

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approve temporary traffic and parking modifications on Powell Street between Geary and Ellis streets, as well as on Ellis, O’Farrell, and Geary streets near the intersection with Powell Street as part of the Powell Street Safety Pilot project, a Vision Zero supporting project, and amend Transportation Code Division II, Section 601 to create transit/taxi/commercial vehicle only areas on Powell Street from Ellis Street to Geary Street in the northbound direction, and from O’Farrell Street to Ellis Street in the southbound direction for an eighteen month period from December 4, 2015 until June 4, 2017.

SUMMARY:

- The pilot project addresses major safety concerns on Powell Street: the high number of injury collisions on the corridor, and traffic congestion causing damage to the cable car system by creating excessive wear and tear.
- Since 2000, the amount of time between cable replacements on Powell has decreased by 40%. This rate indicates excessive wear and tear on the cable due to heavy traffic volumes on Powell Street.
- The pilot project creates transit/taxi/commercial vehicle only areas on Powell Street from Ellis Street to Geary Street in the northbound direction and from O’Farrell Street to Ellis Street in the southbound direction for transit, paratransit, taxis, commercial vehicles, and emergency vehicles, and makes various parking and vehicle loading zone modifications.
- The pilot project will evaluate the effect of the above traffic restrictions on transit delays, traffic volumes and speeds, pedestrian safety, and cable wear-and-tear.
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Proposed Vehicle Restrictions
3. Proposed Transit Only Lanes
4. Proposed Parking and Loading
5. Transportation Code Division II amendment

APPROVALS:

DATE

DIRECTOR _____

10/26/15

SECRETARY _____

10/26/15

ASSIGNED SFMTAB CALENDAR DATE: November 3, 2015

PAGE 2.

PURPOSE

Approve temporary traffic and parking modifications on Powell Street between Geary and Ellis streets, as well as on Ellis, O'Farrell, and Geary streets near the intersection with Powell Street as part of the Powell Street Safety Pilot project, a Vision Zero supporting project, and amend Transportation Code Division II, Section 601 to create transit/taxi/commercial vehicle only areas on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O'Farrell Street to Ellis Street in the southbound (inbound) direction for an eighteen month period from December 4, 2015 until June 4, 2017.

GOAL

This action supports the Vision Zero Policy goal to eliminate traffic fatalities as well as the following SFMTA Strategic Plan Goals and Objectives:

- Goal 1: Create a safer transportation experience for everyone
 - Objective 1.3: Improve the safety of the transportation system.
- Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel
 - Objective 2.2: Improve transit performance.
 - Objective 2.3: Increase use of all non-private auto modes.
- Goal 3: Improve the environment and quality of life in San Francisco
 - Objective 3.4: Deliver services efficiently.

DESCRIPTION

Background

The intersections in the project corridor have been identified as high and medium injury locations as part of the Vision Zero program. There were 25 collisions on Powell Street between Ellis and Geary streets from 2010 to 2014. The table below identifies collisions at each intersection, which accounts for 72% of these collisions, and the proposed turn restriction. Midblock collisions account for the remaining 28% percent of all collisions recorded between 2010 and 2014 and were either vehicle-pedestrian collisions, broadsides associated with loading activity, or sideswipes causing damage to cable cars. It is anticipated that the probability of these types of midblock collisions continuing to occur would be significantly reduced by restricting non-exempt vehicles from turning onto Powell Street. With fewer vehicles travelling down Powell Street, there should be fewer midblock collisions between multiple vehicles, vehicles and cable cars, and vehicles and pedestrians. By restricting the ability of non-exempt vehicles to turn onto Powell Street, potential vehicle and pedestrian collisions are not only reduced at the specific intersection but also throughout the entire project area. (See Enclosure 2 with proposed restrictions).

	Intersection at Powell Street	Intersection-related Collisions (2010-2014)	Proposed New Turn Restrictions	Allowed movements for non-exempt vehicles
1	Ellis Street (two-way)	6 collisions	No left turn from eastbound Ellis Street. No right turn from westbound Ellis Street.	Traffic on Ellis Street would proceed straight down the street with turns in either direction prohibited.
2	O'Farrell Street (one-way eastbound)	3 collisions	No right or left turn from eastbound O'Farrell Street onto northbound or southbound Powell Street.	Traffic on eastbound O'Farrell would proceed straight down the street with turns in either direction prohibited.
3	Geary Street (one-way westbound)	9 collisions	No left turn from westbound Geary Street to southbound Powell Street, except for vehicles picking up or dropping off passengers at the loading zone in front of 225 Powell Street.	Traffic on westbound Geary would proceed straight down the street except for vehicles picking up or dropping off passengers at the loading zone in front of 225 Powell Street which may turn left.
4	Geary Street	9 collisions	Right turn only from southbound Powell Street onto westbound Geary Street	Vehicles traveling south on Powell must turn right onto Geary Street.

In addition to the safety hazards posed by traffic collisions, there are significant safety issues posed by the impact of congestion on cable wear. Since 2000, the amount of time between cable replacements on Powell Street has decreased by 40%, an indicator that the cable is being worn out more frequently now than in the past. Currently, the Cable Car Division replaces the cable every 30 days on average, and a new cable can last as little as 10 days.

The excessive wear is caused by the cable cars operating in heavy traffic congestion, as cable cars were designed to make only brief, regular stops, not operate in stop-and-go traffic. This is because the cable travels under the ground at a constant speed of about 8 mph. To move forward, the cable grip grabs the cable; when it is gripped, the cable car travels with the cable, and when the grip is let go, the cable car is either stopped or propelled by gravity. Like a manual transmission car, the cable grip can slip to allow the cable car to accelerate or move at speeds slower than the cable. In addition, when the cable car is stopped but the cable is freely running through the grip, the cable will hit the grip periodically, causing the grip handle to rattle. Both of these conditions cause damage, and both of these conditions happen much more often when the cable car is operating in traffic congestion. Such damage is usually in the form of fusing, which makes the cable more brittle, or fraying, where individual wire strands are shaved off by the grip. Damaged cable segments can be caught on a cable car's grip mechanism, catching the cable car and propelling it forward. The segments may also catch on the underground machinery, causing damage to the system.

The Proposed Pilot Project

SFMTA staff is recommending temporary traffic and parking modifications on Powell Street between Geary and Ellis streets, as well as on Ellis, O’Farrell, and Geary streets near the intersection with Powell Street as part of the Powell Street Safety Pilot project, a Vision Zero supporting project, and amend the Transportation Code, Division II, Section 601 to close Powell Street to non-transit/taxi/emergency/commercial vehicles from Ellis Street to Geary Street in the northbound (outbound) direction, and from O’Farrell Street to Ellis Street in the southbound (inbound) direction for an eighteen month period from December 4, 2015 until June 4, 2017.

The two main reasons for this pilot project are to reduce collisions along this portion of Powell Street, which has the 2nd highest pedestrian volumes in San Francisco, and to reduce the rate at which wear causes damage to the cable.

The six primary proposed traffic and parking modifications are:

- 1. Turn Restrictions for vehicles onto Powell Street at Ellis Street in both directions.**
(Transit, paratransit, taxis, commercial vehicles, and emergency vehicles will be exempt.)

The proposed traffic modifications will restrict all vehicles, except for Muni, paratransit, taxis, commercial vehicles, and emergency vehicles, from making a left turn from eastbound Ellis Street onto Powell Street or a right turn from westbound Ellis Street onto Powell Street. Non-exempt vehicles will have to continue straight on Ellis Street to the next intersection.



Image 1: Example of Vehicle Exemption Signage

- 2. Turn Restrictions for vehicles from eastbound O’Farrell Street onto Powell Street in both directions.**
(Transit, paratransit, and emergency vehicles are exempt.)

The proposed traffic modifications will restrict all vehicles, except for Muni, paratransit, and emergency vehicles, from making a left or a right turn from eastbound O’Farrell Street onto Powell Street. Vehicles will have to continue east on O’Farrell Street.

3. Left Turn Restriction for vehicles from Geary Street (westbound) onto Powell Street (southbound). (Transit, paratransit, taxis, commercial vehicles, emergency vehicles, and vehicles picking up or dropping off passengers at the passenger loading zone in front of 225 Powell Street are exempt.)

The left turn restriction from westbound Geary Street onto southbound Powell Street will permit non-exempt vehicles to access the block of Powell Street between Geary and O'Farrell streets solely for picking up/dropping off passengers as noted in item #3 in the above table. Vehicles that need to pick up or drop off passengers at the loading zone in front of 225 Powell Street along the western side of Powell Street between Geary and O'Farrell streets will be permitted to make a left turn from westbound Geary Street onto southbound Powell Street. Vehicles that utilize the passenger loading zone will continue south on Powell Street to O'Farrell Street, where they will be required to make a left turn onto eastbound O'Farrell Street. Currently there is a no left turn except Muni from southbound Powell Street onto eastbound O'Farrell Street.



Image 2: Example of Vehicle Exemption Sign for motorists turning left from westbound Geary Street onto southbound Powell Street

4. Required right turn for southbound Powell Street traffic at Geary Street. (Transit, paratransit, taxis, commercial vehicles, and emergency vehicles will be exempt.)

The proposed traffic modifications will require all vehicles, except for Muni, paratransit, taxis, commercial vehicles, and emergency vehicles, to make a left turn from southbound Powell Street onto Geary Street.

5. Transit / Taxi / Commercial Vehicles Only Lanes on northbound Powell Street between Ellis Street and Geary Street and southbound Powell Street between O'Farrell Street and Ellis Street

The Transportation Code would designate new Transit / Taxi / Commercial Vehicle only lanes on Powell Street for an eighteen month period from December 4, 2015 until June 4, 2017. These new lanes would be painted red and would extend from Ellis to Geary Street in the northerly direction and from O'Farrell to Ellis Street in the southerly direction. The red paint treatment will help promote public awareness of the new Transit / Taxi / Commercial Vehicles only lanes. To implement the new Transit / Taxi / Commercial Vehicles only lanes as described, an amendment of Transportation Code, Division II, Section 601 is required.



Image 3: Example of Red Lane Treatment

6. Other parking and traffic modifications

To improve the efficacy of the turn and vehicle restrictions identified above, passenger and commercial loading zones and painted safety zones are proposed on Powell Street and on cross streets near the intersection with Powell Street. On Powell Street, three (3) 24-hour commercial loading zones would be installed, replacing the existing ‘active loading’ areas on the street. On the west side of the 200-block of Powell Street, the ‘active loading’ area would be replaced by a passenger loading zone. Each of these zones can accommodate two to three vehicles at the same time.

Due to the proposed turn and vehicle restrictions, turn pockets on Ellis and O’Farrell streets are no longer necessary due to lower expected turning volumes (only exempt vehicles will be allowed to make the turns). SFMTA staff proposes that these turn pockets be converted to ten new commercial loading zones and one new passenger loading zone. Additionally, to accommodate hotel passenger loading, two commercial loading zones on Geary Street at the northeast corner of Geary Street and Powell Street would be converted to passenger loading.

Another proposed parking modification is the extension of the Tow-Away No Parking Anytime restrictions for the current parklets that exist along Powell Street, which are being evaluated for improvements by the Planning Department. These improvements are not part of this project and may be funded and implemented at a later date by the Planning Department. Finally, eight painted safety zones will be installed at the three Powell Street intersections to improve visibility of crossing pedestrians, slow turning vehicle speeds, and prevent illegal parking in red zones.



Image 4: Example of Painted Safety Zone

7. Enforcement

The project will carry with it increased parking and traffic enforcement in the Union Square area. The loading zones on Powell Street will be made unambiguous, and will either permit commercial or passenger loading. Signage at these zones will specify time limits: 30 minutes for commercial loading and 5 minutes for passenger loading. This clarity is expected to make the loading zones on Powell more manageable. Parking Control Officers (PCOs) will focus on violations related to the loading zones during the pilot period. In addition, PCOs will be assigned to the three intersections in the project area before the pilot date to advise drivers of the new vehicle restrictions as they go into effect.

All of the proposed modifications conform with guidelines and standards provided in the California Manual on Uniform Traffic Control Devices and enhance safety for all street users.

The SFMTA proposes the following parking and traffic modifications from December 4, 2015 until June 4, 2017:

- A. ESTABLISH – MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES ONLY
Powell Street, northbound, from Ellis Street to Geary Street
Powell Street, southbound, from O’Farrell Street to Ellis Street
- B. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES
Ellis Street, westbound, at Powell Street
- C. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES
Ellis Street, eastbound, at Powell Street
- D. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, COMMERCIAL VEHICLES, AND VEHICLES PICKING UP OR DROPPING OFF PASSENGERS AT THE LOADING ZONE IN FRONT OF 225 POWELL STREET ONLY
Geary Street, westbound, at Powell Street
- E. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, AND COMMERCIAL VEHICLES
Powell Street, southbound, at Geary Street
- F. ESTABLISH – NO RIGHT TURN EXCEPT MUNI
O’Farrell Street, eastbound, at Powell Street
- G. ESTABLISH – NO LEFT TURN EXCEPT MUNI
O’Farrell Street, eastbound, at Powell Street
- H. RESCIND – NO LEFT TURN EXCEPT MUNI
Powell Street, southbound, at O’Farrell Street
- I. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME
Powell Street, east side, from Ellis Street to 92 feet north of Ellis Street.
Powell Street, east side, from 152 feet north of Ellis Street to O’Farrell Street

PAGE 8.

Powell Street, east side, from O'Farrell Street to 97 feet north of O'Farrell Street
Powell Street, east side, from 177 feet north of O'Farrell Street to Geary Street
Powell Street, west side, from Ellis Street to 84 feet north of Ellis Street
Powell Street, west side, from 174 feet north of Ellis Street to O'Farrell Street
Powell Street, west side, from O'Farrell Street to 89 feet north of O'Farrell Street
Powell Street, west side, from 149 feet north of O'Farrell Street to Geary Street

J. RESCIND – NO PARKING ANY TIME EXCEPT ACTIVE LOADING

Powell Street, east side, from 92 feet to 152 feet north of Ellis Street (60 foot zone)
Powell Street, east side, from 97 feet to 177 feet north of O'Farrell Street (80 foot zone)
Powell Street, west side, from 84 to 174 feet north of Ellis Street (90 foot zone)
Powell Street, west side, from 89 feet to 149 feet north of O'Farrell Street (60 foot zone).

K. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT

Powell Street, east side, from 92 feet to 152 feet north of Ellis Street (60 foot zone)
Powell Street, east side, from 97 feet to 177 feet north of O'Farrell Street (80 foot zone)
Powell Street, west side, from 84 to 174 feet north of Ellis Street (90 foot zone)

L. RESCIND – NO PARKING ANY TIME

Ellis Street, north side, from 121 feet to 139 feet west of Powell Street
Ellis Street, north side, from 25 feet to 100 feet east of Powell Street
O'Farrell Street, north side, from 17 feet to 120 feet west of Powell Street
O'Farrell Street, south side, from 7 feet to 67 feet east of Powell Street

M. RESCIND – TOW-AWAY NO STOPPING ANY TIME, EXCEPT METERED COMMERCIAL LOADING

Geary Street, south side, from 11 feet to 56 feet east of Powell Street (Meters #239 and 237)

N. ESTABLISH – PASSENGER LOADING ZONE

Powell Street, west side, from 89 feet to 149 feet north of O'Farrell Street (60 foot zone).
Ellis Street, north side, from 121 feet to 139 feet east of Powell Street (replaces turn pocket)
Geary Street, south side, from 11 feet to 56 feet east of Powell Street (replaces two commercial loading spaces, Meters #239 and 237)

O. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT METERED COMMERCIAL LOADING 7 AM TO 6 PM, MONDAY THROUGH FRIDAY

Ellis Street, north side, from 25 feet to 100 feet east of Powell Street (replaces turn pocket)
O'Farrell Street, north side, from 17 feet to 120 feet west of Powell Street (replaces turn pocket)
O'Farrell Street, south side, from 7 feet to 67 feet east of Powell Street (replaces turn pocket)

Pilot Project Evaluation

Throughout the life of the pilot project, there will be extensive data collection in order to better understand the implications of vehicle restrictions on Powell Street with regards to the rate of cable replacements and pedestrian safety. The project team has identified six major data gathering areas that will help effectively manage the pilot project: Amount of time between Powell Street cable replacements; Traffic collisions within the project area; Loading study to analyze the amount and type of usage the new or changed loading zones get; Traffic vehicle counts along Powell Street and in

PAGE 9.

the surrounding Union Square area; Transit travel time and on-time-performance for Muni routes in the area; and Traffic violations and citations issued in relation to the pilot project.

During the eighteen month pilot project, SFMTA staff will evaluate the effect of the above traffic restrictions on transit delays, traffic volumes and speeds, pedestrian safety, and cable wear-and-tear. Staff expects the pilot to reduce cable wear and tear, reduce transit delays and improve pedestrian safety. In addition, SFMTA staff will evaluate the effectiveness of permitting access onto southbound Powell Street between O'Farrell and Geary streets for passenger loading only, while restricting all other access for non-exempt vehicles. Comparing the traffic volumes on the northbound side of Powell Street between Geary and O'Farrell streets to the southbound side of Powell Street would determine if permitting limited access to the passenger loading zone in front of 225 Powell Street for vehicles is desirable.

PUBLIC OUTREACH

The SFMTA conducted a survey of Powell Street businesses in April 2015 to better understand the passenger and commercial loading needs for these businesses. Eleven of the 34 businesses on Powell Street indicated that they conduct passenger and/or loading operations on Powell Street, and would be affected by potential access restrictions. Seven businesses did not respond to the survey.

SFMTA staff has worked closely with the Union Square Business Improvement District (Union Square BID) and the Hotel Council to better understand the interests of property owners, hotel managers, and businesses in Powell Street. The Union Square BID is interested in further exploring pedestrianization of Powell Street. The Union Square BID has assisted the SFMTA in collecting information, providing outreach to property owners and merchants, and advocating on behalf of its members, who are the primary stakeholders in the project. Between April and July 2015, SFMTA and Planning Department staff developed the proposed traffic and parking modifications in consultation with the Union Square BID staff via a series of meetings.

The SFMTA and Union Square BID staff conducted door-to-door outreach to every business in the project area during the first week of July 2015. Business owners and/or managers for each business were contacted in person and provided a flyer detailing the project. Staff explained the project to each business representative and answered questions. Of the 28 business owners or managers contacted in July, five expressed concern about the project when contacted by staff or in follow-up conversations. Concerns primarily focused on maintaining commercial and passenger loading access for hotels and merchants on Powell Street.

Following the door-to-door campaign, the Union Square BID brought the proposal to their members. Stakeholders with these concerns were identified and representatives of these groups continued to meet with SFMTA staff. The Union Square BID and Hotel Council asked the SFMTA to delay action on the project to November 2015 in order to further consider the proposal. In total, seven in-person meetings were held between July and October 2015, each involving staff from SFMTA, Union Square BID Executive Director Karin Flood, Union Square BID staff, Hotel Council President Kevin Carroll, and individual property owners, business owners, or representatives who expressed concerns about the project.

In addition to these in-person meetings, SFMTA staff was available to stakeholders via phone and e-mail. As a result of these targeted outreach efforts, there were substantial modifications to the original proposal. The original proposal, which was provided to the public in July, proposed closing Powell between Ellis and Geary to all vehicles except Muni and emergency vehicles. As a result of public outreach, the following changes were made:

- Taxis and commercial vehicles were added to the list of vehicles exempt from the access and turn restrictions.
- The pilot evaluation now includes restrictions to prevent non-exempt vehicles from using Powell Street while permitting access to the block between O'Farrell and Geary for passenger loading only.

A public open house was held on October 8, 2015, where staff shared the proposal and solicited feedback from the public. To publicize the meeting, SFMTA contacted the Union Square BID, the Hotel Council, affected stakeholders, advocacy groups, and local media.

PAGE 11.

In addition, the SFMTA project team attended the Cable Car operator safety meetings to review the proposals, discuss potential impacts on transit and distribute the project factsheet. All of the cable car operators and staff in attendance at these meetings voiced their support for the project.

Throughout this effort, the SFMTA project team provided regular updates to other key stakeholders, including WalkSF, the Bicycle Coalition, and the Board of Supervisors.

During construction, parking bulletins will be posted in nearby garages with vehicle rerouting information. Media events are being planned for the unveiling of the travel and turn restrictions. All of the project materials including project boards, factsheets, FAQ, bulletins, the collision analysis and environmental memo are available on the project's website for viewing:

<https://www.sfmta.com/projects-planning/projects/powell-street-safety-and-sidewalk-improvement-pilot>

ALTERNATIVES CONSIDERED

The project team explored alternatives that were more restrictive than the current proposal, such as closing Powell to all vehicles other than transit and emergency vehicles for the four blocks between Ellis and Sutter. These alternatives were determined to require more evaluation before implementing.

FUNDING IMPACT

The total cost of this project is \$400,000. PTMISEA funds have been secured.

ENVIRONMENTAL REVIEW

The proposed parking and traffic modifications are subject to environmental review under the California Environmental Quality Act (CEQA). On September 29, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications are categorically exempt from environmental review under a Class 1 exemption (CEQA Guidelines Section 15301) for minor alteration of existing public facilities and Class 6 exemption (Section 15306) for basic data information collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource, pursuant to Title 14 of the California Code of Regulations.

The Planning Department's determination (September 29, 2015, Case No. 2015-010035ENV) is on file with the Secretary to the SFMTA Board of Directors. The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The City Attorney's Office has reviewed this calendar item.

PAGE 12.

RECOMMENDATION

SFMTA staff recommends that the SFMTA Board of Directors approve the temporary traffic and parking modifications on Powell Street between Geary and Ellis streets, as well as on Ellis, O'Farrell, and Geary streets near the intersection with Powell Street as part of the Powell Street Safety Pilot project, a Vision Zero supporting project, and amend Transportation Code Division II, Section 601 to create a transit/taxi/commercial vehicle only areas on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O'Farrell Street to Ellis Street in the southbound (inbound) direction from December 4, 2015 until June 4, 2017.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The City adopted the Vision Zero Policy in February 2014 which aims to eliminate all traffic fatalities by 2024; and,

WHEREAS, The San Francisco Municipal Transportation Agency have developed the Powell Street Safety Pilot Project to support the City's Vision Zero Policy; and,

WHEREAS, SFMTA staff have proposed traffic and parking modifications as part of the Powell Street Safety Pilot Project, a Vision Zero supporting project, from December 4, 2015 until June 4, 2017 as follows:

- A. ESTABLISH –MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES ONLY - Powell Street, northbound, from Ellis Street to Geary Street; and Powell Street, southbound, from O'Farrell Street to Ellis Street
- B. ESTABLISH – NO RIGHT TURN EXCEPT MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES -Ellis Street, westbound, at Powell Street
- C. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS AND COMMERCIAL VEHICLES - Ellis Street, eastbound, at Powell Street
- D. ESTABLISH – NO LEFT TURN EXCEPT MUNI, PARATRANSIT, TAXIS, COMMERCIAL VEHICLES, AND VEHICLES PICKING UP OR DROPPING OFF PASSENGERS AT THE LOADING ZONE IN FRONT OF 225 POWELL STREET ONLY- Geary Street, westbound, at Powell Street
- E. ESTABLISH – RIGHT TURN ONLY EXCEPT MUNI, PARATRANSIT, TAXIS, AND COMMERCIAL VEHICLES - Powell Street, southbound, at Geary Street
- F. ESTABLISH – NO RIGHT TURN EXCEPT MUNI - O'Farrell Street, eastbound, at Powell Street
- G. ESTABLISH – NO LEFT TURN EXCEPT MUNI - O'Farrell Street, eastbound, at Powell Street
- H. RESCIND – NO LEFT TURN EXCEPT MUNI - Powell Street, southbound, at O'Farrell Street
- I. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME - Powell Street, east side, from Ellis Street to 92 feet north of Ellis Street; Powell Street, east side, from 152 feet north of Ellis Street to O'Farrell Street; Powell Street, east side, from O'Farrell Street to 97 feet north of O'Farrell Street; Powell Street, east side, from 177 feet north of O'Farrell Street to Geary Street; Powell Street, west side, from Ellis Street to 84 feet north of Ellis Street; Powell Street, west side, from 174 feet north of Ellis Street to O'Farrell Street; Powell Street, west side, from O'Farrell Street to 89 feet north of O'Farrell Street; and Powell Street, west side, from 149 feet north of O'Farrell Street to Geary Street
- J. RESCIND – NO PARKING ANY TIME EXCEPT ACTIVE LOADING - Powell Street, east side, from 92 feet to 152 feet north of Ellis Street (60 foot zone); Powell Street, east side, from 97 feet to 177 feet north of O'Farrell Street (80 foot zone); Powell Street, west side, from 84 to 174 feet north of Ellis Street (90 foot zone); and Powell Street, west side, from 89 feet to 149 feet north of O'Farrell Street (60 foot zone).
- K. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT COMMERCIAL LOADING, 30 MINUTE LIMIT - Powell Street, east side, from 92 feet to 152 feet north of Ellis Street (60 foot zone); Powell Street, east side, from 97 feet to 177 feet north of O'Farrell

Street (80 foot zone); and Powell Street, west side, from 84 to 174 feet north of Ellis Street (90 foot zone)

- L. RESCIND – NO PARKING ANY TIME - Ellis Street, north side, from 121 feet to 139 feet west of Powell Street; Ellis Street, north side, from 25 feet to 100 feet east of Powell Street; O’Farrell Street, north side, from 17 feet to 120 feet west of Powell Street; and O’Farrell Street, south side, from 7 feet to 67 feet east of Powell Street
- M. RESCIND – TOW-AWAY NO STOPPING ANY TIME, EXCEPT METERED COMMERCIAL LOADING - Geary Street, south side, from 11 feet to 56 feet east of Powell Street (Meters #239 and 237)
- N. ESTABLISH – PASSENGER LOADING ZONE - Powell Street, west side, from 89 feet to 149 feet north of O’Farrell Street (60 foot zone); Ellis Street, north side, from 121 feet to 139 feet east of Powell Street (replaces turn pocket); and Geary Street, south side, from 11 feet to 56 feet east of Powell Street (replaces two commercial loading spaces, Meters #239 and 237)
- O. ESTABLISH – TOW-AWAY NO STOPPING ANY TIME, EXCEPT METERED COMMERCIAL LOADING 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Ellis Street, north side, from 25 feet to 100 feet east of Powell Street (replaces turn pocket); O’Farrell Street, north side, from 17 feet to 120 feet west of Powell Street (replaces turn pocket); and O’Farrell Street, south side, from 7 feet to 67 feet east of Powell Street (replaces turn pocket) and,

WHEREAS, the proposed parking and traffic modifications are subject to the California Environmental Quality Act (CEQA); and,

WHEREAS, On September 29, 2015, the San Francisco Planning Department determined that the proposed parking and traffic modifications are categorically exempt under a Class 1 exemption (CEQA Guidelines Section 15301) exemption for minor alteration of existing public facilities and a Class 6 exemption (Section 15306) for basic data collection, research, experimental management, and resource evaluation activities which do not result in a serious or major disturbance to an environmental resource, pursuant to Title 14 of the California Code of Regulations; and,

WHEREAS, A copy of the San Francisco Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors and the proposed action is an Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

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

RESOLVED, That the SFMTA Board of Directors amends Transportation Code, Division II, Section 601 to create a transit/taxi/commercial vehicle only areas on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O’Farrell Street to Ellis Street in the southbound (inbound) direction from December 4, 2015 until June 4, 2017.

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves these traffic and parking modifications as set forth in items A-O above to implement the Powell Street Safety Pilot project from December 4, 2015 until June 4, 2017.

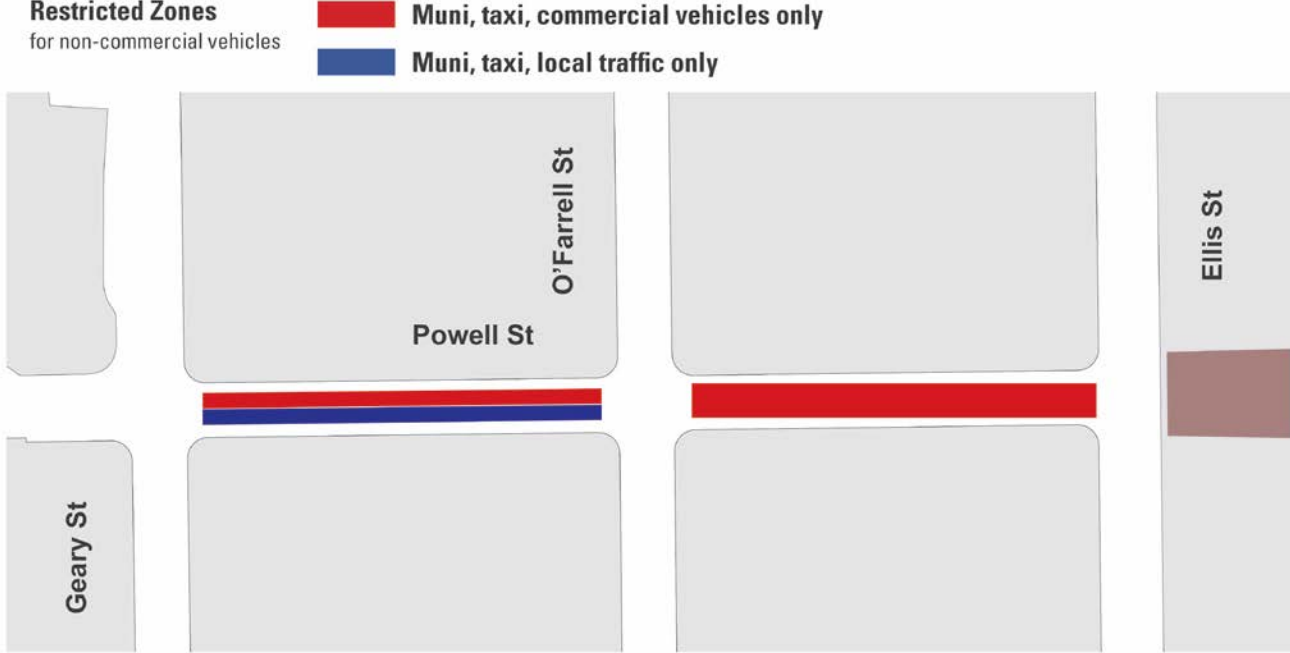
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 3, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Vehicle Restrictions



Enclosure 3: Proposed Transit / Commercial Vehicle Areas

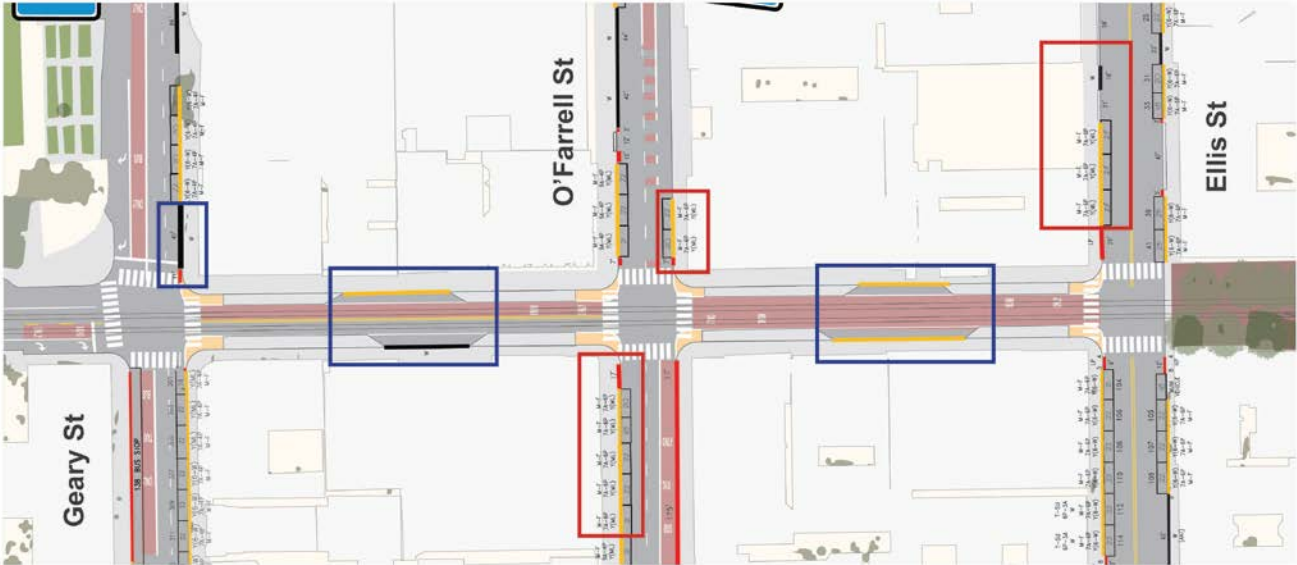


Enclosure 4: Proposed Parking and Loading

Parking and Color Curb
Changes

Red New loading zones created

Blue Changes to existing loading zones



RESOLUTION

[Transportation Code – Powell Street Transit/Taxi/Commercial Vehicle Only Lanes]

Resolution amending the Transportation Code to designate transit/taxi/commercial vehicle only lanes on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O’Farrell Street to Ellis Street in the southbound (inbound) direction for an eighteen month period from December 4, 2015 until June 4, 2017.

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 revising 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).

(1) Cable Car Lanes On Powell Street Between California Street and Sutter Street. Except as to cable cars, Municipal Railway vehicles, and authorized emergency vehicles, no vehicle may operate within, over, upon or across the cable car lanes, or make any left or U-turn on the exclusive cable car lanes on Powell Street between California and Sutter Streets except to pass a disabled vehicle.

(2) West Portal Avenue Between 15th Avenue and Sloat Boulevard. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on West Portal Avenue between 15th Avenue and Sloat Boulevard.

(3) Exclusive Commercial Vehicle/Transit Area on Sansome Street. Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit-only Area running southbound on Sansome Street between Washington Street and Bush Street.

(4) Exclusive Transit/Taxi/Commercial Vehicle Area on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O’Farrell Street to Ellis Street in the southbound (inbound) direction. Except as to buses, taxis, authorized emergency vehicles, and commercial vehicles, no vehicle may operate within the Transit/Taxi/Commercial Vehicle-only Area on Powell Street from Ellis Street to Geary Street in the northbound (outbound) direction, and from O’Farrell Street to Ellis Street in the southbound (inbound) direction.

(45) Judah Street, from 9th Avenue to 20th Avenue. Except as to streetcars and Municipal Railway vehicles, no vehicle may operate within Transit-only Areas on Judah Street from 9th Avenue to 20th Avenue.

(56) Other Transit-Only Areas. Except for buses, taxicabs, vehicles preparing to make a turn, vehicles entering into or existing 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.	Harrison St.	Townsend St.

	4th St.	Market St.	Howard St.
	Church St.	16th St.	Duboce Ave.
	Clay St.	Sansome St.	Davis St.
	Fremont St.	Mission St.	Market St.
	Geary St.	Market St.	Powell St.
	Geary St.	Mason St.	Gough St.
	Geneva Ave. (Outbound)	Delano Ave.	280 Freeway Overpass
	Judah St.	20th Ave.	La Playa St.
	Market St. (Inbound)	12th St.	3rd St.
	Market St. (Outbound)	So. Van Ness Ave.	3rd St.
	O'Farrell St.	Gough St.	Hyde St.
	O'Farrell St.	Jones St.	Powell St.
	Post St.	Gough St.	Grant St.
	Potrero Ave. (SB)	25th St.	18th St.
	Stockton St.	Bush St.	Geary St.
	Sutter St.	Gough St.	Kearny St.
7:00 AM-7:00 PM, Monday-Friday	Sacramento St.	Drumm St.	Kearny St.
7:00 AM-7:00 PM, Monday-Saturday	Stockton St.	Geary St.	O'Farrell St.
7:00 AM-6:00 PM, Monday-Friday	Mission St. (Inbound)	5th St.	Beale St.
	Mission St. (Outbound)	Main St.	4th St.
7:00 AM-9:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	O'Farrell St.	Hyde St.	Jones St.
	Clay St.	Powell St.	Battery St.

4:00 PM-6:00 PM, Monday-Friday	Mission St. (Inbound)	11th St.	5th St.
	Mission St. (Outbound)	4th St.	11th St.
	Geary St.	Mason St.	Powell St.
	Sacramento St.	Kearny St.	Larkin St.
3:00 PM-6:00 PM, Monday-Friday	Sutter St.	Sansome St.	Kearny St.
3:00 PM-7:00 PM, Monday-Friday	Bush St.	Montgomery St.	Battery St.
	4th St.	Howard St.	Clementina

Section 2. Effective and Operative Dates. This ordinance shall become effective 31 days after enactment. Enactment occurs when the San Francisco Municipal Transportation Agency Board of Directors approves this ordinance. The amendments to Section 601 of the Transportation Code made by this ordinance shall become operative on December 4, 2015, and shall expire by operation of law and be deemed repealed on June 4, 2017. The City Attorney shall thereafter cause those amendments to be removed from the Transportation Code.

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

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of November 3, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency