

**THIS PRINT COVERS CALENDAR ITEM NO.: 11**

**SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY**

**DIVISION:** Streets

**BRIEF DESCRIPTION:**

Approving various parking and traffic modifications along 17th Street between Potrero Avenue and Mississippi Street to improve transportation safety and connectivity, including the establishment of new Class IV protected bikeways, as part of the 17<sup>th</sup> Street Quick-Build Project.

**SUMMARY:**

- The 17th Street Quick-Build Project proposes new Class IV protected bikeways, bike and pedestrian safety improvements, and parking and loading changes.
- The proposed Class IV protected bikeways on 17<sup>th</sup> Street between Potrero Avenue and Mississippi Street provide connectivity to those traveling to and from the Mission District, Dogpatch, Mission Bay, and Potrero Hill neighborhoods.
- The 17th Street Quick-Build Project proposes reversible, adjustable treatments from the SFMTA’s Quick-Build toolkit—such as paint, traffic delineators, street signs, and parking and loading changes—to support the City’s Vision Zero goal of eliminating traffic deaths.
- The Planning Department has determined that the 17th Street Quick-Build Project is statutorily exempt from the California Environmental Quality Act (CEQA).
- The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

**ENCLOSURES:**

1. SFMTAB Resolution
2. Proposed Plan View Graphics
3. Existing Engineering Striping Drawings
4. Proposed Engineering Striping Drawings

**APPROVALS:**

**DATE**

DIRECTOR  \_\_\_\_\_

February 28, 2024

SECRETARY  \_\_\_\_\_

February 28, 2024

**ASSIGNED SFMTAB CALENDAR DATE:** March 5, 2024

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### **PURPOSE**

Approving various parking and traffic modifications along 17th Street between Potrero Avenue and Mississippi Street to improve transportation safety and connectivity, including the establishment of new Class IV protected bikeways, as part of the 17th Street Quick-Build Project.

### **STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES**

This action supports the following SFMTA Strategic Plan Goals:

Goal 4: Make streets safer for everyone.

Goal 6: Eliminate pollution and greenhouse gas emissions by increasing use of transit, walking and bicycling.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety.
4. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
5. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

### **DESCRIPTION**

#### **Existing Conditions**

The 17th Street Safety Project (the project) is proposed along 17th Street from Potrero Avenue to Mississippi Street. In total, the project is 13 blocks long and is entirely within the Potrero Hill neighborhood in Supervisor District 10. Seventeenth Street between Potrero Avenue and Mississippi Street is an eastbound and westbound two-way street. Locally, this corridor provides a direct connection for people who walk, bike, and drive between communities in eastern San Francisco—like the Dogpatch and Mission Bay—and neighborhoods to the west, such as the Mission and Lower Haight.

While many travel on 17th Street to access other parts of the city and region, it is also a destination in itself. The Potrero Hill community, a historically dynamic neighborhood, is home to a variety of eateries, parks, retail and commercial services, manufacturing, and nightlife.

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From Oct 2018 to Oct 2023, 35 reported traffic collisions occurred in the project area and resulted in injury. Over one-half of these reported collisions involved bicyclists or pedestrians, and the most common collision factors were left turn conflicts, stop sign violations, and high speeds.

Seventeenth Street, west of Rhode Island Street is 42 feet wide; east of Rhode Island Street, the roadway is 46 feet wide. There is a Class II bike lane along the whole corridor between Potrero Avenue and Mississippi Street, with a section that is delineator-separated west of Rhode Island Street (on the north/westbound side) with parking on the south/eastbound side. East of Rhode Island Street, there is parking on each side of the street, with a Class II bikeway in both directions between the parking lane and the travel lane. The bike lane is 5 feet in width, except 6 feet where delineator-separated (north side, west of Rhode Island). Sidewalks along the project corridor are 10 feet wide east of Vermont Street, 5 feet wide for the block between Vermont Street and San Bruno Avenue (under the 101 Freeway overpass), and 12 feet wide between San Bruno Avenue and Potrero Avenue.

The following intersections are signalized:

- 17<sup>th</sup> Street/Potrero Avenue
- 17<sup>th</sup> Street/Utah Street

The following intersections are stop-controlled on 17th Street (four-way stops):

- 17th Street/Vermont Street
- 17th Street/Kansas Street
- 17th Street/Rhode Island Street
- 17th Street/De Haro Street
- 17th Street/Arkansas Street
- 17th Street/Connecticut Street
- 17th Street/Missouri Street
- 17<sup>th</sup> Street/Mississippi Street

There are four intersections where 17<sup>th</sup> Street is uncontrolled (i.e. stop control only on the cross-street approach):

- 17<sup>th</sup> Street at San Bruno Avenue
- 17<sup>th</sup> Street at Carolina Street
- 17<sup>th</sup> Street at Texas Street
- 17<sup>th</sup> Street at Wisconsin Street (note that this intersection does not have stop control on the cross-street approach)

The Muni 19 Polk and 55 Dogpatch buses (both motorcoaches) cross 17th Street but do not travel along it. The 19 Polk crosses 17th Street at De Haro Street (northbound) and Rhode Island Street (southbound), while the 55 Dogpatch crosses at Connecticut Street. Overhead Catenary System (OCS) wires run along the corridor from Vermont to Connecticut Streets. This portion of the corridor is occasionally used for non-revenue Muni service (as an alternative to/backup for

16th Street).

## Project Elements

### Bicycle Safety and Connectivity Improvements

The project proposes to improve connectivity and safety for people traveling by bicycle on 17th Street by creating a dedicated space on the roadway for travel using this mode. This project would convert the existing Class II bicycle lanes between Potrero Avenue and Mississippi Street into either delineator (safe-hit post)-separated or parking-protected bikeways (Class IV)—depending on the block and side of the street.

A protected bikeway offers people biking a dedicated space physically separated from motorized traffic. The eastbound protected bikeway would be located along the south side of the street and the westbound protected bikeway would be located along the north side of the street. Physical separation from moving vehicular traffic is reinforced using plastic delineators or a row of on-street parking. Where the buffer space is located between bicycle travel and on-street parking or loading, the buffer space will feature painted hatch mark areas for people to enter and exit their vehicles.

The following treatments are also proposed at various locations along the corridor as part of the project:

- **“Crossbikes” through intersections (Kansas Street to Texas Street)** - Intersection crossing markings indicate the intended path of bicyclists and guide bicyclists on a direct path through intersections. Crossbikes provide a clear boundary between the paths of through bicyclists and either through or crossing motor vehicles in the adjacent lane.
- **Bike lane separation (through to the intersection)** - Instead of having vehicles merge into the bike lane before turning right, the proposed 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.
- **Painted buffer with raised elements (San Bruno Avenue to Mississippi Street)** - West of Rhode Island Street, where the roadway is narrower, and east of Rhode Island on the side of the street without parking, the curbside bike lanes would be separated from the adjacent travel lane by painted buffers and delineators with plastic curbs.
- **Painted corner treatment with raised elements (Kansas Street to Mississippi Street)** 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.
- **Floating parking lanes** offer greater bicyclist separation, reduce the risk of “dooring”, and limit double parking to the travel lane, while preserving on-street parking and loading. The location of the floating parking lane will vary from block-to-block, based on curb lane needs identified during project outreach:
  - o North side of 17th Street between Rhode Island and Arkansas streets;

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- South side of 17th Street between Arkansas and Connecticut streets;
- North side of 17th Street between Connecticut and Missouri streets;
- South side of 17th Street between Missouri and Mississippi streets.

### Pedestrian Safety Improvements

The project proposal includes several elements aimed at improving pedestrian safety, such as new STOP control and new marked crosswalks.

- **New STOP control** - Currently, 17th Street at Carolina Street (adjacent to Jackson Park) is the only intersection in the project area with marked crosswalks but no stop control on 17th Street. 17th Street at Carolina Street will now be an all-way stop, matching other intersections on this corridor and making it easier for pedestrians to cross 17th Street.
- **New marked crosswalks** - Four intersections are proposed to have new marked crosswalks, all at stop-controlled approaches (Texas, Missouri, Connecticut, and Wisconsin streets) to help motorists know where to expect pedestrians.

### Parking and Loading Changes

To accommodate the new protected bikeways, portions of the curb lane will be reallocated to allow space for either the delineator-separated bikeway, or for buffers that provide visibility into the Class IV bikeway along the floating parking lane (for example, at driveways and intersection approaches). Loading and other color curb (green short-term parking and yellow commercial loading) zones that currently exist on blocks of 17th Street where the curb lane is proposed to be converted to a delineator-separated bike lane would be relocated to nearby cross streets, as informed by project outreach. Other color curb zones and general metered parking on certain blocks would be shifted away from the curb to a floating parking configuration, with some also shifted along the block to allow for daylighting and buffers near corners, driveways, and fire hydrants. The project will remove 23 general metered spaces and 105 general unmetered spaces on 17th Street and side streets (3 of these unmetered spaces will be removed independent of this project under Assembly Bill 413). No loading zones will be removed—all loading zones will be either shifted out to the floating parking lane or relocated to side streets—while three yellow commercial loading zone spaces and one white passenger loading zone space will be added. These changes will allow a reallocation of roadway space to better serve the complex needs of 17th Street while also improving safety for all users.

This project also proposes loading changes to accommodate existing land uses and business needs. Color curbs can be used to designate space for commercial and passenger loading activities. In total, this project will add one new commercial loading zone (for Jovina's Upholstery and nearby establishments) and lengthen another commercial loading zone (for Friends of the San Francisco Public Library and other nearby establishments) within the project area from Potrero Avenue to Mississippi Street.

### Emergency Access

To maintain appropriate emergency access for the San Francisco Fire Department (SFFD), San Francisco Police Department (SFPD), and other first responders, the project team worked with

representatives of the SFFD and SFPD to make sure the proposed designs meet their needs. In working with SFFD staff, the project team adjusted buffer areas per their feedback. Large vehicle and custom SFFD vehicle turning templates were also used to determine dimensions in the design. The SFMTA submitted the final proposed street designs for interdepartmental reviews and neither the SFFD nor SFPD had objections.

### **Class IV Protected Bikeway**

As discussed above, the project proposes to convert the existing Class II bicycle lanes between Potrero Avenue and Mississippi Street into either delineator (safe-hit post)-separated or parking-protected Class IV bikeways.

A Class IV bikeway is a bikeway for exclusive use of bicycles and includes required separation between the bikeway and vehicle traffic. Separated bikeways are authorized under California State law (Assembly Bill No. 1193 effective January 1, 2015). Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

1. The alternative criteria are reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs;
2. The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment; and
3. The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

The proposed protected bikeways between Potrero Avenue and Mississippi Street meet these three conditions. The alternative criteria for the protected bikeway design have been reviewed and approved by a qualified engineer before installation. The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle lane, provide a more inviting facility and a greater sense of comfort for bicyclists, and provide a greater perception of safety for bicyclists. The SFMTA Board of Directors will adopt these alternative criteria as part of this duly noticed calendar item with opportunity for public comment. Lastly, the project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Federal Highway Administration Separated Bike Lane Planning and Design Guide, and California Department of Transportation Design Bulletin Information Number 89-02 Class IV Bikeway Guidance. The NACTO guidelines state that parking-protected bikeways require the following features:

- Like a bike lane, a separated bikeway is a type of preferential lane as defined by the Manual on Uniform Traffic Control Devices (MUTCD).
- Bicycle lane word, symbol, and/or arrow markings shall be placed at the beginning of a cycle track and periodic intervals along the facility based on engineering judgment.

- If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane line markings shall be used. Diagonal crosshatch markings may be placed in the neutral area for special emphasis. Raised medians or other barriers can also provide physical separation to the cycle track.

The separated bikeways between Potrero Avenue and Mississippi Street will conform to these NACTO design guidelines. The separated bikeways will also conform to best practices and design standards, including design guidelines developed jointly by the SFMTA, Mayor's Office on Disability, and San Francisco Public Works to ensure accessibility for all street users. It was also reviewed by the San Francisco Fire Department.

## **PROPOSED PROJECT PARKING AND TRAFFIC MODIFICATIONS**

Item C requires SFMTA Board Approval. Further, although Transportation Code, Division II, Section 201 subsection (a) delegates to the City Traffic Engineer the authority to approve the remaining items (A, B, and D through S), the City Traffic Engineer recommends that the SFMTA Board approve these items as part of the 17<sup>th</sup> Street Quick-Build Project.

### **A. ESTABLISH – CLASS IV BIKEWAY**

17th Street, eastbound and westbound, between Potrero Avenue and Mississippi Street  
*Converts bike facilities along the whole corridor in both directions to curbside bikeways.*

### **B. ESTABLISH – STOP SIGNS**

17th Street, eastbound and westbound at Carolina Street, making this intersection an all-way stop  
*Converts the only intersection with marked crosswalks across 17th St that was uncontrolled to an all-way stop*

### **C. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME**

- i. 17th Street, south side, between Potrero Avenue and San Bruno Street (delineator-separated bikeway)
- ii. 17th Street, south side, between Vermont Street and Arkansas Street (delineator-separated bikeway)
- iii. 17th Street, north side, between Arkansas Street and Connecticut Street (delineator-separated bikeway)
- iv. 17th Street, south side, between Connecticut Street and Missouri Street (delineator-separated bikeway)
- v. 17th Street, north side, between Missouri Street and Mississippi Street (delineator-separated bikeway)
- vi. 17th Street, north side, from Rhode Island Street to 38 feet easterly (daylighting and hydrant)
- vii. 17th Street, north side, from De Haro Street to 30 feet westerly (hydrant)
- viii. 17th Street, north side, from De Haro Street to 61 feet easterly (daylighting and hydrant)

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- ix. 17th Street, north side, from Carolina Street to 36 feet westerly (hydrant)
- x. 17th Street, north side, from Wisconsin Street to 36 feet westerly (hydrant)
- xi. 17th Street, north side, from Wisconsin Street to 34 feet easterly (daylighting and hydrant)
- xii. 17th Street, north side, from Arkansas Street to 40 feet westerly (hydrant)
- xiii. 17th Street, south side, from Connecticut Street to 35 feet westerly (daylighting and hydrant)
- xiv. 17th Street, north side, from Missouri Street to 36 feet westerly (hydrant)
- xv. 17th Street, south side, from Texas Street to 33 feet westerly (daylighting and hydrant)  
*Prohibits all parking on 17<sup>th</sup> St between Potrero and Rhode Island. Prohibits parking in the floating parking lane in front of hydrants and at intersection approaches.*

**D. ESTABLISH – RED ZONES**

- i. 17th Street, north side, from Potrero Avenue to 20 feet easterly
- ii. Kansas Street, east side, from 17th Street to 10 feet southerly
- iii. De Haro Street, west side, from 17th Street to 10 feet northerly
- iv. Carolina Street, west side, from 17th Street to 10 feet northerly
- v. 17th Street, south side, from Arkansas Street to 10 feet easterly
- vi. 17th Street north side, from Connecticut Street to 20 feet easterly
- vii. Connecticut Street, east side, from 10 feet to 20 feet south of 17th Street (expands existing 10-foot flag stop red zone to 20 feet)
- viii. Texas Street, east side, from 17th Street to 10 feet southerly
- ix. 17th Street, south side, from Mississippi Street to 10 feet westerly
- x. 17th Street, north side, from Mississippi Street to 10 feet easterly
- xi. Mississippi Street, west side, from 17th Street to 10 feet northerly  
*Prohibits parking near intersections.*

- E. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY**  
17th Street, south side, from 13 feet to 37 feet east of Vermont Street (24-foot yellow zone)

- F. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY**  
Vermont Street, east side, from 10 feet to 50 feet south of 17th Street (40-foot yellow zone) #  
*(E-F) Removes Villa Fontaine yellow zone on 17th St and relocates it around the corner on Vermont St. and lengthens it to 40 feet.*

- G. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY**  
17th Street, south side, from 20 feet to 112 feet west of Rhode Island Street (4 yellow metered stalls)

- H. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY**



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Rhode Island Street, west side, from 4 feet to 23 feet south of 17th Street (converting stall #402 to a yellow meter)

Rhode Island Street, west side, from 55 feet to 73 feet south of 17th Street (converting stall 406 to a yellow meter)

- I. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY  
Kansas Street, east side, from 10 feet to 56 feet south of 17th Street (46-foot yellow zone) # *(G-I) Removes four yellow metered loading zones on 17th St adjacent to Whole Foods loading dock and relocates them around the corner to Rhode Island (two yellow metered loading zones) and Kansas (unmetered yellow loading zone).*
  
- J. RESCIND – GREEN METERED PARKING ZONE, 10 MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY  
17th Street, south side, from 42 feet to 82 feet east of De Haro Street (two green metered stalls #1713 and #1715)
  
- K. ESTABLISH – GENERAL METERED LOADING ZONE, 5 MINUTE TIME LIMIT , 9AM TO 6PM, MONDAY THROUGH SATURDAY  
De Haro Street, east side, from 20 feet to 61 feet south of 17th Street (converting stalls #403 and #405)  
*(J-K) Removes two green meters on 17th St in front of Philz and relocates them around the corner on De Haro as general metered loading with a 5-min time limit.*
  
- L. RESCIND – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8AM TO 6PM MONDAY THROUGH FRIDAY  
17th Street, north side, from 20 feet to 57 feet east of Carolina Street (37-foot yellow zone)
  
- M. ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8AM TO 6PM MONDAY THROUGH FRIDAY  
17th Street, north side, from 10 feet to 71 feet east of Carolina Street (61-foot yellow zone) # *(L-M) Shifts yellow zone on the north side of 17th, east of Carolina, as it moves out to the floating parking lane and extends it to be in front of Friends of the Public Library.*
  
- N. RESCIND – NO PARKING EXCEPT BICYCLES  
RESCIND – BIKE SHARE STATION  
17th Street, south side, from 10 feet to 86 feet west of Arkansas Street (72-foot bike share station plus red zone)
  
- O. ESTABLISH – NO PARKING EXCEPT BICYCLES  
ESTABLISH – BIKE SHARE STATION  
17th Street, north side, from 40 feet to 115 feet west of Arkansas Street (72-foot bike share station plus red zone)  
*(N-O) Relocates the Bay Wheels bike share station across the street to the floating parking*

*lane.*

- P. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY  
Connecticut Street, east side, from 20 feet to 60 feet south of 17th Street (40-foot yellow zone) #  
*New yellow zone for Jovina's and any other businesses.*
- Q. RESCIND – WHITE ZONE, PASSENGER LOADING, 5PM TO 1AM, DAILY  
17th Street, south side, from 34 feet to 75 feet east of Missouri Street (41-foot white zone)
- R. ESTABLISH – WHITE ZONE, PASSENGER LOADING, NOON TO MIDNIGHT, DAILY  
17th Street, south side, from 38 feet to 98 feet east of Missouri Street (60-foot white zone)  
*(Q-R) Shifts Bottom of the Hill's white zone as it moves out to the floating parking lane, expands it from 41-feet to 60-feet in length, and changes loading zone hours. #*

## **ALTERNATIVES CONSIDERED**

The project team assessed design alternatives prior to recommending a protected bikeway in each direction of 17th Street between Potrero Avenue and Mississippi Street. The following description details the alternative options considered and the associated tradeoffs and constraints.

- *Option 1 – Class IV Protected Bikeway (Build).* This option is the option recommended by staff.
- *Option 2 – Class IV Protected Bikeway + Bikeway Downgrade.* The project team was asked to consider removing the existing bike lane for westbound 17th Street between Mississippi Street and Missouri Street, on the north side of 17th Street. This would be in combination with the implementation of the eastbound Class IV parking protected bikeway on the south side of 17th Street between Missouri Street and Mississippi Street. The goal of this request was to preserve on-street parking adjacent to the Flower Market site. The project team determined that this downgrade of an important bike network link was not in line with SFMTA Strategic Plan Goals or Transit First Policy Principles for the following reasons:
  - Northbound cyclists on Mississippi Street (from Mariposa Street) and those biking from Mission Bay and seeking to go west would need to go out of their way and make two left turns (on 16th and Missouri Streets). Missouri Street lacks bike facilities and has perpendicular parking, which makes biking less comfortable than on other parallel streets.
  - People on bikes coming westbound on 16th Street from Mission Bay could turn left onto the bike lanes on Mississippi Street (which are being upgraded to curbside as part of the Flower Market development) and then be forced on 17th into a shared vehicle lane which is a downgrade from the existing Class II bikeway.
- *Option 3 – No-Build.* The project team considered the option to not upgrade the bicycle

facilities on 17th Street between Potrero Avenue and Mississippi Street from a Class II bikeway to a Class IV bikeway. However, this option does not meet SFMTA Strategic Plan Goals or Transit First Policy Principles.

A Class IV bikeway (protected bikeway) is preferable to a Class II bikeway as it offers upgraded protection for people traveling by bike and limits their exposure to moving vehicular traffic. For this reason, the project team recommends Option 1 (the installation of Class IV bikeways on 17th Street between Potrero Avenue and Mississippi Street).

## **STAKEHOLDER ENGAGEMENT**

The SFMTA conducted extensive outreach with community stakeholders throughout the course of the planning, analysis, and conceptual design phases of the project.

Initial outreach kicked-off summer 2022. It began with introducing the project's framework for goals and themes to the public. Prior to this kick-off, a community advocacy organization named "Safer 17<sup>th</sup> Street" shared design recommendations for changes to the 17<sup>th</sup> St corridor with SFMTA staff. It was important for this first phase to acknowledge these community-based ideas and to set expectations with the public for the SFMTA Quick Build effort. This included the following:

- Project extents – 17<sup>th</sup> Street between Potrero Avenue and Pennsylvania Avenue;
- Possible treatments – improvements within a quick-build project budget; installable by SFMTA Sign, Paint, and Meter Shops; no concrete, paving, or major signal timing changes; and
- Goals discussion – synthesizing road user and local stakeholder needs for safety, comfort, and function (i.e., loading/parking).

Closely following this initial outreach, the project team received a petition from another community advocacy organization, "Save 17<sup>th</sup> Street" opposing any changes, based on the need to maintain the existing street function. At this stage, without any formal analysis, the SFMTA did not have any draft designs for discussion. It was clear project coordination with proponents and opponents was necessary to coordinate stakeholder concerns and interests.

From late 2022 into early 2023, the project team engaged in a needs analysis process, meeting with businesses along the corridor and representative organizations from the greater Potrero Hill neighborhood: Potrero Dogpatch Merchants Association, Potrero Boosters, Whole Foods, Smuin Dance, Bottom of the Hill, Thee Parkside, JB's, Two Sons, San Francisco Gospel Church, Desmoto Sports, Waterfront Automobile, Blue Dot Furniture, Clayroom, Saint Frank's Coffee Roasters, Art Arch Supplies, Jovina's Furniture Repair, Deluxe Distribution, Connecticut Yankee, Philz Coffee, Live Sushi, Potrero Hill Montessori School, and the SF Flower Market. The project team also reached out to major trip generators within close proximity of the project area, including UCSF, Kaiser, and Chase Center. Seventeenth Street is also home to numerous facilities hosting other public agencies, facilities, and projects, SFMTA staff talked with them as well, including San Francisco Police Department Special Operations, Recreation and Parks

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Department (Jackson Park), and Caltrans (Potrero Gateway Project). Finally, staff met with a number of establishments to discuss loading operations, collocated projects, and to conduct first-hand observations.

After exhaustive outreach and internalization of numerous concerns, the project team drafted project designs based on identified needs heard during the initial outreach and needs analysis phases. It was clear some tradeoffs would be necessary, based on total street dimensions and the limited space within the right-of-way. In some circumstances, project staff went back to discuss possibilities and additional circulation improvements with stakeholders including blue zones and loading zones on side streets, or flexible loading configurations that would work with protected bicycle lanes. Once the project team finished addressing the variety of design nuances into a draft design, staff began the next feedback stage.

This culminated in the June feedback period. The 17<sup>th</sup> Street Quick-Build Project team held another outreach and public feedback period from June 1<sup>st</sup> – 15<sup>th</sup>, 2023. During this time, those interested in the project were encouraged to view the design and provide feedback online or in person. The project team sent out emails to the project email list, mailers to all buildings within one block of the project corridor, and posted multilingual flyers (in English, Spanish, and written Chinese) along the corridor to share information about the project and ways to provide feedback including at events. The SFMTA team also went door-to-door along 17th Street to share information about the project, the draft design and to pass out project fact sheets.

Events held during the feedback period included:

- Feedback Tabling Event, June 7<sup>th</sup> (Spanish & Cantonese interpretation available)
  - The project team hosted a four-hour tabling event on the project corridor (17<sup>th</sup> Street & Carolina Street at Jackson Park) to provide information, discuss project proposals, and collect survey responses on-site. Approximately 75 individuals participated in this event.
- Office Hours - Online/Phone, June 1<sup>st</sup> & 15<sup>th</sup> (Spanish & Cantonese interpretation available)
  - Project staff held virtual office hours to provide more opportunities for the public to ask questions and discuss details directly with project staff. Two online office hour sessions (2-hours each) were offered during weekday evenings over the two-week period. Staff were also available during regular business hours for office hour check-ins for interested individuals who could not make the pre-scheduled timeslots. Multilingual translation was offered as well. 10 individuals participated in these office hours.
- Virtual Open House & Survey – live June 1<sup>st</sup> – 15<sup>th</sup> (available in English, Spanish, and Chinese)
  - Project staff hosted a dynamic webpage using ArcGIS Online StoryMaps to share project details, showcase conceptual designs, and solicit feedback using a survey about the proposed changes. These pages in total gained over 1,000 views and are still available for viewing (available at [SFMTA.com/17thStreetQB](https://www.sfmta.com/17thStreetQB)).

Many of the themes heard during the June feedback period echoed what was heard during earlier phases of outreach, including the following:

- Strong support for protected bike lanes on 17th Street.
- Concerns about the elimination of parking spaces on 17th Street and the impact on the neighborhood, including by some merchants along the corridor.
- Support for eliminating mixing zones at intersection approaches, installing rubber speed bumps at driveways, and creating protected intersections where possible to improve safety.
- Emphasis on the need for safe bike lanes for children, beginners, and the elderly.
- Significant support for the draft proposal and potential additions, modifications, and/or considerations for future work following up on the quick build project.

#### Engineering Public Hearing

An engineering public hearing was held on September 1, 2023 to consider proposed protected bikeways and on-street parking and loading modifications for the 17th Street Quick-Build Project. Public participants were invited to submit comments on the proposed changes both in advance of the hearing by e-mailing or mailing their comments or during the public hearing event by joining online or by phone. Project staff received 372 emails providing public hearing comment prior to the event. Most e-mails were supportive of the overall project but requested that additional treatments be added in detailed locations to further protect people biking and walking. The project team also received a letter of support from the Recreation and Parks Department, whose staff are working on a redesign of Jackson Park. Some members of the public gave comments in opposition at the hearing. The project was approved by the City Traffic Engineer to forward to the SFMTA Board for final approval and implementation. Within a week of the event, results of the public hearing were posted online (Directive #6691).

In addition to hosting the June feedback period and the engineering public hearing, the project team also held in-depth discussions with stakeholders, performed site visits with specific businesses, and reviewed e-mails, voice comments, and survey results throughout the course of the project. During the public outreach process, the project team considered and adjusted proposed designs to better address issues and concerns that were raised. Additional design elements were adjusted based off community feedback, including revising bike lane markings and adjusting loading zone placement/hours. For example, staff coordinated closely with the landmark music venue Bottom of the Hill, which through multiple interactions expressed explicit needs for band and staff loading and parking. Bottom of the Hill informed project staff that without comfortable vehicle storage or access, visiting acts would opt out of performing at the space. As a result, staff modified the design to include designated loading for a dual-use white passenger loading and yellow commercial loading zone, adjacent to Bottom of the Hill, to accommodate the unique transportation needs (related to time of day, proximity to space, and vehicle security) of the venue while also allowing for a parking-protected bike lane adjacent to the establishment.

**FUNDING IMPACT**

Funding for the proposed traffic modifications is provided by several funding sources. The total project cost is broken down into the following project phases and sources:

Funding Source	Planned/ Programmed	Phases
Proposition K	\$210,000	Planning & Design
Proposition K	\$90,000	Construction
TNC Tax	\$315,000	Construction
TOTAL	\$615,000	

**ENVIRONMENTAL REVIEW**

The proposed 17<sup>th</sup> Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA). CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities, within the public right of way pursuant to Public Resources Code Section 21080.25.

The Planning Department determined, on September 15, 2023, that the proposed 17<sup>th</sup> Street Quick-Build Project (Case Number 2023-005762ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25.

The proposed action is the Approval Action as defined by the S.F. Administrative Code Chapter 31.

A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-005762ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference.

**OTHER APPROVALS RECEIVED OR STILL REQUIRED**

The City Attorney has reviewed this report.

**PAGE 15**

**RECOMMENDATION**

SFMTA staff recommend that the SFMTA Board approve various parking and traffic modifications along 17th Street between Potrero Avenue and Mississippi Street to improve transportation safety and connectivity, including the establishment of new Class IV protected bikeways, as part of the 17th Street Quick-Build Project.

SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
BOARD OF DIRECTORS

RESOLUTION No. \_\_\_\_\_

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is committed to achieving the Vision Zero goal of eliminating transportation related fatalities; and,

WHEREAS, The SFMTA is committed to making San Francisco a Transit First city that prioritizes non-private automobile transportation; and,

WHEREAS, The SFMTA is committed to creating a network of protected bikeways citywide; and,

WHEREAS, The SFMTA has proposed the installation of protected bikeways and parking and traffic modifications along 17<sup>th</sup> Street from Potrero Avenue to Mississippi Street as follows:

A. ESTABLISH – CLASS IV BIKEWAY

17th Street, eastbound and westbound, between Potrero Avenue and Mississippi Street

B. ESTABLISH – STOP SIGNS

17th Street, eastbound and westbound at Carolina Street, making this intersection an all-way stop

C. ESTABLISH – TOW AWAY, NO STOPPING ANYTIME

- i. 17th Street, south side, between Potrero Avenue and San Bruno Street (delineator-separated bikeway)
- ii. 17th Street, south side, between Vermont Street and Arkansas Street (delineator-separated bikeway)
- iii. 17th Street, north side, between Arkansas Street and Connecticut Street (delineator-separated bikeway)
- iv. 17th Street, south side, between Connecticut Street and Missouri Street (delineator-separated bikeway)
- v. 17th Street, north side, between Missouri Street and Mississippi Street (delineator-separated bikeway)
- vi. 17th Street, north side, from Rhode Island Street to 38 feet easterly (daylighting and hydrant)
- vii. 17th Street, north side, from De Haro Street to 30 feet westerly (hydrant)
- viii. 17th Street, north side, from De Haro Street to 61 feet easterly (daylighting and hydrant)
- ix. 17th Street, north side, from Carolina Street to 36 feet westerly (hydrant)
- x. 17th Street, north side, from Wisconsin Street to 36 feet westerly (hydrant)
- xi. 17th Street, north side, from Wisconsin Street to 34 feet easterly (daylighting and hydrant)
- xii. 17th Street, north side, from Arkansas Street to 40 feet westerly (hydrant)



- xiii. 17th Street, south side, from Connecticut Street to 35 feet westerly (daylighting and hydrant)
- xiv. 17th Street, north side, from Missouri Street to 36 feet westerly (hydrant)
- xv. 17th Street, south side, from Texas Street to 33 feet westerly (daylighting and hydrant)

**D. ESTABLISH – RED ZONES**

- i. 17th Street, north side, from Potrero Avenue to 20 feet easterly
- ii. Kansas Street, east side, from 17th Street to 10 feet southerly
- iii. De Haro Street, west side, from 17th Street to 10 feet northerly
- iv. Carolina Street, west side, from 17th Street to 10 feet northerly
- v. 17th Street, south side, from Arkansas Street to 10 feet easterly
- vi. 17th Street north side, from Connecticut Street to 20 feet easterly
- vii. Connecticut Street, east side, from 10 feet to 20 feet south of 17th Street (expands existing 10-foot flag stop red zone to 20 feet)
- viii. Texas Street, east side, from 17th Street to 10 feet southerly
- ix. 17th Street, south side, from Mississippi Street to 10 feet westerly
- x. 17th Street, north side, from Mississippi Street to 10 feet easterly
- xi. Mississippi Street, west side, from 17th Street to 10 feet northerly

**E. RESCIND – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY**

17th Street, south side, from 13 feet to 37 feet east of Vermont Street (24-foot yellow zone)

**F. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY**

Vermont Street, east side, from 10 feet to 50 feet south of 17th Street (40-foot yellow zone)

**G. RESCIND – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY**

17th Street, south side, from 20 feet to 112 feet west of Rhode Island Street (4 yellow metered stalls)

**H. ESTABLISH – YELLOW METERED LOADING ZONE, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY**

Rhode Island Street, west side, from 4 feet to 23 feet south of 17th Street (converting stall #402 to a yellow meter)

Rhode Island Street, west side, from 55 feet to 73 feet south of 17th Street (converting stall 406 to a yellow meter)

**I. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 7 AM TO 1 PM, MONDAY THROUGH SATURDAY, 7PM TO 9AM DAILY**

Kansas Street, east side, from 10 feet to 56 feet south of 17th Street (46-foot yellow zone)

**J. RESCIND – GREEN METERED PARKING ZONE, 10 MINUTE TIME LIMIT, 9AM TO 6PM, MONDAY THROUGH SATURDAY**

17th Street, south side, from 42 feet to 82 feet east of De Haro Street (two green metered stalls #1713 and #1715)

- K. ESTABLISH – GENERAL METERED LOADING ZONE, 5 MINUTE TIME LIMIT , 9AM TO 6PM, MONDAY THROUGH SATURDAY  
De Haro Street, east side, from 20 feet to 61 feet south of 17th Street (converting stalls #403 and #405)
- L. RESCIND – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8AM TO 6PM MONDAY THROUGH FRIDAY  
17th Street, north side, from 20 feet to 57 feet east of Carolina Street (37-foot yellow zone)
- M. ESTABLISH – YELLOW LOADING ZONE, 30-MINUTE TIME LIMIT, 8AM TO 6PM MONDAY THROUGH FRIDAY  
17th Street, north side, from 10 feet to 71 feet east of Carolina Street (61-foot yellow zone)
- N. RESCIND – NO PARKING EXCEPT BICYCLES  
RESCIND – BIKE SHARE STATION  
17th Street, south side, from 10 feet to 86 feet west of Arkansas Street (72-foot bike share station plus red zone)
- O. ESTABLISH – NO PARKING EXCEPT BICYCLES  
ESTABLISH – BIKE SHARE STATION  
17th Street, north side, from 40 feet to 115 feet west of Arkansas Street (72-foot bike share station plus red zone)
- P. ESTABLISH – YELLOW ZONE, COMMERCIAL LOADING, 30-MINUTE TIME LIMIT, 8AM TO 6PM, MONDAY THROUGH FRIDAY  
Connecticut Street, east side, from 20 feet to 60 feet south of 17th Street (40-foot yellow zone)
- Q. RESCIND – WHITE ZONE, PASSENGER LOADING, 5PM TO 1AM, DAILY  
17th Street, south side, from 34 feet to 75 feet east of Missouri Street (41-foot white zone)
- R. ESTABLISH – WHITE ZONE, PASSENGER LOADING, NOON TO MIDNIGHT, DAILY  
17th Street, south side, from 38 feet to 98 feet east of Missouri Street (60-foot white zone); and,

WHEREAS, Although the City Traffic Engineer has the authority to approve Items A, B, and D through R, the City Traffic Engineer recommends that the SFMTA Board of Directors approve these items as part of the 17<sup>th</sup> Street Quick-Build Project; and,

WHEREAS, The public has been notified about the proposed modifications and has been given the opportunity to comment on those modifications through the public hearing process; and,

WHEREAS, Section 891 of the Streets and Highways Code provides that agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted may utilize minimum safety design criteria other than those established by Section 890.6 if the following conditions are met: the alternative criteria are reviewed and approved by a qualified engineer, the alternative criteria is adopted by resolution at a public meeting after

public comment and proper notice, and the alternative criteria adheres to the guidelines established by a national association of public agency transportation officials; and,

WHEREAS, The protected bikeway proposed as part of the project meets these three requirements; and,

WHEREAS, The alternative criteria for the project are to discourage motor vehicles from encroaching or double parking in the bicycle facility, provide a more inviting facility and greater sense of comfort for bicyclists, and to provide a greater perception of safety for bicyclists; and,

WHEREAS, The project's alternative criteria adhere to guidelines set by the National Association of City Transportation Officials; and,

WHEREAS, The proposed 17<sup>th</sup> Street Quick-Build Project is subject to the California Environmental Quality Act (CEQA); CEQA provides a statutory exemption from environmental review for pedestrian and bicycle facilities that improve safety, access, or mobility, including new facilities within the public right of way pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The Planning Department determined, on September 15, 2023, that the proposed 17<sup>th</sup> Street Quick-Build Project (Case Number 2023-005762ENV) is statutorily exempt from CEQA pursuant to Public Resources Code Section 21080.25; and,

WHEREAS, The proposed action is the Approval Action as defined by the S. F. Administrative Code Chapter 31; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at <https://sfplanninggis.org/pim/?tab=Planning+Applications&search=2023-005762ENV> and 49 South Van Ness Avenue, Suite 1400 in San Francisco, and is incorporated herein by reference; now therefore be it

RESOLVED, That the San Francisco Municipal Transportation Agency Board of Directors approves the proposed Class IV bikeways and parking and traffic modifications associated with the 17<sup>th</sup> Street Quick-Build Project listed as Items A-R above.

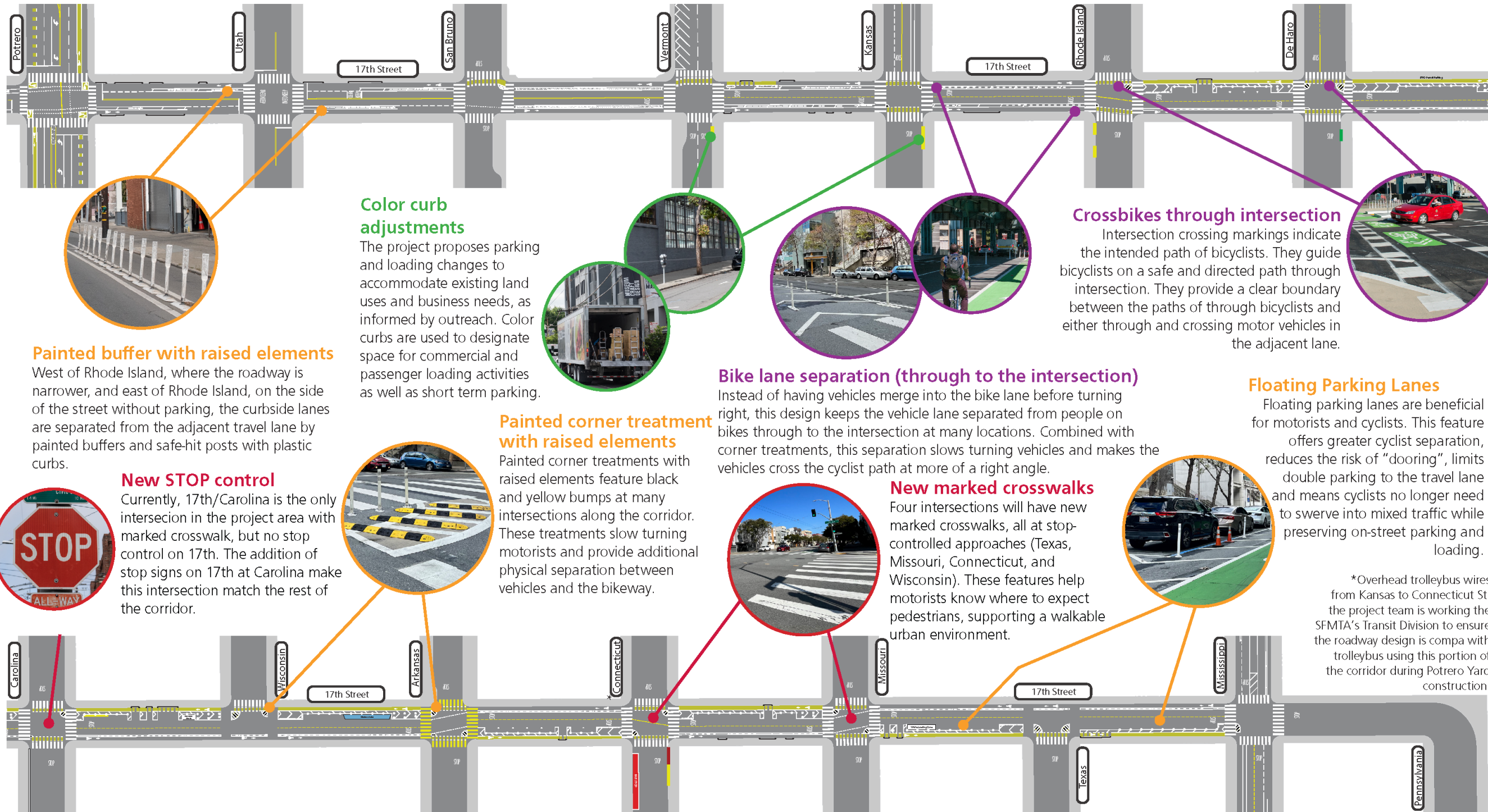
I certify that the foregoing resolution was adopted by the San Francisco Municipal Transportation Agency Board of Directors at its meeting of March 5, 2024.

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Secretary to the Board of Directors  
San Francisco Municipal Transportation Agency

Enclosure 2: Proposed Plan View Graphics

# 17th Street Quick-Build Project | PROPOSED CHANGES



**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.



**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.



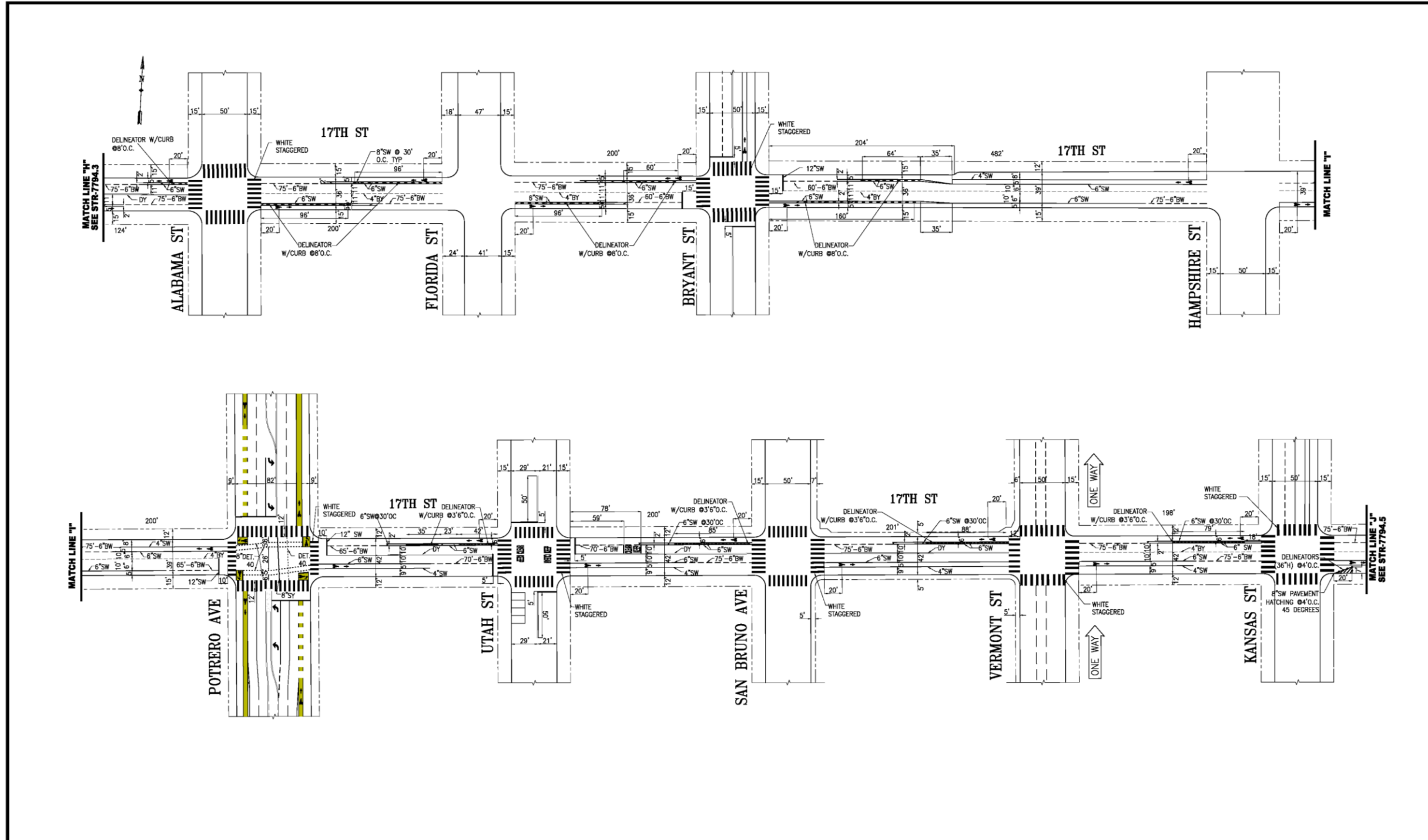
\*Overhead trolleybus wires from Kansas to Connecticut St; the project team is working the SFMTA's Transit Division to ensure the roadway design is compa with trolleybus using this portion of the corridor during Potrero Yard construction.

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.

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Libreng tulong para sa wikang Tagalog / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / 무료 언어 지원 / การช่วยเหลือทาง ด้านภาษาโดยไม่เสียค่าใช้จ่าย / خط المساعدة المجاني على الرقم

For more information about the 17th Street Quick-Build Project, we invite you to visit: [SFMTA.com/projects/17th-street-quick-build](https://sfmta.com/projects/17th-street-quick-build)

Enclosure 3: Existing Striping Drawings



NO.	DATE	DESCRIPTION	BY	APP
12/10/20		ADDED BY CENTERLINE BETWEEN POTRERO & VERMONT. PER FIELD	S.SHARIATI	W.LEE
05/03/20		BIKE LANE CONFIGURATION & XWALK DIM @ POTRERO, XWALK & SIDEWALK DIM @ SAN BRUNO, XWALK & SIDEWALK DIM @ VERMONT. ADD PARKING @ UTAH	S.ARIAS	L.VENTURA
03/01/18		UPDATED POTRERO LANES	H. YU	M. VELASCO
11/30/17		ADDED BIKE LANES BETWEEN KANSAS AND RHODE ISLAND STS	D. ALABA	M. VELASCO

TABLE OF REVISIONS  
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



DRAWN:	DATE:	APPROVED:	DATE:
T.ABDALLAH	02/09	THOMAS P FOLKS	10/13/09
CHECKED:	DATE:	SENIOR ENGINEER:	DATE:
M.VELASCO	02/09	JACK L FLECK	10/09/09
		CITY TRAFFIC ENGINEER:	DATE:

SCALE:	1" = 50'
SHEET/SHEETS:	5 OF 6

TRAFFIC STRIPING

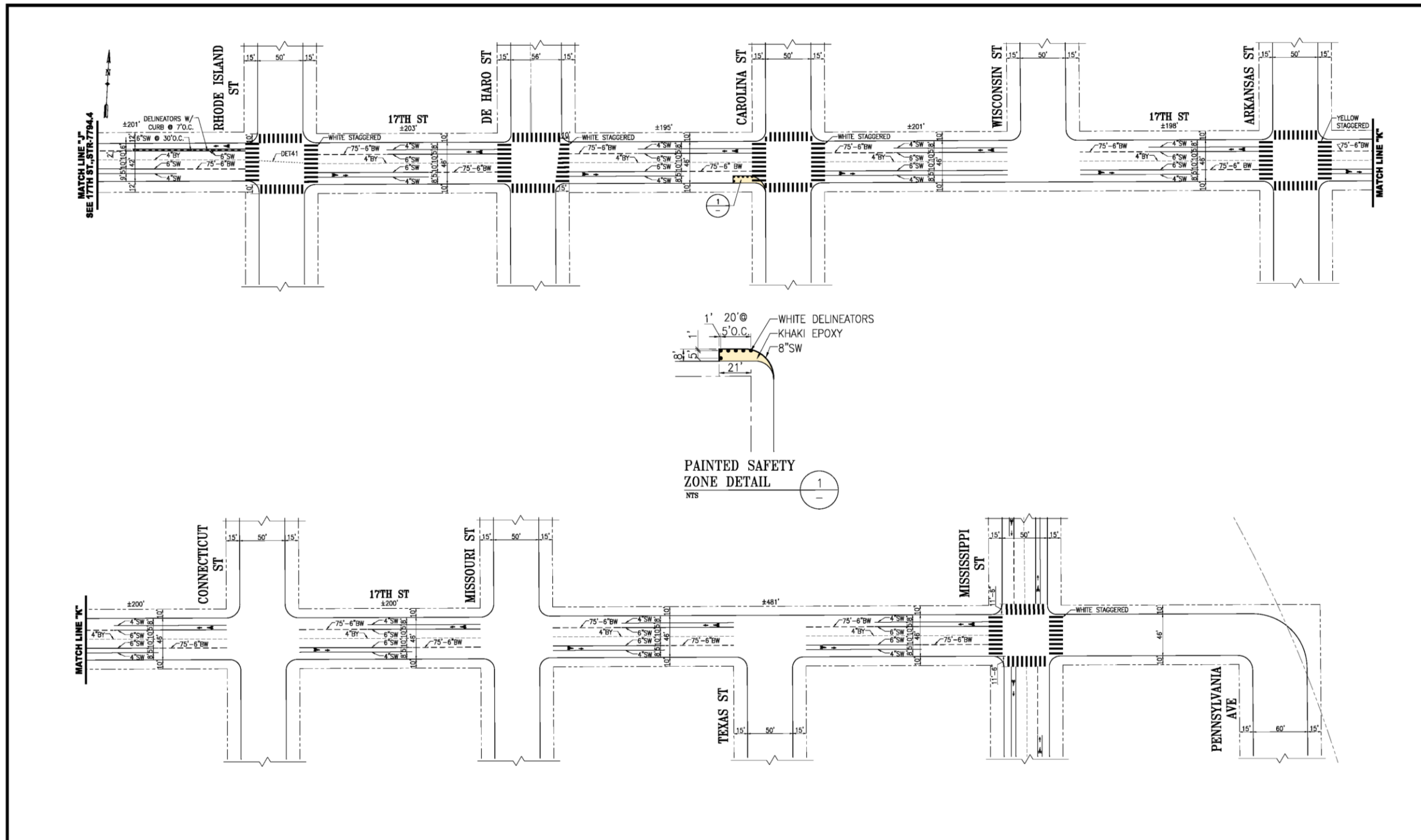
17TH STREET  
ALABAMA STREET TO RHODE ISLAND STREET

CONTRACT NO.	
DRAWING NO.	STR-7794.4
FILE NO.	
REV. NO.	16

FILE NAME:



Enclosure 3: Existing Striping Drawings



NO.	DATE	DESCRIPTION	BY	APP
12/16/19		ADDED PSZ @ CAROLINA ST. FIELD UPGRADES, DET41 ON RHODE ISLAND, CONTI & ROADWAY DIMS @ DE HARO AND MISSISSIPPI	S.SHARIATI	M.GROWNEY
11/30/17		ADDED BIKE LANES FROM RHODE ISLAND TO KANSAS STS	D.ALABA	M.VELASCO
03/27/17		ADDED BIKE LANES FROM MISSISSIPPI TO RHODE ISLAND	D.ALABA	M.VELASCO

TABLE OF REVISIONS  
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION



APPROVED	SCALE:
THOMAS P FOLKS 10/13/09	1" = 50'
SENIOR ENGINEER	
DATE:	
2/2009	
DRAWN:	
T. ABDALLAH	
DATE:	
2/2009	
CHECKED:	
M. VELASCO	
DATE:	
2/2009	

APPROVED	SCALE:
JACK L FLECK 10/19/09	1" = 50'
CITY TRAFFIC ENGINEER	
DATE:	
10/19/09	
DRAWN:	
T. ABDALLAH	
DATE:	
2/2009	
CHECKED:	
M. VELASCO	
DATE:	
2/2009	

TRAFFIC STRIPING

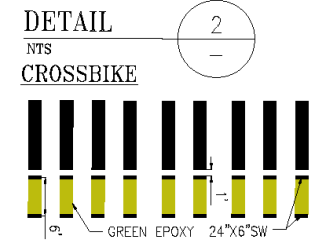
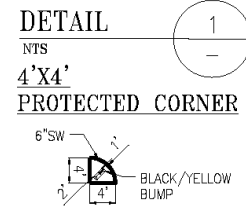
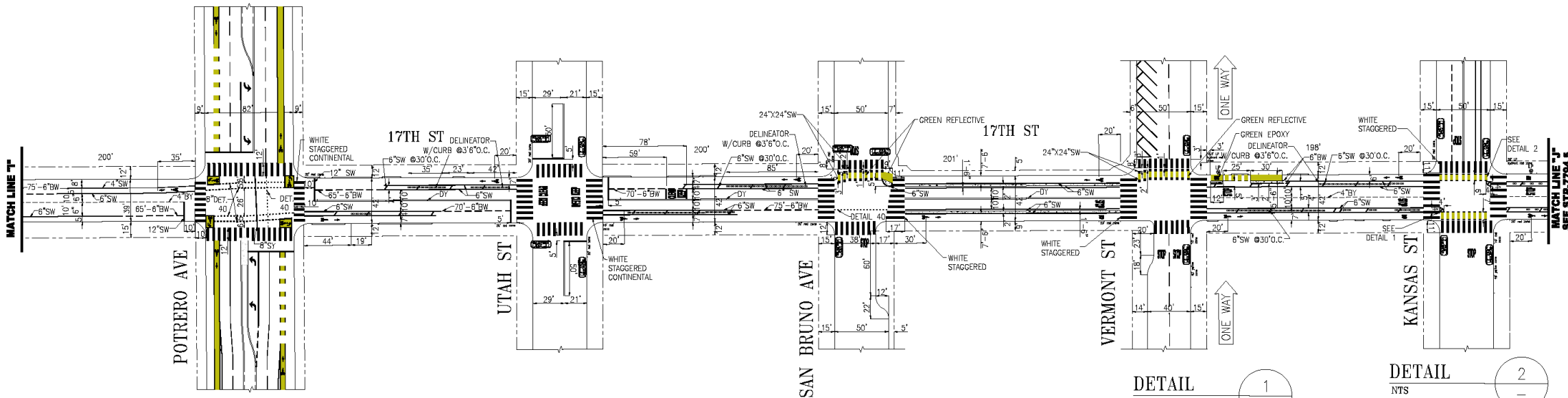
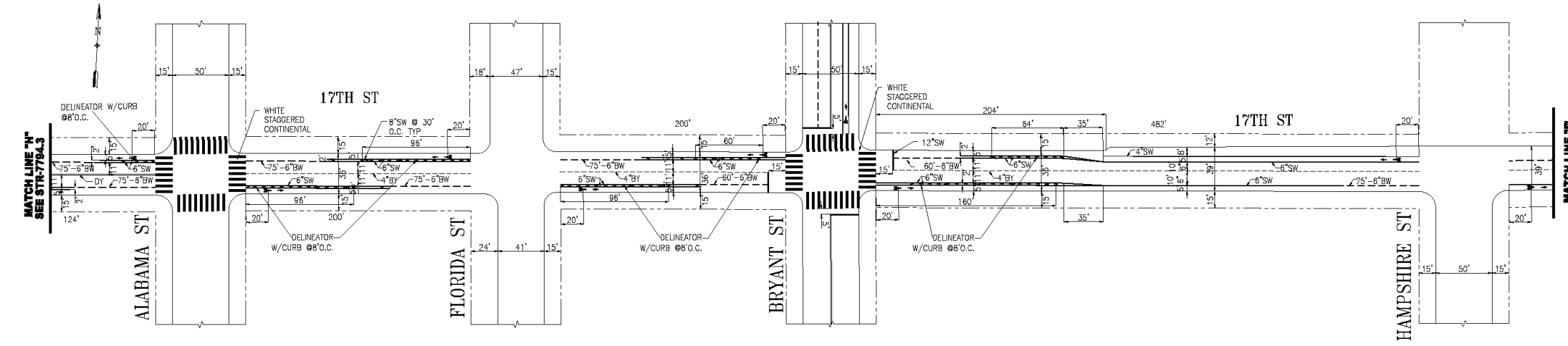
17TH STREET  
RHODE ISLAND STREET AND PENNSYLVANIA AVENUE

CONTRACT NO.
DRAWING NO.
STR 7794.5
FILE NO.
REV. NO.
6

FILE NAME:  
DATE:

Enclosure 4: Proposed Striping Drawings

17TH ST QUICKBUILD DRAFT



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



APPROVED:	SCALE:
SENIOR ENGINEER	1" = 50'
CITY TRAFFIC ENGINEER	SHEET/SHEETS:
	5 OF 6

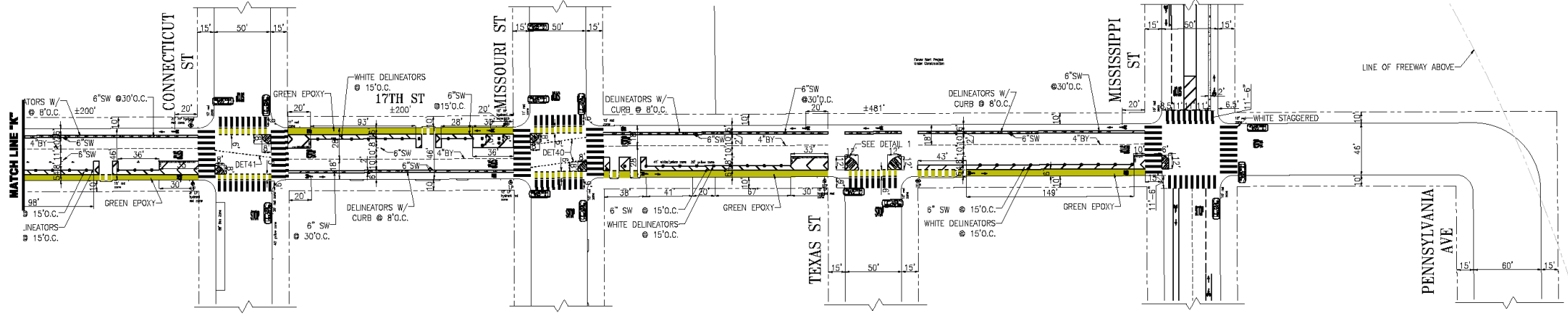
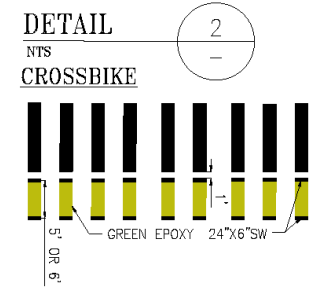
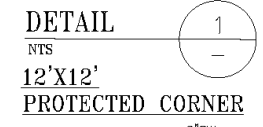
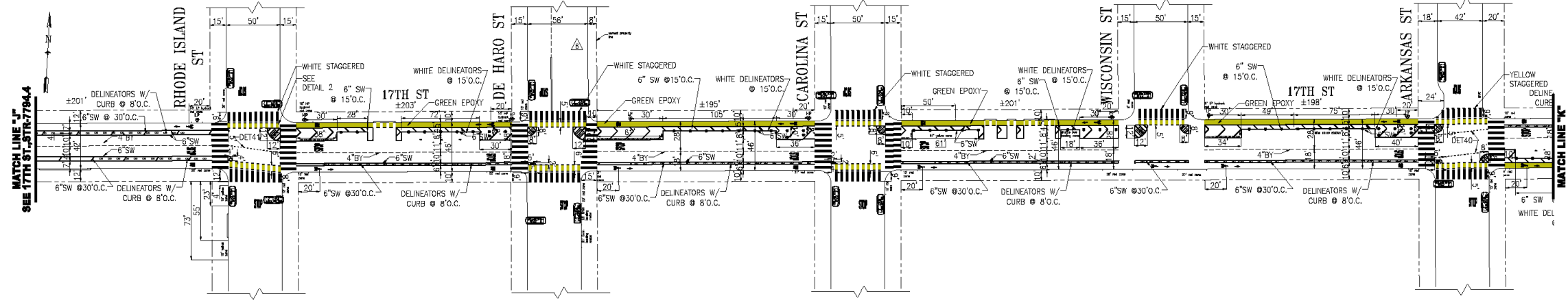
**PROPOSED 17TH ST QUICKBUILD  
 TRAFFIC STRIPING**

17TH STREET  
 ALABAMA STREET TO RHODE ISLAND STREET

CONTRACT NO.
DRAWING NO.
FILE NO.
REV. NO.

Enclosure 4: Proposed Striping Drawings

17TH ST QUICKBUILD DRAFT



NO.	DATE	DESCRIPTION	BY	APP
TABLE OF REVISIONS				
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION				



DRAWN:		DATE:		APPROVED:		SCALE:	
CHECKED:		DATE:		SENIOR ENGINEER		1" = 50'	
				CITY TRAFFIC ENGINEER		SHEET/SHEETS:	

**PROPOSED 17TH ST QUICKBUILD  
TRAFFIC STRIPING**

**17TH STREET  
RHODE ISLAND STREET TO PENNSYLVANIA AVENUE**

CONTRACT NO.
DRAWING NO. STR 7794.5
FILE NO.
REV. NO.