



SFMTA
Municipal Transportation Agency

Polk Streetscape Project

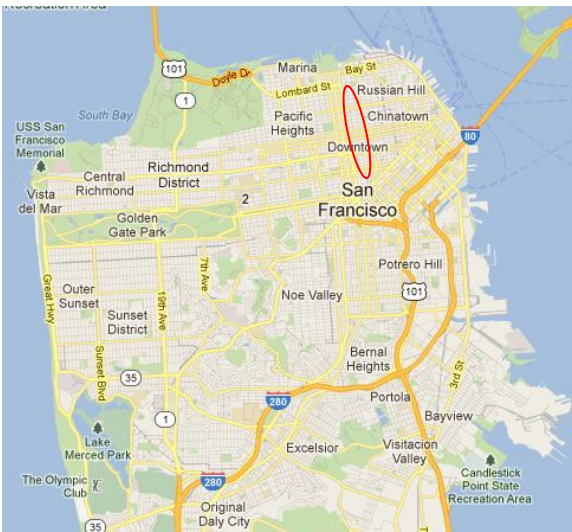
UPDATE TO THE MUNICIPAL TRANSPORTATION AGENCY BOARD OF DIRECTORS
POLICY AND GOVERNANCE COMMITTEE

6 | 21 | 2013

SAN FRANCISCO, CALIFORNIA



Project Overview





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

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5 Year Collision History



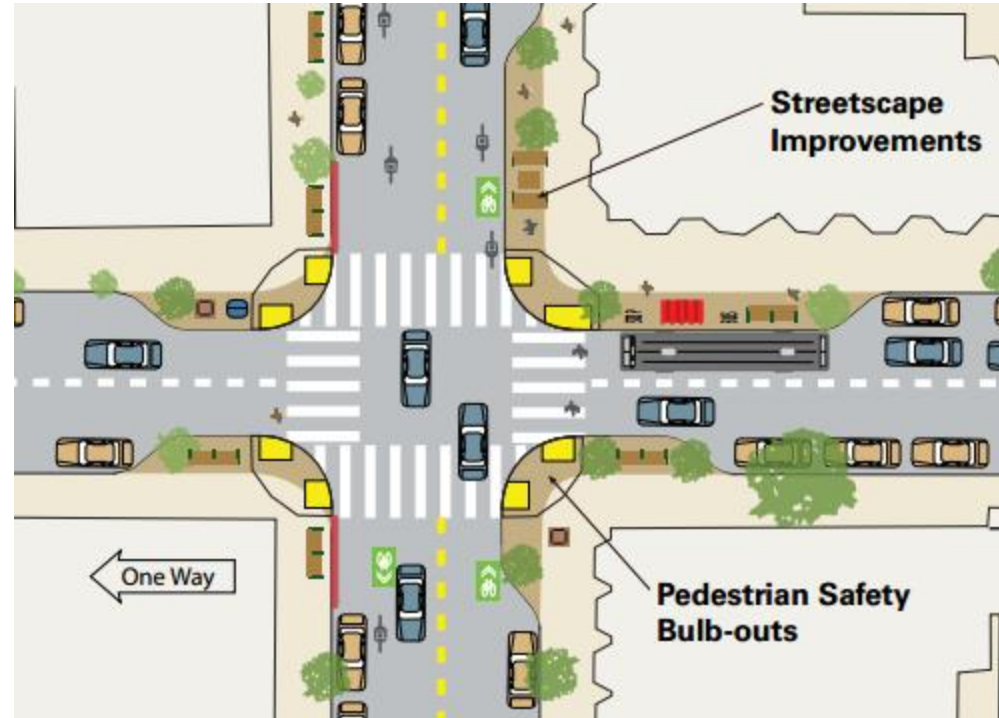
Pedestrian	Bicycle	5-Year Total
53	69	122





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





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

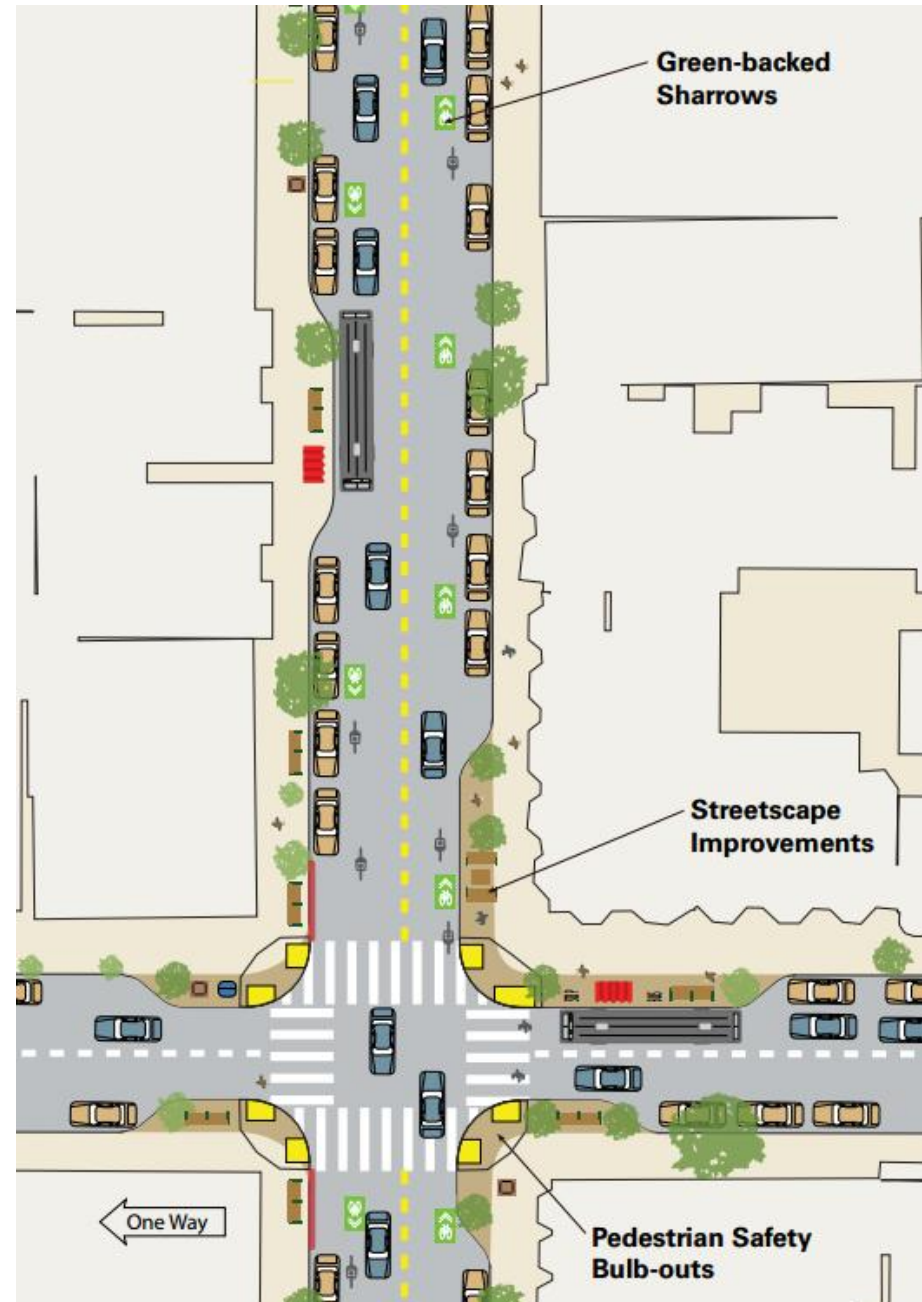


Upper/Middle Polk (Union to Geary)



Upper/Middle Polk Option A: Shared Roadway

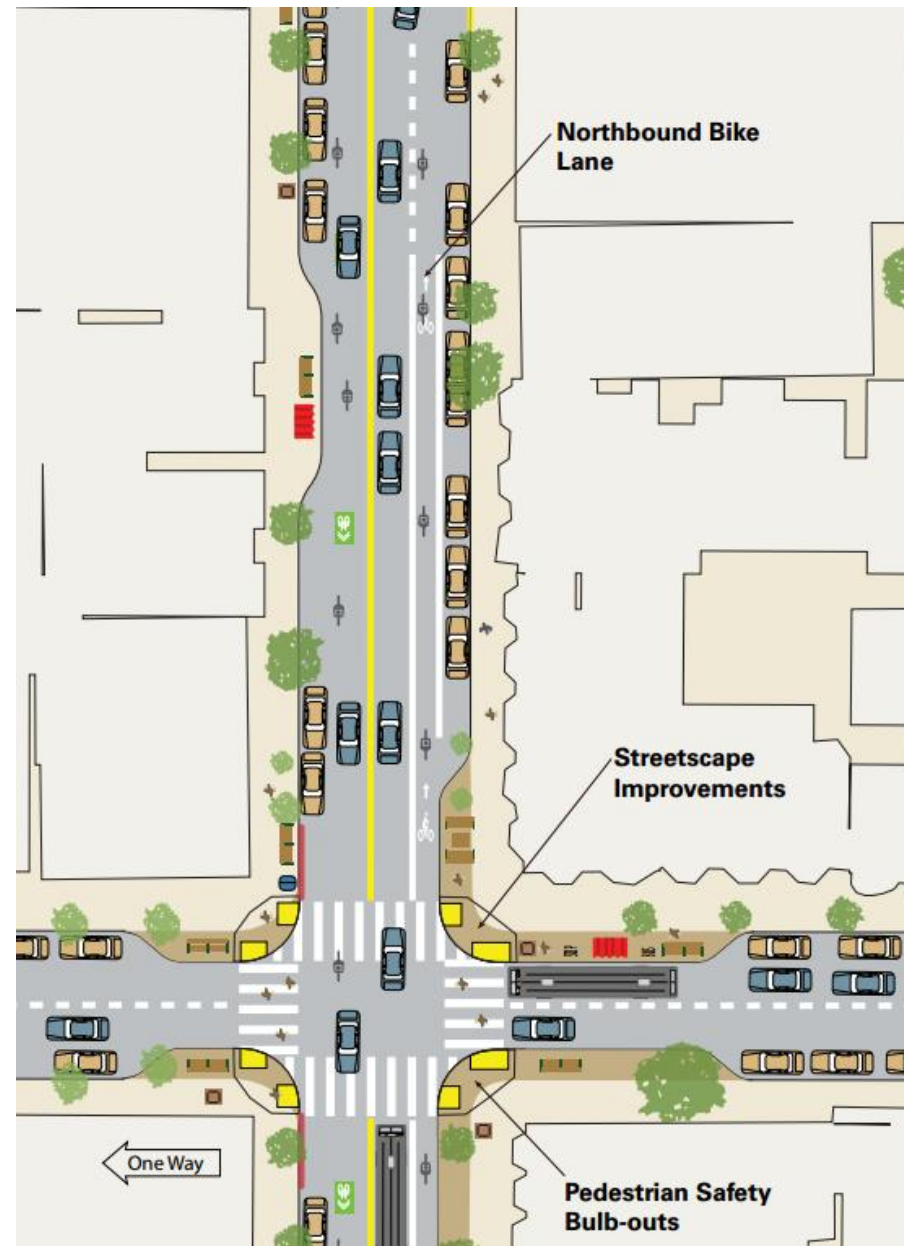
- Adds green “sharrows”
- Approximately 88% of the parking spaces on Polk Street and 95% of the parking spaces within one block of Polk Street would be retained





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



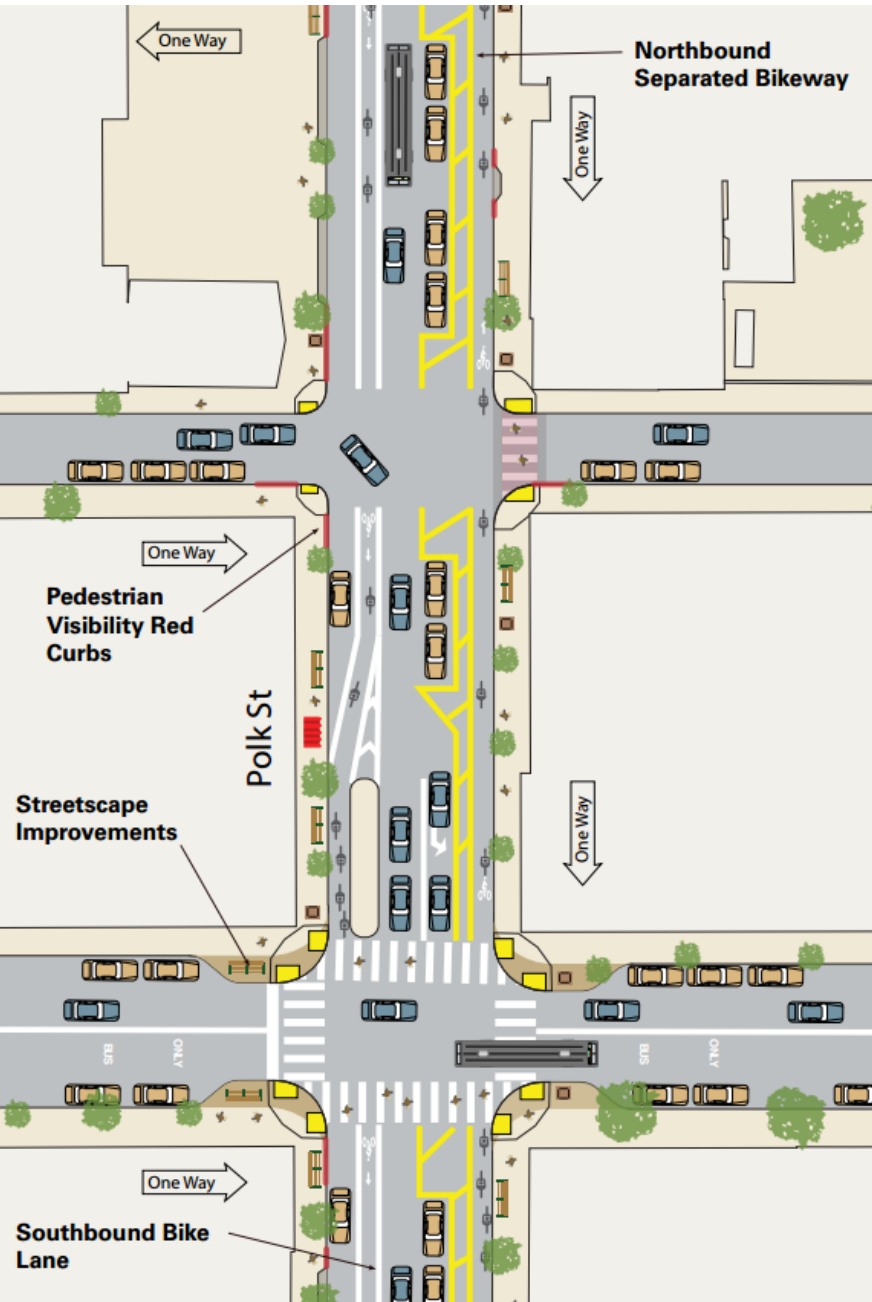
Polk Street Alternatives



Lower Polk
(Geary to McAllister)



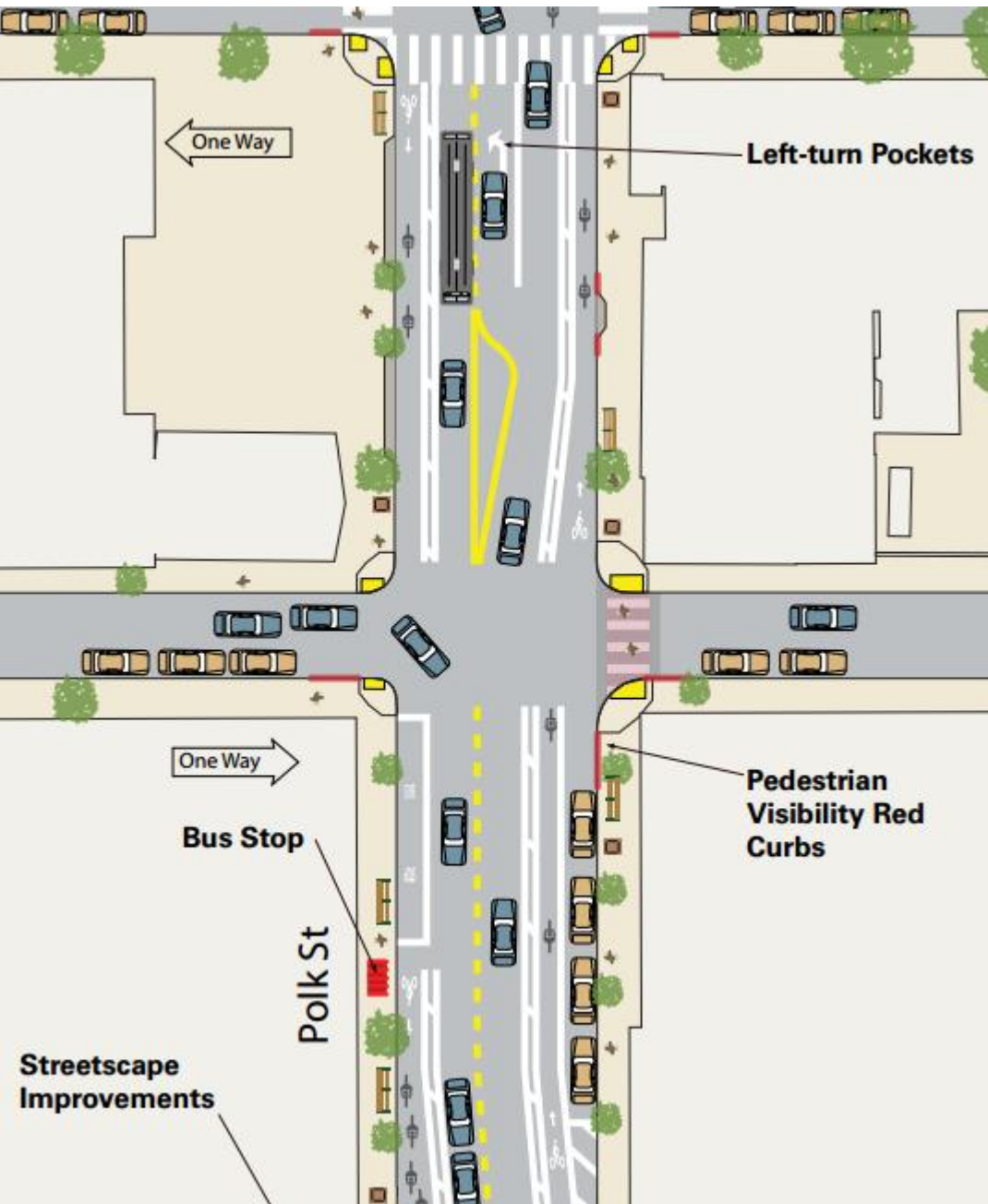
Lower Polk Option A: One-Way



- 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



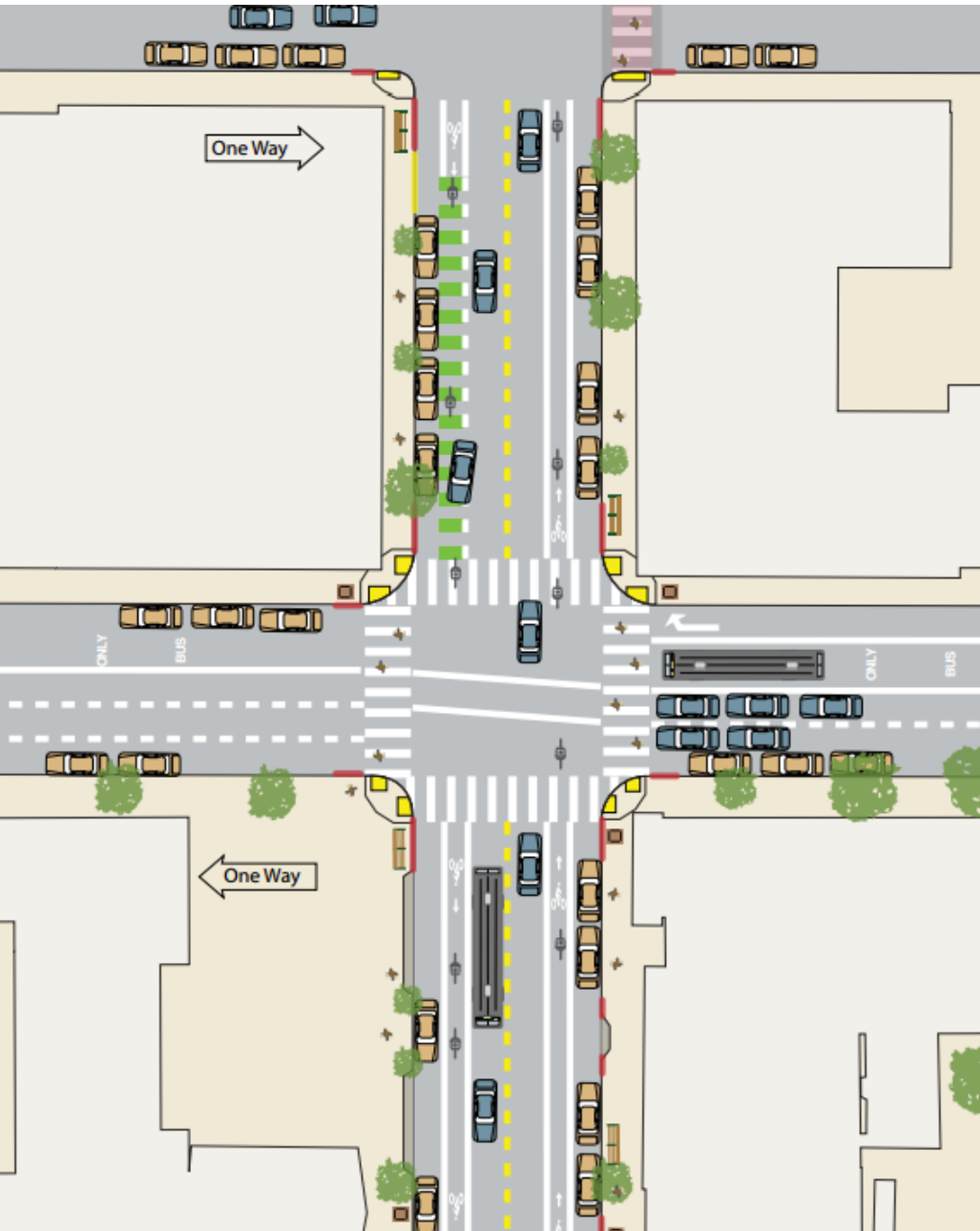
Lower Polk Option B: Buffered Bike Lanes



- 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	11/19/2012
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	4/5/2013, 4/11/2013, 4/17/2013, 4/25/2013



7 Walking Tours October 2012- January 2013



Upper/Middle Polk

55% of respondents favor minimal changes

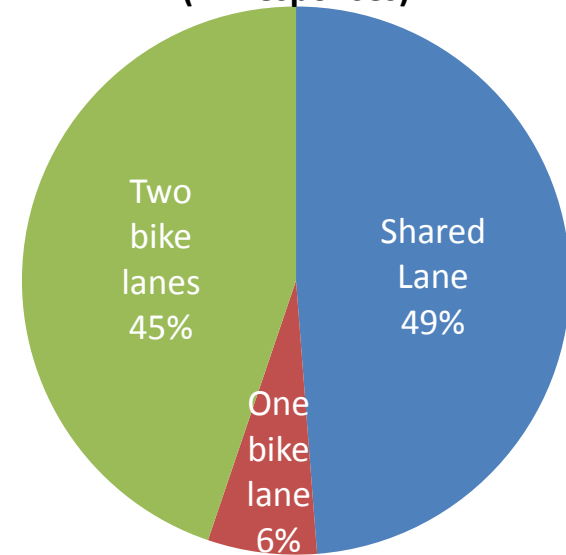
- 66% of residents and local merchants favor minimal changes
- 78% of cyclists prefer Option C (two bike lanes)

Lower Polk

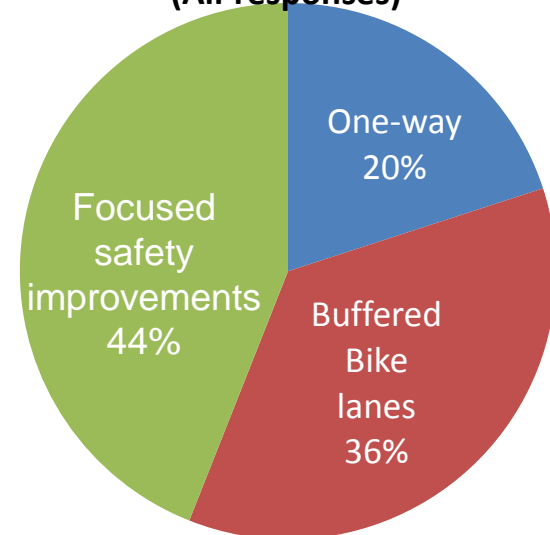
56% of respondents favor bike enhancements

- 54% of residents and local merchants favor minimal changes
- 77% of cyclists favor bike enhancements

Upper/Middle Polk
(All responses)



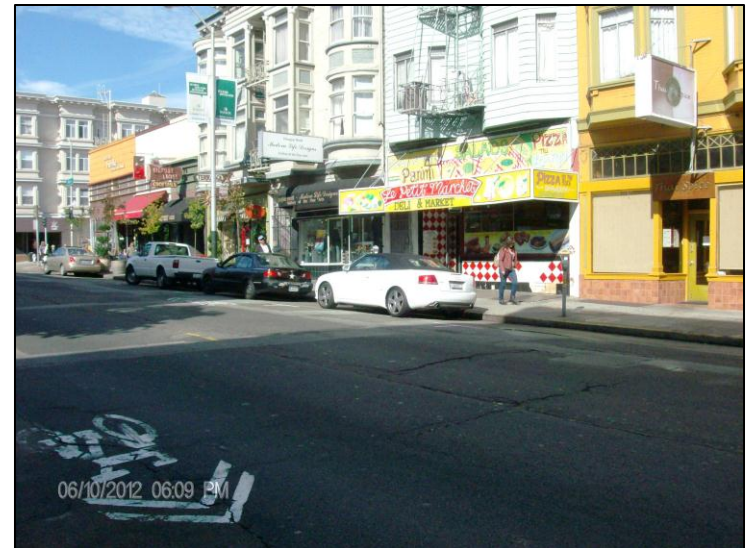
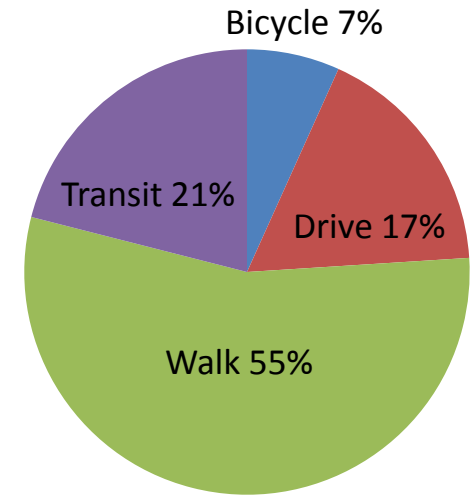
Lower Polk
(All responses)



* 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



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

2013-2014
Project Approvals,
Design

Spring 2014: SFMTA Board of Directors legislation

2015
Construction





Thank You!