Mansell Street Corridor Improvements

Recreation and Park Department

March 19, 2013
Project Team

- Recreation and Park Department
- Department of Public Works
- Municipal Transportation Agency
- McLaren Park Community
1. Project Overview

2. Present community feedback

3. Present preferred concept plan

4. Next Steps
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
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
- Bus stop improvements
Good News!

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
### Previous Presentations/Outreach Sessions

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>On Going Stakeholder Outreach</td>
<td>2010-2013</td>
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<tr>
<td><strong>Site Walk</strong></td>
<td>2/2/13</td>
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<tr>
<td>Visitacion Valley Planning Alliance Presentation</td>
<td>2/9/13</td>
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<tr>
<td><strong>Community Meeting</strong></td>
<td>2/9/13</td>
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<tr>
<td>Tai Chi/Dance Class Meeting</td>
<td>2/16/13</td>
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<tr>
<td>Visitacion Valley Family Day Booth</td>
<td>3/9/2013</td>
</tr>
<tr>
<td><strong>Community Meeting</strong></td>
<td>3/19/2013</td>
</tr>
</tbody>
</table>
• Supervisors office outreach support (Districts 9,10,11)
• Survey
• Fliers
• Mansell Signage & Hotline
• Project Website
• Social Media
• Email
Project Overview
Key Project Objectives

- Better integration of roadway into park
- Improve bike and pedestrian safety/access
- Provide better bus access
- Reduce vehicular speed
- Repave roadway
Better Integration of Roadway into Park

• Typical condition along Mansell Street
Better Integration of Roadway into Park

- Typical condition along Persia
- Difficult pedestrian access
- Wide lanes
Improve Pedestrian Safety/Access

- Difficult pedestrian circulation along Mansell Street
- Wide sweeping right turn lane off of Persia
- Excessive vehicular speeds
Improve Pedestrian Safety/Access

- Debris spilling into bike/pedestrian pathway

- Current access is limited to maintenance vehicles

+/- 20’ of Usable Pedestrian Space
Reduce Vehicular Speed

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

- Mansell Street at Bowdin Street: 25 MPH
- Example of existing bicycle route
- Posted speeds vary between 25-45 MPH
- Speeds up to 50’s have been observed
Provide Better Bus Access

• Fast traffic
• No bus waiting area
• No marked crosswalks
• Lack of waiting area
Repave Roadway

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

- Fractured pavement
- Poorly patched paving
- Unstable edge condition
COMMUNITY FEEDBACK RESULTS
One Sided Roadway

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

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

Which Improvements to Mansell are Most Important?

- Pedestrian Access
- Repaving Mansell Street
- Traffic Calming
- Bike Access
- Integrating the Roadway into the Park
- Separation of Bikes from Pedestrians
- Better Access to Muni/Bus Stops
- Connectivity from Mansell to Park
- Easy Access By Car

0  50  100
Community Feedback Results

Separated Option
- More people liked than disliked the Separated option
- More people preferred to have the bike path at street level

Do You Like the Separated Option?

<table>
<thead>
<tr>
<th></th>
<th>Strongly Like</th>
<th>Somewhat Like</th>
<th>Somewhat Dislike</th>
<th>Strongly Dislike</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liked</td>
<td>33%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disliked</td>
<td>26%</td>
<td>13%</td>
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Would You Prefer the Bike Path at Street Level or Sidewalk Level?

- Street Level: 28%
- Sidewalk Level: 13%
Community Feedback Results

**One Sided Option**
- More people liked than disliked the One Sided option
- More people preferred the *north side* for pedestrians and bikes

Do You Like the “One Sided” Option?

- Strongly Like: 56%
- Somewhat Like: 17%
- Somewhat Dislike: 16%
- Strongly Dislike: 11%

Would You Prefer Pedestrians and Bikes on the North Side or the South Side of the Median?

- North Side
- South Side
Community Feedback Results

Preferred Option
- More people strongly preferred the **One Sided Option** than the Separated option

![Pie Chart: One Sided Option]
- Strongly Like: 56%
- Somewhat Like: 17%
- Somewhat Dislike: 16%
- Strongly Dislike: 11%

![Pie Chart: Separated Option]
- Strongly Like: 33%
- Somewhat Like: 28%
- Somewhat Dislike: 13%
- Strongly Dislike: 26%
Community Feedback Results

Which of These Additional Improvements are Most Preferred?

- Adding Lighting Along Mansell Street
- Intersection Improvements Along Persia Ave
- Landscape Improvements in the Median
- Additional Site Furnishings
- Public Art
Topics of interest

- Speed limit
- Traffic calming
- Complete Streets
- Green Design

- Lighting
- Bike/Pedestrian Safety Buffer
- Parking
- Bus stop improvements
- Driver/Traffic safety
Preferred Conceptual Design
Improvement Goals

• Better integration of roadway into park
• Improve bike and pedestrian safety/access
• Provide better bus access
• Reduce vehicular speed
• Repave roadway
Existing Condition

Existing Section

20’ ROADWAY

12’

VARIABLES
±14’-0”

12’

VARIABLES
±78’-0”

32’ ROADWAY

20’
One-Sided Roadway

Section: Pedestrians on North Side
One Sided Roadway
Dublin to Shelley West

LEGEND
- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATHS
- SHARED BIKE/VEHICULAR LANE
One Sided Roadway
Shelley West to University

LEGEND
- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATHS
- SHARED BIKE/VEHICULAR LANE
Intersection Treatments

Bollard  Speed Cushion  Flashing Beacon

Speed Table at Crosswalk

Surface of Crosswalk is Elevated +/- 6” above adjacent roadway
One Sided Roadway
Brazil/Persia Intersection

LEGEND
- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATH CONNECTION
- FLASHING BEACON
- BUS STOP W/ BENCHES
- CROSSWALK
- SPEED TABLE
- VEHICLE CONTROL (i.e. BOLLARD)
- BIKE RACKS
One Sided Roadway

Shelley West/Mansell Street

LEGEND

- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATH CONNECTION
- FLASHING BEACON
- BUS STOP W/ BENCHES
- CROSSWALK
- SPEED TABLE
- VEHICLE CONTROL (i.e. BOLLARD)
- BIKE RACKS
One Sided Roadway

Shelley East/Mansell Street

LEGEND
- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATH CONNECTION
- FLASHING BEACON
- BUS STOP W/ BENCHES
- CROSSWALK
- SPEED TABLE
- VEHICLE CONTROL (i.e. BOLLARD)
- BIKE RACKS

DRAFT
BRAZIL SECTION
Persia West of Brazil

EXISTING SECTION

PROPOSED SECTION

20’  20’

VARIIES
±40’-0”

BIKES/VEHICLES  VEHICLES  BIKES  PEDESTRIANS
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

  Crosswalk

Remove existing ‘pork chop’
University and Mansell

- Improve pedestrian connection to University and along Mansell
- Allows for some on street parking along Mansell
Site Amenities

- Jogging Path
- Native Plantings
- Vegetated Swale
- Log Barrier

[Link to San Francisco Recreation & Parks]
Funding Strategies

- Urban Greening Grant Application
- Cost Reduction Measures
- Phasing Project
- Separated Concept
Separated Roadway

LEGEND
- PEDESTRIAN/BIKE ZONE
- VEHICULAR ZONE
- INTERSECTION TREATMENT
- PARK TRAILS/PATHS
- SHARED BIKE/VEHICULAR LANE
Separated Roadway

LEGEND

- **PEDESTRIAN/BIKE ZONE**
- **VEHICULAR ZONE**
- **INTERSECTION TREATMENT**
- **PARK TRAILS/PATHS**
- **SHARED BIKE/VEHICULAR LANE**
Preferred Option

- More people strongly preferred the **One Sided Option** than the Separated option.
Mansell Street Project Schedule

Rec Park Commission Grant Awards Announced
Environmental Review Spring/Summer 2013
Design Engineering Spring 2014
Construction Summer 2015-2016

April 2013
Fall 2013
Spring/Summer 2013
Spring 2014
Summer 2015-2016
City Contact

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Website:
http://sfrecpark.org/project/mclaren-mansell-project/

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