

Painted buffer with raised elements

West of Rhode Island, where the roadway is narrower, and east of Rhode Island, on the side of the street without parking, the curbside lanes are separated from the adjacent travel lane by painted buffers and safe-hit posts with plastic curbs.

Color curb adjustments

The project proposes parking and loading changes to accommodate existing land uses and business needs, as informed by outreach. Color curbs are used to designate space for commercial and passenger loading activities as well as short term parking.



Painted corner treatment with raised elements

Painted corner treatments with raised elements feature black and yellow bumps at many intersections along the corridor. These treatments slow turning motorists and provide additional physical separation between vehicles and the bikeway.



Bike lane separation (through to the intersection)

Instead of having vehicles merge into the bike lane before turning right, this design keeps the vehicle lane separated from people on bikes through to the intersection at many locations. Combined with corner treatments, this separation slows turning vehicles and makes the vehicles cross the cyclist path at more of a right angle.



Crossbikes through intersection

Intersection crossing markings indicate the intended path of bicyclists. They guide bicyclists on a safe and directed path through intersection. They provide a clear boundary between the paths of through bicyclists and either through and crossing motor vehicles in the adjacent lane.



Floating Parking Lanes

Floating parking lanes are beneficial for motorists and cyclists. This feature offers greater cyclist separation, reduces the risk of "dooring", limits double parking to the travel lane and means cyclists no longer need to swerve into mixed traffic while preserving on-street parking and loading.



*Overhead trolleybus wires from Kansas to Connecticut St; the project team is working the SFMTA's Transit Division to ensure the roadway design is compa with trolleybus using this portion of the corridor during Potrero Yard construction.

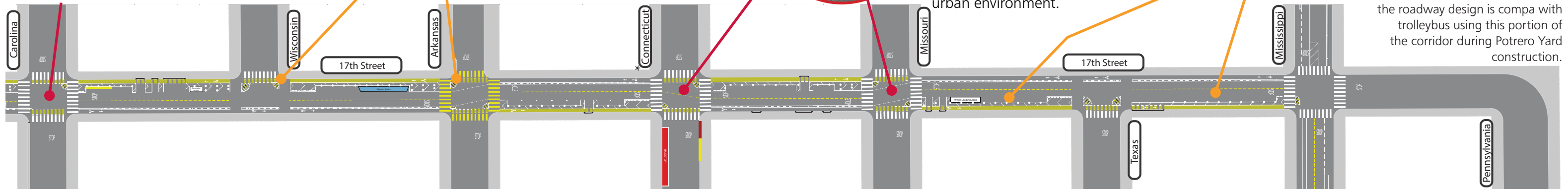
New STOP control

Currently, 17th/Carolina is the only intersection in the project area with marked crosswalk, but no stop control on 17th. The addition of stop signs on 17th at Carolina make this intersection match the rest of the corridor.



New marked crosswalks

Four intersections will have new marked crosswalks, all at stop-controlled approaches (Texas, Missouri, Connecticut, and Wisconsin). These features help motorists know where to expect pedestrians, supporting a walkable urban environment.



The 17th Street Quick-Build Project aims to implement safety and comfort improvements on 17th Street between Potrero and Pennsylvania Avenues. This section of roadway is a key connection in San Francisco's bikeway network, linking areas east—like the Dogpatch and Mission Bay—with neighborhoods to the west, such as the Mission and Lower Haight. The project will prioritize the safety of cyclists and pedestrians and consider the varied needs of this mixed-use neighborhood, which includes large multi-family residences, eateries, parks, retail, commercial, manufacturing, services, and nightlife.