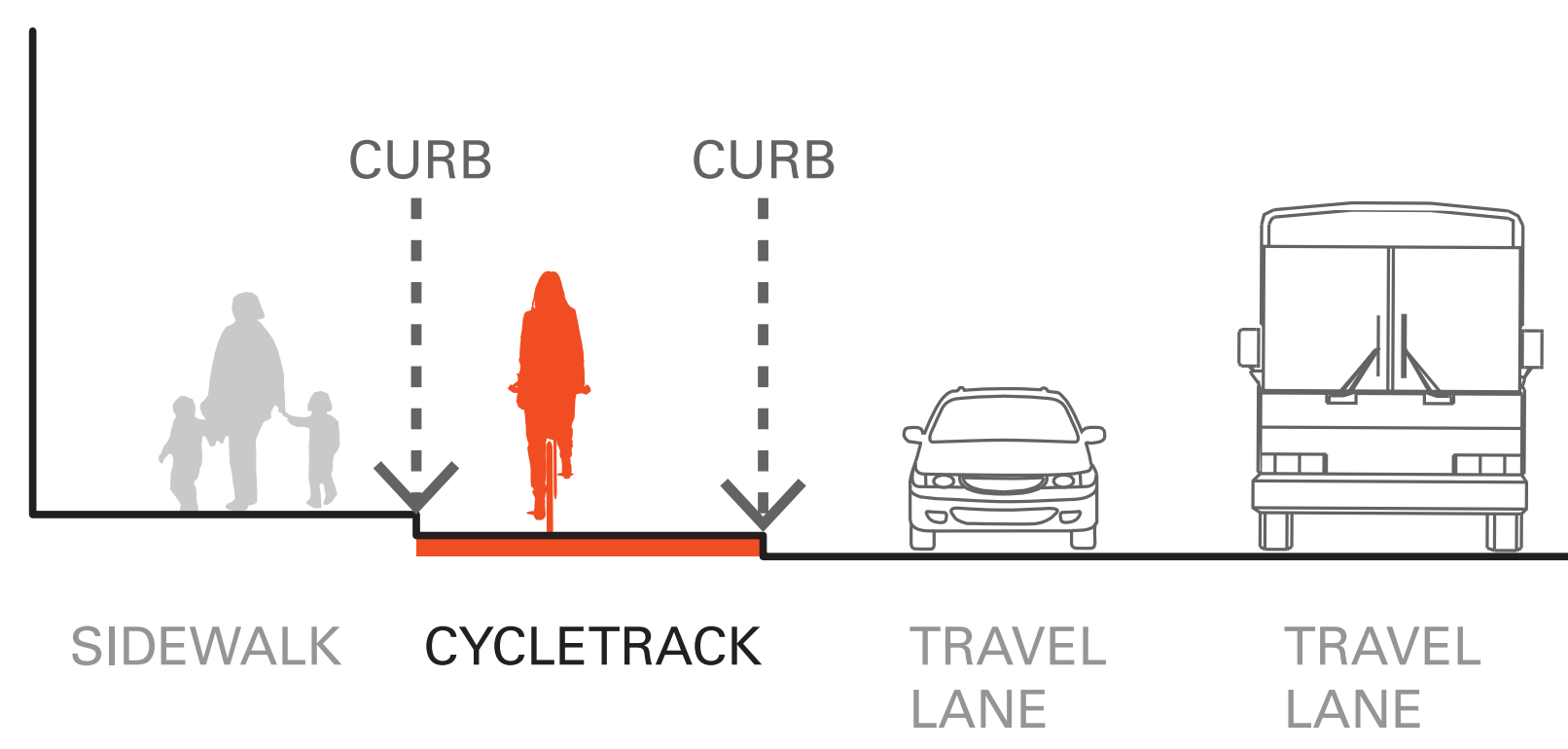
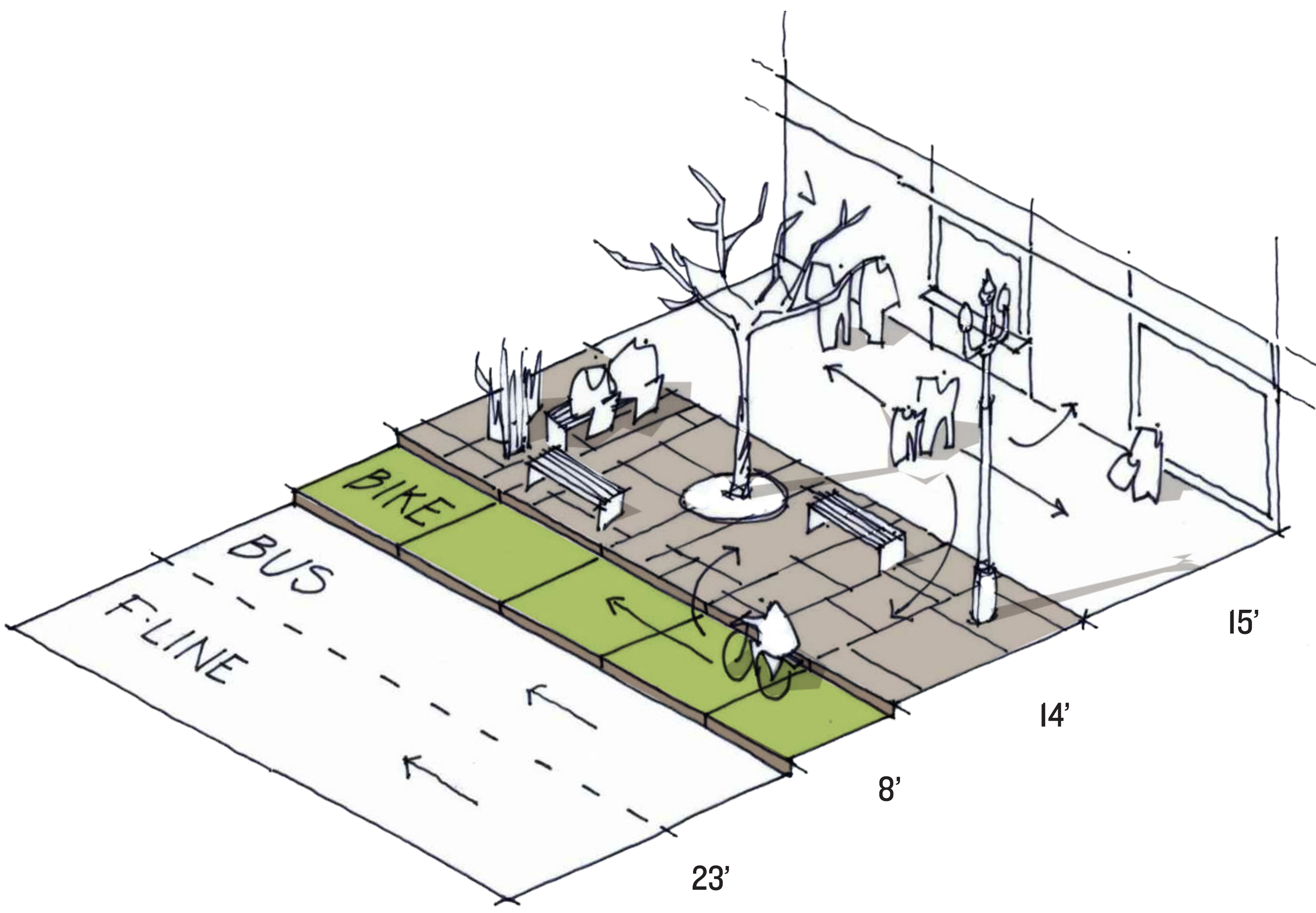


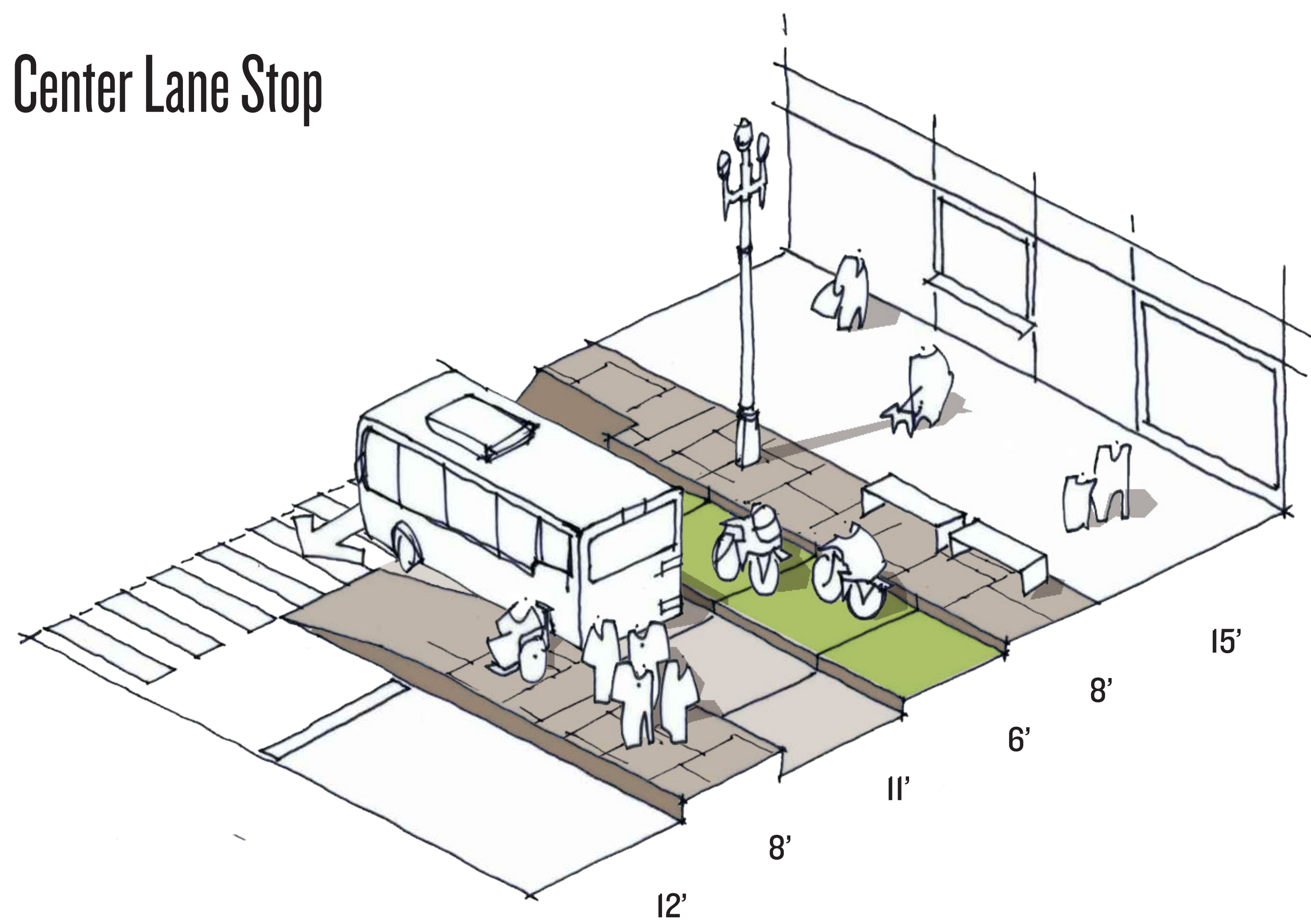
## Cycletrack



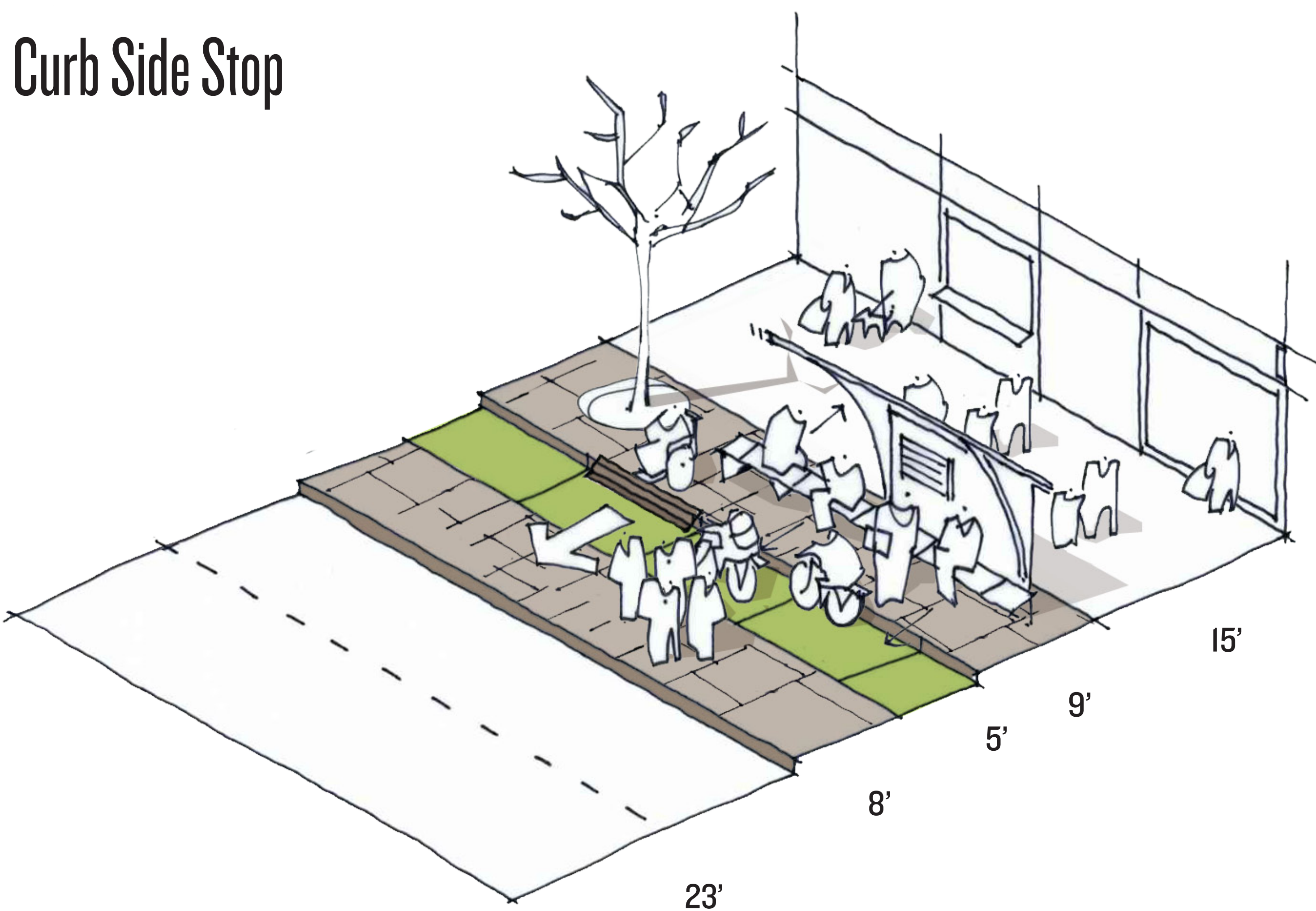
### Definition: Cycletrack

A dedicated space for bicyclists that provides a facility fit for many user groups. The design will increase the perception of safety and reduce conflicts with buses and vehicles while promoting stronger integration with the Streetlife Zone.

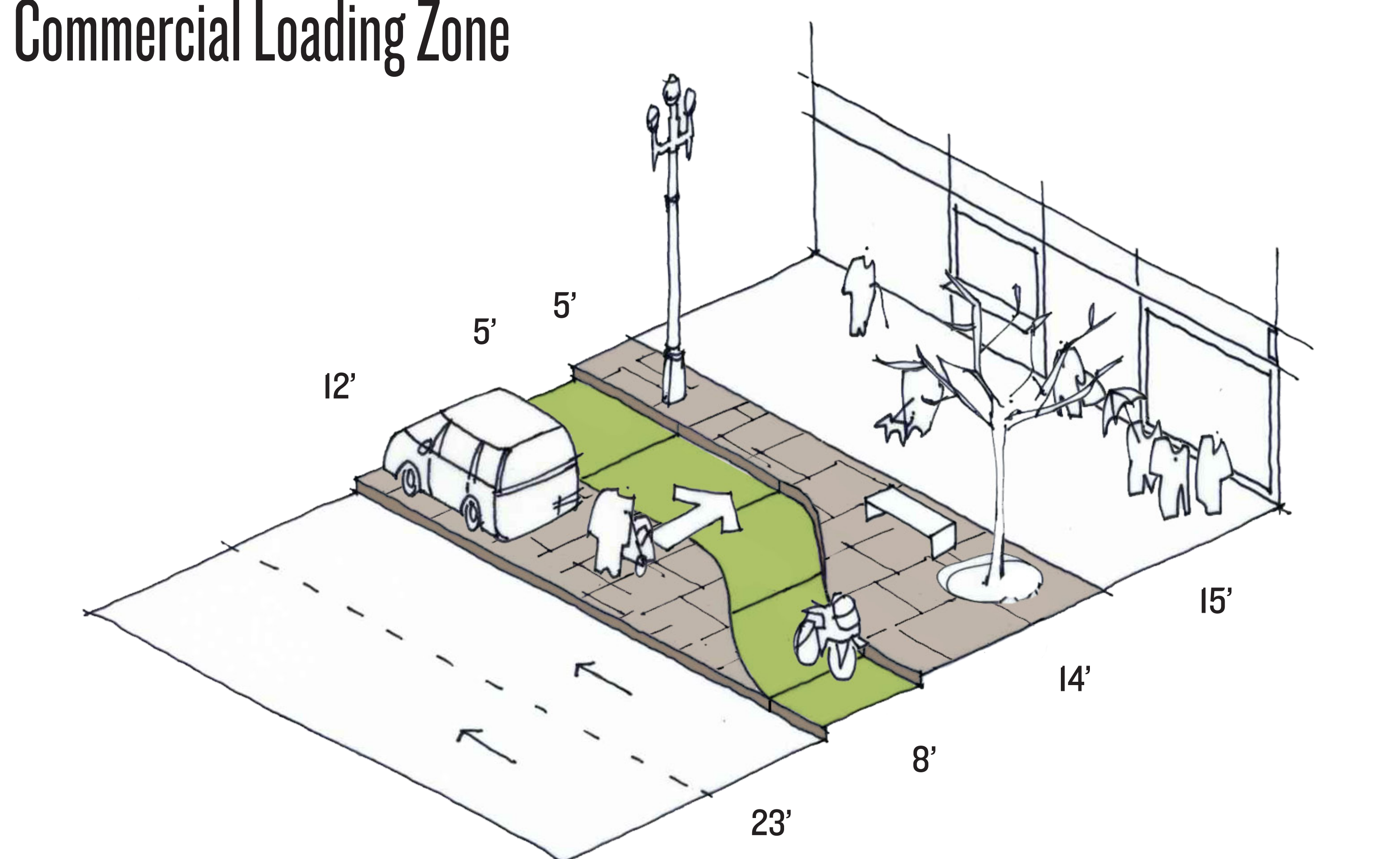
## Center Lane Stop



## Curb Side Stop



## Commercial Loading Zone



### Experience

On a cycletrack you are part of Streetlife. It's easier to pause, stop outside a store or use other amenities along the street. Travel speeds are generally consistent across user groups as bicyclists negotiate speed with each other.



### Safety

With a physical separation, cars are less likely to intrude on the cycletrack. Just as important is the perceived safety. The physical separation makes people feel more safe, especially young and senior bicyclists, increasing usership of cycletracks.



### Streetlife Zone

With a cycletrack, bicyclists are located in a protected facility next to the Streetlife Zone. This allows for spontaneous reactions and synergy between the bicyclists and the Streetlife Zone. Opportunities for activation and interaction are maximized.



### Bus stops/deliveries

Bicyclists on cycletracks need to negotiate with transit users, loading activity, and paratransit at curb side bus stops and loading bays.



### Flexibility & cost

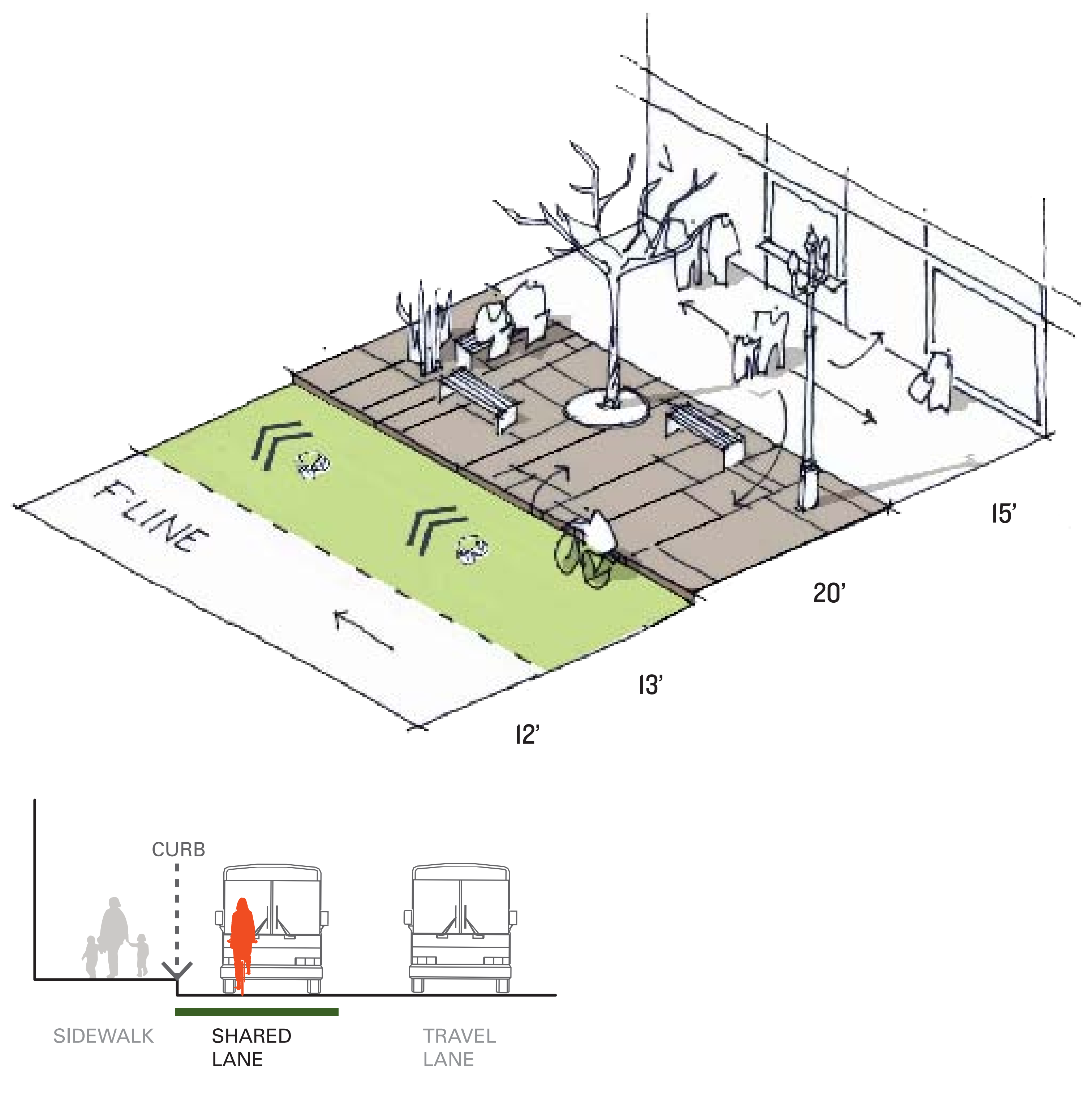
A cycletrack is part of a long term investment requiring curb changes, utility upgrades, and other infrastructure modifications. This model is more costly and less flexible but adds stability and a sense of permanence. A cycletrack prioritizes the experience and safety of bicyclists.







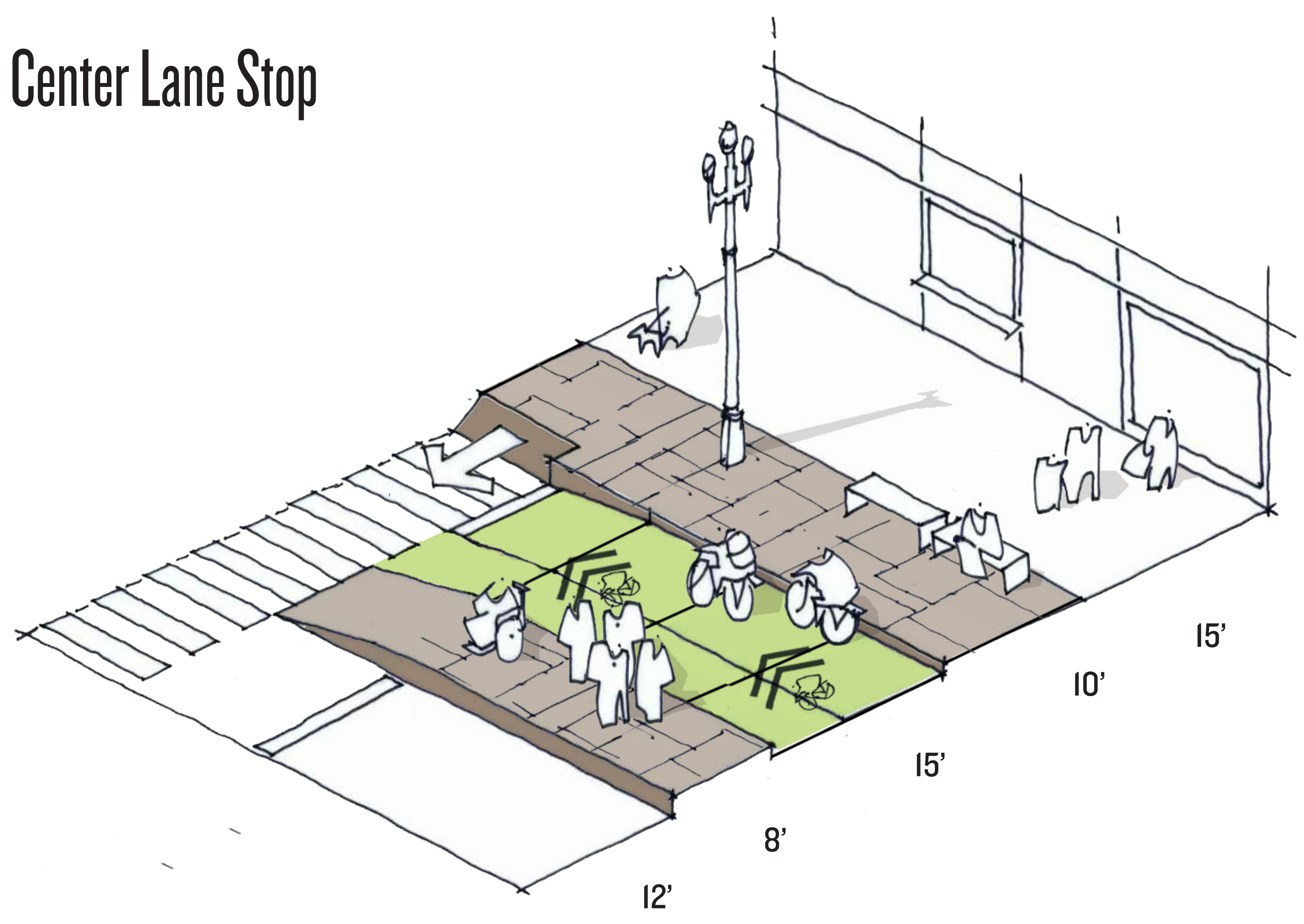
## Shared Lane



### Definition: Shared Lane

A facility that would share a travel lane with taxis, buses and private vehicles (if private vehicles are allowed). A shared facility would also be enhanced with markings, striping, signage and other traffic-calming treatments.

## Center Lane Stop

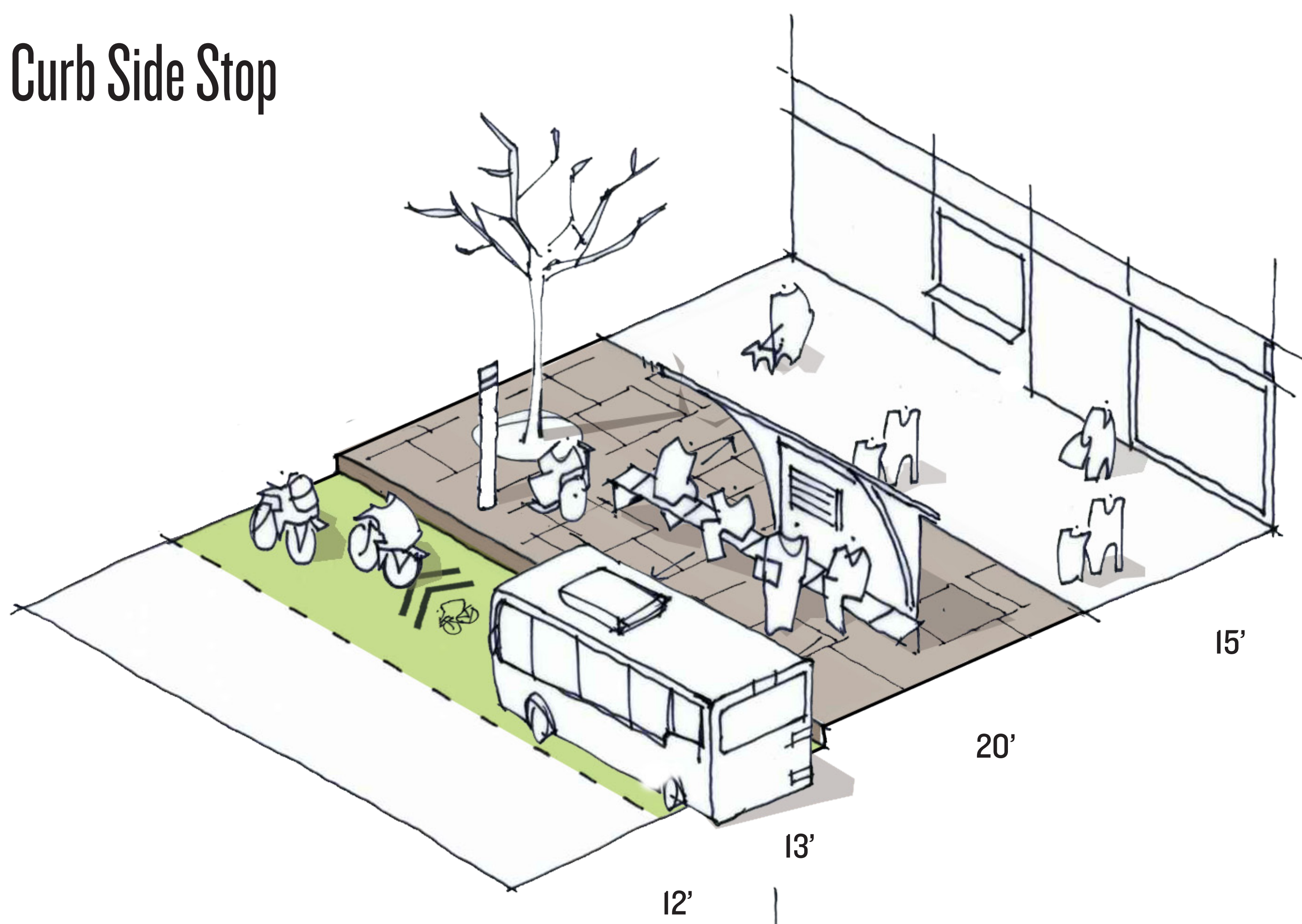


### Experience

A shared lane requires bicyclists to travel with various types of vehicles. Treatments are needed to alert motorists to share the space and respect bicyclists.



## Curb Side Stop

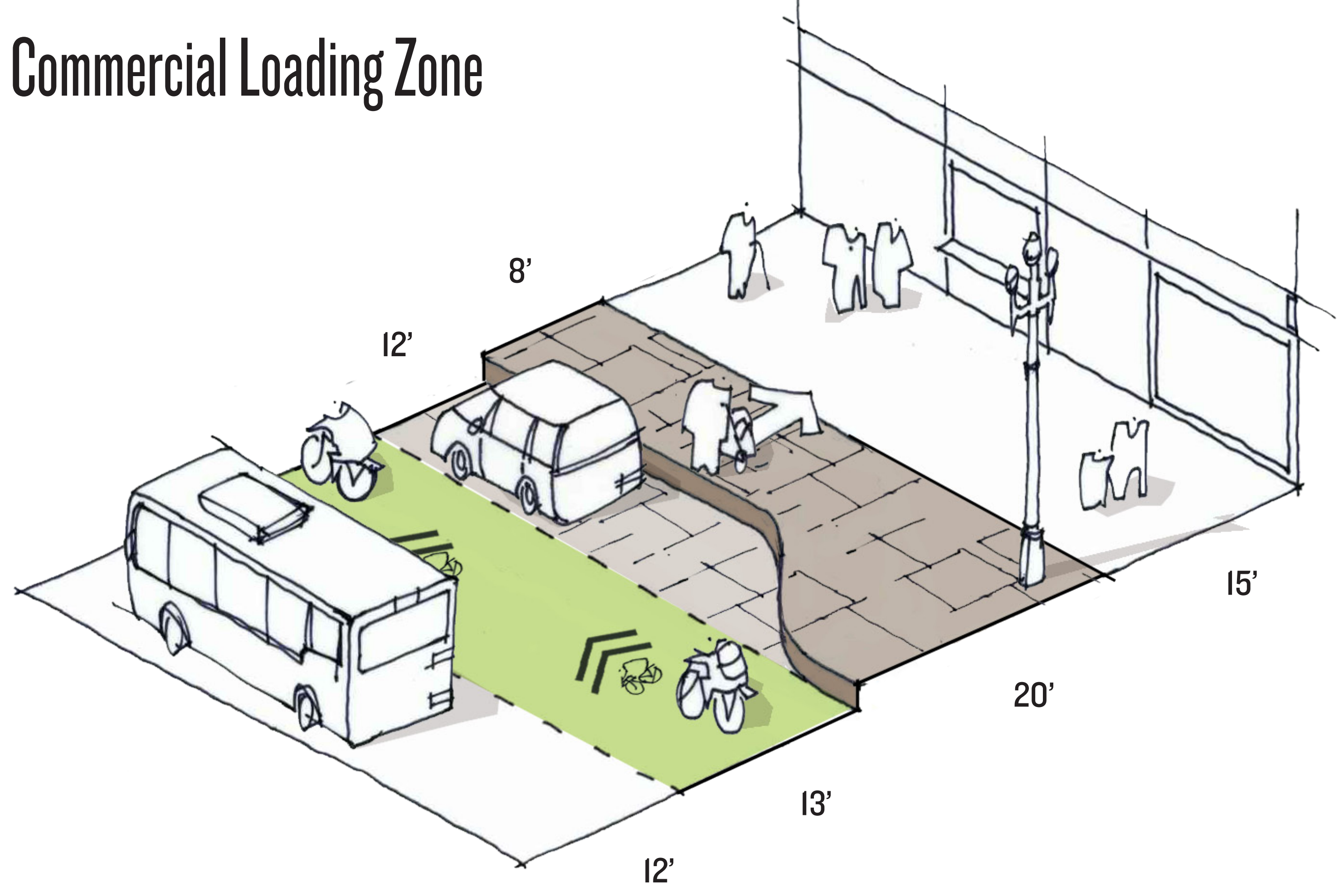


### Safety

To maximize safety, bicyclists and motorists should be aware of their surroundings and be considerate when sharing the lane. Safety can be further enhanced with the use of bike boxes, turn restrictions, bicycle signals and other safety measures. Unlike a cycletrack, there is no transition between a separated facility to a shared lane at intersections, minimizing complications of those transitions.



## Commercial Loading Zone



### Streetlife Zone

With a shared lane bicyclists are in the travel lane negotiating with buses and cars and therefore don't have direct access to the Streetlife Zone and the sidewalk. The opportunity to engage bicyclists with Streetlife activities is minimized.



### Bus stops/deliveries

Bicyclists need to negotiate with buses, commercial vehicles and paratransit accessing the curb or loading bays.



### Flexibility & cost

Since the level of permanence is not as pronounced as a cycletrack, this model is less-expensive and more flexible; it does not require cutting into the sidewalk or significant infrastructure.







## Goals

The BMS Project aspires to improve the safety and comfort of people on bicycles.

- Provide a continuous bicycle facility and increase the continuity of comfort for bicyclists along the corridor.
- Reduce interaction with vehicles either through a physical separation or by limiting private auto access.
- Use additional measures to improve effectiveness of both options, including bike boxes, signals, paving treatments and signage, among others.



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## Trade-offs

### Specific for the cycletrack:

- A cycletrack provides a separated facility and protection between intersections but cuts into the Streetlife Zone.
- A cycletrack reduces conflicts between vehicles and bicyclists but increases potential conflicts with commercial and passenger loading activity, including accessible services.
- For either enhanced local or rapid transit options, a cycletrack will result in transit customers crossing the cycletrack to reach the transit stop.

### Specific for the shared lane:

- A shared lane requires sharing curb lane with vehicles but does not cut into the Streetlife Zone.
- A shared lane retains conflicts with vehicles and boarding activity but reduces these with pedestrians. However, vehicle conflicts would be reduced with more vehicle restrictions.
- A shared lane with rapid transit will result in more leapfrogging between transit and bicyclists.



### Did you know?

During peak periods, there are almost twice as many bicyclists than autos on Market Street.

- Would you prefer to have a cycletrack or a shared lane on Market Street?
- Are there locations along Market Street where a cycletrack is strongly preferred?
- Are there locations along Market Street where a shared lane is strongly preferred?
- How important is it to you that the shared lane or cycletrack has a consistent design along the entire length of Market Street? I.e., it does not switch between a shared lane design and a separated cycletrack design.