



SFMTA
Municipal
Transportation
Agency

Powell Street Safety Pilot

SFMTA Board
November 3, 2015

Proposal

Geary Turn Restrictions

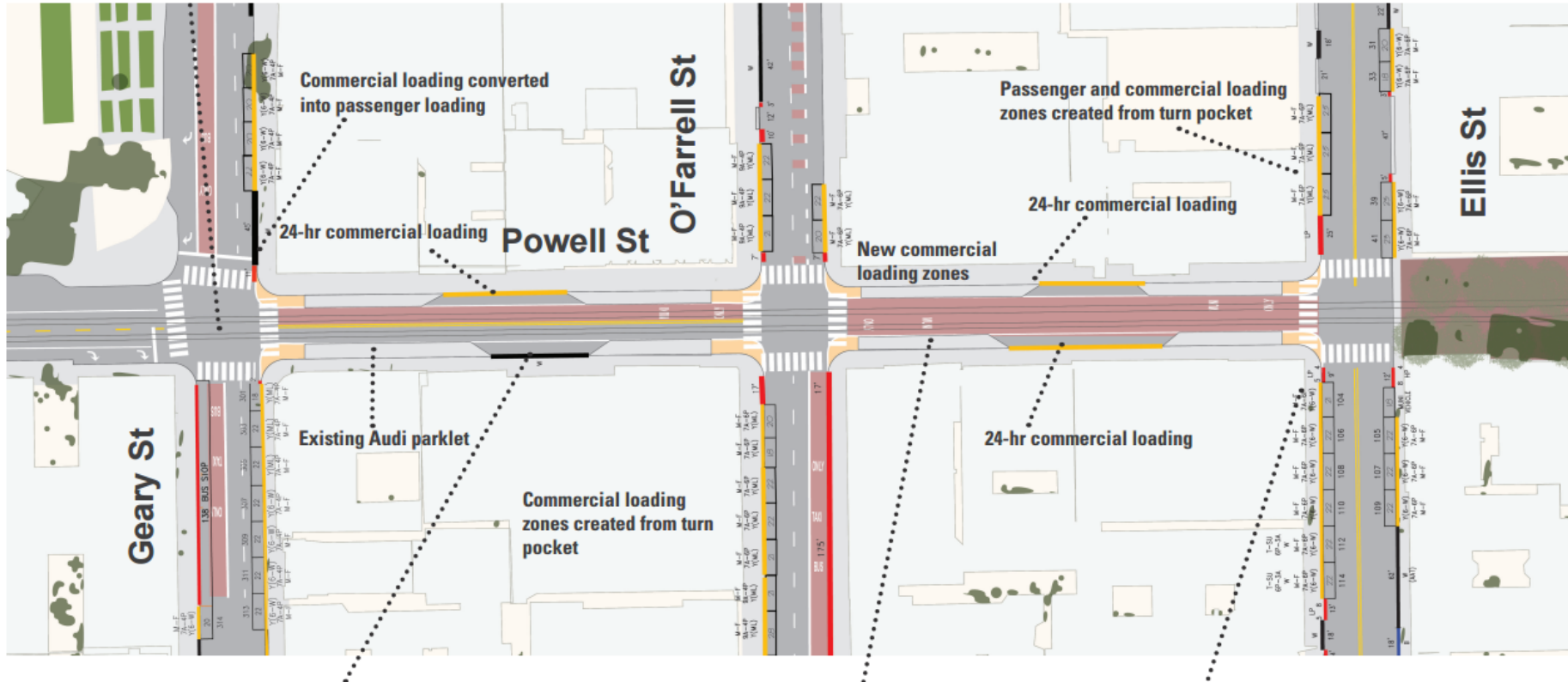
General traffic - No left turn from westbound Geary to southbound Powell and right turn only from southbound Powell onto Geary.
Exceptions to the above restrictions allowing for traffic to access southbound Powell between Geary and O'Farrell for passenger loading will be tested during the pilot.

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.

Motivation

Vision Zero



Powell Street: 2nd
highest walking
volumes in the City

2010-2014:

25 reported
collisions

(18 injury collisions)



Vision Zero: Collisions

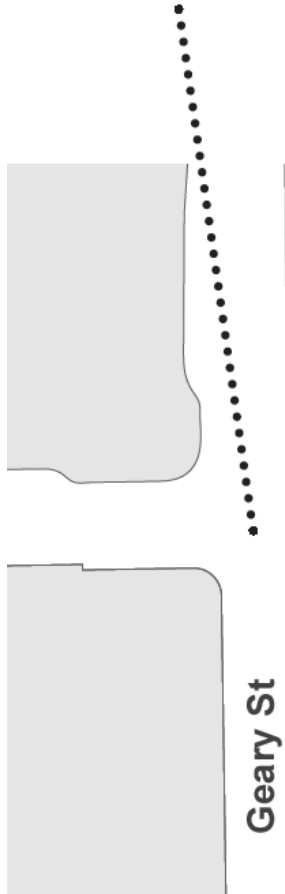


VISION
ZERO
SF

SAFETY
IN ACTION

Geary Street

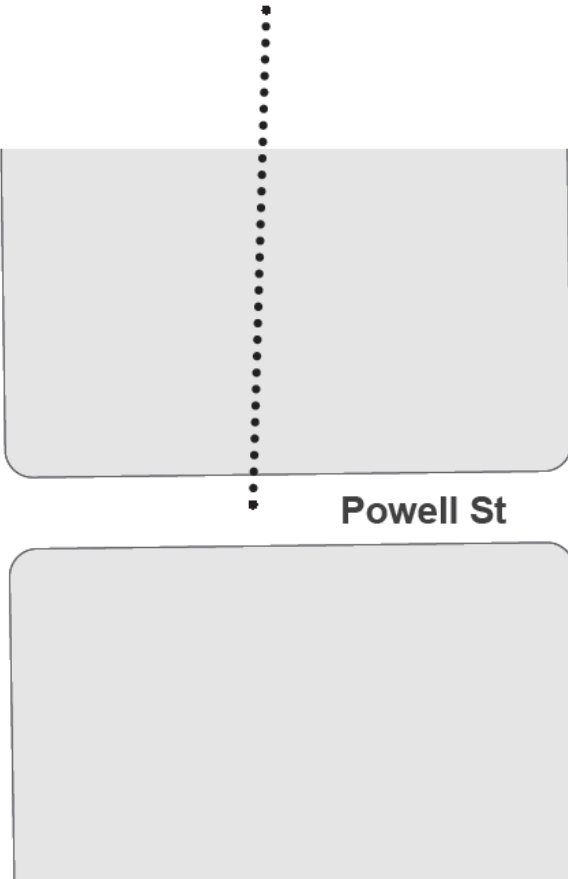
6 injury collisions in the past five years
Most common situation: Vehicle turning into pedestrians in crosswalk



Geary St

Midblock

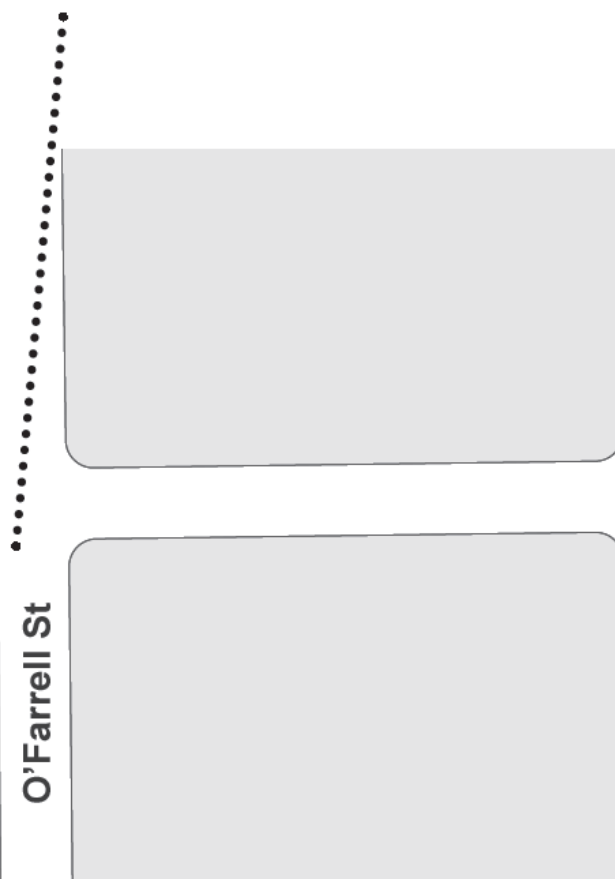
5 injury collisions in the past five years
Most common situation: Vehicle hitting pedestrian crossing midblock



Powell St

O'Farrell Street

2 injury collisions in the past five years
Most common situation: Vehicle-vehicle broadsides



O'Farrell St

Ellis Street

5 injury collisions in the past five years
Most common situation: Vehicle turning into pedestrians in crosswalk



Ellis St

Motivation

Cable Car Safety

Increased congestion on Powell has reduced cable life by 25% over the past 5 years and 40% over the past 15 years.

Photo courtesy of SF Examiner

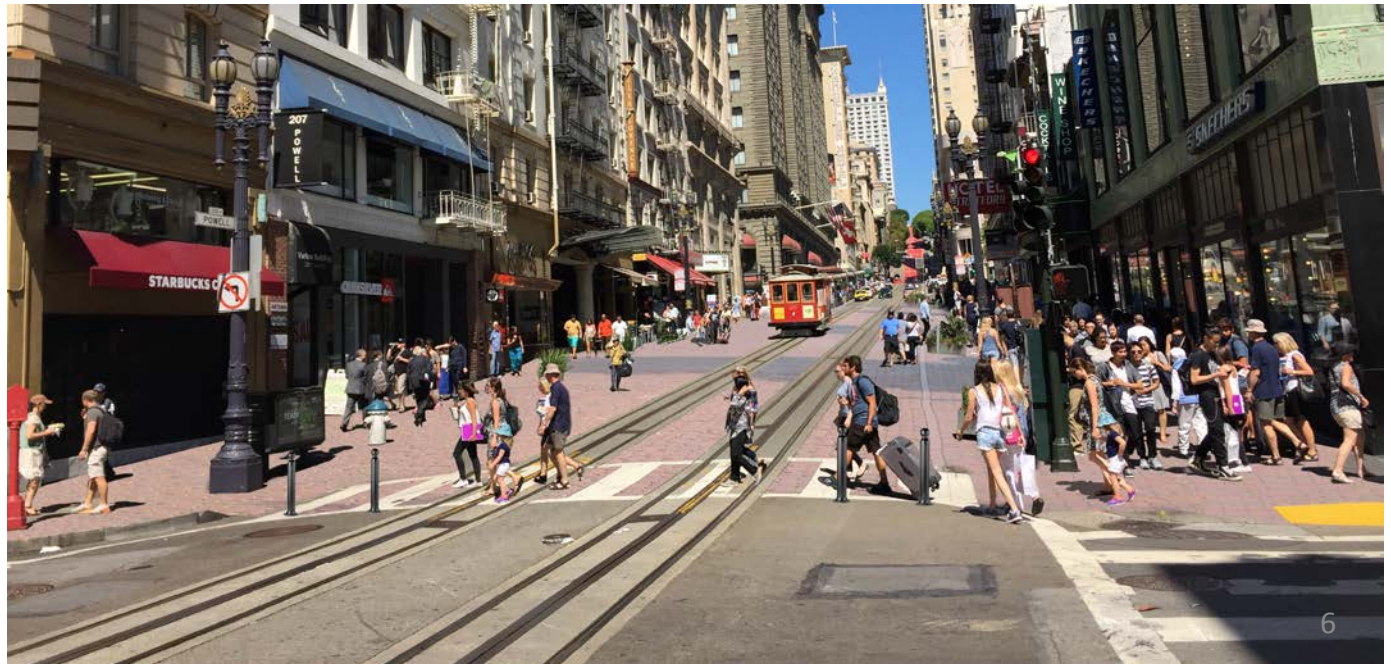


Motivation

Pedestrianization

Union Square businesses have expressed interest in a pedestrianized Powell.

This pilot would collect information used to inform a future pedestrianization project.



Pilot Goals

Improve safety by reducing collisions

Study the effect of reduced vehicle traffic on cable wear and tear

Study the effects of the closure on traffic circulation

Study the effects on loading in preparation for possible pedestrian mall project

Data to be Collected



Cable replacement records

Indicate effect on cable wear and tear



Transit travel times

Expect fewer delays for 38 Geary and cable cars



Collision reports

Show effects on safety



Loading zone observations

Show impact to businesses

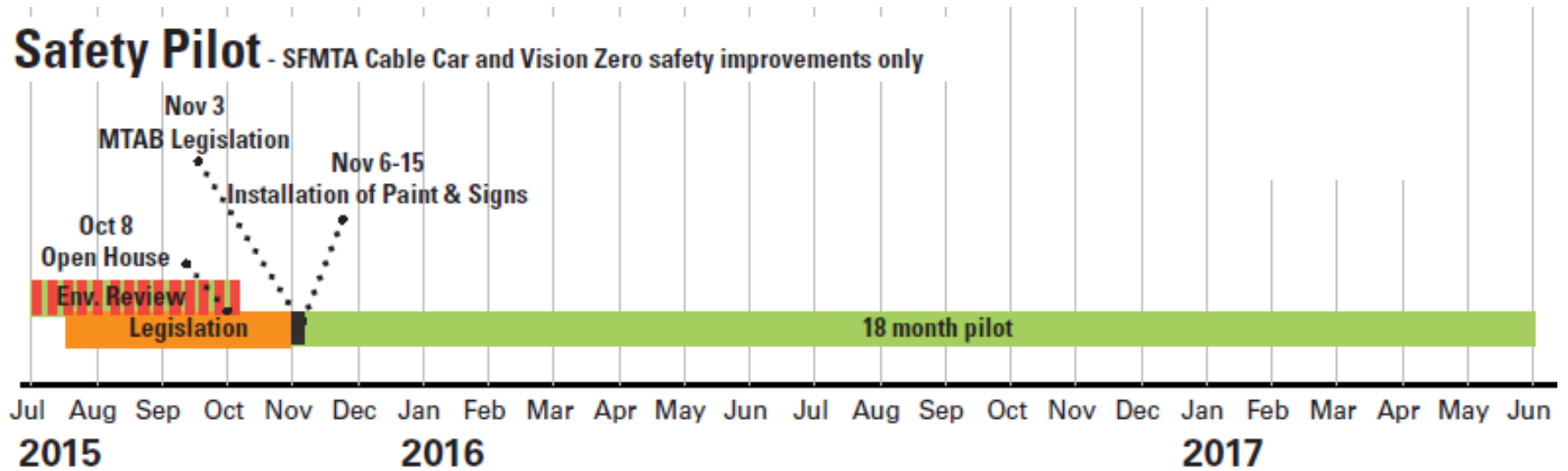


Traffic counts and speeds

Show effects of restrictions on traffic

Timeline

Safety Pilot - SFMTA Cable Car and Vision Zero safety improvements only



Project Benefits



Vision Zero

Improves safety by restricting turns

Cable Car Safety

Reduces wear and tear on cable

Muni Efficiency

Reduced delays for 38 Geary

Public Realm

Study effects of future streetscape plans for Powell

Outreach – Process

April 2015

Union Square BID contacted

July 2015

SFMTA and BID door-to-door outreach

Union Square BID briefed stakeholders

July-September 2015

7 meetings between City staff, BID, Hotel Council, business owners, property owners

Oct 2015

Public Open House – 20 attendees

Outreach – What We Heard

Retailers concerned about commercial loading access.

Hotels concerned about passenger loading access.

Business interests said the area needs more parking enforcement

General traffic circulation concerns were also expressed, including combination with Market / Stockton closures.

Modified Design / Process

Original design: No vehicles on Powell except Muni, paratransit, taxis.

After outreach:

Changed design to allow:

- Commercial vehicles
- Vehicles accessing SB Powell between Geary and O'Farrell for passenger pick up or drop off
- Testing of turn restrictions at Powell / Geary on a temporary basis

Proposal

Geary Turn Restrictions

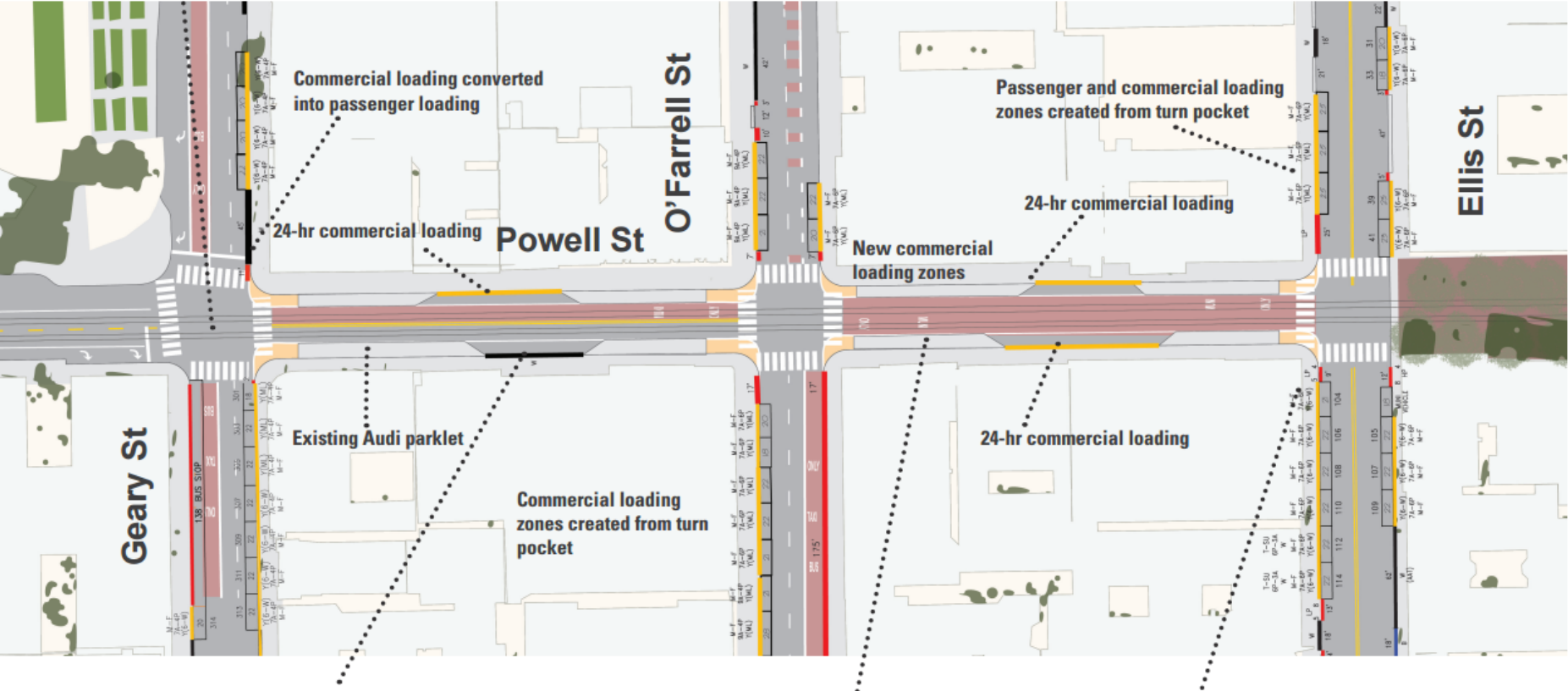
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Painted safety zones

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

Proposal – Vehicle Restrictions

Restricted Zones

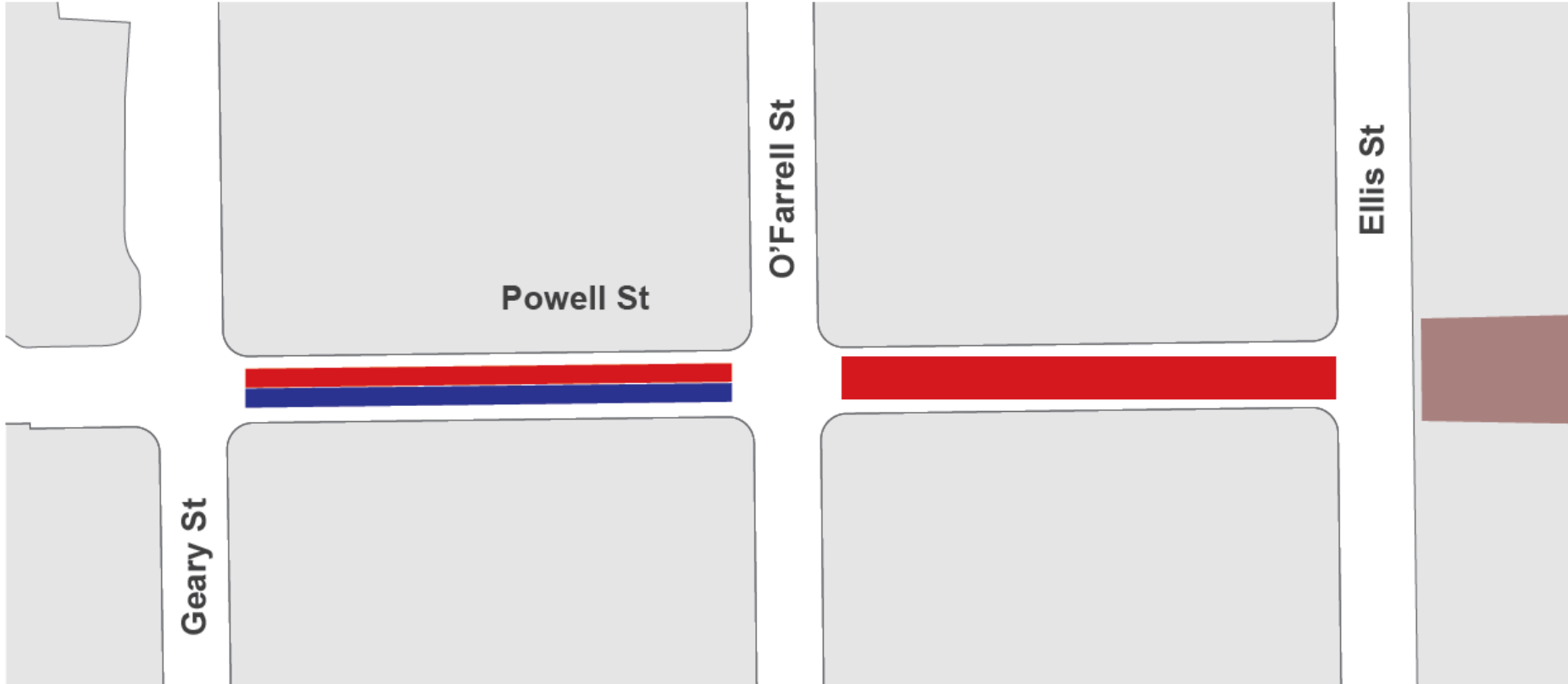
for non-commercial vehicles



Muni, taxi, commercial vehicles only



Muni, taxi, pickups and drop offs in the blue area only



Proposal – Parking and Loading

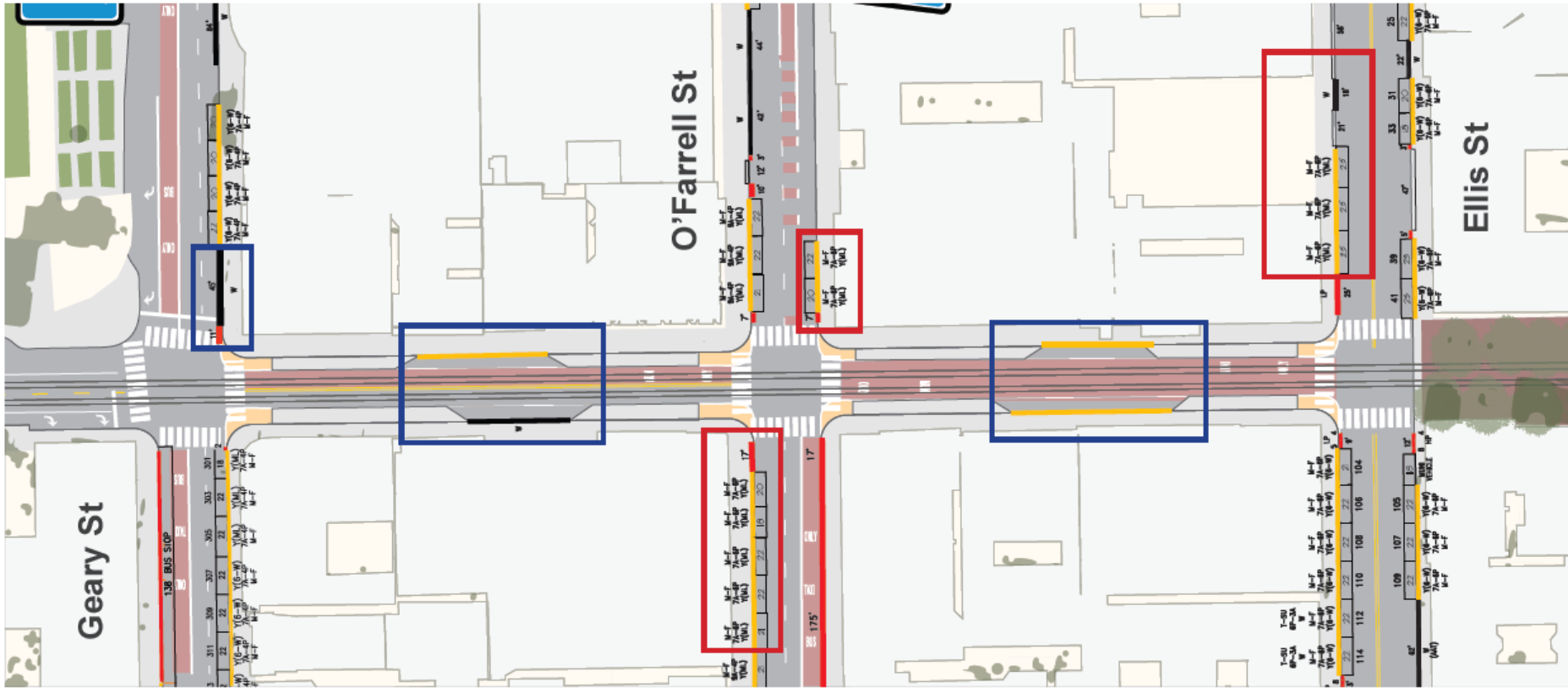
Parking and Color Curb Changes



New loading zones created



Changes to existing loading zones





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Contact Information

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dan.howard@sfmta.com

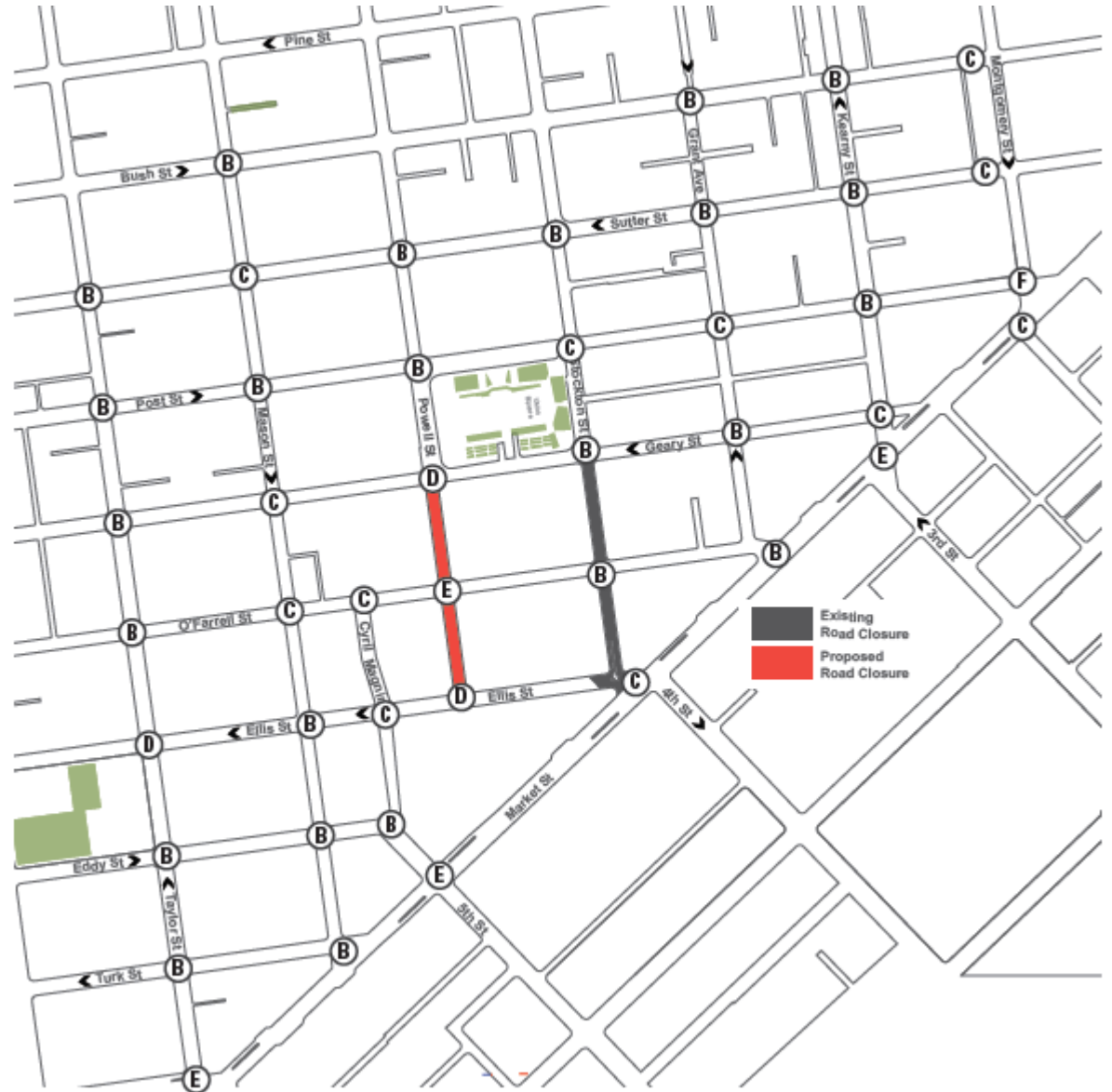


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Data Slides

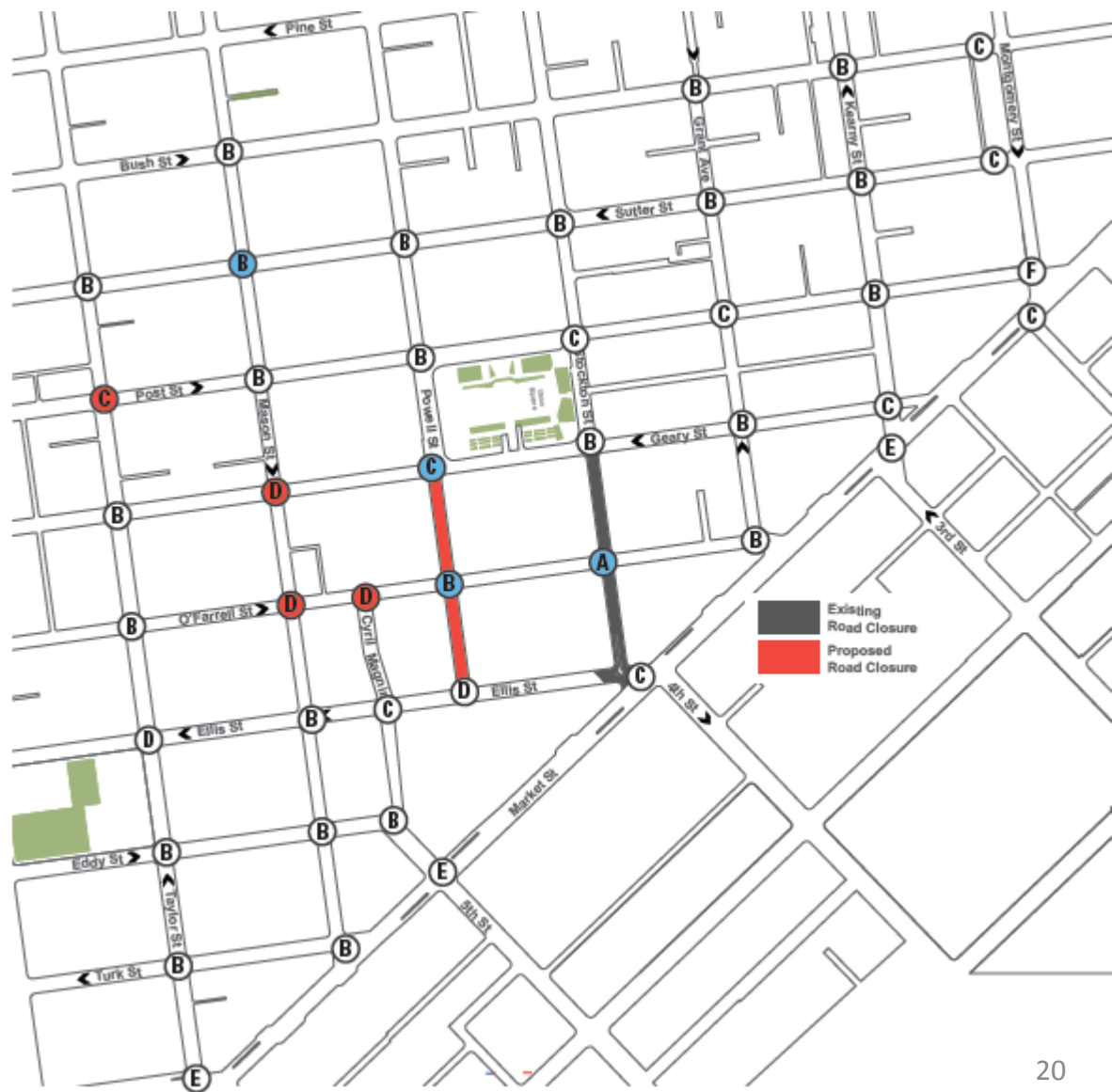
Union Square Traffic Study

Existing (No-Build) LOS



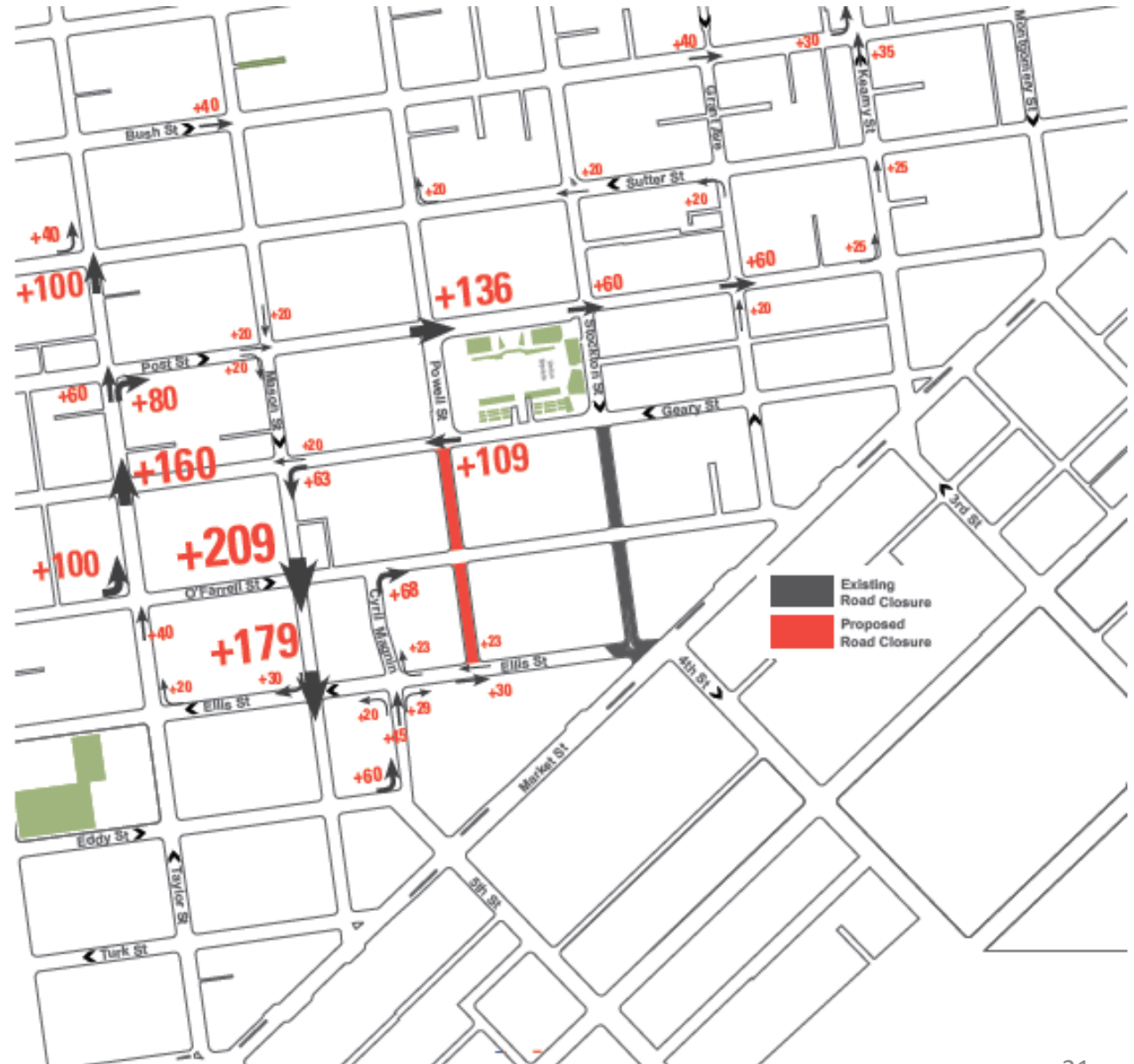
Union Square Traffic Study

With Project LOS



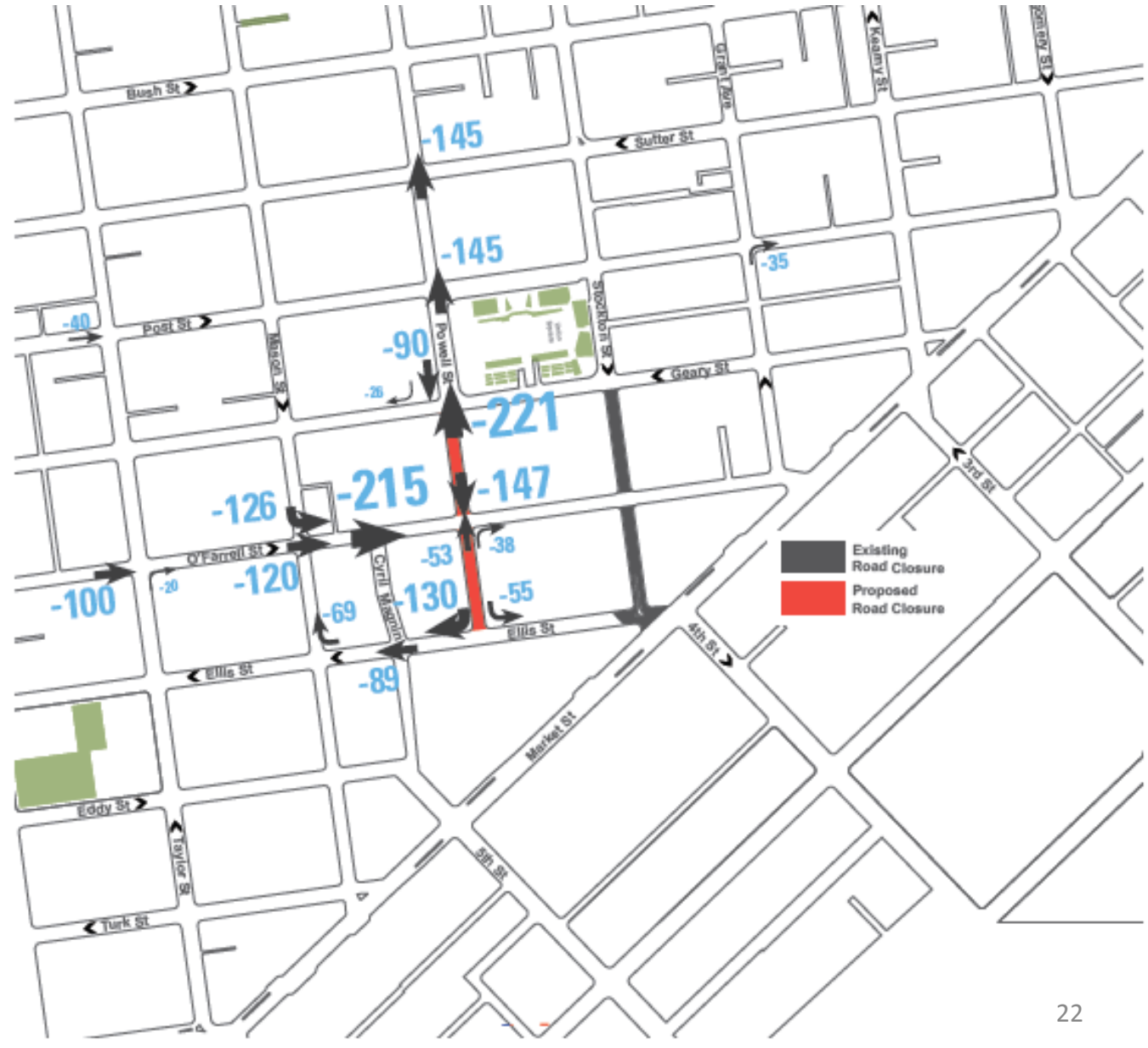
Union Square Traffic Study

Volume Increases



Union Square Traffic Study

Volume Decreases



Loading Study

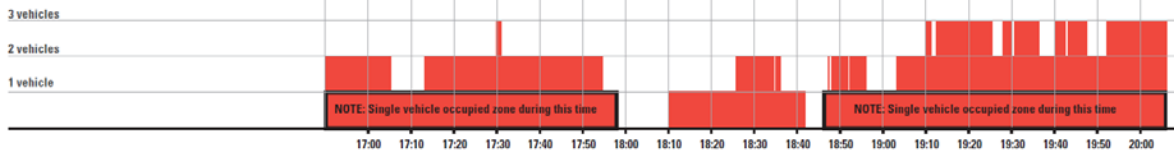
Union Square BID issued a survey designed by SFMTA and Planning to determine merchants' loading needs.

SFMTA staff and interns followed up on this survey by directly observing loading activity on random dates and times designed to get a complete picture of the peak loading between 9 AM and 8 PM.

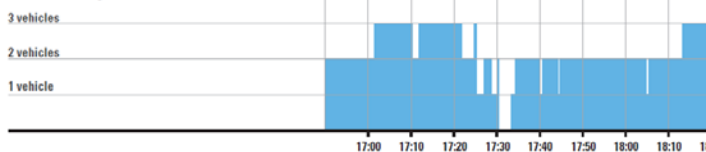
Loading Zone Detail (Evening): Powell St 200 block



West Loading Zone



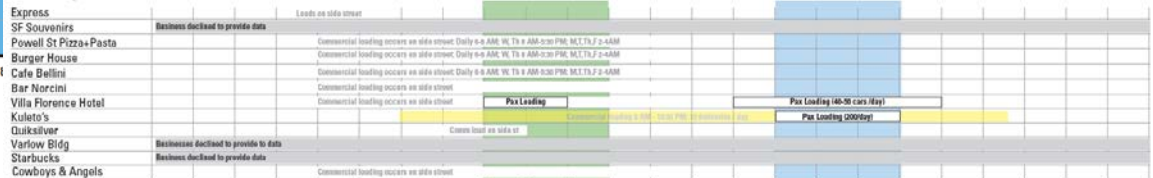
East Loading Zone



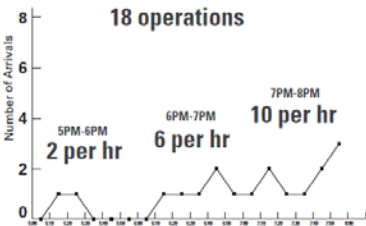
Loading Zone Use: Powell St 200 block



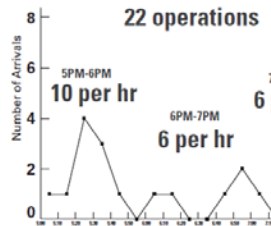
West Loading Zone



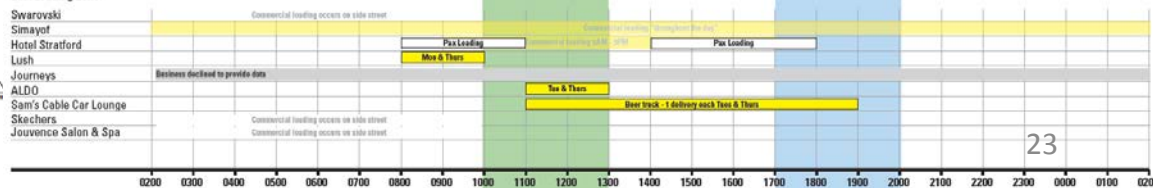
West Loading Zone



East Loading Zone



East Loading Zone

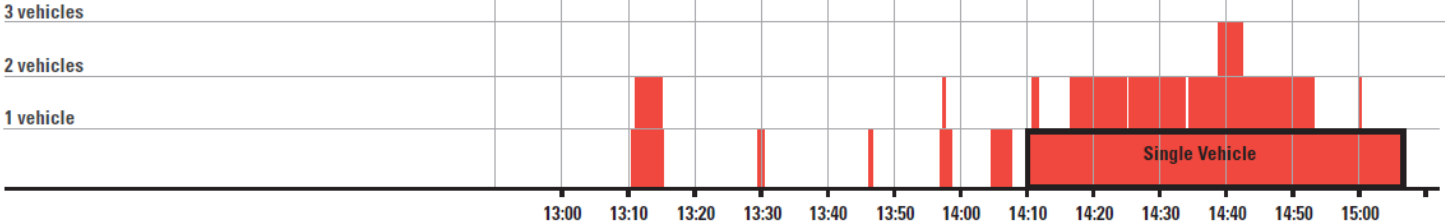


Loading Study

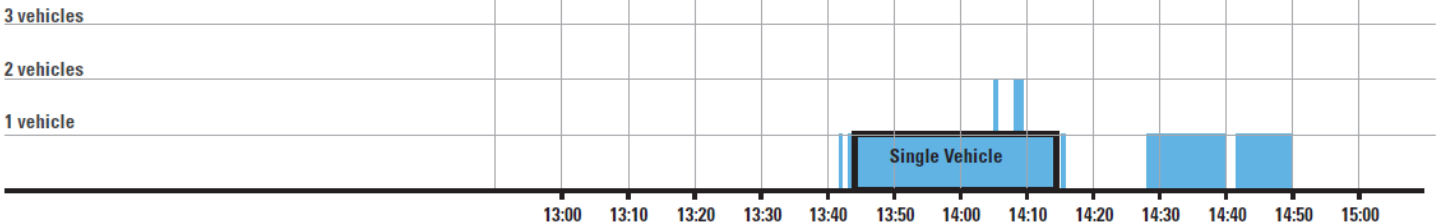
Loading Zone Detail (Early Afternoon): Powell St 200 block



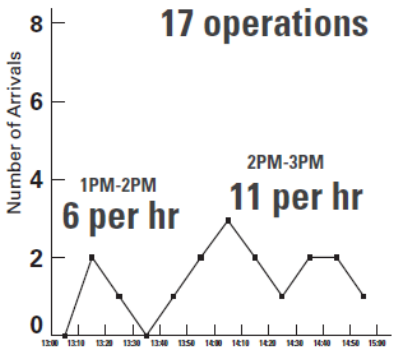
West Loading Zone



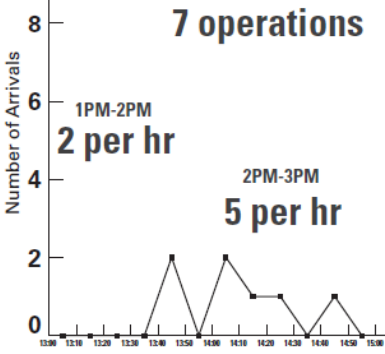
East Loading Zone



West Loading Zone



East Loading Zone



Summary

Both zones support about 6-7 loading operations per hour on average. The west zone was much more heavily trafficked than the east zone.

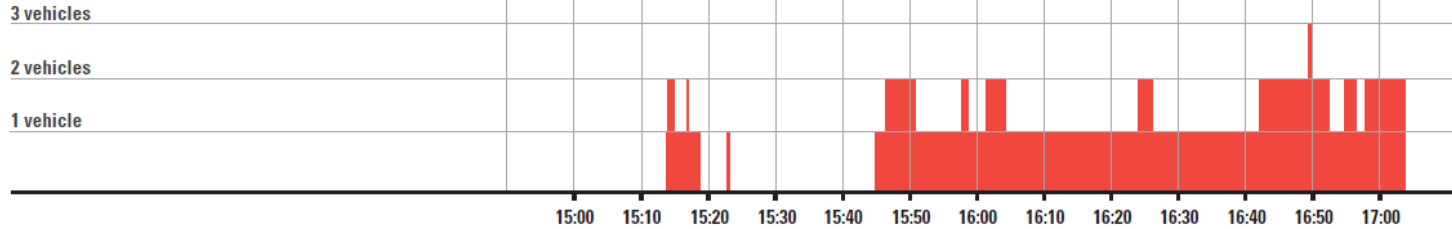
Both zones were occupied by single vehicles for long periods of time.

Loading Study

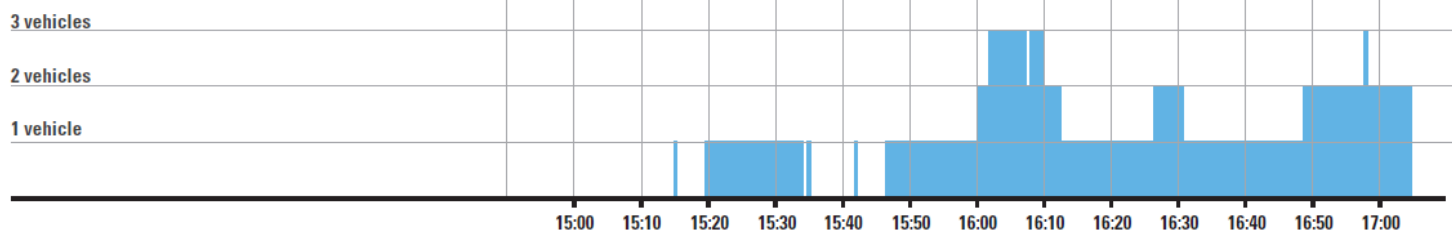
Loading Zone Detail (Late Afternoon): Powell St 200 block



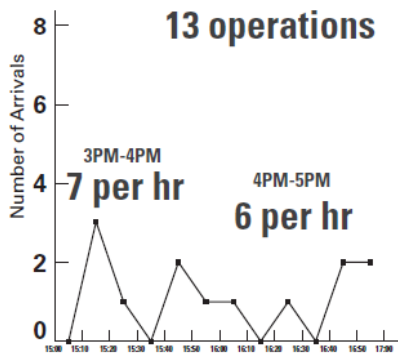
West Loading Zone



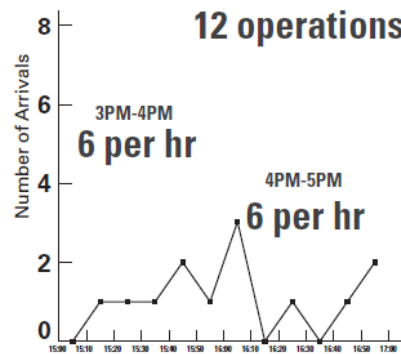
East Loading Zone



West Loading Zone



East Loading Zone



Summary

Both zones support about 6-7 loading operations per hour.

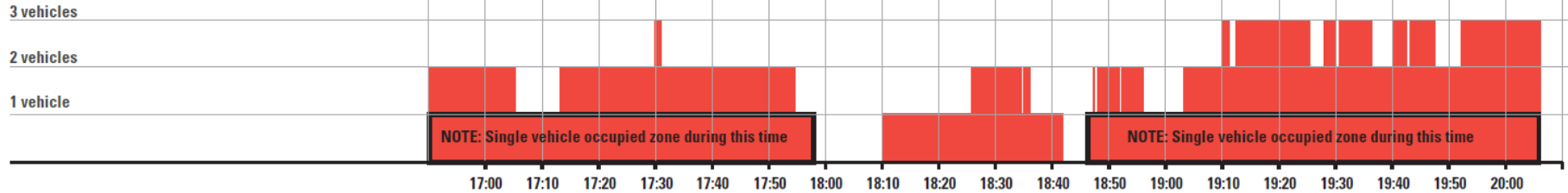
Both zones were occupied by single vehicles for long periods of time.

Loading Study

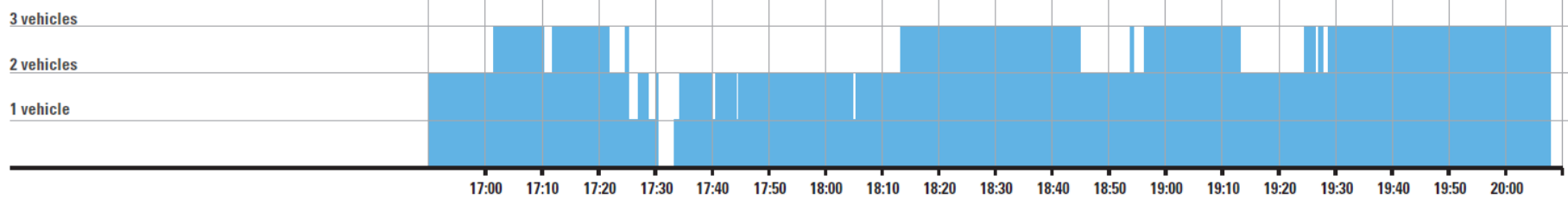
Loading Zone Detail (Evening): Powell St 200 block



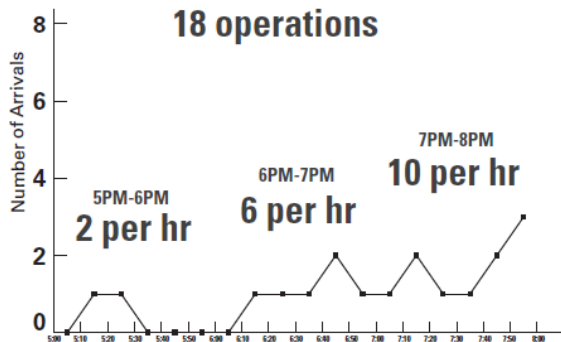
West Loading Zone



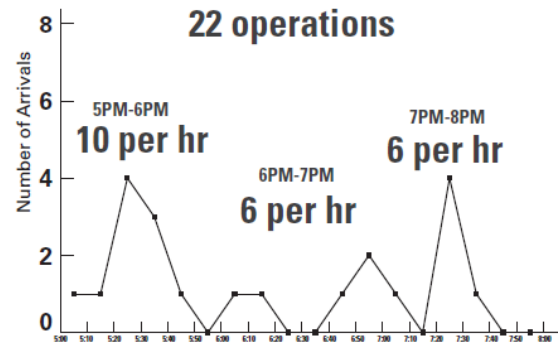
East Loading Zone



West Loading Zone



East Loading Zone



Summary

Both zones support about 6-7 loading operations per hour. All loading operations observed were passenger operations, except one commercial vehicle loading in the east zone.

Both zones were occupied by single vehicles for long periods of time. In the west loading zone, a car was parked in the zone at the beginning of the observation period and stayed in that location for an hour. This happened again with a different vehicle at the end of observation period. In the middle of the observation period a single vehicle was parked for 30 minutes.

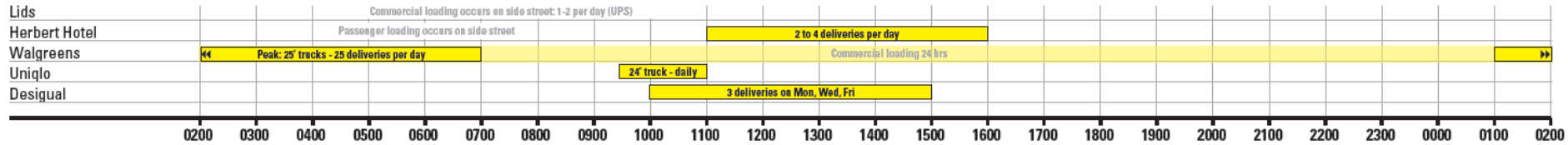
In the east loading zone, several vehicles remained parked for over 20 minutes.

Loading Survey

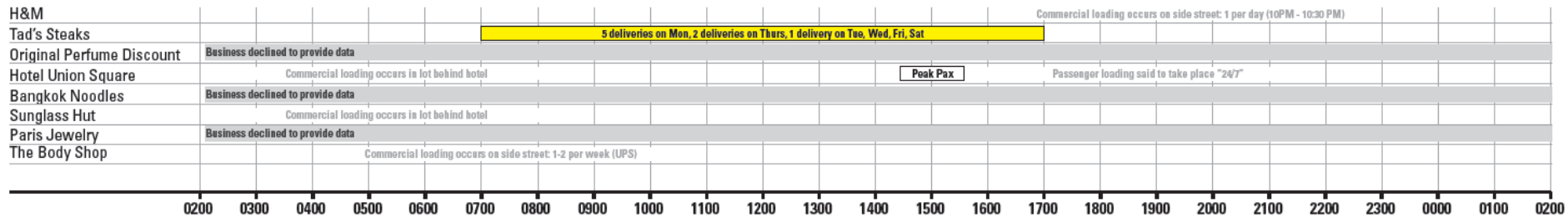


Loading Zone Use: Powell St 100 block

West Loading Zone



East Loading Zone

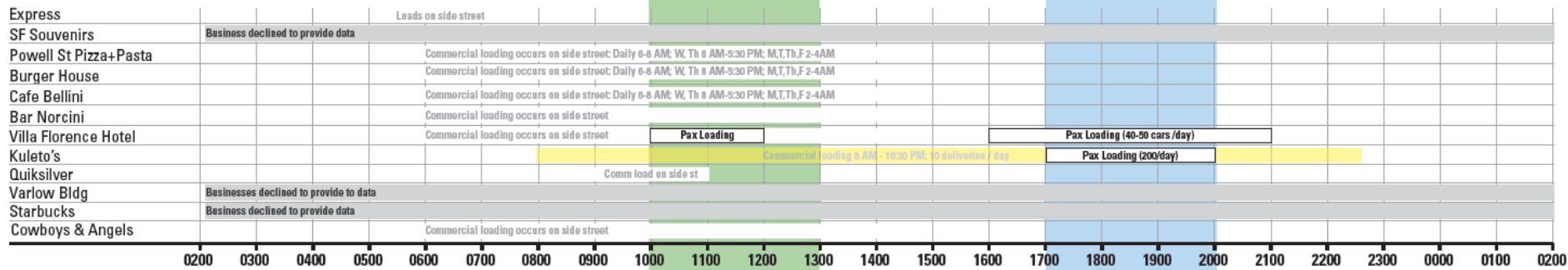


Loading Survey

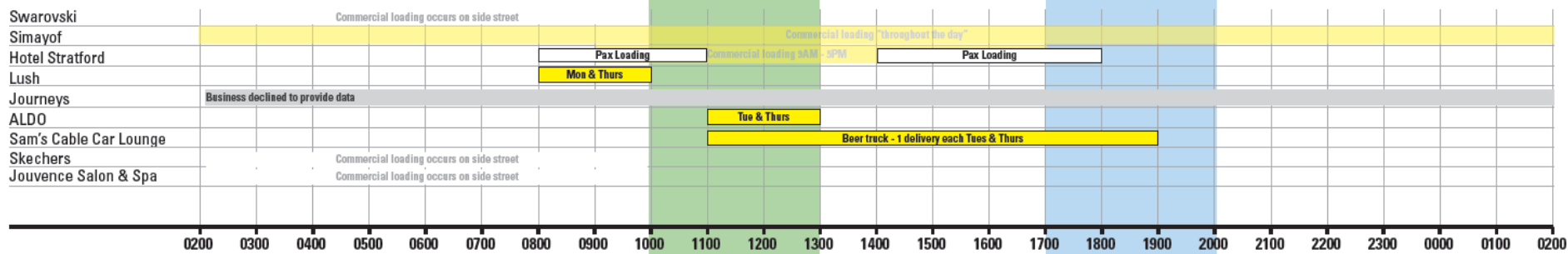
Loading Zone Use: Powell St 200 block



West Loading Zone



East Loading Zone



Cable Life Data – 25% reduction

