

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. 211102-131

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