be studied under the California Environmental Quality Act, as required
- Directing SFMTA to conduct outreach and community engagement to inform design options and recommendations for Quick Build projects, but to move forward with robust safety improvements expeditiously, including parking and travel lane removal where appropriate.
- SFMTA staff have identified initial corridors (shown in Enclosure 3) eligible for speed limit reductions as authorized by AB43. This proposed resolution would direct staff to advance speed limit reductions as legally authorized by AB43, including direction to bring a future item to the SFMTA Board of Directors for approval on specific corridors by ordinance, as required by the state legislation.
- Direct SFMTA staff to develop a comprehensive speed management plan with complementary educational campaigns and traffic calming.
- Endorses the City's 2021 Vision Zero Action Strategy and directs staff to move forward in 4 areas to advance Vision Zero goals.

ENCLOSURES:

1. SFMTAB Resolution
2. Quick Build High Injury Network Map
3. Eligible AB43 Speed Limit Reductions Map

APPROVALS:

	DATE
DIRECTOR 	<u>October 27, 2021</u>
SECRETARY 	<u>October 27, 2021</u>

ASSIGNED SFMTAB CALENDAR DATE: November 2, 2021

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PURPOSE

Endorsing the City's 2021 Vision Zero Action Strategy and directing staff to move forward in four areas to advance Vision Zero goals that include: (1) developing, approving and implementing project proposals using the Quick Build toolkit on all remaining corridors on the City's High Injury Network by 2024; (2) exhausting the Quick Build toolkit under existing City Traffic Engineer approval authority and recommending tow-away zones and/or establishing new bike lanes as appropriate for expedited SFMTA Board approval; (3) advancing speed limit reductions for SFMTA Board consideration and approval as authorized by California Assembly Bill 43, including direction to bring a future item to the SFMTA Board of Directors for approval on specific corridors by ordinance, as required by the state legislation; and (4) developing a comprehensive speed management plan to complement speed limit reductions with educational campaigns and traffic calming.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths

Goal 2: Make transit and other sustainable modes of transportation the preferred means of travel

Objective 2.2: Enhance and expand the use of the city's sustainable modes of transportation

Objective 2.3: Manage congestion and parking demand to support the Transit First policy

Transit First Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

San Francisco adopted Vision Zero in 2014, committing the City to a goal of eliminating all traffic fatalities and reducing severe injuries within San Francisco. Achieving this goal will require additional investment in street safety improvements, as detailed in the 2021 Vision Zero Action Strategy. To support the goals of achieving Vision Zero, this proposed resolution recommends that the SFMTA Board of Directors endorse the City's 2021 Vision Zero Action Strategy and directs staff to move forward in four areas to advance Vision Zero goals that include:

- Directing staff to develop, approve and implement project proposals using the Quick Build toolkit for all remaining corridors on the City's High Injury Network by 2024.
- Directing the City Traffic Engineer to exhaust the Quick Build toolkit within existing approval authority, and bring tow-away zones and/or new bike lane recommendations, as appropriate, for expedited SFMTA Board approval.
- Directing staff to advance speed limit reductions as legally authorized by AB43, including direction to bring a future item to the SFMTA Board of Directors for approval on specific corridors by ordinance, as required by the state legislation.
- Directing staff to develop a comprehensive speed management plan to complement speed limit reductions with education campaigns and traffic calming.

Policy Background

Vision Zero is the City's commitment to eliminating traffic fatalities and reducing severe injuries. Reducing vehicle speeds is the primary tool to decrease traffic fatalities and severe injuries in San Francisco and the SFMTA is deploying proven tools to slow speeds, including Quick Build projects, traffic calming projects, and lowering speed limits.

Achieving zero traffic fatalities in San Francisco will require significant shifts in policies and resources, such as state authority to use speed cameras, shifts in travel modes, more housing near jobs and schools, and major culture change around traffic safety. Without these additional tools, policies and resources, SF cannot achieve zero traffic fatalities by 2024.

SFMTA staff presented a draft of the 2021 Vision Zero Action Strategy in July 2021 to the SFMTA Board of Directors. The SFMTA Board of Directors requested staff to revise the strategy to incorporate bold actions regarding speed limit reductions and Quick Build project delivery. SFMTA staff have developed a revised version of the 2021 Vision Zero Action Strategy responding to this feedback.

Quick Build Projects

The SFMTA Board of Directors approved the Quick Build program in June 2019. This program allows the SFMTA to install reversible and adjustable corridor safety improvements and parking and traffic modifications. A Quick Build project is defined to only include reversible or adjustable traffic controls to facilitate transportation safety, such as roadway and curb paint,

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traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes. Safety improvements implemented using these traffic control measures can include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. While Quick Build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process.

All Quick Build projects can be reversed or changed at the discretion of the Director of Transportation. With this approach, the SFMTA can be more responsive to stakeholder feedback and evaluation results by incrementally implementing and adjusting project designs without repeatedly returning to the SFMTA Board of Directors for approval of any necessary adjustments.

The SFMTA has implemented 22 Quick Build corridors to date. These projects are evaluated and reviewed after construction. Quick Build projects are proven to slow speeds on key corridors. For example, the 6th Street Pedestrian Safety Quick Build resulted in a 21% decrease in 85th percentile speeds.

Approximately 80 miles of the High Injury Network have been completed with corridor level safety projects (including, but not limited to, Quick Build projects) and approximately 80 miles of the High Injury Network remain to be completed with corridor level safety improvements. The SFMTA is committed to delivering corridor level safety projects on the entire High Injury Network. The SFMTA Board of Directors' direction to staff to develop and implement project proposals using the Quick Build toolkit on all remaining corridors on the City's High Injury Network will allow SFMTA staff to accelerate project delivery and achieve the City's goal completing safety improvements on the entire High Injury Network by 2024. A map of the remaining corridors on the High Injury Network to be reviewed for corridor level safety improvements is available in Enclosure 2.

In addition to implementing these Quick Build projects on a timely basis, staff requests that the SFMTA Board of Directors directs the City Traffic Engineer to exhaust the Quick Build toolkit under existing authority, and bring forward tow-away zone and/or new bike lane recommendations, as appropriate, for expedited SFMTA Board approval.

Staff seeks SFMTA Board direction to conduct outreach and community engagement to inform decision options and recommendations for Quick Build projects, but to move forward with robust safety improvements expeditiously, including parking and travel lane removal where appropriate. Achieving zero traffic fatalities require the prioritization of safety over other transportation needs, such as travel efficiency, congestion, and parking loss when considering Quick Build projects.

Speed Limit Reductions

Speeding is the leading factor in severe and fatal crashes in San Francisco and slowing vehicle speeds is the most effective tool to prevent fatal and severe collisions on City streets. San

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San Francisco has historically been limited in its authority to reduce speed limits as governed by the 85th percentile methodology established in the California Vehicle Code. This approach sets speeds based on how fast most drivers are traveling on our streets. However, California Assembly Bill 43 (AB43) (Friedman), which goes into effect on January 1, 2022, allows for speed limits to be reduced in business activity districts and commercial corridors, as well as on the High Injury Network. Under this new state law authority, speed limits can be reduced on these corridors from 25 to 20 MPH after January 1, 2022.

SFMTA staff have identified initial corridors (shown in Enclosure 3) eligible for speed limit reductions. SFMTA staff recommend advancing speed limit reductions as legally authorized by AB43, and seek direction to bring a future item to the SFMTA Board of Directors for approval by ordinance, as required by the state legislation.

2021 Vision Zero Action Strategy

The City drafted an updated Vision Zero Action Strategy for 2021-2024. Outreach was conducted in 2021 to gather community input on priorities for safety improvements. SFMTA staff presented a draft of the strategy in July 2021 to the SFMTA Board of Directors. The SFMTA Board requested staff to revise the strategy to incorporate bold actions regarding speed limit reductions and Quick Build project delivery. SFMTA staff are bringing a revised version of the 2021 Vision Zero Action Strategy that is responsive to this feedback. SFMTA staff recommend that the SFMTA Board endorse the City's 2021 Vision Zero Action Strategy.

STAKEHOLDER ENGAGEMENT

The City conducted outreach for the Vision Zero Action Strategy in early 2021. Based on input from the Action Strategy, the public would like street safety improvements on the High Injury Network completed more quickly. Through this input, the public has also expressed support for more 20 MPH speed limits throughout the City. The SFMTA Board of Directors has also provided direction to staff to propose bold solutions to reduce injuries and crashes on City streets, including more Quick Build projects on the entire High Injury Network, and slower speed limits throughout the city where legally allowed. With the implementation of Quick Build projects on the entire High Injury Network and the reduction of speed limits, the public will see street safety improvements.

ALTERNATIVES CONSIDERED

Alternatives to Quick Build projects are building and implementing projects under the current legislative system that can be lengthy for locations where there are immediate safety needs.

Alternatives to reduce speed limits on City streets are to increase enforcement; however, enforcement resources are limited. Additionally, the 2021 Vision Zero Action Strategy is seeking to limit the use of traditional enforcement that might exacerbate use of force or disproportionate outcomes for people of color.

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FUNDING IMPACT

Completing Quick Build projects on the remainder of the High Injury Network will require an additional \$5 million per year beyond the currently programmed funding in the Capital Improvement Plan. SFMTA staff is committed to identifying the funding through the upcoming Capital Improvement Program update slated for SFMTA Board of Directors review in 2022.

ENVIRONMENTAL REVIEW

On October 25, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the November 2021 Vision Zero Resolution is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b).

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

Further, prior to approval of any Quick Builds projects implemented pursuant to this action, the projects will be studied under the California Environmental Quality Act, as required.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney’s Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors endorse the City’s 2021 Vision Zero Action Strategy and directing staff to move forward in four areas to advance Vision Zero goals that include: (1) developing and implementing project proposals using the Quick Build toolkit on all remaining corridors on the City’s High Injury Network by 2024; (2) exhausting the Quick Build toolkit under existing City Traffic Engineer authority and recommending tow-away zones and/or establishing new bike lanes as appropriate for expedited SFMTA Board approval; (3) advancing speed limit reductions as authorized by California Assembly Bill 43, including direction to bring a future item to the SFMTA Board of Directors for approval on specific corridors by ordinance, as required by the state legislation; and (4) developing a comprehensive speed management plan to complement speed limit reductions with educational campaigns and traffic calming.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, San Francisco adopted Vision Zero in 2014 as the City’s commitment to eliminate traffic fatalities and reduce severe injuries; and,

WHEREAS, SFMTA staff have developed a revised version of the 2021 Vision Zero Action Strategy to eliminate traffic fatalities that exhausts all proven tools within the City’s authority; and,

WHEREAS, Achieving zero traffic fatalities in San Francisco will require significant shifts in policies and resources, such as state authority to use speed cameras, shifts in travel modes, more housing near jobs and schools, and major culture change around traffic safety; and,

WHEREAS, Without these additional tools, policies and resources, SF cannot achieve zero traffic fatalities by 2024; and,

WHEREAS, Reducing vehicle speeds is the primary tool to decrease traffic fatalities and severe injuries in San Francisco and the SFMTA is deploying proven tools to slow speeds, including Quick Build projects, traffic calming projects, and lowering speed limits; and,

WHEREAS, Quick Build projects are reversible and adjustable traffic safety improvements that are installed quickly – and are evaluated and reviewed after construction; the SFMTA has implemented 22 Quick Builds since the program was adopted in 2019; and,

WHEREAS, SFMTA staff proposes to develop and implement project proposals using the Quick Build toolkit for all remaining corridors on the City’s High Injury Network by 2024 (see Enclosure 2); and,

WHEREAS, Achieving zero traffic fatalities require the prioritization of safety over other transportation needs, such as travel efficiency, congestion, and parking loss when considering Quick Build projects; and,

WHEREAS, California Assembly Bill 43 (Friedman), which goes into effect on January 1, 2022, allows for speed limits to be reduced from 25 to 20 MPH in business activity districts and commercial corridors, as well as on the High Injury Network, and the SFMTA have identified initial corridors eligible for speed limit reductions that will be brought forward at a future SFMTA Board meeting for approval by ordinance (see Enclosure 3),

WHEREAS, On October 25, 2021, the SFMTA, under authority delegated by the Planning Department, determined that the November 2021 Vision Zero Resolution is not a “project” under the California Environmental Quality Act (CEQA) pursuant Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, prior to approval of any Quick Builds projects implemented pursuant to this action, the projects will be studied under the California Environmental Quality Act, as required; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and is incorporated herein by reference; and, therefore, be it

RESOLVED, The SFMTA Board of Directors endorses the City's 2021 Vision Zero Action Strategy; and be it further,

RESOLVED The SFMTA Board of Directors directs staff to move forward in four areas to advance Vision Zero that include: (1) developing, approving and implementing project proposals using the Quick Build toolkit for all remaining corridors on the City's High Injury Network by 2024; (2) exhausting the Quick Build toolkit within existing approval authority and to consider recommending tow-away zones and/or establishing new bike lanes as appropriate for expedited SFMTA Board approval; (3) advancing speed limit reductions for SFMTA Board consideration and approval as authorized by California Assembly Bill 43, including direction to bring a future item to the SFMTA Board of Directors to approve the specific corridors for speed limit reductions by ordinance, as required by the legislation; and (4) developing a comprehensive speed management plan to complement speed limit reductions with education campaigns and traffic calming; and be it further,

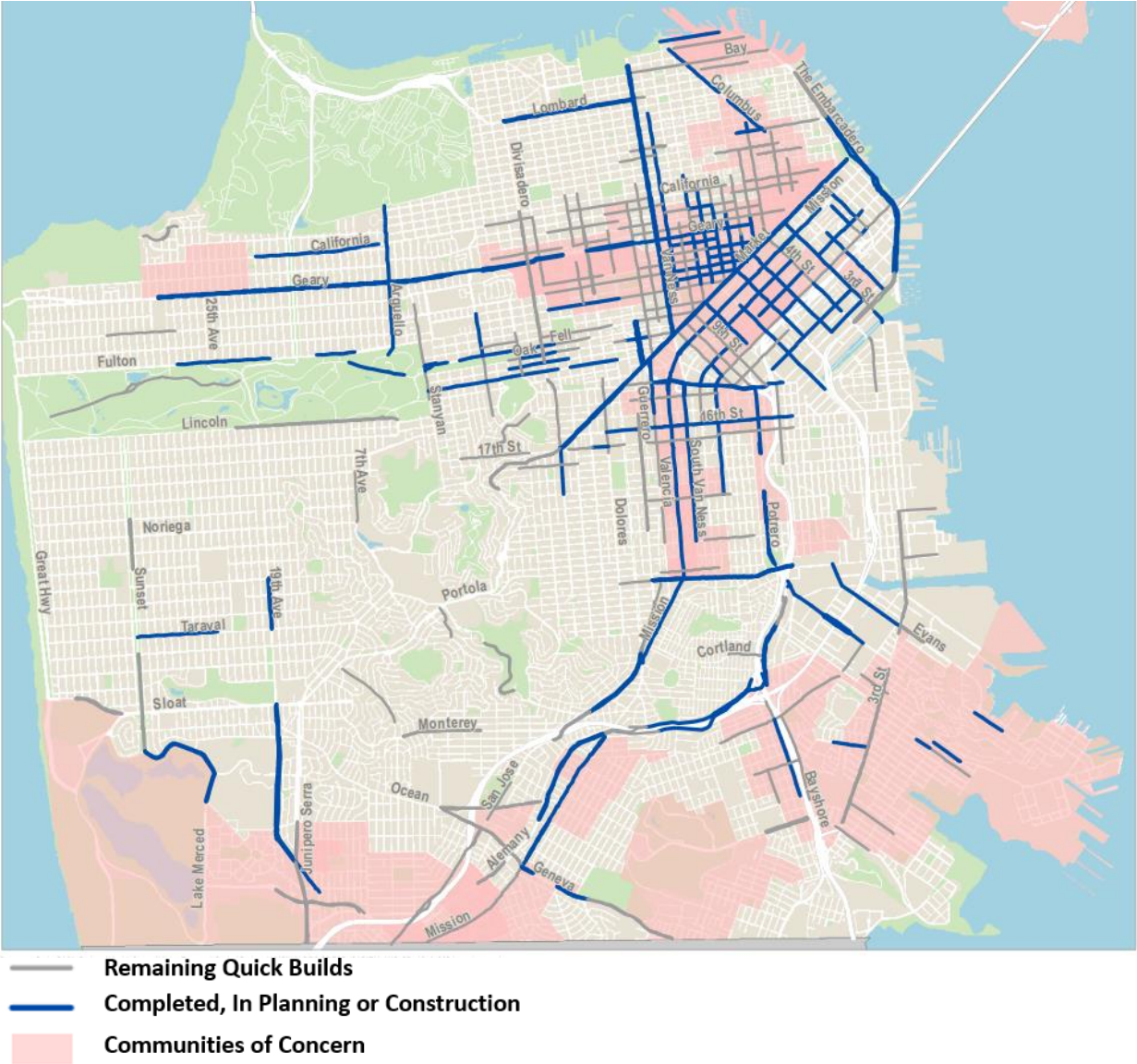
RESOLVED, the SFMTA Board of Directors directs SFMTA to conduct outreach and community engagement to inform design options and recommendations for Quick Build projects, but to move forward with robust safety improvements expeditiously, including parking and travel lane removal where appropriate.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 2, 2021.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

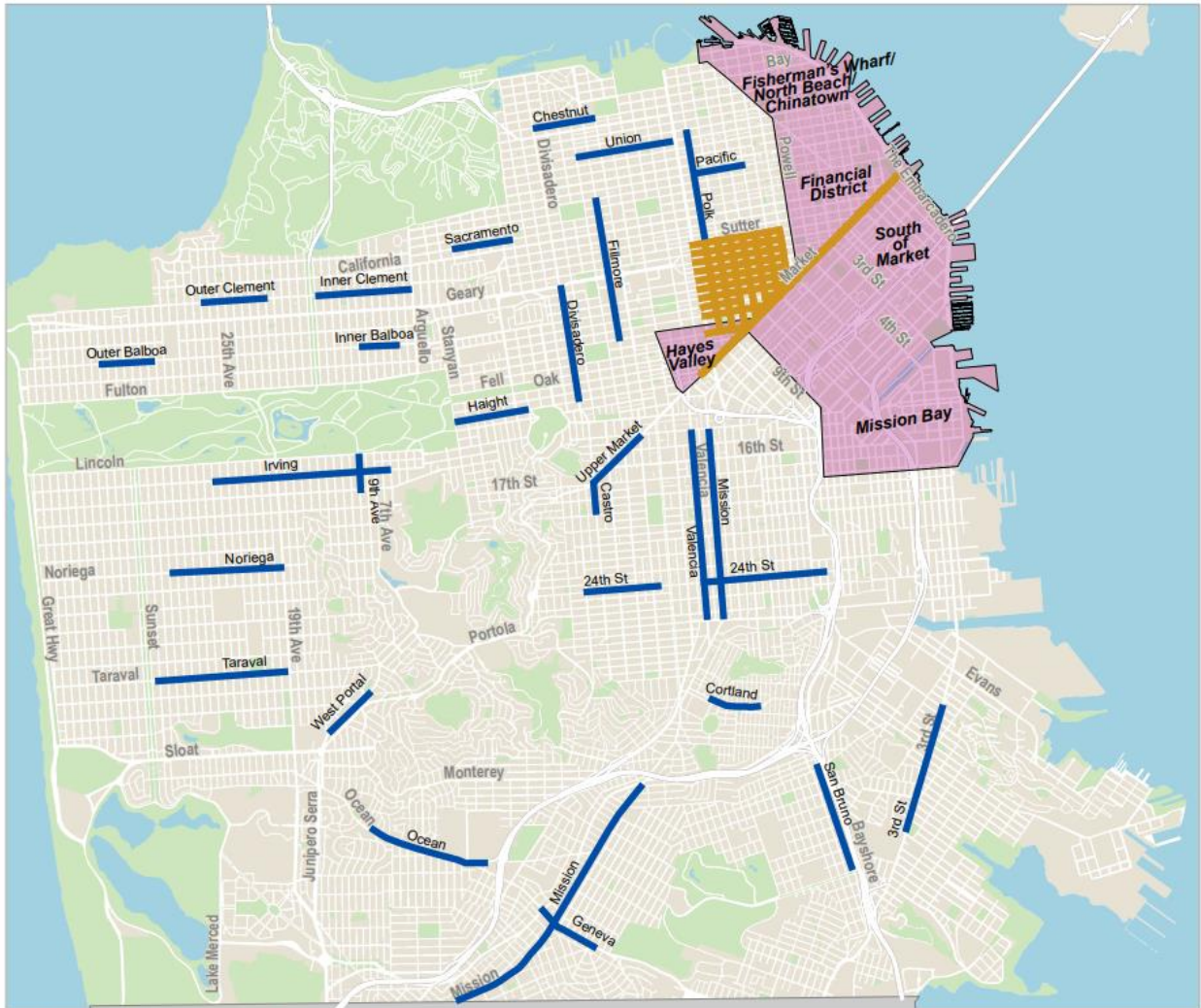
ENCLOSURE 2 Quick Build High Injury Network Map

SFMTA will review and develop project proposals using the Quick Build toolkit as appropriate on all remaining corridors on the High Injury Network (shown below in grey)



ENCLOSURE 3 Eligible AB43 Speed Limit Reductions Map

SFMTA has identified initial locations that are eligible for speed limit reductions using new authority through AB43 (Friedman) beginning January 1, 2022. These initial locations are eligible as corridors located in business activity districts. SFMTA staff will bring a future action item to the SFMTA Board to approve specific corridors by ordinance, as required in the legislation.



- LEGEND**
- Area for Future Study
 - Commercial Corridor
 - Existing 20 MPH