

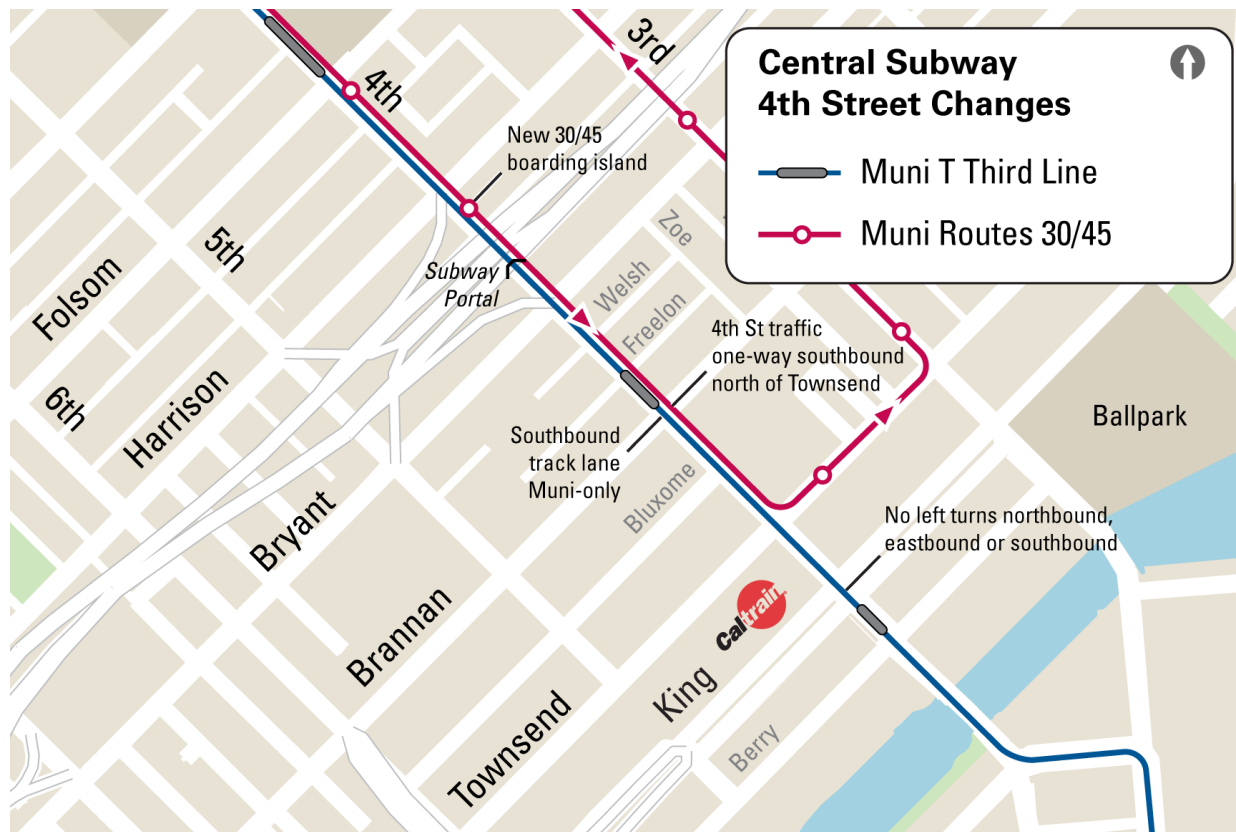


Central Subway Project

Proposed 4th Street Changes

The Central Subway Project will improve public transportation in San Francisco by extending the Muni Metro T Third Line through SoMa, Union Square and Chinatown. When the Central Subway is completed, T Third Line trains will travel mostly underground from the 4th Street Caltrain Station to Chinatown, bypassing heavy traffic on congested 4th Street and Stockton Street.

Major construction on the Central Subway is scheduled to be complete later this summer. Once construction is finished, crews will begin extensive testing to make sure the system is safe and ready for operation. The SFMTA is targeting December 2019 for the start of train service for customers. In preparation for the extension of T Third Muni Metro service to 4th Street between Bryant and King, the SFMTA is exploring several changes to the design of 4th Street between Harrison and King to minimize delays for Muni while ensuring safety for all roadway users.



Proposals

The SFMTA is pursuing the following revisions to the Central Subway related 4th Street changes that were previously approved in 2008:

Making the southbound track lane of 4th Street between Bryant and Brannan Muni-only.

- Once the train returns to the surface at 4th/Bryant, a Muni-only lane will make sure trains don't get stuck in traffic.
- This plan maintains two southbound lanes for general traffic.

**Keeping 4th Street in its current one-way southbound configuration north of Townsend.**

- A previous proposal looked at making 4th Street two-way between Bryant and Townsend streets.
- Allows Muni Routes 30 Stockton and/or 45 Union/Stockton to use a more direct route.
- Reduces conflicts between transit and bicycles on Brannan, 5th Street and Townsend, where bikeway projects are underway.
- Maintains two southbound lanes for general traffic to keep vehicles moving.

Restricting left turns from the northbound/southbound/eastbound approaches at 4th/King.

- Reduces delays for all users at this complex intersection, particularly for the Muni N and T lines, which carry more than 15,000 people per day through this intersection.
- Improves pedestrian safety by eliminating left turns.

Moving the previously existing Routes 30/45 bus stop from 4th/Brannan to 4th/Harrison.

- Provides a new boarding island south of Harrison near large existing and planned apartment buildings.

Next Steps

- SFMTA public hearing with public comment (May 17)
- SFMTA Board of Directors meeting with potential vote of approval (June/July)
- Finalize detailed design (summer 2019)
- Complete construction (late 2019)

For More Information

To share feedback or ask questions, please contact:

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Additional details on the Central Subway Project: SFMTA.com/CentralSubway