

THIS PRINT COVERS CALENDAR ITEM NO.: 12

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Sustainable Streets

BRIEF DESCRIPTION:

Approving various traffic and parking modifications associated with the Polk Streetscape Project to improve safety, aesthetic qualities, and make Polk Street a more inviting place to walk, bike, and access transit.

SUMMARY:

- The Polk Streetscape Project will improve safety and transportation choices along Polk Street between McAllister Street and Union Street by installing bikeways and various pedestrian safety measures and improving transit operations.
- Segments of Polk Street have some of the highest concentrations of pedestrian and bicycle injury collisions in San Francisco, and this project’s safety improvements will contribute to the SFMTA’s Vision Zero goal of eliminating traffic deaths. 77% of pedestrian and bicycle collisions with vehicles occurred between McAllister Street and Pine Street while 23% occurred between Pine Street and Union Street.
- Polk Street is a vibrant, diverse neighborhood commercial corridor and the project seeks to make it an even more inviting place to live, visit, shop, and do business.
- Polk Street is the only north-south bicycle route that connects Market Street to neighborhoods to the north.
- The project will consolidate and relocate bus zones to improve Muni operations.
- The SFMTA partnered with the Planning Department and the Department of Public Works to host a series of community meetings between August 2012 and September 2014 to establish project goals, explore design alternatives, and discuss potential tradeoffs with stakeholders.
- The proposed actions are the Approval Actions as defined by the S. F. Administrative Code Chapter 31.

ENCLOSURES:

1. SFMTAB Resolution
2. Polk Streetscape Project Area Map
3. Polk Streetscape Project Cross-Section Graphics
4. Polk Streetscape Project Typical Block Graphic
5. Polk Streetscape Project Environmental Review Certificate of Determination

APPROVALS:

DATE

DIRECTOR _____ 2/16/15

SECRETARY _____ 2/16/15

ASSIGNED SFMTAB CALENDAR DATE: March 3, 2015

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PURPOSE

Approving various traffic and parking modifications on and near Polk Street between McAllister Street and Union Street to improve safety, aesthetic qualities, and make Polk Street a more inviting place to walk, bike, and access transit.

GOAL

This action supports the following SFMTA Strategic Plan Goal and Objectives:

Goal 1: Create a safer transportation experience for everyone

Objective 1.3: Improve the safety of the transportation system.

Goal 2: Make transit, walking, bicycling, taxi, ridesharing and carsharing the preferred means of travel

Objective 2.2: Improve transit performance.

Objective 2.3: Increase use of all non-private auto modes.

DESCRIPTION

The SFMTA proposes a variety of improvements on Polk Street between McAllister Street and Union Street to improve safety and transportation options. This project is one of the key initiatives that will advance the City's Vision Zero goal of eliminating traffic deaths. The project area spans several neighborhoods including Civic Center, Tenderloin, Polk Gulch, Nob Hill and Russian Hill. Polk Street is rich with diverse businesses and services, and already attracts many people from adjacent neighborhoods and from across San Francisco. SFMTA staff conducted surveys and spoke with local residents and merchants and found that many people appreciate the character of the street and its businesses but feel that more could be done to make it a safer and more attractive destination.

Polk Street has some of the highest concentrations of injury collisions in the city. Between 2006 and 2011, 53 pedestrian and 69 bicycle collisions with vehicles on Polk Street were reported to the San Francisco Police Department. The majority of those collisions were concentrated in the southern half of the project area- 77% of pedestrian and bicycle collisions with vehicles occurred between McAllister Street and Pine Street while 23% occurred between Pine Street and Union Street. Furthermore, 80% of the people walking and bicycling who were hit by cars were at an intersection, and 66% were not at fault. While the project seeks to improve bicycle and pedestrian safety along the entire project corridor, proposed measures are focused in the southern segment of the project area to address specific crash patterns.

Based on public input, data analysis and our Strategic Plan goals, three project goals were developed:

1. Improve safety for everyone
2. Make Polk Street a more inviting place for people who walk, ride a bike and take transit
3. Create a green, vibrant corridor for all people visiting, living and working on and near Polk Street

The project team worked closely with neighborhood stakeholders and advocates to develop a proposal that would achieve these goals by focusing safety improvements on the areas with most need, and improving the aesthetics of the entire corridor. Proposed improvements include:

Pedestrian Safety Improvements

A major focus of the project is to make Polk Street a safer place to walk. All 21 intersections within the project area will have high visibility crosswalks as a result of the project. Pedestrian safety bulbouts will be installed at the 10 corners where either the prevailing crash patterns indicate that bulbouts could improve safety or where the community has expressed a desire for shorter crossing distances. . Leading pedestrian signal intervals will be installed at key locations to allow people several seconds of a "WALK" signal before vehicles receive a green light, and red curb “daylighting” will be provided at all intersections to increase pedestrian visibility. Daylighting establishes red zones to restrict parking and improve sight lines to increase the distances pedestrians and motorists are visible to each other at intersection approaches and crosswalks. Left turns will be restricted at five locations where there are left turn collision patterns. Additionally, lane and traffic signal improvements at nine locations will separate turning cars from people walking across the street.

Transit Improvements

One block to the west, the Van Ness Bus Rapid Transit Project will vastly improve rapid network service and cross-town access to the corridor. However, the 19-Polk will continue to serve a vital role as a local transit route that brings customers close to the many businesses along Polk Street. The project will improve travel time and reliability of the 19-Polk by relocating four bus zones from the near to the far side of intersections, installing three bus bulbs, and consolidating seven stops. Stop consolidation will occur where existing bus stops are spaced at substandard distances while insuring that customers will not have to walk farther than one additional block to a bus stop. Additionally, the various left and right turn lanes being added to Polk to improve safety are expected to make traffic flow more smoothly and improve travel times for the 19-Polk.

Parking and Commercial Loading

The proposed project will remove approximately 140 parking spaces on Polk Street and the cross-streets to accommodate safety improvements. Seventy percent of parking on Polk Street would be retained, and 90 percent of on-street parking within a one block radius of the project would be retained. Some local merchants and residents have expressed concern about the effects of this parking removal on private auto access and commercial loading. In response, the project includes the addition or relocation of eight green short-term parking spaces to help meet the need for high-turnover customer parking. Additionally, there is a publicly owned garage on the corner of Polk and Bush that we will add more hourly parking spaces to. Monthly permits at the garage will be phased out so that all 129 parking spaces in that facility are dedicated to hourly parking.

In order to address commercial loading concerns, staff observed parking and loading along each of the 20 blocks within the project area and interviewed dozens of merchants about their commercial loading needs. The strategy was to better manage curb space to meet this vital need. As a result, the project will relocate, add, and change the operating times for over 50 commercial loading zones with the aim of making it easier for trucks to pull into and out of loading zones, reducing double parking, and focusing operating times to when they are most needed. These recommendations don’t only focus on the southern segment of the project area where parking is being converted for the raised cycle track, but also focus on the areas of the northern segment where double parking blocks traffic, transit and people bicycling. This corridor-wide strategy for commercial loading will result in reduced double parking, more efficient loading for merchants and their suppliers, and improve the safety and functionality of the street.

Additionally, 30 blue accessible parking zones would be added in the vicinity of the project to ensure that people with limited mobility have designated parking spaces.

Aesthetic Improvements

To make Polk Street a more inviting place to visit and shop, the project team worked with Planning Department and Public Works staff as well as local merchants and residents on a proposal to improve the public realm by upgrading street lighting, adding overhead string lighting, and improving landscaping along 13 blocks of Polk. Additionally, the project will improve both Fern and Bonita Alleys.

Bicycle Safety Improvements

Proposed bicycling improvements on Polk Street can generally be divided into two segments based on proposed measures:

1. McAllister Street to Pine Street
2. Pine Street to Union Street

1. McAllister Street to Pine Street

This segment of Polk Street currently has one travel lane in each direction with metered parking on both sides of the street (with the exception of the two blocks between McAllister and Turk which have three travel lanes and no parking on the east side of the street). There are currently bike lanes in both directions between McAllister and Post Streets. The 19-Polk bus operates in the northbound direction between Geary and Pine and in the southbound direction between Pine and Eddy with bus stops approximately every one to two blocks.

This segment of Polk Street has the some of the highest concentrations of injury collisions for people walking and bicycling. A detailed study of the crash patterns along each block indicates that the main safety issues on this segment of Polk Street are conflicts between turning vehicles and people bicycling in the southbound direction.

Between McAllister Street and Pine Street the project would add a green bike lane with intersection safety treatments at key locations in the southbound direction as well as a protected bikeway in the northbound direction in the form of a raised cycletrack adjacent to the curb. To accommodate the raised cycletrack, on-street parking would be removed and commercial loading zones would be relocated along the entire east side of Polk Street between Turk Street and Pine Street (parking is already not allowed on the east side of Polk between Turk and McAllister).

State Law Requirements Regarding Cycletracks

Protected bikeways, or “cycletracks” are authorized under California state law (see, Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer;
2. The alternative criteria is adopted by resolution at a public meeting after public comment and proper notice; and
3. The alternative criteria adheres to the guidelines established by a national association of public agency transportation officials.

The raised cycletrack proposed as part of the Polk Streetscape Project would meet these three conditions. The alternative criteria for the raised cycletrack design have been reviewed and approved by a qualified engineer prior to installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists. These alternative criteria will be adopted by SFMTA Board resolution. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO). The NACTO guidelines state that raised cycletracks require the following features:

- The cycletrack shall be vertically separated from the street at an intermediate or sidewalk level.
- Bicycle lane word, symbol, and /or arrow markings shall be placed at the beginning of a cycletrack and at periodic intervals along the facility based on engineering judgment.
- A raised cycletrack shall be protected from the adjacent motor vehicle travel lane. Protection strategies may include a raised or mountable curb, street furnishings, low vegetation, or a parking lane.
- If used, the mountable curb should have 4:1 or flatter slope edge without any seams or lips to interfere with bike tires to allow for safe entry and exit of the roadway. This curb should not be considered a rideable surface when determining cycletrack width.

The raised cycletrack for the Polk Streetscape Project will conform to these required NACTO design guidelines.

Other Considerations

The raised cycletrack on Polk Street also conforms with best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office of Disability, and Department of Public Works to ensure accessibility for all street users. The raised cycletrack will be mountable for curbside pick-up and drop-off by vehicles serving people with disabilities or a disabling health condition.

Additionally, at the four Polk Street intersections with the highest concentrations of bicycle injury collisions, (Geary Street, Ellis Street, Eddy Street and Turk Street), traffic signals will be modified to provide a dedicated right turning phase separate from through traffic and pedestrian and bicycle crossing phases. These measures will provide additional protection for pedestrians and southbound bicyclists and are expected to improve northbound Muni travel time.

Other traffic lane changes include adding dedicated left turn lanes to reduce turning conflicts and a "road diet" on the block of Polk Street between McAllister Street and Golden Gate Avenue, removing one of the two southbound travel lanes to accommodate the raised cycletrack and bikeway buffer space. The bikeway buffer space will provide additional space between bicyclists on the raised cycletrack and vehicles in the general travel lane. Vehicles serving people with disabilities or a disabling health condition will be able to enter the bikeway buffer and mount the raised cycletrack for curbside pick-up and drop-off.

2. Pine Street to Union Street

This segment of Polk Street currently has one travel lane in each direction with metered parking on both sides of the street. The 19-Polk bus operates in both directions on this section of Polk Street with bus stops approximately every one to two blocks.

Between Pine Street and Union Street, the Project would add green shared lane bicycle markings (“sharrows”) in the northbound direction indicating shared space for bicycles and vehicles. A new green bicycle lane is proposed in the southbound direction that will be adjacent to a wide parking lane to mitigate potential conflicts with the doors of parked cars. Together with the proposal for the southern segment of Polk, these improvements would result in 0.8 miles of new bike lanes, and more importantly, would close a gap in the network by connecting southbound bicyclists from Russian Hill all the way to Market Street.

Additionally, the Project will establish “tow-away no stopping” between 7 AM and 10 AM on the east side of Polk Street between Pine Street and Broadway in order to add more flexibility to the street given the narrow width and competition for space between various street users. Between 7AM and 10AM on weekdays, vehicles serving people with disabilities or a disabling health condition would still be permitted to enter the curb lane and make pick-ups and drop-offs. The Project would relocate yellow zones from the east side of Polk Street to the west side of Polk Street and to side streets near Polk Street to compensate for the temporary loss of loading on the east side of Polk Street during the morning peak period. SFMTA staff observations and interviews with merchants along this segment of Polk Street indicate that commercial loading is relatively light on weekday mornings. The relocation of yellow zones from the east side of Polk Street to the west side of Polk Street and to side streets near Polk Street should meet the loading needs of Polk Street between Pine Street and Broadway for the hours when the part-time bike lane is present.

Construction Monitoring and Project Evaluation

Consistent with current practice, SFMTA and Public Works staff will work with the neighborhood to address and minimize any disruptions caused by project construction.

Additionally, after the project has been implemented, SFMTA staff will evaluate the success of the project based on its conformance with the above stated project goals. Staff will evaluate street operations, including traffic and bicycle counts, transit ridership, commercial loading and parking patterns. Staff will base its evaluation on field observations as well as intercept surveys to gauge user perceptions of the street improvements. Surveys will be provided to members of the public, merchants, and other SFMTA staff (such as transit operators and parking control officers). Approximately one year after project implementation, staff will present its evaluation to the Board in a formal report.

Approximately two years after completion of the project, staff will report to the Board with a comparison of sales tax revenue data for Polk Street and other comparison locations. A consultant or other City department with expert knowledge and relevant experience will evaluate Polk Street’s economic vitality using methodologies based on similar studies conducted in peer cities.

These reports will be shared with the SFMTA Board of Directors and published on the SFMTA website. Staff will use these reports to help evaluate and design possible future projects and/or to recommend changes to the Polk Street project.

Proposed Project Parking and Traffic Modifications

The specific parking and traffic modifications are as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Polk Street, northbound, Pine Street to McAllister Street (raised cycletrack)
- B. ESTABLISH – CLASS II BIKEWAY - Polk Street, southbound, Post Street to Union Street
- C. ESTABLISH - TOW-AWAY NO STOPPING, 7 AM TO 10 AM, MONDAY THROUGH FRIDAY - Polk Street, east side, Broadway to Pine Street
- D. ESTABLISH – NO PARKING ANYTIME and ESTABLISH – SIDEWALK WIDENING (BULB-OUTS) - Geary Street, north side, from Polk Street to 22 feet westerly (6-foot bulb-out, rescinds parking meter #1002); Bush Street, south side, from Polk Street to 22 feet easterly (6-foot bulb-out, rescinds parking meter #1345); Bush Street, south side, from Polk Street to 22 feet westerly (6-foot bulb-out); Pine Street, north side, from Polk Street to 22 feet easterly (6-foot bulb-out, rescinds parking meter #1460-G); Pine Street, north side, from Polk Street to 22 feet westerly (6-foot bulb-out, rescinds blue zone); California Street, south side, from Polk Street to 44 feet easterly (6-foot bulb-out, rescinds parking meters #1555-G, #1557-G); California Street, north side, from Polk Street to 43 feet westerly (6-foot bulb-out, rescinds parking meters #1602, #1604); Broadway, south side, from Polk Street to 55 feet easterly (6-foot bulb-out, rescinds parking meters #1445, #1443); Broadway, north side, from Polk Street to 38 feet westerly (6-foot bulb-out, rescinds parking meters #1502, #1504); Polk Street, west side, from Broadway to 38 feet northerly (6-foot bulb-out, rescinds parking meters #2101, #2103); Polk Street, east side, from Green Street to 53 feet southerly (6-foot bulb-out, rescinds bus zone); Polk Street, west side, from Green Street to 38 feet southerly (6-foot bulb-out, rescinds parking meter #2235); Green Street, south side, from Polk Street to 38 feet easterly (6-foot bulb-out, rescinds parking meters #1341, #1339); Green Street, south side, from Polk Street to 38 feet westerly (6-foot bulb-out); Green Street, north side, from Polk Street to 38 feet westerly (6-foot bulb); and Polk Street, west side, from Green Street to 38 feet northerly (6-foot bulb-out, rescinds parking meters #2301, #2303);
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Polk Street, east side, from Pine Street to Turk Street; Polk Street, west side, from Turk Street to 102 feet northerly (rescinds white zone and parking meter #609); Polk Street, west side, from Eddy Street to Willow Street (rescinds parking meters #705, #711); Polk Street, west side, from Ellis Street to Olive Street (rescinds blue zone and parking meter #805); Polk Street, west side, from Geary Street to O'Farrell Street (rescinds parking meters #909, #911, #919, #925); Polk Street, west side, from Cedar Street to Geary Street (rescinds blue zone, white zone, and parking meters #1001, #1003, #1009); Polk Street, west side, from Austin Street to Bush Street (rescinds parking meters #1301, #1305, #1307, #1311, #1313); Polk Street, west side, from California Street to 60 feet northerly (bus bulb); and Polk Street, east side, from Broadway to 60 feet southerly (rescinds parking meters #2032, #2032)
- F. ESTABLISH – RED ZONE - McAllister Street, north side, from Polk Street to 17 feet easterly (rescinds parking meter #62-G); Polk Street, west side, from McAllister Street to 7 feet northerly (taxi zone); Elm Street, north side, from Van Ness Avenue to 14 feet easterly (parking meter #142); Polk Street, west side, from Golden Gate Avenue to 28 feet northerly (rescinds parking meter #501); Olive Street, south side, from Polk Street to 10 feet westerly; Polk Street, west side, from Post Street to 10 feet southerly (bus zone); Post Street, south side, from Polk

Street to 25 feet westerly (rescinds parking meter #1101); Post Street, north side, from Polk Street to 21 feet westerly (rescinds parking meter #1102); Sutter Street, south side, from Polk Street to 18 feet easterly (parking meter #1155-G); Polk Street, west side, from Sutter Street to 55 feet northerly (bus zone); Polk Street, west side, from Pine Street to 22 feet northerly (rescinds parking meter #1401); Polk Street, east side, from California Street to 11 feet northerly (bus zone); Sacramento Street, north side, from Polk Street to 21 feet easterly (rescinds parking meter #1658); Jackson Street, south side, from 5 feet to 25 feet east of Polk Street (rescinds parking meter #1545); Pacific Avenue, south side, from 3 feet to 23 feet west of Polk Street (rescinds parking meter #1601); Polk Street, west side, from Washington Street to 10 feet northerly; Polk Street, east side, from Pacific Avenue to 10 feet northerly (bus zone); Broadway, south side, from Polk Street to 20 feet westerly (rescinds parking meter #1501); Broadway, north side, from Polk Street to 20 feet easterly (rescinds parking meter #1444); Vallejo Street, south side, from Polk Street to 8 feet westerly; Polk Street, west side, from Vallejo Street to 12 feet northerly (bus zone); Polk Street, east side, from Green Street to 43 feet northerly (rescinds parking meter #2304 & Blue Zone); and Polk Street, west side, from Union Street to 7 feet northerly (bus zone)

- G. ESTABLISH – BLUE ZONE - McAllister Street, north side, from 17 feet to 45 feet east of Polk Street (parking meter #60-G); Elm Street, north side, from 14 feet to 40 feet east of Van Ness Avenue (parking meter #140); Turk Street, north side, from 10 feet to 36 feet east of Polk Street (parking meter #546); Turk Street, north side, from 5 feet to 25 feet west of Polk Street (parking meter #602); Ellis Street, south side, from 5 feet to 27 feet east of Polk Street (parking meter #743); Ellis Street, south side, from 12 feet to 31 feet west of Polk Street (parking meter #803); Ellis Street, north side, from Polk Street to 20 feet westerly (parking meter #802); Olive Street, south side, from 6 feet to 24 feet east of Van Ness Avenue (parking meter #143); O'Farrell Street, south side, from 4 feet to 24 feet east of Polk Street (white zone); O'Farrell Street, south side, from Van Ness Avenue to 20 feet easterly (parking meter #937); Post Street, south side, from 25 feet to 51 feet west of Polk Street (parking meter #1103); Sutter Street, south side, from 18 feet to 44 feet east of Polk Street (parking meter #1153-G); Fern Street, south side, from 4 feet to 30 feet west of Polk Street (parking meter #101); Polk Street, west side, from 4 feet to 30 feet south of Bush Street (parking meters #1241); Austin Street, south side, from 9 feet to 27 feet east of Van Ness Avenue (100 Block, parking meter 141-G); Bush Street, south side, from 32 feet to 62 feet east of Polk Street (parking meter #1343); Bush Street, south side, from 15 feet to 35 feet east of Van Ness Avenue (parking meter #1441); Pine Street, north side, from 22 feet to 47 feet west of Polk Street (parking meter #1504); Polk Street, east side, from 11 feet to 33 feet north of California Street (bus zone); Polk Street, east side, from 7 feet to 25 feet north of Clay Street (parking meter #1704); Polk Street, west side, from 8 feet to 28 feet north of Clay Street (parking meter #1701); Washington Street, north side, from 13 feet to 35 feet east of Van Ness Avenue (parking meter #1754); Polk Street, east side, from 10 feet to 32 feet south of Jackson Street (parking meter #1834); Polk Street, west side, from 7 feet to 29 feet south of Jackson Street (parking meter #1833G); Jackson Street, north side, from Polk Street to 20 feet westerly (parking meter #1602); Polk Street, west side, from 17 feet to 35 feet south of Pacific Avenue (parking meter #1935); Broadway, south side, from 20 feet to 46 feet west of Polk Street (parking meter #1503); Broadway, north side, from 20 feet to 46 feet east of Polk Street (parking meter #1442); Broadway, north side, from Larkin Street to 26 feet westerly (unmetered space); Vallejo Street, north side, from 10 feet to 30 feet west of Larkin Street (unmetered

space); Green Street, south side, from Van Ness Avenue to 20 feet easterly (yellow zone); and Green Street, north side, from 38 feet to 58 feet west of Polk Street (unmetered space)

- H. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 28 feet to 50 feet south of Hemlock Street (parking meter #1107); Fern Street, south side, from 8 feet to 30 feet east of Polk Street (parking meter #45); Bush Street, south side, from 93 feet to 111 feet east of Polk Street (parking meter #1333); Polk Street, west side, from 69 feet to 111 feet north of Pine Street (parking meters #1411, #1415); Polk Street, west side, from 95 feet to 117 feet south of California Street (parking meter #1425); Polk Street, west side, from 38 feet to 98 feet north of Broadway (parking meters #2105, #2107, #2111-G); Polk Street, east side, from 78 feet to 156 feet north of Broadway (parking meters #2116 & #2118, #2120); Vallejo Street, south side, from 8 feet to 68 feet west of Polk Street (parking meters #1501, #1503, #1505); and Polk Street, east side, from 43 feet to 65 feet north of Green Street (parking meter #2306)
- I. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 5 feet to 49 feet south of Eddy Street (parking meters #629, #627); Olive Street, south side, from 10 feet to 50 feet from Polk Street; Polk Street, west side, from 10 feet to 40 feet south of Post Street (bus zone); Polk Street, west side, from 4 feet to 40 feet north of Hemlock Street (parking meters #1125, #1129); Polk Street, west side, from 18 feet to 62 feet north of Austin Street (parking meters #1329, #1331); and Polk Street, west side, from 22 feet to 66 feet north of Pine Street (parking meter #1405, #1407)
- J. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 7 feet to 47 feet north of Pacific Avenue (parking meters #2001-G, #2003); and Polk Street, east side, from 16 feet to 102 feet north of Vallejo Street (parking meters #2204, #2208, #2210, #2214)
- K. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 51 feet to 95 feet south of Jackson Street (parking meters #1825, #1829); and Green Street, south side, from 20 feet to 50 feet east of Van Ness Avenue (unmetered space)
- L. ESTABLISH – YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Frank Norris Street, north side, from 25 feet to 86 feet east of Polk Street (parking meters #36, #38, #40)
- M. ESTABLISH – YELLOW METERED LOADING ZONE, 10 AM TO 1 PM, MONDAY THROUGH FRIDAY - Polk Street, east side, from 33 feet to 139 feet north of California Street (bus zone, parking meters #1510, #1512, #1516, #1520); Polk Street, east side, from 75 feet to 96 feet north of California Street (parking meter #1614); Polk Street, east side, from 85 feet to 125 feet north of Clay Street (parking meters #1714, #1716); and Polk Street, east side, from 104 feet to 148 feet south of Broadway (parking meters #2024, #2020)
- N. ESTABLISH – YELLOW METERED LOADING ZONE, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY - Polk Street, east side, from 8 feet to 75 feet south of Clay Street (parking meters #1630, #1632, #1634); Polk Street, east side, from 12 feet to 32 feet south of

Washington Street (parking meter #1740); Polk Street, east side, from 76 feet to 114 feet north of Washington Street (parking meters #1810, #1812); and Polk Street, east side, from 9 feet to 67 feet north of Jackson Street (parking meters #1904, #1908, #1910)

- O. ESTABLISH – YELLOW METERED LOADING ZONE, 6 AM TO 11AM, MONDAY THROUGH SATURDAY - Ellis Street south side, from 93 feet to 115 feet east of Polk Street (parking meter #733)
- P. ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY - Geary Street, north side, from 60 feet to 80 feet west of Polk Street (parking meter #1008)
- Q. ESTABLISH – 30-MINUTE GREEN METERS, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Pine Street, north side, from 22 feet to 47 feet east of Polk Street (parking meter #1458); Pine Street, north side, from 46 feet to 67 feet west of Polk Street (parking meter #1508); California Street, south side, from 65 feet to 87 feet east of Polk Street (parking meter #1551); Polk Street, west side, from 10 feet to 30 feet north of Washington Street (parking meter #1803G); Polk Street, west side, from 29 feet to 51 feet south of Jackson Street (parking meter #1831); Polk Street, west side, from 98 feet to 118 feet north of Broadway (parking meter #2115); Polk Street, west side, from 36 feet to 56 feet south of Vallejo Street (parking meter #2133); and Polk Street, east side, from 33 feet to 55 feet south of Vallejo Street (parking meter #2130)
- R. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Turk Street, north side, from 36 feet to 80 feet east of Polk Street (500 Block, rescinds parking meters #540, #544); Eddy Street, north side, from 14 feet to 54 feet east of Polk Street (600 Block, parking meters #642, #644); and O'Farrell Street, south side, from 42 feet to 63 feet east of Polk Street (800 Block, parking meter #833)
- S. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Austin Street, south side, from 8 feet to 49 feet west of Polk Street (parking meters #101, #103)
- T. ESTABLISH – PASSENGER LOADING ZONE, 6:30 PM TO 9:30 PM, WEDNESDAY, 9 AM TO 1 PM, SUNDAY - Bush Street, north side, from 13 feet to 33 feet east of Polk Street (parking meter #1346)
- U. ESTABLISH – PASSENGER LOADING ZONE, 10 AM TO 10 PM, MONDAY THROUGH FRIDAY, 7 AM TO 10 PM SATURDAY AND SUNDAY - Polk Street, east side, from 60 feet to 104 feet south of Broadway
- V. ESTABLISH – SHUTTLE BUS ZONE, 7 AM TO 11 PM, MONDAY THROUGH FRIDAY, 10 AM TO 11 PM, SATURDAY AND SUNDAY - Turk Street, north side, from 25 feet to 97 feet west of Polk Street (rescinds parking meter #604 and twelve metered motorcycle spaces)
- W. RESCIND – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Polk Street, east side, from 85 feet to 128 feet north of Jackson Street (parking meters #1916, #1920)

- X. RESCIND – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Polk Street, east side, from 55 feet to 78 feet south of Vallejo Street (parking meter #2128)
- Y. RESCIND – PASSENGER LOADING ZONE, 6 PM TO 11 PM, DAILY - Clay Street, south side, from 6 feet to 44 feet west of Polk Street (restores two metered spaces)
- Z. RESCIND – BUS ZONE - Polk Street, east side, from Cedar Street to Post Street (bus zone relocated to north of Post Street); Polk Street, west side, from Post Street to 76 feet southerly (restores three metered spaces); Polk Street, east side, from Sutter Street to 58 feet northerly; Polk Street, west side, from Sutter Street to 55 feet northerly (bus zone relocated to south of Sutter Street); Polk Street, east side, from California Street to 55 feet northerly (restores one blue zone and one metered space); Polk Street, west side, from California Street to 60 feet northerly (bus bulb remains a red zone); Polk Street, east side, from Pacific Avenue to 56 feet northerly (restores two metered spaces); Polk Street, west side, from Vallejo Street to 78 feet northerly (restores three metered spaces); Polk Street, east side, from Green Street to 78 feet southerly (restores one metered space); and Polk Street, west side, from Union Street to 87 feet northerly (bus zone relocated to south of Union Street)
- AA. ESTABLISH – BUS ZONE - Polk Street, east side, from Post Street to 80 feet northerly (80-foot zone, relocated zone from south of Post Street); Polk Street, east side, from Pine Street to 80 feet northerly (80-foot zone, relocated zone from south of Pine Street); and Polk Street, east side, from Washington Street to 76 feet northerly (parking meter #1808, extending existing 56-foot bus zone)
- BB. ESTABLISH – BUS BULB and ESTABLISH – SIDEWALK WIDENING - Polk Street, west side, from Sutter Street to 63 feet southerly (63-foot bus bulb, relocated zone from north of Sutter Street); Polk Street, west side, from Broadway to 63 feet southerly (63-foot bus bulb, replaced bus zone); and Polk Street, west side, from Union Street to 63 feet southerly (63-foot bus bulb, relocated zone from north of Union Street)
- CC. ESTABLISH – LEFT TURN POCKET - Polk Street, southbound, at Golden Gate Avenue; Polk Street, northbound, at Turk Street; Polk Street, southbound, at O’Farrell Street; Polk Street, northbound, at Geary Street; and Polk Street, southbound, at Bush Street
- DD. ESTABLISH – RIGHT TURN POCKET - Polk Street, southbound, at Turk Street; Polk Street, southbound, at Eddy Street; Polk Street, southbound, at Ellis Street; Polk Street, southbound, at Geary Street; and Polk Street, northbound, at Broadway
- EE. ESTABLISH – NO LEFT TURN - Polk Street, northbound, at McAllister Street; Polk Street, southbound, at McAllister Street; Polk Street, northbound, at Eddy Street; Polk Street, northbound, at Ellis Street; and Polk Street, southbound, at Ellis Street
- FF. ESTABLISH – RAISED CROSSWALK - Fern Street at Polk Street, east side
- GG. RESCIND – TOW AWAY NO STOPPING, 4 PM TO 6 PM - Broadway, westbound, between

Larkin Street and 101 feet west of Polk Street

ALTERNATIVES CONSIDERED

Eleven project alternatives were considered at various stages of the planning process. At an early stage, options such as making Polk Street one-way, installing a parking-buffered cycletrack, and moving the bike route to another parallel street were found to be infeasible based on the geometry, grades, and the need to maintain or improve transit service, commercial deliveries and other vital operations of Polk Street. Later in the planning process, options under consideration included more or less parking removal to accommodate new bikeways.

In particular, staff has heard a strong and consistent voice from some stakeholders to continue the raised cycletrack in the northern segment of the project area from Pine Street to Union Street so that the entire project length is inviting to people with a range of bicycling comfort levels. This option would result in the conversion of approximately 100 additional parking and loading spaces on Polk Street. Staff has also heard concerns from local merchants and neighbors that parking changes in the northern segment of the project area could negatively impact businesses. Staff's analysis of bicycle collision patterns does not indicate a pattern of crashes that could be mitigated by extending the raised cycletrack all the way to Union Street, because the majority of bicycle injury collisions occur at intersections where a raised cycletrack would not necessarily reduce conflicts. A large share of the bicycle crashes on Polk Street are at intersections in the southern segment of the project area, and this proposal targets measures at those locations and patterns of injury collisions and is consistent with our data-driven Vision Zero approach to eliminating traffic deaths.

The alternative selected focuses safety improvements on the areas with the most need and balances the many competing demands on this relatively narrow street. The selected project alternative meets the project goals by addressing the observed bicycle and pedestrian crash patterns, enhancing the vibrancy of the corridor, and improving multi-modal transportation options. It will help address illegal and double parking, improve Muni transit service, provide bicycle safety improvements on the blocks with the most crashes, and balance the needs of merchants, residents, and the overall transportation system.

Not installing any safety improvements or improving transportation choices was also considered. However, due to the concentration of injury collisions, our Vision Zero goal of eliminating traffic deaths, the opportunity to coordinate with the repaving of Polk Street by DPW expected to begin in 2016, and the availability of funding from the Proposition B General Obligation Bond, such a "no project" alternative is not advisable.

PUBLIC OUTREACH

The project team has met with community members and key stakeholders on more than 60 occasions to discuss this project. Five community meetings were held between summer 2012 and spring 2014 to develop project goals, discuss alternatives, and take public feedback. A streetscape working group of neighborhood associations, multi-modal advocates and merchant groups also met with project staff twice, to review existing conditions, to provide feedback on preliminary project designs and to understand the complimentary aspects of the streetscape and roadway design. Project staff conducted multiple walking audits with neighbors to hear what they love about Polk Street and what they think could be improved. Staff also met over 50 other times with stakeholders to discuss the project and take their feedback.

Project information was also provided to the public through mailers, door-to-door flyers, emails, online surveys, and the project website. SFMTA staff met with former Supervisor David Chiu and Supervisors Jane Kim and Julie Christensen to brief them about the project and incorporate their feedback.

While most stakeholders seem to support the proposed pedestrian safety, transit, and public realm improvements, opinions about how best to balance on-street parking and loading needs with the desire to improve bicycle access vary widely. Some merchants and neighborhood residents voiced concerns about reducing general meter parking and commercial loading zones along the corridor to accommodate a northbound protected bikeway. To address these concerns project staff studied parking utilization and mode choice, analyzed loading conditions on every block of Polk, spoke to individual merchants about their loading needs, and worked closely with neighborhood groups to explain the project's goals and discuss tradeoffs.

Other members of the public felt that the project did not go far enough to improve bike safety on Polk. To address these concerns staff have emphasized that the proposed safety improvements are focused on the areas with the most need using engineering treatments that address the specific crash patterns observed on Polk Street.

Dozens of community members have sent correspondence to project staff and the Board expressing their views on the project. Many of those community members expressed a desire for protected bike lanes on both sides of the street for the extent of the entire project corridor. Some of the community members shared concerns about the number of on-street parking spaces to be removed by the project. A small number of people expressed support for the project and acknowledged that the project accommodates competing needs of those who use Polk Street

On January 30, 2015, a SFMTA Transportation Engineering public hearing was held and over 40 people shared their feedback about the project. The commenters were relatively evenly split between those who support and those who oppose the project. Of those who do not support the project, most cite the loss of parking as their primary concern. A few speakers also expressed their opposition because they would like the project to include more protected bikeways. Among those who spoke in favor of the project, many felt that more could be done to improve bicycle access, but most agreed that the safety and beautification improvements are much needed and that the SFMTA's proposal balances the various interests and will dramatically improve safety.

On February 5th, staff gave a presentation about the project to the SFMTA Citizens Advisory Council, which then voted to recommend that the SFMTA Board of Directors adopt the Polk Streetscape Project and recommended that an economic review of the construction impacts on local business on Polk Street be made part of this project. As noted previously, a before/after study will be conducted to gauge the effects of the project on a variety factors, including local businesses. Additionally, staff will work with the Department of Public Works, who will oversee construction of the project, to address concerns about impacts to businesses and neighbors during construction.

FUNDING IMPACT

Funding for the planning, environmental review, design, and construction phases is primarily provided by the Road Repaving and Street Safety Bond passed by voters as Proposition B in 2011. Additional design and

construction funding is being sought through a Prop K grant. Funding is comprised of the following sources and amounts:

Prop B GO Bond	\$8,200,000
Revenue Bond 2014	\$3,661,080
Total	\$11,861,080

OTHER APPROVALS RECEIVED OR STILL REQUIRED

The proposed parking and traffic modifications were reviewed by the San Francisco Planning Department. On January 15, 2015, the Planning Department determined the parking and traffic modifications were categorically exempt as a Class 1, 2 and 4 exemption from environmental review pursuant to Title 14 of the California Code of Regulations sections 15301 (“Existing Facilities”), 15302 (“Replacement or Reconstruction”), and 15304 (“Minor Alterations to Land”). These findings are in accordance with Article 19 of the California Environmental Quality Act (CEQA) Guidelines, which means the proposed project fits within the classes of projects that the California Secretary for Natural Resources has found to not have significant environmental impacts.

Before reaching this determination, the Planning Department analyzed the CEQA topics where the proposed project could conceivably have significant environmental impacts: archeological resources, historic resources, transportation (including traffic and parking), and air quality. As part of the transportation analysis, the traffic impacts of the project were modeled to determine Level of Service (LOS) effects. The traffic analysis included studying the LOS impacts for existing as well as future cumulative conditions (in 2035) at 22 intersections. Transportation analysis also included assessment of impacts on transit, pedestrians, bikes, loading, etc. With respect to archeology, a staff archeologist evaluated the project and its effects on resources. The air quality analysis was performed using CalEEMod software and considered the effects of constructing the project. The impacts of the project were measured against established thresholds to ascertain whether they would be significant as defined by CEQA.

The analysis revealed that no significant impacts would result from the proposed project and no further environmental review is required.

The Planning Department’s determination is on file with the Secretary to the SFMTA Board of Directors and is attached. The proposed actions are the Approval Actions as defined by the S. F. Administrative Code Chapter 31.

The City Attorney reviewed this report

RECOMMENDATION

Due to the concentration of injury collisions, our Vision Zero goal of eliminating traffic deaths, the opportunity to coordinate with the repaving of Polk Street by DPW expected to begin in 2016, and the availability of funding from the Proposition B General Obligation Bond, SFMTA staff recommends that the Board approve this package of improvements for the Polk Street Streetscape Project.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, The San Francisco Municipal Transportation Agency has received numerous public requests to improve conditions for people walking and riding bicycle on Polk Street between McAllister Street and Union Street; and,

WHEREAS, There have been multiple reported pedestrian and bicycle injury collisions on Polk Street between McAllister Street and Union Street; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and

WHEREAS, The raised cycletrack proposed as part of the Polk Streetscape Project meets these three requirements; and

WHEREAS, The raised cycletrack has been reviewed and approved by a qualified engineer prior to installation; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project’s alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, Goal 1 of The San Francisco Municipal Transportation Agency Strategic Plan is to “Create a safer transportation experience for everyone”; and,

WHEREAS, Goal 2 of The San Francisco Municipal Transportation Agency Strategic Plan is to “Make transit, walking, bicycling, taxi, ridesharing, and carsharing the preferred means of travel”; and,

WHEREAS, The San Francisco Municipal Transportation Agency led a comprehensive and inclusive planning process to identify pedestrian and bicycle safety improvements, Muni improvements, and color curb changes for Polk Street between McAllister Street and Union Street; and,

WHEREAS, The specific parking and traffic modifications are as follows:

- A. ESTABLISH – CLASS II BIKEWAY - Polk Street, northbound, Pine Street to McAllister Street (raised cycletrack)

- B. ESTABLISH – CLASS II BIKEWAY - Polk Street, southbound, Post Street to Union Street
- C. ESTABLISH - TOW-AWAY NO STOPPING, 7 AM TO 10 AM, MONDAY THROUGH FRIDAY - Polk Street, east side, Broadway to Pine Street
- D. ESTABLISH – NO PARKING ANYTIME and ESTABLISH – SIDEWALK WIDENING (BULB-OUTS) - Geary Street, north side, from Polk Street to 22 feet westerly (6-foot bulb-out, rescinds parking meter #1002); Bush Street, south side, from Polk Street to 22 feet easterly (6-foot bulb-out, rescinds parking meter #1345); Bush Street, south side, from Polk Street to 22 feet westerly (6-foot bulb-out); Pine Street, north side, from Polk Street to 22 feet easterly (6-foot bulb-out, rescinds parking meter #1460-G); Pine Street, north side, from Polk Street to 22 feet westerly (6-foot bulb-out, rescinds blue zone); California Street, south side, from Polk Street to 44 feet easterly (6-foot bulb-out, rescinds parking meters #1555-G, #1557-G); California Street, north side, from Polk Street to 43 feet westerly (6-foot bulb-out, rescinds parking meters #1602, #1604); Broadway, south side, from Polk Street to 55 feet easterly (6-foot bulb-out, rescinds parking meters #1445, #1443); Broadway, north side, from Polk Street to 38 feet westerly (6-foot bulb-out, rescinds parking meters #1502, #1504); Polk Street, west side, from Broadway to 38 feet northerly (6-foot bulb-out, rescinds parking meters #2101, #2103); Polk Street, east side, from Green Street to 53 feet southerly (6-foot bulb-out, rescinds bus zone); Polk Street, west side, from Green Street to 38 feet southerly (6-foot bulb-out, rescinds parking meter #2235); Green Street, south side, from Polk Street to 38 feet easterly (6-foot bulb-out, rescinds parking meters #1341, #1339); Green Street, south side, from Polk Street to 38 feet westerly (6-foot bulb-out); Green Street, north side, from Polk Street to 38 feet westerly (6-foot bulb); and Polk Street, west side, from Green Street to 38 feet northerly (6-foot bulb-out, rescinds parking meters #2301, #2303);
- E. ESTABLISH - TOW-AWAY NO STOPPING ANYTIME - Polk Street, east side, from Pine Street to Turk Street; Polk Street, west side, from Turk Street to 102 feet northerly (rescinds white zone and parking meter #609); Polk Street, west side, from Eddy Street to Willow Street (rescinds parking meters #705, #711); Polk Street, west side, from Ellis Street to Olive Street (rescinds blue zone and parking meter #805); Polk Street, west side, from Geary Street to O’Farrell Street (rescinds parking meters #909, #911, #919, #925); Polk Street, west side, from Cedar Street to Geary Street (rescinds blue zone, white zone, and parking meters #1001, #1003, #1009); Polk Street, west side, from Austin Street to Bush Street (rescinds parking meters #1301, #1305, #1307, #1311, #1313); Polk Street, west side, from California Street to 60 feet northerly (bus bulb); and Polk Street, east side, from Broadway to 60 feet southerly (rescinds parking meters #2032, #2032)
- F. ESTABLISH – RED ZONE - McAllister Street, north side, from Polk Street to 17 feet easterly (rescinds parking meter #62-G); Polk Street, west side, from McAllister Street to 7 feet northerly (taxi zone); Elm Street, north side, from Van Ness Avenue to 14 feet easterly (parking meter #142); Polk Street, west side, from Golden Gate Avenue to 28 feet northerly (rescinds parking meter #501); Olive Street, south side, from Polk Street to 10 feet westerly; Polk Street, west side, from Post Street to 10 feet southerly (bus zone); Post Street, south side, from Polk Street to 25 feet westerly (rescinds parking meter #1101); Post Street, north side, from Polk Street to 21 feet westerly (rescinds parking meter #1102); Sutter Street, south side,

from Polk Street to 18 feet easterly (parking meter #1155-G); Polk Street, west side, from Sutter Street to 55 feet northerly (bus zone); Polk Street, west side, from Pine Street to 22 feet northerly (rescinds parking meter #1401); Polk Street, east side, from California Street to 11 feet northerly (bus zone); Sacramento Street, north side, from Polk Street to 21 feet easterly (rescinds parking meter #1658); Jackson Street, south side, from 5 feet to 25 feet east of Polk Street (rescinds parking meter #1545); Pacific Avenue, south side, from 3 feet to 23 feet west of Polk Street (rescinds parking meter #1601); Polk Street, west side, from Washington Street to 10 feet northerly; Polk Street, east side, from Pacific Avenue to 10 feet northerly (bus zone); Broadway, south side, from Polk Street to 20 feet westerly (rescinds parking meter #1501); Broadway, north side, from Polk Street to 20 feet easterly (rescinds parking meter #1444); Vallejo Street, south side, from Polk Street to 8 feet westerly; Polk Street, west side, from Vallejo Street to 12 feet northerly (bus zone); Polk Street, east side, from Green Street to 43 feet northerly (rescinds parking meter #2304 & Blue Zone); and Polk Street, west side, from Union Street to 7 feet northerly (bus zone)

- G. ESTABLISH – BLUE ZONE - McAllister Street, north side, from 17 feet to 45 feet east of Polk Street (parking meter #60-G); Elm Street, north side, from 14 feet to 40 feet east of Van Ness Avenue (parking meter #140); Turk Street, north side, from 10 feet to 36 feet east of Polk Street (parking meter #546); Turk Street, north side, from 5 feet to 25 feet west of Polk Street (parking meter #602); Ellis Street, south side, from 5 feet to 27 feet east of Polk Street (parking meter #743); Ellis Street, south side, from 12 feet to 31 feet west of Polk Street (parking meter #803); Ellis Street, north side, from Polk Street to 20 feet westerly (parking meter #802); Olive Street, south side, from 6 feet to 24 feet east of Van Ness Avenue (parking meter #143); O’Farrell Street, south side, from 4 feet to 24 feet east of Polk Street (white zone); O’Farrell Street, south side, from Van Ness Avenue to 20 feet easterly (parking meter #937); Post Street, south side, from 25 feet to 51 feet west of Polk Street (parking meter #1103); Sutter Street, south side, from 18 feet to 44 feet east of Polk Street (parking meter #1153-G); Fern Street, south side, from 4 feet to 30 feet west of Polk Street (parking meter #101); Polk Street, west side, from 4 feet to 30 feet south of Bush Street (parking meters #1241); Austin Street, south side, from 9 feet to 27 feet east of Van Ness Avenue (100 Block, parking meter 141-G); Bush Street, south side, from 32 feet to 62 feet east of Polk Street (parking meter #1343); Bush Street, south side, from 15 feet to 35 feet east of Van Ness Avenue (parking meter #1441); Pine Street, north side, from 22 feet to 47 feet west of Polk Street (parking meter #1504); Polk Street, east side, from 11 feet to 33 feet north of California Street (bus zone); Polk Street, east side, from 7 feet to 25 feet north of Clay Street (parking meter #1704); Polk Street, west side, from 8 feet to 28 feet north of Clay Street (parking meter #1701); Washington Street, north side, from 13 feet to 35 feet east of Van Ness Avenue (parking meter #1754); Polk Street, east side, from 10 feet to 32 feet south of Jackson Street (parking meter #1834); Polk Street, west side, from 7 feet to 29 feet south of Jackson Street (parking meter #1833G); Jackson Street, north side, from Polk Street to 20 feet westerly (parking meter #1602); Polk Street, west side, from 17 feet to 35 feet south of Pacific Avenue (parking meter #1935); Broadway, south side, from 20 feet to 46 feet west of Polk Street (parking meter #1503); Broadway, north side, from 20 feet to 46 feet east of Polk Street (parking meter #1442); Broadway, north side, from Larkin Street to 26 feet westerly (unmetered space); Vallejo Street, north side, from 10 feet to 30 feet west of Larkin Street (unmetered space); Green Street, south side, from Van Ness Avenue to 20 feet easterly

(yellow zone); and Green Street, north side, from 38 feet to 58 feet west of Polk Street (unmetered space)

- H. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 1 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 28 feet to 50 feet south of Hemlock Street (parking meter #1107); Fern Street, south side, from 8 feet to 30 feet east of Polk Street (parking meter #45); Bush Street, south side, from 93 feet to 111 feet east of Polk Street (parking meter #1333); Polk Street, west side, from 69 feet to 111 feet north of Pine Street (parking meters #1411, #1415); Polk Street, west side, from 95 feet to 117 feet south of California Street (parking meter #1425); Polk Street, west side, from 38 feet to 98 feet north of Broadway (parking meters #2105, #2107, #2111-G); Polk Street, east side, from 78 feet to 156 feet north of Broadway (parking meters #2116 & #2118, #2120); Vallejo Street, south side, from 8 feet to 68 feet west of Polk Street (parking meters #1501, #1503, #1505); and Polk Street, east side, from 43 feet to 65 feet north of Green Street (parking meter #2306)
- I. ESTABLISH – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH FRIDAY
Polk Street, west side, from 5 feet to 49 feet south of Eddy Street (parking meters #629, #627); Olive Street, south side, from 10 feet to 50 feet from Polk Street; Polk Street, west side, from 10 feet to 40 feet south of Post Street (bus zone); Polk Street, west side, from 4 feet to 40 feet north of Hemlock Street (parking meters #1125, #1129); Polk Street, west side, from 18 feet to 62 feet north of Austin Street (parking meters #1329, #1331); and Polk Street, west side, from 22 feet to 66 feet north of Pine Street (parking meter #1405, #1407)
- J. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 4 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 7 feet to 47 feet north of Pacific Avenue (parking meters #2001-G, #2003); and Polk Street, east side, from 16 feet to 102 feet north of Vallejo Street (parking meters #2204, #2208, #2210, #2214)
- K. ESTABLISH – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH FRIDAY - Polk Street, west side, from 51 feet to 95 feet south of Jackson Street (parking meters #1825, #1829); and Green Street, south side, from 20 feet to 50 feet east of Van Ness Avenue (unmetered space)
- L. ESTABLISH – YELLOW METERED LOADING ZONE, 9 AM TO 6 PM, MONDAY THROUGH FRIDAY - Frank Norris Street, north side, from 25 feet to 86 feet east of Polk Street (parking meters #36, #38, #40)
- M. ESTABLISH – YELLOW METERED LOADING ZONE, 10 AM TO 1 PM, MONDAY THROUGH FRIDAY - Polk Street, east side, from 33 feet to 139 feet north of California Street (bus zone, parking meters #1510, #1512, #1516, #1520); Polk Street, east side, from 75 feet to 96 feet north of California Street (parking meter #1614); Polk Street, east side, from 85 feet to 125 feet north of Clay Street (parking meters #1714, #1716); and Polk Street, east side, from 104 feet to 148 feet south of Broadway (parking meters #2024, #2020)
- N. ESTABLISH – YELLOW METERED LOADING ZONE, 10 AM TO 6 PM, MONDAY THROUGH FRIDAY - Polk Street, east side, from 8 feet to 75 feet south of Clay Street

(parking meters #1630, #1632, #1634); Polk Street, east side, from 12 feet to 32 feet south of Washington Street (parking meter #1740); Polk Street, east side, from 76 feet to 114 feet north of Washington Street (parking meters #1810, #1812); and Polk Street, east side, from 9 feet to 67 feet north of Jackson Street (parking meters #1904, #1908, #1910)

- O. ESTABLISH – YELLOW METERED LOADING ZONE, 6 AM TO 11AM, MONDAY THROUGH SATURDAY - Ellis Street south side, from 93 feet to 115 feet east of Polk Street (parking meter #733)
- P. ESTABLISH – YELLOW METERED SIX-WHEEL COMMERCIAL VEHICLE LOADING ZONE, 7 AM TO 4 PM, MONDAY THROUGH SATURDAY - Geary Street, north side, from 60 feet to 80 feet west of Polk Street (parking meter #1008)
- Q. ESTABLISH – 30-MINUTE GREEN METERS, 9 AM TO 6 PM, MONDAY THROUGH SATURDAY - Pine Street, north side, from 22 feet to 47 feet east of Polk Street (parking meter #1458); Pine Street, north side, from 46 feet to 67 feet west of Polk Street (parking meter #1508); California Street, south side, from 65 feet to 87 feet east of Polk Street (parking meter #1551); Polk Street, west side, from 10 feet to 30 feet north of Washington Street (parking meter #1803G); Polk Street, west side, from 29 feet to 51 feet south of Jackson Street (parking meter #1831); Polk Street, west side, from 98 feet to 118 feet north of Broadway (parking meter #2115); Polk Street, west side, from 36 feet to 56 feet south of Vallejo Street (parking meter #2133); and Polk Street, east side, from 33 feet to 55 feet south of Vallejo Street (parking meter #2130)
- R. ESTABLISH – PASSENGER LOADING ZONE, AT ALL TIMES - Turk Street, north side, from 36 feet to 80 feet east of Polk Street (500 Block, rescinds parking meters #540, #544); Eddy Street, north side, from 14 feet to 54 feet east of Polk Street (600 Block, parking meters #642, #644); and O’Farrell Street, south side, from 42 feet to 63 feet east of Polk Street (800 Block, parking meter #833)
- S. ESTABLISH – PASSENGER LOADING ZONE, 7 AM TO 10 PM, DAILY - Austin Street, south side, from 8 feet to 49 feet west of Polk Street (parking meters #101, #103)
- T. ESTABLISH – PASSENGER LOADING ZONE, 6:30 PM TO 9:30 PM, WEDNESDAY, 9 AM TO 1 PM, SUNDAY - Bush Street, north side, from 13 feet to 33 feet east of Polk Street (parking meter #1346)
- U. ESTABLISH – PASSENGER LOADING ZONE, 10 AM TO 10 PM, MONDAY THROUGH FRIDAY, 7 AM TO 10 PM SATURDAY AND SUNDAY - Polk Street, east side, from 60 feet to 104 feet south of Broadway
- V. ESTABLISH – SHUTTLE BUS ZONE, 7 AM TO 11 PM, MONDAY THROUGH FRIDAY, 10 AM TO 11 PM, SATURDAY AND SUNDAY - Turk Street, north side, from 25 feet to 97 feet west of Polk Street (rescinds parking meter #604 and twelve metered motorcycle spaces)
- W. RESCIND – YELLOW METERED LOADING ZONE, 8 AM TO 6 PM, MONDAY THROUGH SATURDAY - Polk Street, east side, from 85 feet to 128 feet north of Jackson

Street (parking meters #1916, #1920)

- X. RESCIND – YELLOW METERED LOADING ZONE, 7 AM TO 6 PM, MONDAY THROUGH SATURDAY - Polk Street, east side, from 55 feet to 78 feet south of Vallejo Street (parking meter #2128)
- Y. RESCIND – PASSENGER LOADING ZONE, 6 PM TO 11 PM, DAILY - Clay Street, south side, from 6 feet to 44 feet west of Polk Street (restores two metered spaces)
- Z. RESCIND – BUS ZONE - Polk Street, east side, from Cedar Street to Post Street (bus zone relocated to north of Post Street); Polk Street, west side, from Post Street to 76 feet southerly (restores three metered spaces); Polk Street, east side, from Sutter Street to 58 feet northerly; Polk Street, west side, from Sutter Street to 55 feet northerly (bus zone relocated to south of Sutter Street); Polk Street, east side, from California Street to 55 feet northerly (restores one blue zone and one metered space); Polk Street, west side, from California Street to 60 feet northerly (bus bulb remains a red zone); Polk Street, east side, from Pacific Avenue to 56 feet northerly (restores two metered spaces); Polk Street, west side, from Vallejo Street to 78 feet northerly (restores three metered spaces); Polk Street, east side, from Green Street to 78 feet southerly (restores one metered space); and Polk Street, west side, from Union Street to 87 feet northerly (bus zone relocated to south of Union Street)
- AA. ESTABLISH – BUS ZONE - Polk Street, east side, from Post Street to 80 feet northerly (80-foot zone, relocated zone from south of Post Street); Polk Street, east side, from Pine Street to 80 feet northerly (80-foot zone, relocated zone from south of Pine Street); and Polk Street, east side, from Washington Street to 76 feet northerly (parking meter #1808, extending existing 56-foot bus zone)
- BB. ESTABLISH – BUS BULB and ESTABLISH – SIDEWALK WIDENING - Polk Street, west side, from Sutter Street to 63 feet southerly (63-foot bus bulb, relocated zone from north of Sutter Street); Polk Street, west side, from Broadway to 63 feet southerly (63-foot bus bulb, replaced bus zone); and Polk Street, west side, from Union Street to 63 feet southerly (63-foot bus bulb, relocated zone from north of Union Street)
- CC. ESTABLISH – LEFT TURN POCKET - Polk Street, southbound, at Golden Gate Avenue; Polk Street, northbound, at Turk Street; Polk Street, southbound, at O’Farrell Street; Polk Street, northbound, at Geary Street; and Polk Street, southbound, at Bush Street
- DD. ESTABLISH – RIGHT TURN POCKET - Polk Street, southbound, at Turk Street; Polk Street, southbound, at Eddy Street; Polk Street, southbound, at Ellis Street; Polk Street, southbound, at Geary Street; and Polk Street, northbound, at Broadway
- EE. ESTABLISH – NO LEFT TURN - Polk Street, northbound, at McAllister Street; Polk Street, southbound, at McAllister Street; Polk Street, northbound, at Eddy Street; Polk Street, northbound, at Ellis Street; and Polk Street, southbound, at Ellis Street
- FF. ESTABLISH – RAISED CROSSWALK - Fern Street at Polk Street, east side

GG. RESCIND – TOW AWAY NO STOPPING, 4 PM TO 6 PM - Broadway, westbound, between Larkin Street and 101 feet west of Polk Street

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, The proposed modifications are subject to environmental review pursuant to the California Environmental Quality Act (CEQA); and,

WHEREAS, The San Francisco Planning Department has reviewed the Polk Streetscape Project as proposed herein, and determined that the project is exempt from the California Environmental Quality Act (“CEQA”) as a Class 1 (Existing Facilities), Class 2 (Replacement or Reconstruction), Class 4 (Minor Alterations to Land) categorical exemption; and,

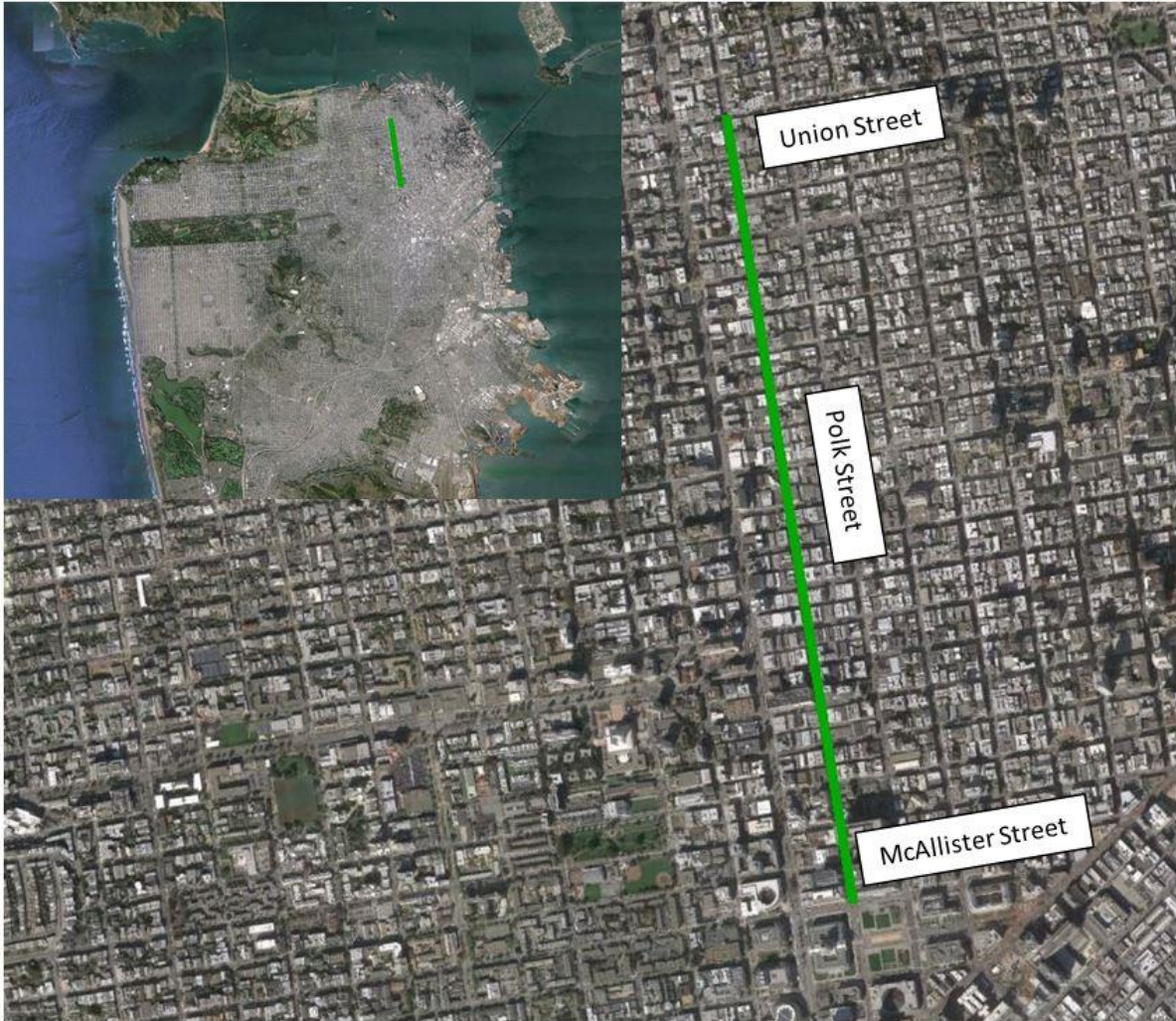
WHEREAS, A copy of the determination is on file with the Secretary for the SFMTA Board of Directors. The proposed actions are Approval Actions as defined by the S. F. Administrative Code Chapter 31; now, therefore, be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed traffic and parking modifications listed in items A-GG above associated with the Polk Streetscape Project.

I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 3, 2015.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

Enclosure 2 – Polk Streetscape Project Area Map



Enclosure 3 – Polk Streetscape Project Cross-Section Graphics

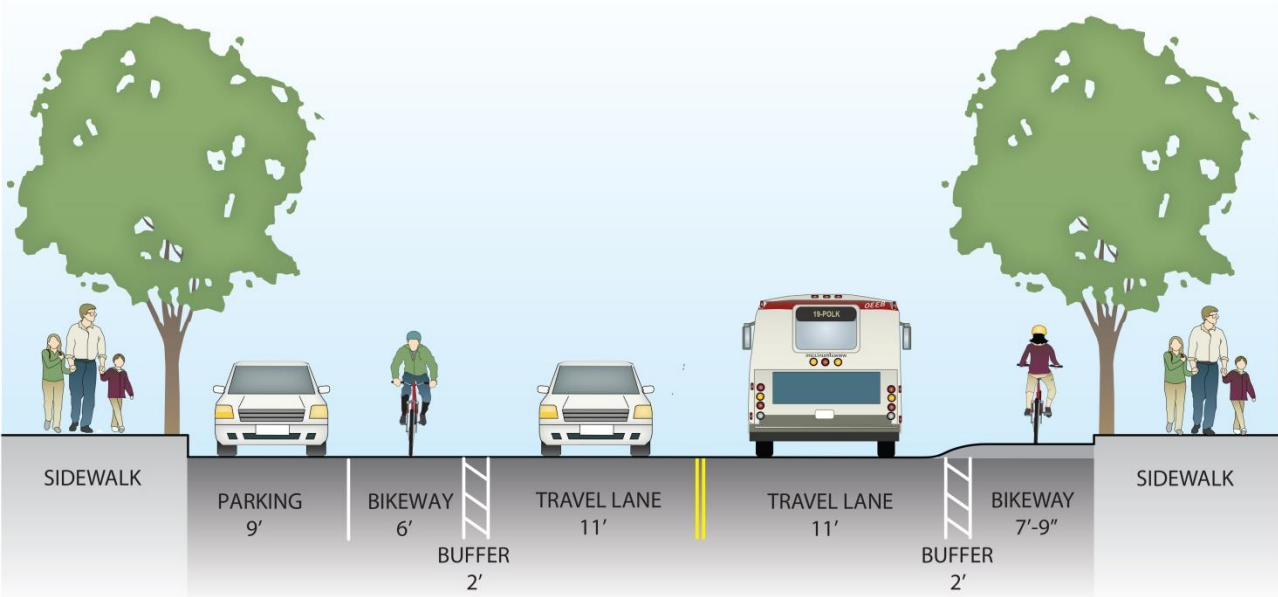


Figure 1: Northbound Section View Between McAllister and Golden Gate

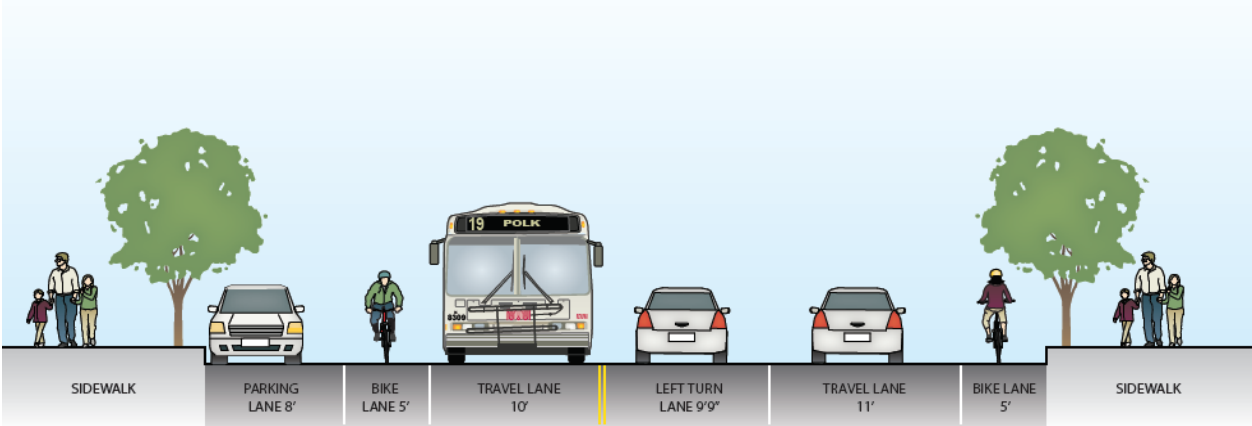


Figure 2: Northbound Section View Between Golden Gate and Turk

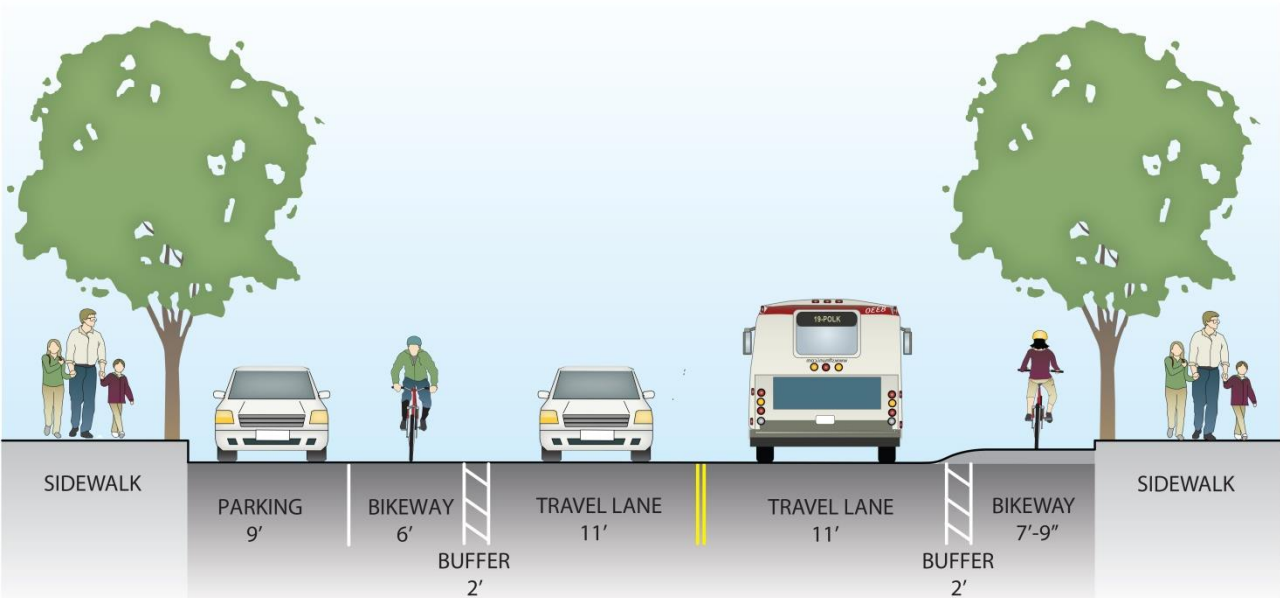


Figure 3: Northbound Section View Between Turk and Post

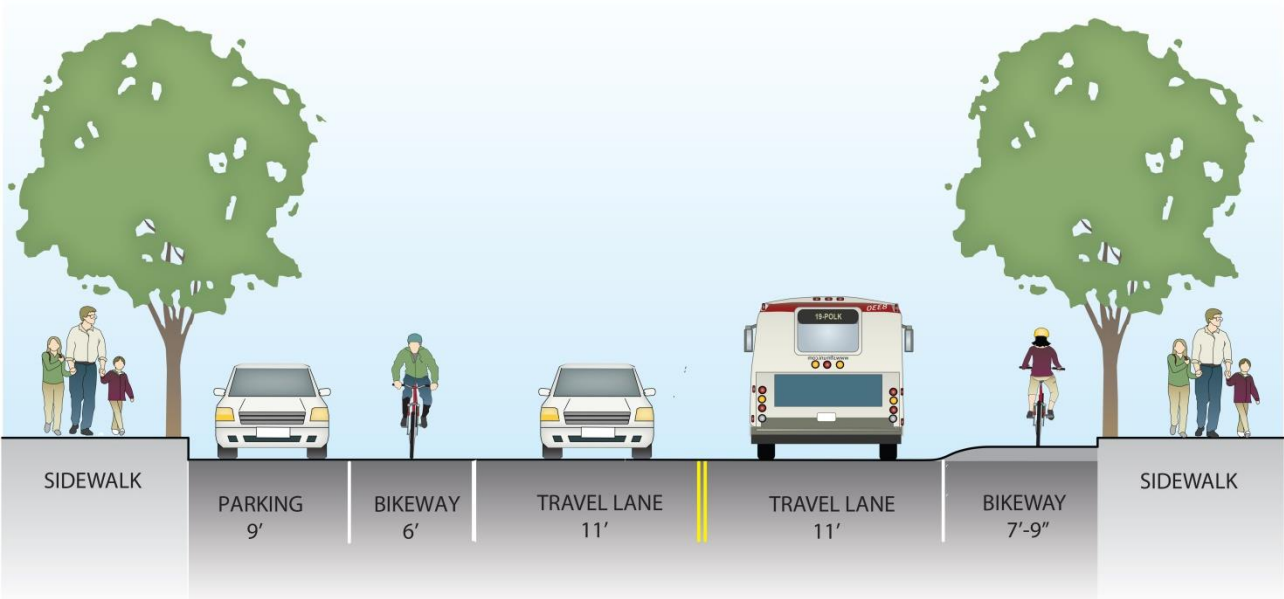


Figure 4: Northbound Section View Between Post and Pine

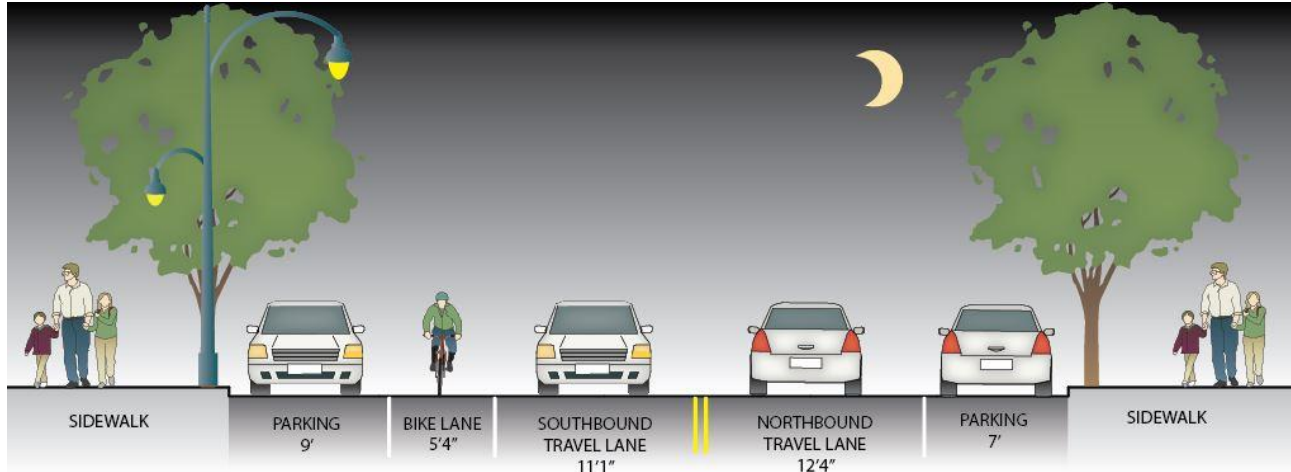


Figure 5: Northbound Section View Between Pine and Union (Parking Permitted on the East Side of Polk Street)

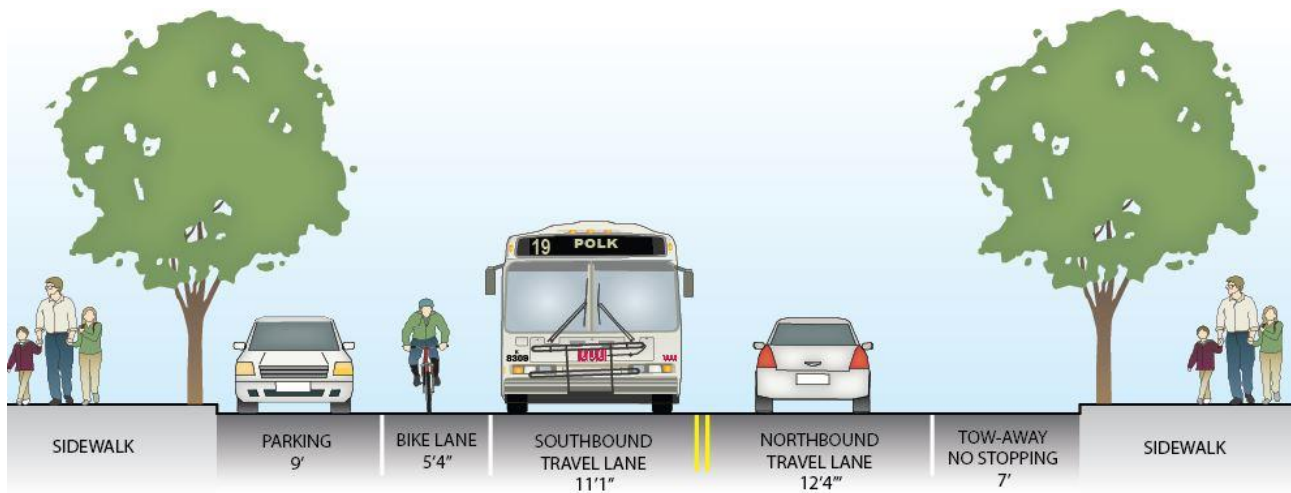


Figure 6: Northbound Section View w/ Part-Time Bike Lane Between Pine and Broadway (Tow-Away No Stopping on the East Side of Polk Street Between 7AM and 10AM)

Enclosure 4 – Polk Streetscape Project Typical Block Graphics

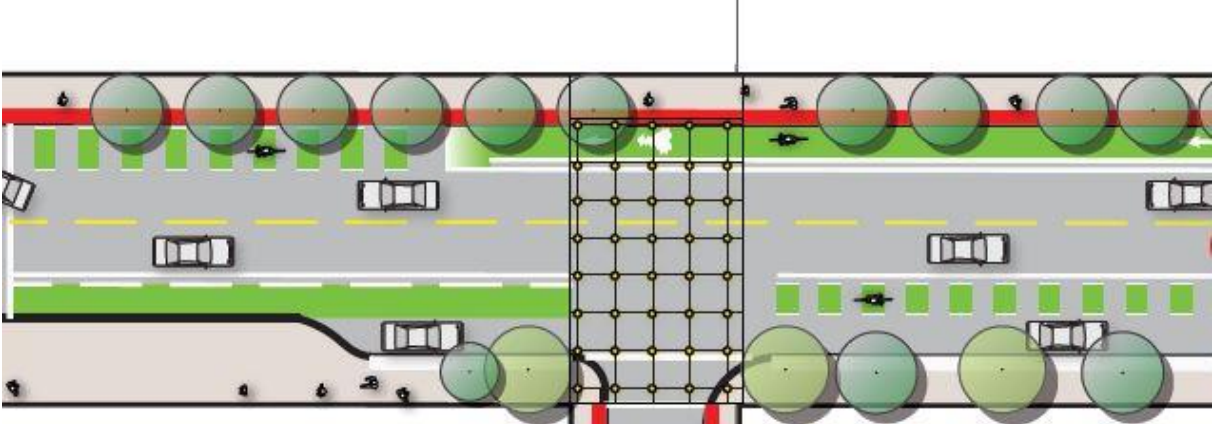


Figure 1: Typical Block Between McAllister and Golden Gate

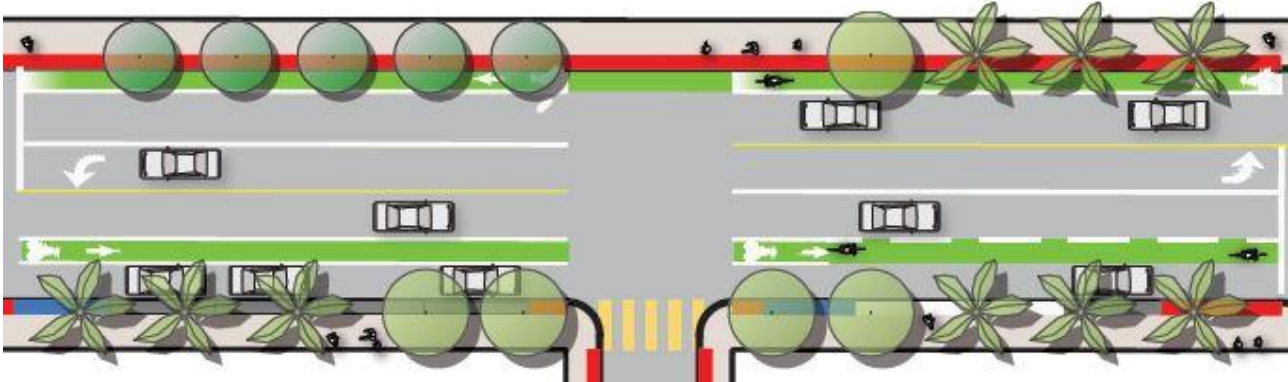


Figure 2: Typical Block Between Golden Gate and Turk



Figure 3: Typical Block Between Turk and Post

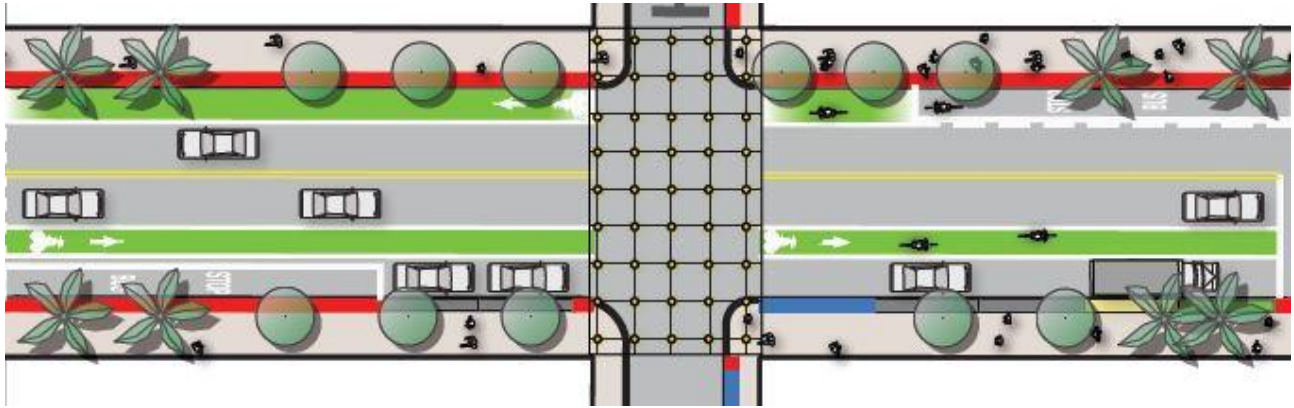


Figure 4: Typical Block Between Post and Pine

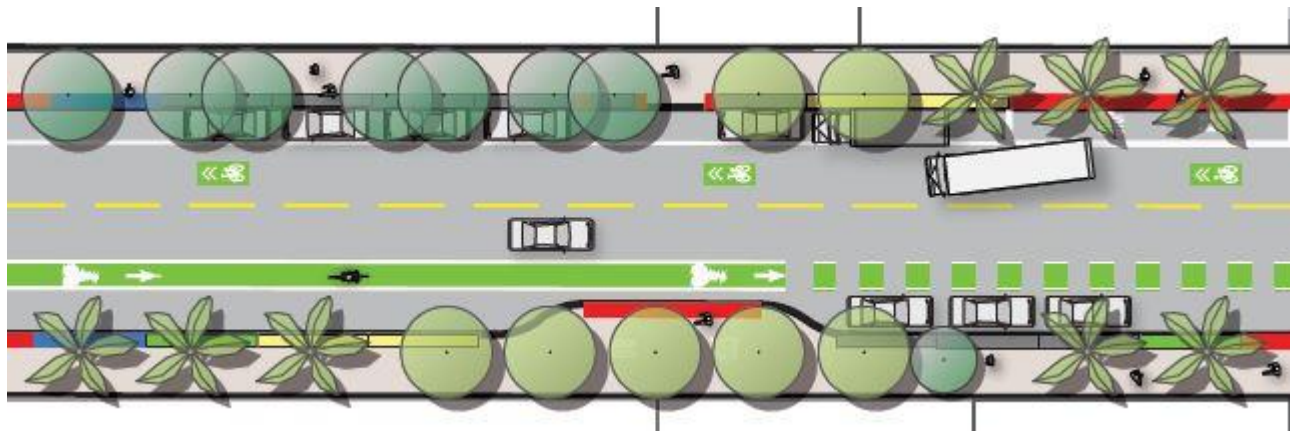


Figure 5: Typical Block Between Pine and Union