

## **Market and Octavia Community Advisory Committee**

### Market and Octavia Area Plan Amendment Covid-19 Pandemic Transportation Mitigations

MOTION NO.: 2020-07-20-01

#### ACTION:

This resolution conveys to the San Francisco Board of Supervisors, the San Francisco Municipal Transportation Agency Board of Directors, and the San Francisco Planning Commission that as traffic steadily increases during pandemic recovery there is urgent need for quick cycling, pedestrian, and transit improvements in the Market and Octavia Plan and adjacent areas.

Whereas the city will conduct a 6-month racial and social equity analysis before final adoption of the Market Octavia Area Plan Amendment;

Whereas Market and Octavia Area is a dense area with a large tenant population residing in apartments with little open space;

Whereas the Market and Octavia Area absorbs a disproportionately large amount of local and regional traffic and traffic-related air and noise pollution;

Whereas the Market Octavia area includes a number of Vision Zero streets (high injury corridors) including Franklin and Gough;

Whereas our basic understanding of urban mobility futures has been upended by mandates for physical distancing and restricted movement due to the coronavirus pandemic;

Whereas the immediate mobility impacts of mandatory physical distancing and restrictions on movement include cratering public transit ridership, significant changes in car traffic, upticks in cycling and walking, and the rapid rise in app-based food delivery and other forms of e-commerce;

Whereas transit capacity is significantly compromised;

Whereas there will be urgent need to provide cycling and pedestrian access to the Hayes Street merchant corridor, Market Street businesses, and businesses throughout the Area Plan;

Whereas access to neighborhood commercial corridors on Hayes and Market and throughout the city is not going to be possible with cars due to limited parking and competing efforts to open streets for outdoor eating;

Whereas new forms of delivery by bicycle, e-bike, and cargo bikes are very promising and can provide more economic opportunity in this dense part of the city;

Whereas it is nearly impossible to bicycle safely north-south between Hayes Valley/Civic Center/Western Addition and the Mission and points South, because this part of the city is chronically congested and unwelcoming to cycling (and walking - especially crossing blocked intersections);

BE IT RESOLVED that the Market and Octavia CAC endorses the following concepts for making mobility in the Market and Octavia Plan Area and surrounding communities safer, more equitable, more convenient and attractive, and accommodating for physical distancing on streets. These concepts are displayed in the attached maps and graphics and include:

- Separated and protected cycle tracks on Franklin and Gough Streets between Market Street and as far north as Hayward Playground/Jefferson Park (Golden Gate or Turk Streets)
- Expanded pedestrian areas for walking with safe physical distancing on Franklin and Gough Streets between Market Street and Golden Gate or Turk Streets
- Restricting freeway-bound traffic on Haight Street to protect the important 7 Haight-Noriega bus from congestion and delay
- Converting up to three blocks of Hayes Street between Laguna and Franklin to city-approved outdoor seating and open spaces, as well as adjacent segments of Octavia and Laguna Streets
- Extending the car free Market westward to Gough Street and providing safe connectivity between Valencia Street and the proposed Gough-Franklin cycle tracks (as displayed in the attached map)
- “Slow Streets” on Buchanan, Grove, and Laguna Streets (as displayed in the attached map)
- Living Alleys on sections of Ivy, Hickory, Linden, Lily and Rose providing recreation and outdoor dining space

Be it further resolved that the City should implement these projects as soon as possible, and that they be included in the racial and social equity analysis of the Market and Octavia Area Plan Amendment

MOTION: Levitt

SECOND: Henderson

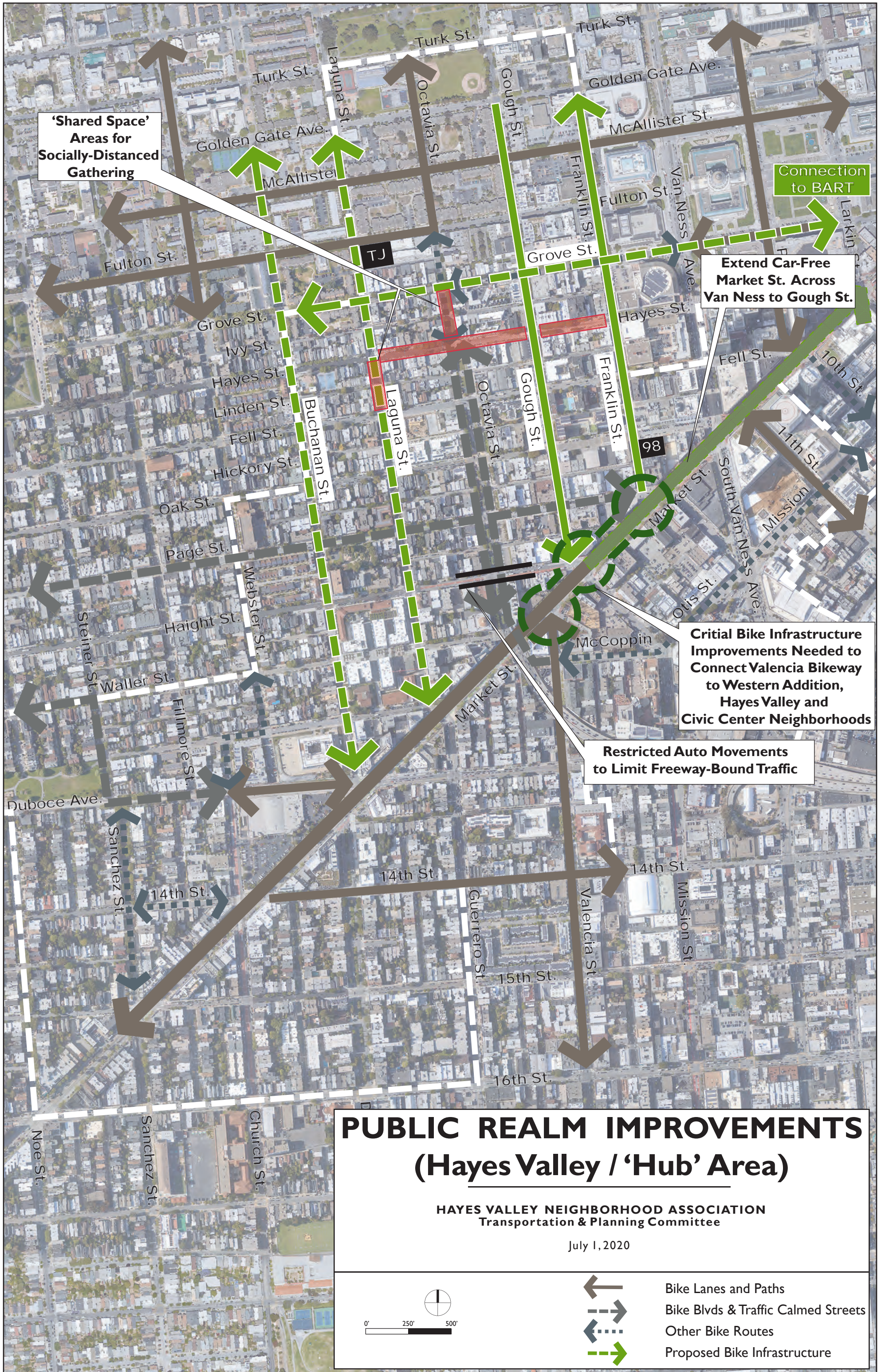
AYES: Tolentino, Singa, Chambers, Levitt, Olsson, Henderson

NOES: None

RECUSAL: None

Attachments: [8 maps and images]





**'Shared Space' Areas for Socially-Distanced Gathering**

**Connection to BART**

**Extend Car-Free Market St. Across Van Ness to Gough St.**

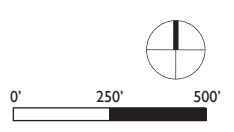
**Critical Bike Infrastructure Improvements Needed to Connect Valencia Bikeway to Western Addition, Hayes Valley and Civic Center Neighborhoods**





**Restricted Auto Movements to Limit Freeway-Bound Traffic**

# PUBLIC REALM IMPROVEMENTS (Hayes Valley / 'Hub' Area)

HAYES VALLEY NEIGHBORHOOD ASSOCIATION  
Transportation & Planning Committee

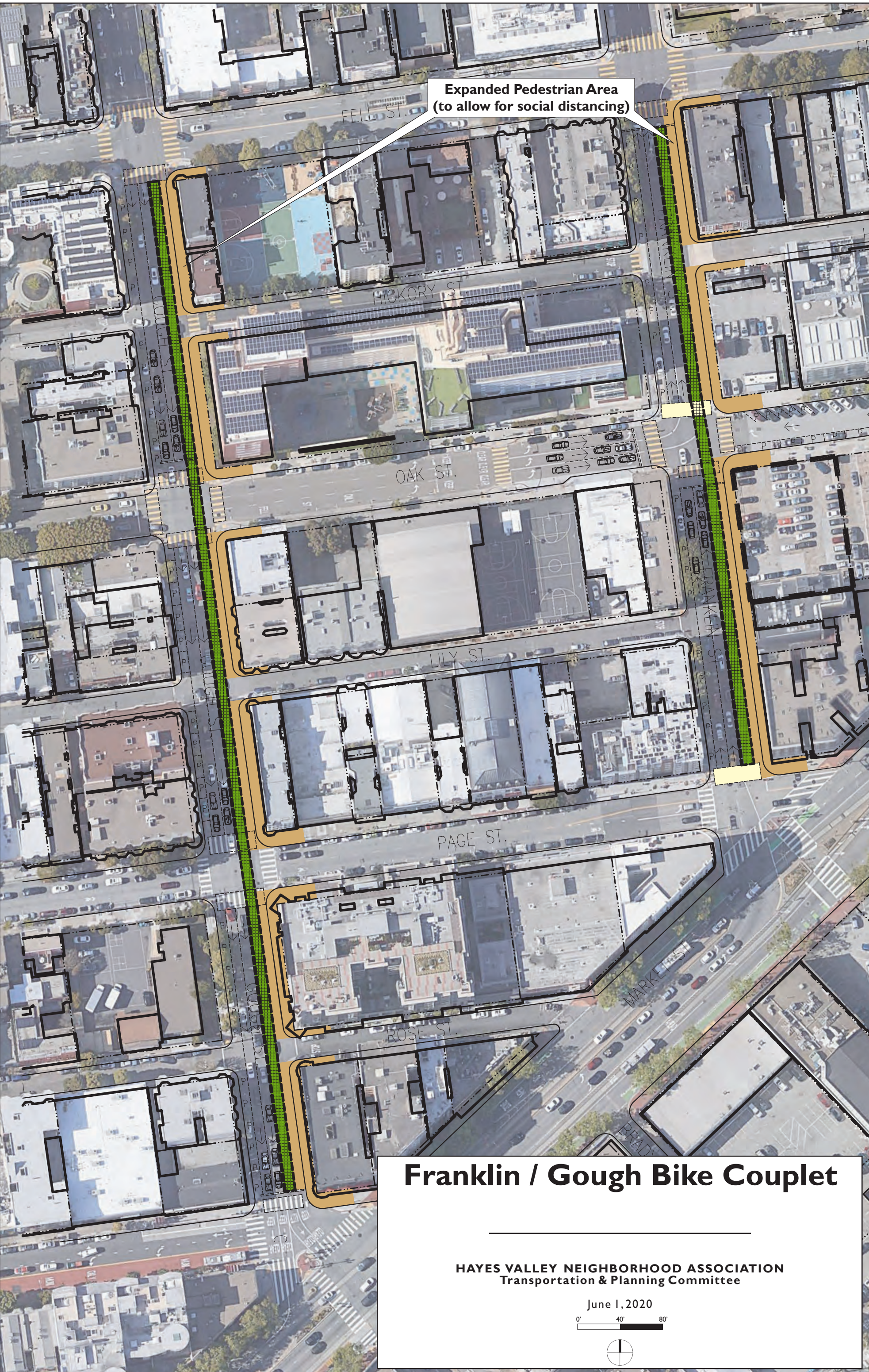
July 1, 2020



-  Bike Lanes and Paths
-  Bike Blvds & Traffic Calmed Streets
-  Other Bike Routes
-  Proposed Bike Infrastructure



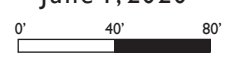
Expanded Pedestrian Area  
(to allow for social distancing)



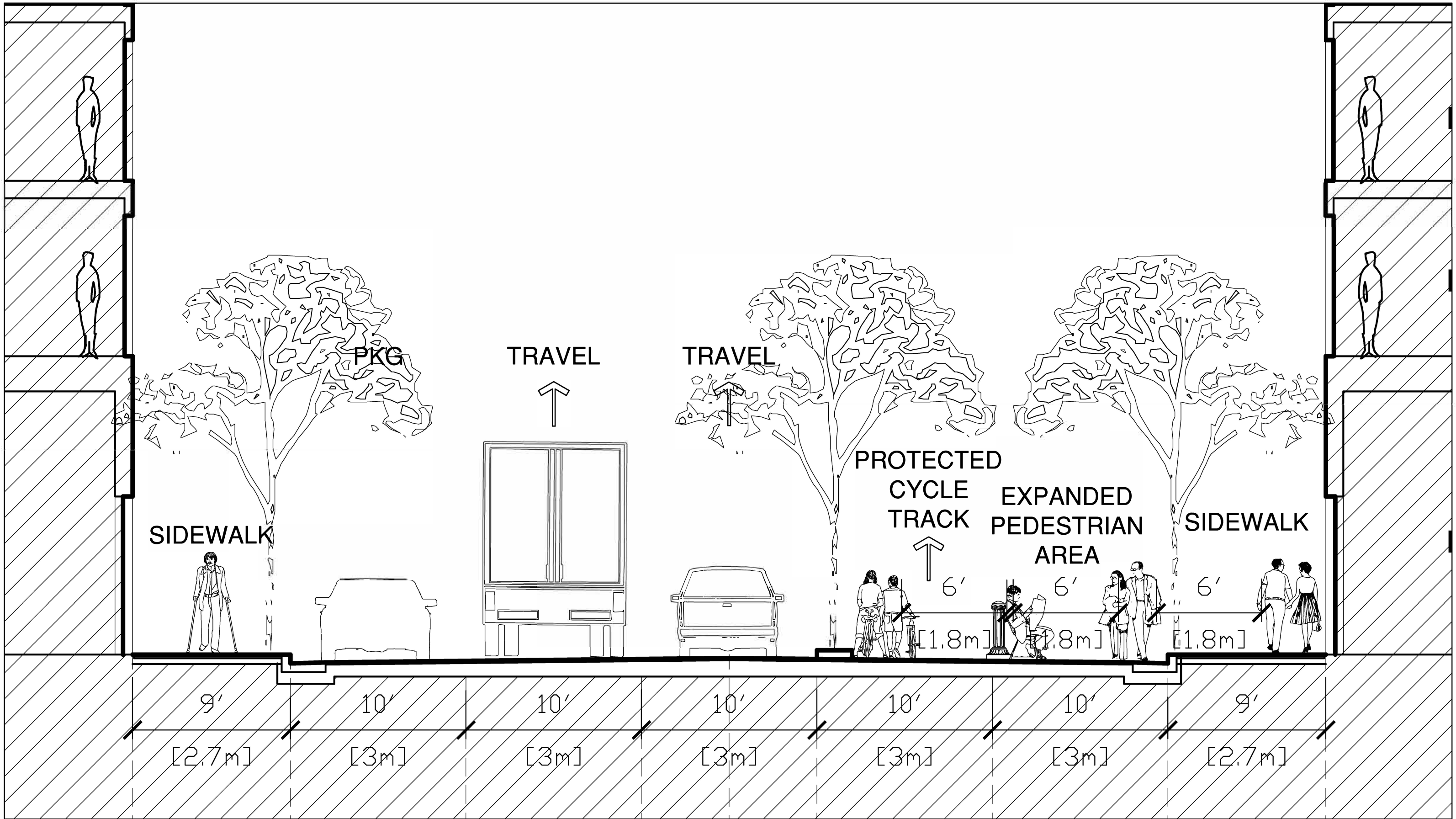
# Franklin / Gough Bike Couplet

HAYES VALLEY NEIGHBORHOOD ASSOCIATION  
Transportation & Planning Committee

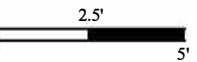
June 1, 2020



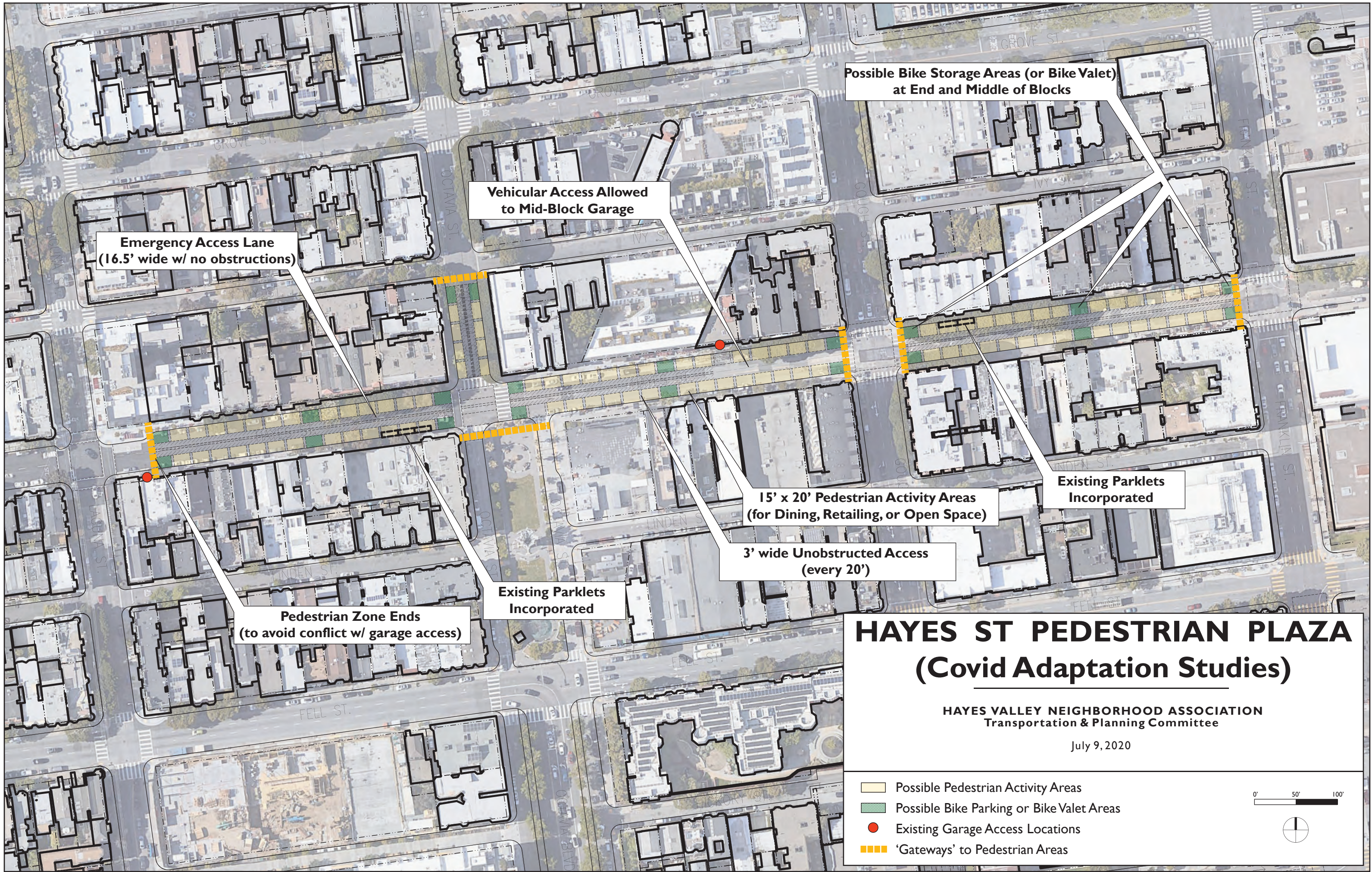




## GOUGH ST. (Example)





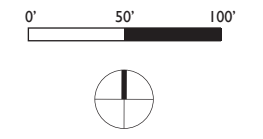


# HAYES ST PEDESTRIAN PLAZA (Covid Adaptation Studies)

HAYES VALLEY NEIGHBORHOOD ASSOCIATION  
Transportation & Planning Committee

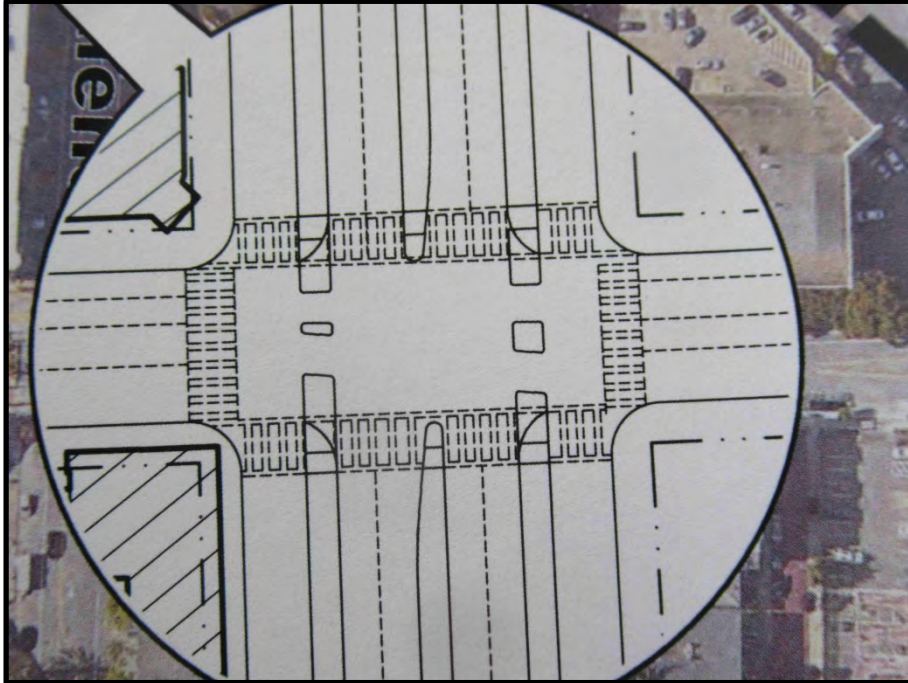
July 9, 2020

- Possible Pedestrian Activity Areas
- Possible Bike Parking or Bike Valet Areas
- Existing Garage Access Locations
- 'Gateways' to Pedestrian Areas





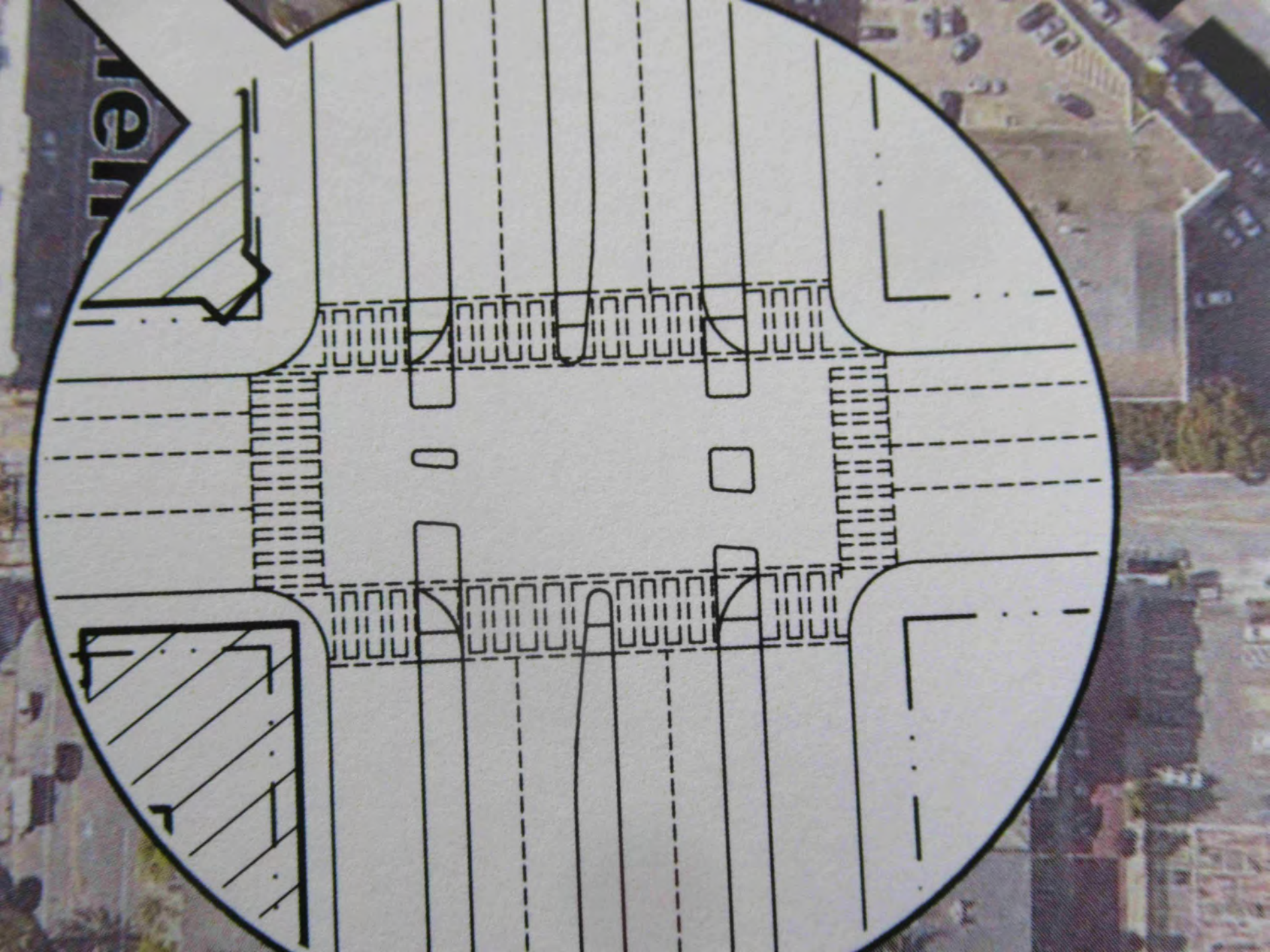
# Haight Street Proposal



Source: Dehan Glanz (2019)

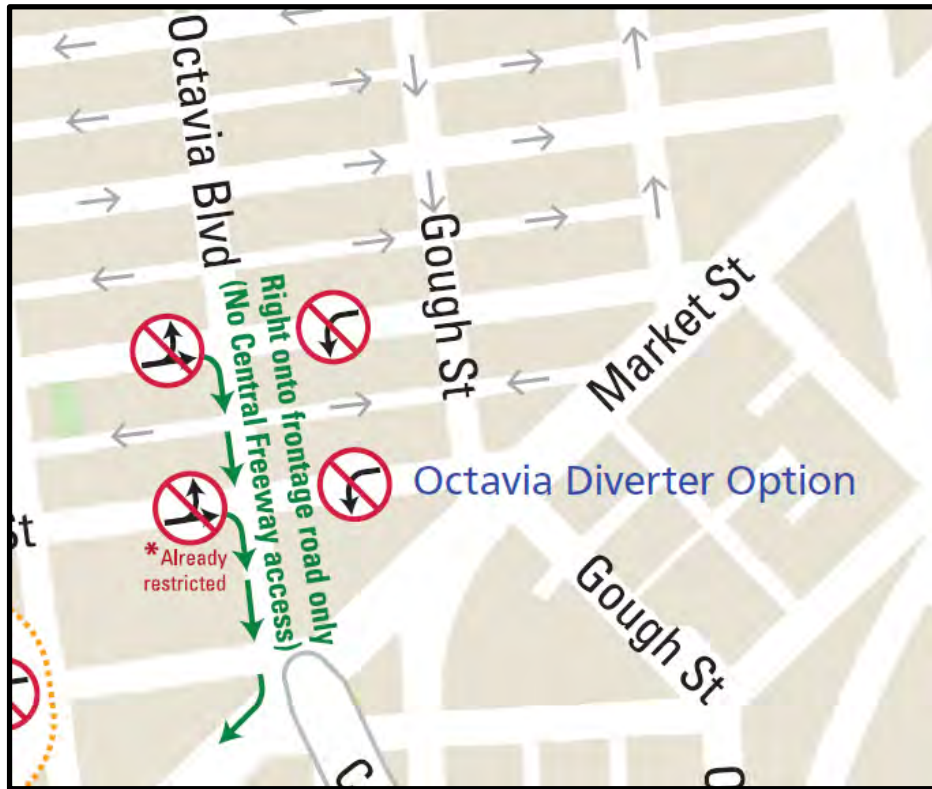
- Extend medians on Octavia across Haight
- Prohibit right and left turns from Haight to Octavia
- Allow Buses, Cyclists, & Pedestrians to move across Octavia







# Haight @ Octavia (eastbound and westbound)



- Eliminates Freeway Traffic on Haight
- Maintain resident access by car
- Maintain curb parking & driveway access on Haight

Source: SFMTA 2019 conceptual drawings



# Extend Car Free Market to Gough

