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1 DECLARING THAT MUNICIPAL RAILWAY VEHICLES AND OTHER TRANSIT VEHICLES
2 BE GIVEN PRIORITY OVER OTHER VEHICLES ON SAN FRANCISCO STREETS; THAT
3 THE DEPARTMENT OF CITY PLANNING/ DEVELOP A PREFERENTIAL TRANSIT
4 STREET SYSTEM WITHIN ^{SIX} THREE MONTHS; SUGGESTING METHODS OF EXPEDITING
5 TRANSIT SERVICE ON DULY DESIGNATED "TRANSIT" STREETS.

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7 WHEREAS, Public transit in San Francisco transports one
8 third of the population daily, reduces traffic congestion and air
9 pollution by reducing the need for private automobiles; and

10 WHEREAS, Increased speed and regular frequency of transit
11 service serves to encourage greater use of public transit, which
12 in turn reduces traffic congestion and air pollution and may well
13 increase farebox revenues; and

14 WHEREAS, The chief factor reducing transit speed is transit
15 vehicle competition with underoccupied private automobiles and
16 other preemptions of space on publicly owned and maintained
17 city streets; and

18 WHEREAS, Establishing public transit priority over the
19 private vehicle would discourage automobile use and thus encourage
20 greater use of transit; and

21 WHEREAS, Streets of critical location in the City and
22 County of San Francisco are vital traffic corridors, used by
23 thousands of transit riders daily; and

24 WHEREAS, It is on these critical streets that the transit
25 system is most subject to delay by private automobile congestion
26 and construction obstructions; and

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27 WHEREAS, The ~~Improvement~~ Plan for Transportation, adopted
28 by the City Planning Commission on April 27, 1972 states as a policy
29 for mass transit: "Improve speed of transit travel and frequency
30 of service by giving priority to transit vehicles on designated



1 streets": and contains within it a Transit Preferential Streets
2 Plan (attached hereto); and

3 WHEREAS, Certain traffic engineering techniques such
4 as creation and enforcement of exclusive transit lanes,
5 synchronization of traffic signals to transit speed, extension
6 of bus stop curbs out to the travelled transit lane, and the
7 use of signal preempt devices would improve the speed of
8 transit travel; now, therefore be it

9 RESOLVED, That it shall be the official policy of the
10 City and County of San Francisco that Municipal Railway
11 vehicles and the vehicles of other transit systems will be
12 given priority over all other uses, except for fire, police
13 and safety purposes, on designated "transit streets"; and be it

14 FURTHER RESOLVED, That all City agencies, in resolving
15 conflicts between public transit and other uses of City streets,
16 are hereby directed to resolve them in favor of public transit; and
17 be it

18 FURTHER RESOLVED, That the Department of City Planning,
19 in cooperation with the ^{Public Utilities Commission and the} Department of Public Works, is hereby
20 requested to develop a complete system of transit preferential
21 streets, to be completed within ^{six} ~~three~~ months of this date; the
22 Department of Public Works and the Department of City Planning
23 are further directed to use the Transit Preferential Streets Plan
24 contained in the ~~Improvement~~ Plan for Transportation as the basis
25 for devising a specific detailed and complete transit streets
26 system, together with a schedule and financing plan for
27 implementing the system. After preparation, the City Planning
28 Commission shall review the transit preferential plan and,
29 with modifications it deems necessary, shall recommend such plan
30 to the Board of Supervisors for adoption by resolution; and be it

31 FURTHER RESOLVED, That the Department of City Planning
32 and the Department of Public Works shall include in this plan
the following method of

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1 expediting transit service on the designated streets:

- 2 1. Creation of exclusive bus lanes.
- 3 2. Restriction of automobiles from street car and
- 4 cable car tracks.
- 5 3. Restriction of automobile turning movements which
- 6 conflict with transit vehicles.
- 7 4. Synchronization of traffic signals to the speed
- 8 of transit vehicles rather than automobiles, and
- 9 possible use of preemptive signal devices.
- 10 5. Prompt clearance of tow-away lanes, giving priority
- 11 to transit streets over non-transit streets.
- 12 6. Unfailingly strict enforcement of regulations
- 13 against double-parking on transit streets.
- 14 7. Assignment of traffic patrolmen routes and
- 15 intersections important to the expedition of
- 16 transit flow.
- 17 8. Extension of bus stop curbs into the street so
- 18 that buses may pick up passengers without having
- 19 to leave the traveled lane.
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Adopted—Board of Supervisors, San Francisco.....

Ayes: Supervisors Barbagelata, Chinn, Feinstein, Francois, ~~Gonzales~~, Kopp, Mendelsohn, Molinari,
~~Pelosi~~, Tamaras, von Beroldingen.

~~Noes: Supervisors.....~~

Absent: Supervisors... GONZALES... PELOSI.....

*I hereby certify that the foregoing resolution was adopted by the
Board of Supervisors of the City and County of San Francisco.*

[Signature]
Clerk

March 30, 1973

I hereby certify that the foregoing resolution, not being signed
by the Mayor within the time limitation as set forth in Section 2.302
of the Charter, becomes effective without his signature in accordance
with the provisions of said Section 2.302 of the Charter.

[Signature]
Clerk

File No. 218-73-2