

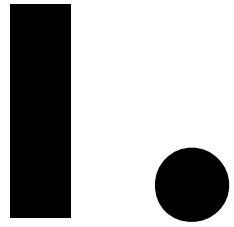
# Safe intersections for all



## The Market and Octavia Problem

Kristen Scarpa

**Before Octavia Blvd and The freeway was opened again in 2005, the city planning staff knew that Market and Octavia would be a dangerous intersection for pedestrians and bikers.**



# History:

**The previous attempts  
made to improve Market  
and Octavia for bikers**

~~August 2004~~

Amendment of the Whole  
8/17/04

FILE NO. 040912

RESOLUTION NO. 508-04

- 1 Resolution prohibiting eastbound vehicles on Market Street from making a right turn onto the
- 2 entrance to the Central Freeway at Octavia Street.
- 3 Resolution enacting traffic regulation on Market Street at entrance to the Central
- 4 Freeway at Octavia Street.

**The Board of Supervisors created  
a law banning the right turn onto  
the freeway.**

~~January 2007~~

**A bicyclist is seriously injured after a car takes an illegal right-hand turn.**



**People were on the corner demonstrating, looking for the city to take quick action.**

~~July 2007~~



**The Board of Supervisors approved the raised medians that divided bikers and drivers from each other, thus preventing drivers from making the illegal right-hand turn.**

**~~December 2007~~**

**Barrier islands replaced the soft posts that were in the ground. There still needed to be more action surrounding this danger because drivers still tried to take that right-hand turn.**



~~January 2008~~

**Assembly Bill 23 was passed in the State Assembly to create better conditions for bikers for that intersection.**

~~March 2008~~

**The San Francisco Bicycle Coalition (SFBC) is trying to push Assembly Bill 23 through the Senate that will allow cameras to be placed at the intersection to again deter drivers from taking the turn and to also threaten with a heavy fine for taking the turn.**

**september 2008**



**Assembly Bill 23 wasn't passed  
when pushed to the Senate.**

**Most interesting is the fact that it  
is legal to put cameras to catch  
drivers going through red lights, but  
not those who take the illegal turn.**

~~January 2009~~

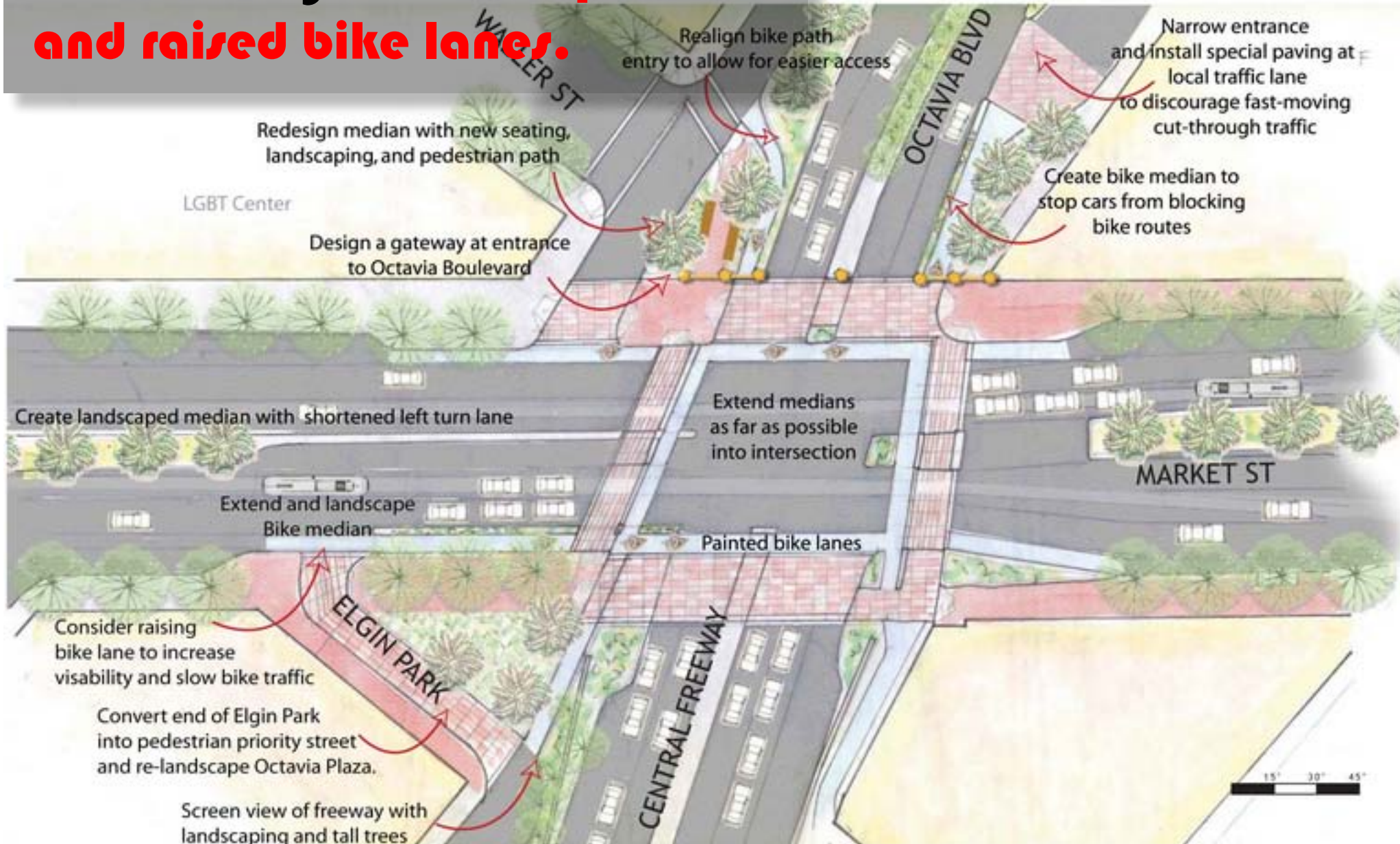
**The SFMTA created plans to eliminate the bike lane all together which would result in bikers and drivers to merge together.**

**Street without a bike lane...**

**Does this look safe?**



**At the same time:**  
**The city's planning department**  
**was looking to create painted**  
**and raised bike lanes.**



**January 2010**

**Superior Court Judge  
Peter J. Busch denied  
the SFMTA proposal to  
take out the bike lanes.**

~~October 2010~~



**Governor Schwarzenegger vetoed Assembly Bill 2729, which would have allowed San Francisco to use a red light camera to “enforce, ticket and discourage the illegal right turns” that create dangerous situations for bicyclists.**

~~August 2011~~



**A City Planner is hurt when a driver took the right turn and cut him off on his bike at Market and Octavia.**



**The accident was described as the following:**

**“A small white Chevy sedan driven by an adult female, resident of Germany, made a turn from eastbound Market to Octavia on ramp to US 101.”**

**“An adult male bicyclist traveling eastbound Market Street contacted the Chevy, ejecting the bicyclist.”**

**“The driver of the car remained on scene. The bicyclist was transported by ambulance to the hospital with non-life threatening injuries.”**

**“Impairment is not suspected. No citation issued at this time.”**

**As a result of painted lanes  
with barriers, there have  
been a decline in crashes  
at the intersection. The  
city is still making efforts to  
create better safety in this  
intersection.**

**What's Next??**

**My Proposition...**

2.

~~my Objectives~~

- 1. To create awareness of the current danger of the intersection to biker's, pedestrians, and drivers.**
- 2. To promote respect of all users of the road.**
- 3. To promote respect for the laws.**
- 4. To create better barriers at the intersection to deter cars from making the illegal turn and in turn keeping bikers safe.**

3.

~~How can we change the  
conditions?~~





# **creating raised bike lanes**

**resulting in:**

**i.**

**cars crossing from Octavia and the freeway will go more slowly because they will be going over a bump.**

**ii.**

**Deter cars from making the illegal right turn because the car would end up going across the bump at a 45 degree angle.**

4.

**The Specifics**

**a.**

**Paint the bike lane yellow. This will convey the necessity of being careful especially at the intersection. It is a bold color and may remind drivers to be careful and to refrain from crossing into the bike lane.**

**b.**

**Raise the bike lane. This must be created in mind for the cars coming on and off the freeway that will be driving over this.**

**c.**

**Place more signs as far as a quarter mile from the intersection warning cars to refrain from turning and also signs for bikers to be hyper-aware of cars.**

5.

**Timeline**



**Reach out to people through twitter and facebook by creating individual pages. By getting many followers, we will be better able to promote awareness and the need for change. We will share our ideas and receive input from our followers.**





We will create plausible and logical designs that have a potential to be implemented. We will need to create what the intersection looks like now and how we would like it to look. We will need to measure how high the **bike lane should be raised** so that it won't affect the cars that need to cross it. We will need to develop **eye-catching signs** for both bikers and drivers.



**Once the designs are finished and presentable, we will need to get the **San Francisco Planning Department** and **SFBC** involved. We will present them with our ideas and designs and listen to their feedback and see if there is a way for these changes to be implemented.**

**d.**

**Use the feedback from the meeting with the Planning Department and SFBC to refine our ideas or think of new ideas.**





**Once the ideas are complete and have been accepted by the Planning Department and SFBC, we will have to work together to make this happen.**

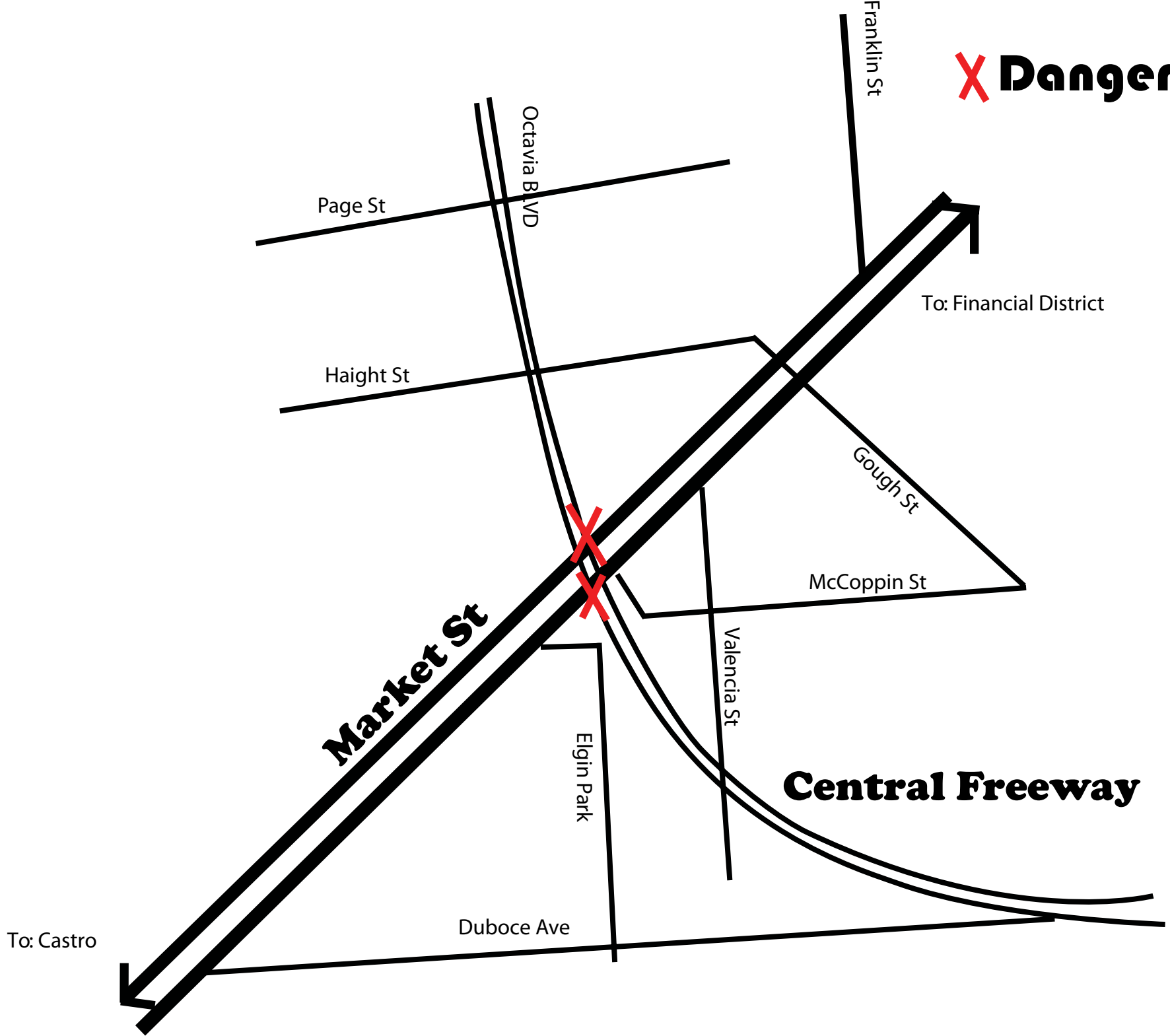


**We will have to hire different companies and people to construct these changes.**

6.

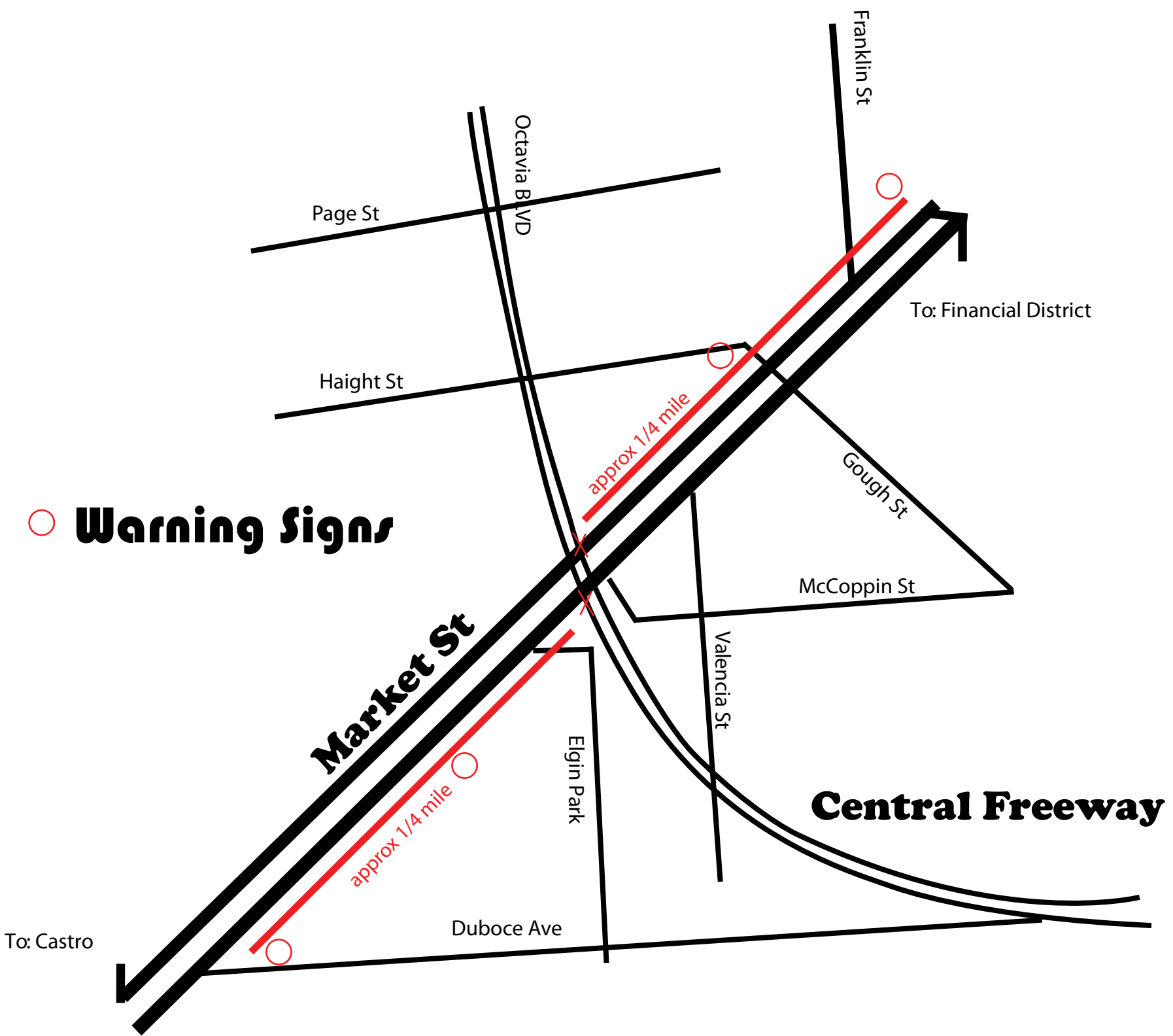
~~The Intersection~~

# X Danger Zones





~~Where should the new signs  
go?~~



○ **Warning Signs**

**Market St**

**Central Freeway**

To: Castro

To: Financial District

Duboce Ave

Elgin Park

Valencia St

McCoppin St

Gough St

Haight St

Page St

Octavia Blvd

Franklin St

approx 1/4 mile

approx 1/4 mile

approx 1/4 mile

~~What will the signs look like?~~



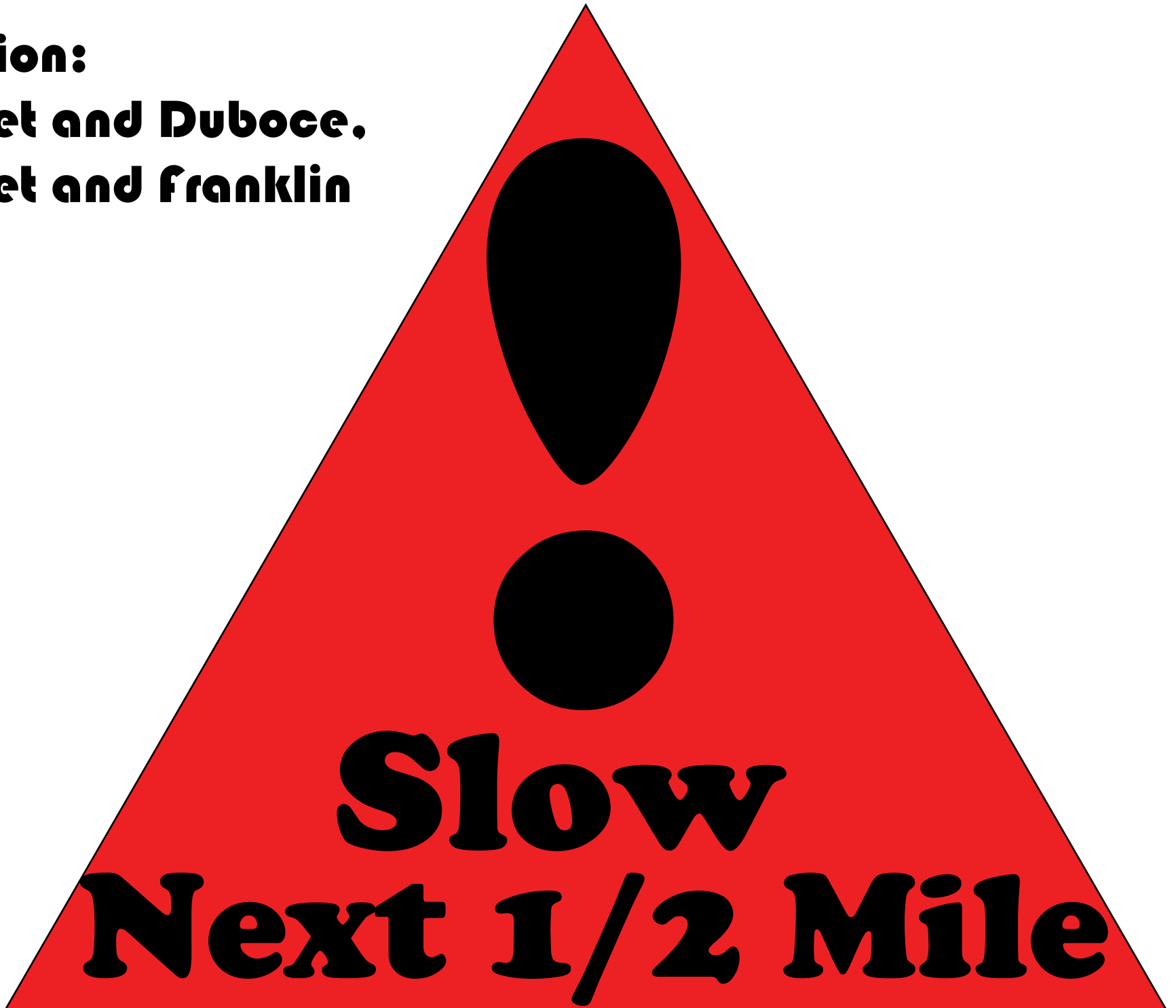
**location: Market  
and Octavia both  
directions**



**location:**

**Market and Duboce,**

**Market and Franklin**



# Beware



**location: Elgin Park and Market  
Valencia and Market**



**Fine Minimum \$500**

**location: Market and Octavia both ways**

~~What will the signs look like at  
the intersection?~~



**Beware**



**Fine Minimum \$500**

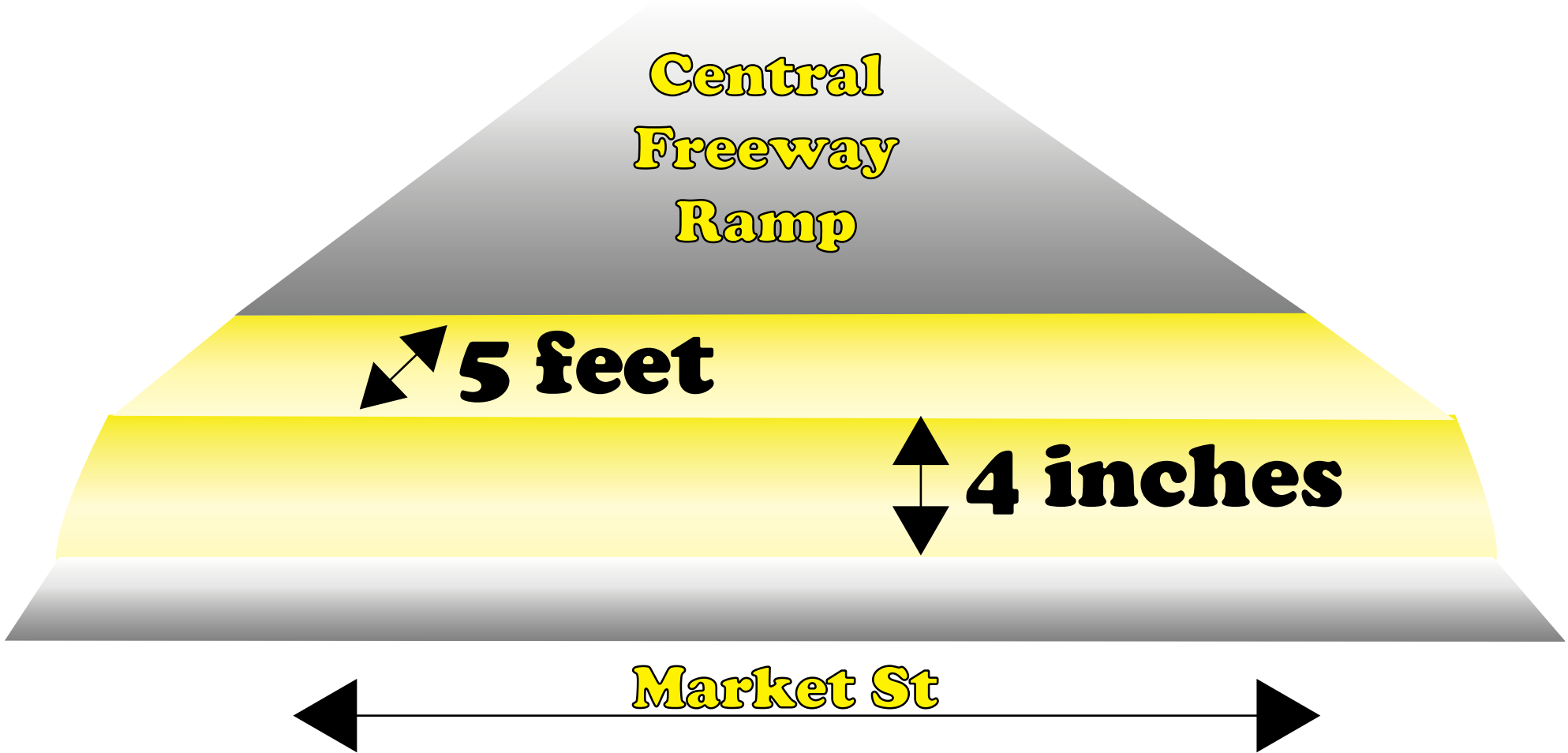
~~What will the bike lanes  
look like?~~

**Central  
Freeway  
Ramp**

**5 feet**

**4 inches**

**Market St**



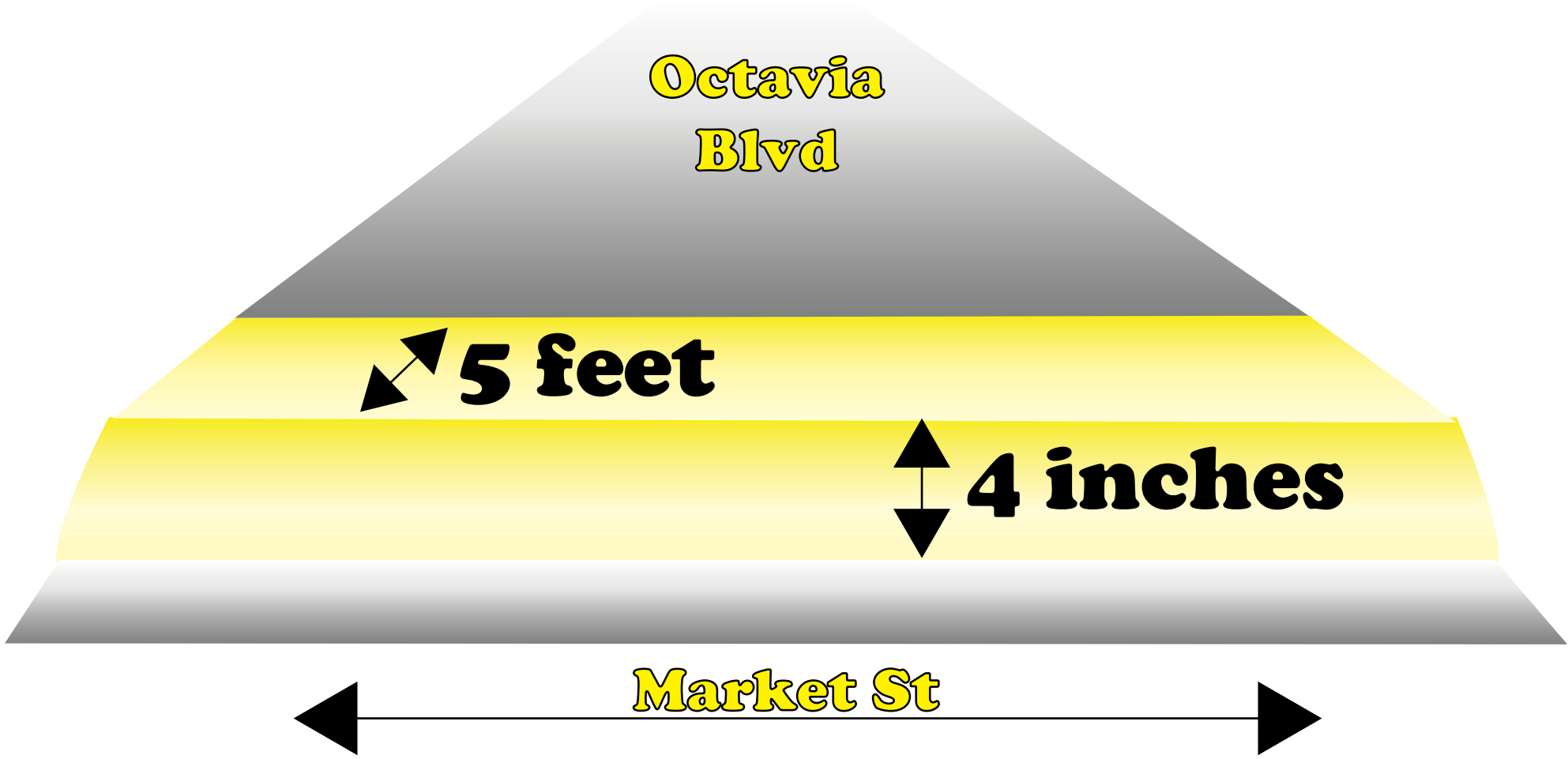


**Octavia  
Blvd**

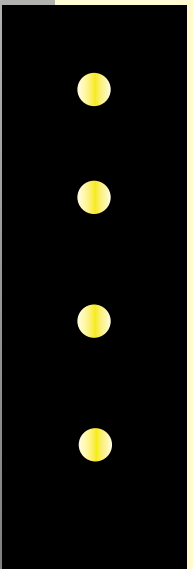
**5 feet**

**4 inches**

**Market St**



**Market St**



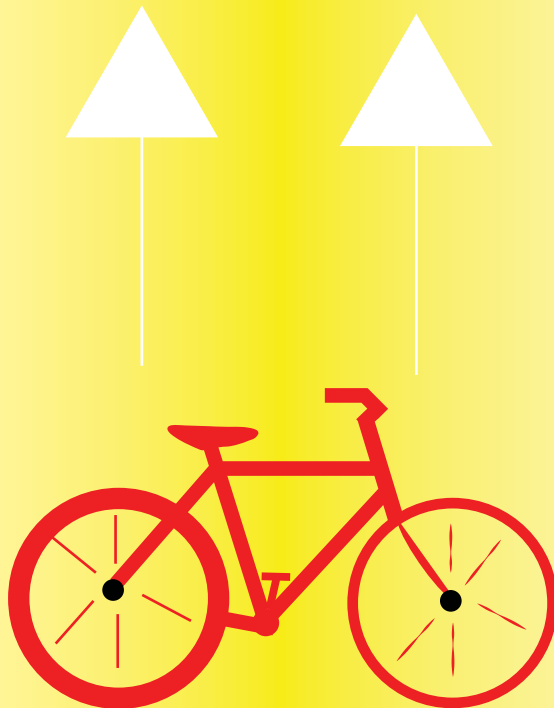
**Central Freeway**



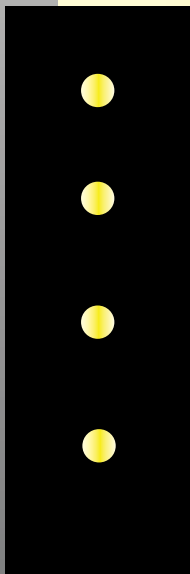
**Market St**



**5 feet**



**Octavia Blvd**



~~How much will this cost?~~

# ~~Day One~~

**1/4 mile pavement**

~~**\$10,000**~~

**5 men to lay pavement  
\$25/hr**

~~**\$1000**~~

**Equipment:**

**2 pavers and paint machines**

~~**\$4,000**~~

**5 men to create safe detour  
\$25/hr**

~~**\$1000**~~

**Yellow Paint**

~~**\$500**~~

**End of Day One**

**16,500**

**Day Two**

**\$6,000**

**End of Day Two**

**22,500**

~~Is this possible?~~

~~What are your opinions?~~