



SFMTA

Accelerating Vision Zero: SFMTA QuickBuild Program

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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

1. 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 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
- **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



reporting the results

VISION ZERO
SAFE STREETS
EVALUATION
PROGRAM

2018 YEAR-END REPORT



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 th St	Market St to Townsend St	0.9
6 th St	Market St to Folsom St	0.4
Alemany Blvd	Congdon St to Bayshore Blvd	1.1
Brannan St	Embarcadero to 9 th St	1.4
California St	Arguello to 18 th Ave	1.0
Howard St	3 rd St to 6 th St	0.5
Indiana St	23 rd 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 rd St to 8 th St	0.9

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

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

- New project lists adopted every 6-9 months

Additional Resources

- July Prop K Allocation request pending

Item	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
<i>Annual cost</i>	\$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
<i>One-time cost</i>	\$2.7M



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