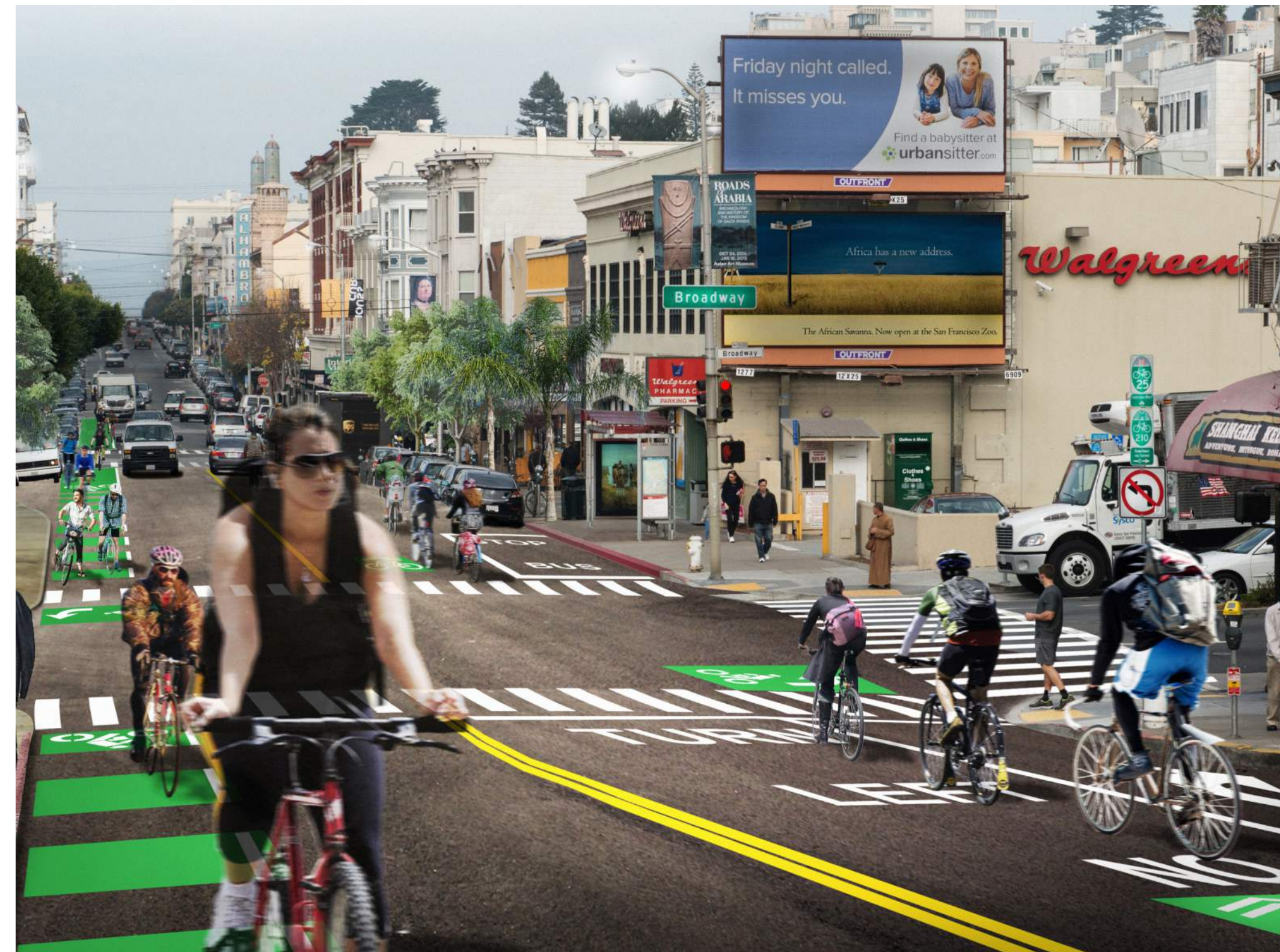


PROJECT OVERVIEW

The Polk Streetscape Project is an effort to improve safety for everyone traveling on Polk Street between Union and McAllister streets. Also included in this project are paving, sewer and water infrastructure enhancements on Polk, extending from McAllister to Beach streets.



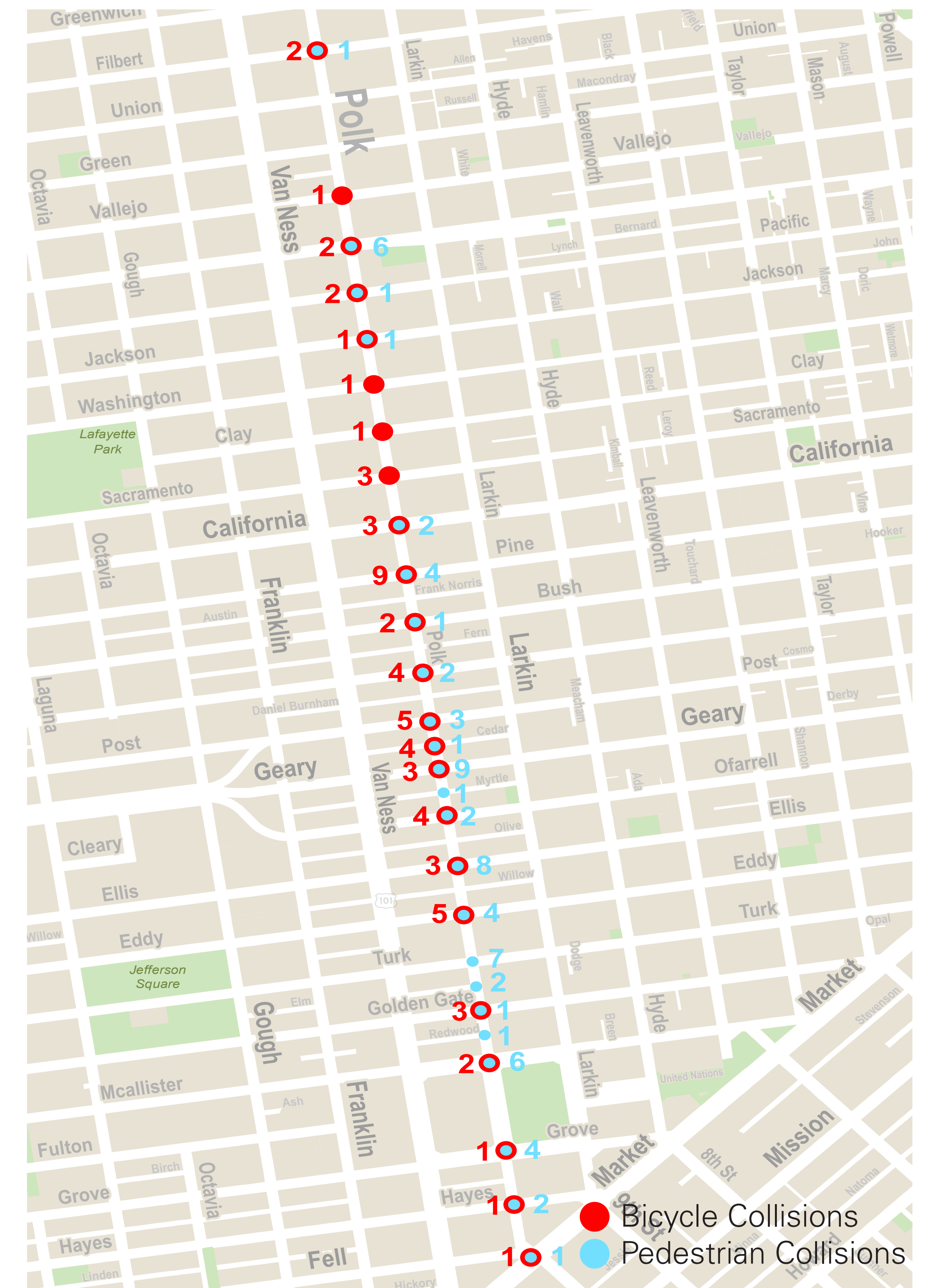
The project covers 28 blocks of Polk Street and 12 blocks of cross-streets. It includes:

- **151 new trees and 105 new streetlights**
- **11 sidewalk bulb-outs for pedestrians**
- **3 enhanced bus stops for Muni**
- **Northbound raised bikeway on 8 blocks**
- **39 blocks of repaving**
- **Sewer replacement on 11 blocks**
- **10 blocks of water infrastructure upgrades**
- **Traffic signal upgrades at 9 intersections**

POLK STREET COLLISION FACTS

- On average, one person walking and one person biking are hit by a car each month on Polk.
- 86% of auto/pedestrian collisions and 75% of auto/bike collisions occur at intersections.
- Approximately 65% of vehicle collisions with bikes and pedestrians find the driver responsible.
- Collisions involving bikes show a pattern of southbound bicyclists being hit by turning vehicles.

5 Year Collision History Map (2008 - 2013)



VISION ZERO

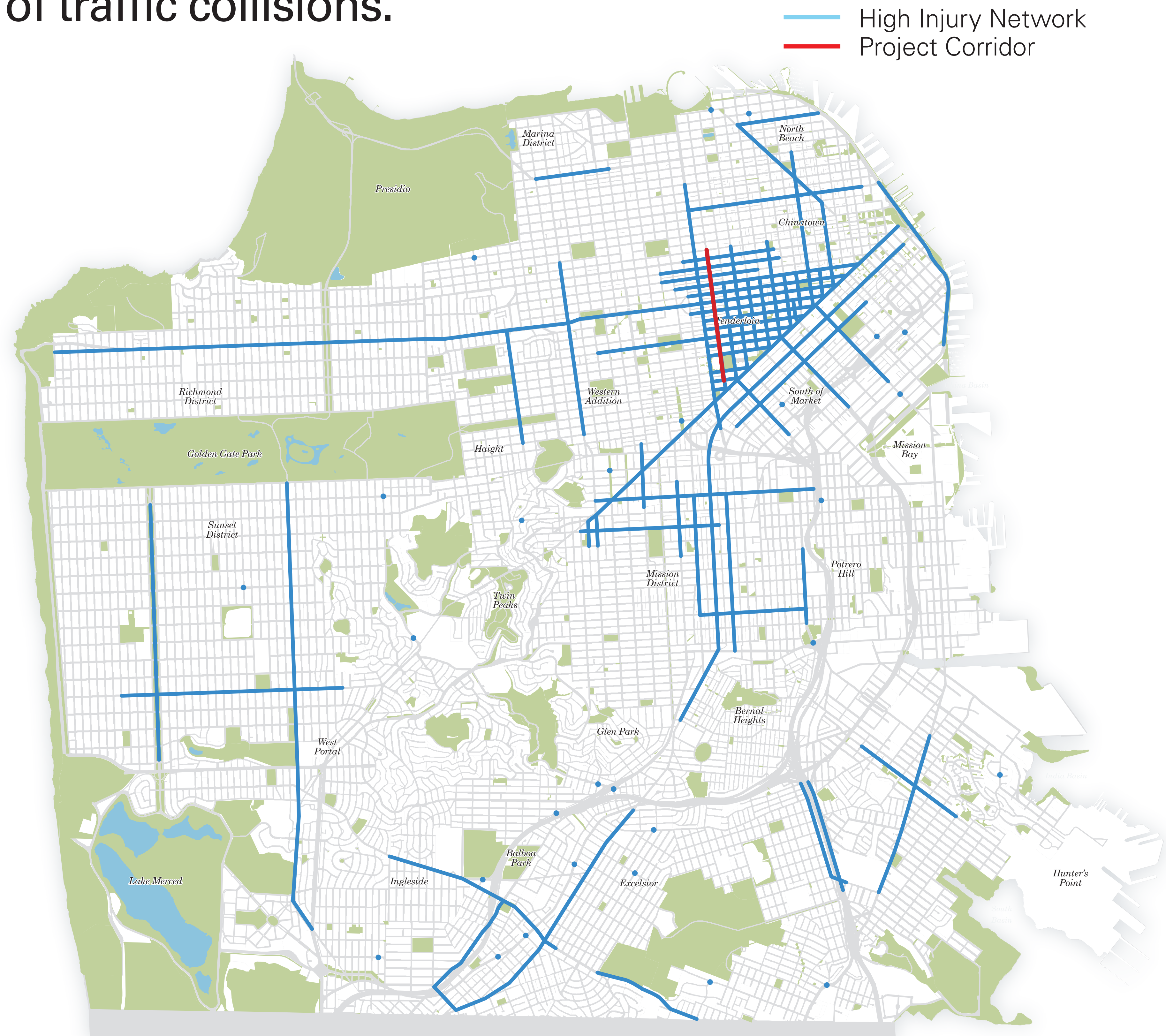
Polk Street and Van Ness Avenue are currently on San Francisco's High Injury Network, representing the city's 12 percent of streets that have 70 percent of traffic collisions.

From 2010 to 2015, there were **290** traffic crashes on Polk Street between McAllister and Union, including:

- **2 Deaths**
- **110 Bike Collisions**
- **78 Pedestrian Collisions**

Every year, 30 people are killed and 200 more are seriously injured in SF traffic crashes.

Our city's goal, Vision Zero, is to end all traffic deaths by 2024.



COMMUNITY-DRIVEN PLANNING

Starting in August 2012, a comprehensive 2-year public engagement process consisted of more than 60 meetings with residents, merchants and community groups:

- **5 widely-advertised and well-attended public meetings**
- **6 walking tours**
- **More than 50 focused meetings with community groups**

By combining the community's ideas with a clear understanding of where and why collisions are happening on the corridor, the final project targets investments to the areas most in need of safety improvements.



SAFETY IMPROVEMENTS IN ACTION

Polk's safety record is the driving force for this project. A variety of traffic engineering improvements will increase safety for everyone:

Raised bikeway provides a dedicated space for people biking

High visibility crosswalks increase awareness of people crossing

Red zones near intersections increase visibility of pedestrians

Shared lane markings alert motorists to the presence of bicyclists

Sidewalk bulb-outs increase visibility of people walking, slow turning cars and shorten crossings

Improved signal timing creates a safer environment that requires slower speeds

Separated turning phases reduce conflicts between cars and people walking and biking

Green bike lanes provide better comfort for bicyclists by increasing visibility of dedicated roadway



MORE RELIABLE MUNI



Your ride on Muni is going to get better with these improvements coming with the Polk Streetscape Project:

3 bus bulb-outs (Pine, Broadway & Union):

- Reduce delay associated with merging
- Make pedestrians more visible to drivers

Better placed bus stops that minimize delay

Regular 19-Polk service provided during construction

LOWER POLK (MCALLISTER TO PINE)



High visibility crosswalks

Red zones near intersections

5 sidewalk bulb-outs

Fern Alley art installation, raised crosswalk and streetlights

8 blocks of northbound raised, green bikeway

32 new trees (2 trees removed)

Improved signal timing/Separated turn signals

47 new street lights

MIDDLE POLK (PINE TO BROADWAY)



High visibility crosswalks

Red zones near intersections

5 sidewalk bulb-outs

Southbound green bike lane

Improved signal timing/Separated turn signals

100 new trees (19 trees removed)

47 new street lights

Northbound morning tow-away lane (weekdays 7 - 10 a.m.)

UPPER POLK (BROADWAY TO UNION)



High visibility crosswalks

Red zones near intersections

4 sidewalk bulb-outs

11 new street lights

Southbound green bike lane

Northbound shared lane

Improved signal timing/Separated turn signals

25 new trees (3 trees removed)

UPGRADED WATER & SEWER INFRASTRUCTURE

The Polk Streetscape Project is an opportunity to reinvest in Polk's infrastructure. Included in this project are paving, sewer and water enhancements extending from McAllister to Beach streets.

The oldest sewer pipe on Polk is 149 years old.

It was installed in 1867 and runs from Post to Sutter.

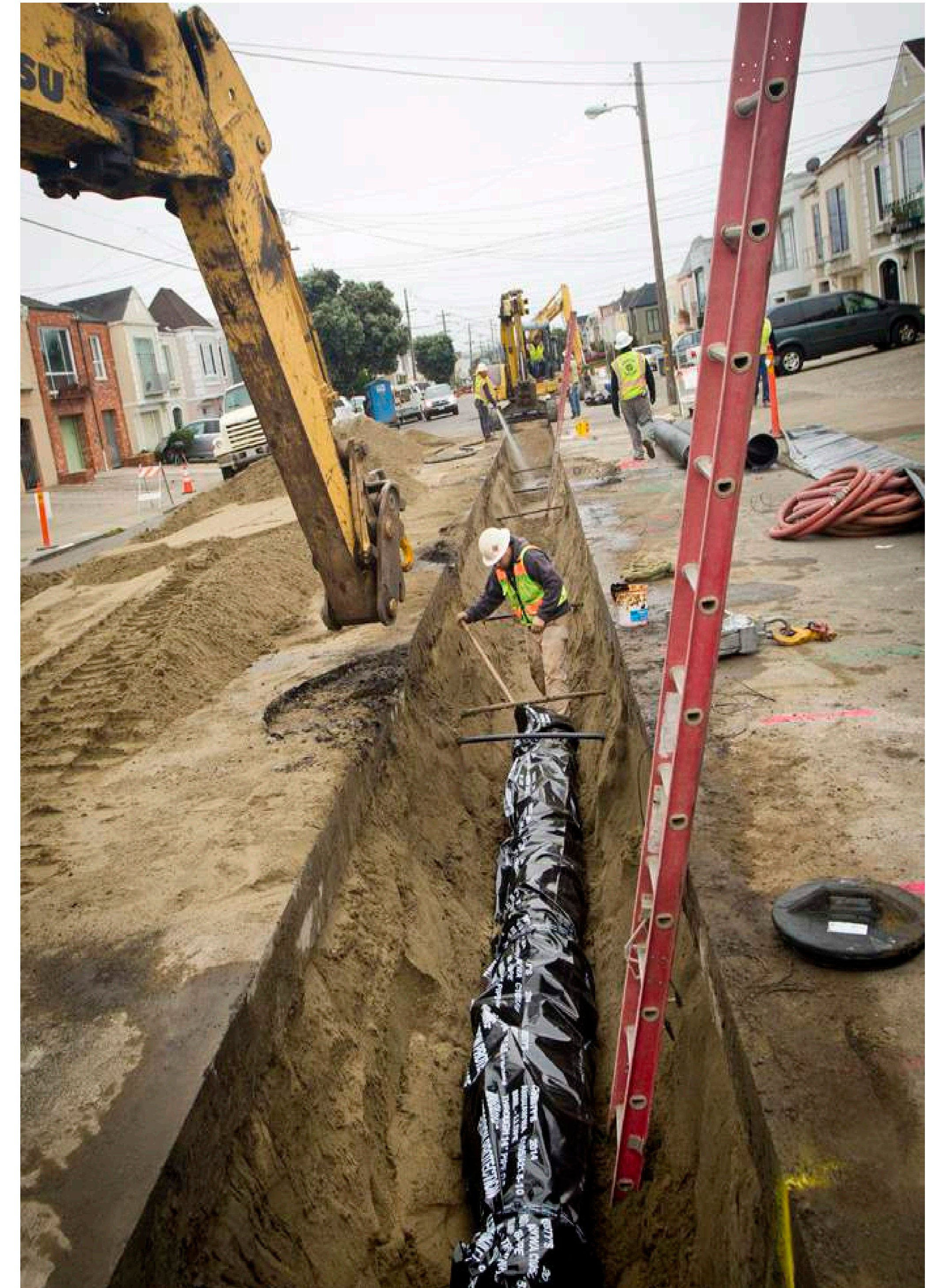
The oldest potable water pipe is 111 years old.

It was installed in 1905 and runs from Filbert to Greenwich.

This project will bring to the corridor:

New, larger sewer pipes that will replace existing century-old infrastructure

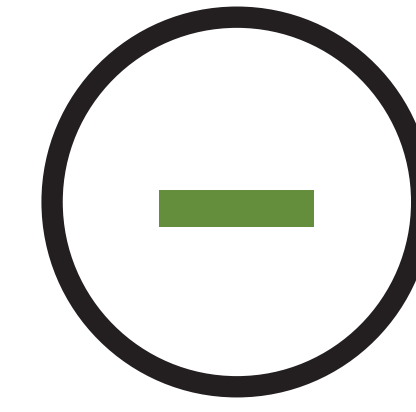
Upgraded water distribution system to increase the reliability of service to residents and business owners



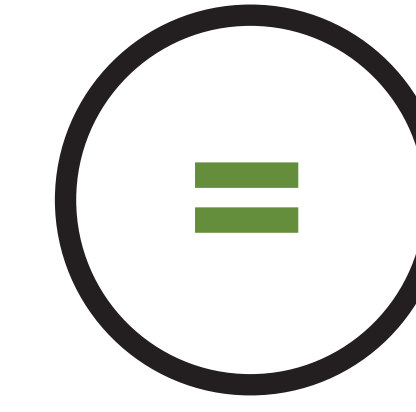
PARKING ON POLK



- 28** new accessible parking spaces
- 10** new short term parking spaces
- 61** improved loading zones



- 11 of 198** spaces removed on Upper Polk (6% of supply)
- 95 of 143** spaces removed on Lower Polk (66% of supply)



- 90%** of parking retained in 1 block project radius
- 70%** of parking supply on Polk retained



WHY POLK?

Other parallel streets won't work because:

Van Ness is a state highway with high volumes of traffic and transit. The street width is constrained to add additional improvements for bicyclists, especially with the bus rapid transit project breaking ground in October 2016.

Larkin does not provide a continuous two-way bicycle route. The steep grades and lack of commercial attractions do not make it an appealing street to ride on.



Polk Street is:

Flatter than neighboring streets

Has less traffic than nearby parallel streets

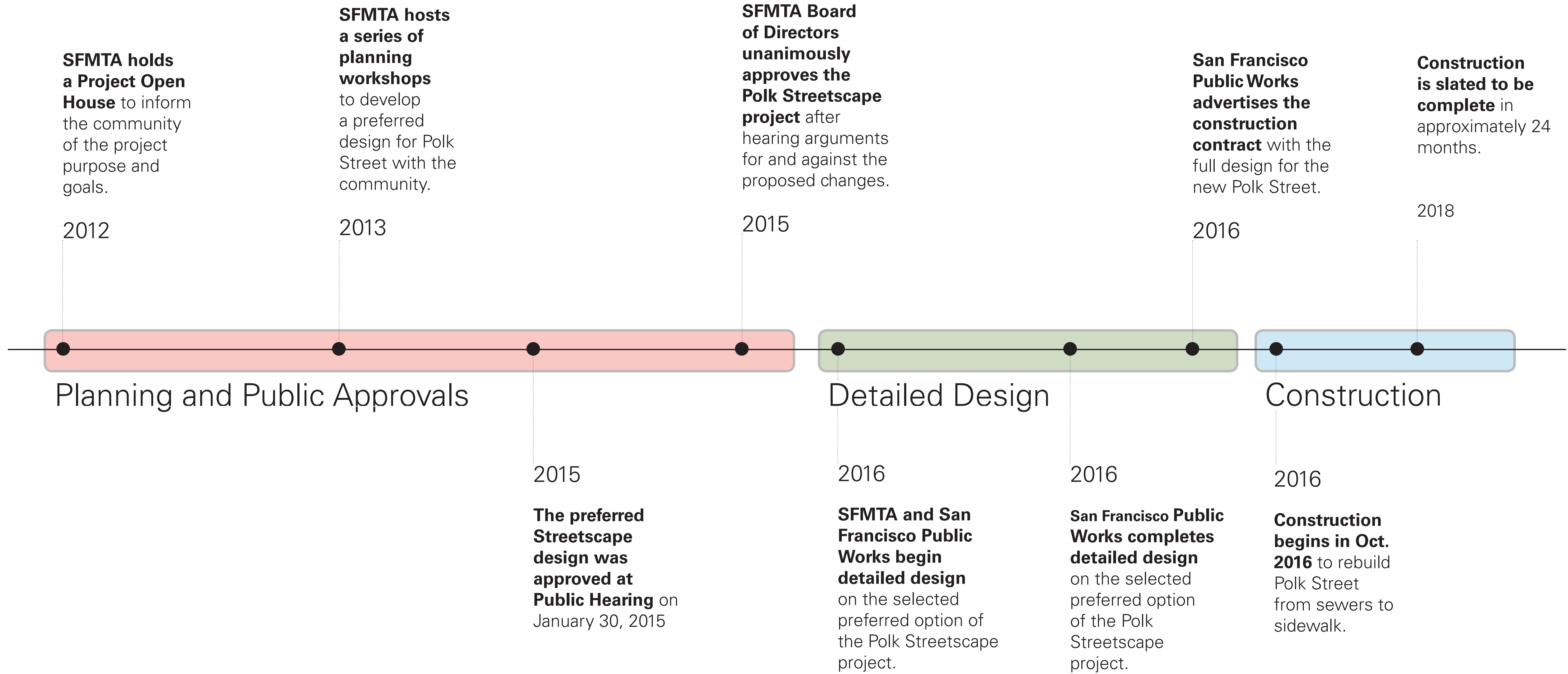
A thriving neighborhood commercial district

A site of many traffic-related crashes and injuries

Serves an important transportation role (Muni #19 connects to Civic Center BART and other Muni lines)

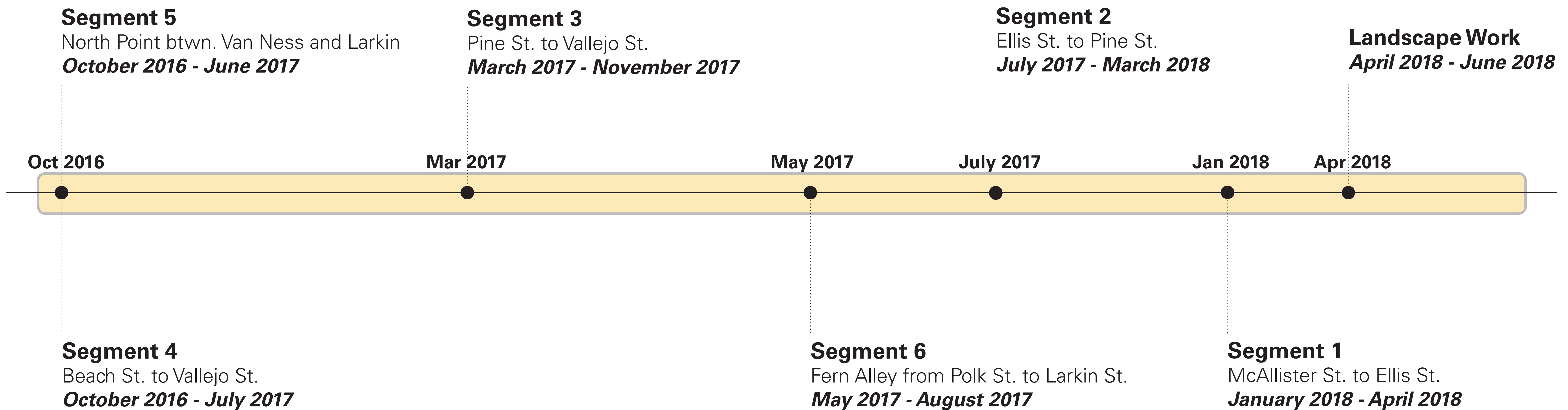
PROJECT HISTORY AND MILESTONES

After a comprehensive planning process, multiple public approvals, and extensive design and engineering, construction is the final step toward a new Polk Street.



CONSTRUCTION SCHEDULE

The project, on Polk Street from Beach to McAllister streets, will take approximately 24 months and is expected to be completed fall 2018.



*Please note: The construction schedule is subject to change and may be delayed or accelerated due to many factors, including but not limited to: rain or other weather delays, equipment breakdown and/or unforeseen field conditions. Please refer to the project webpage at www.sfpublicworks/polk for the latest construction updates.

CONSTRUCTION DETAILS

Pre-construction started in September 2016. Ground-breaking starts in October and construction will last approximately 24 months.

The comprehensive street redesign, combined with the new sewer and water system necessitate a longer construction period. For example, installing new sewer and water infrastructure may take at least three weeks per block.

Need to Know Details:

- Construction will last approx. 24 months
- When a block is under construction, loading and unloading will occur in driveways and side streets
- Transit operations will be maintained
- Typical work hours are 8 a.m. - 4 p.m.

STAY IN THE LOOP!

For general project information, you can:

- Visit: www.sfpublishworks.org/polk
- Sign up for updates at: sfpublishworks.org/polk
- Follow the SFMTA and San Francisco Public Works on Facebook and Twitter!

For detailed construction information, please contact: **Coma Te**

Coma Te, San Francisco Public Works
Coma.Te@sfdpw.org or (415)-558-5283