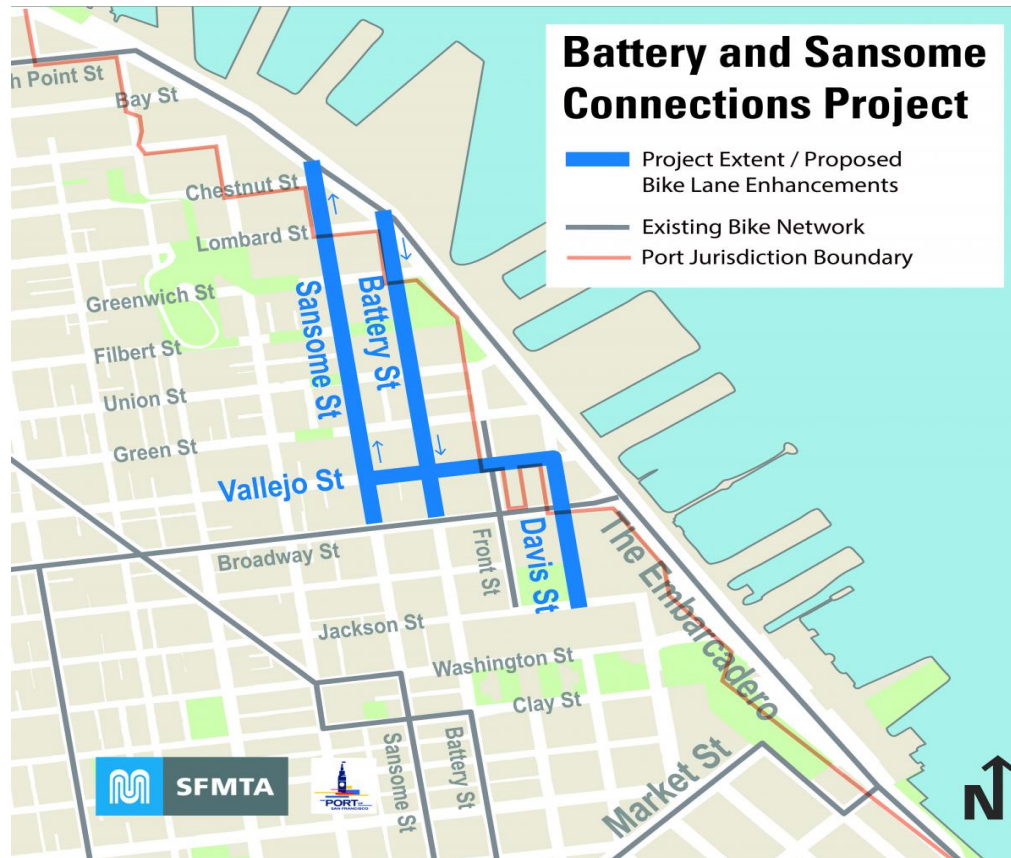


SFMTA Road/Walkway Changes Planned for the Barbary Coast Neighborhood



What did we hear from SFMTA at Community Meetings & Walking Tour?

- Emphasis is on **improving pedestrian and bicycle safety** along both sides of the Embarcadero. See rationale and plans on website: www.SFMTA.com/SansomeBattery (see [fact sheet](#)) and [Embarcadero Enhancement Project](#) (larger traffic, pedestrian, transportation improvements)
- Based on collective feedback, **a few changes have been made to the project** as originally introduced but was silent on other concerns. In a February 27th update, staff advised that it (1) plans to maintain northbound left and U-turns from the Embarcadero at Chestnut, (2) keep Vallejo Street as two-way, and (3) do more study of the Broadway/Jackson traffic on Davis Street. No changes to the Battery/Embarcadero roadway and pedestrian crossing plans.
- At **two community meetings (3/6/19 and 3/7/19)**, Mark Dreger and Casey Hildreth presented the most up-to-date plans to the business and residential communities from the north and south ends of the Barbary Coast Neighborhood areas. See **3/6/19 presentation on SFMTA Updates** at link: https://www.bcnasf.org/wp-content/uploads/2019/03/Presentation_Sansome-Battery_BCNA_6March2019-1.pdf
- **Short timeline** for comments and approval meetings: **SFMTA Board approval 4/16/19** (Tuesday, 4/16/19 at 1pm City Hall, Rm 400) with some improvements starting in May (signage/stripping) with capital improvements starting Summer 2019-2020. **Comments on the project can be sent NOW** to sustainable.streets@sfmta.com or mark.dreger@sfmta.com Or send comments to SFMTA Board of Directors prior to April 16th: **by mail** to 1 South Van Ness Ave, 7th Floor, San Francisco, CA 94103, care of the SFMTA Board of Directors, or by emailing to sustainable.streets@sfmta.com with the subject 'SFMTA Board of Directors.' Submissions are public record and will be taken to the attention of the SFMTA Board.

CONCERNS RAISED BY RESIDENTS & WORKERS (at community meetings and by email)

Project MODIFICATIONS due to Community Input: February 27, 2019

- **KEEP LEFT TURN ONTO CHESTNUT.** One proposed change which was reversed involved elimination of left turns off of Embarcadero onto Chestnut. Residents from 101 Lombard and Telegraph Landing are concerned about the impact of which will take longer to get to residential parking garages. **Majority of residents are opposed to eliminating the turn for the following reasons:**
 - *There are three large housing complexes on Lombard and Montgomery Streets. Access to their garages can only be reached from taking Chestnut to Montgomery.*
 - *Eliminating the ability to turn onto Chestnut from The Embarcadero will be a great inconvenience and increase congestion on Sansome Street.*
 - *Strongly Oppose converting Lombard St to 2-way, which will increase congestion and reduce pedestrian safety (this was not proposed but the community opinion was sought)*
- **KEEP VALLEJO STREET 2-WAY.** Another proposed change reversed converting Vallejo Street (between Battery/Sansome) to 1-way eastbound with bike lanes and one driving lane. Data collected by SFMTA (72 hrs. Tu-Th Fall 2018) show that 75% of traffic is eastbound with 1 car/min. westbound during peak traffic times. No data from workers. **Residents opposed to limiting car traffic to eastbound only for these reasons:**
 - *This would remove an important and valuable route for traveling westbound to North Beach and other areas via Vallejo-Montgomery-Green Streets.*
 - *Using this route now allows people to avoid the congestion on Battery and Broadway.*
 - *Making block one-way will lead to more congestion on Broadway and further inconvenience for motorists.*
- **TRAFFIC CALMING ON DAVIS STREET/SYDNEY WALTON PARK AREA.** With a planned repaving project later in the year, a proposed addition of traffic calming along Davis St. south of Broadway is recommended.

Community Concerns on UPDATED Project Proposals (March 8, 2019)

There are other proposed changes likely to be implemented, including eliminating the right turn from southbound Embarcadero to Chestnut, extending the sidewalk, and reducing through traffic on Sansome to one lane between Lombard and the Embarcadero. **More than 100 people living and working in the Barbary Coast Neighborhood have given feedback at meetings or by email comments. Here are the major concerns and suggestions:**

- Proposed Davis Street bike lanes needs more study and input. **Residents are opposed to bicycle lanes on Davis Street** especially between Broadway/Jackson for the following reasons:
 - *Current plan does not address the increasing auto traffic speeds/patterns on Davis (south of Broadway) to Jackson and Drumm Streets in a very dense mixed residential/business community. With more than 1500 residents (including more and more families with children) living in the Gateway area (Davis/Jackson/Battery Streets), **people wanted traffic calming and pedestrian crossing improvements first.***
 - *The current plan shows the Davis bike lane ending at Jackson Street which is a driveway for two of the Gateway apartment buildings. The **Jackson/Davis intersection is essentially a 4-way stop with poor pedestrian crossing security.***
 - *Davis Street north of Broadway to Vallejo will be under construction in the next year with new affordable housing (88 Broadway) and a theater/hotel project.*
- Proposed **traffic calming and pedestrian crossing improvements should be enhanced on Davis Street** and go beyond the Broadway/Jackson section
 - *Pedestrian safety hotspots especially elderly/children: Pacific/Davis cross walk, Davis/Jackson 4-way stop, Drumm/Jackson, Broadway/Davis, and Broadway/Embarcadero. Need for traffic calming at these spots (lighting, speed bumps, traffic control officer)*

- Proposed **one-lane of through traffic on Sansome Street between Lombard and Chestnut to the Embarcadero** (with sidewalk extension on Sansome between Lombard and the Embarcadero) will cause traffic backups and congestion.
 - *Both lanes of Sansome between Lombard and Chestnut frequently fill with vehicles waiting for the light to turn green, especially in the late afternoons, often on weekends and continuously when there is an event on the Embarcadero or in Fisherman's Wharf. If you take away a lane from through traffic, you will cause backups on Sansome and possibly Lombard. This also impacts cars leaving the Levi's Plaza garage a block away. The left lane on Sansome will likely fill with cars trying to get into the right lane.*
 - *To smooth the flow of traffic, eliminate the last three parking spaces on Sansome to facilitate left turns onto Chestnut.*
 - *One solution is just leave Sansome lanes as is, after you have added the bike lane.*
- Proposed **protected bike lane and only one traffic lane on Battery Street between Lombard and Greenwich** will create a triple, massive queue.
 - *Reducing to one (left side) lane means cars coming from the Embarcadero (North and South) and cars exiting from Lombard North of Sansome, the Levi's Plaza Garage turning onto Lombard and the One Lombard Bay Club garage must all compete for one lane. The proposal would*
 - *Question the need for a loading zone in that block of Battery. On the West side of the block there has not been loading since Merchants Ice vacated in 1974. On the East side, Fog City has an extensive white and a red zone that is not in use in the early morning when deliveries should be made. The Bay Club loading dock is on Sansome and the Bay Club pedestrian entry and bus service is on Greenwich.*
 - *Painting a bicycle lane on Battery won't likely divert bicycle traffic from the Embarcadero and here's why. Between Lombard and Broadway on the Embarcadero there is one crosswalk and one intersection, each with a traffic light, which most bicyclists routinely disregard. To bicycle from the same point to point via Battery and Vallejo there are eight intersections, all but one with traffic control devices and an extra three blocks to travel.*
 - *Several alternative approaches were offered:*
 - *Install the bike lane and keep the 2 lanes of car traffic as is.*
 - *The way to get motorists' attention is to install pedestrian activated flashing amber lights in the crosswalk. Closing off a lane on the first block of Battery will not calm traffic, nor will shortening the crosswalk reduce the danger.*

See also related articles:

1. From the SF Chronicle, 12March2019, bit.ly/streetdeaths
2. From [SF Curbed](#), 5March2019
3. [SF Vision Zero Plan](#) to reduce pedestrian/bicycle accidents and fatalities (2014)