

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. 200317-032

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving its Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, Implementing quick-build transportation safety projects on San Francisco's High-Injury Network, the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur, will help eliminate transportation-related fatalities; and,

WHEREAS, A quick-build project is defined to include only reversible and/or adjustable project installations and parking and traffic modifications such as daylighting, turn restrictions, converting Class II bike lanes to Class IV protected bike lanes, and other treatments; and,

WHEREAS, the SFMTA Board established the quick-build program on June 4, 2019, to meet the urgency of Mayor London Breed's March 19, 2019 request to "develop a strong and comprehensive policy around near-term safety projects" and streamline the delivery of critical traffic safety improvements to City streets; and,

WHEREAS, The SFMTA implemented quick-build projects on seven corridors in 2019, and the initial evaluation results show positive program and project outcomes, including more community stakeholder engagement and shorter implementation timelines; and,

WHEREAS, Any quick-build project shall include a thorough and transparent evaluation, including soliciting stakeholder feedback, collecting and analyzing safety and performance data, and posting evaluation results on the SFMTA website; and,

WHEREAS, The SFMTA proposes to develop quick-build safety projects on the following seven corridors on the City's High-Injury Network:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue between Cesar Chavez and 3rd Street
- Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arellio Walker
- Folsom Street between 2nd Street and 5th Street
- Leavenworth Street between McAllister Street and Post Street
- Valencia Street between 15th Street and 19th Street
- Williams Avenue between Vesta Street and 3rd Street

WHEREAS, To implement these quick-build projects on a timely basis, the SFMTA Board authorizes the City Traffic Engineer to install reversible and/or adjustable project installations and parking and traffic modifications, , including installing tow-away zones, on seven specific corridors on San Francisco’s Vision Zero High-Injury Network following a public hearing, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety; and,

WHEREAS, On March 3, 2020, the SFMTA, under authority delegated by the Planning Department, determined that the approval of seven corridors on the City’s Vision Zero High-Injury Network where the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications, including delegating authority to the City Traffic Engineer to install tow-away zones, following a public hearing is not a “project” under the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations Sections 15060(c) and 15378(b); and,

WHEREAS, The delegation of authority to the City Traffic Engineer does not commit the SFMTA to a definite course of action in carrying out any individual proposal; any projects proposed as quick-build projects that would result in a direct or indirect physical change to the environment will undergo environmental review before project approval; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

RESOLVED, That the SFMTA Board of Directors approves the seven corridors on San Francisco’s Vision Zero High-Injury Network listed above on which the SFMTA can install reversible and/or adjustable project installations and parking and traffic modifications, such as daylighting, turn restrictions, converting Class II bike lanes to Class IV protected bike lanes, and other treatments, designated as “quick-build projects” in order to expedite these safety improvements; and,

RESOLVED, The SFMTA Board of Directors authorizes the City Traffic Engineer to install tow-away zones on the following seven designated corridors, based upon a determination of public convenience and necessity including, but not limited to, the alleviation of traffic congestion and public safety:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue between Cesar Chavez and 3rd Street
- Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arelious Walker
- Folsom Street between 2nd Street and 5th Street
- Leavenworth Street between McAllister Street and Post Street
- Valencia Street between 15th Street and 19th Street
- Williams Avenue between Vesta Street and 3rd Street; and, be it further,

RESOLVED, That SFMTA staff shall make a report to the SFMTA Board of Directors within 24 months of the conclusion of any quick-build project, including evaluation findings and recommendations.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 17, 2020.

*R. Boomer*

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency