Application-Based Traffic Calming Program Update

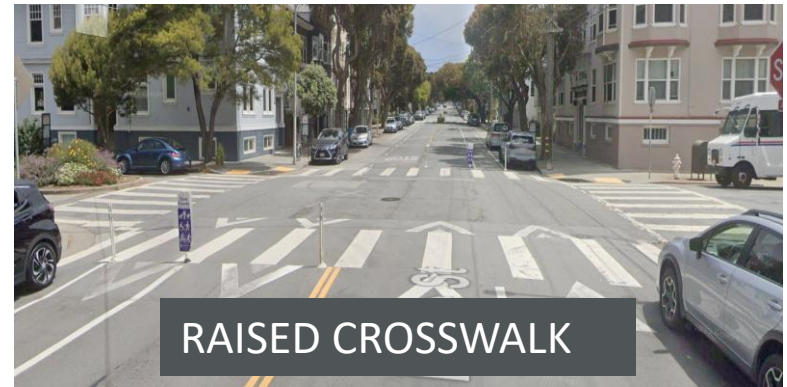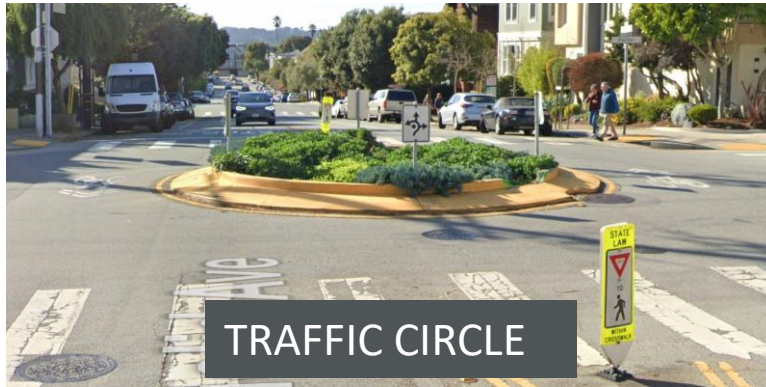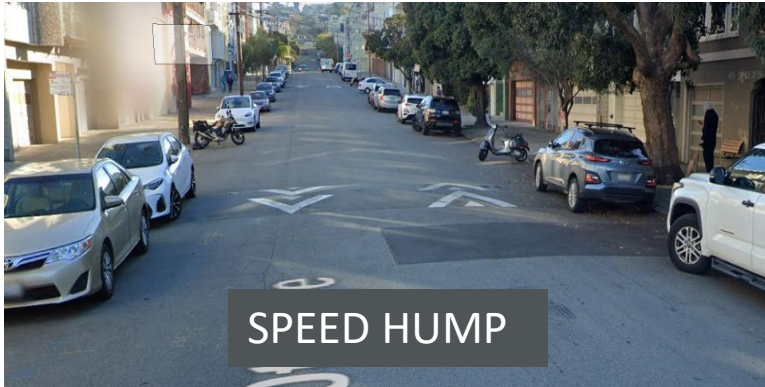Transportation Authority Board - Agenda Item 8
July 8, 2025

Overview

- What is traffic calming?

- Program timeline

- Budget changes

- Current allocation requests for FY21, FY22, and FY23 annual cycles

- Update on FY24 and FY25 quarterly evaluation

- Lessons learned and next steps

What is Traffic Calming?

- Traffic calming measures are designed to lower vehicle speeds, thereby improving safety for all road users, and enhancing the overall quality of life on residential streets.

- The SFMTA Traffic Calming Program focuses on mid-block speeding and speed-related pedestrian safety at uncontrolled legal crossings.

- STOP signs and traffic signals are <u>not</u> traffic calming devices.

Traffic Calming Toolbox

SPEED HUMP

3-LUMP SPEED CUSHION

TRAFFIC CIRCLE

RAISED CROSSWALK

SPEED TABLE

5-LUMP SPEED CUSHION

Proactive Projects & Programs

In addition to the application-based program, proactive projects and programs account for a significant percentage of all traffic calming devices installed each fiscal year.

- Muni Forward

- Quick-Builds

- Slow Streets

- School Walk Audits

- Neighborhood Program (NTIP)

- Community-Based Transportation Plans

- Vision Zero

- Miscellaneous

Resident Requests

Three stages of a traffic calming request:

- Evaluation (planning phase)
  - When an application is submitted by a resident we collect data to determine if it meets the criteria for acceptance

- Design (design phase)
  - For accepted applications, engineers determine the appropriate type, quantity and location of traffic calming measures and take that proposal through our review and approval processes

- Implementation (construction phase)
  - After a proposal is approved, we work with our partners at public works to coordinate construction by city forces or as-needed contractors

Traffic Calming Devices Installed
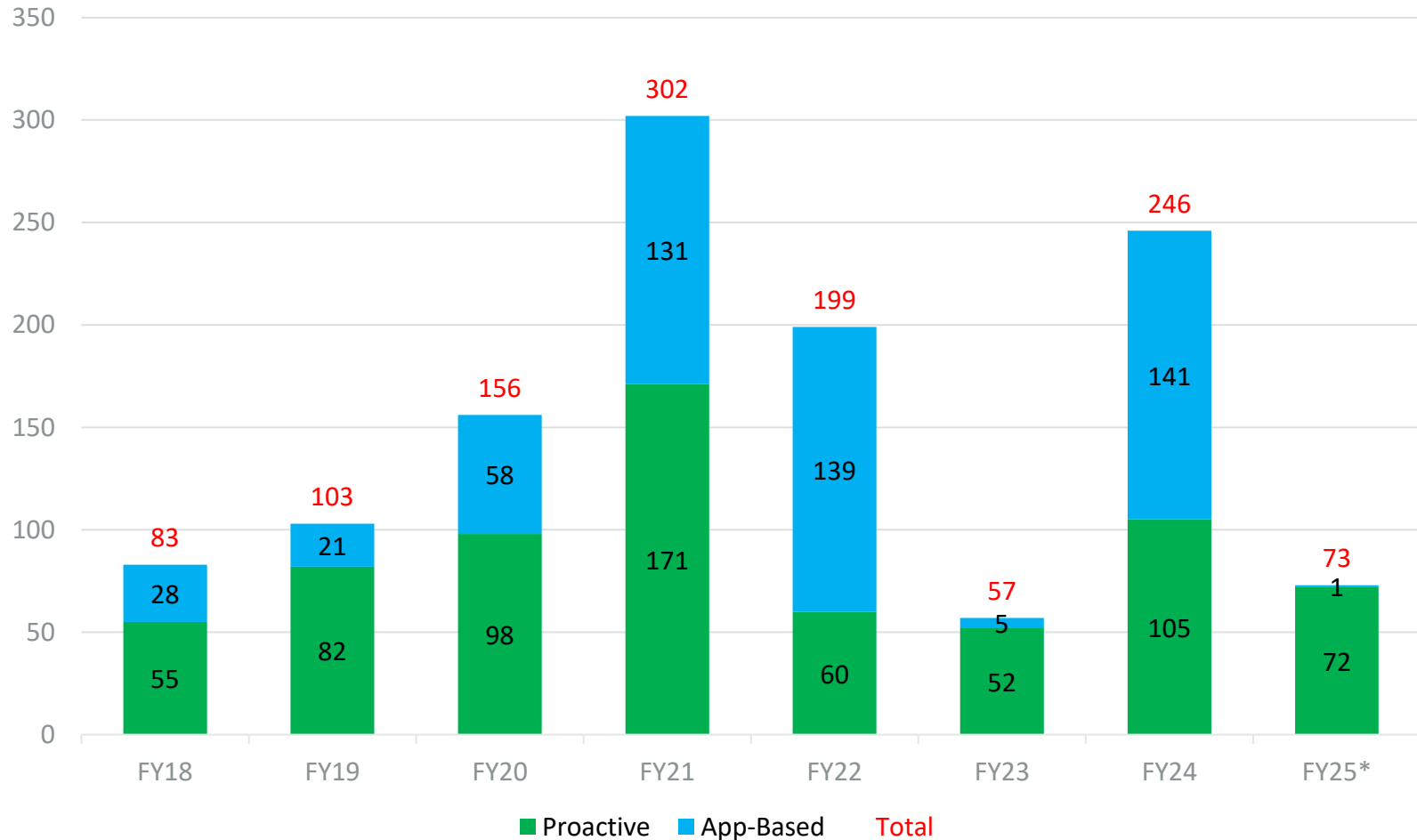
Data shows fiscal year of delivery, not traffic calming program cycle.

Traffic Calming Program Timeline

2000: Traffic Calming Guidelines Developed and Formal
Traffic Calming Program Established with Half-cent
Sales Tax funding

2001: Areawide program

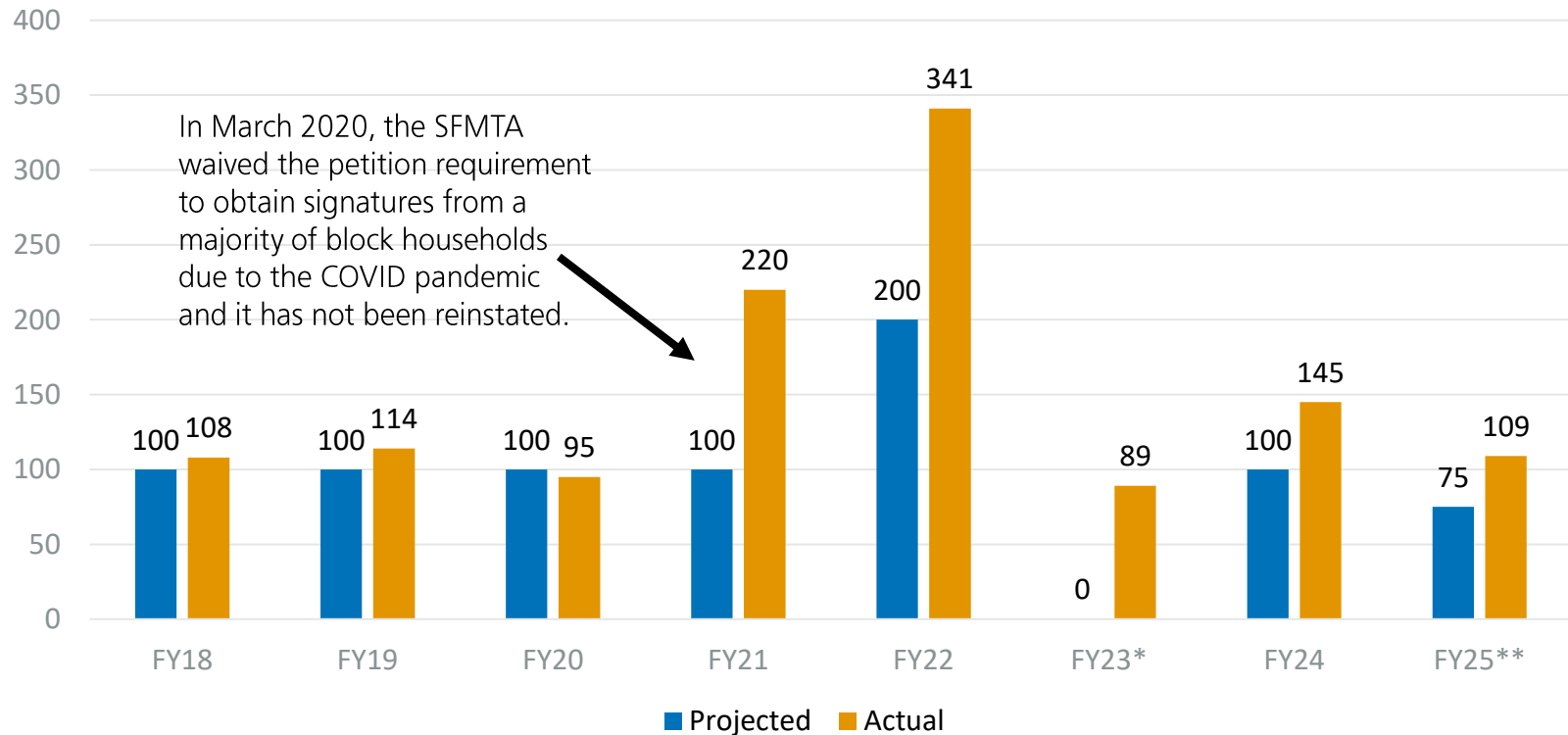July 2013: Annual application-based, block-specific program

July 2023: Rolling program with quarterly evaluations

July 2025: Pause and reevaluate

Program Challenges since COVID

- Starting in March 2020, the SFMTA **waived the petition requirements** to obtain signatures from a majority of block households due to the COVID pandemic, resulting in over two times more applications received.

- Due to the prevalence of speeding on residential streets, **more than 50% of applications were accepted** into the program, and SFMTA notified residents of their accepted applications.

- The FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). However, SFMTA chose to evaluate applications in response to continued public demand.
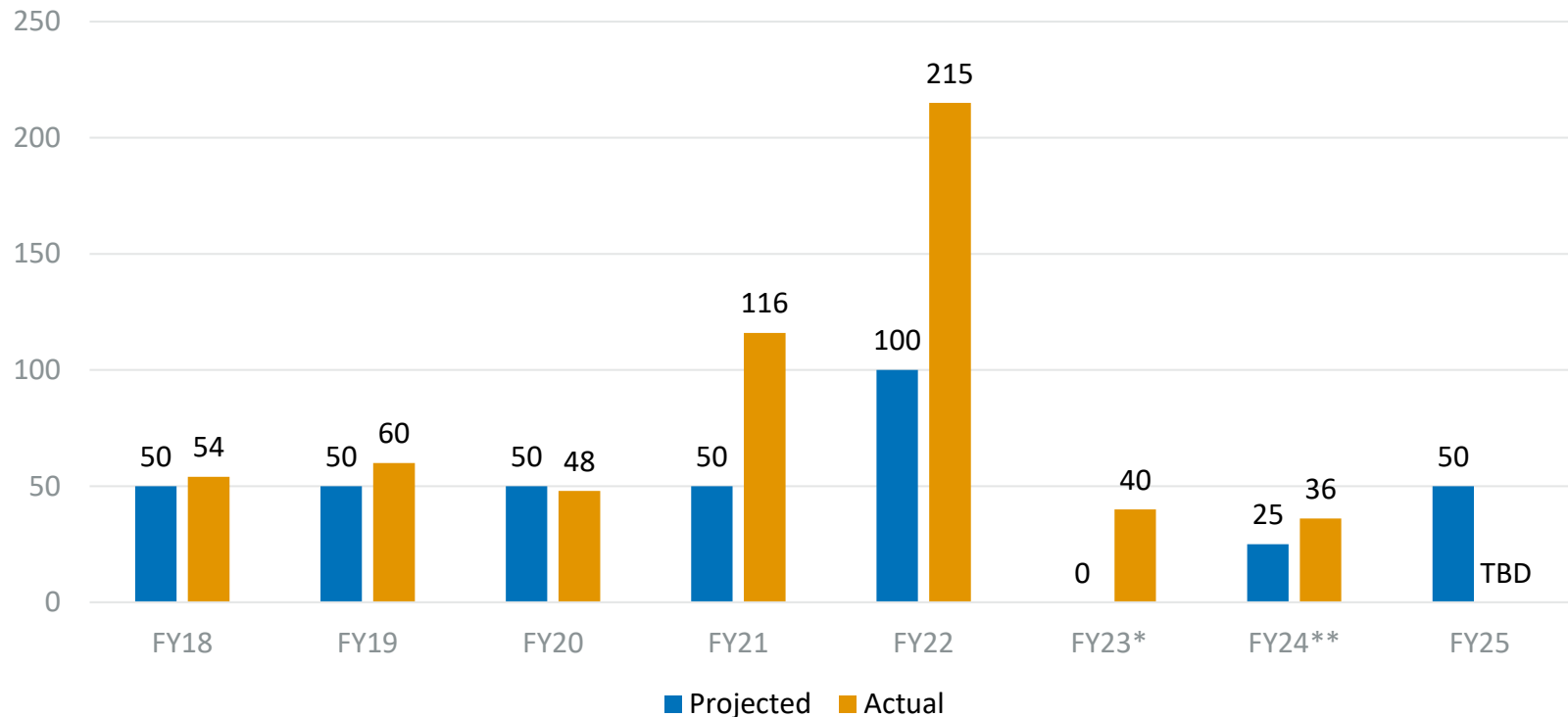
Traffic Calming Applications Received (July 2017-June 2025)

In March 2020, the SFMTA waived the petition requirement to obtain signatures from a majority of block households due to the COVID pandemic and it has not been reinstated.

	FY18	FY19	FY20	FY21	FY22	FY23*	FY24	FY25**
Projected	100	100	100	100	200	0	100	75
Actual	108	114	95	220	341	89	145	109

■ Projected ■ Actual

* FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). Instead, SFMTA continued to receive, evaluate, and accept applications without secured funding.

** Q1 - Q3 only

Traffic Calming Applications Accepted (July 2017-June 2025)

Chart: Traffic Calming Applications Accepted by fiscal year, comparing Projected (blue) and Actual (orange).

	FY18	FY19	FY20	FY21	FY22	FY23*	FY24**	FY25
Projected	50	50	50	50	100	0	25	50
Actual	54	60	48	116	215	40	36	TBD

■ Projected ■ Actual

* FY23 cycle was intended to be a transition period when no applications would be considered while the program shifted to a quarterly evaluation structure (i.e., rolling program). Instead, SFMTA continued to receive, evaluate, and accept applications without secured funding.

** Q1 and Q2 only

Budget Changes

1. Increased Demand
   - Public participation in the application-based traffic calming far exceeded the amount of available SFCTA funding
   - SFMTA supplemented SFCTA funding with one-time sources that no longer exist

2. Cost Estimation
   - Program budgets provided with prior allocation requests did not include supplemental funds contributed by SFMTA
   - Budgets also did not include cost escalation or contingency, which is typically standard practice for multi-year capital projects

3. Inflation
   - Construction costs have increased ~30% since 2020 (2025 Annual Infrastructure Construction Cost Inflation Estimate (AICCIE) by the San Francisco Office of Resilience and Capital Planning)
   - Staff labor rates have increased ~23% since 2020 and will increase another ~10% by 2027 (SFDHR MOUs and Labor Agreements)

FY21 Cycle

Planning phase (complete)

• Total Cost: $1,469,600; Prior Funding: $1,469,600 ($220,387 Prop K, $1,249,213 SFMTA Sources)

• Work Completed: 220 applications received; 116 applications accepted

Design phase

• Total Cost: $764,409; Prior Funding: $707,840 ($175,777 Prop K, $532,063 SFMTA Sources)

• Work Completed: 113 of 121 locations (93%)

• Work Remaining: 8 of 121 locations (7%)

• Cost to Complete: **$56,569 (current request)**

Construction phase

• Total Cost: $3,284,252; Prior Funding: $3,084,919 ($2,762,000 Prop K, $322,919 SFMTA Sources)

• Work Completed: 168 of 196 devices (86%) at 104 of 121 locations (86%)

• Work Remaining: 28 of 196 devices (14%) at 17 of 121 locations (14%)

• Cost to complete: **$199,333 (current request)**

FY22 Cycle

Planning phase (complete)

• Total Cost: $2,496,120; Prior Funding: $2,496,120 ($250,000 Prop K, $1,514,120 SFMTA Sources)

• Work Completed: 341 applications received; 215 applications accepted

Design phase (complete)

• Total Cost: $1,182,960; Prior Funding: $1,182,960 ($312,000 Prop K, $870,960 SFMTA Sources)

• Work Completed: 159 of 159 locations (100%)

Construction phase

• Total Cost: $6,356,670; Prior Funding: $0

• Work Completed: 0 of 270 devices (0%)

• Work Remaining: 270 of 270 devices (100%)

• Cost to complete: **$6,356,670 (current request)**

FY23 Cycle

Planning phase (complete)

• Total Cost: $658,600; Prior Funding: $658,600 ($658,600 SFMTA Sources)

• Work Completed: 89 applications received; 40 applications accepted

Design phase

• Total Cost: $366,577; Prior Funding: $91,644 ($91,644 SFMTA Sources)

• Work Completed: 10 of 40 locations (25%)

• Work Remaining: 30 of 40 locations (75%)

• Cost to complete: **$274,933 (current request)**

Construction phase

• Total Cost (est.) : $1,818,647; Prior Funding: $0

• Work Completed (est.): 0 of 80 devices (0%)

• Work Remaining (est.): 80 of 80 devices (100%)

• Cost to complete (est.) : $1,818,647 (future request)

Quarterly Evaluation Program

- The goal of shifting from an annual program to a quarterly evaluation program in FY24 was to implement traffic calming safety measures more quickly

- Challenges:

  - Assumption that quarterly evaluations could happen concurrently with the delivery of previous cycles was too ambitious

  - The time between submitting an application and receiving a decision was initially shortened by several months, but those efficiencies could not be sustained

  - The volume of applications is unpredictable and unconstrained, negatively impacting work planning and resource allocation efforts

- Conclusion: An accurate assessment of the quarterly evaluation structure can only be made if we address the backlog from previous cycles first

Lessons Learned and Next Steps

- Right-size the application-based traffic calming program in alignment with available funding

- Include cost escalation and contingency in cost estimates as appropriate

- Work with our partners at Public Works (SFPW) to increase traffic calming construction capacity

- Use Job Order Contracting to supplement SFPW's capacity

- Explore opportunities to improve internal and external processes

- Build on industry best practices, experiment, and innovate to identify new and effective traffic calming tools

Lessons Learned and Next Steps

- Pause application-based program after 6/30/25 to focus on backlog and develop a more balanced, sustainable, and effective traffic calming strategy

- Design and implement FY21 cycle and FY22 cycle improvements; Substantial completion expected 9/30/26

- Finish design phase for FY23 and FY24 Q1-Q2 cycles; Substantial completion expected 12/31/26

- Progress Updates
    - SFCTA CAC in September 2025
    - SFCTA Board in December 2025

Questions?

https://sfmta.com/trafficcalming

Damon R. Curtis
Traffic Calming Program Manager
SFMTA Streets Division
damon.curtis@sfmta.com
(415) 646-2671