

# Accelerating Vision Zero: SFMTA QuickBuild Program

Jamie Parks, Livable Streets Director June 27, 2019

SFCTA Vision Zero Committee

## 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

- Streamline approval processes for nimble and efficient project delivery
- 2. Increase emphasis on "quickbuild" projects (i.e., delivered by city crews and/or small construction contracts)
- 3. Additional resources to increase project delivery capacity

### **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

## Policy Change: QuickBuilds

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

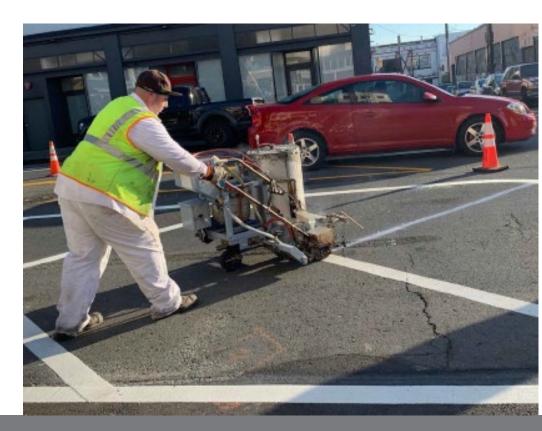


### **SFMTA Board Action**

- 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 quickbuild 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
- 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

## 2019 Quick-Build Projects

Street	Location	Centerline Miles
5 <sup>th</sup> St	Market St to Townsend St	0.9
6 <sup>th</sup> St	Market St to Folsom St	0.4
Alemany Blvd	Congdon St to Bayshore Blvd	1.1
Brannan St	Embarcadero to 9 <sup>th</sup> St	1.4
California St	Arguello to 18 <sup>th</sup> Ave	1.0
Howard St	3 <sup>rd</sup> St to 6 <sup>th</sup> St	0.5
Indiana St	23 <sup>rd</sup> St to Cesar Chavez Blvd	0.3
Taylor St	Market St to Sutter St	0.5
Terry Francois Blvd	Mariposa to Mission Bay Blvd	0.5
Townsend St	3 <sup>rd</sup> St to 8 <sup>th</sup> St	0.9

## New Quick-Build Projects – Adopted by SFMTA Board on 6/4

Street	Location	Centerline Miles
7 <sup>th</sup> St	Folsom St to 16 St	1.0
Golden Gate Ave	Polk St to Market St	0.4
Howard St	The Embarcadero to 3 <sup>d</sup> St	0.7
Leavenworth St	McAllister St to O'Farrell St	0.3
Valencia St	19th St to Cesar Chavez St	0.8

New project lists adopted every 69 months

## **Additional Resources**

July Prop K Allocation request pending

ltem	Cost		
Labor*			
Paint Shop: new thermoplastic, curb painting and methacrylate crews	\$2.1-2.5M		
Sign Shop: new delineator, sign installation and preventivemaint. crews	\$1.1-1.4M		
Engineers, electricians and CAD technicians	\$0.9-1.3M		
Planning and project outreach support	\$0.3-0.5M		
Annual cost	\$4.4-5.7M		
Materials and Consultant (One -time cost)*			
Vehicles for Paint Shop and Sign Shop (including new paint trucks)	\$1.2M		
Materials (paint and signs)	\$0.8M		
Consultant Support	\$0.7M		
One-time cost	\$2.7M		



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