



WHY IS THERE A DESIGN ALTERNATIVE FOR THE VAN NESS & MARKET AREA?

PUBLIC INPUT

- The Van Ness and Market intersection was identified by the community as a top priority during the Hub planning process.
- Community members expressed strong concerns over existing conditions, as seen in the quotes below

LAND USE CHANGES

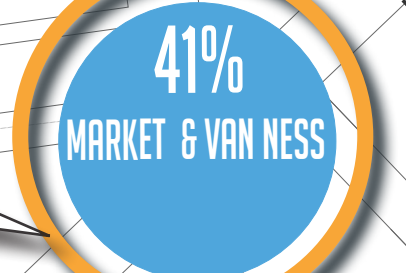
- Long-planned, substantial high-density residential development is under way in the immediate area, with the majority concentrated within one block of the Van Ness and Market intersection and Van Ness Muni Station

SAFETY/VISION ZERO

- The Van Ness and Market intersection has hazards, conflicts and blockages when vehicles turn
- All streets near the intersection are Vision Zero High-Injury Corridors, and there are significant numbers of collisions at this intersection
- With thousands of people soon living near this intersection, plus the new center-running Van Ness Bus Rapid Transit line, there is a growing need to improve safety for all users

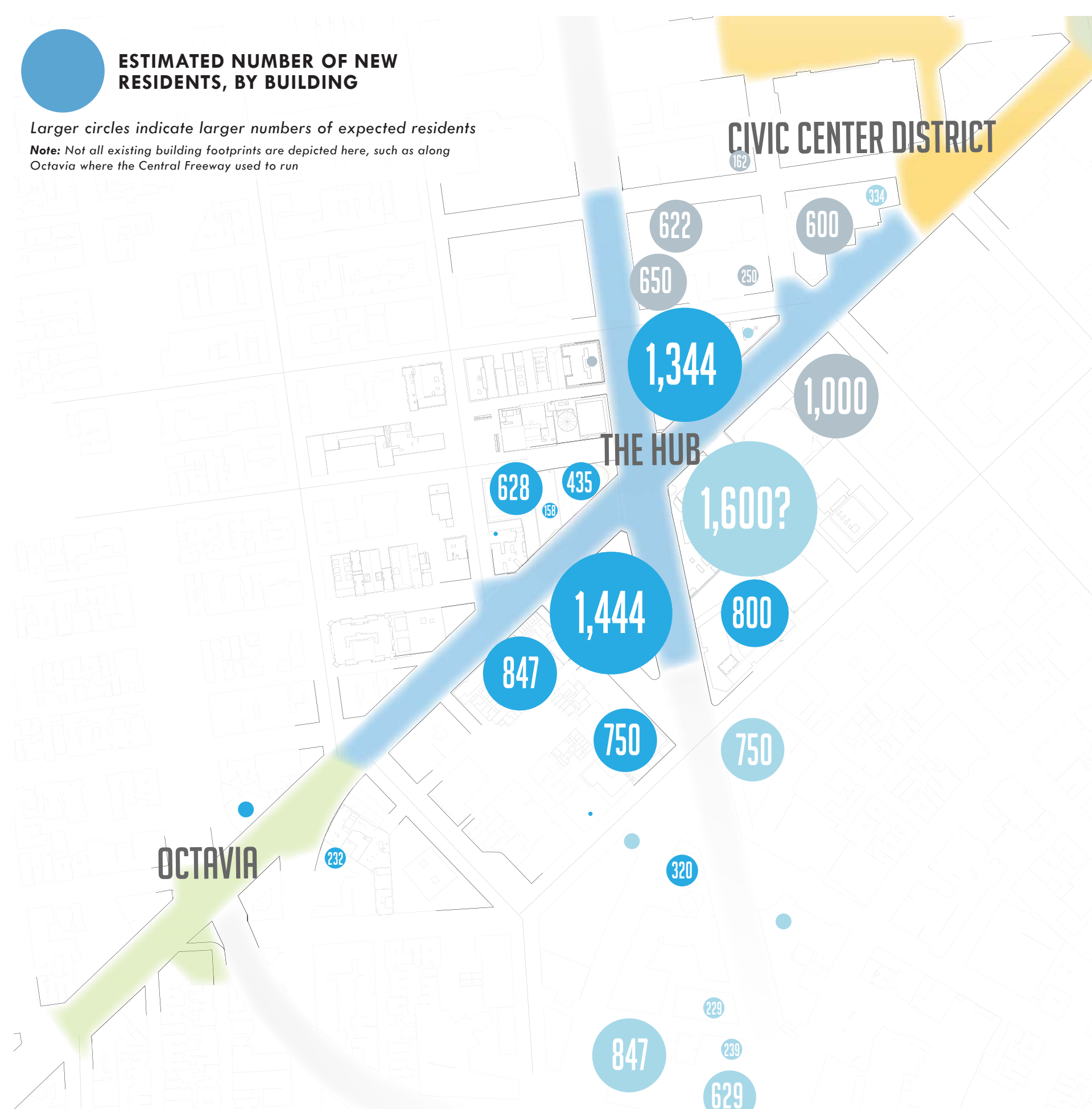
PERCENTAGE OF HUB PLAN WORKSHOP ATTENDEES WHO IDENTIFIED INTERSECTION AS PRIORITY FOR IMPROVEMENT
Larger circles indicate higher-priority intersections

"The Van Ness / Market and the S. Van Ness / Otis / Mission intersections are functionally and from an urban design perspective probably the worst in the City. They don't work for anyone. They could function as grand gateways and vibrant crossroads, but are a complete failure."



"Unless something is done to rein in the traffic that passes through the area, despite all your good intentions and efforts to make it more livable and inviting, the [area] will remain a wasteland. The City needs to seriously look at strategies to reduce traffic."

ESTIMATED NUMBER OF NEW RESIDENTS, BY BUILDING
Larger circles indicate larger numbers of expected residents
Note: Not all existing building footprints are depicted here, such as along Octavia where the Central Freeway used to run

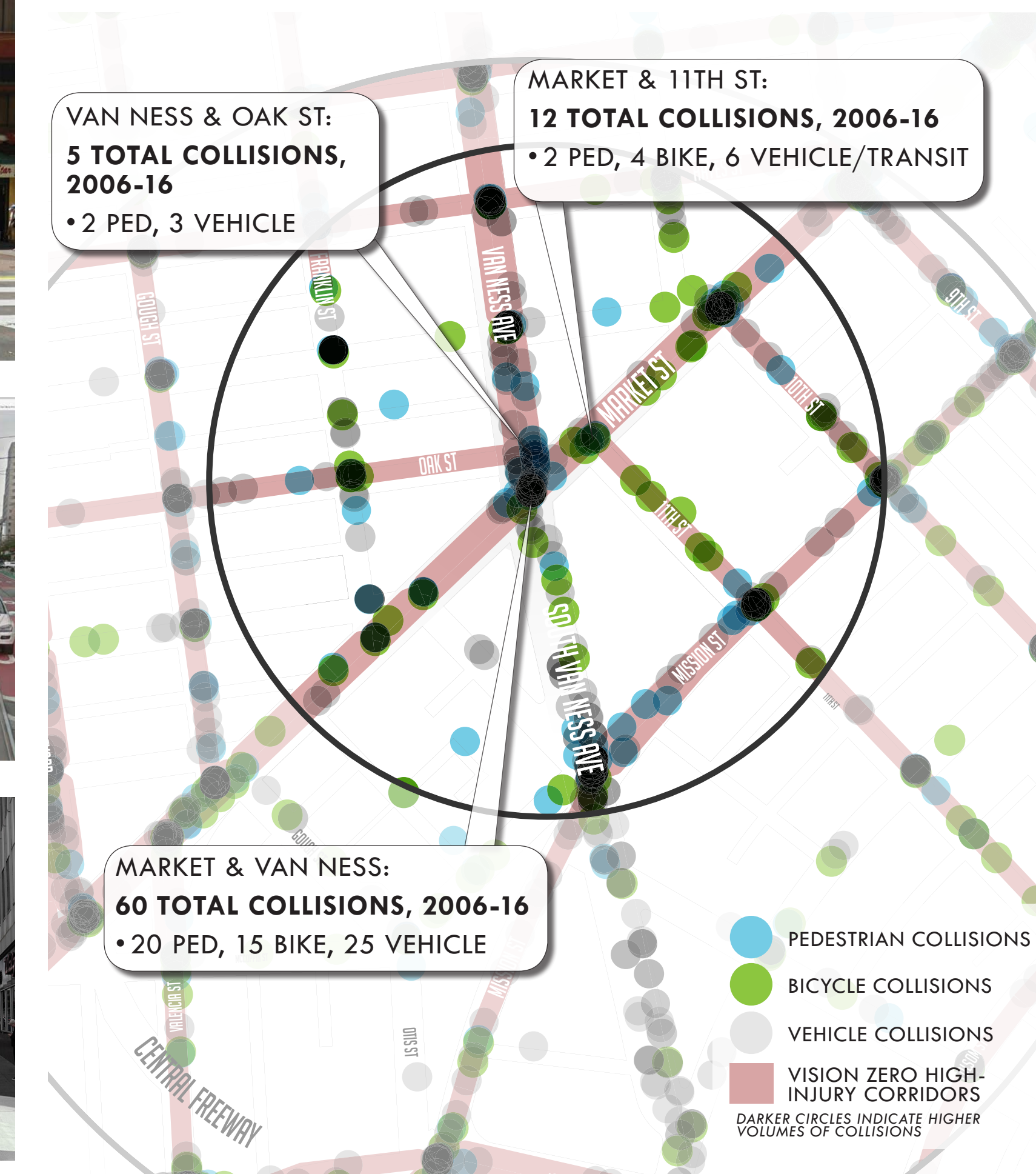
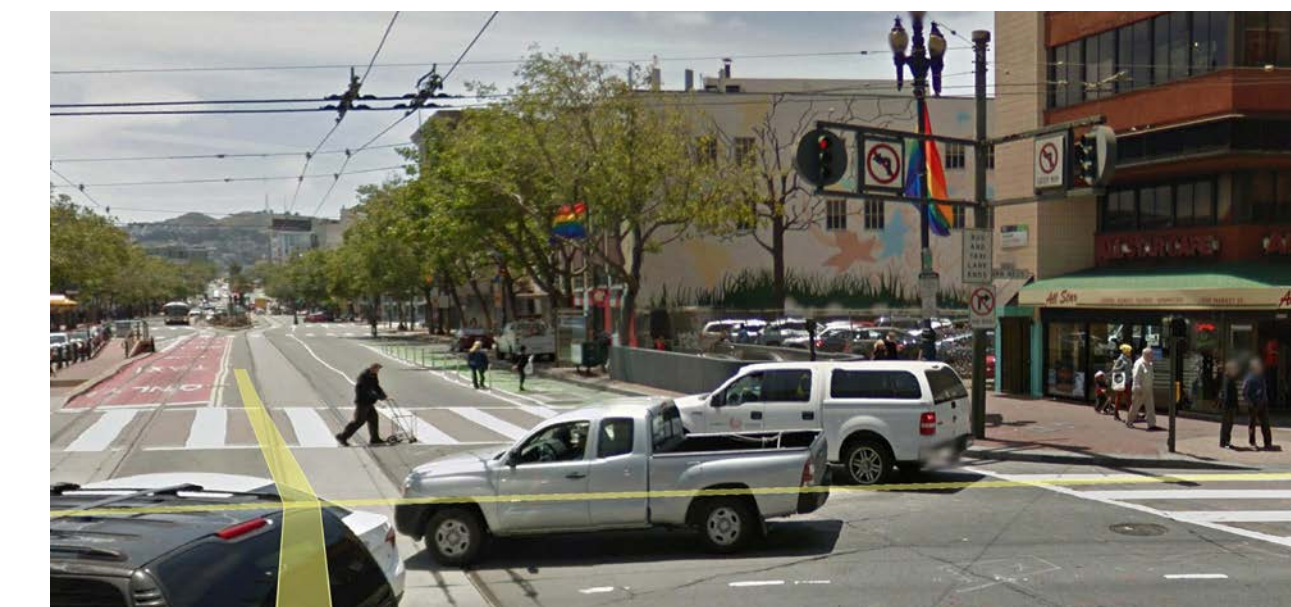


INTERSECTION GEOMETRY CONCERNS

The geometry of the northwest and southeast corners allows cars to take turns at high speed, putting crossing pedestrians in danger

Tight-angle right-turns at the northeast and southwest corners are difficult maneuvers for some vehicles, especially trucks. They often create blocked traffic and conflict with people walking and on bicycles

Conflicts will only increase with the new center-running Bus Rapid Transit (BRT) stops



EXISTING

On Market Street, looking west (outbound) at Van Ness



PROPOSED PROJECT



DESIGN ALTERNATIVE



Please note: Design details shown here, such as building facades, Muni portal canopies, and trees, are conceptual. They should be understood to be graphical representations only of potential design features