



SFMTA

Municipal
Transportation
Agency

Powell Streetscape Project 1st Workshop

May 18, 2017

Fashion Institute of Design & Merchandising

Powell Streetscape Project

Tom Maguire
SFMTA Director of Sustainable Streets



Powell Streetscape Project

Project Team Introduction

- Dan Howard, SFMTA
- Chava Kronenberg, SFMTA
- Britt Tanner, SFMTA
- Dustin White, SFMTA
- Simon Bertrang, SF Public Works
- John Dennis, SF Public Works
- Tony Esterbrooks, SF Public Works
- Amy Lam, SF Public Works
- Patrick Race, SF Planning Dept

Powell Streetscape Project

Today's Agenda

- Welcome and Introductions
- **Project Overview**
- Powell Safety Pilot Results
- Pilot Q&A
- Promenade Parklet Review
- Goals
- Closing Remarks

Powell Streetscape Project

Project Overview



Powell Promenade



Powell Safety Pilot



Powell Street - Precedent Images

MUNI FORWARD

World-Class Pedestrian Retail Promenades



September 24, 2015
Union Square BID

Project Scope



Project Schedule

- Outreach / Planning: Now through ~October
- Legislation: Jan 2018
- Design: 2018-19
- Construction: Either Jan-Mar 2020 or Jan-Mar 2021

Project Budget

- About \$10M
 - Project fully funded through design
 - SFMTA awarded a competitive grant of \$4.5M of Federal/State ATP funds for construction
 - Remaining funding gap to be filled after design
 - PPP for high-quality “non-standard” materials & maintenance
- Cost estimates to be refined

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Pilot Goals:

1. Reduce wear and tear on cable car machinery
2. Reduce injury collisions on Powell
3. Maintain access to businesses on Powell for loading
4. Reduce traffic volumes on Powell without adding to traffic congestion elsewhere

Powell Street Safety Improvement Pilot

MUNIFORWARD

Geary Turn Restrictions

General traffic - No left turn from westbound Geary to southbound Powell and right turn only from southbound Powell onto Geary.

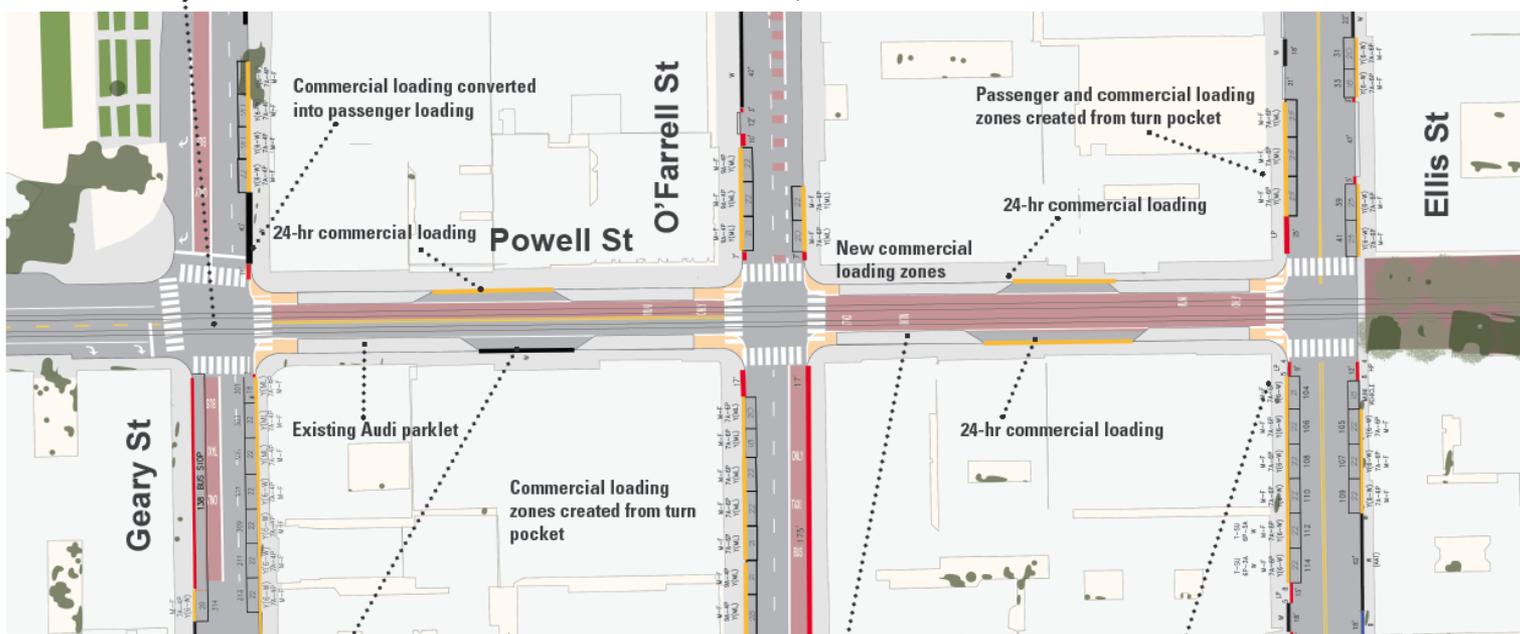
Exceptions to the above restrictions allowing for traffic to access southbound Powell between Geary and O'Farrell for passenger loading will be tested during the pilot.

O'Farrell Turn Restrictions

No turns from O'Farrell onto Powell would be permitted.

Ellis Turn Restrictions

All vehicles except Muni and vehicles with commercial license plates would be prohibited from turning onto Powell.



Local Access Only

Permits passenger loading to local businesses. Vehicles can only exit the street to eastbound O'Farrell.

Red lanes indicate restriction

All vehicles are prohibited from these areas except Muni and commercial vehicles.

Painted safety zones

These extensions reduce the turn radius, causing vehicles to turn more slowly onto Powell.



October 8, 2015
Powell Street Open House

Powell Streetscape Project

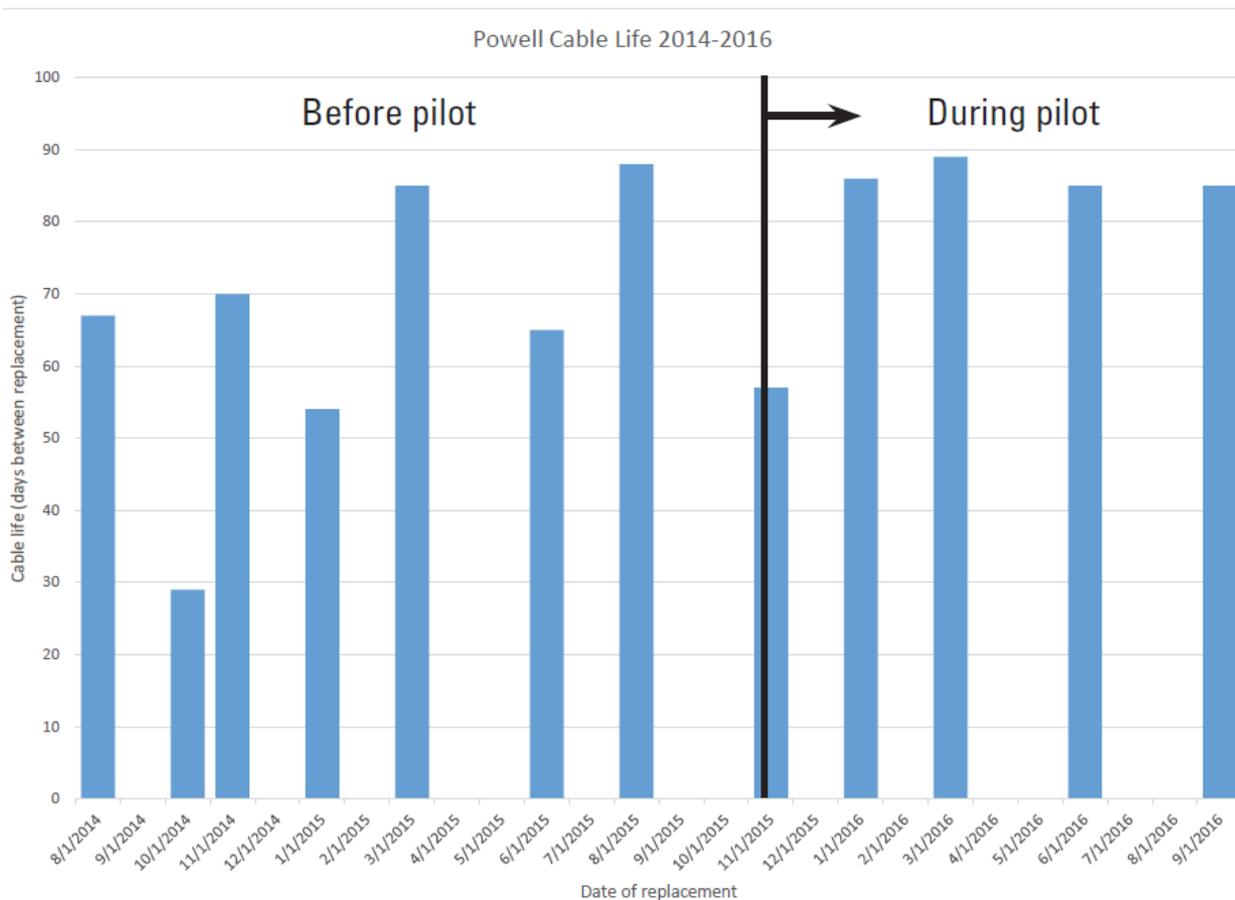
Pilot



Goal 1: Reduce wear and tear on cable car machinery



23%
increase
In cable
life





Goal 2: Reduce injury collisions on Powell



Reported injury collisions

0

**since
pilot
started
(to date)**

compared to

3

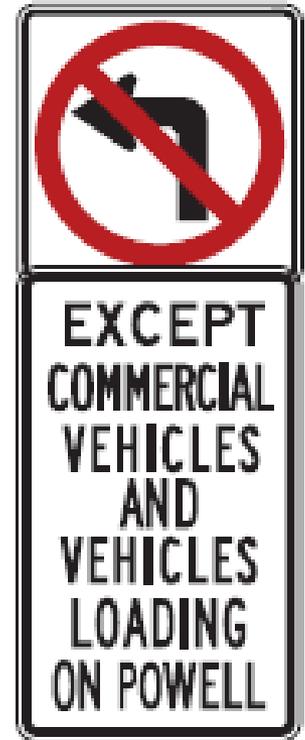
**per year
before
pilot
(average)**



Goal 3: Maintain access to businesses on Powell for loading

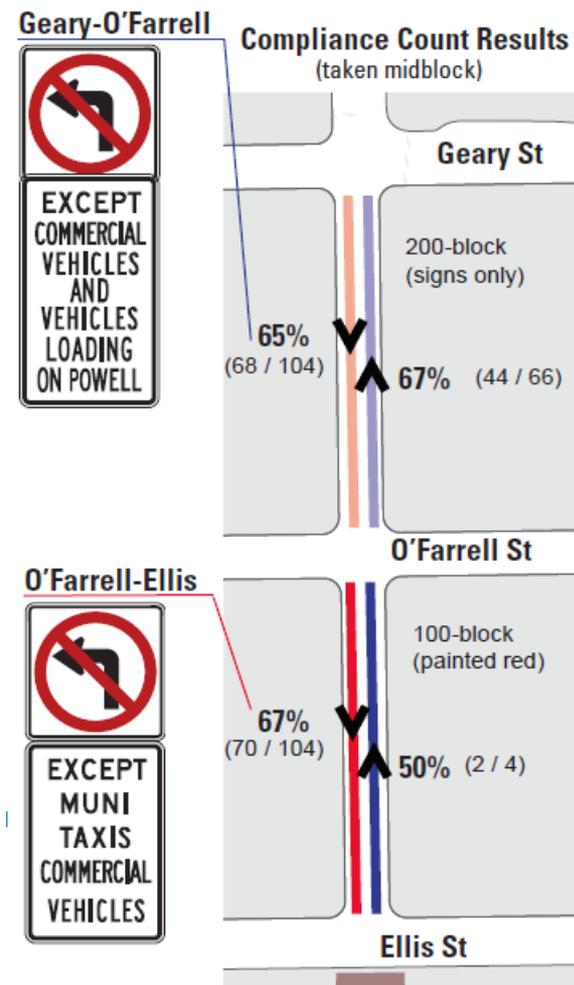


- **Commercial vehicles exempt**
- **10 new loading zones**
- **Existing loading preserved**
- **Hotel loading exception**
- **Tweaked Powell / Ellis signal**



Loading signs

- Not much difference in compliance, but...
- O'Farrell / Ellis block more effective in reducing volumes
- We still need to reduce southbound volumes in the future for a shared-street concept



Why did we achieve these goals?



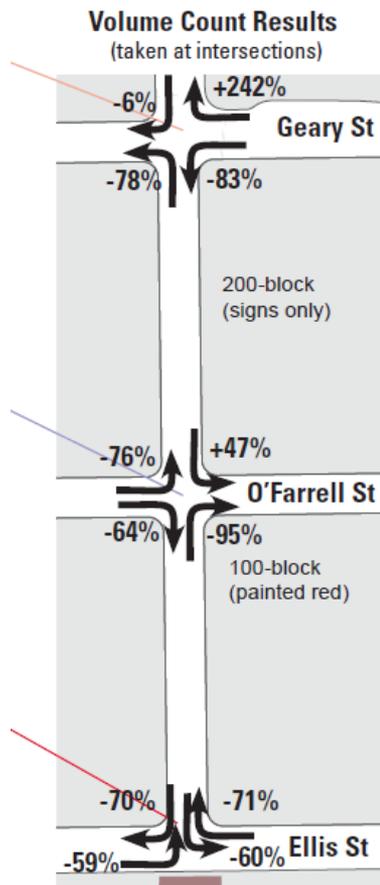
Turns!



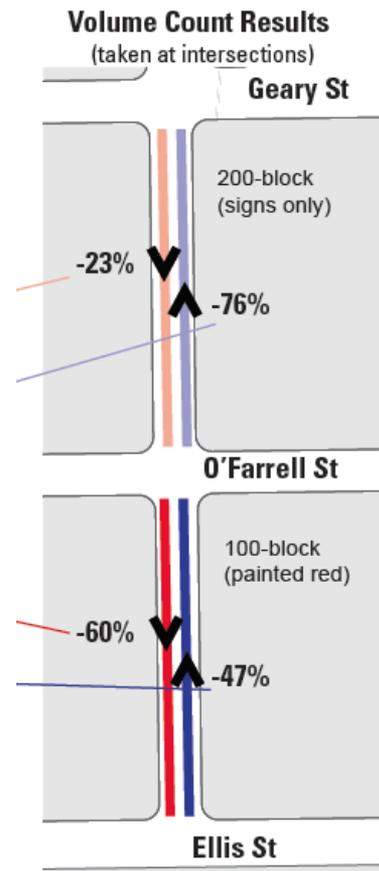
Goal 4: Reduce traffic volumes on Powell without adding to traffic congestion elsewhere



75%
average
turn
volume
reduction

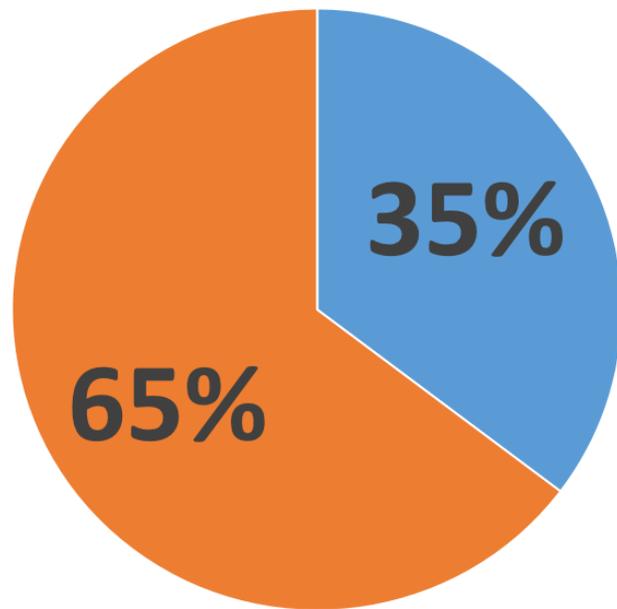


60%
average
through
traffic
reduction



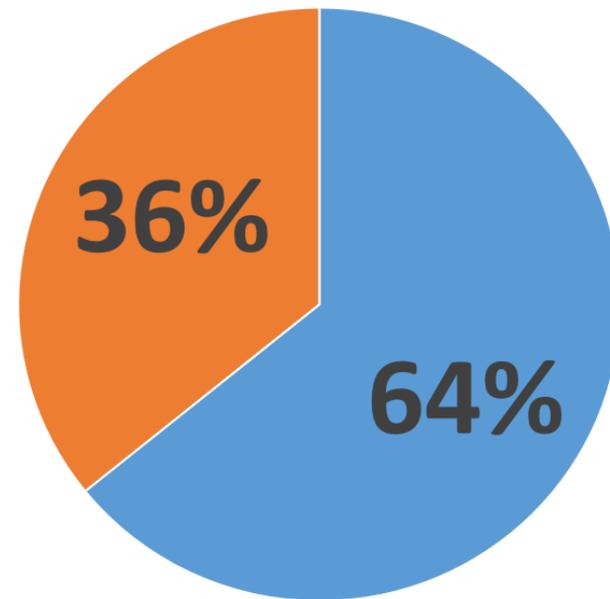
Most traffic in the pilot area is now **local**

SB Powell at Geary



■ To or From Union Sq ■ Through Traffic

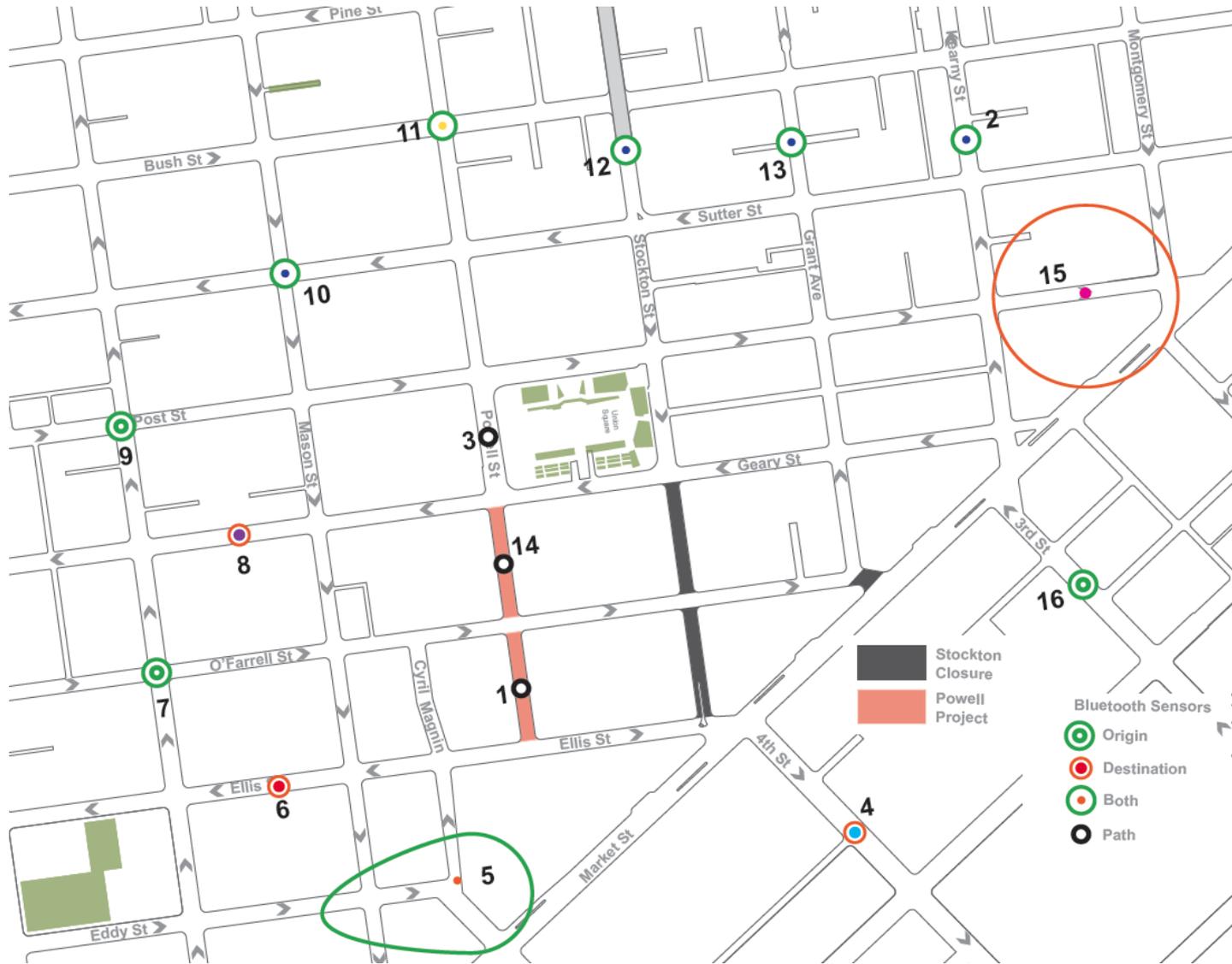
SB Powell at O'Farrell



■ To or From Union Sq ■ Through Traffic

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Pilot



Pilot did not contribute to Union Square traffic congestion

Average peak hour speed decreases

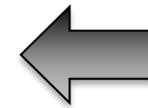
2014-15

2015-16

Union Square

13%

8%



Affected by pilot

Rest of downtown

21%

10%

Future problems to address:

- Powell & Geary right turn
- Compliance rate



- The Powell pilot is set to expire this summer.
- We plan to reauthorize the pilot in July and would like to hear from you.

Please contact Dan Howard with any feedback you may have on the pilot before June 8th.

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Project Goals

What does a successful project look like to you?

Reminder: Goals should be measurable!

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Project Goals

What impacts are you most concerned about?

Reminder: Goals should be measurable!



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San Francisco
Planning

1st Stakeholder Meeting
May 18, 2017

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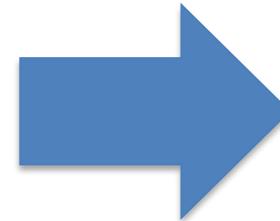
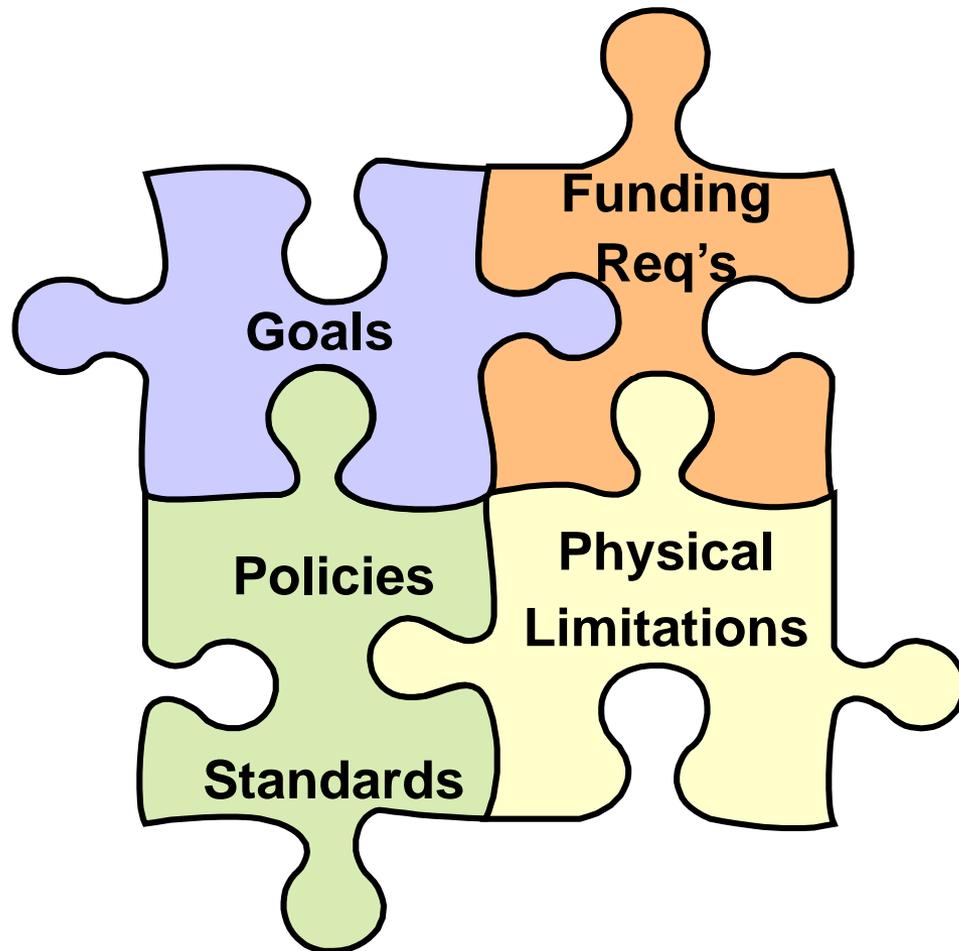
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Process and Constraints

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Constraints



Design

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Process Going Forward

Today's Meeting: Goal Setting

We will use what we've learned today to develop the project goals

Next Meeting: Monday, July 10th

- Project goals & constraints
- Design exercise
- Loading on Powell discussion

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Contact information

For any questions or comments, please contact:

Dan Howard, Powell Streetscape Project Manager

415.701.5691

Dan.Howard@sfmta.com



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Backup Slides

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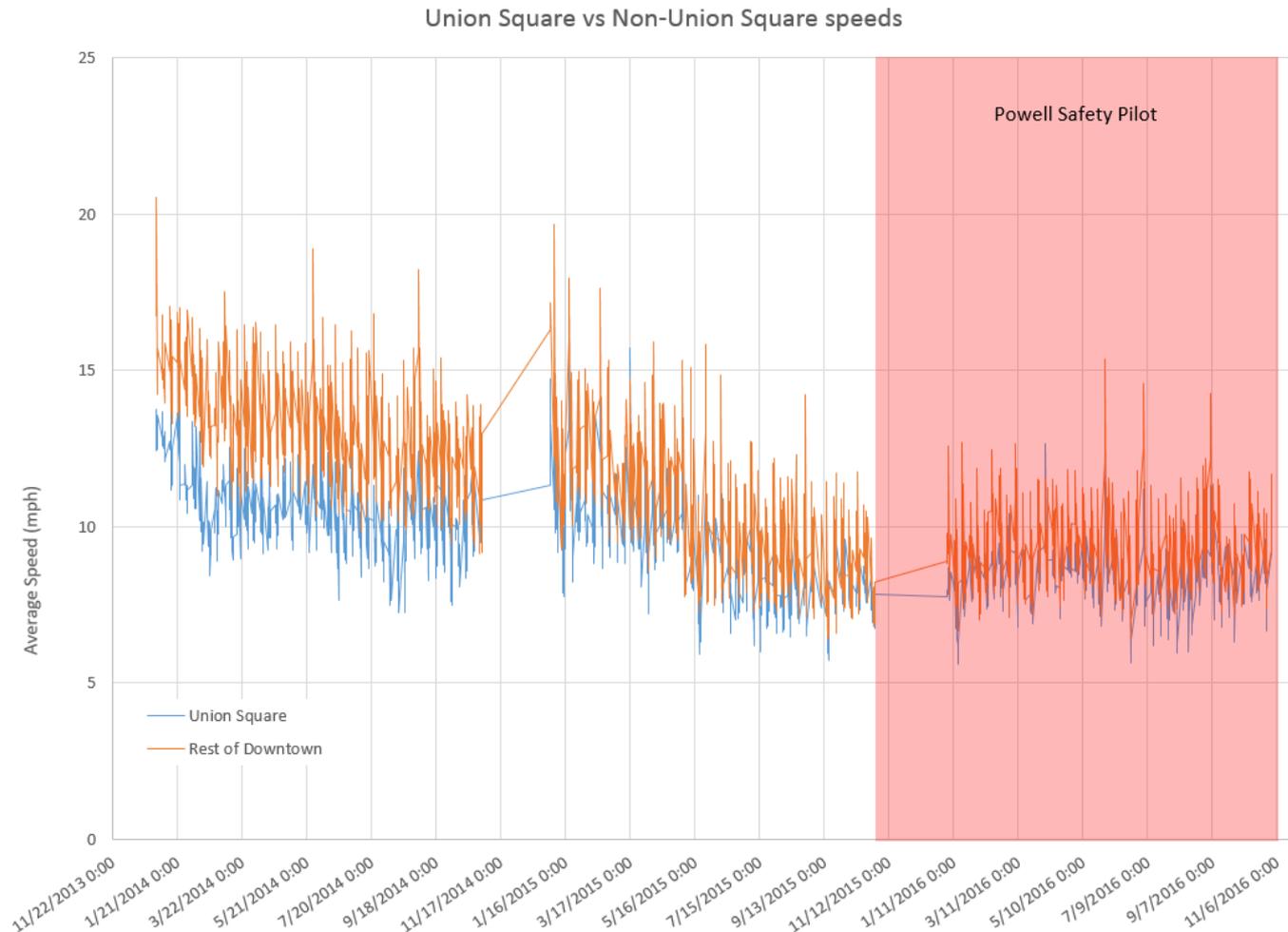
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Pilot did not affect Union Square traffic

Speeds in Union Square start lower than downtown in 2014...

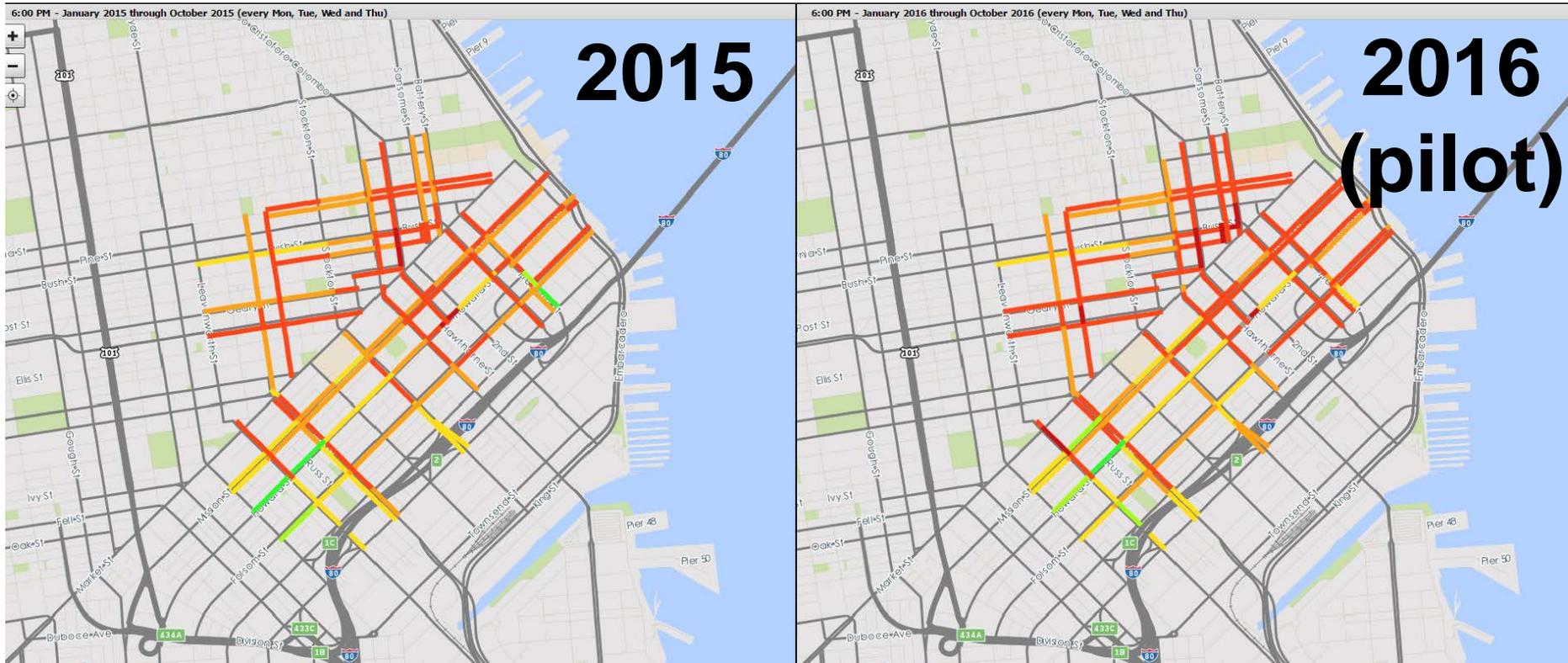
In 2015 these speeds converged as they decreased.

In 2016 (during the pilot), we see both sets of speeds stay roughly the same.



From 2015-2016, travel times increased

8% in Union Square 10% downtown

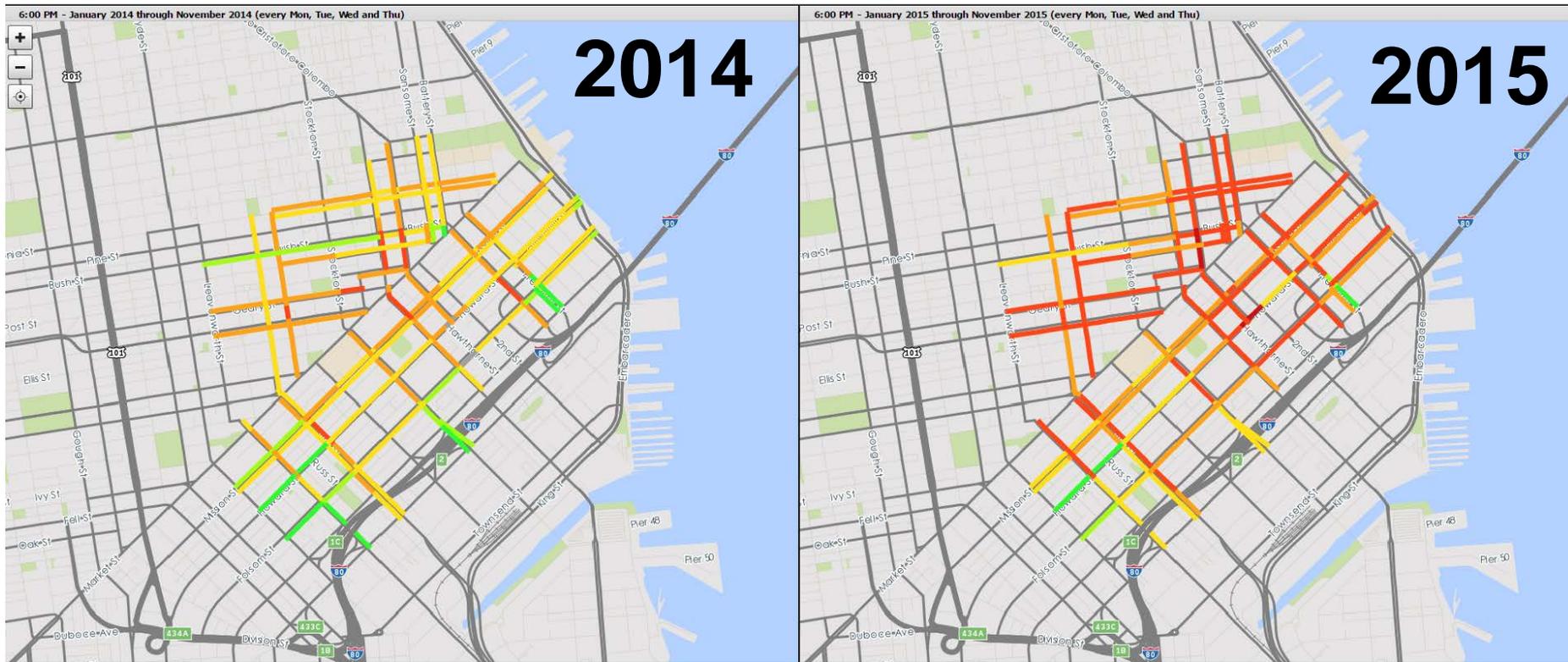


From 2014-2015, travel times increased

13%

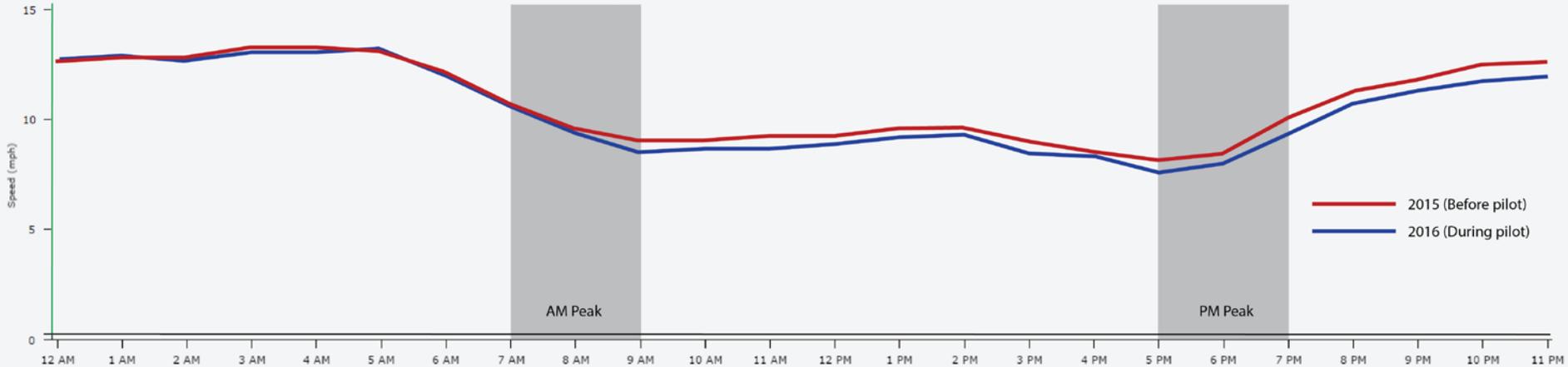
 in Union Square

21%

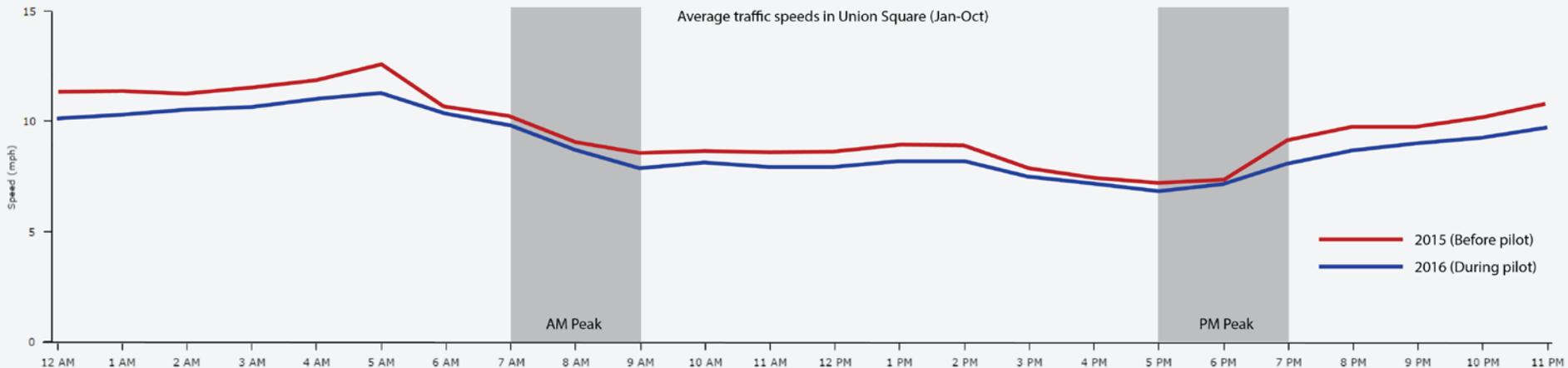
 downtown

Minimal effects on congestion

Average traffic speeds in downtown San Francisco (Jan-Oct), excluding Union Square



Average traffic speeds in Union Square (Jan-Oct)





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Bluetooth Sensors

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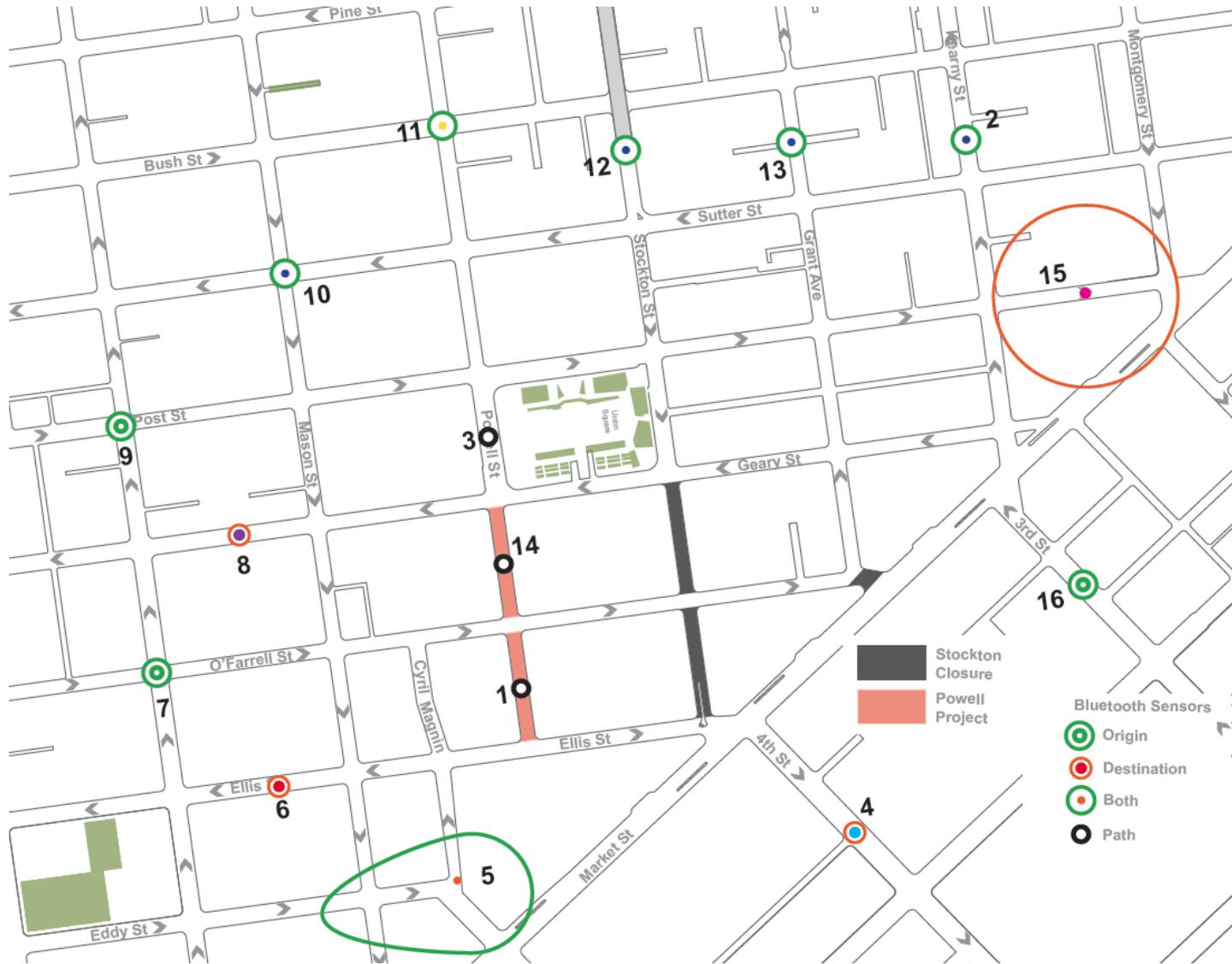
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Sensors collect trip data from passing vehicles



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Pilot

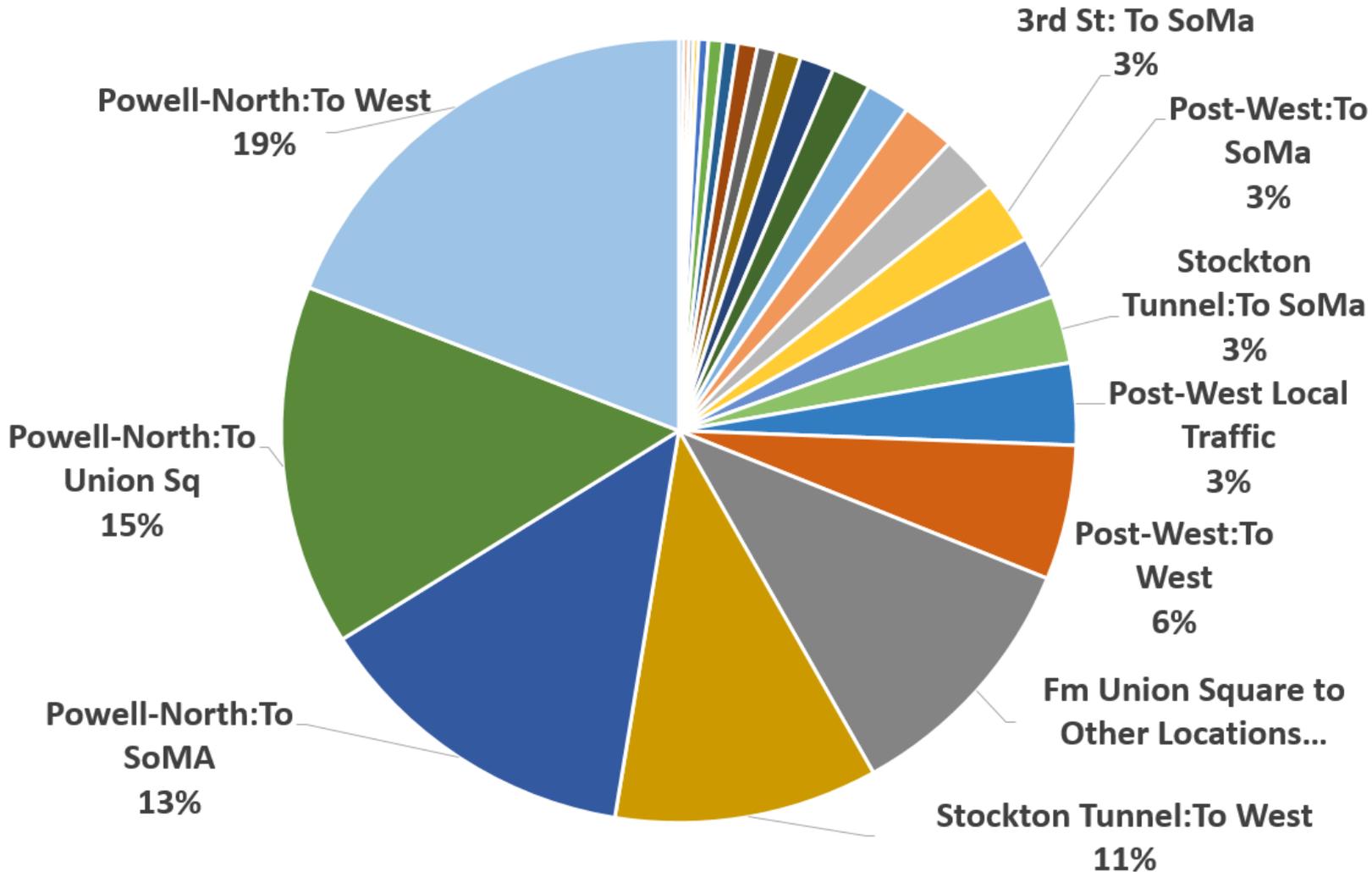


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Pilot

Chart Area

Vehicles on Southbound Powell at Geary



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Pilot

Vehicles on Southbound Powell at O'Farrell

