

Community Advisory Committee of
Market and Octavia Area Plan
City and County of San Francisco
Meeting Minutes

Monday, November 17, 2014
7:00 PM
Regular Meeting

Committee Members Present: Jason Henderson, Robin Levitt, Joshua Marker, Gary McCoy, Ted Olsson, Krute Singa, and Lou Vasquez

Committee Members Absent: Kenneth Wingard

City Staff in Attendance: Alexis Smith (Planning), Menaka Mohan (Planning), Patrick Golier (San Francisco Municipal Transit Agency-SFMTA), Casey Hildreth (SFMTA), Andy Thornley (SFMTA)

1. Call to order and roll call

2. Announcements, upcoming meetings, project updates, and general housekeeping [discussion item]

-Alexis is leaving the Department to pursue a fellowship with Enterprise designing affordable housing!

3. Approval of minutes for October 20 regular meeting [action item]

-Members approved minutes for October 20 regular meeting

4. Presentation and discussion on pedestrian safety improvements, Market/Octavia, and Oak/Octavia intersections; with MTA staff. [discussion item]

-MTA staff presented on pedestrian safety improvements, specifically Market/Octavia and Oak/Octavia intersections.

-Originally budgeted \$250K for spot improvements but now have more funding available.
Market/Octavia intersection

- \$250K for design, \$1-2 million estimated construction, status-In Design
- Realign bike path, landscape median on Octavia
- Extend tree planting in central median
- Formalize/buffer bike path to reduce speeding in local access lane
- At intersection extend green bike lanes and ad/extend protective medians

- Extend sidewalk and medians as far into Central Freeway shoulders as possible. Shift crosswalk north to reduce size of intersection and free up additional space for greening
 - Plant trees in Central Median
 - Extend bike-land buffer formalize with upgraded materials
 - Study removal of bike path to Elgin Park and repurpose the area
- Oak/Octavia intersection
- \$250K design, \$600K estimated construction, status-in design
 - Wider sidewalk, bulbouts, new median islands, pedestrian “thumbnail island”
- Pedestrian Safety Spot Improvements
- Near-term safety upgrades (11+ intersections)
 - Study/implement traffic calming measures-Octavia Blvd only
 - Study/implement additional pedestrian safety measures (TBD)
 - Near term improvements include-continental crosswalks, advance stop bars (where applicable), intersection “daylighting” or red zone. Status-In design, expected implementation 2nd quarter 2015
- Octavia Blvd Traffic Calming
- Study Patricia’s Green improvements
 - Coordinate with/complement new development
- Spot improvements-alternative considerations
- Curb extensions at Laguna at Fell, Laguna at Oak, Laguna and Hayes
 - Curb Extensions at Hayes and Octavia
 - Sidewalk Repair
 - ADA Curb Ramps-Laguna at Hickory, Laguna at Lily, and Laguna at Hayes
- Next Steps:
- HVNA Meeting: December 4th
 - Market/Oak and Octavia-project website, SFMTA review early 2015, DPW design process to start 2nd quarter 2015
 - Pedestrian Spot Improvements-Near-term measures in 2015, pre-planning thru early 2015
 - Ongoing Public Outreach-TBD with even likely in March/April

CAC Questions and Comments:
Market/Octavia

- Can you provide the most up to date traffic volume for Octavia, Fell, Haight, and comparison to when the Boulevard first opened?
- Elgin is a good bike path, the McCoppin slip is not the easiest path
- Please think about the intersection with the idea that more people will be biking
- What about signage on the Freeway that indicates you are now entering a neighborhood/the City
- Right turn pocket not needed on Octavia to Market, so could neck down the freeway slowing down traffic
- Northbound surface road, make a raised table for cars entering the side road

- buffered separation for bike
- Eastbound market get rid of left turn pocket put an island in the center and make a sign to mark that you are entering Market Octavia neighborhood
- Elgin park has a wide sidewalk, making improvements there is not super needed given the sidewalk is so wide. Bikes could benefit more from other improvements

Oak/Octavia

- Cars go flying through and collide with each other that is how this project started
- SFCTA did a circulation study post Octavia re-opening, and they had some ideas on how to re-design
- Are we trying to accommodate the right volume on the right amount of traffic on Oak, can we do something further upstream with traffic signaling?
- Traffic from Laguna to Octavia is filling up on Oak, can we do something to that street segment?
- Can we put a median the third lane up between right turn lane and going straight, make a pedestrian island?
- This is the major throughway for cross traffic-for example people use Oak to get on Gough. If you restrict the lanes it makes it difficult to get on Gough, you impede city bound drivers
- Oak Street is way over capacity east of Octavia, even at the heaviest period, would one through lane do it? There is new development coming online in Oak
- MTA stated that would be hard to do short term, we could in the future look at that
- Medians can really slow it down, it would be worth looking at if bulb in the Center
- Robin, I agree that a physical barrier would be better
- We should also think in the bigger picture, Oak feeding into Octavia, and Fell into the Blvd, then maybe reconfiguring Fell and Oak so that people aren't speeding into the Green

Pedestrian Safety Spot Improvements

- I think it's great to look at Laguna, it's a challenge to look at Laguna
- How much planning should be done vs implementation?
- Can MTA design the improvements in a way that allows changes, if needed, in a year?
- We want to do low hanging fruit like striping
- Taking on the Blvd is a big project with outreach vs the intersection work
- Do both, low hanging fruit and overall study, I don't know how to prioritize without seeing the budget
- Do the small intersections now
- We want the spot improvements on Page because we know there will be a bigger effort, I will move forward the spot improvements, if you are going to look at Octavia and Oak the study area in more detail
- Haight street, i.e. we did the left turn lane and now we have the red bus lane
- Sometimes SFMTA does the spot improvements and then you walk away, make sure you have the bigger view.

Public Comment,

- Paul Olsen (former HVNA president), one thing didn't get discussed in detail is the local access lane from Octavia from Page to Oak, if you are there on 7:45 to 8:00am parents run through the stop sign because of the International School. Can we have a raised table, or painting a red zone to cue parents?
- Also, we do want to know the traffic volume, I am concerned about reconfiguring the local access roads, unless more space for bikes and pedestrians

5. Discussion on parking policy and potential for banking parking in the Plan Area, with MTA staff. [discussion an possible action]

- Andy Thornley on-street car share
- MTA believes in car sharing, based on research and it's in the MTA strategic plan to promote car sharing
- A couple of years ago, the Federal DOT gave the City money to work on congestion management through parking, and how can lead to livability
- Car sharing is a great form of congestion management
- This helps households because cars are so expensive by providing access to a car when needed
- MTA manages 275,000 curb spaces in the city
- The Port along the waterfront manages their parking and Rec and Park manage the parking inside Golden Gate Park
- 17th and Valencia, MTA set up a permit for car sharing. With that permit, the MTA wanted to know the data on utilization, VMT, unique users. Accomplished that with 12 permits on the City
- A couple of years ago, MTA approved a larger pilot in July 2013, instead of just City Car share, more car share companies can participate-now City Car Share, ZIP, and Get Around
- For CEQA we purposes we said as many of 900 permits would be permitted
- How many people are looking at this once a week, are they taking MUNI more, do they take away taxis? Are people thinking about getting rid of a car or buying a car
- From research we know that every shared vehicle can shed up to 6 or 12 cars
- The MTA is trying to get as many permits out there as possible to see what we can learn
- The pilot program had to fit into a car share business
- One concern is a private business getting value for a parking spot
- Car share companies were asked to located where they think spots would be successful
- No red curb, yellow, tow-away zone, where there is going to be streetscape work, etc.
- MTA allowed the car-sharing companies to choose from a variety of spaces, also made companies place car sharing spots in the outer parts of the City, not just downtown or in the center.
- Permits are cheaper in the outer parts of the city-\$50/month, \$150/month in the middle, \$225 in downtown
- MTA gave each car share organizations 150 pins- 150 all over the City is the first wave
- January, we are going to do another round, the idea of doubling up is really good, it gives you a network effect
- Enforcement is a huge challenge, they look like mini bus stops, with car share and towing symbol and even with that, people park in the spot
- Improved the pavement marking, and signage that has cut down on encroachment,
- There is a street cleaning exemption
- Depending on the construction, we can try it out on the pilot, we can synch up with the developer, when the project comes back, it would be great to put in car share vehicles there
- Developers want to see car share on the street near their projects

CAC Comments/Questions

- The CAC requests that at 15th and Market, contact the developers to include car share
- East of the 101, outside of 11th and Market, there are currently many car shares in parking lots that have disappeared.
- There is a lot of underutilized parking here, could be great for car-share
- Seattle has one way car share, they don't have to be returned to a certain spot-not a dedicated car spot, In Portland they have Cart-to-go, would MTA consider this idea
- MTA has not studied one-way car share trips-not sure if those one-way trips are not taking away from taxis
- There could be an equity problem with cost of taxi medallion and one way car share, and how we are managing commuter shuttles and car riding apps
- Need to think about banking from the TEP regarding bus stop removal
- MTA has talked to project planners on Page and Haight but people don't want to put parking on TEP sites, because they have told neighbors that they are going to provide parking again
- To give the MTA a thing, i.e. a bike lane, we have legislated there should be a thing in a curb, the challenge for curb banking is that we don't have a mechanism for that
- Haight and Laguna, no bus stop there because the bus is running in the Center, but you could put an island on the curb,
- Pilot, until August 2015, but staff is going to back to get it to be August 2016 and then gather info fall of 2016,
- You know you have a mandate with the clear defeat of Prop L, so go forth!
- Convey support for curb banking

Resolution on Curbside Parking at Construction Sites

The Market Octavia Community Advisory Committee urges the San Francisco Municipal Transportation Agency Board to enable and expedite the allocation of curbside parking spaces devoted to construction staging, both currently and in the future, to uses that support sustainable modes of transportation, including car share, Bay Area Bike Share, pedestrian and bicycle safety projects, and transit projects. Specifically, the CAC recommends the following:

- On Haight Street between Buchanan and Laguna Streets that the on-street parking spaces used for construction staging, be reserved to support improvements to the 71 Haight.
- On 15th Street between Market and Church Streets that the on-street parking spaces used for construction staging, be devoted to on-street car share spaces.
- On Page Street, that the bus stops vacated by the rerouting of the 71 Haight be reserved for the planned bicycle improvements and Green Connection.
- Other locations to be determined

Approved by the Market Octavia Community Advisory Committee on November 17, 2014.

AYES: Henderson, Levitt, Marker, McCoy, Olsson, Singa, Vasquez

NOES: None

ABSENT: Wingard

ABSTAIN: None

6. Market Octavia Plan Area 10-year Capital Plan, with Planning Dept staff.
[discussion item]

- All of the implementing agencies are developing a Capital Plan for all of the Plan Areas to show the need to accommodate growth
- This is similar to the IPIC process but the difference is that it will feed into the 10-year capital plan for the whole City, which strengthens the ability to find funding sources that are outside the Area Plan. The first step is to name the projects in the Capital Plan
- Imbedding the projects in Appendix C in the 10 year plan

7. Discussion on Hayes Street repaving and possibility of associated pedestrian improvements. [discussion and possible action]

- DPW presented to HVNA, they are going to do major water works improvement from Market to City Hall they are doing this on Haight, but they are also doing this on Hayes
- Hayes they are ripping up the street and laying it down the way it is-why can't they widen the sidewalks or implement bulbouts, or complete two ways of Hayes all the way to Market street
- We would like to recommend to SF Public Works that Hayes is consistent with Better Streets Plan and MO Area Plan
- In January, we would like to have DPW come in and present on the work on Hayes street

**Market Octavia CAC
Resolution on Hayes Street Repaving**

The Market Octavia Community Advisory Committee recommends that, when Hayes Street is repaved, pedestrian safety measures and amenities (such as sidewalk extensions and making the portion of Hayes between Van Ness and Market two directional) be incorporated into the portion of the street within in the Market Octavia Plan, in accordance with the Market Octavia Area Plan, the Better Streets Plan, and the City's Follow the Paving policy. Construction should begin at the west end of the street, giving time to incorporate these changes into the street design.

Approved by the Market Octavia Community Advisory Committee on November 17, 2014.

AYES: Henderson, Levitt, Marker, McCoy, Olsson, Singa, Vasquez
NOES: None
ABSENT: Wingard
ABSTAIN: None

8. Public Comment

9. Adjournment

NEXT MEETING: TBD