3rd Street Transit and Safety Project

SFMTA Citizens' Advisory Council
October 4, 2018
Why This Project?

Unreliable Transit

- 3rd St is used by five of Muni’s busiest bus lines – the 8, 8AX, 8BX, 30 and 45
- On average, a bus arrives every 90 seconds during rush hours
- Traffic blocks transit lane, and buses are delayed – especially during rush hours and after events at AT&T Park
Why This Project?

Unsafe Walking

• Rapidly growing area with increasing numbers of pedestrians
• Wide, one-way street with up to six lanes of traffic
• Vision Zero High-Injury Corridor (where San Francisco’s highest rates of severe and fatal crashes occur)
Why Is Transit Stuck in Traffic?

- During afternoon rush hour and after events at AT&T Park, transit lane becomes right-turn lane
- Delays are most severe on routes to Bay Bridge – at Bryant, Harrison and Folsom
Separate Transit from Right Turns

Existing Street Design

Proposed Street Design
Improvements for Transit

Less-congested transit lane

Larger transit stops
Improvements for Walking

Corner sidewalk extensions, upgraded wheelchair ramps

High-visibility crosswalks
**Improvements for Transit & Walking**

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 and more evenly spaced bus stops
8. New spaces for trees and greenery
Regularly Spaced Transit Stops

Existing Stops

Market → N Mission Howard Folsom 3rd Harrison Bryant Brannan Townsend

Proposed Stops

Market → N Mission Howard Folsom 3rd Harrison Bryant Brannan Townsend
Project Timeline

• 2018: Project development
  • May-Nov: Preliminary design
  • June-Nov: Public engagement
  • Sept-Oct: Environmental review
  • December: MTA Board approval

• 2019: Final design and interim project construction

• 2023-24: Final project construction
For More Information

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