

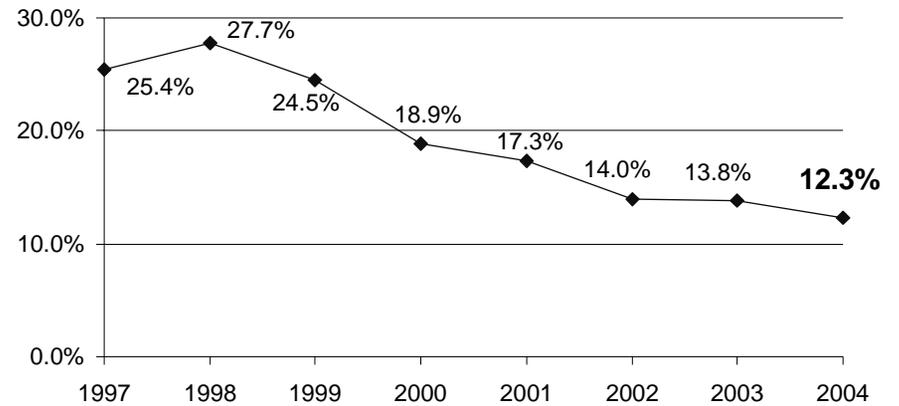
# RESCUE MUNI

# Transfer

No. 20,  
September 2004

## 2004 Muni Riders' Survey Results

% of riders delayed



Muni improved in 2004. Results: Page 14-15

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### Rescue Muni Endorsements for Supervisor:

- Jack McGoldrick - District 1
- Aaron Peskin - District 3
- Andrew Sullivan - District 5
- Sean Elsbernd - District 7
- Tom Ammiano - District 9
- Rebecca Silverberg - Dist. 11
  
- Tom Radulovich - BART



**RESCUE MUNI**

P.O. Box 190966  
San Francisco, CA 94119-0966  
415-273-1558 • www.rescuemuni.org

September 2004

# Transfer

The Newsletter of  
RESCUE MUNI

## Central Subway/ Geary Rail

2004 Survey Results  
Victories at City Hall  
TPS along Inner Geary

RETURN SERVICE REQUESTED

Place  
Stamp  
Here

# Central Subway - Designing A Disaster?

An analysis by Rescue Muni's Steering Committee member **Eric Carlson**.

For years, Muni planners have explained the zigzagging route they selected for the Central Subway as the only routing possible because they were digging a shallow subway. They claim that the only practicable place to put a shallow subway was under Market St. at 3<sup>rd</sup> & Kearny, cutting between Powell & Montgomery Stations and above the existing Market Street Muni Metro and BART tubes.

The planning Muni has made for the shallow bore subway has created a very flawed project. The core alignment for the Central Subway is 4<sup>th</sup> St. and Stockton. But in an attempt to get to the correct location for shallow bore under Market St., a huge dog-leg is required (see map above right). Four right angle turns are

required, two South of Market and two North of Market. Dog-legging from 3<sup>rd</sup> to 4<sup>th</sup> South of Market and back from Kearney to Stockton North of Market adds incredible expense to the project because it creates over 1/4 mile of extra subway trackage. Operationally, it is slow and we question the logic of spending close to a billion dollars on a new rapid transit corridor if it is not very "rapid."

Attendees of Muni's recent public meetings on the Central Subway have learned that Muni is now considering, and Muni's architects are now planning, a deep bore subway (below the BART tube) in lieu of the shallow subway. Unfortunately, Muni is still committed to the zig-zag route, just with a deep bore under Market instead of the

## Transfer

the newsletter of RESCUE MUNI  
September 2004 - No. 20  
Editor: Dan Krause  
Designers: Dan Krause, Andrew Sullivan  
Contributing writers: Eric Carlson, Daniel Murphy, Andrew Sullivan, Dan Krause  
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[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. You can also join online at [www.rescuemuni.org](http://www.rescuemuni.org).

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*. May we publish your name only as a member? Y N

Signature: \_\_\_\_\_

## Steering Committee

Chair: Andrew Sullivan  
Vice-Chair: Daniel Murphy  
Eric Carlson, Joan Downey, Dan Krause, Richard Mlynarik, David Pilpel, Howard Strassner, David Vasquez

## Executive Committee

Chair: Andrew Sullivan (acting)  
Vice-Chair: Richard Mlynarik  
Membership Sec'y: Daniel Murphy  
Recording Sec'y: Howard Strassner  
Corresponding Sec'y: Eric Carlson  
Treasurer: Dan Krause  
Coordinators: David Pilpel, Andrew Sullivan, Dan Krause, David Vasquez

## Standing Committees

**Muni Metro:** Addresses scheduling and reliability of Muni's light rail lines. Meets second Wednesday of every month, 6 p.m., at SPUR, 312 Sutter,

5th floor (chair: Howard Strassner, 415-661-8786, [ruthow@juno.com](mailto:ruthow@juno.com))  
**Service Expansion:** Discusses ways Muni can add service. Meets first Wednesday of each month at SPUR, 6:30 PM; see calendar at left or contact the chair. (chair: Eric Carlson, 415-863-5578, [ericrescue@yahoo.com](mailto:ericrescue@yahoo.com))

## Other Rescue Muni Initiatives

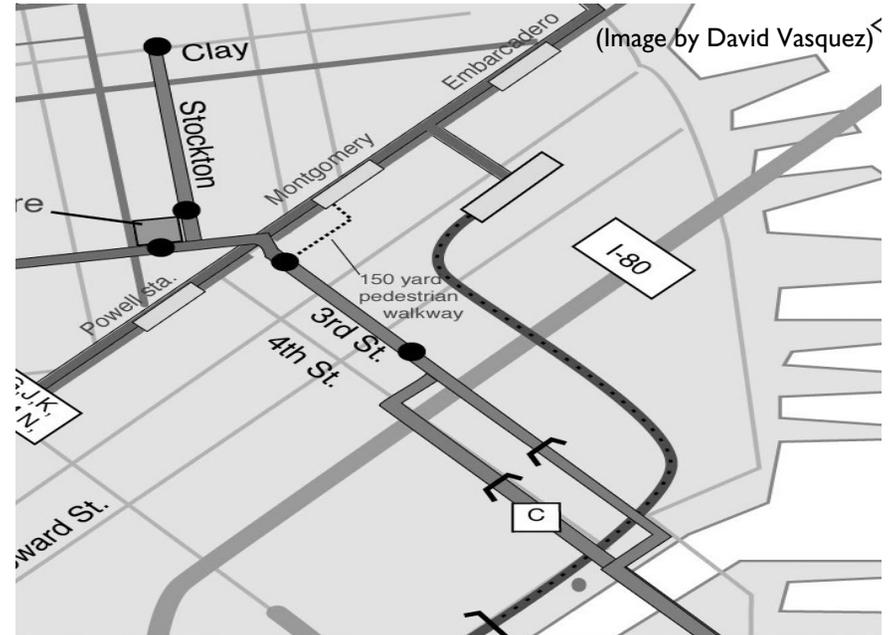
**Membership** (coordinator: Daniel Murphy, 665-4074, [daniel@well.com](mailto:daniel@well.com))  
**Surveys - Coordinator needed!** (interim coordinator: Andrew Sullivan, [survey@rescuemuni.org](mailto:survey@rescuemuni.org))

**Form a committee!** 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, Rescue Muni's policy-making body.

# RESCUE MUNI Calendar

Mark your calendar now for these events! Updates are on [www.rescuemuni.org](http://www.rescuemuni.org).

date	event	location
<b>SEPTEMBER 2004</b>		
9/1, 6:30 PM	RM Service Expansion Committee	SPUR 1145 Market Street, 5th Floor (Main Conference Room)
9/2, 5:30 PM	MTA Citizens' Advisory Council	
9/7, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
9/8, 6 PM	RM Metro Committee	SPUR
9/13, 6 PM	RM Executive & Steering Committees	SPUR
9/21, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
<b>OCTOBER 2004</b>		
10/5, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
10/6, 6:30 PM	RM Service Expansion Committee	SPUR
10/7, 5:30 PM	MTA Citizens' Advisory Council	1145 Market Street, 5th Floor
10/11, 6 PM	RM Executive & Steering Committees	SPUR
10/13, 6 PM	RM Metro Committee	SPUR
10/19, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
<b>NOVEMBER 2004</b>		
<b>TBA, 6 PM General Membership Meeting</b>		
11/2, 4 PM	Municipal Transportation Agency Board	SPUR City Hall, Rm. 400
11/3, 6:30 PM	RM Service Expansion Committee	SPUR
11/4, 5:30 PM	MTA Citizens' Advisory Council	1145 Market Street, 5th Floor
11/8, 6 PM	RM Executive & Steering Committees	SPUR
11/10, 6 PM	RM Metro Committee	SPUR
11/16, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
<b>DECEMBER 2004</b>		
12/1, 6:30 PM	RM Service Expansion Committee	SPUR
12/2, 5:30 PM	MTA Citizens' Advisory Council	1145 Market Street, 5th Floor
12/7, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
12/8, 6 PM	RM Metro Committee	SPUR
12/13, 6 PM	RM Executive & Steering Committees	SPUR
12/21, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400



## MUNI'S CURRENT ALIGNMENT FOR CENTRAL SUBWAY (See North-South Line which terminates at Clay and Stockton)

shallow crossing. Though this may smooth out one of the right turns slightly North of Market, it still does not resolve the fact the whole line is dog-legging, creating massive extra expense and slowing the train down significantly. Apparently the only

reason for the deep bore now is the engineering of the shallow bore maybe very problematic.

Rescue Muni is also troubled by other elements of the Central Subway. We are alarmed by the split portal design, where Southbound trains emerge on 4<sup>th</sup> St. and northbound trains head into the portal along 3<sup>rd</sup> St. At this point the alignment is split. The most absurd design is that northbound trains traveling along 3<sup>rd</sup> St. will have to cut across lanes of traffic to reach the portal, which is in the middle of the street. This is not only cumbersome but dangerous!



**Shows Northbound Portal in middle of 3<sup>rd</sup> St. (From 3<sup>rd</sup> St. Light Rail Draft EIR, Figure 5-5)**

Several problems also arise with project in relation to the planned  
(continue on following page)

Moscone Center Station. At a June 15 meeting on the station at Moscone Center, for example, attendees learned that one of the rail platforms would be four levels below the street (under the deep bore scenario) and that Muni and its planners are proposing to have the station's only surface access in the now pedestrian-only Tehama Street. The only access this station would have is the subway entrance in Tehama Alley, limiting the reach and access of the station itself to the surrounding population. Fanciful speculations about roofing this alley as if it would someday amount to some sort of Milan Galleria with subway egress were rather hard to accept at face value.

In addition, Moscone Center's representative advised that they did not want a direct entrance into Moscone for various reasons, and that, in fact, they did not see their patrons ever using this subway to get to Moscone. When Rescue Muni asked station planners how many people were anticipated to use this "Moscone" station and where these riders would be going on the surface, the planners acknowledged they did not know and had not studied the question.

Another major problem with the Moscone Station is it is too close to the next station to the north between Mission and Market. This location also leaves a long gap between the station at 4th & King and the Moscone Station. Rescue Muni asked why, in fact, this station was need at this particular location. The planners' reply was that Muni planned a station exit only at the north end of the Market St. Station to

save money, which seemed absurd. So they want to limit the reach of Market St. station as well the Moscone Station. Insofar as long escalators would be needed because of deep bore, Muni should consider making the most of them by having them head outward and upward at each end of the subway platform so that the 2 opposite ends, when finally reaching the street, could serve the largest geographical expanse possible.

Some in attendance visualized a repeat of the mis-designs of the Montgomery, Van Ness and Church Stations where exits were planned with no regard to the circuitous routes many passengers would have to take to access their surface destinations. This writer could not help but feel that the entire station, at least so close to Market, was a waste of resources.

In summary, the current design of the Central Subway has many flaws both fiscally and operationally. We only get one chance to design large infrastructure projects right. We have to ask ourselves the question do we want to spend an extra \$150-250 Million than we have to on a project that is slow and operationally cumbersome? Do we want stations that are too close together? Do we want mix-flow segments (where cars & trains share the same road space)?

We all know how our current Muni Metro lines suffer from many cumbersome transitions as they go from subway to surface mix-flow operations. We also know what that does to reliability. Now that we are building brand new line, let's do it right

about the loss of parking and the stop consolidations, despite the clear benefit to all riders in the corridor of faster and more reliable service. (Routes such as the 5-Fulton, where stops have been consolidated to one every two blocks, are much faster and more reliable than others where this has not been done.) If you support this project, we urge you to write to

your supervisor and to the MTA Board to urge approval! Also, please attend the MTA Board meeting on the subject, which is now scheduled for Tuesday, September 7, at 4 pm in City Hall room 400.

For more information, see Muni's presentation on the project, at <http://www.rescuemuni.org/geary.pdf>.

**Current**

8'0 – Parking

9'0 – Transit-only/ Right Turns

9'0 – Traffic

9'0 – Traffic

9'9 – Parking/Traffic

**Proposed**

9'3 – Parking/Right Turns

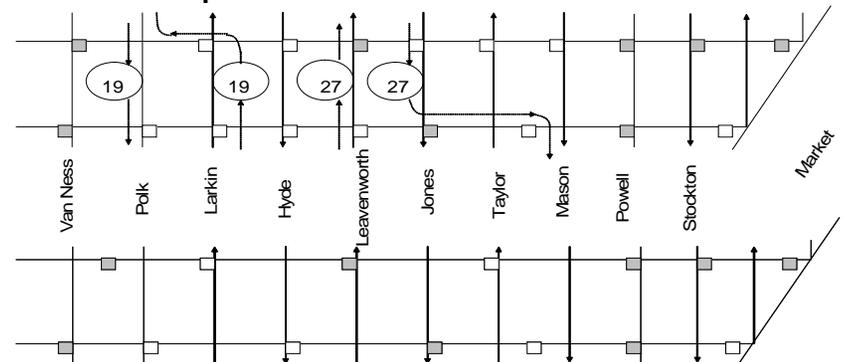
13'6 – Transit-only

10'0 – Traffic

12'0 – Parking/Turn Pocket/Traffic

**Change to Geary between Van Ness & Market St. (Courtesy of Muni - Power Point Presentation "Geary Corridor Improvements: Phase I - dated 3/3/04)**

**Current – 19 stops**



**Proposed – 14 stops**

**Muni's Bus Stop Consolidation Plan (Courtesy of Muni - Power Point Presentation "Geary Corridor Improvements: Phase I - dated 3/3/04)**

# MUNI MOVES FORWARD ON GEARY CORRIDOR TRANSIT PRIORITY

By Andrew Sullivan

Improving service on the Geary corridor, which carries over 50,000 riders a day on the 38 and 38L lines, has been a priority for Rescue Muni for many years. Ever since the B-Geary streetcar was replaced with buses in 1956, there has been strong public demand for bringing back rail service; recently, this proposal has gained momentum with the passage of Proposition K (2003) which included funding for both Bus Rapid Transit and light rail on this corridor. Rescue Muni was instrumental in getting these projects included in the countywide Expenditure Plan.

As a first step towards Bus Rapid Transit on the Geary Corridor, Muni has developed a low-cost package of proposed service improvements for Geary and O'Farrell Streets between Van Ness Avenue and Market Street.

An excellent opportunity to make improvements to Geary has come up this year, because the Department of Public Works is planning to repave these streets shortly. Taking this opportunity, Muni studied some of the problems that occur on this corridor, notably delays due to long dwell time, traffic light cycles, and most critically double-parking vehicles and transit lane violations, and has proposed several low-cost improvements that are projected to speed up service substantially. The proposed improvements would save approximately 3 minutes per round trip, a very substantial amount when one considers the frequency of service they would also reduce the chance of

delays due to double parking.

In brief, Muni and DPT propose to make improvements by doing the following:

- Widening the transit lane from 9 feet to 13.5 feet, and making this lane transit only (currently right turns are allowed);
- Adding turn pockets as necessary to reduce delays to traffic and transit by turning vehicles;
- Adding stop bulb-outs for all limited stops, to speed up boarding;
- Replacing standard parking spaces with truck loading zones to prevent double parking; and
- Consolidating some stops to one every two blocks between Mason and Van Ness, to reduce redundant stops and speed up service.

Rescue Muni is strongly in favor of these improvements because of the very low cost of implementation (potentially less than \$1 million incremental cost over the already-committed repaving cost) and because they do the right thing for transit riders. These are exactly the kinds of improvements the voters supported when they approved the new Transit-First Policy and the merger of DPT into the MTA in Proposition E (1999); they are specifically discussed in the Expenditure Plan for Proposition K (2003).

We are urging the MTA and Board of Supervisors to approve these changes immediately. Unfortunately, some opponents have begun to complain

when we are designing the project. Unfortunately Muni still has a design philosophy that is very bad for performance. For Rescue Muni's ideas

on how to design right, please read the article by Dan Krause in this issue of the Transfer.

## Rescue Muni's Vision - Central Subway & Geary Rail

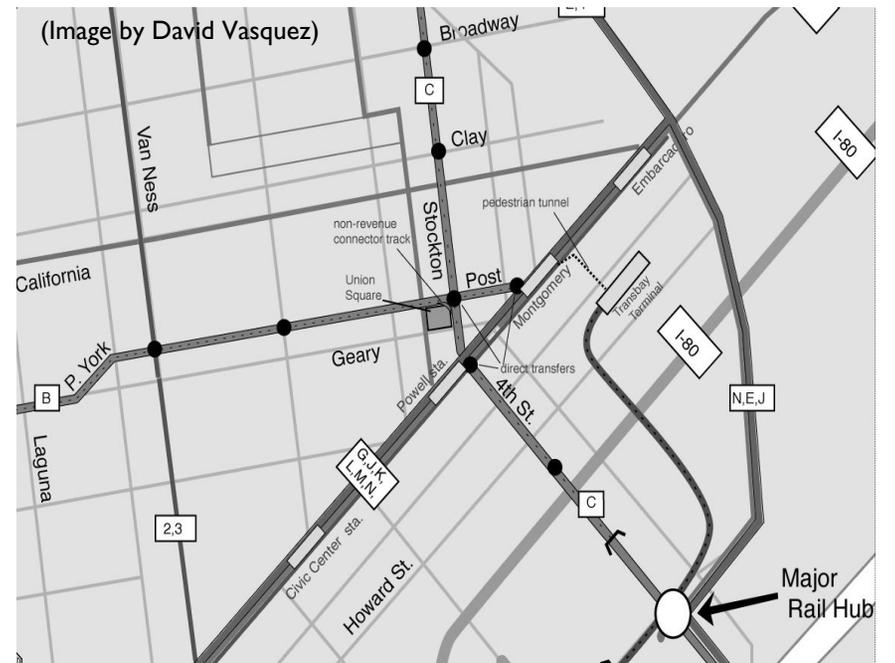
Service Expansion Committee & Steercom member **Dan Krause**

Rescue Muni has recently passed policy resolutions that support a position which re-thinks Muni's current designs for both the Central Subway and Geary Rail Project. We feel not only will this avoid many of the problems existing Metro lines suffer from but will also be much cheaper than Muni's current designs, therefore can be implemented more rapidly.

### Central Subway

Let's start with the Central Subway. In Eric Carlson's article he gives detailed descriptions of what we feel are the design flaws of Muni's current plans for the Central Subway. Previously, it was Rescue Muni's position that the Central Subway, if built, should follow EITHER Third and

(continue on following page)



**RESCUE MUNI'S VISION FOR CENTRAL SUBWAY & GEARY RAIL ALIGNMENTS**

Kearny OR Fourth and Stockton alignments, avoiding Muni's absurd 7MPH 'dog leg' alignment. On August 24, 2004 Rescue Muni's General Membership voted to endorse an alignment up Fourth and Stockton streets and eliminate support for a Third and Kearny alignment.

Advantages to this alignment over Muni's alignment or the 3<sup>rd</sup> & Kearny alignment are as follows:

1) Will run directly up 4th Street and proceed northbound under Stockton, eliminating ALL right angle turns. Service will be much faster and cheaper to operate. (Muni's current design snakes around, requiring FOUR 90 degree turns).

2) Will eliminate split portal design South of Market by having one portal for both Northbound and Southbound trains along 4<sup>th</sup> St., creating more efficient movements and eliminating the need for trains to cut across traffic

lanes. (Muni's design will have portals on both 3rd & 4th Street in the middle of the roads requiring trains to cut across traffic lanes in mix flow).

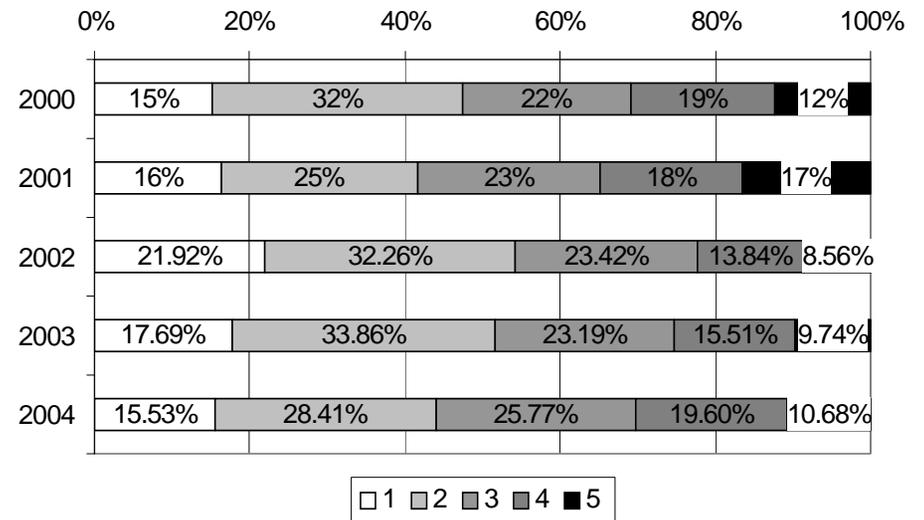
3) Will save roughly \$150-250M because over a 1/4 mile of subway trackage will be eliminated. (Note: Additional savings will be realized if the planned junction between Central Subway and future Geary line is eliminated as advocated for by Rescue Muni).

4) Transfers to the Market Street Railway Lines/BART will be very efficient. Under a 4<sup>th</sup>/Stockton alignment, the Market St. station will provide a DIRECT transfer to the existing Powell Street Station. (Compare the two images to right). Muni's design will have a 150 yard walk between Montgomery Station at their proposed new station at Market & 3rd Street. Rescue Muni's proposal  
(continue on following page)

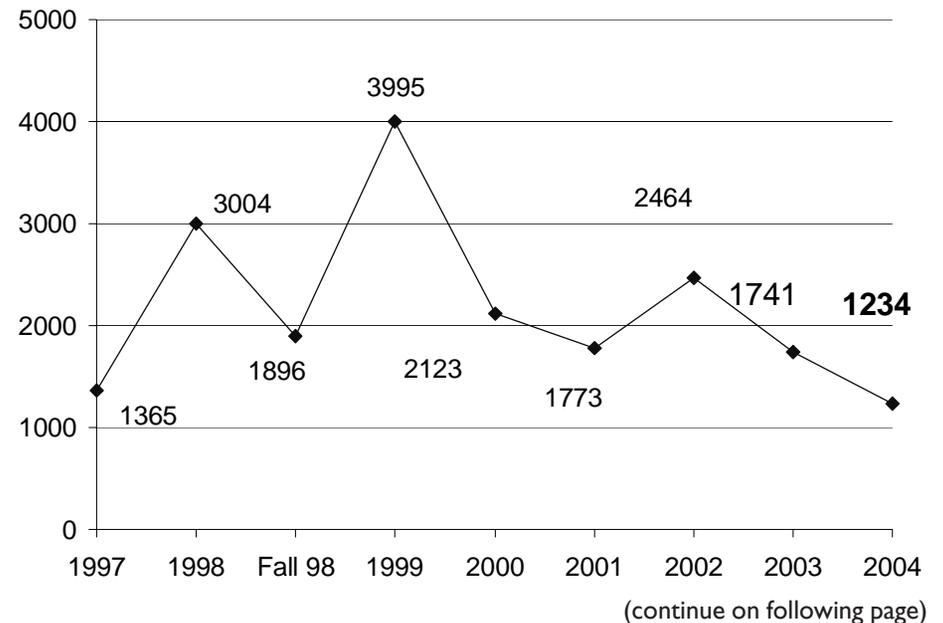


**RESCUE MUNI'S PROPOSAL FOR A NORTHBOUND & SOUTHBOUND PORTAL ON 4th ST. ONLY (LOOKING NORTH BETWEEN TOWNSEND & BRANNAN).**

### Crowding 2000-2004



### Total Responses

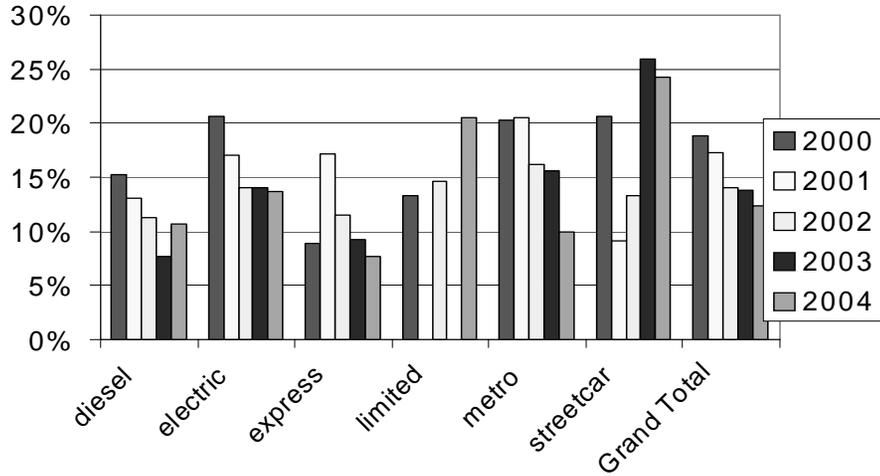


# Muni Riders' Survey Results Summary

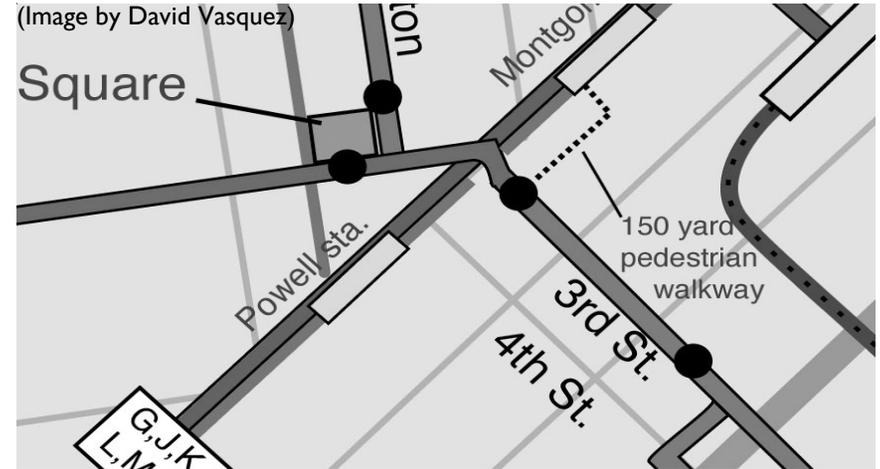
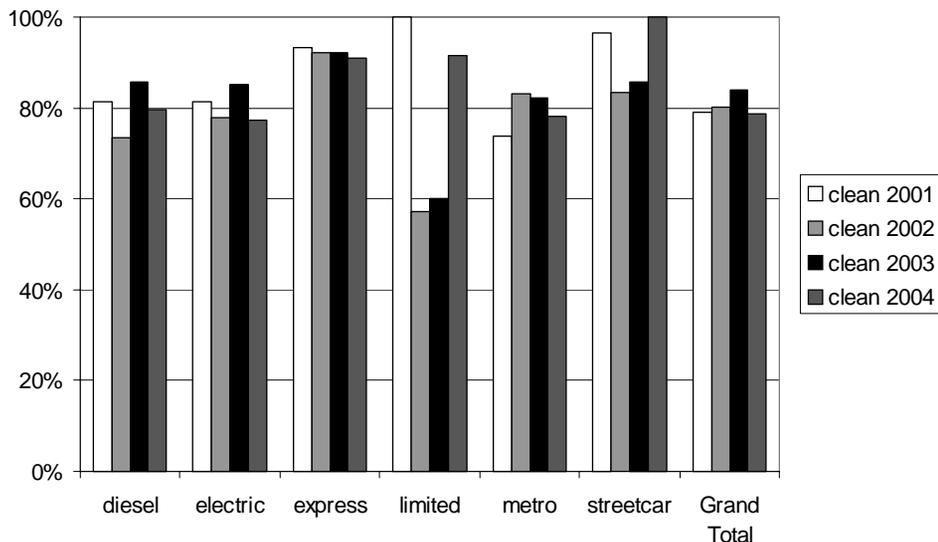
Compiled by Andrew Sullivan

Results are summarized below in the following charts (please see front page for percentage of riders delayed). Results of individual bus lines will be completed shortly and will then be posted on our website [www.rescuemuni.org](http://www.rescuemuni.org). We will also publish this information in the next Transfer, due to come out in November.

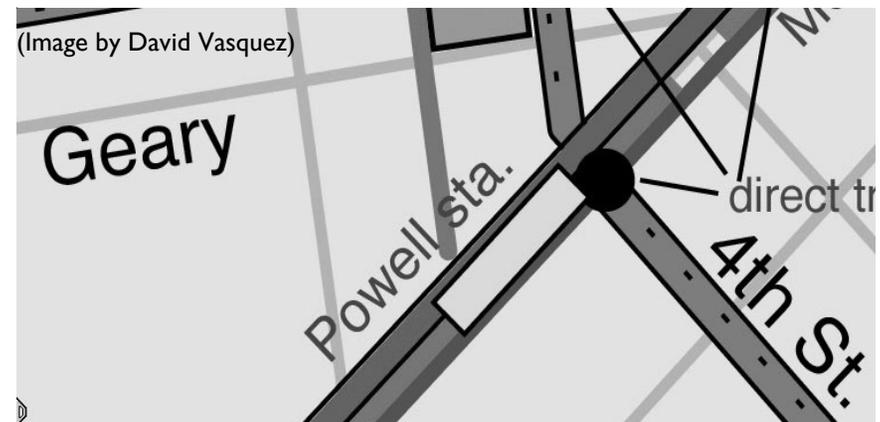
**Riders delayed by mode**



**Cleanliness by mode**



**MUNI'S POOR CONNECTION BETWEEN CENTRAL SUBWAY & MARKET ST. LINES (CONNECTION BETWEEN TWO STATIONS)**



**RESCUE MUNI'S DIRECT CONNECTION BETWEEN CENTRAL SUBWAY & MARKET ST. LINES (CONNECTION AT DOORSTEP OF POWELL ST. STATION).**

delivers commuters right to Powell St. Station.

Officials from Muni claim that the 3<sup>rd</sup> St. alignment is necessary because the line is one block closer to all the future development in the Transbay and Rincon Hill areas and the financial district. Though this is true, we don't believe that this benefit outweigh the

costs, considering increases of up to \$150-250M to get people only one block closer and the much slower speed and higher maintenance costs the line will suffer from because of all the right turns.

Rather, for folks going to the Financial District, why not add capacity at rush

(continue on following page)

hours to the Market St. lines running through Powell St. Then folks that can transfer with ease to Powell Station to get further into the CDB. Another thing Muni could do at peak hours is have some trains run through service from the 3rd St. line, up the Embarcadero and into the Market Street railway to connect folks to Embarcadero & Montgomery Stations with no transfers. To make this more attractive Muni could finally turn its pre-emptive lights on so the trains run faster along the Embarcadero.

As for access to the new developments planned for the Transbay & Rincon Hill, the 3rd St. alignment requires a walk that is still too far for many. A 3rd St. alignment would also take people farther away from other destinations related to shopping and entertainment. With a 4<sup>th</sup> St. alignment, there will be direct access to the destinations of the Metreon, City College and the new Bloomingdales complex as well as all the service-oriented jobs near Union Square. In addition, the 4<sup>th</sup> St. corridor in general is ripe for an intensification of land-uses. An alignment along 4th St. will stimulate further development.

And finally we would like to propose the best benefit of all, though it is not official Rescue Muni policy yet. We should take the money we save from this expensive and cumbersome dog-leg and transfer it to a short extension of the Central Subway to the North Beach area. We could probably get the line as far North as Broadway and Stockton which is just a stones throw away from the heart of the North Beach commercial strip along Columbus. This will create a huge

increase in ridership over stopping the train at Clay and Stockton. Providing access to North Beach just makes the line much more useful. Again it is a design flaw of Muni's which truncates this line at Clay St. It is inexcusable to plan a Billion Dollar project that does not go quite far enough to a major destination. Rescue Muni's proposal will allow this to happen.

We should add the small extension to Stockton & Broadway along with the change in alignment from 3rd to 4th St in a supplemental EIR. We don't agree with the argument that we can't add this small segment because it is classified by the Federal Government as the wrong corridor. We believe this can be worked out especially when we show that the cost effectiveness of the project will be much improved because more riders will be attracted by getting folks to the foot of North Beach.

### Geary Rail Corridor

With the Central Subway line moving to the 4th St. Corridor, we re-thought the planned junction with a future Geary Line. Muni's current plans have a Geary Line merging with the Central Subway in a very complicated and expensive junction under Geary between Stockton and Kearny so Geary trains can share tracks with Central Subway South of Market.

We propose to move the Geary Line under Post (East of Van Ness), eliminate the junction and separate the two lines. This will save a bunch of money as well as increasing reliability of both lines because there won't be train lines merging (recall the waiting

encompasses the Montgomery Station area and the Transbay Terminal. We will save hundreds of millions of dollars allowing us to extend the Central Subway to North Beach. Operations will be more efficient and cheaper. It

## Two City Hall Victories for Muni Riders

By Daniel Murphy

Muni riders won two key victories at the Board of Supervisors last month. First, the Board of Supervisors defeated a charter amendment penned by Sup. Gerardo Sandoval which sought to gut much of 1999's Proposition E. The measure would have expanded the Board of Supervisors' power over Muni, exposing the department to the sort of political meddling that hamstrung the agency in the 1980's and 1990's. By an 8-3 vote, supervisors rejected Sandoval's effort to return budget authority over Muni to the Board of Supervisors.

Rescue Muni strongly opposed the Sandoval amendment, arguing that it would bring back the days of unplanned service cuts and would, by politicizing Muni and making accountability more diffuse, make it difficult for Muni to attract the best and brightest professional managers in the future. We argued that it made no sense to repeal or change so much of Proposition E just four years after going into effect.

Second, the board passed a proposal by Sup. Jake McGoldrick to expand the Transit Impact Development Fee (TIDF). Currently, the TIDF is a one-time, \$5 per square foot charge paid by developers of new downtown office

space, and is earmarked for new Muni service. Under McGoldrick's measure, the fee will be increased to \$10/square foot and assessed citywide on any new non-residential development over 3,000 square feet. McGoldrick initially proposed a higher fee, but the final compromise version—which passed on a 10-1 vote—is expected to bring in as much as \$12 million per year for Muni in the future, for use in providing additional service to new developments.

Rescue Muni strongly supported the TIDF expansion and our members lobbied supervisors to pass the legislation.

How Supervisors Voted:

On the Sandoval amendment

**(opposed** by Rescue Muni):

**Yes:** Gonzalez, Daly, Sandoval

**No:** Alioto-Pier, Ammiano, Dufty, Hall, Ma, Maxwell, McGoldrick, Peskin

On the McGoldrick TIDF expansion

**(supported** by Rescue Muni):

**Yes:** Gonzalez, Alioto-Pier, Ammiano, Daly, Dufty, Ma, Maxwell, McGoldrick, Peskin, Sandoval

**No:** Hall

2) Transfers to the Market Street Railway Lines/BART at Montgomery Station will be very efficient. (Muni's design will have a 150 yard walk between Montgomery Station & their proposed new station at Market & 3rd Street).

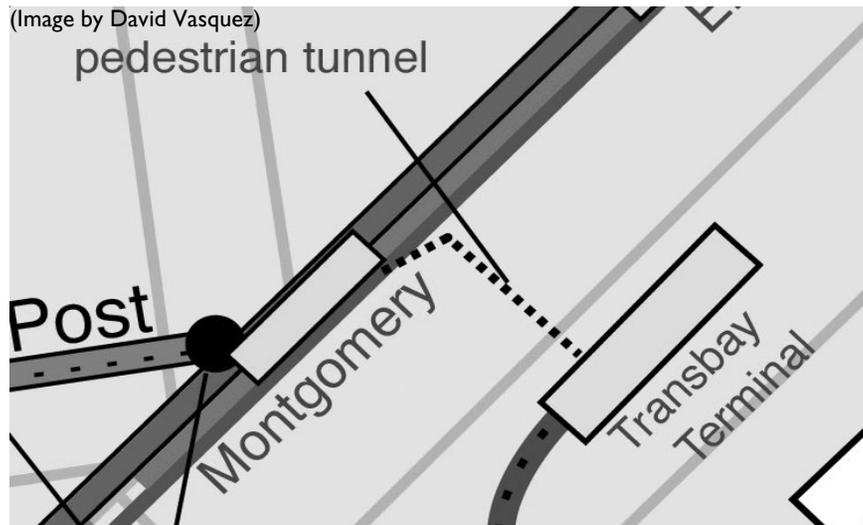
3) Transfer Station at Stockton & Post will allow for quick and efficient transfers going northbound or southbound on the Central Subway. (Muni's current design has northbound riders transferring at Market & 3rd rather than the closer location of Stockton & Post).

4) This design is much cheaper than creating a complicated junction under Geary St., making the project more likely to happen.

5) Multiple lines would not be sharing the same tracks, reduce traffic and increasing reliability of individual lines.

6) Muni can have low platform stations along Geary Blvd., creating a much more pleasing and less intrusive project. (If the Geary Line is combined with Central Subway, Muni will have use high platforms along the surface of Geary if they want to achieve level boarding).

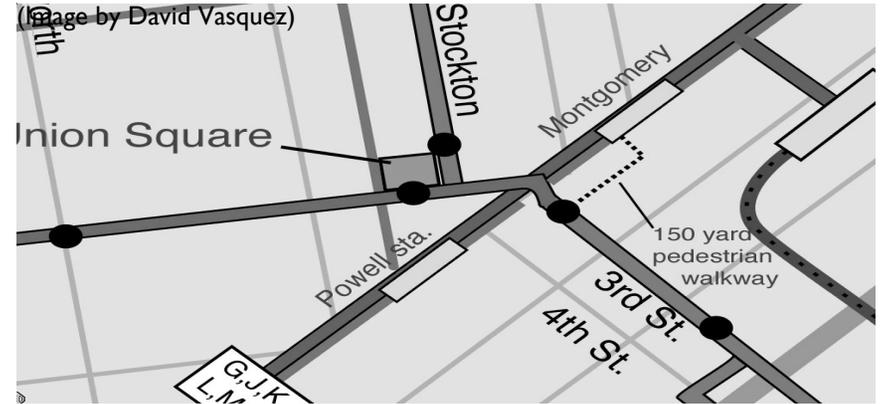
In summary, by redesigning both the Central Subway and Geary Rail Corridor in the downtown area, we will make each line more efficient while creating more direct connections between lines, including the creation of a mega-transit hub which



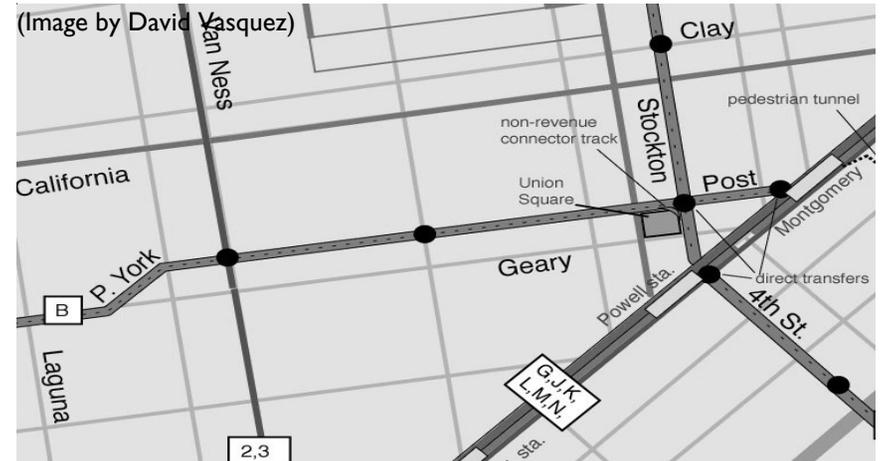
**RESCUE MUNI'S MEGA-HUB CONCEPT  
TWO RAIL HUBS LINKED TOGETHER WITH SHORT PEDESTRIAN TUNNEL**

**1) MONTGOMERY STATION RAIL HUB WITH TRANSFERS BETWEEN GEARY/POST LINE AND MARKET STREET LINES**

**2) NEW TRANSBAY TERMINAL, WHICH INCLUDES CA HIGH SPEED RAIL, CALTRAIN, MUNI BUSES & REGIONAL BUSES.**



**MUNI'S PLANNED ALIGNMENT FOR FUTURE GEARY RAIL LINE, WHICH RUNS ALONG GEARY AND TURNS SOUTH DOWN 3RD ST. (COMBINING WITH CENTRAL SUBWAY). ALIGNMENT MISSES THE CENTRAL BUSINESS DISTRICT AND REQUIRES CUMBERSOME TRANSFER.**



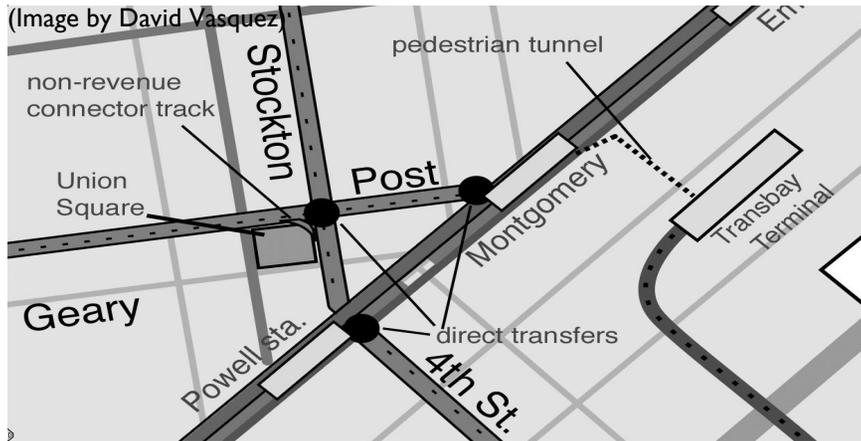
**RESCUE MUNI'S ALIGNMENT FOR A GEARY/POST RAIL LINE. IT TERMINATES AT DOORSTEP OF MONTGOMERY STATION AND IN THE HEART OF THE CENTRAL BUSINESS DISTRICT.**

that takes place around Van Ness as trains are merging together).

The other benefit of a Geary/Post Line would be direct access to the core of downtown. Unlike the Central Subway, which never can achieve direct access to Montgomery Station

(3rd or 4th St.), a Geary/Post Line can terminate right in Montgomery Station. (see image of station transfer on page 11).

In addition, we are proposing an underground pedestrian walkway that (continue on following page)



**DIRECT TRANSFERS CREATED WHEN BOTH CENTRAL SUBWAY AND GEARY RAIL ALIGNMENTS ARE RECONFIGURED**

connects Montgomery Station with a newly built Transbay Terminal (about 6-8 minute walk and with moving sidewalks could be even faster). This would tie together two hubs into one mega-transit hub. Image being able to ride in from outer Geary and having the option to get off at Post & Montgomery and being able to take a short walk to your job in the CBD, or being able to walk to the Transbay Terminal in a few minutes and catch a High Speed Rail train to Southern California, or to transfer to BART to access the East Bay. The connectivity would be incredible! And this would be 100s of millions of dollars cheaper than building a spur out Folsom or Howard to get the Geary trains to Transbay as Muni is proposing.

The other main feature of Rescue Muni's Geary Rail Corridor redesign is a proposed transfer station under Post and Stockton (opposite page, lower image). This station would allow folks riding Geary to get off and then take a short escalator ride down to

the Central Subway below, allowing them a choice of going either North to Chinatown and North Beach or South to the ballpark and Mission Bay and beyond. Even under Muni's current design, folks going North would have to transfer anyway, so why not save a hundred million dollars and make southbound folks to take the same convenient transfer.

Again, Muni officials will argue that not combining the two lines will hurt the utility of the both Geary and the Central Subway. We disagree. Why? Because by getting the line to Post & Montgomery we gain far more riders than we lose from the few people who can't wait a 2-5 minutes to transfer to the Central Subway line at Post & Stockton. In addition, experience around the world is showing that combining lines creates inefficiencies and complicates both construction and operations. In fact, some cities in Europe are de-coupling lines in an effort to improve performance. They realize that where lines are very frequent as both the Central Subway



**RESCUE MUNI'S TERMINAL STATION FOR A GEARY/POST RAIL LINE - EXPANDS EXISTING MONTGOMERY STATION FOR SEAMLESS TRANSFER BETWEEN LINES**



**RESCUE MUNI'S PROPOSED POST/STOCKTON TRANSFER STATION - ALLOWS QUICK, SEAMLESS TRANSFERS IN ALL DIRECTIONS BETWEEN TWO RAIL LINES**

and Geary Rail will be, transferring makes more sense as long as it is convenient and sheltered. By increasing reliability, ridership will be higher.

A summary of the benefits are as follows:

1) Will terminate right into the heart of the financial district at Montgomery Station. (Muni's current design has the train turn south just short of the heart of the financial district).

(continue on following page)