4th Street Transit Improvement Project

Community Presentation
Summer 2019
Project Background

- Central Subway construction wrapping up
- Muni service on the 8/8AX/8BX, 30, 45 & 91 OWL has returned
- Transit priority improvements needed so that Muni buses can move safely and efficiently
Major Muni and Traffic Corridor

- 72,000 daily Muni customers
  - Up to one bus every 90-100 seconds
  - Connection to Caltrain

- Up to 1,000 vehicles per hour prior to Stockton Street reopening
  - Connection to 101 South and Bay Bridge (via Folsom)
Current Challenge
Previous Design

• Muni buses shared transit lane
  o Shared with right-turning vehicles and through traffic
  o Parts of lane were not full-time
  o Lane ended before Folsom Street

• 3-4 through lanes for general traffic
Previous Design
Proposed Transit Changes

- Dedicated, full-time, red transit-only lane
  - Separate from turning traffic
  - Extend to Folsom Street
- Improve connectivity
  - Combine Howard and Folsom stops at subway station
Transit-Only Lane

- Improved transit-only lane would reduce Muni bus delays and ensure buses can move safety and efficiently on 4th Street.
Stop Locations

- Stops at Howard and Folsom would be combined next to the future Central Subway station.
Smarter Use of Curb Space

- Add more passenger and commercial loading near the Metreon
  - Better address existing demand
Safety for People Walking

• Where pedestrian volumes are highest between Market and Folsom, reduce through lanes of traffic to two
  o Same as on lower Stockton
• Supports Vision Zero
Improving Transit in SoMa

• 3rd and 4th streets act as a couplet for five high-ridership Muni lines
• 3rd Street Transit and Safety Project already approved
  o Improvements coming this fall
• Taking holistic approach to improving transit in SoMa
### Project Timeline

- Timed with the completion of Central Subway

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