

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



Funding & Implementation Plan

Overview

The Funding & Implementation Plan for the Bayview CBTP lays out all available funding sources for future projects and prioritization of projects in implementation.

The recommendations within this section are drawn from community input generated during outreach for the Bayview Community Based Transportation Plan. They are informed by the City's toolkit in creating safer, more inviting streets for all modes, as well as extensive consideration given to a community-defined Equity Index and direct community preferences. The projects will further enhance the safety of the transportation network in the Bayview. The selection of proposed projects is discussed in detail in the Bayview CBTP Streetscape Plan and will be expanded on in the forthcoming Draft Plan.

Funding Availability

The Bayview CBTP is currently funded through a variety of partnerships with local and state agencies including Caltrans, the Metropolitan Transportation Commission (MTC), and San Francisco County Transportation Authority. The current funding structure includes funds allocated for a 5-year project plan within the next Capital Improvement Plan (CIP) cycle, broken into a series of quick build near-term projects, chosen by the Bayview community in Phase 2, as well as longer-term projects identified within the current document. The CIP is a fiscally constrained 5-year program of SFMTA's capital projects that operates as an implementation plan for regional, citywide, and agency-wide strategies and policy goals.

Additional Lifeline Transportation Grant funds were secured by the project team through a pilot program run by the Metropolitan Transportation Commission (MTC). To participate in the pilot, the project team agreed to hold a Participatory Budgeting (PB) exercise as part of the CBTP process. PB is a democratic process in which community members decide how to spend part of a public budget. Through PB, Bayview residents developed project proposals in collaboration with City staff and residents voted on projects.

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Table 1: Bayview CBTP funding allocations

Currently Available Funding	
Quick Build	\$600,000
Participatory Budgeting	\$705,000
5-Year Plan	\$2.518 million

The Funding & Implementation Plan primarily deals with all the capital projects that fall within the 5-year plan. The universe of projects identified in the Streetscape Plan far outstrip the availability of funding. The table below identified the value of projects identified for the 5-year plan versus the full range of project identified in the Streetscape Plan.

Table 2: Bayview CBTP total project costs

	FY20 Five Year Plan Projects	All Projects
Total Corridor Costs	\$616,000	\$ 2.45 million
Total Location Costs	\$ 1.93 million	\$ 3.997 million
Total Project Costs	\$ 2.55 million	\$ 6.44 million

Table 3: Bayview CBTP funded projects

	Number of Projects Funded	Total Number of Projects
Corridor Projects	10	29
Location Projects	54	79

Project funding for the 5-year investment plan is available starting in FY 20/21, with the bulk of funding available in FY 21/22. The project team hopes to fully encumber the funding from the 5-year investment plan in FY 21/22 (2 years into the 5-year investment plan), and thus have justification for future funding allocation to the Bayview for additional identified projects.

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Quick Build Projects

During the second phase of outreach, the project team sought community input to prioritize quick-build projects. The total budget for Quick Build Projects is \$600,000.

The project team sought to find projects that could be delivered quickly, before the date of plan adoption, as a gesture of good-faith and a demonstration of commitment to investment in the community. During Phase 2 outreach in the winter/spring of 2019, residents provided ranking preference on the following streets, with potential project improvements:

1. 3rd Street: Painted safety zones
2. Oakdale Ave: Continental crosswalks & curb ramp upgrades
3. Williams Ave: Continental crosswalks, curb ramp upgrades, and pedestrian median islands
4. Evans Ave: Continental crosswalks & curb ramp upgrades
5. Carroll Ave: Continental crosswalks, curb ramp upgrades, and rapid flashing beacons
6. Innes Ave: Continental crosswalks, pedestrian median islands, and rapid flashing beacons

From subsequent resident requests and feedback from District 10 Supervisor Walton's office, an additional two streets were added for Quick Build:

1. Quesada Ave: Remove traffic islands, replace with speed humps, upgrade crosswalks, add lane striping between travel lane and parking lane to visually narrow roadway
2. Gilman Ave: Calm traffic between Bret Harte Elementary and the Alice Griffith affordable housing site.

Due to project coordination needs with the Transit division, the Gilman Ave project details are still in development and an implementation date has not yet been set.

The SFMTA Livable Streets team is in the process of finalizing work order for the first round of Quick Build projects, which should be delivered before the end of the 2019 calendar year. The table below shows the projected schedule for Quick Build projects:

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Table 4: Projected Quick Build implementation schedule

Oct – Dec 2019	Jan – Mar 2020	Apr – Jun 2020	Jul – Sept 2020
<ul style="list-style-type: none"> • Williams Ave • Quesada Ave 	<ul style="list-style-type: none"> • 3rd St • Oakdale Ave • Evans Ave • Carroll Ave 	<ul style="list-style-type: none"> • Innes Ave 	<ul style="list-style-type: none"> • Gilman Ave

The Bayview CBTP project team will provide robust noticing in the Bayview community on the status of these Quick Build projects as they move forward.

Participatory Budgeting Projects

A portion of the Bayview CBTP funding is from the MTC’s Lifeline Transportation Grant program. The Lifeline Transportation Grant program allocates funding through countywide congestion management agencies to support transit and access to transit for low-income communities. While Lifeline funding is typically allocated through a Call for Projects process, this year the MTC set aside \$1 million of Lifeline funding for a participatory budgeting pilot program. The Bayview CBTP team was awarded \$600,000 for program implementation by MTC, with local match requirements bringing the total pool to \$750,000.

PB is a democratic process where local government works collaboratively with communities to gather project ideas, develop them into full proposals, and hold a public vote. Projects receiving the most votes are then implemented by the local government or eligible non-profits. Through a PB process, residents become more engaged in local government and are empowered to pursue positive change in their communities. Eligible projects must improve transit and access to transit for residents, with focus on traditionally underserved residents in the Bayview. The SFCTA has agreed to serve as the fiscal agent for this program, and the SFMTA is the sole eligible funding recipient.

Results from PB voting are on the following page. Of the \$750,000 available pot of funding, \$705,000 will be allocated to projects. Projects with budgets outside of the available funding pot were excluded from this list and will be included for consideration in the 5-year investment plan.

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Table 5: Funded PB projects

Rank	Operating Projects	Total Score	Project Cost	Available Budget
1	44 O'Shaughnessy	577	\$555,000	\$555,000
Rank	Capital Projects	Total Score	Project Cost	Available Budget
1	Silver Bayshore crosswalk	432	\$10,000	\$155,000
2	Williams Apollo crosswalk	415	\$75,000	\$145,000
5	Donner Bayshore crosswalk	340	\$25,000	\$70,000
6	3rd Van Dyke crosswalk	305	\$25,000	\$45,000
7	Oakdale at Phelps 1 shelter	301	\$10,000	\$20,000
9	Hudson at Ingalls 1 shelter	258	\$10,000	\$10,000

After vote results are affirmed by the MTC Commission and the SFCTA Board of Directors, funds will be programmed in the coming fiscal year for implementation. Fund disbursement is anticipated in January of 2019. Matching funds will be provided in FY 19/20 and FY 20/21 to fund the listed capital projects.

Project Prioritization

Project prioritization was a multi-phase process with a high level of community input whenever possible. The first two phases of outreach refined the scope and location of potential improvements and provided adjustment opportunities to match community need and input. The final ballot phase resulted in the ranking of over 120 distinct location and corridor projects, out of the initial list of over 150 potential projects. Projects were ranked and scored with adjustments based on the community Equity Index and direct resident input.

Projects with a score of 140 or higher fall within current funding capacities. Detailed project selection is discussed in the Bayview CBTP Streetscape Plan.

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The project team is hoping to leverage collected data and community input to advocate for expanded funding opportunities and continued improvements. Projects ranking outside of the ability to currently fund that are included in this document garnered substantial community support and are included as projects of interest to pursue if funding availability changes.

Project Types

The goal of projects proposed for the Bayview community is to improve safety and accessibility by funding top voted projects. Most projects focus on pedestrian improvements with an emphasis on safety treatments, followed by transit service improvements.

Bicycle

Bike Lane Improvements

The Bayview currently has limited bicycling facilities and those that are in place are generally unprotected, on-street sharrows (Class III). A variety of proposed projects include bike route adjustments and expanding bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands or other physical barriers. Separated bike facilities largely focus on creating better connections between the Bayview community and other areas of San Francisco.

Parking

Angled/Perpendicular Parking

Angled and perpendicular street parking allows for cars to park angled or perpendicular to the curb which provides more efficient usage of on-street parking space and makes it possible to add more parking spaces in the same size area. As an added benefit, angled and perpendicular parking acts as a traffic calming device by narrowing the width of the roadway.

Pedestrian

Continental Crosswalks

Continental Crosswalks consist of a roughly two-foot wide striped pattern at pedestrian crossings. The design helps to distinguish pedestrian crosswalks at intersections, thereby allowing for higher visibility of pedestrians by drivers.

Curb Ramp Improvements

Curb ramps are essential in providing an accessible path of travel on and off public

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sidewalks and older sidewalks in the Bayview area need to be adapted with ramped curbs. Curb ramps are crucial to a full transit network and to pedestrian safety. Without curb ramps in place, people with mobility disabilities are often forced to travel in the street with traffic.

Lighting Improvements

Street lighting specifically targeted towards illuminating the pedestrian environment. It provides a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving the aesthetics of the urban environment. It also encourages walking and biking trips while improving perceived safety and comfort along corridors. Street lighting is particularly important in the Bayview, where residents frequently express concern for personal safety when walking or waiting for transit at night.

Painted Safety Zones/Intersection Neck Down

A pedestrian safety zone is a painted buffered curb-side space between the sidewalk and moving vehicles. Their footprint resembles a bulb out, helping to emphasize that the space should not be treated as part of the roadway. Painted safety zones are a low-cost, easily-implemented treatment that enhance pedestrian safety.

Pedestrian Islands

Pedestrian refuges are protected areas where people may safely pause or wait while crossing a street. A pedestrian refuge or traffic island is used at intersections and can also provide an opportunity for landscaping and visual enhancements.

Raised Crosswalks

Raised crosswalks are roadway crossing where pavement is raised to the level of the sidewalk. This street design channels pedestrians and promotes safety by slowing vehicles as they approach the crossing.

Rapid Rectangular Flashing Beacons

Rectangular Rapid Flashing Beacons are solar-powered lights at the side of a roadway that flash when activated by a person walking. RRFBs are treatments designed to increase motorist yielding to people walking in crosswalks at key locations.

Speed Humps

Speed humps are a traffic calming measure that is a rounded device across the roadway that causes vehicles to reduce their speed.

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Transit

Bus Bulbs

Transit boarding islands act as sidewalk extensions at bus stops that provide greater safety for passenger boarding and alighting. They may also speed transit times by allowing the transit vehicle to stop within the travel lane, rather than exiting and re-entering the flow of traffic at each stop. They can improve pedestrian conditions by locating the transit waiting area and transit shelter outside of the primary sidewalk.

Bus Shelters

Installation of bus shelters is a collaborative process between SFMTA and Clear Channel Outdoor. Bus shelters give transit users protected locations to wait for arriving buses. The locations identified for potential new bus shelters need to be reviewed for suitability, specifically ensuring sidewalks are wide enough to accommodate shelter installation. Planned shelters will include updated MUNI route maps and technology tools providing real-time arrival data and scheduling information.

Project List

The following two tables show the extents, details, cost estimates, and prioritization of all proposed projects. One table lists all corridor-based projects and the other tables lists all location-specific projects. For both tables, projects have been selected for the 5-year plan based on the score ("Priority Score") they received during Phase 3 outreach in summer of 2019. Both tables have a cut-off point below which projects are unfunded for the 5-year plan.

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Corridor Based Projects

Project Mode	Street	From	To	Project Detail	Priority Score	Cost Estimate
Pedestrian	Oakdale Ave	Barneveld Ave	Lane St	Install additional street lighting	208	\$30,000
Bike	Quesada Ave	3rd St	Hawes	Outside lane striping (bike lane without stencil)	150	\$70,000
Pedestrian	Jennings St	Donner Ave	Shafter Ave	Upgrade all crosswalks to continental	149	\$55,800
Pedestrian	Jennings St	Le Conte Ave	Fitzgerald Ave	Upgrade all crosswalks to continental	149	\$29,400
Pedestrian	Keith St	Armstrong St	Carroll Ave	Upgrade all crosswalks to continental	147	\$7,400
Pedestrian	Keith St	Wallace Ave	Quesada Ave	Upgrade all crosswalks to continental	147	\$39,700
Pedestrian	Ingalls St	Van Dyke Ave	Quesada Ave	Upgrade all crosswalks to continental	143	\$29,400
Pedestrian	Ingalls St	Gilman Ave	Egbert Ave	Upgrade all crosswalks to continental	143	\$17,600
Bike	Bayshore Blvd	Paul Ave	Oakdale Ave	Convert northbound Class II bike lane to Class IV cycle track	141	\$150,000
Bike	Evans Ave	Keith St	Hunters Point Blvd	Class II bike lanes to close existing bike network gap	140	\$70,000
Parking	Gilman Ave	Giants Dr	Arelious Walker Dr	Post-protected pedestrian walkway (no sidewalk) and street parking	138	\$5,700
Pedestrian	Gilman Ave	Hawes St	Arelious Walker Dr	Road diet to allow perpendicular parking & crosswalk upgrades	138	\$50,000

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Pedestrian	Gilman Ave	Giants Dr	Arelious Walker Dr	Add street lighting for pedestrians	138	\$30,000
Parking	Gilman Ave	Hawes St	Giants Dr	Perpendicular parking as part of road diet project	138	\$50,000
Pedestrian	Ingerson Ave	Griffith Ave	Giants Dr	Widen & extend sidewalk around the perimeter of Gilman Park	138	\$225,000
Pedestrian	Carroll Ave	Keith St	Jennings St	New sidewalk on south side of street (requires train track removal)	135	\$111,300
Pedestrian	Carroll Ave	east of Ingalls St	Giants Dr	New sidewalk (requires coordination with Doublerock demolition)	134	\$269,600
Bike	Evans Ave	3rd St	Keith St	Upgrade existing Class II to buffered bike lanes	134	\$100,000
Bike	Mendell St	Galvez St	Cargo Way	New buffered bike lanes	132	\$100,000
Pedestrian	Jamestown Ave	Ingalls St	Hawes St	Upgrade all crosswalks to continental	132	\$16,100
Transit	Innes Ave	Arelious Walker Dr	Donahue St	Remove 1 eastbound travel lane to create post-protected pedestrian walkway on south side of street; connecting Donahue St sidewalk to Arelious Walker stairway; space for bus stop at Earl St	131	\$30,500
Pedestrian	Ingerson Ave	Ingalls St	Hawes St	Upgrade all crosswalks to continental	130	\$29,400
Bike	Multiple	Gilman & Jerrold	Mendell & Galvez	Bike route/neighborway for northbound bicyclists	129	\$100,000
Bike	Multiple	Palou & Lane	Mendell & Galvez	Bike route/neighborway for southbound bicyclists, via Phelps St	126	\$100,000

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Pedestrian	Hawes St	Jamestown Ave	Hollister St	Upgrade all crosswalks to continental	126	\$5,000
Parking	Williams Ave	Phelps St	Venus St	Convert south side to angled parking as part of road diet project	117	\$50,000
Bike	Williams Ave	Phelps St	3rd St	Road diet & Class II bike lanes	105	\$50,000
Bike	Phelps St	Bayshore Blvd	Williams Ave	Bike route (sharrows)	105	\$10,000
Bike	Evans Ave	Cesar Chavez	3rd St	Class IV cycle track	42	\$150,000

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Location-Based Projects

Project Mode	Cross Street 1	Cross Street 2	Project Detail	Priority Score	Cost Estimate
Pedestrian	Hudson Ave	Mendell St	Neck-down intersection	186	\$123,000
Pedestrian	Jerrold Ave	3rd St	Painted Safety Zone on west side of 3rd St	172	\$5,000
Pedestrian	Quesada Ave	Lane St	Painted Safety Zone/bulb-out	171	\$128,300
Pedestrian	Silver Ave	Topeka Ave	Painted Safety Zone, southwest corner	161	\$5,000
Pedestrian	Silver Ave	Revere Ave	Painted Safety Zone, northeast corner	161	\$5,000
Pedestrian	Silver Ave	Quesada Ave	Painted Safety Zones in west/east corners	161	\$10,000
Pedestrian	Silver Ave	Charter Oak Ave	Crosswalk	161	\$1,500
Pedestrian	Oakdale Ave	Lane St	Painted Safety Zone/bulb-out	160	\$128,300
Pedestrian	Oakdale Ave	Newhall St	Crosswalks	160	\$5,900
Pedestrian	Oakdale Ave	Rankin St	Upgrade existing crosswalk to Continental	160	\$5,900
Pedestrian	Oakdale Ave	Industrial St	Continental crosswalks & ped lighting	160	\$19,400
Pedestrian	Van Dyke Ave	3rd St	Painted Safety Zone/neckdown	160	\$128,000
Pedestrian	Underwood Ave	Lane St	Continental crosswalks	160	\$5,900
Pedestrian	Underwood Ave	Lane St	Painted Safety Zone on Underwood, northwest corner	160	\$5,000

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Pedestrian	Thomas Ave	Lane St	Upgrade to continental crosswalks	160	\$5,900
Pedestrian	Wallace Ave	3rd St	Painted Safety Zone east of 3rd St	160	\$5,000
Pedestrian	Silver Ave	Revere Ave	Raised crosswalk, western leg	159	\$138,700
Pedestrian	Revere Ave	Lane St	Painted Safety Zone/bulb-out	159	\$128,300
Pedestrian	Revere Ave	Bayview St	Painted Safety Zone	159	\$5,000
Transit	Oakdale Ave	Keith St	Bus shelter in northwest corner	157	\$10,000
Transit	Keith St	Oakdale Ave	Bus shelter on southeast corner	157	\$10,000
Pedestrian	La Salle Ave	Osceola Ln	School zone continental crosswalks	157	\$2,900
Pedestrian	La Salle Ave	Whitfield Ct	Refresh crosswalks, update curb ramps	157	\$8,900
Pedestrian	La Salle Ave	Ingalls St	Refresh crosswalks	157	\$4,400
Pedestrian	Cashmere St	Whitney Young Cir	Update crosswalks & curb ramps	157	\$8,900
Pedestrian	Osceola Ln	La Salle Ave	Remove cul-de-sac barrier across Osceola Ln	157	\$2,000
Pedestrian	La Salle Ave	Cashmere St	Continental crosswalks	157	\$5,900
Pedestrian	Kiska Rd	Boys & Girls Club	Crosswalk	157	\$1,500
Pedestrian	Northridge Rd	Harbor Rd	Crosswalk	157	\$2,900
Pedestrian	Kiska Rd	Boys & Girls Club	Mid-block crossing to ballfield	157	\$15,000
Pedestrian	Kiska Rd	Dormitory Rd	Continental crosswalk	157	\$1,500
Pedestrian	Harbor Rd	mid-block	Remove cul-de-sac barrier	157	\$2,000
Transit	Earl St	Kirkwood Ave	Bus shelter & lighting	157	\$25,000

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Transit	Ingalls St	Harbor Rd	Bus shelter & lighting in southeast corner	157	\$25,000
Transit	Hudson Ave	Ingalls St	Bus shelter in southwest corner	157	\$10,000
Transit	Ingalls St	Harbor Rd	Bus shelter in northwest corner	157	\$10,000
Transit	Acacia Ave	Middle Point Rd	Additional lighting at 19 Polk shelter	157	\$15,000
Pedestrian	Armstrong Ave	3rd St	Painted Safety Zones on west side of 3rd @ Armstrong	155	\$5,000
Pedestrian	Carroll Ave	west of 3rd St	Mid-block crosswalk	150	\$8,800
Pedestrian	Carroll Ave	3rd St	Rail-fillers in crosswalks	150	\$5,000
Pedestrian	Quesada Ave	east of Lane St	Remove traffic island, replace with speed humps	150	\$162,700
Pedestrian	Quesada Ave	east of Jennings St	Speed humps	150	\$18,000
Pedestrian	Fitzgerald Ave	Hawes St	Crosswalks	149	\$5,900
Pedestrian	Paul Ave	3rd St	Painted Safety Zone on north side of Gilman @ 3rd	148	\$5,000
155	Paul Ave	3rd St	Painted Safety Zone on south side of Paul @ 3rd	148	\$5,000
Pedestrian	Yosemite Ave	3rd St	Neck-down/Painted Safety Zone east of 3rd St	148	\$128,000
Transit	Innes Ave	Donahue St	Bus shelter in northwest corner	148	\$10,000
Pedestrian	Innes Ave	Newhall St	mini-Painted Safety Zone approaching Innes	143	\$5,000
Pedestrian	Innes Ave	Newhall St	bulb-out, east side of Newhall	143	\$123,300
Pedestrian	Innes Ave	Mendell St	Continental crosswalks & curb ramps	143	\$8,900
Pedestrian	Oakdale Ave	Griffith St	Ped lighting	141	\$15,000

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Transit	Oakdale Ave	Baldwin Ct	Bus shelter & lighting on south side of street	141	\$25,000
Pedestrian	Revere Ave	Jennings St	Raised crosswalk & curb ramps	141	\$5,900
Transit	Van Dyke Ave	Jennings St	Convert flag stop & add bus shelter (requires some parking removal)	141	\$10,000
Pedestrian	Gilman Ave	Griffith St	Painted Safety Zone/bulb-outs	138	\$128,300
Pedestrian	Gilman Ave	Hawes St	Traffic island at crosswalk	138	\$26,900
Pedestrian	Gilman Ave	Giant	Ped island/RRFB	138	\$184,700
Pedestrian	Innes Ave	Arelious Walker Dr	Crosswalk & potential RRFB	137	\$125,900
Pedestrian	Thomas Ave	3rd St	Bulb-out on west side of 3rd St	136	\$123,300
Pedestrian	Shafter Ave	3rd St	Bulb-out on west side of 3rd St	136	\$123,300
Pedestrian	Thomas Ave	3rd St	Painted Safety Zone east of 3rd St	136	\$5,000
Pedestrian	Paul Ave	Crane St	Upgrade uncontrolled crosswalk	134	\$4,000
Pedestrian	Newhall St	Newcomb Ave	Raised crosswalk, south leg	133	\$138,700
Transit	Innes Ave	Arelious Walker Dr	Bus-bulb & shelter (would require in-lane loading)	131	\$220,900
Transit	Oakdale Ave	Phelps St	Bus shelter & lighting in southeast corner	130	\$25,000
Pedestrian	La Salle Ave	Mendell St	Continental crosswalks & curb ramps	130	\$20,600
Transit	Newhall St	Oakdale Ave	Add Nextbus sign at existing stop	130	\$5,000
Transit	Phelps St	Williams Ave	Street lighting for 54 bus	130	\$15,000
Pedestrian	Oakdale Ave	Ingalls St	Upgrade substandard curb ramps	126	\$14,700

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Pedestrian	Oakdale Ave	mid-block	Mid-block crossing between Hunters Point West playground & youth center	126	\$10,000
Pedestrian	Oakdale Ave	Griffith St	Crosswalk	126	\$1,500
Pedestrian	Egbert Ave	Jennings St	Raised crosswalk on Egbert (west side)	124	\$138,700
Bike	Innes Ave	mid-block	Speed hump - complements bike route	124	\$18,000
Bike	Innes Ave	Phelps St	Intersection neckdown - complements bike route	124	\$123,000
Pedestrian	Williams Ave	Mendell	Painted Safety Zone on Mendell	123	\$5,000
Pedestrian	Williams Ave	Newhall St	Explore crosswalk upgrades as part of Williams road diet	123	\$5,900
Pedestrian	Williams Ave	Apollo St	RRFB & Pedestrian Island	123	\$184,700
Pedestrian	Williams Ave	Mendell	Fully enclose pedestrian island on Williams	123	\$7,900
Parking	Lane St	3rd St	Change street-sweeping times to be friendly to daytime businesses	108	\$15,000