

Welcome!

Thank you for participating in today's 5th Street Improvement Project workshop.

This project aims to:

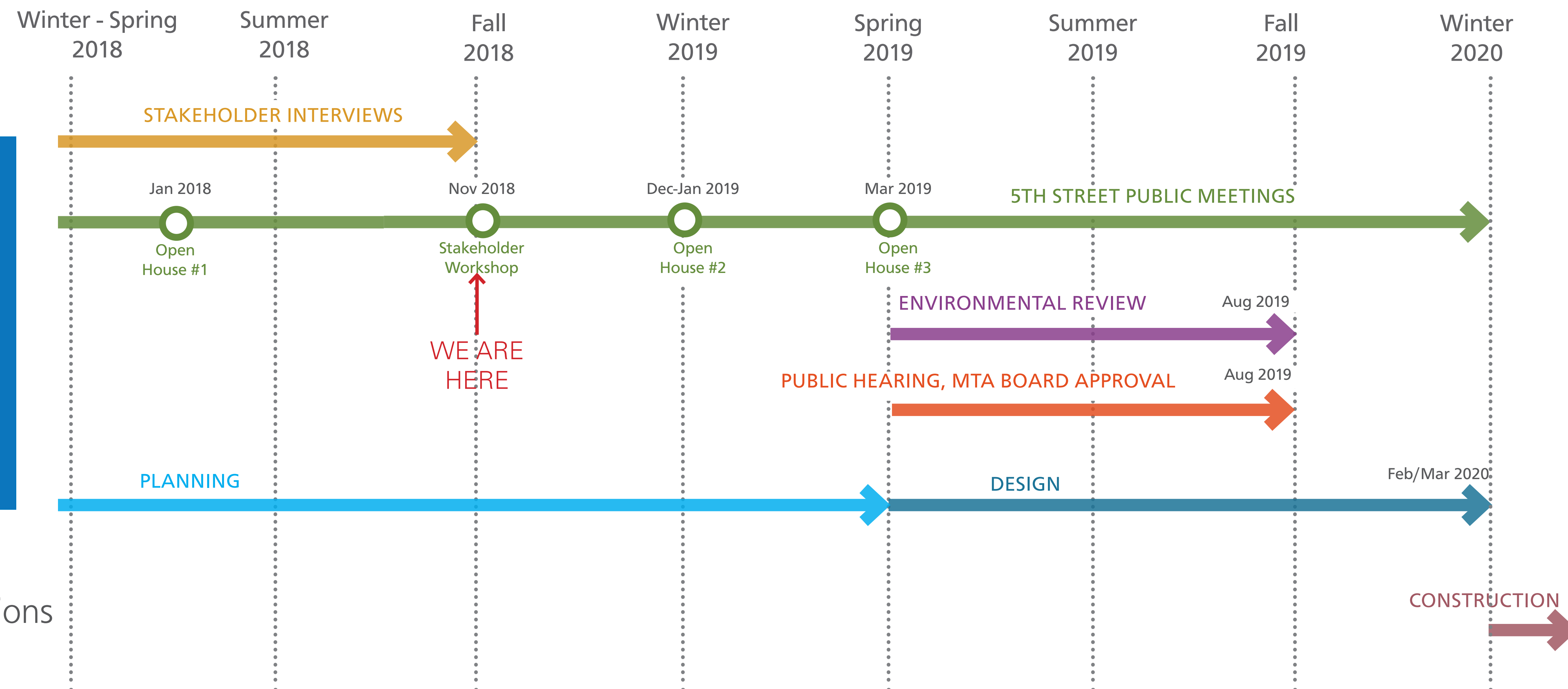
- » Balance safety and reliability improvements for all forms of transportation on 5th Street.
- » Address the future transportation demands of additional residential and commercial development in the SoMa neighborhood.
- » Build on current identity and urban fabric to make 5th Street a more inviting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

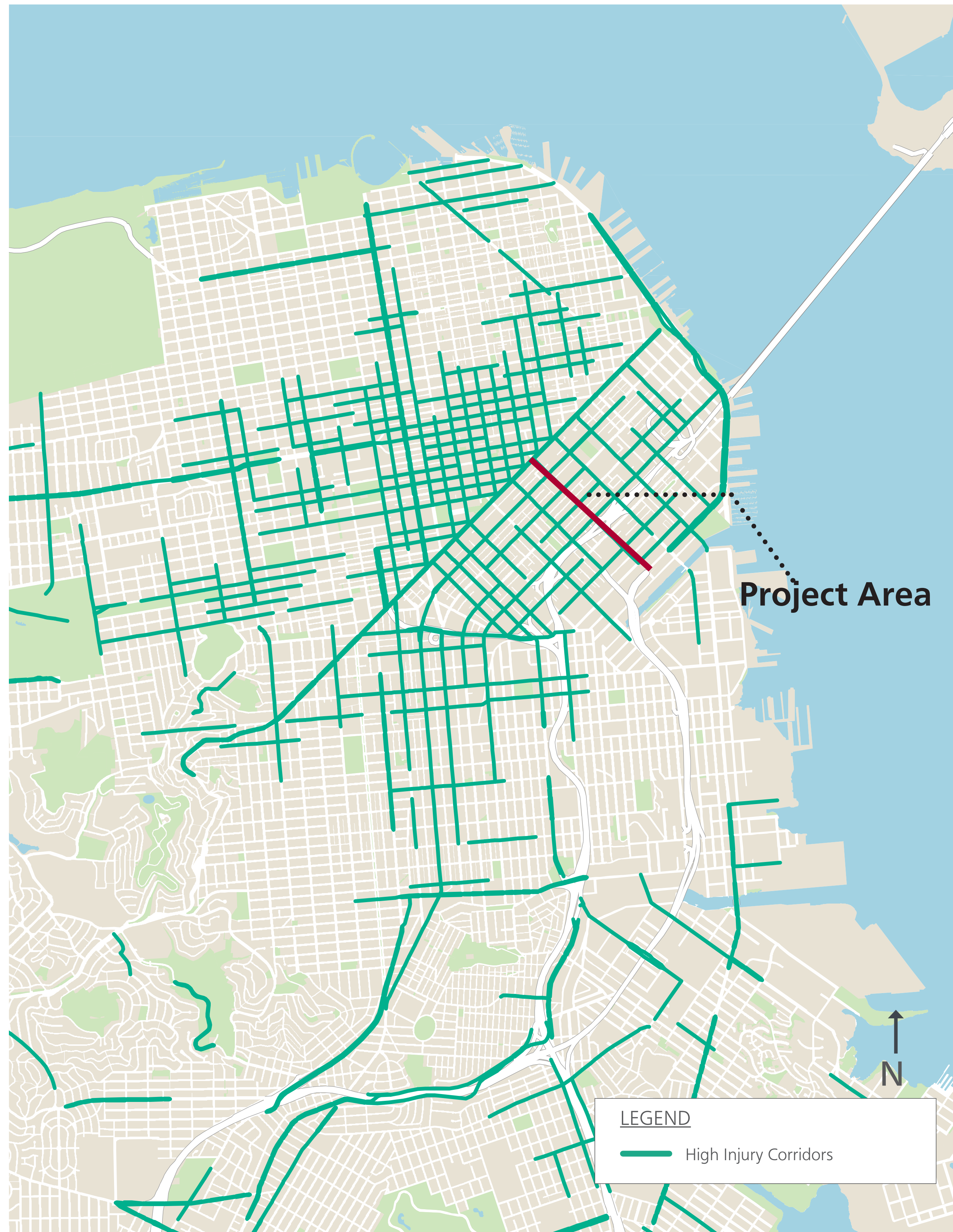


SFMTA'S GOALS FOR TODAY'S WORKSHOP

- » Better understand your opinions around trade-offs associated with the design alternatives
- » Utilize your input to draft a preferred design over the next few months

Please take a look at the handout and join your discussion group for an opportunity to ask questions and voice your comments.





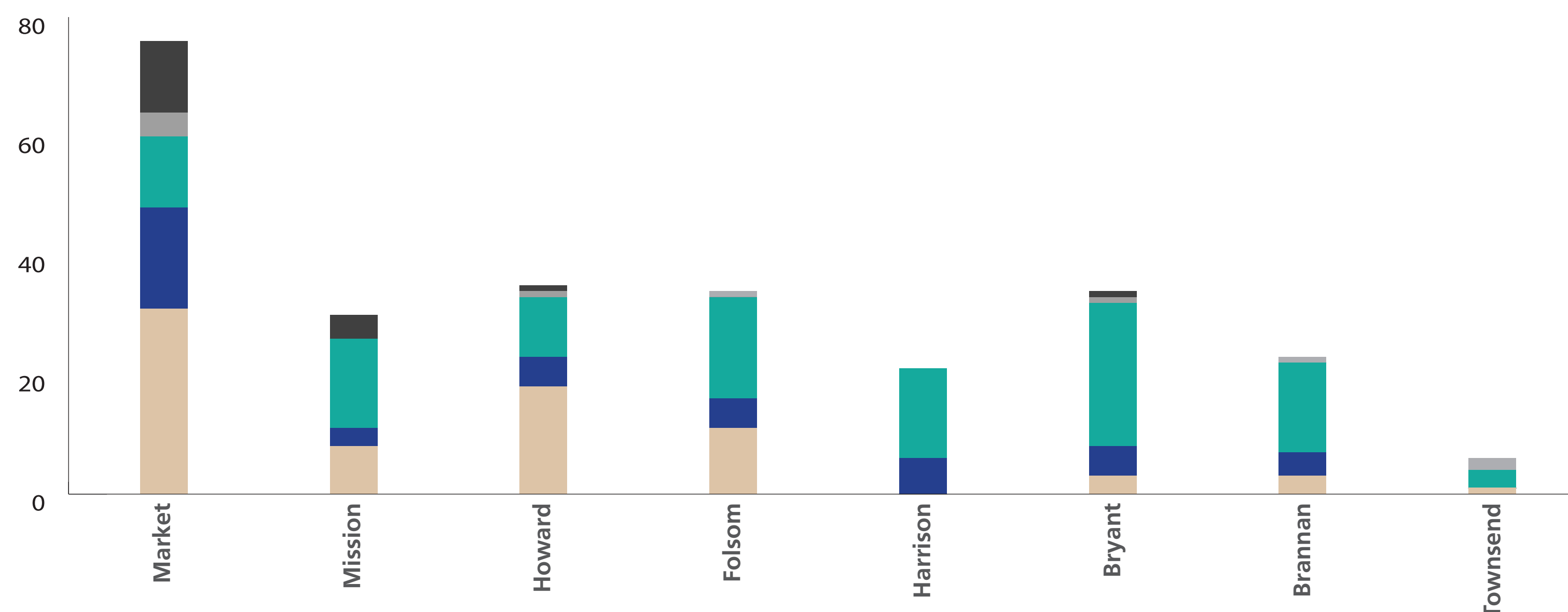
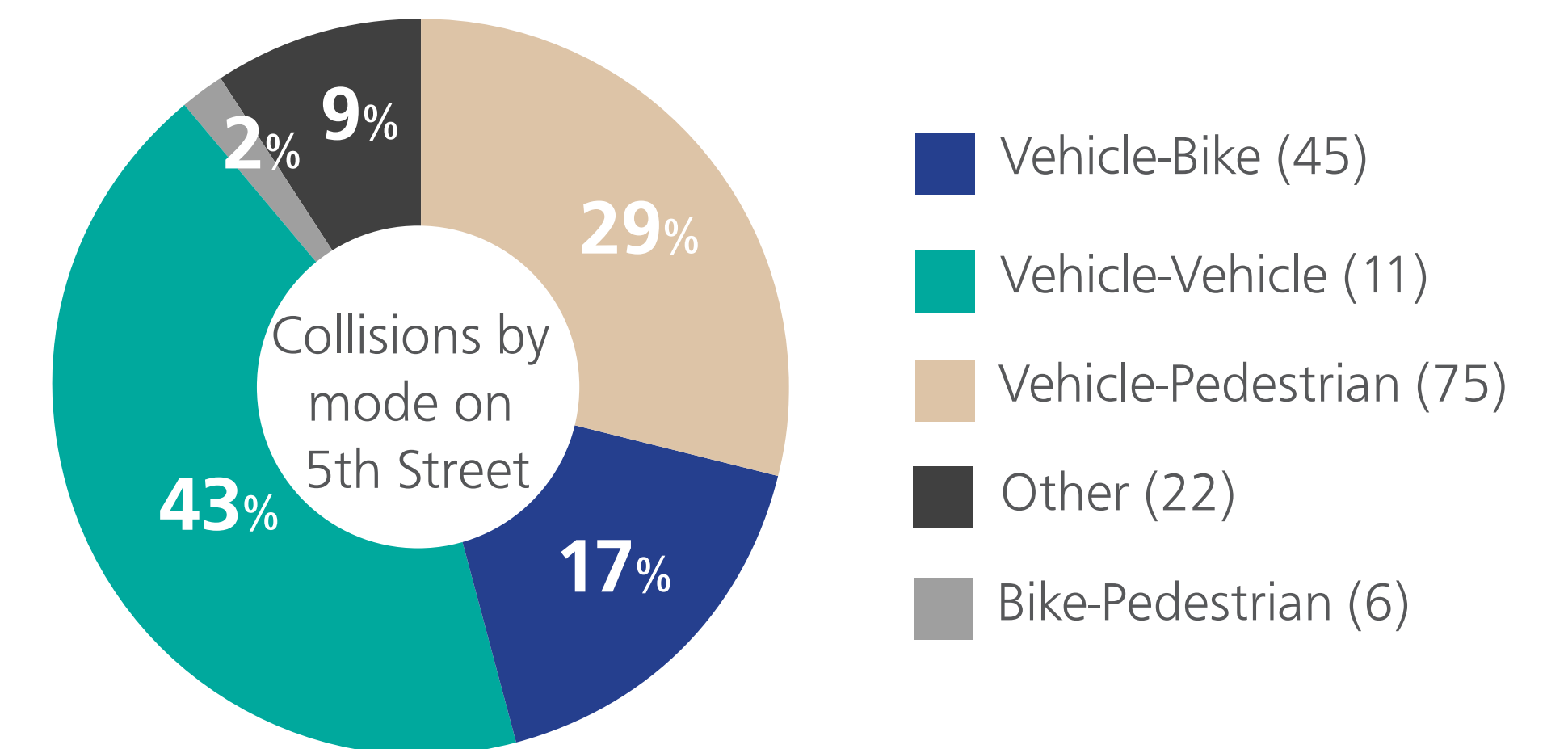
Vision Zero

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 2012 to 2017, there was a total of 328 reported collisions on 5th Street, of which 296 were injury collisions. **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

Since the fall of 2017, the SFMTA has conducted over 20 stakeholder interviews. On January 23rd, 2018, the SFMTA hosted an open house for the 5th Street Improvement Project at the Bayanihan Community Center. The SFMTA also launched the 5th Street Improvement Project survey in early January 2018 in order to better understand the needs of people using the 5th Street corridor. Overall, community-members expressed strong support for pedestrian and bicycle safety measures.

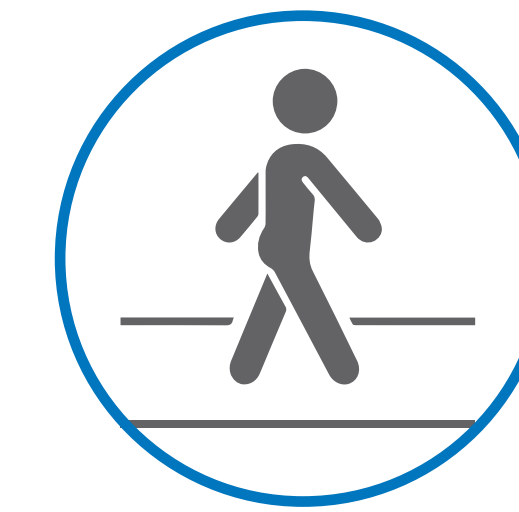
“
Sharrows don't work.
Protected bike lanes would make a huge difference in safety—I currently ride everyday on 5th and it's extremely dangerous.
Fifth Street is my preferred bike route to Caltrain and AT&T Park. It's a direct route but very dangerous for bikes due to lack of traffic separation.”

“
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.”



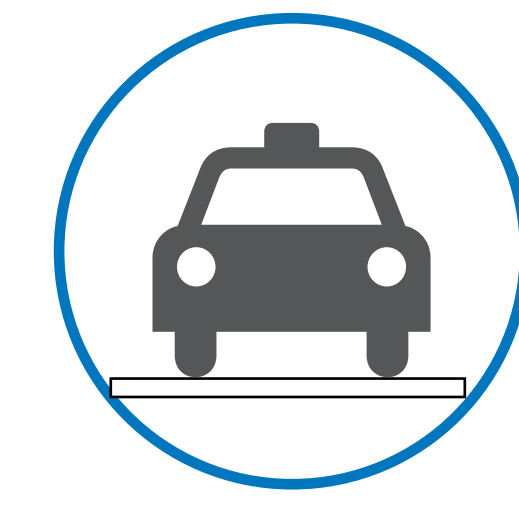
46% Respondents were split on their sense of safety when walking along 5th Street. 44.5% of respondents agreed or strongly agreed with the statement “I feel safe from vehicles when walking along 5th Street,” while 46.3% disagreed or strongly disagreed with the same statement.



64% Respondents did not believe biking is safe along 5th Street. 63.7% of respondents disagreed or strongly disagreed with the statement “I feel safe from vehicles when biking along 5th Street.” Only 6.7% of respondents agreed or strongly agreed with this statement.





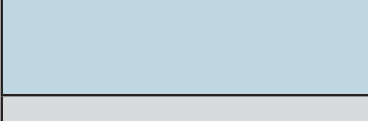
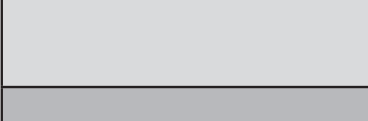



18% Rideshare and taxis are slightly more popular than driving – 18% of respondents reported using taxis or rideshare once a day or multiple times a week while 14.9% of respondents reported driving once a day or multiple times a week.



41% Many respondents do not feel driving is efficient along 5th Street. 40.5% of respondents disagreed or strongly disagreed with the statement “driving is efficient along 5th Street,” while only 26.5% agreed or strongly agreed with the statement. The remainder of respondents marked “I don't know.”

5TH STREET SUMMARY OF PROPOSED CHANGES

	EXISTING STREET CONFIGURATION								PROPOSED STREET CONFIGURATION (ALL ALTERNATIVES)							
	Southbound				Northbound				Southbound				Northbound			
Blocks (North to South)	Widened Sidewalk	Parking/Loading	Bike Lanes	SB Vehicle/Turn Lanes	NB Vehicle / Turn Lanes	Bike Lanes	Parking/Loading	Widened Sidewalk	Widened Sidewalk	Parking/Loading	Bike Lanes	SB Vehicle/Turn Lanes	NB Vehicle / Turn Lanes	Bike Lanes	Parking/Loading	Widened Sidewalk
Market to Mission	Yes	No	No	2 SB Lanes	2 NB Lanes	No	Yes	Yes	Yes	No	Yes	2 SB Lanes	1 NB Lane	Yes	Yes	Yes
Mission to Howard	No	Yes	No	2 SB Lanes	2 NB Lanes	No	No	No	Yes	Yes	Yes	2 SB Lanes	2 NB Lanes	Yes	Part Time	No
Howard to Folsom	No	Yes	No	2 SB Lanes	2 NB Lanes	No	Yes	No	Varies	No	Yes	2 SB Lanes	1 NB Lane + Right Turn Ln	Yes	Yes	No
Folsom to Harrison	No	Part Time	No	2 SB Lanes + Right Turn	2 NB Lanes (hwy off ramp)	No	Yes	No	Varies	No	Yes	2 SB Lanes	2 NB Lane (hwy off ramp)	Yes	No	No
Harrison to Bryant	No	Yes	No	2 SB Lanes+ Left Turn (hwy on ramp)	2 NB Lane + Left Turn	No	No	No	Varies	No	Yes	2 SB Lanes+ Left Turn (hwy on ramp)	1 NB Lane + Left Turn	Yes	No	No
Bryant to Brannan	No	Yes	No	2 SB Lanes	2 NB Lanes +Right Turn	No	Yes	No	Yes	Yes	Yes	1 SB Lanes	2 NB Lanes	Yes	Part Time	No
Brannan to Townsend	No	Yes	No	1 SB Lane + Left Turn	2 NB Lanes	No	Yes	No	No	Yes	Yes	1 SB + Left and Right Turn	2 NB Lanes	Yes	Yes	Yes

	Widened Sidewalk
	New Bike Lane
	Presence of Parking/Loading
	Reduced Road Capacity
	Maintained Road Capacity
	Southbound
	Northbound

All three design alternatives include a series of baseline changes including:

- » Continuous bike lanes (buffered, protected, or sidewalk level)
- » Roadway conversion from 4 to 3 travel lanes: 2 southbound lanes and 1 northbound lane north of Bryant Street, 1 southbound lane and 2 northbound lanes south of Bryant Street
- » Maintain existing number of travel lanes at hwy on/off-ramp approaches
- » Turn pockets to help traffic flow
- » Relocation of Muni lines to 4th Street (except 27)
- » Sidewalk widening/landscape improvements at development sites
- » Pedestrian head starts
- » Signal timing improvements
- » Crosswalk upgrades
- » Pedestrian scaled lighting

POTENTIAL DESIGN ALTERNATIVES

Based off our data collection, community outreach and analysis, there are 3 design alternatives that we would like your input on today. Though the alternatives share baseline changes, they each also have unique differences in the level of upgrades of bicycle facilities, pedestrian improvements, and parking loss. The main differences between the 3 alternatives are highlighted here.

Proposed Design Alternatives

Alternative 1: Buffered Bike Lanes



Arguello Blvd. Buffered Lanes

Key Features:

- » North and southbound buffered bike lanes
- » Widened sidewalks at 25% of block faces
- » Approximately 30% parking loss

Alternative 2: Protected Bike Lanes



Fell St. Protected Lanes

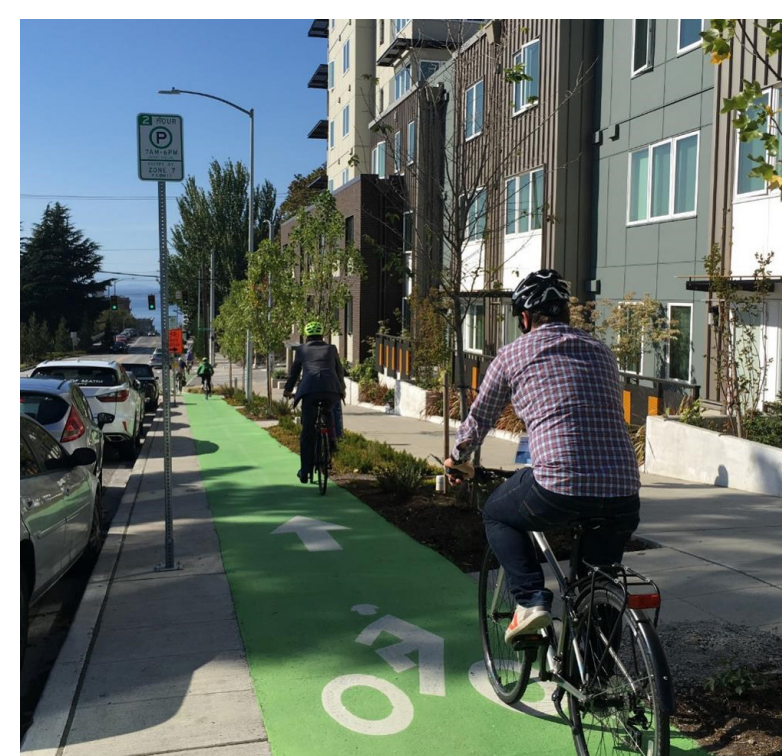


7th St. Parking Protected Lanes

Key Features:

- » Southbound curbside protected bike lanes
- » Northbound parking protected bike lanes
- » Protected bike signals
- » Widened sidewalks at 25% of block faces
- » Approximately 40% parking loss

Alternative 3: Expanded Sidewalk & Protected Bike Lanes



Seattle, WA Sidewalk Level Lanes



7th St. Parking Protected Lanes

Key Features:

- » Southbound sidewalk level bike lanes
- » Northbound parking protected bike lanes
- » Protected bike signals
- » Widened sidewalks at 50% of block faces
- » Adds 3 mid-block crossings
- » Approximately 40% parking loss
- » Longer timeline

Baseline Changes

CONTINUOUS BIKE LANES (at minimum)



CONVERSION FROM 4 TO 3 TRAVEL LANES WITH TURN POCKETS



PEDESTRIAN HEAD STARTS



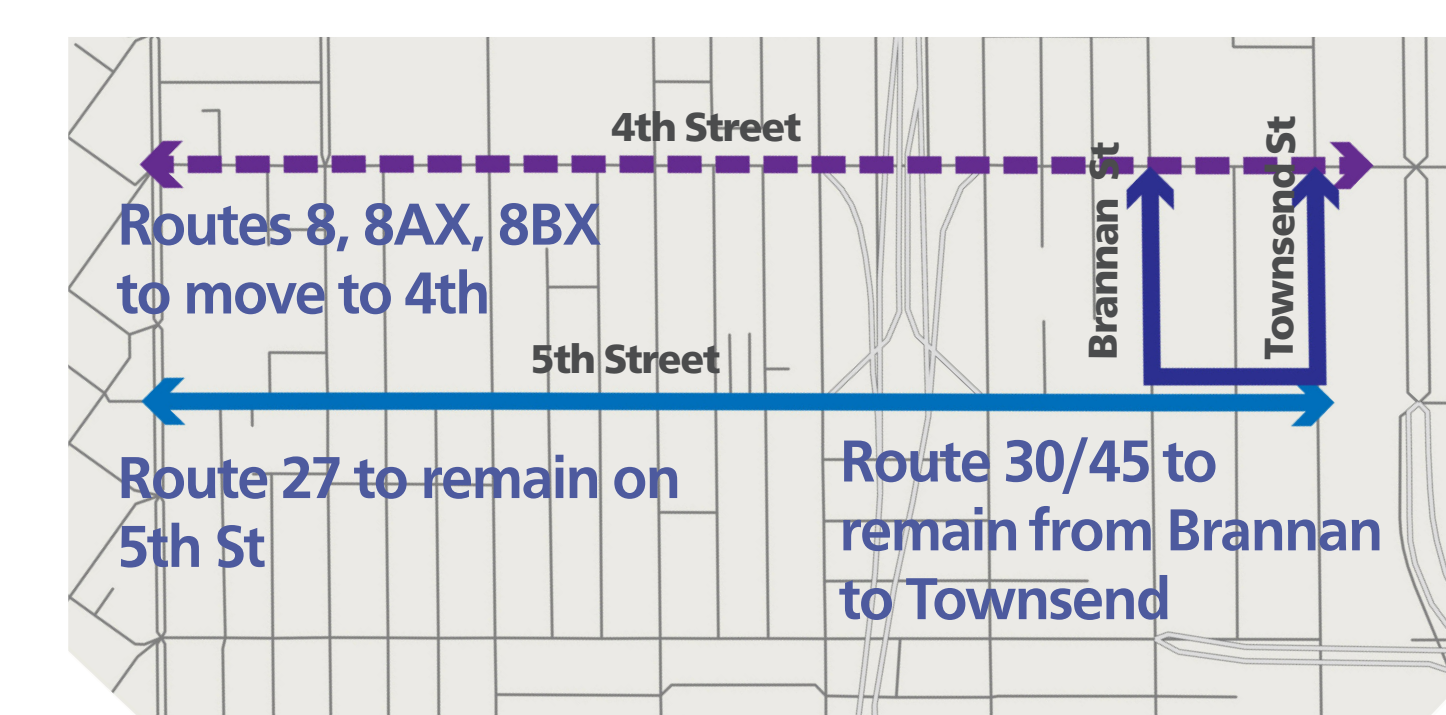
SIGNAL TIMING IMPROVEMENTS



SIDEWALK IMPROVEMENTS AT DEVELOPMENT SITES



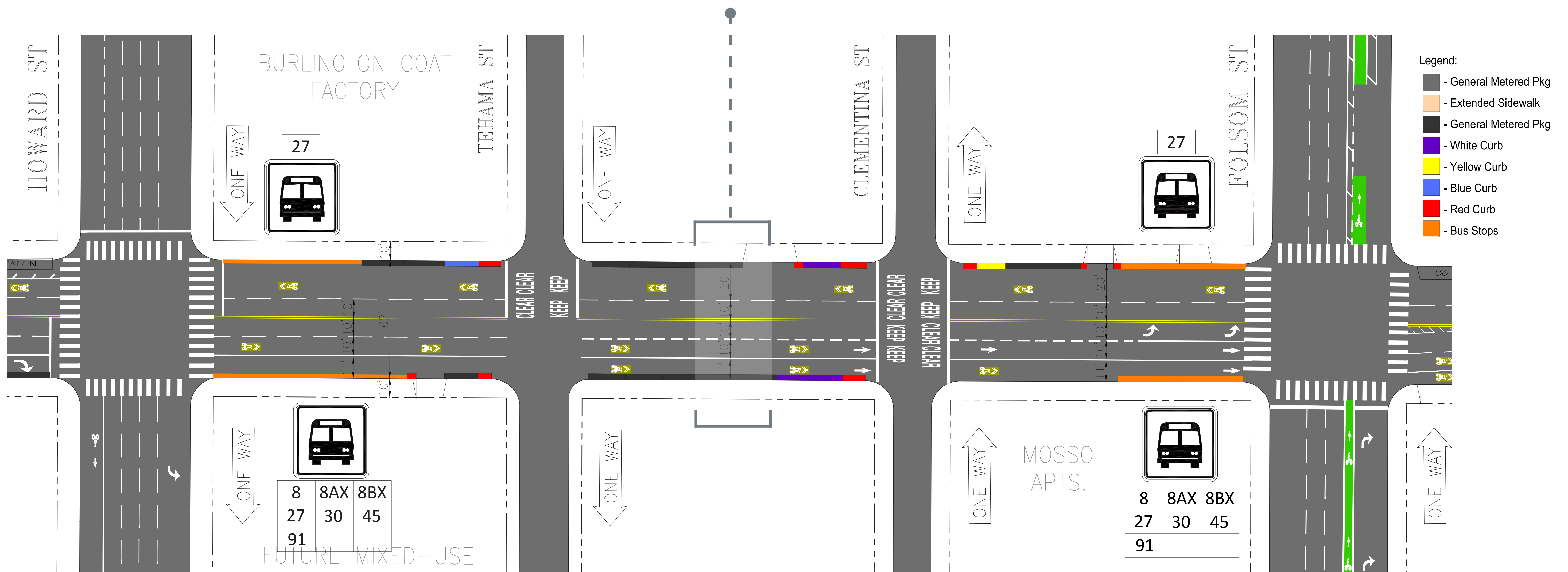
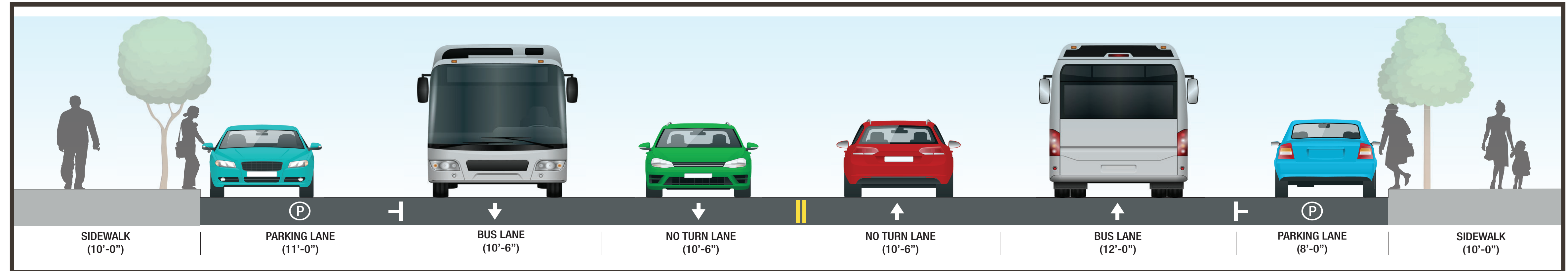
RELOCATION OF MUNI LINES TO 4TH STREET



EXISTING CONDITIONS

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

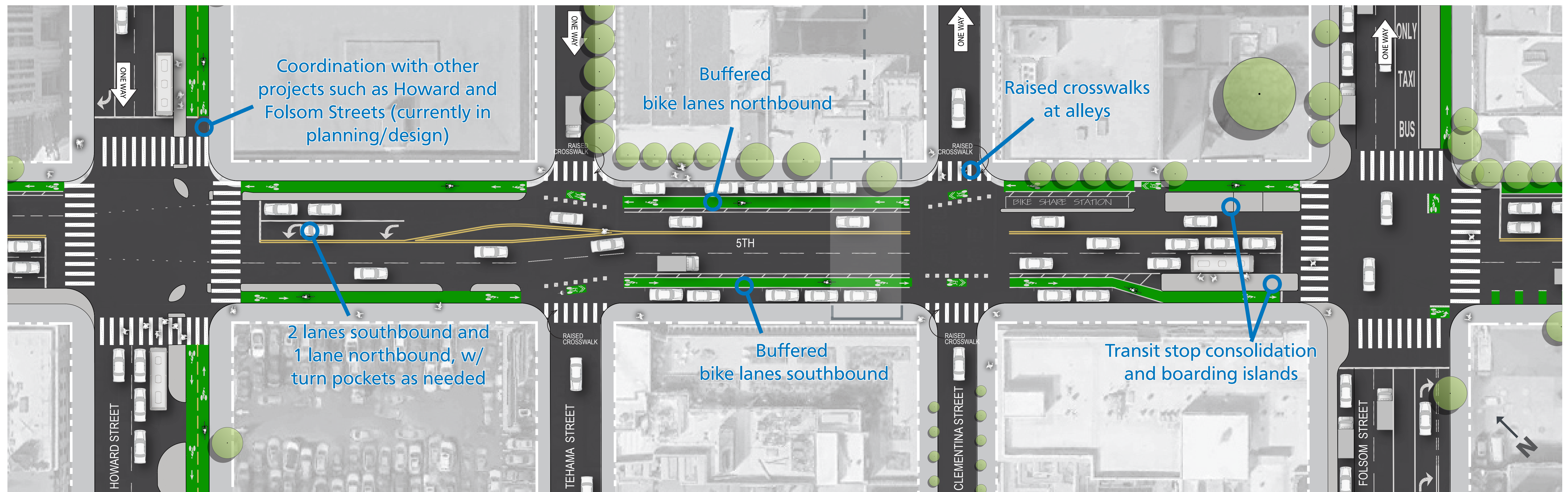
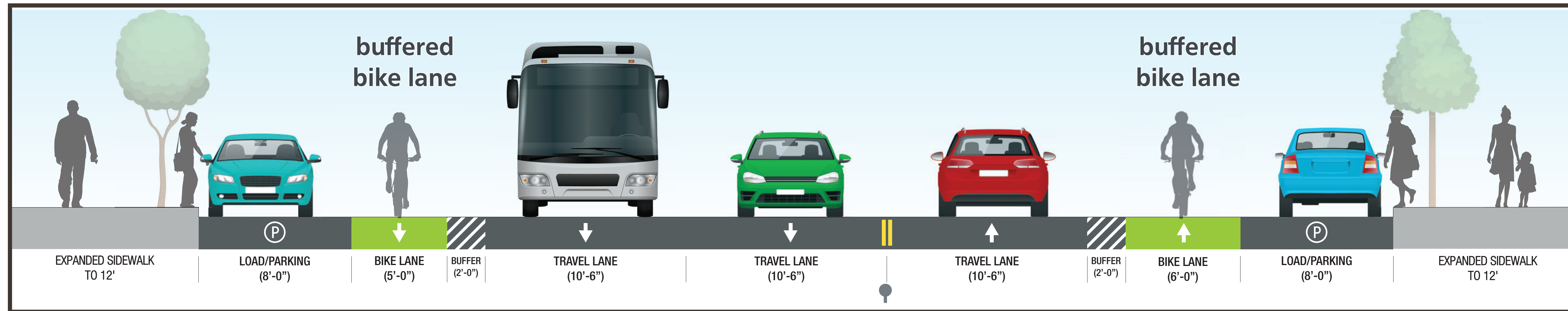
SB ADT	12,867	NB ADT	11,971
SB AM Peak	795	NB AM Peak	880
SB PM Peak	815	NB PM Peak	746
TOTAL BI-DIRECTIONAL VOLUME = 24,838			



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

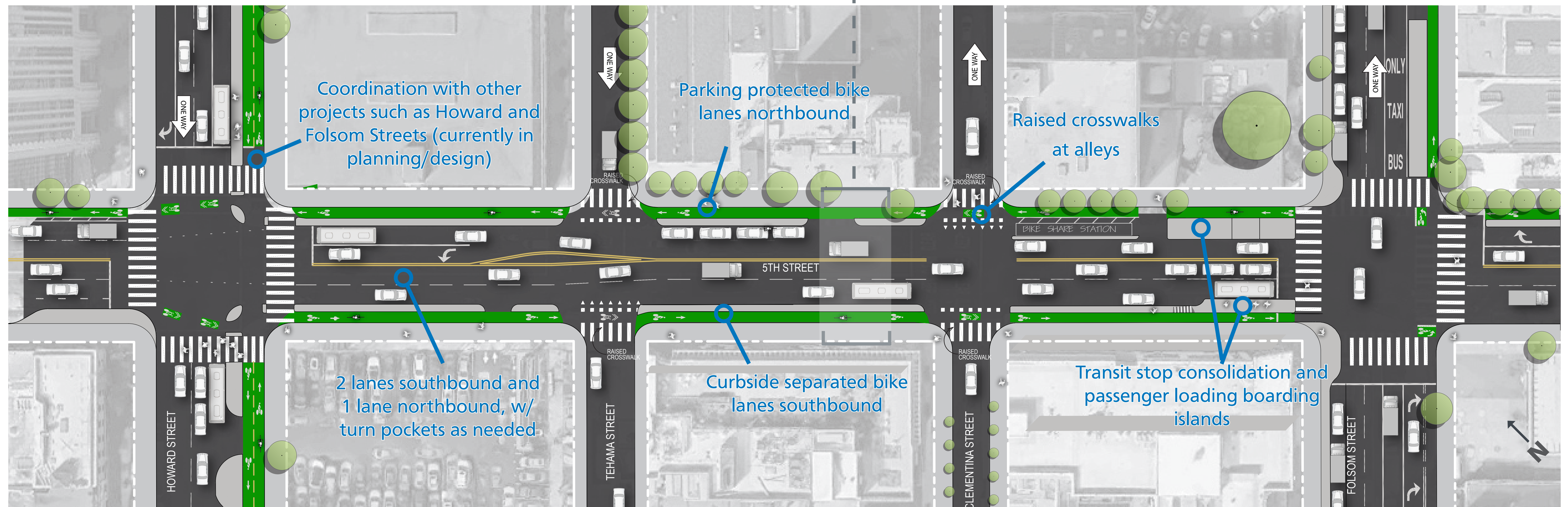
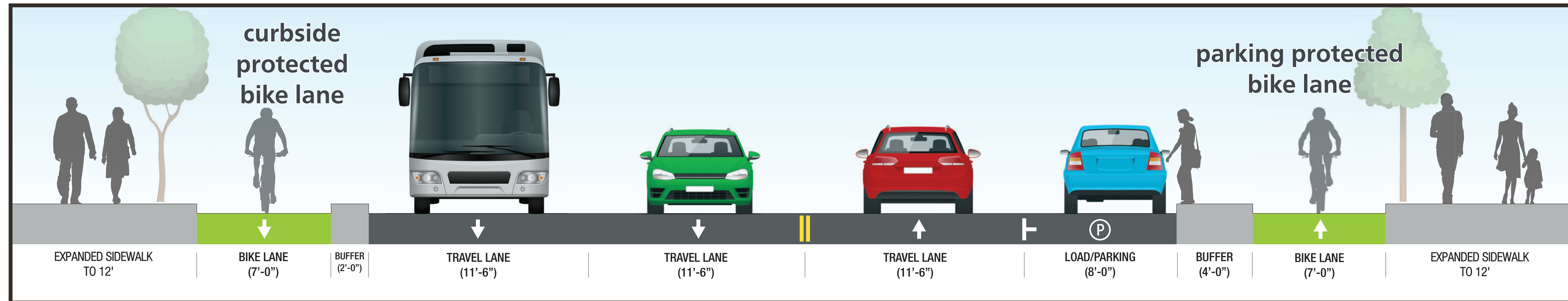
ALT 1 - BUFFERED BIKE LANES

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

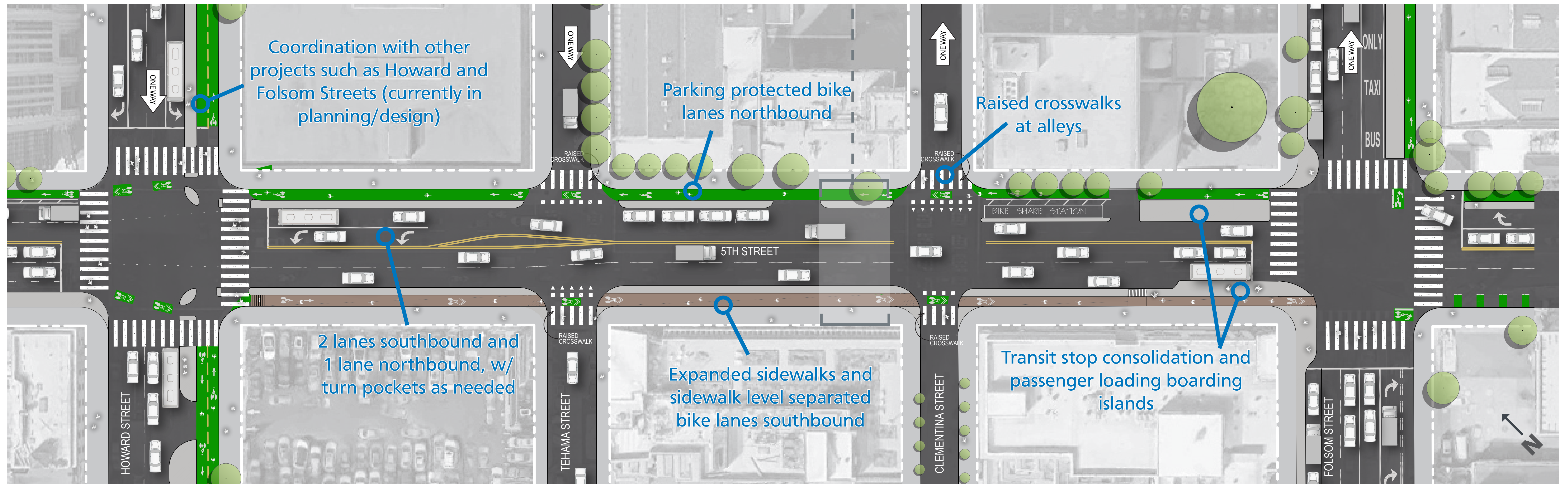
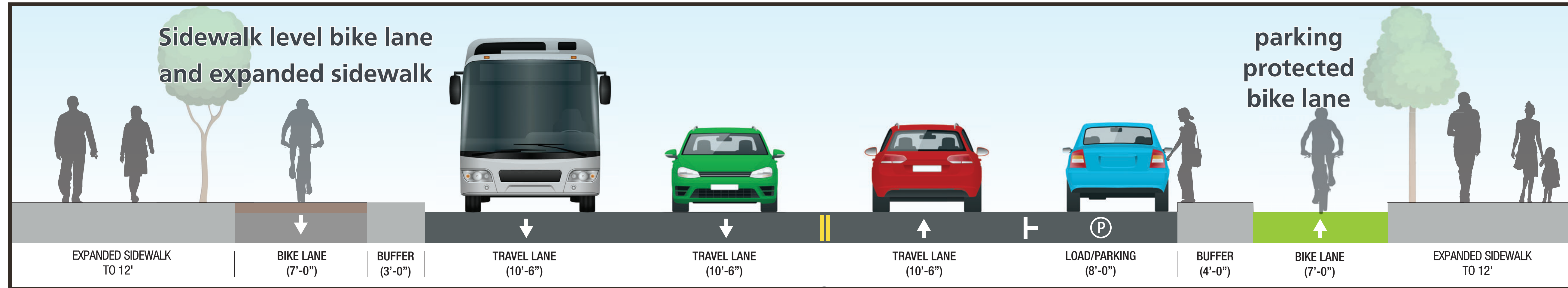


ALT 2- PROTECTED BIKE LANES

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



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

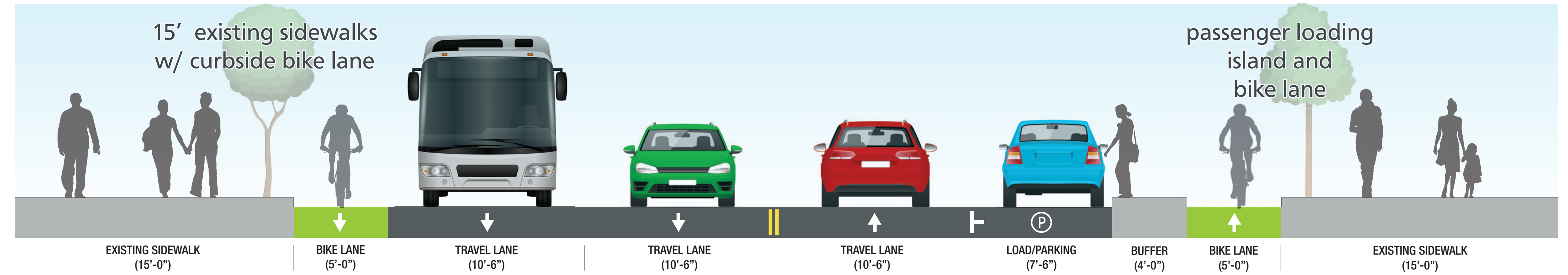


BLOCKS THAT ARE THE SAME IN ALL ALTS

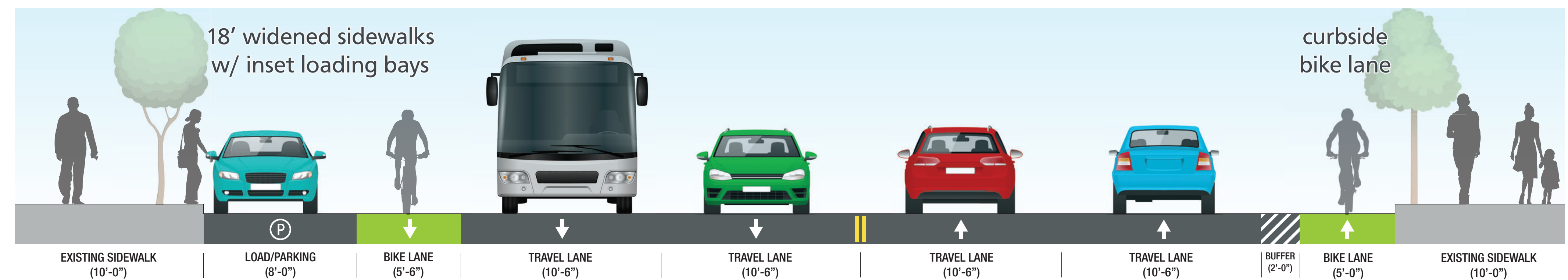
5th Street is unique in that there are a number of new large-scale developments coming over the next 5-7 years (over 5 million sf of office, retail, and housing). The SFMTA has been working with these development sites to leverage streetscape improvements and have proposed street designs for **Mission to Howard Streets** and **Bryant to Brannan Streets** that do not change from alternative to alternative. In addition, **Market Street to Mission Street** already has 15' wide sidewalks and a narrower roadway, therefore proposals for this block also do not change between proposed alternatives.

The proposed designs for 5th Street that do *not* change between the three alternatives are shown here.

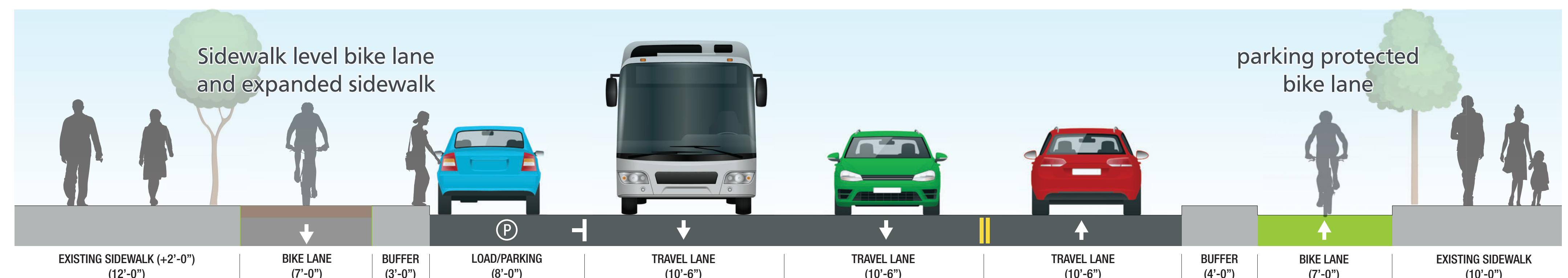
5TH STREET - MARKET TO MISSION STREETS (LOOKING NORTH)



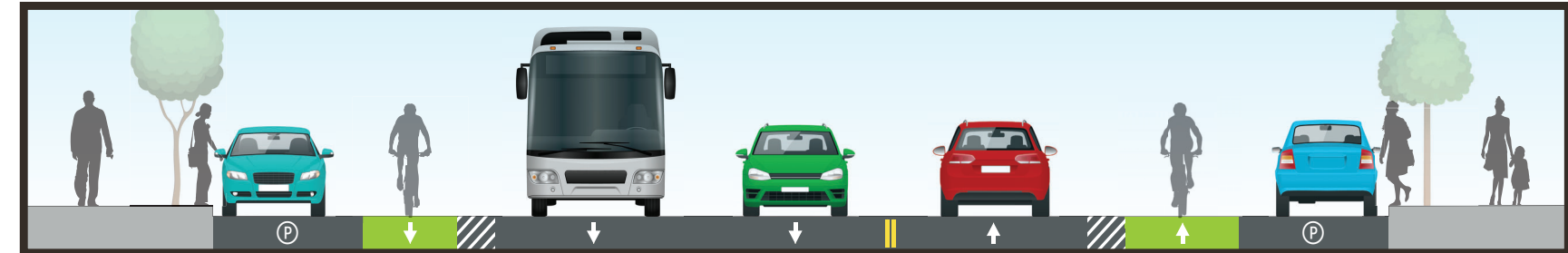
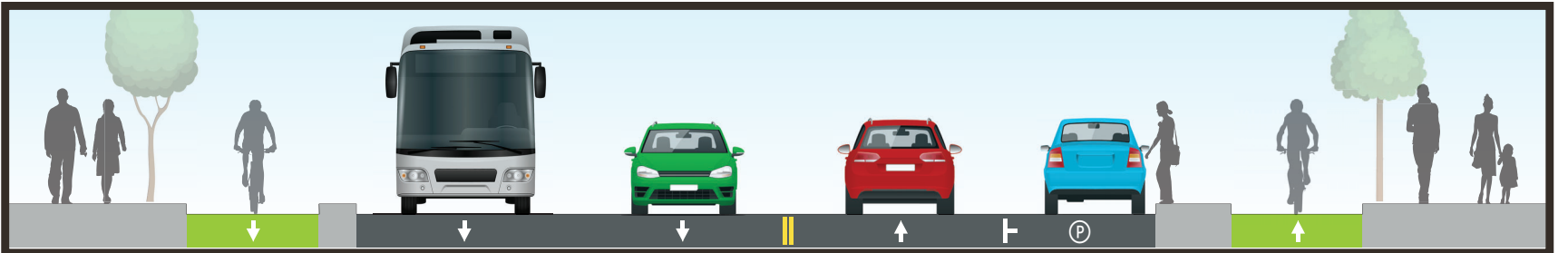
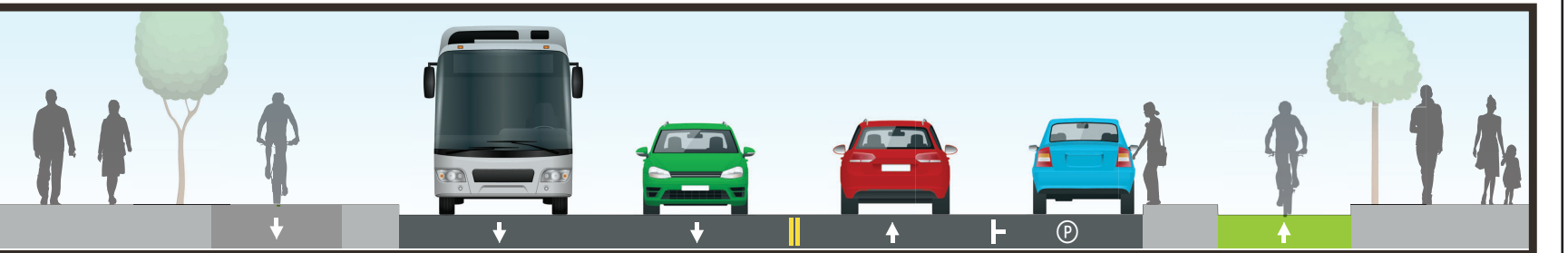
5TH STREET - MISSION TO HOWARD STREETS (LOOKING NORTH)



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



DESIGN ALTERNATIVES TRADE-OFFS

	ALT1 : BUFFERED BIKE LANES	ALT 2: PROTECTED BIKE LANES	ALT 3: EXPANDED SIDEWALKS & PROTECTED BIKE LANES
			
SIDEWALK WIDENING	Sidewalks are widened at major new development sites. (approximately 25% of block faces have widened sidewalks)	Sidewalks are widened at major new development sites. (approximately 25% of block faces have widened sidewalks)	Majority of sidewalks are widened to at least 12' with additional space for a sidewalk-level cycletrack and buffers (approximately 50% of block faces have widened sidewalks)
PARKING IMPACTS	Some parking loss (approximately 30%) mainly at: <ul style="list-style-type: none"> • New development sites where much of parking/loading will be served internally • Underneath highway ramps 	Some parking loss (approximately 40%) mainly at: <ul style="list-style-type: none"> • New development sites where much of parking/loading will be served internally • Underneath highway ramps 	Some parking loss (approximately 40%) mainly at: <ul style="list-style-type: none"> • New development sites where much of parking/loading will be served internally • Underneath highway ramps
PROTECTED BIKE LANES	Approximately half of bike lanes are not protected.	Majority of bike lanes are protected either by delineators, concrete medians, or parking-protected.	Majority of bike lanes are sidewalk level, protected by concrete medians and/or parking-protected.
IMPACTS TO TRAFFIC FLOW	Road reduction causes some impacts to traffic flow during peak hours.	Road reduction causes some impacts to traffic flow during peak hours.	Mid-block crossings and new signals significantly contribute to traffic delay, especially at Harrison off-ramp.
MID-BLOCK CROSSINGS/NEW SIGNALS	(1) Mid-block crossing proposed between Bryant and Brannan at location of the new Flower Mart development.	(1) Mid-block crossing proposed between Bryant and Brannan at location of the new Flower Mart development	(3) New mid-block crossings proposed: <ul style="list-style-type: none"> • Between Market and Mission at Stevenson • Between Bryant and Brannan at location of the new Flower Mart development • Between Brannan and Townsend at Bluxome (2) New traffic signals proposed : <ul style="list-style-type: none"> • South leg of Harrison at 5th • Townsend and 5th
FEASIBILITY	With public approval and inter-agency agreement, high feasibility of project implementation.	With public approval and inter-agency agreement, high feasibility of project implementation.	Feasibility of project lowered due to high costs, the need to regrade/repave large portions of the corridor, and existing site constraints such as sub-sidewalk basements.