

**Battery/Sansome Quick-Build Open House Survey Comments**

Date Submitted	Comments	SFMTA Response
4/25/2022	I avoid biking in this part of SF at all costs because of dangerous it is. This could be a fantastic improvement! My main comment is that we need a full network of protected bike lanes - one single street for a few blocks doesn't help all that much.	Comment noted
4/25/2022	I would be nervous that cars will make illegal left turns across the bike lane. I think that some treatments such as delineators etc are needed to fully prevent those illegal left turns. In addition the cross ride (bike lane in the intersection) should be sold green not dotted to convey to people in cars that they should slow down and look around because they are crossing into a bike lane.	Comment noted. The project team is assessing treatments to reiterate the left turn restrictions at the various intersections on Battery Street.
4/25/2022	Thank you for prioritizing people's safety over vehicle storage! This project design is great.	Comment noted
4/25/2022	I very much support this project and bike and walk through this area constantly, but a few additional components are needed for the design to have any hope of working: - The bikeway must be protected such that vehicles can't physically enter it (your usual flex posts are not remotely enough). Otherwise it will just become another leading zone for cars and trucks. Given the high traffic speeds on Battery, a truck blocking the bikeway would result in a high risk of death for a cyclist or scooter rider entering traffic lanes to pass, so the bikeway design needs to ensure that vehicles can't block it. - Just relying on "no left turn" signs won't be enough, and drivers making illegal left turns will pose a high risk of injury to cyclists proceeding straight on the bikeway. Each intersection where left turns are prohibited should have a quick-build protected corner treatment to attempt to physically prevent illegal left turns and guide those drivers making them anyway to cross the bikeway at a right angle for better visibility. - A jughandle left turn and signal improvements are needed at the Market/Battery intersection to facilitate turns from Market onto the bikeway. The design also needs to facilitate turns from Battery onto both directions of Market. - "Construction TBD" is unacceptable for a Quick-Build project. The Mayor's directive for Quick-Build projects called for them to be fully implemented in a matter of months; this project has a timeline that stretches on past a year into the unknown. Be bold. Commit to completing construction no later than this summer.	Comment noted. The project team is looking into turn treatments at Battery/Market to help facilitate turns. For left turns that are allowed on the corridor, signal timing, signage and pavement markings will also be included as part of the proposal.
4/25/2022	Please get rid of the awful slip lane from Battery to Clay.	Comment noted. The project team is assessing the best use of the left turn lane at Battery and Clay streets
4/25/2022	If the bike lane is wide enough for a car to fit it needs bollards at the opening. Too many drivers use Folsom and Howard as they see fit because there's nothing to stop them. Don't expect SFPD to enforce bad design.	Comment noted.
4/25/2022	Love the two-way bike lane! Battery is a good choice because it's a flat route that connects to the Embarcadero and to Market Street. I would love to see this extended all the way north to the Embarcadero. There are bike lanes on Battery/Sansome in the Levi's Plaza area already, but they're not protected. Restricting left turns, not just with signs but with physical barriers in the roadway discouraging them (maybe something like those yellow strips at Sutter & Leavenworth), will be important for bike safety.	Comment noted. For left turns that are allowed on the corridor, signal timing, signage and pavement markings will also be included as part of the proposal.
4/25/2022	The proposal to reduce the number of traffic lanes on Battery Street is a terrible idea. I live in the area and drive frequently, and the changes will reduce vehicle throughput on an unusually efficient corridor. Also, Battery Street significantly backs up after events at Fisherman's Wharf and often on Sunday afternoons, so reducing the number of lanes will have negative effects outside weekday rush hour as well. The bicycle corridor should be placed on Sansome Street instead.	Comment noted. Battery Street offers a flatter option for people riding bikes compared to Sansome Street. Sansome Street also has multiple transit lines and vehicles that run two-way on the corridor, which also add more constraints for having a protected bikeway on Sansome Street. Please see the FAQ for more information.
4/25/2022	Please ensure there's a safe and intuitive way for bicyclists to turn left from eastbound Market Street to the Battery bikeway. Additionally, please consider adding bicyclist left turn accommodation for the same movement at Sansome Street even though it won't be the primary bikeway - Sansome is somewhat calm for several blocks and provides direct access to key destinations but is hard to turn left from Market due to the streetcar tracks.	Comment noted. The project team is looking into bicycle turn treatments at Battery/Market to help facilitate turns.
4/25/2022	I would like to see concrete barriers instead of flex posts. The traffic on Sansome is fast and if a driver loses control, they will crash directly into bikers.	The protected bikeway will be on Battery Street and flexible posts are used to maintain access in the event of an emergency
4/25/2022	More protected bike lanes in this part of the city, please! We need to connect these and make biking an easy, safe option for everyone.	Comment noted.
4/25/2022	I absolutely love the proposal for a two way bike lane on Battery. However, it's extremely disappointing that there will not be bike lanes on this part of Sansome. We don't say "cars can drive on Battery so we don't need to give them any space on Sansome" so we do we say that about the more vulnerable people on bikes/scooters? Now seems like the *perfect* time to make downtown more accessible to people not in cars. It also makes it possible to get to North Beach and Chinatown easier. Let's close the gaps and give people not in cars some space downtown.	Comment noted.
4/26/2022	PLEASE GOD BUILD THIS. My wife works at 2 Embarcadero Center and I frequently bike/scoot to the Marina along Battery/Sansome. I'm worried that one of us will be injured or killed on these streets unless they're made safer, and fast. Please, please make it happen immediately.	Comment noted.
4/26/2022	Thank you for this! I usually commute to downtown by bike and the Financial District is really stressful by bike - there are no safe routes at all. This would be a major improvement.	Comment noted.
4/26/2022	Love the two way bikeway and proposal yo move loading to side streets. Would REALLY like more protected biking connectilns from Embarcadero to north beach/fidi and Union square/Tenderloin. I have doctors appointments in both areas often and there are no safe routes for biking. Thank you.	Comment noted.
4/26/2022	Could we get rid of the proposal of having emergency vehicles drive down the bike lanes. Making the bike lanes compatible with cars encourages reckless car drivers to use the bike lanes as a bypass lane in high traffic.	Comment noted.
4/26/2022	I bike Battery 5 days a week, but have recently started going to Sansome to avoid the stress of the car traffic (car(s) are almost always parked in the west curb, making bike navigation dangerous). With a new bike lane on Battery, I would most likely bike it again, but wonder how the right turn on Market will be designed. Also curious how/if a left turn onto Battery from Market will be designed (I have taken Front, which is currently under construction). I am also concerned about just using simple dividers that cars can easily drive over. I see this behavior all over SF. And, please enforce redlight running and not stopping to turn on red. I see this car behavior daily on my bike commutes.	Comment noted. The project team is looking into turn treatments at Battery/Market to help facilitate turns

4/26/2022	Keeping the protected bike lane on the east side of Battery is good. Physical infrastructure for the left turn restrictions (not just signs) seems key. The protected bike route needs to extend to Embarcadero. If it's impossible to do that via Battery, route it over to Sansome. Sansome pedestrian and bike improvements should extend all the way to Embarcadero. It's silly that Sansome has 2 north-bound car lanes from Broadway to Embarcadero. No need for that much capacity, it encourages speeding and violating pedestrian right of way. I biked it every day to work pre-pandemic and saw drivers fail to yield to pedestrians every time, especially at the crosswalks with no stop signs. I don't understand the case for adding an extra travel lane on Battery during peak commute times. It doesn't increase the capacity of the Bay Bridge which is the bottleneck. The only reason I'd support it is if adding an extra travel lane during peak commute times somehow gives drivers a sense that they're stuck in more traffic and going slower, so it discourages them from driving.	Comment noted. For left turns that are allowed on the corridor, signal timing, signage and pavement markings will also be included as part of the proposal. We've heard concerned from the community about removing a travel lane, which is why the peak hour third lane is included in the proposal.
4/26/2022	I support more projects that repurpose space currently reserved for cars (including private car storage) for higher and better, more sustainable uses. I also support better protections for people outside of vehicles, including durable traffic calming such as concrete barriers, protected intersections, lane narrowing, chicanes, raised crosswalks, and speed humps.	Comment noted.
4/26/2022	The protected bike route should extend all the way to Embarcadero instead of stopping at Vallejo Sansome pedestrian improvements should also extend all the way to Embarcadero	Comment noted.
4/26/2022	concerned about how new bike lane will be designed for right turn on market at bush.	Comment noted. The project team is looking into turn treatments at Battery/Market to help facilitate turns
4/26/2022	Protected bike lane should go all the way to Embarcadero. Like many, I work near Levi's Plaza. The greatest source of car conflict is typically on the last 3 blocks next to Levi's Plaza & The Bay Club	Comment noted.
4/26/2022	Very excited about this, would make my commute safer, quicker and more pleasant!!! Please find a way to maintain protection for bikers through battery/clay intersection. The current slip lane is dangerous!! Thanks!	Comment noted. The project team is assessing the best use of the left turn lane at Battery and Clay streets
4/29/2022	Thank you for seeking community input	Comment noted.
4/27/2022	I've been hit by a motorist while bike commuting in this area	Comment noted.
4/27/2022	Golden Gate Transit is supportive of improvements to first/last mile travel to/from bus stops. Bus stops should be maintained and improved where possible.	Comment noted. The project team has been in coordination with Golden Gate Transit. All existing bus stops will be maintained in both corridors.
4/28/2022	This proposal would eliminate the passenger loading zone in front of 550 Battery Street, a 22-story apartment building with approximately 400 units. Residents routinely use this loading zone for safe pickup and dropoff, including for taxis and ride share services. No parking or stopping is allowed across the street, on the west side of Battery Street, but even if it were, requiring residents to cross the street would be inconvenient and less safe than the current loading zone.	Comment noted. Based off the feedback that we have heard from residents at 550 Battery, passenger loading zones will be added to Washington and Jackson streets to maintain access. Additional information is provided in the FAQ.
5/4/2022	Only if you force us to put up with your other inconsiderate ideas	Comment noted.
5/4/2022	I wonder why you are afraid to put these things to the voters. The ridiculous "surveys" would be embarrassing in North Korea. Snobby, doctrinaire little people have taken control of what used to be a good agency.	Comment noted.
5/5/2022	Riding a bicycle on Battery street currently feels like your life is constantly in danger. Please implement the bike lanes as quickly as possible.	Comment noted.
5/5/2022	Lower speed limit!	Comment noted.
5/5/2022	Paint is not infrastructure! Please use physical barriers for bike lanes to keep us safe!	Comment noted.
5/6/2022	I support the changes to increase bike lanes and pedestrian improvements on Battery and Sansome, though I'd like to also see bike improvements on Sansome, such as a dedicated bike lane, repaving (the potholes are massive!!), and more visible sharrow markings.	Comment noted.
5/6/2022	I Strongly support this project, people living in north beach , TelHi , russian hill, etc need a north south connector to access market street corridor, transbay terminal and other transit so that we can leave our cars at home and SFMTA doesn't have to deal with them in a later stage of our journeys. Chinatown, Nob/Russian Hills, the waterfront and FiDi have been obstacles for us to connect with the backbone(s) of our transit systems	Comment noted.