THE HUB PUBLIC REALM HISTORY

Plan Area - 1938

Public Realm Design Focus Area
Market Station, First Ave

HISTORICAL IMAGERY

F1 - Market and Octavia
1957 Central Freeway Construction
Photo Credit: San Francisco Public Library

F2 - Hermann/Laguna at Market Street
Date Unknown
Photo Credit: San Francisco Public Library

F3 - Valencia Street "HUB" Streetcar Turn
1946
Photo Credit: San Francisco Public Library

F4 - Market Street Railway Substation
Extant Substation, Date Unknown
Photo Credit: Market Street Railway Archives

F5 - 13th & Duboce
1951
Photo Credit: San Francisco Public Library

F6 - Market Street Railway Car Barn ruins
Extant Car Barn, Date Unknown
Photo Credit: Market Street Railway Archives

F7 - 12th & Market
1946
Photo Credit: San Francisco Public Library

F8 - Gough Street (Extension)
1949
Photo Credit: San Francisco Public Library

F9 - "Hub" Pharmacy
1946
Photo Credit: San Francisco Public Library

F10 - 13th Street (Central Freeway Construction)
Extant Substation, Date Unknown
Photo Credit: Market Street Railway Archives

F11 - South Van Ness (Extension)
1931
Photo Credit: San Francisco Public Library

F12 - Market and Van Ness
1969
Photo Credit: San Francisco Public Library

For more info, visit:
SF-PLANNING.ORG/HUB
THE HUB NETWORKS

THE HUB PUBLIC REALM PLAN

Vehicle Circulation

- Public Realm Design Focus Area
- Market-Octavia Plan Area
- Primary Vehicle Routes

Direction of Travel
New Development Driveway Access

THE HUB PUBLIC REALM PLAN

Proposed Access and Circulation Changes

FOR MORE INFO, VISIT:
SF-PLANNING.ORG/HUB
CONTEXT WHAT IS HAPPENING IN THE HUB?

TRANSPORTATION PROJECTS UNDERWAY

MAJOR TRANSIT CAPACITY INVESTMENTS AND PROGRAMS

Transportation Sustainability Program

The Transportation Sustainability Program (TSP) is an initiative to improve and expand the transportation system to accommodate growth and reduce its dependence on motor vehicles. Projects identified in the TSP are designed to improve safety and system reliability and resilience. More information can be found at http://sf-planning.org/transportation-sustainability-program.

Muni LRV Fleet Replacement & Expansion

Over 200 new light rail vehicles (LRVs) have been purchased. While existing LRVs can carry 120 passengers, the new LRVs can carry up to 180 passengers. These new LRVs feature quieter, smoke-free, climate-controlled coaches, and more comfortable seating. Many of the routes that run as 1-car trains today will increase to 2-car trains in the future. It is anticipated that the first new vehicle will be in the fleet and on the line in 2017.

Replacing Aging Wiring & Switches

This project involves replacing约100 miles of overhead lines with underground cable. This will help reduce delays for buses and enhances system reliability and efficiency.

Rail Capacity Strategy

This strategy identifies near-term and long-term investments to reduce crowding of the MUNI Metro system and improve transit service. A long-term investment in system expansion is under consideration for the Division Street BART Extension. The Van Ness Bus Rapid Transit (BRT) and Streetscape Project will substantially reduce MUNI Metro travel times on Van Ness Avenue.

Long Range Transportation Plan

San Francisco’s Long Range Transportation Planning Program (LRTPP) is a multi-agency collaborative effort to set a course for a robust, world-class, and equitable transportation network for our city, district, and region. The LRTPP identifies projects and policies to improve the transportation system and enhance the regional economy and quality of life for all users, including the reduction of traffic congestion, air pollution, and noise. See www.planning.org for more information.

Van Ness Bus Rapid Transit (BRT) and Streetscape Project

The Van Ness BRT and Streetscape Project will substantially reduce MUNI Metro travel times on Van Ness Avenue. During peak hours, travel times are reduced by up to 32%. In addition, the project will improve pedestrian safety, accessibility, and aesthetic design, and enhance the identity of the Van Ness Avenue Commercial Corridor and nearby public pedestrian realms.

11th Street Bikeway

The 11th Street Bikeway is an important east-west Green Connection route through the Upper and Lower Haight neighborhoods. It will provide a continuous, safe, and comfortable bicycle route that will improve safety for bicyclists and pedestrians. The project is expected to be completed in late 2019.

Folsom Street Bikeway/Green Connection

The Folsom Street Bikeway/Green Connection will provide a continuous bicycle route from the Mission District to the Financial District. The project will improve safety and comfort, enhance the street’s role as a major east-west Green Connection route, and restore the street’s natural green spaces. The project is expected to be completed in late 2020.

14 Mission Rapid Project

This project will improve safety at 14th Street by converting it to a Bus Rapid Transit (BRT) corridor. The project will include a new bus-only lane with a median barrier, and will improve safety for bicycle riders and pedestrians. The project is expected to be completed in late 2021.

Page Street Bikeway/Green Connection

Page Street is a major north-south arterial on the South of Market (SoMa) commercial corridor and the region’s most important transit street to make it easier and safer for people to get around. This project will provide dedicated transit-only lanes to allow buses to bypass traffic, reducing delay and improving reliability. Page Street is expected to be completed in late 2022.

Grove Street Bikeway

Grove Street is a major north-south arterial on the South of Market (SoMa) commercial corridor and the region’s most important transit street to make it easier and safer for people to get around. This project will provide dedicated transit-only lanes to allow buses to bypass traffic, reducing delay and improving reliability. Grove Street is expected to be completed in late 2022.

Octavia Boulevard Enhancement Project

This project will improve safety and reliability for both drivers and bicyclists on San Francisco’s Octavia Boulevard. The project will include new dedicated bicycle lanes, improved pedestrian facilities, new rain gardens or other stormwater management features, bulbouts or other enhanced turn facilities, and new bicycle boxes. The project is expected to be completed in late 2022.