

Amendment of the Whole
July 9, 2007

FILE NO. 070918

RESOLUTION NO.

1 [Installing traffic island at Market Street and Octavia Boulevard, Central Freeway on-ramp]

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3 **Resolution approving a trial of up to six months to install a traffic island at the**
4 **eastbound approach of Market Street and Octavia Boulevard (Central Freeway on-**
5 **ramp) to reinforce the No Right Turn regulation.**

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7 WHEREAS, Octavia Boulevard opened on September 9, 2005, replacing the elevated
8 portion of the Central Freeway north of Market Street; and,

9 WHEREAS, Having considered the impacts to bicycle and pedestrian traffic on Market
10 Street by eastbound vehicles turning right from Market Street onto the entrance to the Central
11 Freeway at Octavia Boulevard, and having determined that such vehicles would create
12 potential conflicts with bicyclists and pedestrians, the design included a prohibition on
13 eastbound right turns as a reasonable method for minimizing such conflicts; and,

14 WHEREAS, After the opening of Octavia Boulevard, MTA staff noted in the *Octavia*
15 *Boulevard Operation, Six Month Report (March 2, 2006)* that a majority of motorists complied
16 with the turn restriction, but a sizable minority began to violate it, observing as many as 36
17 illegally turning vehicles per hour; and,

18 WHEREAS, Based on these observations, MTA staff implemented several additional
19 traffic engineering measures in an attempt to reinforce the No Right Turn regulation, including
20 the installation of larger NO RIGHT TURN signs, Watch for Bicycles (symbol) signage,
21 straight green signal arrows, NO TURN pavement messages approaching the intersection,
22 and a solid white right edge line through the intersection; and,

23 WHEREAS, In late January and early February 2007, as part of on-going efforts to
24 further reinforce the right turn restriction, MTA staff installed larger freeway guide signs at
25 surrounding intersections directing motorists to alternative routes to the freeway, and safe-hit

1 posts at the eastbound Market Street approach to the intersection creating a physical barrier
2 to the illegal right turn; and,

3 WHEREAS, Following the installation of the freeway guide signs and safe-hit posts,
4 MTA staff observed a significant decrease in the number of illegal right turns during the
5 8:00AM - 9:00AM peak hour, from 19 illegal right turns on October 26, 2006, to 3 illegal right
6 turns on February 9, 2007, and most recently, zero illegal right turns on May 1, 2007, and only
7 1 illegal right turn on May 2, 2007; and,

8 WHEREAS, MTA staff, in coordination with other City agencies has developed a plan
9 to install a traffic island in the location of the safe-hit posts to further discourage the illegal
10 right turns; now, therefore, be it

11 RESOLVED, That the Board of Supervisors approves installation of a traffic island on a
12 trial basis at the eastbound approach of Market Street and Octavia Boulevard (Central
13 Freeway on-ramp) to reinforce the No Right Turn regulation; and be it

14 FURTHER RESOLVED, That MTA staff will collect data related to traffic, bicycle, and
15 pedestrian safety and flow during the trial period, make adjustments as necessary to ensure
16 safety, and report back to the Board of Supervisors within six months; and be it,

17 FURTHER RESOLVED, That the Board of Supervisors urges the San Francisco Police
18 Department to increase enforcement of violations of the right turn restriction at this
19 intersection; and be it,

20 FURTHER RESOLVED, That the Board of Supervisors urges MTA staff to investigate
21 the possibility of using photo enforcement for the right turn restriction at this intersection; and
22 be it,

23 FURTHER RESOLVED, That at the conclusion of the trial period, or sooner if
24 circumstances warrant, if results suggest that the traffic island is unsuccessful in sustaining a
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1 decrease in the incidence of illegal right turns and improving intersection safety, MTA staff, in
2 coordination with other City agencies, should develop and implement alternate design options.

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