



SFMTA

# Policy Considerations to Expedite Vision Zero Quick-Build Projects

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June 4, 2019

SFMTA Board of Directors Meeting

# Your challenge to staff

**“the SFMTA will develop a policy that requires SFMTA staff to move forward with quick, near-term safety enhancements on high injury corridors, including paint, safety posts, and temporary sidewalk extensions”**

*- Mayor Breed, March 6, 2019*



# Meeting the Challenge – Proposed Approach

1. Increased emphasis on quick-build projects (i.e., delivered by city crews, not contractors)
2. Additional resources to increase project delivery capacity
3. Streamline approval processes for nimble efficient project delivery

# Current Practice

Staff brings legislation to the MTA Board after months/years of public outreach and consultation

## **Benefits:**

Any resolvable issue has been resolved by our engineers and planners

## **Challenges:**

Can't field-test new street designs for effectiveness or acceptability

Can't implement proven, uncontroversial features of the project quickly

Design adjustments often require further SFMTA Board approvals

# Policy Change: Quick-Builds

Limited palette of reversible safety measures implemented iteratively

## Pros:

Safety treatments complete months or years before major reconstruction

Public feedback on final project based on real-world observations

Staff could tweak projects more nimbly, and be more responsive to stakeholders

## Challenge:

Must be fully accountable to be successful



# SFMTA Board Action

- Define quick-build projects
- Modify Transportation Code to broaden City Traffic Engineer approval authority
- Create clear accountability and transparency
- Approve locations for next set of potential quick-build projects

# What is a Quick-Build?

- Improvements are reversible/adjustable
  - Paint, posts and signs
  - Meters and curb markings
  - Traffic signal timing
  - Transit boarding islands
- Limited in duration to 24 months



# Transportation Code Amendments

- Approval actions granted to City Traffic Engineer
  - Blue zones and red zones (other color curbs already subject to CTE approval)
  - Modify existing bike lanes, including converting Class II bike lanes to Class IV protected lanes
  - STOP signs and turn restrictions
- Case-by-case delegation to establish tow-away zones for specific quick-build locations
- No change in ability to appeal decisions to the BOS



# Accountability and Transparency

- Public Hearing required prior to parking and traffic modifications approval
- Clear requirements for project evaluation and soliciting stakeholder input



## reporting the results

VISION ZERO  
SAFE STREETS  
EVALUATION  
PROGRAM

2018 YEAR-END REPORT



# Accountability and Transparency

- Required report to SFMTA Board prior to the conclusion of 24 months
- SFMTA Board still legislates prior to major construction activity

# Defined Set of Projects

- Proposed action includes seven potential quick-build corridors on the High Injury Network

- Alemany Blvd. - Congdon St. to Putnam St.
  - California St. - Arguello Blvd. to 18<sup>th</sup> Ave.
  - 7<sup>th</sup> St. - Folsom St. to 16<sup>th</sup> St.
  - Golden Gate Ave. - Polk St. to Market St.
  - Howard St. - The Embarcadero to 3<sup>rd</sup> St.
  - Leavenworth St. - McAllister St. to O'Farrell St.
  - Valencia St. - 19<sup>th</sup> St. to Cesar Chavez Ave.
- Part of 2019 quick-build commitment*
- Five new quick-build projects*

- SFMTA Board could approve additional locations through future resolutions