

Community Advisory Committee of  
Market and Octavia Area Plan  
City and County of San Francisco  
**DRAFT Meeting Minutes**  
Planning Department, 1650 Mission Street, 5<sup>TH</sup> Floor

**Monday, April 20, 2015**  
**7:00 PM**

Committee Members Present: Jason Henderson, Krute Singa, Paul Olsen,  
Robin Levitt, Ted Olsson, Gary McCoy

Committee Members Absent: Joshua Marker, Kenneth Wingard, Lou Vasquez

City Staff in Attendance: Menaka Mohan (SF Planning), Lanita Henriquez (City  
Administrator), Adrian Leung (SFMTA)

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1. Call to order and roll call
2. Announcements, upcoming meetings, project updates, and general housekeeping [discussion item]
3. Approval of minutes for March 16, 2015 regular meeting [action item]
  - Members approved minutes for February 9, 2015 meeting
4. Presentation and discussion on MOEN Community Challenge Grant ADM Office [discussion item]
  - The first Market Octavia Eastern Neighborhoods Area Plan Community Challenge Grants were awarded in December 2014
  - 2 applications were received in the Market Octavia plan for \$84000, with a remaining balance of \$140,000 , both applications are for art
  - Given the balance and incoming money for the program the Spring cycle of the CCG will have a \$150,000 available for Market Octavia area plan
5. Update on Upper Market Street- SFMTA staff [discussion item/potential action]

- SFMTA provided an update of proposed improvements and reviewed safety concerns regarding Upper Market
- SFMTA provided short term, medium term and long term phased implementation
- Near term improvements include pedestrian safety zones, no right turn on red restrictions, continental crosswalks, and signal timing adjustments
- Medium term improvements include-corridor wide treatments: green lanes, painted buffers, transitions, sharrows, bike boxes
- Long term improvements include parking protected bike lanes, concrete bulbs, Dolores crosswalk realignment, and managed parking solutions
- CAC members had the following comments
  - o The need for parking management as it specified in the Market Octavia Plan and that SFMTA should relook at S zone residential permit parking since it is very large
  - o Bigger bike box on Market and Octavia
  - o Protected bikeway on Market up to Buchanan could mean safety hits or a parking protected bikeway-this should be bolder given that it is the entrance to the wiggle-it should be a fully separated cycle track
  - o Perhaps there is an opportunity to do short term parking by key local businesses but soft hit posts are note keeping out the ubers and the lyfts
  - o Concerns about a parking protected bike lane not having enough width for cyclists to pass each other if needed
  - o Make the turns slower at Buchanan and Duboce
  - o The block between Laguna and Dolores is very dangerous
  - o The crosswalk at Buchanan takes too long to get from the north side to the south side so it encourages jay walking
  - o Concerns about Laguna and Market-bike and pedestrian safety as well as the buses
  - o There should be more signage for all users
  - o Straightening crosswalk at Dolores is long term construction
  - o Northbound on Church and looking at 14<sup>th</sup> opportunities for phasing improvements? Signal improvements alternative phasing, ways to alternate the phasing, there is also possibility of increasing the cycle length, there is a danger that there is a delay for all users
  - o Market and Guerrero there is traffic going to Laguna if you have the walk signal cars still come whipping around creating the same situation at Church and Market. Although we have no right on red when the light is green it can be more frightening because the cars are faster
  - o Could you reconfigure the street to make it 90 degrees like Market and 3<sup>rd</sup> Street downtown?
  - o Google Bus in front of Chow is a problem
  - o Bike lane toward church and market on the south side is narrow-could there be short term improvements
  - o Concerns about pedestrian and bicycle safety at the wiggle, the crossing at Buchanan has helped move traffic off the wiggle
  - o Expansion of bike share pods at the Castro from Castro and Church could help relieve the F line
  - o Glad to see a bulbout at Market and 16<sup>th</sup> that is a scary intersection for pedestrians
  - o Education of pedestrians and bicyclists is also important
  - o It is also important to have good infrastructure-behavior is often modified with good design and we need to provide the space for cyclists and pedestrians
  - o MTA Board hearing on May 15
  - o Construction in 2016
  - o CAC passed the following resolution:

Market Octavia CAC  
Resolution on Upper Market Intersections  
April 20, 2015

We are pleased to see the suggested pedestrian and bicycle safety improvements proposed for Upper Market intersections and encourage the MTA to advance the prioritization of these modes to achieve the city's mode share goals. The Market Octavia CAC urges the SFMTA to swiftly advance protected bikeways between Octavia and Buchanan. Given the high and projected bicycle volume, the MTA should consider the width of the lane in the design to achieve the city's goal for 20% bicycle mode share. From Buchanan to Castro we encourage protected bike lanes. While we are sensitive to concerns about parking, the CAC supports curbside resources being prioritized for safety, future bike share, and other multi-modal uses. In the interim before the plan is fully implemented to achieve Vision Zero goals, we recommend the city focus on educating all modalities around safety first.

Approved by the Market Octavia Community Advisory Committee on April 20, 2015

AYES: Henderson, Olsson, Olsen, Singa, Levitt, McCoy

NOES: None

Absent: Vasquez, Marker, Wingard

## 6. Market Octavia Monitoring Report

- Planning staff asked CAC members to look at the last Monitoring Report and come back with indicators or data that they would like to see included in the next report

## 7. Public Comment

- Paolo Cosulich-Schwartz-staff with Bike Coalition-working on Market Street-safety improvements, gave support for Upper Market Street improvements and wanted to emphasize that both pedestrian and bicycle improvements should be implemented together-given that cyclists are bearing the brunt of injuries along the corridor.

## 8. Adjournment

**NEXT MEETING: May 18, 2015**