



During January 2018, SFMTA staff and Civic Edge Consulting conducted community outreach for the 5th Street Improvement Project. Outreach included an intercept survey and the first of three public open houses. This document summarizes the feedback we received. If you would like more detailed summaries of outreach, you may request them from project manager, Thalia Leng, by email at [Thalia.Leng@sfmta.com](mailto:Thalia.Leng@sfmta.com).

### Open House

On January 23rd, SFMTA hosted an open house for the 5th Street Improvement Project at the Bayanihan Community Center. Approximately 32 people attended the open house.

Overall, community-members expressed strong support for pedestrian safety measures. Specific requests included:

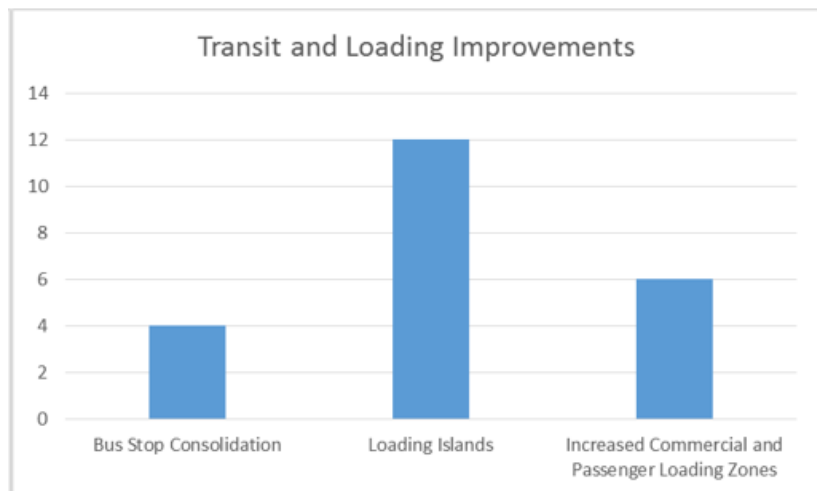
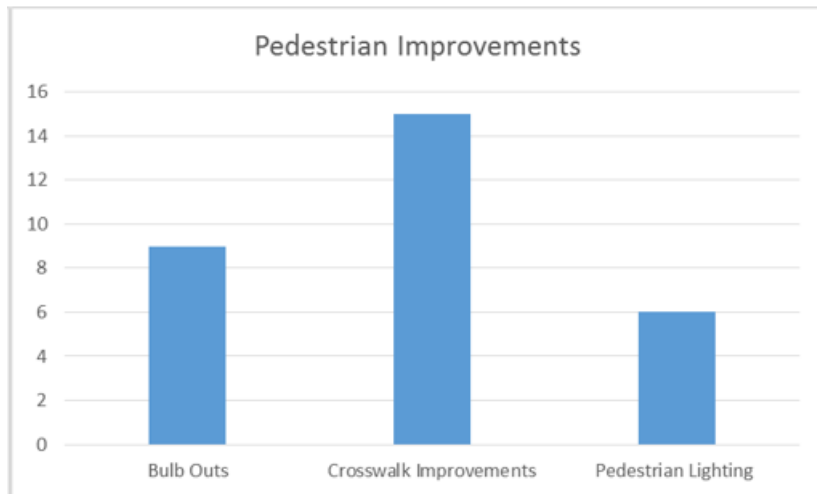
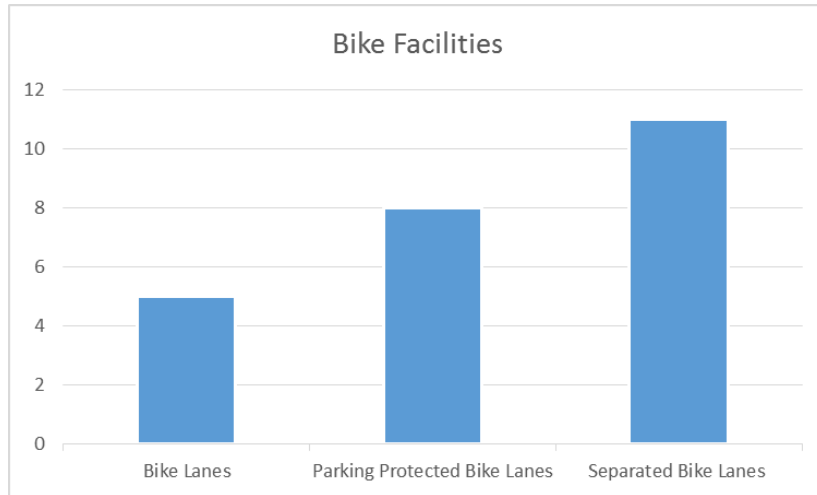
- Safety improvements to pedestrian crossings, especially at the freeway ramps
- Signal timing with lead pedestrian intervals (LPIs)
- Pedestrian scale lighting
- Road diets to calm traffic
- Midblock crossings
- Red light cameras to enforce better driving behavior
- Painted crosswalk at 5th Street and Bluxome Street

Attendees also called for improved bike facilities, one person stating, “Sharrows don’t work.” Generally, community-members wanted a separated or parking protected bike lane. A simple bike lane was the least popular of bicycle-related requests. Other bike facility improvements that attendees requested included signal timing that provides a lead time for bicyclists and improved bicycle accommodations near freeway ramps.

Other topics of concern for attendees included:

- Homeless encampments near the freeway
- Personal safety issues when walking or biking through corridor
- Need for pedestrian scale lighting
- Retaining accessibility for people with disabilities and seniors

Overall, community feedback at the open house demonstrated preferences for separated bike lanes, pedestrian crossing improvements and transit loading islands. The feedback gathered at the open house is shown in the following charts by travel mode.





## Survey

To understand the needs of people using the 5th Street corridor the SFMTA conducted an intercept survey in January 2018 with the assistance of Civic Edge Consulting. There were 328 respondents who took the survey, which was available in English, Chinese, Filipino, and Spanish. The memo below includes the breakdown of answers and a summary of comments from survey respondents.

Overall, walking is the most popular mode of travel on the 5th Street corridor. Traveling by bicycle was the second most commonly used mode. Respondents cited BART as their most common form of transit. After BART, the 30 Stockton bus is the next most widely used transit line, which travels along 5th Street for the duration of Central Subway construction. Rideshare and taxis are more common than solo driving on 5th Street, according to this survey.

Respondents are also generally concerned about safety for pedestrians. A majority of survey respondents are concerned about bicycling along 5th Street, with 64% of respondents saying the street feels “very unsafe”. Many respondents, though not a majority, feel that driving along 5th Street is not efficient.

## Improvement Priorities

Protected bicycle lanes were the safety improvement most requested by survey respondents and pedestrian safety improvements were also highly desired. Other improvement priorities that respondents felt important are shown in chart below and include landscaping and better lighting for pedestrians.

