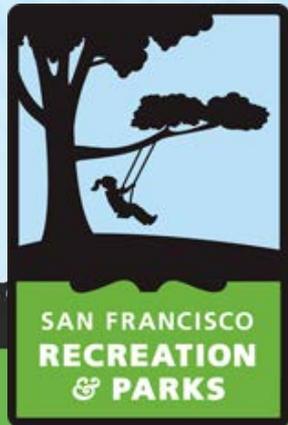


Recreation & Park Department

Visitacion Ave Sidewalk and Streetscape Project

February 10, 2022



Inspire, Connect, Play!

Agenda

1. Introductions
2. Context – Past and current Projects
3. Existing Conditions
4. Project Goals - **Discussion of Goals**
5. Project Overview
6. Tradeoffs and Alternatives - **Breakout Discussion**
7. Schedule & Next Steps



Introduction

A planning process to design a walkable and slower Visitation Avenue in McLaren Park.

A Rec & Park led project in partnership with:



San Francisco
Planning



Project Area

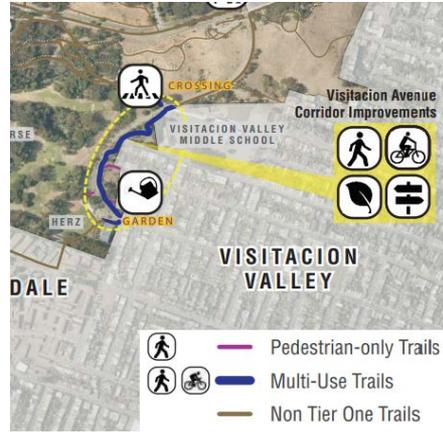


 Visitacion Valley/Sunnydale



Past Projects & Project History

McLaren Park Vision Plan (2018)



ROADWAY IMPROVEMENT PROJECTS

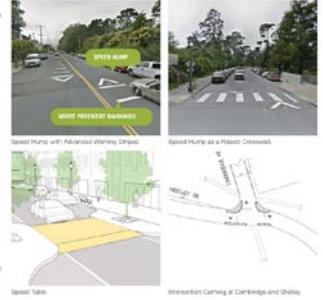
- Address highway access and safety along these park roads:
- Visitacion Avenue
- Municipal Avenue
- Jane Shelley Drive
- Create designated pedestrian crossings where trails meet roads.
- Create bicycle and pedestrian routes along existing sidewalks, especially where no path of travel is currently of meeting roadway.
- Evaluate trail network treatments, such as closing a portion of Shaker Drive to calm the road and to open up the street segment to non-vehicular use.

ADDITIONAL PATH IMPROVEMENTS:

- Build off the work done as part of the Tier One Priority Project to establish the most priority trail paths.
- Review necessary tree work adjacent to paths.
- Coordinate with possible concession and carting improvements as needed.

ADDITIONAL TRAIL IMPROVEMENTS:

- All of the work done as part of the Tier One Priority Project.
- Review the trail network plan and land management practices developed as part of the McLaren Vision Plan and build out a Phase 2 map that focuses on other areas of the park with additional community input.



Visitacion Crosswalk (2021)



Mansell Streetscape Improvement Project (2017)



Upcoming Projects

Recreation and Parks Projects

1. Visitation Avenue Trail
2. Native Plant Garden & Nature Exploration Area
3. Tai Chi Court
4. Herz Children's Play Area
5. Herz Recreation Center



Other Projects

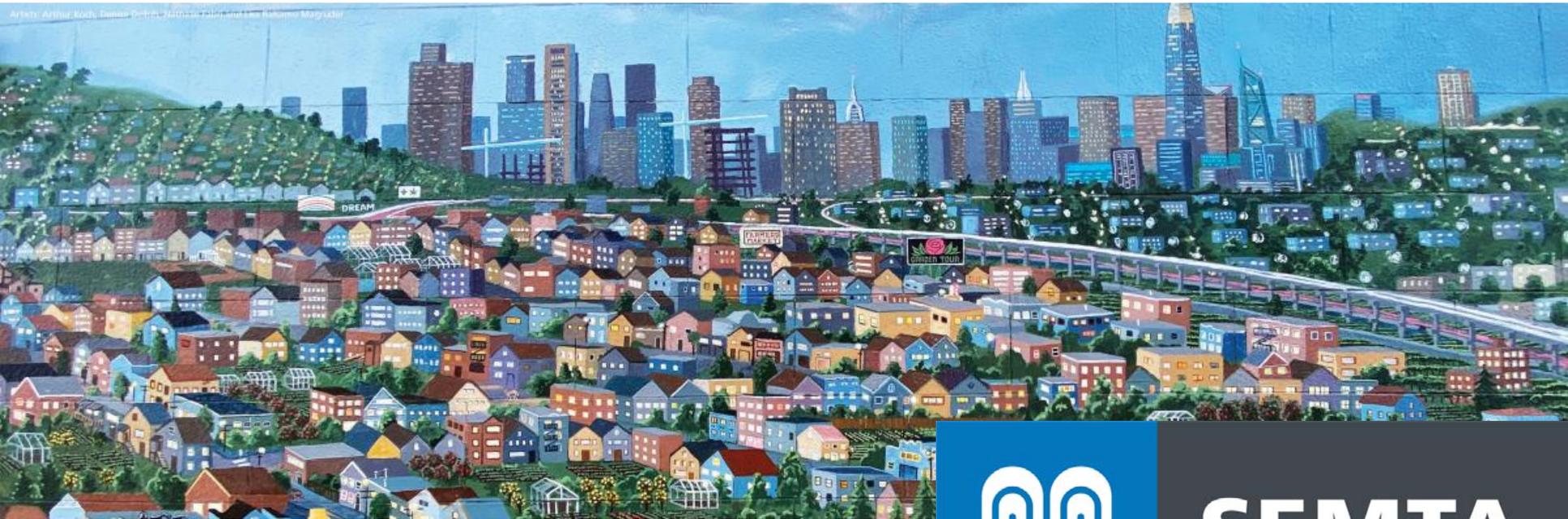
1. SFMTA Visitation Valley CBTP
2. PG&E Egbert Switching Station
3. Sunnydale Hub



SFMTA Visitation Valley & Portola Community Based Transportation Plan (CBTP)

Vis Valley Portola

COMMUNITY BASED TRANSPORTATION PLAN



SFMTA



Existing Conditions

Connector road: Excelsior & Portola to Visitacion Valley & Sunnydale, Middle School

Park road: Into to McLaren Park, access to Herz Playground, trails, and beyond

Sidewalks: only upper portion

Bikeways: none

Transit: 56-Rutland

Parking: full length

Vehicles: two lanes, one lane each direction, the full length



Collisions & Speed

Since 2017: 9 collisions in corridor

- 2 with pedestrians
- 0 with bikes
- 4 were a solo vehicle
- 1 crashed into the Middle School campus
- Most were at intersections

Traffic:

- 42 mph uphill
- 48 mph downhill



Map of Roadway Sections

- No sidewalks (except for Upper Section, above Middle School)
- Fast vehicles
- Parking both sides
- Scattered Guardrails

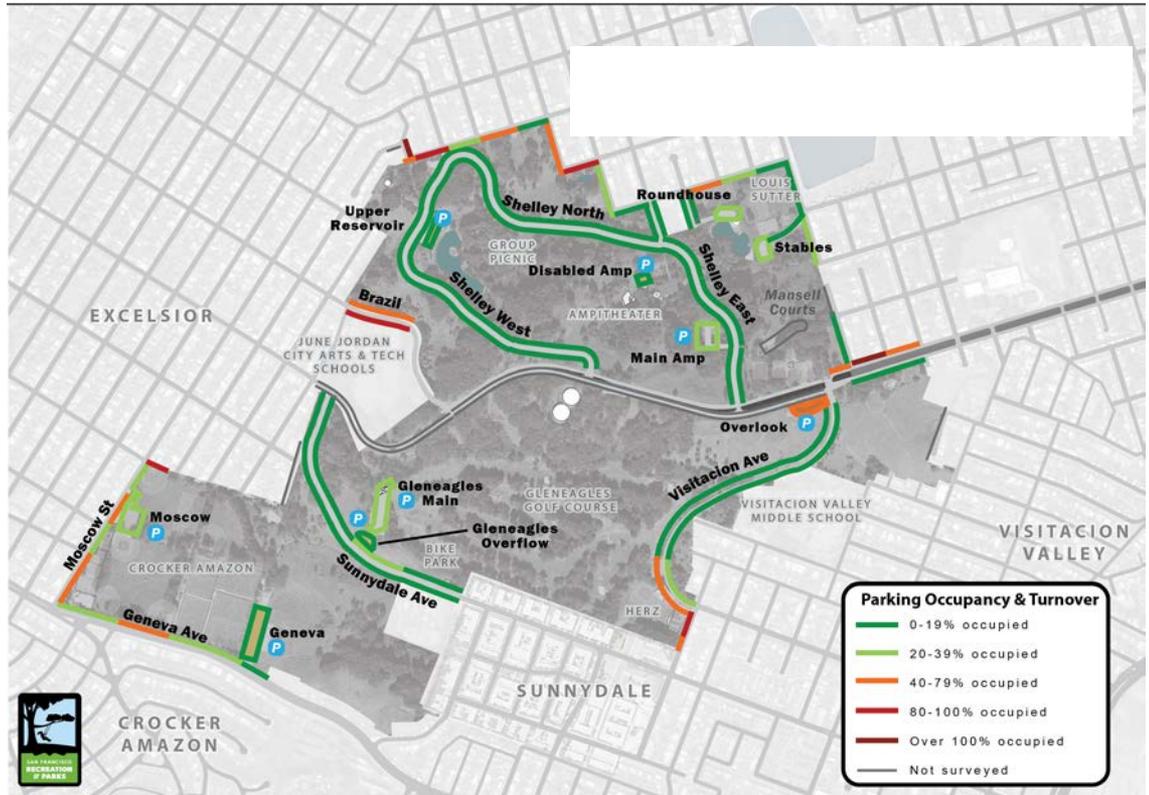


Parking

McLaren Park Parking

Tuesday, May 8, 2018 11 AM

- Visitation Avenue
- Total parking spaces: ~250
- Herz area: ~50 spaces



- Bottom section at Herz – 48 spaces
- Middle Section – 89 spaces
- Upper section – 116 spaces



Herz Playground Parking

Parking surveys found at most, 27 spaces occupied, or 56% of current spaces occupied.



Visitacion Valley Middle School – Dropoff & Pickup



Visitation Ave Parking Overall

Parking surveys have found hardly cars parked the length of roadway, apart from Herz area.



Project Goals

Goals of the Visitacion Avenue Sidewalk and Streetscape Project are to:

- Create pedestrian connections
- Slow vehicle speeds and calm traffic
- Expand bike network with dedicated protected bike access
- Provide Vehicle Parking at high demand locations
- **ANY OTHER GOALS?**



Goals Discussion



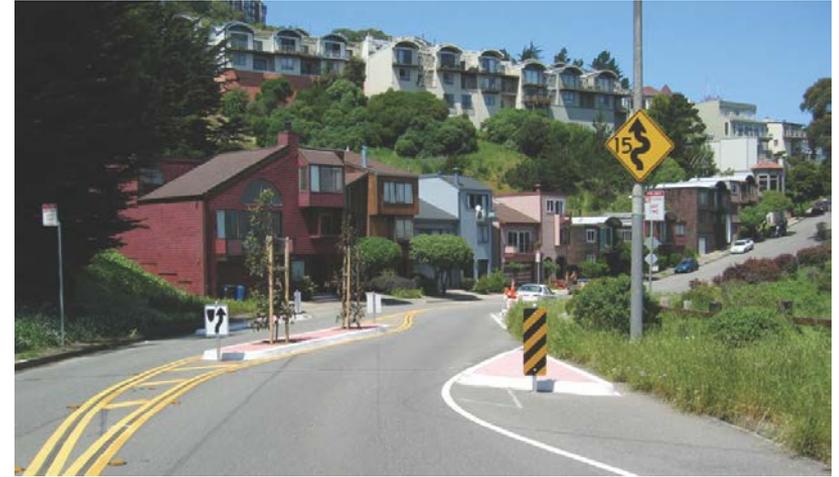
Constraints

- Limited roadway width
 - Can only create so much within the existing 40-50-foot-wide roadway
- Steep roadway
 - 270-foot elevation change total
 - Road varies from ~8% - 12% grade
- Funding
 - The more that is built or changed, the more expensive.
 - Funding not yet secured



Toolkit of Traffic Calming

- Narrow traffic lanes
- Chicanes
(wiggling lanes)
- Median Islands
- Bulbouts



Toolkit of Traffic Calming

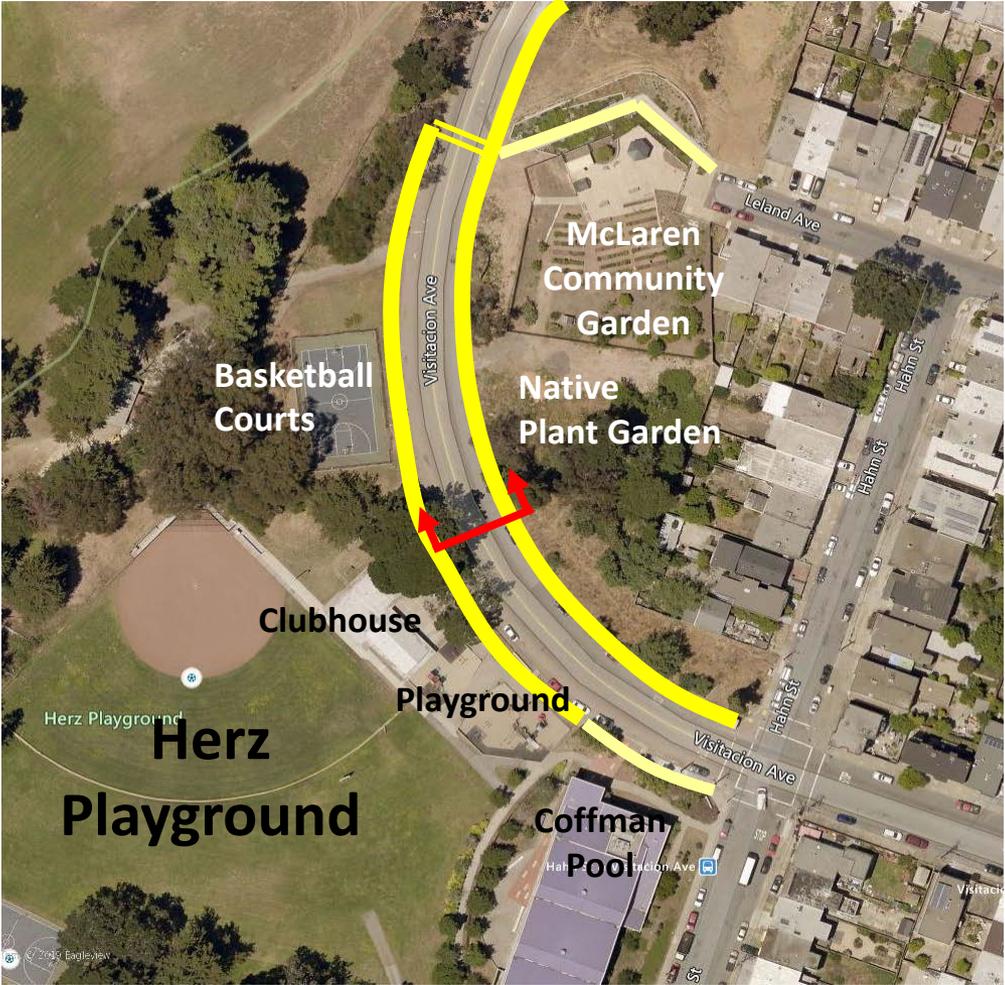
- Raised Crosswalks / Speed Tables
- Trees close to road
- Flashing lights at crosswalks



Map of Roadway Sections



Lower Section – Herz Playground



- New Herz sidewalk
- New East sidewalk – multi-use
 - Pedestrians
 - Bikes going uphill
- Crosswalk at Leland
- Downhill bikeway
- Parking at Herz

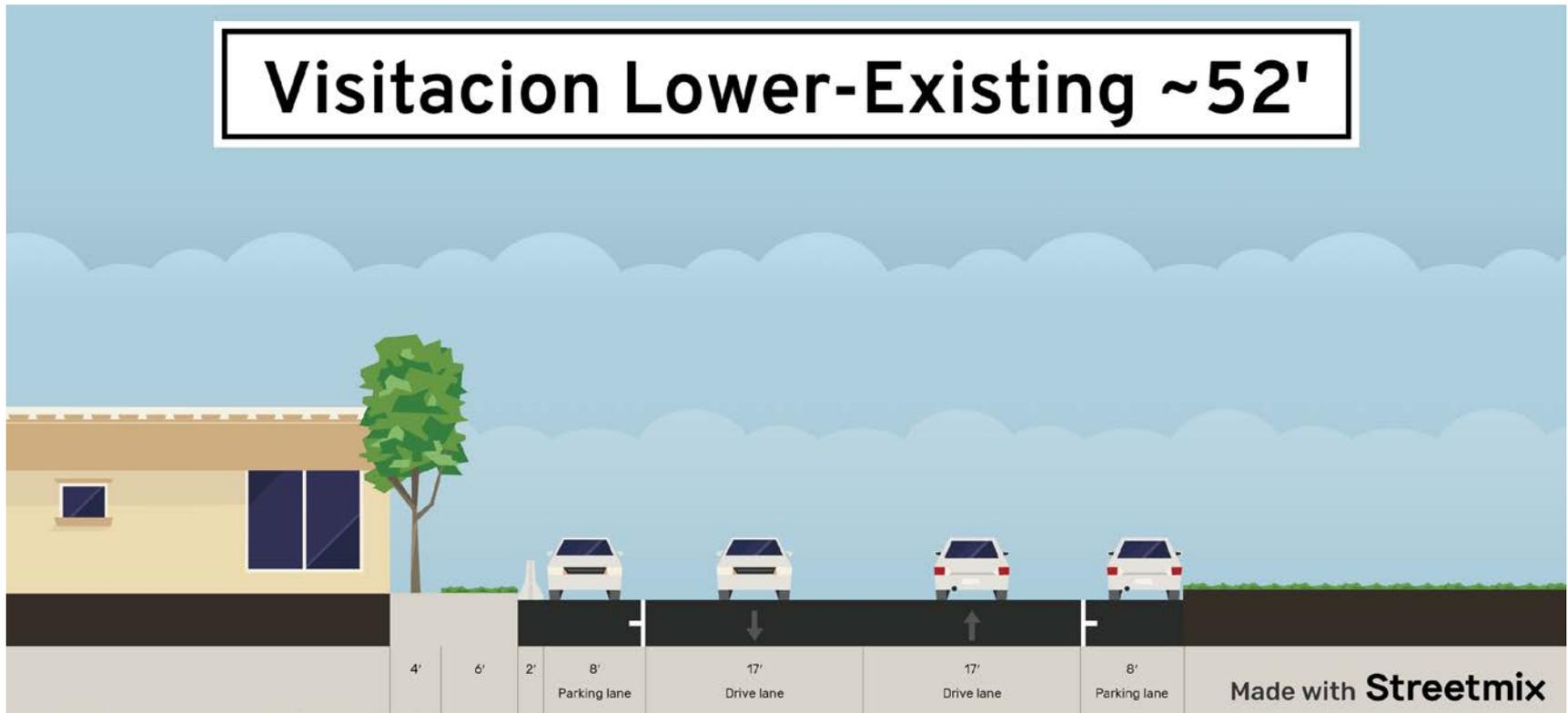


Lower Section – Herz Playground

Existing

50 to 55 feet wide

Visitacion Lower-Existing ~52'

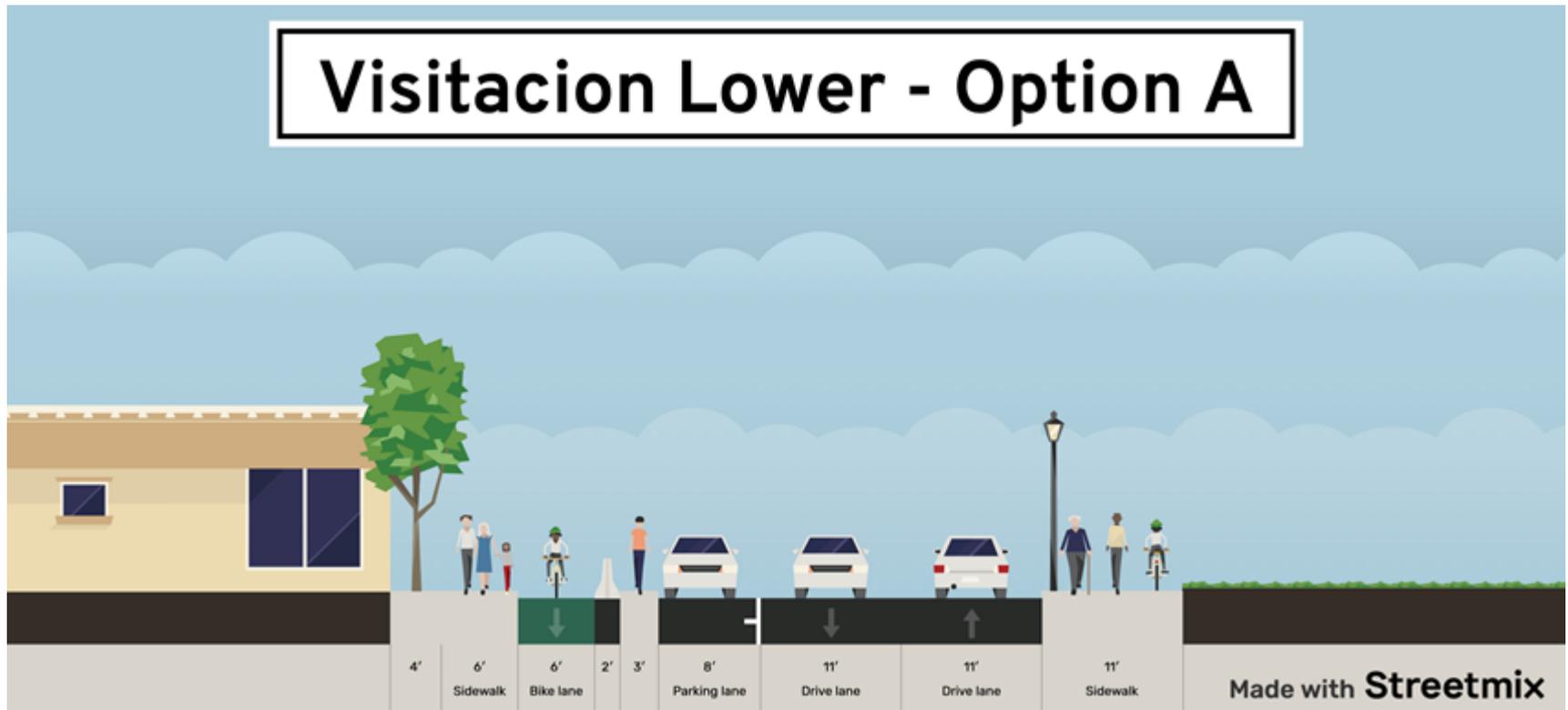


- No sidewalks
- Fast vehicles
- Parking both sides
- Guardrails



Lower Section – Herz – Option A

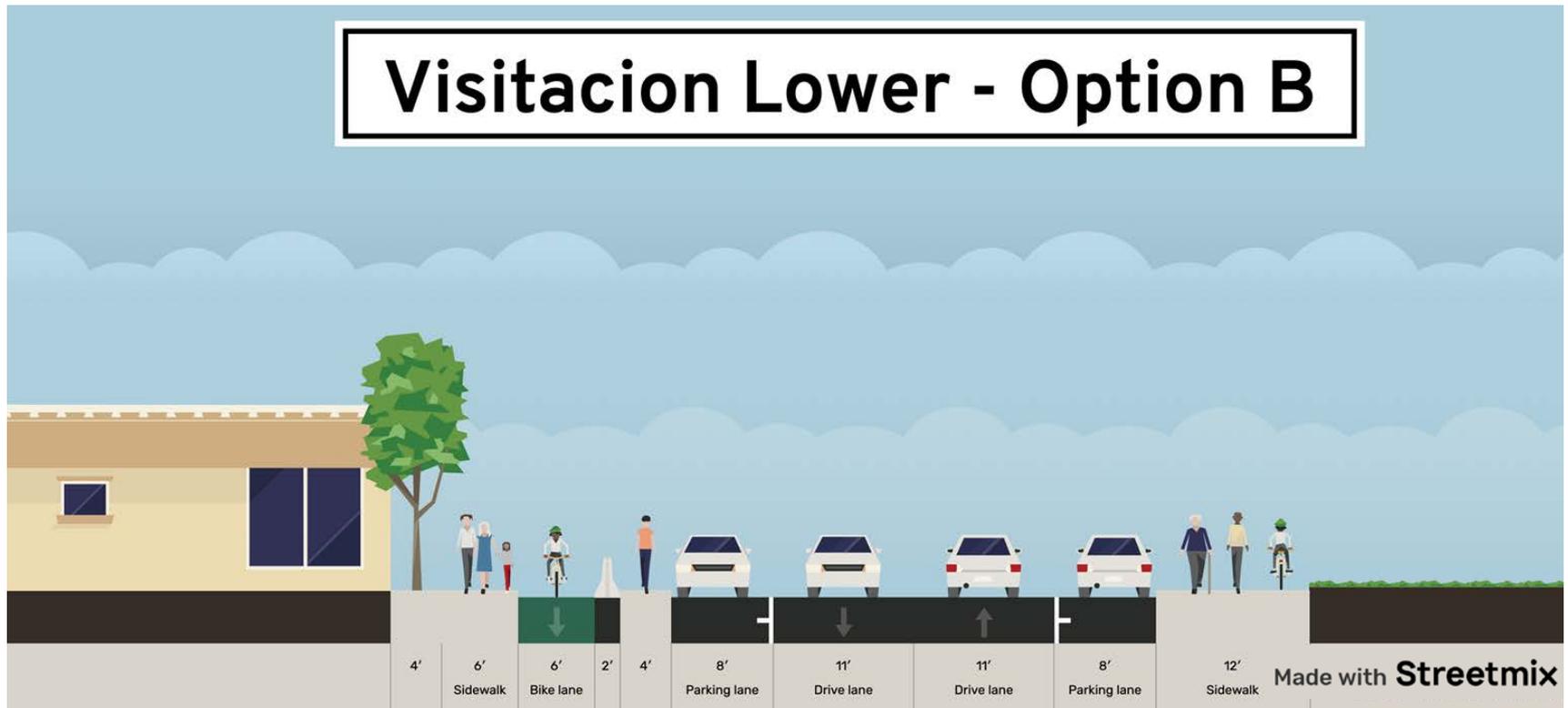
- Sidewalks both sides
- Traffic calmed with narrower roadway
- Parking on Herz side of street
- Protected bikeway – downhill
- Multi-Use Sidewalk – uphill
- Street Lighting



Lower Section – Herz – Option B

- Sidewalks both sides
- Traffic calmed with narrower roadway
- Parking on both sides of street
- Protected bikeway – downhill
- Multi-Use Sidewalk - uphill

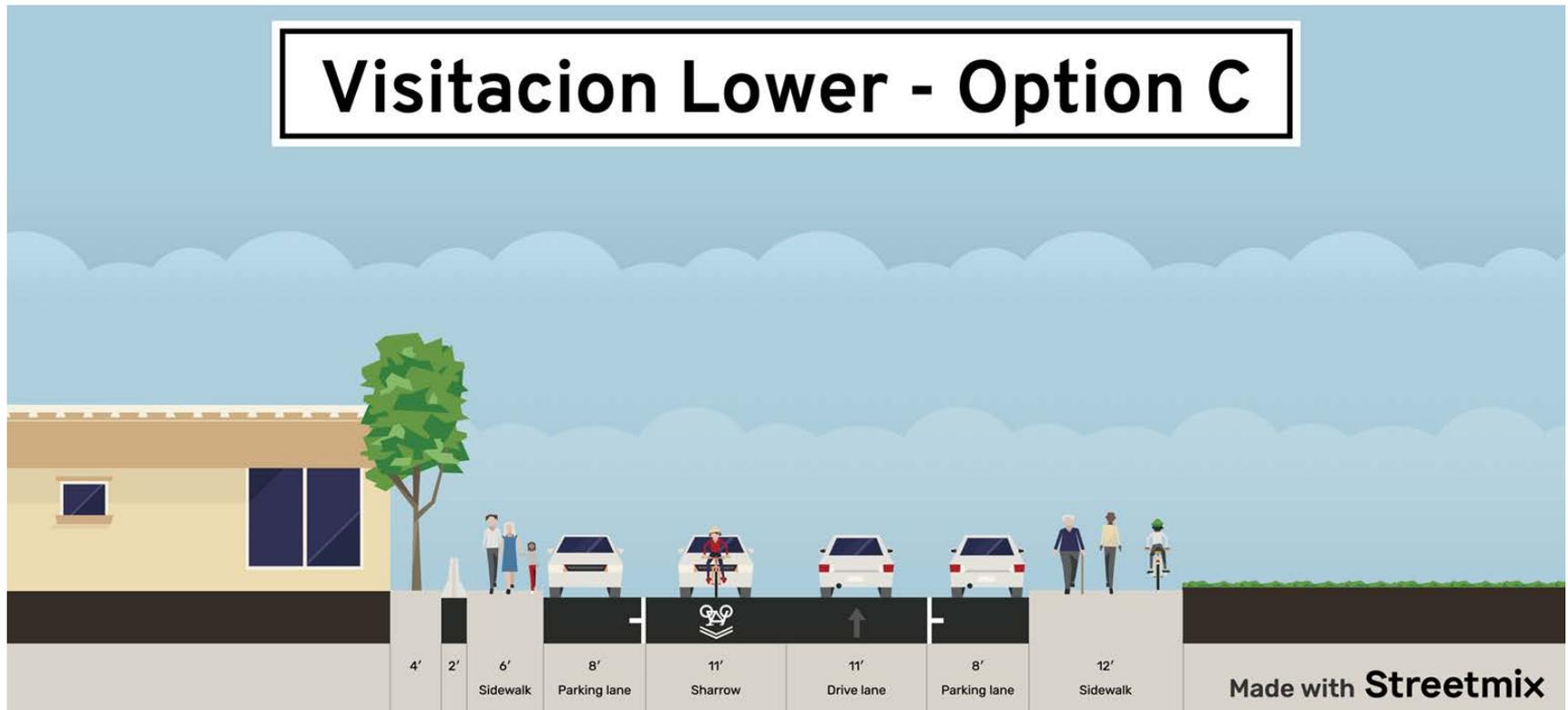
Visitacion Lower - Option B



Lower Section – Herz – Option C

- Sidewalks both sides
- Traffic calmed
- Barrier removal for parking
- Parking on both sides of street
- No bike protection – downhill
- Multi-Use Sidewalk – uphill

Visitacion Lower - Option C



Middle Section



- New East sidewalk –
 - Pedestrians
 - Bikes going uphill
- Crosswalk at Leland
- Downhill bikeway
- Raymond Ave connection
- Parking/Pickup near Middle School



Middle Section – Raymond

Existing
46 feet wide

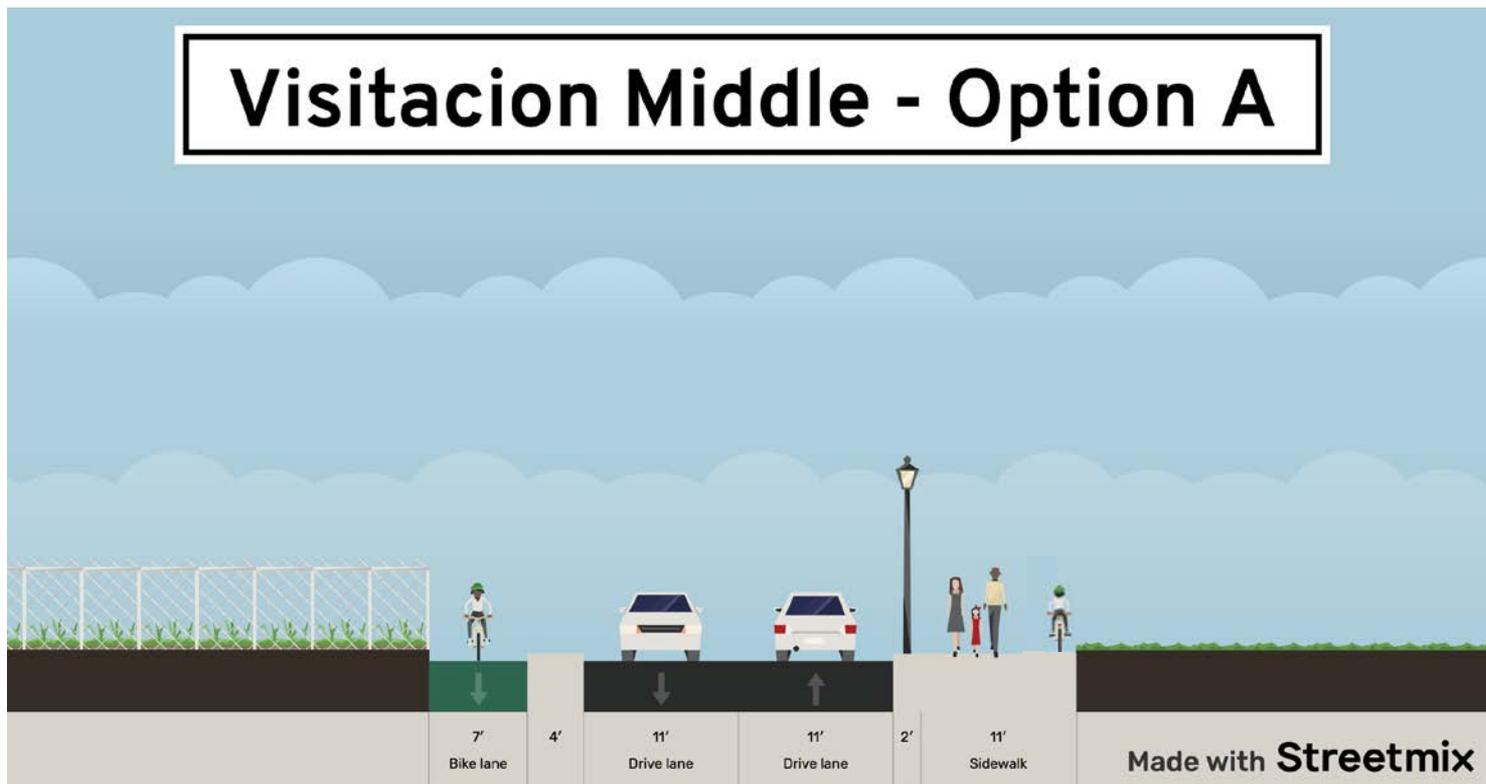


- No sidewalks
- Fast vehicles
- Parking both sides
- No bike facilities



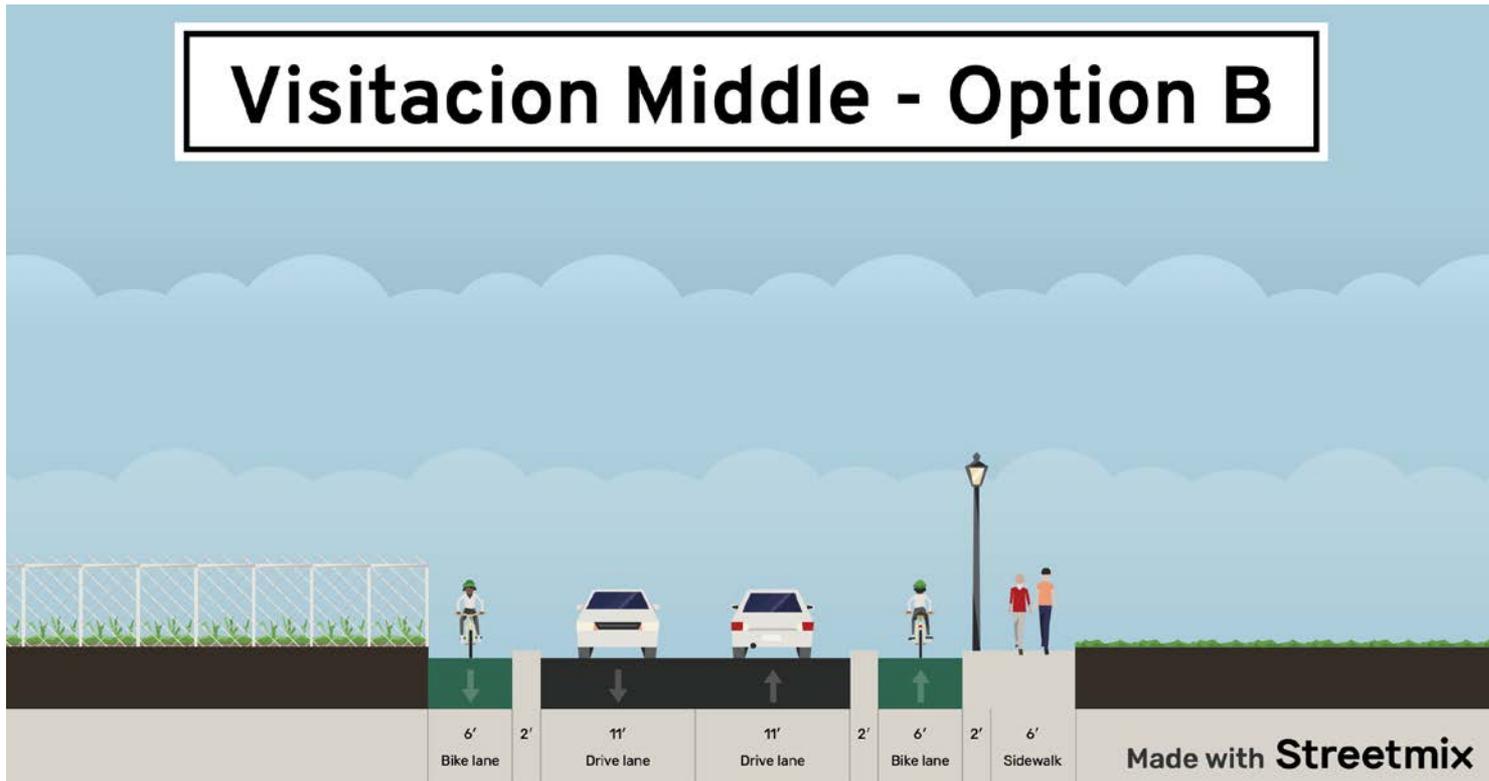
Middle Section – Raymond – Option A

- New sidewalk
- Traffic calmed with narrower roadway
- No parking
- Protected bikeway – downhill
- Multi-Use Sidewalk – uphill
- Street Lighting



Middle Section – Raymond – Option B

- New sidewalk
- Traffic calmed with narrower roadway
- No parking
- Protected bikeway – downhill & uphill
- Multi-Use Sidewalk - uphill



Upper Section



- Refurbish east sidewalk
 - Where needed
- Uphill protected bikeway
- Downhill protected bikeway
- Parking/Pickup near Middle School



Upper Section – Campbell

Existing
38 feet wide

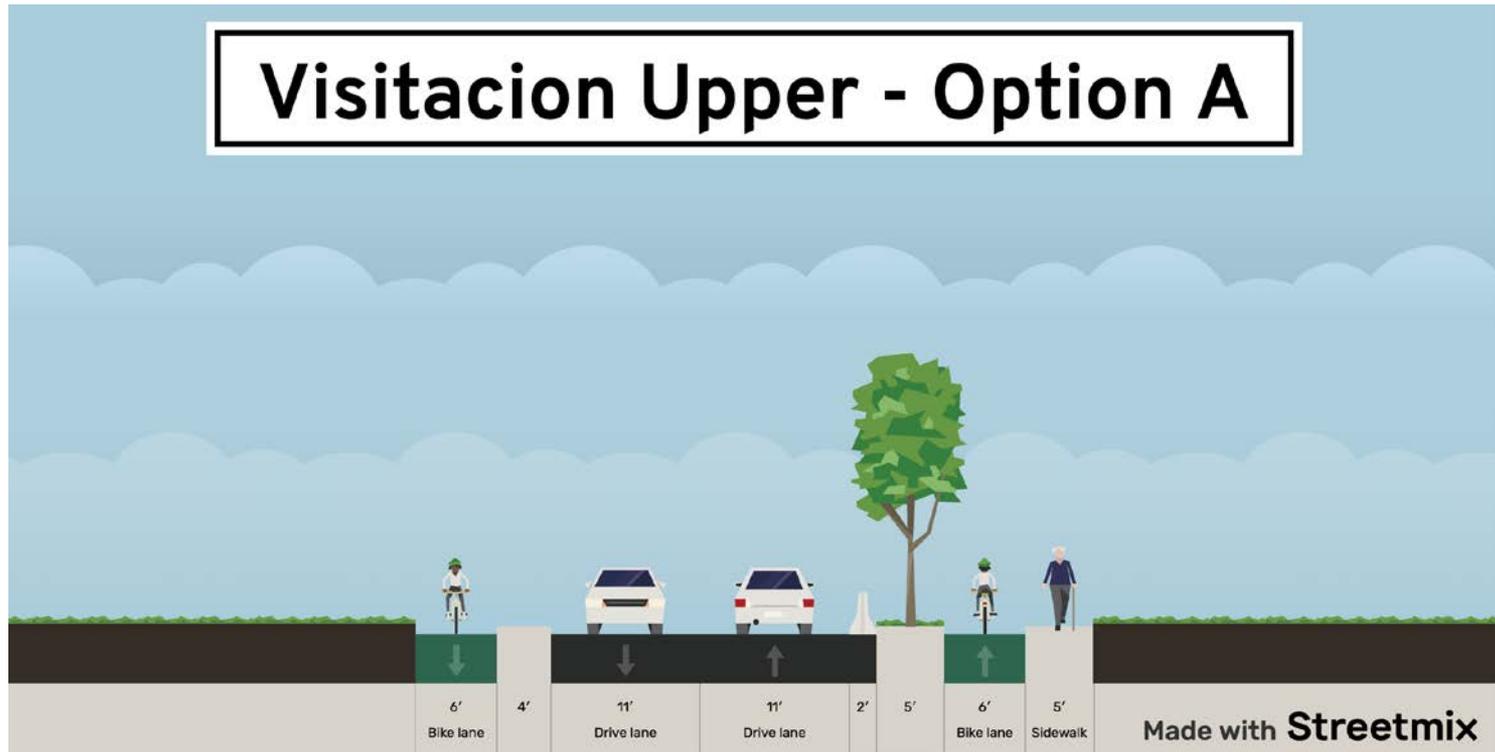


- 1 sidewalk
- Parking both sides
- Fast vehicles
- No bike facilities



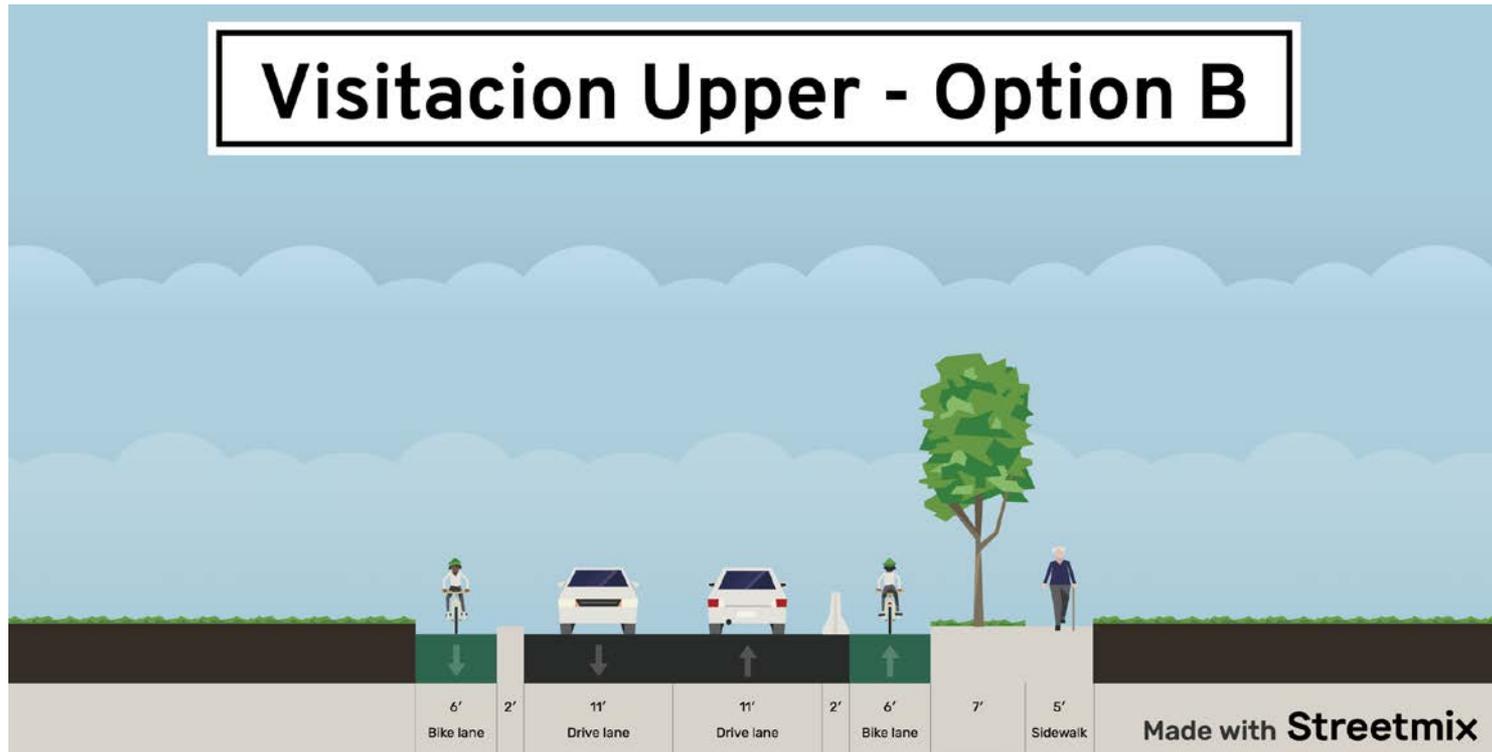
Upper Section – Campbell – Option A

- Repaired sidewalk
- Traffic calmed with narrower roadway
- No parking
- Protected bikeway – up and downhill



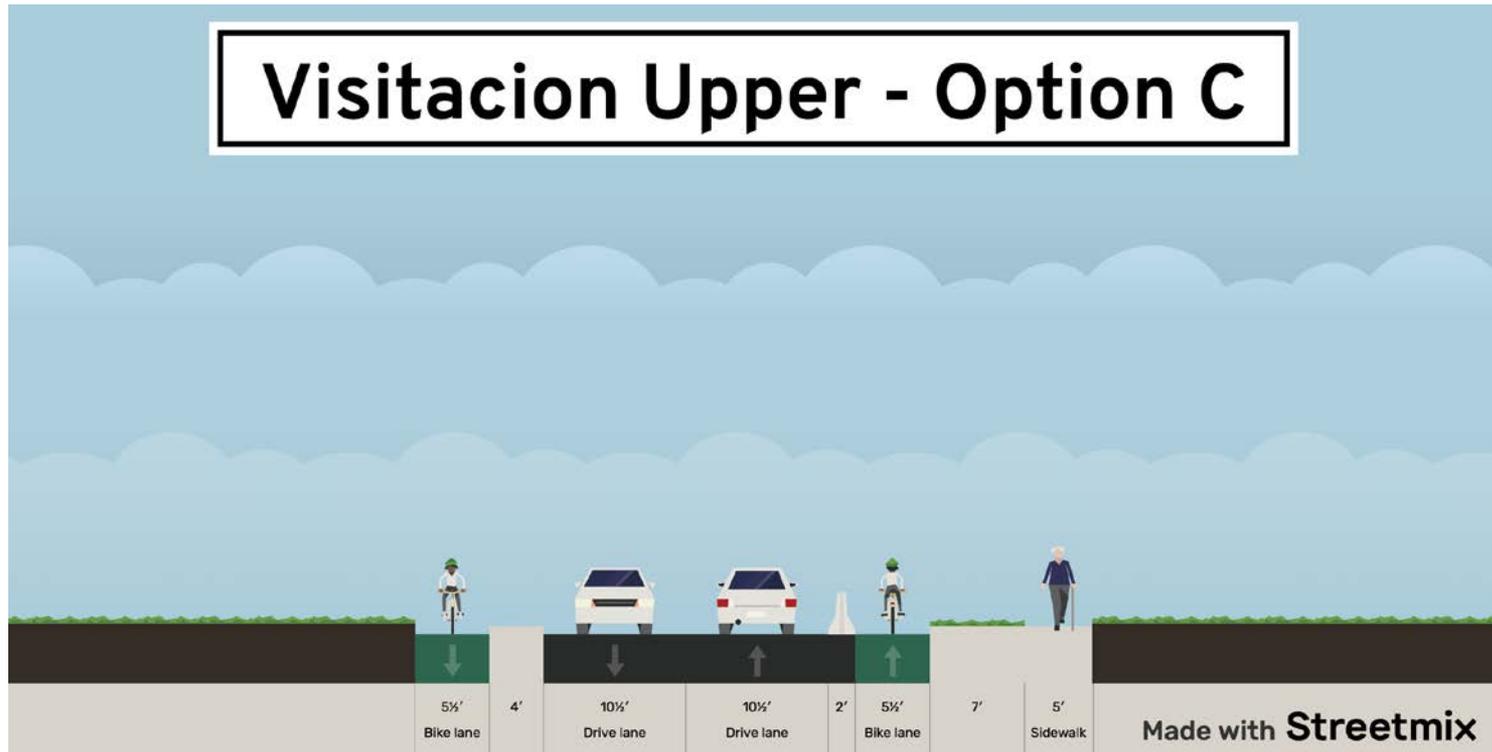
Upper Section – Campbell – Option B

- New sidewalk
- Traffic calmed with narrower roadway
- No parking
- Protected bikeway – downhill
- Multi-Use Sidewalk - uphill



Upper Section – Campbell – Option C

- Repaired sidewalk
- Traffic calmed with narrower roadway
- No parking
- Protected bikeway – downhill
- Multi-Use Sidewalk - uphill



Tradeoffs

Feature	Tradeoffs & advantages					
	Traffic lanes	Open Space	Pedestrians	Bikes	Parking	Transit
Wider sidewalks	Traffic more calmed	May use some space	Improved walk experience	Room for bikes going uphill	Less Parking	Unaffected
Protected Bike lanes	Traffic more calmed	Unaffected	Downhill bike lane buffers pedestrians	Fully protected and out of roadway	Less Parking	May narrow lanes
Parking (1 side)	Unaffected	Unaffected	Sufficient space for pedestrians	Fully protected and out of roadway	Event days impacted with high parking demand	Unaffected
Parking (2 sides)	May have more parking / traffic conflicts	Some open space affected	Guardrail does not protect pedestrians	Requires bikes downhill to mix with fast vehicles	Maintains current parking in Herz area	May narrow lanes



Breakout Groups – Discuss Tradeoffs, Preferences, Alternatives



Report back on Breakout session



Next Steps

- Outreach:
 - Additional meetings with local groups
 - Analyze feedback
- Design and Analysis
 - Traffic counts
 - Analyze roadway engineering
- Present preferred alternative in public meeting
 - Spring 2022
 - Final design adjustments after meeting
- Rec Park Commission: present for approval
 - Summer/Fall 2022



Next Steps - Schedule

