

THIS PRINT COVERS CALENDAR ITEM NO.: 16

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving 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 authorizing the City Traffic Engineer to install tow-away zones, following a public hearing.

SUMMARY:

- Approving seven corridors on San Francisco’s Vision Zero High-Injury Network for quick-build improvements by delegating authority to the City Traffic Engineer to install reversible and/or adjustable project installations and parking and traffic modifications, including installing tow-away zones, on seven designated corridors following a public hearing for the purpose of accelerating implementation of transportation safety improvements and advancing the City’s Vision Zero commitment to eliminate traffic deaths in San Francisco.
- The proposed action will expedite the implementation of quick-build projects on San Francisco’s Vision Zero High-Injury Network, where 75 percent of the City’s severe and fatal traffic injuries occur on 13 percent of city streets.
- Quick-build projects include various reversible and/or adjustable treatments designed to enhance pedestrian and bicyclist safety.
- Implementation of quick-build projects will allow construction and evaluation over a 24-month period. Quick-build projects will include thorough and transparent evaluations, including soliciting stakeholder feedback, collection and analysis of technical data regarding safety and performance, and publication of evaluation results.

ENCLOSURES:

1. SFMTAB Resolution

APPROVALS:

DIRECTOR  _____
SECRETARY  _____

DATE

March 9, 2020

March 9, 2020

ASSIGNED SFMTAB CALENDAR DATE: March 17, 2020

PURPOSE

Approving 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 authorizing the City Traffic Engineer to install tow-away zones, following a public hearing.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This action supports the following SFMTA Strategic Plan Goals and Transit First Policy Principles:

Goal 1: Create a safer transportation experience for everyone.

Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city's sustainable modes of Transportation.

Objective 2.3: Manage congestion and parking demand to support the Transit First Policy.

Transit First Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
3. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.
6. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.

DESCRIPTION

High-Injury Network and Potential Project Corridors

The High-Injury Network is defined as the 13 percent of San Francisco streets where 75 percent of severe and fatal collisions occur. Quick-build projects are proposed as transportation safety improvements on the High-Injury Network and will result in expedited progress in meeting the City's Vision Zero commitment. By authorizing the City Traffic Engineer to approve tow-away zones and other adjustable and reversible safety improvements, such as daylighting, turn

restrictions, converting Class II bike lanes to Class IV protected bike lanes and other treatments, quick-build projects can happen sooner on streets defined on the High-Injury Network map (available here: <https://www.visionzerosf.org/maps-data/>).¹

This priority network of streets was created by the San Francisco Department of Public Health (SFDPH) where historically, the highest number of fatalities and severe injuries occurred in San Francisco. SFDPH shares this network with City and County agencies to help inform where street improvements could save lives and reduce injury severity and they update it approximately every two years.

Policy Background

On March 19, 2019, Mayor London Breed wrote a letter to the SFMTA Board of Directors stressing the urgency of transportation safety and asking the Board to “develop a strong and comprehensive policy around near-term safety projects.” On June 4, 2019, the SFMTA Board of Directors approved SFMTA staff’s proposal to initiate a Vision Zero Quick-Build Program to accelerate project delivery of transportation safety improvements on City streets to directly respond to the Mayor’s request. The proposed action furthers this initiative by:

- Identifying another set of seven priority corridors on the Vision Zero High-Injury Network where quick-build projects, such as installing reversible and/or adjustable project installations and parking and traffic modifications, may be pursued immediately;
- Authorizing the City Traffic Engineer to install tow-away zones on 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; and
- Creating clear accountability through required evaluation and reporting.

SFMTA Board approval of the proposed 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 will significantly shorten the outreach and project approval phase for projects by allowing for a more iterative field-testing of potential design modifications, resulting in expedited implementation of safer roadway conditions. Moreover, approval of the seven corridors will help SFMTA staff accelerate project delivery and achieve the Mayor’s goal of installing 20 miles of protected bike lanes in the next two years. The Vision Zero SF 2019 Action Strategy includes a list of strategic actions, including increased use of quick-build treatments to improve safety and help to reduce the number of transportation related fatalities. This implementation strategy will also help increase the use and reduce the time associated with these projects, resulting in safer roadway conditions sooner.

¹ San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA.

Quick-Build Project Definition

The San Francisco Municipal Transportation Agency (SFMTA) defines a quick-build project as one implemented outside of the traditional design-bid-build process through a combination of city crews and on-call contractors. A quick-build project is defined to only include reversible and/or adjustable traffic controls to facilitate transportation safety, such as roadway and curb paint, traffic signs, traffic delineators, traffic signal changes, transit boarding islands, and parking and loading changes. Safety improvements implemented using these traffic control measures can include painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. While quick-build projects are limited in scope, they offer the opportunity to implement safety improvements more quickly than a typical design-bid-build process, often saving a year or more.

Approving these 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 authorizing the City Traffic Engineer to install tow-away zones, following a public hearing, will accelerate projects on each corridor by several months or more, resulting in faster implementation of transportation safety treatments. Additionally, with this approach, the SFMTA can be more responsive to stakeholder feedback and evaluation results by incrementally implementing and adjusting project designs without repeatedly returning to the SFMTA Board of Directors for approval of any necessary adjustments.

New Corridors for Quick-Build Project Implementation

The SFMTA is committed to continuing delivery of quick-build safety projects. Staff have identified the following seven corridors for implementation of quick-build projects, these projects are all located on segments of the Vision Zero High-Injury Network:

1. Bayshore Boulevard between Oakdale Avenue and Industrial Street
2. Evans Avenue between Cesar Chavez and Third Street
3. Evans Avenue / Hunters Point Boulevard / Innes Avenue between Jennings Avenue and Arelious Walker
4. Folsom Street between Second Street and Fifth Street
5. Leavenworth Street between McAllister Street and Post Street
6. Valencia Street between 15th Street and 19th Street
7. Williams Avenue between Vesta Street and Third Street

To timely deliver quick-build projects, the SFMTA also proposes that the SFMTA Board authorize the City Traffic Engineer to install tow-away zones on these 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. The exact location of tow-away zones on these corridors will be identified through the design process.

Following a public hearing, the City Traffic Engineer may also approve re-classifying existing Class II bike lanes to Class IV protected bike lanes on the following corridors:

- Bayshore Boulevard between Oakdale Avenue and Industrial Street
- Evans Avenue / Hunters Point Boulevard between Jennings Avenue and Innes Avenue
- Folsom Street between Second Street and Fifth Street
- Valencia Street between 15th Street and 19th Street

Public Hearing

Approving this proposal will authorize the City Traffic Engineer to install reversible and/or adjustable project installations and parking and traffic modifications, including installing tow-away zones, on seven corridors on San Francisco's Vision Zero High-Injury Network following a public hearing. The public will be notified of the public hearing at which the proposed parking and traffic modifications by (1) a posting on at least two utility poles in the affected area for no less than 10 calendar days prior to the hearing, and (2) via the SFMTA website consist with Transportation Code requirements.

Construction and Evaluation

For quick-build projects, construction and evaluation will occur over a 24-month period, during this time SFMTA staff will conduct thorough and transparent evaluations, including soliciting stakeholder feedback and collecting and analyzing technical data on the safety and performance of safety improvements. Results from quick-build project evaluations will be publicized on the SFMTA website.

Quick-build projects will allow the SFMTA to implement safety improvements quicker, provide an opportunity for SFMTA staff to evaluate the effectiveness of improvements, and allow the public to see the actual specific improvements on the ground, observing how they change operations for all users. After the 24-month quick-build phase, SFMTA staff will report back to the SFMTA Board of Directors on the results of the project evaluation and provide any future recommendations.

STAKEHOLDER ENGAGEMENT

Upon the initiation of the Vision Zero Quick-Build Program in early 2019, the SFMTA made efforts to improve the public hearing process. To streamline the approvals process for individual quick-build projects, the SFMTA held public hearings in an open house format at a location proximate to the project corridor in lieu of a public meeting at City Hall. This method of soliciting public hearing comments creates a better opportunity for local residents, employees, merchants, and frequenters of the area to attend and provide feedback. Additionally, this method facilitates better sharing and discussion of project proposals in comparison to traditional public hearings. To make the streamlined public hearing even more accessible and productive, the SFMTA has also begun providing multilingual public hearing officers and print information about the public hearing process.

Efforts to improve the accessibility to public hearing and quality of engagement during public hearings have resulted in better communication between community stakeholders and SFMTA project teams. Public reception of the new public hearing format has been extremely positive. San Francisco District Supervisors have also been supportive of recent changes to the public hearing process and have been closely involved in the organizing of several events.

Since June 2019, the SFMTA has held open house events for five quick-build projects to collect feedback from community stakeholders. The 7th Street Safety Project (Phase 2), 7th Street Safety Project (Phase 3), California Street Safety Project, and Howard Street Quick-Build Project each received between 30 and 70 comment cards. The Valencia Bike Improvements (19th Street to Cesar Chavez) project received over 360 comment cards. Each project received a majority of comments in support of proposed traffic safety treatments, with community stakeholders expressing the positive impact the proposed changes would have on their daily travel patterns. Projects have also received comments not in favor of proposed changes. Concerns include the potential negative effect on business resulting from on-street parking loss and the potential increase in travel time and congestion resulting from lane reductions.

Project teams use comments received from each meeting to directly inform designs and evaluation plans. In one example, the 7th Street Safety Project (Phase 2) responded to concerns of neighborhood-wide on-street parking loss by modifying a proposed protected bikeway design to a parking-protected bikeway design, which preserved a modest amount of on-street parking. Having received numerous comments from local merchants anxious about the loss of business resulting from proposed curb and roadway changes, the Valencia Bike Improvements project will refine its curb management plan to better accommodate loading activities and update its evaluation plan to include methods for better understanding project impacts on businesses.²

SFMTA staff are continually working with community stakeholders and District Supervisors to develop and refine project proposals, both by using feedback collected during public hearing and feedback submitted after initial implementation. With the continued implementation of quick-build projects, the public will see and use street safety improvements and provide feedback to the SFMTA that will in turn be shared publicly on the SFMTA website and with the SFMTA Board of Directors 24 months after implementation.

ALTERNATIVES CONSIDERED

Alternative to quick-build safety improvements are building and implementing projects under the current process that can be lengthy for locations where there are immediate safety needs.

FUNDING IMPACT

The proposed action will not result in a funding impact, as expected quick-build safety improvements will be implemented through funding and projects already identified in the

² Due to the complexity of proposed changes and the immense amount of public interest in the Valencia Bike Improvements project, SFMTA staff will present this project at a SFMTA Board of Directors meeting in Spring 2020.

SFMTA Capital Improvement Program and through existing San Francisco County Transportation Authority Prop K grant funding.

ENVIRONMENTAL REVIEW

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).

The delegation of authority does not commit the SFMTA to a definite course of action in carrying out any individual proposal or tow-away zone. 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.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and is incorporated herein by reference.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors approve 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 authorizing the City Traffic Engineer to install tow-away zones, following a public hearing.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

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 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

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.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency