



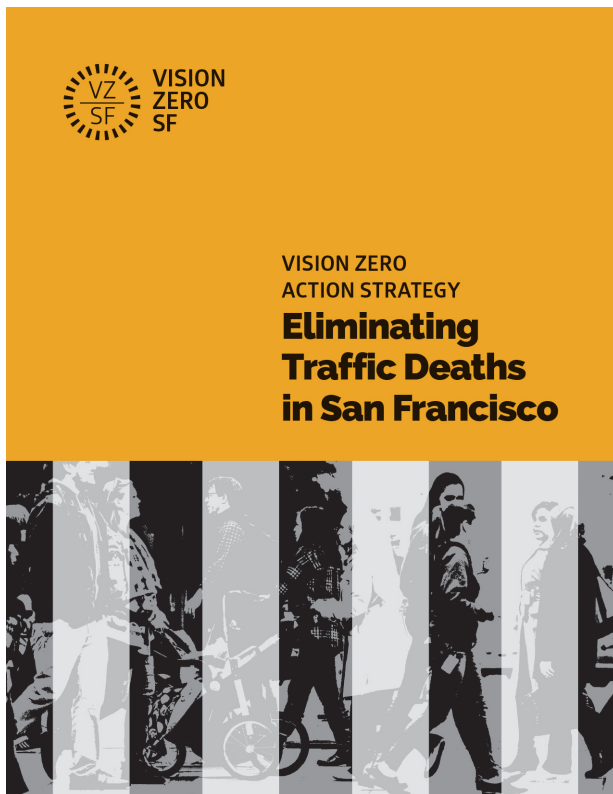
SFMTA

# Vision Zero Quick-Build Program Update

MTA Board of Directors Meeting

May 18, 2021

# Vision Zero SF is the city's commitment to creating safer, more livable streets with the goal of **eliminating all traffic fatalities and reducing severe injuries.**



**Saving Lives**



**Prevention**



**Equity**



**Slowing  
Speeds**



**Safe Streets**



**Safe People  
and  
Safe Vehicles**

# Multi-Department, Citywide Policy

Transportation Authority Vision Zero Committee

Community & City Vision Zero Task Force

## San Francisco Vision Zero

Data & Inputs

Legislative Agenda

### Safe Streets

Engineering complete streets projects

Traffic calming in neighborhoods

### Safe People

Educating and raising awareness about street safety

Enforcing traffic laws

### Safe Vehicles

Using technology to ensure a safe system



SAN FRANCISCO  
PLANNING  
DEPARTMENT

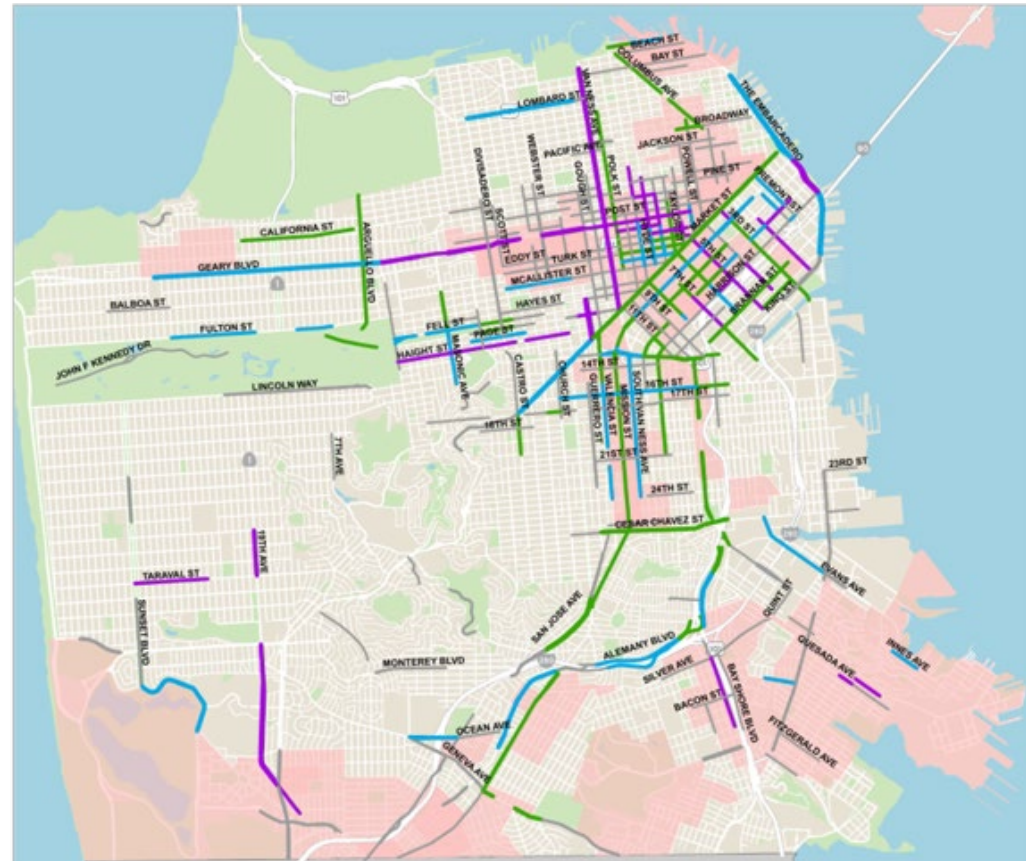
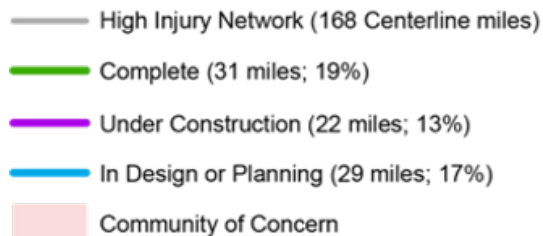


# Accelerate Safety Improvements

Accelerate proven systemwide tools

Exhaust authority and innovate to lower speeds

Re-design streets on the HIN



80+ miles of corridor improvements on the High-Injury Network (HIN) completed/in planning/in construction



# Quick-Build Program Initiation



## March 2019

- Mayor Breed & SFMTA Board of Directors (MTAB) challenges staff to deliver safety improvements faster

“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”

# Quick-Build Program Initiation



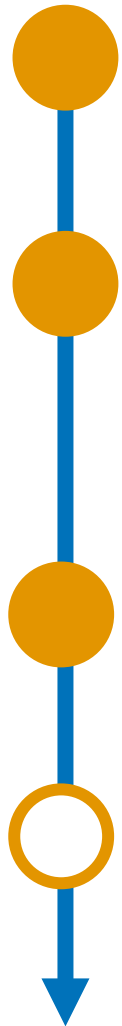
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## June 2019

- MTAB passes legislation to enable streamlined project delivery
- Quick-build projects identified

# Quick-Build Program Initiation



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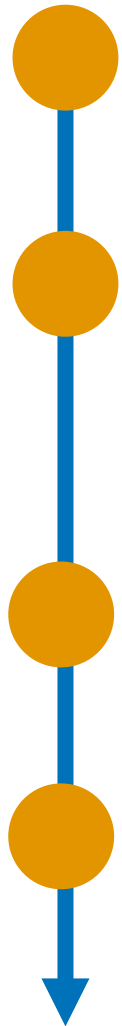
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- Additional quick-build projects identified
- COVID-19 Stay at Home order begins

# Quick-Build Program Initiation



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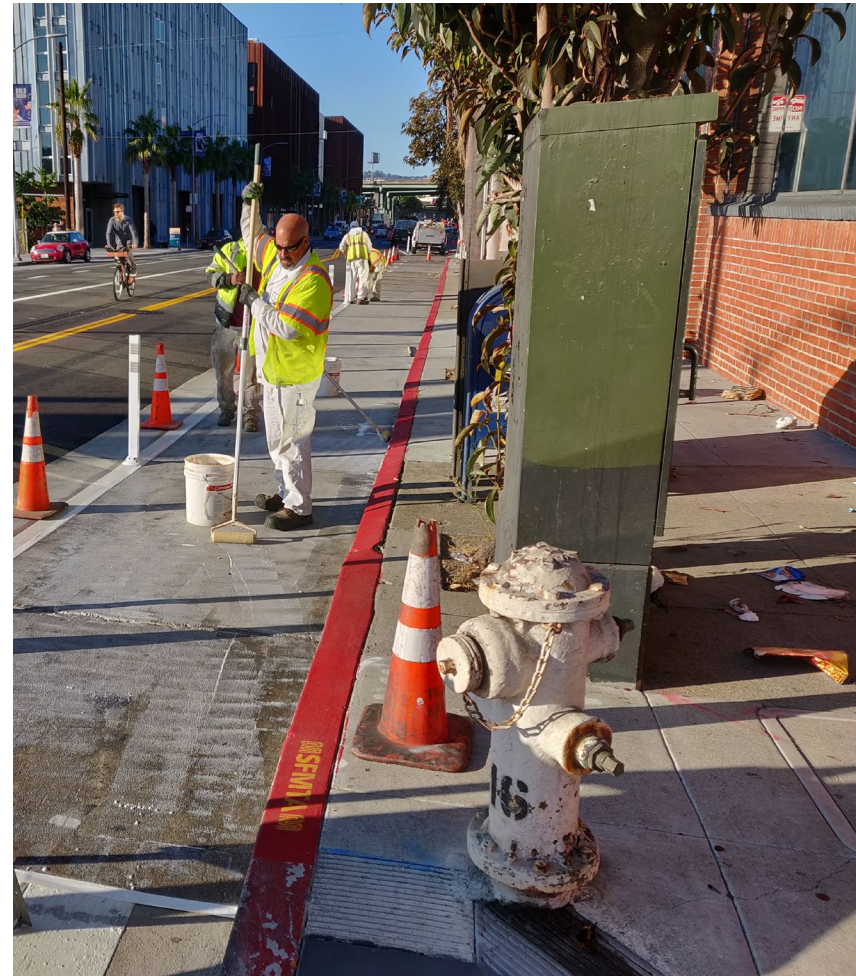
## June 2021

- Vision Zero Quick-Build Program turns 2 🎂

# Quick-Build Program

Traffic safety improvements that are

- Easy to implement
- Lower cost
- Adjustable/reversible
- Design, construct, and evaluate more nimbly and iteratively





# Quick-Build Improvements

Typical quick-build improvements include:

Paint, signs, and delineators



Signal timing changes



Parking and loading changes



Transit stop changes



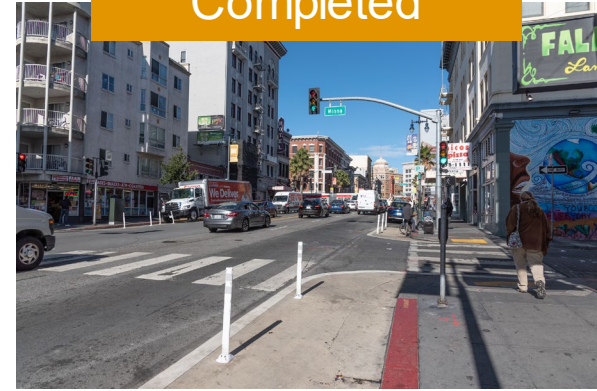


# Projects to Date

19

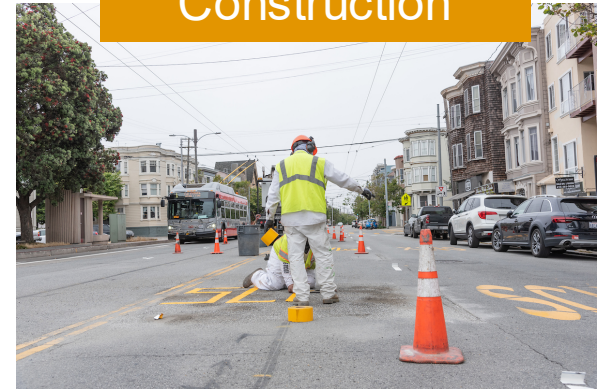


Completed



Construction

5



Planning & Design

8





# 6th Street





# Indiana Street





# Taylor Street





# Beale Street





# California Street





# Howard Street





# Evans Avenue & Hunters Point Boulevard





# Two Years of Quick-Builds

## Transit Boarding Islands



10

## Painted Safety Zones



86+

## New or Upgraded Bikeways



12+ miles

# Project Results

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Drivers traveling over 40 mph decreased by 94% along Taylor Street

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Bicycle use increased by 52% along 7th Street

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Time spent on loading activities reduced by 76% on 6th Street

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[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)





# Project Results

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## Transit Boarding Islands

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Safer interactions  
between large vehicles  
and people biking

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Easier to navigate for  
transit operators

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Travel time savings

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[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

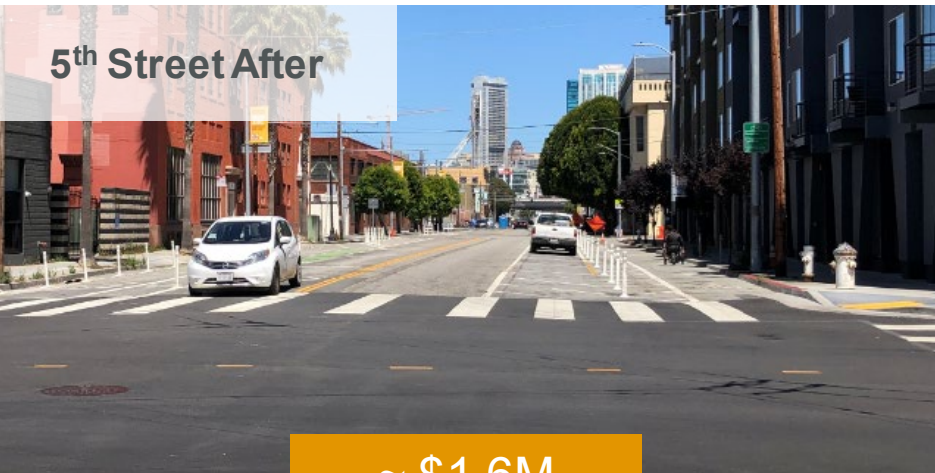


# Program Successes

- 1 Iterative design: streamlined delivery and thorough evaluation
- 2 Flexibly respond to community-identified traffic safety needs
- 3 Mobilize quickly for construction coordination opportunities
- 4 Maximize use of local funding for traffic safety improvements



# QUICK-BUILDS VS STREETScape PROJECTS



~ \$1.6M  
Quick-Build

~ \$20M  
Streetscape

# Lessons Learned

- 1 Time and resources for quality outreach and design remain critical.
- 2 Design and construction staff capacity allow delivery of approximately 10 quick-build projects per year.
- 3 Quick-build is not the end. Major capital investments are needed too.

# 2021 Look Ahead

- Accelerating programmatic spot improvements
- Pair targeted education campaigns with quick-build projects
- Develop more robust outreach capabilities and strengthen relationships with CBOs



*Image of educational poster where improvement is installed*



# Legislative Update (State)

SFMTA leading efforts and working closely with our CaCTI coalition to advance the following speed management bills in the State Legislature:

## **AB 550 (Chiu): Speed Safety Cameras – SF sponsoring**

- Would allow five cities (SF, Oakland, SJ, LA, Glendale) to implement 5-year speed safety camera pilot programs on local streets
- Includes robust equity and privacy protections
- Includes metrics that the program must meet to continue operating
- Status: Passed Assembly Transportation Comm 13-0, pending Assm Appropriations Comm

## **AB 43 (Friedman): Speed Limit Setting – SF sponsoring**

- Would allow more flexibility for how speed limits are set, including on the High Injury Network, in business districts, and near vulnerable populations
- Status: Passed Assembly Transportation Comm (15-0), passed Assembly Appropriations Comm (15-1), pending vote on Assembly Floor

# Legislative Update (Federal)

Advocating for Vision Zero grant and project funding and supportive policy changes within these federal efforts:

- American Jobs Plan Infrastructure Package (introduced)
- Fiscal Year 2021-2022 Appropriations (Fall 2021)
- FAST Act Reauthorization (Fall 2021)
- Congressional Earmarks (ongoing)
- Updates to Manual of Uniform Traffic Control Devices (MUTCD)

# Contact Information

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