

1 [Supporting a Bus-Only Lane - San Francisco-Oakland Bay Bridge]

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3 **Resolution supporting the installation of a bus-only lane on the San Francisco-Oakland**
4 **Bay Bridge and approaches, including adding more frequent bus services and**
5 **congestion pricing measures.**

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7 WHEREAS, San Francisco has been a Transit-First City since 1973 and has reaffirmed
8 this status on multiple occasions, including codifying the commitment in the City Charter; and

9 WHEREAS, Charter, Section 8A.115 states that “transit priority improvements, such as
10 designated transit lanes and streets and improved signalization, shall be made to expedite the
11 movement of public transit vehicles (including taxis and vanpools) and to improve pedestrian
12 safety;” and

13 WHEREAS, San Francisco has set a target of 80% of trips taken by sustainable modes
14 by 2030 and an 80% reduction of greenhouse gas emissions from 1990 levels by 2050; and

15 WHEREAS, Public transit carries approximately 75% of peak-hour travelers in the Bay
16 Bridge Corridor to Downtown San Francisco; and

17 WHEREAS, The Metropolitan Transportation Commission (MTC) consistently ranks the
18 Bay Bridge Corridor as the most congested in the region; and

19 WHEREAS, This congestion limits the feasible level of bus service and makes it slower
20 and more expensive to operate; and

21 WHEREAS, Congested conditions induce some travelers in the Bay Bridge Corridor to
22 drive rather than use transit; and

23 WHEREAS, Bay Area Rapid Transit (BART) transbay peak train service is currently
24 operating at approximately 110% of capacity; and

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1 WHEREAS, MTC’s Core Capacity Transit Study (CCTS) anticipates Bay Bridge
2 Corridor traffic to worsen from 105% of capacity in 2015 to 152% in 2040, even with all
3 planned improvements; and

4 WHEREAS, Private vehicles account for 28% of California’s Greenhouse Gas
5 Emissions (GHG) —the state’s single largest source of GHGs—according to the California Air
6 Resources Board; and

7 WHEREAS, For residents of San Francisco living on Treasure Island, the only current
8 transit option to get to the rest of the City is Muni’s 25-Treasure Island route; and

9 WHEREAS, Of all San Francisco neighborhoods, Treasure Island has the highest
10 percentage of residents who rely on public transit to commute to and from work; and

11 WHEREAS, Muni operates up to six buses per hour to and from Treasure Island, which
12 are heavily impacted by Bay Bridge congestion, leading to unreliable service patterns and
13 residents missing appointments, work, and generally unable to plan their commutes; and

14 WHEREAS, The population of Treasure Island is projected to grow by 24,000 by 2035;
15 and

16 WHEREAS, The redevelopment plans for Treasure Island and Yerba Buena Island
17 include additional bus service from Treasure Island to Oakland and mandatory purchase of
18 transit passes by future market rate residents; and

19 WHEREAS, According to a 2019 Muni on-time performance report, the 25-Treasure
20 Island runs late or very late 26 percent of the time; and

21 WHEREAS, A bus-only lane on the Bay Bridge would allow for faster, more reliable
22 service, potentially shortening the trip across the western span of the Bay Bridge; and

23 WHEREAS, These travel improvements would attract additional passengers by
24 facilitating additional bus service and by improving existing bus service; and

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1 WHEREAS, The City Councils of Berkeley and Oakland, the San Francisco Bay Area
2 Rapid Transit Board of Directors, and AC Transit Board of Directors have passed resolutions
3 supporting a Bus-Only lane on the Bay Bridge; now, therefore, be it

4 RESOLVED, That the San Francisco Board of Supervisors supports the installation of
5 a bus-only lane on the Bay Bridge and approaches, with supporting measures as needed for
6 encouraging mode shift, including adding more frequent bus services and congestion pricing
7 measures; and, be it

8 FURTHER RESOLVED, That the San Francisco Board of Supervisors requests the
9 California Department of Transportation (Caltrans) to work with MTC, SFMTA and SFCTA,
10 and other transportation agencies to plan and implement the bus-only lane; and, be it

11 FURTHER RESOLVED, That the Clerk of the Board transmits a copy of this Resolution
12 to Caltrans, MTC, State Assemblymembers Phil Ting and Rob Bonta, and State Senator Scott
13 Wiener.