

Powell Streetscape Project

Project Summary
May 18, 2017



SFMTA
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Project Limits

The Powell Streetscape project covers two blocks at the southern end of Powell Street between Ellis and Geary Streets. The project matches the footprint of the Powell Safety Pilot (implemented November 2015) and the Powell Promenade parklets (installed July 2011). It will build and improve upon both of these successful pilots with a permanent design. Minor safety improvements at Powell and Post and an improvement for the 38 Geary stop at Powell and O'Farrell are also part of the project.



Minor traffic adjustments may be included at Powell and Post

The Powell Streetscape Project expects to include:

-  **Pilot Benefits and Safety Improvements**
The Powell project includes traffic regulations from the successful safety pilot described on the back of this sheet. The piloted regulations include vehicle restrictions intended to reduce traffic volumes on Powell for safer cable car operations and a safer environment for walking. The project will also address safety needs not covered by the pilot, such as upgrading painted sidewalk extensions to become part of the permanent sidewalk, and improving traffic rule compliance.
-  **Signal Upgrades**
Traffic signal upgrades include a new signal plan for Powell & Geary to reduce conflicts between pedestrians in the west crosswalk and vehicles turning right from Powell to Geary. The project also will upgrade signals at Powell & O'Farrell, and Powell & Ellis.
-  **Streetscape Enhancements**
The project will widen the sidewalk, replacing the Audi-sponsored parklets which have passed the end of their intended life. The project will provide an attractive, inviting design befitting the street's status as San Francisco's 'front door'. The design will also balance expanded sidewalk space with the need to accommodate passenger and commercial loading on Powell.
-  **38 Geary Stop Improvements**
The project will also construct a bulb for the 38 Geary stop at O'Farrell and Powell at the far side of the intersection, improving transit performance in this critical location.

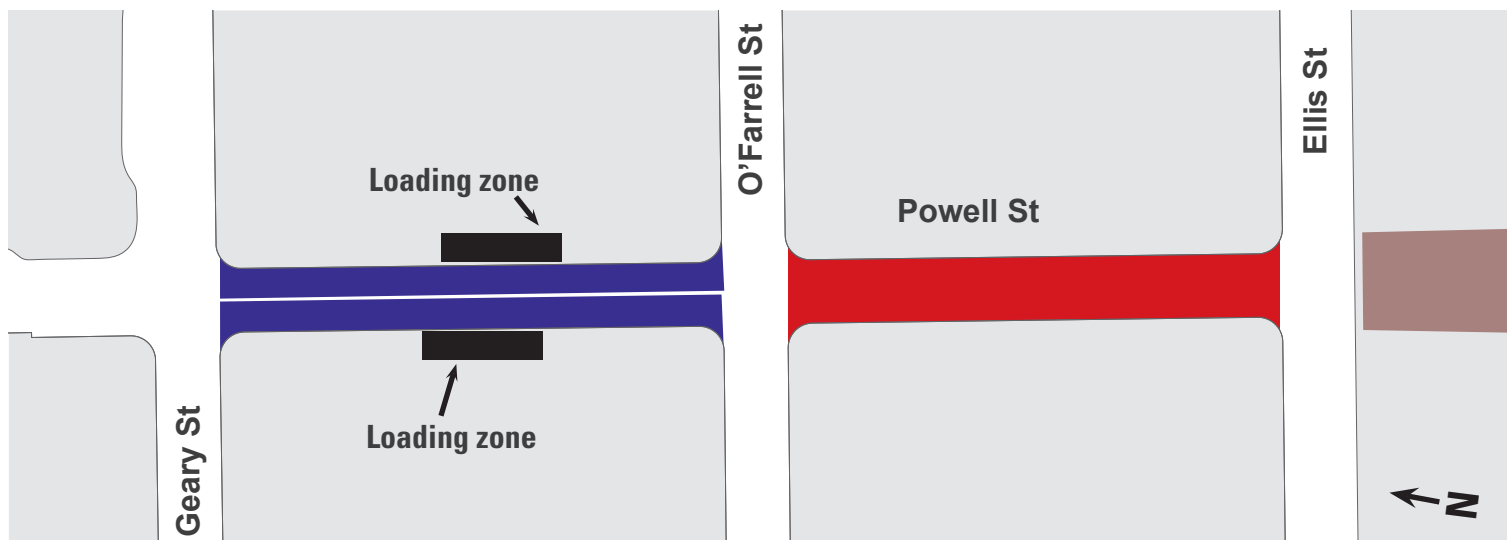
Powell Safety Pilot: Summary of Results

Pilot Description

The Powell Safety pilot was implemented in November 2015, prior to the 2015 holiday season. The pilot primarily restricted turns onto Powell Street from Geary, O'Farrell, or Ellis Streets. Exceptions were made for commercial vehicles, taxis, and passenger vehicles loading on Powell. The pilot set out to reduce the number of vehicles making turns, as turning vehicles are much more likely to injure people walking in the crosswalk, and to reduce the overall number of vehicles on Powell, which reduces congestion on the street and limits damage to the cable car's mechanical parts. The pilot legislation also created new commercial loading zones along the side streets to provide more opportunities for delivery trucks to legally access businesses without blocking the road or cable car track in this busy, retail-oriented area.

 Muni, taxi, paratransit, commercial vehicles only

 Muni, taxi, paratransit, commercial vehicles, vehicles loading in loading zones marked below only



23% Increase in Cable Life and Improved Cable Car Safety

Lighter traffic volumes on Powell reduced excessive wear on the cable due to congestion by 23%. Wear caused by cable car operation in stop-and-go traffic frays the cable. Frayed cables can catch on mechanical parts causing damage or injury, so a reduction in wear is a significant safety improvement. The average cable life on the Powell cable increased from 65 days in 2014-15 to 80 days in 2016-17.



No Injury Collisions During The Pilot

We have not received reports of injury collisions within the project area after the pilot was put into place. Prior to the pilot, about 2 to 3 injury collisions were reported per year in the project area.



Better Commercial Loading

The pilot added ten additional loading spaces within a half-block of the project area, which are needed in the dense retail center of Union Square - these spaces have immediately been put to use.



Does Not Contribute to Congestion

Traffic congestion patterns in the Union Square area and on streets immediately adjacent to the pilot mirror those elsewhere in the downtown area.

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