

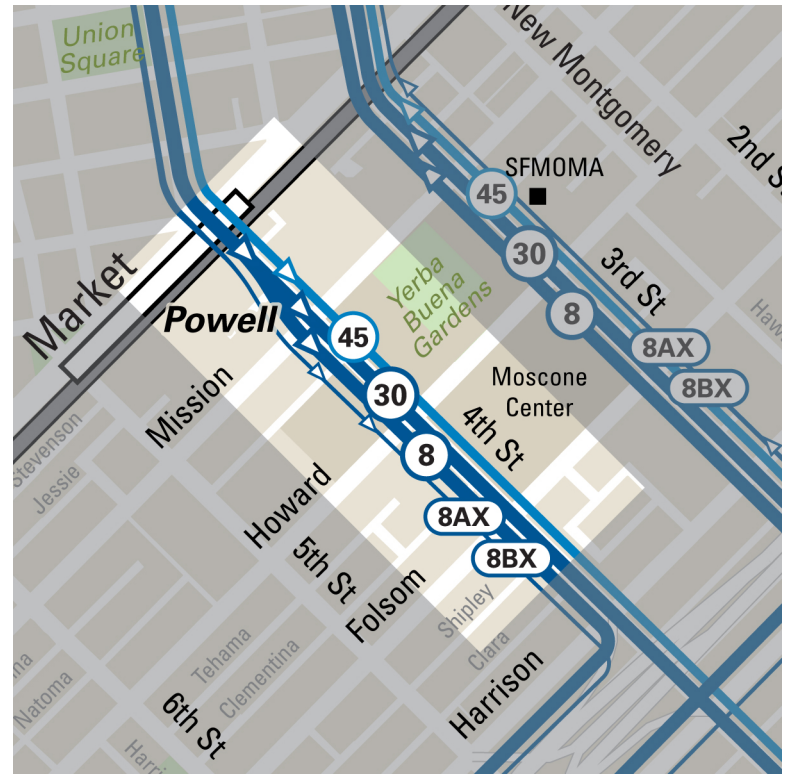
4th Street Transit Improvement Project

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)

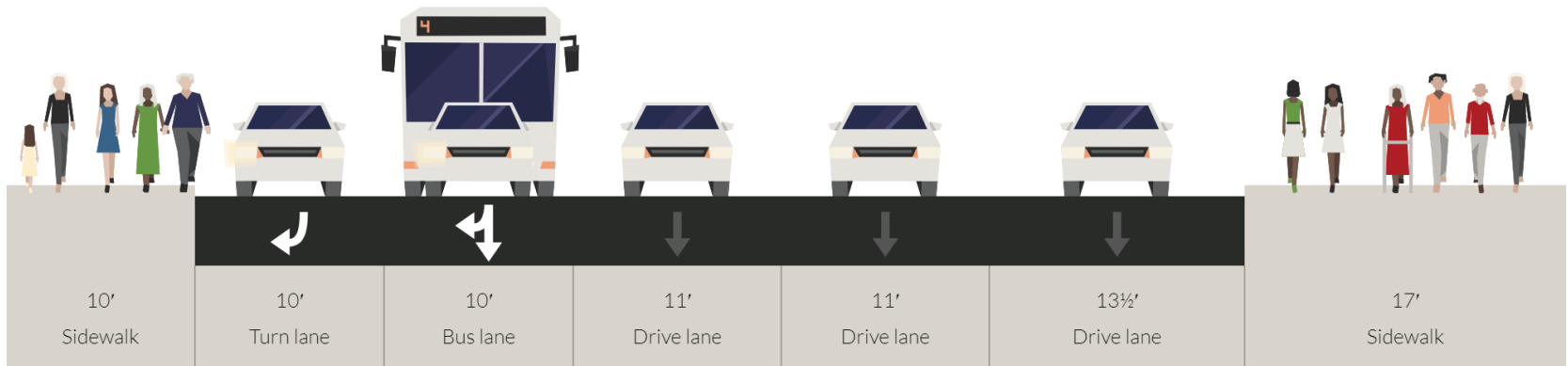


Current Challenge



Previous Design

- Muni buses shared transit lane
 - Shared with right-turning vehicles and through traffic
 - Parts of lane were not full-time
 - Lane ended before Folsom Street
- 3-4 through lanes for general traffic

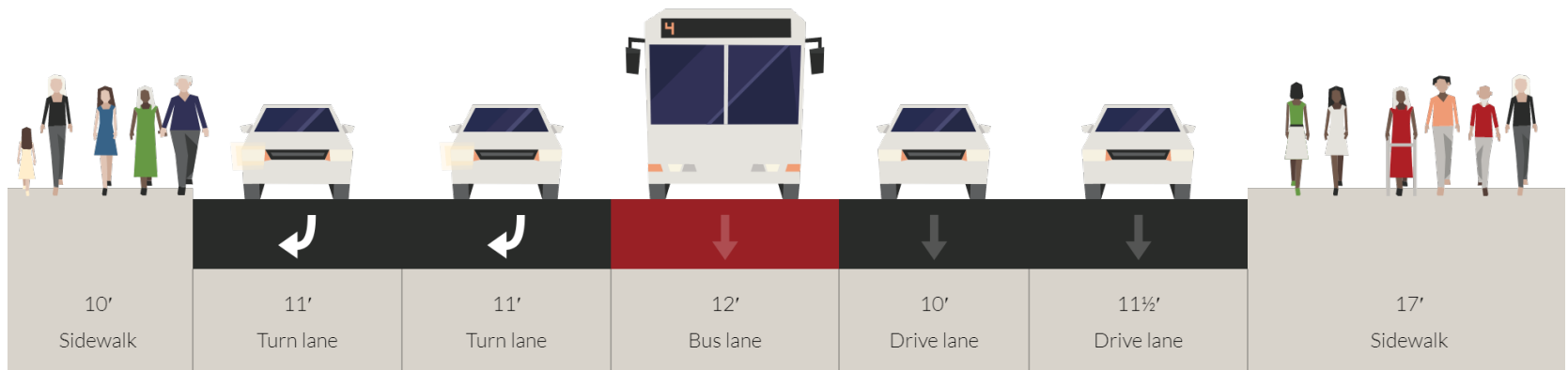


Previous Design



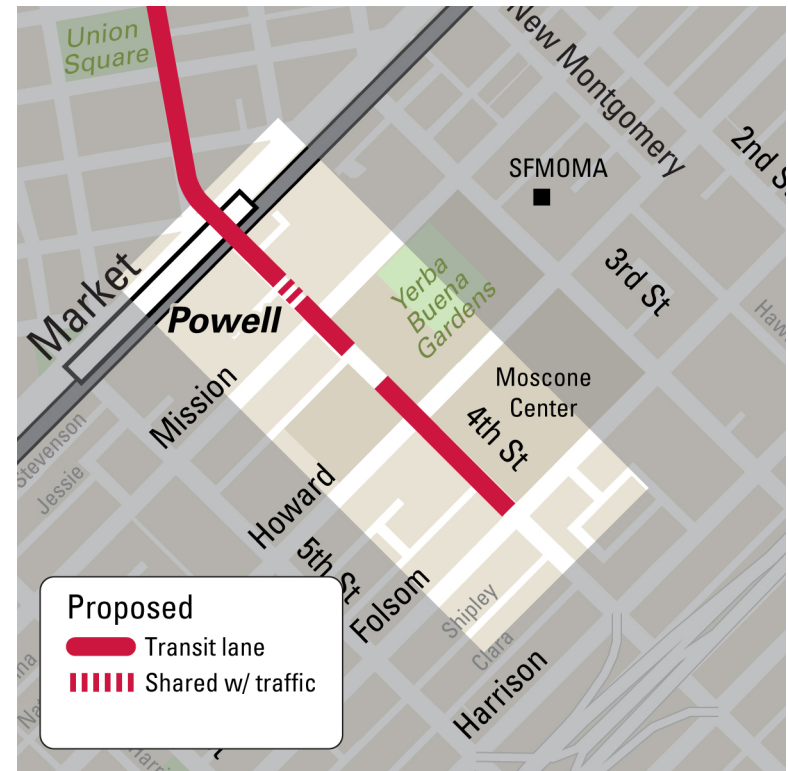
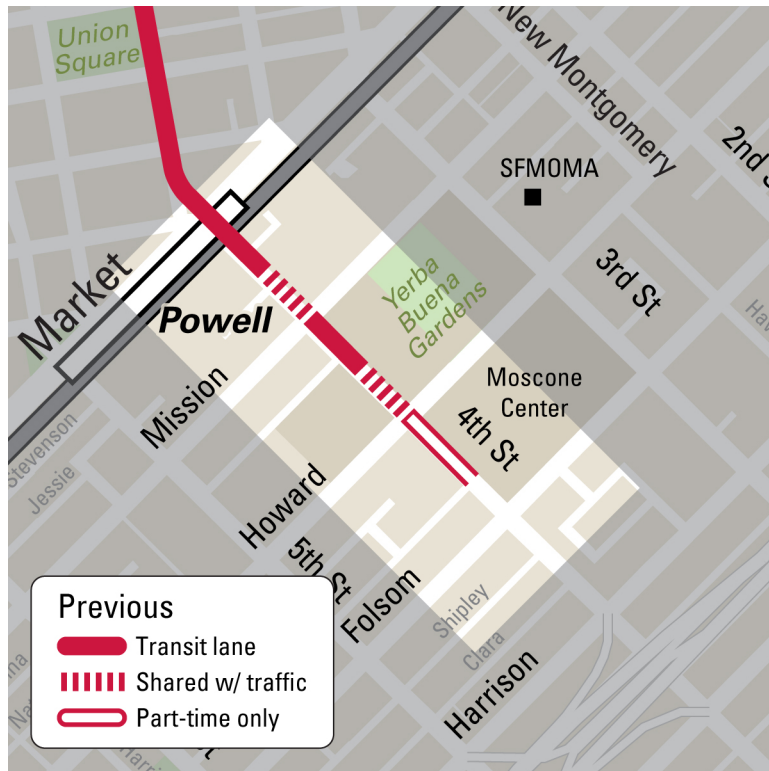
Proposed Transit Changes

- 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 safely and efficiently on 4th Street.



Stop Locations

- Stops at Howard and Folsom would be combined next to the future Central Subway station.



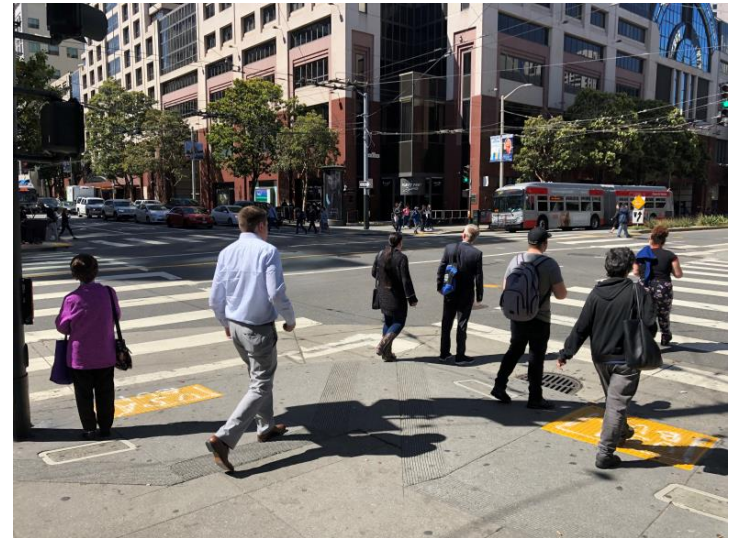
Smarter Use of Curb Space

- 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
 - 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
 - Improvements coming this fall
- Taking holistic approach to improving transit in SoMa



Project Timeline

- Timed with the completion of Central Subway



For More Information

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