



What is this project?

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.

This project will build on Polk's vibrant commercial character by improving safety and transportation choices. It covers 28 blocks of Polk and 12 blocks of cross-streets. Project features include:

- Street safety improvements from McAllister to Union (20 block, 1.3 mile stretch)
- Additional paving, sewer and water upgrades from Union to Beach (8 block, .5 mile stretch)
- 105 new street lights
- 151 new trees and new landscaping
- Upgraded sewer and water infrastructure
- Raised bike lane northbound from McAllister to Pine
- Green bike lane southbound from Union to McAllister
- Fern Alley design improvements
- Protected turn phases for vehicles
- Signal retiming
- Pedestrian countdown signals and high visibility crosswalks
- 11 new sidewalk bulbouts and 3 new bus bulbouts
- Bus stop consolidation for more reliable transit
- Left and right turn lanes to improve traffic flow
- Bike traffic signals
- 163 curb ramps

How did the project originate?

This project is driven by a pressing need to improve safety for people walking and biking on Polk. From 2010 through 2015, there were 290 traffic crashes between McAllister and Union, including: two deaths, 110 bike collisions and 78 pedestrian collisions.

Polk Street is on the city's "High Injury Network" and is one of the 12% of city streets that account for 70% of traffic collisions. On average, one person walking and one person biking are hit by a car each month on Polk Street.

Are these designs final?

Yes. The Polk Streetscape Project was approved by the SFMTA Board of Directors in March 2015 after an extensive community process. The project was also studied for environmental impacts through a review process, it was found that the streetscape project will not have environmental impacts nor significant traffic impacts.



What outreach was done for this project?

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

- More than 50 focused meetings with community groups and stakeholders
- Five widely-advertised and well-attended public meetings
- Six walking tours with SFMTA staff

The final project combines the ideas from the community with a clear understanding of where and why collisions are happening on Polk and the improvements needed to prevent them.

What are the types of collisions happen on Polk Street?

- Most collisions occur at intersections
(86% of auto vs. pedestrian and 75% of auto vs. bike.)
- Most collisions are not the fault of people walking and biking
(65% of bike crashes and 70% of pedestrian crashes find the vehicle at fault.)
- Bike collisions show a pattern of southbound bicyclists being hit by turning vehicles.

How does this project support local business?

A key goal of this project is to build on the vibrancy and economic vitality of Polk Street. A safe street is critical for vibrant neighborhoods and a thriving commercial corridor. This project will create a safer corridor for all those who visit Polk, no matter how they get there.

This project is also adding:

- 151 new trees along the corridor
- 105 new street lights that are more decorative and at pedestrian scale
- 50 improved loading zones, with new locations and loading times developed with merchant feedback

What will happen to parking?

90% of parking within a 1-block radius will be retained (70% of parking retained on Polk itself.)

Overall, the Polk project will remove 134 spaces, 106 on Polk and 28 on side streets.

- Upper Polk (Pine to Union): 11 spaces removed out of 198 spaces (6% of parking supply on Upper Polk Street)



- Lower Polk (McAllister to Pine): 95 parking spaces removed out of 143 (66% of parking supply on Lower Polk Street)

Will there be new parking spaces added?

The SFMTA will be creating 28 new accessible parking spaces, 10 new short term parking spaces and 61 improved loading zones with more efficient locations and better loading times.

Why is a bike lane being installed on Upper Polk Street?

Van Ness Avenue has a high number of vehicles which travel at speeds unsafe for people bicycling. Van Ness Avenue and Larkin Street also have grade changes that are steeper compared to Polk Street. The characteristics of Polk Street provide the best option for people biking between Market Street and Russian Hill.

What will the parking configuration be north of Pine Street?

There will be no net parking loss due to bike lanes north of Pine Street.

The southbound bike lane that the SFMTA is adding will not require parking removal.

The parking that will be removed north of Pine (11 spaces on Polk Street and 20 in total, counting side streets) will be converted for pedestrian safety measures such as corner bulbouts and red visibility curbs that increase pedestrian visibility.

What is happening with the bus stop consolidation?

In order to improve bus travel on Polk Street, the SFMTA is consolidating underutilized Muni stops or stops that are within close proximity to another stop.

To increase Muni's reliability on Polk, three stops on southbound Polk at Vallejo, California and Post will be removed, leaving eight bus stops southbound from Lombard to O'Farrell. In the northbound direction, four stops will be removed at Green, Pacific, California and Sutter (leaving eight bus stops northbound from Post to Lombard.)

Is the Polk Streetscape Project being coordinated with other projects in the area?

Yes. The SFMTA has reviewed the proposals for other area projects, including the Van Ness Improvement Project and the California Pacific Medical Center Project. Construction efforts on Polk are being closely coordinated with work happening on Van Ness and at CPMC.



The Van Ness Improvement Project and Polk Streetscape Project have integrated traffic management plans.

What is the construction timeline?

Construction will start in September 2016. In addition to the streetscape improvements, the project will include sewer and water main replacement. Construction will last approximately 24 months.

How much will this project cost?

The project is estimated to cost \$18 million and will be funded by 2011 Prop B GO bond and SFMTA Series 2014 revenue bond. Approximately, \$7 million will fund water and sewer infrastructure improvements and \$11 million will go towards pavement and streetscape improvements.

In 2011, San Francisco voters passed the Road Repaving and Streets Safety Bond. Funds from this bond have been allocated towards the planning and construction of Polk Street. This bond has allowed the city to make long-overdue and urgently needed repairs to create a safer driving, walking and biking experience for everyone.

How will loading and unloading work during construction?

During construction, loading and unloading will have to occur in a driveway, while maintaining a pedestrian path of travel. Parking and unloading on adjacent streets is also recommended. If a member of the public needs temporary access to load/unload a vehicle, the foreman on the project is typically accommodating and should be contacted.

The foreman's contact information will be provided to residents prior to the start of construction. In the meantime, residents can contact Coma Te from Public Works for more detailed questions at Coma.Te@sfdpw.org (415-558-5283).

How will the city evaluate the project?

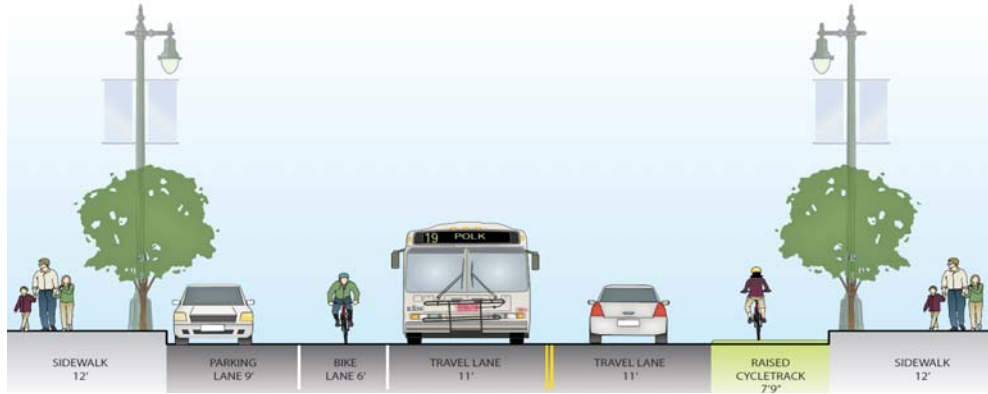
There will be extensive evaluation of this project, including a:

- One year post-project evaluation of transit efficiency, bicycle counts, traffic counts, commercial loading and illegal parking
- Two to five years post-project evaluation of collisions and economic impacts

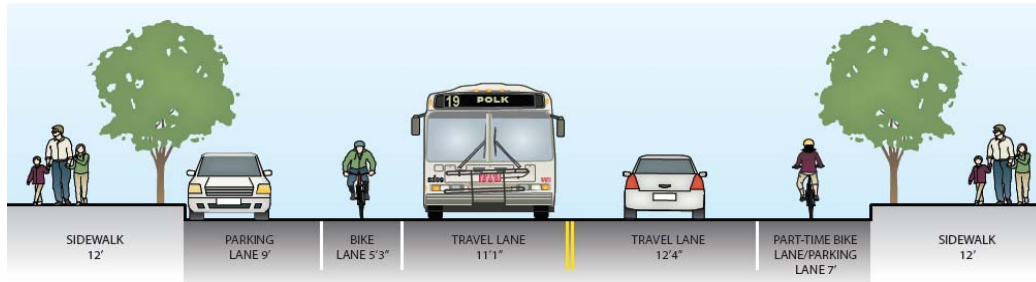


What will the final project look like?

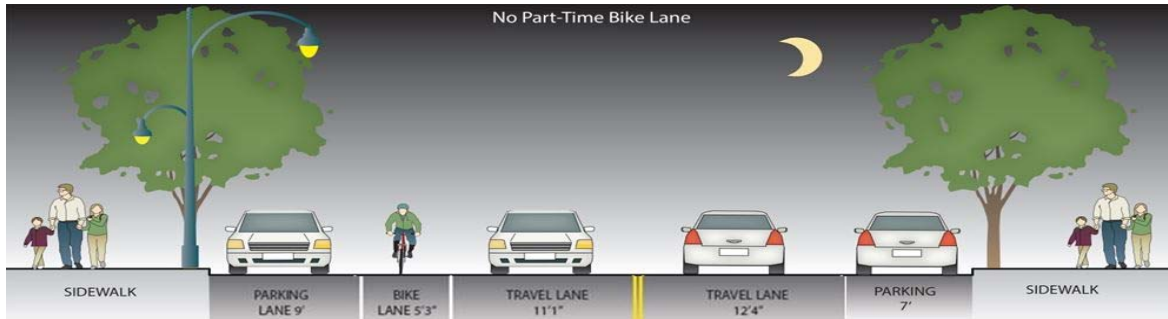
Typically between McAllister and Pine streets



Typically between Pine and Broadway streets northbound (7-10 a.m., M-F part-time bike lane)



No Part-Time Bike Lane



Typically between Broadway and Union streets

