

Welcome!

Thank you for participating in today's 5th Street Improvement Project Open House. The 5th Street Improvement Project aims to:

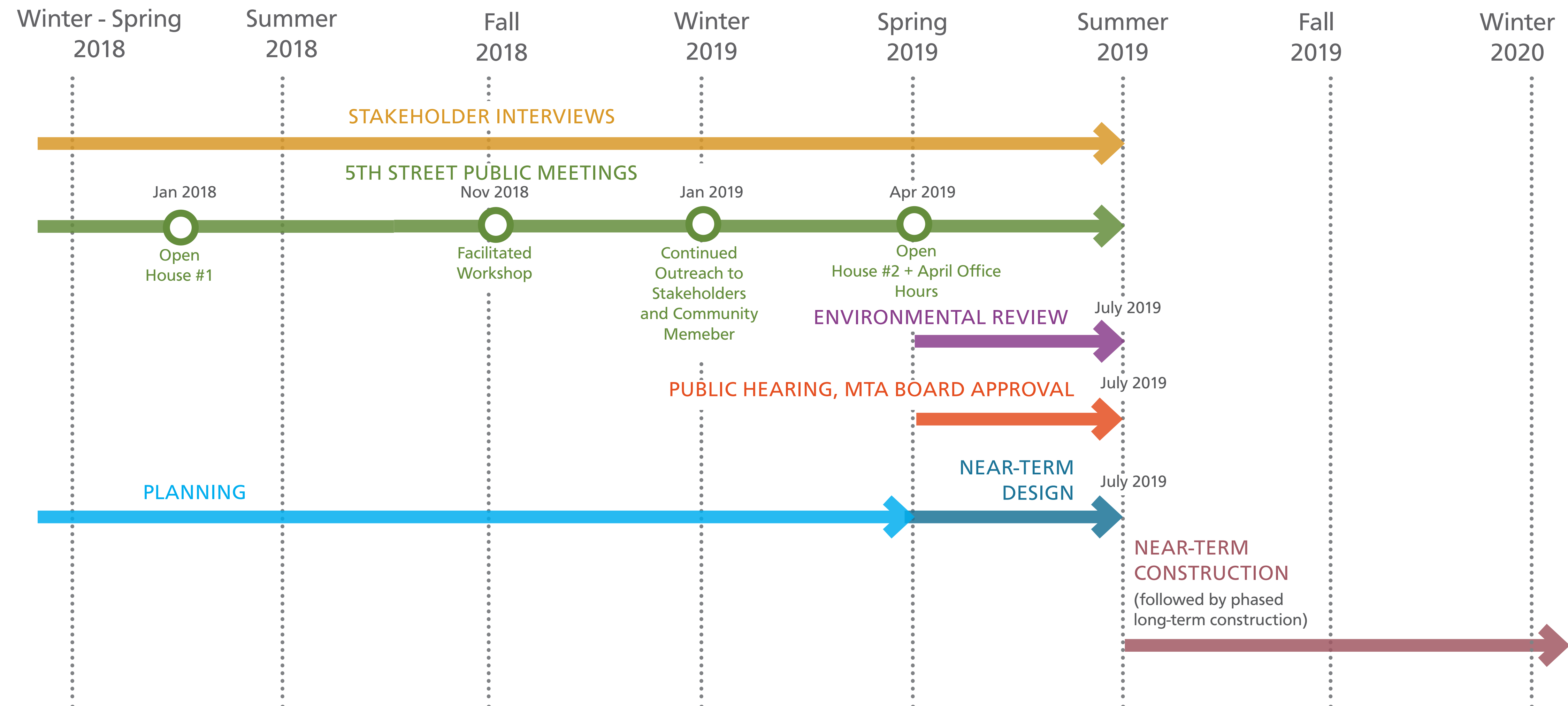
- » Balance safety and reliability improvements for all forms of transportation on 5th Street.
- » Address the future transportation demands of additional residential and commercial development in the SoMa neighborhood.
- » Build on current identity and urban fabric to make 5th Street a more inviting street for all users.

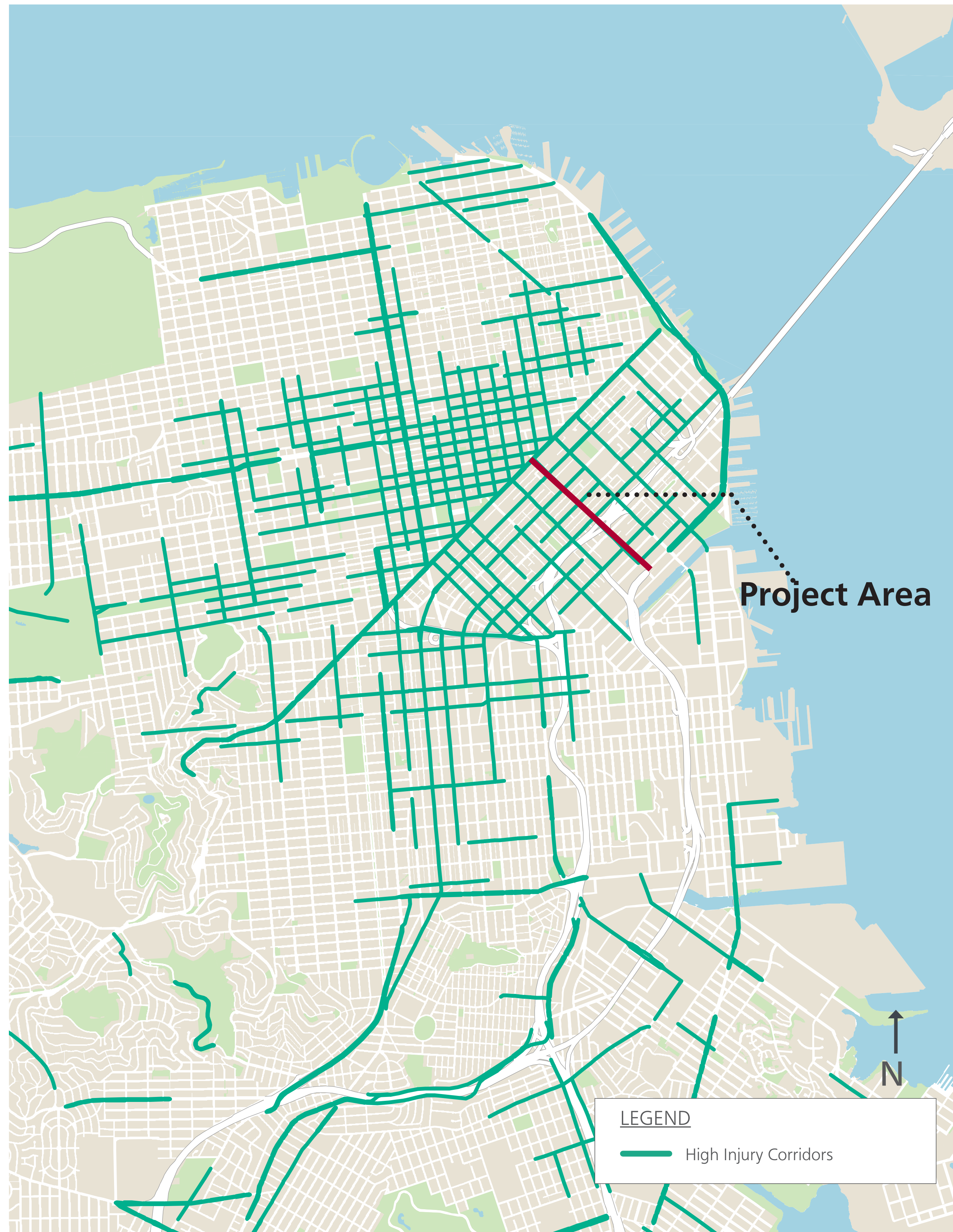


WHY NOW?

A critical opportunity to improve 5th Street is approaching:

- » Most Muni routes will return to 4th Street within the next year
- » Safety continues to be an issue, with an average on one person per week injured while traveling on 5th Street
- » Nearly 5 million sq. ft. of development proposed for 5th Street; making safety improvements even more needed





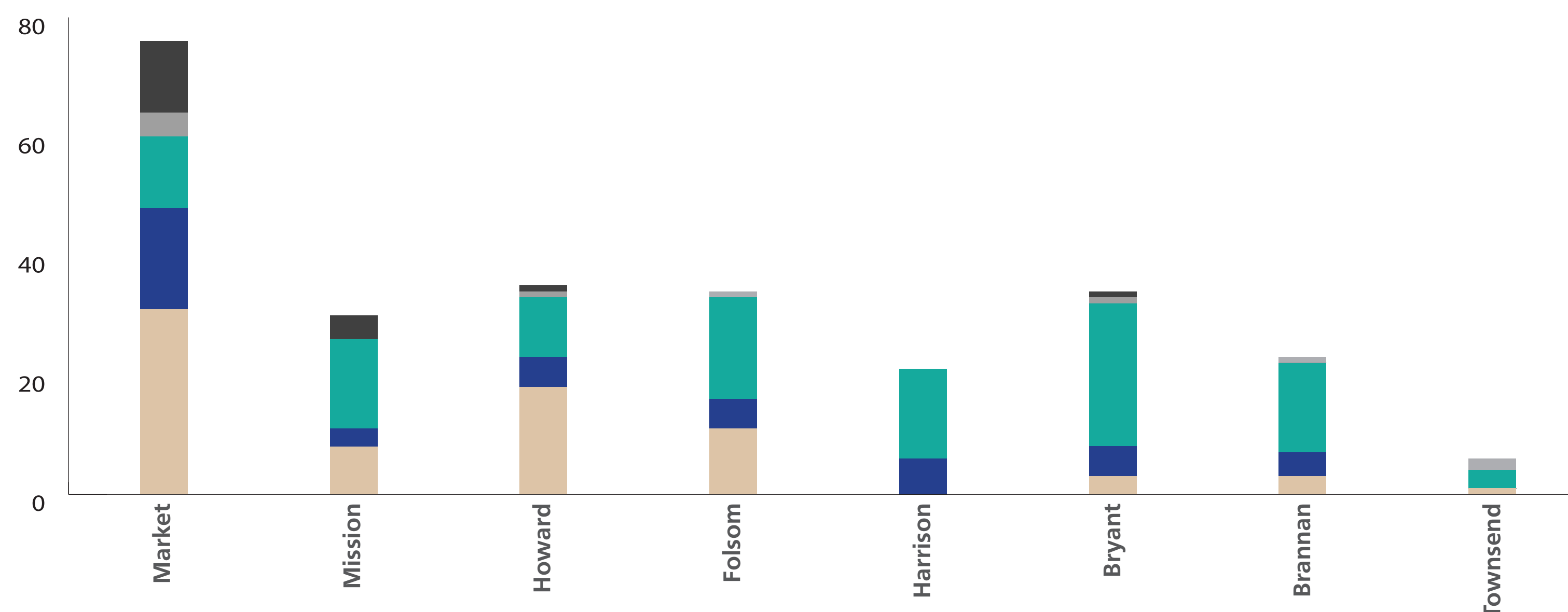
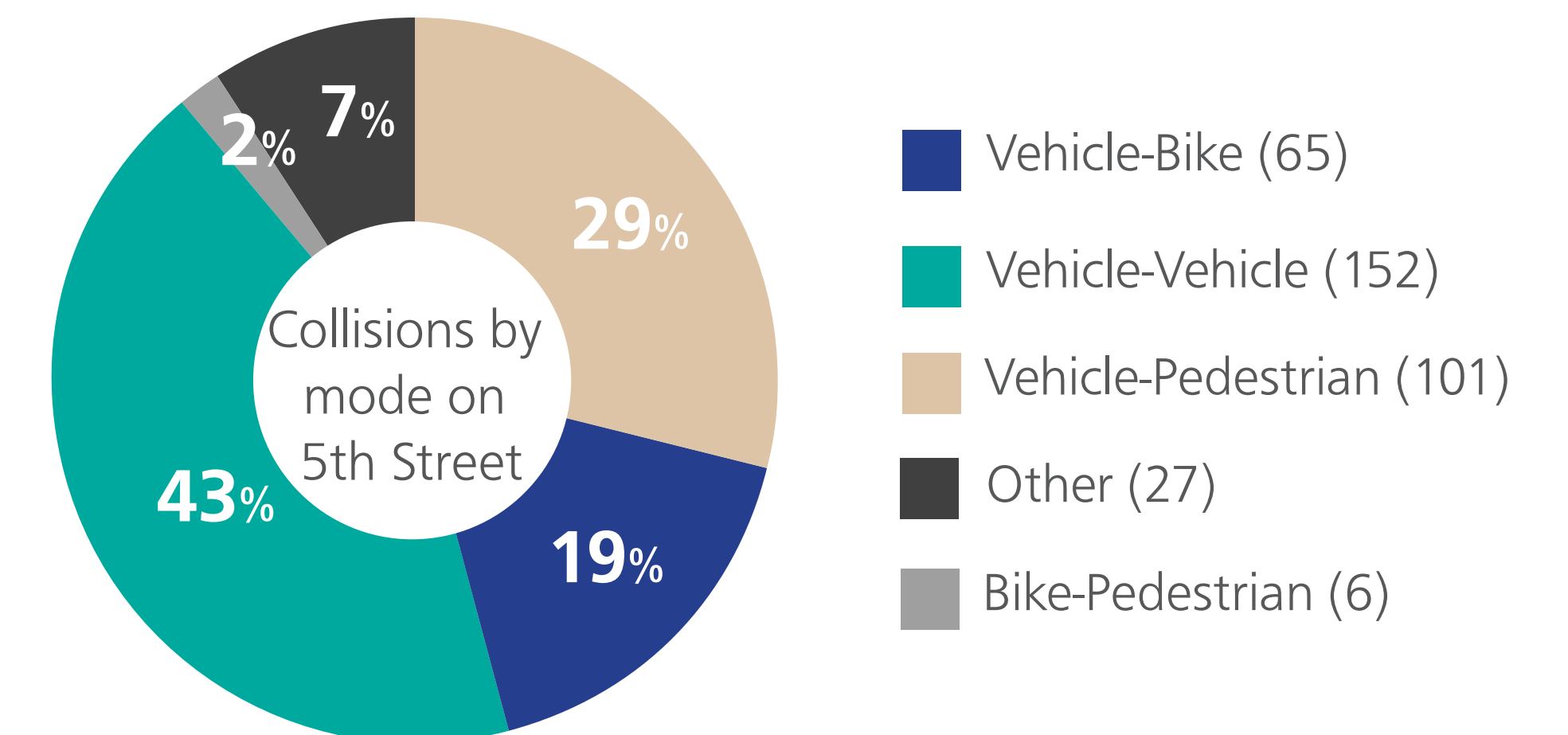
Vision Zero

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

What does the collision data tell us?

From 2011 to 2016, there was a total of **351** reported collisions on 5th Street, including 320 injury collisions. This translates to on average **one person per week** injured while traveling on 5th Street. From 2016-17, the intersection of 5th and Market Street had the highest number of pedestrian collisions in the city and one of top ten highest number of bicycle collisions in the city.

Safety is a critical issue on 5th Street, especially for the most vulnerable users of the road. That’s why the SFMTA is committed to pedestrian and bicycle improvements.



INTERSECTION COLLISIONS BY MODE

WHAT WE LEARNED SO FAR

The SFMTA project team is conducting extensive stakeholder outreach to develop and refine the 5th St. project proposals, including over 20 stakeholder interviews in 2018, a public open house in early 2018, a facilitated stakeholder workshop in November 2018, and continued door-to-door outreach along corridor and meetings with individual community members and groups. In 2018, the SFMTA conducted a survey for 5th Street and this is what we heard:

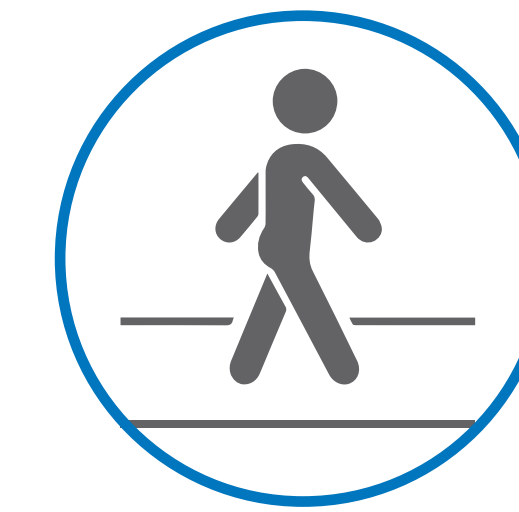
“
Sharrows don't work.
Protected bike lanes would make a huge difference in safety—I currently ride everyday on 5th and it's extremely dangerous.
Fifth Street is my preferred bike route to Caltrain and AT&T Park. It's a direct route but very dangerous for bikes due to lack of traffic separation.”

“
The flow of traffic onto the highway/bridge creates huge problems for transit/bikes/pedestrians and I would say many of the risks are from people rushing to squeeze into the on-ramp during high traffic times.
Rideshares need designated loading zones / traffic enforcement when they break the law and double park (as they do every day at the hotels and mall near Market/Mission & 5th).”

The SFMTA conducted a survey in January and February of 2018 and received **328 completed surveys**. This feedback was considered when developing the three draft alternatives.

The most popular improvement priority among respondents was **protected bicycle lanes** –202 respondents identified this as among their top three priorities. The next most popular priorities were **pedestrian safety improvements** (177 respondents), **street trees** and greenery (122 respondents), and **better lighting for pedestrians** (103 respondents).

“
There are quite a few senior housing projects along or off 5th Street. Any improvements need to take the seniors into consideration. Sidewalks need to be cleared of obstacles and barriers. Increased lighting for senior pedestrians.
The intersection at 5th and Market is extremely dangerous for pedestrians: cars speeding through yellow lights accelerate through the opposite crosswalk. Recipe for fatal disaster.”



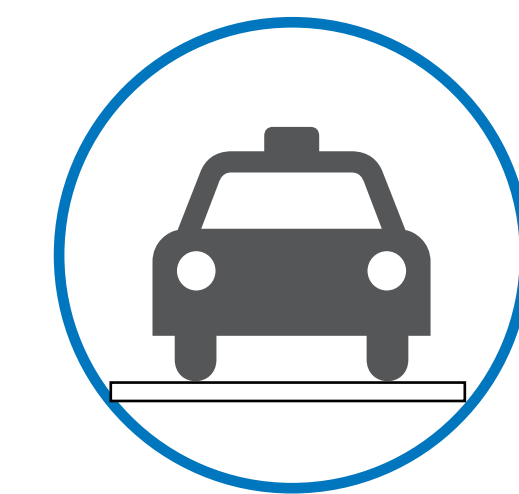
46% Respondents were split on their sense of safety when walking along 5th Street. 45% of respondents agreed or strongly agreed with the statement “I feel safe from vehicles when walking along 5th Street,” while 46% disagreed or strongly disagreed with the same statement.



64% Respondents did not believe biking is safe along 5th Street. 64% of respondents disagreed or strongly disagreed with the statement “I feel safe from vehicles when biking along 5th Street.” Only 7% of respondents agreed or strongly agreed with this statement.



18% Rideshare and taxis are slightly more popular than driving – 18% of respondents reported using taxis or rideshare once a day or multiple times a week while 15% of respondents reported driving once a day or multiple times a week.

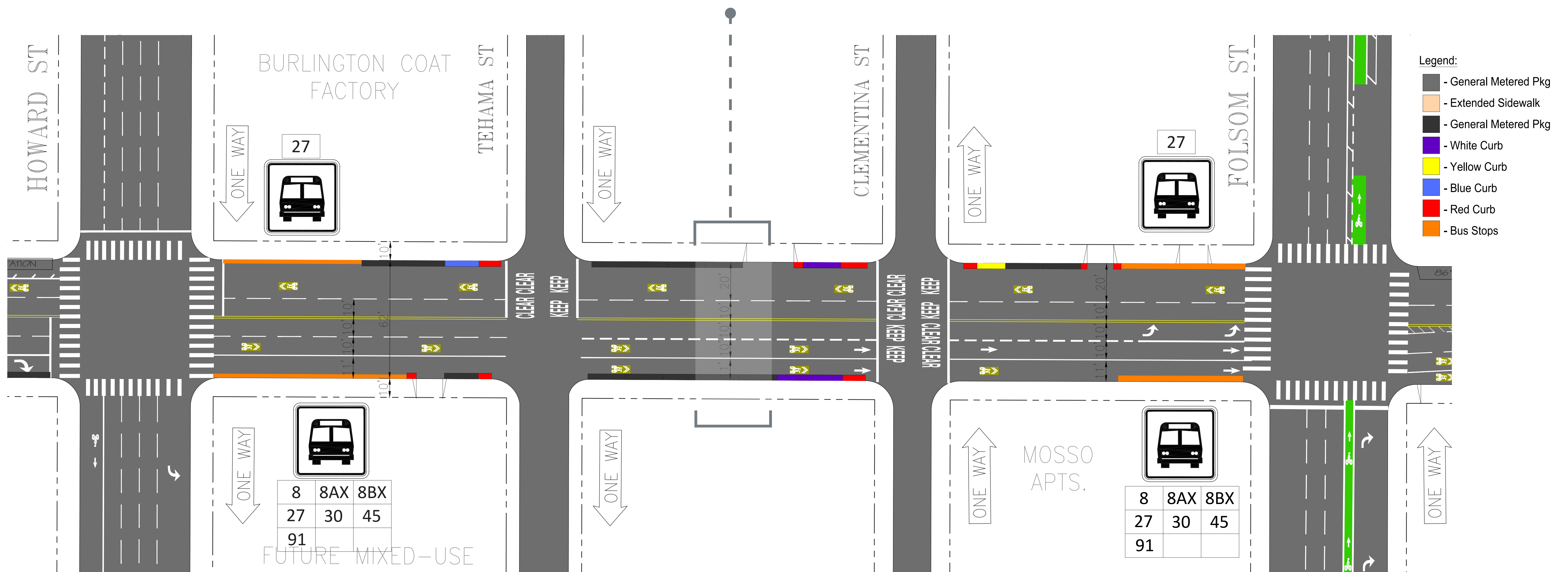
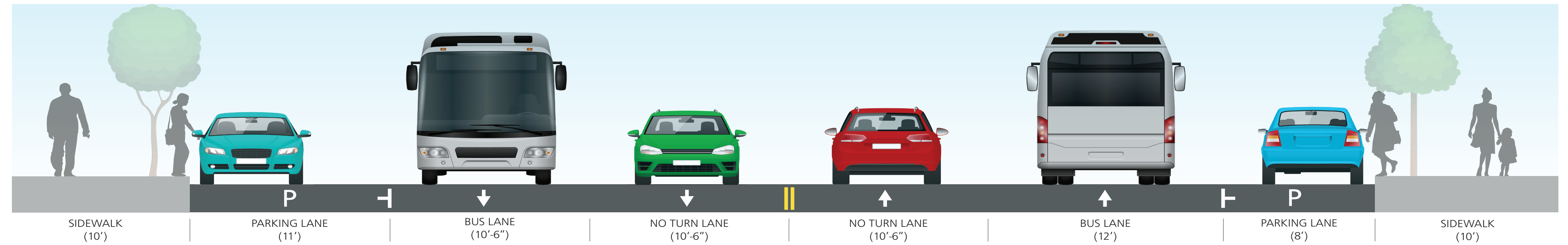


41% Many respondents do not feel driving is efficient along 5th Street. 41% of respondents disagreed or strongly disagreed with the statement “driving is efficient along 5th Street,” while only 27% agreed or strongly agreed with the statement. The remainder of respondents marked “I don't know.”

EXISTING CONDITIONS

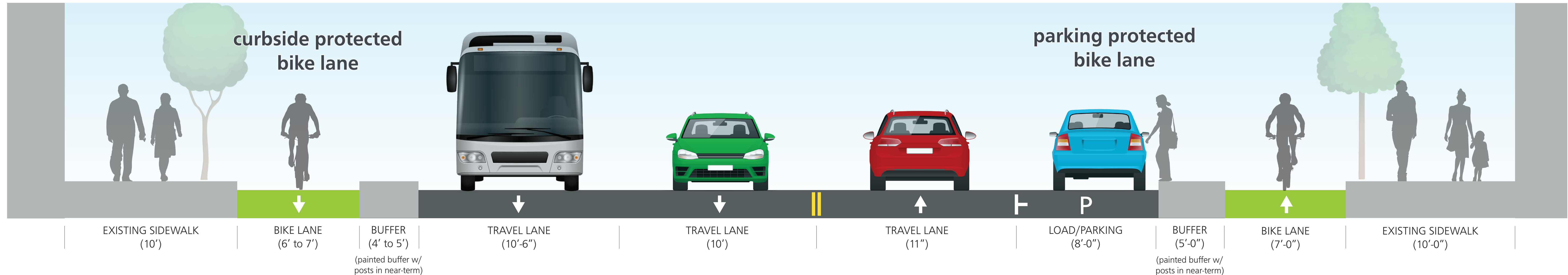
5TH STREET TYPICAL EXISTING CROSS SECTION HOWARD TO FOLSOM (LOOKING NORTH)

SB ADT	12,867	NB ADT	11,971
SB AM Peak	795	NB AM Peak	880
SB PM Peak	815	NB PM Peak	746
TOTAL BI-DIRECTIONAL VOLUME = 24,838			



- Legend:**
- General Metered Pkg
 - Extended Sidewalk
 - General Metered Pkg
 - White Curb
 - Yellow Curb
 - Blue Curb
 - Red Curb
 - Bus Stops

5TH STREET TYPICAL PROPOSED CROSS SECTION HOWARD TO FOLSOM (LOOKING NORTH)



Proposed Improvements include:

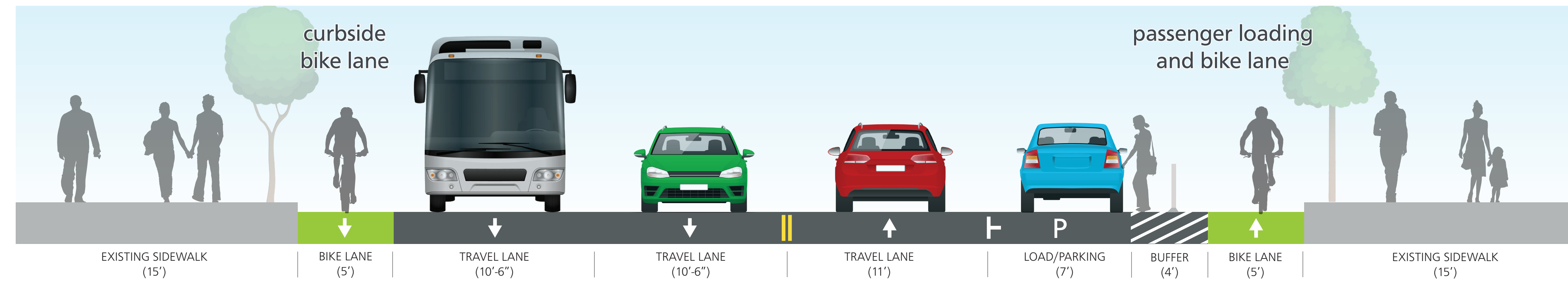
- » Roadway conversion from 4 lanes to 3 lanes, generally with 2 southbound lanes
- » Two lanes in both directions will be maintained near freeway ramps at Bryant Street
- » Continuous bike lanes for entire corridor, including protected bike lanes for the majority of the corridor
- » Relocate all Muni lines following Central Subway completion, with exception of the 27-Bryant
- » Sidewalk widening and landscape improvements at development sites
- » New mid-block crossings at three locations on the corridor
- » Corner bulb-outs at 5th/Harrison and 5th/Bryant freeway ramps to slow turning cars and reduce crossing distances
- » Leading pedestrian intervals (i.e., pedestrian head starts) and signal timing improvements at intersections
- » Raised crosswalks at alleys where can help slow turning vehicles
- » Transit boarding islands for the 27-Bryant

PLEASE STOP BY THE TABLES
TO LEARN MORE ABOUT
THE NEAR AND
LONG-TERM DESIGNS AND
CURB MANAGEMENT
PROPOSALS

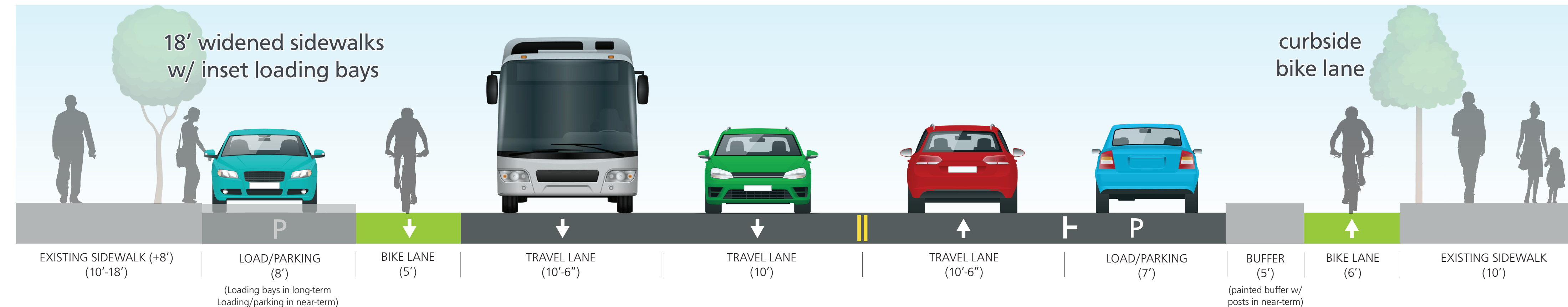
KEY BLOCKS- CROSS SECTIONS

5th Street is unique in that there are a number of new large-scale developments coming over the next 5-7 years (over 5 million square feet of office, retail, and housing). The SFMTA has been working with these development sites to leverage streetscape improvements and have proposed street designs for **Mission to Howard Streets** and **Bryant to Brannan Streets**. In addition, **Market Street to Mission Street** already has 15' wide sidewalks and a narrower roadway. Due to the constraints, these blocks have unique cross sections that are shown here.

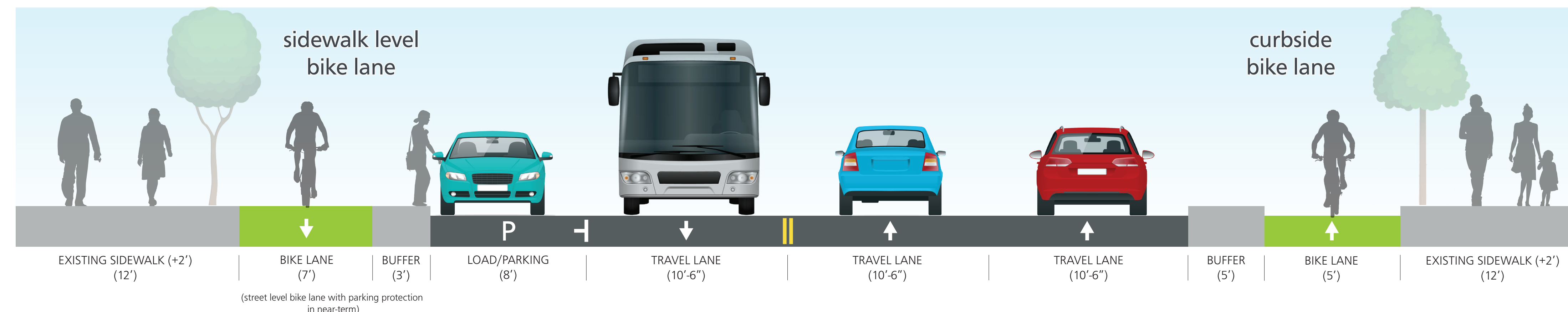
5TH STREET - MARKET TO MISSION STREETS (LOOKING NORTH)



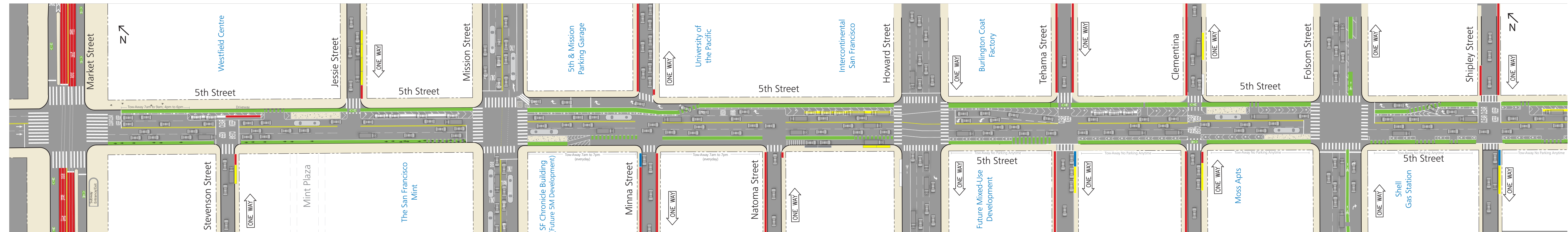
5TH STREET - MISSION TO HOWARD STREETS (LOOKING NORTH)



5TH STREET - BRYANT TO BRANNAN STREETS (LOOKING NORTH)



5TH STREET - MARKET TO SHIPLEY STREETS BLOCK BY BLOCK PARKING/LOADING CHANGES



MARKET TO MISSION STREETS	
WEST SIDE	EAST SIDE
- 105 passenger loading (100' passenger loading converted to peak time tow-away)	- 4 general meters on E. Jessie +4 commercial loading on E. Jessie

MISSION TO HOWARD STREETS	
WEST SIDE	EAST SIDE
- 2 general meters +2 commercial loading	+6 commercial loading

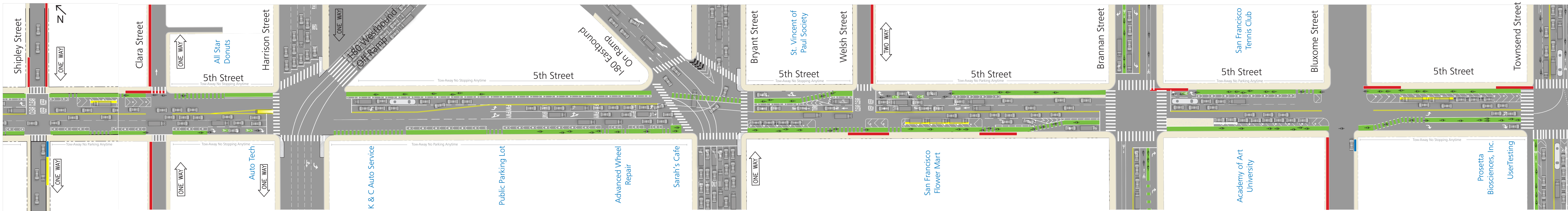
Notes:
Tow Away No Parking (TANPAT) can be used for quick loading

HOWARD TO FOLSOM STREETS	
WEST SIDE	EAST SIDE
- 9 general meters -38' passenger loading	- 9 general meters -1 commercial loading
+1 blue zone on W. Tehama +2 commercial loading on W. Tehama +2 commercial loading on W. Clementina	+2 commercial loading on E. Clementina +40' passenger loading on W. Clementina

Notes:
Tow Away No Parking (TANPAT) can be used for quick loading

FOLSOM TO HARRISON STREETS	
WEST SIDE	EAST SIDE
- 8 general meters -3 commercial loading	-9 general meters +2 commercial loading
+2 commercial loading on W. Shipley +1 blue zone on W. Shipley	-1 blue zone

5TH STREET: SHIPLEY TO TOWNSEND STREETS BLOCK BY BLOCK PARKING/LOADING CHANGES



FOLSOM TO HARRISON STREETS	
WEST SIDE	EAST SIDE
- 8 general meters	-9 general meters
-3 commercial loading	+2 commercial loading
+2 commercial loading on W. Shipley	-1 blue zone
+1 blue zone on W. Shipley	

HARRISON TO BRYANT STREETS	
WEST SIDE	EAST SIDE
TANPAT converted to TANSAT	-13 general meters

Notes:
Tow Away No Parking (TANPAT) can be used for quick loading

BRYANT TO BRANNAN STREETS	
WEST SIDE	EAST SIDE
- 5 general meters	- 15 general meters
- 1 commercial loading	

Notes:
Tow Away No Parking (TANPAT) can be used for quick loading

BRANNAN TO TOWNSEND STREETS	
WEST SIDE	EAST SIDE
- 4 general meters	-7 general meters
-2 motorcycle spaces	+4 commercial loading
+2 blue zones on W. Bluxome	-1 blue zone

Notes:
Tow Away No Parking (TANPAT) can be used for quick loading

5TH STREET: MARKET TO TOWNSEND STREETS NET PARKING/LOADING CHANGES (INCLUDES CHANGES ON SIDE STREETS)

	GENERAL METER		PASSENGER LOADING		COMMERCIAL LOADING		BLUE ZONES		MOTORCYCLE PARKING	
	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed	Existing	Proposed
	107	22	492 ft	453 ft	10	31	3	4	10	8
NET CHANGE	-85 spaces		-39 ft		+21 spaces		+1 accessible blue zone		-2 spaces	

PROJECT TRADE-OFFS

BENEFITS	IMPACTS		PREFERRED ALTERNATIVE DESIGN NEAR-TERM (CONSTRUCTION LATE 2019/EARLY 2020)	PREFERRED ALTERNATIVE DESIGN LONG-TERM (CONSTRUCTION EARLY 2021)
+		URBAN REALM IMPROVEMENTS		Sidewalks widening and landscaping upgrades are proposed at major new development sites. (approximately 25% of block faces). Pedestrian scaled lighting upgrades proposed on corridor
+		PROTECTED BIKE LANES	Majority of bike lanes are protected either by delineators, or are parking-protected	Many buffers are replaced with concrete medians
+		MID-BLOCK CROSSINGS/SIGNALS		(3) Mid-block crossings proposed on the corridor: Clementina Streets, between Bryant and Brannan Streets, and at Bluxome Street*
+		FULLY SEPARATED BIKE SIGNALS	Mixing zones at most intersections are proposed in near-term	Fully separated bike signals will replace some mixing zones in long-term
+		PROTECTED INTERSECTIONS		Protected intersections are proposed at Howard, Folsom and Brannan street in the long-term design and in coordination with the Folsom/Howard and Brannan Streetscape Projects*
+		BULB-OUTS	Painted safety zones proposed at key locations to slow turning cars and reduce crossing distances	Bulbouts proposed at key locations to slow turning cars and reduce crossing distances
+		LEADING PEDESTRIAN INTERVALS	Leading pedestrian intervals (LPIs) are planned to give pedestrians a head start when crossing the street	
+		TRANSIT BOARDING ISLANDS	Transit boarding islands proposed for the 27-Byant	
+		RAISED CROSSWALKS AT ALLEYS	Raised crosswalks proposed to slow turning vehicles onto alleyways- Minna Street	Raised crosswalks proposed to slow turning vehicles onto alleyways- Welsh Street*
	-	PARKING LOSS	Parking loss occurs mainly at: <ul style="list-style-type: none"> • New development sites where much of parking/loading will be served internally • Underneath highway ramps • Existing Muni stops 	
	-	IMPACTS TO TRAFFIC FLOW	Road reduction causes some impacts to traffic flow during peak hours	

* Pending development approvals for major projects along 5th Street