



Islais Creek Bridge Replacement

SFMTA Board of Directors
November 18, 2025

SFMTA Board of Directors Action

Actions related to San Francisco Public Works' Islais Creek Bridge Replacement Project:

- Adopting findings under the California Environmental Quality Act and the Statement of Overriding Considerations
- Agreeing to transit delay mitigations for the 19-Polk on Evans, but shifting the consideration and agreement for transit priority improvements to the T-Third to later project phases
- Committing to develop a community engagement and mobility strategy, to enable community consensus on transit priority and other mobility interventions needed during the bridge construction timeline
- Authorizing the Director of Transportation to implement agreed upon measures

Islais Creek Bridge Project Site



Existing Conditions



Deteriorated girders and fatigue cracks – Structural deficiencies noted in Caltrans Bridge Inspection – Impetus for rehabilitation in 2013

Existing Conditions



Deteriorated open grid decking and sidewalk grates – requires ongoing spot repairs and poses a safety hazard

Project Objectives

- Improve the bridge's resilience to the impacts of sea-level rise.
- Address the existing bridge's seismic deficiencies with a seismically adequate bridge.
- Minimize construction times to reduce construction-related transit impacts.
- Improve multi-modal transportation safety and increase operational utility to Muni light rail operations.
- Ensure the bridge is operationally and structurally adequate for its entire design life.
- Provide a bicycle facility as part of the project.

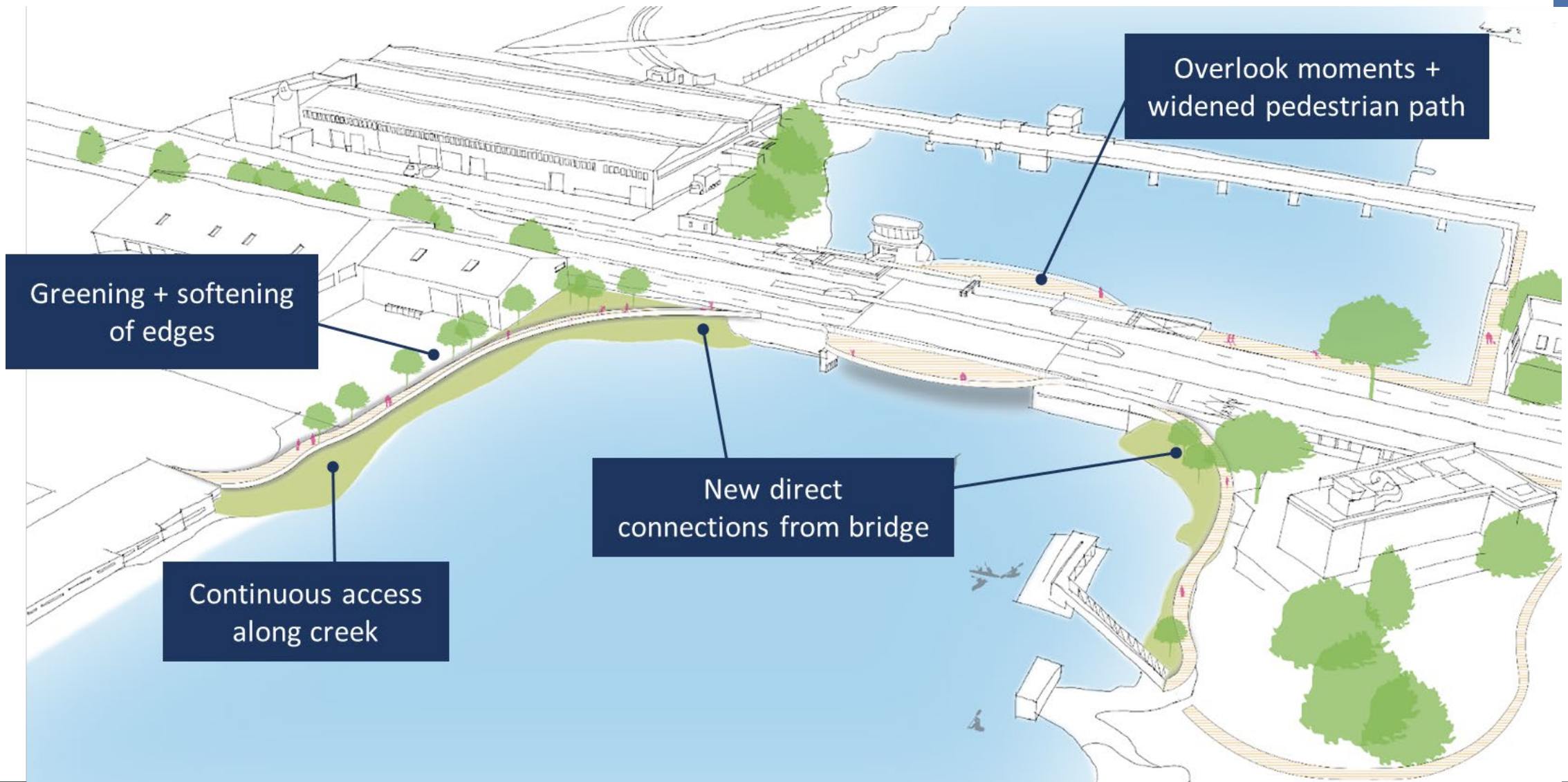
High Tide at Islais Creek



High Tide at Islais Creek at Stair Access Point



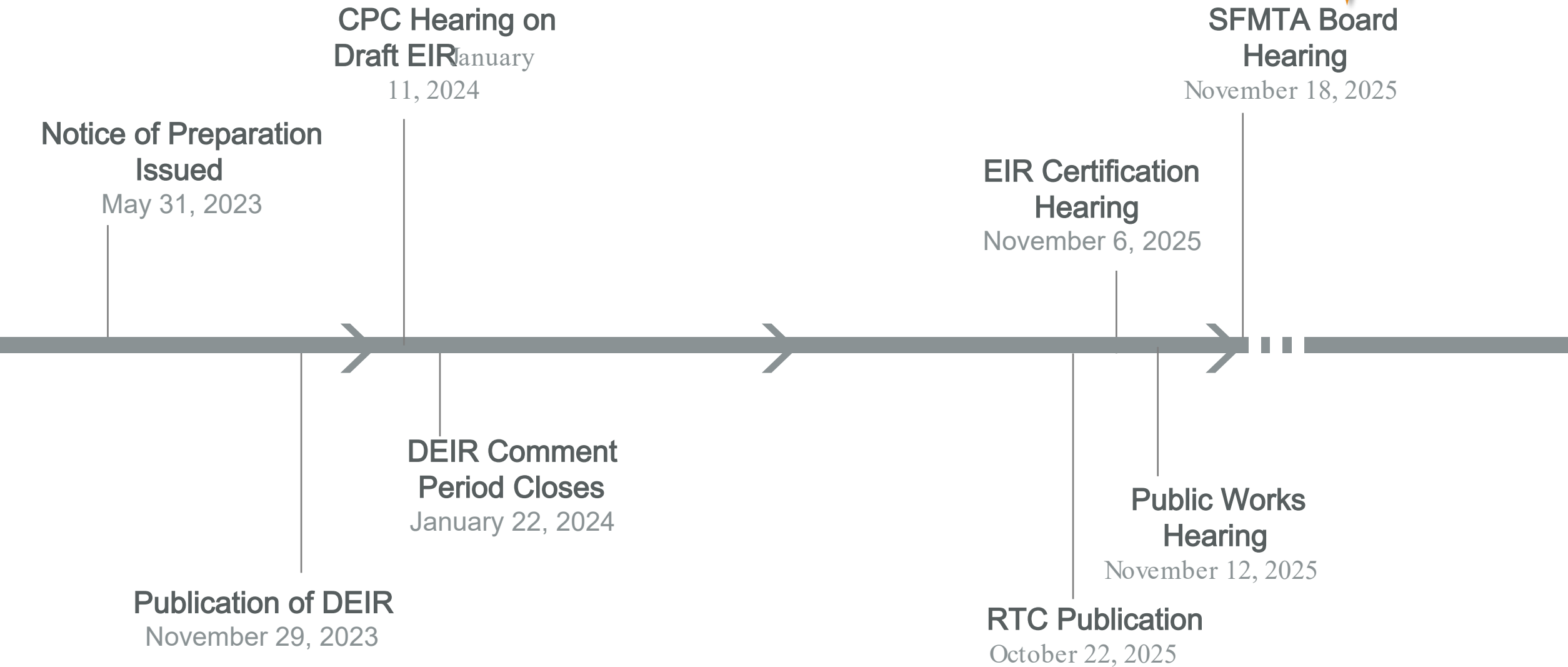
Future Transportation Improvements with Bridge Replacement



Environmental Phase Schedule

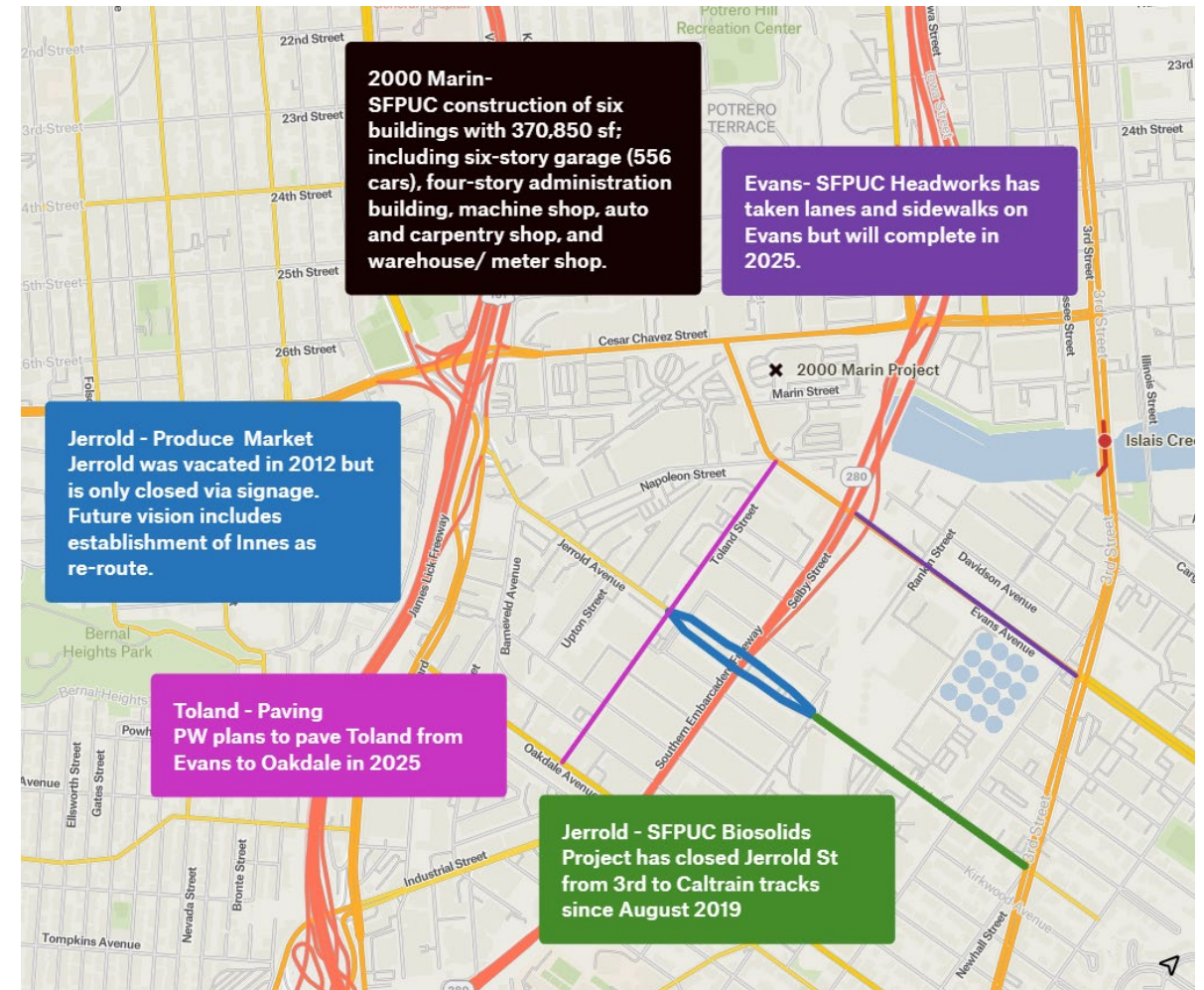


We are here



Project Area - Mobility Challenges

- Limited ways in and out of the Bayview
- Current and future construction at key access points
- High percentage of vehicle dependency from Bayview community
- Muni has strong north-south connections but lesser east-west connections, especially to BART



Transportation Commitments Included in the DEIR



T-Bus Bridge: Run the T-Third as a bus bridge over the Illinois Street Bridge with the same frequency as the train

The T-Bus will run concurrent with the 15 Express

The T-Bus will terminate at Powell Street/ Downtown, ensuring a 'one-seat' ride for passengers who originate south of Dogpatch and have destinations downtown



T-Third train: The T-Third train will run from Chinatown to the Mission Bay Loop in the Dogpatch, turning around at 18th Street



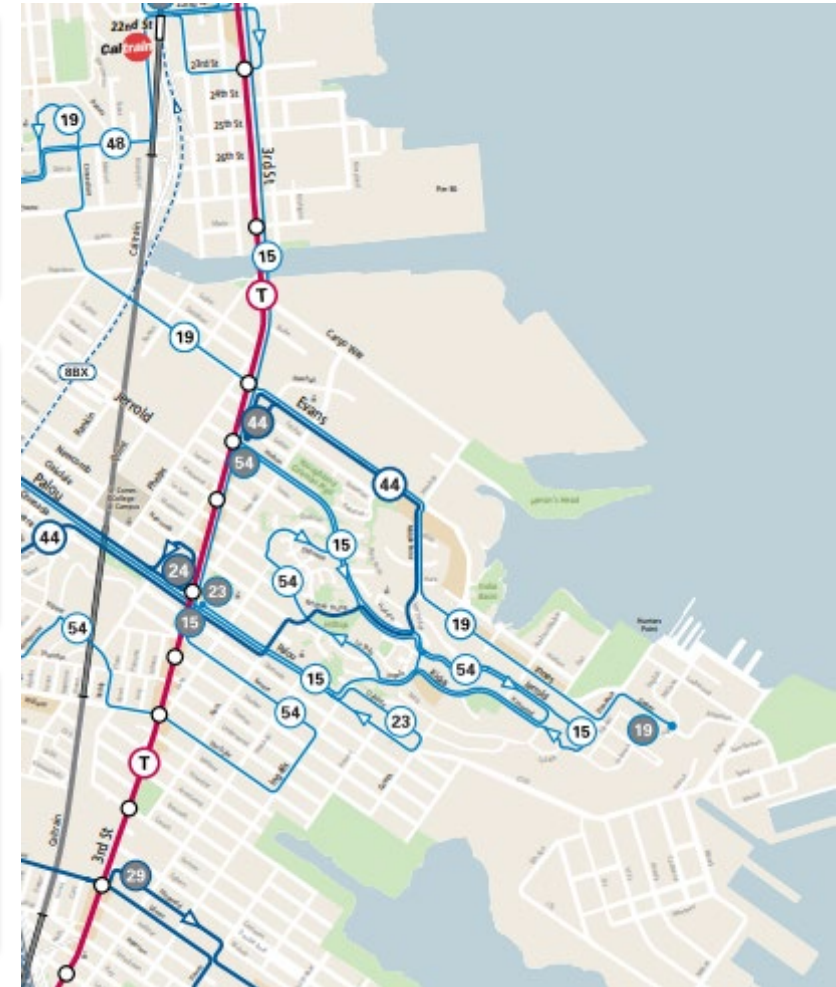
Construction Routing Standard signage, paint and signal changes to facilitate detours and construction re-routes at and adjacent to the project site

Stakeholder Feedback and Concerns

Why is SFMTA proposing to turn back at 18th St. instead of Muni Metro East Yard

Can SFMTA consider not running a redundant Muni route but instead consider alternative routing and connections for a bus like the 15 Bayview Hunters Point Express

How is SFMTA considering the on-going and future construction projects that disrupt the travel network, like the SFPUC closure of Jerrold Avenue and upcoming 2000 Marin project



How is SFMTA considering bicycle safety with additional trucks and traffic on the network (specifically Illinois St in the Dogpatch)

How will SFMTA conduct an inclusive and robust community transportation planning process in advance of the bridge closure

How is SFMTA considering Chase events and other demands on the T during bus substitution

Traffic concerns about Jerrold, Evans, and Third streets being the only arterials in and out of the Bayview.

Access to fronting business during construction, especially on the south and north side of Third at Islais Creek

What can be done by Public Works to reduce construction timelines and bridge inaccessibility

Project EIR Findings

Significant and unavoidable impact to the T-Third, T-Third OWL and 15 Bayview Hunters Point Express as a result of the additional travel time for the re-route through a slower corridor.

- Secondary impact to the 19 Polk if transit priority is considered for Illinois Street Bridge, that will be mitigated through signal timing or other changes if realized.

Rejection of the **regulatory mitigation measure** for the T-Third delay gives SFMTA more flexibility to use a mix of transit priority tools while balancing the need to move vehicles efficiently, and with full understanding of the road network at the time that the project begins construction.

Transportation Commitments in the FEIR



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Community Engagement and Mobility Strategy: As a part of the project, SFMTA under the project management of Public Works will work with the community to develop a plan that identifies potential mobility interventions during construction

Community Engagement and Mobility Strategy

Commitment for a published strategy during the Detailed Design phase that addresses transit and vehicle routing, and also identifies **policies, programs or projects** that could reduce the transportation impacts

Requirements include:

- Additional public outreach with the Bayview, Dogpatch and adjacent communities
- Public website and point of contact for the duration of the project
- Development of context-sensitive solutions for community mobility priorities in a Mobility Strategy
- Oversight and reporting during construction phase



Next Steps



Complete environmental requirements



Identify funding for detailed design phase

-When detailed design phase begins, Public Works and SFMTA will begin the required **Community Engagement and Mobility Strategy** identified in the project description



Construction phase will begin NO SOONER than the **end of 2027**, dependent on funding and successful completion of detailed design



Thank you