

# Traffic Calming Program Revision



# Key Issues



**Balancing Priorities**



**Process Efficiency**

## Arterial and Commercial Streets



## Local/Residential Streets



## Schools



**Balancing Priorities**

**Three Track Approach**

## Arterial and Commercial Streets



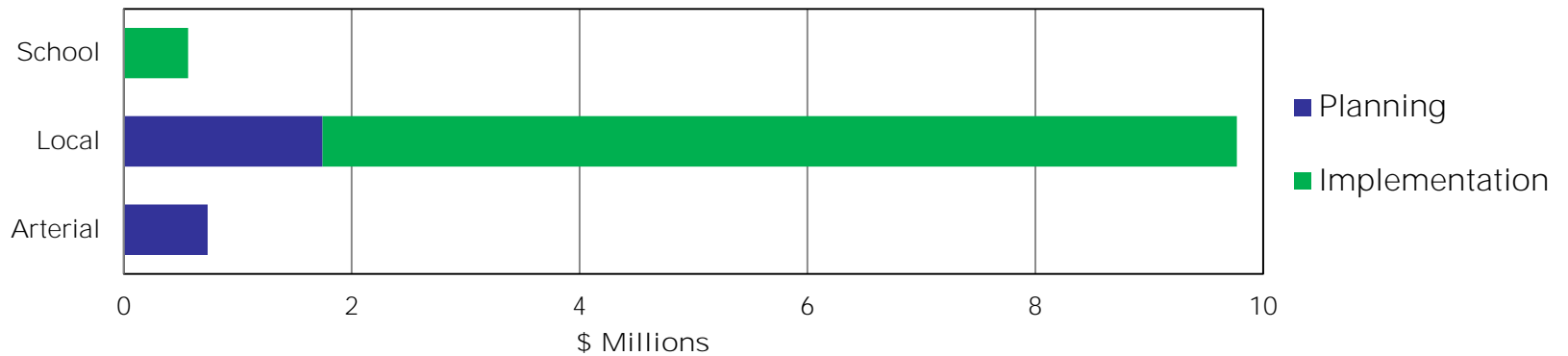
## Local/Residential Streets



## Schools



**Prop K Funding for the Traffic Calming Program from 2004/05 - 2011/12**



## Arterial and Commercial Streets



## Local/Residential Streets



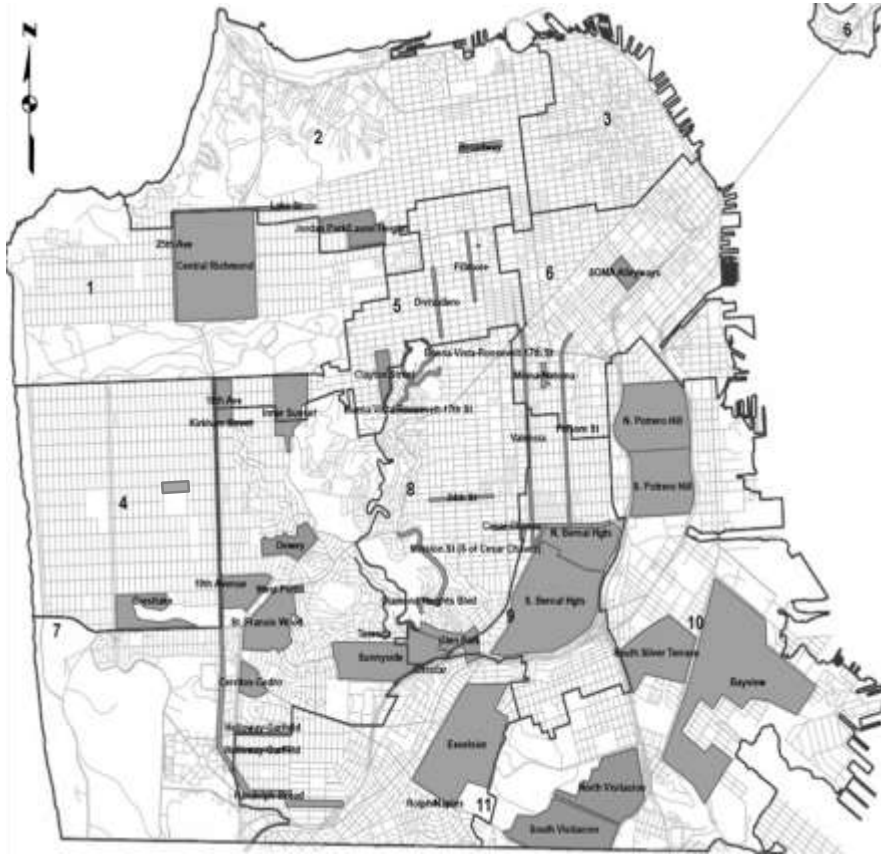
## Schools



### Prop K Funding for the Traffic Calming Program from 2004/05 - 2011/12

Traffic Calming Track	Planning - Millions of Dollars	Implementation - Millions of Dollars
School Track	0	0.57
Local Track	1.74	8.03
Arterial Track	0.74	0

# Local Traffic Calming



# Pedestrian Volumes



# Key Issues

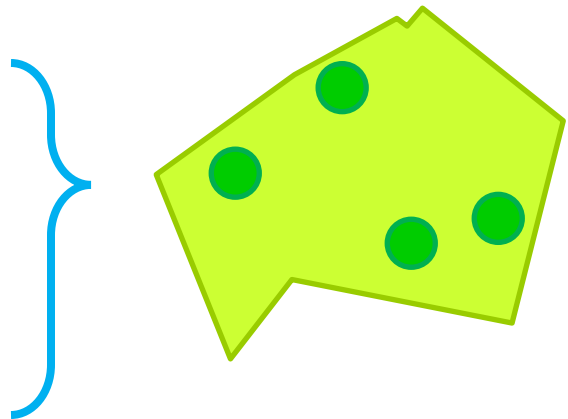


**Balancing Priorities**



**Process Efficiency**

2002  
2003  
2004  
2005  
2006  
2007  
2008  
2009  
2010  
2011  
2012  
2013  
2014



## Areawide Approach

- Looks at several accepted locations together
- Tries to avoid diverting traffic to another street within the neighborhood

Silver Terrace:  
4 Accepted Applications

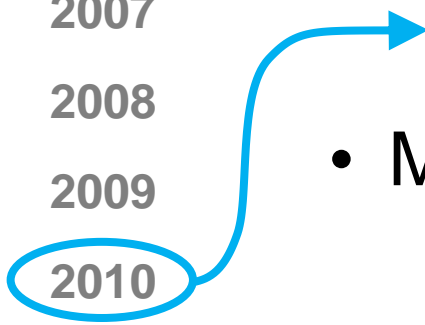


2002  
2003  
2004  
2005  
2006  
2007  
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2010  
2011  
2012  
2013  
2014

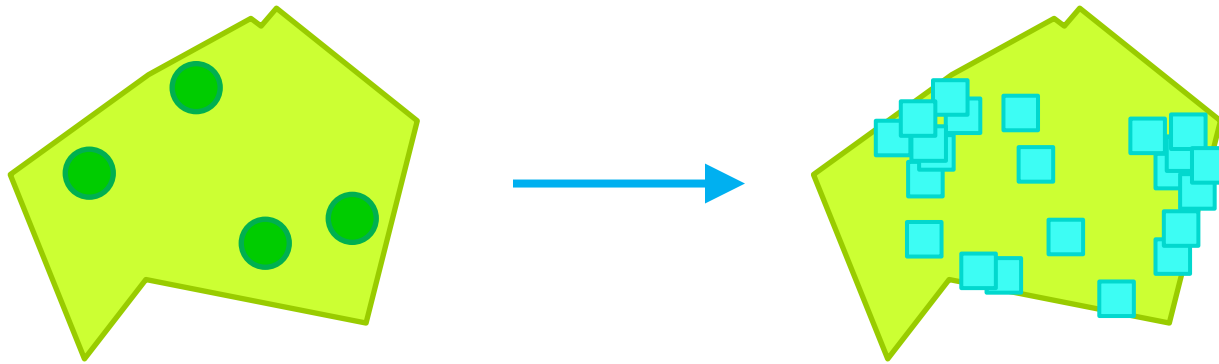


## Open Ended Community Process

- Many types of traffic calming devices



2002  
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2004  
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2009  
2010  
2011  
2012  
2013  
2014

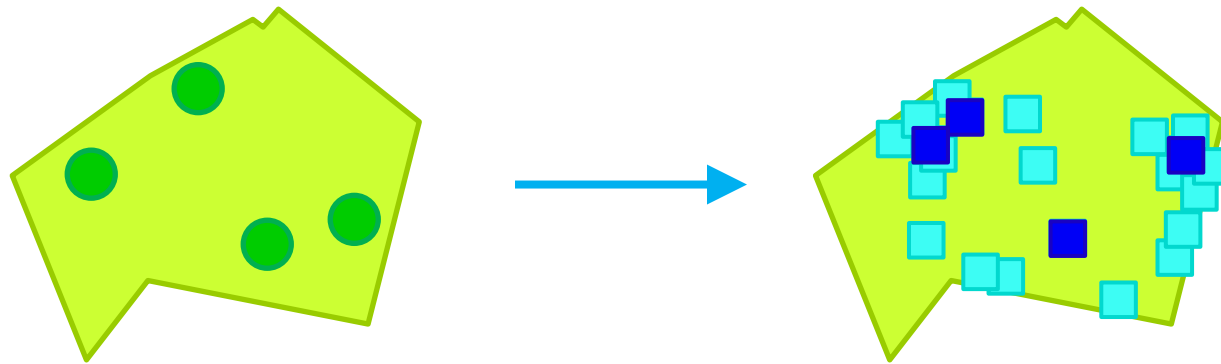


## Open Ended Community Process

- Many types of traffic calming devices
- More proposed devices than applications

Silver Terrace:  
20 Proposed Devices  
\$500,000 Plan

2002  
2003  
2004  
2005  
2006  
2007  
2008  
2009  
2010  
2011  
**2012**  
2013  
2014



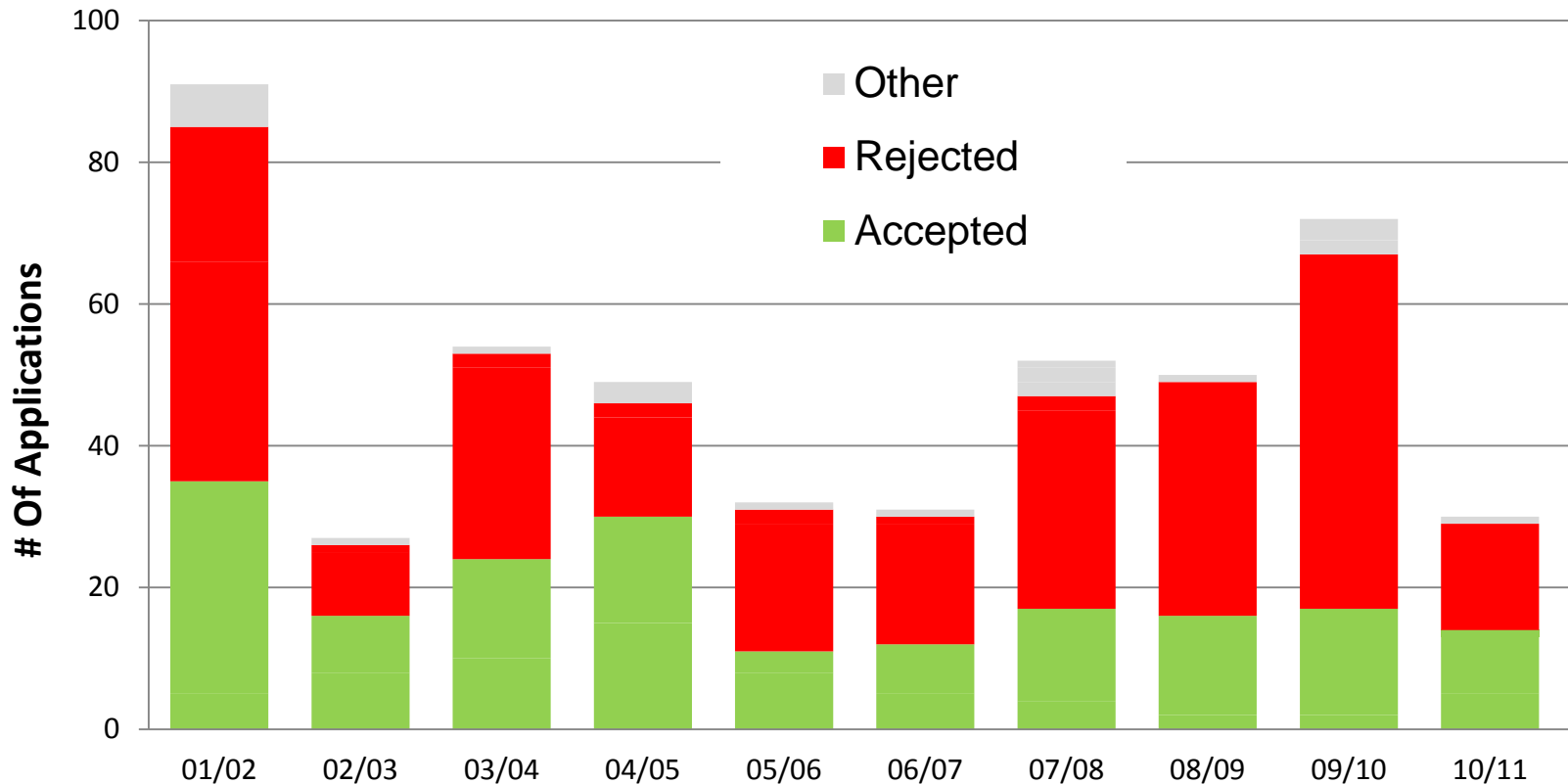
## Multi-Year Backlog/Wait List

- Backlog to get planned projects implemented
- Wait list for community process to begin

Silver Terrace:

10 years from first application to first installed speed humps

- Average 50 applications per year
- Average 20 “accepted” per year

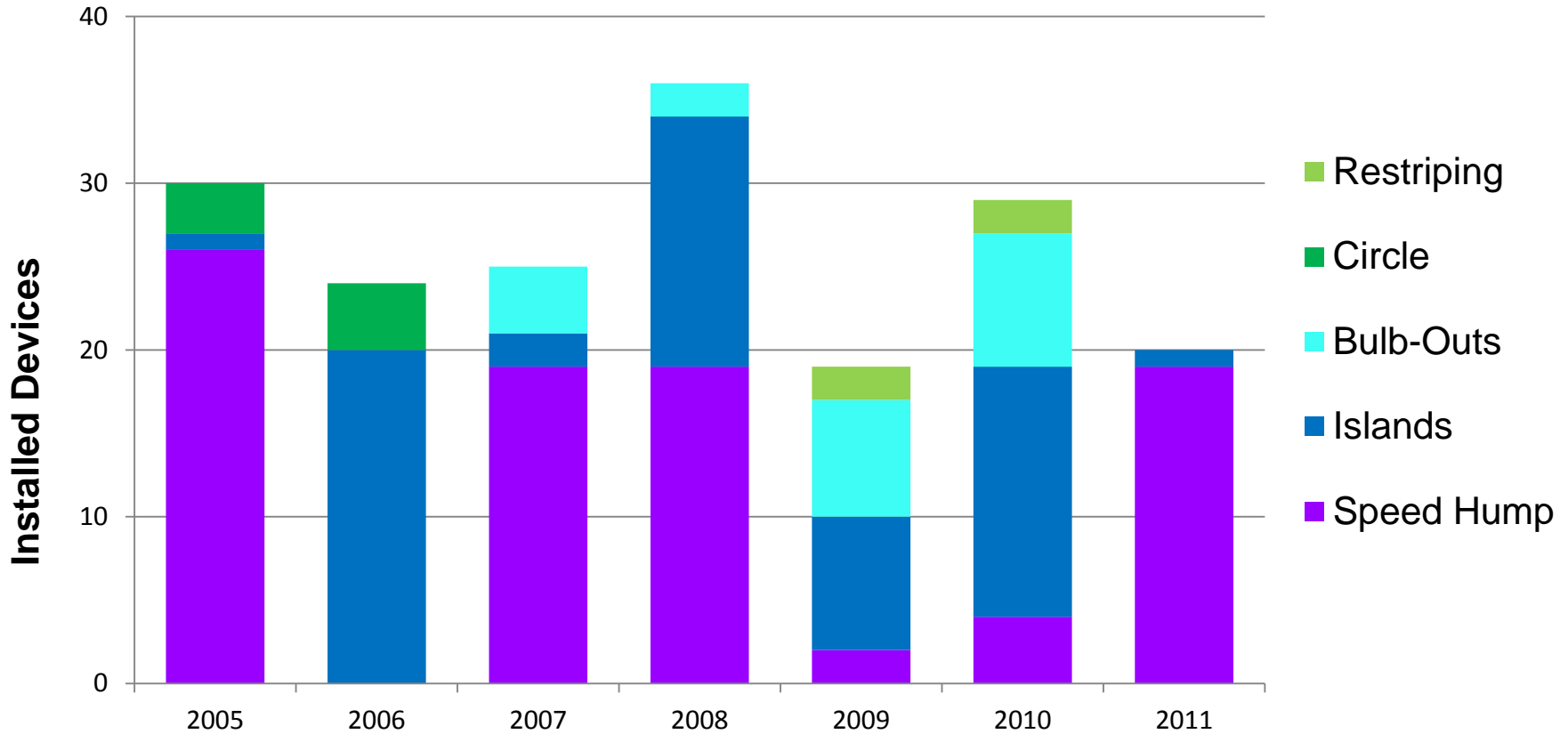


- Average 50 applications per year
- Average 20 “accepted” per year

### Accepted Applications Per Year

Fiscal Year	Accepted	Rejected	Other
FY 01/02	35	50	6
FY 02/03	16	10	1
FY 03/04	24	29	1
FY 04/05	30	16	3
FY 05/06	11	20	1
FY 06/07	12	18	1
FY 07/08	17	30	5
FY 08/09	16	33	1
FY 09-10	17	50	5
FY 10-11	14	15	1

- Average 26 devices installed per year
- \$9 million backlog of proposed devices



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- \$9 million backlog of proposed devices

### Implemented Devices Per Year

Year	Hump/ Cushion	Islands/ Channelization	Bulb-Outs	Circle	Restriping/ Edge-lines
2005	26	1	0	3	0
2006	0	7	0	4	0
2007	19	2	4	0	0
2008	19	15	2	0	0
2009	2	8	7	0	2
2010	4	15	8	0	2
2011	19	1	0	0	0

# Proposed Application-Based Program

2008

2009

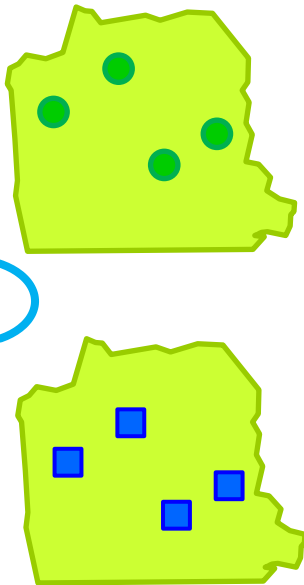
2010

2011

2012

2013

2014



- One year from application to construction
- Accept 20-25 locations per year  
(Comparable to current acceptance rate)
- SFMTA recommends device
- Install ~25 devices the following year  
(Comparable to current program)
- Annual cost of around \$500,000  
(out of ~2.5 million in this category)



# Tradeoffs

- Condensed community process
- Analysis of applicant streets only
- Greater focus on speed humps and islands  
(less on bulb-outs)
- Timeline much faster, no waiting list
- Process is easier to understand
- More funding available for corridors and schools

# Application-Based Program

Balancing Priorities

Finalize new methodology for residential/local track

Prepare for roll-out of new application based process

Public roll-out of new application process

# Three-Track Approach

Process Efficiency

Draft recommendations for arterial and school tracks

Seek input on modified scope and funding levels for all three tracks

Incorporate recommendations into next 5YPP



# Questions?

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