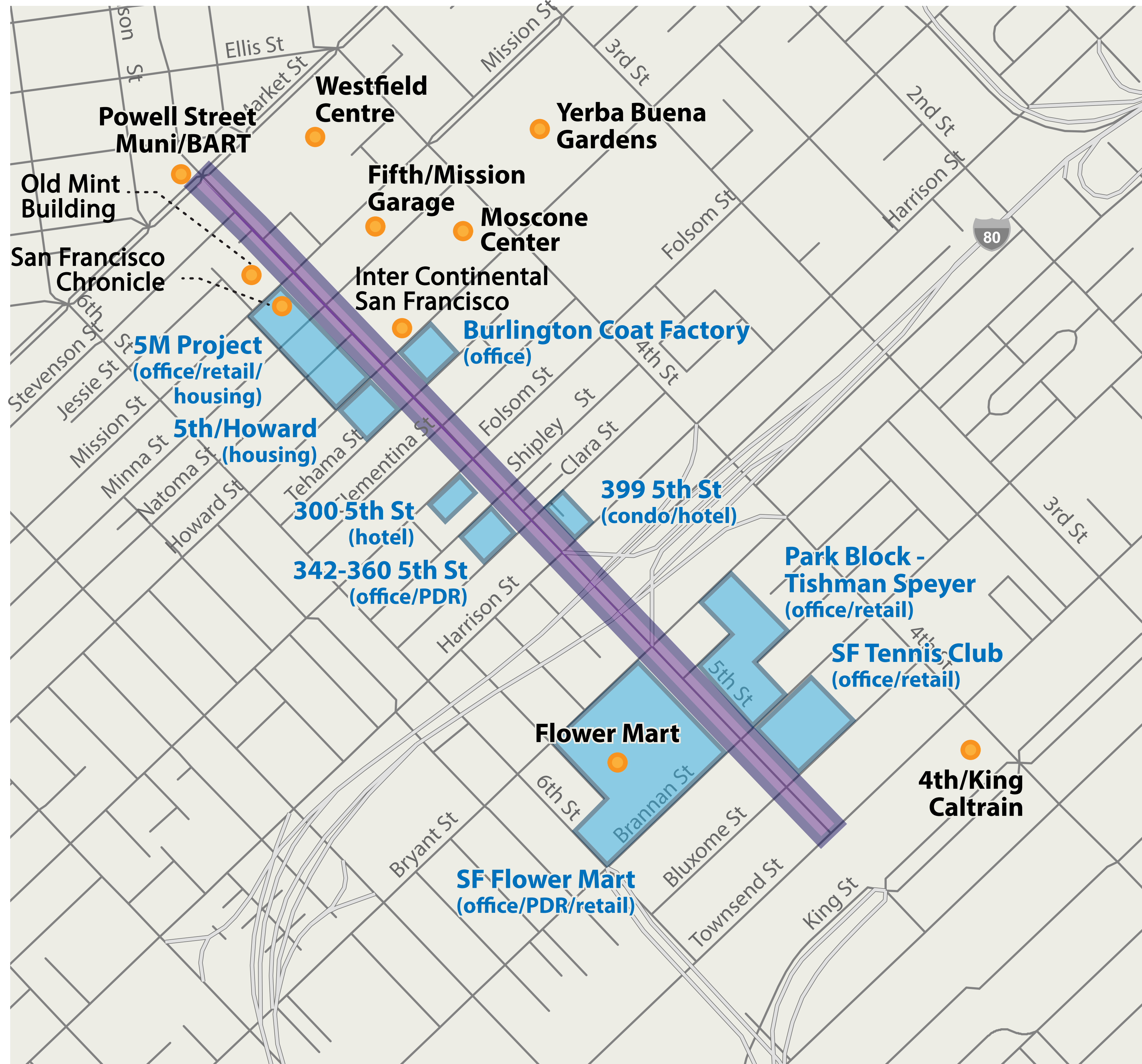


# PROJECT AREA



● Major Destinations     
  Development Projects



5th Street and Brannan Street- looking south towards Townsend Street



5th Street and Folsom Street Intersection

# PROJECT PURPOSE

## Project Goals

Balance safety and reliability improvements for all forms of transportation on 5th Street.

Address the future transportation demands of additional residential and commercial development in the SoMa neighborhood.

Build on current identity and urban fabric to make 5th Street a more inviting street for all users.

## Why 5th Street?

### » Build on Past and Current Planning Efforts

The 5th Street Project builds on the 2009 Bike Plan and Central SoMa planning efforts to fulfill the goal of making 5th Street a main north-south bicycle corridor. Bicycle improvements will upgrade the existing greenback sharrows with more comfortable bicycle facilities. Key pedestrian improvements along the corridor will make 5th Street safer, more livable, and inviting place for all users.

### » Safety

There is a clear need for safety improvements on 5th Street. The corridor is on the High Injury Network and includes many high injury intersections.

### » Central Subway

Previously planned improvements on 5th Street were delayed by the initiation of the Central Subway project and the temporary relocation of transit services from 4th Street to 5th Street. With the opening of the Central Subway in late 2019/ early 2020, 5th Street will be ready for upgrades.



5th Street and Mission Street



Mission Street Crosswalk at 5th Street

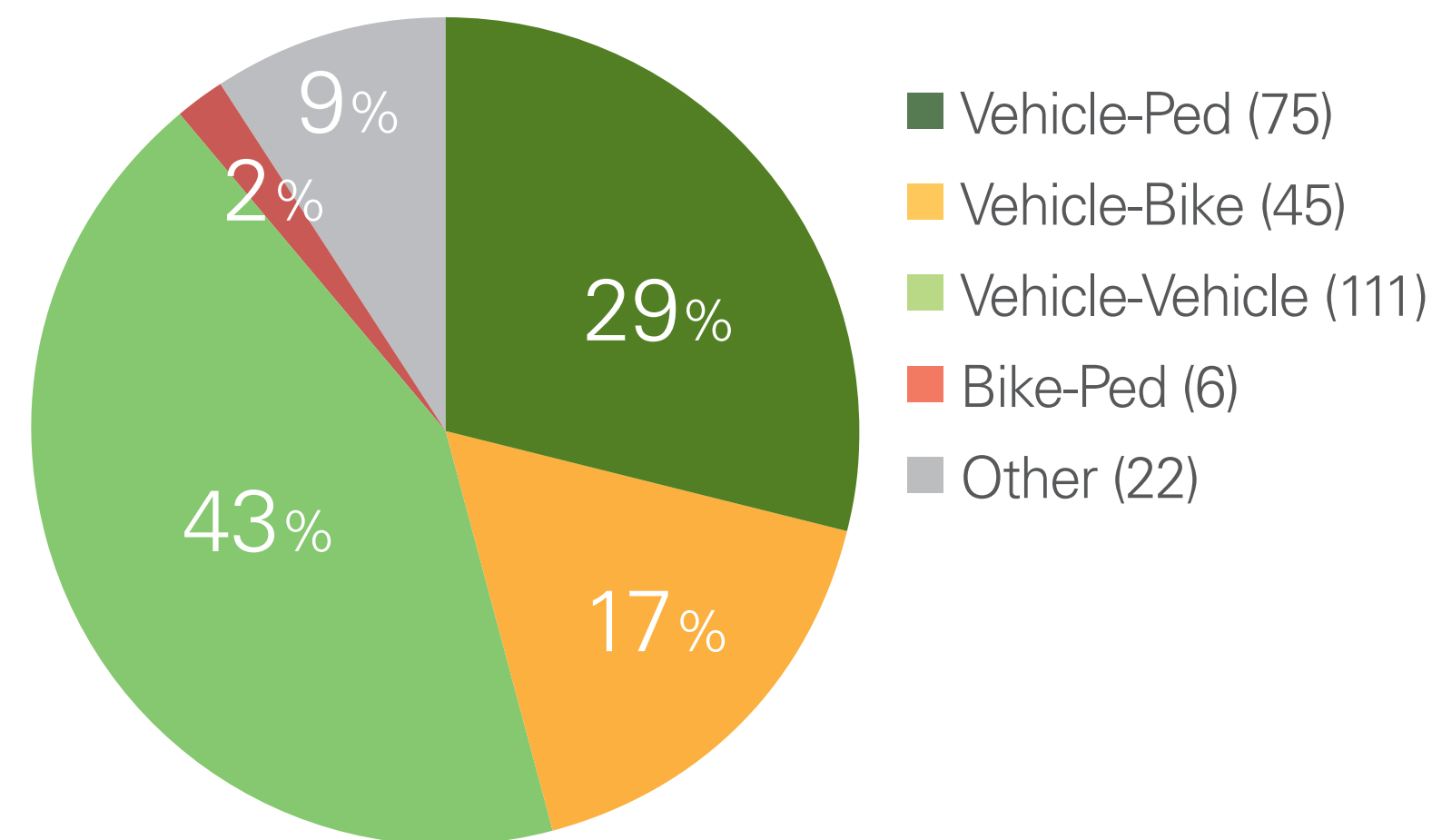
# VISION ZERO - 5th Street Collision History

5th Street is part of San Francisco's High Injury Network, or the 12 percent of the city streets that account for 70 percent of the city's traffic collisions.

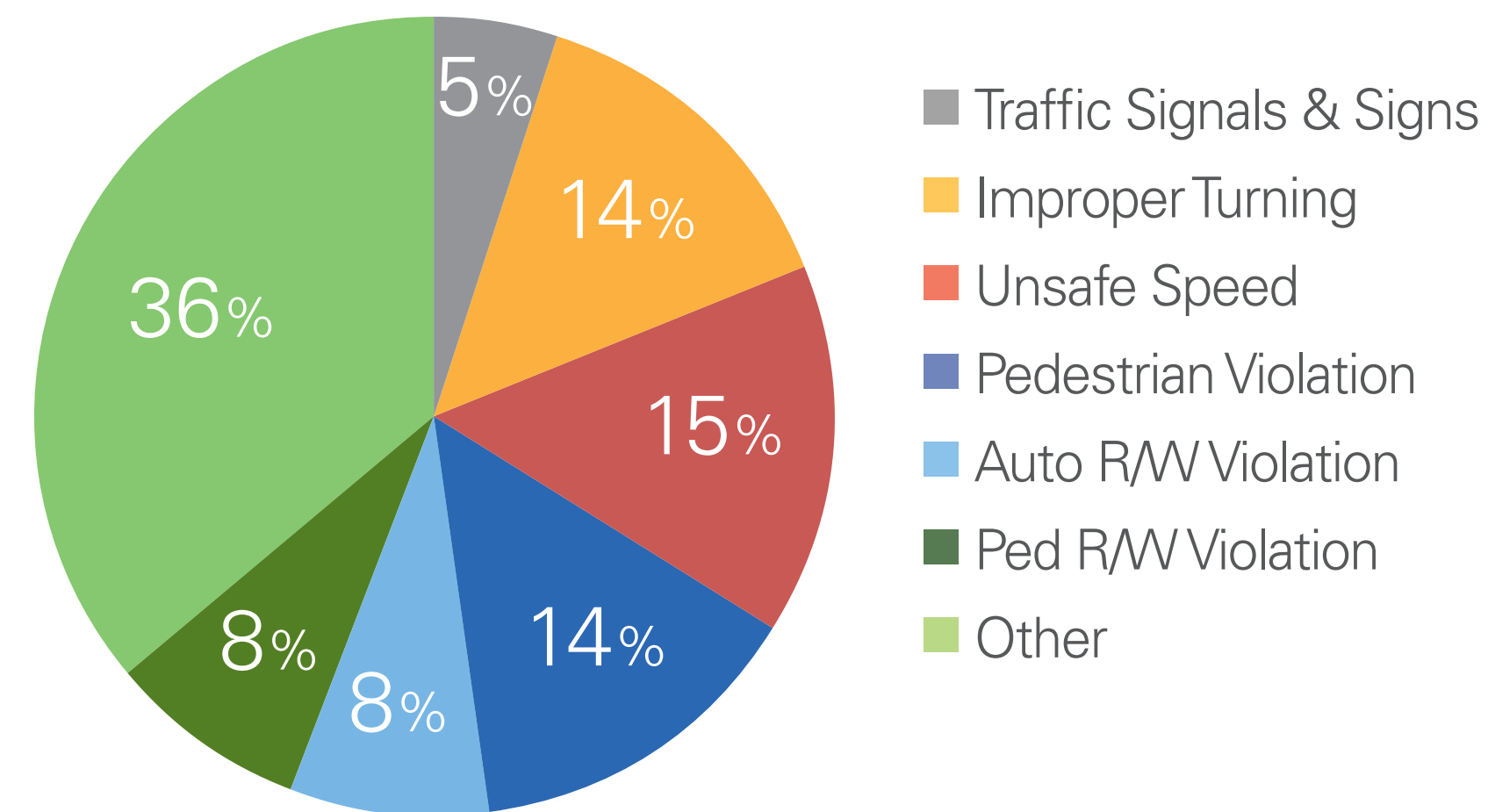
In the most recent five-year collision history available (January 2011 through June 2016), there were 328 total collisions and 296 injuries reported on 5th Street between Market and Townsend. Most collisions took place at major intersections.

**Every year, 30 people are killed and 200 more are seriously injured in San Francisco traffic crashes. Vision Zero is our city's commitment to end all traffic deaths and serious injuries.**

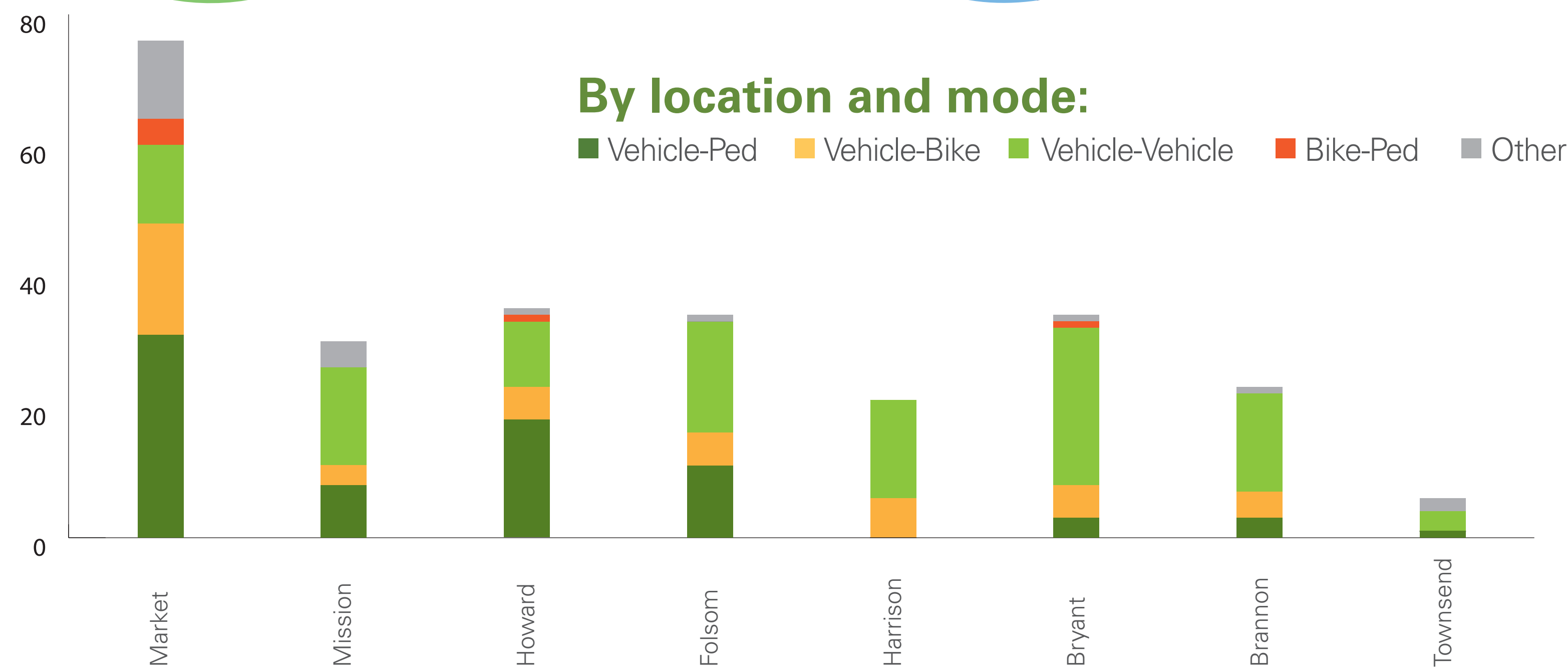
## By mode:



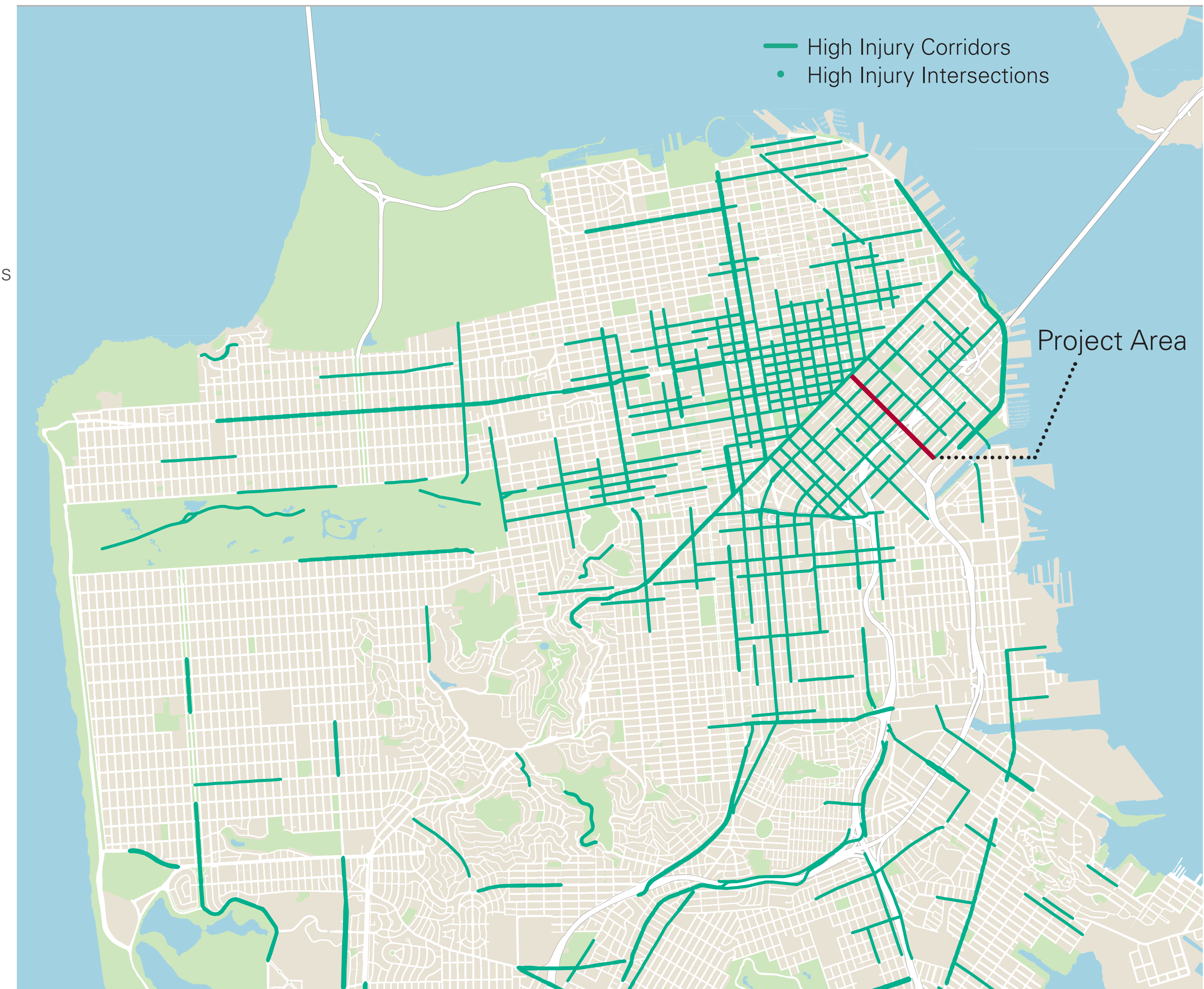
## By primary collision factor:



## By location and mode:



5th Street Collisions, 2011 - 2016



For more information about Vision Zero, please visit [www.visionzerosf.com](http://www.visionzerosf.com).

# EXISTING CONDITIONS



## TRAFFIC AND CIRCULATION

- The street generally includes 4 lanes of traffic and has long distances between signals
- High level of rideshare loading and unloading
- Heavy use by vehicles traveling to and from the Bay Bridge/I-80
- Major destinations at both ends of the corridor with Westfield Center at the northern end, and the 4th Street Caltrain Station at the southern end



## PARKING AND CURB SPACE ACCESS

- Loading zones are often inefficiently located or incorrectly sized, contributing to some double parking and erratic rideshare vehicle movements
- The 5th/Mission Garage is the largest garage in San Francisco, and is rarely at capacity
- On-street parking varies in capacity levels
- Alleyways and smaller local streets complement the local parking supply and are sometimes used to access loading docks



## WHAT PEOPLE WALKING AND BIKING EXPERIENCE

- Bicyclists share the road with fast moving vehicles
- No physical separation between people biking and driving
- Pedestrians experience long crossing distances and narrow sidewalks
- Wide street widths encourage unsafe vehicle speeding and turning movements
- Pedestrians have to cross multiple lanes when crossing highway off- and on-ramps

# BASELINE TRANSPORTATION IMPROVEMENTS

## CONTINUOUS BIKE LANES (at minimum)



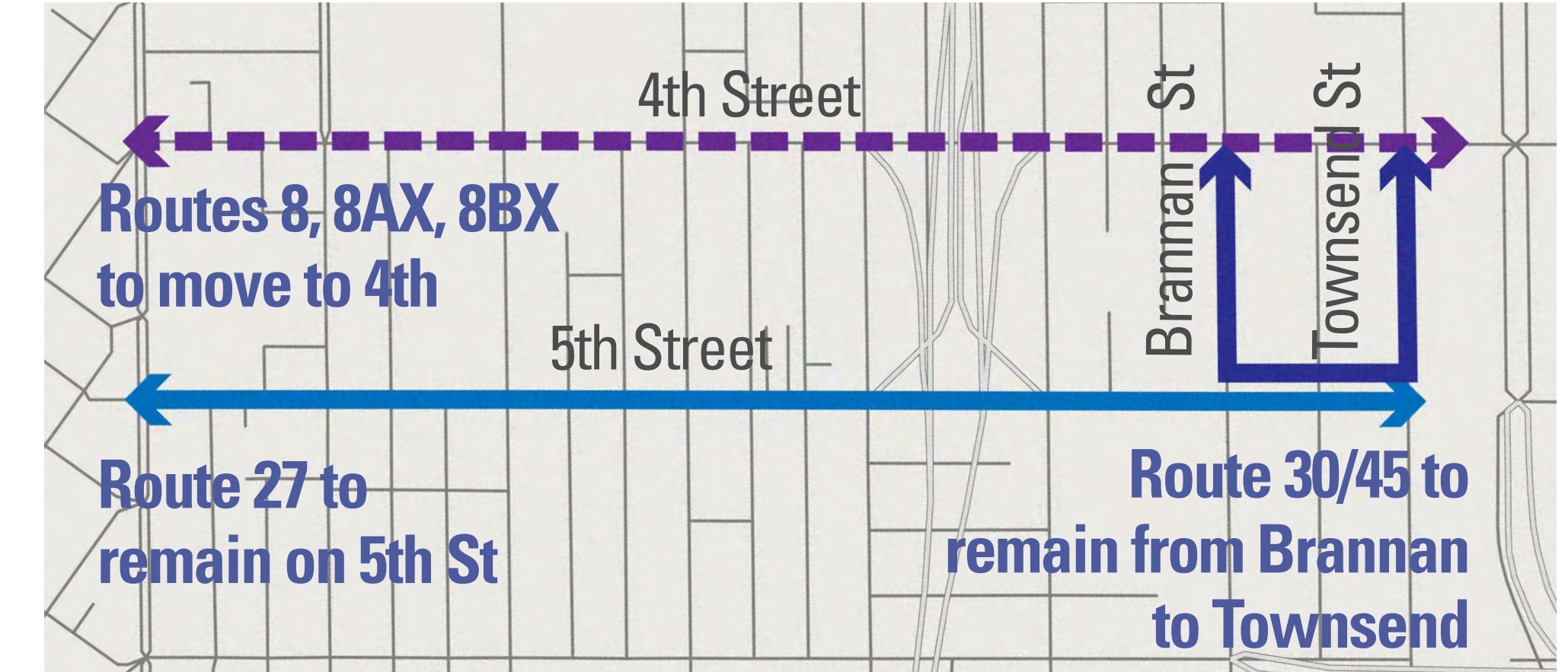
Provides a designated space for people to ride their bikes without having to share the lane with motor vehicles.

## CONVERSION FROM 4 TO 3 LANES WITH IMPROVED BIKE LANE(S)



Provides more space for biking and walking. Travel lane reductions also help slow vehicle speeds during off-peak periods and improve safety for all road users.

## RELOCATION OF MUNI LINES TO 4TH STREET



When the Central Subway opens, several Muni bus lines currently on 5th Street will be shifted to 4th Street to provide better transit connections.

## SIDEWALK IMPROVEMENTS AT DEVELOPMENT SITES



Sidewalks along 5th Street adjacent to proposed development projects will be improved to potentially include more width, lighting, landscaping, and streetscape features when the developments are constructed.

## PEDESTRIAN HEAD STARTS



Traffic signals along 5th Street will be upgraded to include leading pedestrian intervals or head starts. This will allow pedestrians to enter the intersection first, encouraging motorists to yield.

## SIGNAL TIMING IMPROVEMENTS



Allows traffic to move more efficiently along the corridor.

# POSSIBLE TREATMENTS - Bike Facilities

## CLASS II BIKE LANES



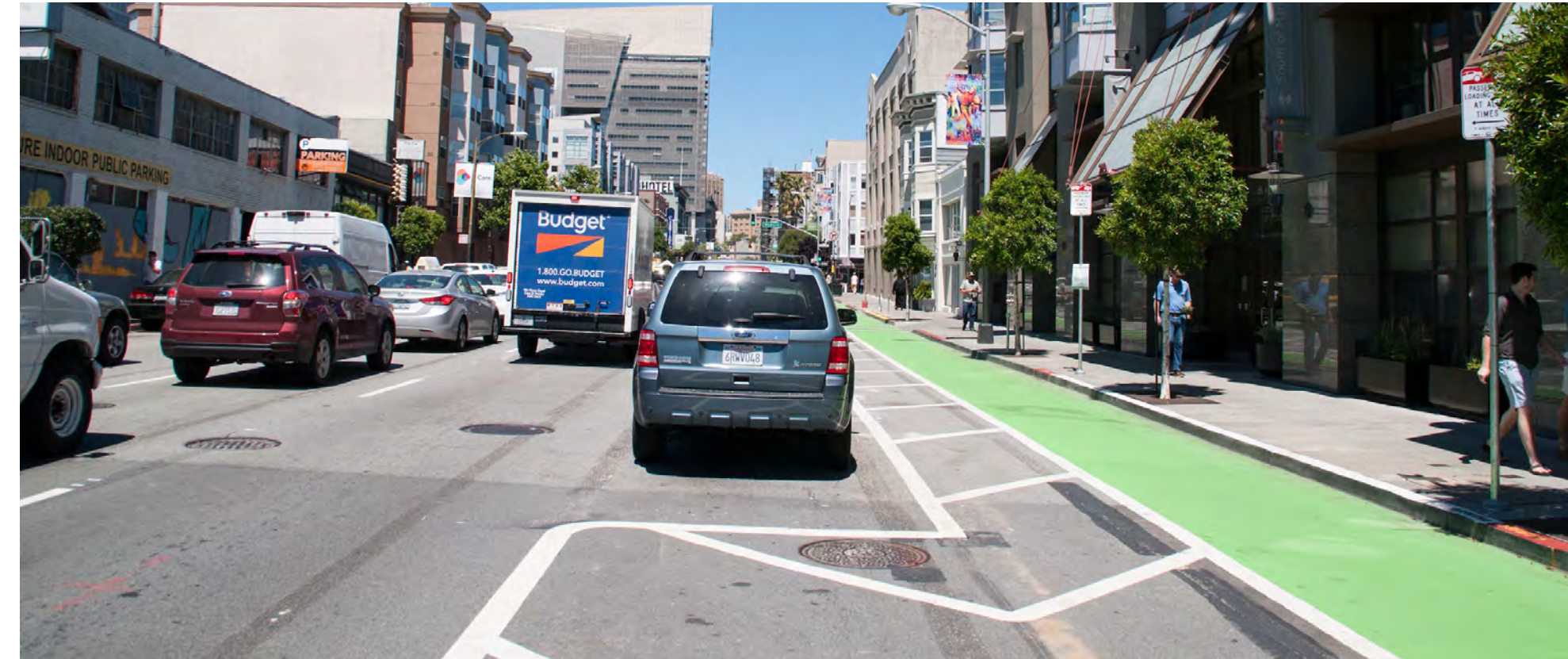
### Benefits:

- Loading/unloading activities remain next to curb
- No loss of on-street parking

### Tradeoffs:

- No separation from moving vehicles for people bicycling
- Does not eliminate “dooring” of bicyclists
- Conflicts remain between bicyclists and vehicles accessing curbside parking/loading

## PARKING PROTECTED BIKE LANES



### Benefits:

- Additional separation from moving vehicles for people biking and walking
- Reduces “dooring” of bicyclists
- Creates opportunity for protected bike movements with intersecting bikeway streets
- Increases perceived safety and comfort of cyclists

### Tradeoffs:

- Loading/unloading activities do not occur next to curb
- Impacts to on-street vehicle parking

## SEPARATED BIKE LANES



### Benefits:

- Physical separation from moving vehicles for people biking and walking
- Eliminates “dooring” of bicyclists
- Creates opportunity for protected bike movements with intersecting bikeway streets
- Increases perceived safety and comfort of cyclists

### Tradeoffs:

- Loss of loading/unloading curb space
- Loss of on-street parking

Place a dot on up to 3 improvements you would like to prioritize on 5th Street

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# POSSIBLE TREATMENTS - Pedestrian Improvements

## BULB OUTS



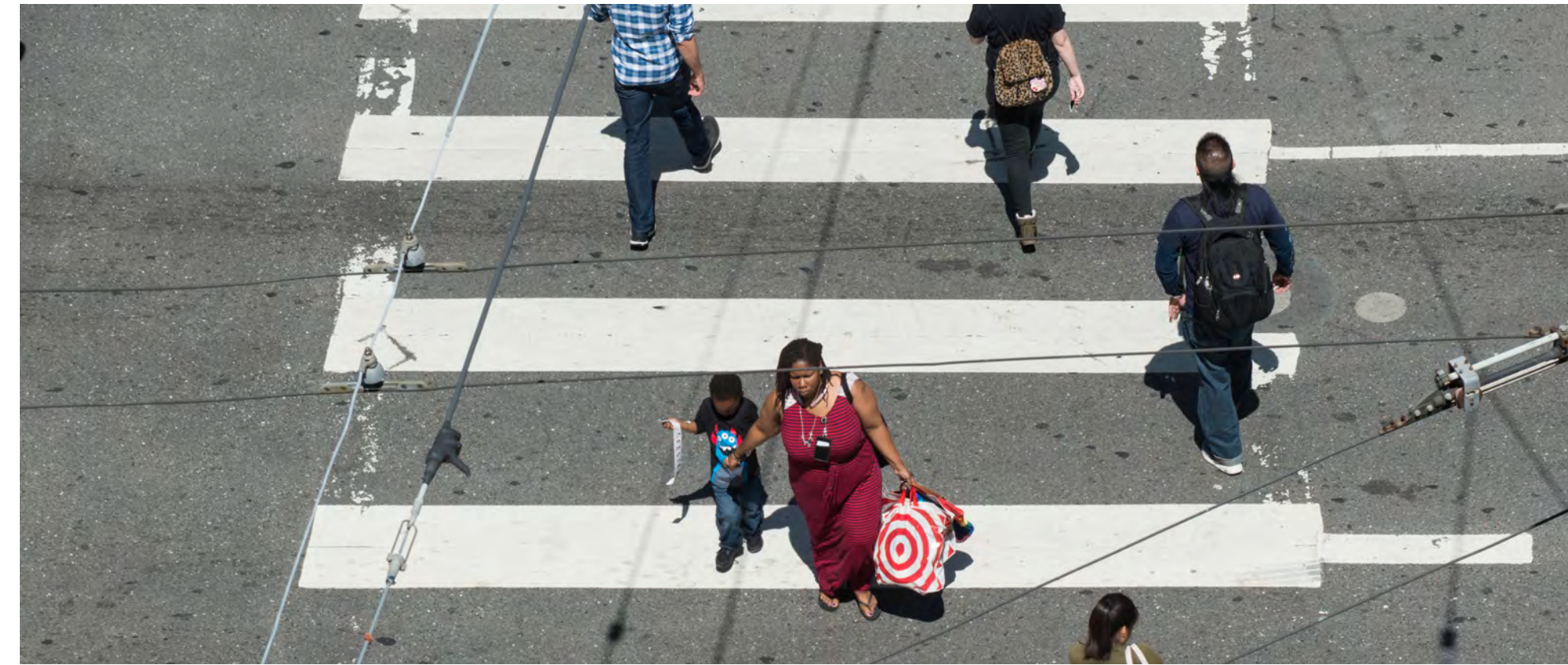
### Benefits:

- Shorten crossing distances for pedestrians
- Help to slow vehicle turning speeds
- May include landscaping to help create a more pleasant walking environment

### Tradeoffs:

- Potential conflicts between bulb outs and protected bike lanes
- Potential for increased maintenance

## CROSSWALK IMPROVEMENTS



### Benefits:

- Increased visibility for people crossing the street
- Slower traffic speeds

### Tradeoffs:

- None

## PEDESTRIAN LIGHTING



### Benefits:

- Increased security and visibility for people walking

### Tradeoffs:

- Requires coordination and may incur higher costs

Place a dot on up to 3 improvements you would like to prioritize on 5th Street

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# POSSIBLE TREATMENTS - Transit and Loading Improvements

## BUS STOP CONSOLIDATION



### Benefits:

- Provides for faster and more predictable bus travel time
- Creates space for other street uses (for example, wider sidewalks)

### Tradeoffs:

- Longer walking distances for some transit users

## LOADING ISLANDS



### Benefits:

- Provides space for loading/unloading while reducing conflicts with protected bike lanes
- May be used for transit stops or for general passenger loading/unloading

### Tradeoffs:

- Loading/unloading activities do not occur next to curb
- Loss of on-street parking

## INCREASED COMMERCIAL AND PASSENGER LOADING ZONES



### Benefits:

- More convenient pick-up/drop-off for passengers and deliveries
- Reduced blockage of vehicle travel lanes and bike lanes

### Tradeoffs:

- Loss of on-street parking

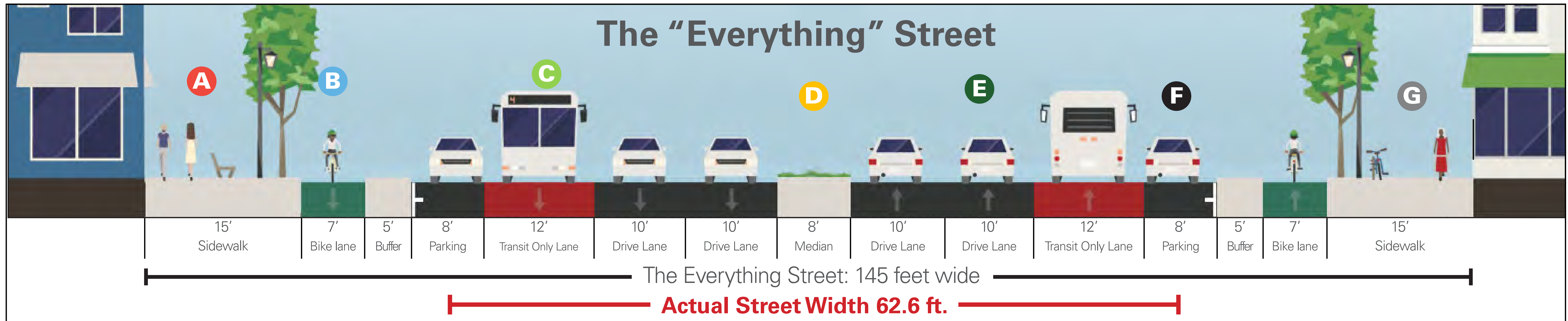
Place a dot on up to 3 improvements you would like to prioritize on 5th Street

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# LOTS OF IDEAS BUT LIMITED SPACE

The 5th Street Project will be able to include some street improvements. However, due to the limited available space on the street, we won't be able to include everything, nor will we be able to include the most robust version of every element – as shown below, it is impossible to include every type of upgrade we'd want on a single street.



## A Sidewalk

- **Wider Sidewalks** – more space to walk, for landscaping, seating, streetscape amenities.
- **Sidewalk Corner Bulb-outs** – shorten distance to cross street.

## D Medians

- **Median Islands**
- **Raised Median Pedestrian "Thumbnails"**

## B Bike Facilities

- **Protected Bike Lanes**

## E Vehicle Travel Lanes

## C Transit Facilities

- **Dedicated lanes and/or Transit boarding Islands**

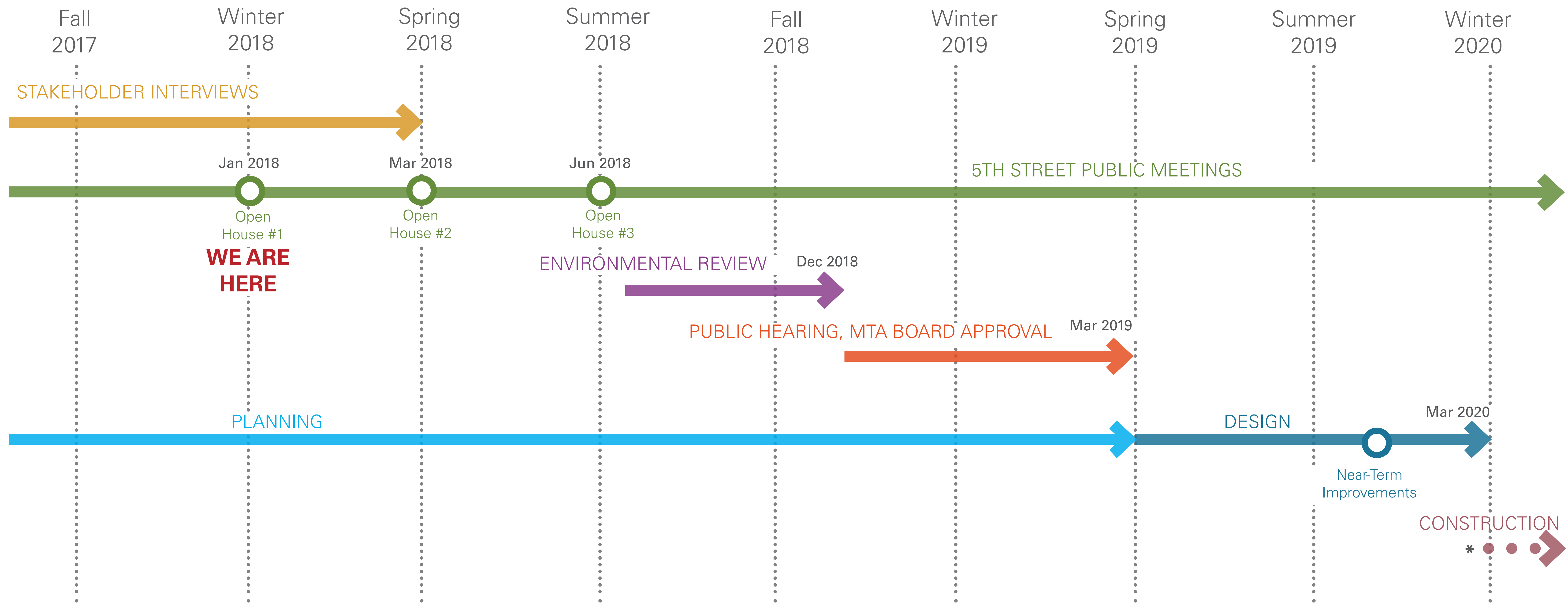
## F Curb Access and Parking

- **On-Street Parking**
- **Curbside Commercial and Passenger Loading**

## G Streetscape Elements

- **Pedestrian Scale Lighting**
- **Trees**

# 5TH STREET - PROJECT TIMELINE



\* Pending Central Subway Opening