

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.



PROJECT FINDINGS - AT A GLANCE



Vehicle Speeds

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



Vehicle Volumes

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



Pedestrian Volumes

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



Bicycle Volumes

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



Bike Signal Compliance

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

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).

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

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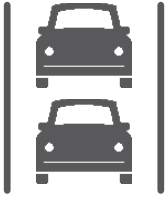


PROJECT FINDINGS CONTINUED



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).

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

Before



After



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