

# 3rd Street Transit and Safety Project

Public Presentation

# Why This Project?

## Unreliable Transit

- 3<sup>rd</sup> 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



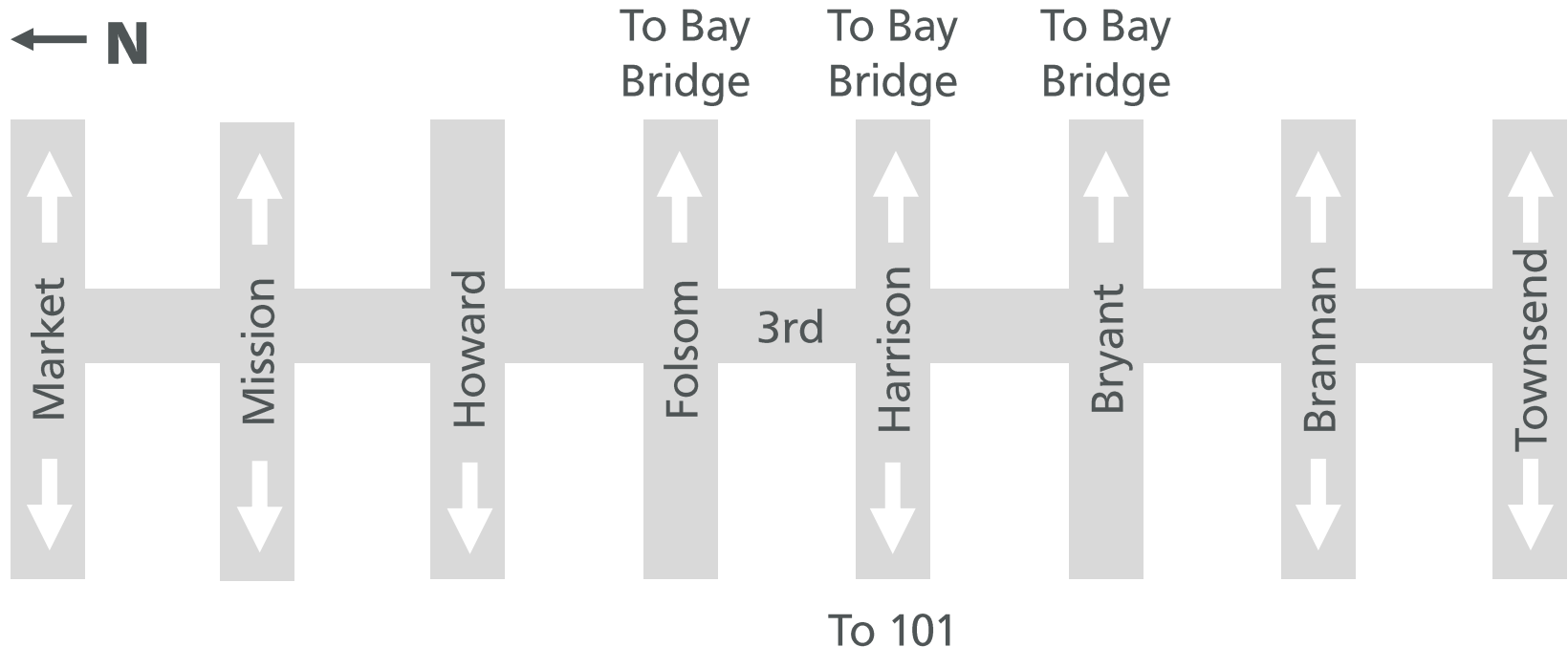
# Why This Project?

## 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)



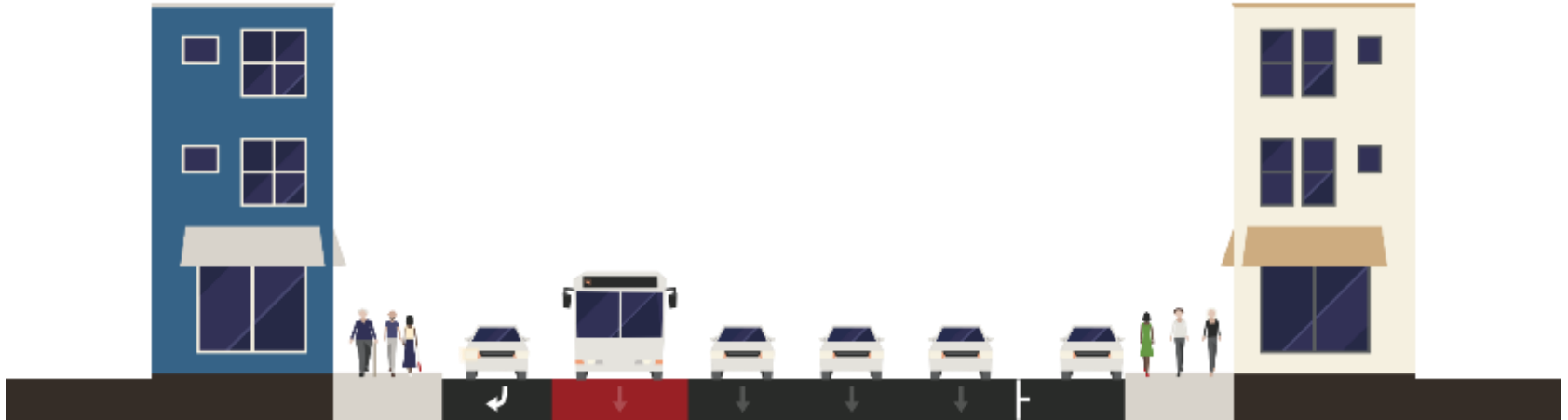
# Why Is Transit Stuck in Traffic?



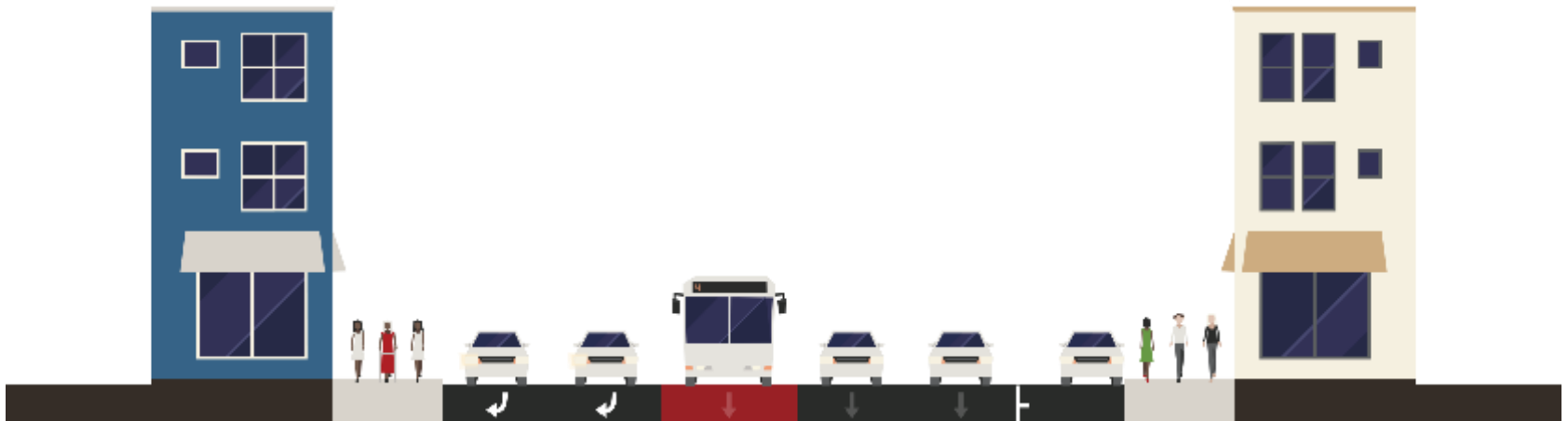
- During afternoon rush hour and after events at AT&T Park, transit lane becomes right-turn lane
- Delays are most severe on routes to Bay Bridge – at Bryant, Harrison and Folsom

# Separate Transit from Right Turns

## Existing Street Design



## Proposed Street Design



# Improvements for Transit



Less-congested transit lane



Larger transit stops



# Improvements for Walking

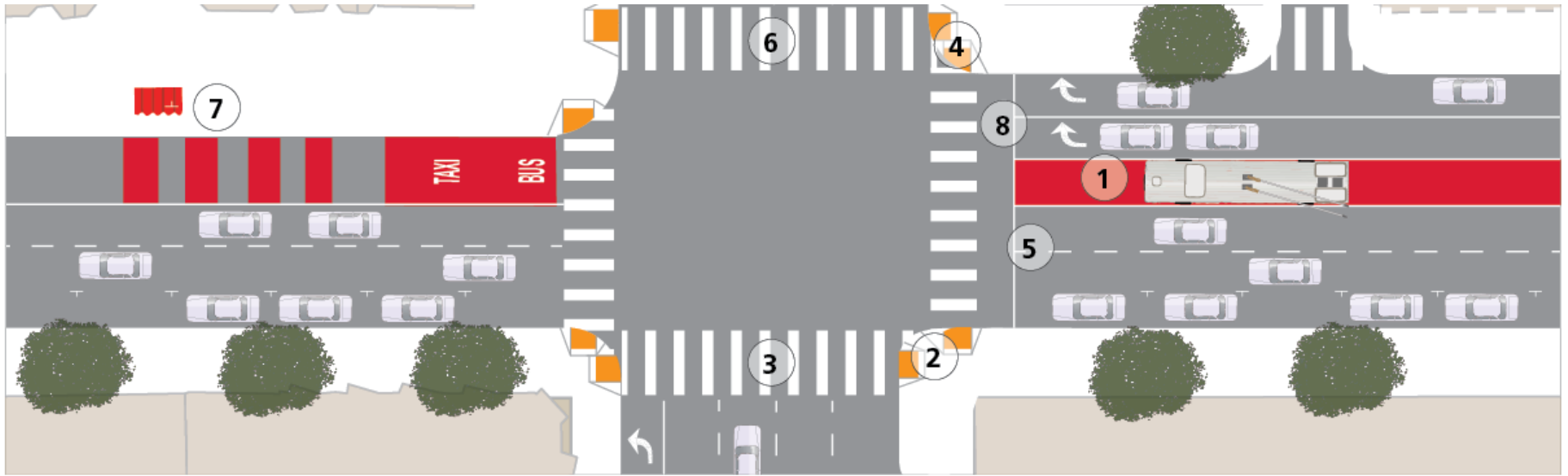


Corner sidewalk extensions,  
upgraded wheelchair ramps



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 sidewalks at bus stops
- 8 Right turn-only signals reducing conflicts with pedestrians






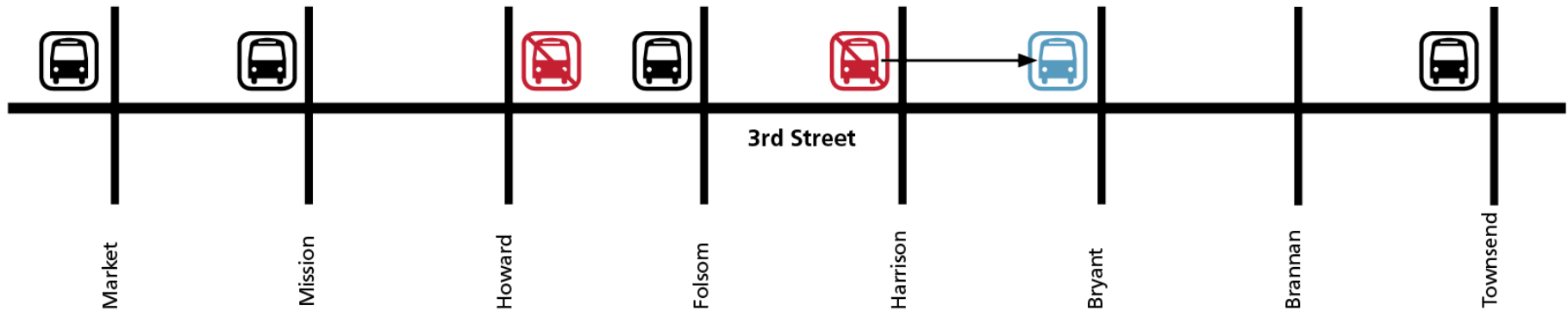
# Regularly Spaced Transit Stops

## 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



# 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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