

Mansell Street Corridor Improvements

Recreation and Park Department

February 9, 2013





Project Team

- Recreation and Park Department
- Department of Public Works
- Municipal Transportation Agency
- McLaren Park Community



SFMTA
Municipal Transportation Agency





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

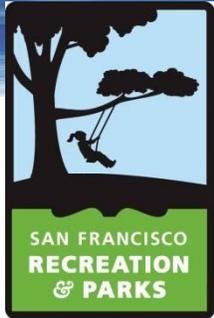
1. Review existing conditions along Mansell and Brazil
2. Review preliminary concept ideas based on previous community feedback
3. Gather additional feedback



Project History

Mansell Street has been identified as a high priority project based on the following:

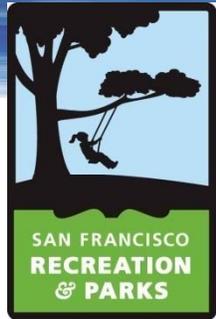
- 2010 McLaren Park Need Assessment
- Public input at 2012 Park Bond public outreach meetings
- Input from the McLaren Park groups
- Matching grant opportunities
- Collaboration potential



Project History

Improvements requested include:

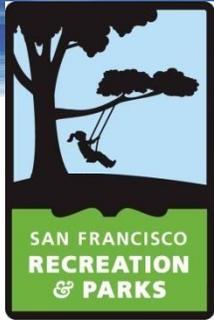
- Striping to narrow to one lane each direction
- Pedestrian paths along Mansell Street
- New crosswalks and clear lane markings
- Bicycle lanes
- Traffic calming: reduced speed limits, speed bump, traffic signs
- Transit facilities



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!



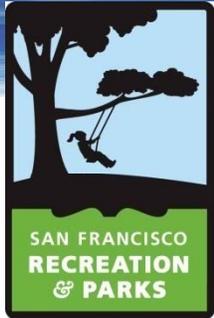


Project Funding

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 Scope

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



Planning Schedule

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

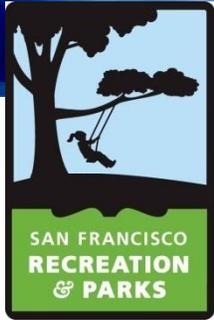




Pavement Issues

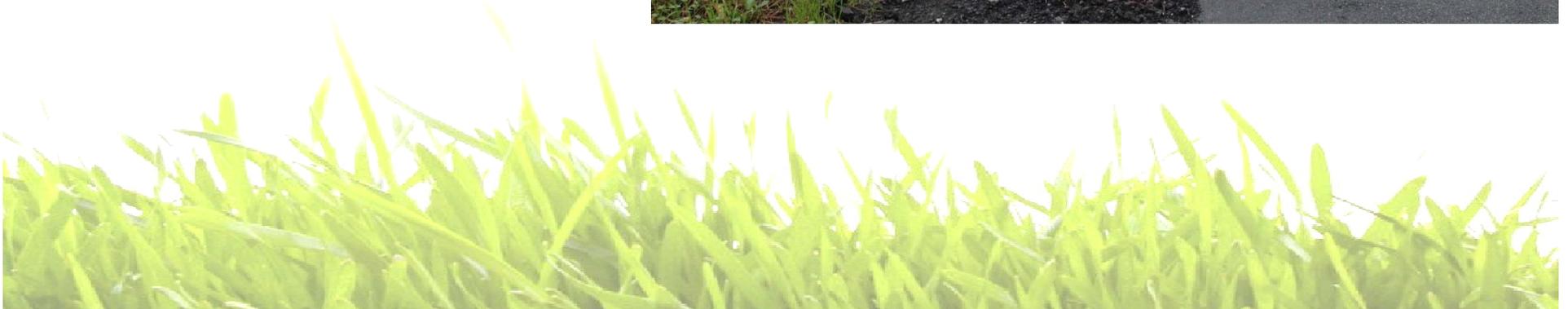
- Non-existent or faded lane striping
- Poor marking of bus stops
- No bike lanes





Pavement Issues

- Unstable edge condition
- No pedestrian paths



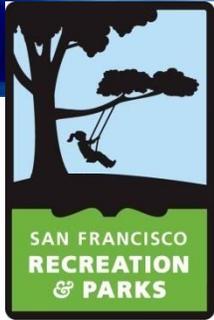


Bus Stops



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





Transit Stops

- Lack of bus waiting area



Accessibility



- Accessibility issues





Vehicular Traffic

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





Mansell Street Existing Conditions

- Typical condition along Mansell Street

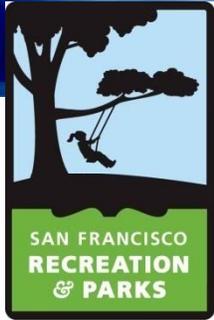




Persia Street Existing Conditions

- Typical condition from Dublin to Brazil

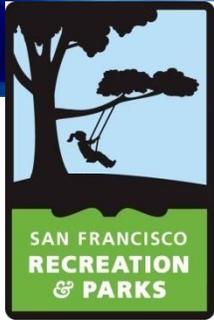




Vehicular Traffic

- 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



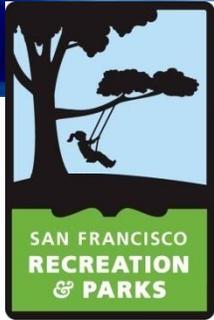


Brazil Avenue

- 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



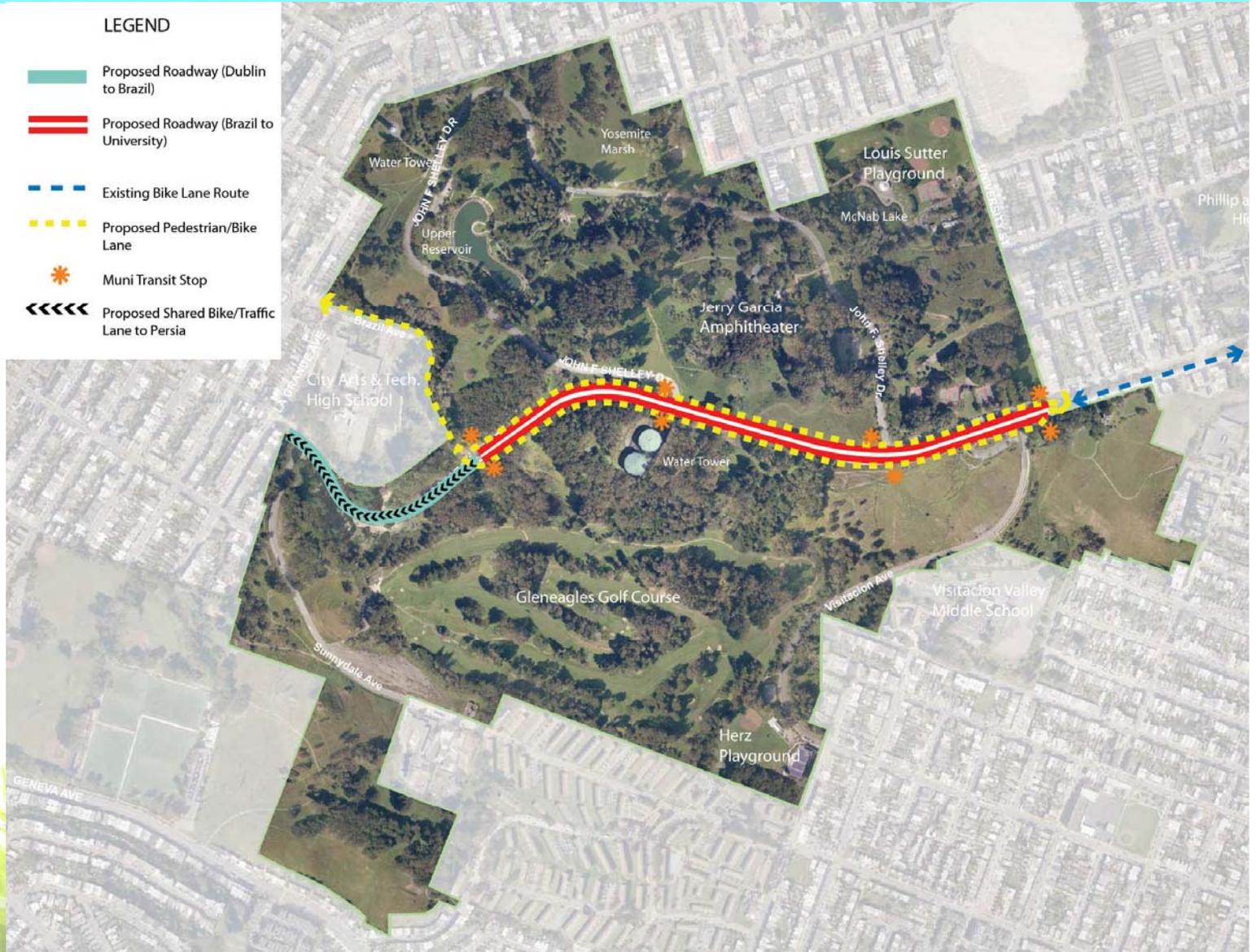
Surface of Crosswalk is Elevated +/- 6" above adjacent roadway





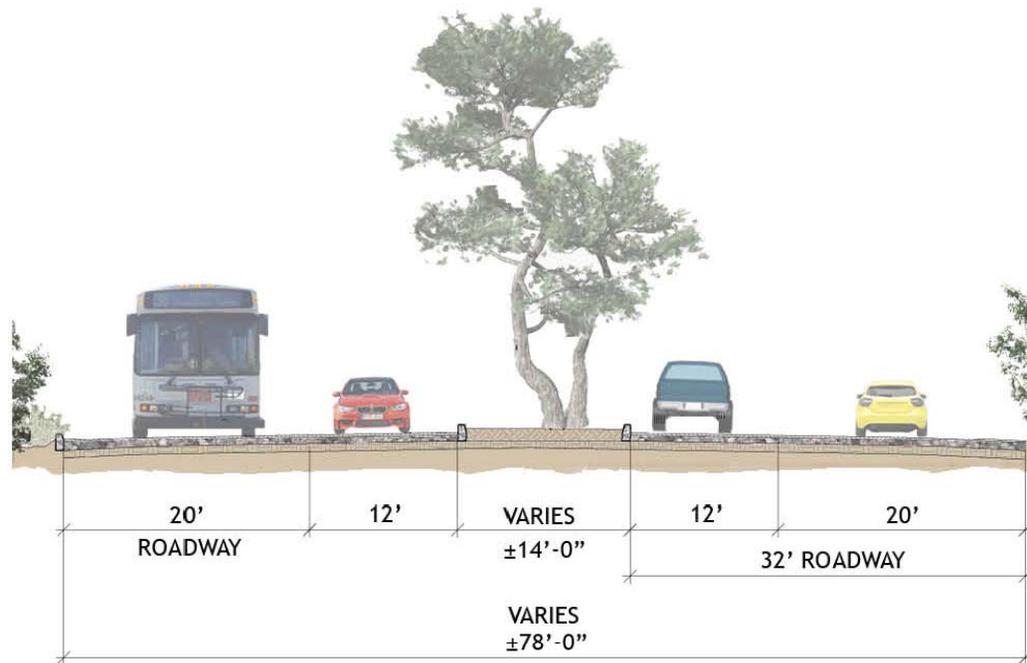
Separated Roadway

- 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



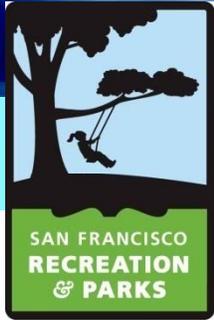


Separated Roadway

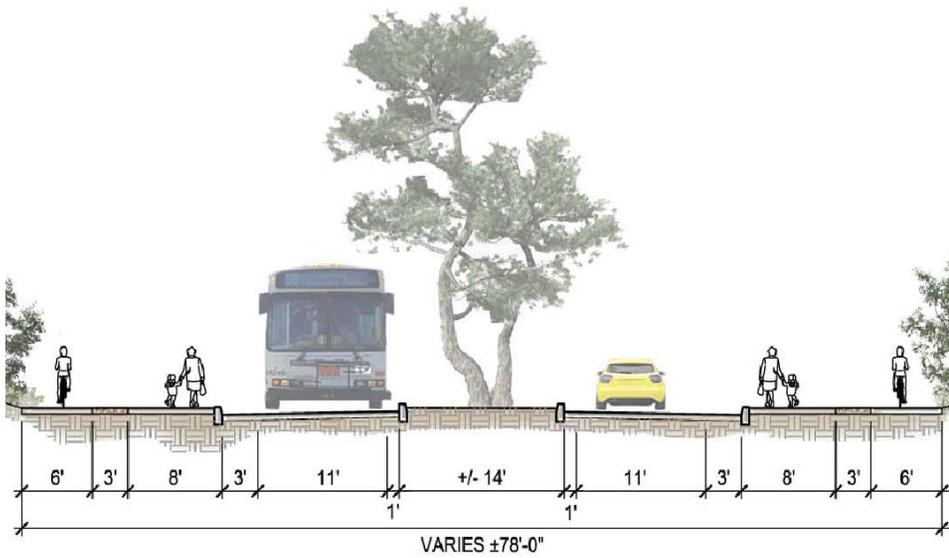


EXISTING SECTION

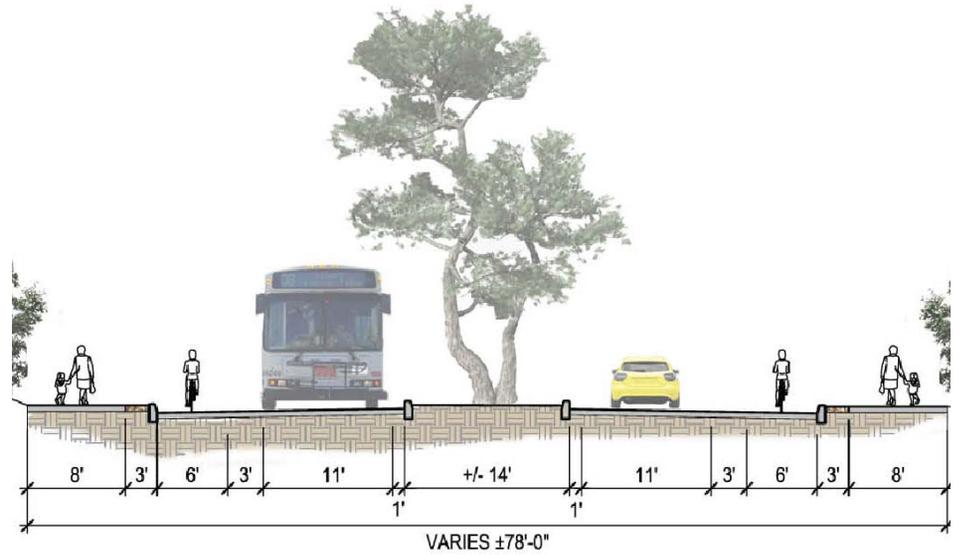




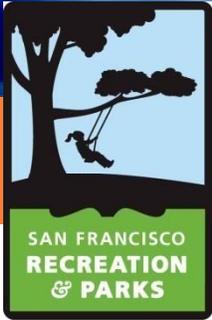
Separated Roadway



ALTERNATIVE 1 PROPOSED SECTION



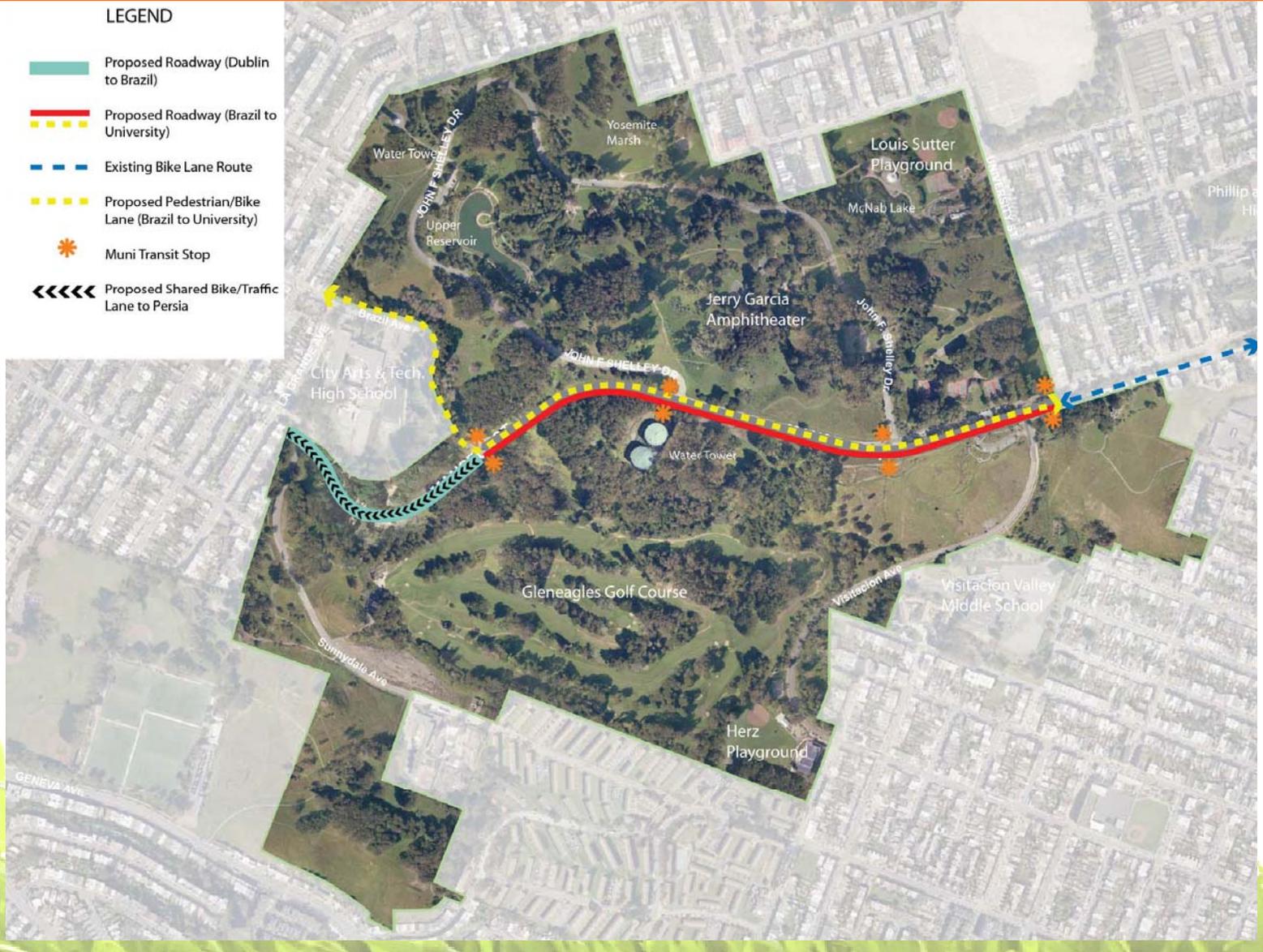
ALTERNATIVE 2 PROPOSED SECTION

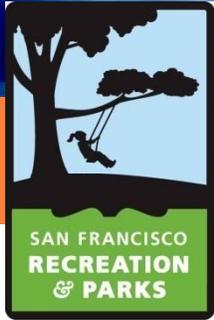


One-Sided Roadway

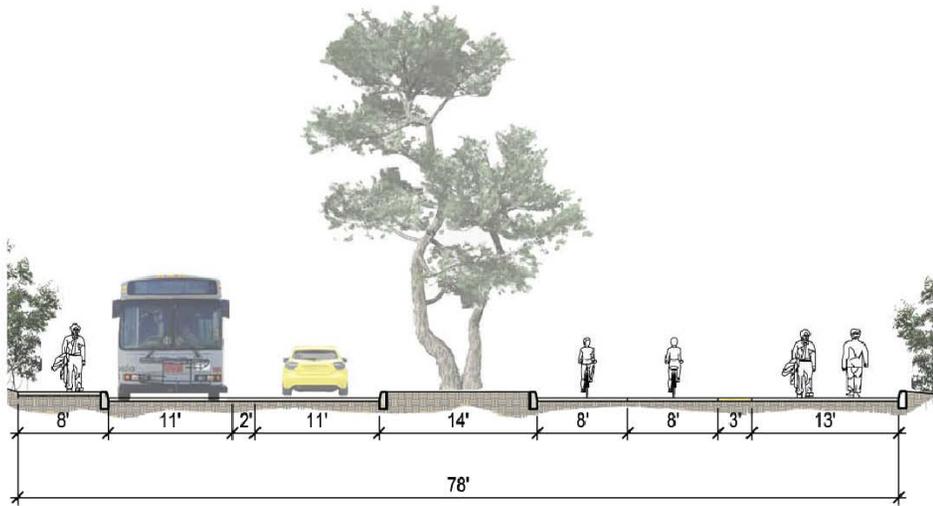
LEGEND

-  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

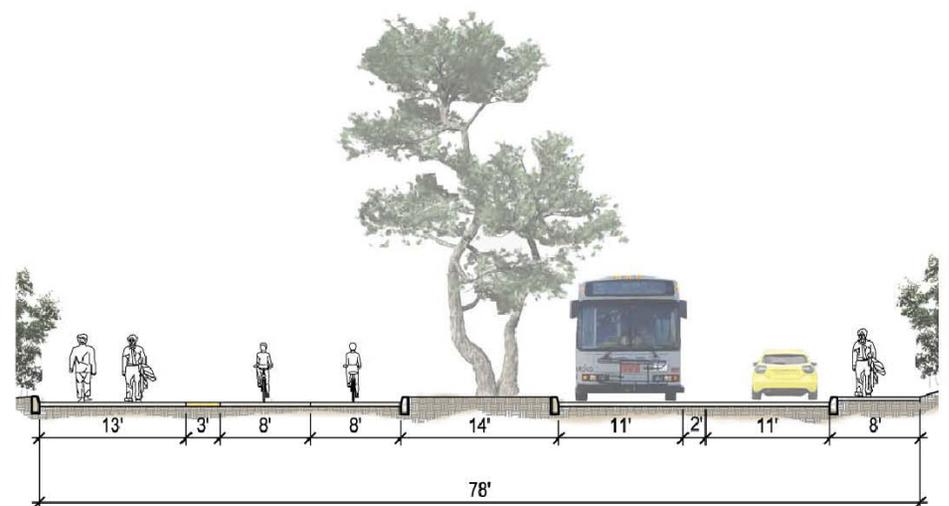




One-Sided Roadway



ALTERNATIVE 1 PROPOSED SECTION
Pedestrians on South Side



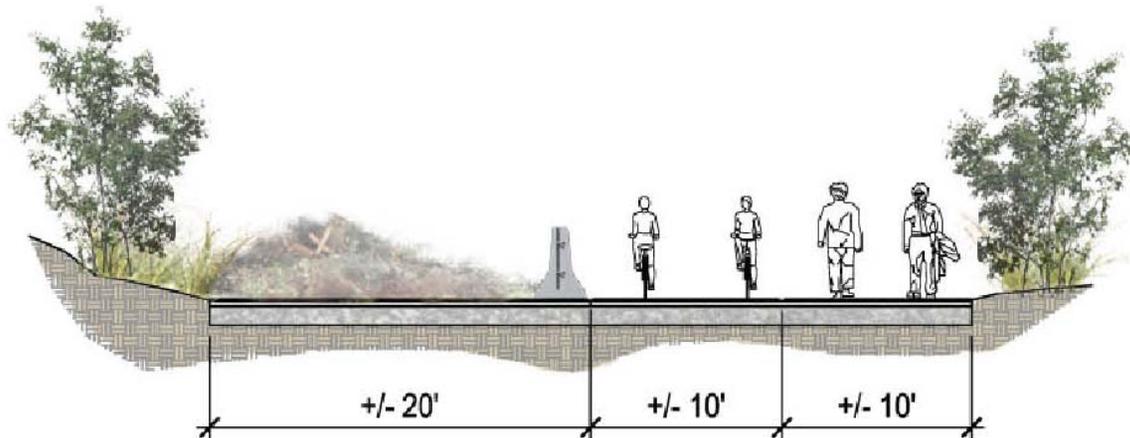
ALTERNATIVE 2 PROPOSED SECTION
Pedestrians on North Side



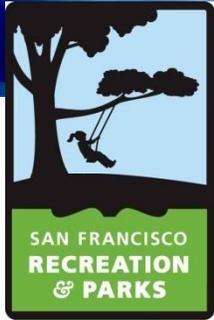
Brazil Street



- Brazil section is identical in both design alternatives



PROPOSED SECTION



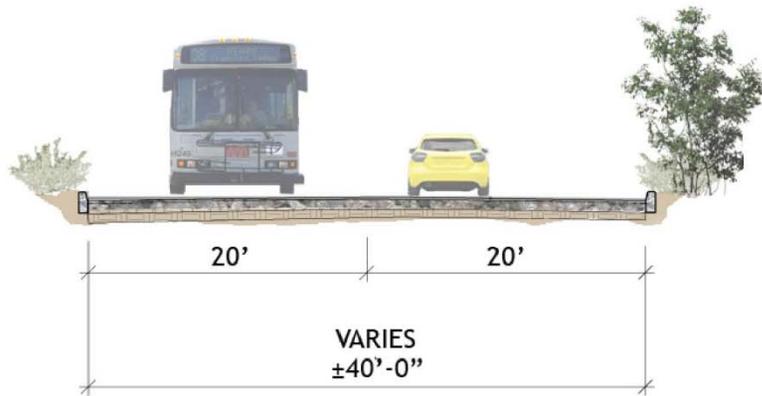
Public Art



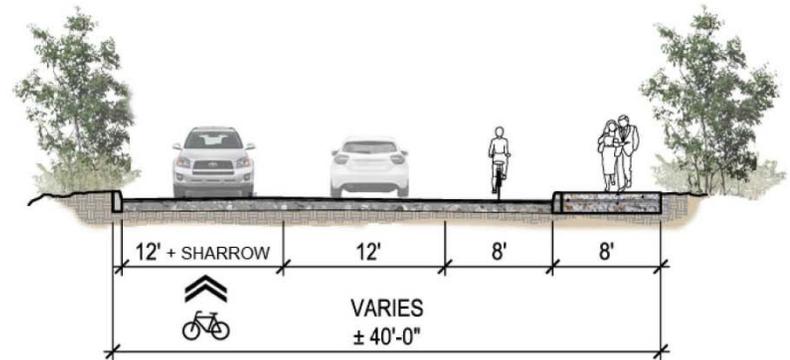


Persia West of Brazil

- Dublin to Brazil section is identical in both design alternatives



EXISTING SECTION



PROPOSED SECTION





Persia/Sunnydale Intersection

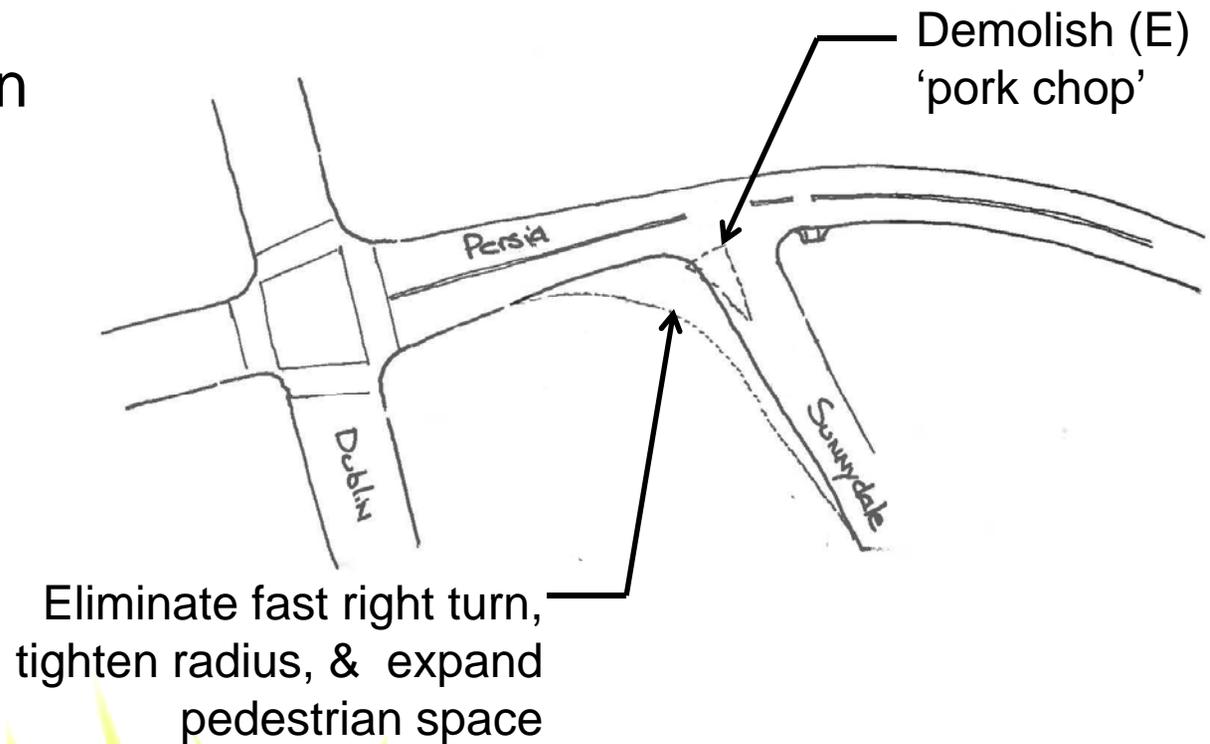
- Difficult pedestrian crossing
- Adjust layout to help slow vehicular speeds

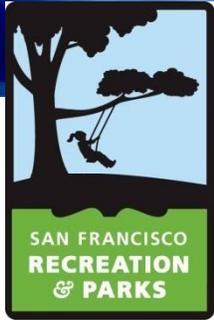




Persia/Sunnydale Intersection

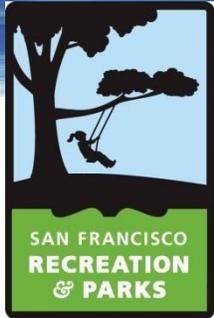
- Improve pedestrian space and access





EXCERSIZE





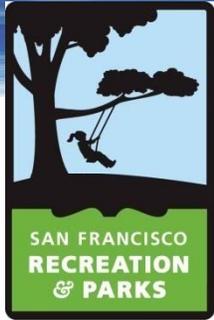
Feedback

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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ATTN: Steph Kawachi
30 Van Ness Ave., 4th Floor
SF, CA 94102

Fax: 415-581-2540

Email: stephanie.kawachi@sfgov.org



City Contact

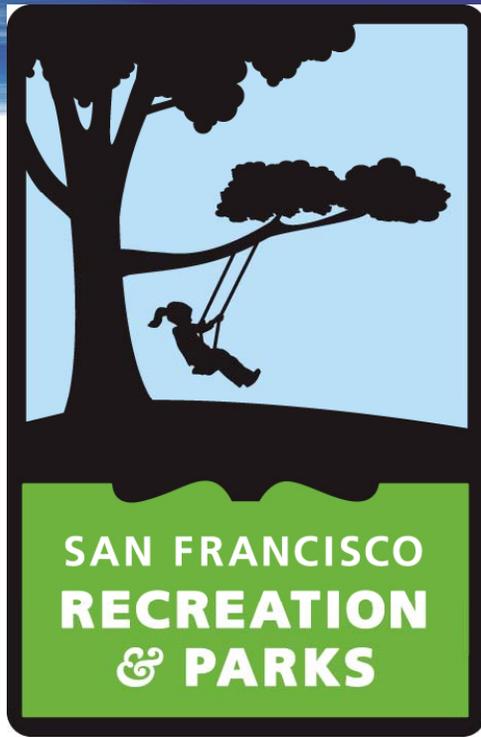
Karen Mauney-Brodek

karen.mauney-brodek@sfgov.org

Website:

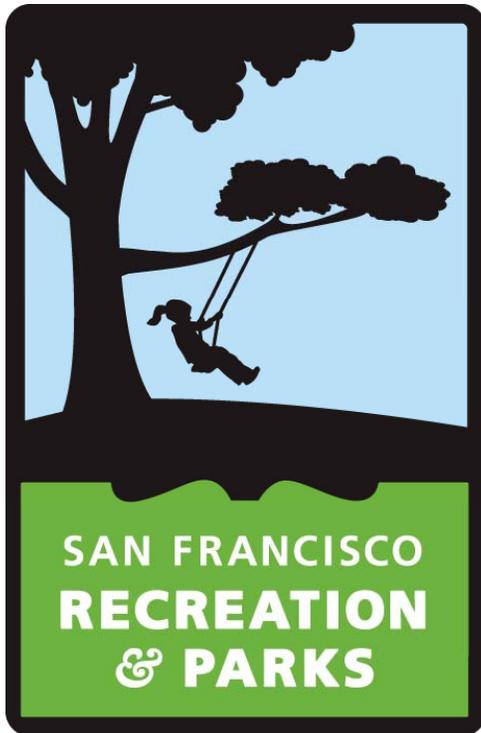
<http://sfrecpark.org/project/mclaren-mansell-project/>

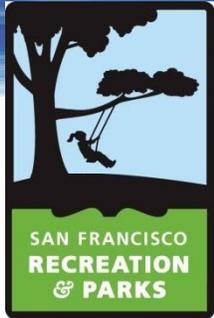
Note: All section dimensions and designs shown in this presentation are preliminary and subject to change.



Thank you!







Preliminary Project Schedule

Planning Phase

- January - April 2013

Environmental Clearance

- April 2013 – September 2014

Design/Construction Documents

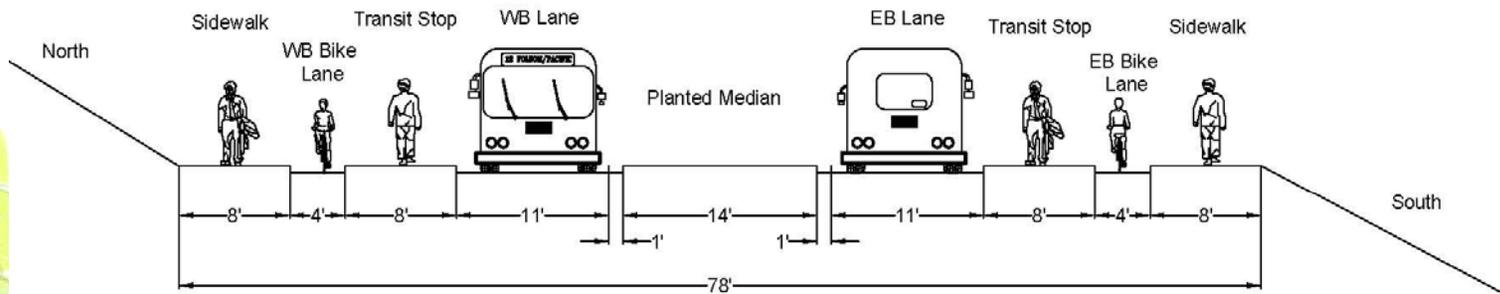
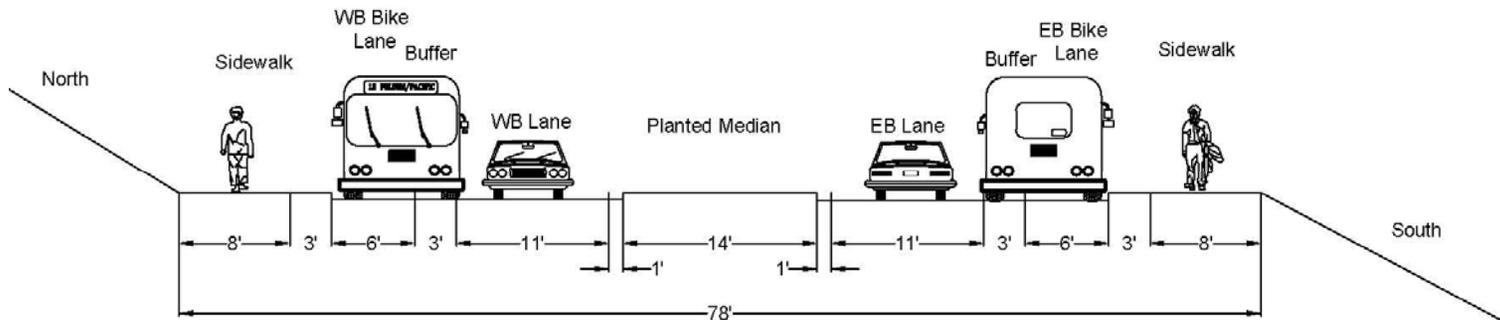
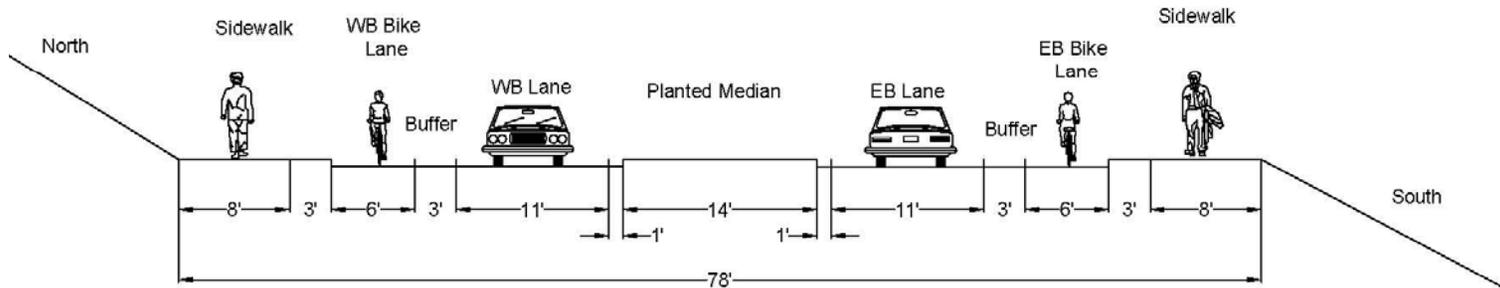
- April 2014 – October 2014

Construction Phase

- May 2015 – July 2016

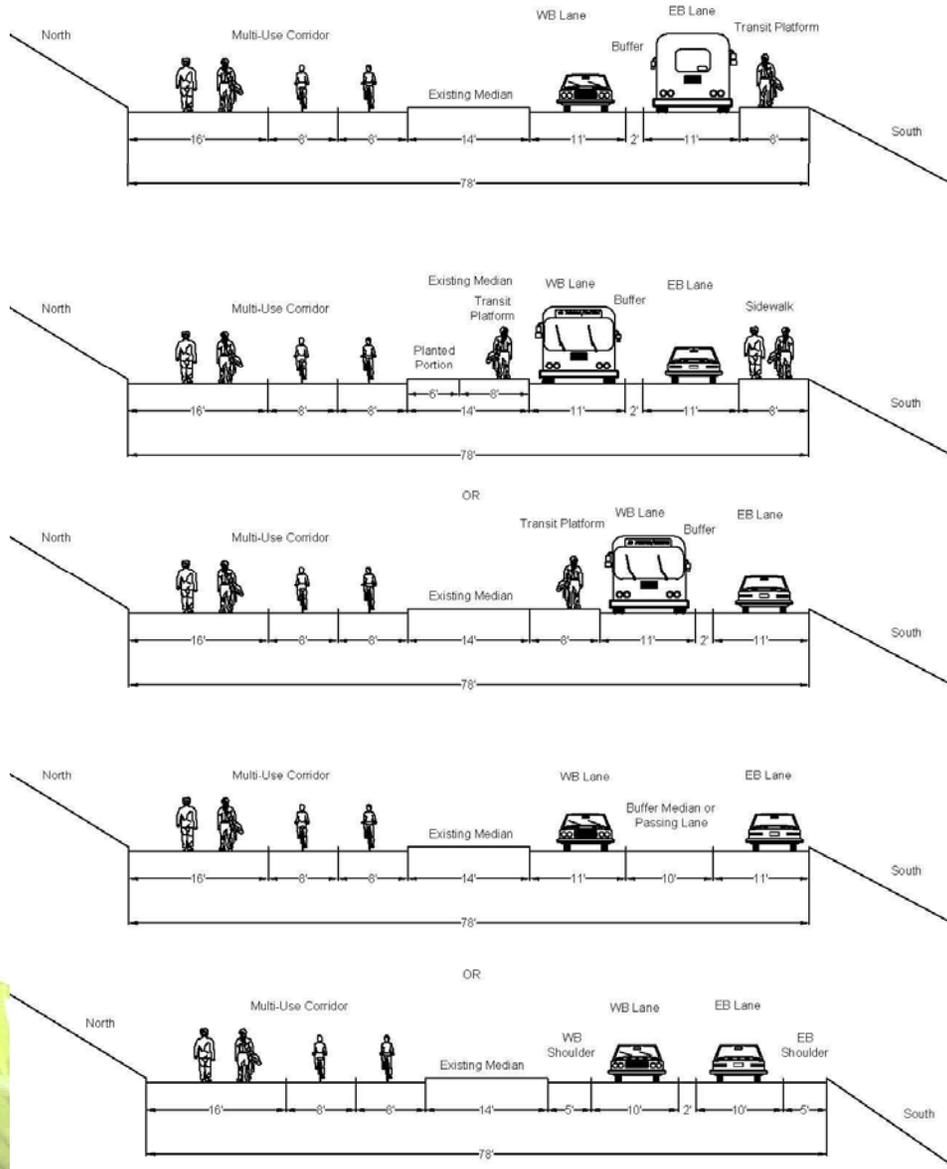


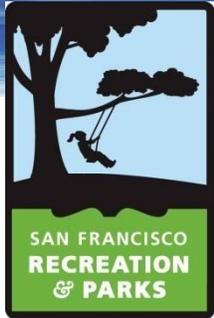
Mansell East of Brazil-Separated





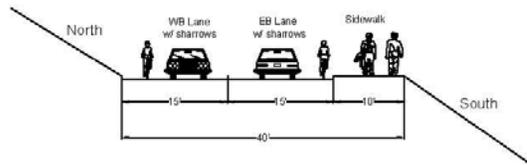
Mansell East of Brazil-One Sided



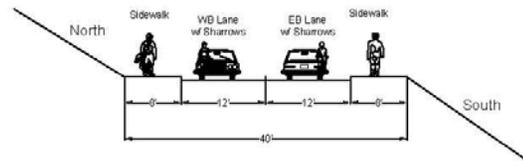


Mansell West of Brazil

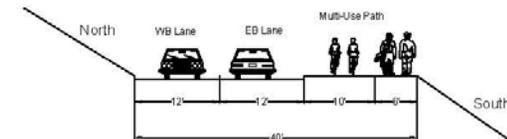
Mansell West of Brazil:
South Side Sidewalk w/Sharrows
Eastbound View



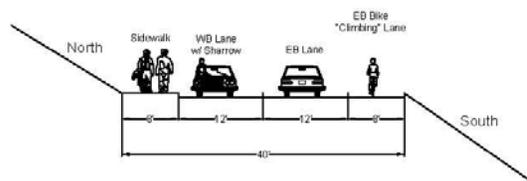
Mansell West of Brazil:
North and South Side Sidewalks
Eastbound View



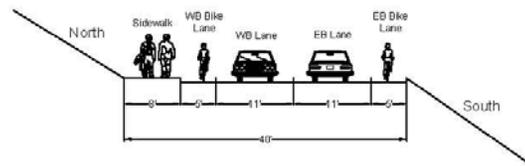
Mansell West of Brazil:
South Side Multi-Use Path
Eastbound View



Mansell West of Brazil:
North Side Sidewalk w/Climbing Lane
Eastbound View



Mansell West of Brazil:
North Side Sidewalk w/Bike Lanes
Eastbound View



Mansell West of Brazil:
South Sidewalk w/Climbing Lane
and sharrows

