POLK STREET EXISTING CONDITIONS

DEMOGRAPHICS

- Median Rent: $1,260 vs. $1,067 Citywide
- Per Capita Income: $7.0% vs. 7% Citywide
- Median Family Household Income: 3.1 vs. 2.8 Citywide

RACE / BACKGROUND

- 48% White vs. 53/47% Citywide
- 15% Asian vs. 14% Citywide
- 9% Black vs. 5% Citywide
- 2.3% Other / Two or More vs. 0.4% Citywide

POLK STREET TODAY

- Polk Street serves an important transportation function for the City. Census data, technical analysis and our observations highlight the different modes that people use and the conditions they face.
- Polk Street is the designated street for Muni bus line #19 which connects to SFMTA as well as many other Muni lines.
- Polk Street is flatter and has less traffic than nearby parallel streets, making it the only north-south bicycle route in this area of the City.
- The number of people walking along Polk Street is comparable to Valencia Street in the Mission and Irving Street in the Inner Sunset.
- Polk Street between Sacramento Street and Market Street is a high pedestrian injury corridor. These collisions account for 6% of City streets and 60% of severe and fatal injuries.
- Polk Street south of California Street has three times the number of pedestrian and bicycle injury collisions than Polk Street south of Sacramento Street.
- Polk is a thriving neighborhood commercial district.
- Commercial deliveries and double parking sometimes block traffic, buses and people on bicycles.

JOURNEY TO WORK & ACCESS TO VEHICLES

- 38% of households travel to work without a car vs. 30% Citywide
- 16% Drive Alone vs. 12% Citywide
- 26% Carpool vs. 20% Citywide
- 48% Drive Solo vs. 44% Citywide
- 5% Walk vs. 5% Citywide
- 6% Take Public Transportation vs. 6% Citywide

POLK STREET EXISTING CONDITIONS

NEIGHBORHOOD SNAPSHOT

- My Favorite Thing About Polk Street Is...
  - The Business Mix
  - Flat Tax Rate
  - Walkable

LANDUSE

- Vacant Storefronts: Supervisorial District Boundary (District 3 and 6)
- Residential: Supervisorial District Boundary (District 3 and 6)
- Curb: Supervisorial District Boundary (District 3 and 6)
- Proposed Parklet: Supervisorial District Boundary (District 3 and 6)
- Vacant Storefront: Supervisorial District Boundary (District 3 and 6)

- Bike: Supervisorial District Boundary (District 3 and 6)
- Drive Alone: Supervisorial District Boundary (District 3 and 6)
- Carpool: Supervisorial District Boundary (District 3 and 6)
- Drive Solo: Supervisorial District Boundary (District 3 and 6)
- Walk: Supervisorial District Boundary (District 3 and 6)
- Take Public Transportation: Supervisorial District Boundary (District 3 and 6)

EXISTING CONDITIONS

- Funding by 2011 Road Repaving and Street Safety Bond
- Which...