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## Minutes

### Clipper Street Kick-Off Meeting

April 24, 2007, 7pm

Police Academy, 350 Amber Drive off Diamond Heights Blvd

The goal of this kick-off meeting was to meet with residents on or near Clipper Street between Douglass Avenue and Diamond Heights and discuss their concerns along the street. This was also an opportunity to discuss a proposed redesign of Clipper Street and how it would or would not address their concerns.

The meeting was advertised by posting notices at each resident and on street poles along this section of Clipper Street and the block of Grandview just north of Clipper. Supervisor Dufty's office and the Ingleside Police Station were also notified of the meeting.

Twenty residents attended this meeting, along with Supervisor Dufty's aide, Boe Hayward, and MTA staff, Mike Sallaberry (Project Manager) and Manito Velasco (Traffic Calming Program Manager). Handouts summarizing the project and conditions on the street were handed out. This handout is also posted on the MTA's Clipper Street website.

Boe Hayward spoke first about Supervisor Dufty's support for the project goals and let attendees know that Supervisor Dufty makes himself available to his constituents if they have any need to contact him. He also mentioned that normally Rachelle McManus is the aide that works on projects such as these, but that he was standing in for her. Her contact info is [rachelle.mcmanus@sfgov.org](mailto:rachelle.mcmanus@sfgov.org) or (415) 554-6986.

Mike Sallaberry then began discussing the project and fielding questions about it. Topics/questions are listed below.

'What money does the city have to work on this project?'

A: The city has \$60,000 to actually implement some striping changes on this street. It is somewhat unusual to have money in hand to implement changes early in the process so this project is ahead of most other projects. [Note that there is actually \$90,000 for this project. There is a second matching grant for \$30,000.]

'Parking on the street is difficult/dangerous.'

A: The proposed redesign (which was shown on an overhead projector) improves safety for people parking on both sides of the street as there would be a bike lane between the parked car and moving traffic. Also, there will be some room between the parking area and the bike lane itself for people to open their doors and walk.

[Note: The proposed redesign can be seen on the Clipper Street website:

<http://www.sfmta.com/cms/ocalm/ClipperStreetTrafficCalmingProject.htm> The design shown is an intermediate design not showing bike lanes as the city is unable to add bike facilities until an environmental review of the Bicycle Plan is complete. In the meantime, a stripe will be added to mark the edge of the parking lane to provide some space for parkers. The bike lane stripe will be added when the city is able.]

'How about a STOP sign on Clipper at Grandview to slow down traffic on Clipper?'

A: There was a STOP sign requested here not too long ago and not recommended as the intersection does not warrant it. STOP signs are used in intersections to help designate Right of Way or reduce collisions attributed to a lack of STOP control. They are not to be used as traffic calming devices otherwise people will tend to ignore and roll through them, as is prevalent already throughout San Francisco. However, the proposed design, which reduces the number of lanes on Clipper Street, adds a painted median, and shortens the crossing distance for pedestrians will help control speeds as there are no longer opportunities to pass people obeying the speed limit, improve movements to and from driveways with the painted median, and also improve pedestrian safety.

'Can we have crosswalks at Grandview?'

A: Crosswalks are used to guide pedestrians to areas on the street that are better to cross than others. We will look at adding crosswalks at the intersection, but it is unlikely that we will recommend crosswalks crossing Clipper Street at Grandview as that does not seem to be a desirable place to guide pedestrians given the reduced visibility on Clipper there due to the curve and the lack of demand to cross at that specific location. Crosswalks in themselves do not necessarily slow down motorists.

'The STOP sign on Clipper at Douglass can be hard to see due to glare and the crest of the hill.'

A: We'll look at that.

'Can we designate a temporary sidewalk on the south side of the street?'

A: The proposed design does create a space for people to walk on that side of the street.

'Who owns the land on the south side of the street and can we get them to pay for the sidewalk?'

A: I believe some of that land is city land while some may be residential, but it's hard to say since there are no buildings or parks fronting the street, only a cliff. [Note: It looks like about a quarter of the southside of Clipper in the project area is Douglass Park property while the other three quarters is private property.] We are working with

DPW to determine the costs for a sidewalk on that side of the street, though it may get into 6 figures or more depending on details like drainage design in the area.

'Can you lower the speed limit on Clipper?'

A: Speed limits are set based on prevailing speeds of motorists already using the road. This is to prevent a situation where you have a very low speed limit that leads to a majority of motorists breaking the law even though they are driving prudently given the street design. Also, simply changing a speed limit doesn't necessarily lower speeds if the street design is comfortable for driving at higher speeds. So, our plan is to redesign the street to naturally lower prevailing speeds. We will take speed data after the design is implemented (assuming the design is approved). If speeds drop, then we can drop the speed limit. The MTA strives to set speed limits as low as possible given this constraint to address the needs of people who live on the street or walk or bicycle on the street.

'What about signs stating "Watch out for cars pulling out of driveways"?'

A: These signs are reserved for situations, such as at crests of hills and intersections' where motorists cannot see the driveways at all. On Clipper, motorists can see the driveways.

'How about trees? (one person states: And not palm trees!)

This design does create space in the middle of the intersection for a median. Though the funds we have are only for restriping the street, there is the possibility of getting additional funds for a concrete island on the street which could include a tree. The island would improve safety for pedestrians crossing the street. And trees do have a traffic calming effect as they can break up long sight lines which tend to encourage high speeds by motorists.

'Will driveways be accessible with the median?'

A: Yes, the current proposal is for a painted median which will allow motorists to wait in the median out of traffic until it is safe to enter the driveway. Right now motorists must wait in a lane which can be a little nerve-racking as other motorists come up behind them. If any islands are constructed in the median, they will be located to allow access into the driveways.

'Aren't you encouraging jaywalking by saying the median can be used to cross the street?'

A: Actually, it's not illegal to cross the street in the middle of a block outside a crosswalk if there is not a signal at both ends of the block. [Note: This is stated in the California Vehicle Code, section 21955] Realistically, people are going to cross where they feel it is convenient, and not walk far down or up the street to a crosswalk. By removing a lane in each direction and providing a space in the middle to stand, crossing Clipper becomes much more simplified by breaking the crossing in half, giving people a place to wait in the middle, and by reducing the number of lanes they have to watch out for.

'Where is the speed survey location? It makes a big difference where it's taken.'

A: Speed surveys are taken in an area that is most representative of what is happening on the street. In this case, it would be on Clipper up the hill from Douglass closer to Grand View.

'What are next steps?'

A: If residents approve of this plan – there seems to be consensus that there is support for this design [no objections heard] – then we go through a legislative process that eventually goes to the Board of Supervisors. Residents and stakeholders are notified of any hearings. It seems like this work could be done by the end of the year. And given the support at this meeting, there doesn't seem to be a need for another community meeting. We will post information on our website and give attendees email updates.

'Can we divert traffic?'

A: It is our policy to save designs that include diversions for an absolute last solution. Diversions tend to shift problems elsewhere and pit neighbor against neighbor. We also try to maintain fair access to roadways.

'This project won't solve everything, but it seems to be a step in the right direction and something that can be implemented pretty quickly. However, we don't want the city to walk away from the street if there is still a need for improvements even after the street is redesigned.'

A: it's true this project won't solve everything. There will still likely be some speeding, especially when there are fewer vehicles and a "lone speeder" has an open lane but hopefully there will be much less speeding. We will take after speed data and see how things are doing. We will also explore the possibility of building up the median so there are islands to improve safety and create space for trees.

'Can there be playground signs installed on Clipper? And can the crosswalks be striped like those ladder/zebra crosswalks?'

A: Warning signs are not typically used at intersections that have 4-way STOPs as the STOP signs carry more weight than warning signs. Also, playground warning signs are generally not used in locations besides near the front of playground entrances. Crosswalks are painted in that ladder/zebra design if they are near a school or at a midblock crossing. The plan is to restripe all school crosswalks this way. You can tell if it is a school crosswalk if it is painted yellow, or within 600' of a school.

### **Next Steps:**

As all attendees seemed satisfied with moving ahead with the proposal, Mike will finalize the design and move ahead with approvals. Mike will also send updates via email and post documents on the MTA website. These documents will include the proposed design so people can have access to it.

As the most efficient time to remove striping is during rain, the restriping will likely take place this winter. The project will be implemented as an interim design without bike lanes as there is an injunction against any bicycle improvements in the city until an Environmental Impact Report is completed on the city Bike Plan.

After the interim design is striped, additional observations and data will be collected to determine if the project was sufficient in addressing speeding and safety concerns. If necessary, a follow-up meeting with the community will take place to solicit feedback on the design and discuss potential next steps.

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Project Website:

<http://www.sfmta.com/cms/ocalm/ClipperStreetTrafficCalmingProject.htm>

Or go to: [www.sfmta.com](http://www.sfmta.com), click on Livable Streets, click on Traffic Calming, click on Current Projects, then click on Clipper Street.