Upper Clipper Traffic Calming Project

Frequently Asked Questions

Why is the SFMTA proposing this project?

The traffic calming project between Douglass Street and Diamond Heights Boulevard is driven by residents' requests to reduce speeding and improve pedestrian safety.

In 2007, Clipper residents requested traffic calming. In 2008, the number of traffic lanes was reduced from four to three, and bicycle lanes were striped in both directions.

A subsequent request to further reduce speeds and improve pedestrian safety was submitted, and the SFMTA has been exploring design options to further improve the street.

What is the goal of this project?

The project seeks to improve traffic safety on these two blocks of Clipper.

Specifically, the changes are designed to reduce vehicle speeds and improve pedestrian safety.

Can the posted speed limit be lowered to 25 MPH?

Reducing the speed limit to 25 MPH is not a goal of the project.

The current 35 MPH speed limit was set by a Traffic Engineering Survey and is guided by current state law, which prohibits cities from setting an arbitrarily low speed limit.

SFMTA has done two subsequent surveys to evaluate the conditions and the 35 MPH speed limit. In 2008 and 2012, SFMTA Traffic Engineering Surveys confirmed the appropriateness of the existing 35 MPH speed limit.

What will happen to on-street parking?

The SFMTA's proposal will not reduce the supply of on-street parking.

The existing parallel parking will remain on both sides of the street.

Will the center turn lane between Douglass and Grandview remain for driveway and parking access?

The SFMTA's current proposal will keep the center turn lane for driveway and on-street parking access. The center turn lane will be redesigned to limit its use and strongly discourage illegal passing in the turn lane.

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How will pedestrian safety be improved?

While the pedestrian safety record on the street is actually very good, the travel lanes and center turn lane will be reduced in width, and a buffer striped between the eastbound traffic lane and the bike lane.

Narrowed lanes will mean less distance for pedestrians crossing mid-block. Existing crosswalks will be upgraded with a bolder, more visible paint.

The intersection of Grandview, Clipper Terrace and Clipper Street will also receive “daylighting,” meaning that short sections of red curb will be added at the corners so pedestrians will be more visible as they enter the crosswalk.

The installation of additional safe hit posts in the center turn lane and at intervals in the buffer between the eastbound travel and bike lanes will limit pedestrian exposure to moving traffic while crossing.

How does the proposal address reducing vehicle speeds?

Narrower traffic lanes will be less inviting for high speeds, and better lane channelization with the addition of flexible plastic posts will further arrow the roadway visually, which also discourages speeding.

Strongly discouraging illegal passing in the center turn lane and driving in the eastbound bike lane, should also reduce speeding.

Why not put speed humps on Clipper?

Clipper is not a candidate for speed humps for a number of reasons:

- The hill is too steep for speed humps or other vertical deflection devices
- Speed humps are not installed on multi-lane streets in San Francisco
- Clipper is an arterial street. Current agency policy is that speed humps are not installed on arterial streets
- Diamond Heights to Grandview Clipper is currently a bus route. Future plans for Clipper may include a re-route of the bus onto Clipper between Douglass and Grandview, but this proposal is currently on hold.

Information on the Muni Forward proposal for the #48 bus can be found here: https://www.sfmta.com/about-sfmta/blog/muni-forward-brings-you-more-service-muni-rapid-new-map

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What will the final project look like?