

**THIS PRINT COVERS CALENDAR ITEM NO. : 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Sustainable Streets

**BRIEF DESCRIPTION:**

Amending Division II of Transportation Code to designate new transit-only lanes on Powell Street, and approving various parking and traffic modifications on Powell Street between Geary and Ellis streets and on O'Farrell Street near Powell Street to improve safety, modify passenger and goods loading, and enhance transit as part of the project.


**SUMMARY:**

- This item sets forth the remaining legislation needed to complete design of the Powell Streetscape Project, building on changes approved by the SFMTA Board in 2017. Modifications include turn restrictions, changes to passenger and goods loading, enhancements for transit, new transit-only lanes, and associated changes.
- The project will improve operations for the 38/38R Geary by moving the O'Farrell & Powell streets bus stop to the far-side of the intersection and building a transit bulb.
- The project will increase the amount of commercial loading zones and add a new passenger loading zone in the project area.
- This project is a key part of the City's Vision Zero commitment, to improve traffic safety on the Vision Zero High Injury Network.
- The project received \$4.4 million from the State of California's Active Transportation Program for construction.
- Items C, D, F, G, H, and I below are subject to the review by the Board of Supervisors pursuant to Ordinance 127-18.
- The proposed action is the Approval Action as defined by the S. F. Administrative Code, Chapter 31.

**ENCLOSURES:**

1. SFMTA Board Resolution
2. Amendment to Transportation Code, Division II
3. Conceptual Design

**APPROVALS:**

DIRECTOR 

SECRETARY 

**DATE**

February 26, 2020

February 26, 2020

**ASSIGNED SFMTAB CALENDAR DATE:** March 3, 2020

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### **PURPOSE**

Amending Division II of Transportation Code to designate new transit-only lanes on Powell Street, and approving various parking and traffic modifications on Powell Street between Geary and Ellis streets and on O'Farrell Street near Powell Street to improve safety, modify passenger and goods loading, and enhance transit as part of the project.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone.
  - Objective 1.1: Achieve Vision Zero by eliminating all traffic deaths.
  - Objective 1.2: Improve the safety of the transit system.
- Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.
  - Objective 2.1: Improve transit service.
  - Objective 2.2: Enhance and expand use of the city's sustainable modes of transportation.
  - Objective 2.3: Manage congestion and parking demand to support the Transit First Policy

This action also supports the City's Transit First Policy with the following principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Transit priority improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.

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## **DESCRIPTION**

Powell Street is one of the most-visited streets in San Francisco, owing to the world-famous cable cars running up and down the hill and its central location near the Powell BART/Muni station, Union Square, and Market Street. As such, Powell Street sees some of the highest pedestrian volumes measured in the city, with over 4,000 people per hour walking along the street during the peak period. The existing sidewalks are, however, too narrow to comfortably support these pedestrian volumes and the temporary aluminum parklets installed almost nine years ago have reached the end of their useful lives.

The Powell Streetscape Project will design and construct a new streetscape layout for Powell Street between Geary and Ellis streets to enhance the quality and use of the public realm, improve safety for all street users, improve cable car safety and performance, and renew aging transportation infrastructure. The project will build upon two successful pilot projects – the Powell Promenade Parklets and the Powell Street Safety and Sidewalk Improvement Pilot with a permanent streetscape design, including permanent widened sidewalks, reduced traffic volumes, and improved loading for businesses and hotels.

### **Existing conditions**

In the project area, Powell Street is a two-way, two-lane street. Cable car tracks run down the center of the street and travel lanes are shared between cable cars and limited vehicle traffic. Since the Powell Street Safety and Sidewalk Improvement Pilot was implemented in 2015, the traffic permitted on these blocks has been limited to commercial vehicles, taxis, and Muni, additionally including passenger vehicles accessing the loading zones on the Geary-O'Farrell block only. The curbside lanes are used for passenger and/or commercial loading (or otherwise occupied by temporary parklets). There is one loading bay on each block face in the project area, approximately mid-block, for a total of four loading zones; there are eight parklets, placed such that there are two per block face with a loading bay in between them.

The typical sidewalk width along Powell Street is 15 feet wide. With street furniture, such as streetlights, the effective width is reduced to approximately 11 feet wide, which is narrow for a street that carries some of the highest pedestrian volumes in San Francisco. While the parklets provide additional space for people to stand and linger, they do not add pedestrian-throughway space as the parklets are discontinuous and do not run the full length of the block.

These two blocks are lined with retail shops, hotels, and restaurants, including many 'flagship' businesses. Two cable car lines run on Powell Street, with the turn-table south of Ellis Street at Market Street and cable car stops at O'Farrell and Geary streets. The street is also a main connection for 38/38R Geary riders going to and from Powell Station. All these attributes make Powell Street a high-activity corridor with locals and visitors from around the world.

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### **Previous projects and SFMTA Board approvals**

The Powell Promenade Parklets were installed in May 2011 as a partnership between the City, Audi, and the Union Square Business Improvement District (USBID). The parklets replaced parking and loading zones on these two blocks, with one loading zone on each block face retained for passenger or commercial loading. The parklets were funded and maintained by Audi under a five-year agreement, which expired in May 2016. The USBID has taken on most of the financial and operational burden of maintaining the parklets since, which is becoming increasingly challenging. While the parklets were a success by providing additional public space and were well-received by businesses and stakeholders, they are now well past the end of their intended life and are beginning to deteriorate. Subject to Department of Public Works approval, this project would replace these temporary installations with a widened sidewalk that is more easily maintained and better serves the high number of people walking on Powell Street.

The Powell Street Safety and Sidewalk Improvement Pilot was approved by the SFMTA Board of Directors in November 2015 and was implemented that same month. The pilot restricted turns onto Powell Street from Geary, O'Farrell, and Ellis streets, exempting commercial vehicles, taxis, and Muni, additionally including passenger vehicles accessing the loading zones on the Geary-O'Farrell block only. The pilot set out to reduce the number of vehicles making turns, addressing a pattern of collisions between drivers of turning vehicles and people walking in crosswalks, and to reduce the overall number of vehicles on Powell Street. Further, reducing congestion on the street reduces wear-and-tear on the cable car system. The pilot legislation also created new loading zones along the side streets to provide more opportunities for delivery trucks to legally access businesses without blocking the street or cable car track.

The piloted changes were successful and permanently legislated in July 2017 with only minor revisions. At that time, staff provided a final report with findings on the pilot's effects. Analysis of data collected indicated that the pilot achieved its goals, removing approximately 65% of vehicle traffic from the street and reducing turning volumes by 75%. This has reversed the trend of increased wear on the cable and achieved a 23% improvement in cable life compared to before the pilot. In addition, no injury collisions were reported during the pilot period, down from an average of two to three per year before the pilot.

In December 2016, SFMTA was approved for a state grant with their Active Transportation Program (ATP). The item was brought to the SFMTA Board in April 2017 and was unanimously approved, adopting a Resolution of Local Support for the award of \$4,400,000 in Regional Active Transportation Program funds from the Metropolitan Transportation Commission to be used for the construction portion of the project.

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## **PROJECT ELEMENTS**

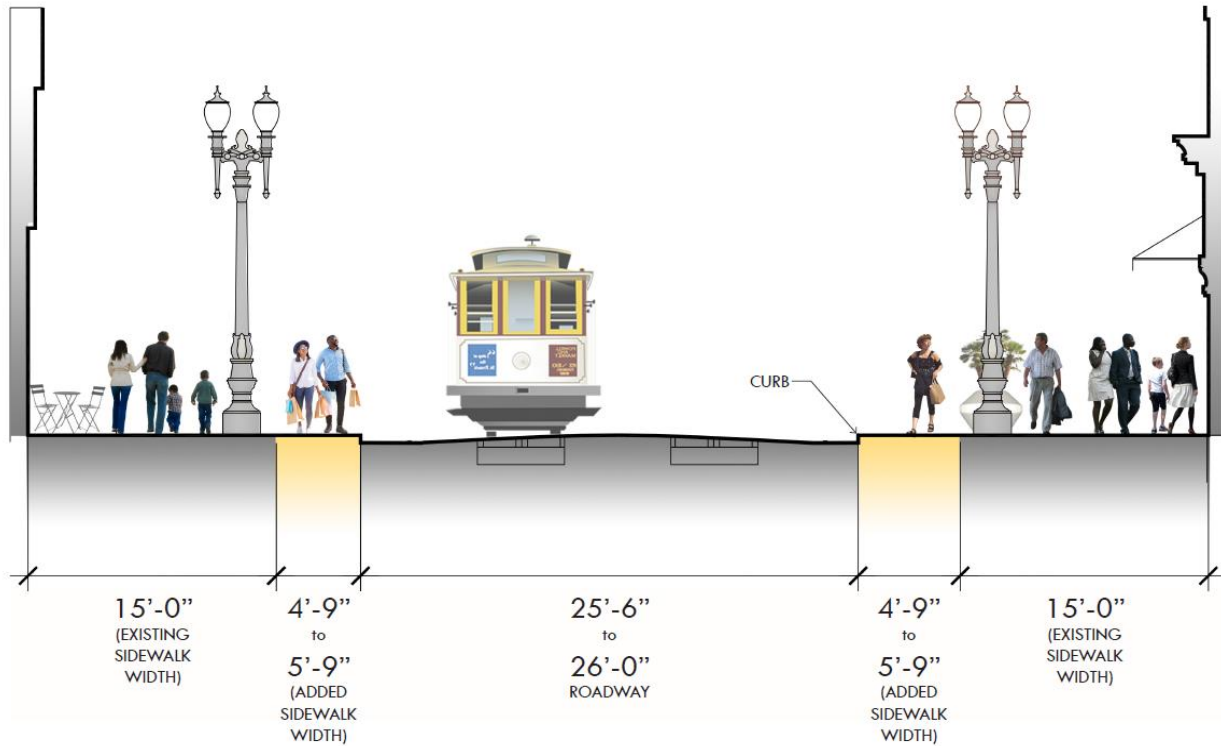
The Powell Streetscape Project will re-design Powell Street between Geary and Ellis streets with wider sidewalks and a pedestrian-focused aesthetic to better accommodate people walking and cable cars, while maintaining access for vehicles to load and unload passengers and goods to fronting businesses and hotels.

The proposed legislation builds upon previously approved modifications and are needed to complete design of the Powell Streetscape Project. Parking and traffic modifications approved in 2017 restrict turns onto Powell Street from Geary, O'Farrell, and Ellis streets, exempting Muni, taxis, and vehicles loading on Powell Street. These restrictions will be maintained, and this calendar item finalizes the extent and locations of loading zones on Powell and intersecting streets, relocates a Muni bus stop, establishes new turn restrictions at Powell Street & O'Farrell Street, and designates new transit-only lanes on Powell Street.

### **Sidewalk widening & streetscape improvements**

The project will widen the sidewalks approximately five feet from the existing curb line (with some variation due to utility conflicts) for a new total width of approximately 20 feet; mid-block loading zones will be located on three block faces. There is no existing parking on Powell Street between Geary and Ellis streets, but loading will be adjusted, resulting in a net gain of approximately four loading spaces within the project area. The existing historic streetlights will remain in place, but the effective width of the sidewalk will be improved appreciably, providing a more comfortable experience while walking along Powell. The Department of Public Works, and not the SFMTA, has jurisdiction to approve sidewalk widening.

Figure 1: Cross-section of existing and added sidewalk width



New streetscape elements will be added, concentrated around the existing historic Golden Triangle streetlights and including planters (some with incorporated seating), limited dedicated seating, leaning rails, and other elements. The sidewalk and roadway will be paved with premium materials, such as sparkling, colorized, and/or stamped concrete. Together, these elements will communicate a pedestrian- and transit-focused street.

Improvements also include three new pedestrian bulbs into Ellis and O'Farrell streets and one transit bulb on O'Farrell Street for the 38-Gearly lines. These sidewalk extensions will improve visibility, reduce vehicle turning speeds, shorten crossing distances, and provide additional standing capacity at corners. Similar to sidewalk widening, the Department of Public Works, and not the SFMTA, has jurisdiction to approve these improvements.

Figure 2: Rendering of proposed conditions (landscaping not shown)



### **Traffic modifications**

Traffic modifications are proposed in addition to those approved by the SFMTA Board in July 2017. New transit-only lanes will be established on Powell Street with taxis, authorized emergency vehicles, and vehicles loading permitted in the northbound direction between Ellis and Geary streets and in the southbound direction between Geary and O'Farrell streets. Only Muni and taxis will be permitted on southbound Powell Street between O'Farrell and Ellis streets, as a loading zone will not be provided for this block and direction of travel.

All three intersections (Ellis, O'Farrell, and Geary streets) in the project area will receive traffic signal modifications. Improvements include accessible pedestrian signals and larger signal heads. At Powell Street and Geary Street, a southbound right turn phase will be added to address conflicts between turning vehicles and pedestrians in the western crosswalk leg, which also complements the existing and proposed traffic restrictions south of Geary Street.

### **Loading modifications**

A principle project goal is to improve loading for businesses and hotels on Powell Street. Earlier with the Powell Street Safety and Sidewalk Improvement Pilot, loading zones were added on

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side streets to assist with the area's loading needs. As part of this project, loading on Powell and O'Farrell streets will be added and adjusted to accommodate Powell Street's streetscape redesign and better accommodate the loading needs of businesses and hotels in the area.

Within the project limits, a net gain of approximately four loading spaces will be added. Three loading zones along Powell Street will be lengthened and their locations adjusted slightly to account for underground utilities. The existing loading zone on the west side of Powell between O'Farrell and Ellis streets will be removed to provide a widened sidewalk for the full length of the block. Four new loading zones will be added around the corner on the south side of O'Farrell Street west of Powell Street (the existing bus stop will move to the far-side of the intersection to provide space for these new loading zones). Three existing commercial loading zones will be restricted to commercial loading of six-wheel vehicles. One passenger loading zone will be added to accommodate loading for The Herbert Hotel in lieu of a loading zone on Powell Street. On Ellis Street, approximately one loading zone will be removed to accommodate corner bulb-outs.

Staff have worked with businesses along within the project area to assure the new loading arrangements work for their operations. Consideration was given to businesses (including the flagship Walgreens and The Herbert Hotel) on the west side of Powell Street between O'Farrell and Ellis streets – which will lose a loading zone with the new design – to assure loading can be accommodated with the new loading space provided on O'Farrell Street. In total, there will be a net gain of approximately four loading zones on Powell and intersecting streets.

### **Transit operations**

The Powell Street Safety and Sidewalk Improvement Pilot was successful in reducing the amount of traffic on Powell, which in turn reduced the amount of wear and tear on the cable car system. The new streetscape design will reinforce existing and proposed restrictions on those permitted to drive on these two blocks of Powell Street. Further, as discussed above, transit-lanes on Powell Street between Geary and Ellis streets will be designated. Together these changes will lower wear and tear on the cable car system and reduce the stress of traffic congestion on Muni cable car operators.

Part of the project also includes transit stop optimization for the 38/38R Geary line. A transit bulb will be constructed on the southeast corner of O'Farrell Street and Powell Street, moving the bus from a near-side flag stop to a far-side bulb stop. Placing transit stops far-side of traffic signals is preferable, particularly on streets with one-way traffic so that the signal progression can be optimized to minimize the likelihood that transit will need to stop at a red light. Along with traffic signal improvements, buses will be able to operate more efficiently through the intersection and at this stop, which has one of the highest alighting numbers along the 38 line.

### **Project delivery**

Construction is planned to begin early 2022 and is estimated to last nine to twelve months. The



project will require a shutdown of the Powell cable line, resulting in bus substitution, for a portion of the project. Staff has been proactively working with neighborhood constituents to minimize the shutdown duration and impacts. Design and construction management will be performed by the Department of Public Works.

**Proposed traffic and parking modifications**

- A. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI AND TAXIS - Powell Street, southbound, at O’Farrell Street
- B. ESTABLISH – NO RIGHT TURN - O’Farrell Street, eastbound, at Powell Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME - Powell Street, west side, from Ellis Street to O’Farrell Street; Powell Street, east side, from Ellis Street to 80 feet northerly; Powell Street, east side, from 163 feet north of Ellis Street to O’Farrell Street; Powell Street, west side, from O’Farrell Street to 88 feet northerly; Powell Street, west side, from 147 feet north of O’Farrell Street to Geary Street; Powell Street, east side, from O’Farrell Street to 79 feet northerly; Powell Street, east side, from 175 feet north of O’Farrell Street to Geary Street; O’Farrell Street, south side, from Powell Street to 148 feet easterly (rescinds yellow metered loading spaces 143, 145, 147 for a transit bulb); O’Farrell Street, south side, from Powell Street to 23 feet westerly; Ellis Street, north side, from Powell Street to 25 feet easterly; Ellis Street, north side, from Powell Street to 24 feet westerly #
- D. ESTABLISH – NO PARKING ANY TIME EXCEPT PASSENGER AND COMMERCIAL LOADING - Powell Street, east side, from 80 feet to 163 feet north of Ellis Street, Powell Street, west side, from 88 feet to 147 feet north of O’Farrell Street; Powell Street, east side, from 79 feet to 175 feet north of O’Farrell Street #
- E. RESCIND – BUS ZONE - O’Farrell Street, south side, from Powell Street to Cyril Magnin Street
- F. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES - O’Farrell Street, south side, from 23 feet to 43 feet west of Powell Street (establishes one passenger loading zone space) #
- G. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES - O’Farrell Street, south side, from 43 feet west of Powell Street to Cyril Magnin Street (establishes 7 yellow metered loading spaces) #
- H. ESTABLISH – BUS ZONE - O’Farrell Street, south side, from Powell Street to 130 feet easterly #
- I. ESTABLISH – YELLOW METERED TRUCK LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES - O’Farrell Street, north side, from 6 feet to 73 feet east of Powell Street (affects existing yellow metered loading spaces 144, 146, and 148) #

**STAKEHOLDER ENGAGEMENT**

The conceptual design for the project was developed in collaboration with the Union Square community. A series of four design workshops with key stakeholders and neighborhood groups took place between May and September 2017. These meetings were attended by representatives from the Union Square Business Improvement District (USBID), Hotel Council, Chamber of

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Commerce, Powell corridor businesses and hotels, property owners, transportation advocacy groups, and other key stakeholders. Representatives from the SFMTA, the Department of Public Works, and the Planning Department joined to collaborate with the community on issues particular to their discipline. Each workshop built on the previous – beginning with establishing project goals and understanding design, policy, and funding constraints; leading to consideration of project alternatives and discussion of desired modifications to the design.

The conceptual design for Powell Street developed during the stakeholder design workshops initially called for a new ‘curb-less’ design for these two blocks of Powell Street, replacing the temporary aluminum ‘parklets’ with expanded pedestrian space, including shared ‘flex’ zones that accommodate both vehicle loading and pedestrian activity. This community-led design was presented to the greater public for feedback at an open house on November 2, 2017, held in the afternoon outside on Powell Street; concurrently, an online survey was also available. Feedback on the conceptual design was high positive and discussed with the Department of Public Works team for further consideration during the preliminary engineering phase.

Throughout 2019, the project team spent considerable effort analyzing several aspects of the ‘curb-less’ design and ultimately deemed it infeasible due to significant issues related to accessibility, hydrology, and interface with the cable car (discussed in detail in the Alternatives Considered section below). A modified proposal was developed following the spirit of the original – re-constructing and widening sidewalks with curbs, formalizing mid-block loading zones, and widening the sidewalk along the entire west side of the O’Farrell-Ellis block.

Throughout the design process, the project team worked closely and otherwise updated the major stakeholders in the area, including the Union Square Business Improvement District, their Streetscape Committee, the Hotel Council, individual hotels and businesses, and advocates, among others. While there was some disappointment when the ‘curb-less’ design was eliminated, stakeholders understood the design challenges with the ‘curb-less’ design and are most interested in a pedestrian-focused street with high-quality streetscape element, though curbs will remain.

Between 2018 and 2019, the project team conducted briefings and engaged in collaboration with key stakeholders in the Union Square area, including the following groups:

- Union Square Business Improvement District (including their Streetscape Committee)
- Hotel Council and hotel representatives
- Chamber of Commerce
- Powell Street businesses and property owners
  - One-one-one briefings with: Walgreens, Macy’s, H&M
- Chinatown Community Development Center
- Tenderloin Community Benefit District
- Advocacy groups (including Walk SF, Livable City, S.F. Transit Riders Union)
- SFMTA Taxi Division
- Briefings with Supervisor Haney’s and Supervisor Peskin’s offices

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In addition, the project team continues to provide the public with regular updates, including workshop and meeting materials, on the project website and to the project email list.

Major outreach phases:

- Stakeholder design workshops (4) – May to September 2017
- Public open house – November 2, 2017
- Online survey – November to December 2017
- Direct briefings/collaboration with key stakeholders – 2017 to present

### **Summary of public feedback**

The proposed streetscape design for Powell Street has the support of the aforementioned community groups and there is no known opposition. Hosting several hotels and flagship business, some stakeholders are rightly concerned with impacts to businesses during construction, which the project team has absorbed and will consider in the construction plan. A representative from the Union Square Business Improvement District (USBID) was present to speak to the benefits of the project at the November 16, 2018 Public Hearing and the organization is in full support of the project.

### **Project modifications based on public feedback**

During the preliminary engineering phase, which resulted in the final legislation included in this item, project staff worked closely with the USBID, Powell hotels, and local businesses to assure the new streetscape design will work for their operations. The specific loading zone locations and lengths proposed were modified from existing conditions to better accommodate passenger and goods loading within the project area. These key stakeholders have and continue to be highly involved in making decisions regarding the details of the streetscape design, including specific street furniture, paving materials, and other elements, which will be finalized as the detailed design phase of the project progresses.

## **ALTERNATIVES CONSIDERED**

**Converting Powell Street into a ‘curb-less’ street:** A ‘curb-less’ alternative was initially developed as part of the conceptual design phase. This alternative would convert Powell Street between Geary and Ellis streets into a shared street without traditional curbs between the sidewalk and roadway. The street would be separated into a vehicular/trackway area, exclusive pedestrian area, and include “flex zones”. These ‘flex’ loading zones would be distinct from traditional loading zones since, when they are not occupied by vehicles, they could be used for pedestrian activity. The project team subsequently spent considerable effort analyzing several aspects of this design, including accessibility, hydrology, underground utilities and basements, and interface with the cable car system. Ultimately, the curb-less design was deemed infeasible for three primary reasons:

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1. Achieving minimum sidewalk cross-slopes required for accessibility would require the sidewalk to extend into the cable car's 'dynamic envelope' (operational space).
2. The storm water 'flow line' would be too close to the trackway, resulting in high amounts of water intrusion into the cable car slot / track infrastructure.
3. Adjusting utility manholes, valves, sub-sidewalk basements, and other underground elements sited between the tracks and existing curb line would be cost-prohibitive.

As a result, the project as proposed will fulfill the spirit of the 'curb-less' alternative originally proposed by re-constructing and widening sidewalks with curbs, formalizing mid-block loading zones, and widening the sidewalk along the entire east side of the O'Farrell-Ellis block. Corner sidewalk extensions, use of high-quality paving materials, and above-ground streetscape elements will reinforce these two blocks of Powell Street as a pedestrian priority area.

**No project:** Staff considered not proposing any improvements. Consequently, the Audi aluminum parklets, which are beyond their useful life, would be removed as the Union Square Business Improvement District (USBID) does not have the financial ability to continue maintaining them. The Agency would lose the trust and political support of the USBID if this alternative is chosen, as they are interested in a permanent expansion of pedestrian space on Powell Street. Furthermore, the Agency would need to return the Active Transportation Program funds to the State, which reduces competitiveness for future grants. If the parklets are removed and this project was not to move forward, the space would be converted back to parking or painted safety zones, leaving desirable space being underutilized. Given the above benefits for the project and risks with the 'no project' alternative, the proposed project is recommended.

## **FUNDING IMPACT**

The project has three funding sources: MTC Active Transportation Program (ATP), SFMTA Capital Improvement Program (CIP) Transit Optimization, and SFMTA CIP Streets. The ATP Grant was secured in December 2016 and approved by the SFMTA Board of Directors in April 2017.

The current total budget for the project is approximately \$12 million. \$2.6 million was allocated for planning, preliminary engineering, and detail design. \$9.1 million is programmed for construction. \$4.4 million of the construction funds have been secured through the ATP grant administered by Caltrans. Remaining funds are expected to come from Streets and Transit Optimization funds.

There is an anticipated need to increase the budget due to project complexity with utilities and sub-sidewalk basements. Staff have been actively working to secure additional funding for this project.

## **ENVIRONMENTAL REVIEW**

The proposed Powell Streetscape Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a categorical exemption from environmental review for operation,

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repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301.

On September 25, 2019, the Planning Department determined (Case Number 2018-013500ENV) that the proposed Powell Streetscape Project is categorically exempt from CEQA as defined in Title 14 of the California Code of Regulations Section 15301. The Planning Department's determination (Case Number 2018-013500ENV) is on file with the Secretary to the SFMTA Board of Directors and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco and is incorporated herein by reference.

The proposed action is the Approval Action as defined by the S. F. Administrative Code, Chapter 31.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The Department of Public Works, and not the SFMTA, has jurisdiction to approve sidewalk widening, including corner bulb-outs and bus bulbs, and will need to approve separate sidewalk legislation prior to construction.

Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18. Information about the review process can be found at:

[https://sfbos.org/sites/default/files/SFMTA\\_Action\\_Review\\_Info\\_Sheet.pdf](https://sfbos.org/sites/default/files/SFMTA_Action_Review_Info_Sheet.pdf)

Items C, D, F, G, H, and I listed above are subject to the review by the Board of Supervisors pursuant to Ordinance 127-18.

The City Attorney has reviewed this item.

**RECOMMENDATION**

Staff recommends that the SFMTA Board amend Division II of Transportation Code to designate new transit-only lanes on Powell Street, and approve the various parking and traffic modifications along Powell Street, between Ellis Street and Geary Street, and on O'Farrell Street near Powell Street, as set forth in Items A through I above, to improve safety, increase comfort for people walking, modify passenger and commercial loading, and enhance transit performance as part of the project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The proposed project will build on two successful pilots, Powell Promenade parklets and the Powell Street Safety Pilot project; and

WHEREAS, The San Francisco Municipal Transportation Agency is committed to achieving Vision Zero goals and implementing safety improvements on Powell Street; and,

WHEREAS, The San Francisco Municipal Transportation Agency is committed to making San Francisco a Transit First city; and,

WHEREAS, The San Francisco Municipal Transportation Agency has proposed the installation of parking and traffic modifications along Powell Street between Ellis Street and Geary Street as follows:

- A. ESTABLISH – LEFT TURN ONLY EXCEPT MUNI AND TAXIS - Powell Street, southbound, at O’Farrell Street
- B. ESTABLISH – NO RIGHT TURN - O’Farrell Street, eastbound, at Powell Street
- C. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME - Powell Street, west side, from Ellis Street to O’Farrell Street; Powell Street, east side, from Ellis Street to 80 feet northerly; Powell Street, east side, from 163 feet north of Ellis Street to O’Farrell Street; Powell Street, west side, from O’Farrell Street to 88 feet northerly; Powell Street, west side, from 147 feet north of O’Farrell Street to Geary Street; Powell Street, east side, from O’Farrell Street to 79 feet northerly; Powell Street, east side, from 175 feet north of O’Farrell Street to Geary Street; O’Farrell Street, south side, from Powell Street to 148 feet easterly; O’Farrell Street, south side, from Powell Street to 23 feet westerly; Ellis Street, north side, from Powell Street to 25 feet easterly; Ellis Street, north side, from Powell Street to 24 feet westerly
- D. ESTABLISH – NO PARKING ANY TIME EXCEPT PASSENGER AND COMMERCIAL LOADING - Powell Street, east side, from 80 feet to 163 feet north of Ellis Street, Powell Street, west side, from 88 feet to 147 feet north of O’Farrell Street; Powell Street, east side, from 79 feet to 175 feet north of O’Farrell Street
- E. RESCIND – BUS ZONE - O’Farrell Street, south side, from Powell Street to Cyril Magnin Street
- F. ESTABLISH – PASSENGER LOADING ZONE AT ALL TIMES - O’Farrell Street, south side, from 23 feet to 43 feet west of Powell Street
- G. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES - O’Farrell Street, south side, from 43 feet west of Powell Street to Cyril Magnin Street
- H. ESTABLISH – BUS ZONE - O’Farrell Street, south side, from Powell Street to 130 feet

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- I. ESTABLISH – YELLOW METERED TRUCK LOADING ZONE, 30-MINUTE TIME LIMIT, AT ALL TIMES - O’Farrell Street, north side, from 6 feet to 73 feet east of Powell Street; and,

WHEREAS, SFMTA staff is proposing to amend the Transportation Code to add the following transit-only lanes:

- A. Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O’Farrell Street. Except as to Municipal Railway vehicles, taxis, authorized emergency vehicles, and vehicles entering into or exiting from a stopped position at the curb, no vehicle may operate within the Transit-only Areas on Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O’Farrell Street;
- B. Powell Street, southbound, from O’Farrell Street to Ellis Street. Except as to Municipal Railway vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Powell Street, southbound, from O’Farrell Street to Ellis Street; and,

WHEREAS, The proposed Powell Streetscape Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a categorical exemption from environmental review for operation, repair, maintenance, or minor alteration of existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities as defined in Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, On September 25, 2019, the Planning Department determined that the proposed project is categorically exempt from CEQA, pursuant to Title 14 of the California Code of Regulations Section 15301; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is incorporated herein by reference; and,

WHEREAS, Final SFMTA decisions, whether made by the City Traffic Engineer or the SFMTA Board, can be reviewed by the Board of Supervisors pursuant to Ordinance 127-18; however, only Items C, D, F, G, H, and I listed above are subject to the Board of Supervisors review; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications; now, therefore, be it

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RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors amends Transportation Code, Division II, as set forth above, to designate new transit-only lanes on Powell Street; and, be it further

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves parking and traffic modifications, as set forth in items A through I above, along Powell Street between Ellis Street and Geary Street associated with the project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2020.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency



RESOLUTION NO.

[Transportation Code – Powell Street Transit Only Lanes]

**Resolution amending Division II of the Transportation Code to designate new transit-only lanes on Powell Street.**

NOTE: Additions are single-underline Times New Roman;  
deletions are ~~strike-through Times New Roman~~.

The Municipal Transportation Agency Board of Directors of the City and County of San Francisco enacts the following regulations:

Section 1. Article 600 of Division II of the Transportation Code is hereby amended by amending Section 601, to read as follows:

**SEC. 601. DESIGNATED TRANSIT-ONLY AREAS.**

(a) The locations listed in this Section 601 are designated as Transit-only Areas. Any vehicle operating within a Transit-only Area during times that the Transit-only Area is enforced is in violation of Transportation Code, Division I, Section 7.2.72 (Driving in Transit-only Area).

\* \* \* \*

(29) **Main Street, northbound, from Market Street to 180 feet south of Market Street.** Except as to buses, taxis, authorized emergency vehicles, bicycles, and commercial vehicles, no vehicle may operate within Transit-only Areas on Main Street, northbound, from Market Street to 180 feet south of Market Street.

(30) **Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O'Farrell Street.** Except as to Municipal Railway vehicles, taxis, authorized emergency vehicles, and vehicles entering into or exiting from a stopped position at the curb, no vehicle may operate within the Transit-only Areas on Powell Street, northbound, from Ellis Street to Geary Street, and Powell Street, southbound, from Geary Street to O'Farrell Street.

(31) Powell Street, southbound, from O’Farrell Street to Ellis Street. Except as to Municipal Railway vehicles, taxis, and authorized emergency vehicles, no vehicle may operate within the Transit-only Area on Powell Street, southbound, from O’Farrell Street to Ellis Street.

(3032) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or exiting from a stopped position at the curb, and vehicles entering into or exiting from a driveway, no vehicle may operate in the following Transit-only Areas during the times indicated:

Hours of Operation	Street	From	To
All Times	1st St.	Market St.	Howard St.
	3rd St.	Townsend St.	Market St.
	4th St.	Market St.	Folsom St.
	16th St. (Westbound)	Third St.	Church St.
	16th St. (Eastbound)	Bryant St.	Potrero Ave.
	16th St. (Eastbound)	Vermont St.	Third St.
	Bush St. (Eastbound)	151 feet east of Sansome St.	Battery St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Fremont St. (Northbound)	Harrison St.	Folsom St.
	Geary St.	Market St.	Gough St.
	Geary Blvd. (Westbound)	Gough St.	Baker St.
	Geary Blvd. (Eastbound)	Fillmore St.	Gough St.
	Geary Blvd. (Eastbound)	Baker St.	Steiner St.
	Geary Blvd. (Eastbound)	Masonic Ave.	Presidio Ave.
	Geary Blvd.	Stanyan St.	Collins St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Mission St. (Northbound)	Randall St.	Cesar Chavez St.
Mission St.	1st St.	Beale St.	

	(Eastbound)		
	Mission St. (Westbound)	Main St.	1st St.
	Mission St. (Westbound)	11th St.	South Van Ness Ave.
	Mission St. (Southbound)	Duboce Ave.	Randall St.
	O'Farrell St.	Stockton St.	Grant St.
	O'Farrell St.	Franklin St.	Powell St.
	Otis St. (Outbound)	South Van Ness Ave.	Duboce Ave.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (Southbound)	25th St.	18th St.
	Sacramento St., (Westbound)	Drumm St.	Front St.
	Starr King Way	Gough St.	Franklin St.
	Stockton St.	Bush St.	Market St.
	Sutter St.	Gough St.	Kearny St.
	Taraval St. (Eastbound)	46th Ave.	17th Ave.
	Taraval St. (Westbound)	15th Ave.	46th Ave.
6:00 AM – 10:00 AM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
	Bush St. (Eastbound)	Sansome St.	151 Feet Easterly
7:00 AM – 9:00 AM, Monday – Friday	Mission St. (Eastbound)	11th St.	5th St.
	Clay St. (Eastbound)	Powell St.	Sansome St.
	Sacramento St. (Westbound)	Kearny St.	Grant Ave.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Front St.	Kearny St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	5th St.	1st St.
	Mission St. (Westbound)	1st St.	4th St.
3:00 PM – 8:00 PM, Monday – Friday	Bush St. (Eastbound)	Montgomery St.	Sansome St.
3:30 PM – 7:00 PM, Monday – Friday	Sacramento St. (Westbound)	Kearny St.	Larkin St.
4:00 PM-6:00 PM, Monday-Friday	Mission St. (Eastbound)	11th St.	5th St.

	Mission St. (Westbound)	4th St.	11th St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
	Clay St. (Eastbound)	Grant Ave.	Sansome St.
3:00 PM-7:00 PM, Monday-Friday	Bush St. (Eastbound)	Sansome St.	151 feet Easterly

Section 2. Effective Date. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance.

Section 3. Scope of Ordinance. In enacting this ordinance, the San Francisco Municipal Transportation Agency Board of Directors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, letters, punctuation marks, charts, diagrams, or any other constituent parts of the Transportation Code that are explicitly shown in this ordinance as additions or deletions in accordance with the "Note" that appears under the official title of the ordinance.

APPROVED AS TO FORM:  
DENNIS J. HERRERA, City Attorney

By: \_\_\_\_\_  
JOHN I. KENNEDY  
Deputy City Attorney

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I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2020.

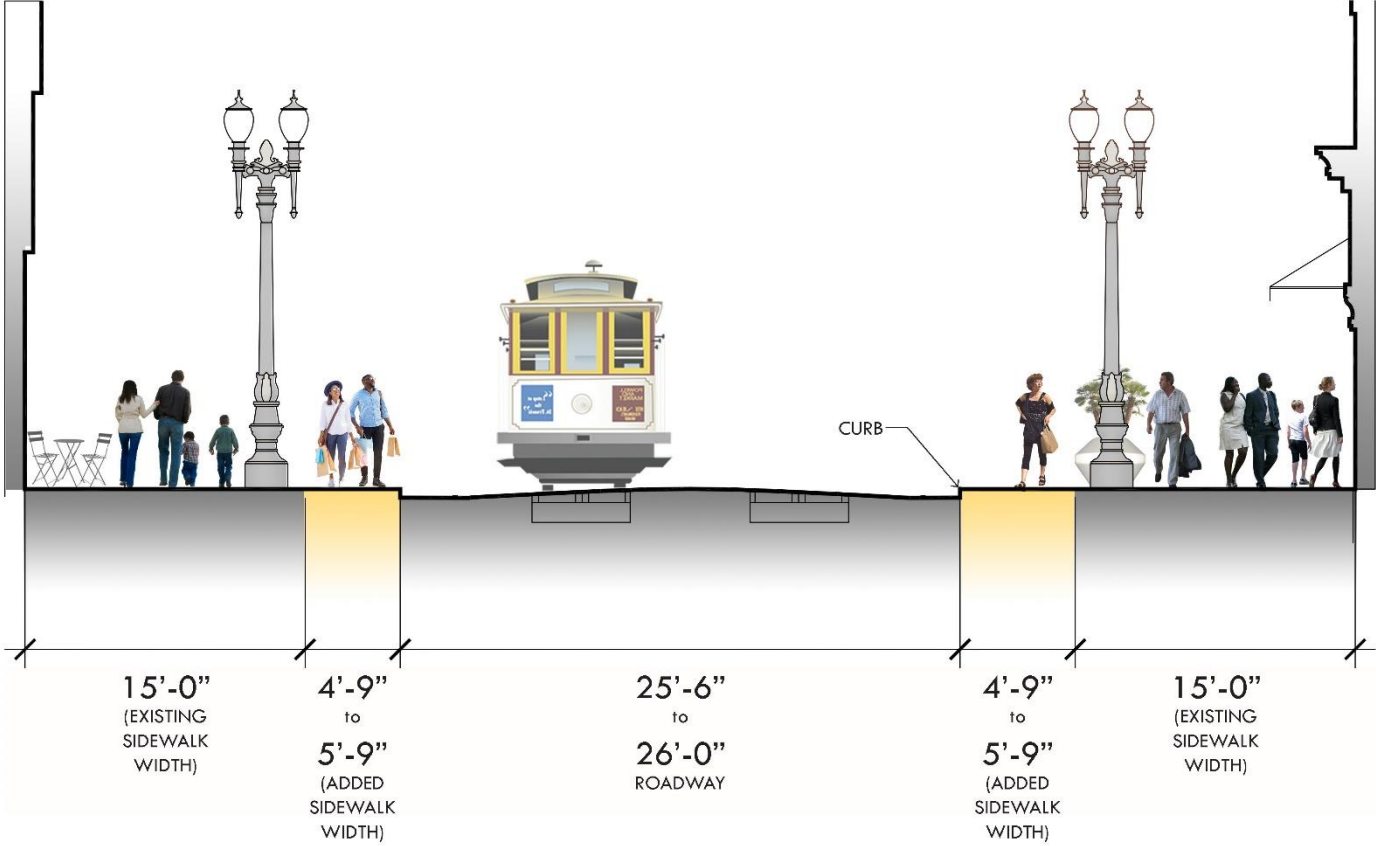
\_\_\_\_\_  
Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Conceptual Design

POWELL STREET DESIGN UPDATE



# POWELL STREET DESIGN UPDATE





**POWELL STREET DESIGN UPDATE**

**DRAFT 05.30.2019**

