Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

Streetscape Plan (Sept 2022)

Executive Summary

The Streetscape Plan for the Vis Valley & Portola Community Based Transportation Plan (VV/P CBTP) represents the finalized project list for the CBTP that will go into the Draft Plan document. The projects documented in the Streetscape Plan represent the culmination of public input, issues, and gaps identified by residents during the first two phases of public outreach for the CBTP. The projects in the Streetscape Plan have also been fully vetted by a broad set of stakeholders, including the Transit and Livable Streets subdivisions of SFMTA, as well as the CBTP Technical Advisory Committee. The map below shows all projects represented in the Streetscape Plan, which includes external active projects as well as those identified and recommended through the CBTP process.

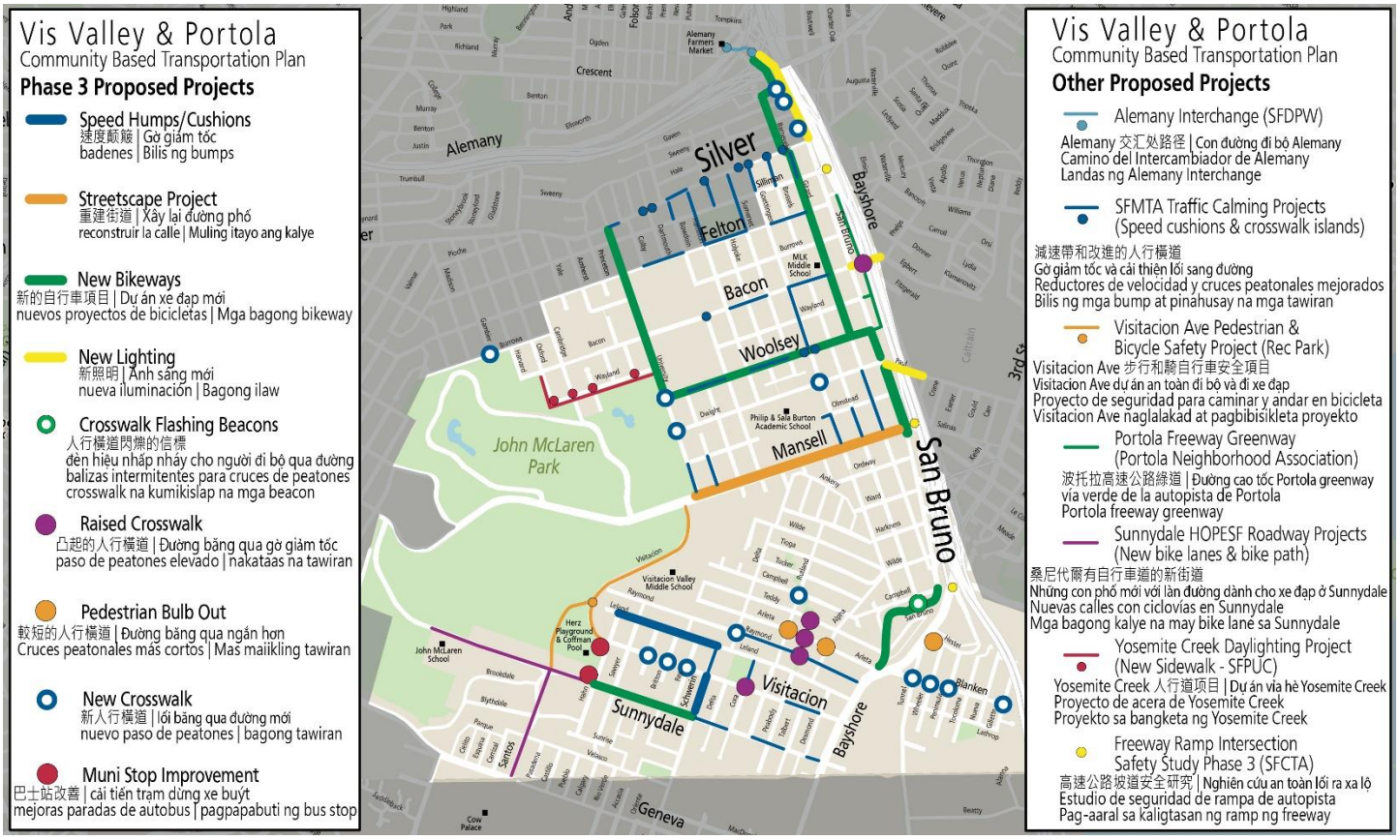


Figure 1: Final Projects Map for VV/P CBTP

The Streetscape Plan document is organized in two major sections. They are:

VV/P CBTP Projects: This section documents projects identified and proposed to the public through the CBTP outreach process, as well as the changes & modification based on public comment. This section also includes concept designs for the Mansell Streetscape project. During Phase 3 outreach, community members will have the opportunity to prioritize VV/P CBTP projects for order of investment and implementation, as well as provide feedback on the Mansell Streetscape concept. The Mansell Streetscape concept may potentially lead to a future grant application.

Non VV/P CBTP Projects: This section documents all other ongoing transportation projects within the CBTP project boundaries. This section is meant to give further context to the recommended VV/P CBTP projects, demonstrate how they work together to create comprehensive transportation solutions, and identify future project funding opportunities.

VV/P CBTP Projects

CBTP Final Projects List

This final project list is the culmination of two phases of public outreach that engaged over 2,000 residents, collected almost 600 surveys, and collected almost 500 individual comments. During Phase 1 in the winter of 2021-2022, residents were engaged on their transportation priorities for the community, as well as streets and intersections they believed should be prioritized for future projects. In the spring of 2022 the project team developed a set of 35 projects which directly responded to the priorities established during Phase 1.

During Phase 2 outreach over the summer of 2022, the project team solicited community feedback on the projects proposed: which projects were well-liked, which were opposed, and where new projects were needed that had not yet been identified. Using Phase 2 outreach data, the project team coordinated internally with the Livable Streets and Transit teams to refine and update proposed projects for feasibility, safety, and effectiveness.

The CBTP project team also identified a set of additional projects that align with identified community priorities. The project team reached out to community stakeholders in the months of August and September to vet these additional projects before considering their inclusion in the final projects list. During Phase 3 outreach in the winter of 2022, community members will be asked to prioritize the final projects list for order of funding and implementation. Only resident input will be used to determine prioritization.

A map of only the VV/P CBTP Final Projects is shown on the next page. Following that is a table documenting all VV/P CBTP Final Projects.

Vis Valley & Portola

COMMUNITY BASED TRANSPORTATION PLAN

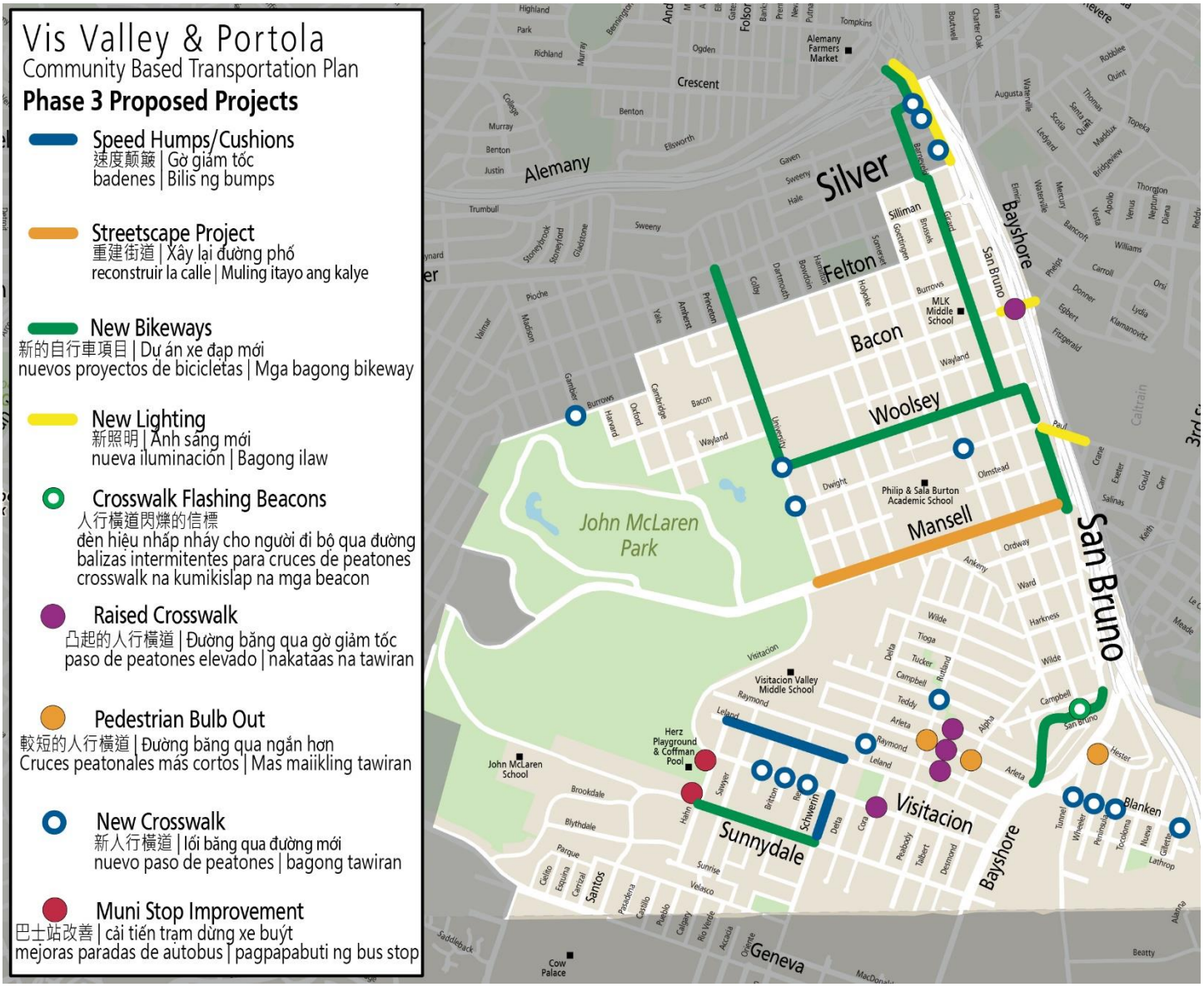


Figure 2: Map of VV/P CBTP Final Projects

Table 1: VV/P CBTP Final Projects List

Street/Intersection	Extents (if street)	Project Detail	Project Justification or Changes from Phase 2
San Bruno Avenue	Alemany Blvd to Rickard St	Separated Bikeway on west side of street	Connects Girard Bike Route to Alemany Farmers Market
San Bruno Avenue	Alemany Blvd to Silver Ave	Pedestrian-scale lighting	Aligns with PNA Freeway Greenway plans
San Bruno Avenue at Rickard Street	N/A	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	Aligns with PNA Freeway Greenway plans
San Bruno Avenue at Gaven Street	N/A	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	Aligns with PNA Freeway Greenway plans
San Bruno Avenue at Hale Street	N/A	High-visibility crosswalk and curb ramp upgrades in western leg of intersection	Aligns with PNA Freeway Greenway plans
Rickard Street	San Bruno Ave to Barnveldt Ave	New neighborway bike route	Low-stress parallel route to San Bruno Avenue
Barneveldt Avenue	Rickard St to Silver Ave		
Girard Street	Silver Ave to Woolsey St		
University Street	Silver Ave to Woolsey St	New neighborway bike route	Relatively flat east/west route, connecting to Bayview bike network at Paul Ave
Woolsey Street	University St to San Bruno Ave		
San Bruno Avenue	Woolsey St to Paul Ave		
Gambier Street at Burrows Street	N/A	High-visibility crosswalks in eastern and northern legs of intersection	No change from Phase 2
University Street at Woolsey Street	N/A	High-visbility crosswalks in eastern and northern legs of intersection	No change from Phase 2
University Street at Dwight Street	N/A	High visibility crosswalk in northern leg of intersection	No change from Phase 2
Dwight Street at Goettingen Street	N/A	High-visibility crosswalk and curb ramp upgrades in eastern leg of intersection	Access to public stairway

Bacon Street	San Bruno Ave to Bayshore Blvd	Pedestrian-scale lighting	Modified Muni stop upgrade from Phase 2
Bacon Street	San Bruno Ave to Bayshore Blvd	Raised crosswalk at Freeway Greenway crossing	Aligns with PNA Freeway Greenway plans
Paul Avenue	San Bruno Ave to Bayshore Blvd	Pedestrian-scale lighting	New project
San Bruno Avenue	Paul Ave to Mansell St	Bike lanes accomplished via 3-to-2 road diet	No change from Phase 2
Mansell Street	University Ave to San Bruno Ave	Streetscape project	See Mansell Streetscape Concepts
San Bruno Avenue	Campbell Ave to Bayshore Blvd	Uphill-only bike lane with some parking removal at curves to accommodate Muni bus movements	No change from Phase 2
San Bruno Avenue at Brussels Street Stairway	N/A	RRFB at existing crosswalk	New project
Brussels Street stairway	Campbell Ave to San Bruno Ave	Build public stairway in existing public hillside ROW	Extends existing stairway from Wabash Terrace to San Bruno Ave
Bayshore Boulevard at Hester Avenue	N/A	Pedestrian bulb-outs on northeast and southeast corners	No change from Phase 2
Tunnel Avenue at Blanken Avenue	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	New project
Wheeler Avenue at Blanken Avenue	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	New project
Peninsula Avenue at Blanken Avenue	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	New project
Gillette Avenue at Blanken Avenue	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	New project
Raymond Avenue, mid-block between Rutland Street and Alpha Street	N/A	Concrete raised crosswalk with landscaped sidewalk extensions	No change from Phase 2

Arleta Avenue, mid-block between Rutland Street and Alpha Street	N/A	Concrete raised crosswalk with landscaped sidewalk extensions	No change from Phase 2
Teddy Avenue, mid-block between Rutland Street and Alpha Street	N/A	Concrete raised crosswalk with landscaped sidewalk extensions	No change from Phase 2
Campbell Avenue at Rutland Street	N/A	Decorative intersection mural	creates continuity between Vis Valley Greenway
Arleta Avenue at Alpha Street	N/A	Pedestrian bulb-outs in southwest and northwest corners	Gateway for Vis Valley Greeway
Arleta Avenue at Rutland Street	N/A	Pedestrian bulb-outs in sotheast and northeast corners	Removed bulb-outs on west side to not hinder 56 Rutland turns
Raymond Avenue at Delta Street	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	No change from Phase 2
Leland Street	Hahn St to Schwerin St	Speed cushions	Replaced pedestrian bulb-outs to achieve traffic calming goals
Visitacion Avenue at Cora Street	N/A	Raised crosswalk in northern leg	Replaced pedestrian bulb-out due to concerns for 8 and 8BX route
Schwerin Street	Visitacion Ave to Sunnydale Ave	Speed cushions	No change from Phase 2
Visitacion Avenue at Rey Street	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	Replaced uphill bike lane from Schwerin St to Hahn St after project details for RPD Visitacion Ave project changed
Visitacion Avenue at Britton Street	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	
Visitacion Avenue at Loehr Street	N/A	High-visibility crosswalks and curb ramp upgrades in all legs of intersection	
Sunnydale Avenue	Hahn St to Schwerin St	Uphill-only bike lane	No change from Phase 2

Visitacion Avenue at Mrs. Jackson Way (formerly Hahn Street)	N/A	Build concrete pad into Coffman Pool landscaping to accommodate lighted bus shelter	Additional detail from Phase 2 recommendation
Sunnydale Avenue at Mrs. Jackson Way (formerly Hahn Street)	N/A	During adjacent construction, find bus stop relocation site that can accommodate lighted bus shelter	Additional detail from Phase 2 recommendation

Mansell Streetscape Concepts

In addition to identifying a set of final projects for Phase 3, the project team also developed a series of concept designs for Mansell Street, from San Bruno Avenue in the east to Visitacion Avenue in the west. This street currently has a large planted median that divides a single westbound travel lane and a single east bound travel lane. Both sides of this divided road also have a standard bike lane and a parking lane. The 29 Sunset and 56 Rutland Muni bus lines run on this portion of Mansell Street. To the west of University Street, Mansell Street enters McLaren Park and two-way vehicle traffic is restricted only to the southern half of the divided roadway west of Visitacion Avenue in the park. The northern half of the divided roadway is reserved only for people walking and bicycling within McLaren Park – dubbed the "Mansell Promenade". Mansell Street climbs a substantial hill in the westbound direction towards McLaren Park and the median within the divided road has a substantial cross-slope on some blocks.

This corridor received a high level of interest from the community during both phases of public outreach and there have been previous community-led efforts towards re-envisioning the use of Mansell Street and activating the planted median as a community amenity. The divided roadway on either side of the median is excessively large for a single travel lane (approximately 42'), and the corridor is listed on the city's High Injury Network.

The project team sought to develop concept designs for Mansell Street that could accomplish the following goals:

- Improve safety for all roadway users
- Better connect the bike network between Bayview and McLaren Park
- Improve transit service for the 29 Sunset and 56 Rutland Muni lines
- Increase access to the median for surrounding neighbors
- Create opportunities for programed space within the median

The three streetscape concept designs are show on the following pages. Due to significant cross-slope in sections of the median, a combination or blending of elements of the three concept designs may be required in any eventual project.

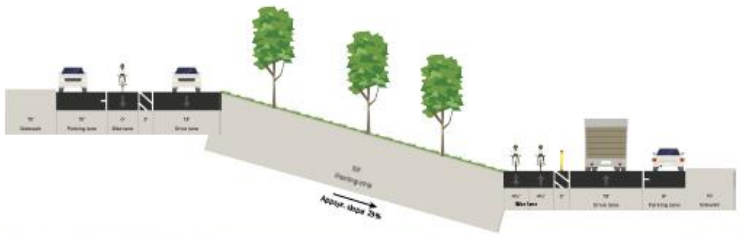
The three streetscape concept designs will be brought to the public during Phase 3 outreach for input and modification. Updated project concepts will then be incorporated into the final community-based transportation plan document. If this concept moves forward as a formal project, the SFMTA expects additional rounds of public engagement and design, especially in the activation of the median open space.

Sept 2022 DRAFT - Subject to Revision SFMTA.COM

Conceptual Exhibit: Mansell Street Improvements Alternative A: Two-way on-street bikeway

SFMTA

Above: Mansell Street facing west from Somerset Street
Below: Proposed cross-section for Alternative B, Mansell Street facing west from Somerset Street



Mansell Ave Improvements Legend:

1. Construct two-way protected bikeway adjacent to median on westbound Mansell. This orientation eliminates conflicts with transit and parking, but introduces additional conflicts at intersections.
2. Construct transit boarding islands and curb extensions to improve access to Muni busses and shorten crossing distances for people walking. Coordinate with 29 Sunset Improvement Project.
3. Retain on-street parking and loading on Mansell Ave. Narrow parking lane from 11 feet to 8 feet to accommodate bikeway.

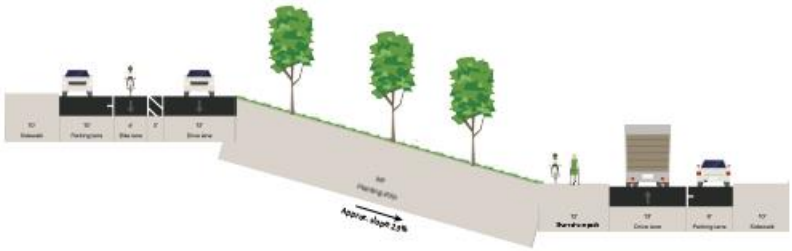
Figure 3: Mansell Street Concept A

Sept 2022 DRAFT - Subject to Revision SFMTA.COM

Conceptual Exhibit: Mansell Street Improvements
Alternative B: Widened median shared-use path

SFMTA

Above: Mansell Street facing west from Somerset Street
Below: Proposed cross-section for Alternative A, Mansell Street facing west from Somerset Street



Mansell Ave Improvements Legend:

1. Widen median and constuct sidewalk-level shared-use path. This orientation eliminates conflicts with transit and parking, but introduces additional conflicts at intersections, as well as additional costs compared to an on-street bikeway.
2. Construct transit boarding islands and curb extensions to improve access to Muni busses and shorten crossing distances for people walking. Coordinate with 29 Sunset Improvement Project.
3. Retain on-street parking and loading on Mansell Ave. Narrow parking lane from 11 feet to 8 feet to accommodate bikeway.

Figure 4: Mansell Street Concept B

Sept 2022 | DRAFT - Subject to Revision | SFMTA.COM

Conceptual Exhibit: Mansell Street Improvements
Alternative C: Shared-use path in median

SFMTA

Above: Mansell Street facing west from Somerset Street
Below: Proposed cross-section for Alternative C, Mansell Street facing west from Somerset Street

Mansell Street Improvements Legend:

1. Construct shared-use path within existing median. Provide spaces for programming, such as seating, public art, or exercise stations where appropriate and space allows. This alternative would entail significant construction costs due to cross-slopes and would likely require tree removal. No changes would be made to existing roadway cross-section.

2. Construct transit boarding islands and curb extensions to improve access to Muni busses and shorten crossing distances for people walking. Coordinate with 29 Sunset Improvement Project.

Figure 5: Mansell Street Concept C

Non-VV/P CBTP Projects

VV/P Traffic Calming Project

The Vis Valley & Portola Traffic Calming Project is an effort led through the Livable Street Traffic Calming section and pre-dates the Vis Valley & Portola CBTP. The project consists of 55 speed cushions, 11 pedestrian crosswalk islands, 1 raised crosswalk, and 1 traffic circle. The projects were developed by the Traffic Calming team based on both resident input as well as engineering assessments.

The project budget overall is $900,000 – with $750,000 through a Proposition K allocation from the SFCTA and $150,000 of NTIP funds from the District 9 Supervisor's Office. The project team anticipates construction will be complete by June of 2023.

Figure 6: Vis Valley & Portola Traffic Calming Projects map

Yosemite Creek Daylighting Project

The Upper Yosemite Creek Daylighting Project is one of eight Early Implementation Projects (EIPs) that the San Francisco Public Utilities Commission (SFPUC) will construct in San Francisco's urban watersheds as part of the Sewer System Improvement Program (SSIP). This project is a collaboration with SF Rec & Park as a significant portion of the project takes place within the park. The project has a total construction budget of $10,036,200. The Upper Yosemite Creek Daylighting EIP is in the Yosemite watershed. The project is set in the northeast portion of McLaren Park starting at Yosemite Marsh, running down Oxford Street and Wayland Street to the Louis Sutter Playground athletic fields.

Figure 7: Yosemite Creek Daylighting project area

Table 2: Yosemite Creek Daylighting project timeline

Phase	Estimated Start Date	Estimated Completion Date	Duration
Final Design	November 2020	October 2021	12 months
Environmental Review	June 2017	June 2018 (Complete)	13 months
Bid and Award	November 2021	April 2022	6 months
Construction	May 2022	September 2023	17 months
Project Closeout/ Monitoring	October 2023	September 2025	2 years
Plant Establishment	October 2023	September 2025	2 years

Relevant streetscape updates include:

- Two new street crossings will be added at the corner of Oxford and Wayland Streets to connect the new ADA accessible sidewalk on the west side of Oxford Street with the existing sidewalk on the east side of Oxford Street, and to connect the new sidewalk on the south side of Wayland Street to the existing sidewalk on the north side of Wayland Street.
- New curb ramps will be added to each corner of Wayland and Cambridge Streets. In addition, two curb ramps will be added at the southwest corner, and one curb ramp at the northeast corner of the Wayland and Yale Street intersection.
- Two perpendicular curb ramps will be added to the southeast corner of the Wayland and Yale Street intersection along with a new sidewalk that runs along the south side of Wayland Street to the end of a new passenger drop-off area.
- Three crosswalks will be added at the intersection of Wayland and Princeton Streets, with six associated curb ramps will be added to provide accessibility.

SFPUC is investigating the possibility of converting the 500 block of Oxford Street and the 1400 block of Wayland Street to one-way streets to preserve street parking in this area. However, potential parking revisions to parking spaces required to satisfy the SFFD emergency vehicle turning requirements on Oxford and Wayland Streets and the pedestrian improvements along Wayland Street include:

- Loss of one standard parking space on the south side of Bacon Street by the southeast corner of the Oxford/Bacon intersection per request of the SFFD
- Loss of two standard parking spaces on the west side of the Oxford/Wayland intersection to accommodate a new curb bulb-out and pedestrian curb ramps
- Conversion of one standard parking space into a compact parking space on the north side of Wayland Street by the northwest corner of the Wayland/Cambridge intersection – extend red curb an additional 2 feet along Wayland to accommodate turning emergency vehicles
- Loss of three standard spaces near Wayland/Yale for new bulbout, driveway, and 20-foot passenger drop-off zone

- Loss of two standard spaces near Yosemite Station for passenger drop-off zone between new crosswalks
- If one-way conversion is not feasible, then approximately 12 additional parking spaces will be lost because the creek channel will encroach on the parking aisle adjacent to the park. Alternatively, the project could be redesigned to convert the channel along Wayland Street into a storm drain culvert running under the street similar to the creek segment located between Cambridge and Yale Streets.

Visitacion Avenue

The McLaren Park Pedestrian, Bike and Streetscape Project is an effort led by the Recreation and Park Department to improve safety for people walking, biking, taking transit and driving on McLaren Park's streets and wide pathways, including: Visitacion Avenue, Sunnydale Avenue, Crocker Amazon access, and John Shelley Drive Promenade.

The initial effort known as the Visitacion Avenue Pedestrian and Bicycle Safety Project will concentrate on Visitacion Avenue, from Mrs. Jackson Way (formerly Hahn Street) in the south to Mansell Street in the north. The project will bring a variety of improvements to the corridor including new sidewalks, new bikeways, new paving, and traffic calming, as well as opportunities for a new crosswalk, new landscaping, and lighting. The project is currently in the planning and outreach stage, with no timeline established yet for design & implementation.

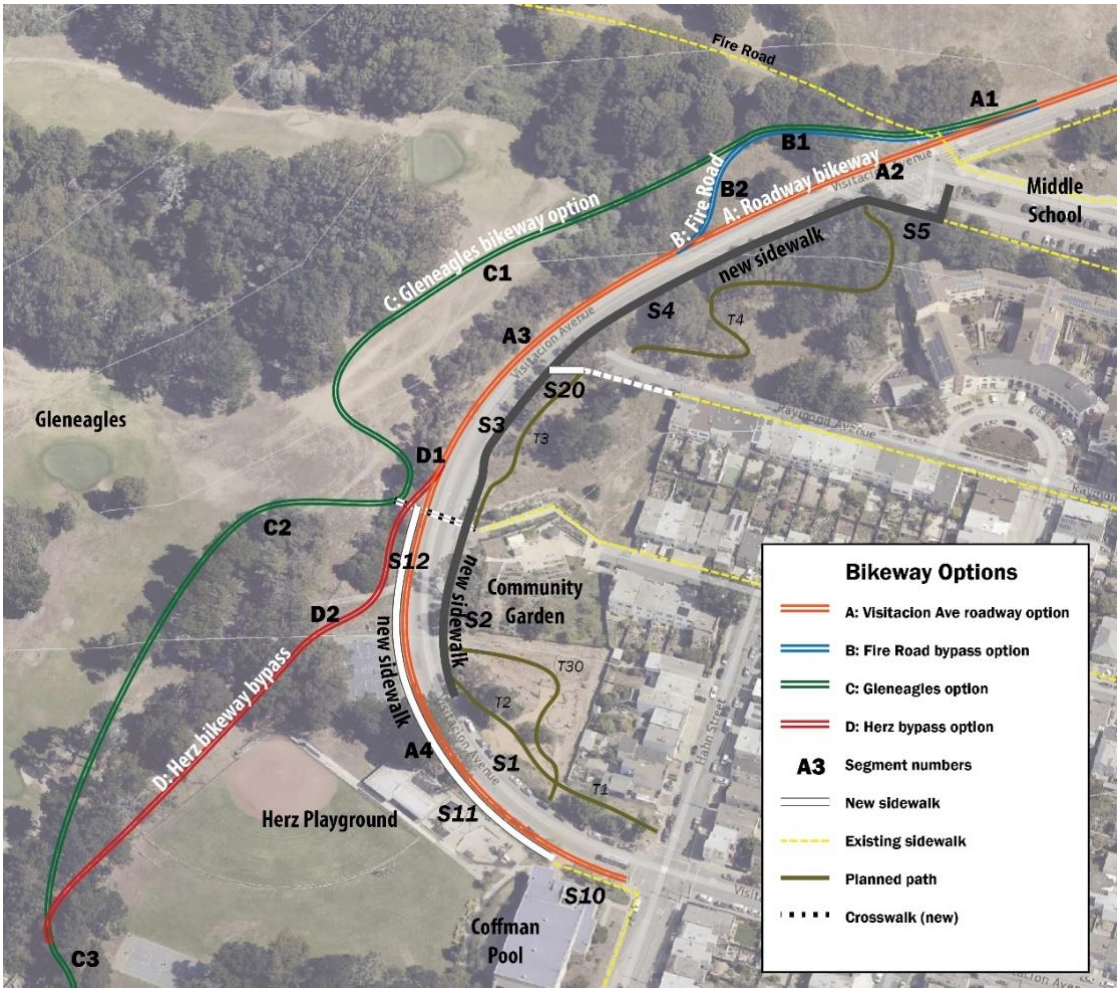


Figure 8: Visitacion Avenue concept detail

Sunnydale HOPESF Roadway projects (Mercy Housing)

The Sunnydale housing development, a legacy public housing site nestled on the western edge of Visitacion Valley up against McLaren Park, is currently under redevelopment in a joint HOPE SF project between the Mayor's Office on Housing and Community Development and the site operator Mercy Housing. As part of this redevelopment process, the street network within Sunnydale will be rebuilt. This will include:

- An off-street Class I multi-use path on Sunnydale Avenue from Santos Street in the east to McLaren Park in the west.
- Westbound uphill bike lanes and eastbound downhill sharrows on Sunnydale Avenue from Hahn Street in the east to Santos Street in the west.
- Bike lanes in both directions on Santos Street from Geneva Avenue in the south to Sunnydale Avenue in the north.
- Sharrows on Blythedale Avenue from Santos Street in the east to Brookdale Avenue in the west.
- Sharrows on Brookdale Avenue from Geneva Avenue in the south to Sunnydale Avenue in the north.
- Bus shelters and bus-bulbs will be provided at six locations on Santos Street and Sunnydale Avenue.
- Publicly accessible bike parking will be provided at eight locations around the HOPE SF site.

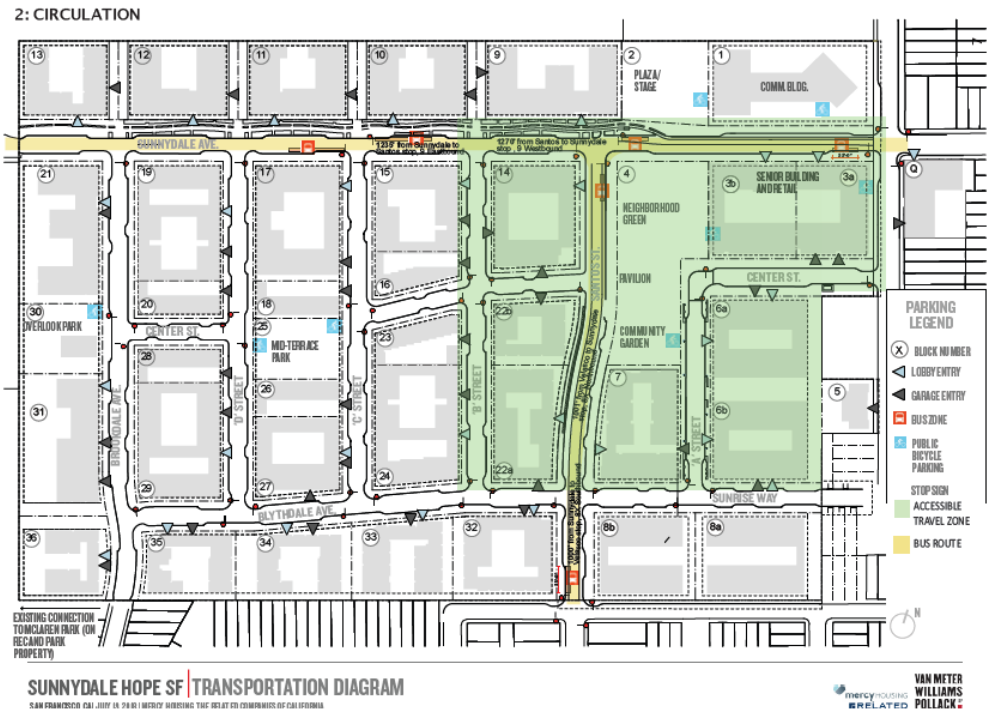


Figure 9: Sunnydale Circulation Plan

Alemany Interchange (DPW)

The Alemany Interchange project is a joint effort between the SFMTA and the SF Public Works Department to build a multi-use path across a median island underneath Interstate 280. The project creates a direct and safe bicycle & pedestrian connection to the Alemany Farmer's Market on the north side of Alemany Boulevard. The improvements will include a new multi-use path connecting San Bruno Avenue to the Alemany Market, new traffic signals, additional lighting, marked crosswalks, new curb ramps and a new bulb-out at eastbound Alemany Blvd.

The project budget is $1,837,000 and construction is expected to be completed by Winter 2023.

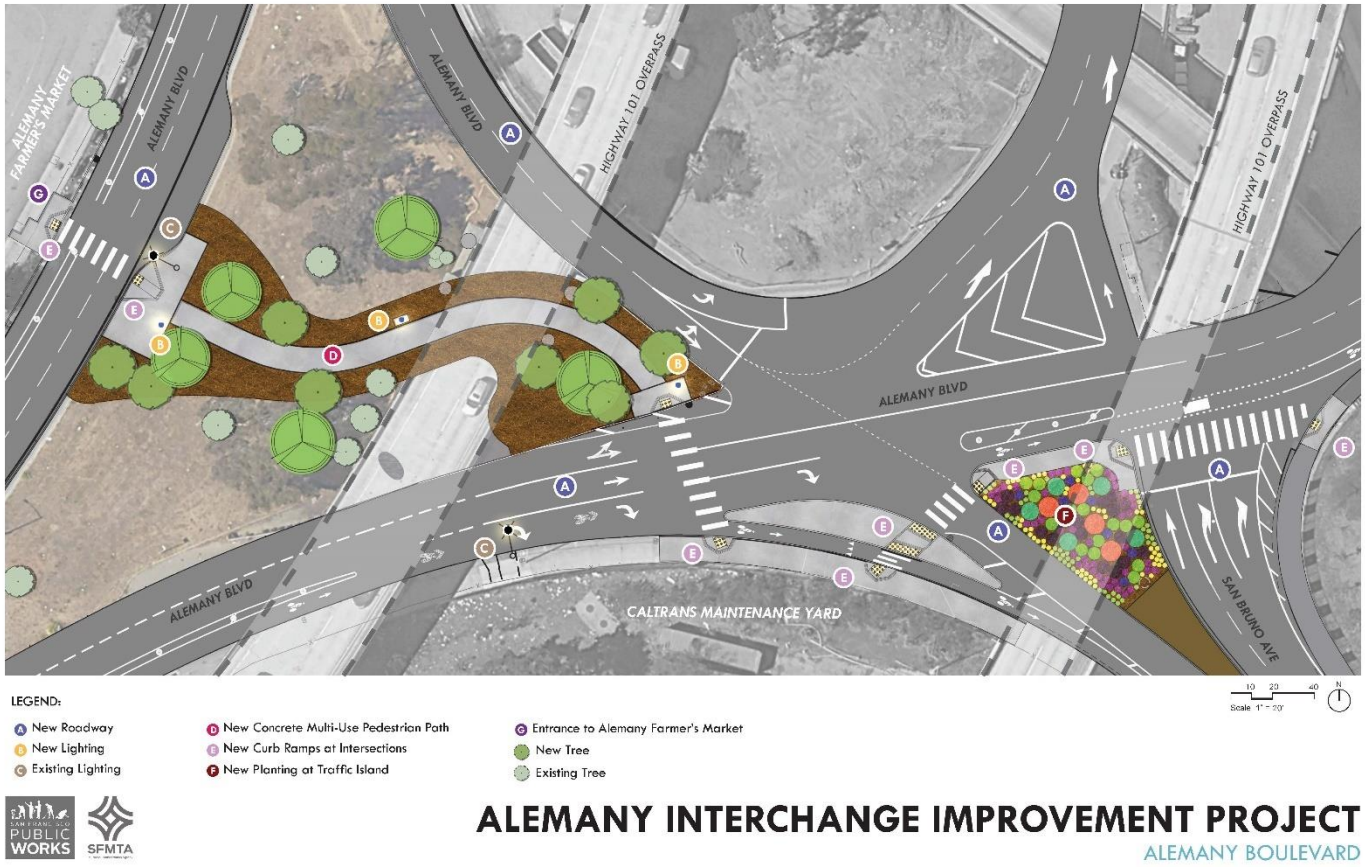


Figure 10: Alemany Interchange Concept Design

Freeway Ramp Intersection Safety Study Phase 3 (SFCTA)

The San Francisco County Transportation Authority (SFCTA) identified 14 freeway ramps in need of safety improvements as a part of the Streets and Freeways Strategy for ConnectSF. ConnectSF is a multi-agency effort meant to inform the long-range San Francisco Transportation Plan (SFTP 2050) and the Transportation Element of the General Plan Update. The Streets and Freeways Strategy identified near- to long-term concepts for San Francisco's major roads and freeways. In the CBTP project area, three freeway ramps were identified: US-101 at Bayshore/Hester, US-101 Southbound at Mansell, and US-101 Silliman.

The SFCTA is currently seeking $400,000 in funding to initiate a freeway ramp intersection safety study, based on the concept in the Streets and Freeways Strategy. This study, called the Freeway Ramp Intersection Safety Study Phase 3, includes the three ramps identified within the CBTP project area. The study would focus on improving safety for all travelers through near-term safety improvements.

Figure 11: Ramps identified for near-term safety improvements in the SFCTA Streets & Freeways Strategy