

Project Overview

Key Facts

- Project funded by Prop B Bonds & coordinated with street repaving in 2015
- Part of overall citywide effort to improve pedestrian & bicycle safety & promote neighborhood commercial districts
- Polk Street has one of the highest concentrations of pedestrian and bicycle injury collisions in the city



5 Year Collision Summary

Pedestrian	Bicycle	5-Year Total
53	69	122



Project Goals

1. Create a green, vibrant street for people shopping and living near Polk Street
2. Make Polk Street an inviting place to walk and bike
3. Improve safety for everyone

Project Timeline

2012-2013 Planning

- **Fall 2012- Summer 2013:** Multiple rounds of public outreach
- **July 25th 2013:** Preferred Alternative Open House



Immediate Next Steps *Streetscape Design, Environmental Review*

- **Fall 2013-Winter 2014:**
 - Outreach to select beautification and streetscape amenities
- **Fall 2013 to Summer 2014:** Environmental Review

2014 *Project Approvals, Detailed Design*

- **2014:** *Legislation* - Public hearing and SFMTA Board approval
- **2014-2015:** Detailed Design

2015 Construction

- **2015:** *Construction*



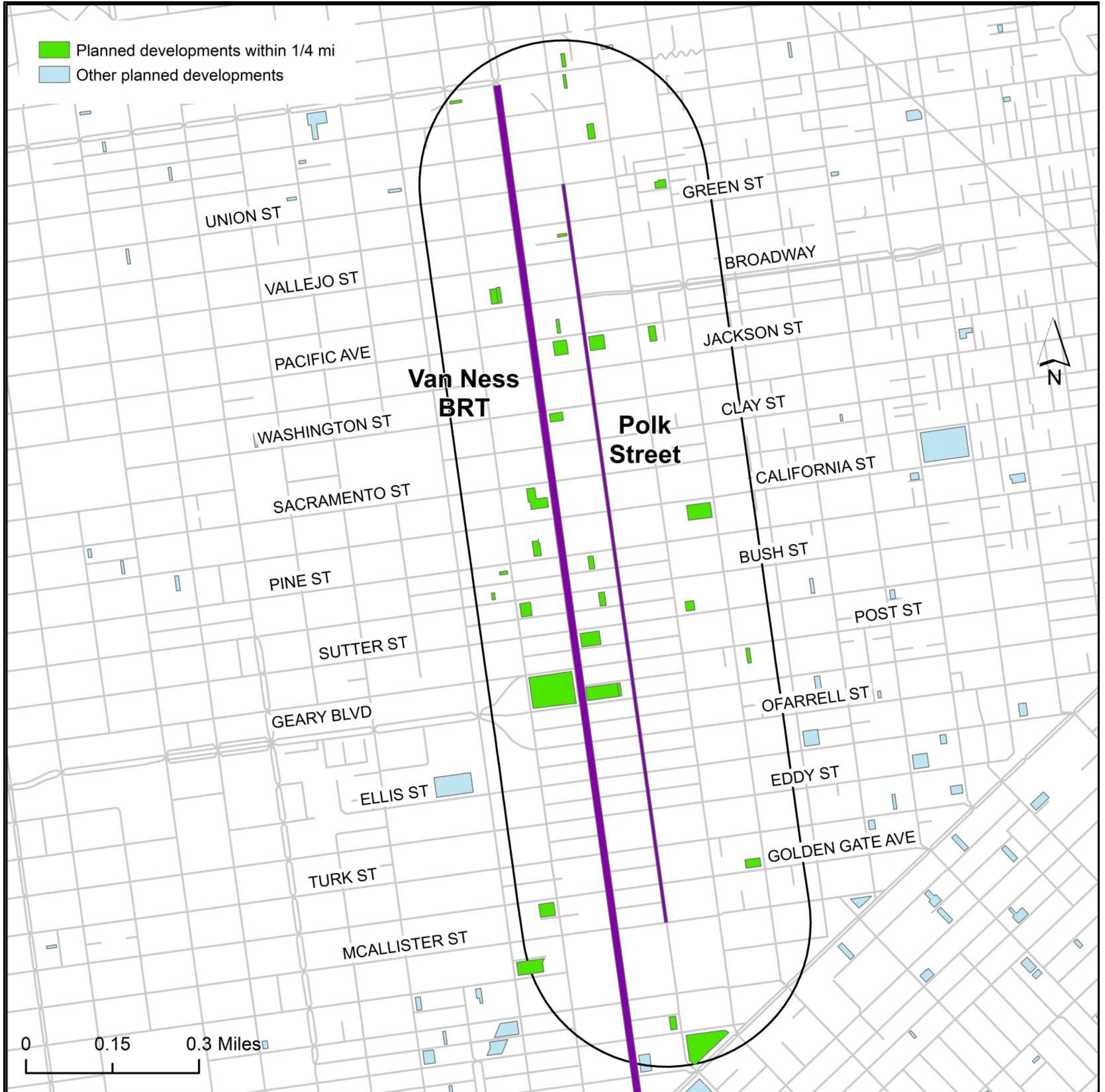
Nearby Projects

(based on approved building permits)

Number of planned developments: **36**

Net additional residential units: **2,249**

Net additional non-residential square footage: **633,799 sf**



Data from SF Planning Department Pipeline Report

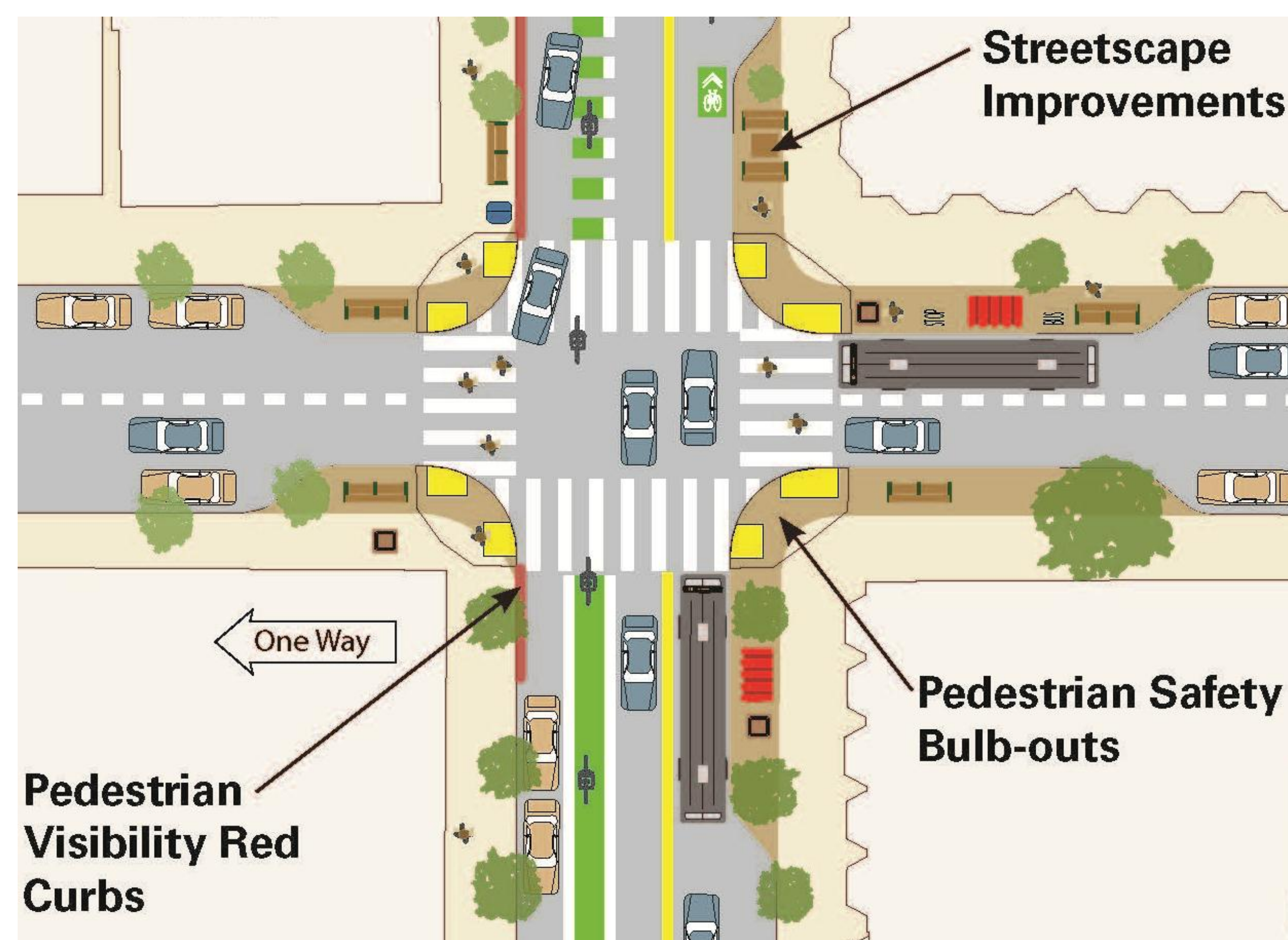
Pedestrian Safety Recommendations

Polk Street ranks among the streets with the highest number of pedestrian injuries in San Francisco.

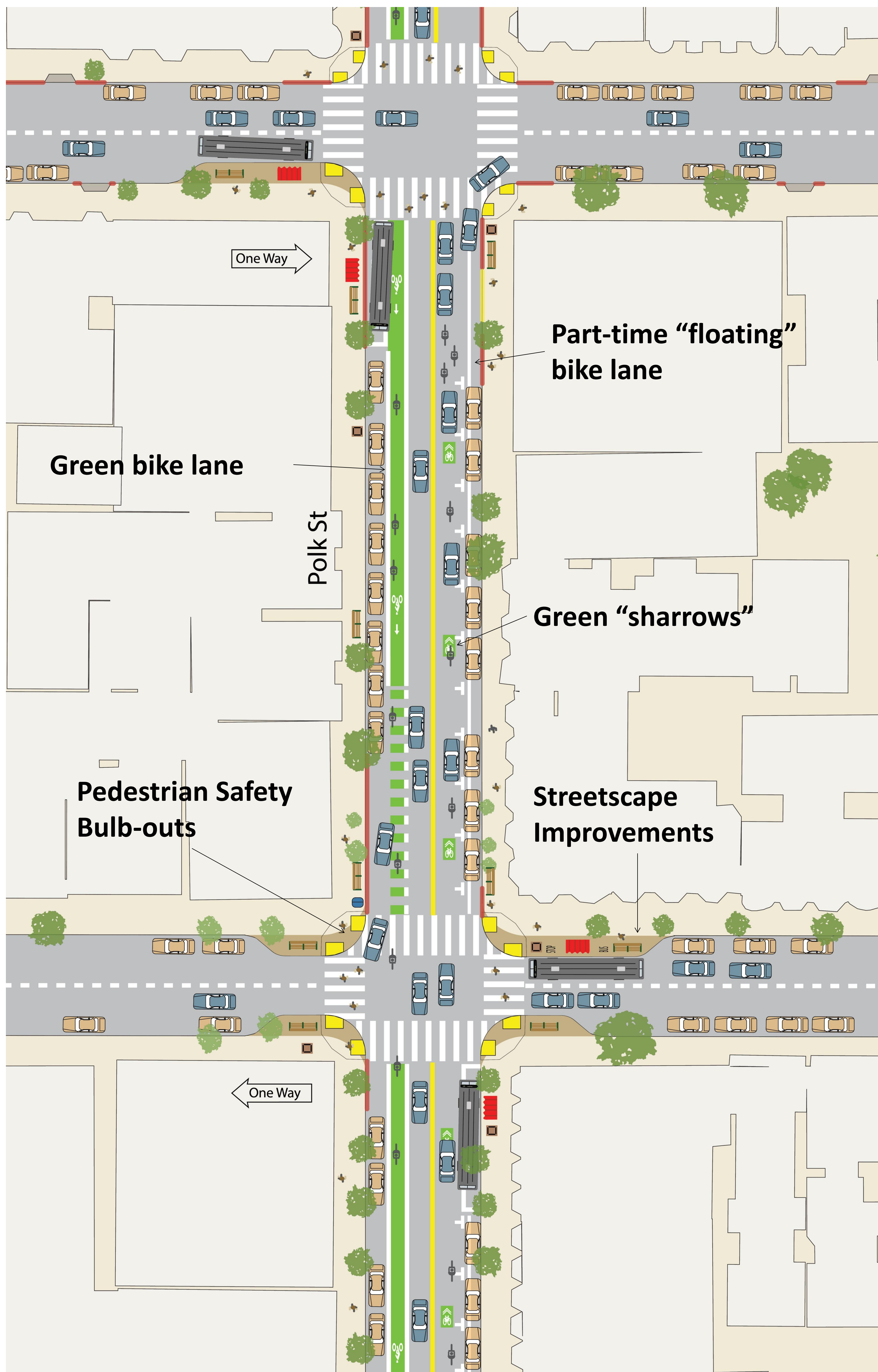
We studied each collision and found that the majority of pedestrian collisions occurred at intersections, involved turning vehicles, and were not the fault of the people walking.

We therefore recommend the following measures throughout the project corridor to directly address these safety concerns:

- High visibility crosswalks at all intersections
- Red zones near intersections to improve visibility
- Corner “bulb-out” sidewalk extensions at key locations to slow turning vehicles and make pedestrians more visible
- Pedestrian countdown signals
- Adjust traffic signal timing to slow vehicles or prioritize pedestrians at key locations
- Landscaping, seating, and other streetscape improvements



Conceptual Design: Union to California



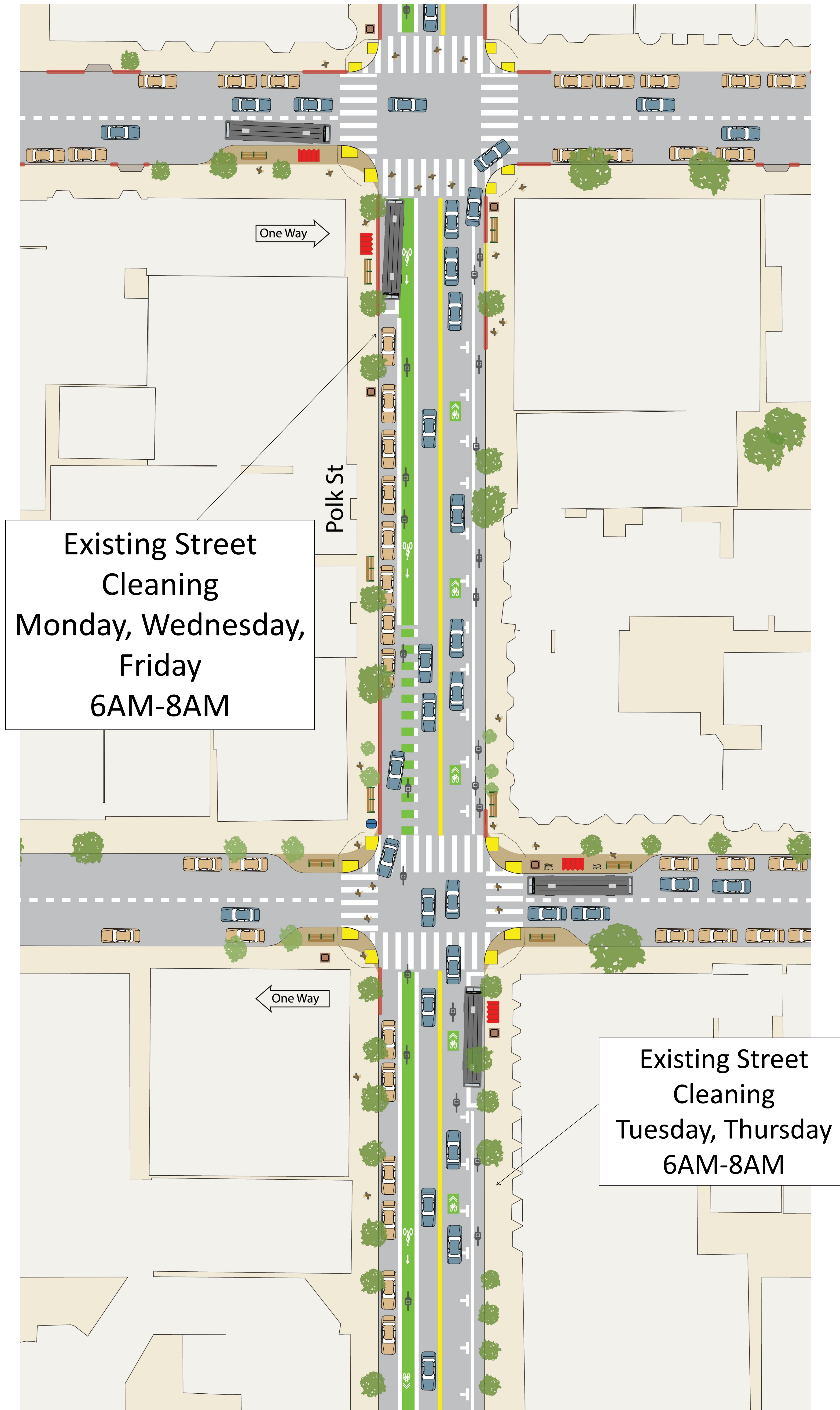
Recommendations

- Add southbound green bike lane to provide a designated space for bicyclists
- Add green shared lane markings in the northbound direction to help guide bicyclists and alert drivers to expect people on bikes
- Implement morning no parking regulations in the northbound direction to provide a "floating bike lane" for part of the day
- Restrict parking at intersections to improve visibility of pedestrians
 - 10% of parking to be removed on Polk Street (approximately 15-25 spaces)
 - 5% of parking to be removed within one block of Polk Street (approximately 40-50 spaces)



Example of a green bike lane (left) and "sharrow" (right)

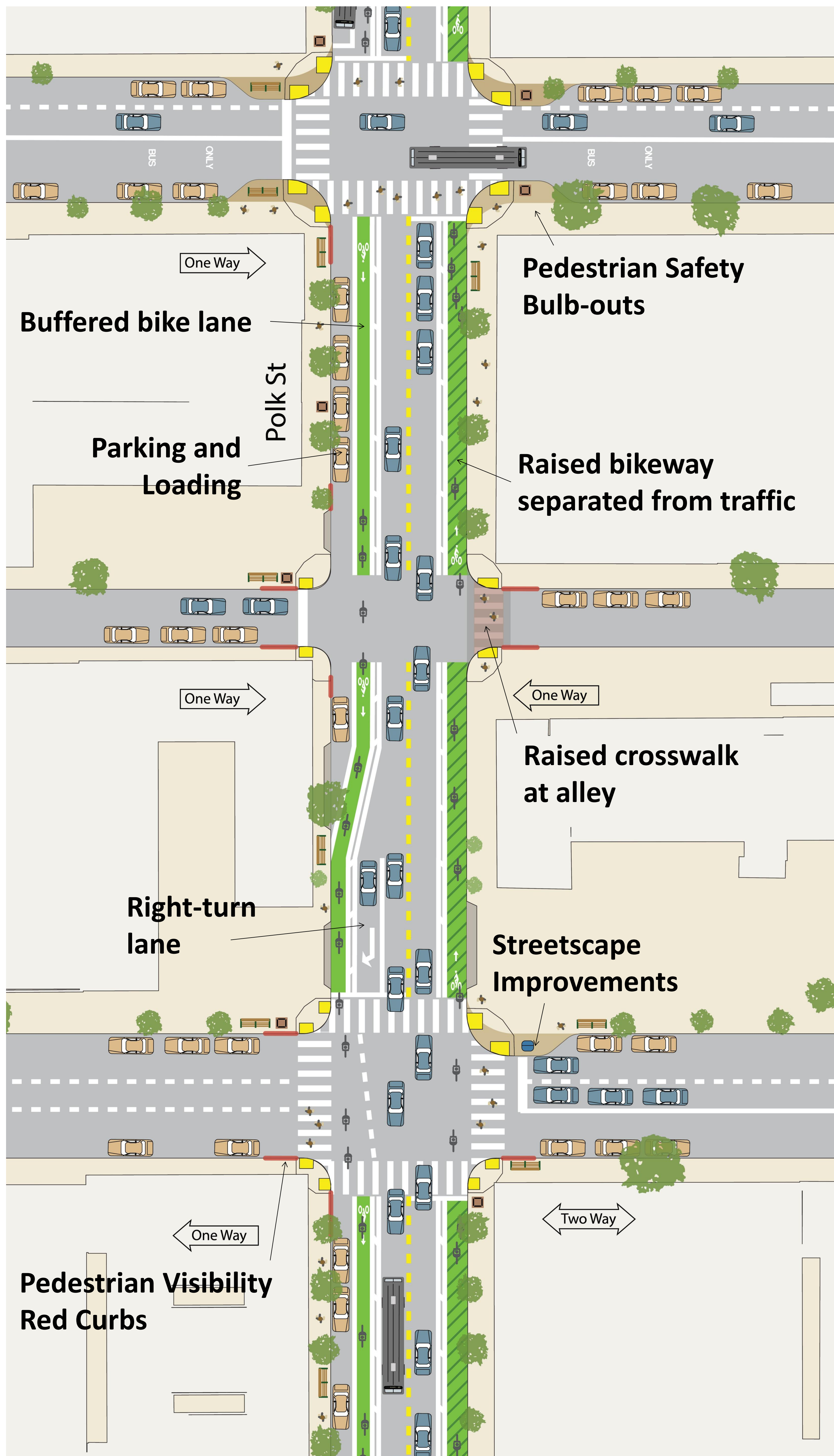
Conceptual Design: Union to California



“Floating” Bike Lane

- Why: A floating bike lane will provide additional space for vehicles and bicyclists during a busy time of the day
- When: A specific time to be determined after further analysis of commercial loading needs. For example: 7am-10am M-F

CONCEPTUAL DESIGN: California to McAllister

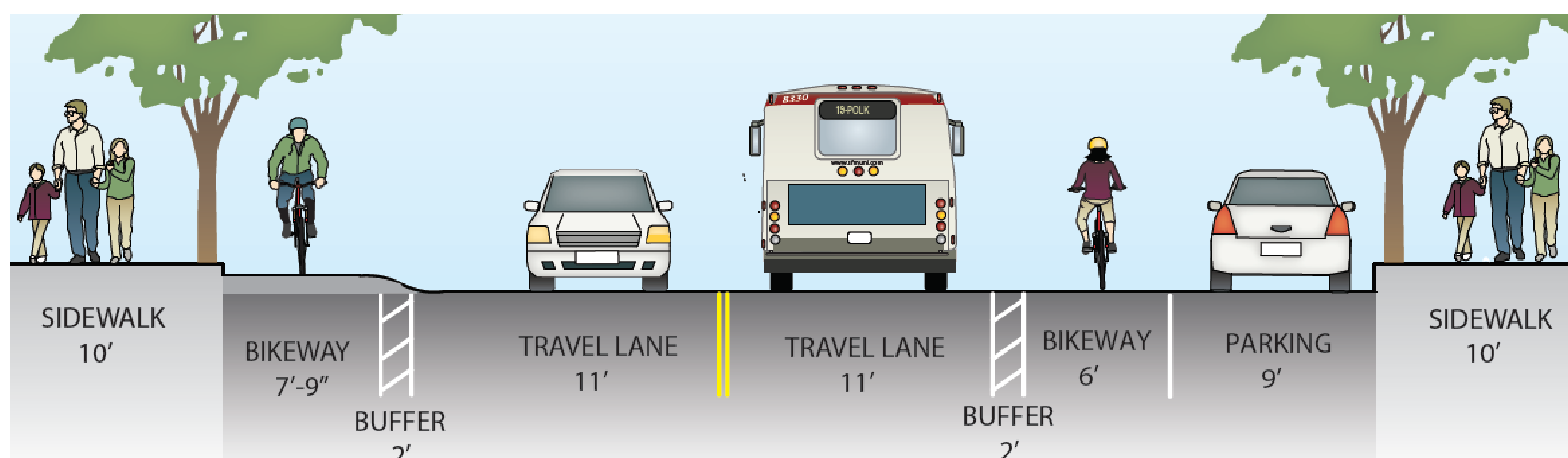


Recommendations

- Buffered bike lanes to increase the separation between moving vehicles and people on bicycles
- Raised “Cycle track” separated bikeway on one side of the street (raised to a level between the curb and roadway)
- Separate turning vehicles from bike and pedestrian traffic at key locations using separate lanes and traffic signal phasing
- Restrict parking on one side of the street to accommodate these changes
 - 50% of parking to be removed on Polk Street (approximately 85-95 spaces)
 - 10% of to be removed within one block of Polk Street parking (approximately 115-125 spaces)

Note: The SFMTA will work closely with local merchants to ensure that commercial and passenger loading needs can continue to be met nearby.

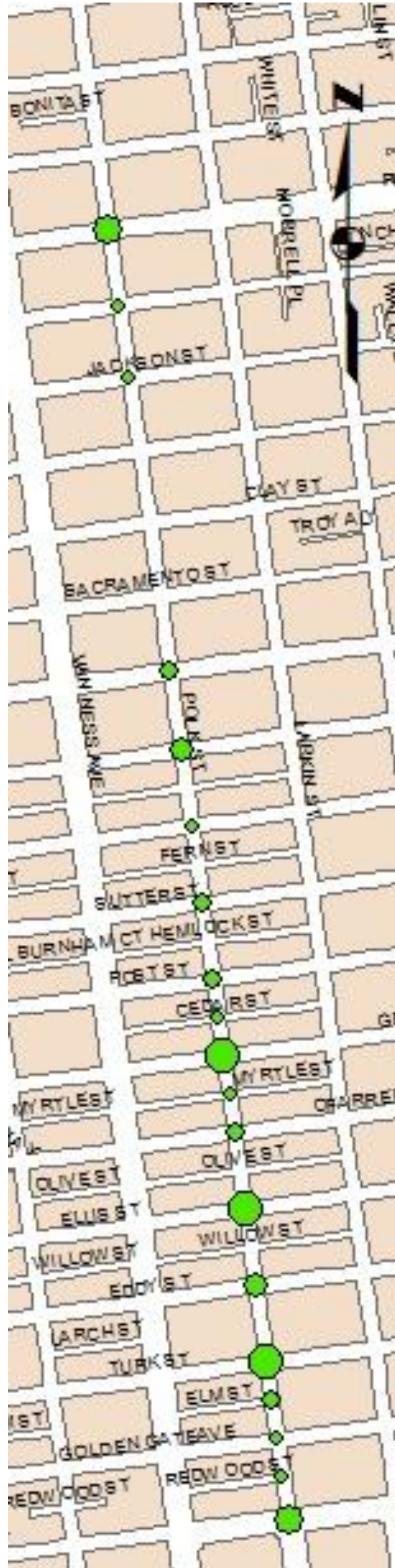
Cross section showing the concept of raising the bike lane on one side of the street



Why we chose Option B:

5-Year Collision History

Pedestrian	Bicycle	5-Year Total
53	69	122



- Safety – Addresses the observed bicycle and pedestrian crash patterns
- Project Goals – Enhances the vibrancy of Polk and improves transportation options
- Muni Operations – Continues to provide full Muni service to local businesses and residences. Does not interfere with the recommendations in the Transit Effectiveness Project (TEP) for the 19-Polk.
- Hills – Targets safety improvements at locations with the steepest grades.
- Improves Intersections – Dedicated left and right turn lanes at selected intersections improve safety for people walking and biking.
- Organization – Provides better marked, dedicated lanes on the street

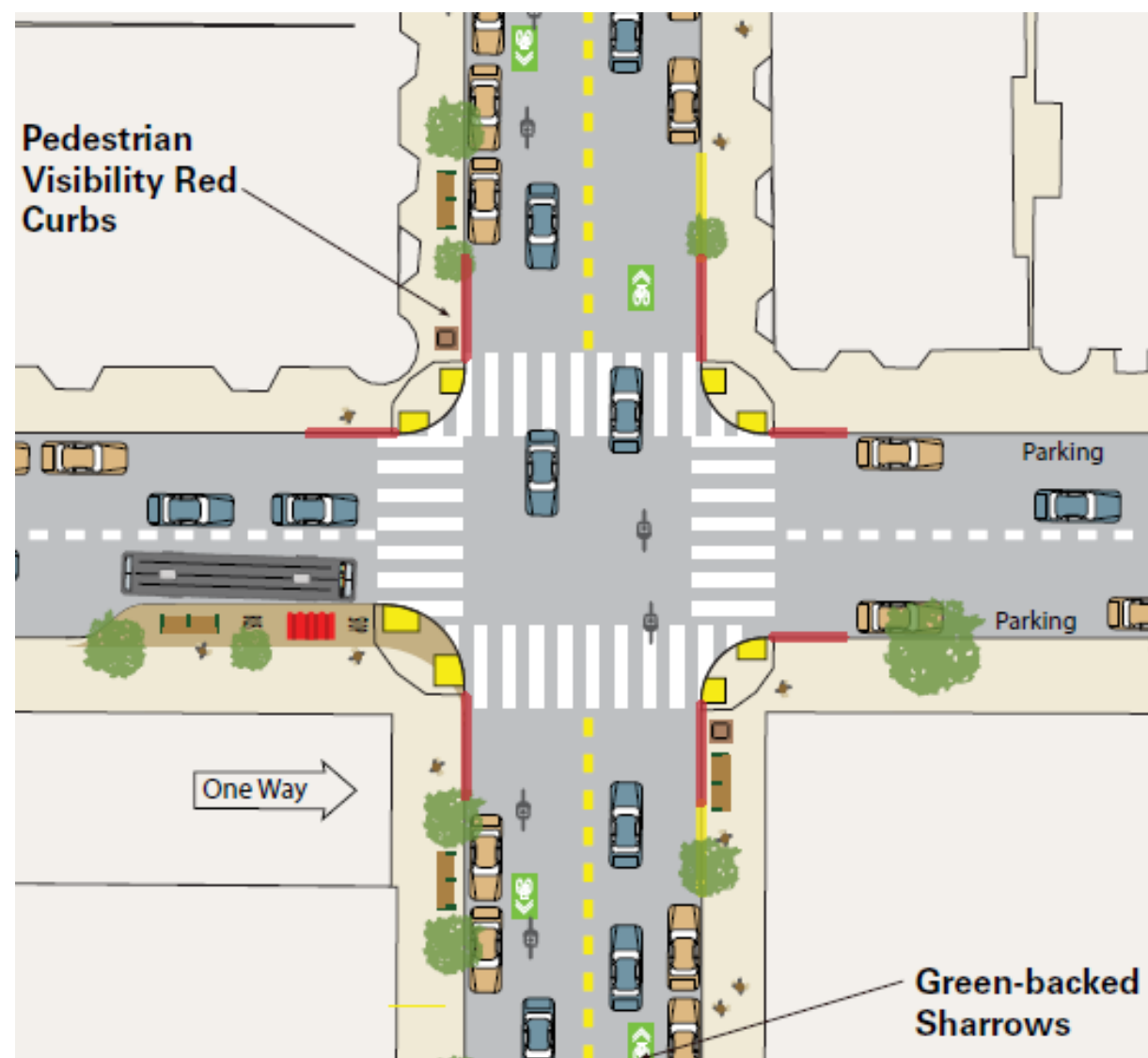


Confined street width and intersection conflicts create unsafe conditions



Muni On Polk Street

Other Options Considered



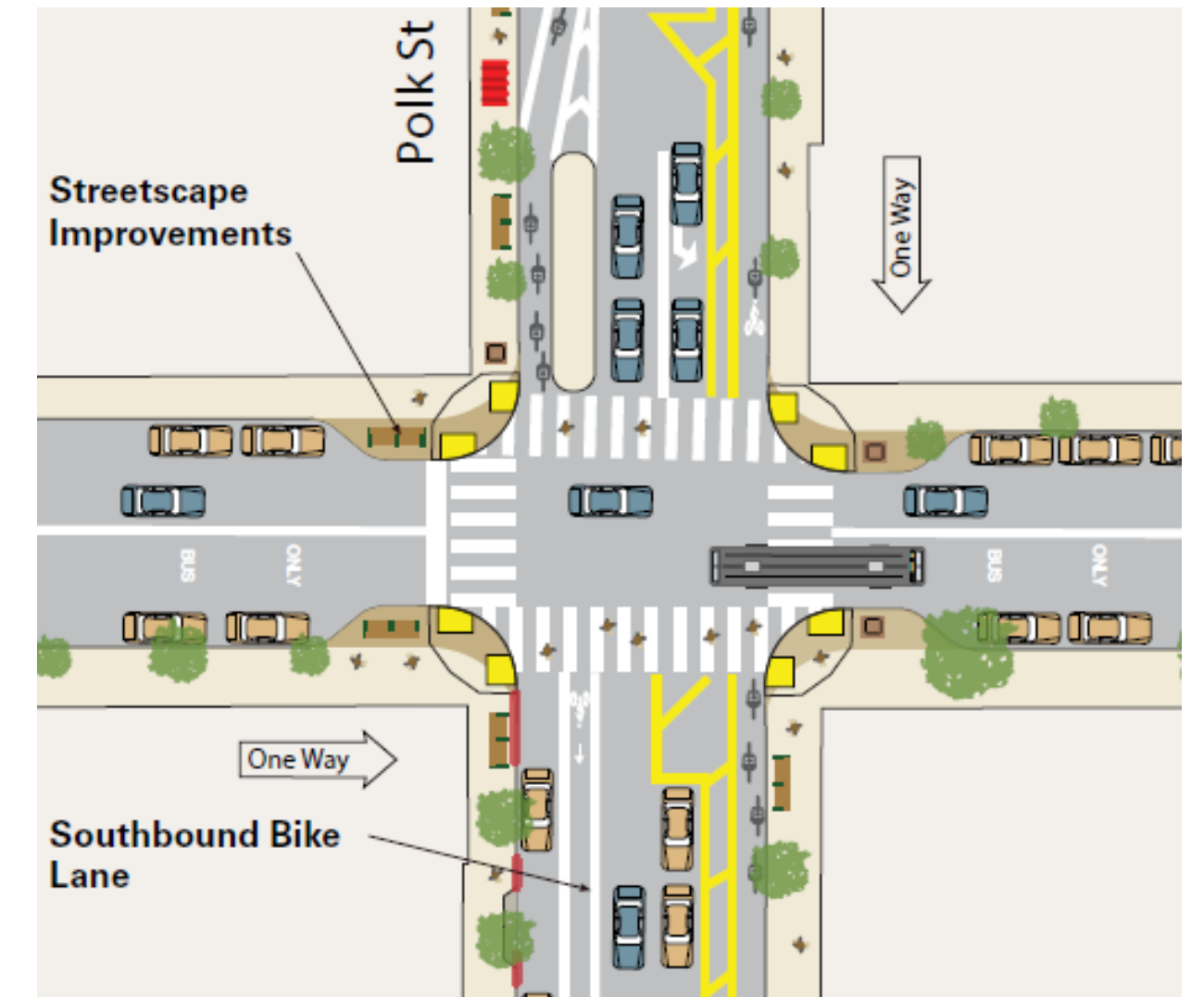
Shared Roadway Option

Shared Roadway

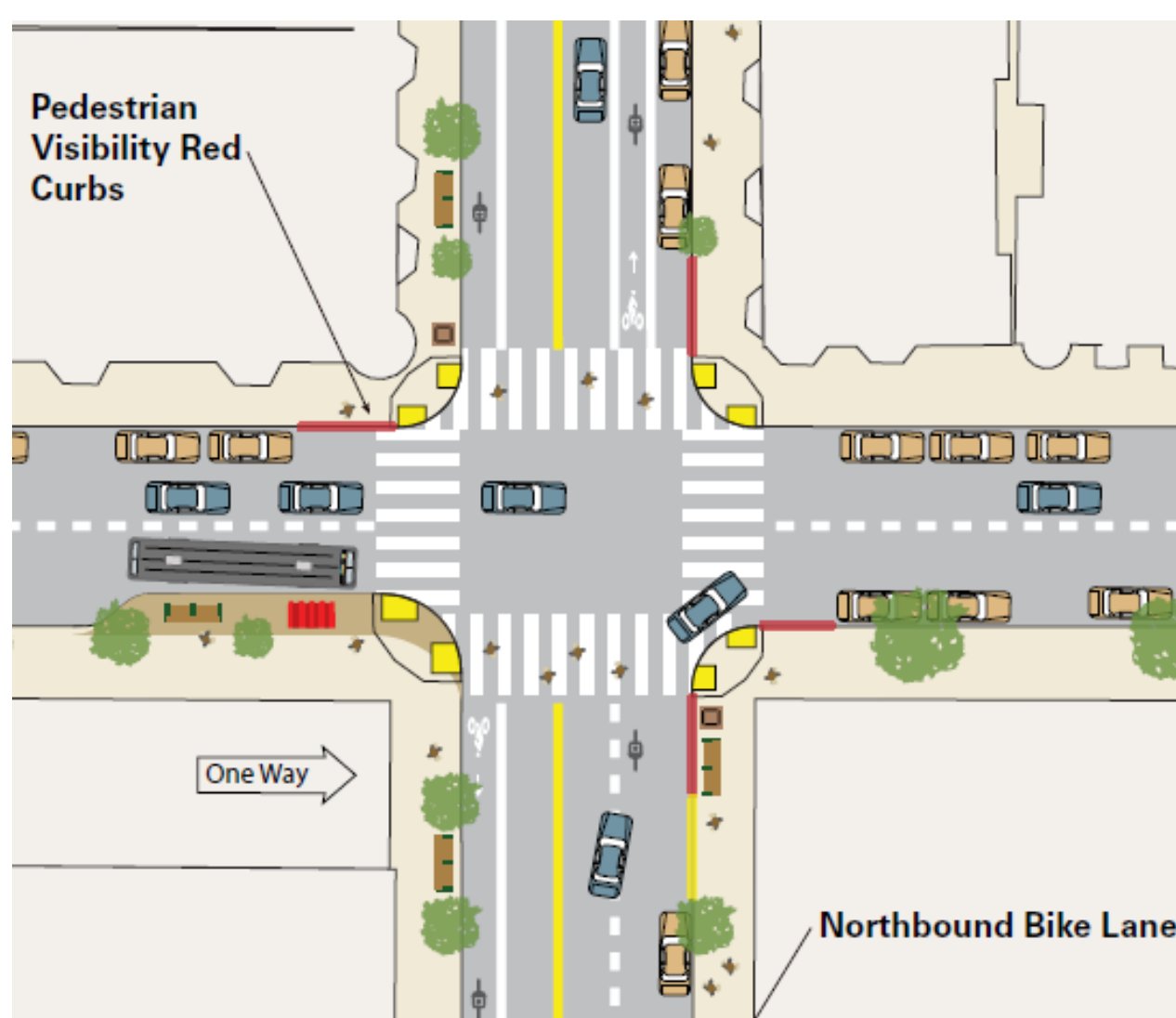
- Would not provide designated space for cyclists
- Uphill bike lanes are needed on the segments of Upper Polk Street with the steepest grade.

One-Way Polk Street

- Would not provide direct Muni service for businesses and residences on Polk.
- Roadway striping may be confusing.
- Would conflict with the Transit Effectiveness Project (TEP) plans to improve service on the 19-Polk.



One-Way Polk Street Option



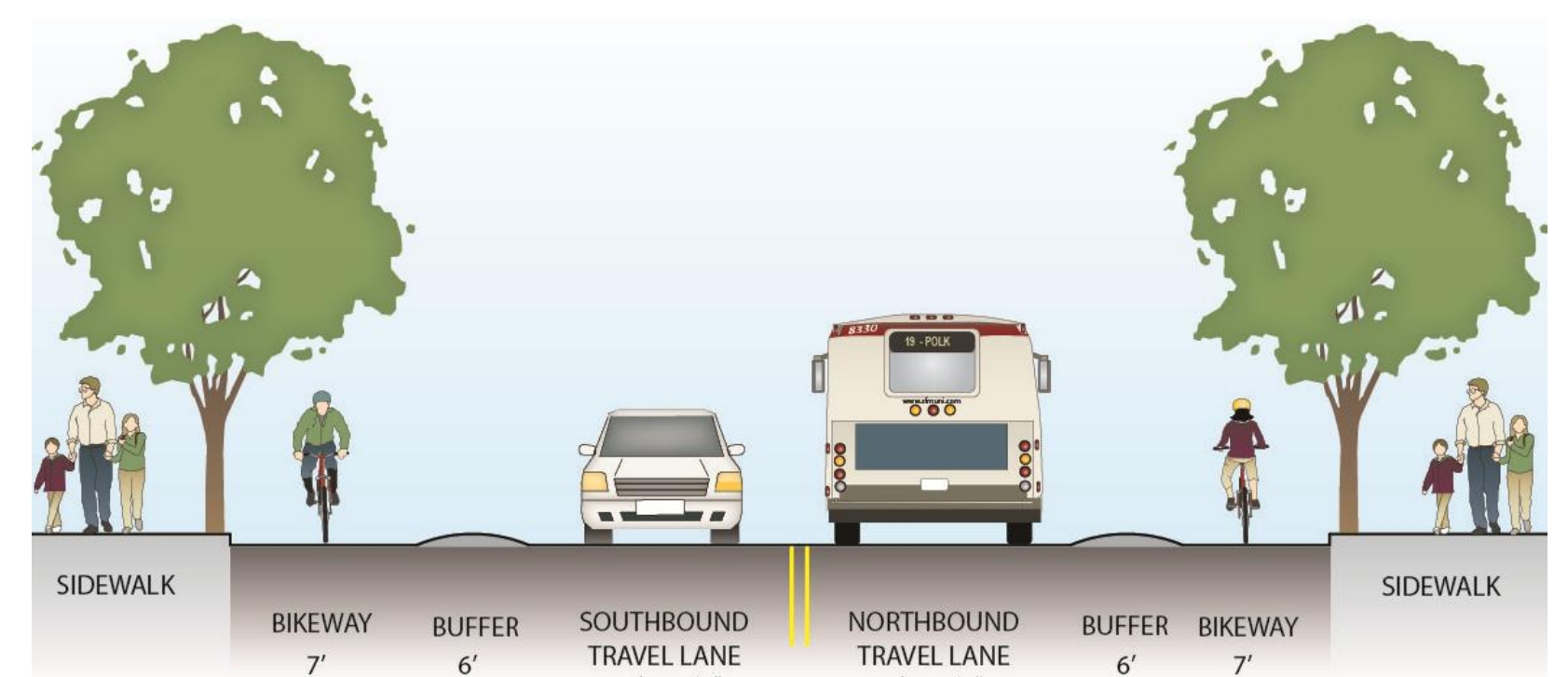
Two Bicycle Lanes in Upper Polk Option

Two Bicycle Lanes in Upper Polk

- Due to dense commercial activity, restricting loading to one side of the street raised concerns about impacting local businesses.

Separated Bikeways

- 11-blocks of Polk Street *will* receive a raised cycle track under the Preferred Alternative.
- The narrow roadway on Upper Polk does not fit two separated bike lanes and other necessary street uses such as transit stops and commercial loading.
- In Lower Polk, intersection safety features such as dedicated turning lanes would not be feasible if separated bikeways were installed in both directions.



Separated Bikeways

Moving the Bike Route to Van Ness or Larkin

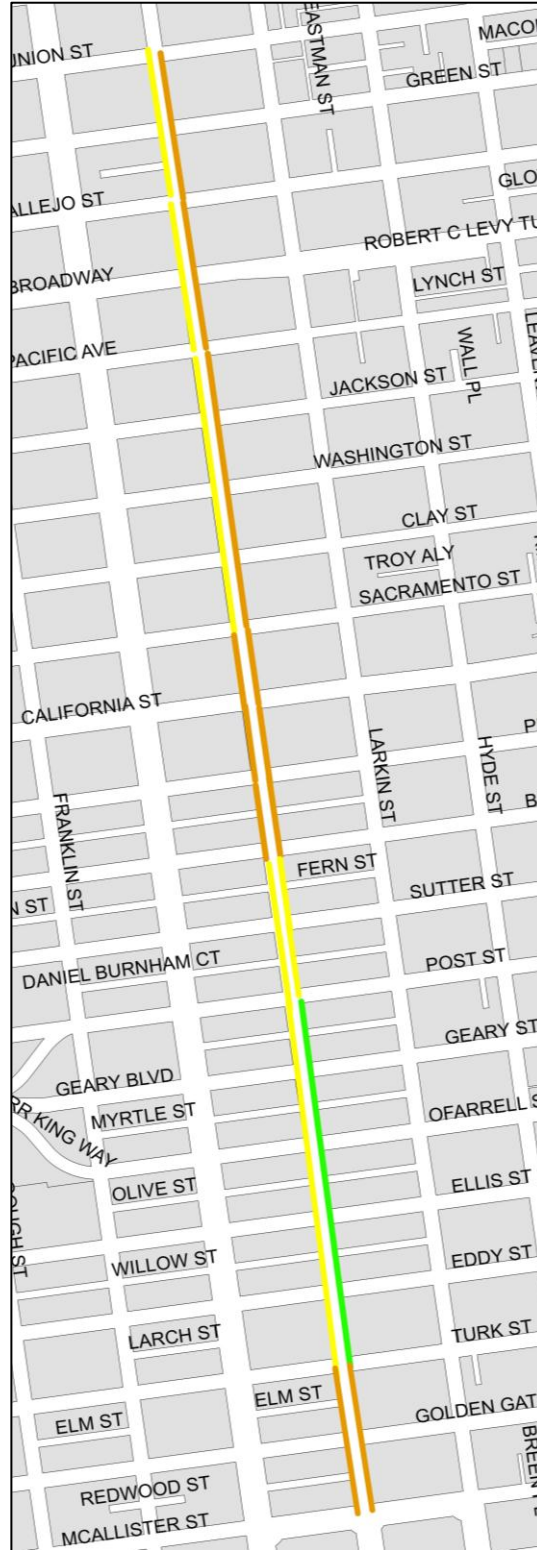
- Polk Street is already the dedicated north-south bike route which connects northern neighborhoods to Market Street and downtown.
- Van Ness Avenue has heavy transit and traffic use, which creates more potential conflicts with bicyclists.
- Both Van Ness Avenue and Larkin Street have more hills compared to Polk Street.

How will the project affect the comfort of bicycling on Polk?


Existing Conditions





Proposed Project Conditions




Legend

 Comfortable for all user groups, including vulnerable users (children, youth, disabled persons, and seniors)

 Comfortable for most novice bicyclists, including beginning riders and seniors; experienced children and youth

 Comfortable for most intermediate and experienced adult bicycle riders

 Comfortable only for confident bicycle riders

Adapted from the Level of Traffic Stress Methodology developed by the Mineta Transportation Institute.

Factors include bicycle facility type, traffic conditions, and severe bicycle collisions

PARKING AND DRIVING ON POLK

Union to California

On-street spaces in area	On-street spaces on Polk Street
918	168 (18%)

California to McAllister Streets

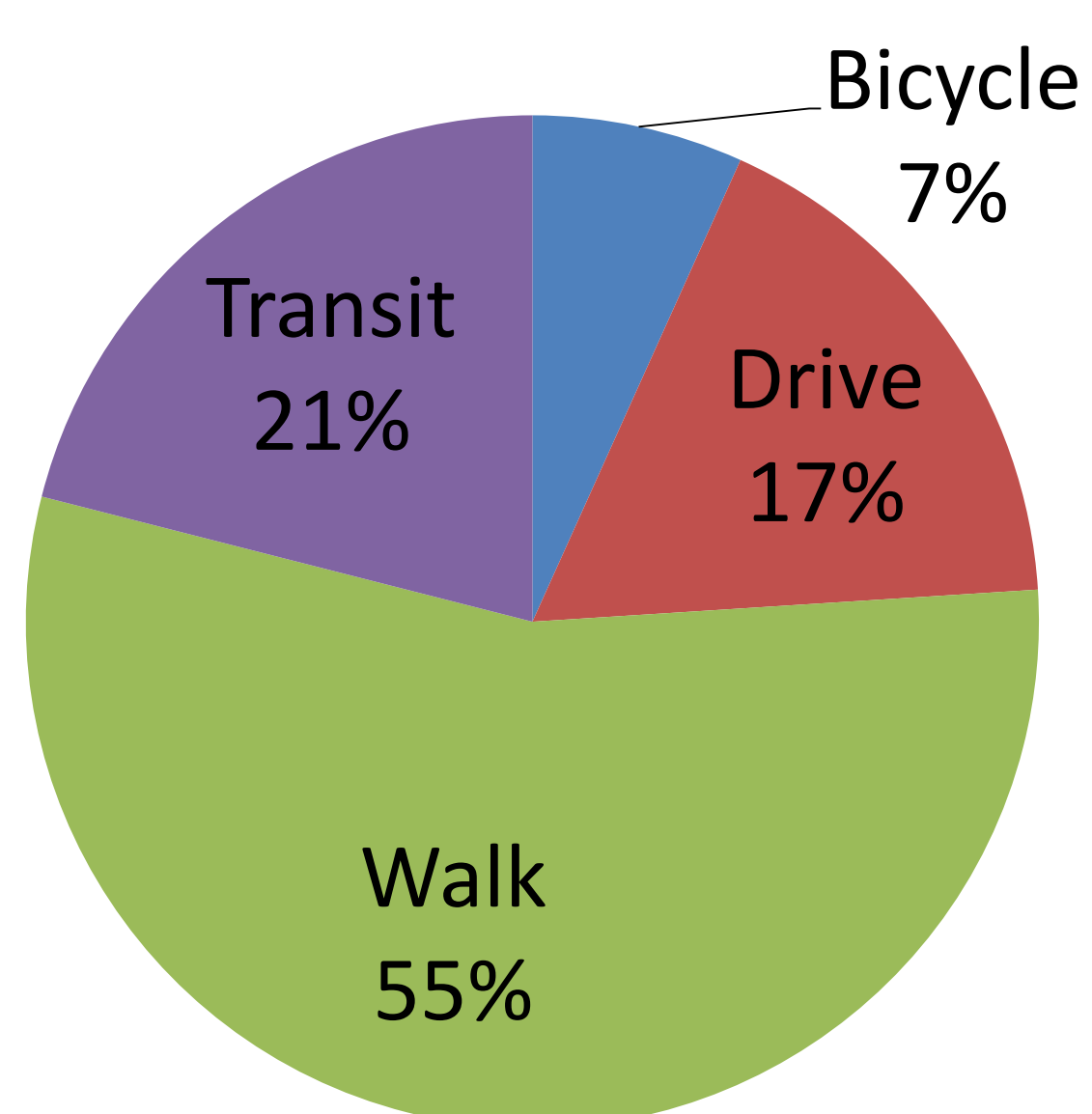
On-street spaces in area	On-street spaces on Polk Street
1226	161 (13%)

Roughly 70% of parking on Polk Street will be retained, and 92% of parking within a 1-block radius will be retained

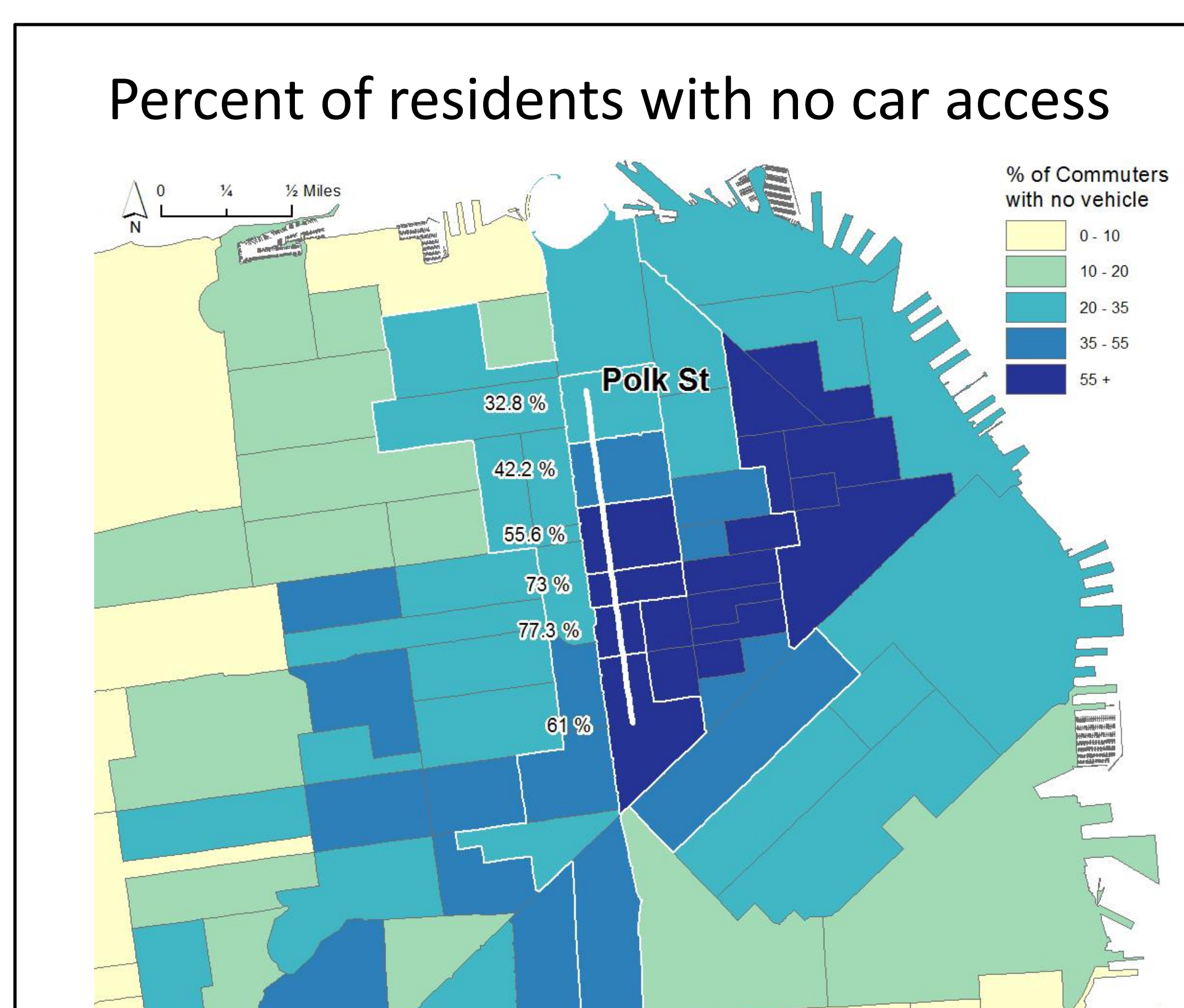
Project will add back roughly 20-30 parking spaces on side streets, and open up more hourly parking spaces at the SFMTA garage on Polk/Bush



NOTE: These parking numbers are approximate and include modifications proposed for the Van Ness Bus Rapid Transit (BRT) project.



An SFMTA survey found that most people don't drive to Polk Street



Census data indicates that many local residents do not own cars

