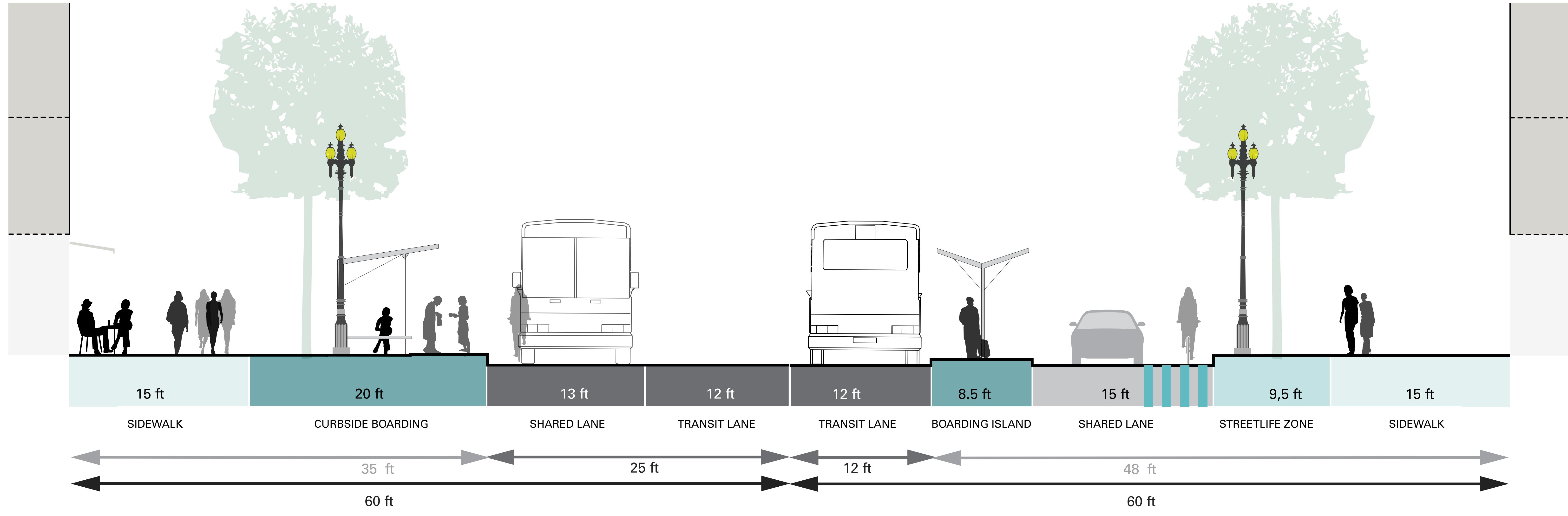




Option 1- Market Street

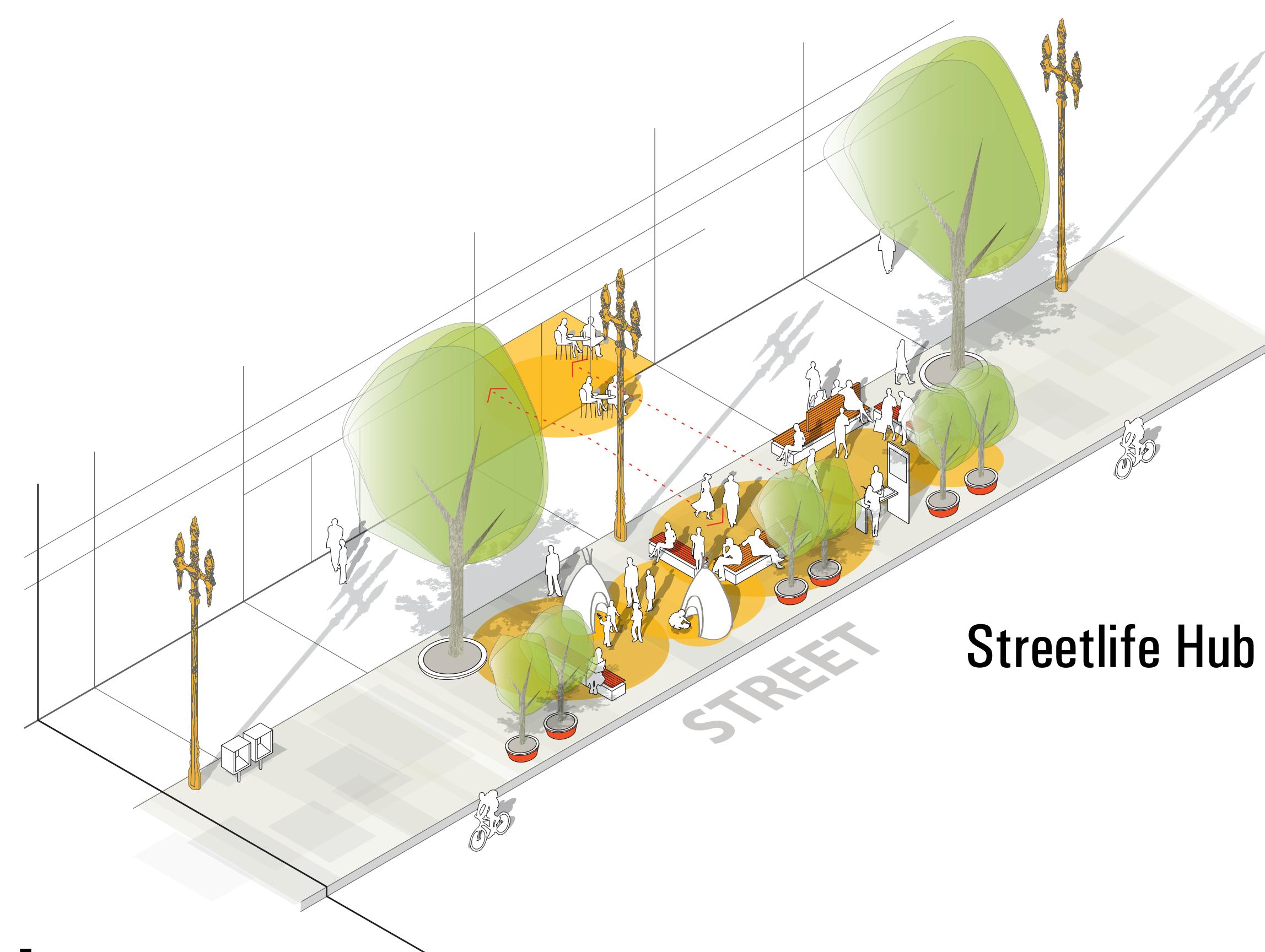
PERKINS+WILL • GEHL ARCHITECTS
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NELSON NYGAARD • FEHR & PEERS • CIRCLEPOINT



This option improves Market Street's curbside lane using striping, sharrows and other enhancements. Bicycles, transit and vehicles share the outside lanes, with transit only center lanes. The majority of the curb remains in the existing location.

Street Life:

This option requires narrowing of the sidewalk only where new boarding islands are located, retaining plenty of opportunities for Streetlife Hubs, street furnishings, sidewalk greening, stormwater infiltration zones and cultural activities.



Pedestrians:

Retaining most of the existing sidewalk space preserves the spacious pedestrian throughway. Improvements for pedestrian comfort and safety include sidewalk widening, the redesign of north side crosswalks to align with desire lines, and traffic signal improvements.

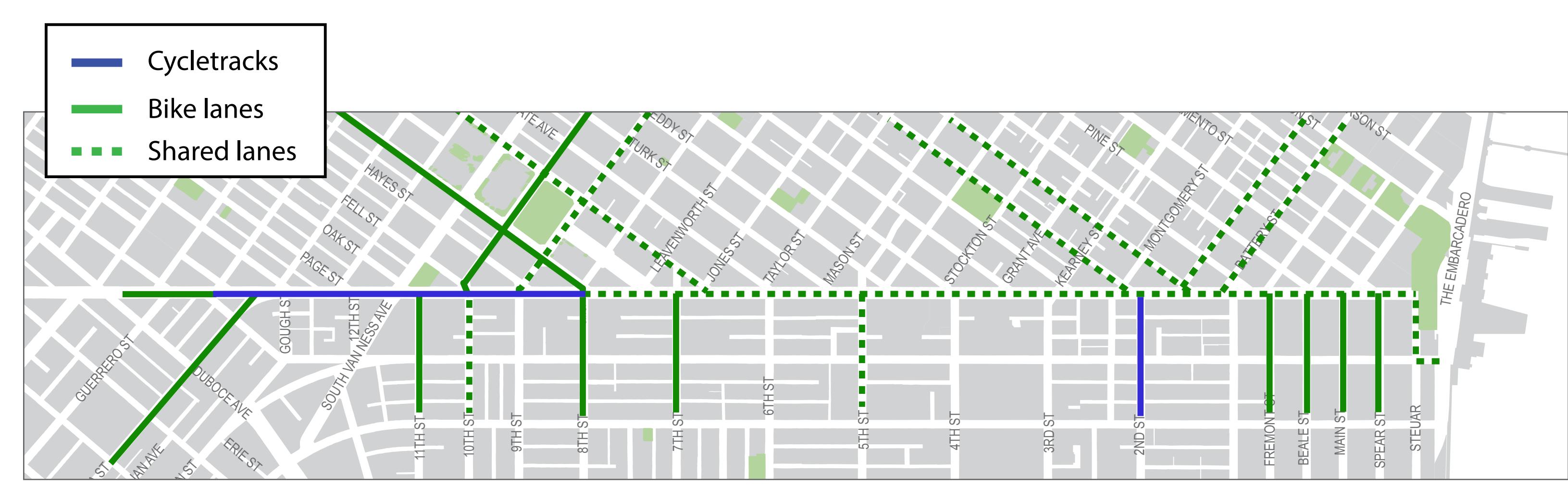
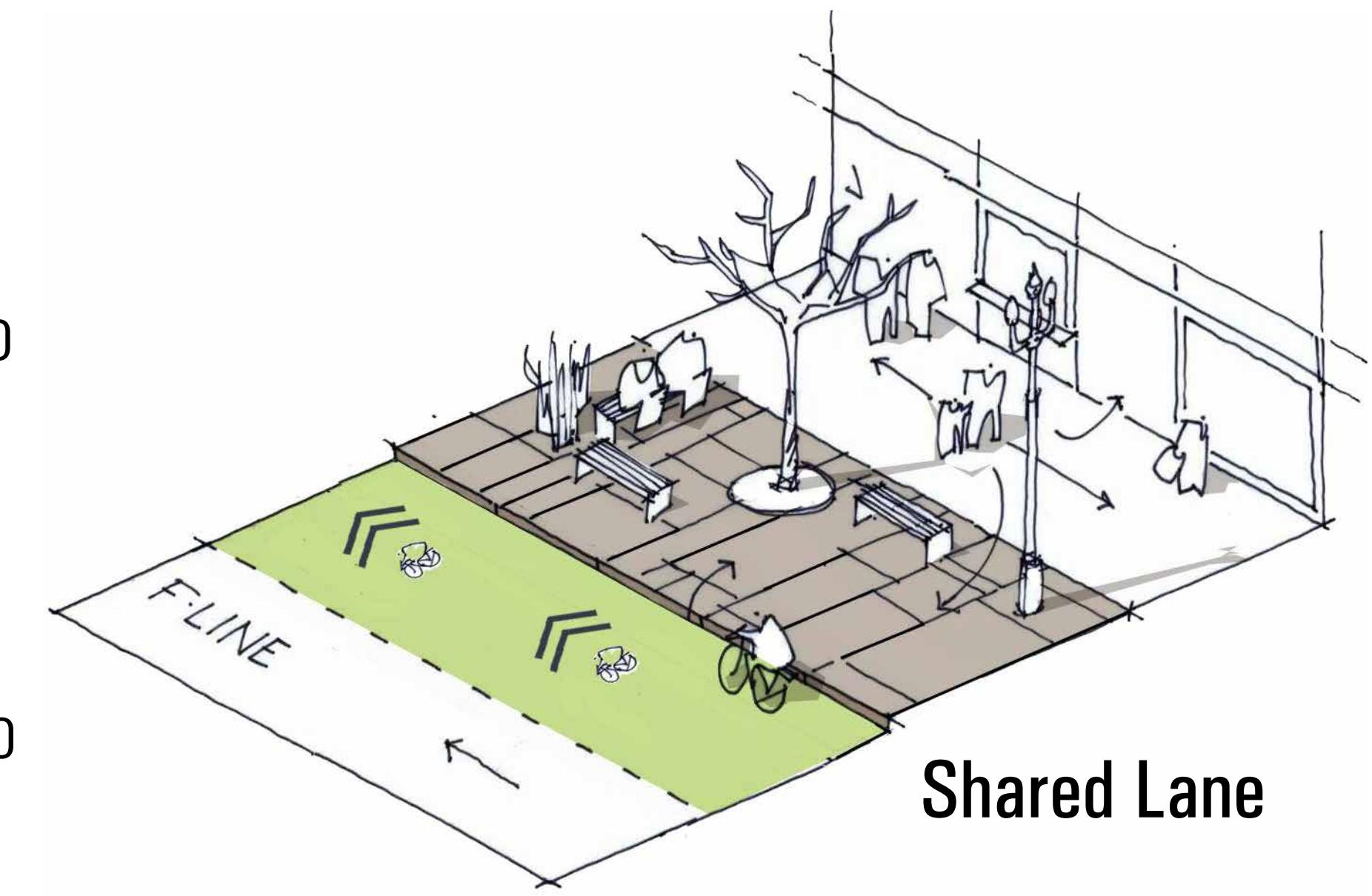
Auto Restrictions:

Due to the shared bicycle / vehicular lane east of 8th Street, auto restrictions are recommended 7am to 7pm from Fremont Street to 8th Street to accommodate peak transit flow from the Transbay Terminal to 5th Street.



Bicycle:

The existing cycletrack from Octavia to 8th Street remains with an improved supersharrow shared lane from 8th Street to Steuart Street. Intersection and traffic-signal improvements help to make the cycle facility safer and more comfortable.



Transit:

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.

