



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Williams Avenue Quick-Build Safety Project		
Case No.		Permit No.
2021-003295ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>SFMTA proposes to implement transportation safety improvements on Williams Avenue between 3rd Street and Phelps/Vesta Street. The proposed project includes removing one westbound travel lane and converting some segments of parallel parking to perpendicular parking to encourage vehicle speed reduction on the project corridor and to increase safety for pedestrians. The proposed project would also install the following improvements along the project corridor: speed cushions, painted pedestrian median refuges, upgraded pedestrian crossings (to continental crosswalks), daylighting, and painted safety zones. In addition, the proposed project would upgrade the existing farside flag stop on Williams Avenue at 3rd Street to a 100-foot bus zone for the outbound 54 Felton bus route. Given the close proximity of transit stop spacing (230 feet), the proposed design includes removing the existing nearside (of the intersection) flag stop on Van Dyke Avenue at 3rd Street and consolidating that bus stop with the new proposed bus zone.</p> <p>See the attached SB 288 Eligibility Checklist and detail in the Williams Avenue Quick-Build Safety Project memo.</p>		

STEP 1: EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input type="checkbox"/>	Class 1 - Existing Facilities. Interior and exterior alterations; additions under 10,000 sq. ft.
<input type="checkbox"/>	Class 3 - New Construction. Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	<p>Class 32 - In-Fill Development. New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below:</p> <p>(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.</p> <p>(b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses.</p> <p>(c) The project site has no value as habitat for endangered rare or threatened species.</p> <p>(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.</p> <p>(e) The site can be adequately served by all required utilities and public services.</p>
<input checked="" type="checkbox"/>	Other _____ Statutory Exemption per Public Resources Code section 21080.25 as demonstrated in the attached SB 288 Eligibility Checklist
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

STEP 2: ENVIRONMENTAL SCREENING ASSESSMENT

TO BE COMPLETED BY PROJECT PLANNER

<input type="checkbox"/>	<p>Air Quality: Would the project add new sensitive receptors (specifically, schools, day care facilities, hospitals, residential dwellings, and senior-care facilities within an Air Pollution Exposure Zone? Does the project have the potential to emit substantial pollutant concentrations (e.g. use of diesel construction equipment, backup diesel generators, heavy industry, diesel trucks, etc.)? <i>(refer to the Environmental</i></p>
<input type="checkbox"/>	<p>Hazardous Materials: <input type="checkbox"/> Maher or <input type="checkbox"/> Cortese Is the project site located within the Maher area or on a site containing potential subsurface soil or groundwater contamination and would it involve ground disturbance of at least 50 cubic yards or a change of use from an industrial use to a residential or institutional use? Is the project site located on a Cortese site or would the project involve work on a site with an existing or former gas station, parking lot, auto repair, dry cleaners, or heavy manufacturing use, or a site with current or former underground storage tanks? <i>if Maher box is checked, note below whether the applicant has enrolled in or received a waiver from the San Francisco Department of Public Health (DPH) Maher program, or if Environmental Planning staff has determined that hazardous material effects would be less than significant.</i> Note that a categorical exemption shall not be issued for a project located on the Cortese List</p>
<input type="checkbox"/>	<p>Transportation: Does the project involve a child care facility or school with 30 or more students, or a location 1,500 sq. ft. or greater? Does the project have the potential to adversely affect transit, pedestrian and/or bicycle safety (hazards) or the adequacy of nearby transit, pedestrian and/or bicycle facilities? Would the project involve the intensification of or a substantial increase in vehicle trips at the project site or elsewhere in the region due to autonomous vehicle or for-hire vehicle fleet maintenance, operations or</p>
<input type="checkbox"/>	<p>Archeological Resources: Would the project result in soil disturbance/modification greater than two (2) feet below grade in an archeological sensitive area or eight (8) feet in a non-archeological sensitive area? If yes, archeology review is required.</p>
<input type="checkbox"/>	<p>Subdivision/Lot Line Adjustment: Does the project site involve a subdivision or lot line adjustment on a lot with a slope average of 20% or more? <i>(refer to the Environmental Information tab on https://sfplanningqis.org/PIM/)</i> If box is checked, Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Average Slope of Parcel = or > 25%, or site is in Edgehill Slope Protection Area or Northwest Mt. Sutro Slope Protection Area: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, or (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is likely required and Environmental Planning must issue the exemption.</p>
<input type="checkbox"/>	<p>Seismic Hazard: <input type="checkbox"/> Landslide or <input type="checkbox"/> Liquefaction Hazard Zone: Does the project involve any of the following: (1) New building construction, except one-story storage or utility occupancy, (2) horizontal additions, if the footprint area increases more than 50%, (3) horizontal and vertical additions increase more than 500 square feet of new projected roof area, or (4) grading performed at a site in the landslide hazard zone? <i>(refer to the Environmental Information tab on https://sfplanninggis.org/PIM/)</i> If box is checked, a geotechnical report is required and Environmental Planning must issue the exemption.</p>
<p>Comments and Planner Signature (optional): Jennifer M McKellar</p>	

**STEP 3: PROPERTY STATUS - HISTORIC RESOURCE
TO BE COMPLETED BY PROJECT PLANNER**

PROPERTY IS ONE OF THE FOLLOWING: <i>(refer to Property Information Map)</i>	
<input type="checkbox"/>	Category A: Known Historical Resource. GO TO STEP 5.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age). GO TO STEP 4.
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age). GO TO STEP 6.

**STEP 4: PROPOSED WORK CHECKLIST
TO BE COMPLETED BY PROJECT PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	2. Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	3. Window replacement that meets the Department's <i>Window Replacement Standards</i> . Does not include storefront window alterations.
<input type="checkbox"/>	4. Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , and/or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	5. Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	6. Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	7. Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	8. Addition(s) that are not visible from any immediately adjacent public right-of-way for 150 feet in each direction; does not extend vertically beyond the floor level of the top story of the structure or is only a single story in height; does not have a footprint that is more than 50% larger than that of the original building; and does not cause the removal of architectural significant roofing features.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed. GO TO STEP 5.
<input type="checkbox"/>	Project does not conform to the scopes of work. GO TO STEP 5.
<input type="checkbox"/>	Project involves four or more work descriptions. GO TO STEP 5.
<input type="checkbox"/>	Project involves less than four work descriptions. GO TO STEP 6.

**STEP 5: ADVANCED HISTORICAL REVIEW
TO BE COMPLETED BY PRESERVATION PLANNER**

Check all that apply to the project.	
<input type="checkbox"/>	1. Reclassification of property status. <i>(Attach HRER Part I)</i> <input type="checkbox"/> Reclassify to Category A a. Per HRER b. Other <i>(specify):</i> <input type="checkbox"/> Reclassify to Category C <i>(No further historic review)</i>
<input type="checkbox"/>	2. Project involves a known historical resource (CEQA Category A) as determined by Step 3 and conforms entirely to proposed work checklist in Step 4.
<input type="checkbox"/>	3. Interior alterations to publicly accessible spaces that do not remove, alter, or obscure character defining features.
<input type="checkbox"/>	4. Window replacement of original/historic windows that are not "in-kind" but are consistent with existing historic character.
<input type="checkbox"/>	5. Façade/storefront alterations that do not remove, alter, or obscure character-defining features.

<input type="checkbox"/>	6. Raising the building in a manner that does not remove, alter, or obscure character-defining features.
<input type="checkbox"/>	7. Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
<input type="checkbox"/>	8. Work consistent with the <i>Secretary of the Interior Standards for the Treatment of Historic Properties (Analysis required)</i> :
<input type="checkbox"/>	9. Work compatible with a historic district (Analysis required):
<input type="checkbox"/>	10. Work that would not materially impair a historic resource (Attach HRER Part II).
Note: If ANY box in STEP 5 above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with exemption review. The project has been reviewed by the Preservation Planner and can proceed with exemption review. GO TO STEP 6.
Comments (optional):	
Preservation Planner Signature:	

**STEP 6: EXEMPTION DETERMINATION
TO BE COMPLETED BY PROJECT PLANNER**

<input checked="" type="checkbox"/>	No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.	
	Project Approval Action: SFMTA City Traffic Engineer approval	Signature: Jennifer M McKellar 07/22/2021
	Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/PIM/ . Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link. Once signed or stamped and dated, this document constitutes an exemption pursuant to CEQA Guidelines and Chapter 31 of the Administrative Code. In accordance with Chapter 31 of the San Francisco Administrative Code, an appeal of an exemption determination to the Board of Supervisors can only be filed within 30 days of the project receiving the approval action.	

STEP 7: MODIFICATION OF A CEQA EXEMPT PROJECT

TO BE COMPLETED BY PROJECT PLANNER

In accordance with Chapter 31 of the San Francisco Administrative Code, when a California Environmental Quality Act (CEQA) exempt project changes after the Approval Action and requires a subsequent approval, the Environmental Review Officer (or his or her designee) must determine whether the proposed change constitutes a substantial modification of that project. This checklist shall be used to determine whether the proposed changes to the approved project would constitute a "substantial modification" and, therefore, be subject to additional

MODIFIED PROJECT DESCRIPTION

Modified Project Description:

DETERMINATION IF PROJECT CONSTITUTES SUBSTANTIAL MODIFICATION

Compared to the approved project, would the modified project:

- | | |
|--------------------------|--|
| <input type="checkbox"/> | Result in expansion of the building envelope, as defined in the Planning Code; |
| <input type="checkbox"/> | Result in the change of use that would require public notice under Planning Code Sections 311 or 312; |
| <input type="checkbox"/> | Result in demolition as defined under Planning Code Section 317 or 19005(f)? |
| <input type="checkbox"/> | Is any information being presented that was not known and could not have been known at the time of the original determination, that shows the originally approved project may no longer qualify for the exemption? |

If at least one of the above boxes is checked, further environmental review is required

DETERMINATION OF NO SUBSTANTIAL MODIFICATION

- | | |
|--------------------------|---|
| <input type="checkbox"/> | The proposed modification would not result in any of the above changes. |
|--------------------------|---|

If this box is checked, the proposed modifications are exempt under CEQA, in accordance with prior project approval and no additional environmental review is required. This determination shall be posted on the Planning Department website and office and mailed to the applicant, City approving entities, and anyone requesting written notice. In accordance with Chapter 31, Sec 31.08j of the San Francisco Administrative Code, an appeal of this determination can

Planner Name:

Date:



Eligibility Checklist: Senate Bill 288 (SB288) and Public Resources Code Section 21080.25

Date of Preparation: July 15, 2021
Record No.: 2021-003295ENV, **Williams Avenue Quick-Build Safety Project**
Project Sponsor: Jennifer Wong, San Francisco Municipal Transportation Agency
Through: Melinda Hue, San Francisco Municipal Transportation Agency
Staff Contact: Jennifer McKellar, jennifer.mckellar@sfgov.org, 628-652-7563

PROJECT DESCRIPTION

The SFMTA proposes to implement transportation safety improvements on Williams Avenue between 3rd Street and Phelps/Vesta Streets, as part of the Williams Avenue Quick-Build Safety Project (proposed project).

The proposed quick-build project would create safer conditions by improving pedestrian visibility and safety as well as decreasing traffic speed along the project corridor. The proposed project includes a road diet and speed humps or tables to decrease traffic speed. Additional proposed pedestrian improvements include pedestrian median refuges, upgraded pedestrian crossings to continental crosswalks, daylighting, and painted safety zones throughout the project corridor. Additionally, an existing flag transit stop would be converted to a 100-foot bus zone to allow for safer access to transit for people walking.

Please see the Williams Avenue Quick-build Project memo and drawings (Case No. 2021-003295ENV) for a more detailed description of the project.

Constructed by:	Contracted through:
<input checked="" type="checkbox"/> Public Works	<input type="checkbox"/> Public Works
<input checked="" type="checkbox"/> SFMTA	<input type="checkbox"/> SFMTA

SB288 ELIGIBILITY CHECKLIST

This project, as proposed, would be eligible for a Statutory Exemption per Public Resources Code section 21080.25 as demonstrated below.

Table 1: Project Type Checklist – Public Resources Code Section 21080.25(b)	
The project must meet at least one project type to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms.	
<input checked="" type="checkbox"/>	(1) Pedestrian and bicycle facilities, including new facilities. For purposes of this paragraph, “bicycle facilities” include, but are not limited to, bicycle parking, bicycle sharing facilities, and bikeways as defined in Section 890.4 of the Streets and Highways Code.
<input type="checkbox"/>	(2) Projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians.
<input type="checkbox"/>	(3) Transit prioritization projects.
<input type="checkbox"/>	(4) On highways with existing public transit service or that will be implementing public transit service within six months of the conversion, a project for the designation and conversion of general purpose lanes or highway shoulders to bus-only lanes, for use either during peak congestion hours or all day.
<input type="checkbox"/>	(5) A project for the institution or increase of new bus rapid transit, bus, or light rail service, including the construction of stations, on existing public rights-of-way or existing highway rights-of-way, whether or not the right-of-way is in use for public mass transit.
<input type="checkbox"/>	(6) A project to construct or maintain infrastructure to charge or refuel zero-emission transit buses, provided the project is carried out by a public transit agency that is subject to, and in compliance with, the State Air Resources Board’s Innovative Clean Transit regulations (Article 4.3 (commencing with Section 2023) of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations) and the project is located on property owned by the transit agency or within an existing public right-of-way.
<input type="checkbox"/>	(7) The maintenance, repair, relocation, replacement, or removal of any utility infrastructure associated with a project identified in items (1) to (6) above, inclusive.
<input type="checkbox"/>	(8) A project that consists exclusively of a combination of any of the components of a project identified in items (1) to (7) above, inclusive.
<input type="checkbox"/>	(9) A project carried out by a city or county to reduce minimum parking requirements.

(continued on the following page)

Table 2: Other Project Eligibility Criteria – Public Resources Code Section 21080.25(c)	
The project must meet all the criteria listed below to qualify for this Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 2 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input checked="" type="checkbox"/>	(1) A public agency is carrying out the project and is the lead agency for the project.
<input checked="" type="checkbox"/>	(2) The project is located in an urbanized area.
<input checked="" type="checkbox"/>	(3) The project is located on or within an existing public right-of-way (or on property owned by the transit agency per Table 1, Item 6 above).
<input checked="" type="checkbox"/>	(4) The project shall not add physical infrastructure that increases new automobile capacity on existing rights-of-way except for minor modifications needed for the efficient and safe movement of transit vehicles, such as extended merging lanes. The project shall not include the addition of any auxiliary lanes.
<input checked="" type="checkbox"/>	(5) The construction of the project shall not require the demolition of affordable housing units.
<input checked="" type="checkbox"/>	(6) The project would not exceed one hundred million dollars (\$100,000,000) in 2020 United States dollars. ¹
¹ If the project exceeds \$100,000,000, then Section 21080.25(c)(6) imposes additional requirements. Please consult with the Planning Department staff.	

Table 3: Project Labor Requirements – Public Resources Code Section 21080.25(d)	
In addition to meeting the criteria in Table 2, the project must meet labor requirements to qualify for a Statutory Exemption. See Attachment 1 below for definitions of terms. Note: Table 3 does not apply to a project carried out by a city or county to reduce minimum parking requirements.	
<input type="checkbox"/>	(1) Before granting an exemption under this section, the lead agency shall certify that the project will be completed by a skilled and trained workforce. (2) (A) Except as provided in subparagraph (B), for a project that is exempted under this section, the lead agency shall not enter into a construction contract with any entity unless the entity provides to the lead agency an enforceable commitment that the entity and its subcontractors at every tier will use a skilled and trained workforce to perform all work on the project or a contract that falls within an apprenticeship occupation in the building and construction trades in accordance with Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code. (B) Subparagraph (A) does not apply if any of the following requirements are met: (i) The lead agency has entered into a project labor agreement that will bind all contractors and subcontractors performing work on the project or the lead agency has contracted to use a skilled and trained workforce and the entity has agreed to be bound by that project labor agreement. (ii) The project or contract is being performed under the extension or renewal of a project labor agreement that was entered into by the lead agency before January 1, 2021. (iii) The lead agency has entered into a project labor agreement that will bind the lead agency and all its subcontractors at every tier performing the project or the lead agency has contracted to use a skilled and trained workforce.
<input checked="" type="checkbox"/>	Not Applicable. [The project would be constructed by SFMTA and Public Works Shops and would not require the use of contractors for labor.]

ATTACHMENT 1: DEFINITIONS

Definitions for terms 1 through 8 are the same as provided in the text of Senate Bill 288.

- (1) “**Affordable housing**” means any of the following:
 - (A) Housing that is subject to a recorded covenant, ordinance, or law that restricts rents or sales prices to levels affordable, as defined in Section 50052.5 or 50053 of the Health and Safety Code, to persons and families of moderate, lower, or very low income, as defined in Section 50079.5, 50093, or 50105 of the Health and Safety Code, respectively.
 - (B) Housing that is subject to any form of rent or price control through a public entity’s valid exercise of its police power.
 - (C) Housing that had been occupied by tenants within five years from the date of approval of the development agreement by a primary tenant who was low income and did not leave voluntarily.

- (2) “**Highway**” means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. “Highway” includes a street.

- (3) “**New automobile capacity**” means any new lane mileage of any kind other than sidewalks or bike lanes.

- (4) “**Project labor agreement**” has the same meaning as defined in paragraph (1) of subdivision (b) of Section 2500 of the Public Contract Code.

- (5) “**Skilled and trained workforce**” has the same meaning as provided in Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code.

- (6) “**Transit lanes**” means street design elements that delineate space within the roadbed as exclusive to transit use, either full or part time.

- (7) “**Transit prioritization projects**” means any of the following transit project types on highways:
 - (A) Signal coordination.
 - (B) Signal timing modifications.
 - (C) Signal phasing modifications.
 - (D) The installation of wayside technology and onboard technology.
 - (E) The installation of ramp meters.
 - (F) The installation of dedicated transit or very high occupancy vehicle lanes, and shared turning lanes.

- (8) “**Very high occupancy vehicle**” means a vehicle with six or more occupants.

- (9) For the purpose of this statutory exemption, **bikeway** is defined the same way as in Section 890.4 of the California Streets and Highways Code. “Bikeway” means all facilities that provide primarily for, and promote, bicycle travel. Bikeways shall be categorized as follows:
 - (a) Bike paths or shared use paths (Class I bikeways) provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows

by motorists minimized.

(b) Bike lanes (Class II bikeways) provide a restricted right-of-way designated for the exclusive or semi exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes (Class III bikeways) provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. In San Francisco, many of these routes are marked with shared lane markings referred to as sharrows.

(d) Cycle tracks or separated bikeways (Class IV bikeways) promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are separated from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

(10) Pedestrian Facilities as a term is not defined in Senate Bill 288. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) is a national standard approved by the Federal Highway Administrator in accordance with Title 23 of the U.S. Code. In the MUTCD, **Pedestrian Facilities** is “a general term denoting improvements and provisions made to accommodate or encourage walking.”² This definition will be used by San Francisco Planning Department to determine if a project or project component includes a pedestrian facility and meets the eligibility criteria of SB288.

² U.S. Department of Transportation, Federal Highway Administration. 2009. *Manual on Uniform Traffic Control Devices for Streets and Highways*. See page 17. Online at <https://mutcd.fhwa.dot.gov/pdfs/2009r1r2/mutcd2009r1r2edition.pdf>. Accessed December 21, 2020



Date: July 15, 2021
To: Jennifer McKellar, San Francisco Planning Department
From: Jennifer Wong, San Francisco Municipal Transportation Agency (SFMTA)
Thru: Melinda Hue, SFMTA
RE: **Williams Avenue Quick-Build Safety Project**
Case Number: 2021-003295ENV

The project sponsor, the San Francisco Municipal Transportation Agency (SFMTA), is proposing to implement transportation safety improvements on Williams Avenue between 3rd Street and Phelps/Vesta Streets, as part of the Williams Avenue Quick-Build Safety Project (proposed project).

Over the past five years, there have been 20 reported collisions on Williams Avenue between 3rd Street and Phelps Street that resulted in injury. Failure to yield at crosswalks accounted for the majority of these collisions on the project corridor. The project's overall goal is to improve pedestrian visibility and comfort at crossings and reduce vehicle speeds to increase pedestrian safety. The project is also in support of the City's commitment to Vision Zero by implementing quick-build traffic safety improvements on a part of the Vision Zero High-Injury Network.

EXISTING CONDITIONS

The project area extends along Williams Avenue between 3rd Street and Phelps/Vesta Streets in the Bayview neighborhood. Williams Avenue is a two-way roadway generally 69 feet wide with approximately 8-foot-wide sidewalks on each side of the street. Overall, there are two westbound travel lanes, one eastbound travel lane, and one center turn lane. There is on-street parking on both sides of the street oriented at different angles to the sidewalk (e.g., parallel, perpendicular, and 60-degrees angled) on different blocks. Intersections along the corridor are either uncontrolled or stop-controlled. The only signalized intersection on the project corridor is at Williams Avenue and 3rd Street. See Figure 1 for a typical cross section of Williams Avenue under existing conditions.

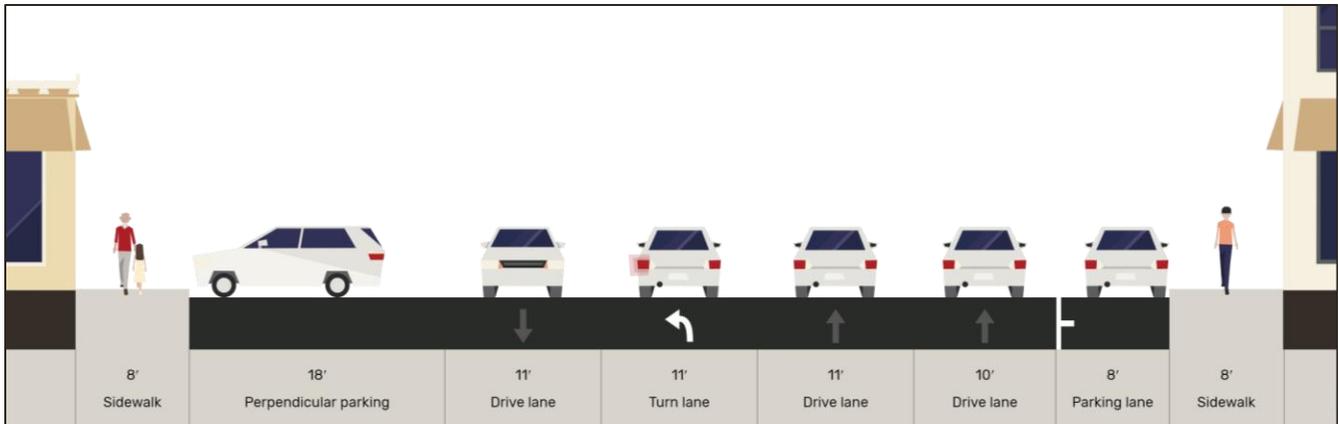


Figure 1: Typical Existing Williams Avenue Cross-Section

The Muni 54 Felton bus route travels on a portion of the project corridor. Inbound, the bus travels southbound on Reddy Street, turns left onto Williams Avenue, and proceeds straight away from the project area. Outbound, the bus travels westbound on Williams Avenue, turns right onto Reddy Street, and proceeds straight away from the project area. The bus stops in the project area are all flag stops (i.e., there is no bus zone). The Muni 54 Felton route has continued to operate as part of the COVID-19 Muni Core Service Plan. See Figure 2.

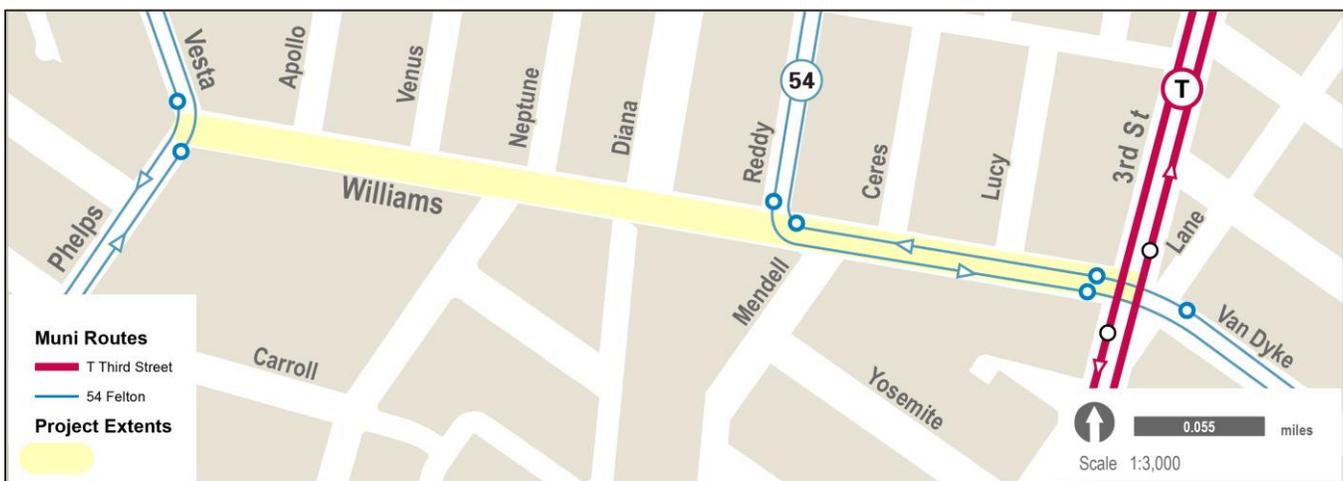


Figure 2: Existing Transit in Project Area

PROPOSED PROJECT

The proposed project includes removing one westbound travel lane and converting some segments of parallel parking to perpendicular parking to encourage vehicle speed reduction on the project corridor and to increase safety for pedestrians. The resulting roadway would generally feature one westbound travel lane, one eastbound travel lane, one center turn lane, and reconfigure on-street parking on both sides of the street (parallel, perpendicular or 60-degree angled) as described below. See Figure 3.

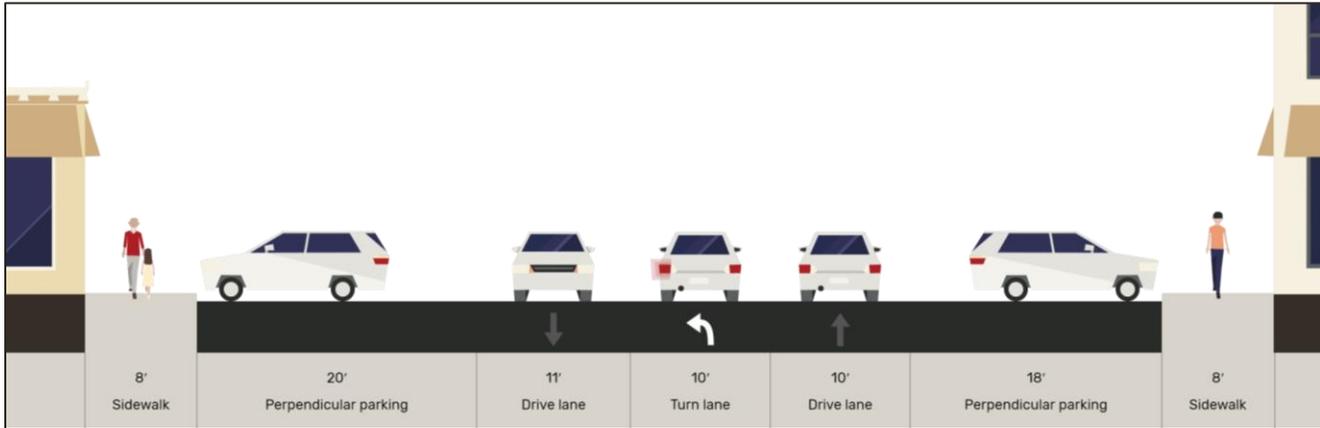


Figure 3: Proposed Cross Section of Williams Avenue with road diet and buffers

Midblock traffic calming devices are proposed along the project corridor to encourage reduced vehicle speeds. Speed cushions are proposed at the following locations:

- between Apollo Street and Venus Street
- between Mendell Street and Ceres Street
- between Ceres Street and Lucy Street

To further enhance safety for people walking, the proposed project would install additional pedestrian safety improvements along the corridor. Painted median refuges along Williams Avenue would be painted to visually narrow the roadway and encourage vehicles to slow down as they approach the pedestrian crossing. These are located at the following locations:

- Williams Avenue at Neptune Street
- Williams Avenue at Apollo Street
- Williams Avenue at Reddy Street

Pedestrian crossings with standard markings would be upgraded with continental crosswalk markings to better cue where people may be crossing the roadway. Unmarked crosswalks would also be upgraded with continental crosswalk markings. These are located at the following locations:

- Williams Avenue at Phelps Street (east leg)
- Williams Avenue at Venus Street (north leg)
- Williams Avenue at Diana Street (north leg)
- Williams Avenue at Ceres Street (north leg)
- Williams Avenue at Lucy Street (north leg)
- Williams Avenue at Reddy Street (west leg)

Daylighting¹ and painted safety zones with delineators would be installed at intersections to increase the visibility of people waiting at intersection corners, as well as encourage motorists to make turns at safer speeds and further away from pedestrians. Daylighting is proposed at every intersection along the project corridor. The proposed painted safety zones would be located at the following locations:

- Northeast corner of Williams Avenue at Diana Street
- Northwest and southeast corners of Williams Avenue at Neptune Street
- Southwest corner of Williams Avenue at Apollo Street

In addition, the proposed design includes upgrading the existing farside flag stop on Williams Avenue at 3rd Street to a 100-foot bus zone for the outbound 54 Felton. This would create safer pedestrian conditions as transit customers would be able to access buses from the curb instead of stepping out between parked cars. Given the close proximity of transit stop spacing (230 feet), the proposed design includes removing the existing nearside (of the intersection) flag stop on Van Dyke Avenue at 3rd Street and consolidating that bus stop with the new proposed bus zone. See Figure 4.



Figure 4: Proposed Transit Stop Changes

Under existing conditions, the stop spacing between the transit stop proposed for removal at Van Dyke Avenue and Lane Street and the closest transit stop to the east at Van Dyke Avenue and Keith

¹ Daylighting entails installation of red curbs to prohibit parking at intersection approaches.

Street is approximately 670 feet. Under the proposed project, the stop spacing between the upgraded transit stop at Van Dyke Avenue and 3rd Street and the closest transit stop to the east at Van Dyke Avenue and Keith Street is approximately 907 feet.

The proposed design would make minimal changes to the number of parking and loading spaces. Overall, there would be approximately 10 more on-street general parking as part of this project compared to existing conditions.

CONSTRUCTION

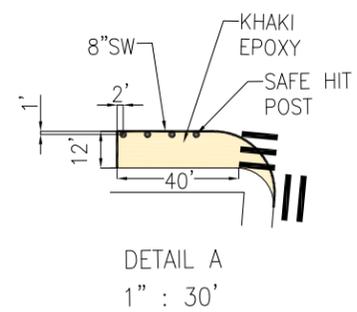
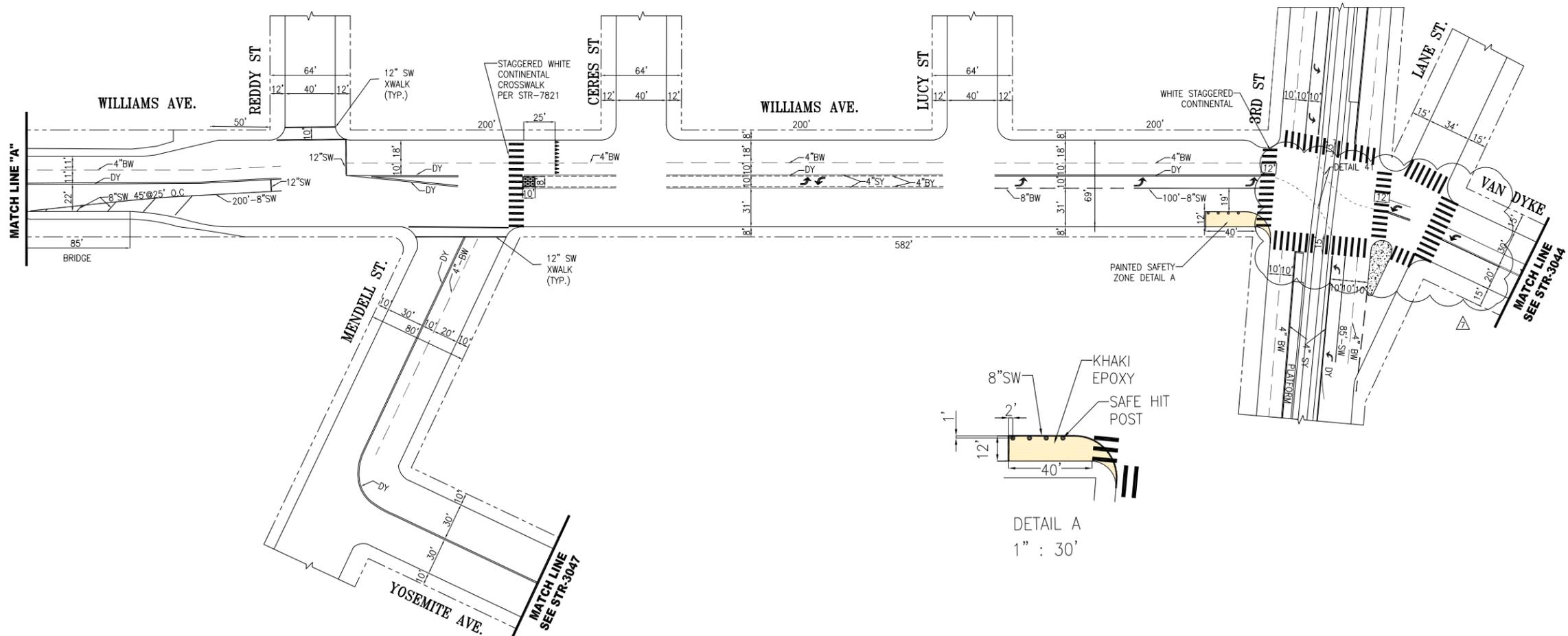
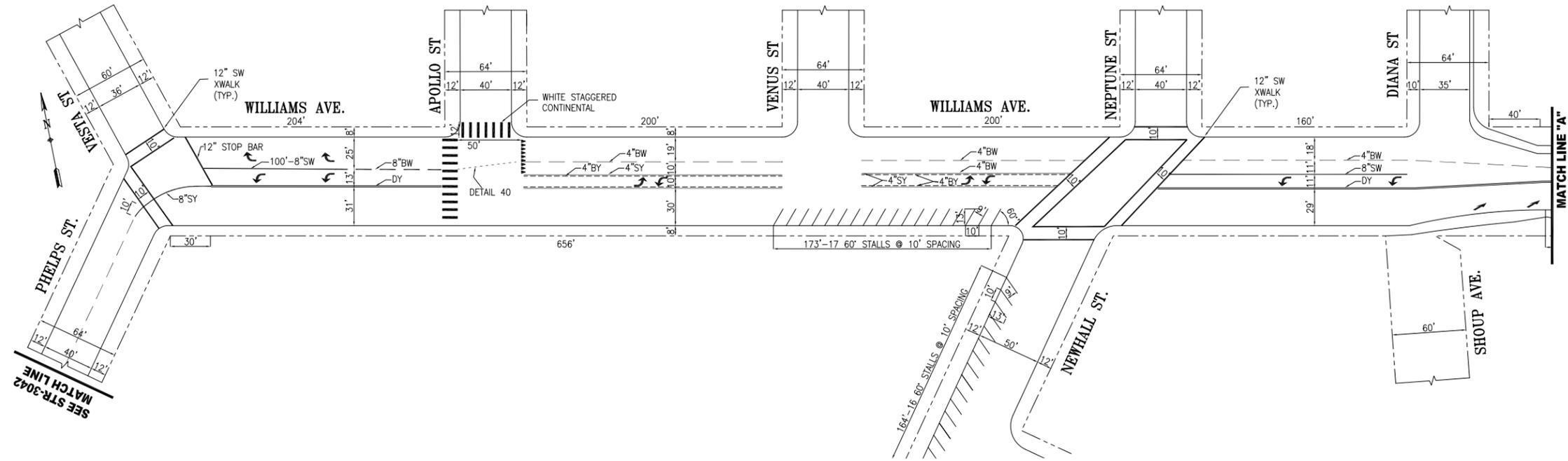
Construction for this project would be led by SFMTA Field Operations. The Paint Shop would remove existing striping and paint new striping on the roadway. The Sign Shop would install delineator posts and signs where necessary. The Curb Paint Shop would provide construction support for parking changes. SFMTA would coordinate with SF Public Works (SFPW) crews to construct proposed speed cushions. The project would not require any excavation.

APPROVAL ACTION

The approval of the project committing the city to carrying out the proposed project would be approval by the City Traffic Engineer following a SFMTA Engineering Public Hearing.

ATTACHMENTS

- Attachment A: Existing Plans
- Attachment B: Proposed Plans



NO.	DATE	DESCRIPTION	BY	APP
1	02/05/14	ADDED LEFT TURN LANE, MODIFIED DY AT 3RD/LANE & REMOVED BY AT 3RD	A.CHUN	E.TSUI
2	06/06/16	ADDED SHARK TEETH & WHITE CONTINENTAL CROSSWALK AT APOLLO	JB	GD
3	06/30/16	ADDED CONTINENTAL XWALKS & PAINTED SAFETY ZONE @ 3RD ST	LBS	GD
4	02/05/14	ADJUST 8"SY AT PHELPS PER FIELD CHECK	DY	BW
5	02/05/14	ADDED 10' X 8' ISLAND & YIELD LINE AT CERES STREET	RDM	DRC
				APP

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN: D PADILLA/T ABDALLAH	DATE: 04/09
CHECKED: T FOLKS	DATE: 04/09

APPROVED	
THOMAS P FOLKS	5/2009
SENIOR ENGINEER	DATE:
JACK L FLECK	5/2008
CITY TRAFFIC ENGINEER	DATE:

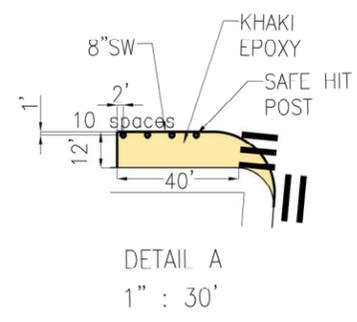
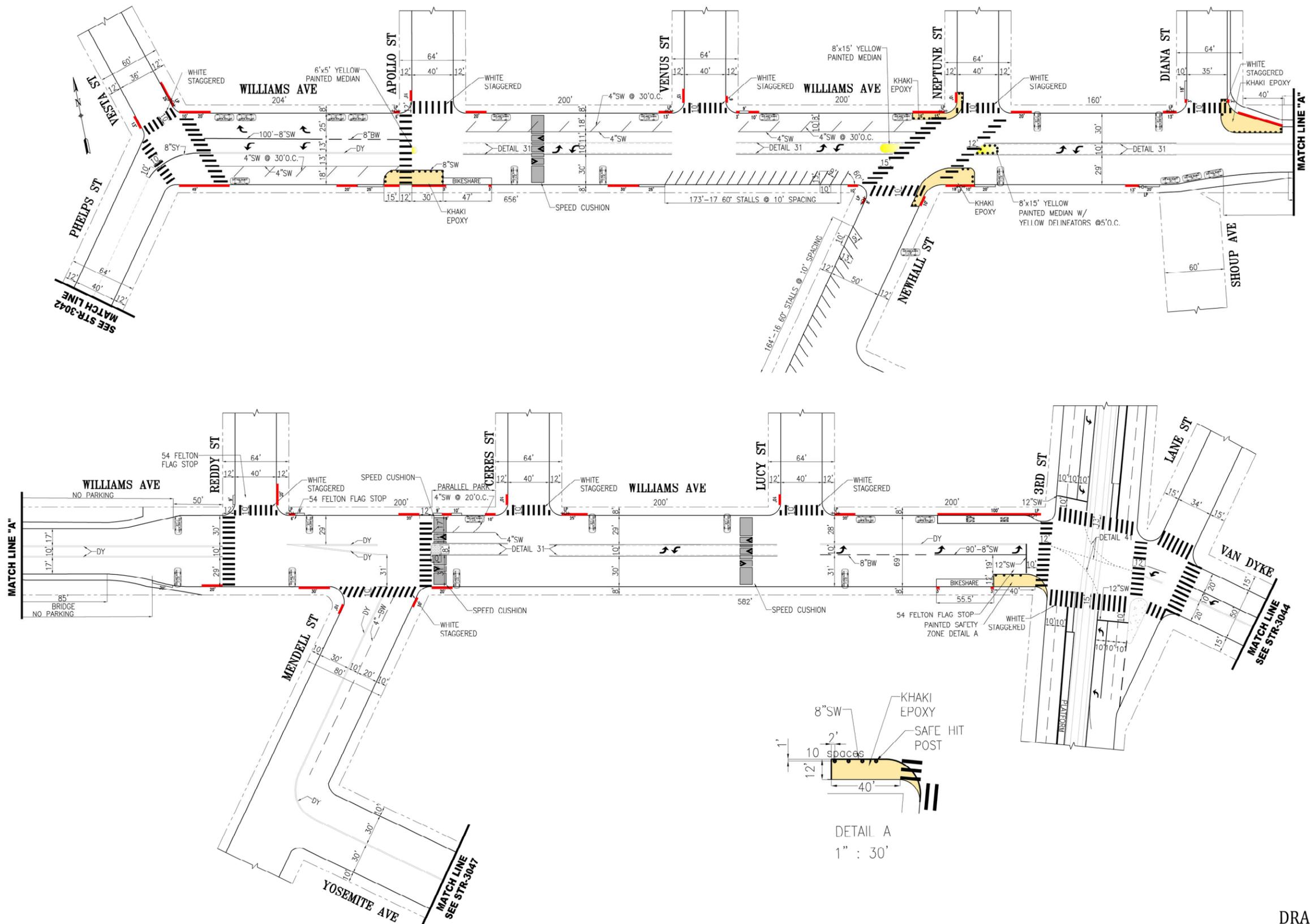
SCALE: 1"=50'
SHEET/SHEETS:

TRAFFIC STRIPING DRAWING

WILLIAMS AVENUE
PHELPS STREET TO 3RD STREET

CONTRACT NO.
DRAWING NO. STR-7798
FILE NO.
REV. NO. 7

EXTERNAL REFERENCES:
FONTS USED:
SCALE FACTOR:
PLOT SCALE:
FILE NAME: T:\Le_files\official_res\Drawings\San Francisco\Operations\Williams St.\STR-3046
DATE:



DRAFT WILLIAMS QB - June 2021

NO.	DATE	DESCRIPTION	BY	APP
1	06/06/16	DRAFT WILLIAMS QB	C.BECK	M.SALLABERRY
2	06/30/16	ADDED SHARK TEETH & WHITE CONTI XING APOLLO	J.BANKS	G.DeLEON
3	02/05/14	ADDED CONTINENTAL XWALKS & PAINTED SAFETY ZONE @ 3RD ST	L.STONEHILL	G.DeLEON
4	02/05/14	ADJUST 8"SY AT PHELPS PER FIELD CHECK	D.YEUNG	B.WOO
5	02/05/14	ADDED 10' X 8' ISLAND & YIELD LINE AT CERES STREET	R.DIMARCO	D.CURTIS
6	12/01/10	CHGED RG X-WALKS TO CONTI'S AT APOLLO, MENDELL	D.PROVENCE	M.VELASCO

TABLE OF REVISIONS
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



SUPERSEDES STR-3046 REV 12		APPROVED THOMAS P FOLKS 5/2009 SENIOR ENGINEER		SCALE: 1" = 50'
DRAWN: T.ABDALLAH	DATE: 04/2009	DATE: DATE:		SHEET/SHEETS:
CHECKED: T.FOLKS	DATE: 04/2009	DATE: DATE:		
		APPROVED JACK L. FLECK 5/2008 CITY TRAFFIC ENGINEER		

TRAFFIC STRIPING DRAWING		CONTRACT NO.
WILLIAMS AVENUE PHELPS STREET TO 3RD STREET		DRAWING NO. STR-7798
		FILE NO.
		REV. NO. DRAFT

FILE NAME
DATE: --/--/---