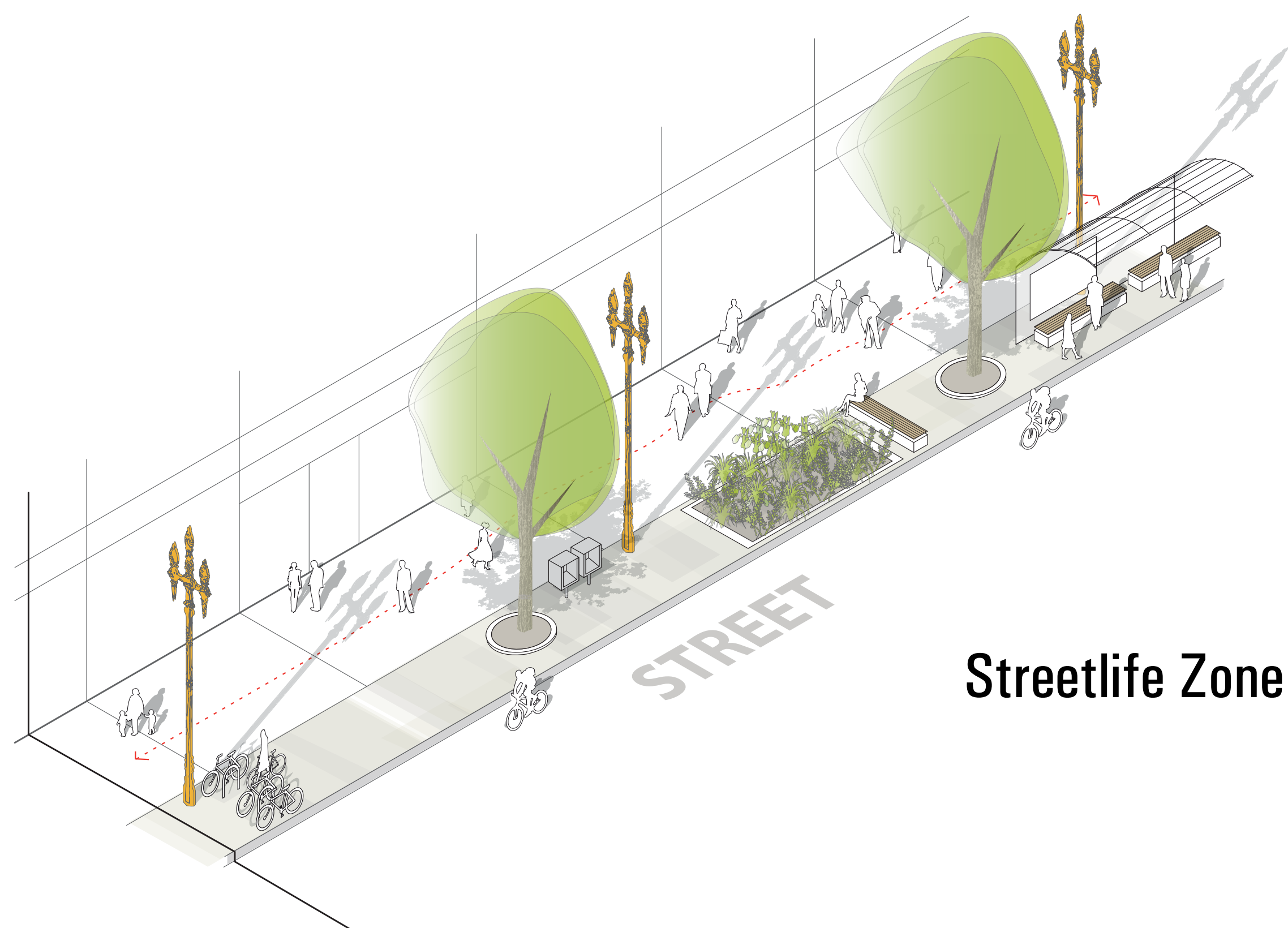


This option proposes a one-way cycletrack on Market Street in each direction from Steuart Street to Grant Street and 5th Street to Octavia Boulevard. Four lanes for transit and vehicles remain with transit only center lanes. The curb moves to accommodate the cycletrack, reducing the Streetlife Zone area.

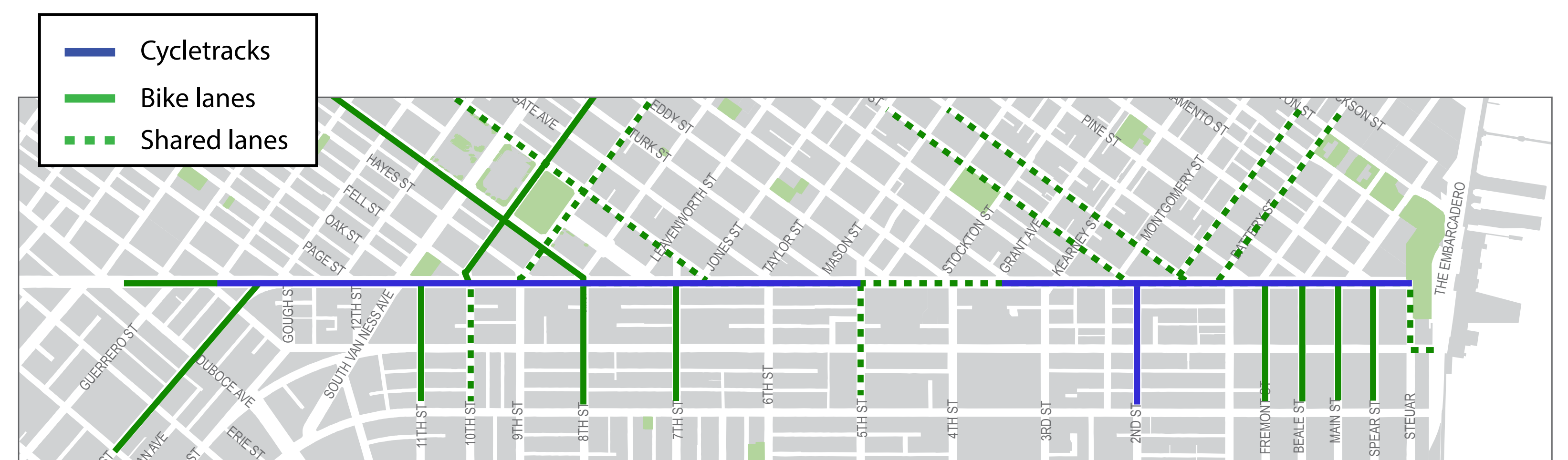
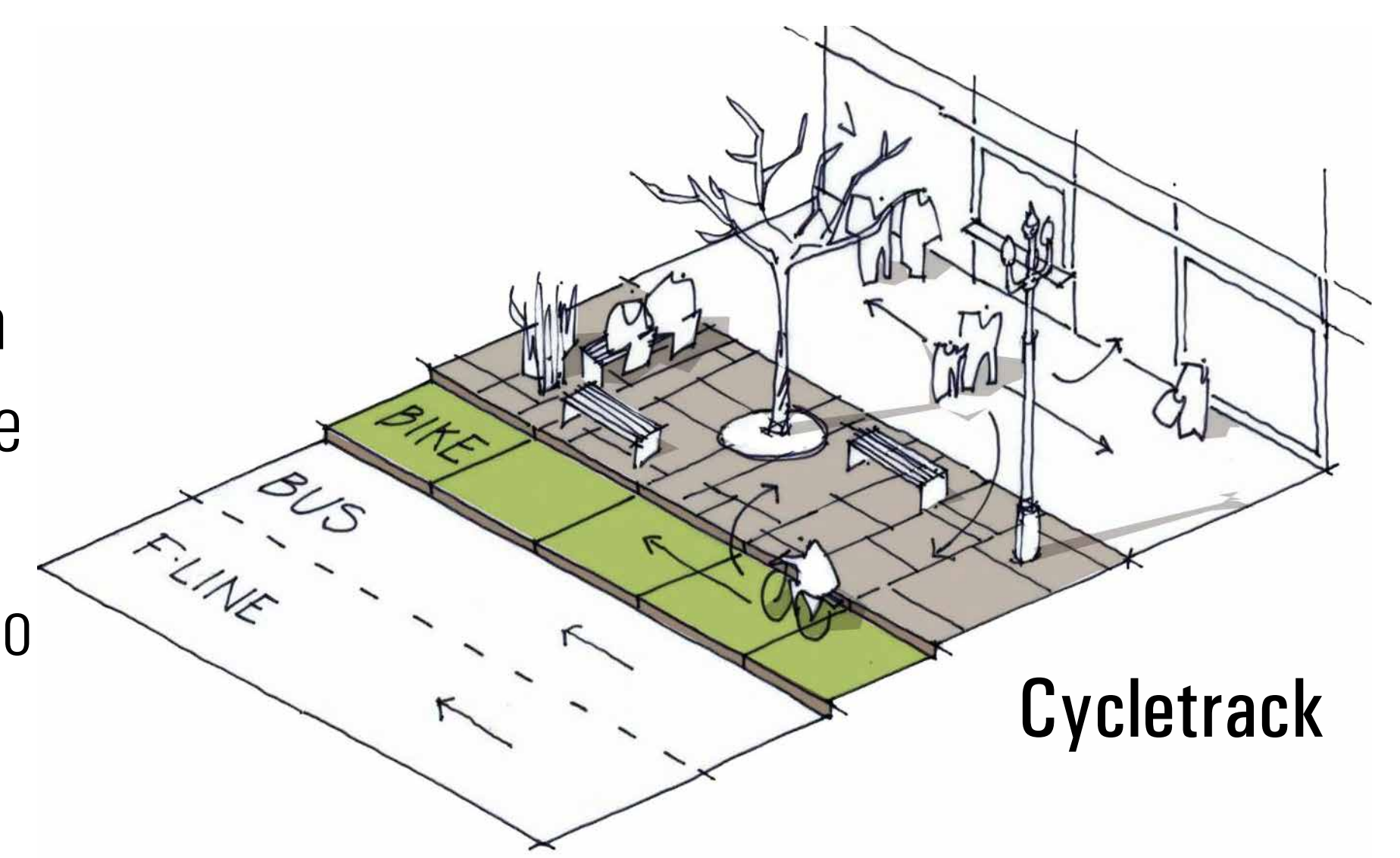
## Street Life:

The cycletrack creates opportunities for cyclists to engage in street life. This option requires significant narrowing of the sidewalk, leaving less room for street life opportunities.



## Bicycle:

The cycletrack from Steuart Street to Grant Street and 5th Street to Octavia Boulevard provides a safe, comfortable cycling experience. Intersection and traffic-signal improvements also help to make the cycle facility more legible.

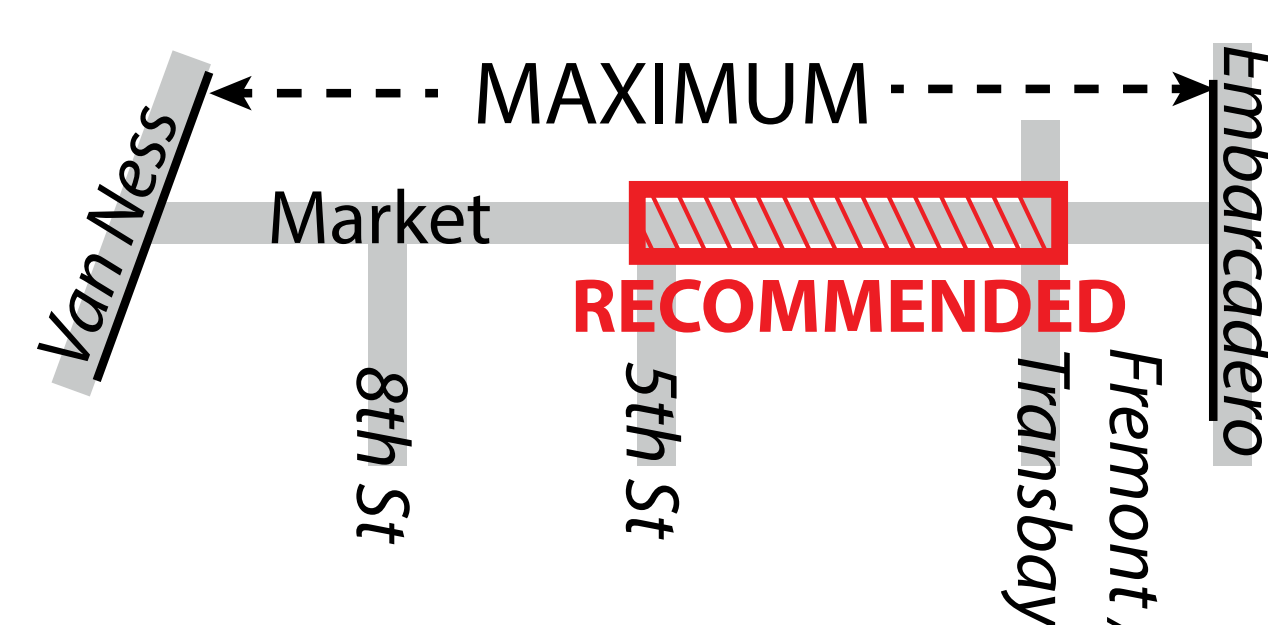


## Pedestrians:

The cycletrack buffers pedestrians from vehicular traffic. The redesign of north side crosswalks to align with desire lines and traffic signal improvements improve pedestrian comfort and safety.

## Auto Restrictions:

Due to the shared bicycle / vehicular lane from Grant Street to 5th Street, auto restrictions are recommended 7am to 7pm from Fremont Street to 5th Street to accommodate peak transit flow on Market Street from the Transbay Terminal to 5th Street.



## Transit:

The separated bicycle facility reduces bike – transit conflicts. This option retains four vehicular travel lanes and transit only center lanes. Boarding islands are upgraded to meet accessibility standards and improve the experience of waiting for transit. Intersection improvements, transit stop consolidation, service changes and auto restrictions result in varying percentages of faster service.

