DECLARING THAT MUNICIPAL RAILWAY VEHICLES AND OTHER TRANSIT VEHICLES
BE GIVEN PRIORITY OVER OTHER VEHICLES ON SAN FRANCISCO STREETS; THAT
AND THE PUBLIC UTILITIES COMMISSION SIX
THE DEPARTMENT OF CITY PLANNING/DEVELOP A PREFERENTIAL TRANSIT STREET SYSTEM WITHIN THREE MONTHS; SUGGESTING METHODS OF EXPEDITING TRANSIT SERVICE ON DULLY DESIGNATED "TRANSIT" STREETS.

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

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

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

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

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

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

WHEREAS, The Improvement Plan for Transportation, adopted by the City Planning Commission on April 27, 1972 states as a policy for mass transit: "Improve speed of transit travel and frequency of service by giving priority to transit vehicles on designated
streets"; and contains within it a Transit Preferential Streets
Plan (attached hereto); and

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

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

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

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

FURTHER RESOLVED, That the Department of City Planning
and the Department of Public Works shall include in this plan
the following method of
expediting transit service on the designated streets:

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


Noes: Supervisors

Absent: Supervisors Gonzalez Pelosi

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

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.

File No. 218-73-2