

THE HUB PUBLIC REALM HISTORY

THE HUB PUBLIC REALM PLAN

Plan Area - 1938

- Public Realm Design Focus Area
- Market-Octavia Plan Area



HISTORICAL IMAGERY

F2-HERMANN/LAGUNA AT MARKET STREET



Don Wilson | Photo Credit: San Francisco Public Library

F3-VALENCIA STREET 'HUB' STREETCAR TURN



1961 | Photo Credit: San Francisco Public Library

F5-13TH & DUBOCE



1951 | Photo Credit: San Francisco Public Library

F7-12TH & MARKET



1961 | Photo Credit: San Francisco Public Library

F9-'HUB' PHARMACY



1961 | Photo Credit: San Francisco Public Library

F11-SOUTH VANNESS (EXTENSION)



1961 | Photo Credit: San Francisco Public Library

F1-MARKET AND OCTAVIA



1957 Central Freeway Construction | Photo Credit: San Francisco Public Library

F4-MARKET STREET RAILWAY SUBSTATION RUNS



Edward Salomon, Don Wilson | Photo Credit: Market Street Railway Archives

F6-MARKET STREET RAILWAY CAR BARN RUNS



Edward Salomon, Don Wilson | Photo Credit: Market Street Railway Archives

F8-BOUGH STREET (EXTENSION)



1961 | Photo Credit: San Francisco Public Library

F10-13TH STREET (CENTRAL FREEWAY CONSTRUCTION)



Edward Salomon, Don Wilson | Photo Credit: Market Street Railway Archives

F12-MARKET AND VANNESS



1961 | Photo Credit: San Francisco Public Library



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THE HUB PUBLIC REALM TODAY

THE HUB PUBLIC REALM PLAN

Plan Area Aerial

- Public Realm Design Focus Area
- Market-Octavia Plan Area



Stevenson Street at Gough Street, looking east



Brady Block



Colton Street at Gough Street, looking east



12th Street at Otis, looking north





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THE HUB NETWORKS

THE HUB PUBLIC REALM PLAN




Transit

-  BART Subway
-  MUNI Metro, BRT, F-Market Streetcar, Rapid & Local Bus Network



THE HUB PUBLIC REALM PLAN

Bicycle Network

-  Public Realm Design Focus Area
-  Market-Octavia Plan Area
-  Cycletrack, Protected Bikeway, Green Connection Route, Bike Lane or Route
-  * Facility & route pending Better Market Street community planning process outcome



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THE HUB NETWORKS

THE HUB PUBLIC REALM PLAN

Pedestrian Circulation

- Public Realm Design Focus Area
- Market-Octavia Plan Area
- Open Space
- Widened Sidewalk
- Pedestrian Alley
- Midblock/Pedestrian Only Alley



THE HUB PUBLIC REALM PLAN

Street Typology

- Civic/Ceremonial
- Commercial Throughway
- Residential Throughway
- Boulevard
- Downtown Commercial
- Mixed Use
- Neighborhood Commercial
- Downtown Residential
- Neighborhood Residential
- Alley



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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
 - Planned
 - Potential



THE HUB PUBLIC REALM PLAN

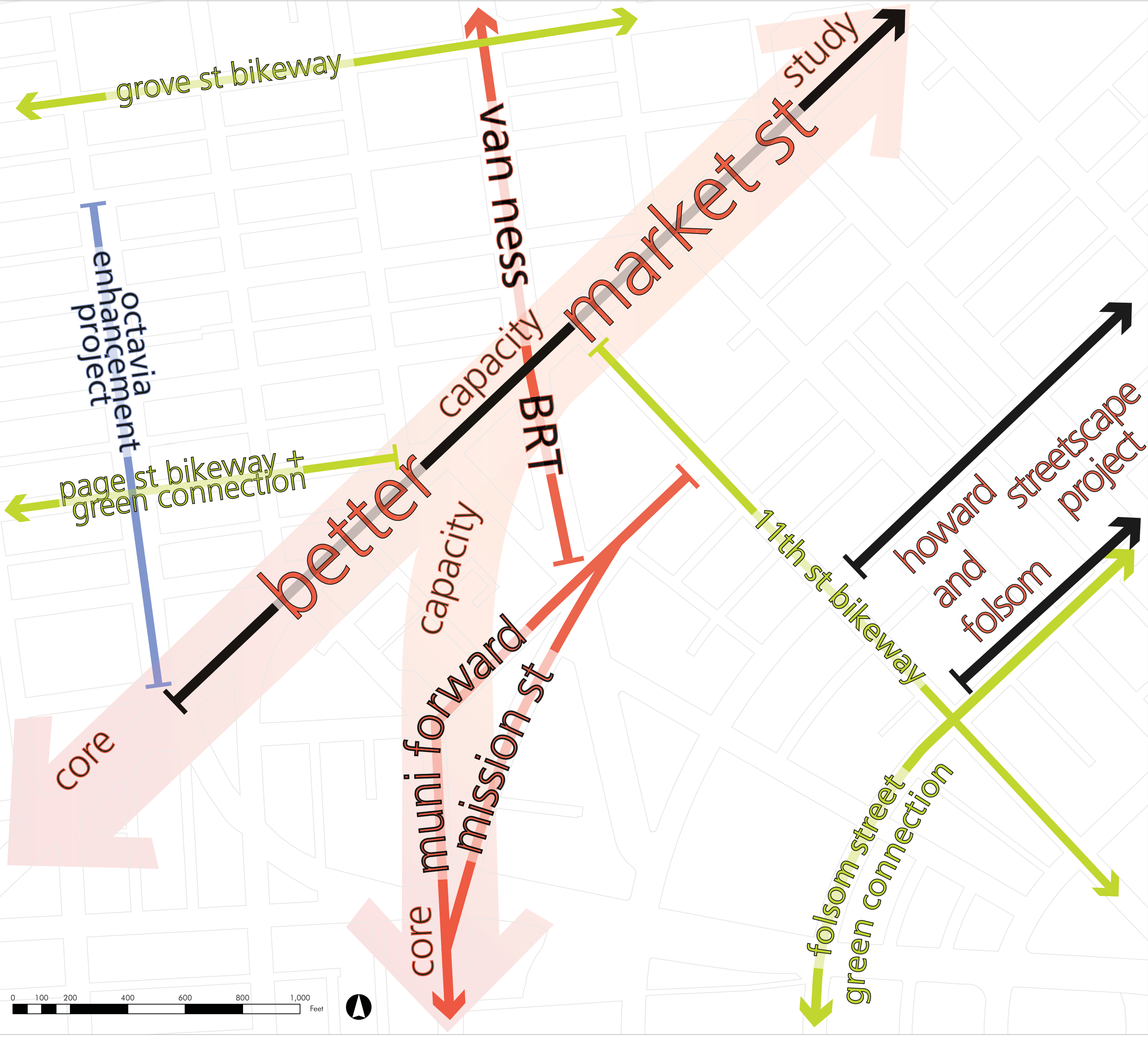
Proposed Access and Circulation Changes



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CONTEXT WHAT IS HAPPENING IN THE HUB?

TRANSPORTATION PROJECTS UNDERWAY



Better Market Street

San Francisco's vision for a Better Market Street will reconstruct the City's premier cultural, civic and commercial corridor and the region's most important transit street to make it easier and safer for people to get around and creating a vibrant and inclusive destination where people want to live, work and visit. The rendering above depicts one option proposed for the Better Market Street Project.



Van Ness Bus Rapid Transit (BRT) and Streetscape Project

The new Van Ness BRT will improve transit service along Van Ness Avenue, by reducing transit trip times by as much as 32%. In addition, this project will improve pedestrian safety and comfort, enhance the street's urban design, and strengthen the identity of Van Ness Avenue. Construction is scheduled to begin in late Spring 2016 and service to begin in 2019.



14 Mission Rapid Project

This project will provide dedicated transit-only lanes to allow buses to bypass traffic, reducing delay and making for a smoother ride. It will also consolidate stops along the route for improved efficiency and increased frequency during the AM and PM peak, making for a less crowded and more reliable ride. Project completed between 30th Street and 14th Street, with completion expected by 2018

11th Street Bikeway

11th Street is an important connecting route between Market Street and Division Street. The 11th Street corridor has existing bike lanes and bicycle-friendly signal timing but the goal is to make 11th Street safer and more comfortable for bicycling and walking. The street will be upgraded to better facilitate multimodal transportation and could include protected bikeways. Preliminary design is under way.

Folsom / Howard Streetscape Project

This project, identified in the Central SOMA Plan, will improve safety for all forms of transportation on Folsom Street and Howard Street, address the future transportation demands of additional residential and commercial development in the SOMA neighborhood, encourage comfortable and safe bicycling and walking for all users, and enhance the role of transit to more effectively serve the neighborhood.



Folsom Street Bikeway/Green Connection

As a long-term Green Connection route, Folsom Street is identified as an important connecting route for pedestrians, bicyclists, and other active transportation users. Recent improvements to Folsom Street have included bike lanes south into the Mission and pilot separated bikeways through SOMA (as shown above). Additional improvements would continue to enhance the street as a major route for sustainable transportation, green the street and upgrade its stormwater management capabilities, and improve its role as an urban wildlife corridor.

Page Street Bikeway/Green Connection

Page Street is receiving attention as part of the Octavia Enhancement Project and the Lower Haight Public Realm Plan. Improvements will build on the recent addition of a center-running green bike lane and green bike turning boxes, and will capitalize on Page Street's important role as a key east-west Green Connection route through the Upper and Lower Haight neighborhoods.

Grove Street Bikeway

Planning is under way for potential walking and biking improvements to Grove Street as a part of the nearby Civic Center Public Realm Plan. Grove Street improvements could include pedestrian and bicycle safety upgrades and other streetscape enhancements such as bike lanes in both directions, protected bikeways, enhanced pedestrian facilities, new rain gardens or other stormwater management features, bulbouts or other traffic calming measures, or other features.

Octavia Boulevard Enhancement Project

The Octavia Boulevard Enhancement Project will evaluate travel conditions between Market Street and Hayes Street, as well as from intersecting corridors such as the Oak and Fell street couplet and Page Street bikeway. The project will implement engineering improvements that enhance safety, comfort and livability for people who travel through, work and live in the area.

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 help accommodate new growth and create a policy framework for private development to contribute to minimizing its impact on the transportation system, including helping to pay for the system's enhancement and long-term expansion. More information on the TSP 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 over 200 passengers. The new cars will be larger, quieter, more reliable and safer. 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 vehicles in the fleet will arrive in 2017.



Replacing Aging Wiring & Switches

This is a MUNI priority that will help smooth train flow and speed, and improve safety and system reliability and resilience.



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 transportation investment is under consideration for the Division Street corridor.

Source: Draft SFMTA Rail Capacity Strategy, February 2016



Long Range Transportation Plan

San Francisco's Long-Range Transportation Planning Program (LRTPP) is a multi-agency collaborative effort to tackle San Francisco's transportation challenges today and into the future. The LRTPP includes development of a long range Transportation Vision to set a course for a robust, world-class, and equitable transportation network for our city, along with a plan to sustainably invest in and manage our transportation system to address existing and future transportation needs.



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