Project Team

- Recreation and Park Department
- Department of Public Works
- Municipal Transportation Agency
- McLaren Park Community
Today’s Agenda
• Welcome and introductions
• Review project history and funding opportunities
• Review issues along Mansell Street
• Present design ideas
• Gather community feedback
• Next steps
GOALS OF TODAY’S WORKSHOP

1. Review existing conditions along Mansell and Brazil

2. Review preliminary concept ideas based on previous community feedback

3. Gather additional feedback
Mansell Street has been identified as a high priority project based on the following:

- 2010 McLaren Park Need Assessment
- Public input at 2012 Park Bond public outreach meetings
- Input from the McLaren Park groups
- Matching grant opportunities
- Collaboration potential
Project History

Improvements requested include:

- Striping to narrow to one lane each direction
- Pedestrian paths along Mansell Street
- New crosswalks and clear lane markings
- Bicycle lanes
- Traffic calming: reduced speed limits, speed bump, traffic signs
- Transit facilities
Based on the community feedback we received, we had enough information to prepare and submit two grant applications worth more than $6 million dollars!
Prop AA Grant - Awarded
$2.5 Million for Paving Related Costs

One Bay Area Grant – Pending
Up to $3.6 Million for Complete Streets Project

Total Funding Possible for the project:
Up to $6.1 Million
Prop AA Grant Scope

Prop AA Grant (Current Funding Available)
• Road repaving
• Bicycle striping
• Asphalt concrete curbs and pedestrian path
One Bay Area Grant (Pending Design and Community Feedback and Award)

- “Complete Streets” elements: concrete curbs, landscape and irrigation, street lighting
- Multiuse path at Brazil
- Intersection improvements at Sunnydale
- Project improvements stay within existing roadway
Project Schedule:
February 2, 2013  Community Site Walk
March 19, 2013  Community Meeting: 6:30-8 PM at Louis Sutter Roundhouse
April 2013  Recreation and Park Commission Review
Fall 2013  Transportation Agency Grant Review and Approval
Project Overview
Pavement Issues

- Fractured pavement
- Poorly patched paving
Pavement Issues

- Non-existent or faded lane striping
- Poor marking of bus stops
- No bike lanes
Pavement Issues

- Unstable edge condition
- No pedestrian paths
Bus Stops

- Fast traffic
- No bus waiting area
- No marked crosswalks
Transit Stops

- Lack of bus waiting area
• Accessibility issues
Vehicular Traffic

- Wide double lanes
- Vehicles traveling at high speeds through park
- Intermittent/varied median plantings

Typical 32’ Wide Double Lanes
Mansell Street Existing Conditions

• Typical condition along Mansell Street
Persia Street Existing Conditions

- Typical condition from Dublin to Brazil

 +/- 20’
Vehicular Traffic

- Mansell Street at Bowdin Street: 25 MPH
- Example of existing bicycle route
- Posted speeds vary between 25-45 MPH
Vehicular Traffic

- Segment of Mansell Street: 35 MPH
- Mansell Street at Shelley Drive: 45 MPH
• Debris spilling into bike/pedestrian pathway

• Current access is limited to maintenance vehicles

+/- 20’ of Usable Pedestrian Space
Persia/Sunnydale Intersection

- Wide sweeping right turn lane off of Persia
- Promotes excessive vehicular speeds
General Site Issues

- Lack of crosswalks
- Disconnected sidewalks/pedestrian circulation
- Lack of bicycle amenities
- Uninviting non-park like quality of roadway
Mansell Street Preliminary Design Alternatives
Improvement Goals

- Improve bike and pedestrian safety/access
- Reduce vehicular speed
- Provide better transit access
- Repave roadway
- Better integration of roadway into park
Complete Streets
Traffic Calming Tools

Chicane

Speed Cushion

Flashing Beacon

Speed Table at Crosswalk

Surface of Crosswalk is Elevated +/- 6” above adjacent roadway
Separated Roadway

LEGEND
- Proposed Roadway (Dublin to Brazil)
- Proposed Roadway (Brazil to University)
- Existing Bike Lane Route
- Proposed Pedestrian/Bike Lane
- Muni Transit Stop
- Proposed Shared Bike/Traffic Lane to Persia
Separated Roadway

Existing Section
Separated Roadway

ALTERNATIVE 1 PROPOSED SECTION

ALTERNATIVE 2 PROPOSED SECTION
One-Sided Roadway

ALTERNATIVE 1 PROPOSED SECTION
Pedestrians on South Side

ALTERNATIVE 2 PROPOSED SECTION
Pedestrians on North Side
• Brazil section is identical in both design alternatives
Public Art
Persia West of Brazil

- Dublin to Brazil section is identical in both design alternatives
Persia/Sunnydale Intersection

- Difficult pedestrian crossing
- Adjust layout to help slow vehicular speeds
Persia/Sunnydale Intersection

- Improve pedestrian space and access

Eliminate fast right turn, tighten radius, & expand pedestrian space

Demolish (E) ‘pork chop’
EXCERSIZE
Feedback

What do you envision for Mansell Street?

What do you envision for the following?
  • Reducing traffic lanes
  • Adding space for pedestrians
  • Adding space for bicycles
  • Adding crosswalks
  • Other Elements?

What do you like about the design alternatives?
Survey

Return surveys by **5 PM February 18th, 2013**.

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Note: All section dimensions and designs shown in this presentation are preliminary and subject to change.
Thank you!
Preliminary Project Schedule

Planning Phase
• January - April 2013

Environmental Clearance
• April 2013 – September 2014

Design/Construction Documents
• April 2014 – October 2014

Construction Phase
• May 2015 – July 2016
Mansell East of Brazil-Separated
Mansell East of Brazil-One Sided