17TH STREET QUICK-BUILD PROJECT

PROJECT FINDINGS - AT A GLANCE

Vehicle Speeds
Weekday average 85th percentile vehicle speeds decreased by 1 mph (22 mph to 21 mph).

Vehicle Volumes
Average daily vehicle volumes decreased by 7% (6,800 to 6,300), meaning they remained about the same as pre-project conditions.

Bike Volumes
Average daily bicycle volumes increased by 53%, from about 1,167 to 1,782 per day.

Pedestrian Volumes
Average pedestrian volumes during the two hours observed in the AM and PM periods increased by 20%, from about 440 to 530.

Vehicle Blockage of Bikeway
Zero events of bikeway blockage occurred after the installation of the new separated bikeway. This is a significant improvement over pre-implementation conditions, since it's estimated that about 6 blockage events occurred per hour.
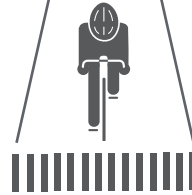
Bike Stop Compliance
Stop sign compliance by people on bikes is generally low and a majority of bicyclists do not stop at stop signs. This is true in both pre-project (14% compliance) and post-project (5% compliance) conditions.

Bicycle-Pedestrian Interactions (*at crosswalks*)
Bike-pedestrian interactions at the crosswalk decreased by about 50%. During these interactions, yielding by the bicyclists continues to be the primary outcome. Additionally, close calls from bike-pedestrian interactions decreased from 4% to 0% between pre-and-post project conditions.

Vehicle-Bicycle Interactions (*at the intersection*)
On average, vehicle-bicycle interactions at the intersection decreased by about 14%. Additionally, close calls between vehicles and bicycles during an interaction at the intersection, have decreased from 7% to 3% of the time.

For more information, please visit: **SFMTA.com/SafeStreetsEvaluation**

PROJECT FINDINGS CONTINUED

Vehicle Loading Behavior (*double-parking frequency*)

29% of observed loading events in the pre-project conditions involved double-parking, all of which blocked the bike lane. Now 75% of observed loading events involve double parking, all of which blocked the vehicle travel lane. Loading activity remains infrequent, meaning double-parking is not a common occurrence.

Vehicle Parking Occupancy

Parking occupancy was observed at 10 p.m., 2 a.m., and 8 a.m. over several days. Overall, average weekday and weekend occupancy increased post-project but remained within available limits. While some blocks were busier than others, the overall parking supply in the study area met the demand.

Study Area Parking Occupancy Rate

Weekday	Weekend
Pre-Project: 46%	Pre-Project: 37%
Post-Project: 60%	Post-Project: 53%

While post-project parking occupancy rates varied depending on the time of day, the highest observed occupancy was 82% (weekdays at 8 a.m.), which is just below the ideal parking occupancy threshold of 85%*. The lowest rate observed was 27% (weekdays at 2 a.m.).

*The ideal parking occupancy is generally considered to be between 60 to 85%. This range strikes a balance between efficient use of parking spaces and ensuring availability. Parking occupancy rates above 85% usually indicates overutilization of parking supply and results in longer parking search times or unavaibility of parking.

PROJECT DETAILS

Project Location
17th Street between Potrero and Pennsylvania Avenues

Date of Implementation
June 2024

Project Elements
- Class IV separated bikeway
- Intersection bike safety improvements such as crossbikes and painted corners with raised elements
- New STOP controlled intersections
- New marked crosswalks
- Parking and loading changes

Key Evaluation Metrics
- Vehicle Speeds and Volumes
- Bicyclist and Pedestrian Volumes
- Bicycle Stop Compliance
- Bicyclist-Pedestrian Interactions (at the intersection)
- Vehicle and Bicycle Interactions (at the intersection)
- Vehicle Loading Behavior
- Vehicle Parking Occupancy

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