

Clarendon Avenue Quick-Build Project Outreach Summary

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Project Background

The Clarendon Quick-Build Project is a transportation safety improvement project along Clarendon Avenue from Johnstone Drive to Laguna Honda Boulevard in District 7. The project proposes a road diet (reducing vehicle travel lanes to one lane in each direction), safety treatments at pedestrian crosswalks, updating the crosswalk at Clarendon Woods Avenue to a continental crosswalk, and the addition of a crosswalk and a rectangular rapid flashing beacon at Dellbrook Avenue as part of a previous D7 participatory budgeting process. The Clarendon Quick-Build project implementation will follow a San Francisco Public Works (SFPW) repaving project. The SFMTA timeline will be dependent upon completion of repaving work.

Clarendon Avenue from Ashwood Lane to Laguna Honda Boulevard is part of the 2022 High Injury Network. In San Francisco, the High Injury Network shows that 68% of severe and fatal collisions occur on 12% of city streets. Between October 2018 and September 2023, there were seven reported injury collisions on Clarendon Avenue between Laguna Honda Boulevard and Johnstone Drive. The portion of Clarendon from Ashwood Lane to Johnstone Drive is included for continuity of the lane configuration and to improve safety near the Clarendon Elementary School and support morning and afternoon student drop-off / pick-up activities.

Neighborhood

The Clarendon Avenue Quick-Build Project is bordered by neighborhoods of single-family homes, townhomes, and student and faculty apartments for UCSF. In addition to housing along the route, there is an elementary school, two San Francisco Public Utilities Commission reservoirs, a city park with a playground, natural areas with hiking and mountain biking trails, a church, Laguna Honda Hospital, and San Francisco Fire Department Station #20.

On the east side of Clarendon Avenue is the Forest Knolls Neighborhood, the Clarendon Woods gated community, Galewood Circle Townhomes, and Aldea San Miguel UCSF Housing. In addition to housing, there is also The Clarendon Alternative Elementary school and SF Public Utilities Commission Laguna Honda Reservoir on the east side of Clarendon Avenue.

On the west side of Clarendon Avenue is the Midtown Terrace neighborhood, Midtown Terrace Playground, SF Public

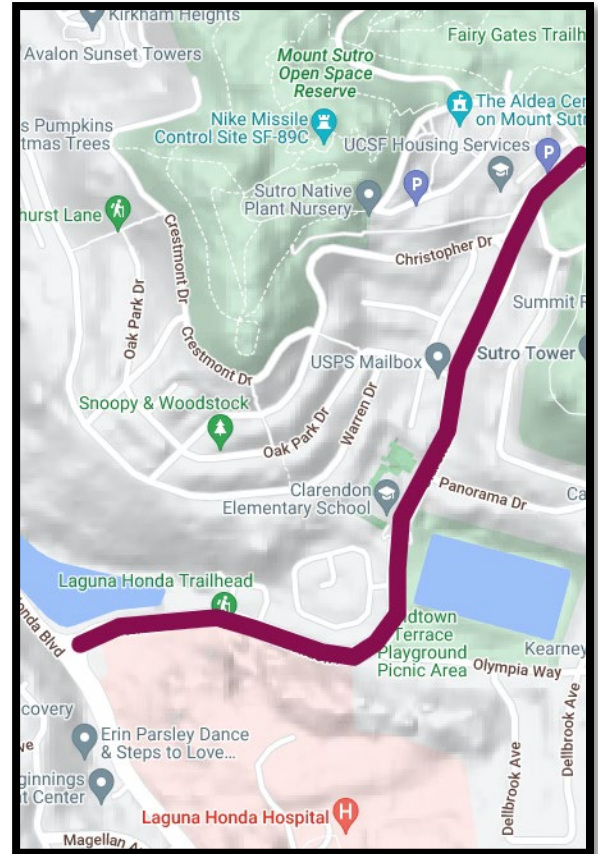


Figure 1 Project Area Map



Figure 2 Clarendon aerial view looking Northeast towards Panorama Drive

Utilities Commission Sutro Reservoir, SF Fire Department Station #20, St. John Armenian Apostolic Church, and public hiking/mountain biking trails on the Laguna Honda Hospital property.

City Agency Outreach

The project team is coordinating with SF Public Works to follow an upcoming citywide various locations repaving project in 2025. The project is also coordinating with San Francisco Fire Department to understand the operations of Fire Station #20 and how the proposed changes can accommodate emergency vehicle access.

Neighborhood Groups and Associations

The project team reached out to neighborhood organizations and homeowner associations adjacent to the project through contacts listed on public websites, info request forms on neighborhood association websites, and outreach databases from previous projects and staff. The project team was in contact with the Midtown Terrace Homeowners Association, the Woods of San Francisco Homeowners Association, the Forest Knolls Neighborhood Organization, the Twin Peaks improvement association, and the West of Twin Peaks Central Council. Presentations were made to both the Midtown Terrace Homeowners Association and the Woods of San Francisco Homeowners Association at the request of those groups.

In Person and Virtual Meetings

District 7 Office of Supervisor Myrna Melgar

The project presented to staff in Supervisor Melgar's office. The supervisor's office helped to connect constituent concerns, neighborhood organizations, and the Clarendon Alternative Elementary School administration to the project team.

Clarendon Alternative Elementary School

The project team met virtually with the principal and other staff at Clarendon Alternative Elementary School. School staff are concerned with whether traffic impacts would affect daily parent/student loading activities. School staff requested an additional blue zone in the nearby vicinity and more enforcement of parking regulations and moving violations. The project team is exploring the feasibility of adding a blue zone across Clarendon on the northeast corner of Panorama Drive and Clarendon Avenue.

Clarendon Alternative Elementary School Parent Advisory Committee

The project team presented the proposed changes and answered questions at a regularly scheduled virtual meeting of the Clarendon Alternative Elementary School Parent Advisory Committee. Parents of the Clarendon Alternative Elementary School were concerned with possible congestion, and whether the changes can affect school pick-up and drop-off.

Neighborhood Group Walk Site Walk

The project team met onsite with members of the Midtown Terrace Homeowners Association and the Twin Peaks Improvement Association on a site walk to share the proposed changes on Clarendon Avenue. The group was concerned with traffic impacts of the road diet. Specific concerns include emergency egress, secondary traffic increases on surrounding lower volume streets, increased traffic, lack of enforcement, queuing at intersections and turns, and lost of trust in SFMTA from previous



experiences.

Interview with SFMTA Clarendon Elementary Crossing Guards

Two crossing guards are stationed at the intersection of Panorama Drive and Clarendon Avenue during the school year. They reported excessive speeds and noncompliance with crossing guard traffic control measures.

Outreach Feedback Themes

What We Heard	Project Response
<p>We heard concerns regarding increased congestion and long queues at Laguna Honda Boulevard because of the road diet.</p>	<p>SFMTA staff are confident that the road diet design will have minimal effects to travel time along the project corridor. The project observed AM and PM queueing at Laguna Honda during peak commute times recommended from meeting with the Midtown Terrace Homeowner Association. We have added a metric into the evaluation plan to compare total travel time on the corridor from Johnstone Drive to Laguna Honda Boulevard. The right turn lane from Clarendon onto Laguna Honda Boulevard Northbound has been extended to provide more space for vehicles waiting to turn. Additional merging space has been added on Clarendon Avenue eastbound after Laguna Honda Boulevard and westbound after Panorama Drive.</p>
<p>We heard that there is a desire for safety improvements at the intersection of Clarendon Avenue and Dellbrook Avenue.</p>	<p>An RRFB (rectangular rapid flashing beacon) was installed as part of the D7 participatory budgeting process. The project is exploring adding concrete islands at this crossing and others to shorten the distance of the crossing and further separate pedestrians and vehicles.</p>
<p>We heard a desire for safety improvements at the crosswalk near Clarendon Woods Avenue, including a request to add an RRFB at this location.</p>	<p>The project proposes updating this crosswalk to a continental crosswalk. The project is exploring additional signage, daylighting, and concrete islands at this crosswalk. The request for an RRFB will be forwarded to the Traffic Calming and Signals teams for consideration.</p>
<p>We heard a desire for bicycle infrastructure to be added to the project.</p>	<p>This project focuses on pedestrian safety improvements and encouraging drivers to travel at safer speeds. The buffer zone between the travel lane and curbside parking lane will reduce the possibility for conflict between parked cars and bicyclists on the roadway.</p>



We heard a desire for landscaping elements in the medians on Clarendon Avenue.

Adding landscaping to the existing medians along Clarendon Avenue is outside of the scope and budget of the quick-build project. Plantings would require regular maintenance and irrigation.

Next Steps

The project will go through internal design review at the SFMTA and an interdepartmental review committee with multiple city departments, SFMTA engineering public hearing for public comment. Postings will be made along the corridor and email notifications sent to project contacts.

Project implementation is aimed to start in late 2025 depending upon the finalization of a various locations paving project contract being managed by San Francisco Department of Public Works.

Quick-Build projects are evaluated through the Safe Streets Evaluation Program, which will collect data and analyze the effects of street changes typically six months after project installation.