



# VAN NESS & MARKET DESIGN ALTERNATIVES: DESIGN COMPARISON

BETTER MARKET STREET

## ACCESS RESTRICTIONS

- The design alternative would implement additional turn restrictions focused on improving safety and livability at the Van Ness & Market intersection

## SIDEWALK SPACE

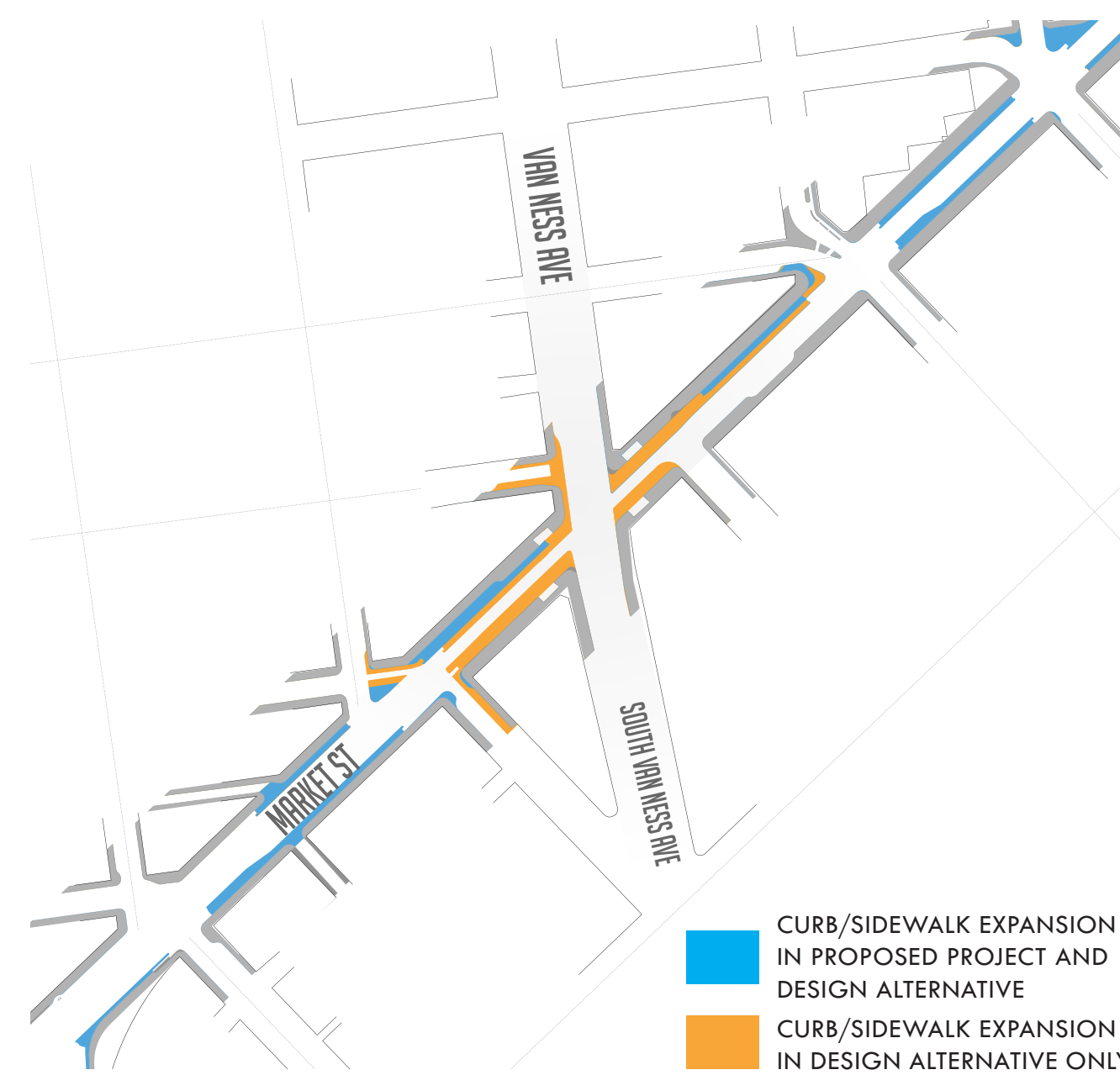
- The design alternative substantially increases sidewalk space on the blocks on either side of the Van Ness & Market intersection

## INTERSECTION CONFLICTS & SAFETY

- PROPOSED PROJECT:** 3 of 4 vehicle right turns are still permitted, except the right turn from northbound South Van Ness to inbound Market St, and most conflicts that exist today would remain
- DESIGN ALTERNATIVE:** No vehicles could turn at the Van Ness and Market intersection (except emergency vehicles). This alternative would eliminate intersection conflicts for both pedestrians and bicyclists

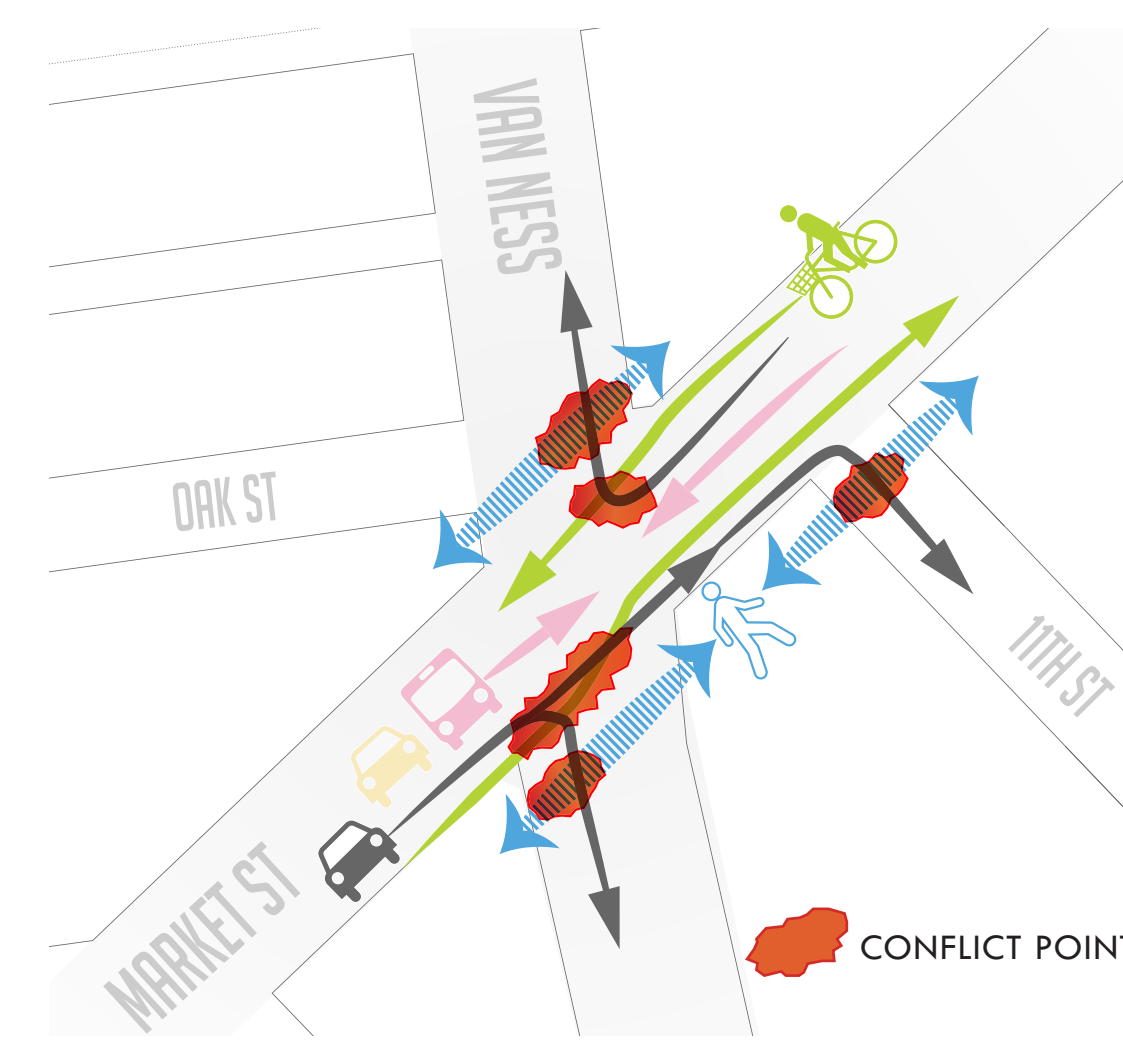


PRIVATE VEHICLE ACCESS RESTRICTION IN PROPOSED PROJECT AND DESIGN ALTERNATIVE  
 PRIVATE AND COMMERCIAL VEHICLE ACCESS RESTRICTION IN DESIGN ALTERNATIVE ONLY

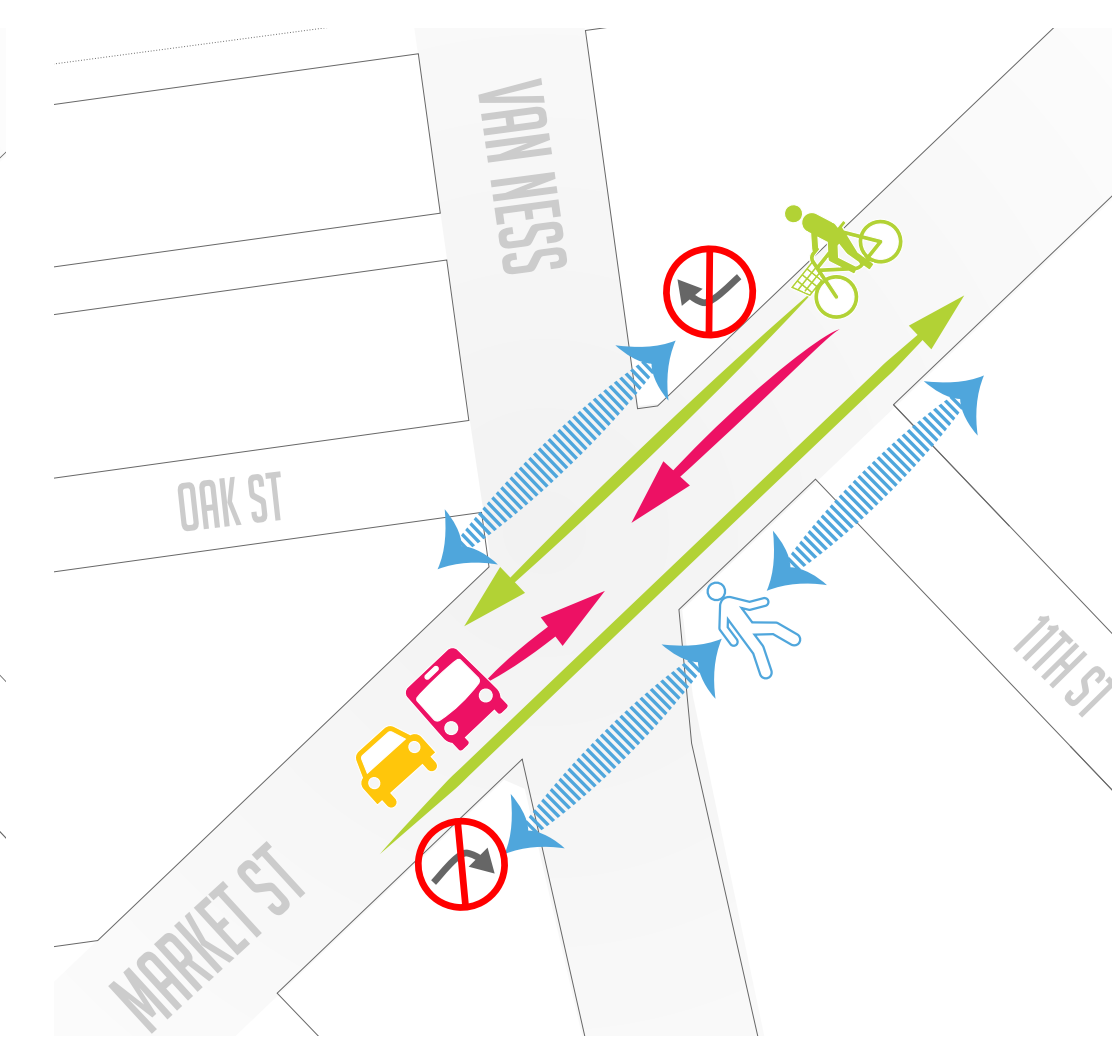


### EAST-WEST CONFLICTS

#### PROPOSED PROJECT

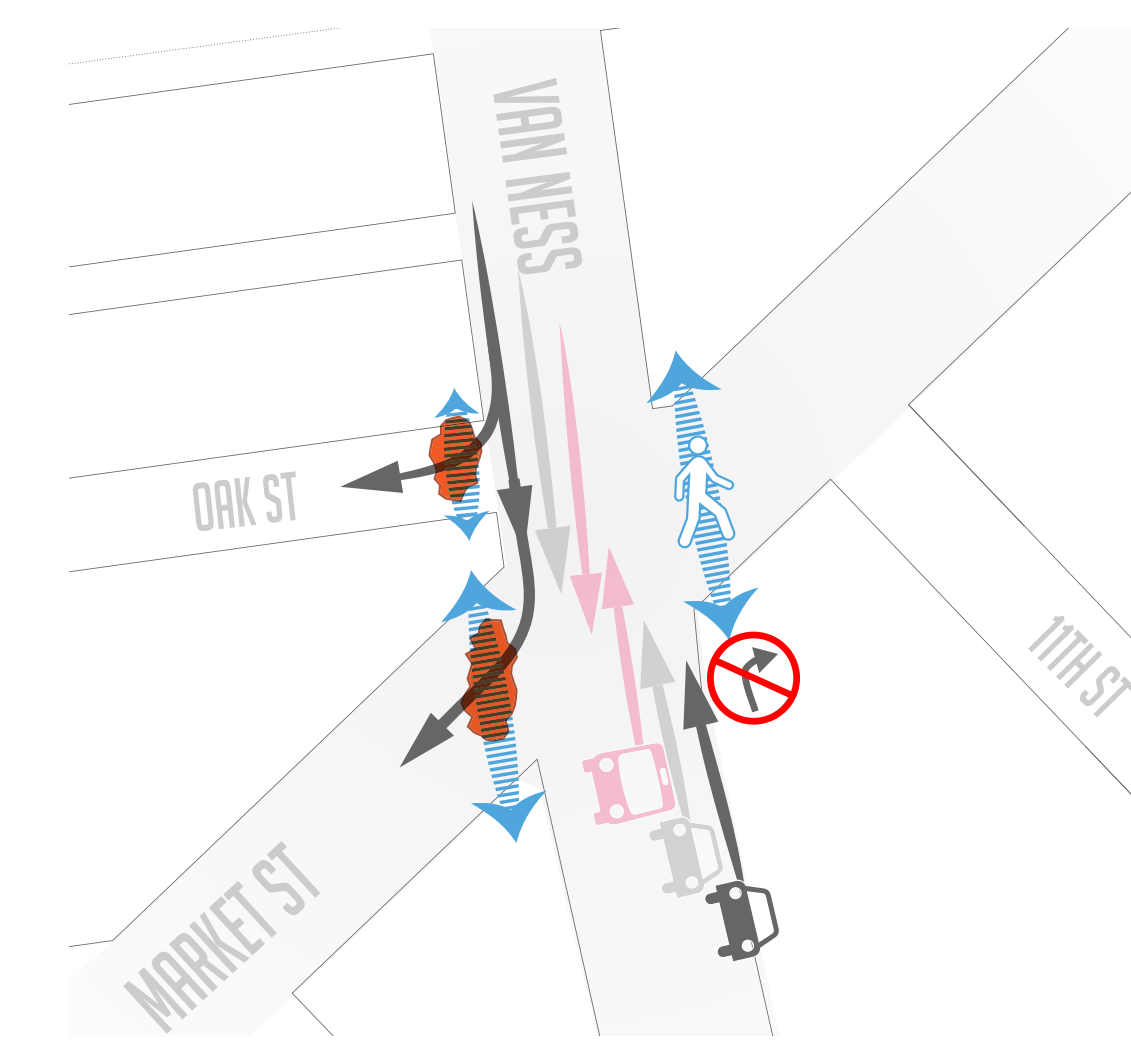


#### DESIGN ALTERNATIVE

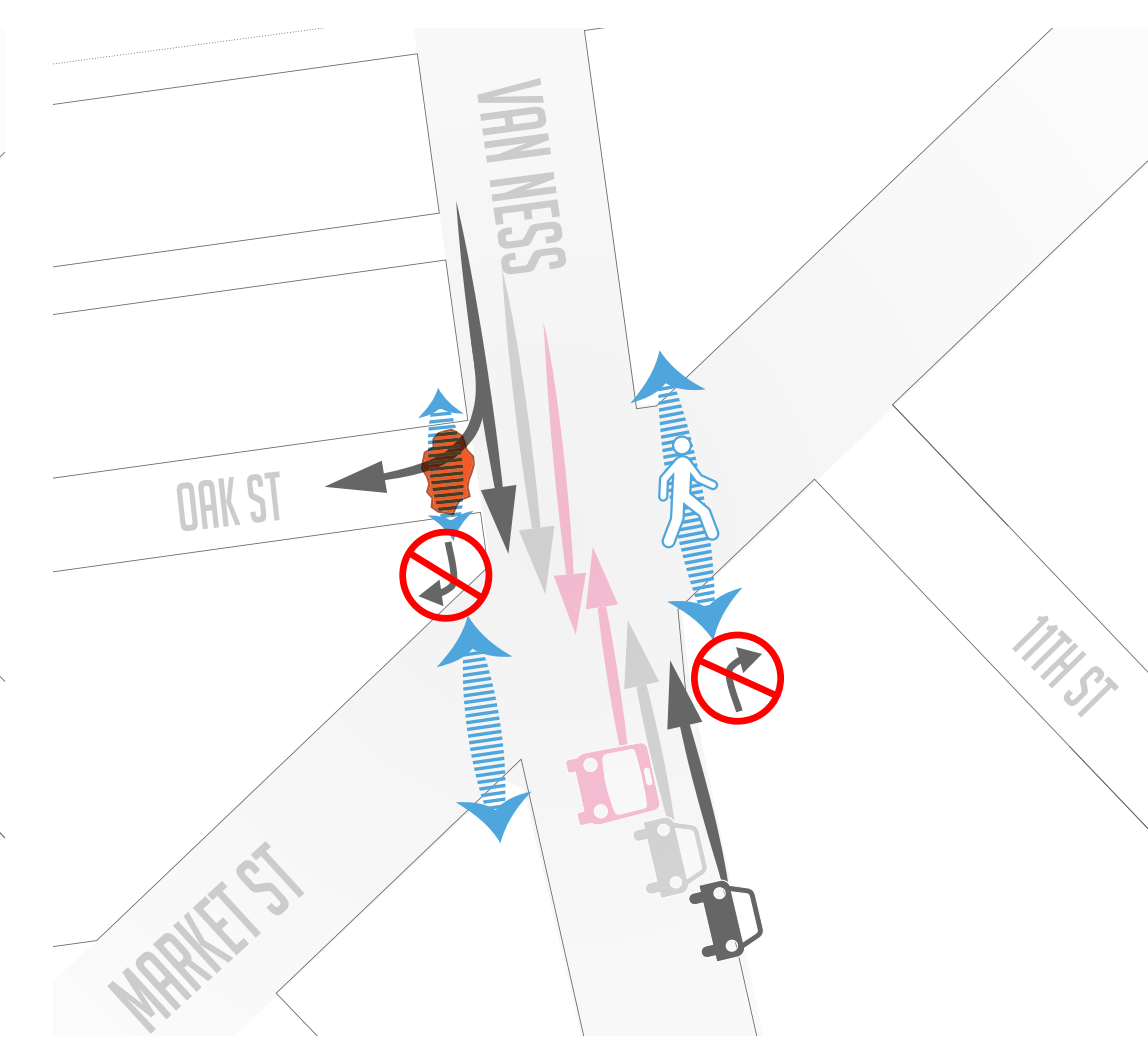


### NORTH-SOUTH CONFLICTS

#### PROPOSED PROJECT

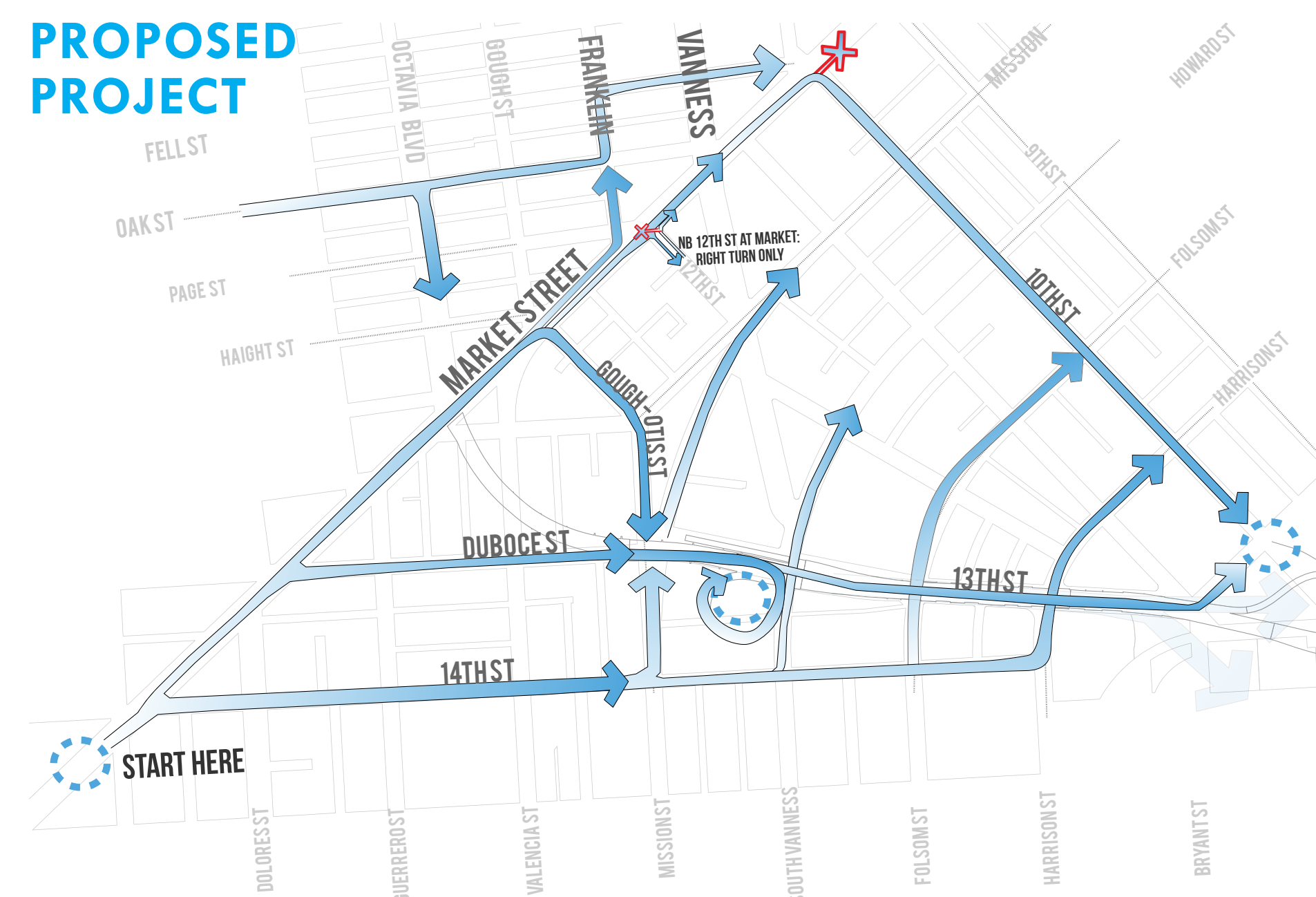


#### DESIGN ALTERNATIVE



## CIRCULATION CHANGES - INBOUND

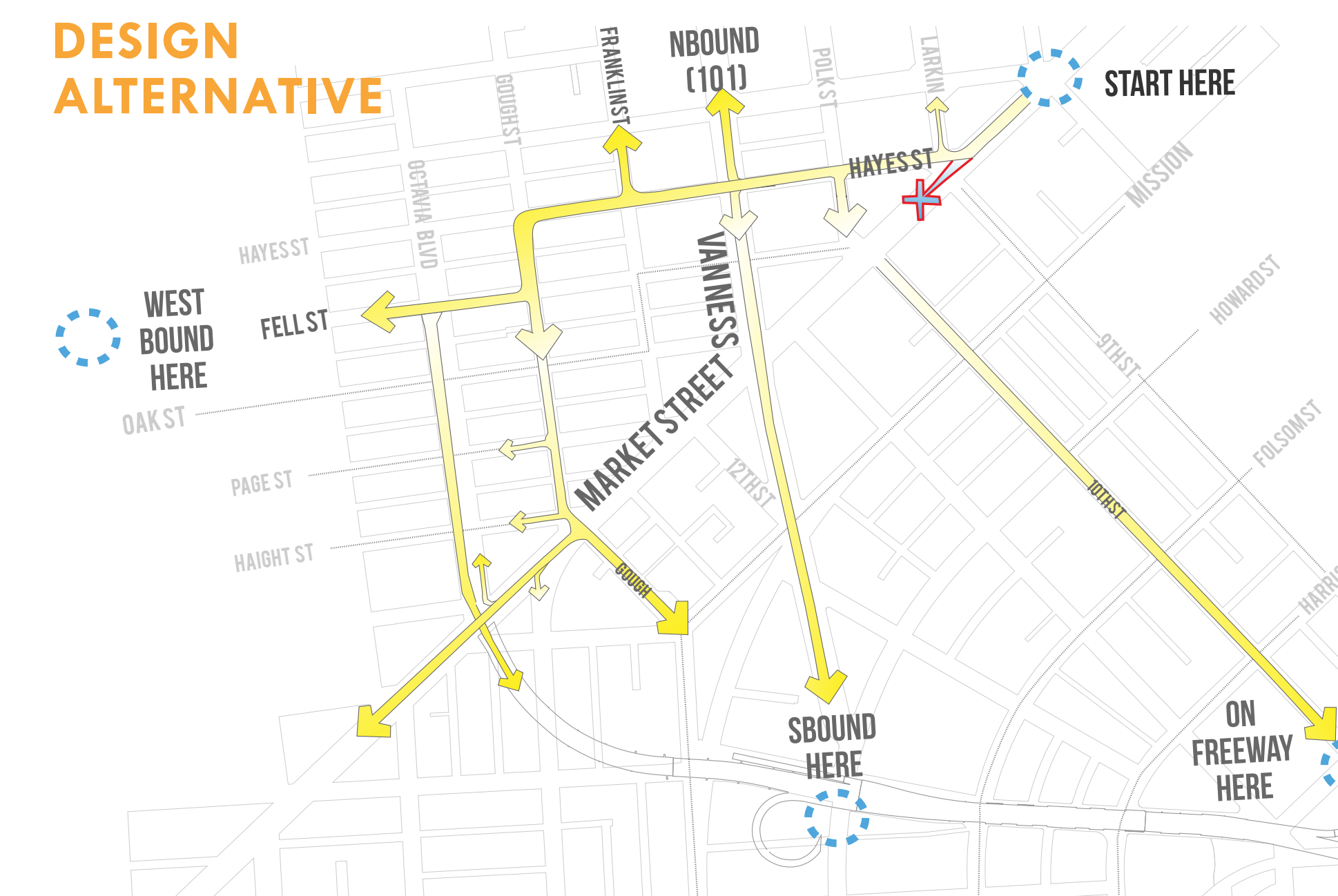
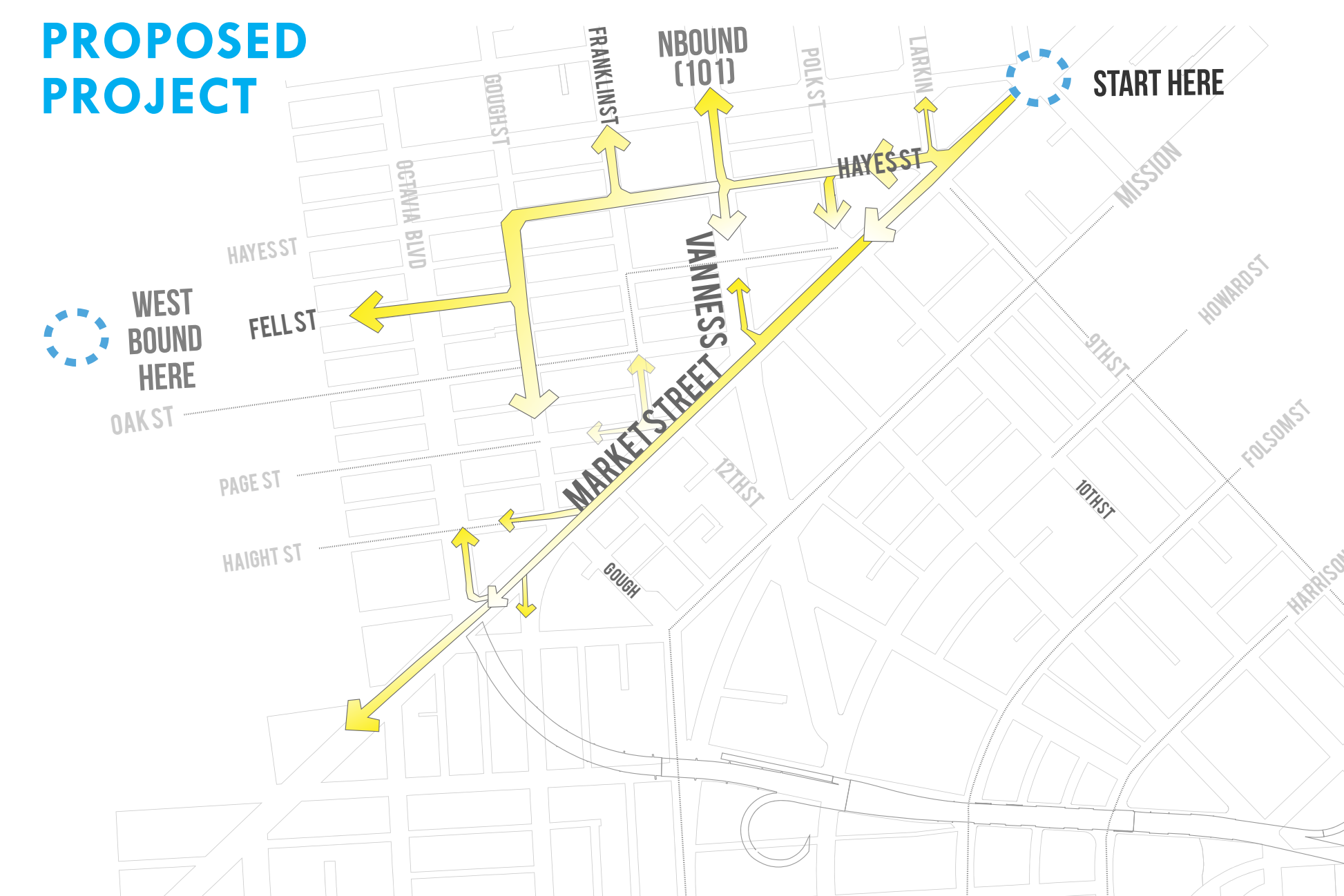
- PROPOSED PROJECT:** Like today, inbound private and commercial vehicles would continue to be allowed through the Market and Van Ness intersection up to 10th Street, where they are forced to turn right
- DESIGN ALTERNATIVE:** Neither private nor commercial vehicles would be allowed through the Van Ness and Market intersection. Inbound traffic would be diverted from Market Street earlier. Gough or Franklin would serve as final turn-off options for most vehicles, with 12th Street providing local access



## CIRCULATION CHANGES - OUTBOUND

(NOTE: Differences between alternatives in the outbound direction ONLY apply to Commercial Vehicles; no private vehicles would be allowed on outbound Market St in either alternative)

- PROPOSED PROJECT:** No private vehicles would be allowed on outbound Market Street between Stuart and Van Ness. Like today, any commercial vehicle that drives west of Hayes Street would be unable to turn or access major roadways for 4-5 long blocks, except for the tight, challenging right turn at Van Ness.
- DESIGN ALTERNATIVE:** No outbound commercial vehicles could drive past Hayes Street. Directing commercial vehicles right at Hayes keeps these vehicles away from the Van Ness and Market intersection



Please note: All potential circulation and access changes are under further study, and undergoing environmental review through the Better Market Street environmental impact report (EIR) process



BetterMarketStreetSF.org

