

**APRIL 2002**

**NORTH BERNAL HEIGHTS  
TRAFFIC CALMING PROJECT**

SAN FRANCISCO

**Traffic**  
*calming*  
PROGRAM

## **PROJECT BACKGROUND**

The **North Bernal Heights Traffic Calming Project** is part of a citywide traffic calming program in San Francisco. The goals of the program are to improve safety conditions for pedestrians and bicyclists while minimizing the impacts of cars on the neighborhood's

## Project Update

San Francisco's Department of Parking & Traffic (DPT) is ready to present the North Bernal Heights community with a comprehensive set of proposed traffic calming measures for neighborhood streets. Please come to our third and final workshop on April 24th at 6:30 p.m. at Leonard Flynn Elementary School.

The traffic calming recommendations result from extensive community input, data collection, and site observation. In developing recommendations, DPT has worked closely with the North Bernal Heights Working Group, a collection of dedicated neighborhood residents. The project team and working group have designed measures that address the neighborhood's most critical traffic issues including speeding, pedestrian concerns, and cut-through traffic.

Story continued below...



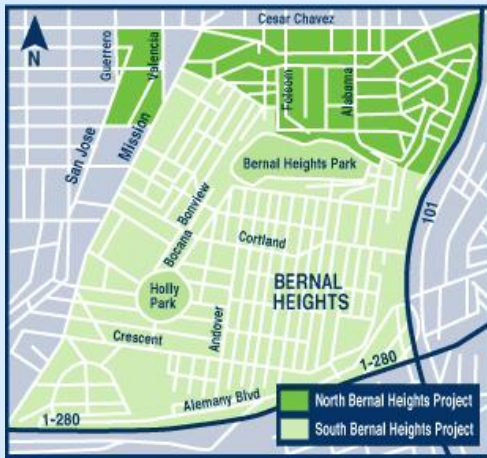
street network. Bernal Heights is the first neighborhood chosen for the program.

## Project Objectives

### Recommended Locations for TC Measures

### Working Group

Contact us for mailed copy  
of this newsletter



### North Bernal Heights Working Group

**Maxine Berg**, 170 Peralta  
**Karen Adams**, 27 Stoneman Street

**Kathy Bruin**, 196 Precita

**Margie Wylie**, 201 Precita

**Linda Allan**, 226 Precita

**Marsha Underhill**, 1618 Alabama

**Kate Breen**, 1697 Alabama

**Gary Richmond**, 3312 Folsom

**Nancy Tucker**, 154 Tiffany

**Mat Zwerling**, 99 Manchester

**Mary Wings**, 1521 Treat Avenue

**Margie Ellison**, 314 Precita

click a person's name to send an email

## Project Goal & Objectives

Based upon the survey results, feedback from the first community workshop, and collected data, the North Bernal Heights working group and project team developed the following project goal statement:

***"To improve neighborhood livability by calming traffic in Bernal Heights to promote safe and pleasant conditions for all users of local streets."***

The working group also agreed upon the project objectives listed below:

### First Tier Objectives

1. Encourage through traffic to remain on arterials like Mission and Cesar Chavez.
2. Avoid the shifting of traffic on one residential street to another residential street.
3. Calm the neighborhood's residential streets with particular attention to Folsom, Alabama, Precita and Stoneman/Coso.
4. Improve safety for all users of the neighborhood streets.

### Second Tier Objectives

5. Improve access for bikes, pedestrians and the disabled.
6. Accommodate Muni and emergency vehicles.
7. Create a beautiful and friendly streetscape that will enhance community.
8. Reduce vehicular noise.

## Recommended Locations for Traffic Calming Measures

Streets were selected on the basis of the collected traffic data showing a quantifiable traffic problem such as speeding, high traffic volumes, cut-through traffic, or other concerns. The selected locations correspond with the streets identified through neighborhood input as having the most critical traffic problems. Some locations have more than one possible solution with varying levels of cost and impact. In certain cases, more intensive measures would be implemented only after an evaluation of the effectiveness of less dramatic improvements. In general, however, cost and first phase improvements are classified as Alternative A. More intensive measures and second phase improvements are classified as Alternative B.

***Precita Avenue between Folsom and Coso***

**Factor:** Speeding (31mph), cut-through traffic

**Proposed Measures:**

- + Bulbouts at all corners of Precita and Folsom
- + Chicane on either side of the bend west of Shotwell

**Options:**

Speed humps on Precita as a second phase improvement after implementation of bulbouts and chicane

***Precita Avenue around the Park***

**Factor:** Speeding (32mph), cut-through traffic, high volume of school age children

**Options:**

- + *Alternative A:* Speed humps approximately every 300 feet on Precita on both sides of Precita Park
- + *Alternative B:* Half-moon bulbouts at intersections around park instead of speed humps

***Stoneman and Coso***

**Factor:** Speeding (31mph)

**Proposed Measures:**

Between Shotwell and Folsom: chicane by shifting parallel parking from one side to the other in the middle of each block

**Options:**

- + *Alternative A:* Raised pavement markers between Shotwell and Bonview
- + *Alternative B:* Low concrete median instead of pavement markers

***Folsom Street***

**Factor:** Speeding (32mph)

**Proposed Measures:**

- + Between west-eastbound Precita: extension of the park
- + Bulbouts at intersections with Cesar Chavez, Precita, Bessie, Stoneman and Ripley
- + Between Cesar Chavez and Precita: perpendicular parking on street's east side, loading zone on west side during school hours
- + South of Bessie: perpendicular parking shifted from west side, to east side, and back to west

**Options:**

- + Installation of a median between west-eastbound Precita in center of roadway as a second phase improvement

***Alabama***

**Factor:** Speeding (32mph)

**Proposed Measures:**

- + Bulbouts at intersections with Cesar Chavez, Ripley, Rutledge, Montcalm and Mullen
- + Reconfiguration of Alabama/Precita intersection to clarify right-of-way and maintain continuous road widths
- + South of Precita: perpendicular parking on west side between Precita and Montcalm and on the east side between Montcalm and Ripley

***San Jose***

**Factor:** Speeding (36mph)

**Proposed Measures:**

- + Between Guerrero and Duncan: reconfiguration of street direction to run one-way south rather than one-way north
- + Intersection with Guerrero: reconfiguration to meet at a right angle; right-turn only restriction onto Guerrero

***Tiffany and Duncan***

**Factor:** Speeding on Tiffany (35mph), speeding on Duncan (34mph)

**Proposed Measures:**

- + Improvements to existing traffic calming device at Duncan/Valencia/Tiffany
- + No vehicular access between Tiffany and Valencia
- + Defined pathway for bicycles from Tiffany to Valencia
- + Bulbouts at intersection of Tiffany and 29th

**Options:**

- + *Alternative A:* Speed humps installed every 300 feet on Tiffany between Duncan and 29th
- + *Alternative B:* alternating perpendicular parking and chicanes instead of speed humps

***Top of Folsom***

**Factor:** Pedestrian Connectivity

**Proposed Measures:**

- + Between Ripley and Nevada: sidewalks on both sides and improved pedestrian crossing (raised crosswalk/median refuge)
- + Reconfigured intersections at Carver, Bernal Heights Boulevard, Esmeralda, and Nevada
- + Drop-off point for students at Immaculate Conception Elementary School

***Gateway Treatments***

**Factor:** High volume of school-age children

**Proposed Measures:**

- + Bulbouts at the intersections of Cesar Chavez with Folsom, Shotwell, Harrison, Florida and Bryant Streets

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**Project Update continued...**

**Community Input**

Since the project kicked off at the beginning of 2001, the residents of North Bernal Heights have played an active role in defining the neighborhood's key transportation issues and the priorities of the traffic calming plan. A traffic survey included in the project's first newsletter resulted in more than 100 responses, making it clear that the biggest traffic concern was child and pedestrian safety, followed by speeding and reckless driving.

In January of 2001, the project's first community workshop was held where residents agreed that the neighborhood suffered from high traffic volumes, speeding and safety problems for motorists, pedestrians, and bicyclists. Residents also noted that the streets most in need of traffic calming measures are Precita, Folsom, Alabama and Stoneman/Coso.

A second workshop was held in April 2001 when the neighborhood was presented with street design measures which have been successfully implemented in other neighborhoods including

San Francisco's Duboce Triangle. Residents were presented with conceptual approaches for adapting these ideas to particular streets in Bernal Heights. Feedback on these approaches has been integrated into the draft traffic calming plan.

Throughout the project, the North Bernal Heights Working Group has worked as an effective liaison between neighborhood residents, community groups and the project team.

### **Data Collection**

Besides the traffic surveys filled out by the neighborhood residents, the project team also conducted a comprehensive data collection and analysis effort. Over the past year the following data has been collected for most streets in the study area: **Traffic Volumes, Traffic Speeds, Cut-through Traffic Patterns, and Collisions.**

### **Next Steps**

At the workshop on April 24th, the project team will collect community input on the draft traffic calming recommendations. The final Bernal Heights Traffic Calming Plan will be presented to the community in the project's fourth and final newsletter and at future public hearings. The final plan will be presented to the City for formal adoption and to secure funding arrangements for implementation.