

San Francisco transport system

The issue that current situation and status of transport system of San Francisco can be changed in some elements for everybody's convenience is an interesting one. This issue is increasingly important in this age of traffic jams, variety of public and private vehicles and intensity of public life in our cities. Many people believe that current situation and status of San Francisco transport system doesn't need to be changed and all pedestrians' demands on normal public transportation system functioning are satisfied in San Francisco, but these people overlook the fact that there are still some problems with San Francisco transportation system, such as traffic calming, optimal financing of this sphere, and others. Furthermore, these problems can affect some other branches of the San Francisco economy. In this essay, I will argue that there is necessary and possibility to improve the situation in San Francisco transport system and the local government is able to accept improving programs for the optimal and normal transport system functioning in San Francisco.

The status of San Francisco transport system is some different in comparison with some other cities. Since the 19th century the streets of San Francisco are very compact, but the city density is one of the highest in the USA. The main purpose of the local government is satisfying all needs of pedestrians

and following traditions of pedestrian-oriented city. San Francisco is constantly growing, and the traffic system must adequately react to the city growth. About twenty five years ago the transit-first programme for the improving of the San Francisco public transportation system had been adopted. The main issue of the programme is providing good work of San Francisco transport system by investing appropriate funds in this important sphere of the city. The local government plans to invest public rights-of-way for public transport system. These measures can improve the functioning of San Francisco public transport. In addition to that, the city shape assumes that the traffic system should be pedestrian-oriented and convenient for all kinds of transport. The governmental measures, including the proportional development of all kinds of transport, must be very appropriate - they response the needs of pedestrians and confirm the status of San Francisco as pedestrian-oriented city. The needs of the urban economy demand the adequate transport system development. Pedestrian priority of San Francisco leads to the necessity of specific approach to the public transportation system. It needs to pay more attention to the design of the streets which could satisfy pedestrians' demands and resolve the problem of traffic jams in San Francisco. San Francisco streets must be maximal convenient for both different kinds of transport and pedestrians' moving, and there is no need in creating special streets for pedestrians and automobiles as in some European cities.

The regional problems affect San Francisco as well. It is necessary to improve the situation with the highways entering San Francisco. Today situation in this sphere is transportation congestion on these highways. But there is no need to increase their capacity. Instead of that, there should be appropriate technological measures for the alleviating of transport streams entering the city.

The specific of San Francisco is attractiveness for bicycle transport. The city has a lot of places for bicyclists. This kind of transport has many advantages: bicycles pollute the air less than cars, take fewer places to move and need less space for parking. This trend of bicycle travel popularity reflects some kind of originality of San Francisco, and transportation policy really should encourage it. This is one of the decisions of the traffic congestion problem.

People in San Francisco sometimes live rather far from their work places, so they need to use automobiles to get there. As a result, traffic congestion can be very horrible. Traffic congestion is great in San Francisco and sometimes it is not easy to get a destination point. This problem needs to be resolved. The most popular public transport in San Francisco is trolley, so there is necessity to develop trolley transport system more convenient for the passengers. It needs also to combine many forms of public transport, including water-based transportation system.

Another problem facing San Francisco streets is traffic calming. In a pedestrian-oriented city transport should follow

appropriate rules moving along the streets filled by numerous pedestrians. This idea must be accepted by drivers, they should pay appropriate attention to the pedestrian-oriented design of San Francisco streets. The design of roads must also be suitable for both pedestrians and automobile drivers. Some other ways to provide traffic calming are traffic circles and curb extensions.

According to the idea that a city today, and namely San Francisco, should enlarge human interactions between people and decrease the number of traffic jams and congestion, there are some possible consequences of San Francisco transport system improving. It would be easier for people to get their work places by car; decreased transport density on the main streets and squares; more places for parking, and many others. All these consequences are rather possible in case of adequate governmental measures. The local government should allocate appropriate funds for the transport system regulation and its harmonic development. Detailed planning of determined measures for improving San Francisco transport system is needed, and local and state laws must support it.

It is also important to develop non-automobile kinds of transport which could be less harmful for air and environment. Different projects on this sphere are needed. Appropriate and consistent financing policy concerning San Francisco transport infrastructure and governmental support of the projects must be guaranteed by the local government. Improving in the sphere of

transport can lead to the positive changes in other city life spheres dependent on the transport infrastructure.

The paper has argued that current situation in San Francisco transport system can be changed in some elements for everybody's convenience. A city is the whole complex of different life spheres, and transport system is just one of them. This view will become increasingly dominant in the coming years taking into account that San Francisco is changing, and its orientation to pedestrians and traffic congestion decreasing will play a very important role in the future development of San Francisco. Traffic is one of the main factors affecting people, including their health. Local government appropriate measures can lead to real San Francisco transport system improvement.

Why might governmental measures not be effective? They might not be effective in case of inadequate fulfillment by those who should do it. There can be also objective causes connected with the current macro economical situation in California and in the USA in general. On my opinion, the governmental measures indicated above can lead to the improving of general situation in San Francisco transport sphere, as well as in other spheres of life of San Francisco.

References

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