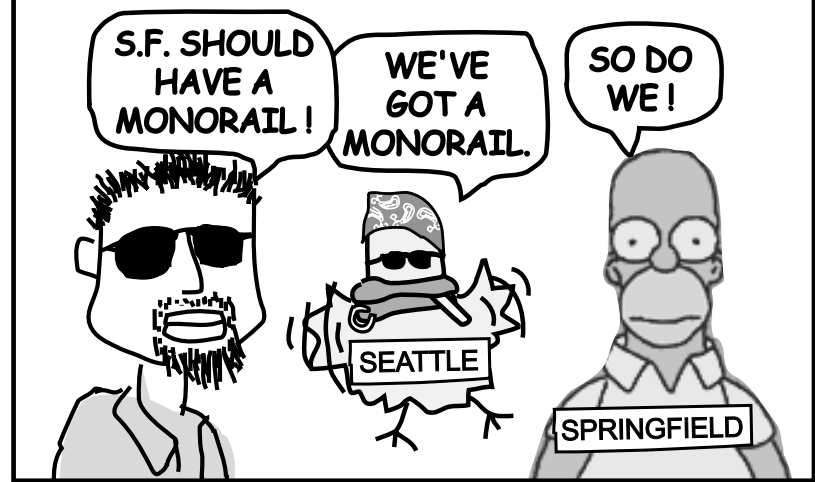


RESCUE MUNI *Transfer*

No. 18,
November 2002

BRING THE MONORAIL TO S.F.!



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RESCUE MUNI

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RETURN SERVICE REQUESTED

November 2002
Transfer
The Newsletter of
RESCUE MUNI
**Muni's Service
Expansion Ideas**
Caltrain Ext./Transbay Terminal
City CarShare
Help Rescue A Streetcar

Place
Stamp
Here

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**Runoff
Endorsement**
For Supervisor, District 4:
Fiona Ma
(No endorsement for District 8)
VOTE December 10!

From the Chair

An update on Rescue Muni's doings from Steering Committee Chair **Andrew Sullivan**.

Thanks to the hard work of our volunteers, Rescue Muni has had a very successful 2002. Here's just a bit of what we've been up to, working for better public transit in San Francisco and the region. **With your help** we can have even more success in 2003!

Muni Reliability: Rescue Muni completed its sixth annual Riders' Survey in March, showing that Muni's reliability had improved significantly since its worst point in 1998. Delays were cut in half, from 28% of riders delayed in 1998 to 14% in 2002. This year, 67 volunteers collected 2,464 data points and tracked all major lines in the system. Thanks to Survey Coordinator **Collin Maslov** and all the volunteers! We'll conduct another survey next year

and will need your help - watch for survey forms and instructions in the next *Transfer*.

Oversight: Three members of Muni's Steering Committee (Chair **Daniel Murphy, Joan Downey, and David Pilpel**) and three other active members of Rescue Muni (**Nia Crowder, Norm Rolfe and Tom Wetzel**) serve on this committee created by Proposition E (1999) to provide active citizen oversight of the Municipal Transportation Agency, which now includes the Department of Parking and Traffic. The CAC has studied carefully Muni's budget, service plans, marketing, alternative fuels pilot program, and other issues affecting San

Continued on page 10

About the cartoon: Seattle's voters just passed a resolution to plan, build, and fund a **monorail** connecting northern and southern neighborhoods to downtown. It's a great example of transit advocates making real change happen! See www.elevated.org for Seattle's plans to expand elevated transit, thanks to the hard work of the voters!

Transfer

the newsletter of RESCUE MUNI
November 2002 - No. 18
Editor: Eric Carlson
Designers: David Vasquez, Andrew Sullivan
Contributing writers: Eric Carlson, Joan Downey, Allison Drucker, Dan Krause, Rick Laubscher, Gabriel Metcalf
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Hotline: **415-273-1558**
www.rescuemuni.org
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.

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
Charlotte Breckenridge, 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: Joan Downey
Coordinators:
Charlotte Breckenridge, David Pilpel, Andrew Sullivan, Dan Krause

Standing Committees

Muni Metro: addresses scheduling and reliability of Muni's light rail lines. Meets second Wed. of every month, 6 p.m., at

SPUR, 312 Sutter, 5th floor (chair: Howard Strassner, 415-661-8786, ruthow@juno.com)

Service Expansion discusses ways Muni can add service. Meets last Tuesday of each month at SPUR, 6:30 PM; see calendar at left or contact the acting chair. (chair: Eric Carlson, 415-863-5578, ericrescue@yahoo.com)

Other Rescue Muni Initiatives

Membership (coordinator: Daniel Murphy, 665-4074, daniel@well.com)
Surveys (coordinator: Collin Maslov, 371-0726, 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

Coming events, for the transit activist. If you would like to form a committee or add an event to the calendar, let us know! Updates are on www.rescuemuni.org.

date	event	location
DECEMBER 2002		
Note: RM Metro Committee Cancelled for December		
12/3, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
12/5, 5:30 PM	MTA Citizens' Advisory Council	401 Van Ness, #334
12/9, 6 PM	RM Executive & Steering Committees	Special location - call for details
12/17, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
12/20, 5 PM	Geary Rail Promotion and Membership Recruitment	Email allison@rescuemuni.org
TBA December RM Service Expansion Committee		
JANUARY 2003		
1/2, 5:30 PM	MTA Citizens' Advisory Council	401 Van Ness, #334
1/7, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
1/13, 6 PM	RM Executive & Steering Committees	SPUR
1/15, 6 PM	RM Metro Committee	SPUR
1/21, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
1/28, 6:30PM	RM Service Expansion Committee	SPUR
TBA January RM General Membership Meeting		
FEBRUARY 2003		
2/4, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
2/6, 5:30 PM	MTA Citizens' Advisory Council	401 Van Ness, #334
2/10, 6 PM	RM Executive & Steering Committees	SPUR
2/12, 6 PM	RM Metro Committee	SPUR
2/18, 4 PM	Municipal Transportation Agency Board	City Hall, Rm. 400
2/25, 6:30PM	RM Service Expansion Committee	SPUR
MARCH 2003 - Muni Riders' Survey - Watch for it!		

Rescue Muni Responds to Muni's New Service Expansion Proposals

Muni has requested comment on a series of service improvements. Steering Committee member **Eric Carlson** describes the proposed changes, and our recommendations.

In February 2001, Bayview Advocates (aka Earthjustice) filed suit against Muni, AC Transit, and the Metropolitan Transportation Commission (MTC). The suit alleged that the agencies violated the Clean Air Act, failed to comply with the 1982 Bay Area Air Quality Plan, and demanded reinstatement of transit funding in the region. As part of the Clean Air Act, the MTC committed to working with local transit providers to reduce ozone pollution by increasing public transportation ridership and getting commuters out of their cars by 1987. That didn't happen – in fact Muni's ridership dropped 19.5%.

Muni signed a settlement agreement that identified projects for further development. We are delighted that many of the initiatives come from Rescue Muni's work on service expansion. In fact, many of these ideas were initially proposed by Rescue Muni volunteers!

Here's a summary of the projects Muni recommends and Rescue Muni's comments:

Six lines are slated for **bus rapid transit (BRT)**. Buses make limited stops, move fast, often have their own lane, and often are able to 'hold' a green light to get through it before it turns. Because buses cycle through their routes faster, they can carry more passengers with the same number of vehicles and operator hours. Passengers get across town much faster and are more likely to ride transit than drive.

- 16th Street, including electrification on 16th Street. Rescue Muni

agrees and asks Muni to lay track in the raised Right-of-way (ROW) it is planning for future rail service. This rail service could connect to the J and N lines and connect to Muni's barns, the Embarcadero rail lines, and cross town to the N and to Golden Gate Park.

- 19th Avenue and Park Presidio from Stonestown to Lake. Rescue Muni agrees and suggests a center lane with boarding islands.
 - Folsom from The Embarcadero to 16" Street
 - Geary from Pacific Ocean to Van Ness. Rescue Muni supports light rail transit (LRT) on Geary. Muni proposes a BRT system and we support it as a first step to LRT. We support installation of rails during the construction of BRT so that conversion can be easily done later. We offered detailed suggestions on getting through, under or over cross traffic at Fillmore, Divisadero and Masonic.
 - Potrero. Rescue Muni calls for an exclusive ROW on Bayshore now before intensive development makes it more difficult; we agree and advocate for exclusive ROW on Potrero Avenue
 - Van Ness Avenue between Market and Lombard. Rescue Muni supports this project and also recommends extending Bus Rapid Transit on Lombard to Doyle Drive.
- Electrification** of three lines would use trolley coaches. They are powered



the book

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Paperback, full color cover, includes 82 classic Puni strips, character bios, and Puni bus lines. Also includes the unreleased APOCALYPSE MUNI saga, a parody of Francis Ford Coppola's Apocalypse Now.

Send \$12 to: (U.S. check or money order only)
Dan Siegler, P.O. Box 193-556, SF, CA 94119
 For this week's Puni, see:
<http://www.sfweekly.com/comics/puni/index.html>

electrically from fixed overhead wires, produce zero emissions, and are particularly effective on steep grades. Conversion to trolley coach operation is desirable in more locations system wide because they are quiet and clean vehicles. Rescue Muni supports these projects.

- 19-Polk
- 47-Van Ness
- 9-San Bruno

Thirteen lines will receive Transit Preferential Streets (**TPS**) improvements. This could encompass signal pre-empts, bus bulbs, boarding islands, bus exclusive lanes or bus and HOV (high occupancy vehicle, 2 or 3 occupants at minimum) lanes.

- J-Church from Duboce Portal to 30th Street
- K-Ingleside from St. Francis Circle to Green Terminal. Rescue Muni calls on Muni to lay rail on Geneva for future use.
- L-Taraval from West Portal to Wawona/46th Avenue
- M-Ocean View from St. Francis Circle to Green Terminal. Rescue Muni supports Muni's proposal and calls for full crossing gates at 19th and Eucalyptus as well as standing Metro Committee recommendations (see M-line proposals on www.rescuemuni.org).
- N-Judah from Duboce Portal to La Playa. Rescue Muni support Muni's proposals with the addition of Duboce/ Church signalization, exclusive ROW on outer Judah, exclusive ROW at Duboce Park segment by requiring westbound cars to turn north on Steiner eliminating cross-traffic, signalization with pre-empts at all intersections, and implementation of longstanding

suggestions of RM's Metro Committee (see N-line proposals on www.rescuemuni.org).

- Geary from Van Ness to Transbay Terminal. Stockton/Market to the Presidio through North Beach and the Marina
- 19-Polk route to Hunters Point
- Fillmore. Rescue Muni agrees and asks Muni to lay track in the raised ROW it is planning for future rail service. This service could connect to the J and N lines and connect to Muni's barns, the Embarcadero rail lines, and cross town to the N and to Golden Gate Park.
- Geneva and Ocean from Junipero Serra to Bayshore/Sunnydale, including exclusive ROW for K
- Market Street from Castro to The Embarcadero. Rescue Muni supports and calls on Muni to re-implement the timed lights system in service before the 1989 earthquake.
- San Bruno
- Mission

Also, a **terminal loop** is proposed for the historic E-line on The Embarcadero. Rescue Muni has supported the E line for many years.

The battle for Muni, the SFCTA, Rescue Muni and others will be to see that the MTC in Oakland comes up with the money to implement this consent decree and fund these improvements. Should this interest you, come to a monthly meeting of our Service Expansion Committee.

For more information about these projects, contact Muni and ask for a copy of their Amendment to Short Range Transit Plan FY2002- FY2021. ★

Volunteer for Rescue Muni!

Our new Volunteer Coordinator, Allison Drucker, has a list of ways YOU can help the organization grow, and how YOU can help promote better public transit in SF.

Rescue Muni needs your help! Here are some ways you can help with our efforts to make our transit system better.

What You Can Do

Petition for a new light rail line (surface and subway) along Geary, replacing the 38 line. Also recruit new riders to join Rescue Muni from this heavily-traveled line.

Attend meetings at City Hall and write updates about Muni, MTA Board, Board of Supervisors, and other organizations' goings-on that affect transit riders.

Submit articles to Transfer, this newsletter. The newsletter is scheduled to publish quarterly but needs your content to publish on time!

Organize a General Meeting on transit issues of interest to you.

Participate in our **annual Muni Riders' Survey** to track Muni reliability.

Where? When?

Friday, December 20, along the 38-Geary line during evening rush hour. Please call **Allison Drucker** at **916-448-1687, ext. 7** or email allison@rescuemuni.org to sign up. Or meet us at Montgomery Station (Muni exit, west side) at 5 pm on December 13 for info session and to pick up materials.

See Rescue Muni Calendar (next page) and our web site, rescuemuni.org; also watch sfmuni.com, sfgov.org, and cable 26 for notices about public hearings and committee meetings. Email transit1@rescuemuni.org to let us know you'll be attending!

Email eric@rescuemuni.org or call 273-1558 with your ideas.

Email transit1@rescuemuni.org or call 273-1558 with your suggestion, then contact the guest speaker you would like to invite after Steering Committee gives the go-ahead.

Email survey@rescuemuni.org or call 273-1558 to sign up, or just participate when you get the form with the next Transfer.

How else can you get involved?

If you have other ideas or just want to help out, please email Allison Drucker at allison@rescuemuni.org or call 916-448-1687 x7! **THANKS for your help!**

#162 and Market Street Railway, at www.streetcar.org. You can also donate by sending a check to Market Street Railway, 870 Market Street, Suite 803, San Francisco CA 94102. Thanks very much!

For information on Market Street Railway, including opportunities to join and volunteer, see www.streetcar.org. ★

Car Sharing *continued*

and more people join car-sharing, the total number of cars in the city will decrease. Sidewalks can be freed from parked cars. Housing can be built without parking, making it more affordable. We can shift urban land to better uses than parking lots.

Car-sharing has an important place in the alternative transportation movement. As Rescue Muni, Walk SF, and the Bike Coalition make progress, the city will become more transit-rich, walkable, and bike-able. For the vast majority of trips, people who live here are not going to need a car. But for occasional trips—going camping, buying groceries, or just visiting a friend who lives somewhere without good transit—people are still going to need a car. On these occasions, car-sharing will fit the bill. This range of options will increasingly define the transit-first lifestyle, something uniquely available in cities like San Francisco.

City CarShare is signing up both individual members and business members. (Business members use the cars for work, with slightly different costs.) To join, please sign up at our website, www.citycarshare.org. ★



Transbay Terminal EIR *continued*

Rescue Muni Service Expansion Committee's Position: We strongly support as much transit-oriented development as possible. The Full Build-Out supports the entire project much better than the Reduced scope option.

We are strongly encouraging our membership to be involved in this process. To find out more about the DEIS/DEIR you can log on www.sfgov.org/tjpal/documents/drafteir.htm and view the DEIS/DEIR online.

Written comments are due no later than **December 6, 2002** and should be submitted to: **Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.**

We urge you to review the document and submit comments supporting this critical project! ★

Chair's Update *continued*

What's Next? In 2003, Rescue Muni will have a long list of challenges. Muni faces some of its most difficult **budget** constraints in years due to the weak economy. We will push for choices that preserve service levels and take advantage of transit preferential streets to speed service. In addition, the SF County Transportation Authority is preparing a new **Countywide Plan** that may lead to new funding proposals for transit; we will work with the SFCTA to make sure our agenda for expansion is included. We'll continue to advocate for **Caltrain** Expansion and **High Speed Rail**. And we will definitely need everyone's help on the **2003 Muni Riders' Survey**, and on promoting our **Geary Rail and Bus Rapid Transit plans** - see page 13 for how you can get involved! ★

Citizens' Advisory Council Update: Service Reliability & Quality

CAC and Rescue Muni Steering Committee member **Joan Downey** explains what Muni's volunteer advisors are doing to improve service.

Prop E established the MTA **Citizens' Advisory Council**, an advisory body to the Municipal Transportation Agency. The CAC provides recommendations to the Agency with respect to any matter within the jurisdiction of the Agency. The Council focuses on issues relating to the delivery of service to riders and to fiscal responsibility.

Three Rescue Muni board members are on the CAC: Dan Murphy is the Council chair and chair of the **Finance & Administration Committee** (Management/Labor Relations, Personnel, Budget, Cost Effectiveness, Contract Negotiations, Service Standards, Data Collection & Analysis); David Pilpel is the Council vice chair and chair of the **Service Design & Marketing Committee** (Routes, Schedules, Fares, Maps, Marketing Plan, Communications, Public Relations & Media); Joan Downey is chair of the **Service Reliability & Quality Committee** (Vehicle Cleanliness, Fares, Operations, Service Reliability, Customer Service, Customer Communications).

How it works: The council hears Muni staff presentations on a variety of topics. Issues brought up by council members, Muni staff, or the public that need to be investigated are assigned to a committee. The committee invites Muni staff and members of the public to meetings to discuss topics in depth and then a motion is made and sent to the full CAC. If the full CAC passes the motion, it is presented to the MTA.

The **Service Reliability & Qual-**

ity (SRQ) Committee is currently working on the Rescue Muni proposals for improved service to the J,L,M, and N lines. Muni staff will be present at the November meeting to discuss the proposed changes with the committee. Other issues the SRQ Committee has addressed are:

39 Coit Service: Working with the neighborhood groups, the SRQ proposes a trial installation of a paddle-stop at Pioneer Park to periodically stop cars from descending so that the 39 Coit could use the contra-lane to bypass the line of cars (up to 40) waiting to access the 28 parking spaces on the top. More reliable service in combination with publicity aimed at the residents of Telegraph Hill and tourists would improve the ridership and usefulness of this historic line.

Cable Car service: SRQ recommendations were:

- use 3rd person to turn car around & watch passengers to give gripman more time off
- cross train grip & conductor so that they can trade off during the day
- increase the pay for physical labor & out in elements
- devise a physical entry test to eliminate those not fit
- use a fallback crew

PSR process: Muni is in the process of overhauling their procedures to handle the Passenger Service Request (PSR) process. Anyone who has dealt with the current system can confirm

that the process discourages anyone from filing a complaint. Muni is in the process of devising a new policy and the SRQ has made suggestions from the customer's point of view:

- To the extent hearings involving complainant passengers remain part of the new process, the hearings should be conducted by telephone at a time convenient to the passenger. If a complaint lacks merit, then that should be the finding of the PSR process; such findings should not come about because a passenger has been persuaded or intimidated into dropping his or her complaint.
- Make reporting easier for the customer: Use 673-MUNI with a submenu to report a PSR by phone. The website link to the PSR process needs to be more obvious. The PSR and hearing process needs to be explained early and clearly. Include this information on the website.
- All PSRs should be acknowledged. The initial letter should be a form letter sent within two business days signed by the PSR clerk (not the General Manager). It should include a summary of the PSR, reference number, and request for correction.
- The final resolution should be sent to the customer within five days indicating exactly what action/follow-up is to occur and it should also include a summary of the PSR and the reference number. This should be sent whether or not a PSR hearing is held.
- In all correspondence, privacy

rights of the operator and customer must be protected. Neither should be identified by name or address.

- A new PSR process should be accompanied by much more careful and detailed measurement of incoming PSRs. New, more narrowly categorized numbers should be turned into regular reports and distributed widely, perhaps as an attachment to Muni's charter-mandated service standard reports. That statistics gathered in the new PSR process include a detailed aggregate report of how PSRs have been resolved, including how many were dismissed as invalid, how many were major or minor, and, how many warnings, suspensions, terminations, etc. resulted from PSRs of each type.
- The new PSR process should not be codified in new labor agreements until such time as a pattern of quarter-over-quarter comparisons of the newly categorized PSRs show steady, significant progress.

Service Standards: Prop E requires that Muni set and measure service standards. The SRQ committee has examined those standards and made suggestions for changes to make them more readable and so that the individual measurements actually measure what was intended.

Participate: The general public is encouraged to attend the MTA CAC general and committee meetings. For the time, place, and agenda see <http://www.ci.sf.ca.us/mainpages/deptsall.htm> or call Vincent Dunlap, MTA CAC Secretary at 415-554-6873. ★

Help bring Muni #162 home!

Rick Laubscher of the Market Street Railway describes his organization's project to restore one of the oldest Muni streetcars still available - and how you can help.

The Market Street Railway is reaching out to the public transit community to ask your support for the most important project we've undertaken in our 25-year history (except, of course, for our work to help start SF's F-line and now the E-line).

We have agreed to fund Muni's reacquisition of **Muni car #162**. This "B-type" Muni car is one of only two survivors of a class of 125 cars (preserved car #130 is the other). The B-types were built in 1914 by Jewett Car Co. of Ohio to enable Muni to expand from its Geary Street beginnings to serve the 1915 World's Fair and then the southwest quadrant of San Francisco opened up to development by the Twin Peaks Tunnel. Car #162 served San Francisco faithfully for 44 years, then rested for 44 more years at Orange Empire Railway Museum in Riverside County.

The plan is to leave this car in its 1958 retirement configuration: rear platform doors and green and cream "wings" livery. This would give Muni vintage cars representing all three liveries of the "battleship" (sometimes called "Iron Monster") period: gray and maroon (car #1), blue and yellow (car #130), and "wings" (#162).

At this writing, we have raised about \$15,000 of the \$70,000 purchase price.

Our volunteers, who are well along on the work of ex-Market Street Railway Co. "California Comfort Car" #798 (1924), are excited about working on #162, which is complete and sound, but obviously will need significant work before going into service on the F-line (and later the E-line as well).

When restoration is complete, the first operation of car #162 (after the formal dedication ceremony) will be

our charter of it for a scenic trip out the J-Church, K-Ingleside, and L-Taraval lines to Muni's last original piece of trackage (the Taraval spur, Belgian block still in place, from 46th to 48th Avenue, built in 1923). Those who join the 162 Charter Club (\$500 or more contribution) will be invited on this first run.

This is almost certainly the last streetcar from Muni's original heavyweight fleet (1912-1928) that we'll have the chance to bring back to San Francisco. Only two others survive, both K-types built in 1923, one at Orange Empire (#171) and one at the Western Railway Museum in Solano County (#178). Both are part of those museums' core collections and it is highly unlikely either would be offered for sale. So this is literally a unique opportunity.

You can make a tax-deductible donation online, and learn more about car

Continued on next page



Chair's Update *continued*

Francisco and regional transit. CAC recommendations have led Muni and the MTA board to make many decisions that make service more reliable for San Francisco riders.

Service Expansion: Transit riders scored a major victory this fall when Muni chose to settle a lawsuit with a coalition of environmental activists, led by Earthjustice Legal Defense Fund, that demands that Bay Area transit agencies take measures to increase transit ridership to 1983 levels (approximately 15% over current ridership). As part of this settlement, Muni published a draft update to its Short Range Transit Plan that includes many of the service expansion ideas that Rescue Muni has advocated for the last year. In particular, many of our ideas for Bus Rapid Transit (BRT) and light rail expansion are included in this plan. We submitted very favorable comments about this plan and hope to see some of these projects, notably Geary BRT and citywide Transit Preferential Streets, implemented soon.

You can read this proposal at www.sfmuni.com. Thanks to the Service Expansion Committee, notably Chair **Eric Carlson, Dan Krause, David Vasquez, David Vartanoff, and Peter Ehrlich** for all your hard work!

Policy: Rescue Muni has scored some crucial victories in the public policy arena, and has also recently experienced some setbacks in the area of alternative fuels. While we have lobbied for service expansion and transit priority in the combined Municipal Transportation Agency, we have had a harder time convincing the Board of Supervisors (acting as SF County Transportation Authority Directors) to demand

reliability as the top priority for vehicle acquisition. As we have noted in previous issues of *Transfer*, both our Steering Committee and the MTA CAC have voted overwhelmingly to oppose any requirement that Muni buy compressed natural gas (CNG) or other alternative-fueled buses before they can be shown to be as reliable and cost-effective as conventional diesel buses, and to demand that Muni's studies be completed before any alternate-fueled buses are acquired.

Unfortunately, the Board voted on November 25 for a resolution, sponsored by Supervisor Aaron Peskin, urging Muni to buy alternative-fueled buses quickly and stating that Muni would not be funded for any further conventional diesel buses, despite the fact that 80 motorcoaches desperately need to be replaced. While this resolution is open to diesel-electric hybrid, a technology that shows promise as being the least bad of a set of unreliable choices, nonetheless we are very disappointed that Muni will be forced to buy buses that will break down more often (and force people into their cars) for political reasons.

We will keep fighting for transit riders on this front, however, as this is a crucial issue for our members and Muni riders citywide. If you agree with us that it's wrong to force Muni riders to bear the burden of technology that is not ready for prime time, we urge you to write your Supervisor as soon as possible on this subject. Urge your Supervisor to let Muni complete the alternative-fuels study! Thanks to **Daniel Murphy** for leading the charge on this difficult issue.

Continued on page 12

Comments Needed on Transbay Terminal & Caltrain Extension EIR

Dan Krause has reviewed the project plan and wants you to as well. Comments are due on **December 6**.

The Draft Environmental Statement & Draft Environmental Impact Report (DEIS/DEIR) for the extension of Caltrain to a new Transbay Terminal has finally been released for public review. Back in 1997, a DEIR was completed but never released to the public due to politics. Now, the DEIS/DEIR has been updated to reflect a new concept for the Transbay Terminal and has also added intensive transit-oriented development as a major component to the project.

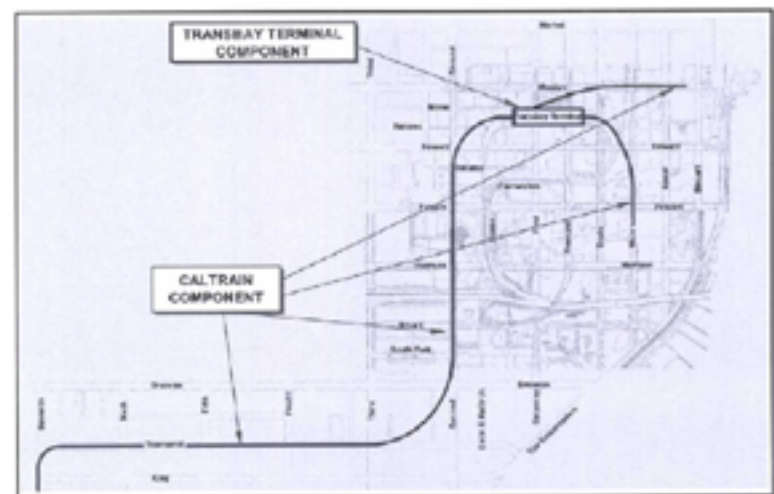
The DEIS/DEIR has three main components to it. They are as follows:

1. Reconstruction the Transbay Terminal.
2. Downtown Extension of Caltrain (from 4th/King to new Transbay Terminal).
3. Transit-Oriented Development around the new Transbay Terminal.

Reconstruction of the Transbay Terminal

The new Transbay Terminal is designed to accommodate Caltrain, Baby Bullet trains, and CA High Speed Rail. In addition, the Terminal will serve as a huge hub for local and regional buses, including Muni, AC Transit, Golden Gate Transit, Samtrans, Greyhound, etc. There will also be substantial commercial development on the concourse level of the Terminal to serve patrons. The DEIS includes two alternates for the design of the Terminal.

1. West Ramp Only (from Bay Bridge) – This alternate will require the demolition of the existing loop ramps and reconstruct a double-decker ramp from the Bay Bridge to the Terminal on the west side of the Terminal. Buses will come into the top-level of the Terminal from the Bay Bridge on the up-



Source: Caltrain Downtown Extension/New Transbay Terminal EIR

per ramp and then make a U-Turn within the Terminal structure and go out on the bottom ramp back to the Bay Bridge. This alternate will eliminate the need to rebuild the eastern section of the loop ramp.

2. *Loop Ramp (from Bay Bridge)* – This alternate completely rebuilds the loop ramps from the Bay Bridge in a similar configuration of the existing ramps. Buses would simply enter on the east ramp and exit the west ramp as they pass through the Terminal.

Rescue Muni Service Expansion Committee's Positions:

We support the West Ramp Only option because it will allow for more Transit-Oriented Development.

Downtown Extension of Caltrain

The extension of Caltrain to the Transbay Terminal has been a priority for Rescue Muni for several years. This exciting extension will include a new subway station adjacent to the current Terminal under Townsend Street between 4th and 5th Streets. There will also be reconstruction of surface tracks at 4th and King and a reconfiguration and depressing of the storage yard just to the west.

The tracks will continue under Townsend and the curve north to an alignment under 2nd Street. There are two alternates for how the trains will enter the terminal as follows:

1) *2nd Street to Main* – Under this scenario, trains would all curve East from 2nd Street to enter directly under the footprint of the new Terminal and then the trail tracks would curve back south to go under Main Street.

2) *2nd Street to Mission* – This alternate will have some trains entering the Terminal directly under the footprint of the Terminal. There will be four tracks

and two center platforms, which will stub-end under the Terminal. There will also be two additional tracks that split off going northeast to end up under Mission Street with two side platforms. Tail tracks will extend under Mission to near the edge of the Bay at the Embarcadero.

Both alternates above include sub-alternates as follows:

1) *Construction of an underground pedestrian walkway* from the Transbay Terminal to the Embarcadero BART/Muni Metro Station under Fremont Street.

2) *Tunneling versus Cut-and-Cover methods* for construction of Caltrain Downtown Extension.

Rescue Muni's Service Expansion Committee's Positions: We support the 2nd St. to Mission alignment, tunneling over cut & cover, and strongly encourage the pedestrian tunnel.

Transit-Oriented Development

The third component of the project will be the creation of a Redevelopment Area, which will allow for a high density of Transit-Oriented Development around the new Transbay Terminal, which in turn will help pay for the project. There are two alternates for intensity of development in the Redevelopment Area as follows:

1) *Full Build-Out* – This alternate will include 7,617,400 square feet of mixed-use development, including space for offices, retail, hotel, and 4,667 units of housing.

2) *Reduced Scope* – This alternate will eliminate all office development, reduce the size of the hotel and retail spaces and reduce the number of housing units to 3,430 for a total of 4,725,965 square feet of development.

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City CarShare: SF's Newest Transportation Alternative

Rescue Muni member Gabriel Metcalf introduces this innovative new way to get around town without needing to buy a car.

Car-sharing has arrived in San Francisco, making it possible for people to use a car when they need one, without having to pay the costs of private ownership. Members reserve a car online, walk to a “pod” of cars, and drive off. They get billed at the end of the month, based on a time and mileage charge.

Berlin, Amsterdam, and Zurich pioneered the idea. Over the last decade, the Green movement in these cities built large, successful car-sharing organizations. City CarShare, organized by the San Francisco Bicycle Coalition, SPUR, and Urban Ecology, opened in March of 2001 to bring car-sharing to San Francisco.

What are the benefits of car-sharing?

As a member, you save money over owning your own car if you drive less than 10,000 miles a year. This is because car ownership involves large, fixed costs that you pay no matter how little you drive. The fixed costs include the price of the car itself, insurance, some portion of routine maintenance, and registration (not to mention the cost of an off-street parking space if you have one). With car-sharing, these large fixed costs are factored into the time and mileage charge. So you pay proportionally to how much you drive.

This cost-savings translates into a major benefit for society. Because car-sharing turns the fixed costs of driving into variable costs, people have an incentive to pay attention to how much they drive. Most people radically underestimate how much they spend on driving because they only factor in variable costs like gas and parking. Private car ownership gives people an incentive to drive as the “default” mode of choice, given that the marginal cost of extra trips is so small. Car-sharing in-

creases the marginal cost of extra trips. When people join, they tend to voluntarily drive less over time. A

study by the Swiss Office of Energy Affairs indicated that car owners who switch to car-sharing reduce their driving by an average of 30% over three years!

The other main way that car-sharing benefits society is that it reduces the number of cars that have to be produced and stored. Twenty people essentially “share” each car. From an environmental perspective, this eliminates some of the resource impact from the car manufacturing process. From an urban planning perspective, car-sharing is perhaps the single most promising solution to the parking crisis. As more

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