

# 5TH STREET QUICK-BUILD PROJECT



SFMTA

The 5th Street Quick-Build Project improves safety for those who bike, walk, and drive along 5th Street, between Market Street and Townsend Street. The project installed time and cost-efficient, short-term upgrades to improve comfort and safety for people on bikes, walking, or driving.



For more information, please visit:  
[SFMTA.com/SafeStreetsEvaluation](http://SFMTA.com/SafeStreetsEvaluation)

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## PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds



Vehicle Volumes



Pedestrian Volumes



Bicycle Volumes



Bike Signal  
Compliance



Vehicle-Pedestrian  
Conflicts

Vehicle speeds decreased by 1 MPH, from 26 to 25 MPH, the street's posted speed limit.

Average vehicle volumes decreased by 34%, from 16.6k vehicles to 10.9k.

Total pedestrian volumes decreased by 62%, from 2,853 to 1,076 pedestrians.

Average bicycle volumes decreased by 12%, from 243 to 213 bicyclists.

Bicyclists bike signal compliance is 77% (lower than target), vehicle signal compliance is 93%, and vehicles yielded to bikes 50% of the time from vehicle-bike intersection conflicts.

Vehicle-pedestrian conflicts decreased at both 5th St at Market St (-36) and 5th St at Minna St (-110), as well as drivers yielding to pedestrians (from 92% to 65% and from 89% to 82%, respectively).

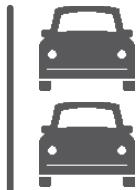


## PROJECT FINDINGS CONTINUED



Vehicle  
Travel Time

Average vehicle travel time increased by an average of 2 minutes and 7 seconds, but the magnitude of the increase varies by the time of day.



Vehicle Queuing

Implementation of separated bike/right-turn signal phasing on 5th St, Folsom St to Harrison St, did not noticeably increase the total number of vehicles queuing on NB 5th Street, but did increase average (from 7 to 8 vehicles) and maximum (from 59% to 90% of the available queuing space) queue length in the through lane, while shortening them in the right lane (which became a right-turn only lane).

### **Before**



### **After**



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## PROJECT DETAILS

### Project Location

5th Street, between Market Street and Townsend Street

### Date of Implementation

March 2020

### Project Elements

- Class IV Protected Bikeway
- Pedestrian safety striping
- Leading Pedestrian Intervals
- Signal timing improvements
- Transit boarding islands

### Key Evaluation Metrics

- Vehicle Speeds and Volumes
- Bicyclist and Pedestrian Volumes
- Bike Signal Compliance
- Vehicle-Pedestrian Conflicts
- Vehicle Travel Time
- Vehicle Queuing

