

**THIS PRINT COVERS CALENDAR ITEM NO.: 13**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving a Tow-Away No Stopping zone and red curb zones along with a lane reconfiguration and concrete islands to improve pedestrian safety as part of the Clarendon Quick-Build Project.

**SUMMARY:**

- The Clarendon Quick-Build project, from Laguna Honda Boulevard to Johnstone Drive, proposes the removal of one travel lane in each direction on Clarendon Avenue between Laguna Honda Boulevard and Panorama Drive to reduce speeding and increase pedestrian safety with the addition of intersection safety improvements such as daylighting, concrete islands, and painted buffers.
- SFMTA project staff conducted outreach that informed the current design proposal, including responding to requests for more traffic safety elements and concerns regarding potential congestion.
- The San Francisco Planning Department has determined that the Clarendon Quick-Build Project is statutorily exempted from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Study Area Map
3. Typical Project Cross-Section

**APPROVALS:**

**DATE**

DIRECTOR



November 13, 2025

SECRETARY



November 13, 2025

**ASSIGNED SFMTAB CALENDAR DATE:** November 18, 2025

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**PURPOSE**

Approving a Tow-Away No Stopping zone and red curb zones along with a lane reconfiguration and concrete islands to improve pedestrian safety as part of the Clarendon Quick-Build Project.

**STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals:

- Goal 4: Make streets safer for everyone.
- Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.
- Goal 7: Build stronger relationships with stakeholders.

This item would support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

**DESCRIPTION**

**Project Background**

The Clarendon Quick-Build Project is a transportation safety improvement project on Clarendon Avenue from Johnstone Drive to Laguna Honda Boulevard in Supervisorial District 7 as shown in Enclosure 2. The project proposes reducing vehicle travel lanes from two to one lane in each direction and safety treatments at intersections. The Clarendon Quick-Build project is coordinated with a San Francisco Public Works (SFPW) repaving project. The SFMTA timeline will be dependent upon completion of repaving work, which begins November 2025.

**Existing Conditions**

Clarendon Avenue from Laguna Honda Boulevard to Panorama Drive is a roadway with two lanes in each direction. North of Panorama Drive, Clarendon Avenue has one lane in each

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direction until Oak Park Drive. North of Oak Park Drive, the westbound side of Clarendon remains a single travel lane while the eastbound side opens back up to two travel lanes between Oak Park Drive and Johnstone Drive. The western side of the roadway has a sidewalk along the entire corridor. The sidewalk on the eastern side of Clarendon Avenue terminates approximately 500 feet north of the intersection of Panorama Drive and Clarendon Avenue.

There is unmetered on-street parking on both sides of Clarendon Avenue from Laguna Honda Boulevard to Johnstone Drive, of the approximately 4,000 feet long project corridor. Given that marked parking spaces elsewhere in the city are typically 18 to 24 feet in length, there is an estimated 300 to 400 on-street parking spaces along Clarendon Avenue. There are red zones at fire hydrants and daylighting areas at intersections along the project corridor. In front of Clarendon Alternative Elementary School, south of the Panorama Drive intersection, there is a white zone for passenger loading on the western side of Clarendon Avenue.

The speed limit on Clarendon Avenue from Laguna Honda Boulevard to Johnstone Drive is 35 miles per hour (MPH) except at the 25 MPH school zone when children are present.

#### Transit

The Muni 36 Teresita bus travels along Clarendon Avenue from Laguna Honda Boulevard to Oak Park Drive with four flag bus stops on the corridor at the intersections with Clarendon Woods Avenue, Olympia Way, Galewood Circle, and Panorama Drive.

#### Collision History

Clarendon Avenue from Ashwood Lane to Laguna Honda Boulevard is part of the 2022 High Injury Network, the 12 percent of San Francisco streets where 68 percent of severe and fatal collisions occur. Between October 2018 and September 2023, there were seven reported injury collisions on Clarendon Avenue between Laguna Honda Boulevard and Johnstone Drive. Of those collisions, two resulted in severe injuries. Speeding was a factor in three of the seven injury collisions.

#### Volumes and Speeds

The speed limit on Clarendon Avenue is 35 MPH. Traffic volumes and vehicles speeds were collected in November 2016 at Clarendon Avenue between Panorama Drive and Oak Park Drive. While speed data shows an 85<sup>th</sup> percentile speed of 34.6 MPH northbound and 34.5 MPH southbound, meaning 85% of drivers are travelling at or below these speeds, the corridor warrants speed reduction because it is part of the high injury network and speed is the most common factor in severe injury related collisions on this corridor and the high injury network as a whole.

- Northbound:
  - 566 vehicles during AM peak hour starting at 7:30 AM
  - 336 vehicles during PM peak hour starting at 5:00 PM
  - 85th percentile speed 34.6 MPH

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- Southbound:
  - 285 vehicles during AM peak hour starting at 7:45 AM
  - 375 vehicles during PM peak hour starting at 5:00 PM
  - 85th percentile speed 34.5 MPH

### **Proposed Improvements**

Proposed safety improvements with the Clarendon Avenue Quick-Build include a travel lane reconfiguration, parking modifications, daylighting, adding concrete islands, and pedestrian safety improvements.

The project proposes reducing vehicle travel lanes to one lane in each direction on Clarendon eastbound and westbound from Laguna Honda Boulevard to Panorama Drive and on eastbound Clarendon Avenue between Oak Park Drive and Johnstone Drive. This will encourage slower vehicle speeds, which aims to lower the severity and frequency of traffic collisions and therefore increase safety for all road users along the corridor. The proposed changes will install painted buffers to create the single lane configuration along the entire project corridor from Laguna Honda Boulevard to Johnstone Drive (see Enclosure 3). The portion of Clarendon Avenue from Ashwood Lane to Johnstone Drive is included for continuity of the lane configuration and to improve safety near Clarendon Alternative Elementary School, supporting safe morning and afternoon drop-off and pick-up activity.

The proposed project will improve the Clarendon Avenue and Clarendon Woods Avenue intersection by upgrading an existing crosswalk at Clarendon Woods Avenue with painted buffer zones along the edges of the Clarendon Avenue, adding and extending daylighting, lengthening a turn pocket from eastbound Clarendon Avenue into Clarendon Woods Avenue, and adding a concrete island on the eastern side of the roadway.

Red curb/no parking zones and daylighting areas will be painted or extended at the following intersections along Clarendon Avenue, at:

- Laguna Honda Boulevard;
- Clarendon Woods Ave;
- Olympia Way;
- Panorama Drive; and
- Dellbrook Avenue.

Concrete islands will also be installed to reinforce daylighting, and calm vehicle turns where pedestrians are present, on Clarendon Avenue at:

- Clarendon Woods Ave;
- Olympia Way;
- Panorama Drive; and

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- Dellbrook Avenue.

Red curb zones proposed as part of the project at the northeast corner of the Clarendon Avenue and Olympia Way intersection will improve visibility and clearance for turns and passenger pick up at two Muni flag stops.

On-street parking along the curb will be maintained except for approximately ten spaces along the corridor for intersection daylighting and installation of concrete islands.

**PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

Items A and B require SFMTA Board Approval. In addition to these items, staff recommends the SFMTA Board also support the lane reconfiguration and addition of concrete islands as part of the Clarendon Quick-Build Project.

**A. ESTABLISH – TOW-AWAY NOT STOPPING ANYTIME**

Clarendon Avenue, north side, from 97 feet to 155 feet east of Laguna Honda Boulevard

**B. ESTABLISH – RED ZONE**

- i. Clarendon Avenue, north side, from 30 feet to 50 feet east of Clarendon Woods Avenue
- ii. Olympia Way, north side, from 65 feet to 85 feet east of Clarendon Avenue (Muni Bus Stop)
- iii. Clarendon Avenue, east side, from Olympia Way to 50 feet northerly (Muni Bus Stop)

**EMERGENCY ACCESS**

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the project team submitted proposed street designs for interdepartmental reviews. Large vehicle and custom SFFD vehicle turning templates were used to determine dimensions in the conceptual design.

This project was reviewed at the Transportation Advisory Safety Committee (TASC) on September 11, 2025, with no objections from SFMTA Streets, SFMTA Transit Operations, SFMTA Parking Enforcement, SFMTA Taxi Services, the San Francisco Planning Department, SFPW, SFPD, or SFFD.

**STAKEHOLDER ENGAGEMENT**

Starting in late 2023, the SFMTA engaged in extensive internal and community outreach for this project. Staff conducted internal outreach including coordination with SFPW, design reviews with the SFFD, and interviews with SFMTA crossing guards assigned to Panorama Drive and Clarendon Avenue at Clarendon Elementary School. The project team also provided a briefing to

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the District 7 Office of Supervisor Myrna Melgar, met with the Clarendon Alternative Elementary School principal and staff, presented to the school's Parent Advisory Committee, led a site walk with members of the Midtown Terrace Homeowners Association and the Twin Peaks Improvement Association, delivered presentations to the Midtown Terrace Homeowners Association and the Woods of San Francisco Homeowners Association, maintained direct contact with residential organizations (Sutro Stewards, Forest Knolls Neighborhood Organization, Twin Peaks Improvement Association, West of Twin Peaks Central Council), and briefed local advocacy groups.

Feedback emphasized concerns about congestion and queuing at Laguna Honda Boulevard associated with the lane reduction and potential impacts to emergency access. Project staff addressed concerns about congestion and queuing by extending the right turn lane on Clarendon Avenue to northbound Laguna Honda Boulevard. Additional merging space was added on Clarendon Avenue eastbound after Laguna Honda Boulevard and westbound after Panorama Drive. SFMTA staff are confident that the proposed design will have minimal effects to travel time along the project corridor after evaluating present condition counts and how proposed changes will affect capacity. The project team has added a metric into the project's evaluation plan to compare total travel time on the corridor from Johnstone Drive to Laguna Honda Boulevard.

Stakeholders also requested safety upgrades at Dellbrook Avenue and at the Clarendon Woods crossing. Meanwhile, crossing guards reported excessive speeds and driver noncompliance with crossing guard control. A rectangular rapid flashing beacon (RRFB) was installed in 2024 at the Dellbrook Avenue intersection as part of a District 7 participatory budgeting process and this project will add concrete median islands to several intersections along Clarendon Avenue to reinforce pedestrian safety at popular crossings.

Project staff also received requests for bicycle infrastructure within the project area. While this project focuses on pedestrian safety improvements and encouraging drivers to travel at safer speeds, bikeways may be explored in the future.

### **Communication methods applied throughout outreach phases:**

- **Project website** served as the landing page for the project, with information about the project, project factsheets, contact information for the project team, and a project timeline, among other features.
- **Public Hearing notices** were posted on the project corridor from Laguna Honda Boulevard to Johnstone Drive.
- **Email updates** were sent to the project email list.
- **Emails and phone conversations** with stakeholders.

**ALTERNATIVES CONSIDERED**

The project team assessed design alternatives prior to recommending the proposed design. Given the direction to focus on implementing near-term pedestrian safety improvements on Clarendon Avenue under the Quick-Build program, the project team recommends a single travel lane in each direction from Laguna Honda Boulevard to Johnstone Drive with concrete islands at crosswalks and limited parking modifications. The following are alternatives considered and the associated tradeoffs and constraints.

**No-Build Option:** As part of the Vision Zero High-Injury Network, this corridor warrants traffic safety improvements. Staff do not recommend a no-build option.

**Bikeway option:** Staff considered a bikeway as part of the project’s design. Trade-offs necessary to install an all ages and abilities bikeway on this corridor requires more intensive outreach and consensus-building around the potential of significant on-street parking loss. Staff are focusing on pedestrian safety improvements for this iteration of the project to stay within quick-build project scope and budget. The proposed changes will improve conditions for cyclists by lowering speeds and providing more space between cyclists and parked vehicles. Exploring necessary trade-offs and furthering interagency coordination for a bikeway on Clarendon Avenue could be a future effort.

**FUNDING IMPACT**

The Clarendon Quick-Build Project is funded by local Proposition D Transportation Network Company (TNC) tax administered by the San Francisco County Transportation Authority (SFCTA).

<b>Project Phase</b>	<b>TNC Tax</b>
Design	\$150,000
Construction	\$350,000
<b>Total Cost</b>	<b>\$500,000</b>

**ENVIRONMENTAL REVIEW**

The proposed Clarendon Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review—pursuant to Public Resources Code Section 21080.25(b)(1)—for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities.

The Planning Department determined on October 22, 2025, that the proposed Clarendon Quick-Build Project (Case Number 2025-008639ENV) is statutorily exempt from environmental review pursuant to Public Resources Code Section 21080.25(b)(1).

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The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2025-008639ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this item.

**RECOMMENDATION**

Approving a Tow-Away No Stopping zone and red curb zones along with a lane reconfiguration and concrete islands to improve pedestrian safety as part of the Clarendon Quick-Build Project.



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving the Vision Zero goal of eliminating transportation-related fatalities; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit-First City that prioritizes non-private automobile transportation; and,

WHEREAS, Clarendon Avenue between Laguna Honda Boulevard and Ashwood Lane is on the 2022 Vision Zero High Injury Network, which consists of the 12 percent of streets that account for 68 percent of San Francisco's severe and fatal traffic injuries; and,

WHEREAS, Community engagement found concerns about speeding and support for pedestrian safety, especially at crossings; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed parking modifications as follows:

- A. ESTABLISH – TOW-AWAY NOT STOPPING ANYTIME  
Clarendon Avenue, north side, from 97 to 155 feet east of Laguna Honda Boulevard
  
- B. ESTABLISH – RED ZONE
  - i. Clarendon Avenue, north side, from 30 feet to 50 feet east of Clarendon Woods Avenue
  - ii. Olympia Way, north side, from 65 feet to 85 feet east of Clarendon Avenue (Muni Bus Stop)
  - iii. Clarendon Avenue, east side, from Olympia Way to 50 feet northerly (Muni Bus Stop); and,

WHEREAS, The public has been notified about the proposed improvements and has been given the opportunity to comment on those improvements through the community engagement and public hearing process; and,

WHEREAS, The SFMTA Board is requested to approve this item as part of the Clarendon Quick-Build Project; and,

WHEREAS, The proposed Clarendon Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental

review for pedestrian and bicycle facilities that improve safety, access or mobility, including new facilities pursuant to Public Resources Code Section 21080.25(b)(1); and,

WHEREAS, The Planning Department determined on October 22, 2025, that the proposed Clarendon Quick-Build Project (Case Number 2025-008639ENV) is statutorily exempt from environmental review pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2025-008639ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore, be it

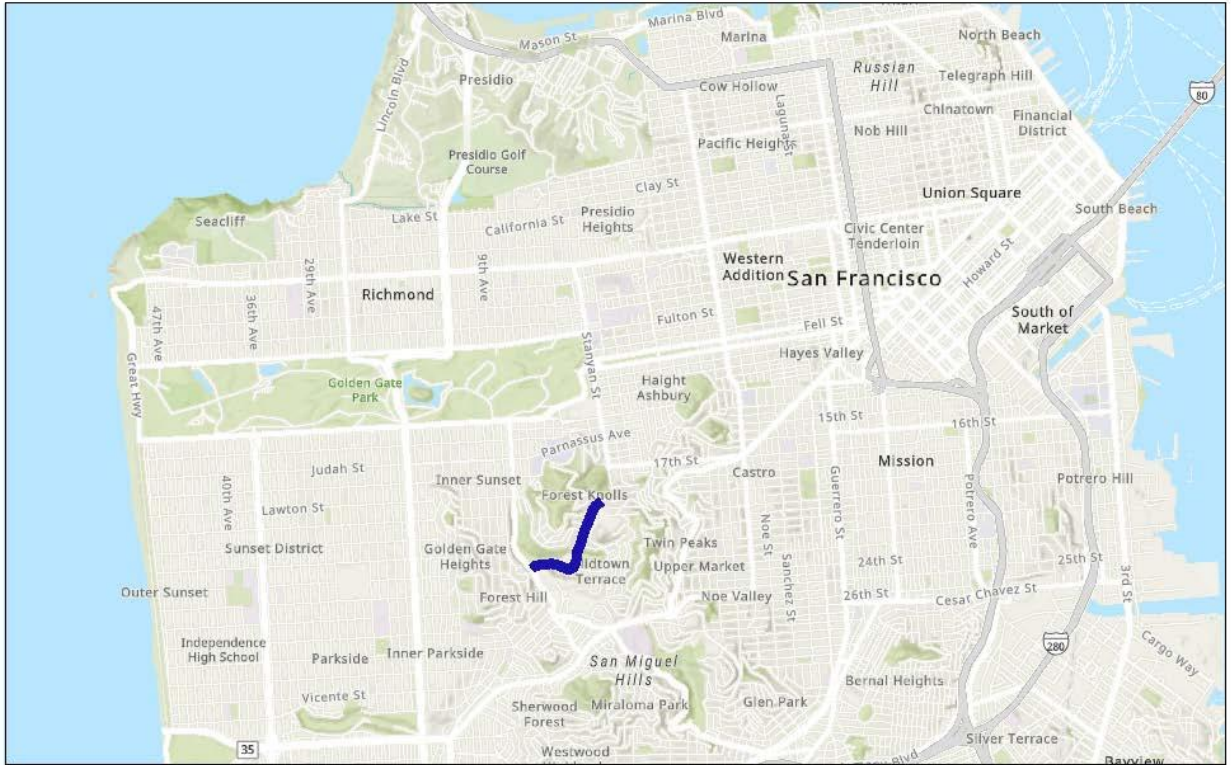
RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the traffic and parking modification as set forth in Items A and B on Clarendon Avenue between Laguna Honda Boulevard and Johnstone Drive to improve pedestrian safety as part of the Clarendon Quick-Build Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 18, 2025.

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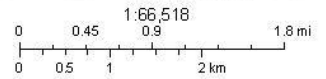
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

# Clarendon Quick-Build Extents



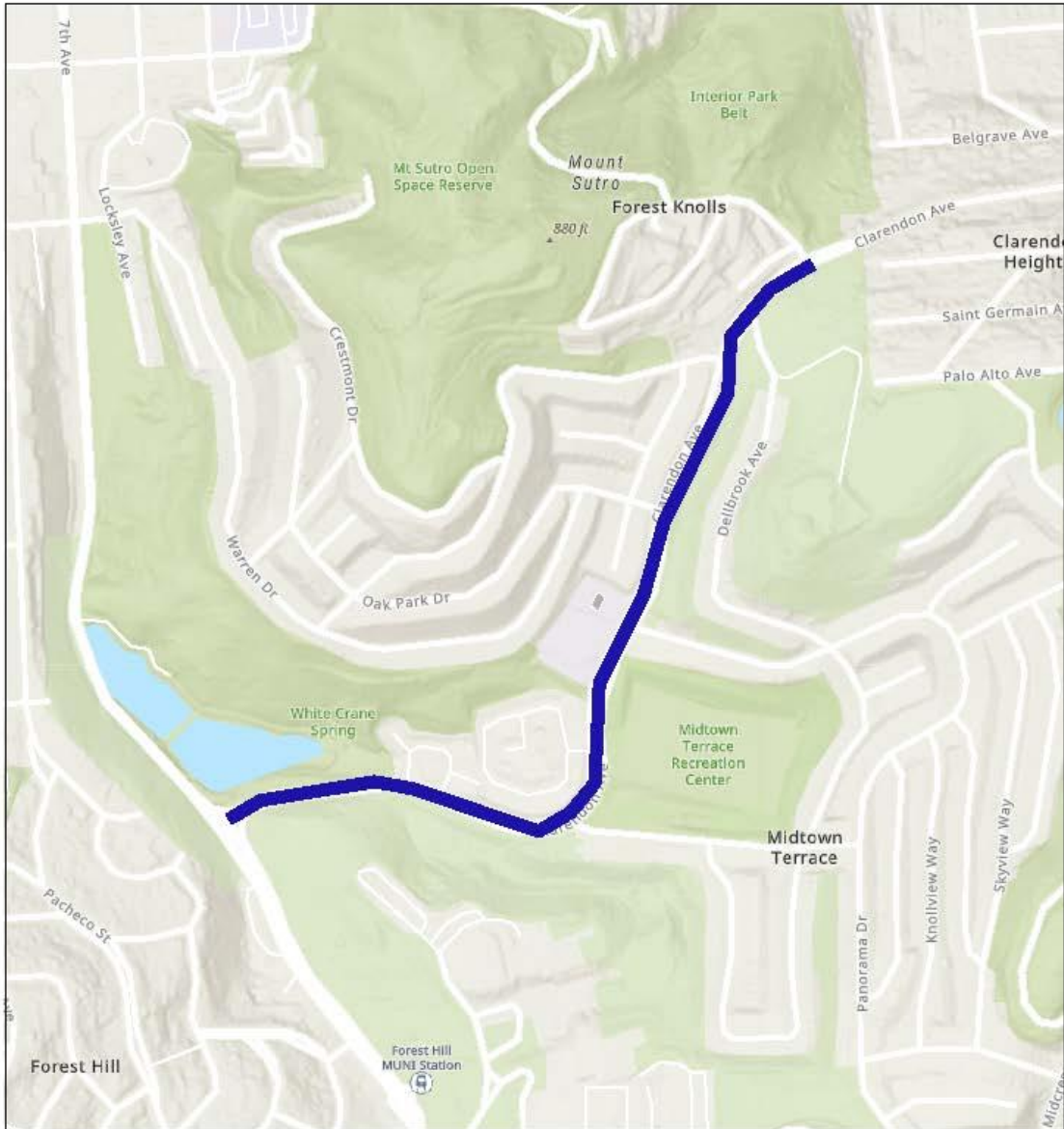
10/9/2025

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Esri, NASA, NOAA, USGS, FEMA, Sources: Esri, TomTom, Garmin, FAD, NOAA, USGS, OpenStreetMap contributors, and the GIS User Community

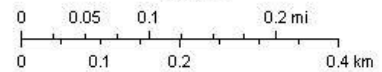
# Clarendon Quick-Build Extents - Zoom



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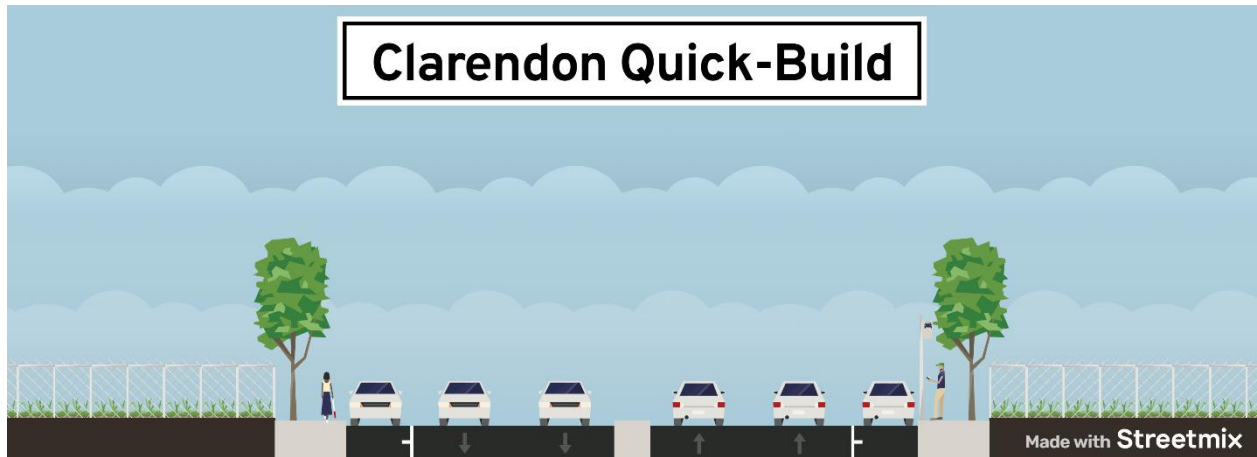
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Typical Cross Section Existing Conditions



Typical Cross Section Proposed Design

