

Polk Streetscape Project Evaluation

Polk Street is a thriving commercial corridor and serves an important transportation function for San Francisco. The corridor is on the 19 Polk Muni bus route and also a preferred north-south bicycle route due to its flatter terrain. Furthermore, Polk Street is a popular destination for people walking, biking, driving and riding transit.

The Polk Streetscape Project was designed to enable safe access for all road users of all ages and abilities. The design includes corridor-wide safety improvements include protected bike lanes, pedestrian safety improvements, and additional streetscape amenities at key locations.



Project Findings - At a Glance



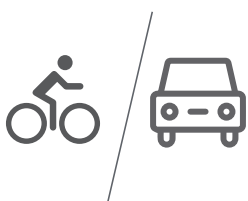
Overall, **127% increase** of people biking on Polk Street. More specifically, an increase up to 185% in the southbound direction and up to 114% in the northbound direction.



Most vehicles are parking legally in loading zones at the curb during both the weekday and weekend peaks (64% of 70 loading events observed).



With the installation of bike signals on Polk Street, on average 66% of people biking complied to the four new signals, while 84% of people driving complied.



The number of interactions between right turning vehicles and through bicycles **decreased by 91%**. Near misses/close calls dropped from 6 out of 55 vehicle right turns (11%) at the mixing zone to 1 out of 139 right turns (.7%) at the new bike signal.

Date of Completion

- Spring 2019

Project Extents

- Polk Street from McAllister to Union streets

Project Elements

- Protected bikeways, northbound
- Painted green bike lanes, southbound
- Pedestrian safety improvements
- Loading zone optimization
- Transit improvements
- Public realm enhancements

Key Evaluation Metrics

- Bicycle counts
- Bike signal compliance and yielding
- Vehicle speed and travel time
- Transit travel time
- Loading analysis
- Perception of safety (survey)



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Project Findings Continued



The 19-Polk Outbound to Hunters Point (runs southbound on Polk Street) saw a **54 second decrease** in travel time on Polk Street from Sacramento to Sutter Streets.



Vehicle travel times on Polk Street from McAllister to Union Streets (1.3 miles) increased by 4.5 minutes during free flow traffic (midday).

WHAT WE HEARD ON POLK

An intercept survey was conducted on the project corridor in order to better understand people's perception of safety pre- and post-implementation. In total, over 230 surveys were collected from people of different backgrounds, who live, work, visit and travel on Polk Street.



90% of people walking reported continuing to visit Polk Street at either the same rate or more frequently.



93% of transit riders reported having a more positive experience, or no change at all, with the new bus bulbs on the project corridor.



65% of people walking reported a more positive experience as a result of the improvements. A majority of both people riding bikes and transit also reported a more positive experience as a result of the streetscape project.



People riding bicycles report wanting to see additional protection of the bike lanes and more enforcement.



For more information, please visit: [SFMTA.com/Polk](https://www.sfcta.com/polk)



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