



## POLK STREET REDESIGN Final Checklist Folks for Polk - December 2014

One year ago, Folks for Polk posted [recommendations for the final design of Polk Street](#). The following are our expectations for the final design as stated by the SFMTA and the Polk Project team during meetings since (items in red). It also includes elements we still consider to be worth incorporating into the redesign.

For almost two years, Folks for Polk has engaged with people who are in the Polk Corridor on a regular basis: residents; business owners, daily commuters, managers and employees. We have spoken with many merchants who understand that change is inevitable and who not only welcome a rational approach to accommodating it, but also understand how crucial it is to our economic vitality and future. The minority loudly opposing improvements are generally uninformed, misguided, and/or have agendas that do not include the health and well-being of our city. Often, their actions contradict their public statements, and clearly [demonstrate their lack of conviction](#). However, the [Middle Polk Neighborhood Survey](#) conducted by the The Mayor's Invest in Neighborhoods Program reveals 'Unsafe environment for pedestrians and cyclists was the most critical challenge' identified by the vast majority of survey participants.

City-wide support for Vision Zero also demonstrates the mandate to redesign Polk's two miles as a model for a new beginning for SF in line with its Vision Zero Action Strategy and the [Statement of Principles](#) culminating the recent national Vision Zero Symposium in New York City. Similarly, the City has an obligation to all of its citizens to exercise reasonable care to minimize the possibility of injury and death by implementing engineering solutions known to do so. We've been informed that a challenge to inadequate safety design could be accomplished via Writ of Mandate, so we urgently request that the city be proactive and not wait until that principle is tested in a court of law.

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### GENERAL DESIGN

- **All intersections red-curbed for approximately 20 feet from the corners**, depending on the volume of traffic, in order to improve sight distances. Other amenities may occupy that curb space: motorcycle/bike parking; parklets; sidewalk extensions, future Bay Area Bike Share stations, mobile solar recharging stations, plantings.
- **Disallow some left and right turns off Polk** and other major cross streets for private vehicles and prioritized for transit; consider turn arrow traffic lights.
- **A Green Wave (slow signal progression)** of 13-15 mph will calm vehicular traffic and accommodate slower northbound (uphill) travel for cyclists.
- **Human scale lighting** of historic design installed the full length of Polk St.
- Shared road markings (sharrows) to be avoided but, if used, green-backed style and placed at close intervals and appropriate distance from parking lane.
- **New signage for:** Speed limit (pref. max. 20mph or as per green wave), Turn changes, Way finding (large, placed at adequate intervals and approx. 7 feet from ground).

- **Painted markings** (curbs, traffic lanes, bike path striping, cross walks, etc.): Uniform in style throughout the corridor and **done promptly upon completion of repaving along the entire length of Polk St. (not just the project segment, McAllister to Union)**. All of Polk St. consistent, incl. with surrounding streetscapes.
- **Intersection crossing markings** (through-intersection striping) at all intersections.
- Stop lines at each controlled intersection placed a min. of 4 ft in advance of the cross-walk line.
- **Lead Pedestrian Intervals (LPIs)** added at all high-volume intersections\* and permissible for cyclists traveling straight. Suggest increasing the interval from 3 seconds to 7.
- **Bike boxes (pockets) and mixing zones** where necessary.
- **Bold crosswalk striping at major intersections\***; **clearly defined crosswalks at others**.
- Relocate proposed Green St. bulb-out\*\* to Union or other high crash intersection\* to conform with data driven approach.
- **More pedestrian countdown lights added, especially at high-volume intersections\***
- Longer interval between red and green signals on high-volume perpendicular streets.
- Consider use of pedestrian ‘scrambles’ where appropriate.
- Prefer demand-based pricing (SFPark); at the least, electronic signage to indicate available parking, incl. all off-street parking within 2 blocks either side of Polk along its entire length (use proposed Van Ness BRT electronic signs?)
- Provide post sleeves to allow use of short U-Locks for bikes on short ADA meters.
- **Limited loading times** alternating with street cleaning schedule
- **Disabled Parking: as per revised Federal requirements**.
- **Taxi and ride-share service stands**: perhaps located in alleys and part time; Locations informed by data e.g. the SFMTA’s taxi usage study (FFP exploring businesses’ interest)

#### PRE-CONSTRUCTION CONSIDERATIONS

- **Coordinate with concurrent construction on Van Ness**
- Inform community about expectations, incl. period of economic and behavioral adjustment after project completion
- City facilitates economic bridging for more vulnerable businesses (e.g. via prosper.com), as was employed for the E. Oakland BRT Project.

#### PRE-CONSTRUCTION TRIALS (PILOTS)

- **Buffered Bike Lanes** as per request of the SFMTA Board; full project length for adequate adjustment time; designed for optimal safety and possible transition to permanence. To reflect current insight that separate cycleways increase safety for all road users
- **Sidewalk extensions**: To study effects on safety. Made economical, attractive, easily dis-assembled or replaced with more permanent designs over time.

#### POST INSTALLATION

- Bay Area Bike Share: Design with consideration of future station placement.
- Polk added as destination, depicted as connector of Fisherman’s Wharf, California Cable Car terminus and the Civic Center on visitors’ maps (Tourism Bureau, bike rental companies)
- **Increase enforcement for 4-6 months post-completion**; patrols, block-the-box/red light cameras, electronic speed displays, patrols

## WATER INFRASTRUCTURE

- Permeable surfaces used where possible, e.g. in bulbouts
- **Water fountains/bottle refilling stations; Coordinate with SFPUC and DPH to install and maintain;** at least three along the project length in anticipation of the ban on single-use plastic bottles

## TRANSIT IMPROVEMENTS

- Bus bulb-outs at key stops on Polk and on cross streets carrying Muni routes (e.g., Sutter/Post, Sacramento/Clay)
- Signal timing prioritizing transit
- Coordinate w/ Muni Forward (TEP) recommendations: e.g. Keep the 19-Polk bus on Polk to McAllister in favor of Larkin/Hyde couplet.

## PUBLIC REALM IMPROVEMENTS

- Parklets - to activate street in a part of SF lacking open space; actively promote creation of more, more City-subsidized parklets, mini-parklets under street trees, streamline permitting process, investigate/promote crowd-funding, consider Powell-style super parklet.
- **Alleys: Develop two or three (Frank Norris, Bonita) add better lighting, permeable pavers, greening,** facilitate closure for special events, **catenary lighting at entries**
- **Change one-way alley directions** and/or require turning so that vehicles cannot shoot straight across Polk between Larkin & Van Ness
- **Landscaping: Trees planted along full length of Polk;** Variety of native species to prevent blight epidemics and enhance robustness to suboptimal conditions; Plant trees in street between parking spots, where possible

## LANDMARKS & PUBLIC ART

- California cable car terminus at Van Ness developed as a significant landmark; Increase size of refuge island for safety; facilitate development of terminus as a destination to reduce overcrowding of other cable car lines.
- **More Bike parking fixtures,** incl. secure bike corrals, possibly designed by Bay Area students

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\*High-collision/high-volume intersections prioritized. Include McAllister, Geary, Post, Pine, Bush, California, Broadway, Pacific, Union

\*\*There have been no crashes at the Polk and Green Street intersection in the past 5 years according to the SFMTA's data.