

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

Planning Department, 1650 Mission Street, 5<sup>TH</sup> Floor

**Monday, October 20, 2014**

**7:00 PM**

**Regular Meeting**

Committee Members Present: Jason Henderson, Robin Levitt, Joshua Marker,  
Ted Olsson, Krute Singa,

Committee Members Absent: Gary McCoy, Lou Vasquez, Kenneth Wingard

City Staff in Attendance: Alexis Smith (Planning), Menaka Mohan (Planning)  
Patrick Golier (San Francisco Municipal Transit  
Agency), Gabe Ho (San Francisco Municipal Transit  
Agency)

---

1. Call to order and roll call
2. Announcements, upcoming meetings, project updates, and general housekeeping [discussion item]
  - Citywide nexus at Planning Commission on November 6 as an informational item; adoption later in November
  - Request an update from DPW on Hayes and Haight repaving from Market to Golden Gate Park
  - Members would like a discussion on banking curbside parking in construction staging areas
  - CCG update - 2 projects from the Market Octavia area submitted grant applications
3. Approval of minutes for September 15 regular meeting [action item]
  - Members approved minutes for September 15 regular meeting

4. Presentation and discussion on Upper Market intersections project by MTA staff.  
[discussion item]

MTA staff presented preliminary designs on Upper Market Safety Improvements:

- Project limits are Market between 17<sup>th</sup> and Octavia Boulevard
- The Pre-Development work used Upper Market Vision and Recommendations as a base; explored the feasibility of improvements given the complicated streetscape design and the placement of utilities
- In 2013. The MTA came to the CAC to determine what type of improvements to focus on. CAC recommended focus on safety, quick implementations. Additionally it was noted that large projects would require study and public process (restricting turn movements), tradeoffs with parking loss, and conceptual level of design
- Specific intersection improvements:
  - o Bulbouts for shorter crossing, more pedestrian space at 15<sup>th</sup>/Market/Sanchez and 16<sup>th</sup>/Market/Noe
  - o Straightened crosswalk across Market at Dolores
- Corridor-Wide improvements include continental crosswalks, enhanced bikeways (green treatments, parking protected bike lane, bike boxes, intersection guidance)
- Parking protected bike lane advantages include
  - o Barrier between cyclists and moving vehicles, low cost, increase predictability for all users, minimal parking removal
  - o Challenges include ADA compliance and potential for some parking loss
- Trying for low-hanging fruit, just make painting changes and then learn from it
- Other corridor improvements included a signal timing study and coordination with other projects
- Designs in early stage, still to be vetted by ADA, DPW and community

CAC comments/Questions:

- For corridor striping, should put in soft hit post or other structure between green markings and floating car parking – look at Berlin for physical separation examples. Doesn't need to be as elaborate as Polk.
- Bike lane transition to inside parking land be as smooth as possible
- Potential to be messy on crowded days when cars try to fit into places that are too small
- Can we move the meters to serve as the barrier? MTA will look into it
- Still need to work out accessibility (more challenging on longer blocks)
- Coming uphill, it takes longer for a cyclist to cross an intersection, and the signal is timed for the car. MTA is studying signal tweaks to address this.
- Why are there jogs in some crosswalks?
  - o Originally signal was timed so that you couldn't make the crossing in one phase, but that's not the case anymore
- Don't start the narrative with significant parking loss; start with how great it will be for pedestrians
- Reserve parking spaces in front of construction projects for car share, bike share
- Why is Church and Market not included? There was not enough funding to cover every intersection, and the CAC had prioritized 15<sup>th</sup> and 16<sup>th</sup> intersections
- Duboce and Market, Buchanan and Market are also miserable for pedestrians. Also at Laguna and Market, and the cars turning right off Guerro

- Other bad intersections - Mission and South and Van Ness, Gough and Otis. (Impact fee funds are allocated for those intersections next year)
- Don't avoid more aggressive treatments because of CEQA. Haight street red bus lane has become a diluted project to avoid CEQA, and it took so long that the city could have done CEQA analysis anyway.
- The treatments in other countries are so simple and attractive, but our treatments are so utilitarian. Should consider character in addition to safety, attractive spaces encourage people to walk. Paving and planting, it does not have to be expensive.

5. Updates on Plan Area streetscape projects. [discussion item]

- Haight and Hayes starting construction in January - Water and Sewer
- Page and Octavia short term intersection improvements – MTA is starting to look at this intersection.
  - CAC comment: the problem is back from the intersection, where bicyclists are queuing
  - Members would like a discussion on banking curbside parking in construction staging areas

6. Public Comment

7. Adjournment

**NEXT MEETING: November 17, 2014**