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

Planning Department, 1650 Mission Street, 5TH Floor

Monday, April 18, 2016

7:00 PM

Regular Meeting

Committee Members Present: Jason Henderson, Krute Singa, Robin Levitt, Lou Vasquez, Joshua Marker

Committee Members Absent: Paul Olsen, Kenneth Wingard, Ted Olsson

City Staff in Attendance: Andrea Nelson (SF Planning), Audrey Harris (SF Planning), Marisa Espinosa (SF Planning), Casey Hildreth (SFMTA)

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1. **Call to order and roll call**

   - Jason Henderson (Jason) called the meeting to order.

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

   - Andrea Nelson (Andrea) and Jason Henderson (Jason) gave an update on The Hub community workshop on April 13, 2016. Jason shared that there weren't any Supervisors or Planning Commissioners there, but it was a civil meeting and was well attended. He thought that Lily Langlois, the Project Manager, did an excellent job. The Draft plan to be completed by October.
   - Joshua Marker (Joshua) commented that scoping the wind will be interesting.
   - Krute Singa (Krute) is interested in learning more about shadow casting.
   - Audrey Harris from SF Planning provided an update on the Market and Octavia Monitoring Report. She gave a presentation to the Planning Commission. The Commissioners reviewed Jason's email with comments, which took up the bulk up of the Commissioners' comments. Audrey brought a copy of the presentation for CAC members to review. Audrey mentioned to Teresa Ojeda and Adam Varat with SF Planning that the CAC is interested in conducting a policy review.

- Jason did not have a chance to watch the hearing. Was there any public comment?
- Audrey shared that there was some public comments, but mostly discussion amongst the Commissioners.
- Lou Vasquez (Lou) - when was the data last updated?
    - Audrey shared that it was last updated in 2014.
- Audrey understands that the CAC is interested in where the in-lieu fees are being used. She is almost certain that all of the affordable housing has been built in the plan area.
- Joshua shared that the group who is redoing the Plumbers Union site is having a community meeting on May 11th at 5:30PM at the Red Cross building.

3. Approval of minutes for February 2016 regular meetings [action item]

- Jason provided one comment on the minutes: on page 2 the following term should be revised "He suggested zero parking" rather than "parking maximums."
- With the edit, members approved the minutes for the February 2106 meeting.

4. Citywide Long-range Transportation Planning Program SF Planning Department [discussion item]

- Marisa Espinosa, Manager of the Long Range Transportation Planning Program at the SF Planning Department, introduced herself to the group and shared a presentation. She explained that this is the first presentation to a community group. The program is meant to be a three-year program: 1) Develop a comprehensive transportation vision for the City; 2) Undertake a Transit Modal Concept Study; and, 3) Update the General Plan Transportation Element. Related efforts include: freeway and traffic management. She is interested in the CAC's perspectives and would like it to be a presentation. There are four city agencies working together: Mayor's Office of Economic and Workforce Development, SFMTA, SF Planning Department, and the Transportation Authority. The purpose of the program is to tackle San Francisco's transportation challenges today and in the future. She asked the CAC members to share what they think is most important or relevant to the long-range plan.
- Jason – thank you for the presentation. It has been 20 years since someone conducted this study. I am wondering why the planning horizon is 50 years.
    - Marisa said that it is tough because there is so much uncertainty. It enables us to aspire to something different. It is also thinking about some of the key challenges we have to face. It allows us to work within a time horizon to coalesce around funding options. Most people have a hard time thinking beyond their existing experiences. The Plan Bay Area funding is set for the next 20 years. The One New York Plan is a cohesive plan. Vancouver Port looked out to 2060.
- Lou – you have to start thinking about population centers and where you are moving people from and to. Are you relying on cross bay connections (connecting Amtrak across Bay and/or another Transbay tube)? Do you relieve transportation issues by placing housing and jobs close to each other?

    - Marisa – we are looking to see if we are asking the right questions. It is about the major shaking questions. The fall is about teasing out what scenarios could be implemented and how they play out. SF has a tremendous impact on the region and what role do we want to play in that conversations.
- Krute – Marisa talked about disruptive technologies. It looks like you are moving away from us having our own vehicles. There was a question at the Hub meeting: how are people going to get around and get their deliveries. What about autonomous vehicles? We are moving towards an all-hours transit need: for people who are traveling to restaurants and people who live there.
- Jason – when you look at 2065, I think about climate change. I hope that you are looking at alternative energy sources. I think that it is an unhealthy situation when we don't talk about where the electricity is going to come from. SF has electricity source for MUNI, but there isn't enough for electric vehicles. In NYC, the majority of energy is from coal. SF planning scenario needs to be more frugal. We don't just think about private solutions (e.g. Uber, Lyft, tech shuttles). I would like the vision phase to look at what a municipal car system would look like (e.g. car share). These private solutions are in response to public services failing.
    - Marisa – there was a recent article about VTA's article regarding their ridership. They have had a 23% drop. We are providing services over a large area rather than a concentrated area. It is a fair critique to look at how public transit systems have failed us.
- Jason – I think BART should be a part of the vision.
- Robin Levitt (Robin) – tying transportation planning to land use planning is very important. You can't have a successful transit system when there is low density – which is the problem in San Jose and Los Angeles. Driverless cars – impact in the future could increase VMT. The big issue in my perspective is cars. The streets in Hayes Valley are congested. We can't keep adding cars to our streets. I think we need to put limits on cars – congestion pricing, tearing down the Central Freeway. The Hub should not have any parking in the developments. We need to change the perspective that cars and drivers can go wherever they want. There are climate change and environmental issues. We need to stop subsidizing the cars.
- Joshua – a lot of the solutions will surround having a cohesive rail system. Why is the Central Freeway not a loop throughout the City? The relevant business area is no longer just along Market Street. We need to move people to the major job centers. Stations should connect (people shouldn't have to exit the station and get back into another station). Maybe we shouldn't invest huge infrastructure projects if Caltrain is going to move. Is there a rail line along Geary? We need to get people off the streets and reduce congestion. Need adequate services between neighborhoods rather than just from a neighborhood to Downtown.
    - Marisa – yes, I agree. The way people are getting around is changing. We need to recognize that as a City.
- Jason – take down the Central Freeway, run the J from the Safeway down Market and under Division to Mission Bay.
- Lou – I like everything I heard. All of these rail systems should be separated from private automobiles. Dedicated lanes would be great everywhere.

- Krute – where you can get in front of these disruptive services with policies so that they don't take over the City? How are you soliciting community opinion?
    - Marisa – we are hosting a community meeting in each district, online engagement, and meetings with key stakeholders.
- Jason – I am really happy that the intersection level of service was reformed. I am scared about the threshold of VMT for mitigation. I think it is too high. Since 1992, SF's transportation model assumes 1% growth in car trips every year. I think that needs to be revised. I think there should be scenarios that assume a reduction in car trips. It should be modeled. That needs to be revised before this planning process. I would urge you to consider a true citywide bicycle system that is separated from traffic and connected. We need this is get a good, healthy bicycle system. I think you are hearing: reduce car dependency, reduce VMT, look at a tunnel under the Bay, 24 hours transit, freeway removal, congestion pricing, parking reform, municipal vs. private, and energy.
- Robin – complete the bicycle connection across the bridge.
- Marisa – thank you all for your comments.

5. Page Street and Octavia Boulevard Enhancement Projects SFMTA [discussion item]

- Casey Hildreth, SFMTA, provided a status update of the Octavia Boulevard Enhancement Project. The project goals are to: improve comfort and safety for all modes, support traffic calming and parcel development needs, data-driven assessment of Boulevard on 10th anniversary, and coordinate efforts. Conducting: "quick and effective" safety treatments phase essentially complete including Page/Octavia, follow the paving pedestrian bulbs at Laguna/Buchanan pedestrian bulbs are happening and should be happening later this year. There will be a bus bulb to improve the service of the 21 Hayes. Collision data shows that the intersection of Octavia-Oak-Laguna has the highest car-on-car collisions in the City. Approaching 65% and anticipate construction next year. There is a state-funded affordable housing and transportation grant – Mercy Housing (Parcel O) and SFMTA are co-applicants for the grant of $14 million.
- Subcommittee of HVNA – supposed to be a mid-block passage between Hickory and Fell mid-block).
- Oak and Fell road diet – MTA's analysis shows that two-way doesn't add a lot. Investigating how to traffic calm the street. Nice nexus of the roads with northbound road improvement opportunity. Next month Casey will go out to the community (May 13th). MTA doesn't have to wait for the infrastructure to paint the changes, if approved.
- Jason – I recommend making all of the parking metered.
- Casey – As part of the Boulevard enhancement, Patricia's Green trial closure, and northbound frontage road streetscape (early design stage and community meeting is on May 13th).
- Robin – noticed that people will turn off Oak onto a side street and will connect up to Haight Street.
- Jason - I have also seen people driving straight at Patricia's Green.
    - Casey – yes, we have a 10% rate of people doing that.
- Lou – if you change the direction at the park there, would you flip the direction of Linden?
    - Casey – yes (for Linden between Octavia and Laguna).

- Lou – it would be ideal to limit to commercial traffic on Linden between Octavia and Gough.
- Robin – we are struggling with doing living alleys in Hayes Valley. I would rather see those side streets along Patricia's green be living alleys. The design would tame the automobile traffic. It seems like everyone wants to close the access to Hayes Street, but I think they should be living alleys.
    - Casey – Hayes – there is a lot of congestion (pedestrians, automobiles). The space between Stacks and the green could be a great location for a bike share pod. The trial could be a week of closure. For the open house, they will close the northbound section along Patricia's Green.
- Jason – I think you should close it for six months to study and so it gets ingrained in people's minds. The Pavement to Parks process is going through a process of revision. It will be unveiled in the summer and he plans to plug the closure into the Parks
    - Casey – Market-Octavia Safety project is seeking preferred alternative by Fall 2016 at community meetings on May 5th and 13th.
    - Page Street Green Connections – have funding for Market-Webster. The plan is for it to be a bicycle boulevard, which according to NACTO guidelines should not have more than 3000 automobiles per day, ideally closer to 1500. Need to look at traffic diversion options along Page. We will probably need to add mitigation along Oak, but Page needs to be pedestrian and bicycle-priority street.
- Jason – Waze tells people to go along Page. The City needs to call Google to shut it off.
    - Casey – how do we assess diversion? We are going to present some options to the community. We are going to have to do some vehicle modeling. We wouldhave to divert at Laguna, in my opinion, or else you still will have traffic coming eastbound shifting over to Page (via Buchanan and Laguna) onto the Boulevard, which doesn't help the bicycles. We will also look at outbound Page Street traffic making a left onto the Boulevard, which is a problem for bikes. Maybe we extend the median so you can't take a left onto the Boulevard.
- Robin – drivers are running over the curb on the median on the Boulevard.
    - Casey – looking at bulb outs to do stormwater capturing. We are working closely with the Lower Haight Street Public Realm Plan.
    - Casey – we are hosting a public meeting May 9th at John Muir Elementary, 5:30-7:30PM. Other meetings include: May 2nd – talking to the parents at the school; May 5th; May 9th; May 13th; June 7th – Hayes Valley Block Party Jazz Fest – set up a booth and share what we heard.
    - Casy – the goal is to come back in the Fall with legislative items and proposed landscape items.
- Jason – you are being as creative and innovative as possible given your constraints. In your rationale to divert traffic off of Page Street, NACTO works well. I suggest Oak is car street, Haight is the MUNI Forward and pedestrian street, and Page Street is the bicycle street. The City family could have a sign that illustrates that. It is an equity issue. You could put a diverter on Haight Street to keep people from turning where the bus lane is. What about a traffic diverter at Haight and Laguna so you cannot make a left onto Laguna from Haight.

    - Casey – I don't think people are using the Oak-Gough connection as well as they could.
- Jason - Haight and Market – the buses all turn right off Market. They are squeezing the bikes out. Is there a way to redirect the bike lane to go left of the bus.
    - Casey – I'll pass that on to the MUNI team.
- Casey – we are in conversation with Planning right now. We were looking at different options for parking. We could be looking at a trial closure on Page Street (with Patricia's Green) to look at the impacts along Haight Street, etc.
- Robin – you are doing a fantastic job. I suggest crosswalk signals at Franklin and Gough.
    - Casey – they are coming. I can give an update at our open house.
- Robin – Oak between Octavia and Laguna (north side) – where you have permanent no parking zone. Is there any chance to revisit that? I don't see people using it, so let's bring back the buffer of parked cars.
    - Casey – there is a chance to revisit. Traffic peaks in the morning. The pocket doesn't need to be so long outside of the AM peak, but we want to hold off on changes until something is implemented for Page Street. May need that extra capacity on Oak later
- Robin – I've been told we can't have crosswalks in alleys.
    - Casey – it is more that there are stop signs at the intersection, which is close. To put in the crosswalk and to have adequate site distances. It isn't out of the question, but it is costly infrastructure (with curb ramps) and may take out some parking spaces. There is definitely some cost associated.
- Lou – when is the Gough stripping happening?
- Krute – I suggest public outreach to let people know when there will be improvements so that there aren't angry drivers?
    - Casey – yes, I agree.
- Casey – the MO CAC support is greatly appreciated.

6. Public Comment

There was no public comment.

7. Adjournment

NEXT MEETING: May 16, 2016