

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

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

The primary component of this project is located on 17<sup>th</sup> 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 16<sup>th</sup> Street BART Station by adding a new Class III bicycle route and sharrows on Hoff Street between 16<sup>th</sup> Street and 17<sup>th</sup> Street and on 16<sup>th</sup> Street between Mission and Valencia Streets in both directions. All options for this project would also include minor striping and signage improvements on 17<sup>th</sup> 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 17<sup>th</sup> Street and Division Street by removing one travel lane in each direction between 17<sup>th</sup> Street and Division Street and adding a two-way center left turn lane between 17<sup>th</sup> Street and Alameda Street.

The West End section of 17<sup>th</sup> Street includes two design options:

Both West End options would add sharrows to the existing Class III bicycle route on eastbound 17<sup>th</sup> Street between Corbett Avenue and Eureka Street, and would add a Class II bicycle lane in the westbound direction on 17<sup>th</sup> Street between Castro Street and Corbett Avenue.

West end Option 1 would add sharrows to the existing Class III bicycle route in both directions on 17<sup>th</sup> Street between Castro and Hartford Streets and add Class II bicycle lanes in both directions on 17<sup>th</sup> Street between Hartford and Church Streets by narrowing travel lanes. West End Option 1 would remove approximately two parking spaces on each side of 17<sup>th</sup> Street near Church Street.

West End Option 2 would move the existing westbound segment of Route #40 on 17<sup>th</sup> Street from Sanchez to Market Streets onto a new proposed route in the northbound direction on Sanchez Street from 17<sup>th</sup> to 16<sup>th</sup> Streets, and in the westbound direction on 16<sup>th</sup> Street from Sanchez to Market Streets. West End Option 2 would add sharrows on these segments of Sanchez and 16<sup>th</sup> Streets. West End Option 2 would add a westbound Class II bicycle lane on 17<sup>th</sup> Street between Church and Sanchez Streets, and would add sharrows in the eastbound direction on the existing 17<sup>th</sup> 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 17<sup>th</sup> Street near Church Street.

The Center Segment of 17<sup>th</sup> Street includes two design options:

Center Segment Option 1 would add Class II bicycle lanes on 17<sup>th</sup> 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 17<sup>th</sup> 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 17<sup>th</sup> Street. Some parking spaces would be added on adjacent streets by converting parallel parking to perpendicular parking.

The East End section of 17<sup>th</sup> Street includes two design options:

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

East End Option 2 would move the existing Bicycle Route #40 off of 17<sup>th</sup> Street between Kansas Street and Potrero Avenue onto Potrero Avenue between 16<sup>th</sup> Street and 17<sup>th</sup> Street, and onto 16<sup>th</sup> Street between Kansas Street and Potrero Avenue. East End Option 2 would add bicycle lanes on 16<sup>th</sup> 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 16<sup>th</sup> Street approach to Potrero Avenue, East End Option 2 would establish a “Right Lane Must Turn Right Except for Muni” regulation.