

Frequently Asked Questions

1. What is the purpose of the Clarendon Avenue Quick-Build Project?

The project seeks to improve transportation safety for all users of Clarendon Avenue. The project encourages safer vehicle speeds and makes improvements to pedestrian crossings to increase walking safety and visibility.

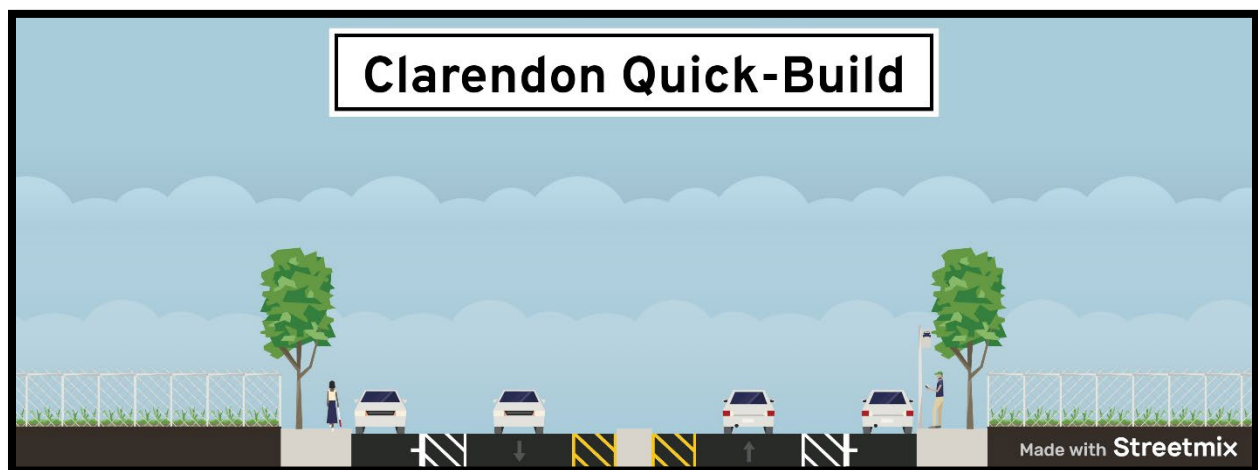
2. What is the justification for the project?

Clarendon Avenue, from Ashwood Lane at the pedestrian bridge 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 just 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. This project will use project elements from the [Vision Zero Quick-Build](#) toolkit, responding to the traffic safety needs.

3. What is the Quick-Build proposal?

The project will modify the sections of Clarendon Avenue with two existing traffic lanes per direction to a single lane per direction. The project will add a painted buffer around the center concrete median and shoulder edge-line striping to visually narrow the roadway to drivers; see graphic below. Crosswalks will be repainted to higher-visibility continental-style crosswalks.

The project will not restrict access to neighborhoods or cross streets. The project is not proposing any turn restrictions nor any parking removal, just restriping the traffic lanes to help encourage safer vehicle speeds.



4. Why reduce a lane?

As existing, Clarendon Avenue is overly sized for existing vehicle traffic volumes, with two lanes in each direction for most of the project area, allowing people driving to dangerously speed. Traffic speeds are a primary factor in injury collisions on Clarendon Avenue and installing a single vehicle lane in each direction and adding edge lines, the roadway is visually narrowed, and people driving will move slower. This will help reduce collisions along the corridor and make a safer transportation environment, including for students attending Clarendon Avenue Elementary School, located along on the corridor. Right-sizing the roadway will also match the one-lane configurations that feed Clarendon Avenue on both ends: east of Johnstone Drive and at Laguna Honda Boulevard. Given the existing traffic volumes on Clarendon Avenue, the lane reductions will not significantly impact traffic flow.



Photo of Clarendon Elementary School students crossing Clarendon Avenue with the help of two SFMTA crossing guards.

5. What is the approval process for the project?

The Clarendon Avenue Quick-Build project will be shared at an [SFMTA Engineering Public Hearing](#). These hearings are publicly noticed and held at San Francisco City Hall. Members of the public can provide comments prior to the hearing by emailing ClarendonQB@SFMTA.com or they are welcome to make their comment during the hearing. All comments, along with the collision history, neighborhood context, and other traffic condition data will be reviewed by the City Traffic Engineer for final consideration. This project does not require the SFMTA Board of Directors' approval.



6. What kind of public safety concerns are considered by SFMTA when proposing changes?

The SFMTA has procedures and processes for internal review from other city departments. SFMTA engineers have regular meetings with San Francisco Fire Department (SFFD) and San Francisco Police Department (SFPD) representatives where projects are reviewed from a public safety and emergency access perspective. The SFFD and SFPD will have an opportunity to review this project before moving forward to the SFMTA Engineering Public Hearing.

7. Will the changes affect the capacity for emergency egress?

No, the proposed project changes will use traffic striping to create the single lane configuration (in each direction) on Clarendon Avenue; no concrete barriers are proposed for the roadway. Any vertical posts added will be plastic like those at Olympia Way and Clarendon Avenue. If necessary, these posts can be driven over by emergency vehicles without effecting the vehicle. The width of the roadway will not be changed; the new roadway striping will change how the lanes are organized. In the event of an emergency, people driving can occupy the painted buffer spaces.