

# THE HUB OAK STREET



## PROPOSED IMPROVEMENTS

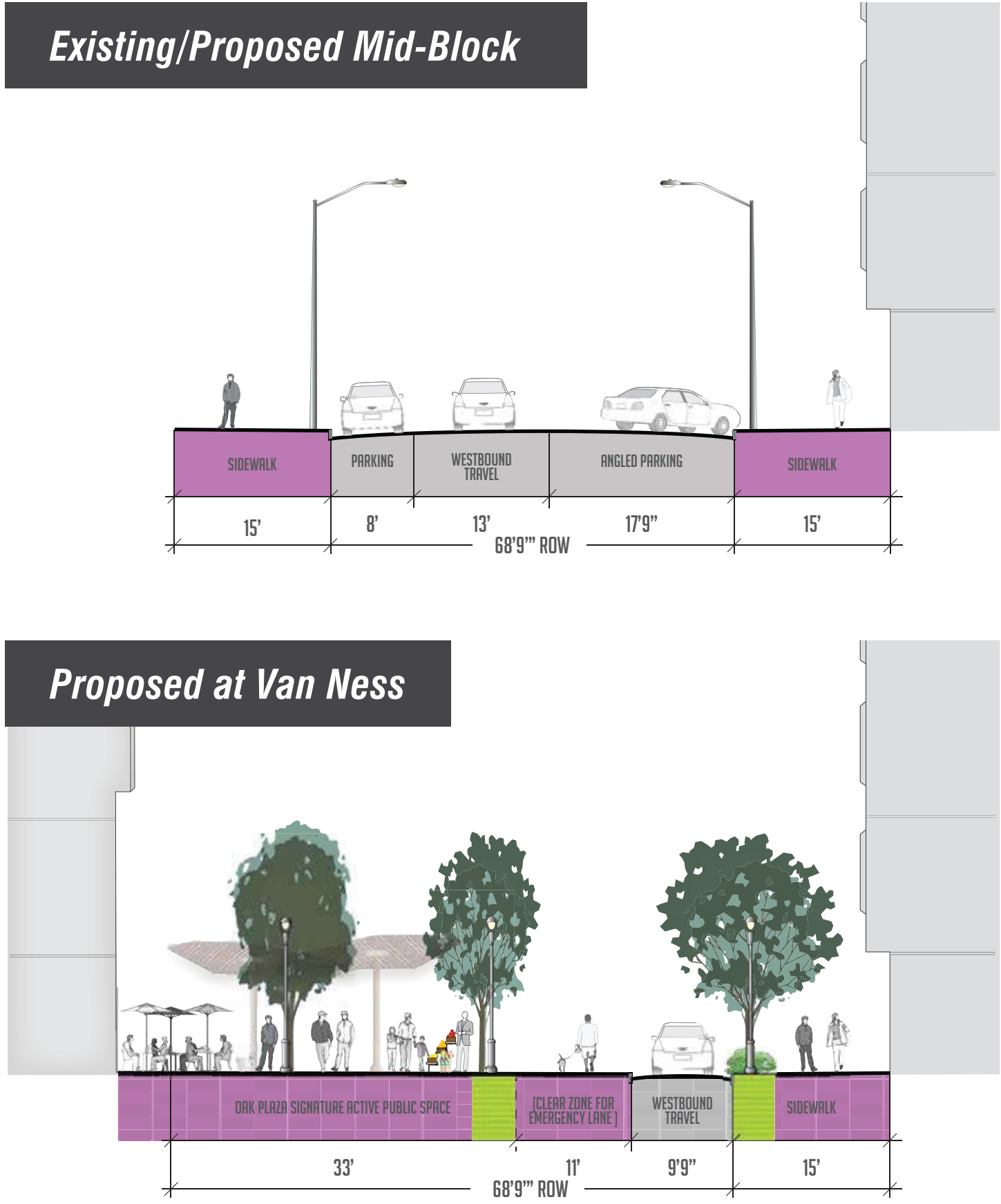
The final block Oak Street, between Franklin and Market, is a much different street in character from the rest of Oak Street. While still relatively wide, it is a one-lane, one-way street - in the opposite direction as the rest of Oak Street. San Francisco Fire Department Station 36 is one block away, and Oak Street is used in a contra-flow direction for fire trucks traveling towards SoMa. Three new developments will line Oak Street with active ground floor uses and residential uses above. Some of the roadway will be repurposed to create a high quality civic street, while maintaining parking on the north side of the street and providing space for passenger loading and deliveries.

## DESIGN STRATEGIES

- Create an **iconic, vibrant and active street**, with a major gateway at Market/Van Ness and at Franklin
- Add pedestrian lights, street trees, seating, retail kiosks, and other streetscape amenities to provide a **high-quality pedestrian experience**
- Accommodate on-street commercial **loading and passenger drop off** midblock
- Continue to **accommodate fire trucks** traveling from the Fire Station to Van Ness Avenue

*Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency*

## SECTION



## PLAN VIEW



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# THE HUB VALENCIA STREET



## PROPOSED IMPROVEMENTS

Public realm improvements were implemented south of 15th Street in 2010 on Valencia Street, a neighborhood commercial street and an important north-south connection for pedestrians and people riding bikes. This proposal would carry forward these recent improvements with a redesign between 15th Street and Market Street to create a protected bicycle facility with enhanced pedestrian safety improvements.

### DESIGN STRATEGIES

- Redesign one of San Francisco’s busiest streets for people riding bikes with a **parking-protected bikeway** for maximum safety and comfort
- Add **corner bulbouts** at all intersections for the safety of all users, and add greening, seating, or other street furnishings at select bulbout locations
- Add **raised crosswalks** at all alleys, including Clinton Park, Brosnan, and Rosa Parks
- Explore opportunities for **public art** on blank facades
- Add **infill street trees** and, where appropriate, sidewalk greening
- Add pedestrian-scale **lighting**

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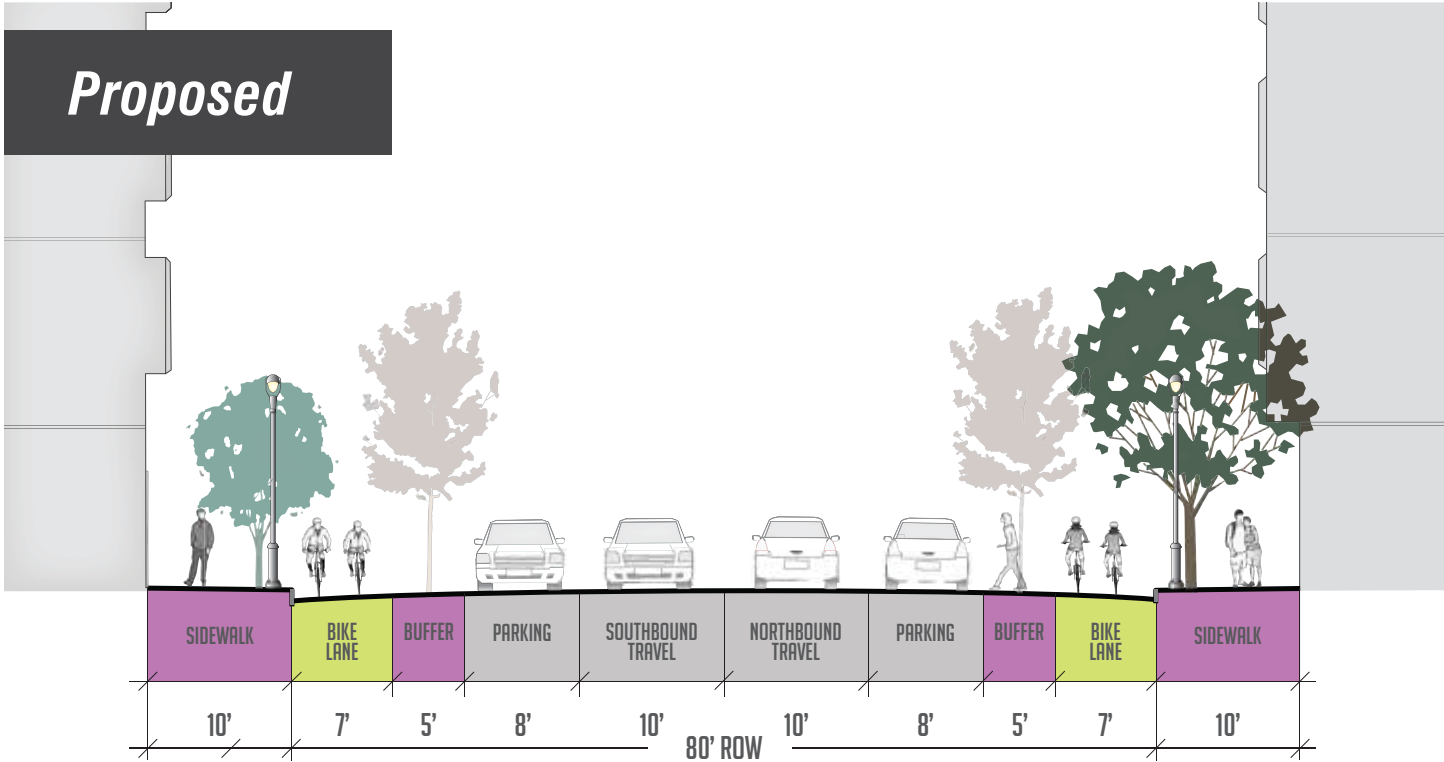
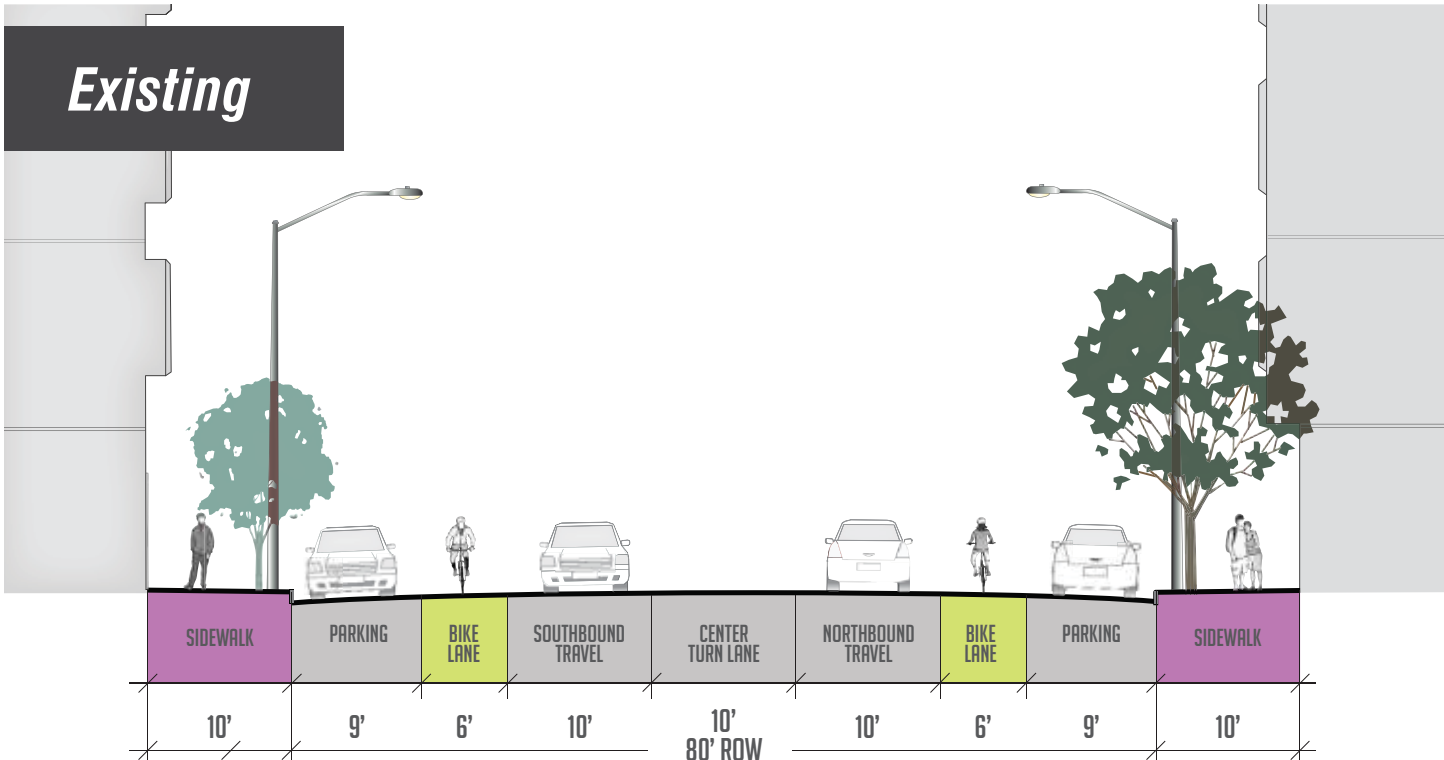


Market and Valencia Intersection

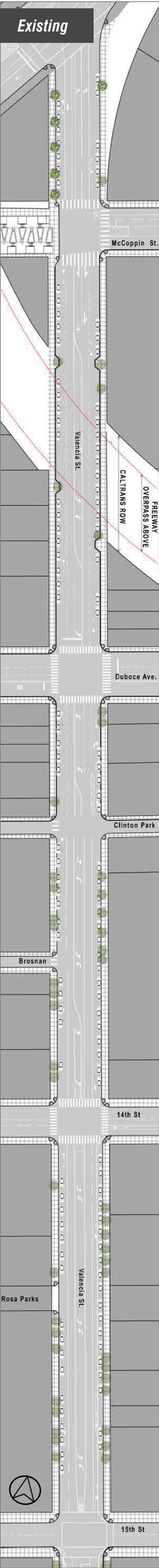


Valencia and Duboce looking south

## SECTION



## PLAN VIEW



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# THE HUB 11TH STREET

## PROPOSED IMPROVEMENTS

11th Street is an important street for transit and bicycles connecting SoMa to Market Street. Currently the street has three lanes of traffic, including a center turn lane; bicycle lanes; and curb-side parking lanes. The center turning lane would be repurposed to create room for a parking protected bicycle lane in both directions. Transit boarding islands would be added at intersections which would also help to shorten the crossing distance. The proposed design would create a safer street for people walking, taking transit and riding bikes.

### DESIGN STRATEGIES

- **Redesign the street** with transit boarding islands, corner bulbouts, and a parking-protected bike lane
- **Shift the parking** to accommodate curb-side protected bike lanes
- Integrate **new boarding islands** with **protected bike lanes**
- Add **raised crosswalks** at all alleys
- Explore opportunities for **public art** on blank facades
- Add **infill street trees** planting and, where appropriate, sidewalk greening
- Upgrade **pedestrian lighting** along sidewalks

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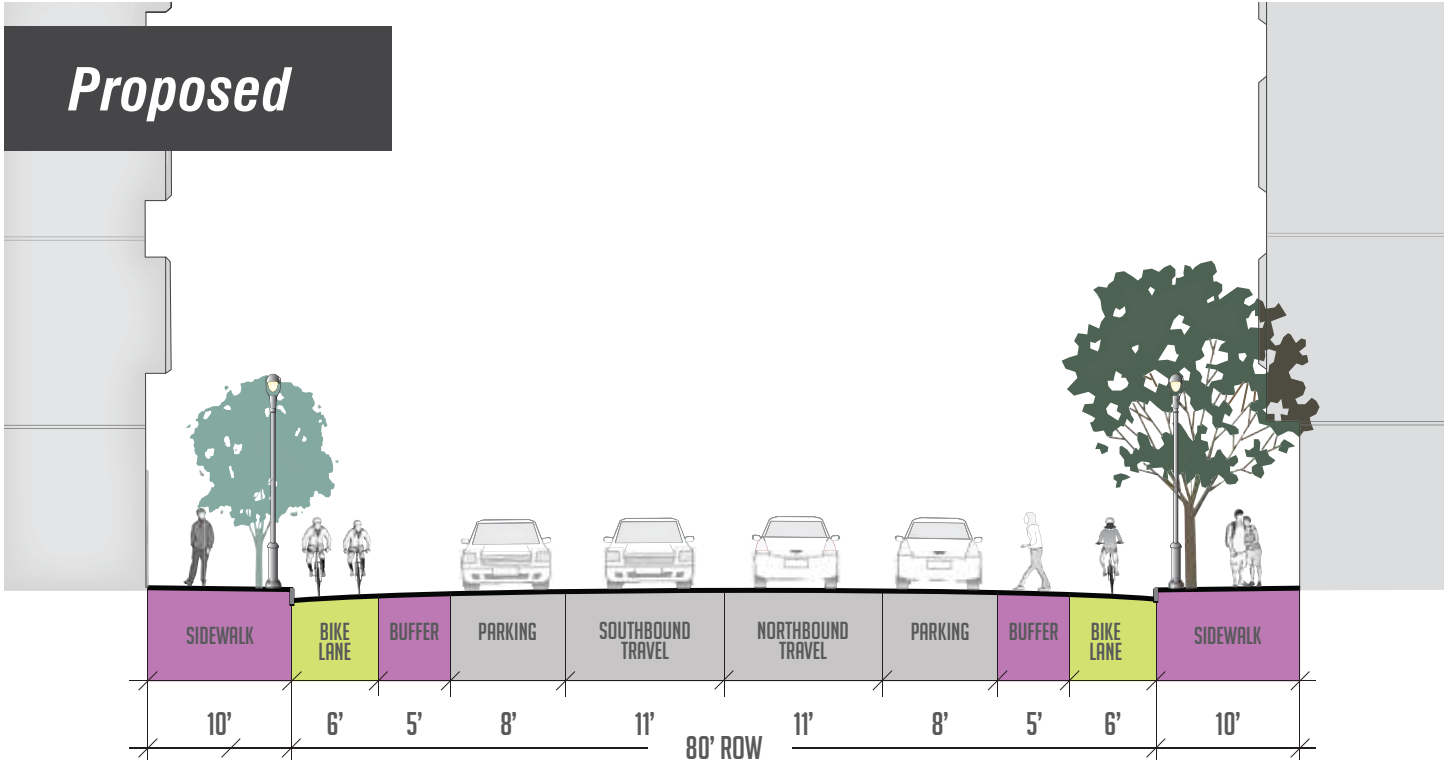
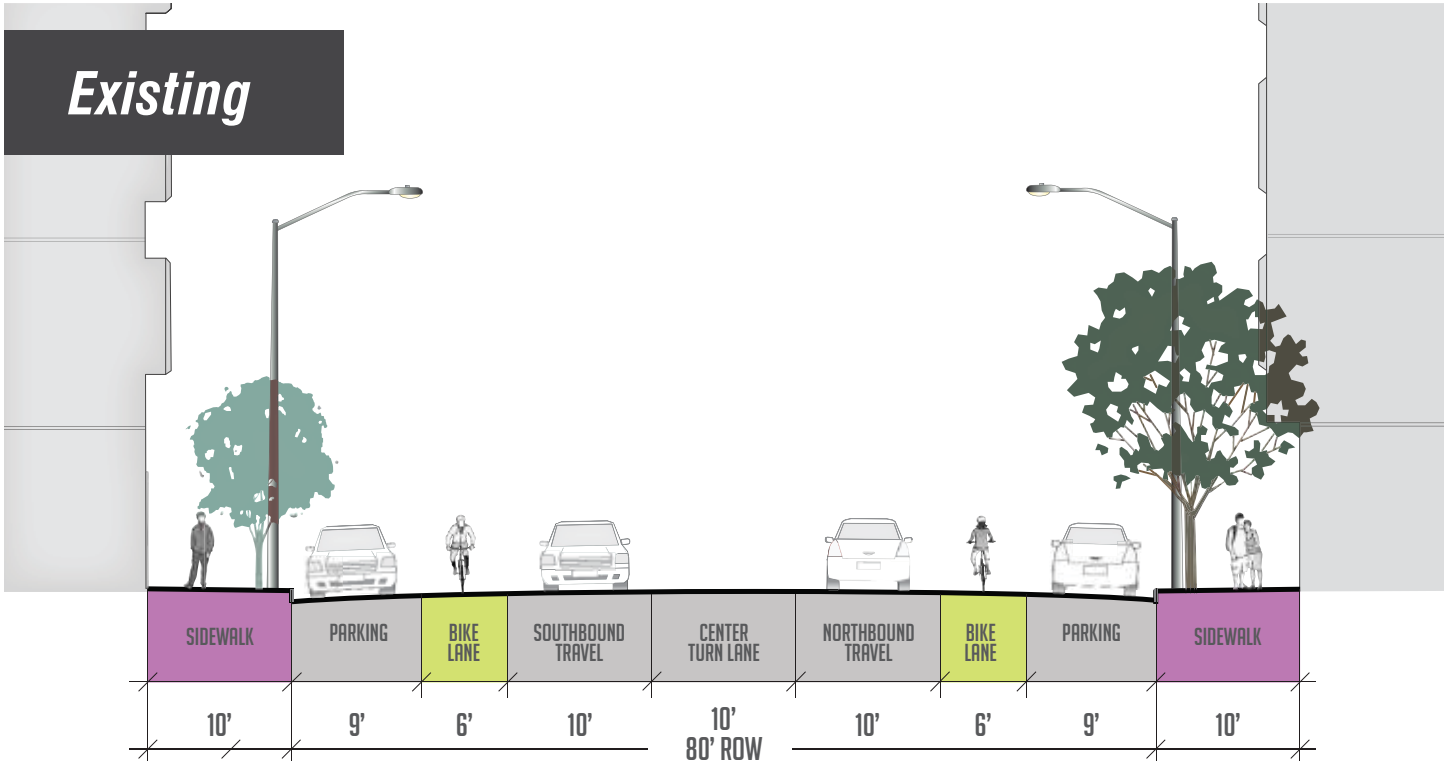


Market & 11th Street, looking east



11th Street, looking south

## SECTION



## PLAN VIEW



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# THE HUB 12TH STREET



## PROPOSED IMPROVEMENTS

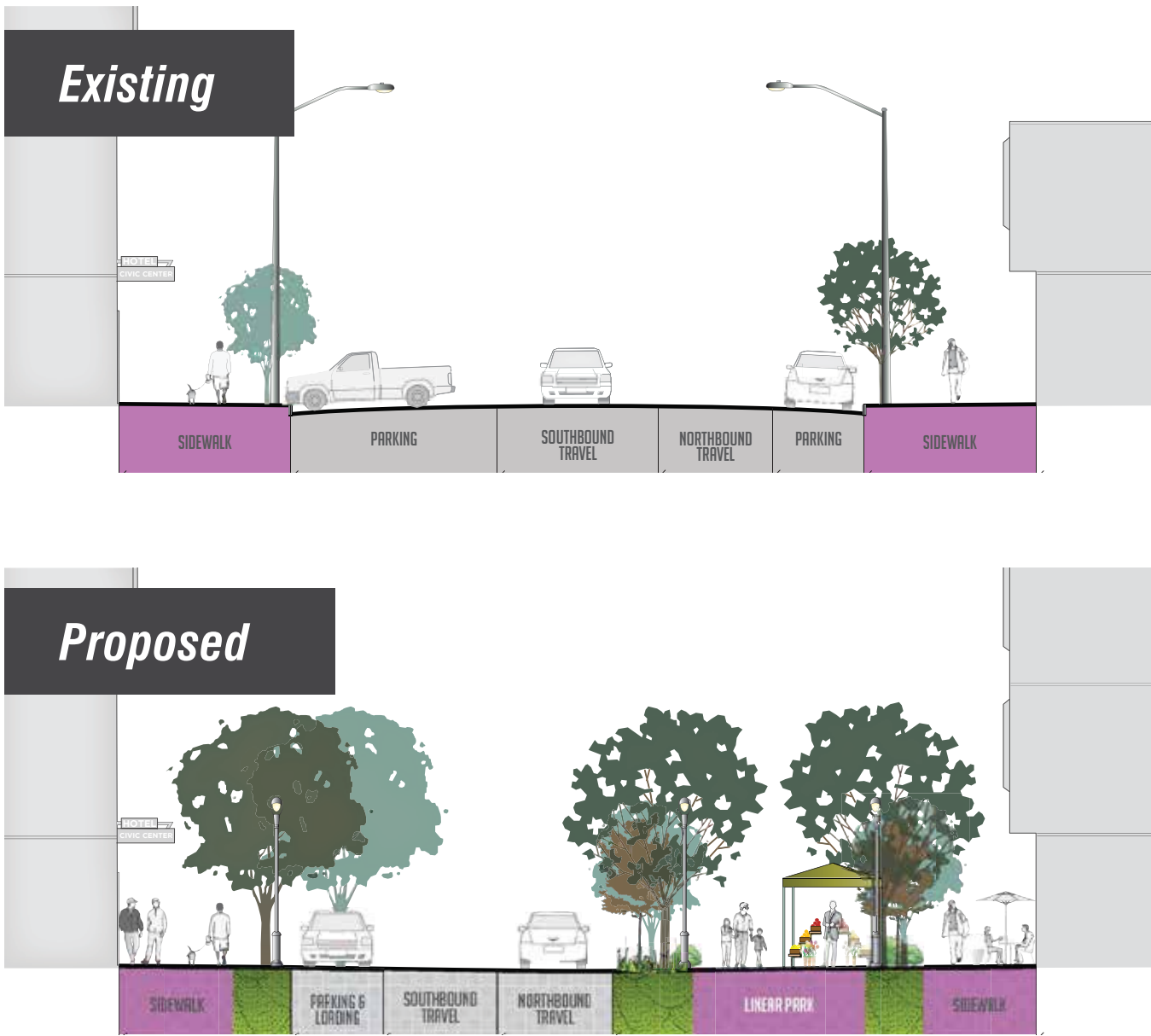
This block of 12th Street is a wide street with very low traffic volumes. Three new developments will line 12th Street with active ground floor uses and residential uses above. The Market & Octavia Area Plan identified the need to redesign 12th Street to recapture space for pedestrians. This proposal builds on the intent of the Area Plan by repurposing the roadway to create wider sidewalks and encourage a more active and green pedestrian environment.

*Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency*

## DESIGN STRATEGIES

- Create a safe, urban residential street with active ground floor uses
- Widen sidewalks and create new linear public green spaces with street trees
- Upgrade streetlights to city standard, add pedestrian lights and other streetscape amenities to enhance the pedestrian experience
- Accommodate on-street loading for commercial deliveries and passenger drop-off between Mission and Howard on north side of 13th St, including lighting
- In the long-term, if access restrictions are put in place on Market Street, make 12th Street one-way southbound for vehicles between Market and Stevenson Streets, and two-way between Stevenson and South Van Ness
- In the short-term, or if cars are allowed to access Market Street, maintain one lane of traffic in each direction, and require cars traveling north on 12th street to make a right turn onto eastbound Market Street, to simplify and improve safety at the 12th/Page/Market Street intersection

## SECTION



## PLAN VIEW



## RENDERED VIEW



Market & 12th Street, looking south down 12th



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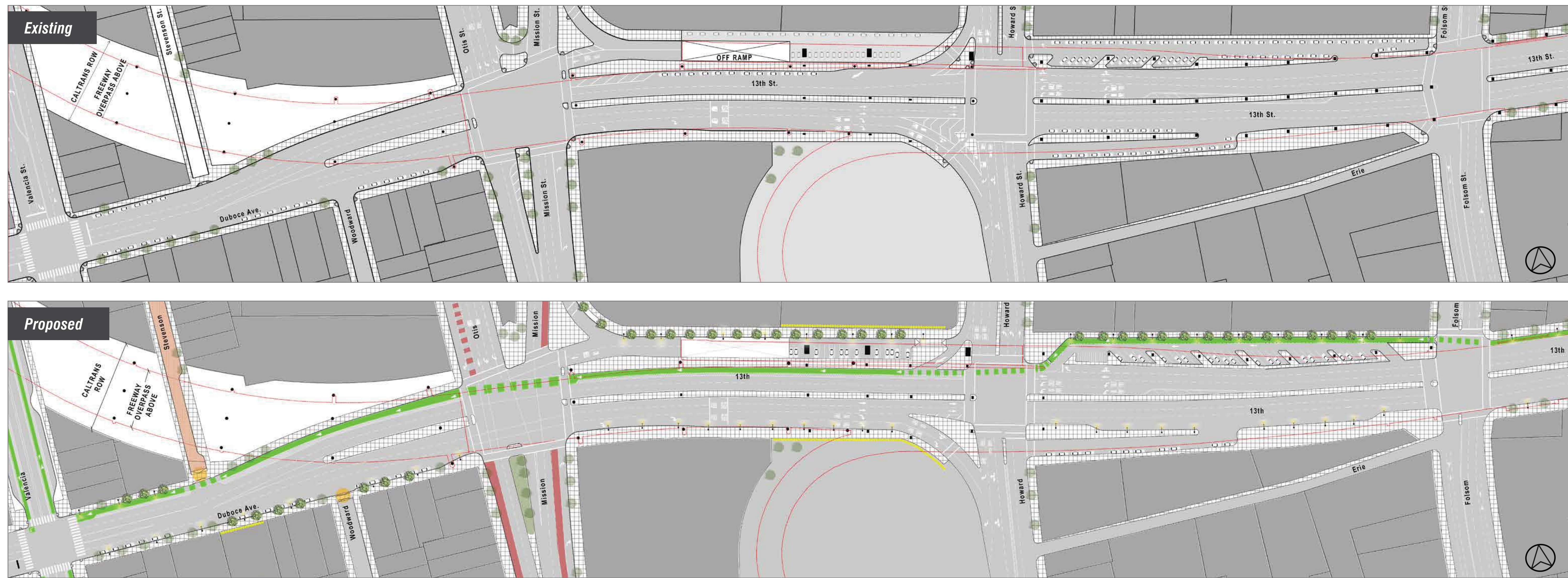


# THE HUB 13TH STREET

## PROPOSED IMPROVEMENTS

13th Street is a heavily-trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. Though it runs beneath the freeway, 13th Street is also used by people walking and riding bikes because it is flat and provides a direct connection from SoMa to the Mission. Excess roadway would be repurposed to create a new westbound cycletrack, with intersections redesigned to improve safety for all users.

## PLAN VIEW

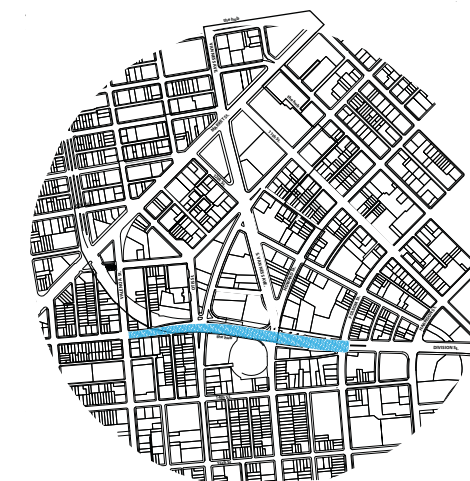
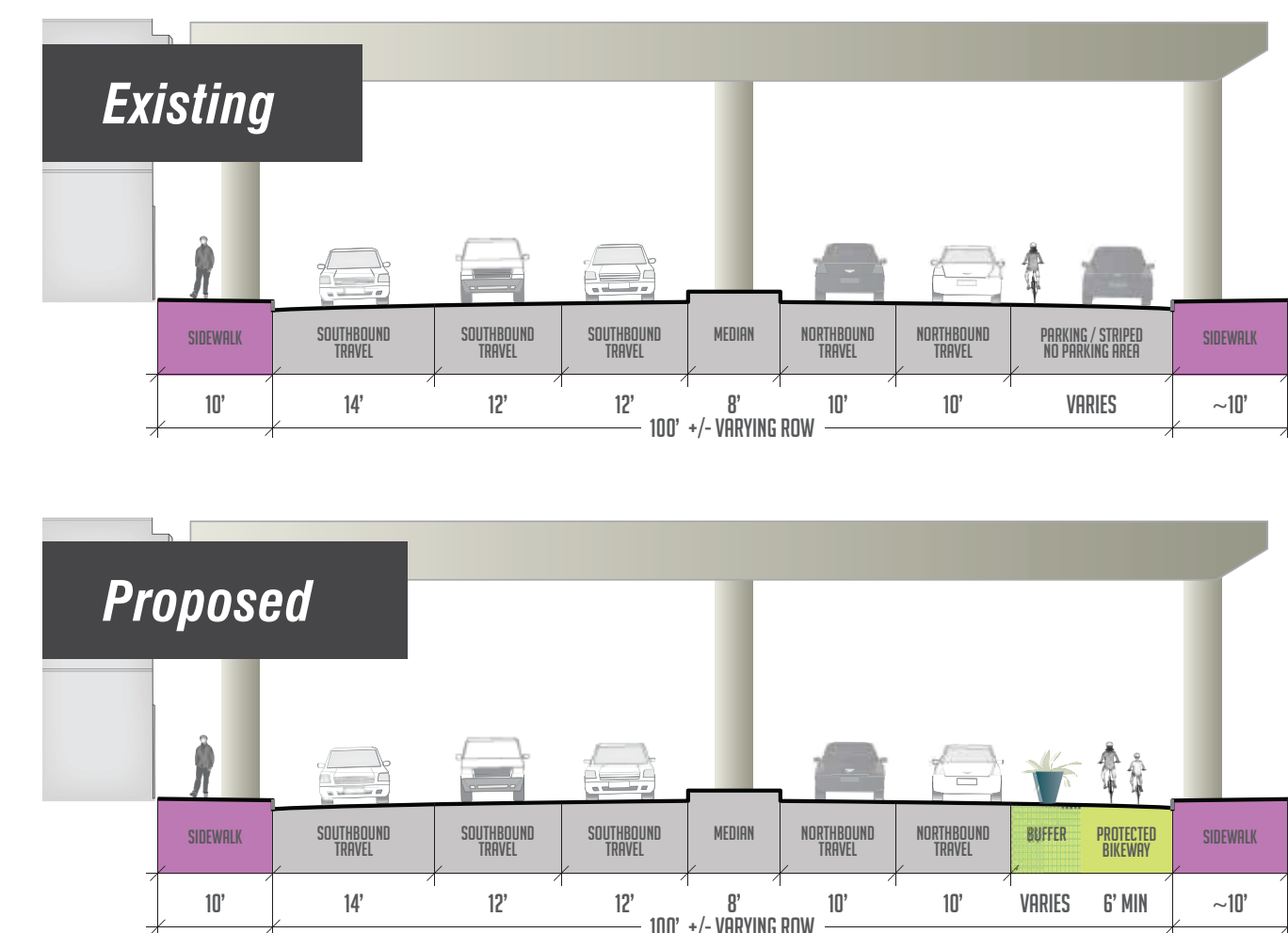


## DESIGN STRATEGIES

- **Improve the sidewalk** between Mission and Howard on the north side of 13th Street
- **Add bulbouts** at all corners to improve safety of all users and add lighting.
- **Add a raised crosswalk** at Woodward Street
- **Add a protected bike lane** from Valencia to Howard; east of Howard, redesign service lane and parking to add pedestrian space and a protected bike lane
- Reorganize Caltrans parking under the off-ramp with pedestrian space and a protected bike lane
- Explore opportunities for **public art on freeway columns**
- **Enable safe biking crossing of Mission Street** with a new signal phase

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## SECTIONS



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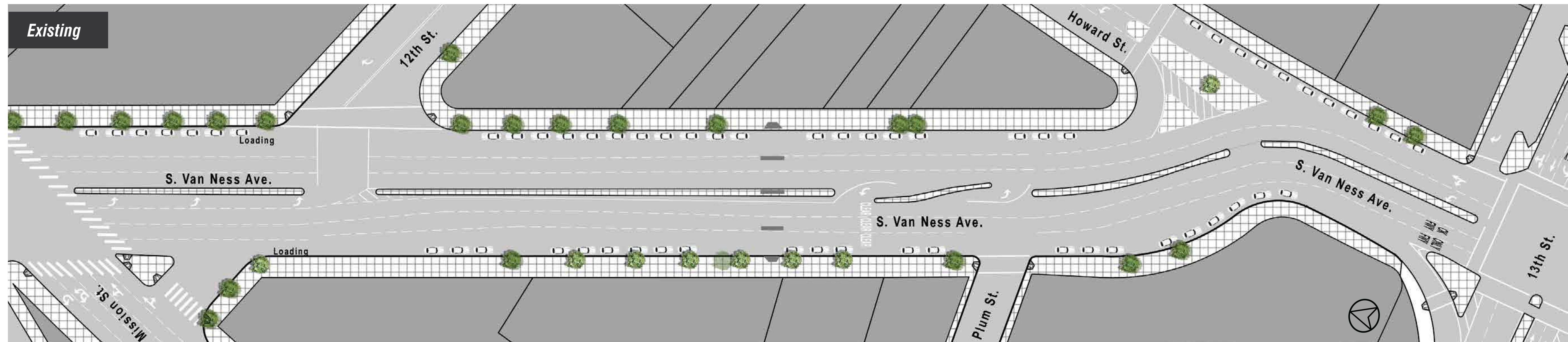


# THE HUB SOUTH VAN NESS

## PROPOSED IMPROVEMENTS

As the on-street route of State Highway 101, South Van Ness Avenue is a heavily trafficked and auto-dominated street associated with the entry and exit to the Central Freeway. This key block would be redesigned as a boulevard with planted medians to visually narrow the roadway and improve safety. The boulevard design would accommodate but calm vehicular traffic while also making the street more livable for residents and visitors.

## PLAN VIEW



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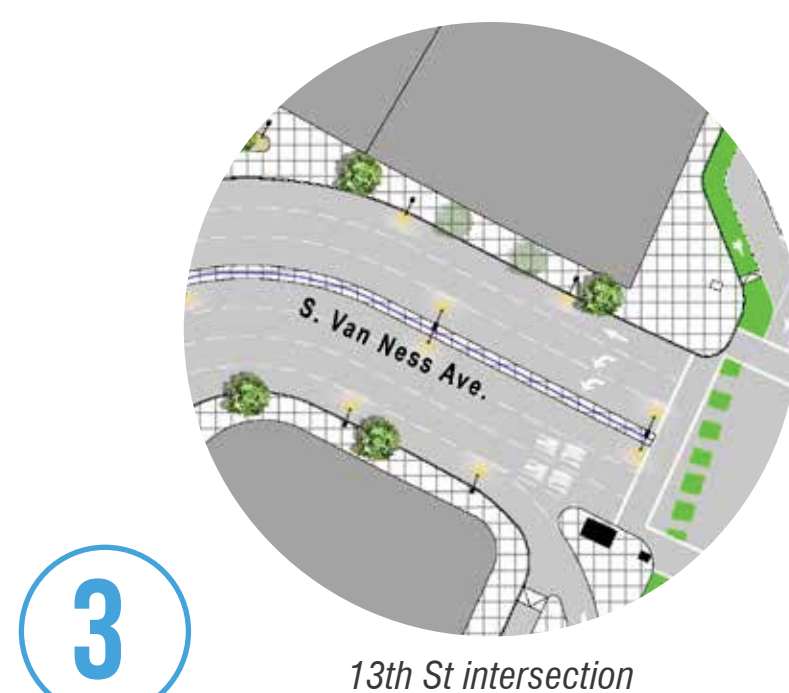
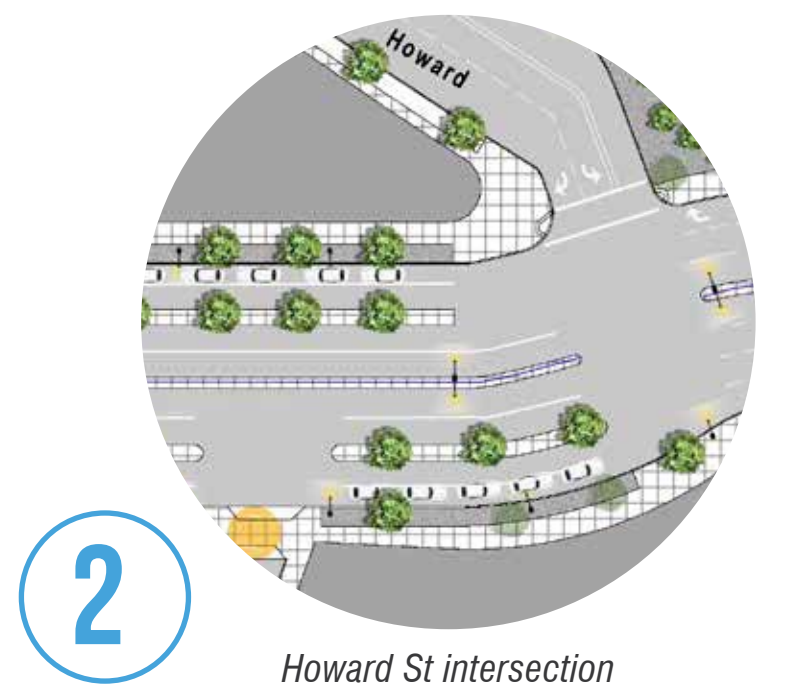
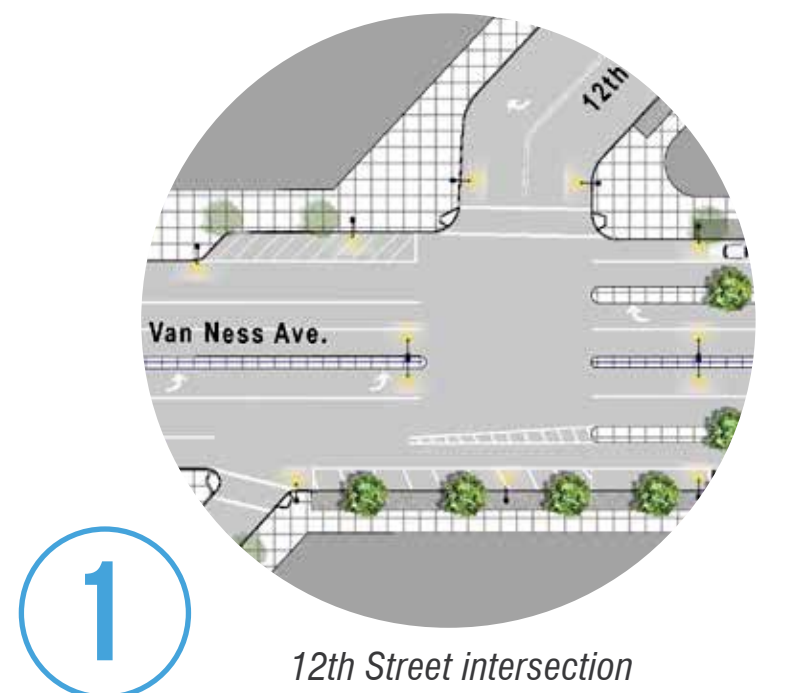
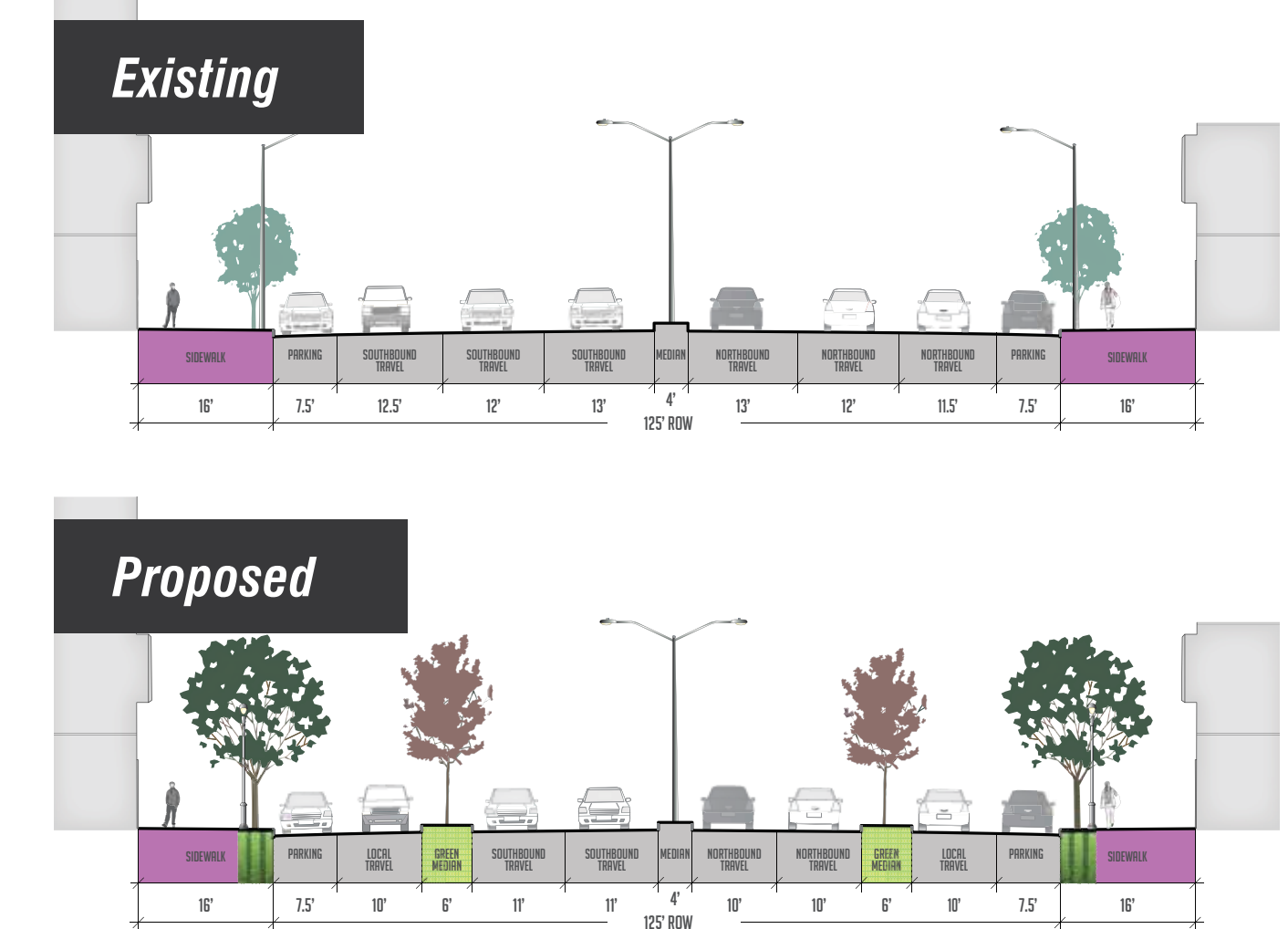
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## DESIGN STRATEGIES

- **Redesign as a boulevard** with through vehicle lanes separated from local lanes by planted medians
- Upgrade **sidewalks with 8' wide furnishing zone**, including new pedestrian lighting
- Add a **decorative railing along the central median**, with combined pedestrian and roadway lighting fixtures, and infill median lights
- Add **new bulbouts at Mission and South Van Ness**, and at 12th and South Van Ness for pedestrian safety
- Add **signalized new mid block pedestrian crossing** between 12th and Howard
- Add a **new bulbout at Howard** with placemaking elements

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# THE HUB OTIS STREET

## PROPOSED IMPROVEMENTS

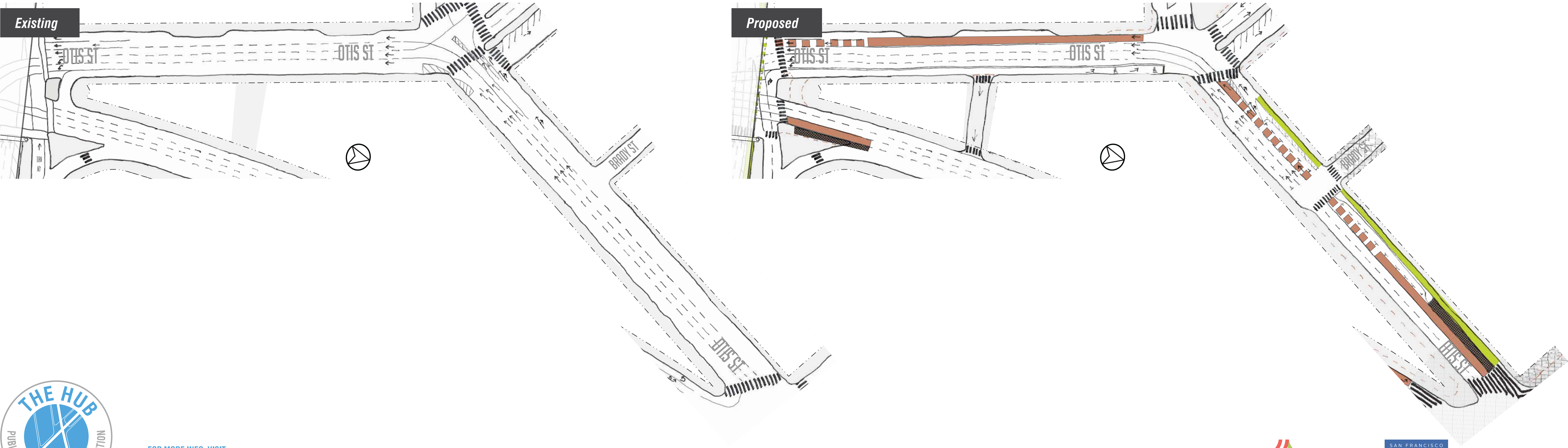
Otis is a one-way, two-block street that functions as a couplet with Mission Street. Between South Van Ness Avenue and Gough Street, parking would be reconfigured to create a transit-only lane, a protected bikeway, and wider sidewalks. From Gough to 13th Street, parking would be removed on the east side of the street to create a northbound travel lane to improve circulation and access from the Mission and the Central Freeway to Market and Franklin Streets, while also addressing pedestrian safety issues at South Van Ness and Mission.

## DESIGN STRATEGIES

- Redesign Otis Street from Gough to Duboce to **allow vehicles to travel north** between Duboce and Gough Street
- Create a **new public space** at the intersection of Gough Street and Otis Street with excess right-of-way
- Reallocate additional right of way to **slow traffic, enhance transit, and improve bicycle safety** on Otis Street between South Van Ness Avenue and Gough Street
- Upgrade streetlights to city standard, and incorporate **pedestrian lighting** where appropriate
- Infill **street trees**

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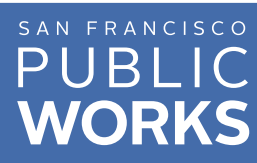
## PLAN VIEW



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# THE HUB MARKET STREET

## PROPOSED IMPROVEMENTS

Market Street, San Francisco’s Main Street, is the City’s premier thoroughfare for pedestrians, our major transit spine, and the busiest street for cyclists. With these heavy demands, accommodating private vehicles is a challenge. Today Market Street is in the impossible role of trying to be all things for all modes of travel. The City has already developed designs to improve Market Street as part of the Better Market Street Project and environmental review is underway. This proposal is separate and is studying additional circulation changes to Market Street between 9th and Gough Street with a focus on Market Street between 11th and 12th Streets. Ultimately, only one alternative for Market Street south of 9th Street will be built.

## DESIGN STRATEGIES

- Widen sidewalks and add corner bulbouts for **more pedestrian space**
- Create **dedicated safe space for bikes and transit** to reduce conflicts and improve safety and comfort for all users
- Incorporate additional **MUNI subway entrances into new buildings**, when feasible
- Potential **vehicle access restrictions** could include:
  - Private vehicles would not be allowed on Market Street between 11th and 12th Streets
  - Eastbound private vehicles would turn right off Market at 14th, Duboce, or Gough Streets, with 12th Street as a final option for local traffic; Access to Franklin St would not be affected
  - All westbound private vehicles would be directed right at Hayes Street

*Note: Operational/Maintenance constraints require additional review and approval from San Francisco Public Works and San Francisco Municipal Transportation Agency*

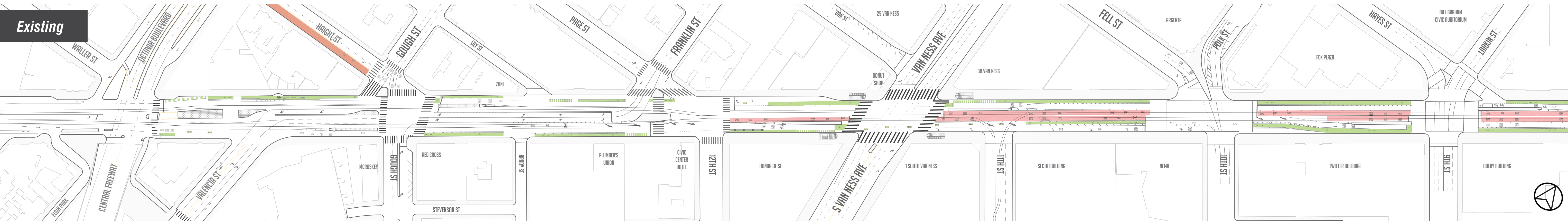


Market & Page Street, looking east



Market Street at Van Ness, aerial view

## PLAN VIEW



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# THE HUB MARKET & VAN NESS

## PROPOSED IMPROVEMENTS

Today, the major intersection at the heart of the Hub neighborhood is primarily a crossroads, with little to draw people. Transit, pedestrians, bikes, and cars compete with each other to get through the space safely. Few buildings activate the street, there is nothing to attract pedestrians to stay, and little to define or identify the space. The proposed design aims to create a special neighborhood center that is at once appropriately grand for its size and firmly human-scale and pedestrian-friendly, especially on Market Street. Ground-floor in all new buildings will activate the street and provide neighborhood services, while signature new pedestrian spaces will create a sense of place to define this location as the living heart of this changing and emerging new neighborhood.

## BIRD’S-EYE VIEW



## DESIGN STRATEGIES

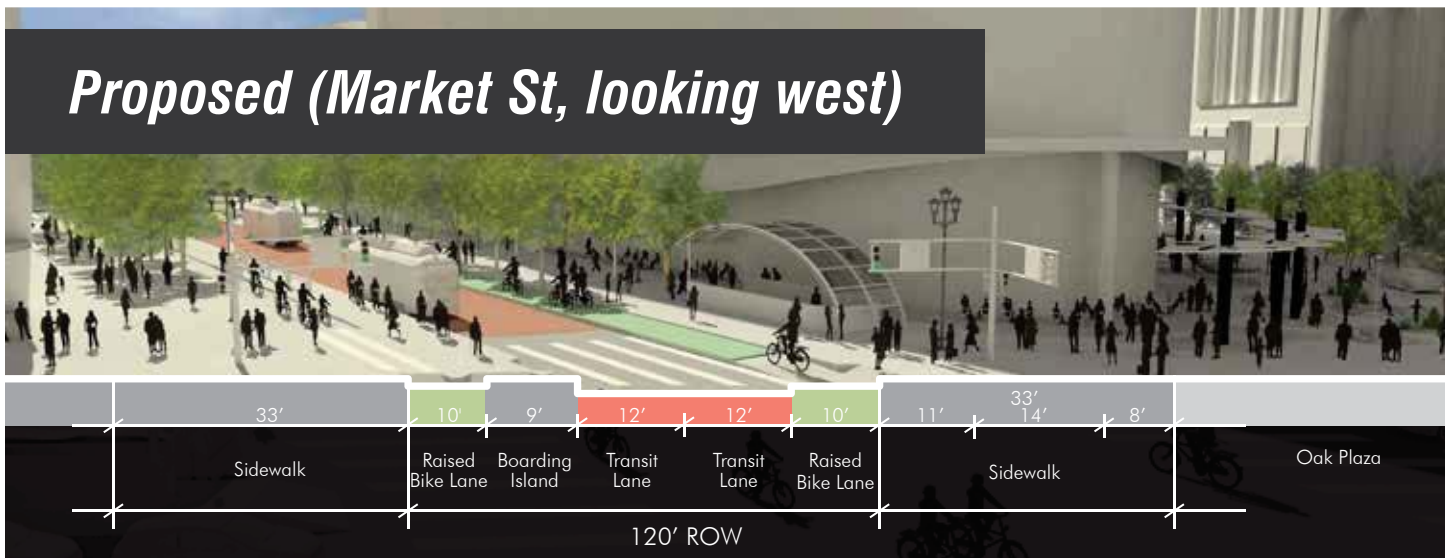
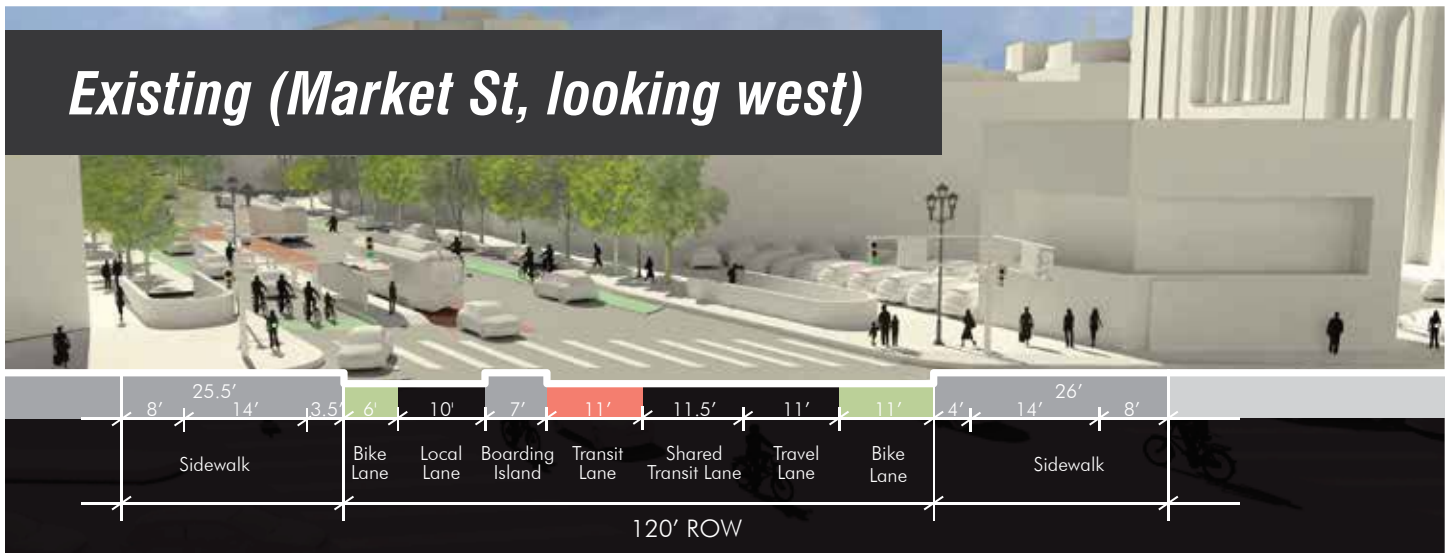
- **Restrict private vehicle access** on Market Street approaching Van Ness
- Widen sidewalks at the corners to create **more pedestrian space** and to encourage and accommodate **active outdoor retail and street life** along Market Street
- Integrate transit boarding islands into the widened sidewalk space, to **make transit transfers seamless, safe, and comfortable**
- Create **separated space for bicyclists** approaching and through the intersection to improve safety
- Add **distinctive canopies** to Muni Metro portals, and add new Muni Metro entrances to new buildings
- Add a **double allée of trees** to block wind, provide additional greenery and soften the visual appearance of the street
- Add **wind canopies** where appropriate

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## INTERSECTION VIEW



## SECTION



## STREET VIEW



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