

BATTERY/SANSOME QUICK-BUILD PROJECT



The Battery/Sansome Quick-Build Project implemented a two-way protected bikeway, travel lane reduction, turn restrictions and parking and loading changes on Battery Street from Market to Vallejo streets. On Sansome Street between Market Street and Broadway, pedestrian safety improvements including daylighting, advanced limit lines, and continental crosswalks were implemented.

PROJECT FINDINGS - AT A GLANCE



Bike Volumes

Average daily bicycle volumes increased by 80% on Battery Street following implementation (from an average of 250 bicycles to an average of 450 bicycles).



Vehicle Speeds

85th Percentile vehicle speeds on Battery Street decreased 5% on average after project implementation (from 25 to 24 mph on weekdays, and 26 to 25 mph on weekends).



Vehicle Volumes

Average weekday vehicle volumes decreased on Battery Street by 14%. The road diet was not observed to have impacted volumes on adjacent streets: average weekday vehicle volumes decreased by 22% on Davis Street and 1% on Montgomery Street.



Bike Signal Compliance

On average, 76% of bicycles were observed complying with the pedestrian signals on Battery Street (no bicycle-specific signal is present; bikes use the pedestrian signal to proceed through an intersection).



Vehicle Turn Restriction and Signal Compliance

Vehicle compliance with the left-turn restrictions on Battery at Broadway and California Street was high: 96% and 94%. Vehicle compliance with the no left turn on red restrictions at At Clay and Jackson Streets, was also high: (98% and 97%).



Vehicle Travel Time

Post-implementation, a 1-minute increase in vehicle travel time on Battery Street was observed during the PM commute period.



Vehicle Loading

Double parking did not increase significantly: weekday double parking accounted for 3% of all loading activity pre-implementation, and 4% of all loading activity post-implementation.



Conflicts at Loading Zones

Very few close calls and no collisions occurred between pedestrians and people riding bikes at the two new passenger loading locations on Battery Street.



Bike Positioning

The majority of people riding bikes and scooters are doing so in the bike lanes on Battery Street, rather than on the sidewalk or in the vehicle travel lane. More people are riding in the bike lanes on weekdays (90%) than on weekends (73%).

Project Location

Battery and Sansome streets between Market and Vallejo streets

Date of Implementation

January 2023

Project Elements

- Two-way Class IV Protected Bikeway
- Travel lane reduction from three travel lanes to two
- Left turn restrictions at Broadway and at California Street
- Pedestrian safety improvements
- Parking and loading changes

Key Evaluation Metrics

- Bicyclist Volumes
- Bicyclist Positioning
- Vehicle Loading/ Double Parking
- Vehicle Speeds and Volumes
- Vehicle Travel Time
- Vehicle Turn Restriction Compliance



BATTERY STREET (BEFORE)



BATTERY STREET (AFTER)



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