

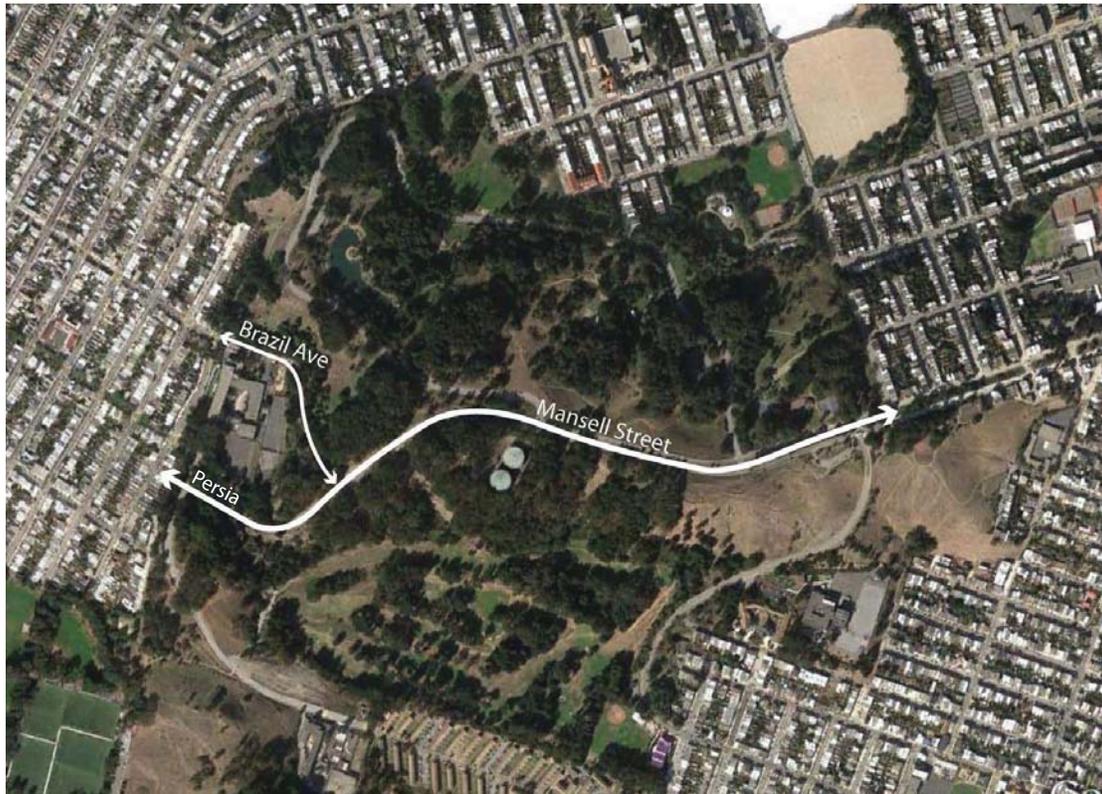
Mansell Street Improvements: Community Feedback



SFMTA
Municipal Transportation Agency



Thank you for joining us in developing a new design for Mansell Street in McLaren Park! We are asking for your feedback to determine the best proposal to serve the needs of all users of Mansell Street. This project proposes to repave the road, provide space for bicyclists and pedestrians, improve access to Muni bus stops, and reduce speed limits on Mansell Street. We need your feedback to help us determine the best configuration of the proposed elements.



Name (optional): _____

Home address (optional): _____ Zip Code: _____

Email address (optional): _____

PART I: How do you use Mansell?

1. How do you usually get to McLaren Park? (check all that apply)

- Walk along Mansell Street. How many times per month? _____
- Walk along park trails and paths. How many times per month? _____
- I take the bus. How many times per month? _____
- I drive on Mansell. How many times per month? _____
- I ride my bike. How many times per month? _____
- Other. Please specify: _____

2. How do you use Mansell Street? (check all that apply)

- To get across town
- To get to the park

3. Please rate the following improvements to the road on a scale of 1 to 5, with 1 being least important and 5 being most important:

| | least important | ←————→ | most important | | |
|---|-----------------|--------|----------------|---|---|
| bike access | 1 | 2 | 3 | 4 | 5 |
| pedestrian access, including crosswalks | 1 | 2 | 3 | 4 | 5 |
| better access to Muni/bus stops | 1 | 2 | 3 | 4 | 5 |
| easy access by car | 1 | 2 | 3 | 4 | 5 |
| integrating the roadway into the park | 1 | 2 | 3 | 4 | 5 |
| repaving Mansell Street | 1 | 2 | 3 | 4 | 5 |
| connectivity from Mansell Street to park features | 1 | 2 | 3 | 4 | 5 |
| separation of bikes from pedestrians | 1 | 2 | 3 | 4 | 5 |
| traffic calming | 1 | 2 | 3 | 4 | 5 |
| other (please specify): | 1 | 2 | 3 | 4 | 5 |

4. In addition to the above improvements, how would you rate the following other possible improvements, with 1 being least important and 5 being most important:

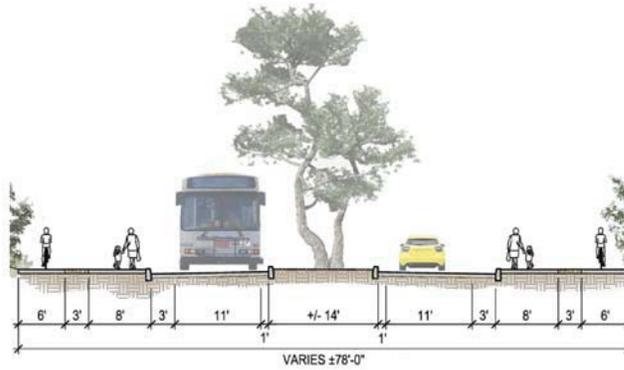
| | least important | ←————→ | most important | | |
|--|-----------------|--------|----------------|---|---|
| adding lighting along portions of Mansell Street | 1 | 2 | 3 | 4 | 5 |
| landscape improvements in the median | 1 | 2 | 3 | 4 | 5 |
| adding site furnishings, such as benches | 1 | 2 | 3 | 4 | 5 |
| intersection improvements along Sunnydale Avenue | 1 | 2 | 3 | 4 | 5 |
| including public art | 1 | 2 | 3 | 4 | 5 |

PART II: Options for Mansell Street

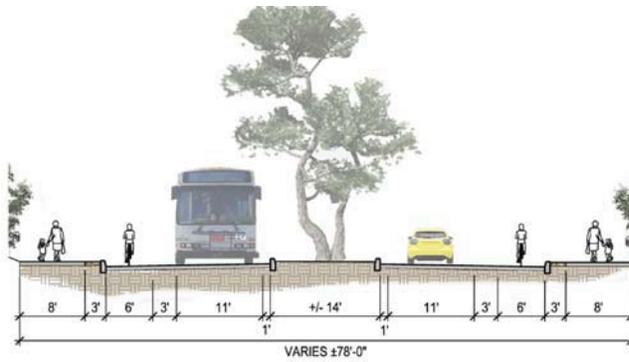
There are two main options for the re-design of Mansell Street. Option A, the “Separated Street” option involves keeping the street separated with a median in the stretch between University Street and Brazil Ave, with vehicles, pedestrians and bikes on both sides of the median. Option B, the “One-sided” option, moves all the pedestrian and bike traffic to one side of the median, and keeps all the automobile and transit traffic on the other side. Please review the options and answer the accompanying questions.

OPTION A: Separated Street

Below are section views of the "Separated Street" option, showing two ways in which we could align bikes and pedestrians with traffic. Either the bike lane would be at street level or at the sidewalk level.



ALTERNATIVE 1 PROPOSED SECTION



ALTERNATIVE 2 PROPOSED SECTION

1. In the Separated Street option, would you prefer to have all the bikes at street level with the cars and buses, or at the sidewalk level separated from vehicles?

I would prefer to have the bikes at street level.

I would prefer to have the bikes at sidewalk level.

2. Overall, do you like the Separated option?

Strongly like

Somewhat Like

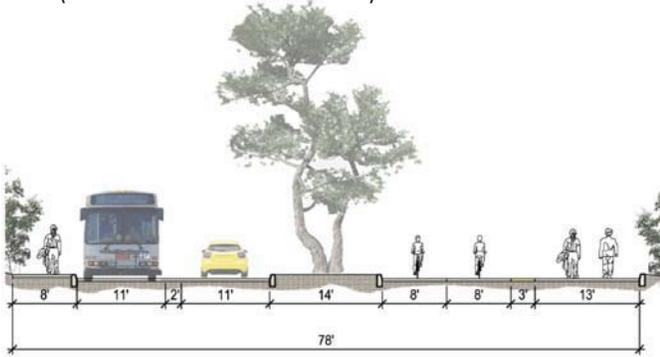
Somewhat Dislike

Strongly Dislike

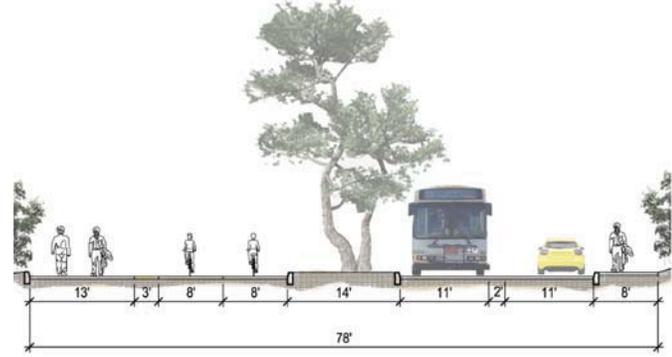
Please provide any comments on Option A:

OPTION B: One-sided Option

Below is a section view of the “One-sided” option, showing the pedestrians and bikes on one side of the median (the “Multi-Use Corridor”), and cars, buses, and bus stops on the other side of the median.



PEDESTRIANS ON SOUTH SIDE
ALTERNATIVE 1 PROPOSED SECTION



PEDESTRIANS ON NORTH SIDE
ALTERNATIVE 2 PROPOSED SECTION

1. In the one-sided option, would you prefer the Multi-use Corridor for bikes and pedestrians to be on the north side or the south side of the median? (Note for reference: the tennis courts, playgrounds, Shelley Loop, dog play area, some trails and picnic areas, and amphitheater are all features on the north side of McLaren Park. The overlook, parking lot, some trails and picnic areas, golf course, and connections to Visitacion and Sunnydale Streets are on the south side of the park.)

I would prefer the pedestrians and bikes on the north side

I would prefer the pedestrians and bikes on the south side

2. Overall, do you like the One-sided option?

Strongly Like

Somewhat Like

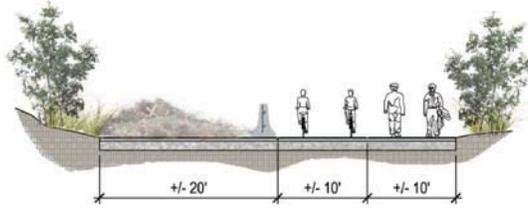
Somewhat Dislike

Strongly Dislike

Please provide any comments on Option B:

PART III: Brazil Avenue

Brazil Avenue intersects with Mansell Street toward the western end of Mansell. At this time, no automobile or bus traffic drives down this road, but bikes and pedestrians are allowed. The space is currently used to store green waste such as tree clippings generated by park operations. Possible improvements would be made to clearly define bike, pedestrian, and green waste storage areas. Please review the following drawing and answer the following question.



PROPOSED SECTION

1. Do you think it is a priority to identify funds for the improvements on Brazil Avenue?

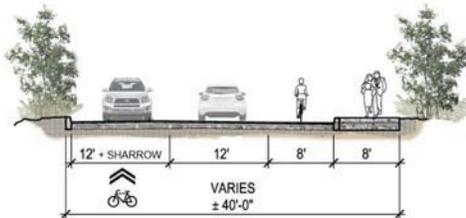
High priority

Medium priority

Low priority

PART IV: Persia Avenue

At the western end of McLaren Park, Mansell Street narrows and becomes Persia Avenue. Given that in all options Brazil Street will remain an alternative bike and pedestrian route, what type of bike and pedestrian space would you like to see on Persia Avenue? These could either be sharrows (shared bike and vehicle lanes), bike lanes, or a multi-use path (shared bike and pedestrian paths).



PROPOSED SECTION

1. Given that Mansell Street is not wide enough in this area to provide dedicated space for bikes and pedestrians on both sides of the street, do you like this proposed design?

Strongly like

Somewhat like

Somewhat dislike

Strongly dislike

2. Please provide any comments you may have on the proposed Persia Avenue design:

To find more information about the Mansell Street Improvement Project, or to access content in Spanish or Chinese, please visit our website: <http://sfrecpark.org/project/mclaren-mansell-project/>

All surveys need to be recieved by 5pm on February 21, 2013. Surveys can be sent by mail to SF Rec & Park Planning, ATTN: Steph Kawachi, 30 Van Ness Ave, 4th Floor, San Francisco, CA 94102. Surveys can be emailed to stephanie.kawachi@sfgov.org. Surveys can be faxed to Rec & Park Planning at 415-581-2540.

Questions? Call 415-575-5601