



Battery/Sansome Quick-Build Frequently Asked Questions June 2022

Bikeway and Corridor Design

What is a quick-build project?

- Quick-build projects are intended to include low-cost materials such as paint and posts to make impactful safety improvements that can be installed by city crews at a much faster rate.
- All quick-build projects will undergo an evaluation over a 24-month period to ensure that project goals are being met.
- This process also serves as an opportunity to make iterative tweaks to project designs to ensure that the safety improvements work better for all who travel on the corridor.
- More information about quick-build projects is available at <https://www.sfmta.com/vision-zero-quick-build-projects>

Why Battery and/or Sansome streets?

There are currently little to no protected bikeways in the Financial District and Barbary Coast neighborhood. Sections of Battery and Sansome streets are currently bike routes but may not be the most comfortable when biking or riding a scooter. We are looking to bring a safe, connected alternative way to travel in the neighborhood.

Why does the proposal include the protected bikeways on Battery Street and not Sansome Street?

The SFMTA has been looking into protected bikeway options on both Battery and Sansome streets to improve bike connections in and through the neighborhood. The Battery two-way protected bikeway is the preferred alternative due to fewer cumulative impacts when compared to one-way protected bikeways on each Battery and Sansome streets. Sansome Street is more constrained due to two-way traffic, multiple transit routes (whose operations may be impacted with a protected bikeway), overhead wires that pose emergency access issues when paired with a protected bikeway, and being one of the few northbound routes. Battery Street is also relatively flatter than Sansome in terms of steepness.

If protected bikeway were to be considered on both Battery and Sansome streets, there would be a greater parking and loading impact on the corridors. Between both corridors, over 130+ parking and loading spaces would be removed in order to accommodate the bikeways, rather than the 70 spaces on Battery.

Why have the bikeway on the eastside of the street rather than westside on Battery Street?



The proposal includes a two-way bikeway on the eastside of the street, due to there being fewer left turns movements off Battery (four left turns), rather than six right turns. With fewer turn movements, there is less of a likelihood for conflicts, close calls or collisions.

Where are the proposed left turn restrictions located?

The April 2022 virtual open house materials included turn restrictions at Battery at Broadway, Battery at Jackson and Battery at California. Based off the community input we received, the project team is currently assessing the capacity of the traffic signal at Battery/Jackson to separate left-turning vehicles and through bikes during different phases of the signal. If this assessment is successful, the left turn at Battery/Jackson will be maintained.

What about Golden Gate Transit on Battery Street?

All bus stops for Golden Gate Transit will be maintained at their current location.

Passenger and Commercial Loading

How will passenger loading at 550 Battery be addressed?

Based on the community input we received of maintaining passenger loading, the project team proposes to relocate the existing 60-foot passenger loading zone on Battery Street to the side streets at Washington and Jackson streets. On Washington Street, the proposal includes a passenger loading zone of 60 feet, while on Jackson Street, the loading zone will approximately 40 feet. In total, the proposal includes 100 feet in passenger loading between both loading zones.

Additional Questions

What about congestion on Battery Street?

It is unknown when the Financial District will return to pre-pandemic levels as businesses and offices shift between in-office and remote work. The project team will collect vehicle volume data before implementation and continue to monitor volumes post installation for adjustments that could be made to the designs. To address congestion, the project proposal includes adding a commute-period third lane between Market and Washington streets. The project team will also assess the suitability of additional peak periods that are in line with other corridors in the Financial District. The three blocks between Washington and Broadway will be two lanes during all times.

Why can't people who bike use the two-way bikeway on the Embarcadero?

They could if they preferred that route. However, a protected bikeway on Battery Street provides a direct route for people to access the Financial District and the Barbary Coast neighborhood. Vehicles are able to access almost any street in the neighborhood, but there aren't many protected, safe and comfortable bike routes.

Where can I access the environmental documents?

The environmental documents will be available when a public hearing date is established.