

Project 2-4 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, including connections to the 16th Street BART Station via Hoff Street or Valencia Street and 16th Street and to Division Street via Potrero Avenue

This project would involve the installation of Class II and Class III bicycle facilities primarily on 17th Street between Corbett Avenue and Kansas Street, with several possible branches onto adjacent streets.

The primary component of this project is located on 17th Street and is divided into three sections: West End (Corbett Avenue to Church Street), Center Segment (Church Street to Potrero Avenue), and East End (Potrero Avenue to Kansas Street).

All options for this project would provide an enhanced connection to the 16th Street BART Station by adding a new Class III bicycle route and sharrows on Hoff Street between 16th Street and 17th Street and on 16th Street between Mission and Valencia Streets in both directions. All options for this project would also include minor striping and signage improvements on 17th Street between Corbett Avenue and Market Street. Additionally, all options for this project would add a new bicycle route and Class II bicycle lanes on Potrero Avenue in both directions between 17th Street and Division Street by removing one travel lane in each direction between 17th Street and Division Street and adding a two-way center left turn lane between 17th Street and Alameda Street.

The West End section of 17th Street includes two design options:

West End Option 1 would add Class II bicycle lanes on 17th Street between Castro and Church Streets in both directions by narrowing travel lanes. West End Option 1 would remove approximately two parking spaces on each side of 17th Street near Church Street.

West End Option 2 would move the existing Bicycle Route #40 off of 17th Street between Castro and Sanchez Streets onto Sanchez Street between 16th and 17th Streets, onto 16th Street between Market Street and Sanchez Street, and onto Market Street between 16th and 17th Streets. West End Option 2 would add sharrows on these segments of 16th Street and Sanchez Street in both directions. West End Option 2 would add a westbound Class II bicycle lane on 17th Street between Church and Sanchez Streets, and would add sharrows in the eastbound direction on the existing 17th Street Class III bicycle route between Sanchez Street and Church Street. West End Option 2 would remove approximately two parking spaces on the north side of 17th Street near Church Street.

The Center Segment of 17th Street includes two design options:

Center Segment Option 1 would add Class II bicycle lanes on 17th Street in both directions between Church Street and Potrero Avenue. Center Segment Option 1 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Center Segment Option 2 would add a Class II bicycle lane in the westbound direction between Harrison Street and Church Street, and add sharrows in the eastbound direction on the existing Class III bicycle route between Church Street and Harrison Street. Center Segment Option 2 would not involve removing any travel lanes or parking between Church Street and Harrison Street.

Both Center Segment Options 1 and 2 would add Class II bicycle lanes on 17th Street between Harrison Street and Potrero Avenue in both directions by narrowing travel lanes and by removing approximately 49 parking spaces on the north side of 17th Street. Some parking spaces would be added on adjacent streets by converting parallel parking to perpendicular parking.

The East End section of 17th Street includes two design options:

East End Option 1 would add Class II bicycle lanes on 17th Street in both directions between Kansas Street and Potrero Avenue by removing approximately 37 parking spaces on the south side of 17th Street. East End Option 1 would also add Class II bicycle lanes on Kansas Street in both directions between 16th and 17th Streets by narrowing travel lanes.

East End Option 2 would move the existing Bicycle Route #40 off of 17th Street between Kansas Street and Potrero Avenue onto Potrero Avenue between 16th Street and 17th Street, and onto 16th Street between Kansas Street and Potrero Avenue. East End Option 2 would add bicycle lanes on 16th Street in both directions between Kansas Street and Potrero Avenue by removing one westbound travel lane between San Bruno Avenue and Potrero Avenue. On the eastbound 16th Street approach to Potrero Avenue, East End Option 2 would establish a “Right Lane Must Turn Right Except for Muni” regulation.