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.

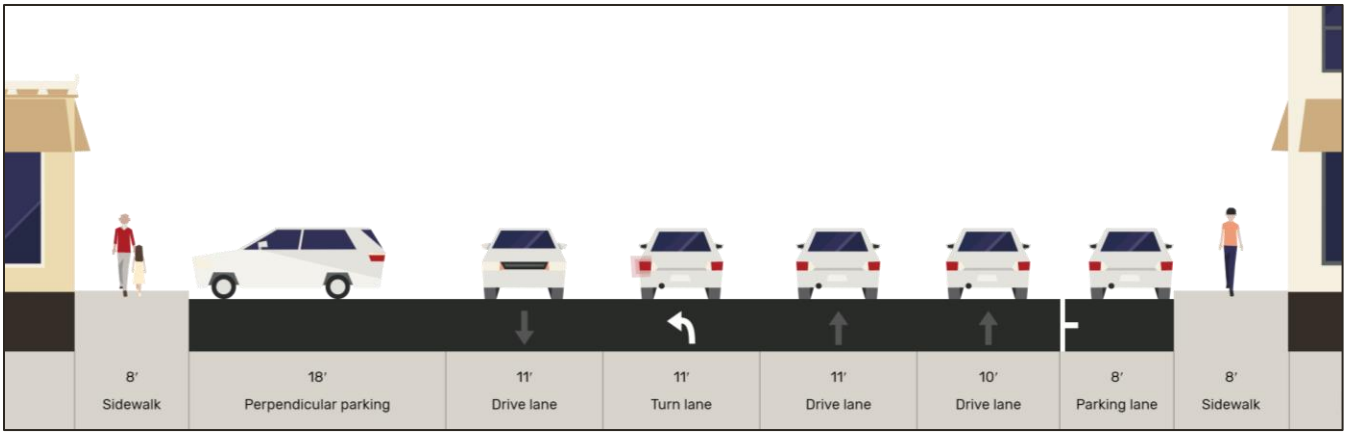


Figure 1: *Typical Existing Williams Avenue Cross-Section*

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.

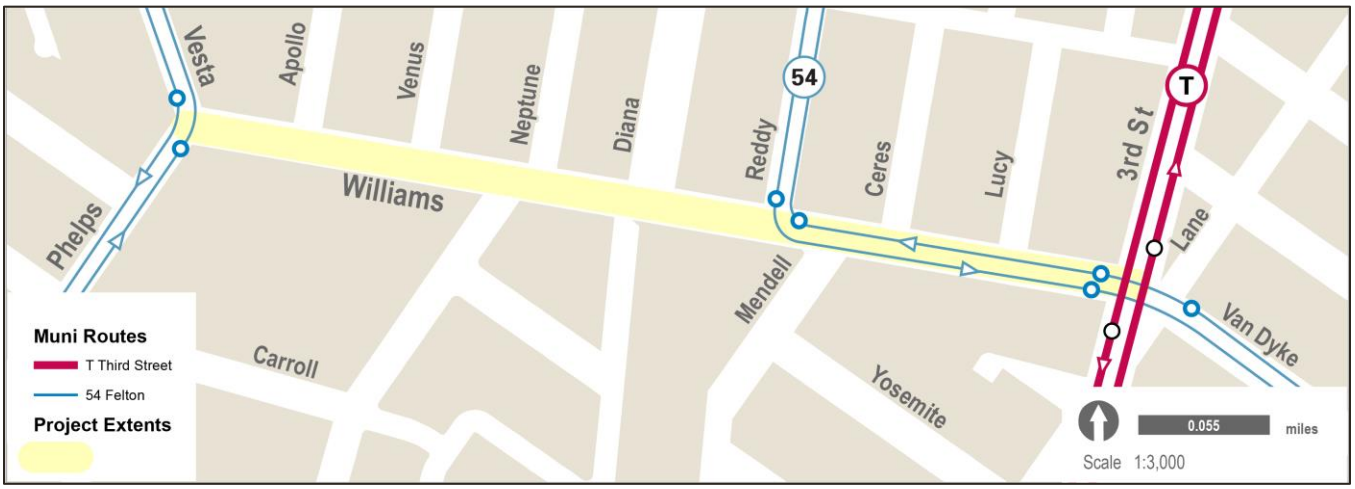


Figure 2: *Existing Transit in Project Area*

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.

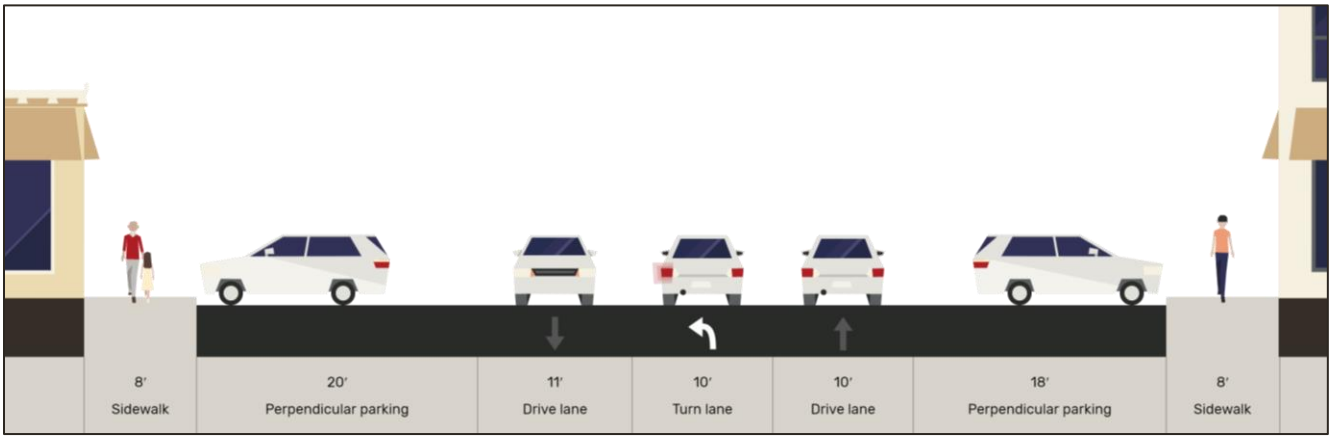


***Figure 3**: Proposed Cross Section of Williams Avenue with road diet and buffers*

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)

Daylighting[1] 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

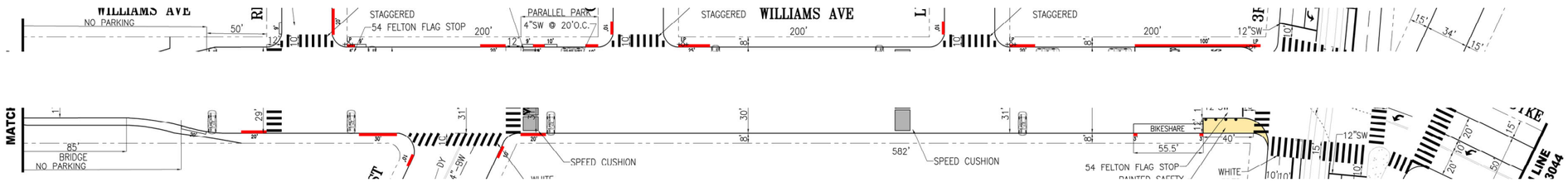
Construction for this project would be led by SFMTA Field Operations. The Paint Shop would remove existing striping and paint new striping on the roadway. The Sign Shop would install delineator posts and signs where necessary. The Curb Paint Shop would provide construction support for parking changes.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

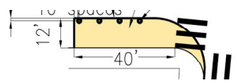
APPROVAL ACTION

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





	DRAFT	DRAFT WILLIAMS QB	C.BECK	M.SALLABERRY				SCALE:	CONTRACT NO.

NO.	DATE	DESCRIPTION	BY	APP
2	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

CHECKED: T.FOLKS
DATE: 04/2009

JACK L. FLECK 5/2008
CITY TRAFFIC ENGINEER DATE:

SHEET/SHEETS

WILLIAMS AVENUE
PHELPS STREET TO 3RD STREET

REV. NO.
DRAFT

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