


**FINAL ISSUE\***



**PROPOSED IMPROVEMENTS**  (story below)

**Project Goal & Objectives**

"DPT believes this plan best meets the

**MARCH 2003**

**NORTH BERNAL HEIGHTS  
TRAFFIC CALMING PROJECT**

## TRAFFIC CALMING PLAN FINALIZED AND APPROVED

### DPT to move forward in seeking funding for implementation

The moment has arrived: San Francisco's Department of Parking and Traffic (DPT) is pleased to present the final traffic calming plan for the North Bernal Heights community. The plan was recently approved by the San Francisco Municipal Transportation Agency, enabling the DPT to seek state and federal funding to implement the plan.

DPT is grateful to everyone who worked over the past two years to achieve a plan with such a broad base of local consensus. "This is really an exciting point in the project," said Bridget Smith, DPT's Livable Streets Program Coordinator. "Now everyone in the community can see the results of their input as well as the extensive research done over the last year."

The plan is the result of extensive community input, including three major community workshops and dozens of meetings with local neighborhood groups, merchants and a dedicated project Working Group comprised of area residents. As part of the plan's development, the project team also conducted a neighborhood survey, and gathered extensive traffic speed, volume, crash and cut-through data.

 [story continued below](#)

key project goals that were developed by the Working Group and at our first neighborhood workshop in January, 2001," says Smith.

The overall goal that emerged from that meeting was to "improve neighborhood livability by calming traffic in Bernal Heights to promote safe and pleasant conditions for all users of local streets."

### *Special Thanks* to the North Bernal Heights Working Group!

DPT would like to extend its gratitude to the volunteer members of the North Bernal Heights Working Group. For the past two years, these eleven residents were involved in all phases of the Traffic Calming Plan's development. We could not have done it without you!

Maxine Berg  
Karen Aranas  
Kathy Bruin  
Margie Wylie  
Linda Allan  
Marsha Underhill  
Kate Breen  
Gary Richmond  
Nancy Tucker  
Mat Zwerling  
Mary Wings



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## PROPOSED IMPROVEMENTS

### Recommended Traffic Calming Measures for North Bernal Heights

The following is a brief summary of the Plan's recommendations, which have been broken into five recommended phases. Although actual phasing will depend upon available funding and the success of previous implementation, the plan has been structured to address the most serious problems first. The before and after effects of each phase will be measured before implementation of the next subsequent phase.

"A lot of valuable information was revealed from the research we've conducted," explains Bridget Smith, DPT's Livable Streets Coordinator. "We feel confident that these recommended measures will really help to solve some of the neighborhood's traffic-related woes and make the streets safer for drivers and pedestrians."

#### Phase 1 improvements include:

- Reverse direction of San Jose between Guerrero and Duncan
- Speed humps on Precita around the park only
- Speed humps on Tiffany
- Traffic signal at Alabama and Cesar Chavez
- Chicane improvements on Folsom and Alabama using signage and glue-down bollards that shift the perpendicular parking from one side to the other

#### Phase 2 improvements address the next tier of problems and make permanent those temporary installations from Phase 1:

- Correction of any deficiencies of Phase 1 improvements
- Permanent concrete bulbout and landscaping at San Jose Avenue and Guerrero
- Permanent adjustment to Tiffany/Duncan barrier
- Intersection bulbouts and pedestrian refuges at Folsom and Precita
- Gateway bulbouts at Folsom and Cesar Chavez
- Chicane improvement at the "elbow" of Precita between Shotwell and Coso
- Chicane and median improvements on Stoneman
- Chicane on Stoneman

#### Phase 3 includes:

- Permanent concrete bulbouts and landscaping for bulbouts on Folsom and Alabama

#### Phase 4 improvements address problems that are not solved by the Phase 1, 2 and 3 improvements. Prior to implementation of Phase 4 improvements, speed and volume counts would be collected to measure the effects of the improvements.

- Speed humps on Precita west of Folsom

As part of the agreement among Precita, Stoneman and Manchester residents, speed humps will not be added to this block of Precita unless: 1) traffic volume or speed problems persist on Precita, and 2) traffic volumes have not increased on Stoneman or Manchester as a result of diversion from Precita. If the data indicate new traffic diversion from one of these streets onto either of the others, DPT would add new traffic calming devices to the affected streets and/or remove traffic calming devices from the "traffic exporting" street.

#### Phase 5 includes less critical improvements that would build upon the success of earlier investments. These include:

- Gateway bulbouts at Cesar Chavez and Shotwell, Harrison, Alabama, Florida and Bryant
  - Intersection bulbouts at Tiffany and 29th Street
  - Sidewalks on Folsom and Bernal Heights Boulevard from Ripley to Esmeralda
  - Intersection improvement at Bernal Heights Boulevard and Esmeralda.
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## ***Finalized and Approved...*** continued from above

### **Workshop Results**

At the final community workshop, held April 24th, 2002, at Leonard Flynn Elementary, participants reached agreement on a variety of important issues, all of which are reflected in the final plan. Particularly key was an agreement with Stoneham, Manchester and Precita residents that will ensure that traffic calming measures on one street do not negatively impact another street. See Phase 4 Improvements for more detail.

### **Next Steps: Keep Moving Forward**

Although DPT is currently seeking funding for the final plan's full implementation, efforts will be made to install as many of the plan's new measures temporarily through legislative changes or through other existing grant money. DPT will continue to keep the Bernal Heights community informed about the progress of the plan's implementation.

"We are committed to keep this project moving forward," says Smith. "The Bernal Heights neighbors have really given their all in helping to craft and support this plan and we want to see as many measures implemented as possible."

The implementation process will happen street-by-street with many more opportunities for community input. First, DPT will conduct an additional community meeting to finalize the detailed design. Then, DPT will conduct a community ballot to ensure support from the neighbors on the affected blocks.

Provided there is resident support, DPT will begin a legislative process that includes the following steps:

- ISCOTT (the City's Interdepartmental Staff Committee on Traffic and Transportation)
- A formal public hearing
- Approval by the MTA Board, including public testimony
- Approval by the Board of Supervisors, including public testimony
- Finally, signature by the Mayor