



MEETING SUMMARY

WORKING GROUP SESSION 1

INTRODUCTIONS/WELCOME

The first Polk Streetscape Working Group session was held on Tuesday September 17th 2013 from 4-6pm at City Hall. Most of the local community organization and merchant associations invited were in attendance.

Supervisor Aide Judson True provided a brief introduction to the new phase of this project and highlighted the following points:

- » This is an important project- City is investing \$8 million into Polk St
- » There are a lot of competing uses for Polk Street, as a transit corridor, a bicycle corridor, and a commercial corridor that people drive to and walk through. So by nature, there is a need for different users to compromise which can be difficult.
- » As we move forward, the City is committed to being inclusive and transparent as we gather input from the public. That's what today's meeting is about, as we begin to focus on the streetscape elements.



Project manager from MTA Luis Montoya provided the group of a summary of the roadway design:

- » MTA is analyzing the loading needs on the street and developing a recommendation for reconfiguring loading spaces and times
- » MTA is refining the conceptual design for roadway improvements
- » MTA will initiate the environmental review of the project in the Fall
- » The SFMTA Board of Directors will consider approving the recommendations once Environmental Review is complete, likely in summer 2014.

Project managers Cristina Olea from DPW and Kay Cheng from the Planning Department provided additional background information for the streetscape design process and projected schedule:

- » First working group meeting to discuss streetscape priorities and important locations September 17th
- » Second and last working group meeting to discuss potential streetscape measures October 22nd
- » Public meeting to share the complete street project showing roadway and streetscape in early 2014

WORKING GROUP SESSION 1

BREAK OUT SESSION ACTIVITIES

Following the introductions from staff and working group members, participants broke into small groups to provide feedback on streetscape. At the conclusion of the meeting, one person from each group summarized their group's discussion and shared their group's top three priorities for the street.

Activity 1: "My Favorite thing about Polk Street is..." similar themes that emerged:

- » Diversity in business mix, especially local neighborhood serving businesses and night life
- » Flat and walkable, bikeable route



Activity 2: Favorite and Least enjoyable block and place along Polk Street

Activity Summary: Each group summarized their group's discussion with their top three priorities for the street. Improving pedestrian safety, expanding pedestrian space, greening the street, and capitalizing on the alley network were the predominate themes that emerged from the discussion. Much discussion was centered on calming cross street traffic speed, providing additional sidewalk space near transit shelters, and filling in sparse or absent streetscape. Improving pedestrian safety through:

- » Special paving/crosswalks
- » Lighting (especially in alleys)
- » Countdown Signals

Expand Pedestrian Space through:

- » Corner bulbouts on Polk and side streets
- » Bus bulbouts at corner or midblock (possibly move bus stops to midblock at certain locations)

Greening the street through::

- » Continuous tree planting
- » Planters and sidewalk landscaping

Expand Pedestrian Space through:

- » Broadway - traffic calm, crossing safety,
- » Bush - traffic calm, unsynch East/West light timing
- » Pine - traffic calm
- » Geary - loitering, potential for park
- » California - at Van Ness, streetscape improvements to highlight cable car turnaround
- » Sutter - traffic calm
- » Alleyway network - lighting, raised crosswalks, right-turn only onto Polk

