



MEETING SUMMARY

WORKING GROUP SESSION 2

INTRODUCTIONS/WELCOME

The second Polk Streetscape Working Group took place on October 22, 2013 from 4-6pm at City Hall, room 201. Twenty people attended the working group, where project staff presented an overview of Working Group Session 1 which took place on September 17th, 2013. Representatives from neighborhood groups, merchant associations and citywide pedestrian and bicycle organizations were in attendance.



BREAK OUT SESSION ACTIVITIES

Following this overview, participants broke into small groups to provide feedback on the base improvements that would be included in the streetscape design (Activity #1), additional improvements they would like to see (Activity #2), and priority locations for specific improvements (Activity #3).

ACTIVITY 1: “BASE DESIGN IMPROVEMENTS”

The base streetscape design will include special crosswalks, mid-block/bus bulbs, corner bulb-outs, and alley improvements. Project budget and community support will inform the exact location and quantity. Street trees and lighting would also be incorporated into the base design. In 2009, new street trees and lighting were installed on Polk Street from O’Farrell Street to Sacramento Street. The base design would extend these improvements to the remaining areas along Polk Street (from Sacramento Street to Union Street and from O’Farrell Street to McAllister Street). The base design would also include improvements to some alleys on Polk Street between O’Farrell Street and Sacramento Street.

Feedback included:

- » The lighting and tree planting installed in 2009 by DPW was generally supported, there were some concerns stated around maintenance after installation.
- » Gaps in lighting coverage was a concern.
- » Some interest in having a variety of tree types.

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ACTIVITY 2: “ADDITIONAL IMPROVEMENTS”

Each participant was given dots to identify three additional improvements they would like to see along the corridor and two additional improvements for the alleys.

Feedback included:

- » Corridor Improvements: Group responses were mixed with one group showing an overall preference for Tree Grates and Permanent Parklets. The other group expressed preferences for Doggie Bag Stations and Bike Share stations. On-street bicycle parking spaces was identified as a close second. Additional write-in items included; gateway treatments, SF Park kiosks, and additional striping/intersection markings.
- » Alley Improvements: Both groups expressed top priorities of additional Catenary Lighting and additional Seating+Greening similar to that of Linden Alley. Special paving and special signage was of a relatively low priority among the groups.



ACTIVITY 3: “PRIORITY LOCATIONS FOR “IMPROVEMENTS”

Each participant was given dots to place on locations they would like to see Special Crosswalks, Bus & Mid-block Bulb, Corner Bulb, and Alley Improvements.

Feedback included:

- » Special Crosswalk: Both groups showed a preference for special crosswalks at the Broadway, California and Sacramento intersections. Pine and Geary intersections were the two second most popular intersections identified by this exercise.
- » Bus & Mid-block Bulbs: The top three priority locations given for bus & mid-block bulbs were the blocks from Sacramento to California, Clay to Sacramento, and Pine to Bush.
- » Corner Bulb: The top three priority locations for corner bulbs were identified to be California, Broadway, and a three-way tie between Sacramento, Ellis, and Pacific.
- » Alley Improvements: Alleyways identified as being a priority for improvements were Frank Norris/Austin, Hemlock, Fern, and Bonita .



WRAP-UP SUMMARY

At the conclusion of the meeting, one person from each group summarized their group’s discussion and shared their groups priorities for the location and type of streetscape improvement. Project staff thanked working group participants for attending. Feedback received will inform the development of a full streetscape design, which will be presented to the public in early 2014.