

Upper/Middle Polk Street

Union to Geary Streets

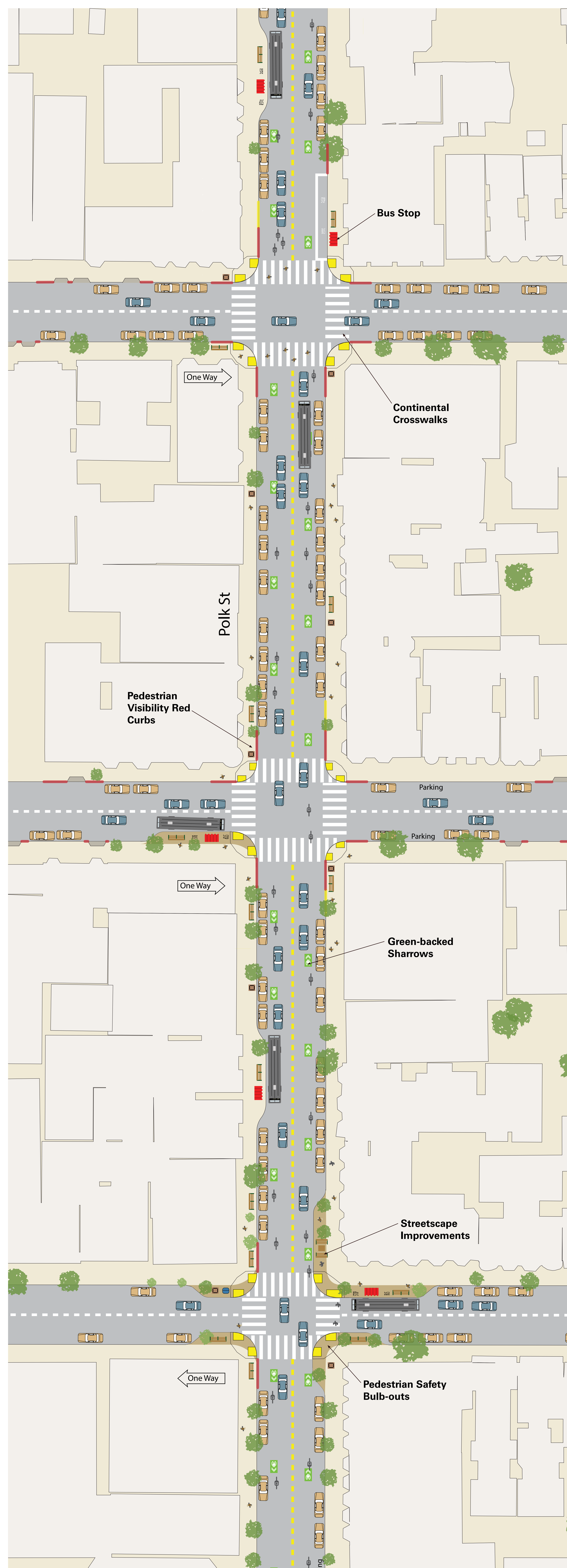
Option A: Shared Roadway

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
- **Adds green “sharrows” to guide cyclists and remind motorists to share the road**
- **Only removes parking at key locations to enhance pedestrian safety (approximately 5% of the spaces within one block of Polk street would be affected)**
- **SFMTA would evaluate and consolidate existing loading zones**

Challenges

- **Does not provide a designated space for cyclists**



Upper/Middle Polk Street

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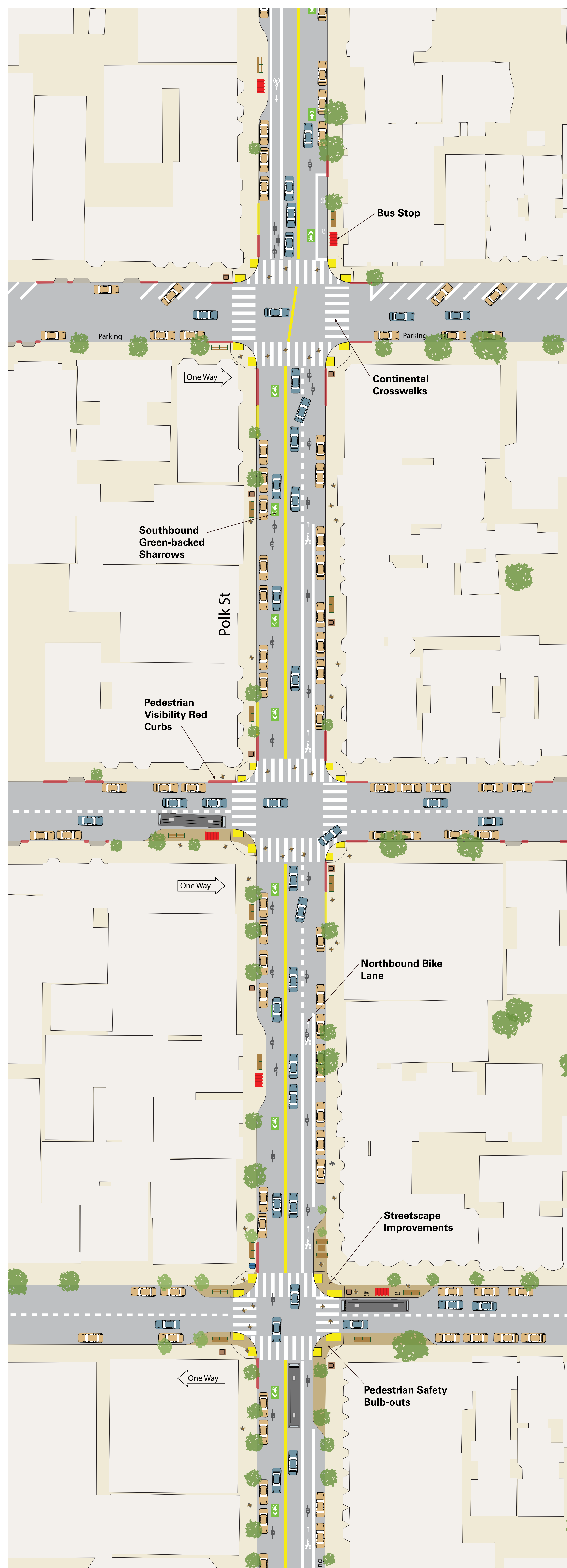
Option B: One Bike Lane

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
- **Provides a bike lane in the uphill direction so that cyclists don't have to ride with traffic**
- **Adds green "sharrows" in the downhill direction to guide cyclists and remind motorists to share the road**
- **Only removes parking at key locations to enhance pedestrian safety (approximately 5% of the spaces within one block of Polk street would be affected)**
- **SFMTA would evaluate and consolidate existing loading zones**

Challenges

- **Only provides a designated space for cyclists in one direction**
- **The side of the street with "sharrows" where cyclists share the lane with vehicles would be more narrow than existing conditions (12' shared lane)**



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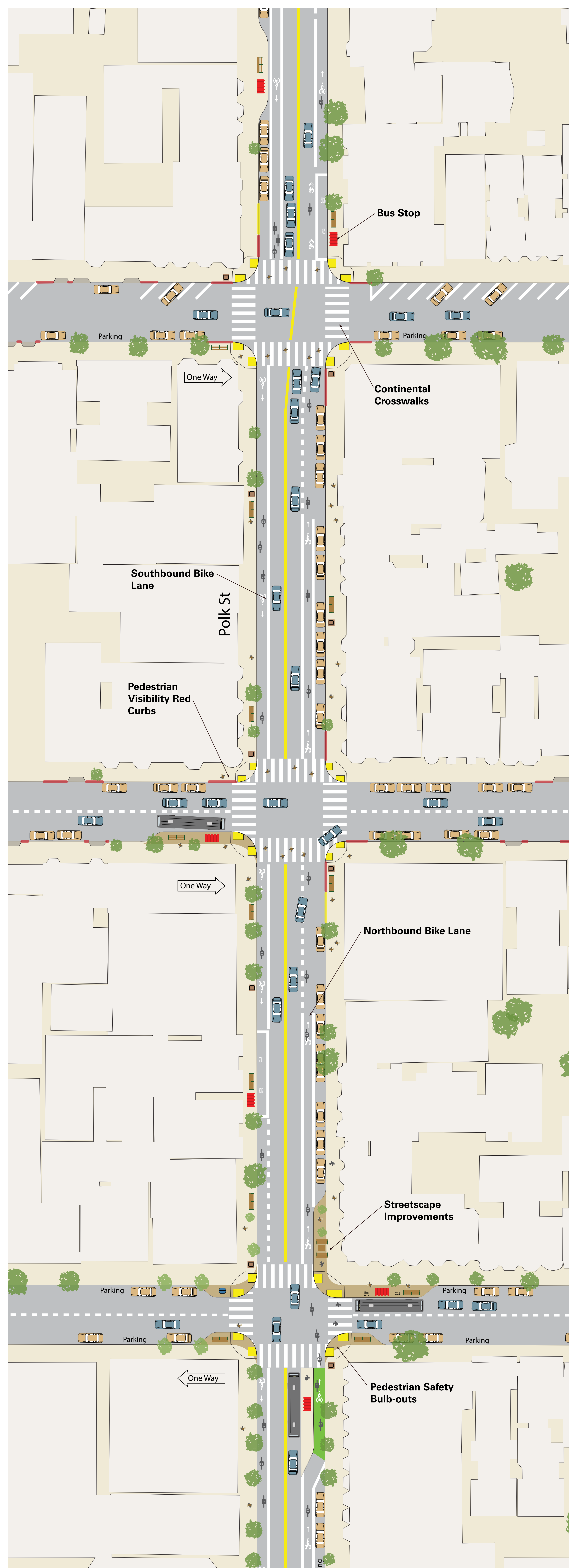
Option C: Two Bike Lanes

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
- **Provides a designated bike lane in both directions so that cyclists don't have to ride with traffic**
- **SFMTA would evaluate and consolidate existing loading zones**
- **SFMTA would evaluate opportunities to relocate or consolidate bus stops**

Challenges

- **Would require parking removal to accommodate red visibility curbs, bulb-outs and bicycle lanes (approximately 18% of parking within one block of Polk Street would be affected)**



Lower Polk Street

Geary to McAllister Streets

Option A: One-Way

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
 - Changes to cross streets to increase safety (road diets and turning lanes are being considered)
 - Raised crosswalks across alleys
- **Provides a separated bike lane in the northbound (uphill) direction**
- **Modifies traffic signal timing to slow vehicles and give a bicycle head-start at certain intersections**
- **Installs turn pockets to reduce turning conflicts for pedestrian and bicycle safety at key locations**
- **SFMTA would evaluate and consolidate existing loading zones**

Challenges

- **Would preclude some of the route change recommendations in the Transit Effectiveness Project (TEP). The northbound 19-Polk would stay on Larkin Street until Geary, instead of moving over to Polk Street as proposed in the TEP.**
- **Would require parking removal to accommodate red visibility curbs, bulb-outs and turning lanes (approximately 6% of parking within one block of Polk Street would be affected)**



Lower Polk Street

Geary to McAllister Streets

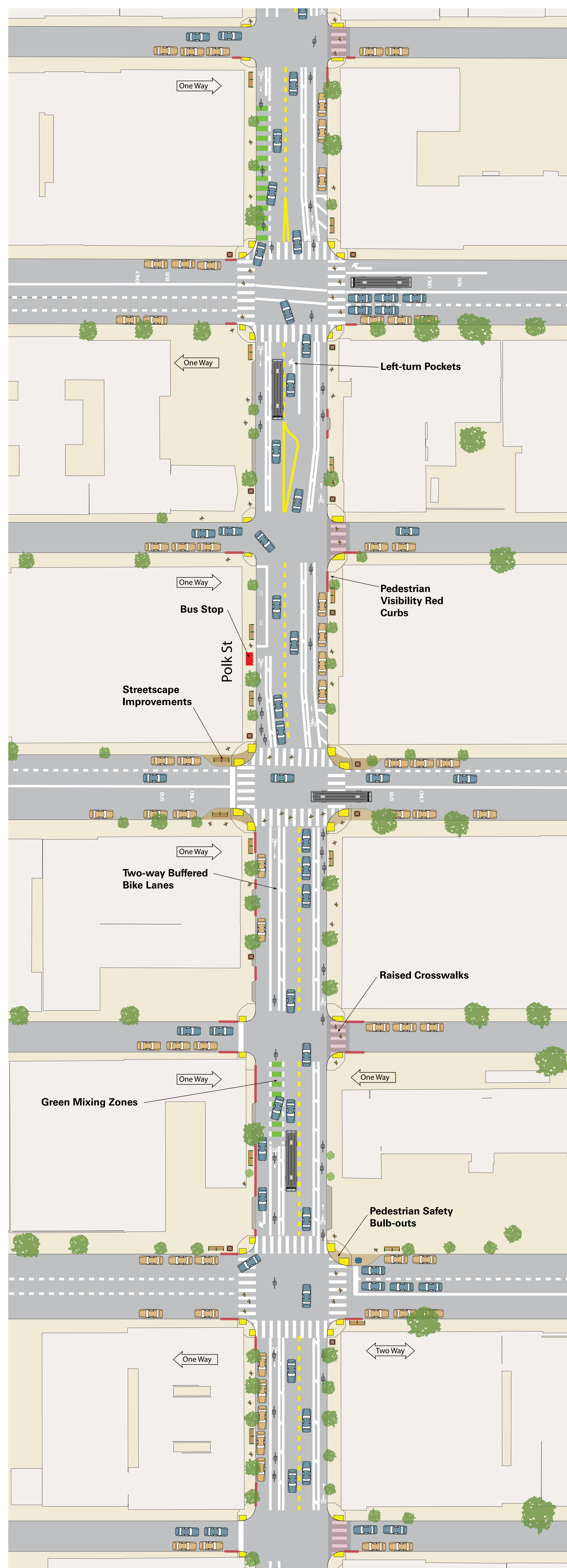
Option B: Buffered Bike Lanes

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
 - Changes to cross streets to increase safety (road diets and turning lanes are being considered)
 - Raised crosswalks across alleys
- **Adds buffered bike lanes in both directions**
- **One bike lane is not adjacent to parking, which would reduce the possibility of “dooring” collisions**
- **Modifies traffic signal timing to slow vehicles or give a bicycle head-start at certain intersections**
- **Installs turn pockets to reduce turning conflicts for pedestrian and bicycle safety at key locations**
- **SFMTA would evaluate and consolidate existing loading zones**

Challenges

- **Would require parking removal to accommodate red visibility curbs, bulb-outs and buffered bicycle lanes (approximately 8% of parking within one block of Polk Street would be affected)**



Lower Polk Street

Geary to McAllister Streets

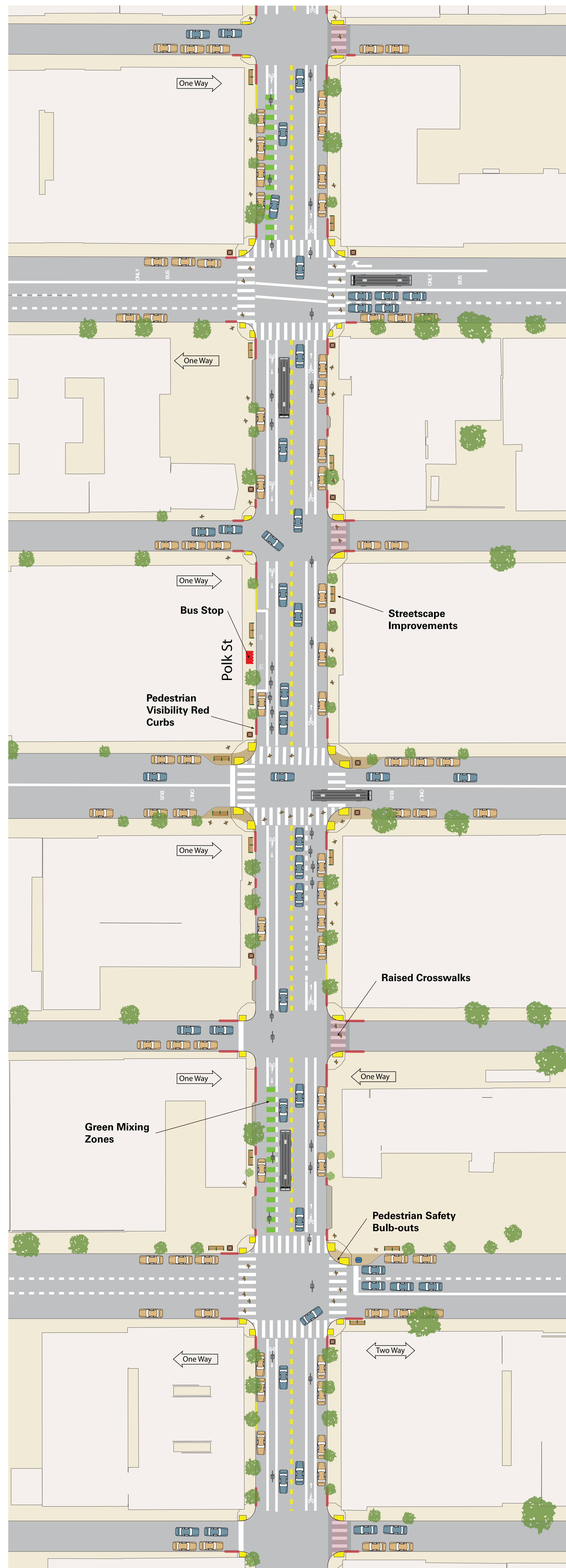
Option C: Focused Safety Improvements

Benefits

- **Includes pedestrian safety upgrades**
 - High-visibility crosswalks
 - Red zones near intersections to improve visibility
 - Bulb-outs at key corners
 - Signal timing to slow vehicles or give pedestrians a head-start at key intersections
 - Raised crosswalks across alleys
 - Changes to cross streets to increase safety (road diets and turning lanes are being considered)
- **Adds green mixing zones at key locations to address "right-hook" crashes**
- **Modifies traffic signal timing to slow vehicles and give a bicycle head-start at certain intersections**
- **Only removes parking at key locations to enhance pedestrian safety (approximately 3% of the spaces within one block of Polk street would be affected)**
- **SFMTA would evaluate and consolidate existing loading zones**

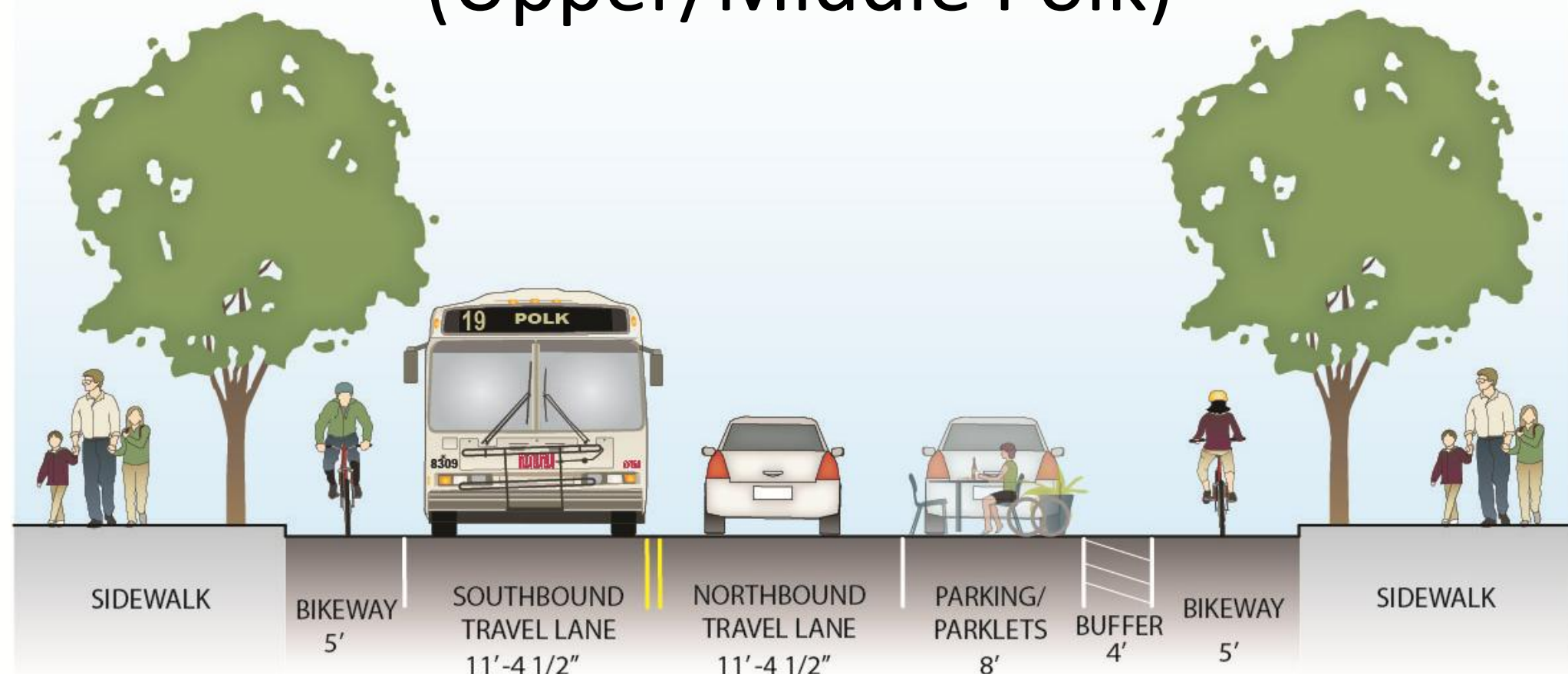
Challenges

- **Retains existing bike lanes, but does not provide physical separation for cyclists**

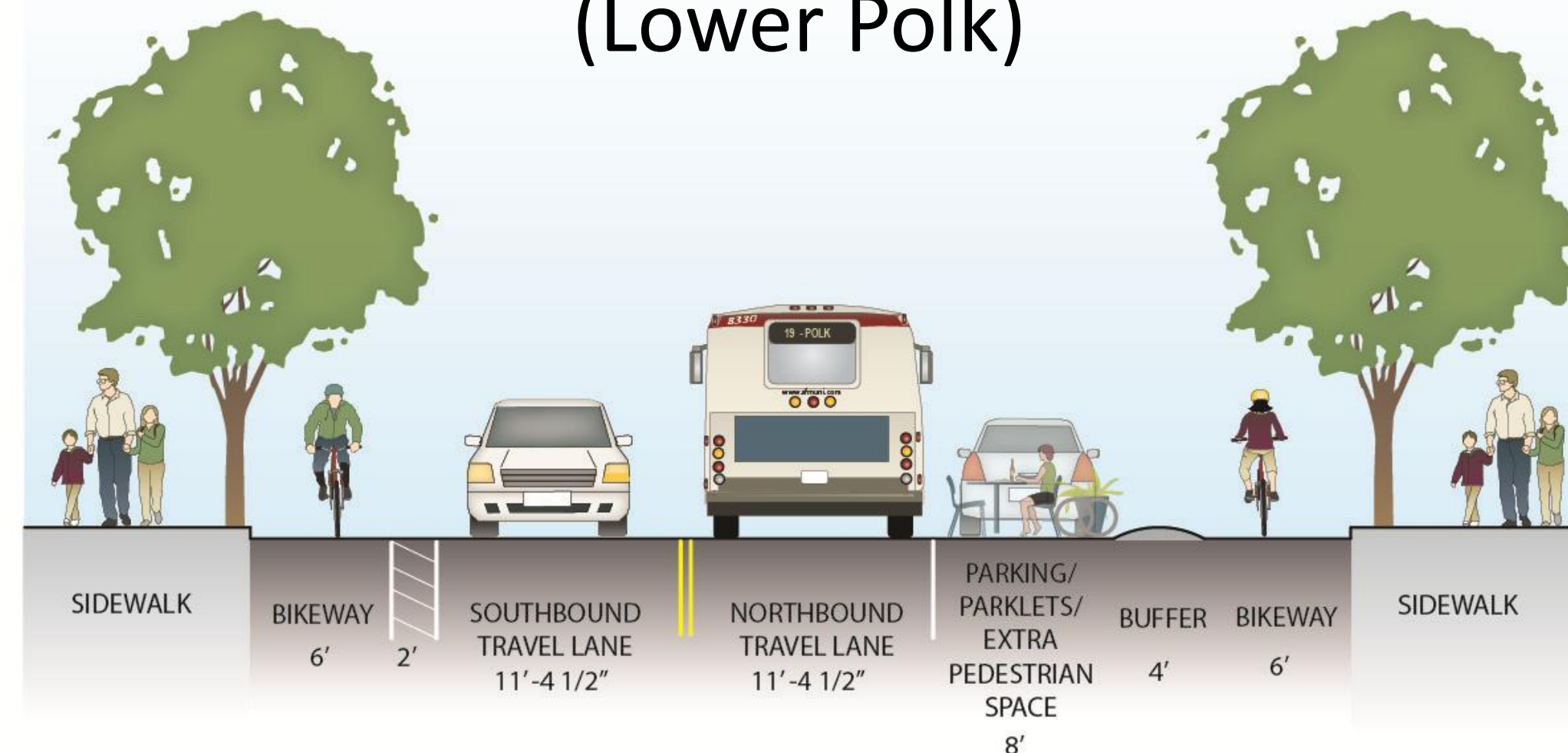


Why are some options not feasible?

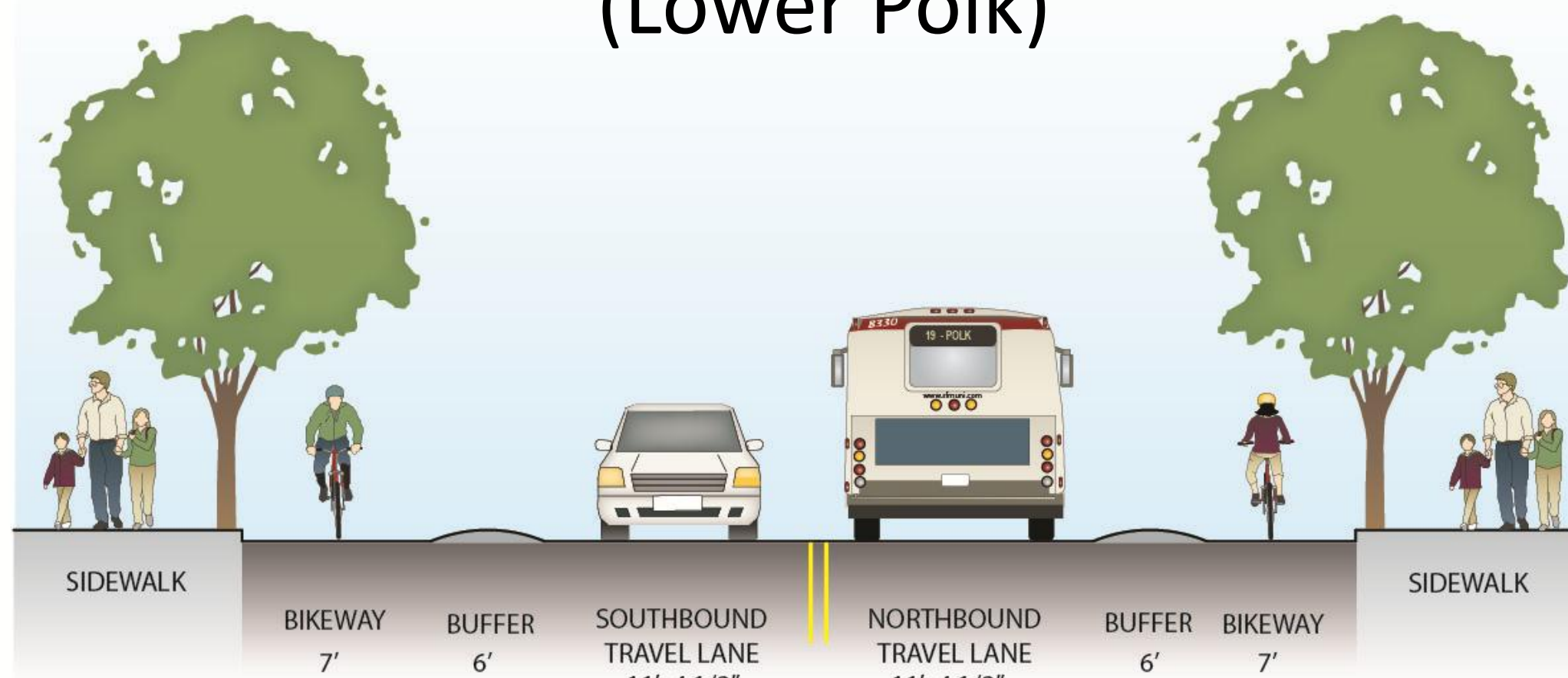
Curbside bikeways (Upper/Middle Polk)



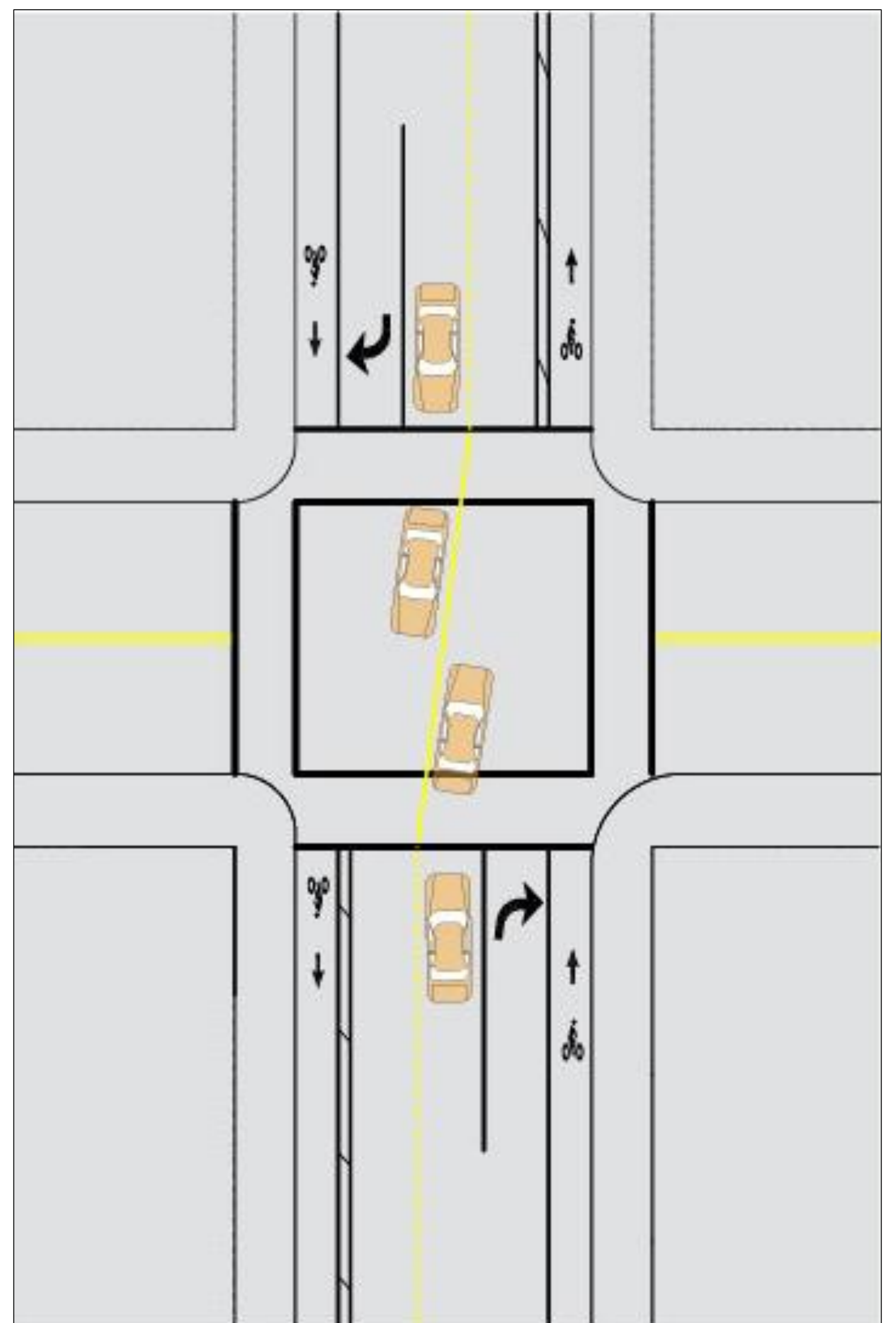
Uphill cycle track (Lower Polk)



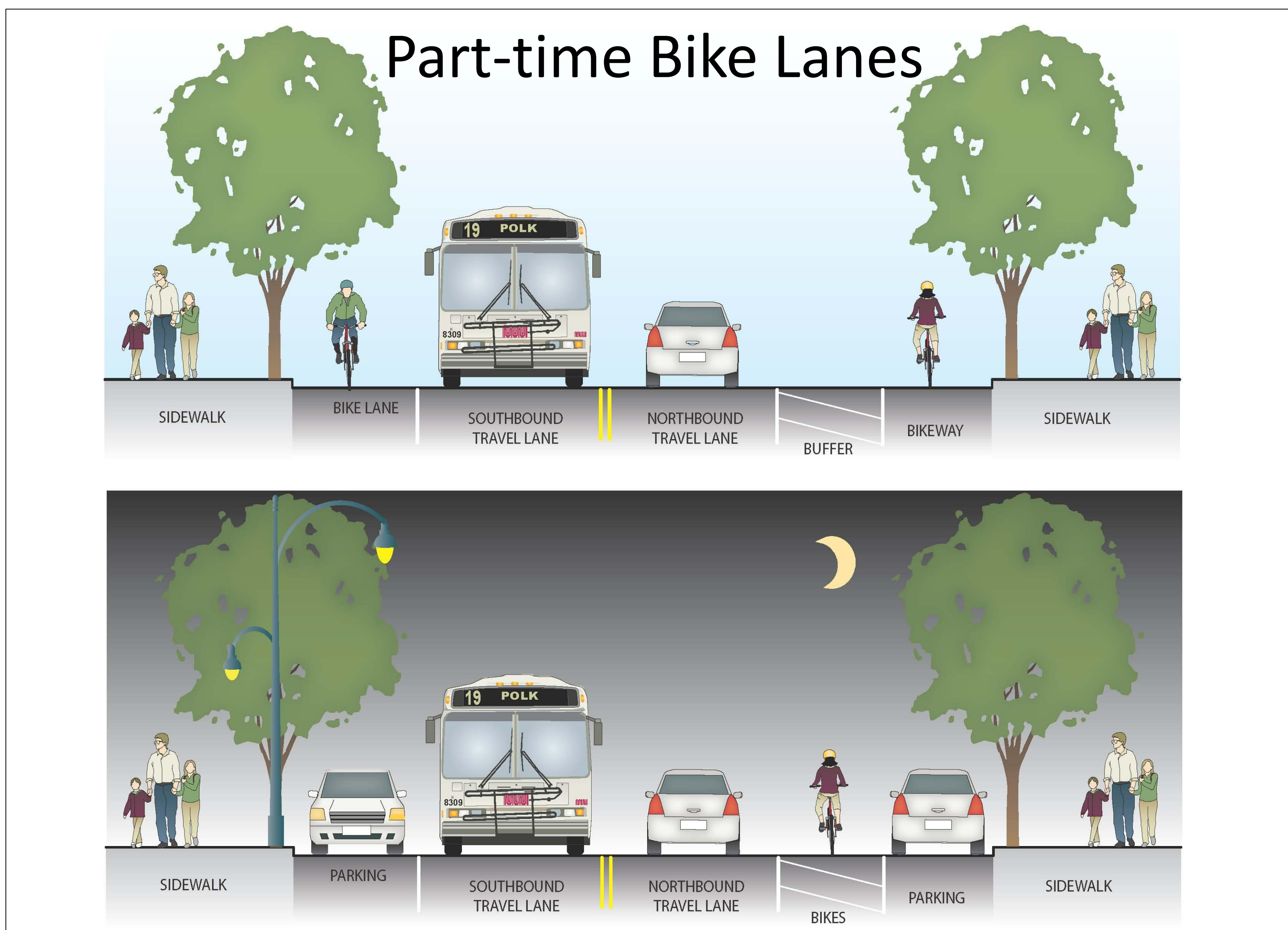
Two cycle tracks (Lower Polk)



- North of Post Street, Polk is too narrow to fit separated bike lanes
- Intersection treatments are required to avoid conflicts between cyclists and turning vehicles
- Separate traffic signal phases would create major delays for Muni
- Turn pockets at every intersection create an unacceptable lateral shift



Other Options Considered



- Potentially confusing street markings
- Bike lanes only present for part of the time

Other Infeasible Alternatives

- Bike lanes on Van Ness and Larkin
- Two way cycletrack