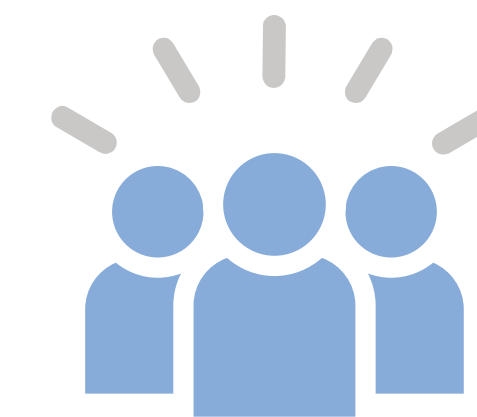


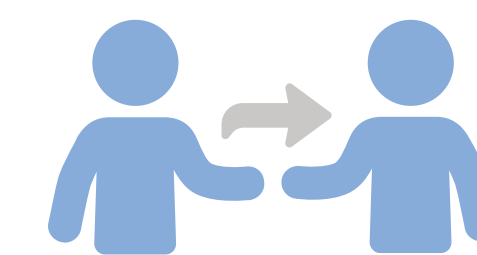
Welcome

SFMTA's 3rd Street Transit & Safety Project is an effort to improve transit reliability and pedestrian safety on 3rd Street in the South of Market neighborhood, between Townsend and Market Streets.

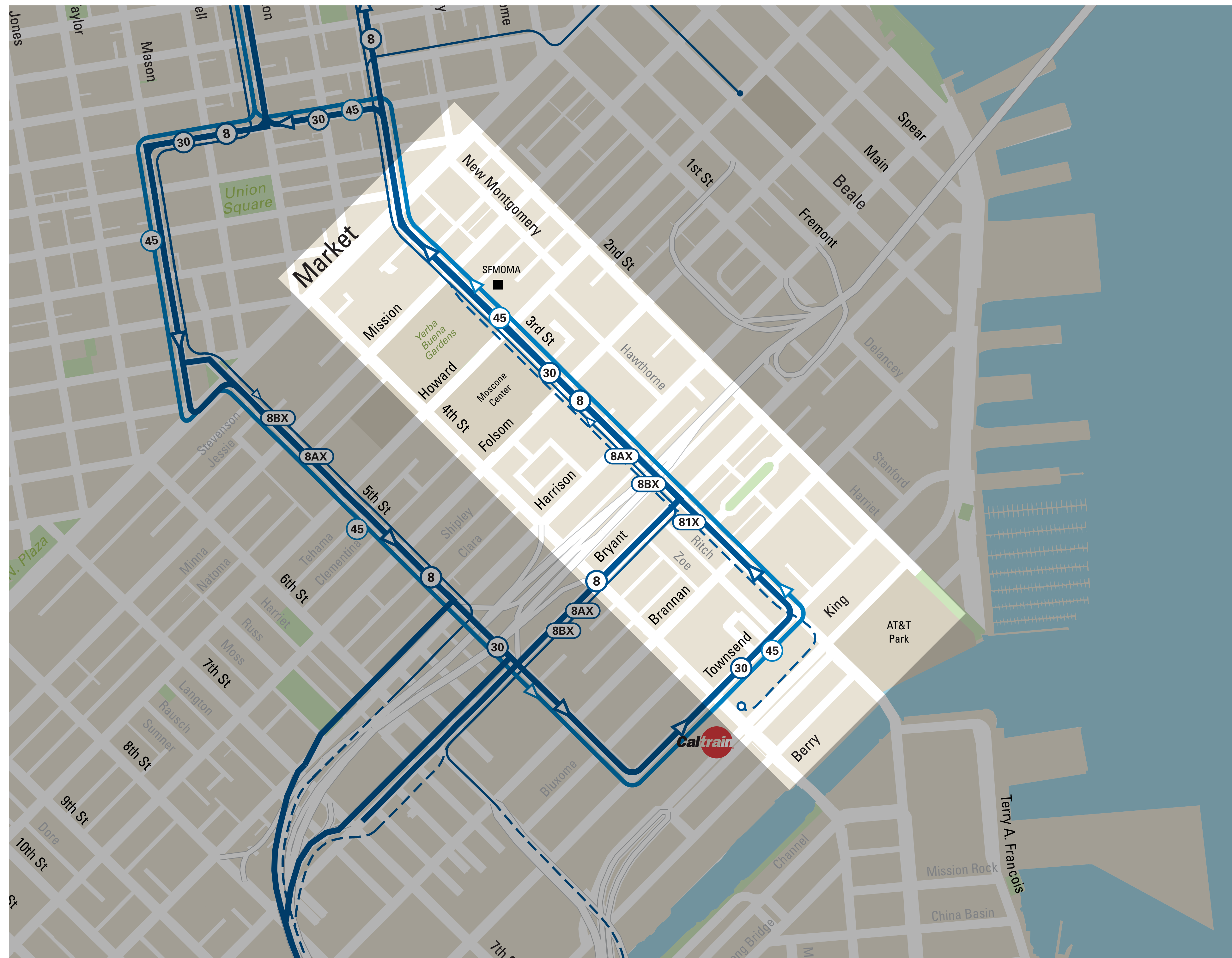


Get the most out of this event:

1. Visit project information stations hosted by project staff who will answer your questions.
2. View block-by-block diagrams of proposed improvements.
3. Provide feedback on project proposals by sharing directly with staff and leaving a note on the boards.

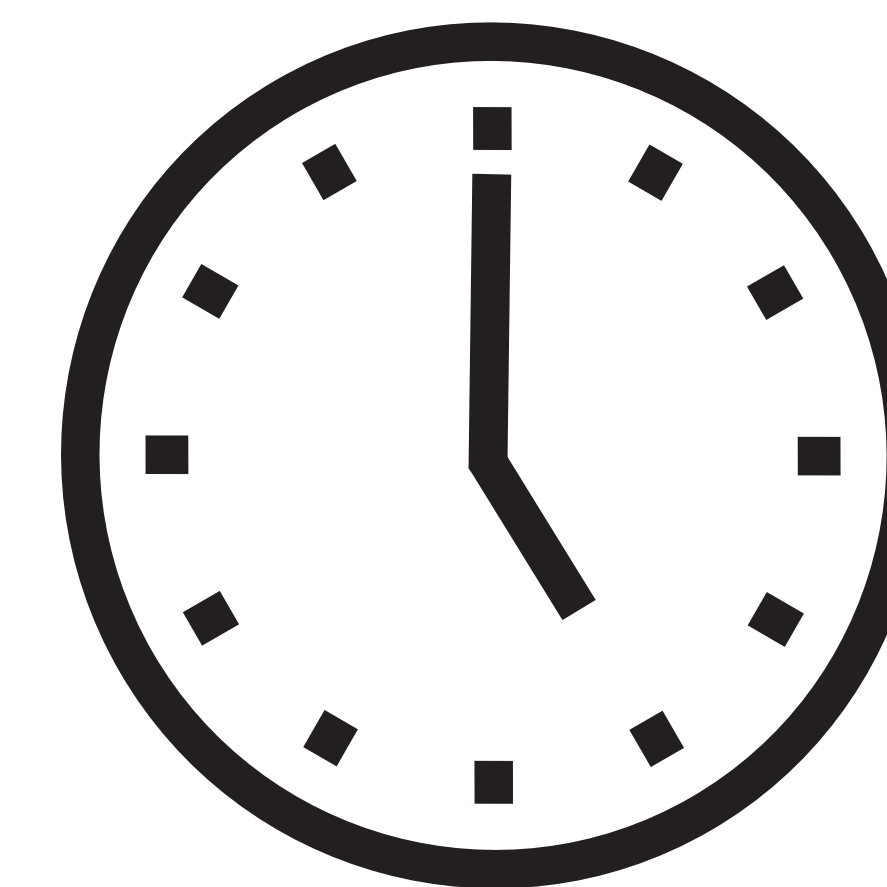


Transit Reliability



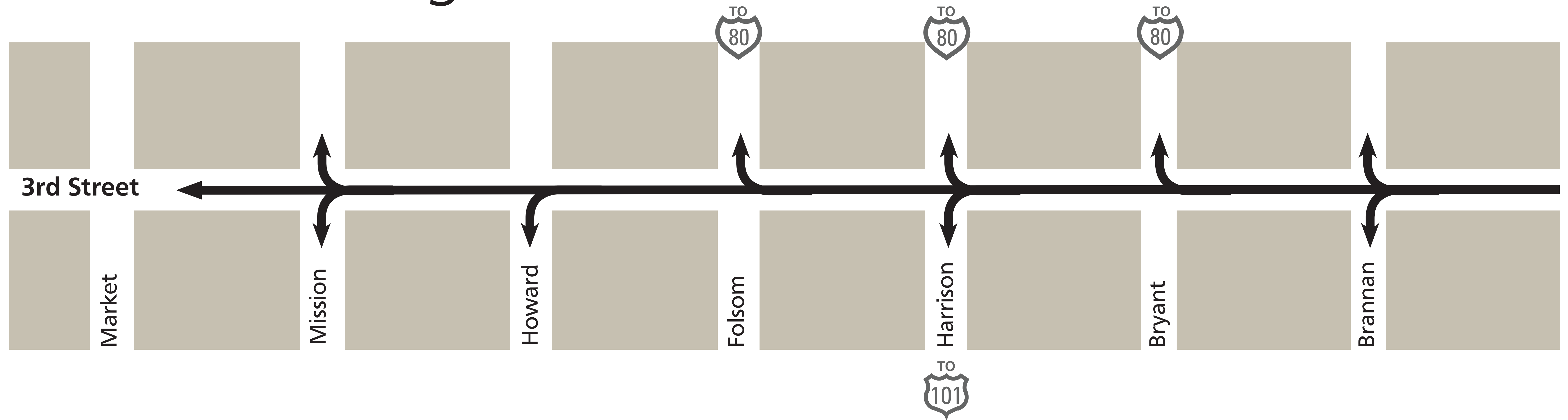
3rd Street is used by five of Muni's busiest bus lines – the 8 Bayshore, 8AX and 8BX Bayshore Express, 30 Stockton and 45 Union/Stockton

- On average, a bus arrives every 90-120 seconds during rush hours
- Traffic often blocks the transit lane, delaying buses – especially during rush hour and after events at AT&T Park
- Making transit more reliable on 3rd Street will improve service for these bus lines that serve close to 70,000 daily passengers total (including the 10,000 daily riders on this portion of 3rd Street).



During afternoon rush hour, buses take about 40% longer to get from Townsend to Howard than after 7:00 p.m.

Traffic Challenges on 3rd Street



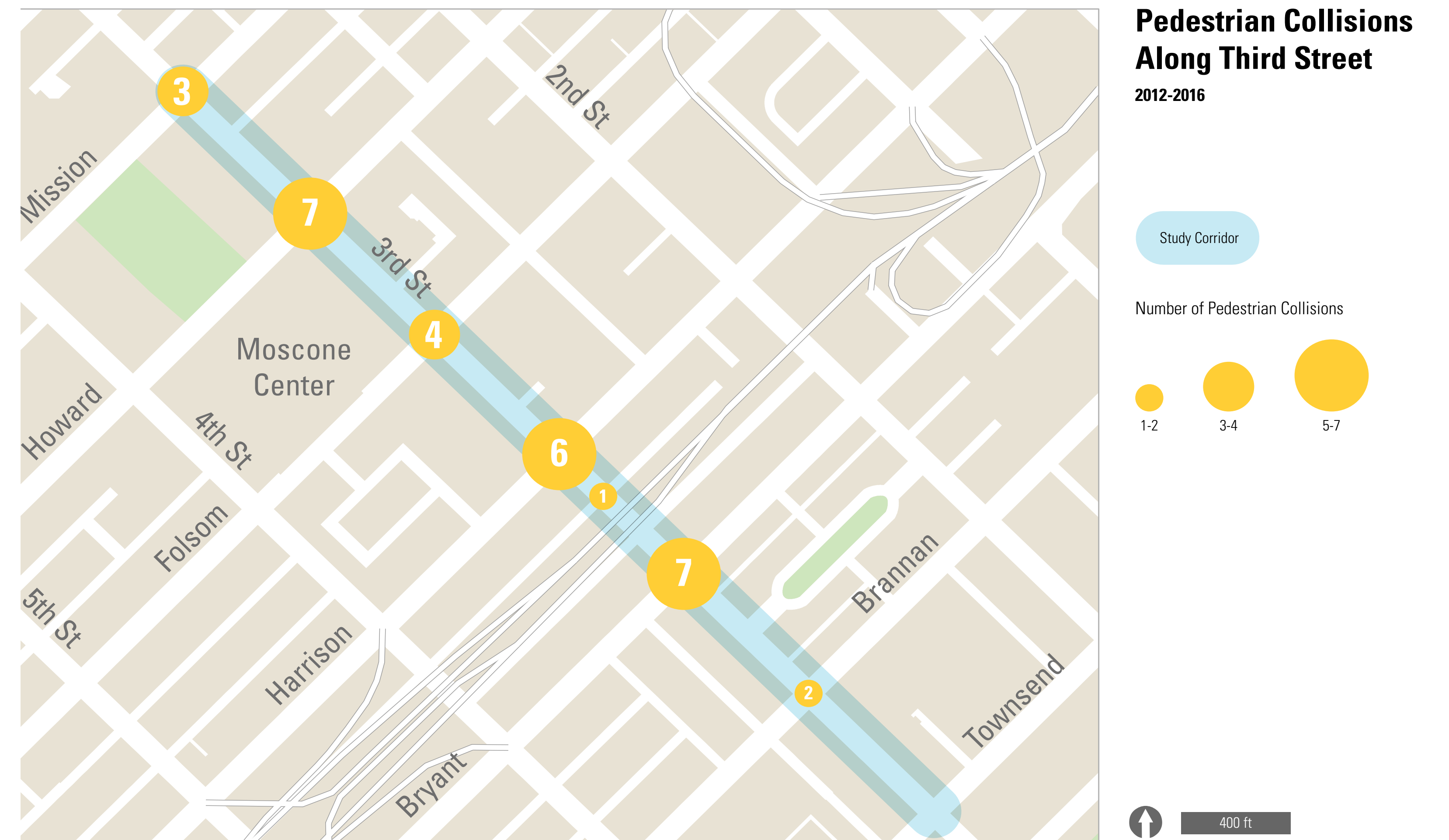
- 3rd Street is a feeder to the Bay Bridge, Highway 101 and downtown
- Traffic going to the Bay Bridge backs up onto 3rd Street, blocking the transit lane and delaying Muni
- More right turn lanes are needed to accommodate vehicles turning right, particularly at Bryant and Folsom
- 3rd and Bryant is a good example of the typical traffic pattern on 3rd Street. During afternoon rush hour, twenty percent of the 2,000 vehicles on 3rd Street turn right onto Bryant.



Pedestrian Safety



- Rapidly growing area with increasing foot traffic
- 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)



In past five years, 50 collisions with people walking or biking, with 2 deaths

You Speak, We Listen

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 me and behind me.”

“After 3:00 p.m. cars turning from 3rd Street onto Folsom create gridlock where it is scary for pedestrians crossing the street.”

“From 3:00 p.m. onwards 3rd Street is very congested for drivers, and the turn from 3rd Street onto Folsom Street can take up to 45 minutes.”

Project Features

We are proposing to relocate the transit lane away from the curb to reduce conflicts with cars and improve transit reliability. This would reduce rush hour travel time by two minutes between Caltrain and Market Street.

Relocating the transit lane can reduce the overcrowding caused when buses are delayed.

We are proposing to add high visibility crosswalks, corner sidewalk extensions to reduce time spent crossing the street and advance limit lines to stop cars before the crosswalk.

We are proposing to upgrade signals to give pedestrians a head start and add dedicated right-turn phases at Bryant and Folsom to separate traffic from pedestrians.

We are proposing to shift traffic capacity from through lanes to right-turn lanes leading toward the Bay Bridge. Additional right-turn lanes would be added at Bryant and Folsom Streets. During rush hour, we would maintain three through traffic lanes by removing some curbside parking. Overall, 98.5% of parking would be maintained within a block of 3rd Street, including merchant loading.

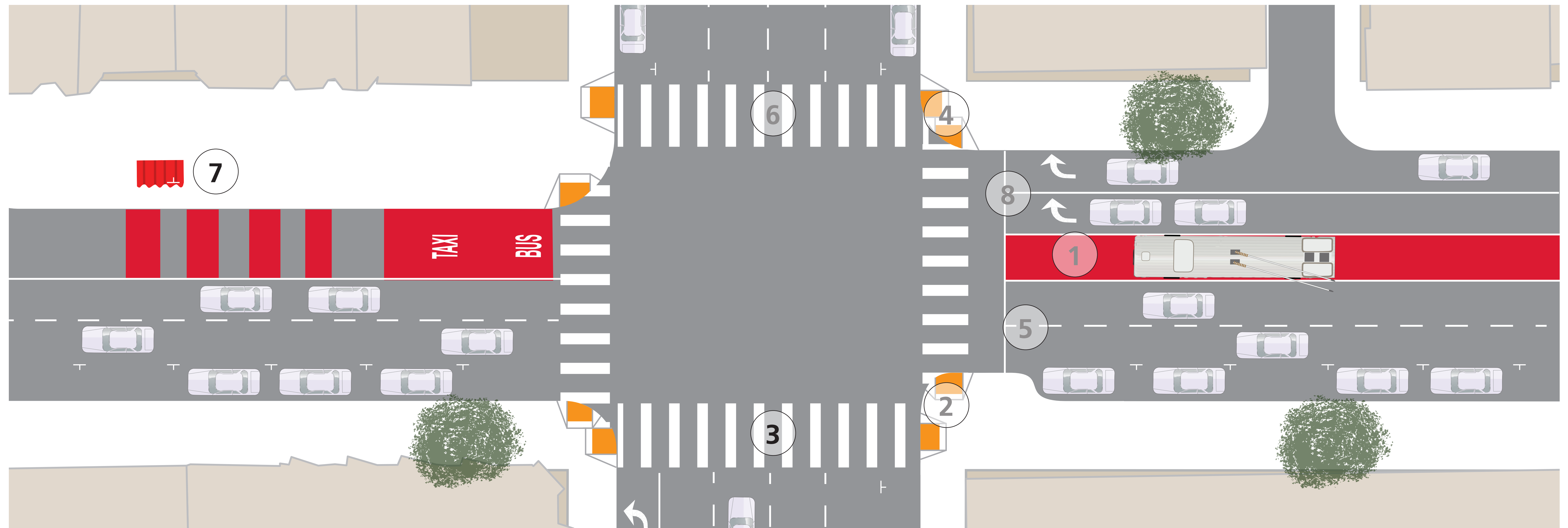


Thank you to the following organizations we met with for their feedback:

Transit Riders, Walk SF, Senior Disability Action, Chinatown TRIP, Yerba Buena CBD, Yerba Buena Consortium, Yerba Buena Alliance, TODCO Group, SoMa Sunday Streets, San Francisco Museum of Modern Art, South of Market Community Action Network, Moscone Center, SF Travel, SF Chamber of Commerce, Hotel Council of San Francisco, St. Regis Hotel, The W Hotel, Members of the South Beach, Rincon Hill, Mission Bay Neighborhood Association, Ballpark/Mission Bay Transportation Coordinating Committee, AT&T Park/SF Giants, 706 Mission, SFMTA Citizens Advisory Committee, SFMTA Pedestrian Safety Advisory Committee, Supervisors Offices for Districts 3 and 6, Muni Customers and Merchants on 3rd Street



Proposed Improvements



- ① Relocated transit lane reducing conflicts with cars
- ② Corner sidewalk extensions for shorter crossings
- ③ High-visibility crosswalks
- ④ Upgraded curb ramps
- ⑤ Advance limit lines to stop cars before crosswalk
- ⑥ Walk sign head starts for people walking in crosswalk
- ⑦ Wider sidewalks at bus stops
- ⑧ Right turn-only signals reducing conflicts with pedestrians

Comments

Overall how satisfied are you with the proposed improvements?

- ① Relocated transit lane reducing conflicts with cars

- ② Corner sidewalk extensions for shorter crossings

- ③ High-visibility crosswalks

- ④ Upgraded curb ramps

- ⑤ Advance limit lines to stop cars before crosswalk

- ⑥ Walk sign head starts for people walking in crosswalk

- ⑦ Wider sidewalks at bus stops

- ⑧ Right turn-only signals reducing conflicts with pedestrians

Place a dot above for the improvements you would like to prioritize.

Post your comments about the proposed changes here.






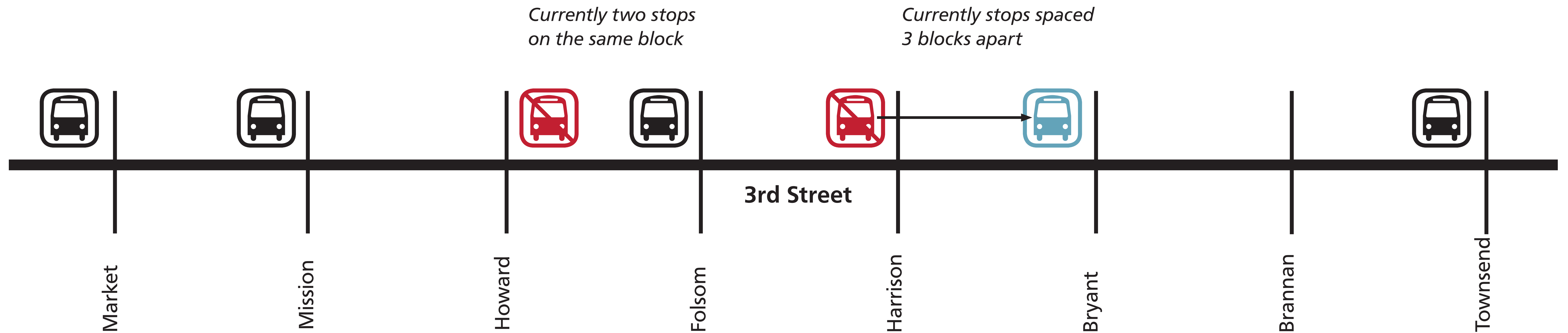
More Evenly Spaced Bus Stops

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



Overall how satisfied are you with the proposed bus stop changes?

Very satisfied

Very dissatisfied



Implementing Interim and Final Projects

Interim Project (End of 2019)



Relocated transit lane, Dedicated right-turn lanes



Boarding Islands, Evenly-spaced bus stops



Painted Safety Zones, Upgraded wheelchair ramps



Upgrade existing crosswalks, Add stop bars for autos, Upgrade signals to give head starts for pedestrians

Final Project (2023-24)



Maintains relocated transit lane, Dedicated right-turn lanes



Wider sidewalks at bus stops



Corner sidewalk extensions



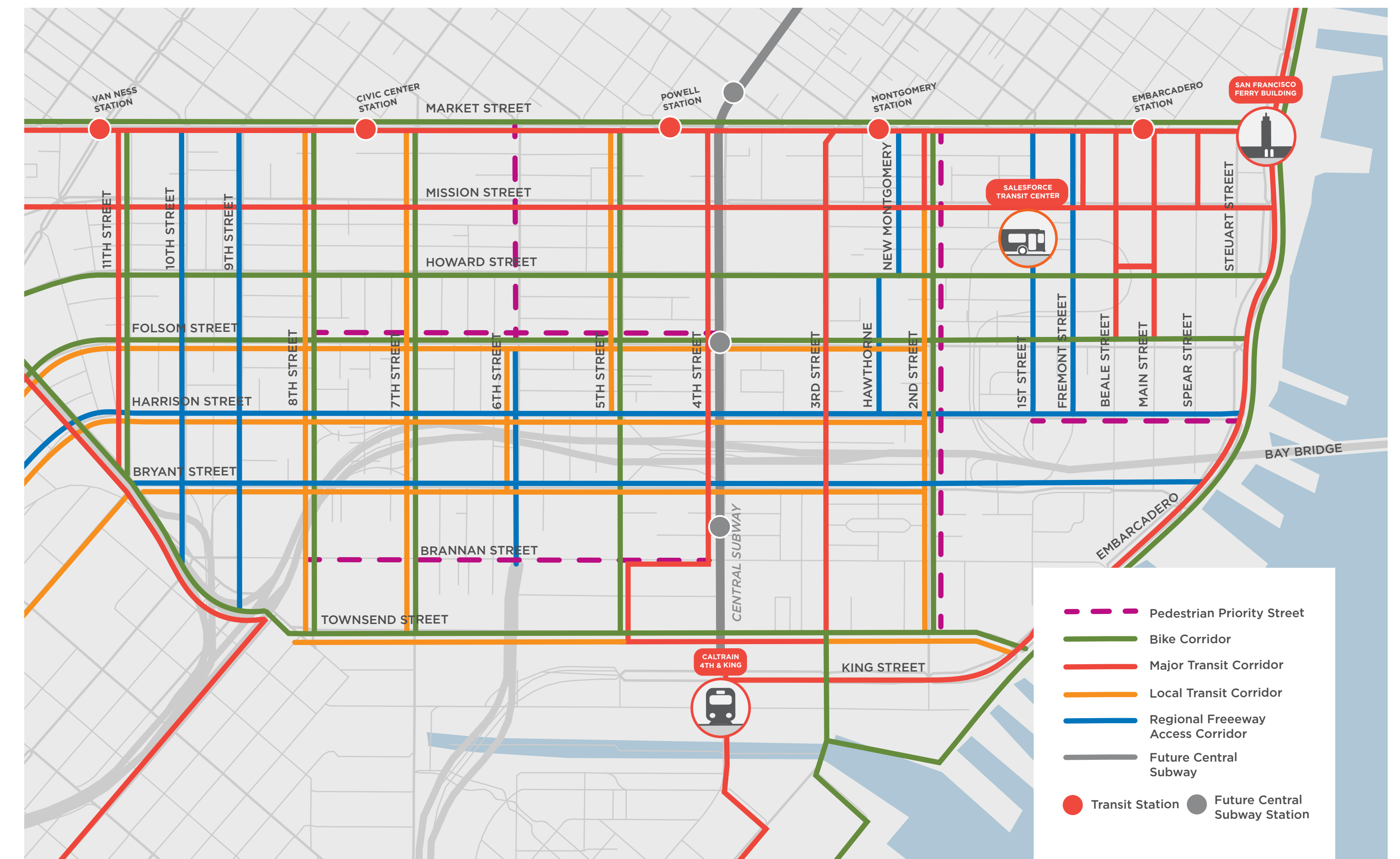
Add new crosswalks at Bryant and Folsom streets

Transportation Projects in SoMa



SFMTA Projects in the South of Market Neighborhood

Current and future projects



South of Market Transportation Network

Streets shared by transit, people walking, bikes and cars

Feedback on Tonight's Open House

Please rate the Open House by placing a dot in the columns that best reflect your experience.

	😊😊	😊	😐	😞	😞😞
Project features are clearly described					
I quickly learned project information					
My questions were answered					
I provided project feedback					

Post any comments here.

