Powell Streetscape Project

SFMTA Board of Directors

March 3, 2020
Project Area

Two blocks of Powell Street, between Geary and Ellis streets
Previous Pilots

• **Powell Promenade Parklets (2011)**
  - Parklets replaced parking, consolidated loading activity mid-block
  - Very successful in expanding public space, but didn’t widen sidewalks the full block
  - Are now well past their useful lives

• **Powell Street Safety & Sidewalk Improvement Pilot (2015-2017)**
  - Limited turns onto Powell to passenger and goods loading, taxis, and cable cars
  - **Achieved goals:** 65% reduction in traffic, 75% reduction in turns, 23% longer life for cable, **no injury collisions** during pilot
  - Permanently legislated in 2017
Public Engagement

• Stakeholder design workshops with key stakeholders and organizations

• Outdoor open house on Powell Street

• Online survey

• On-going briefings/meetings
  • Union Square Business Improvement District
  • Hotel Council and hotel representatives
  • Powell businesses and property owners
  • Chamber of Commerce
  • Tenderloin Community Benefit District
  • Chinatown Community Development Center
Key Elements

• The project will **widen Powell’s sidewalks**, which see some of the most foot traffic in the City.

• On the Vision Zero *High Injury Network*, the new **pedestrian-focused layout** will build upon existing restrictions that limit traffic.

• The new streetscape will include a variety of materials to create an **inviting and attractive environment**.
The O’Farrell/Powell 38-Geary bus stop will move to the far-side of the intersection with a new bus bulb.

Stop-and-go traffic places wear on the cable car. Less traffic lengthens the life of the cable, decreases operator stress, and increases passenger safety.

At Powell & Geary, a new right-turn phase addresses conflicts between turning drivers and pedestrians.
Today’s Legislation

These items build upon previously approved legislation and are needed to advance design of the project.

1. Finalizes the extents and locations of loading zones
2. Relocates a 38-Geary bus stop with a new bus bulb
3. Makes southbound Powell from O’Farrell to Ellis Muni + taxi only
   • The existing loading zone on this block face will be relocated around the corner on O’Farrell Street, serving the Herbert Hotel
4. Designates new transit-only lanes on Powell Street
   • Accommodating passenger and goods loading, where permitted
POWELL STREET  DESIGN UPDATE

15'-0"
(EXISTING SIDEWALK WIDTH)

4'-9"
to
5'-9"
(ADDED SIDEWALK WIDTH)

25'-6"
to
26'-0"
ROADWAY

4'-9"
to
5'-9"
(ADDED SIDEWALK WIDTH)

15'-0"
(EXISTING SIDEWALK WIDTH)
Schedule

- Planning (incl. workshops) – 2017
- Conceptual design + engineering – 2018 - 2019
- Detailed design + engineering – 2020 - Early 2021
- Contractor bidding/award – Mid/Late 2021
- Construction begins – Jan 2022