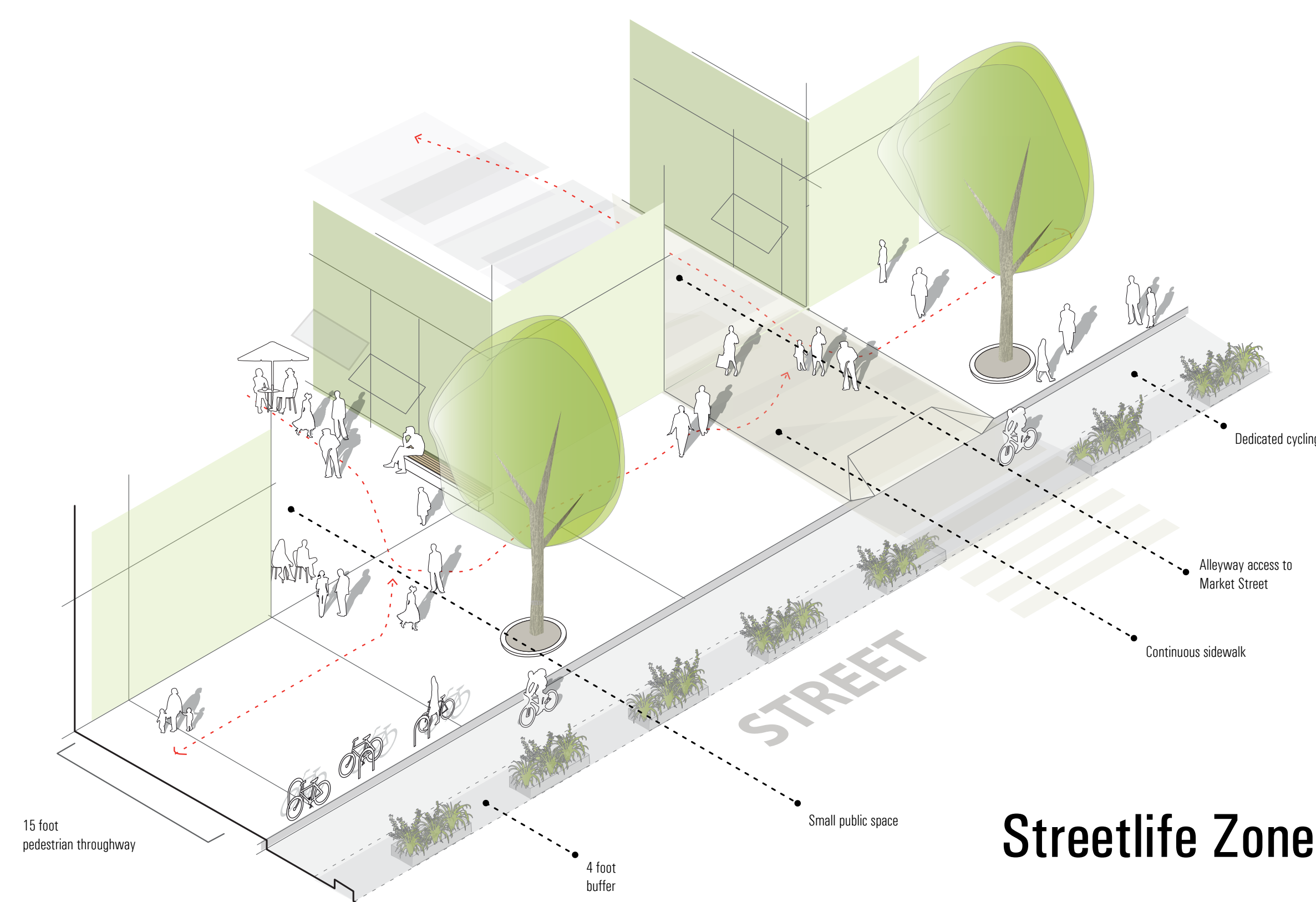


This option proposes a one-way, buffered cycletrack on Mission Street in each direction. All transit moves from Mission Street to Market Street and two lanes of vehicular traffic remain on Mission Street. Pedestrians benefit from street life improvements on both Market and Mission Streets. *(For Market Street elements see Option 1)*

## Street Life:

This option invites a vision for an integrated district, connecting Market Street to SoMa and activating the network of streets and alleys in between. The cycletrack allows cyclists to engage in streetlife.



## Pedestrians:

The cycletrack provides a buffer for pedestrians from vehicular traffic. This option provides opportunity to insert additional mid-block signalized crosswalks on Mission Street and widen the sidewalk in the active blocks of 1st to 2nd Street and 3rd to 4th Street.

## Auto Restrictions (on Market Street):

Due to the shared bicycle / vehicular lane east of 8th Street and the rerouting of buses from Mission Street, maximum auto restrictions are recommended 7am to 7pm from Fremont Street to Van Ness Avenue. New left turns in this option help facilitate traffic crossing Market Street.

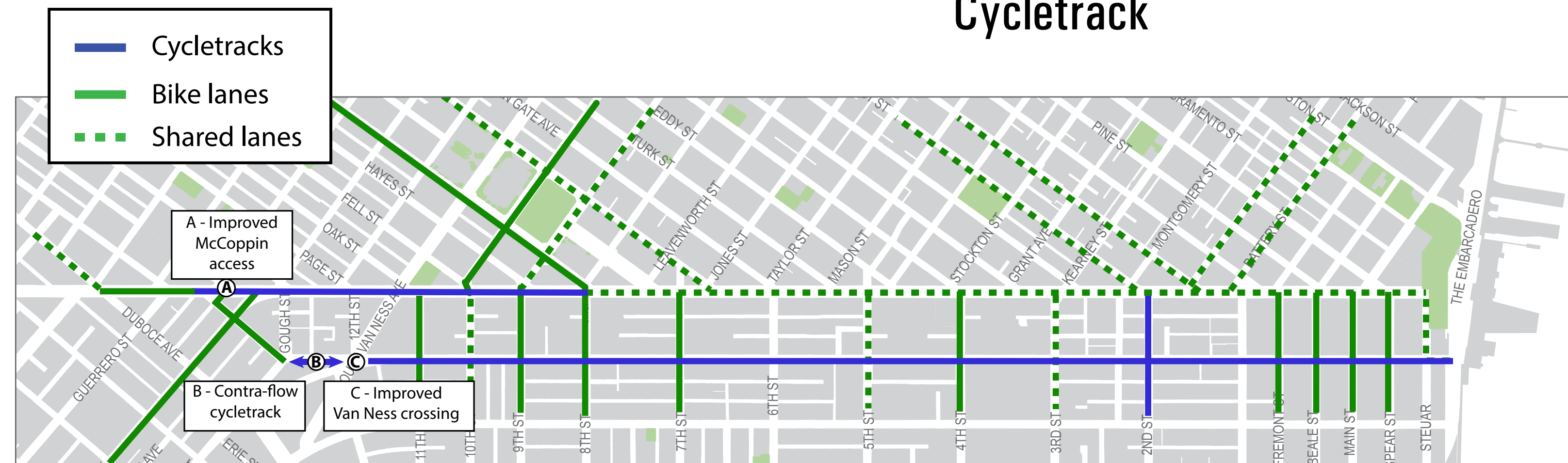


## Bicycle:

This option proposes a buffered cycletrack on Mission Street from South Van Ness to the Embarcadero, with greenwave signal timing (synchronized lights for bicycles). There is an opportunity to create new cycle connections to/from Valencia and the Wiggle and between Market Street and Mission Street. The perpendicular intersections and absence of F-line tracks or BART grates on Mission Street allow for safe travel and comfortable left turns.



Cycletrack



Bicycle Circulation

## Transit:

In this option the 14/14L, Golden Gate Transit and SamTrans bus lines move to Market Street. This proposal requires making Market Street the transit priority corridor. Bicycles and automobiles would primarily use Mission Street.

