3rd Street Transit and Safety Project

February 19, 2019
SFMTA Board of Directors Meeting
Transit Delays
Source of Transit Delays
Pedestrian Safety
Community Engagement
What We Heard

“Drivers are always blocking the transit lanes during rush hour trying to get to the Bay Bridge.”

“Buses are too crowded.”

“The main issue is pedestrian safety. Cars turn into the crosswalk while I am crossing, sometimes both in front of and behind me.”

“From 3pm onwards 3rd Street is very congested for drivers, and the turn from 3rd Street onto Folsom can take up to 45 minutes.”

“After 3pm cars turning from 3rd Street onto Folsom create gridlock where it is scary for pedestrians crossing the street.”
Goals & Proposed Solutions

• **Reduce transit delay** by ...
  • Moving the transit lane away from right-turning vehicles
  • Providing more capacity for right turns
  • Optimizing number, location and capacity of stops

• **Improve pedestrian safety** by ...
  • Reducing crossing distances
  • Making pedestrians more visible
  • Separating right turns from peds at key intersections
1. Relocated transit lane reducing conflicts with cars
2. Corner sidewalk extensions for shorter crossings
3. High-visibility crosswalks
4. Upgraded wheelchair ramps
5. Advance limit lines to stop cars before crosswalk
6. Head starts for people walking in crosswalk
7. Wider sidewalks at bus stops
8. Right turn-only signals reducing conflicts with pedestrians
Proposed Solutions

Proposed Bus Stop Updates

Updating bus stops to be more evenly-spaced (on every other block) allows for better transit access and reduces delays. See below for proposed stop changes.

Legend

- Current bus stop
- New bus stop
- Eliminated bus stop

Market | Mission | Howard | Folsom | Harrison | Bryant | Brannan | Townsend

3rd Street
Today’s Legislation

• Transit Reliability
  • Remove 1 bus stop, establish another
  • Establish right-turn lane at Townsend, two right-turn lanes at Bryant and Folsom
  • Extend towaway restrictions; remove 23 parking spaces; move 17 loading spaces, add 4

• Pedestrian Safety
  • Establish 2 crosswalks
Transit Lane Data Collection

• Study of potential delay caused by non-Muni vehicles in transit lanes
• Starting on Geary and 16th Street, then 3rd St following construction
• Bringing 3rd Street forward with existing “Bus/Taxi” distinction
Next Steps

• Today: Legislation at SFMTA Board
• 2019: Final design and interim project construction
  • Boarding islands and painted safety zones in lieu of bulbs
  • Crosswalks at Folsom and Bryant, upgraded curb ramps not yet open
• 2023-24: Final project construction
3rd St, from Mission to Clementina

- Improved Crosswalks
- New Pedestrian Bulbs
- Removed Stop Parking & Loading Added
- Relocated Transit Lane
3rd St, from Folsom to Bryant

- Turn-only Signal Phases
- Improved Crosswalks
- New Crosswalk (North Side)
- New Tow-Away Restrictions (PM Peak)
- Relocated Stop
- New Full-Time Right Turn Lane
- New Transit Bulb
- New Pedestrian Bulb
- New Full-Time Right Turn Lane
- 2nd Rush Hour Right Turn Lane

Existing Tow-Away Hours Extended
Some Parking Spaces Removed
Some Loading Zones Relocated

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3rd St, from South Park to Townsend

- Improved Crosswalks
- New Pedestrian Bulbs
- Expanded Transit Bulb
- Improved Crosswalks
- Relocated Transit Lane
- New Tow-Away Restrictions
- New Full-Time Turn Lane
- New Pedestrian Bulb

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