

North Bernal PVNA TC Questions:

1. Location: Parking on the North side of Alabama, between Precita East and Precita West: Problem: Adjacent to the Children's' Playground of Precita Park, there is parking which obstructs traffic along Precita, Alabama, and the triangle intersection on the other side. Solution: Most agree to make a No Parking red curb on the curb connecting Precita East and Precita West, adjacent to the Children's' Playground. Result: This would allow pedestrians to safely cross between Alabama and Precita, and be in full view of traffic.

- With no parking on east side of park, the remaining intersection would be wide, possibly increasing speeds.
- Enforcement is spotty in this area.
- If parking loss is not a concern for residents and merchants, North Bernal Plan recommends "reconfigure intersection to clarify right-of-way while maintaining continuous road widths"
- MTA recommends installation of low profile landscaping and bulbouts at intersections. (Fairly expensive capital project. Funding would need to be identified).
- Traffic island with tree installed on Alabama at Precita.

2. Location: Mullen at Alabama North Side. Problem: Entering the intersection from Mullen to Alabama is dangerous due to limited view of traffic uphill Alabama. Solution: Posting 90 degree mirrors on a pole on the Alabama north side would allow drivers full view of the intersection. Result: Allowing full view of intersection would make safe intersection and less traffic accidents

- Through multiple installations and experiences, our experiences with traffic mirrors have been found them to be generally ineffective.
 - Focal point and visibility for users is very limited.
 - Potentially can create a false sense of security.
- No injury collisions have been reported for this intersection over last 5 years.
- After installation of Alabama traffic chicane, this same concern was raised for SB Alabama at Norwich.
- Condition was addressed by the addition of traffic lane striping to clarify path of travel for Alabama vehicles.
- Phase 2 of Alabama traffic calming project recommends installation of pedestrian corner bulbs at Mullen and Norwich. (Funding needs be identified)
- MTA recommendation is to install roadway striping to channel NB Alabama traffic at intersection and to possible install tall vehicle restriction for first parking space on Alabama south of Mullen.

3. Location: Alabama Street from Chavez to Ripley: Problem: speeding traffic, driver confusion of lane curves, and congestion as a result of no left turn pocket

for Alabama residents to return from Chavez. Solutions: Better lighting along Alabama, reflectors attached to medians, reflectors attached on yellow lane striping, left turn pocket on Chavez to Alabama. Result: Drivers aware of street curves, slower traffic, and less congestion and spill over from Chavez once left turn pocket on Chavez/Alabama is installed.

- MTA will review signage and striping conditions.
- Reflective markers have been installed on double yellow lines.
- Reflective markers will be considered for existing islands.
- T shaped reflective signs will be replaced as needed.
- Left turn pocket at Chavez/Alabama to be evaluated by Cesar Chavez Project.

4. Location: Cesar Chavez. Problem: many bikers prefer safer biking – NOT on Cesar Chavez, especially those of us with kids. Solution: Sign and install Alternate Bike Route, both on sidewalk on Chavez and on 26th Street.

- To be evaluated by Cesar Chavez Project and MTA Bike Program.

5. Location: Left turns pockets on Bryant/CC, Alabama/CC, Harrison/CC, Folsom/CC, Valencia/CC and Mission/CC. Problem: Increased neighborhood traffic spillage from CC can only be mitigated by left turn pockets on the above intersections. Result: Safe school bus and school driver drop off and pick up, residents on Alabama can access their homes directly, and sufficient mitigation of increased NW Bernal traffic as a direct result of CC redesign.

- To be evaluated by Cesar Chavez Project.

6. Location: Folsom/Precita. Problem: Increased traffic from CC redesign will congest Precita. Solution: U Turn on Folsom would mitigate drivers from drivers all around Precita to return to Folsom. Result: Significantly less NW Bernal congestion.

- Bulb outs being constructed here using Safe Routes to School money obtained by MTA.
- Other issues to be evaluated by Cesar Chavez Project.

7. Location: Precita/Treat and Precita/Harrison. Problem: Dangerous pedestrian crossing issues. Solution: Better signage (Children Crossing, Speed 15 MPH, etc.), and pavement grid lines similar to 24th Street and Noe Streets Result: Improved safety signage on pavement and on poles would slow down motorists so pedestrians can cross safely in an articulated pedestrian zone.

- Speed humps on Precita between Folsom and Harrison were rejected at ballot.

- High contrast intersection/crosswalk markings similar to what has been installed on 24th Street and Castro Street were not recommended In North Bernal Plan.
- This one way portion of Precita is 28 feet wide. Existing State mandated speed limit is 25 MPH. 15 MPH signage is therefore prohibited.

8. Location: Folsom/Ripley to Folsom/Chavez. Problem: Speeding cars making any pedestrian crossing extremely dangerous. Solution: Better signage (Children Crossing, Speed 15 MPH, etc.), and pavement grid lines similar to 24th Street and Noe Streets Result: Improved safety signage on pavement and on poles would slow down motorists so pedestrians can cross safely in an articulated pedestrian zone.

- Traffic chicane on Folsom recommended in North Bernal Plan was rejected by ballot based on parking loss and possible school pick up and drop off concerns. (Some conditions have changed and original design may be modified to gain greater support.)
- High contrast intersection/crosswalk markings similar to what has been installed on 24th Street and Castro Street were not recommended In North Bernal Plan.
- With success of new angled parking on Folsom near Cesar Chavez, re-consideration of traffic chicane may be possible. Outreach for proposal would need to be made by PVNA.

9. Location: Stoneman/Coso to Stoneman/Folsom. Problem: Excessive and constant speeding cars making any pedestrian crossing extremely dangerous. Solutions: (most significant solution) Install concrete barrels like Berkeley designs for traffic diversion at the Coso/Stoneman peak, install speed humps, much more speed limit signage and pedestrian crossing signage, and (if volume permits) install full 4 way stops on Stoneman/Shotwell and Stoneman/Manchester.

- Traffic diversion measures not recommended in North Bernal Plan.
- Traffic diversion measures are not recommended due to nature of street.
- Street slope is too great for speed humps
- STOP signs not recommended for streets with very low volume on cross streets as signs tend to be ignored.
- MTA recommends block meeting for Stoneman residents to identify possible measures through consensus based process.