

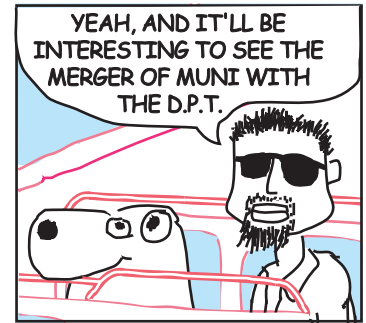
# RESCUE MUNI

# Transfer

No. 11,  
January 2000

by Dan Siegler

PUNI



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RESCUE MUNI

P.O. Box 190966  
San Francisco, CA 94119-0966  
415-273-1558 • [www.rescuemuni.org](http://www.rescuemuni.org)

Rescue Muni  
wishes you a  
**Happy  
New Year!**

ADDRESS SERVICE REQUESTED

**January 2000  
Transfer**  
The Newsletter of  
RESCUE MUNI  
Election Report  
SOMA Service  
2000 Riders' Survey  
Welfare-to-Work

Place  
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Here

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January 2000  
**General Meeting**  
with Carmen Clark (SFCTA)  
**January 26 (Wed), 6 p.m.**  
SPUR, 312 Sutter, #500

# Steering Committee Digest

Andrew Sullivan provides a complete update

## December 20, 1999 Meeting

Present: Breckenridge, Downey, Sullivan, Murphy, Niemi, Mlynarik, Carlson. Absent: Pilpel, Strassner.

## Policy Positions

**Mission/Steuart Hotel:** We submitted a new letter to the Planning Commission expressing our concerns about the service implications and certain financial issues surrounding the Mission/Steuart Hotel project. The letter is available on the RM web site: [www.rescuemuni.org](http://www.rescuemuni.org).

## RM Operations

**Membership Drive:** In 1998-99 we doubled our membership, from 250 to over 500 members. We decided to do it again! Beginning in January, we will need volunteers for a membership drive, including handing out fliers and signing up Riders' Survey participants. We also approved a new rate of \$5/

year for students (including school age).

**Letter Archive:** We decided to create an archive of all official policy letters on RM letterhead on the web site, so that leaders and members will have access to our policy statements. This should be available shortly.

**General Meeting:** The next General Membership Meeting will be held on **January 26** at 6 p.m. with guest speaker Carmen Clark. The meeting will be at SPUR, 312 Sutter, 5th floor. (See page 8 for details.)

**2000 Riders' Survey:** This will run throughout February 2000. **Volunteers are needed** to help out with the following:

- database and Web development
- data entry
- flier distribution
- calling participants

And **we need you** to participate! See page 6 for details. ★

## Transfer

the newsletter of RESCUE MUNI  
January 2000 - No. 11

Editor: Eric Carlson

Designer: Andrew Sullivan

Artist: Dan Siegler

Contributing writers: Heidi Machen, Peter Ehrlich, Eric Carlson, Andrew Sullivan

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RESCUE MUNI (Riders for an Efficient, Safe, Consistent, Utilized, and Expeditionary Muni), founded 1996, is a volunteer-run, not-for-profit transit riders' association.

Hot line: **415-273-1558**

[www.rescuemuni.org](http://www.rescuemuni.org)  
[transitl@rescuemuni.org](mailto:transitl@rescuemuni.org)

# Membership Form

## We need YOU to help us Rescue Muni.

Join us by mailing this form to P.O. Box 190966, San Francisco, CA 94119-0966.

**Name:**

**Address:**

**Phone:**

**Fax:**

**Email:**

**Muni lines you ride:**

**# riders in your household:**

**I would like to volunteer!** Y N

**Membership category:**

- \$5 Student / Limited Income
- \$15 Basic
- \$40 Sustaining
- \$100 Contributing
- Other: \$\_\_\_\_\_

RESCUE MUNI may from time to time publish membership lists *with names only* (no phone numbers or addresses). May we publish your name only as a member? Y N

**Signature:**

## Executive Committee

Chair: Ken Niemi

Vice-Chair: Richard Mlynarik

Membership Sec'y: Daniel Murphy

Recording Sec'y: Howard Strassner

Corresponding Sec'y: Eric Carlson

Treasurer: Joan Downey

Coordinators:

Charlotte Breckenridge, David Pilpel,

Andrew Sullivan

## Steering Committee

Chair: Andrew Sullivan

Vice-Chair: Daniel Murphy

Charlotte Breckenridge, Eric Carlson,

Joan Downey, Richard Mlynarik, Ken

Niemi, David Pilpel, Howard Strassner

## Standing Committees

**Muni Metro:** addresses scheduling and reliability of Muni's light rail lines. Meets

second Wed. of every month, 6 p.m., at the Sierra Club, 85 Second St., 3d floor (chair: Howard Strassner, 661-8786, [ruthow@juno.com](mailto:ruthow@juno.com))

## Other Committees/Initiatives

**Future of Muni** (co-chairs: Charlotte Breckenridge, 387-5386 and Eric Carlson, 863-5578, [pontneuf@earthlink.net](mailto:pontneuf@earthlink.net))

**Membership** (chair: Daniel Murphy, 665-4074, [daniel@well.com](mailto:daniel@well.com))

**Surveys** (chair: Andrew Sullivan, 673-0626, [andrew@sulli.org](mailto:andrew@sulli.org))

Any member may form a committee. If it meets at least four times per year, the committee may request appointment of a representative to the Steering Committee, the policy-making body of RESCUE MUNI.

# RESCUE MUNI Calendar

Unfortunately not yet auto-downloadable into your handheld computer. Soon, we swear.

date	item	location
1/4/00, 5 PM	Public Transportation Commission	City Hall, 1 Goodlett (Polk) St. Room 400
1/10, 6 PM	RM Executive & Steering Committees	SPUR
1/12, 6PM	RM Metro Committee	SPUR
TBA, 1/99	RM Bus and Future of Muni Committees	SPUR
1/18, 5 PM	Public Transportation Commission	City Hall, Rm. 400
<b>1/26, 6 PM</b>	<b>RM General Membership Meeting</b>	<b>SPUR</b>
<b>2/1</b>	<b>2000 Muni Riders' Survey Begins - Use the attached form</b>	
2/1, 5 PM	Public Transportation Commission	City Hall, Rm. 400
2/12, 6 PM	RM Metro Committee	SPUR
TBA, 2/99	RM Bus and Future of Muni Committees	SPUR
2/15, 5 PM	Public Transportation Commission	City Hall, Rm. 400
2/21, 6 PM	RM Executive & Steering Committees	SPUR
<b>2/29</b>	<b>2000 Muni Riders' Survey Ends - Turn in your forms</b>	
<b>3/1</b>	<b>Municipal Transportation Agency (Prop E) formed</b>	
TBA, 3/99	Agency Board of Directors	City Hall
3/8, 6 PM	RM Metro Committee	SPUR
TBA, 3/99	RM Bus and Future of Muni Committees	SPUR
3/20, 6 PM	RM Executive & Steering Committees	SPUR

Please check the web site or Hotline for announcements of special meetings and other RESCUE MUNI events - there will be many more. If you'd like to sponsor an event, please let us know as well - call us or fill out the Volunteer Form on the web site.

## New Year's Gift Ideas

Forget that special someone? Tell him/her you'll be more timely next year with our warm, stylish **long-sleeve t-shirt**. Order now at [www.rescuemuni.org](http://www.rescuemuni.org).



Or give the gift of **Puni: The Muni Comic Strip Compilation**. Two dozen of your favorite cartoons, plus character bios and bus lines. Send \$11 check or cash to: **Dan Siegler**, P.O. Box 193556, SF, CA 94119

# 1999: Victory at the Polls!

Andrew Sullivan reports on Rescue Muni's election returns

Rescue Muni was very successful at the ballot box this year. With one exception, all of the positions we took were endorsed overwhelmingly by San Francisco's electorate, which has once again committed itself to a comprehensive, reliable public transportation system and a strong "transit-first" policy for City planners.

Our biggest victory was **Proposition E**, the Muni Reform charter amendment. This passed overwhelmingly (61%-39%), receiving support throughout the City and from both Mayor Brown and challenger Tom Ammiano. Rescue Muni was co-sponsor of this amendment, along with **SPUR** and the San Francisco **Environmental Organizing Committee**; many Rescue Muni members, most notably **Mike Wilmar**, were co-authors. **Hundreds of Rescue Muni members** gave their time to make it a success: on the streets with petitions, in the political club meetings, and at the bargaining table at City Hall. Take a look at the revised City Charter, article 8A: **we did it!**

We also voted to endorse two other initiatives, both of which passed: **Proposition H**, the downtown Caltrain extension ordinance, and **Proposition I**, the Octavia Boulevard ordinance. The initiative we opposed, **Proposition J**, which would have rebuilt the Central Freeway off-ramps to Oak and Fell Streets, was soundly defeated by the voters.

For the Mayoral race, we held two candidates' forums, one in October and one in December. At the first one, co-

sponsored by Walk San Francisco and the San Francisco Bike PAC, we heard six candidates (Brown, Jordan, Reilly, Reid, Manuel, and O'Hara) speak on transit issues; although RM member **Jim Reid** came in first in our voting, none came close to the two-thirds vote required to earn our endorsement.

After we held our forum, Rescue Muni member and Board of Supervisors President **Tom Ammiano** entered the mayor's race, and in a surprise finish, came in second on a write-in campaign. We held another candidates' forum in December and invited both Mayor Brown and Supervisor Ammiano; unfortunately Brown did not attend. Rescue Muni members voted overwhelmingly to endorse Ammiano for Mayor that night. However, San Franciscans voted differently, returning Mayor Brown to office for another term; Supervisor Ammiano will remain Board President for another year.

Stay tuned in 2000 for the Supervisors' race. This year Supervisors will be elected by district, and all eleven seats will be contested. Who will earn our support? Find out in October. ★

### Ballot Initiative Positions Endorsed by Rescue Muni

All were successful!

<b>E</b>	Muni Reform	<b>YES</b>
<b>H</b>	Caltrain Downtown	<b>YES</b>
<b>I</b>	Boulevard Plan	<b>YES</b>
<b>J</b>	Central Freeway	<b>NO</b>

### Mayoral Endorsement

Defeated by Mayor Brown  
**Tom Ammiano**

# SOMA Service Planning

## Muni's Proposals for Improved Service

Muni is looking to make improvements to service South of Market. **Joan Downey** has a summary and comments.

Muni has held four informative meetings on their proposals to change service South of Market (SOMA). SOMA neighborhoods have undergone dramatic land use changes since Muni's current routes were designed for that area. No longer dominated by industrial and warehouse land uses, SOMA has become a multi-use district with growing residential, employment, and recreational (including the Giants' PacBell Park) destinations.

Additional considerations in planning route changes are the streets clogged with traffic destined for freeway ramps, Caltrans seismic retrofit of freeways in the SOMA area, and the Third Street Light Rail, and Mission Bay projects.

The goals of the proposed route changes are:

- Make routes operate more in a straight line (fewer turns) and operate two-way service where possible on the same street.
- Link additional neighborhoods to SOMA.
- Consolidate service in high frequency corridors.
- Increase connections to BART, ferries, Transbay, Caltrain.
- Improve circulation within SOMA.

Three alternatives were presented:

1. Create a new route replacing the 26-Valencia and the Sansome portion of the 42-Downtown Loop; create a new route replacing the current Van Ness and western SOMA portion of

the 42. Discontinue the 47-Van Ness and increase the frequency of the 49-Van Ness/Mission. Cost is \$4-5 million annually.

2. Create a new route replacing & restructuring the Sansome portion of the 42 and extending this to 16th Street BART; create a new route from Fisherman's Wharf to Caltrain replacing the 42. Discontinue the 47 and increase the frequency of the 49. Cost is \$4-5 million annually.

3. Create a new two-way loop route: SOMA/Multimedia Loop Route operating from Montgomery BART on Market Street, 11th Street, Bryant, 16th Street, Henry Adams, Townsend, 2nd Street, Folsom/Howard, First/Fremont. Cost is \$6-7 million annually.

These four recommendations (cost is \$5 million annually) are presented as part of each of the above alternatives:

- Run Muni Metro one hour later.
- Extend Owl service to SOMA.
- Extend 19-Polk shortline trips to Showplace Square; move north-bound service from 9th Street to 7th street between Division and Market.
- Create a high frequency service corridor on Folsom and Harrison. The change would involve consolidating the 12, 27, and 42 lines on Folsom and Harrison from 11th Street eastward.

Contact **Duncan Watry** at **923-2127** to request a copy of the *South of Market Service Concept Plan* or to get involved. ★

# Transit & Welfare-to-Work

Welfare reform and welfare-to-work programs present special challenges to public transportation systems. **Heidi Machen** reports.

Welfare to work recipients have many barriers to employment, not the least of which is simply getting from their homes to the workplace. A report recently released by the Metropolitan Transportation Commission lays out the gaps in service for Municipal Railway riders and examines solutions posed by other municipalities seeking to alleviate transportation problems that act as barriers to entering the workforce.

MTC's report, *Transportation Barriers for Welfare to Work Recipients*, assessed public transportation quality by neighborhood. While most neighborhoods had "more than adequate coverage," it found that a few areas known for more affordable housing, such as Potrero Hill and Bayview/Hunters Point lack direct service to the downtown/Financial District and fall short on owl service.

Within its "peer review" of agencies implementing transportation programs, including urban environments, only San Francisco was found to suffer the unique problems of system reliability and safety. The report concluded that although a frequent and reliable Muni are keys to improving mobility, Muni is not the only solution to be explored.

In last year's proposals from California counties, transportation ideas ranged from providing free bicycles, to guaranteed car loans to purchase used vehicles donated to the county, to providing taxi or shuttle van services. Some innovative practices stemming from MTC's nationwide survey in-

cluded mentions of Detroit's dedicated phone line which plays recorded messages of jobs along bus routes; various cities locating child care services within major transit hubs; and Trenton, New Jersey's offer of free passes to clients who gain employment.

Notably missing from MTC's report was a mention of the lack of coordination among regional agencies providing transportation. Although some have attributed this lack of coordination to an unhealthy competition among the various agencies for the same pot of money, MTC has received its fair share of blame from the California Senate. Certainly regional cooperation is desirable to ensure that people make easy connections, that we promote the use of smart cards capable of accessing various modes (e.g, from ferry to Bart to Muni), and that we prevent deadheading by encouraging cross-county buses to serve passengers traveling within one city.

California's welfare system serves some 2.4 million people. Since August 1996, when the welfare reform bill was signed, the number of people on welfare nationwide has dropped by nearly one-third. If California is to continue to reduce its welfare rolls through the welfare-to-work program, improved public transportation must be a core component of its strategy.

*This report is available from the Metropolitan Transportation Commission. For a copy, call **Deidre Heitman**, Project Manager at MTC, at **510-817-3272**. ★*

### *SOMA Service Planning continued*

1988 route to Potrero and 25th Street (at that time, the 47 was cut back to 11th & Howard during a citywide service cut scheme) instead of adding service to the 49. There were several aspects for this reasoning:

1. The 49 is already a very long line and schedule adherence is impacted by congestion on Mission Street as well as Van Ness.
2. Restoring the 47 would ease overcrowding on line 9-San Bruno and reestablish a true crosstown line by eliminating the need for crosstown passengers from transferring at Market/11th/Van Ness--a very dangerous, pedestrian-unfriendly intersection .
3. Re-extending 47 line service would improve west side SOMA service along 11th Street.
4. Reestablishing the historic (since street-car days, circa 1914) route would not require any additional expenses and would use existing wire--those financial resources used for expanding 49 service would be basically the same as reestablishing the 47.

Apparently the consultant has warmed to the idea of re-extending the 47 as a viable route serving SOMA. Although its final recommendations are still months away, one can hope that this would be a major service improvement to not only SOMA, but also the rest of San Francisco, at virtually no additional cost to the other plans presented at these workshops.

With regard to some of the other features presented by the consultants, I am in favor of breaking up the 42-Downtown Loop line into two separate lines. As a SOMA crosstown service, the 42 is not working, because of the Caltrain Depot lay-over. It needs to be split up. However, the north end of the Van Ness portion should retain its Fisherman's Wharf terminal, not terminate at Aquatic Park. In one of the alternatives, it was proposed to combine the east portion of the 42 with the 26-Valencia. This got thumbs down for several very good reasons, principally that we don't need yet another ridiculously long bus route with its potential for delays, short

turns, etc. The other two plans proposed terminating this east side/south side route at 16th & Mission, which expands service into the Mission, but doesn't create a long, unwieldy line. This is palatable. The major features of this plan, which is absolutely needed for improved SOMA service, is the creation of a single bidirectional north-south crosstown service on 2nd Street combined with the single bidirectional east-west crosstown service on Townsend Street.

I am OK on Folsom/Harrison, which would beef up service on the 12-Folsom and shift the inbound 27-Bryant to Folsom Street. There is some concern about losing service to the Hall of Justice. But with eventual plans to make the 9X a 7-day service, this is a minor quibble.

Getting back to the overall SOMA service improvements, unfortunately, one won't see any improvement until the 2000/01 fiscal year. And even then, money has to be proposed in the budget for any changes. Estimates run from \$4 million to \$6 million if all the changes are made. ★

### *M-Line report continued*

drivers than the minimum required under proof-of-payment (POP).

5. We reviewed the history of the **Holloway tracks**, which RM has recommended that Muni use to reopen the M to J route. Rescue Muni agreed to help change local public opinion if Muni will agree to reopen this issue.

6. Rescue Muni added an issue not covered in the Study concerning the need for more signs reminding drivers not to pass stopped Metro cars. There should also be some paint on the street, at stops that do not have safety islands, designating the area adjacent to stopped Metro cars as pedestrian safety areas similar to crossing zones. We requested Muni support for this new item.

7. We agreed to meet again, perhaps every two months. RM bus committees will soon prepare similar studies. ★

# SOMA Service Planning

## *Detailed Analysis and Recommendations*

*Rescue Muni member and F-Market operator Peter Ehrlich has analyzed SOMA riders' needs for new service, and has the following recommendations*

Over the last few years, there has been explosive commercial, residential and recreational growth in the South of Market, or SOMA, area of San Francisco. Much of this has been fueled by the ultra-rapid rise of Internet-related services. The area around Second and Third Streets south of Folsom has become "Multimedia Gulch". At 8th and Townsend, there has been much expansion of businesses associated with the home furnishings industry, anchored by Showplace Square. New entertainment establishments have sprung up throughout the area, clustered primarily on Folsom Street and 11th Street. Expansion of SOMA-associated businesses has extended into the Inner Mission areas bordered by Potrero, 16th-19th Streets and Valencia. When the giant Mission Bay development opens later in the first decade of the 21st Century, there will be even greater demands on Muni to provide sufficient transit service.

The demand for improved transit service throughout SOMA has been made clear. Yet Muni, encumbered by budget constraints, preoccupation with light rail and streetcar service expansion, and a general lack of focus with regard to keeping up-to-date with ridership demands, demographic shifts and potential for new services, has not kept pace. A start was made in early 1998 when the Muni Metro Extension was opened for service, first as the E-Embarcadero Shuttle, and then as an extension of the N-Judah Muni Metro line. But this only affects the east side of SOMA. It is the west side, and the need for more east-west crosstown and improved north-south SOMA services, which must be dealt with quickly.

A step to address the issues of improved service throughout SOMA was made in early 1999 with the hiring of consultant firm

Nelson/Nygaard Associates. (As an aside, Dennis and Diane Nygaard both were once Muni staffers.) The consultant looked at present traffic and ridership patterns, analyzed costs associated with present levels of service vis-a-vis changes, listened to and read feedback letters and comments, and developed a set of four alternative plans for improving service throughout SOMA. These were presented to the public during a series of meetings in October and November of 1999.

All of the plans would establish travel corridors on Second Street (2-way north-south crosstown) and Townsend Street (2-way east-west crosstown). They also would restructure services along the Folsom/Harrison one-way couplet and the 7th & 8th Streets one-way couplet, replacing 9th Street operation of the 19-Polk and shifting the northbound route to 7th Street. Three of the four plans covered breaking up the present 42-Downtown Loop into two distinct routes--one serving Van Ness and west SOMA, and the other serving Sansome/Battery, 2nd, Townsend and the 16th/Mission area. Further, the Van Ness side was to get increased service on the 49-Van Ness/Mission at the expense of eliminating the 47-Van Ness entirely. One plan espoused development of a new bidirectional SOMA loop line from the Financial District via Market, 11th Street, Townsend and 2nd Streets. This would be easiest and quickest to implement but would be more costly to operate.

With regard to Van Ness services, a number of participants at the meetings - including a group of Muni operators - objected to the plan to beef up the 49 and eliminate the 47. They presented the alternative plan of restoring the 47 to its historical, pre-

*Continued on page 8*

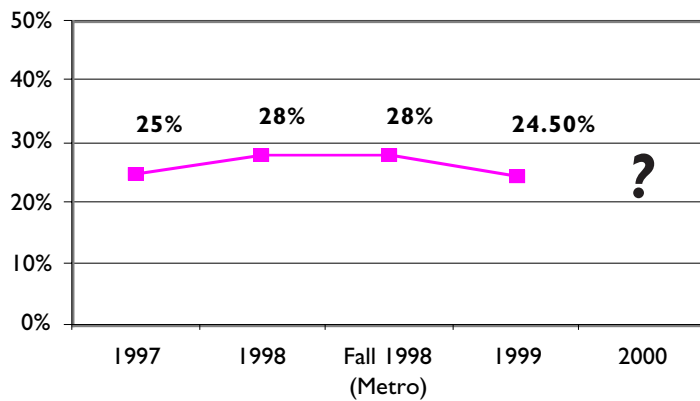
# 2000 Muni Riders' Survey

**Is Muni finally getting better?** Can we say we've Rescued Muni - or does it still have years of hard work left? **Help us find out.**

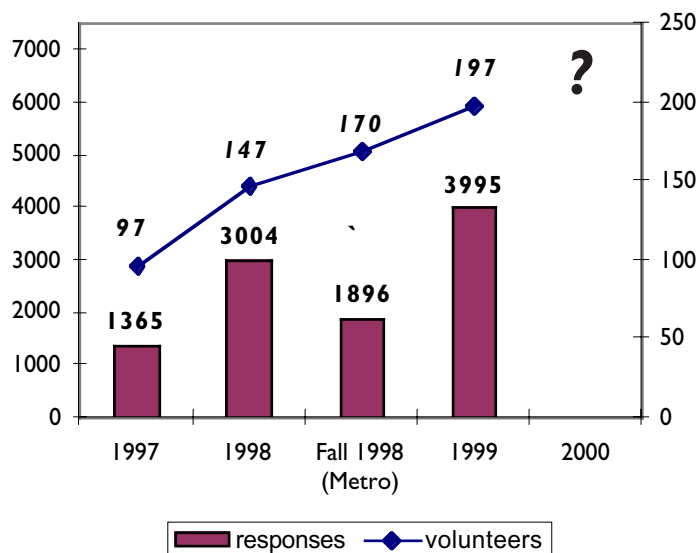
Once again we will be running our **Muni Riders' Survey** in February. **Whenever you ride** please make sure to record your results! A survey form is enclosed in this copy of *Transfer*. For additional information on the survey, see the web site or the previous *Transfer*, which contained the results of the 1999 survey.

Also, note below the results from the last 3 years. Help us set another record for participation in 2000!

**% of riders delayed**



**responses and volunteers**



# Metro Committee Report

Howard Strassner writes on our M-line recommendations and Muni's response.

Rescue Muni has proposed a detailed plan of improvements on the **M-Ocean View** line. We had a very useful discussion on 12/15/99 with Rosie West of Muni (Joan Downey, Ken Niemi, Ron Stovitz, Howard Strassner, and David Vartarnoff present) about these proposals for traffic and priority changes to improve LRV service. The following is a summary of the discussion. (The study is not reproduced here but will be made available on the Rescue Muni web site, [www.rescuemuni.org](http://www.rescuemuni.org).)

1. Muni announced their support and agreed to press DPT for a series of traffic changes that will give **greater priority to street-cars**. We agreed to support Muni in this effort in every way possible as an advocacy group. RM added the need for a Muni controlled stop signal when Metro is about to cross Ocean Avenue.

2. Muni supports and agreed to discuss the Study recommendations concerning requests improvements to Muni priority, signage and enforcement on **19th Avenue** (State Highway 1) with Caltrans. RM will support Muni in this effort.

3. Muni agreed to improve how they **handle system upsets and delays** by: improving communication methods and procedures; developing the operating protocols for street supervisors and improving training for supervisors and drivers.

4. Muni had reservations, but RM reiterated its support for **more coupling** in order utilize scarce cars as efficiently as possible by having more available to reduce crush loading and not have cars running lightly loaded to or near the ends of the lines. It may be necessary to use more

*Continued on next page*

# SFTA's Four-Corridor Plan

Where does that half-cent sales tax go? **Eric Carlson** comments on SF's plans for future LRV expansion.

San Francisco becomes more and more congested. Buses are often slow and obstructed by traffic. Are there alternatives? Where is Muni going in the 21st Century? You may know ground has been broken on the extension of Muni Metro Southward from Caltrain Station and rail service will soon open on the Embarcadero. What else is planned? What else is possible?

The City has planned a **'four-corridor'** plan to expand Muni Metro and surface LRV in San Francisco. These four corridors are:

- Third Street Light Rail
- Central Subway: North from Caltrain up Kearny, to Chinatown and North Beach

- Geary Light Rail
- Van Ness Light Rail

Rescue Muni wishes to look at Muni's future and invites you to a **General Membership Meeting** to look at what is planned, where might lines go and where might stations be, where might lines surface and why, the ever important question of funding, when lines may be built, and how might we improve over the Market Street Subway. We will be holding this meeting on **January 26** at SPUR (312 Sutter, 5th floor) at 6 p.m; we have invited **Carmen Clark**, Executive Director of the San Francisco County Transportation Authority, to speak and take your questions. ★