


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

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Meeting Minutes

Monday, January 11, 2021

7:00 PM

Regular Meeting

*Hearing will be held remotely
Refer to the “Remote Access to Information and Participation”
section below for instructions.*

CAC Members Present: Singa, Henderson, Levitt, Olsen, Olsson, Tolentino

City Staff Present: Svetha Ambati (SF Planning), Dylan Hamilton (SF Planning), Britt Tanner (SFMTA), Cristina Olea (DPW), Coma Te (DPW)

1. Call to order and roll call 7:00-7:05
 - *Singa called to order*

2. Announcements, upcoming meetings, project updates, and general housekeeping [discussion item] 7:05-7:15
 - Announcements: Paul Olsen is resigning from the Market Octavia CAC
 - Upcoming meeting: May 17th, 2021
 - Please let me know if you have any agenda items to propose, currently we have the Octavia Study and Congestion Pricing Study updates, and we will most likely also provide an update on the findings for the Greater SoMa Community Facilities Needs Assessment
 - Levitt - Project Updates:
 - Octavia Commemoration
 - Still not close to having a commemorative piece. Website is still not complete. Maybe a good thing to have an update from Mark at our next meeting.
 - Vacant Freeway Parcels
 - These lots are still vacant, so it would be nice to have an update on these from OEWD.
 - City is doing a study on how to improve 13th street corridor. City has been looking at different options to improve that corridor. The plan seems totally unworkable for this route. Can we have a presentation about that from SFMTA.

- Henderson – Page Street funding adopted at the Board of Supervisors
3. Approval of minutes for November 2020 regular meeting 7:15-7:20
MO CAC Members [action item]
- Levitt – comments on updating some of the meeting notes
 - Motion to approve: Henderson
 - Second: Levitt
4. Better Market Street Update 7:20-7:50
Department of Public Works [discussion item]
- Olea – provided update on BMS
 - DPW is the lead, SFMTA is a strong partner and has a lot of the scope of work, work with multiple other departments. Project goals include reducing collisions and injuries, improved performance and reliability of public transportation, upgraded and new infrastructure, an active sidewalk and vibrant street
 - COVID-19 pandemic impacted Market Street’s economy and the project’s budget
 - Provided overview of the transit improvements in the plan
 - Gave summary of concerns heard and responses from outreach process
 - Tanner – provided specific updates to the changes in the plan between 2019 and 2020 (i.e. changes to the number of speed tables)
 - Timing will be about a 2-year long construction process.
 - There will be some quick-build phase 2 which will include extending transit only lane from 3rd street to Main Street, converting unit blocks of Spear, Jones to two-way, required right turn at Geary/Kearny westbound, required right turn at 9th street and safety improvements at Van Ness eastbound
 - Olea – quick build phase 2 will begin this year. Right now we’re working on the construction sequencing so should have an update in the next few weeks. Currently designing the F-loop which we expect to go into construction in 2024.
 - Henderson – There's an issue with delivery vehicles blocking traffic and lanes, is this something that you’ve factored into this?
 - Olea – for Market Street, delivery vehicles are defined as 6-wheel vehicles needing commercial plates. We’re also adding about 200 new loading zones on the side streets. Uber and Lyft were restricted from using Market Street in 2020 as part of car-free market.
 - Henderson – what is the MTA going to say to Amazon Prime and other unmarked vans that also deliver?
 - Tanner – if Amazon is delivering in a regular vehicle, those vans will allow to go on Market Street but would not technically be allowed to load on Market Street. We do need to work on preventing them from parking since those companies do factor in tickets to their cost, but that’s also why we did add new parking zones around the corner.

- Olea - it is a challenge though, we do have to encounter and deal with delivery vehicles. There are loading restrictions, no delivery vehicles in the peak direction.
- Tanner – we heard suggestions to work with the companies to find other ways of delivery, such as encouraging bike deliveries. Something we can look into in the future and beyond Market Street.
- Olsson – might also encourage the use of a boot.
- Levitt – I am frustrated with where the design has ended up after 10 years. I know the staff is probably frustrated too having done so much hard work to try to design Market Street to work for so many different people. Now, we're almost back to square one. Given the limited amount of space, I had encouraged taking a look at running the bike lanes down the center of Market Street like D.C. has done on Pennsylvania Avenue. It would save so much space and money to not have to build all those boarding islands. Biking next to the curb is difficult due to grates, debris, pedestrians trying to get to the Muni. Will motorcycles be using Market Street and motorized bicycles? I also want to ask about connections for cyclists to cross Market.
 - Tanner – motorcycles are considered private vehicles and are not allowed to go on the street. Electric bikes are allowed to go on the street. Connections to Stockton and 8th, Stockton is outside of the segment but for 8th we added a contraflow bike lane and a bike box.
 - Olsson – what about motorized skateboards and wheelies?
 - Olea – motorized scooters are allowed in the bike lane
 - Olea – there's two issues with why we can't move the idea of a center bike lane forward: it wasn't included in the environmental documents and it would require additional environmental review. We also don't have the political support to have a radical design or different design solution for Market Street.
- Singa – are TNCs considered taxis
 - Olea – no
- Henderson – the whole Market Street redesign was designed around peak commuting, but there are different types of peaks and different trip purposes. There are going to be many more residents on Market Street itself, so I urge the thinking of Market Street as all day long peak bicycling. Things have gotten back to pre-pandemic levels west of Van Ness. There is a lot of speeding, double parking, and congestion. Particularly where Franklin and Valencia is, it's gotten pretty dicey. With a quick build attitude I think SFMTA can do better with the Western variant. I do think this is where you need to move the tracks around so that bicyclists can safely get into Hayes Valley on a flat route.
 - Olea – designing around the peak hour – the benefit of a shared curb lane is designed to accommodate the peak traffic.
- Olsson – On the upper part of Market from Church up, you have on the northern side you have two streets coming in. Can you lengthen the amount of time to cross that double crossing?
 - Tanner – it may be outside the area of the project, but please e-mail me the list so that I can look into it further

- Olea – there is an upper market project that will be adding bulb outs and we may be adding some changes to the crossing times.

5. Greater SoMa Community Facilities Needs Assessment Update 7:50-8:20
Planning Department [discussion item]

- Ambati – provided update on the project
- Singa – Do you think the pandemic will skew the results of the survey?
 - Ambati – Yes, I think the survey will include people’s opinions of how community facilities are serving them during the pandemic
- Olsen – family resource centers – would be a good resource
 - One of the recommendations could be to have multi-purpose facilities on city land (i.e. library branch next to a child care center) because those exist in other neighborhoods. Not being in the silos, but asking agencies to work together and share a space. Might share a portion of a block that is available or might be a way to find a way to find
- Olsson – Southeast will be a big part of the growth, its ironic because the west having disregarded growth legislation and they must share one supervisor. That political balance might be something to watch. It’s very important along the Bayshore there to have the Port authority and Rec and Park working together to provide educational opportunities along the estuary and Bay. The educational opportunities of the growth of SoMa shouldn’t.
- Henderson – Don’t have an answer on equitable access to facilities, but I urge you to think about this part of San Francisco having a disproportionate amount of noise pollution and congestion. Even though downtown’s office core is still shut down, there are still large volumes of vehicles running along adjacent to parks, schools, and playgrounds. Making it better to circulate within this geography as a pedestrian and a cyclist should be a part of this equitable access.
- Levitt – want to second what Jason said, you can put these facilities but if you can’t walk across the street to them then it’s hard to get to them. Circulation and safety should be a part of the consideration as well. We should also consider City College and other educational institutions and their sites as facilities as well.
- Tolentino – are you considering private sites as well?
 - Ambati – as part of the development agreement process, we do identify private sites for community facilities and one of the outcomes of this project will be to understand how to plan for using these sites for community facilities effectively.
- Henderson – the Boys and Girls Club just opened up in the area, wanted to bring it closer to their constituents.
- Singa – Ask the equitable access question in our outreach e-mail, maybe do focus groups as well.

6. Public Comment 8:20-8:30
a.

7. Adjournment

8:30

NEXT MEETING: May 17, 2020

Remote Access to Information and Participation

In accordance with Governor Newsom's statewide order for all residents to Shelter-in-place - and the numerous preceding local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 virus.

On May 29, 2020, the San Francisco Planning Department was authorized to allow policy bodies to hold remote public meetings without advance approval but prohibiting policy bodies other than the Board of Supervisors and its committees from meeting in person at a physical meeting location. Therefore, Citizen Advisory Committees meetings will be held via videoconferencing and allow for remote public comment. Staff strongly encourages interested parties to submit their comments in writing and in advance of the hearing to jessica.look@sfgov.org

How to join the Virtual Meeting Using Zoom via your internet browser:

- [Click this link to join.](#)
- If you are having trouble clicking the link, use this url: <https://tinyurl.com/y3yxnm5>
- Click "Open Zoom" or click "Cancel" then "Join from your browser" (dependent on web browser)
- On the next screen, you may sign in with a name and click "Join"
- Note: If Safari does not work, please open in Chrome, Firefox or Internet Explorer.
- A copy of the presentation materials will be made available on www.sfplanning.org
- If you would like to have a meeting invite in advance of the meeting, please email svetha.ambati@sfgov.org at least 72 hours before the meeting.

How to join the Virtual Meeting Using your phone:

- Call 1(669) 900-6833
- Enter: Conference ID: 734 321 0292

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Effective January 21, 2001, the Board of Supervisors amended the Sunshine Ordinance by adding the following provision: The ringing of and use of cell phones, pagers and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing electronic devices (*67A.1 Prohibiting the use of cell phones, pagers and similar sound-producing electronic devices at and during public meetings*).

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Attention: Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign and Governmental Conduct Code Section 21.00-2.160] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102; telephone (415) 581-2300; fax (415) 581-2317; and web site <http://www.sfgov.org/ethics>.

Accessible Meeting Policy

Disability Accommodations: To request assistive listening devices, real time captioning, sign language interpreters, readers, large print agendas or other accommodations, please contact the Department's ADA Coordinator, Candace SooHoo, at (415) 575-9157 or candace.sooHoo@sfgov.org at least 72 hours in advance of the meeting to help ensure availability. Accessible seating for persons with disabilities (including those using wheelchairs) will be available at meetings.

Language Assistance: To request an interpreter, please contact the Candace SooHoo, at (415) 575-9157, or candace.sooHoo@sfgov.org at least 72 hours in advance of the meeting.

SPANISH

Si desea asistir a la audiencia, y quisiera obtener información en Español o solicitar un aparato para asistencia auditiva, llame al (415) 575-9010. Por favor llame por lo menos 72 horas de anticipación a la audiencia.

CHINESE

聽證會上如需要語言協助或要求輔助設備, 請致電(415) 575-9010。請在聽證會舉行之前的至少 72 個小時提出要求。

FILIPINO

Para sa tulong sa lengguwahe o para humiling ng Pantulong na Kagamitan para sa Pagdinig (headset), mangyari lamang na tumawag sa (415) 575-9121. Mangyaring tumawag nang maaga (kung maaari ay 72 oras) bago sa araw ng Pagdinig.

RUSSIAN

За помощью переводчика или за вспомогательным слуховым устройством на время слушаний обращайтесь по номеру (415) 575-9121. Запросы должны делаться минимум за 72 часов до начала слушания.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance (Chapter 67 of the San Francisco Administrative Code) or to report a violation of the ordinance, contact Adele Destro, Interim Administrator, 1 Dr. Carlton B. Goodlett Place, Room 409, by phone at (415) 554-7724, by fax at (415) 554-7854 or by E-mail at sotf@sfgov.org.

Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Library and on the City's website at www.sfgov.org/bdsupvrs/sunshine..

PUBLIC COMMENT

At this time, members of the public may address the Committee on items of interest to the public that are within the subject matter jurisdiction of the Committee except agenda items. With respect to agenda items, your opportunity to address the Committee will be afforded when the item is reached in the meeting with one exception. When the agenda item has already been reviewed in a public hearing at which members of the public were allowed to testify and the Committee has closed the public hearing, your opportunity to address the Committee must be exercised during the Public Comment portion of the Calendar. Each member of the public may address the Committee for up to three minutes.

The Brown Act forbids a committee from taking action or discussing any item not appearing on the posted agenda, including those items raised at public comment. In response to public comment, the committee is limited to:

1. responding to statements made or questions posed by members of the public; or
2. requesting staff to report back on a matter at a subsequent meeting; or
3. directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))
4. submitting written public comment to Andi Nelson 1650 Mission Street Ste. 400, San Francisco, CA 94103 or andrea.nelson@sfgov.org