Policy Considerations to Expedite Vision Zero Quick-Build Projects

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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
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
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 18th Ave.
  • 7th St. - Folsom St. to 16th St.
  • Golden Gate Ave. - Polk St. to Market St.
  • Howard St. - The Embarcadero to 3rd St.
  • Leavenworth St. - McAllister St. to O’Farrell St.
  • Valencia St. - 19th St. to Cesar Chavez Ave.

  • SFMTA Board could approve additional locations through future resolutions

  Part of 2019 quick-build commitment

  Five new quick-build projects