What makes Polk Street great?

• Diverse neighborhood with a lot of activity

• Great place to walk w/ many unique shops & restaurants

• Less hills and calmer traffic make it attractive for north-south travel by bike
Polk has some of the highest concentration of pedestrian and bicycle injury collisions in San Francisco.

5 Year Collision History

<table>
<thead>
<tr>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>5-Year Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>53</td>
<td>69</td>
<td>122</td>
</tr>
</tbody>
</table>
Base project includes:

• High visibility crosswalks

• Red zones near intersections to improve visibility

• Bulb-outs at key corners

• Signal timing to slow vehicles or prioritize pedestrians at key locations

• Landscaping, seating, and other public realm improvements
Polk Street Alternatives

Upper/Middle Polk
(Union to Geary)

- Vibrant commercial district
- Mostly flat
- 44’-9” wide with no bike lanes

Lower Polk
(Geary to McAllister)

- Less commercial activity
- Moderate to steep southbound slope
- Higher concentration of injury collisions
- 48’-9” wide with existing bike lanes
Upper/Middle Polk
(Union to Geary)
Upper/Middle Polk Option A: Shared Roadway

- Adds green “sharrows”
- Approximately 88% of the parking spaces on Polk Street and 95% of the parking spaces within one block of Polk Street would be retained
Upper/Middle Polk Option B: One Bike Lane

- Provides a bike lane in one direction and green “sharrows” in the other direction
- Approximately 88% of the parking spaces on Polk Street and 95% of the parking spaces within one block of Polk Street would be retained
Upper/Middle Polk Option C: Two Bike Lanes

- Provides a curbside buffered bike lane in one direction and a standard bike lane in the other direction
- Could include a raised bike lane if feasible based on detailed design
- Approximately 45% of the parking spaces on Polk Street and 82% of the parking spaces within one block of Polk Street would be retained
Lower Polk
(Geary to McAllister)
Lower Polk Option A:
One-Way

- Converts Polk Street to one-way southbound
- Provides designated bike lanes in both directions
- Approximately 68% of parking spaces on Polk Street and 95% of the parking spaces within one block of Polk Street would be retained
- Would preclude some of the route change recommendations in the TEP
Lower Polk Option B: Buffered Bike Lanes

- Adds buffered bike lanes in both directions
- Installs turn pockets to reduce turning conflicts at key locations
- Could include raised bike lanes if feasible based on detailed design
- Approximately 45% of parking spaces on Polk Street and 92% of the parking spaces within one block of Polk Street would be retained
Lower Polk Option C: Focused Safety Improvements

- Adds green mixing zones at key locations to address “right-hook” crashes
- Modifies signal timing to slow vehicles and give bicyclists a head start at key locations
- Approximately 88% of Parking spaces on Polk Street and 97% of the parking spaces within one block of Polk Street would be retained
- Enhances existing bike lanes, but does not provide physical separation for cyclists
### Outreach to Date

#### 4 Public Meetings
- **First General Meeting to discuss project goals**: 9/26/2012
- **Design Workshop**: 10/27/2012
- **Open House Meeting to present options and collect feedback**: 12/1/2012
- **Open Houses to present new options**: 4/27/2013 & 4/30/2013

#### Focused Meetings with Merchant and Neighborhood Associations
- **Polk District Merchant Association (PDMA)**: 8/16/2012
- **Lower Polk Neighborhood Association (LPNA)**: 9/12/2012
- **Merchant Design Workshop (about 10 attendees)**: 11/9/2012
- **Middle Polk Neighborhood Association Meeting**
- **Merchant Design Open House (no attendees)**: 12/7/2012
- **Lower Polk Neighborhood Association**: 1/9/2013
- **Merchant Design Workshop #2 (low turnout)**: 1/16/2013
- **Save Polk Coalition and Sup Chiu**: 3/11/2013
- **Middle Polk Neighborhood Association Meeting**: 3/18/2013
- **Community Leadership Alliance Meeting**: 3/26/2013
- **Save Polk Coalition Design Workshop Series**

#### 7 Walking Tours
- October 2012- January 2013
Stakeholder Feedback

Upper/Middle Polk
55% of respondents favor minimal changes
• 66% of residents and local merchants favor minimal changes
• 78% of cyclists prefer Option C (two bike lanes)

Lower Polk
56% of respondents favor bike enhancements
• 54% of residents and local merchants favor minimal changes
• 77% of cyclists favor bike enhancements

* SFMTA received 1703 survey responses at two public meetings and online.
• SFMTA survey of 410 people on Polk Street found that roughly 17% of people come to Polk by car.

• Project may add back roughly 20-30 parking spaces on side streets.

• Net parking reduction could be roughly 4%-14% within a 1-block radius of Polk depending on which options are selected.
**Timeline and Next Steps**

2012-2013

**Planning**

2013-2014

**Project Approvals, Design**

2015

**Construction**

**Spring 2014:** SFMTA Board of Directors legislation

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**September 2012 – April 2013:**
Meetings with stakeholders to develop goals and project alternatives, and internal feasibility analysis.

**June-July 2013:** Select preferred alternative and seek public feedback
Thank You!