

17th Street Quick Build Project

Frequently Asked Questions

1. What is the impetus for the 17th Street Quick Build Project?

- a. The 17th Street Quick-Build Project aims to implement safety and comfort improvements for all modes of transportation on 17th Street between Potrero Avenue and Mississippi Street. 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 is motivated by the city’s goals related to mode shift towards more sustainable and climate-friendly transportation options, detailed in San Francisco’s Climate Action Plan and the SFMTA’s Strategic Plan and Transit First policy. This project is also a part of San Francisco’s commitment to [Vision Zero](#) and directly addresses roadway safety and comfort, which are leading barriers to offering bicycling and walking as viable options for more people.

2. What data was used to determine the existing conditions within the project area?

- a. Data collected to determine the existing conditions for this project included field observations, collision data (Transbase), counts (both manual and automated), slope data, striping drawings, signal timing cards, and parking meter diagrams.

3. What is the source of funding for this project?

- a. This project is funded by the [TNC Tax](#) and [Prop K](#) (sales tax) administered by the San Francisco County Transportation Authority.

4. What outreach was done for this project?

- a. Project outreach for the 17th Street Quick Build considered all roadway-user perspectives and neighborhood needs, in addition to bicyclist and pedestrian safety including a Needs Assessment phase (beginning in May 2022) and a general outreach phase—including the June 2023 feedback period, and continuing through the Engineering Public Hearing.

The purpose of the Needs Assessment phase was to understand how businesses, residents, and other stakeholders along the 17th Street corridor use the street, with the intent of incorporating feedback (where possible) into the design proposal. As part of this phase, project staff held numerous conversations via email, phone, and in person. The Needs Assessment phase included the following activities:

- The project team had conversations with all interested businesses and other establishments along the corridor and posted multilingual flyers (in English, Spanish, and written Chinese) to get the word out about the project.

- SFMTA staff met with more than 40 independent stakeholder groups and businesses, including major employers, small businesses, neighborhood associations and other city departments.
- Project staff also observed loading at various establishments including Bottom of the Hill, Whole Foods and [insert church name?].

Project staff synthesized feedback collected during the Needs Assessment phase and incorporated, where possible, into the design. For example, the project team used this feedback to make decisions about which side of the street maintained (floating) parking based on discussions with 17th Street businesses about operations (such as loading needs). The project team also added or moved loading zones to nearby side streets.

Further outreach included periodic updates to the [project website](#), a 2-week window where residents were able to provide input via an online survey, two office hour sessions, and an in-person tabling session, each with translation services available. Feedback was also collected through the project email address, where residents, business owners, and other stakeholders were able to send comments on the project.

5. Why does the proposed design have mixing zones and not a continuous protected bike lane?

- a. SFMTA engineers did not feel separation through to the intersection was appropriate at a few intersections in the project area (for example, where intersections are uncontrolled or signalized). At uncontrolled or signalized intersections, vehicles and bikes are not coming to a stop, and vehicle turns can be made across the bike lane at higher speeds that can't be slowed down with the space and tools available within the quick-build toolkit.

6. Why are there not protected intersections or other intersection treatments in the proposed design?

- a. The proposed design includes protected corners comprised of striping and raised vertical elements at 12 of the 14 intersections along the project corridor where there is adequate space.

7. How will the proposed design impact parking in the neighborhood?

- a. SFMTA Curb Management implemented changes in Showplace Square and Northern Potrero Hill between 2015 and 2020—leading to a more efficient management of parking supply for the benefit of businesses, residents, and visitors. Modifications included on-street parking time limits, additional parking meters, and expansions of existing RPP Areas X and W. When looking at the total on-street parking supply within one block of the project corridor, there are approximately 1,800 parking spaces. The proposed design would reduce the total number of available parking spaces in this area by approximately seven percent.

8. What are the potential impacts of the proposed design on the local merchants and neighborhood?

Project outreach for the 17th Street Quick Build considered all roadway-user perspectives and neighborhood needs, including those of local merchants and residents. The purpose of the Needs Assessment phase was to understand how businesses, residents, and other stakeholders along the 17th Street corridor use the street, with the intent of incorporating feedback (where possible) into the design proposal. For example, the project team used feedback gathered during this and the outreach phase to make decisions about which side of the street maintained (floating) parking based on discussions with 17th Street establishments about their operations (such as loading needs). The project team also added or moved loading zones to nearby side streets based on loading needs identified through conversations with merchants.

9. When is the project expected to be constructed and completed?

- a. Pending project approvals, implementation could begin as early as winter 2023/2024. Precise start-date and timeline are contingent upon SFMTA shop workload.