



Project Overview

The primary goals of the 3rd Street Transit and Safety Project are to reduce bus delays and improve safety for people walking on 3rd Street between Townsend and Market Streets. Major elements of the project include:

- Move existing transit lane away from the curb to reduce delay
- Provide more even stop spacing for better bus access
- Install pedestrian safety improvements at intersections
- Provide additional turn lanes

Five of Muni's busiest bus lines run on 3rd Street in the South of Market neighborhood, including the 8 Bayshore, 8AX and 8BX Bayshore Express, 30 Stockton and 45 Union/Stockton. During the busiest hours, it is used by more than 40 buses – one bus every 90 seconds.

While 3rd Street does have a lane prioritized for transit, during rush hour it is blocked by vehicles waiting to turn right, delaying thousands of Muni passengers.

Additionally, SoMa is a growing area with major destinations and increasing foot traffic. As a one-way street with up to six lanes, 3rd Street suffers from a high rate of traffic collisions. Over the past five years, there have been 50 collisions with people walking or biking, including two deaths.

Take Our Survey

Give us your feedback about your trip on 3rd Street:
[SFMTA.com/3rdStreet](https://www.sfmta.com/3rdStreet)

Stay Connected

Sign up to get project updates at [SFMTA.com/3rdStreet](https://www.sfmta.com/3rdStreet)

Contact 3rdStreetProject@SFMTA.com or 415.646.2096

Summer/Fall 2018

Public Outreach

Winter 2018

SFMTA Board Review

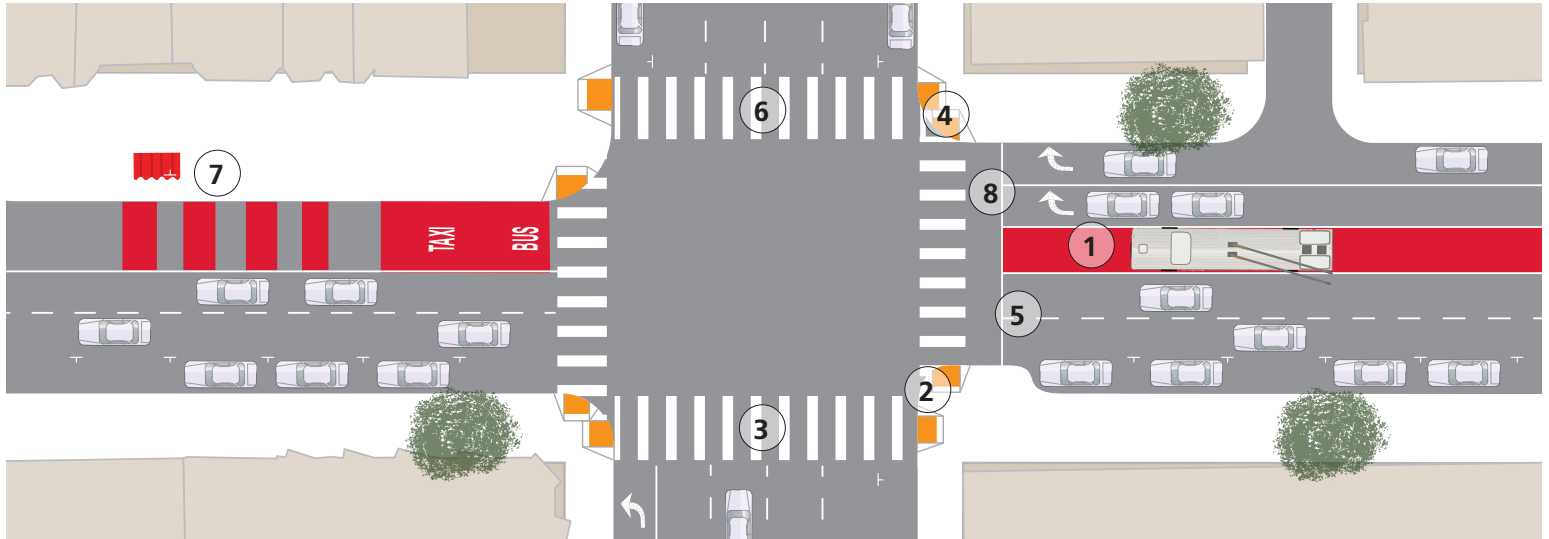
By End of 2019

Interim Project Construction



Proposed Improvements

The sample intersection illustrated below shows proposed improvements to 3rd Street for transit and people walking. By shifting the transit lane away from the curb, the project can reduce bus delays and provide an additional right-turn lane to accommodate Bay Bridge traffic. Pedestrian improvements will make people walking safer. In order to accommodate these improvements, one through lane of traffic would be removed outside of rush hour, and some curbside parking would be converted to a traffic lane during rush hour.






- 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 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

