SAN FRANCISCO
PLANNING DEPARTMENT

TRANSIT EFFECTIVENESS PROJECT
Responses to Comments

ATTACHMENTS

City and County of San Francisco Planning Department
Case No. 2011.0558E

State Clearinghouse No. 2011112030

Draft EIR Publication Date: July 10, 2013
Draft EIR Public Hearing Date: August 15, 2013
Draft EIR Public Review Period: July 11, 2013 – September 17, 2013
Final EIR Certification Hearing: March 27, 2014

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RESPONSES TO COMMENTS
TRANSIT EFFECTIVENESS PROJECT
PLANNING DEPARTMENT CASE NO. 2011.0558E

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ATTACHMENT A: DEIR COMMENT LETTERS

Agencies

A-Farrell

Kline, Heidi

Subject: FW: Supervisor Farrell's comments on the DEIR for the TEP
Attachments: DEIR TEP Letter to Sarah Jones.pdf

From: Stefani, Catherine
Sent: Tuesday, September 17, 2013 3:27 PM
To: Jones, Sarah
Cc: Kelly, Margaux; Rodgers, AnMarie
Subject: Supervisor Farrell's comments on the DEIR for the TEP

Dear Sarah,

Please find attached Supervisor Farrell's letter with his comments on the Draft Environmental Impact Report (DEIR) for the Transit Effectiveness Project (TEP). Please let us know if you have any questions.

Thanks!

Catherine Stefani
Legislative Aide
Office of Supervisor Mark E. Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689
Phone: (415) 554-7752
Fax: (415)554-7843

Member, Board of Supervisors
District 2

City and County of San Francisco

MARK E. FARRELL

September 16, 2013

Ms. Sarah B. Jones
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Draft Environmental Impact Report ("DEIR") for the Transit Effectiveness Project ("TEP") as published on July 10, 2013

Dear Ms. Jones:

(1) As the District 2 Supervisor in the City and County of San Francisco, I write to you to express my concerns regarding the adequacy of the above-referenced DEIR, specifically as it pertains to the potential elimination of the #3 Jackson MUNI line. While I understand the overall purpose of the TEP is to provide a more effective transportation service, I do not believe that goal will be achieved if the SFMTA discontinues the 3 Jackson for several reasons and also feel the analysis in the DEIR provides inadequate reasons to justify the removal of this essential bus route. EP-1

(2) To justify the elimination of an entire MUNI line that has served a large community for decades, I would expect that the DEIR contain a thorough and rigorous analysis that would explain the underlying reasons for the elimination and the impacts of any proposed service modifications. It is my understanding that the purpose of the DEIR is to address the impacts of the proposed TEP on the environment "consistent with the provision of a decent home and suitable living environment for every Californian, as a guiding criterion in public decisions." While a broad statement, I find that the impacts of the elimination of the #3 Jackson have not been fully vetted to adequately understand impacts on the environment. EP-4

The DEIR refers to Tables 12 and 13 in an effort to provide statistics on percent utilization during peak hours for various bus lines. However, actual statistics on the numbers of riders are not provided for the #3 Jackson. The DEIR goes on to assume that alternatives to the #3 Jackson could simply include the #2 Clement, #10 Sansome, #22 Fillmore, #24 Divisadero and the #43 Masonic. To get a sense of how those lines might replace service along the #3 Jackson, my office went out to the area to actually walk the alternatives mentioned in the DEIR.

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Fax (415) 554-7843 • TDD/TTY (415) 554-5227 • E-mail: Mark.Farrell@sfgov.org

Member, Board of Supervisors
District 2

City and County of San Francisco

MARK E. FARRELL

(2) to get a sense of how realistic these options are. Given the topography of the area, not only are some of these "alternatives" untenable for many due to steep hills, the additional transfer points required and walking distance will likely double the total transit time for riders currently served (3) by the #3 Jackson. Several schools in the area have long relied on the #3 Jackson for commute management for both their faculty and students – students ranging from elementary school to high school. The lack of viable alternatives for the residents in this area and the students and faculty begs the question of whether the elimination of the #3 Jackson will actually result in more traffic congestion in the area if riders now resort to vehicle transportation – whether their own cars or taxi service.

EP-4 (cont'd)

TR-3

(4) In addition to my own review of the DEIR, I have heard from an overwhelming number of constituents, including several schools in the area, who absolutely rely on the #3 Jackson during all times of the day – not just peaks hours – who will be adversely affected by this drastic change that poses few viable bus route alternatives. It is my hope that before the DEIR is approved by the Planning Commission, a more detailed and robust analysis is performed on the proposed elimination of the #3 Jackson for the reasons stated above.

EP-4

If you have any questions or comments regarding my concerns, please do not hesitate to contact me.

Sincerely,

Mark E. Farrell

Supervisor Mark E. Farrell
District 2
City and County of San Francisco

cc: Director Ed Reiskin
SFMTA Board of Directors
San Francisco Planning Commission
Controller Ben Rosenfield

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A-GGBHTD

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PLANNING DEPARTMENT
M E A

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

September 10, 2013

Sarah B. Jones
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transit Effectiveness Project Draft Environmental Impact Report

Dear Ms. Jones:

The Golden Gate Bridge, Highway and Transportation District (District) has reviewed the Transit Effectiveness Project (TEP) Draft Environmental Impact Report (Case No. 2011.0558E) and offers the following comments pertaining to the analysis of proposed Muni service changes.

(1) The District raised concerns about the plan to terminate weekday peak period and daytime service on Muni Line 28-Nineteenth Avenue at the Golden Gate Bridge Toll Plaza in its review of the TEP Initial Study released earlier this year. As indicated in our letter to the San Francisco Planning Department dated February 15, 2013 (attached), the proposed expansion of the bus stop adjacent to the Bridge Pavilion has site constraints that limit its usefulness as a layover zone. The District thanks the City for acknowledging that it will need to site an appropriate bus terminal in consultation with District and Golden Gate National Recreation Area staff. MER-b

(2) The District also raised a concern about the abandonment of weekday peak period and daytime service on Line 28 between the Golden Gate Bridge Toll Plaza and the Marina District. However, the EIR does not appear to analyze potential impacts to Muni riders and the District's Golden Gate Transit bus service as a result of this proposal. While Golden Gate Transit bus service operates along a portion of the abandoned line, the service is tailored to regional travel and typically cannot accommodate heavy local passenger loads. The District would benefit from an analysis showing whether the proposed Line 28 change results in capacity problems or operational delays for Golden Gate Transit buses. TR-5

Thank you for providing the District the opportunity to submit comments on the TEP DEIR. You may contact David Davenport, Associate Planner, at (415) 257-4546 or ddavenport@goldengate.org if you have any questions about these comments.

Yours sincerely,

Ron Downing
Director of Planning

c: D. Davenport, M. Palumbo, K. Witt (GGBHTD)
Darren Brown (GGNRA), Mark Helbrecht (Presidio Trust)

Attachment

A-GGBHTD

GOLDEN GATE BRIDGE
HIGHWAY & TRANSPORTATION DISTRICT

February 15, 2013

Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transit Effectiveness Project Initial Study

Dear Mr. Wycko:

The Golden Gate Bridge, Highway and Transportation District (District) has reviewed the Transit Effectiveness Project (TEP) Initial Study (Case No. 2011.0558E) and offers the following comments pertaining to the scope of the environmental impact report that will be prepared.

(3) The District is concerned about two aspects of the TEP proposal to terminate weekday peak period and daytime service on Muni Line 28-Nineteenth Avenue at the Golden Gate Bridge Toll Plaza. First, we have determined that the proposed layover zone adjacent to the Bridge Pavilion is not a suitable location due to the high concentration of tour buses, taxis and auto trips by visitors (unfamiliar with the area) searching for parking. District staff looks forward to working with SFMTA, Presidio Trust and National Park Service staff to identify alternative layover areas that meet the needs of all agencies, as well as the Presidio. MER-b

(4) Second, the District is concerned about the abandonment of weekday peak period and daytime service between the Golden Gate Bridge Toll Plaza and the Marina District. While Muni Line 28 would continue to operate to/from Daly City BART Station, it is the District's experience that the majority of visitors to the Bridge come from (or are destined to) the east (e.g., Financial District and Fisherman's Wharf) and not the south. The District operates Golden Gate Transit bus service in this corridor, but the service is regional in nature and would not be able to accommodate the passenger volumes carried on Muni Line 28. The District requests that the TEP EIR analyze the impacts of this loss of service and practical methods for accommodating the displaced passengers. TR-5

Thank you for providing the District the opportunity to submit comments on the TEP Initial Study. You may contact David Davenport, Associate Planner, at (415) 257-4546 or ddavenport@goldengate.org if you have any questions about these comments.

Yours sincerely,

Ron Downing
Director of Planning

c: D. Davenport, M. Palumbo, K. Witt, GGBHTD
Mark Helbrecht (Presidio Trust), Darren Brown (NPS)

From:	Salem, Heather
To:	Jones, Sarah; Dwyer, Debra
Cc:	Helmbrecht, Mark; Pelka, John; Marshall, Amy
Subject:	DEIR for the Transit Effectiveness Project 2011.0558E
Date:	Friday, August 09, 2013 9:23:02 AM
Attachments:	DEIR_Presidio Trust Comments_Final_080913.pdf

We respectfully submit the attached comments to the DEIR for the Transit Effectiveness Project (2011.0558E).

Thank you,

Heather Salem
Transportation Operations Specialist
Presidio Trust
(415) 561-5474

Memorandum

To: **City and County of San Francisco Planning Department**

From: **Mark Helmbrecht, Transportation Program Manager, Presidio Trust**

Date: **August 9, 2013**

Subject: Comments on DEIR for the Transit Effectiveness Project, Case No. 2011.0558E

The Presidio Trust Transportation Department respectfully submits the following comments regarding the Draft Environmental Impact Report (DEIR) for the Transit Effectiveness Project (Case No. 2011.0558E).

(1) **29 – Sunset Route** MER-c

The Trust continues to support the extension of the 29 route farther in the Presidio to better serve park visitors using Muni to get to the park. At a minimum, we recommend extending to the Golden Gate Bridge Toll Plaza, where a new visitor center and plaza improvements have recently been built. The current temporary restroom facilities located in Baker Beach are subject to removal in the next five years. Therefore, by having the Golden Gate Bridge Toll Plaza as a route terminus, Muni drivers would be able to use the new and permanent visitor restroom facilities. The extension of the route to the toll plaza would also facilitate transfers between many Golden Gate Transit route, the PresidiGo Shuttle, and the 28 – 19th Avenue Muni route. In addition, the Trust expects that transit demand for this area of the park will increase because of improved trails and two new overlooks in this area. The occupancy of the Fort Scott District is also expected to increase steadily in the next few years.

(2) **43 – Masonic** MER-a

The Trust supports Muni's recommendation to extend the 43 route farther into the Presidio to the Transit

(3) Center at the Main Post. The service improvement map for the 43 route (Appendix A) illustrates the use of PD-2
Richardson and Gorgas to enter and exit the Presidio; however the slip ramp allowing entrance to the park directly from Richardson Avenue was demolished as part of the Doyle Drive reconstruction project. Entry to the park directly from Richardson Avenue will not be possible until the Girard Road interchange is constructed as part of the Doyle Drive reconstruction project.

(4) **44 – O'Shaughnessy** MER-c

The Trust continues to support the extension of the 44 route into the Presidio to the Transit Center in the Main Post. Extending this route in conjunction with other changes outlined in the study would substantially improve transit service to the Presidio. The 44 is an efficient route serving large parts of San Francisco and has a less circuitous route than the 43 route. Therefore, this would better serve San Francisco residents, employees, and visitors traveling longer distances.

(5) **76 –** The Trust suggests the 76 route use the new Girard interchange being built as part of the Doyle Drive Reconstruction Project to enter the Presidio in the northbound direction, stop at the Presidio Transit Center, and then travel westbound on Lincoln through the Presidio to US101 at the south end of the Golden Gate Bridge. Similarly, in the southbound direction, the Trust suggests the 76 route enter the Presidio immediately south of the Golden Gate Bridge Toll Plaza, travel through the Presidio to the Presidio Transit Center and then to US 101 via the Girard interchange. This diversion into the Presidio would serve more recreational users and provide a valuable connection between these two park sites for San Francisco residents and visitors. Traffic congestion on Doyle Drive varies considerably on weekends, and a route through the Presidio may also allow for improved service reliability. MER-c

Kline, Heidi

Subject: FW: Comment Letter on TEP EIR
Attachments: TEP EIR_UCSF comments_Final_9-17-13.pdf

From: Wong, Diane C. [mailto:DWong@planning.ucsf.edu]
Sent: Tuesday, September 17, 2013 3:04 PM
To: Jones, Sarah
Cc: Pangilinan, Chris; Tanner, Britt; Mickelsen, Susan
Subject: Comment Letter on TEP EIR

Hello Sarah,

Attached is our comment letter on the TEP EIR. A paper copy will be mailed to you.

Thank you. Diane

Diane Wong
Principal Planner / Environmental Coordinator
UCSF Campus Planning
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San Francisco, CA 94143-0286
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September 17, 2013

Sarah Jones
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103-2479

Re: Transit Effectiveness Project Draft Environmental Impact Report
State Clearinghouse No. 2011112030

Dear Ms. Jones,

Thank you for the opportunity to comment on the Transit Effectiveness Project Draft Environmental Impact Report (TEP DEIR).

As you may know, the University of California, San Francisco (UCSF) has a major presence at Mission Bay, where we have made considerable investment in the development of a biomedical campus that furthers UCSF's mission to advance health worldwide through innovative health sciences education, research, and patient care. Besides the burgeoning research facilities at Mission Bay, Phase 1 of the Medical Center at Mission Bay, a hospital complex comprised of three specialty hospitals, outpatient facilities, parking, and a prominent public plaza developed in close coordination with the City of San Francisco and various stakeholders, is under construction and planned to open in February 2015. In addition, Mission Hall, an academic office building of about 264,800 gross square feet, is under construction at the northeast corner of 4th and 16th Streets.

The campus population is comprised of faculty, staff, students, patients, and visitors. There are currently over 3,500 UCSF faculty and staff employed at the UCSF Mission Bay campus site, and over 900 people reside on campus. In addition to the hundreds of students and visitors on campus, about 270 outpatients per day are seen at clinics at Mission Bay. The population will substantially increase when Mission Hall and the Medical Center at Mission Bay open in 2015. Given our large and growing campus population, UCSF has long supported the extension of 22 Fillmore line along 16th Street to 3rd Street.

(1) In an effort to ensure that development and planning activities at Mission Bay are coordinated amongst pertinent agencies, the University has been meeting over the course of many years with staff of the Planning Department, the Office of Community Investment and Infrastructure, the Municipal Transportation Agency, and the Office of the City Attorney, among other agencies, regarding development proposals at Mission Bay. To further this coordinated planning effort, we offer the following comments on the TEP DEIR: PD-2

- 22 Fillmore, TTRP.22_1: The intersection of 16th and 4th Streets is a gateway to the UCSF Mission Bay campus and is the major access point to the Medical Center at Mission Bay. The Expanded Alternative described on pp. 2-149 to 2-150 would preclude at the intersection of 16th and 4th Streets left turns into the Mission Bay campus, including the Medical Center at Mission Bay, due to the location and design of the median boarding islands. This proposed condition, if implemented, would greatly restrict access to the campus and would be particularly problematic for patients and visitors who travel to the Medical Center site by car and who may not be familiar with the site and alternative points of access. This may result in patients and visitors driving on nearby streets searching for the hospital, impacting our

(2) neighbors. For this reason, we strongly oppose the median and boarding island design as presented in the TEP EIR. Our office has been working with MTA staff on an alternative design that would maintain the left turn lanes at this location. Should the MTA consider approving the Expanded Alternative at 16th and 4th Streets, we urge that this alternative design be analyzed in the Final EIR and approved. MER-b

(3) • 16th Street Level of Service: We note that a number of intersections along 16th Street for year 2035 conditions, with and without the TEP, would operate at unacceptable levels according to the TEP EIR. We believe this information to be incorrect, as it is not consistent with other transportation analyses that have been prepared for the Mission Bay South area, such as the Mission Bay Subsequent EIR, the Eastern Neighborhoods EIR, and the UCSF Medical Center at Mission Bay EIR, all of which have reported that the future cumulative conditions on 16th Street during the P.M. peak hour would operate at acceptable levels. We are concerned that the results reported in the TEP EIR could have negative consequences for the future development of the approved but as of yet undeveloped parcels in the Mission Bay South area. We would be happy to share with you the detailed transportation analyses conducted as part of the UCSF studies, and respectfully request that the Final TEP EIR be corrected. TR-13

Should you have any questions about this matter, please contact Diane Wong, Environmental Coordinator, at (415) 502-5952.

Sincerely,

Lori Yamauchi
Assistant Vice Chancellor
UCSF Campus Planning

cc:
Chris Pangilinan
Britt Tanner

Organizations

O-BSSF

THE BAY SCHOOL OF SAN FRANCISCO

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PLANNING DEPARTMENT
MEA

September 3, 2013

Supervisor Mark Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

Re: Proposed Elimination of #3 Jackson

Dear Supervisor Farrell,

(1) The Bay School of San Francisco is writing to protest the proposed elimination of the 3 Jackson. TR-3

The Bay School is located in The Presidio and has a student population of 320 and additional faculty and staff of 85. We strongly encourage all members of our school community to utilize public transportation to get to and from school, thereby reducing the number of cars coming into and out of The Presidio and helping to minimize our carbon footprint.

The #3 Jackson MUNI line intersects with the #43 MUNI, which is heavily used by our students, and as such is an important transit link for them to get to and from school.

Elimination of the #3 Jackson will cause more of our families to drive their children to school instead of utilizing MUNI. This will increase congestion in The Presidio and have a negative impact on the environment.

(2) We appreciate your efforts to preserve this essential transit link for our neighborhood, and strongly encourage you to continue your opposition to the elimination of the #3 Jackson, which provides a vital transportation link in an otherwise underserved corridor. We look forward to continuing to encourage our community to utilize all possible MUNI lines as they commute to and from our campus. MER-b

Sincerely,

Timothy W. Johnson
Head of School

cc: Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Sean Kennedy
SFMTA
One South Van Ness, 7th Floor
San Francisco, CA 94103

O-BVHA

Kline, Heidi

From: Angel Steger <angel.steger@gmail.com>
Sent: Saturday, August 03, 2013 11:17 PM
To: Jones, Sarah; Dwyer, Debra
Cc: John Bartak; Ryan Peterson
Subject: Opposition to 27 Folsom Service Variant 2

Dear Ms. Jones and Ms. Dwyer,

The Bella Vista HOA, owners and tenants submit the following comments on the DEIR including the 27 Folsom Service Variant 2 (Variant 2) of the Transit Effectiveness Project.

NO-1

(1) The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street.

(2) Furthermore, it interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

TR-9

(3) This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible.

EP-1

Best,

Bella Vista HOA

Ryan Peterson, President
John Bartak, Treasurer
Angel Steger, Secretary

Kline, Heidi

Subject: FW: PUBLIC COMMENT ON TEP

From: Mary Miles [mailto:page364@earthlink.net]
Sent: Tuesday, September 17, 2013 4:50 PM
To: Jones, Sarah
Subject: PUBLIC COMMENT ON TEP

FROM:
Mary Miles (SB #230395)
Attorney at Law for
Coalition for Adequate Review
364 Page St., #36
San Francisco, CA 94102
(415) 863-2310

TO:
Sarah B. Jones
sarah.b.jones@sfgov.org
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

DATE: September 17, 2013

PUBLIC COMMENT on Draft Environmental Impact Report on Transit Effectiveness Project, Case No. 2011.0558E

EP-2

(1) This is public comment on the Draft Environmental Impact Report ("DEIR") on the "Transit Effectiveness Project" ("TEP") ("the Project"). This comment does not waive further comment on the Project and is necessarily generalized and incomplete, due both to lack of adequate time and the generalized nature of the Project DEIR. The Project and the DEIR do not comply with the requirements of the California Environmental Quality Act ("CEQA"), Public Resources Code ("PRC") secs. 21000 *et seq*, the National Environmental Policy Act ("NEPA"), and with other applicable statutes. The following are only examples and are not inclusive of all the defects in the DEIR.

The Project will adversely affect traffic, transit, parking, air quality, noise, emergency services, and will have human impacts. The Project's proposals to eliminate bus stops, traffic lanes, to obstruct traffic, to remove parking, to install "bulbs" and "bulbouts" affecting traffic and parking, and to reduce and degrade bus service on many routes are contrary to CEQA, NEPA, the City's General Plan, the "transit first" policy, and statutory and constitutional provisions for equitable use of funding to serve the public need and interest.

The TEP fails to provide an accurate statement of existing (baseline) conditions of traffic, parking, and ridership, and fails to accurately describe the Project. Instead, the DEIR generally describes a "Transit Preferential Streets Toolkit" that will eliminate bus stops, traffic lanes, and eliminate parking

(1) lanes and parking, install "transit bulbs" on busy traffic corridors, build elongated bus stops and "transit boarding islands," convert existing bus stops to "transit zones," establish "transit-only lanes," "queue jump/bypass lanes," dedicated turn lanes, restrict turning for vehicles, more traffic signals and two-way stop intersections, "traffic-calming measures" to obstruct vehicle traffic, "pedestrian refuge islands," bulbouts, and widened sidewalks. The "toolkit" would be applied to proposed "Transit Travel Time Reduction Proposals (TTRPs)" now and in the future that are named but not analyzed at a "project-level" in the TEP. The TTRP's include major traffic corridors throughout the City, as well as two-lane residential streets.

The Project does not meet its own "objective" to "improve" transit, because it eliminates bus stops throughout the City and reduces bus service on lower-served lines. There is no evidence supporting the fanciful notion that the Project's adverse impacts will attract more transit ridership. Even if that notion were supported, the TEP does nothing to mitigate crowding on the lines where it claims improved bus speed (from eliminating bus stops and obstructing traffic) would attract more passengers. Further, the DEIR fails to identify analyze, and mitigate the impacts on passengers who will have to travel farther on foot to reach more distant bus tops both at their origins and destinations, and they will have to wait longer for buses.

Further, the DEIR fails to comply with requirements for legally adequate environmental review, such as the following examples.

EP-2

(2) **1. The DEIR Must Provide Project-Specific and NOT "Programmatic" Review of Every Aspect and Every Part of the Project**

The DEIR claims to be both "programmatic" and "Project-specific." However, the Project does not qualify for phased or "programmatic" review, particularly since specific measures are proposed, and the document fails to state when supplemental environmental review will take place for phases and parts of the Project not specifically reviewed in the DEIR.

(3) **2. There is no Accurate Project Description.** PD-2

The DEIR presents a mish-mash of "variants," "alternatives," open-ended and speculative "options," which does not meet the requirement of an accurate, stable, and finite Project description. For example, the document states that "Moderate Alternative Variant 1" would remove up to 360 parking spaces on Mission Street between Cesar Chavez and Goethe streets, and 1,130 parking spaces on the entire corridor, but then says that "parking loss in this segment would not be considered substantial." (pp.4.2-251.) The removal of parking on that corridor is not listed at all in the Project description section. (pp.2-138-142.) Thus the public is misled by the Project description, which is inconsistent with the uncertain "Environmental Setting, Impacts, and Mitigation" section. The same is true of the entire DEIR, which, instead of presenting a description of the actual Project that is being proposed, states that the Project consists of "alternatives" and "options," again misleading the public.

(4) **3. There Is No Accurate Baseline Description of Actual Existing Conditions that Will Be Affected By the Project.** EP-5

The document fails to accurately state existing conditions on every street affected by the Project. There is no way to assess the Project's impacts without describing the existing conditions of traffic, parking, transit, air quality, and noise on every street affected by the Project. There is no accurate description of existing traffic volumes on any street affected by the Project or of the existing number of parking spaces. The baseline fails to state existing conditions of traffic for cumulative impacts analysis.

(5) **4. The DEIR Fails to Identify the Project's Direct, Indirect, and Cumulative Impacts.** O-CAR EP-2

There is no legally adequate analysis of the Project's direct, indirect, secondary, and cumulative impacts on traffic, parking, transit, air quality, and noise. Instead, the document contains rote, conclusory statements of no impacts. There is no accurate or coherent analysis of the Project's "operational" impacts on air quality and noise. The conclusory "no impacts" and "less than significant" statements on traffic fail to consider the impacts of eliminating traffic lanes, parking, turning, and obstructing traffic with bulbouts and "traffic calming." The conclusory claim that removing thousands of parking spaces is not a significant impact is incorrect.

There is no legally adequate cumulative impacts analysis in the EIR, which requires a list of past, present, and foreseeable future projects that will also affect traffic, transit, parking, air quality, noise, etc.

There is no analysis of the Project's impacts on emergency services. There is no analysis of impacts on humans, meaning people who will have to travel farther and wait longer to use transit, and the vast majority of travelers who do not use transit, who will be delayed by the Project's impacts on traffic, parking, and loading.

(6) **5. The DEIR Fails to Describe Feasible Mitigation Measures for the Project's Impacts.** EP-2

The DEIR contains no legally adequate or coherent description of mitigation measures to eliminate the Project's impacts, which if fails to accurately identify in any event.

(7) **6. The DEIR Contains No Legally Adequate Alternatives Analysis.** EP-2

The DEIR's claim is mistaken that describing "options" can be a legally adequate alternatives analysis. In fact the DEIR contains no such analysis.

EP-2

(8) The DEIR does not meet basic requirements for legal adequacy under CEQA. Please provide a hard copy and an electronic copy of the final Environmental Impact Report.

SIGNED

_____

Mary Miles

Subject: FW: TEP Comment Letter
Attachments: TEP Comment Letter.docx

From: Priya Sawhney [mailto:priya@thclinic.org]
Sent: Wednesday, September 18, 2013 6:00 AM
To: Jones, Sarah
Subject: TEP Comment Letter

Sarah,
All apologies. The attached letter in the body of this email is the accurate one.

Thank You
CONFIDENTIALITY NOTICE: This document is intended for the use of the party to whom it is addressed and may contain information that is privileged, confidential, and protected from disclosure under applicable law. If you are not the addressee, or a person authorized to accept documents on behalf of the addressee, you are hereby notified that any review, disclosure, dissemination, copying, or other action based on the content of this communication is not authorized. If you have received this document in error, please immediately reply to the sender and delete or shred all copies.

Sarah B. Jones, Environmental Review Officer

City and County of San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

RE: Comments on 2011.0558E Transit Effectiveness Project (TEP) Draft Environmental Impact Report (DEIR)

Dear Ms. Jones:

On behalf of the Central City SRO Collaborative, we would like to submit the following comments on the Draft Environmental Impact Report (DEIR) for the proposed Transit Effectiveness Project (TEP).

CCSRO represents low-income residents of the Tenderloin and has followed the proposals in the TEP as they relate to our neighborhood. We are hopeful that the project will achieve its stated
(1) goals of providing safe and efficient transit for San Francisco. However, we are concerned that certain proposed service changes will negatively impact the Tenderloin neighborhood while not being sufficiently analyzed in the DEIR. Without sufficient analysis, the DEIR is unable to provide adequate mitigation of environmental impacts. Under the California Environmental Quality Act (CEQA), environmental impacts of a project are required to be analyzed and reasonably mitigated. EP-4

(2) Changes to the transportation networks in the Tenderloin are extremely relevant to its residents, as (1) per capita income in the Tenderloin is lower than median; and (2) auto ownership is lower than median. Residents in these neighborhoods are almost completely transit dependent. To compromise the frequency of service on some of the lines as proposed would greatly impact the livelihood of residents. MER-b

CCSRO identifies the following proposals for which we propose no change to the existing level of service:

(3) **19-Polk** MER-b

We are opposed to the alignment changes as proposed.

The 19-Polk is a major line for Tenderloin residents. This line is a major North-South connector for the Tenderloin and travels the core of the neighborhood, bringing residents to San Francisco General Hospital. Additionally, the 19-Polk is the only line that services the Little Saigon commercial corridor on Larkin. The proposed alignment change will eliminate service for the Tenderloin (TEP DEIR, p. 2-79).

The Tenderloin is home to many low-income, transit-dependent residents and houses many social services supporting the poor across San Francisco.

- This alignment change creates challenges to seniors, the disabled, and other populations in need who require access to San Francisco General Hospital.
- This alignment change will impact the economic success of small businesses in Little Saigon.
- The length of the route will be substantially reduced, limiting ridership of this line.
- The alignment change will route the 19-Polk away from the Little Saigon/Larkin St. commercial corridor, its only available bus service.

(4) ▪ These changes to the 19-Polk alignment will make it more difficult for transit riders to gain access to Little Saigon and push visitors into cars, which will increase cumulative traffic impacts on the surrounding neighborhoods. TR-3

(5) ▪ We encourage further analysis of whether or not this proposed change will create significant impacts. TR-6

- The Level of Service (LOS) analysis along Larkin Street and its surrounding roadways is insufficient and needs to be re-examined.

(6) ▪ What will be the impact to air quality due to increased GHG and particulate matter emissions from higher levels of auto traffic? GG-1 AQ-1
(7)

(8) We ask that the changes to the 19-Polk not be considered as part of this project. The impacts will impact the livelihoods of many Tenderloin residents and small businesses. MER-b

Sincerely,

Priya Sawhney

Priya@thclinic.org
Central City SRO Collaborative
415 775 7110 (ext. 111)

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CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

September 16, 2013

Concerned Citizens for Saving #3-Jackson
3326 Jackson Street
San Francisco, CA 94118

Ms. Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

We are a group of dedicated MUNI bus riders in the Pacific and Presidio Heights areas who wish to provide comments on the Draft Environmental Impact Report (DEIR) for
(1) the Transit Effectiveness Project (TEP) published on July 10th, 2013. Our group is specifically concerned about the lack of a rigorous approach used to justify the proposed termination of the #3-Jackson bus line and other proposed service reductions. EP-1
(2) At the same time we endorse the Policy Framework of the TEP and are committed to San Francisco's Transit First Policy. MER-b

In this letter and the attachments, we detail the reasons we believe that the elimination of the #3-Jackson would degrade the quality of our neighborhood. We have gathered comments and signatures from over 1000 neighborhood riders of the #3-Jackson who feel strongly that the service should be continued (see Attachment #2). We have also received letters or endorsements from ten local associations, businesses, and schools that further discuss the negative impacts that such a termination would have (see Attachment #3).

(3) Based upon comments we have received, and our reading of the Draft Environmental Impact Report (DEIR), we have identified deficiencies in the DEIR which do not address the impact of proposed service modification to the #3-Jackson, the #12-Folsom-Pacific, and perhaps other lines. These deficiencies are discussed in the first attachment to this letter. We have organized our comments about the Draft Environmental Impact Report into three parts within this first attachment: EP-4

- **Part 1** – Need for the DEIR to assess how various aspects of the proposed TEP will impact the quality of the environment "consistent with the provision of a decent home and suitable living environment for every Californian, as a guiding criterion in public decisions." The DEIR's failure to address this issue by affected population is a deficiency.

(4) • **Part 2** – Reasons that we believe the proposed #3-Jackson route elimination would have a negative impact on: a) the living environment of residents in our community, b) the level of MUNI ridership in our community, and c) the implications for auto usage, auto congestion and auto pollution. The failure of the DEIR to address these issues and potential issues in other bus routes is a deficiency. TR-3

(5) • **Part 3** – Request that MUNI work with our community and others where serious service cuts are proposed to try instead to improve services for the students and the elderly, increase ridership, and reduce operational costs. EP-4

This letter and its attachments provide details about the negative impacts that the proposed elimination of the #3-Jackson will have on our community and which merit a more extensive environmental analysis This is the third time that the #3-Jackson bus route has been proposed for elimination in the past ten years. We would like to find a constructive solution that embraces the San Francisco commitment to "Transit First" for our neighborhood.

Respectfully yours:

Alexander B. Long

Barbara Bocci

Marie Clyde

Daniela Kirshenbaum

Bernard Murphy

John Paxton

Liz Paxton

Paul Wermer
for Pacific Heights Residents Association (PHRA)

cc: SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Supervisor Mark Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, Ca 94102

Attachment #1: DETAILED COMMENTS on the DEIR for the TEP

(6) **Part 1: Need for DEIR to Assess Impact on Communities** EP-4

The draft Transit Effectiveness Plan proposes numerous changes to enhance service including: transit stop changes, lane modifications, parking and turn restrictions, traffic signal and stop sign changes, and pedestrian improvements. It also proposes the realignment of selected routes like the 8X-Bayshore Express and the full elimination of the #3-Jackson and #12-Folsom-Pacific. The DEIR fails to discuss the impact of the proposed realignments or eliminations in terms of the potential impact on the quality of the environment in which the citizens of San Francisco live. The assumption is made that the riders (including the young, the elderly and those that are mobility impaired) will be willing and able to use other bus lines without a detailed assessment of what is being asked of the riders. MUNI's failure to consider the many impacts of such changes on the affected communities is a deficiency of the DEIR.

(7) In reading the DEIR, we do not find any discussion of the motivation for the bus line eliminations EP-1
(8) although we assume they are for financial reasons based upon lower ridership. Overall EP-4 ridership statistics for the various bus lines are not given; however, Tables 12 and 13 provide information on percent utilization during peak AM and PM hours. Our area is more of a residential area, than a destination (although there are "destination" schools and churches whose constituents depend on the #3-Jackson). Thus, one would expect ridership to be higher on the inbound direction during the morning and on the outbound direction during the afternoon. If one compares just the peak direction data to other lines for which inbound and outbound data is given, we can see that utilization of the #3-Jackson going inbound actually ranks 14th of 43 lines in the morning. Similarly, it is nowhere near the bottom in terms of outbound ridership in the afternoon.

Furthermore, by only considering peak period use, the DEIR fails to comprehend the impact on residents who have relied on the #3-Jackson for the broad variety of trips – mid-day, evenings and weekends. Many seniors and non-car owning residents are dependent on Muni service for transportation – and the failure to consider the adverse impact on these constituents or populations is a clear example of this deficiency of the DEIR.

In the DEIR the assumption is stated as a footnote to Tables 12 and 13 that the "#2-Clement, #10-Sansome, #22-Fillmore, #24-Divisadero and #43-Masonic would replace service along portions of the discontinued #3-Jackson." There is no analysis provided to show that the existing riders on the #3-Jackson would be able to use these other lines given constraints of schedule, travel time and topography. We will address these concerns in the next section.

(9) **Part 2: Impact Analysis of #3-Jackson Elimination in our Community** MER-b

We define a sixty block area in Pacific and Presidio Heights as the affected neighborhood (see Figure #1). There are four unique attributes which need to be considered in any analysis of the impact of eliminating the #3-Jackson on the quality of our environment. They are:

- **Topography** – our neighborhood is very hilly. Jackson crests at about 350 feet at Lyon Street and then drops off along either side to, for example, 150 feet at Sutter (please see Figure #1). Steep hills are not easy for the elderly to negotiate.

MER-b (cont'd)

(9)

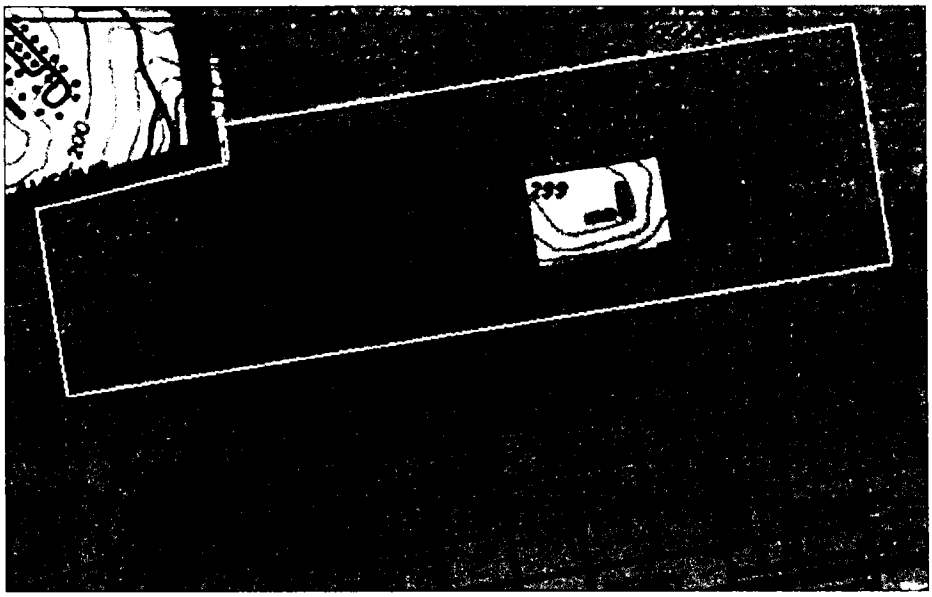

Figure 1: Topological map of the 60 block area from which the predominant number of the riders of the #3-Jackson come or go.

Data Collection Group	# Collected	% in area	% > 65 yrs	ave # of round trips
8/9/13 – morning on bus	99	35%	10%	4.7
8/7/13 – afternoon on bus	133	53%	25%	3.9
8/5/13 various bus trips	62	58%	no field	3.2
8/3-5/13 – Tully's & Gino's	173	53%	27%	No field
8/10-14/13 – Tully's, Gino's. Calvary Church	158	56%	33%	3.8
8/10-14/13 – on buses	58	34%	16%	No field
8/5-15/13 – Café Luna	24	71%	29%	3.6
8/5-20/13 – Bloomers	34	76%	41%	3.1
Menorah Park (Sacramento & Presidio)	31	100%	94%	6.6
8/21/13-9/6/13 – Tully, Luna, Bloomers	202		23%	3.7
On-line petition	118	82%	34%	2.5
TOTAL	**1092**	**53%**	**28%**	**3.8**

Figure 2: Summary of petition gathering effort and data collected. Note: we focused on collecting signatures from users of the #3-Jackson who either started and/or ended their ride in our community of sixty square blocks. In addition, we have collected and attached 469 additional petition signatures which were not analyzed for a grand total of 1561 signatures!

(9)

School	Address	# of students
SF University High School	3065 Jackson Street	389
Town School for Boys (Kindergarten thru 8th)	2750 Jackson Street	400
SF Waldorf School (Kindergarten thru 8th)	2938 Washington Street	278
SF Public Montessori School (Kindergarten thru 6th)	2340 Jackson Street	100
Stern School (5th thru 8th)	2690 Jackson Street	60
The Bay School (high school)	35 Keyes Avenue	325
SF Ballet School Residence	3000 block of Jackson Street	25
	TOTAL	1577

Figure 3: List of the major grade and high schools within our community.
Note: we have not included faculty count, some of whom use the #3-Jackson.

MER-b (cont'd)

- **Elderly Riders** – as part of the petition process we gathered information on whether a signer was over 65 years of age. We found that approximately 28% of the riders who signed were over 65 years of age (please see Figure #2). Given the topography of our neighborhood, it will not be easy for many of these riders to walk up and down hills to reach another bus stop or to make bus transfers.
- **Student Riders** – there are seven major schools and a school residence in our neighborhood with a total of 1,577 students (please see Figure #3). We have received copies of letters sent by four of these schools discussing the importance of saving the #3-Jackson bus line in terms of student body and staff transportation. Traffic congestion is already a problem during student drop-off and pick-up times. We would like to facilitate discussions/actions to increase the use of public transit for these schools as opposed to reducing service.
- **Safety/Security** – personal safety and security is an important issue for all riders, but especially younger students and senior citizens. Safety concerns include many possible factors such as: crossing busy streets or being required to walk further to access a bus. If riders do not feel comfortable or secure about making a transfer, this too adds a deterrent. Perhaps MUNI has additional safety and security data that could be shared with us, especially at frequently used transfer points?

(10) - **Air Quality and GHG** – By increasing service on the 2-Clement, a diesel bus, as a replacement for the 3-Jackson (an electric trolley) there will be an impact on air quality and GHG emissions. Since the DEIR does not address the elimination of the 3, it cannot have analyzed this impact. Should TEP invest in electrifying the 2-Clement, the DEIR should consider how the investment in the 2 will impact other competing demands for investment that might provide greater environmental benefits.

AQ-1
GG-1

(11) We now need to consider what options riders would have if the #3-Jackson were terminated. The following is a brief summary of the alternatives proposed in the footnotes to Tables 12 and 13 of the EIR for riders currently taking the #3-Jackson locally or downtown to areas like Union Square and the theatre district:

TR-5

- **#2-Clement** – once the bus turns at Presidio Avenue and goes from California to Sutter, this line is seven blocks away and from 100 to 200 feet different in elevation. This

(11) makes it unlikely that many riders from our community would choose to walk directly to the #2-Clement line. TR-5 (cont'd)

- **#24-Divisadero** – this bus runs up Jackson from Fillmore to Divisadero and then turns south on Divisadero. Those residents living between Divisadero and Fillmore who currently take the #3-Jackson could choose to:
  - ride the #24-Divisadero East to Fillmore and then transfer to the #22-Fillmore going south and then transfer again at Sutter to the #2-Clement, or
  - ride the #24-Divisadero West and South to Divisadero & Sutter where they could transfer to the #2-Clement.
- **#22-Fillmore** – this bus runs north and south on Fillmore. Those residents living east of Divisadero might choose to walk multiple blocks to Fillmore and then take the #22-Fillmore to Sutter where they could transfer to the #2-Clement.
- **#43**-Masonic – this bus runs north and south on Presidio Avenue, and provides access to the Presidio. Those residents living west of Divisadero might choose to walk up the hill to Presidio and take the #43-Masonic to California where they could transfer to the #2-Clement.
- **Local Use** – for residents seeking to go to Laurel Village, JCC, Calvary Church, Sacramento or Fillmore stores and restaurants, the best alternative would be to walk the four blocks to California and take the #1-California.

When one looks at the proposed alternative bus routes and the four attributes of our community that we discussed previously, it becomes clear that in most cases the rider would need to walk two or more extra blocks and make one or two additional transfers with the net result of increasing the length of each bus trip by 15-30 minutes (approximately doubles the total transit time). Is this practical, given that we have a significant group of young student and elderly riders who would have to do additional walking in a very hilly terrain and then make one or more additional transfers?

(12) From our rider survey we estimate that there are approximately 2500 unique riders who get on or off the #3-Jackson in our neighborhood each week. Of these riders we expect that at least half would either find non-public means of travel (use of private cars or taxis compelled by the additional transit time and inconvenience of transfers), or may be "stranded" without the financial means or physical ability to get out and about as they do now on the #3-Jackson. Assuming that there are 1250 riders who would convert to automobiles and take 3.5 average round trips per week in the city of five mile duration; the results is approximately one million additional miles of auto traffic and 450 additional metric tons of green house gas emissions. This is yet another impact which the DEIR has failed to address. TR-3

(13) **Part 3: Charting a Path Forward** GEN-1

In the past ten years, MUNI has proposed to eliminate the #3-Jackson bus line at least three times. As in the current situation, the community has rallied and spent considerable effort collecting signatures and attending meetings to protest the cut. Isn't it time to meet with the community as part of the EIR process and determine whether the impact of the proposed cuts is as significant as we have stated in this attachment? If so, can we work together to develop a plan that will actually increase ridership, improve service, and perhaps reduce operating costs.

After all, our community has been served by the #3-Jackson and prior to that the Jackson Street cable car since the 1880's. As a community we feel the #3-Jackson is critical (please see comments in Attachment #2)!

(13) Here are a few initial steps we might take together:

GEN-1 (cont'd)

- **Acceptable Change Criteria** – can MUNI develop a set of criteria with respect to the magnitude of disruption that would be acceptable when canceling or making a major change to service? These criteria should look at the requirements for additional walking, additional transfers, additional transit time, topography, safety/security, and ridership age.
- **Usage Data** – can MUNI share usage data on the lines that are proposed for elimination? It would be helpful to be able to review utilization by day of week, time of day, embarkation stop, number of riders embarking and whether the rider is a student or senior?
- **Impact Analysis** – using the acceptable change criteria and the usage data, we would be happy to work with MUNI and other neighborhoods with similar proposed cutbacks to reanalyze the assumptions we have presented in this attachment. Further, we could look at the pros and cons of other possible service adjustments.
- **Outreach** -- finally, we feel it would be beneficial to meet with the schools in our neighborhood to learn how well MUNI service is currently meeting their needs and other potential changes or enhancements that might be made especially with respect to the #3-Jackson. If these meeting are fruitful maybe they could also be arranged in other impacted neighborhoods.

(14)

MER-b

Attachment #2: PETITION RELATED INFORMATION

In order to gauge the level of support for saving the #3-Jackson in our Community as well as the age of riders and the weekly usage, we conducted a petition campaign. This was done in three distinct ways with the objective of gathering information from riders who used the #3-Jackson to travel from or into our 60 block area:

- **On Bus Survey** – where riders who boarded or got off the bus between the start of the route at Sacrament and Presidio and the exit of route from our community at Sacramento and Fillmore,
- **Sign Ups** -- we left petitions for signature at Tullys (Jackson & Fillmore), Bloomers (2075 Washington St.), and Café Luna (Presidio & Sacramento),
- **On-line Petition** – that was announce on the local Pacific and Presidio Heights electronic bulletin board (Nextdoor.com)

The following (see Figure #4) is a small sample of the over 1000 signators showing the location of those that lived within the Community (about 53% of those that signed the petition gave addresses within the 60 block area).

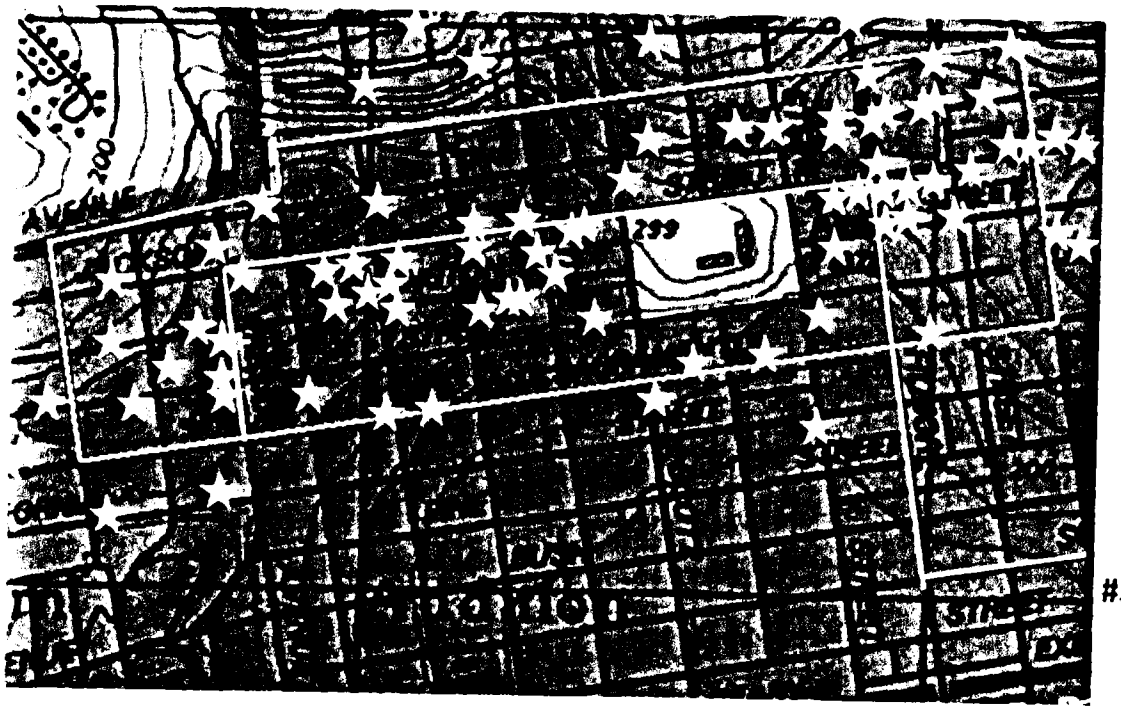

Figure 4: Plot showing where a random group of the over 1000 petition signers lived in our 60 square block community.

All the comments in the last column of the on-line petition table relate to the merits of the project and, to the extent that any of these comments relate to environmental impacts, the issues and concerns are addressed in the relevant sections of the Responses to Comments document.

(14) **On Line Petition Data Only**

MER-b (cont'd)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Bernard Murphy	3605 Sacramento Street	4		Because it makes my city and neighborhood and city a great place to live.
Anna-Marie Booth	2945 Pacific Avenue #1	2		Convenience
Barbara Bocci	2998 Jackson Street, No. 3	5	Y	It's convenient, safe, and I don't have to drive a car.
Jerrold C. Bocci	2998 Jackson Street	3	Y	I am able to go to Union Square without driving a car.
Alexa Murphy	Sacramento Street	10		I ride the 3 back and forth from my neighborhood several times a week. Most of the time, I'm riding with my infant son and like how it's not crowded. I feel safer. It's too convenient of a bus lie to get rid of.
Tomas Arroyo	2901 Pacific Ave 1516	3		I can commute straight to Montgomery Bart station.
kirsten bishop	2927 washington street	10		
Cody	2927 Washington St.	5		
Greg Long	3326 Jackson St	2		This is a community centered lynch-pin service for the corridor it serves.
Susan Kaplan	2944 Jackson St	1	Y	One of the main reasons we moved here 47 years ago was good public transportation. We are now at the ages of giving up driving or driving less and rely on the number 3 bus!
Joyce R. Farber	2874 Jackson Street	5	Y	I am almost 82 and do not drive and depend on the #3 Jackson. I use it for shopping and appointments and to visit with friends.
Katie Bradford	3328 Jackson Street	2		It is local transportation and makes life easier to be able to get around the city.
Anthony Arrigotti	2208 baker st	4		the hills are steep i live @ backer and jackson there is no direct way downtown without this bus and or out of the neighborhood
Bruce Friedberg	2760 Sacramento Street	2		Seems to be my best option for getting to several destinations I visit in San Francisco
quinn sawyer	2969 jackson	12		As an exective working in the financial district, the 3-Jackson is the most convenient route to the financial district and union square from presidio heights.
Matthew Rhoa	4 presidio terrace	4		I rely on public transportation to reduce greenhouse gasses
Joan Howell	2450 Union Street	1	Y	Because it connects me to the 22 bus which comes to Union Street
Kay Dryden	3398 Washington Street	3	Y	It is the only bus line that connects our neighborhood with Lick Wilmerding and with City College
Mimi Pais Fried	3356 Jackson Street	3		It is ESSENTIAL to save this bus. It is located more conveniently for families and seniors in the neighborhood and it returns from downtown in a much more convenient place, too.

(14)

MER-b (cont'd)

Name	Street address:	times / wk	Over 65	Why Is Jackson-3 Important to you?
Daniela Kirshenbaum	2224 Baker Street	5		Other bus lines are too far away and don't go downtown. We need more bus lines and more service, not fewer nor less.
JOHN BARRY	1801 GOUGH ST	7	Y	ACCESSIBILITY !!!!!!
Nora Gibson	7 Presidio Avenue	10		I use it ever day to get to and from work every day. I also use it when it is raining to get my kids to school. The bus is heavily used by students (Town, University High School, SF Ballet Students) to get to and from school, the elderly in Presidio and Pacific Heights to get throughout the neighborhood and get downtown as well as many other people who work downtown. Without the 3 there will be NO public transportation to and from the area.
Erik Anthony Andersen	4352 Mansfield dr	2		A family friend relies on the route to get to work, as she lives in Pacific Heights.
Courtney S. Clarkson	3109 Sacramento St.	1		There is no other way to access public transit for most of Pacific Heights.
Anne Long	3326 Jackson Street	2	Y	
Paul Wermer	2309 California St, 94115	2		Many of my neighbors rely on it for non-commute hour trips If it ran on a reliable schedule, I would use it for both business and personal trips to downtown. It is the most direct service to where I need to go. Unfortunately, usually I can walk from Kearny/Sutter faster than if I wait for the 3. Outside of commute it is unacceptably variable.
Noel W. Kirshenbaum	2518 Gough St.	3	Y	It serves an area that is very hilly and is not served by any other east-west line all the way from California St. to Union St.
Jashlyn Canon Girard	1345 fillmore st #308	5		
Beverly J McCallister	2418 Washington Street	3		Pro - Environment Aging Population Decrease traffic
Marisa Calver Johnson	2401 Fillmore Street	3		I am disabled and have very little extra money for cabs, perhaps 2 per month.... The 3 Jackson is very important to me.
Emlen Ehrlich	2445 Buchanan St,	1	Y	Within 2 blocks of home- way to and from downtown
james lee	2430 fillmore st apt 201	8		
Carol Brownson	2309 California Street	1	Y	It is the bus that goes from where I live to my destination downtown.
Gary Arsham	steiner and Jackson	6	Y	effective, environmentally friendly and efficient way to travel downtown,proposed alternatives are inefficient, croweded

(14)

MER-b (cont'd)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Fran Rubenstein	2120 California St. #6	6		Because it is the only bus that serves pacific and presidio heights without having to transfer 2 or 3 times! Also, I have many senior friends in the neighborhood who depend on the 3 Jackson, so that they won't have to walk several blocks for a bus, which they could NOT manage.
Alisa Jones	3735 Sacramento St	3		I have epilepsy and I don't drive, so the muni is critical for getting to my office. Additionally, as I am a single mother, I am the primary breadwinner, so I *have* to work.
philip ambers	2407 fillmore street	8		Disabled
Garon Cummings	626 Hyde St	15		it is the bus i take daily to and from work as well as take to get food its the bus i use the most
jean kelly	3045 jackson	12	Y	only bus that comes into our neighborhood which takes us to Union Square and the Financial District, we don't want to have to hike up and down the hills of Pacific Heights to ride Muni and be forced to transfer which will double commute time
Lee McGrath/Schweizer	3300 Jackson	2	Y	It is a very convenient and inexpensive for me to get to so many places I wish to go.
Susan Zetzer	2140 Pacific Avenue	6		Closest and easiest from my office to home without changing from one bus line to another.
Nancy Toomey	2667 Sacramento Street	10		I have a small business in the Union Square area. I used to drive to work every day. Now I've taken my car off the road, and save myself over $500 a week by taking the bus. The #3 is all there is going out of my neighborhood. It's totally irresponsible of the city to take away my only option for mass transit to work in the downtown area!!
Mark Zier	2418 Washington St	1		If I worked in the city, I would use the #3 constantly. As it is, I use it regularly for dentist's appointments and other appointments downtown.
Jennifer Hart	3023 Pine St.	7		I ride it every day. I would hate to lose it.
Emerald tan	Jackson st, 94115.	5	Y	As a senior I depend on Jackson-3 to go downtown and to presidio JCC.
Liz Wu	308 Presidio Ave #1	5		Helps me get to and from work in a timely manner as a working mom.
Elton Lin	2315 Divisadero St	5		Lifeline for residents to downtown. Rely on it for my daily commute as well as trips downtown to avoid parking/congestion, etc. It's a great line and a great asset to the community.
Peter Martinez-Fonts	2334 Divisadero St.	5		This is the best way for me to get home from work. I'll often stop along the way, do some shopping and then get back on the next one.
Lisa Victor	2663 Sacramento Street	4		Direct link from my home to downtown!!!
Carol Field	2561 Washington Street	2	Y	It is my neighborhood bus. It stops one block from our house.

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
kelly dwinells	2863 Washington	3		this is the only bus running from downtown over to the north side of pacific heights
Katherine Sakellaropoulos	2667 Sacramento St	4		It is the only direct route to Union Square without walking and having to change buses for only a 2.5 mile trip
Hardik Shah	1940 Franklin St	10		helps me get to work
Marcia Lusk	2310 Steiner Street	2		It connects our neighborhood to downtown and keeps a lot of cars out of Union Square
Ashley Williams	3294 clay st.	5		It is currently the most convenient and accessible bus to get me home from work. I am currently disabled, so it is very important to me.
Leslie Friedman	2565 Washington St. #4	2	Y	it is insane to drive downtown or to Union Sq. Also, the#3 connects to Caltrain
Darren Prock	3294 Clay St. #6	5		
Peter Gilmore	308 Presidio Ave	3		I ride the 3 regularly because the route is close to work and home. Also, the alternative lines (1 and 2) are always over-crowded.
Ming	Bush and Gough	10		I ride Bus #3 everyday to work, it will have a severe impact on my commute if #3 is not running
Jan McClave	2690 Jackson St.	10		I work right in front of the stop and I live downtown. I work at Sterne School. Many of our students use the bus daily.
Glenn Savage	2525 Sacramento	5		Only direct way to down town without walking 7 blocks or transferring
Cornelia Powers	575 Spruce Street	2		I use it to get to work some days and like using it from downtown as it is much less overwhelming then the California bus where I often cannot sit down. Also I work at a school at Divisidero and Washington and I encourage the students to use buses all the time, so I hate to see any cut.
Marti Medina	2901 Pacific Avenue	3	Y	I work at the Hotel Drisco. As the only bus that stops within 2 blocks of the hotel, I need it as do MANY of our hotel guests
lynne newhouse segal	2100 pacific ave.	1	Y	It is one of the few routes that can help people in our neighborhood avoid climbing steep hills, and encourage more walking and use of public transportation, and reduce car trips.
Talha Khopekar	954 Geary St.	5		I take it to my office in the presidio everyday from downtown
Daniella Oana	2872 Jackson St	6		It's the most convenient route to downtown from Pacific Heights. Removing it would signficantly impact my quality of life and add a lot of transit time to my trips downtown.
G Sisson	2400 Buchanan St, Apt 104	2		
Elizabeth Carr	1851 31st Ave	5		I need it to get to/from work.
Aimee Rancer	2901 Washington Street	20		It is right next to my house and is a lifeline in Pacific Heights

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
MARIA BRICIO	2300 Webster St. #100	1	Y	Very convenient to go downtown, it is imposible and expensive to found public parking.
Rob Conners	2901 Washington St.	4		This is the only bus that goes from Pacific Heights to downtown. I would be forced to walk 6 full blocks to the 2-Clement.
George Smith	3425 Jackson Street	4	Y	Parking has become much more difficult downtown. As a retired person, I need the Jackson-3 to do my business downtown.
Donald Piombo	3048 Jackson St	5		The 3 Jackson is the only bus line through Pacific Heights. Eliminating this line means walking 4 blocks to the 1 California. Or 4 blocks the north to Union St. 8 block with no bus coverage doesn't make sense to this native city dweller.
Marti Sullivan	2822 Clay Street	3		It is a direct line to Union Square and Market Street that is two blocks from my house, and I have been using it for 30 years!! Please don't eliminate this line.
BRUCE R STURZL	1853 Webster #2	20	Y	I am so happy that I can get to downtown directly via Fillmore Street. It would make my life even more difficult to lose this option. I'm very dependent upon this particular bus line as I have mobility issues.
David Tavernas	2126 Pine Street #3	3		It is the easiest way for me to get downtown.
Zoe Semone	307 Anza Street	5		It gets me where I need to go in a timely manner and is much less chaotic than many of the other buses.
Vernon Wharff	2585 Clay Street Apt. 5	2		We need more bus routes in SF!
Mathilde Goldschmidt	2364 Pacific Ave APT 4	10		It's one of the only methods for us to get downtown.
Camilla Field	2123 Pierce Street	1		We are moving into that neighborhood and have children who will rely on public transportation. The grown-ups too!
Lucia Matzger	750 Presidio Ave., #201	6	Y	Bus # 3 takes me to a part of Fillmore street and Webster medical building directly from my home.
Alicia Kenworthy	322 Presidio Ave. Apt 4	5		Beautiful views, direct stop home, comfortable, late night service from downtown... just lovely!
Vivian Zaloom	3320 Washington St	6	Y	The Jackson 3 is easy access for me as it is increasingly becoming more and more difficult to walk up Presidio from California. I find the easy access to upper Fillmore very convenient.
Rachel Levy	1960 Pierce St #2	14		This is my primary method of transit from home to downtown and work.
Camilla M Smith	3425 Jackson Street	2	Y	Jackson 3 is the only bus that comes close to my home.
Hidemi Williges	520 Jones Street apt 708	10		very good community line
Patience Porter	2919 Pacific Ave.	1	Y	Public transit systems are about serving the public and not entirely about making money.

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
PATRICIA SNYDER	2040 SUTTER ST #403	3	Y	ALL PUBLIC TRANSPORTATION IS IMPORTANT TO ME. THE MORE WE HAVE TO OFFER THE FEWER CARS NEEDED. BIKERS NEED THEM TOO.
Elizabeth Rodoni	145 Laurel St.	3		my kids and I ride it to their school.
Martha Melendez	2202 Divisadero St., #1	5		Best and and most reliable way to work and back.
Bill Rodoni	145 Laurel Street # 14	5		I ride it regularly to get to and from meetings required by my job. It is nice to have a bus go through the neighborhood and one day I intend to have my kids use it to get to and from their school.
Elizabeth Vobach	2140 Bush #5	6		
didi and dix boring	2519 broadway	1	Y	iT IS THE NEAREST TO MY HOME. WE BELIEVE IN USING PUBLIC TRANSPORT WHENEVER POSSIBLE, PARKING IS BRUTAL.
Roxana	3301 Clay Street	14		It's my only route to downtown and back from work. The 1 is always slow and doesn't go to the same places.
Christiane de Bord	2509 Scott st	2	Y	Because it is the only way for me and my family to get downtoun
william kelly	3045 jackson #102	8	Y	no other bus from california to union. what will i do without it?
maureen jensen	2815 vallejo street	1	Y	It is faster and more convenient than the 45
Amanda MacLeod	2525 Fillmore St #2	16		The #3 bus line is a critical part of my safety, daily commute, and factor in the location I chose for my home. The bus picks up and drops off right at my corner, enabling me to take this even after dark and be able to safely walk to my home from the bus stop. Other bus lines will not give me this type of proximity to my home and I will be forced to use taxis. With the frequency (and seemingly increase) in amount of attacks against young women in San Francisco over the past two years, I would not take another bus line at night as it would require me to walk many blocks by myself and it is not worth the risk. I ride this bus at least twice a day, seven days a week and there are always people on it in both directions at all times of day. PLEASE DO NOT TERMINATE THIS BUS LINE. Thank you for your support of public transportation for our neighborhood to downtown.
L Calhoun	2522 Broadway Street	3		
Will Parish	3461 pacific	1		it connects me to downtown conveniently and is a shorter walk than to Laurel and CA.
Steven T. Kuhn	2900 Pierce St.	10	Y	It's the only bus on Jackson Street, where I have close friends

MER-b (cont'd)

8/9 Morning #3 Buses

(14)

99 Signatures

O-CCSJ1 10/31/6

MER-b (cont'd)

MUNI 3-JACKSON

ness Program that MUNI has developed, they are proposing
n line and increase service on the #2-Clement line. This will
much of Pacific Heights and eastern Presidio Heights leaving
e public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Chris Demont	2898 Jackson St.		10	65 or over ☐ under 18 ☐
Shree Shrestha	2155 Webster St		4	65 or over ☐ under 18 ☐
JD LACA	500 ARGUELLO ST.		4	65 or over ☐ under 18 ☐
RAM CLARK	731 CLARINADA AVE		4	65 or over ☐ under 18 ☐
[illegible]	23 41 Ave San Mateo		5	65 or over ☑ under 18 ☐
ANNA CHEUNG	201, HARRISON ST., SF CA 94107		5	65 or over ☐ under 18 ☐
Amanda Savill	900 Franklin St #32 94109		8	65 or over ☐ under 18 ☐
Reinna Milla	1035 Laguna St 94115		7	65 or over ☐ under 18 ☐
Iria Valcin	DRY BAR			65 or over ☐ under 18 ☐
VASO NOVAKOVICH	2430 SCOTT ST		7	65 or over ☑ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 10:10 Location: _____ INB/OTB I

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Pamela MacLeod	2525 Filmore St.	5		This route allows my daughter a safe ride home after work. She works until 8-9 p.m. If this route is eliminated, she will either have to walk 6 blocks to another route or take a cab. It will not be safe for her to walk alone at that time of night, hence the extra cost of a cab which she can ill afford in the SF economy.
Linda Frandsen	2200 Pacific Avenue	1		There's no other line that connects Pacific Heights to the downtown area. Eliminating this bus means people have to take a number of different buses.
Linda Frandsen	2200 Pacific Avenue, SF	12		This is the only line that takes people from Pacific Heights to the downtown area. Eliminating it would mean having to take 2 buses which adds TREMENDOUSLY to commutes.
Nancy Adler	2750 Broadway St.	1	Y	It provides an important link between our neighborhood and downtown.
carol g costigan	2650 pacific Ave.	2	Y	neighborhood needs it!!!!
Connie Price	2999 Pacific Avenue	2	Y	it comes right down the street from us.
Eileen Sullivan	2060 Sutter Street	3	Y	It takes me to the point I want to go to...it stops only a block from me
jennofer overstreet	2574 Broadway st.	2		The Jackson 3 is an invaluable resource for my kids, who are not yet old enough to drive but who are absolutely old enough to move around the city on no-transfer Muni routes, to get downtown by themselves, to meet us, to shop, etc. Getting rid of it would really change things for them - and for us.
Benjamin Horne	2186 Bush Street	4		This is the only bus that goes from Pacific Heights to Union Square where many of us WORK, shop, dine and spend leisure time. This is the nicest bus to ride, they are relatively clean and it is a pleasant ride. The #2 buses are smaller and not in good condition. Don't punish the citizen's services because of rising pension and health care costs for City workers.
Betsey Kuhn	2900 Pierce St.	2	Y	It helps me get around and visit my friends and family.
Tony Price	2999 Pacific Ave	2	Y	We have to have a public transit option that would not be available if residents have to walk the hills of Pacific Heights.
Erica Byrne	Fillmore	1		The #3 is known as "the bus to nowhere". It duplicates other routes, impedes buses on duplicate routes, and ends up at Presidio and California, an intersection better served by at least two other bus routes. Money wasted on this route could be better spent on many more-pressing needs at MUNI. And why is it named "Jackson"? It spends almost all of its time on Sutter and Fillmore.
Bethany Gaethe	2145 Scott Street	1		Because it picks me up right from my office and brings me straight home. Please don't get rid of this bus!!!!

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Kevin Brown	2145 Scott St.	5		Living up at the top of the hill, taking the 2 everyday would be a major inconvenience. Also, putting everyone from the 3 on the 2 is going to overcrowd it, especially given that Muni's method of "increasing efficiency" is to drive past a bus stop and not stop when the bus is running behind schedule.
Tess Michiko	2957 Washington St	10		

MER-b (cont'd)

Copies of Signed Hardcopy Petitions are Attached Below

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Madelin Nossiler	3201 Washington St.		10	65 or over ☐ under 18 ☐
Lauren Ionta	2233 Divisadero St.		10	65 or over ☐ under 18 ☐
Katrina Jaber	2233 Divisadero Street	Katrina Jaber	10	65 or over ☐ under 18 ☐
Julia Nordbakk	2233 Divisadero Street	J Nordbakk	10	65 or over ☐ under 18 ☐
Daniel Phillips	2211 Broderick St		10	65 or over ☐ under 18 ☐
Valentina Rohde	2211 Broderick St	Valentina Rohde	10	65 or over ☐ under 18 ☐
Fritz Singer	2658 Webster St.	F Singer	10	65 or over ☐ under 18 ☐
K. Murai	2524 Filmore		10	65 or over ☐ under 18 ☐
P. GRANILO	2741 CLAY		10	65 or over ☐ under 18 ☐
A. Bloom	2150 Jackson St.	Andrea Bloom	10	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 7:28 Location: _____ INB/OTB IN

(14)

SAVE MUNI 3-JACKSON

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print NAME CHIN	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Dina Chin	2184 Sutter St.		5	65 or over ☐ under 18 ☐
David Sweeney	Filmore / Broadway		5	65 or over ☐ under 18 ☐
Patrice Cochran	2000 Post	Patrice Cochran	5	65 or over ☐ under 18 ☐
Gumaro	635 Ellis St		3	65 or over ☐ under 18 ☐
Ina Clark	3065 Jackson St SF		6	65 or over ☐ under 18 ☐
Vincent McKenn	1105 Larkins St S.F. CA		5	65 or over ☐ under 18 ☐
Melissa Carter	3100 Clay		5	65 or over ☐ under 18 ☐
Genevere Catz	2901 Washington St		5	65 or over ☐ under 18 ☐
Kirsten Bishop	2927 Washington		5	65 or over ☐ under 18 ☐
Martin Green	146 Locust St		5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 7:40 Location: _____ INB/OTB OT

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
CIESEL WALLACE	2701 JACKSON ST #7 SF CA 94115		5	65 or over ☐ under 18 ☐
STEIN LAXC	2834 Jackson		3	65 or over ☐ under 18 ☐
GILBERG G.	3196 WASHINGTON ST SF		10	65 or over ☐ under 18 ☐
Mitchel Bowmer	2235 Broadway St		3	65 or over ☐ under 18 ☐
Kathryn Tompkins	2235 Broadway St.		3	65 or over ☐ under 18 ☐
Paula Frederick	2504 Sacramento		5	65 or over ☐ under 18 ☐
Will Clifford	2335 Pacific Ave		6	65 or over ☐ under 18 ☐
Nina Rad	1550 Eddy St SF, CA	Nina Rad	5	65 or over ☐ under 18 ☐
Shoshannah Flack	610 Hemlock SF CA		3	65 or over ☐ under 18 ☐
Alissa Kinney	600 Fell St. SF, CA		5	65 or over ☐ under 18 ☐

IN / OT

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5/4 Time: 7:55 Location: _____ INB/OTB I

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
?	VALENTINA RUMOF	2211 Broderick St San Francisco		5	65 or over ☐ under 18 ☐
✓	Joe Reidy	3312 Clay St. SF		5	65 or over ☐ under 18 ☐
✓	Lily Ho	2400 Washington St. SF 94115		5	65 or over ☐ under 18 ☐
✓	MJ OTTO	2440 FILLMORE SF 94115		5	65 or over ☐ under 18 ☐
✓	ELI POLLAK	2437 PACIFIC		4	65 or over ☐ under 18 ☐
✓	NATASHA PARKER	2401 JACKSON		5	65 or over ☐ under 18 ☐
✓	MELVIN KARSENTI	2364 PACIFIC		7	65 or over ☐ under 18 ☐
✓	Gerd Damsgaard Thomsen	2149 Jackson St.		5	65 or over ☐ under 18 ☐
✓	Kelly Walker	2730 Sacramento St		5	65 or over ☐ under 18 ☐
✓	WaiLingLee	2616 Sacramento St SF		6	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 5:10 Location: _____ INB/OTB IN

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Megan DeLoin	3333 California St, SF		5	65 or over ☐ under 18 ☐
Xixia Wang	2557 Washington Street		6	65 or over ☐ under 18 ☐
SHANNON SHARKEY	3326A Washington		1	65 or over ☐ under 18 ☐
KATHY RICHTER	2101 BAKER		10	65 or over ☐ under 18 ☐
Brandon Sherman	2136 Broderick		10	65 or over ☐ under 18 ☐
Evelyn Weis	2999 Pacific Apt 4		1	65 or over ☐ under 18 ☐
Zhichao	51 Presidio Ave.		10	65 or over ☐ under 18 ☐
Susan Rodriguez	3136 Washington		10	65 or over ☐ under 18 ☐
MELANIE WALLER	2485 Fillmore St #4		10	65 or over ☐ under 18 ☐
Ryan Fox	2200 JACKSON ST.		10	65 or over ☐ under 18 ☒

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 8:10 Location: _____ INB/OTB IN

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Audrey Peterson	Audrey Peterson	2400 Pacific Ave # 406	12	65 or over ☐ under 18 ☐
Danielle Stoumbos	2038 Scott St. San Francisco CA	danielle stoumbos	10	65 or over ☐ under 18 ☐
CHRIS SLATTERY	2398 PACIFIC		~15	65 or over ☐ under 18 ☐
-	2727 JACKSON		~8	65 or over ☐ under 18 ☐
Tinyoung Lee	1410 steiner st.	me		65 or over ☐ under 18 ☐
Mandy Chung	845 MONTGOMERY ST S.F. CA	Mandy Chung	2	65 or over ☐ under 18 ☐
MYRIAM DAMIAN	1510 EDDY ST #14 S.F. CA 94115		10	65 or over ☐ under 18 ☐
Indrit Cooper	1715 Webster St SF, CA 94115	Indrit Cooper	10	65 or over ☐ under 18 ☑
Maria Hernandez	2880 Harrison SF. CA 94110	Maria Hdez	10	65 or over ☐ under 18 ☑
Morisol Gonzales-Pickens	1480 Creekside Dr Walnut Creek 94596		5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 8:30 Location: _____ INB/OTB 07

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
B Cohen	2210 Clay St		05	65 or over ☐ under 18 ☐ DISABLED
Young Kim	2045 Sutter	Young Kim	5	65 or over ☑ under 18 ☐
E J Kim	2045 Sutter	E J Kim	5	65 or over ☑ under 18 ☐
B. Goldstein	945 Pine St.		7	65 or over ☐ under 18 ☐
Margarita				65 or over ☐ under 18 ☐
E. Gallardo	2621 San Jose Ave			65 or over ☐ under 18 ☐
D. Wang	1121 San Jose			65 or over ☐ under 18 ☐
Yue Wang	1124 San Jose	wang yue		65 or over ☐ under 18 ☐
IRENE	2430 SCOTT ST		7	65 or over ☐ under 18 ☐
Market	57 Presidio Blvd		7	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 9:22 Location: _____ INB/OTB OT

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
JAW SWAN	1725 Van Ness San Francisco, Ca	Jaw Swan	5	65 or over ☐ under 18 ☐
IRENE MATTEI	2110 BAKER ST San Francisco		5	65 or over ☒ under 18 ☐
Zach Anderson	2898 Jackson St SF		5	65 or over ☐ under 18 ☐
ELIZABETH GREGORY	2820 Jackson St		5	65 or over ☐ under 18 ☐
Michael Chien	2315 Divisadero St SF CA		5	65 or over ☐ under 18 ☐
Anastasia Kuzmina	2398 Pacific Ave, SF CA		5	65 or over ☐ under 18 ☐
Lauren Sampere	1055 California st SF 94108		12	65 or over ☐ under 18 ☐ over 18
David Grenell	2814 Clay SF 94115		2	65 or over ☒ under 18 ☐
Tommy Hui	3104 Sacramento st 94115		5	65 or over ☐ under 18 ☐
Christina LaMoglia	3301 Clay St. SF 94118		5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 8:40 Location: _____ INB/OTB IN

(14)

OSCSJ1 / 0

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
✓ Brady Flynn	2295 Broadway St.		10	65 or over ☐ under 18 ☐
✓ Sean Brown	2575 washington		15	65 or over ☐ under 18 ☐
✓ Evan Jordan	2230 Steiner st		10	65 or over ☐ under 18 ☐
✓ Luis Madrigal	2351 Jackson St		10+	65 or over ☐ under 18 ☐
Carol Bloom	1716 9th AVE	Carol Bloom	5	65 or over ☑ under 18 ☐
Ana Sosa	609 Napa Ave		4	65 or over ☐ under 18 ☐
Hilda Sosa	609 NAPA AVE		10	65 or over ☐ under 18 ☐
Adrienne Hon Paul	729 Jones		5	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

IN
OT

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/9 Time: 955 Location: _____ INB/OTB IN

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
of Hilda Pangan	3056 11th St San Pablo ca. 94806	Hpangan	6	65 or over ☑ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/1 Time: 10 30 Location: _____ INB/OTB 07

(14) 8/15

O-CCSJ1

MER-b (cont'd)

Various Buses #3

62 Signatures

MUNI 3-JACKSON

ess Program that MUNI has developed, they are proposing
l line and increase service on the #2-Clement line. This will
nuch of Pacific Heights and eastern Presidio Heights leaving
public transit to downtown (Union Square, Market Street).

e #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Pamela Tyck	2149 Lyon St		3-5	65 or over ☐ under 18 ☐
L DeLoy	2350 Cal [illegible]		3-5	X
Lauren Deignan	1457 Laguna St		4	
Raya Rau	1416 Cent Ct.		2	
[illegible]	Swiss Hotel		1	
Izzy Fralosh	[illegible]		1	X
Chaya Goldberg	529 Brooklyn		1	X
Hannah Clair	94 Ave L Brooklyn		1	X
maya kay	#252 Hyde St	Maya Kay	1	X
Ivan Meyer	417 Clairidge Rd Wilmington		3	

24

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/5/13 Time: 10:30 Location: Presidio to Settle INB/OTB OTB

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
01	GLENN MEYER	617 CLAIRIDGE RD WILMINGTON NC		2	65 or over ☐ under 18 ☐
01	Nikki Meyer	312 B Carr St Chapel Hill, NC		2	
01	Cheryl Wood	637 Powell St SF		2	
01	LESTER ACUNA	825 BUSH ST		3	
1	Anna	~~Bush~~ Jackson		3	
01	Cienie	Parel		3	
01	XIU ZHANG	1615 STATE		2	

17

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/5 Time: 10 45 Location: Sutter & Lyon INB/OTB INB

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Julie Davis	834 Bush St #203 SF 94108	Julie Davis	3	65 or over ☐ under 18 ☐
Angela Frada	3508 California St SF 94118	Angela Frada	3-4	This bus serves downtown Sutter + Stockton w/ evening when #2 Clement no longer runs
Gray Owens	1816 Lyon St SF CA	Gray Owens	3	
TURGUT ATAMAN	322 PRESIDIO 94115		4.5	
Diana Reis	3180 N. Walnut Rd Turlock CA 95382	Diana Reis	10!	very convenient Bus Route. Use it twice every day!
Holly Gordon	3321 Sacramento St SF 94118	Holly Gordon	5	
Peter Spalding	3303 Sacramento St SF CA 94115		10	Need this line. Is usually packed

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cole Valley INB/OTB IN

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Zach Margolis	2300 Pacific #212		9	65 or over ☐ under 18 ☐
Terry Lee	1548 Jones St		10	
Stoko Kotsilymbitis	3233 Jackson #1		6	
Ann Maier	2801 Jackson		5	
Sarah Perliss	2884 Jackson		3	
Jen Houston	1508 Pacific		2-3	
Steve Starzynski	2240 Pacific		5-6	
Michael Cassidy	2723 Jackson		12	65+

29

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
ALEX LONG	3326 JACKSON		2	65 or over ☒ under 18 ☐
Matt Musselman	2366 PINE		5	
Shirley CHERRY	2200 JACKSON		4	
[illegible]	2305 Fillmore		4	
Andrew Scott	94[illegible] Jackson		7	This is unacceptable!
Grace Carroll	60 Normandie terrace		2	under 18
Dan Carroll	" "		3	
[illegible]	2230 Steiner		4	
LYDIA AINSLEY	2295 Vallejo		3	
JOSH ROBINSON	2341 DIVISADERO		1	

31

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Kelly Kincade	2201 Laguna St.	Kelly	2	65 or over ☐ under 18 ☐
Cora Palmer	2412 Webster St	Cora Pl	5	This is essential for my commute!
Michael Dean	2321 Scott St #3	MJ	1	
Chem Chem Tucha	416 Walles St SF 94117	Chem Chem Tu	4	
Mary King	2117-B Bush 94115	M.		retired
A Sherlock	6 Cottage Row	A Sherlock		~~over~~ concerned
Anna Valadao	2828 Webster #8 SF.	Valadao	5	This is essential for the commute!
Daniel Zamudio	2469 Jackson		3	
Nuria Zamudio	2469 Jackson		5	This is my daily commute
José Garcia	2325 Jackson		4	Essential for work over 65

24

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Paul Gudebrod	2325 Jackson		2	65 or over ☐ under 18 ☐
Kris Sewelson	2348 Pacific Ave		3	I'm going to resort to cabs if MUNI is less available
Jan Kelly	3045 Jackson		6	
Allen Shepard	2375 Jackson		4	CUT FREQUENCY BUT not the route!
Jamin Flemming	3946 Jackson		6	
Sandy Nelson	2411 w Bdwy St.		4	Don't cut anything!
Cheryl Pendleton	2309 Divisadero St.		5	This bus is extremely useful for me!
Debra Woodruff	3045 JACKSON STREET		6 or more	What happens to safety — and the elderly?
Christian Intemann	2442 Jackson St.		8	PLEASE DON'T
Lydia Zablotsky	2201 Pacific		7	I need this to get to work. Very important!

30

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

8/7 AFTERNOON #3 BUSES

(14)

133 Signatures

O-CCSJ1

MER-b (cont'd)

133

MUNI 3-JACKSON

ıess Program that MUNI has developed, they are proposing
ı line and increase service on the #2-Clement line. This will
nuch of Pacific Heights and eastern Presidio Heights leaving
ɛ public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
LORNA SMITH	1310 FILLMORE		5	65 or over ☐ under 18 ☐
Richard Ludman	177 Cherrytree Ln #V		6	65 or over ☐ under 18 ☐
Cindy	55 Zora Ln #2		3	65 or over ☐ under 18 ☐
Julie Evans	3401 Clay St. #502		5	65 or over ☐ under 18 ☐
URSULA CLARK	2240 PACIFIC #104		8	65 or over ☐ under 18 ☐
JOSIE REYES	2		10	65 or over ☐ under 18 ☐
STACIE SPORT	2396 Webster St		5	65 or over ☐ under 18 ☐
Jennifer Stidler	2400 Octavia		15	65 or over ☐ under 18 ☐
Kaitlyn Handelman	1811 Lyon		3	65 or over ☐ under 18 ☐
JAMES RUHN	488 LOCUST		3	65 or over ☐ under 18 ☐

IN ↑

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 5:30 Location: _____ INB/OTB OT

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Kathryn Paradise	665 Geary St. #502 SF, CA 94102		6	65 or over ☐ under 18 ☐
Megan Moran	316 Walnut SF, CA 94118		3	65 or over ☐ under 18 ☐
Reginal Cole	1272 Market St SF, CA 94102		3	65 or over ☐ under 18 ☐
Homa Hanjani	110 12th Ave SF 94118		1	65 or over ☐ under 18 ☐
Anna Torraca	3159 Jackson SF 94115		5	65 or over ☐ under 18 ☐ OT
Michelle Ojala	2701 Green St #6 SF, CA 94123		5	65 or over ☐ under 18 ☐
KAREN NAGATA	2647 BUCHANAN ST, 6 SF, CA 94115		6	65 or over ☐ under 18 ☐
[illegible]	3645 Jackson 6a SF-CA 94111		12	65 or over ☒ under 18 ☐
[illegible]	" "		6	65 or over ☒ under 18 ☐
Alex Swanson	2989 Ocean St.		12	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 4:50 Location: _____ INB/OTB 07

OCCSJR

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
VIS Elizabeth Witenger	2724 Bass Lake Blvd Orlando, FL 32806		1	65 or over ☐ under 18 ☐
VIS Matthew Epps	2724 Bass Lake Blvd Orlando, FL 32806	Matt E	1	65 or over ☐ under 18 ☐
OT Ramiro Pinos	285 Tenk ST APT 205			65 or over ☐ under 18 ☐
✓ Angela Williams	2451 Sacramento St #602		4	65 or over ☐ under 18 ☒
VI JOSEPH MCCRANE	3170 COWELL RD CONCORD, CA		2	65 or over ☐ under 18 ☐ DISABLED
✓ JOHN MAGGS	2F 99 WASHINGTON ST 94111		6	65 or over ☒ under 18 ☐
AP Terry Barrett	2899 WASHINGTON S.F. 94115		6	65 or over ☐ under 18 ☐
Martin Berinta	161 Henry #16		6	65 or over ☐ under 18 ☐ IN
[illegible]	1515 Sutter St #222		20	65 or over ☐ under 18 ☐ Disabled
Ana Ramos	2890 TREAT BLVD #4 Concord CA 94518		75	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 3:40 Location: _____ INB/OTB OT

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Alexandra Kirkwood	2636 Union St		4	65 or over ☐ under 18 ☑
Helene Sherlock	5310 Leavenworth		2	65 or over ☐ under 18 ☐
MARLENE TOMASSON	2941 Washington Street	Marlene Tomasson	2	65 or over ☒ under 18 ☐
Jonathan Swain	2727 Vallejo St		3	65 or over ☐ under 18 ☐
[illegible] Rael	2325 Jackson		10	65 or over ☐ under 18 ☐
R. Bartia	2529 Vallejo		4	65 or over ☒ under 18 ☐
Gwenella Miller	3130 Pacific Ave		5	65 or over ☐ under 18 ☐
Ronan Byrne Dominic Urquidez	3945 Jackson #404			65 or over ☐ under 18 ☐
Stephanie Morabito	2480 Washington St #603		4	65 or over ☐ under 18 ☐
Renée Gregson	727 Post St. San Francisco Ca. 94109	Renée Gregson	7	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5/7 Time: 3:22 Location: _____ INB/OTB OT

(14)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
TANAKA CHRISTA	3319 CLAY S.F	Christa Tanaka	7	65 or over ☑ under 18 ☐
KIMBERLY FRENCH	332 PRESIDIO #4	K. J.	14	65 or over ☐ under 18 ☐
Heidi Pratt	3307 - 26th Street SF CA 94110	Heidi Pratt	5	65 or over ☐ under 18 ☐
Kathleen Keeney	3391 - 26th ST. S.F. CA - 94110	Kathleen Keeney	1	65 or over ☑ under 18 ☐
JANG GAITI	1856 FRANKLIN S.F 94109	[illegible]	4	65 or over ☑ under 18 ☐
JIMMY TAKATA	2401 JACKSON S.F. 94110	[illegible]	7	65 or over ☐ under 18 ☐
Amor Vizcarra	1606 Pleasant Hercules CA	[illegible]	10	65 or over ☐ under 18 ☐
Kristen [illegible]	1934 E. 26th Ave #1 94601	[illegible]		65 or over ☐ under 18 ☒
CHARLOTTE DAVIS	11501 TWIGLEWOOD LAKES CIRCLE ANCH, ALASKA 99516	Charlotte L Davis		65 or over ☒ under 18 ☐
Paige Fox	440 Eddy St. #306 SF, CA 94109	[illegible]	2	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5/__ Time: 2010 2110 Location: _____ INB/OTB OT

(14)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Estela Segura	269 8th St Richmond ca 9480	Estela Segura	7	65 or over ☐ under 18 ☐
Celic Melendez	2202 Divisadero Unit #1 SF, CA	Celic Melendez	5-6	65 or over ☐ under 18 ☑
G. GARRISON	2100 Lyon St SF	G. —	5-10	65 or over ☐ under 18 ☐
S. MORRIS	3450 WASHINGTON ST SF	Anna MORRIS	1	65 or over ☐ under 18 ☐
Rodgers	20 Parker #12 SF	[illegible]	1-2	65 or over ☐ under 18 ☐
[illegible]	3BK SAC ST, 94118	[illegible]	6	65 or over ☐ under 18 ☐
K. Devant	Jackson St. SF, CA 94115	[illegible]	4	65 or over ☐ under 18 ☐
Zhichao	51 presidio Ave.	[illegible]	6	65 or over ☐ under 18 ☐
Zhijie	51 presidio Ave.	[illegible]	6	65 or over ☐ under 18 ☑
Jianhua	51 presidio AVE	[illegible]	8	65 or over ☐ under 18 ☑

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 4:30 Location: _____ INB/OTB OT

(14)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Claire Lopez	2575 Geary Blvd.		2	65 or over ☐ under 18 ☐
Young Kim	2045 Sutter		5	65 or over ☑ under 18 ☐
ETTORE LEVE	3352 CLAY		10	65 or over ☐ under 18 ☐
E J Kim	2045 Sutter		10	65 or over ☐ under 18 ☐
J. Hayes	3354 CLAY		10	65 or over ☐ under 18 ☐
TANEO LEVE	3352 CLAY		10	65 or over ☐ under 18 ☒
L. LEVE	3352 CLAY		10	65 or over ☐ under 18 ☒
D. HAYES	3354 CLAY		10	65 or over ☒ under 18 ☐
B. HAYES	3354 CLAY		10	65 or over ☒ under 18 ☐
A. Sullivan	2205 Sutter ST		5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/2 Time: 1 05 Location: _____ INB/OTB IN

(14)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
DENNIS DETWILLER	3561 SACRAMENTO ST		4	65 or over ☐ under 18 ☐
Georges Haddad	489 Laguna St #302 San Francisco CA		4	65 or over ☐ under 18 ☐
Ariella Schwartz	2899 Jackson St.		5	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Judy	525 Brazil Ave San Francisco, CA.		5	65 or over ☐ under 18 ☐ IN
Monica	2915 Sacramento Blvd Apt G2	Monica Sharon		65 or over ☐ under 18 ☐
Karla Lopez	1215 Pine Creek way # H		5	65 or over ☐ under 18 ☐
Evelyn McDonald	3099 Washington St.		6	65 or over ☐ under 18 ☐
Romulo Andres BATRES	2440 Broadway st		2	65 or over ☐ under 18 ☐
Nick McSpadden	1405 21st Ave		4	65 or over ☐ under 18 ☐
Ariana Luchsinger	1436 S. Van Ness		2	65 or over ☐ under 18 ☐
DEZIA ALVAREZ	2410 PACIFIC		4	65 or over ☑ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 4:40 Location: _____ INB/OTB IN

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
SHO TAKEUCHI	2400 PACIFIC AVE #603. SF, CA 94115	Sho Takeuchi	4	65 or over ☒ under 18 ☐
Nicole Vanfleet	28 Palm Ave SF, CA 94118		1	65 or over ☐ under 18 ☐
Dylan Cassard	28 Palm Ave SF, CA 94118		1	65 or over ☐ under 18 ☐
Fern Smith	3305 Sacramento St SF		3	65 or over ☒ under 18 ☐
Carrie Lebel	2300 Pacific Ave SF, CA 94115	C Lebel	2	65 or over ☐ under 18 ☐
SUSAN CASEY	1130 CALIFIA #25 SF, CA 94108		2	65 or over ☐ under 18 ☐
ANNA M. DI DONNA	400 LOCUST ST. # 7 SF CA 94118		10	65 or over ☑ under 18 ☐
Carlos	3200 California		5	65 or over ☑ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5/7 Time: 3:00 Location: _____ INB/OTB OT

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Nick CALDERA	798 Post St		6	65 or over ☐ under 18 ☐
GREG HANSON	784 Sanches ST.		5	65 or over ☐ under 18 ☐
ED Li	188 PINE ST.		7	65 or over ☑ under 18 ☐
SAMUEL SHUM	2258 GREEN ST SF CA			65 or over ☐ under 18 ☐
Jingling He	299 Pacific st. SF. CA.			65 or over ☐ under 18 ☐
Carol Ohalen	2969 Jackson #303		5	65 or over ☐ under 18 ☐
Douglas Sharon	3039 California st 94115		5	65 or over ☐ under 18 ☐
[illegible]	350 Fourth St #4102		5	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 2:45 Location: _____ INB/OTB IN

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Harveen Sethi	[illegible] California & Fillmore, SF		5	65 or over ☐ under 18 ☐
Audrey Sublett	Tulsa, OK		2	65 or over ☐ under 18 ☒
Chelsea Ward	Tulsa, OK		1	65 or over ☐ under 18 ☐
Kyungmi Choi	172 6th St.	SF. CA.	2	65 or over ☐ under 18 ☐
Paul Chan	242 Ivanello	SF	1	65 or over ☒ under 18 ☐
[illegible]			5	65 or over ☐ under 18 ☐
Laura Terito	1207 Bush St #1		5	65 or over ☐ under 18 ☐
Melanie Casey	2701 Jackson #14		4-5	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/7 Time: 1:15 Location: _____ INB/OTB OT

(14)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
Mo Salmi	2453 Fillmore Street SF		65 or over ☐ under 18 ☐
CARLOS KEATING	2477 JACKSON ST SF	Carlos Keating	65 or over ☑ under 18 ☐
MaryLynn Kipp	2227 Pacific	MaryLynn Kipp	65 or over ☒ under 18 ☐
Dorothy J Griffith	2060 Pacific	Dorothy J Griffith	65 or over ☒ under 18 ☐
CAROL B KETTELL	2053 Pacific	Carol B Kettell	65 or over ☑ under 18 ☐
RUSSELL KETTELL	2083 PACIFIC	Russell W Kettell	65 or over ☑ under 18 ☐
Hons Yung	300 Presidio		65 or over ☐ under 18 ☐
DAVE EMART	2353 Scott St		65 or over ☐ under 18 ☐
Ramy M.	2439 Pacific Ave		65 or over ☐ under 18 ☐
Ted Baumann	940 Bush St	Ted Baumann	65 or over ☐ under 18 ☐
Matt Barb	1961 Sutter	Matt Barb	65 or over ☐ under 18 ☐
RODNEY MEDEIROS	2572 CLAY ST.	Rodney Medeiros	65 or over ☒ under 18 ☐
JANET WILLIAMS	1815 LAGUNA ST	Janet Williams	65 or over ☒ under 18 ☐
Heather Kastern	2436 Bush St #3	Heather Kastern	65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 4-1-13 Time: 10-11 am Location: Fillmore & Jackson and 3 bus

(14)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
01	Cookie Bratton	627 Taylor		65 or over ☒ under 18 ☐
01	Gregory Kuneck	1285 Sutter		65 or over ☐ under 18 ☐
01	Jay Griffin	2226 15th St		65 or over ☒ under 18 ☐
01	Jeff Miller	737 Hyde St		65 or over ☐ under 18 ☐
01	Christopher Meek	805 Leavenworth	Christopher Meek	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 4-1-13 Time: 10-11 am Location: Fillmore + Jackson + 3 bus

(14)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Erin Kircher	2989 Jackson		12	65 or over ☐ under 18 ☐
Guadalupe Carrera	2829 Pacific			65 or over ☐ under 18 ☐
Angelica Pauchar	272 Templeton			65 or over ☐ under 18 ☐
Jamie Vincent	837 Geary			65 or over ☐ under 18 ☐
Goldie Vanteel	25245 Southwick #111, Hayward		2	65 or over ☐ under 18 ☐
Molly Hothan	2300 Buchanan		4	65 or over ☐ under 18 ☐
Alex Mills	2240 Pacific		10	65 or over ☐ under 18 ☒
Brock Rushforth	2504 Washington #15		5	65 or over ☑ under 18 ☐
Ryan Hamilton	30641 Sacramento St.		4	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5/1 Time: 5:15 Location: _____ INB/OTB OT

8/3 - 8/5

O-CCSJ 12/4/12

(14) TULLY'S + GINO'S

173 Signatures

MUNI 3-JACKSON

MER-b (cont'd)

ness Program that MUNI has developed, they are proposing n line and increase service on the #2-Clement line. This will much of Pacific Heights and eastern Presidio Heights leaving e public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
ok	Chelsea Zaros	844 Persia Ave SF-CA. 94112	Chelsea Zaros	5	65 or over ☐ under 18 ☒
MAP	VIVIAN WAHLBERG	2350 WEBSTER SF CA 9415	Vwahlberg	1	65 or over ☒ under 18 ☐
ok	DONNA CASTELLI	1201 8TH AVE #2 SF, CA 94122	Donna Castelli	1	65 or over ☐ under 18 ☐
MAP	JON DAILY	2452 Fillmore #3 SF 94115	Jon Daily	3	65 or over ☐ under 18 ☐
?	DIANA AIRSHMAN	P.O.Box 15205 SF Ca 94115	Diana Airshman	2	65 or over ☒ under 18 ☐ PETITION SAVE #3
✓	T.C. WITTNEY	2723 JACKSON SF 94115	TCWhitney	5	65 or over ☒ under 18 ☐
ok	BLANCA RAMOS	1850 Post Ave Apt A San Francisco CA		7	65 or over ☐ under 18 ☐
✓	Alex Ko	2480 Washington St 94115	Alex Ko	8	65 or over ☐ under 18 ☒
✓	Heidi Hadge	2741 Jackson St. SF 94115	H. Hadge	3	65 or over ☐ under 18 ☐
✓	Marianne Brown	2448 Baker St SF 94123		4	65 or over ☒ under 18 ☐

21

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Tullys INB/OTB____

(14)

O-CCSJ1
5/3/11

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

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If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
KEVIN BROWN	2448 BAKER ST SF 94123		5	65 or over ☒ under 18 ☐
Charlotte Williams	3880 Sacramento SF 94118			65 or over ☐ under 18 ☒
Rockwell Bogardus	2300 Pacific #100 SF 94115		1-2	65 or over ☐ under 18 ☐ 59 and Counting
Steven Stevens	235 Ave. 94115		5	65 or over ☐ under 18 ☐ 43
John D. Hoag	3398 California # S.F, CA 94118	John D Hoag	3-5	65 or over ☒ under 18 ☐
Elizabeth Gealin	2660 Pacific Ave 94115	Elizabeth	5	65 or over ☐ under 18 ☐
ISABELLA FUNG	2899 JACKSON ST. 94115		3	65 or over ☐ under 18 ☐
Diane Dennis	2396 Webster ST 94115	Diane Dennis	4	65 or over ☑ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

26

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Jackson INB/OTB___

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
Paul Wermer	2309 California St SF 94115		65 or over ☐ under 18 ☐
Eric Dewald	2522 Clay St.		65 or over ☐ under 18 ☐
Jim Boddy	1852 Buchanan St	Jim Boddy	65 or over ☐ under 18 ☐
Ashley Nantell	1932 Pine St	aNantell	65 or over ☐ under 18 ☐
Susan Su	1716 Larkin St		65 or over ☐ under 18 ☐
Lee Ard	641 Post St	Lee Ard	65 or over ☒ under 18 ☐
John HALTON	4 DUNNES ALLEY		65 or over ☐ under 18 ☐
Molly Reisman	1114 Sutter		65 or over ☐ under 18 ☐
Dianna Ford	3876 California #3	Dianna Ford	65 or over ☐ under 18 ☐
J. CHICKLIN	2400 Buchanan		65 or over ☐ under 18 ☐
Richard Fiss	2133 Vallejo		65 or over ☐ under 18 ☐
Dave Turchin	56 Cervantes		65 or over ☐ under 18 ☐
Rita Pieri	1400 Geary Blvd Apt	Rita Pieri	65 or over ☒ under 18 ☐
Tina Hopkin	801 Sutter St		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8.6,7-13 Time: all day Location: 3 hours

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
✓	Jeremy Anderson	2637 Fillmore St #4		65 or over ☐ under 18 ☐
✓	Joseph A. Cahill	930 Sutter 94109 #406	Joseph A. Cahill	65 or over ☒ under 18 ☐
	Linda Franken	2200 Pacific Ave SF	Linda Franken	65 or over ☐ under 18 ☐
✓	Nelson Estrada	3500 3rd St. SF		65 or over ☐ under 18 ☐
✓	C. Smith	1310 Fillmore		65 or over ☐ under 18 ☐
✓	Lisa Cutler	415 O'Farrell		65 or over ☐ under 18 ☐
✓	Annie Salini	2027 Fillmore St.		65 or over ☐ under 18 ☐
✓	Catherine McGrath	SF CA 94109 Fillmore apt	Catherine McGrath	65 or over ☒ under 18 ☐
✓	Donald Wilton	216 Eddy St. #421	Donald Wilton	65 or over ☐ under 18 ☐
✓	ROBERT KAUFMANN	135 Vale Ave.		65 or over ☐ under 18 ☐
✓	Dolores Pyron	310 Stanyan St		65 or over ☒ under 18 ☐
	Terry McGuire	1981 California St.		65 or over ☐ under 18 ☐
	Alexa McGuire	1981 Calif. St.		65 or over ☐ under 18 ☐
✓	Carola Shepard	2375 Jackson		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-3,4 Time: afternoon Location: on 3 bus

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
ANDREW GOLDFARB	2300 PACIFIC AVE		65 or over ☐ under 18 ☑
Mike Johnson	2500 Mariposa	Mike Johnson	65 or over ☐ under 18 ☐
Robert Lowry	2210 Jackson		65 or over ☐ under 18 ☐
Jack Kaiser	San Anselmo		65 or over ☐ under 18 ☐
Priscilla Ojeda	627 Bush St S.F. CA 94108	P. Priscilla Oj.	65 or over ☑ under 18 ☐
MICHAEL SANCHEZ	2395 PACIFIC		65 or over ☒ under 18 ☐
Mehmet Tercan	2398 pacific Ave		65 or over ☐ under 18 ☐
GURPAL SINGH	Mehfil Restaurant	Dishwasher	65 or over ☐ under 18 ☐ 65 years
Jose Pena R	540 (app ap 310) 94110		65 or over ☐ under 18 ☑
Vincent Jones	205 Palmcrest Dr SF	V. Jones	65 or over ☐ under 18 ☐
James Hennessey	2235 Broadway		65 or over ☐ under 18 ☐
Angel Lopez	2500 Fillmore		65 or over ☐ under 18 ☐
MATTHEW [illegible]	2[illegible] Fillmore St.		65 or over ☐ under 18 ☐
Eric Hunt	2800 Fillmore St	Eric Hunt	65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-7-5 Time: 6:10 pm Location: Opens Market

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
Alex Johnson	[illegible]		65 or over ☐ under 18 ☒
Ryan Alders	2265 Broadway		65 or over ☐ under 18 ☐
ANDREW BRUCK	2333 WASHINGTON		65 or over ☐ under 18 ☐
Chris Sigel	1044 Pine		65 or over ☐ under 18 ☐
Jose Hernandez	2390 Jackson		65 or over ☐ under 18 ☐
Ed Lewis	2511 SACRAMENTO ST		65 or over ☒ under 18 ☐
E. Kuzell	2300 pacific ave	E. Kuzell	65 or over ☐ under 18 ☐
Frank Espinosa	2155 Bay		65 or over ☐ under 18 ☐
Chris Poston	1711 Broadway		65 or over ☐ under 18 ☐
[illegible]	1335 LAGUNA		65 or over ☒ under 18 ☐
Ted Karren	2395 Pacific		65 or over ☐ under 18 ☐
Helen Gilchrist	301 Corbett Ave		65 or over ☒ under 18 ☐
DAVID MONDANE	11 GARNETT TER.		65 or over ☒ under 18 ☐
Jack Dabeil	2500 Fillmore St.		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2-4-13 Time: pm Location: Gino's Market

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
07	Stephyn Earles	248 Golden Gate Ave SF, CA 94102	Stephyn	65 or over ☐ under 18 ☐
✓	Quaile A. McGuirk	2511 Pacific Ave		65 or over ☐ under 18 ☐
01	Chris VanVleck	559 Valencia #59 San Francisco CA 94110		65 or over ☐ under 18 ☐
L	Lee Peterson	2400 Pacific Ave SF 94115	Lee Peterson	65 or over ☐ under 18 ☐
07	LISIANE WL BROSTAY	1998 Broadway st #402		65 or over ☐ under 18 ☐
07	PAUL BIERSCHBACH	" " "		65 or over ☐ under 18 ☐
L	JAMES LEE	2430 FILLMORE #201 SF CA 94115		65 or over ☐ under 18 ☐
✓	Carly Ackerman	2443 Fillmore St. SF CA 94115		65 or over ☐ under 18 ☐
L	Mark Astrinos	2834 California St		65 or over ☐ under 18 ☐
07	Bobb Drake	935 GEARY #908	Bobb Drake	65 or over ☒ under 18 ☐
01	Kate Baynham	3023 Pine Street		65 or over ☐ under 18 ☐
01	JEN HART	↓ same		65 or over ☐ under 18 ☐
01	Raul Arosta	146 Paris St.	Raul Arosta	65 or over ☐ under 18 ☐
1	Tom Dashow	1842 Divisadero		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-3-13 Time: 9-noon Location: on the 3 bus

(14)

SAVE MUNI 3-JACKSON

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If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
James Siegert	2402 Washington		65 or over ☐ under 18 ☐
IBRAHIM HABASH	2500 Fillmore Street		65 or over ☐ under 18 ☐
HOWARD GRAY	2325 JACKSON		65 or over ☐ under 18 ☐
Judd Habash	2380 JACKSON ST.		65 or over ☐ under 18 ☐
Larissa Jones	2425 Fillmore St #8		65 or over ☐ under 18 ☐
Bartolo Chan	2380 Jackson		65 or over ☐ under 18 ☐
Jennifer Tsang	2380 Jackson st.		65 or over ☐ under 18 ☐
JANICE MAESH	2351 Washington St		65 or over ☐ under 18 ☐
Doug Boyette	2351 Washington St		65 or over ☐ under 18 ☐
Brian Tostenson	2055 Jackson St #101		65 or over ☐ under 18 ☐
Megan Geller	2411 Webster St.		65 or over ☐ under 18 ☐
Ted Gotten	2411 Webster St #11		65 or over ☐ under 18 ☐
Kiki Wells	2200 Pacific #4E		65 or over ☐ under 18 ☐
Jingwen O. Graves	2380 Jackson St		65 or over ☐ under 18 ☐

To folks gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-1,2,13 Time: 2 days Location: gino's Market, Fillmore & Jackson

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
John Thompson	2055 Sacramento St. #803		65 or over ☐ under 18 ☐ whatever
Whitney Hay	2265 Broadway #7 SF 94115		65 or over ☐ under 18 ☐
Mary Cantini	1730 Broderick	Mary Cantini	65 or over ☒ under 18 ☐
Laura Howard	260 Maxwelton		65 or over ☐ under 18 ☑
Lupita Vasquez	2619 Bryant St		65 or over ☐ under 18 ☐
Trevin Morris	2701 Jackson St. #1	Trevin M	65 or over ☐ under 18 ☐
Marilyn Straka	2295 Vallejo St	M Straka	65 or over ☒ under 18 ☐
Patricia Kimble	2350 Washington St	Patricia Kimble	65 or over ☒ under 18 ☒ in Between
Neil Martin	2300 Webster St.		65 or over ☐ under 18 ☐
Raquel Vasquez	1390 Bush St		65 or over ☑ under 18 ☐
Glen Yagi	1231 Pacific #1 SF CA 94109	Glen Yagi	65 or over ☐ under 18 ☑
Trevin Clark	[illegible]		65 or over ☐ under 18 ☐
Ryan [illegible]	2350 Filmore		65 or over ☐ under 18 ☐
Gale Ward	2340 Vallejo St	Gale Ward	65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-6-7 Time: all day Location: Geary + Market

O-CCSJ1/10

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
NITA JABLICH	3365 JACKSON ST SF 94118	N Jablich	5	65 or over ☒ under 18 ☐

5

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
	Riki Garcia	2222 Broadway		65 or over ☐ under 18 ☐
	Raymond Hunt	2522 Clay St #1		65 or over ☐ under 18 ☐
	Mike Fernandez	2430 Hyde St.		65 or over ☐ under 18 ☐
	Stella Duffy	2380 JACKSON ST		65 or over ☐ under 18 ☒
	DAN MATEO	2222 BROADWAY		65 or over ☐ under 18 ☐
	Janet Kim	179 Topaz Way		65 or over ☐ under 18 ☒
	Carlson	#303 2290 North Point		65 or over ☐ under 18 ☐
	[illegible]	Melrose Restaurant		65 or over ☒ under 18 ☐
	Matt McDivitt	456 11th Ave		65 or over ☐ under 18 ☐
	Raymond Mills	516 19th Ave		65 or over ☐ under 18 ☐
	Maria [illegible]	1219 Vallejo St		65 or over ☐ under 18 ☐
	Howard Todd	2360 Pacific Ave		65 or over ☐ under 18 ☐
	[illegible]	[illegible]		65 or over ☐ under 18 ☐
	David Truffen	1998 Pacific Ave #104		65 or over ☐ under 18 ☐
	[illegible]	[illegible]		

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-11-21 Time: friday Location: Marina Safeway

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
01	Joseph Beyer	1400 Geary ST		65 or over ☒ under 18 ☐ Vital For Seniors
01	Jimmie McGee			65 or over ☒ under 18 ☐
01	Blaise Gnagno	1500 Geary		65 or over ☐ under 18 ☑
01	Patrick Scolley	886 Davis ST,		65 or over ☐ under 18 ☑
✓	Moises Romero	1288 Broadway		65 or over ☐ under 18 ☐
✓	Myrtle Hazell	2300 Pacific		65 or over ☐ under 18 ☐
	Cathy Blanford	2229 Webster		65 or over ☒ under 18 ☐
01	Alex Castillo	1960 Broadway		65 or over ☒ under 18 ☐
✓	Christine Fisher	2525 Filmore #5		65 or over ☐ under 18 ☑
01	Pierre Hankins	40 Worth St		65 or over ☐ under 18 ☒
✓	D ZEDD	2360 Pacific		65 or over ☑ under 18 ☐
✓	Roxanne	2030 Union		65 or over ☐ under 18 ☐
✓	Chris Minkus	2300 Washington St		65 or over ☐ under 18 ☐
✓	Fay McGee	2355 Pacific		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2/16/13 Time: 11:00am Location: Geary & Market

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
01	Jan Lox	642 Jones # 305	Jan Lox	65 or over ☒ under 18 ☐
01	Dorothy Pett	48 Aqua Way	Dorothy Pett	65 or over ☒ under 18 ☐
✓	THIEN NG	2500 JACKSON ST	TN	65 or over ☒ under 18 ☐
01	Elaine Ishay	61 Van Ness	Elaine Ishay	65 or over ☑ under 18 ☐
01	VIRGIL KIMBLE JR	422 JERSEY ST.		65 or over ☒ under 18 ☐
01	Becky	1201 Pine St #14 SF	Becky	65 or over ☒ under 18 ☒
•	Michael Tinti	2988 Jackson #C		65 or over ☒ under 18 ☐
L	K Murphy	2345 Washington	K Murphy	65 or over ☐ under 18 ☐
L	Boyden Nilsc	2300 PACIFIC AVE #102	Boyden Nilsc	65 or over ☐ under 18 ☐
✓	Richard H Boyce	2300 PACIFIC #110 SF 94115	R H Boyce	65 or over ☐ under 18 ☐ neither
01	Carmino Prisco	3445 Scott St 94123		65 or over ☐ under 18 ☒
L	PATRICIA KIMBLE	2350 WASHINGTON ST.	Patricia Kimble	65 or over ☐ X under 18 ☐
✓	Ibrahim Habash	2380 Pierce St #6		65 or over ☒ under 18 ☐
L	ALI NASSER	2222 BROADWAY	Ali Nasser	65 or over ☑ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/14-17 Time: 12pm/10 all day Location: Jackson + Fillmore 4 times

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
PHILLIP KAPLAN	2442 FILLMORE		65 or over ☒ under 18 ☐
BRANDON ADLESH	2265 Broadway		65 or over ☐ under 18 ☐
Michael Schlatter	2515 Fillmore		65 or over ☒ under 18 ☐
Alvaro Palma	1246 Palou		65 or over ☐ under 18 ☒
MELISSA Ramirez	2100 Webster St		65 or over ☒ under 18 ☐
Mary Jane McGuire	60 - 07th Way S.F. Calif.		65 or over ☒ under 18 ☐
Henry Rodriguez	Roma 44		65 or over ☒ under 18 ☐
Hanna Batshon	2380 Jackson		65 or over ☒ under 18 ☐
BEN WONG	838 Sansome St. #8		65 or over ☐ under 18 ☐
MARY RAMONA	2500 Fillmore		65 or over ☐ under 18 ☐
CYNTHIA [illegible]	2380 Jackson		65 or over ☐ under 18 ☐
Anwar Batshon	2180 Lyon St SF		65 or over ☐ under 18 ☐
MICHAEL Ryan	3241 Taraval St. 2000 94 Broadway #7		65 or over ☐ under 18 ☐
Dana Lyons	Dana Lyons		65 or over ☐ under 18 ☐

To folks gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2-15-13 Time: a.m. day Location: Jano's Market

8/10 - 8/14

O-CCSJ1

(14) Tully's, Gino's
Calvery Church
158 Signatures

MUNI 3-JACKSON

MER-b (cont'd)

ness Program that MUNI has developed, they are proposing n line and increase service on the #2-Clement line. This will much of Pacific Heights and eastern Presidio Heights leaving e public transit to downtown (Union Square, Market Street).

If you would like to help ... he #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
07	Fannie Lee	524-30th ave. #203	Fannie Lee	65 or over ☒ under 18 ☐
07	Ruby Richards	50 Stanyan #205	Ruby Richards	65 or over ☒ under 18 ☐
07	[illegible]	4236 25 St #10 94114	[illegible]	65 or over ☐ under 18 ☑
07	Pauella Ervin	1355 Post St	P Ervin	65 or over ☑ under 18 ☐
07	Frederick Lopez	1570 Sacramento St.	[illegible]	65 or over ☐ under 18 ☐
07	Jan O'Keefe	1795 Ocean St	Jan O'Keefe	65 or over ☑ under 18 ☐
07	JUDY McCONKEY	2040 JEFFERSON ST	J McConkey	65 or over ☑ under 18 ☐
07	ELISE VACCAREST	1640 Vallejo	Elise Vaccarest	65 or over ☑ under 18 ☐
07	Marion Stanton	258 Diamond St.	Marion Stanton	65 or over ☐ under 18 ☐
✓	Li Joel	2028 Scott	Li Joel	65 or over ☒ under 18 ☐
07	Anna M. Carter	4071 24th Street	Anna M. Carter	65 or over ☑ under 18 ☐
07	Vivienne-Scully	1662 North Point	V. Scully	65 or over ☒ under 18 ☐
✓	Peggy Montgomery	2130 Glenheath	Peggy Montgomery	65 or over ☑ under 18 ☐
07	Inna Hua	1547 Franklin	Inna Hua	65 or over ☑ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-13 Time: 11 AM Location: Calvary Pres. Church

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
Melodie Bowsher	2606 Buchanan		65 or over ☐ under 18 ☐
Michelle Faggella	2359 Jackson St.		65 or over ☐ under 18 ☐
RUSSELL DAVIS	2010 PACIFIC AVE		65 or over ☐ under 18 ☐
Robert G Capen	2640 Jackson St		65 or over ☒ under 18 ☐
Norma Davis	2110 Jackson St		65 or over ☐ under 18 ☐
Rebecca Calame	567 Union St.		65 or over ☒ under 18 ☐
SEYMOUR COHEN	2295 VALLEJO		65 or over ☒ under 18 ☐
MIKKO MILLER	2380 JACKSON		65 or over ☐ under 18 ☒
Sharon Brown	2451 Sacramento		65 or over ☐ under 18 ☒
Mike Berger	2105 Broadway		65 or over ☐ under 18 ☐
Friend's Name	[illegible] Scott St		65 or over ☐ under 18 ☐
Eric Medley	2325 Washington St #1161		65 or over ☐ under 18 ☐
PETER MARTIN	2285 Vallejo		65 or over ☒ under 18 ☐
BEVERLY MENASSE	2217 PACIFIC AVE		65 or over ☐ under 18 ☐
Michael Corsaro	2060 Sutter		

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2/10 & 8, 10 Time: all day Location: Gough & Market

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
V	David Deinert	1525 Webster St		65 or over ☒ under 18 ☐
01	Mary J Schenk	295-12th ave. #3 94118	M Schenk	65 or over ☒ under 18 ☐
01	Margaret Raffety	1909 Lake St #1	Margaret Raffety	65 or over ☒ under 18 ☐
01	Gerarda VanSeuten	907 REICHER	G. VanSeuten	65 or over ☐ under 18 ☐
V	Amy Blakeman	2220 Post	Amy Blakeman	65 or over ☒ under 18 ☐
01	Dolly TALBERT	1695 Pine St #8 SF		65 or over ☒ under 18 ☐
V	CHARLOTTE KARP	3137 WASHington	Marina Karp	65 or over ☒ under 18 ☐
01	Virginia Lisbon	3650 Fillmore	Virginia Lisbon	65 or over ☒ under 18 ☐
01	LARRY BOKEN	1469-16TH AVE.		65 or over ☒ under 18 ☐
51	Joe Pierce	2152 UNion ST.	Joe Pierce	65 or over ☒ under 18 ☐
51	Hadera Bradie	3360 Filbert #9	Hadera Bradie	65 or over ☒ under 18 ☐
51	Priscilla Cinda	1414 Valley St #1	Priscilla Cinda SFCA 94109	65 or over ☒ under 18 ☐
51	Elisabeth Cornitzer	1440 Pine St.	S.F. CA 94109	65 or over ☒ under 18 ☐
51	SUSAN BROWN	1400 GEARY BLVD.	SUSAN A. BROWN	65 or over ☒ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-13 Time: noon Location: Calvary Pres. Church

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
01	Robert Jathusou	501 TAYLOR St S.F. CA 94102		65 or over ☐ under 18 ☐
01	Roberto Lemus	1066 Janet St. San Marcos Ca 92069		65 or over ☐ under 18 ☐
01	Amy James	1200 Nielsen Berkley CA 94702		65 or over ☐ under 18 ☐
↳	Jeanine Harris	3140 Jackson 94115		65 or over ☑ under 18 ☐
↳	Jacqueline Harris	3140 Jackson 94115	Mark Harris	65 or over ☐ under 18 ☐
↳	Mark Harris	3140 Jackson 94115		65 or over ☐ under 18 ☐
↳	Gigi Harris	3140 Jackson 94115	Gigi Harris	65 or over ☐ under 18 ☐
01	B. Ryan	105 21st Ave San Francisco, CA 94121		65 or over ☐ under 18 ☐
01	Jason Pien	1600 Webster St #209 San Francisco, CA 94115		65 or over ☐ under 18 ☐
01	C. McDonald	45 Bowman Ct. 94124	C. McDonald	65 or over ☐ under 18 ☐
01	Yvonne Harris	805 Leavenworth 94109	Yvonne C Harris	65 or over ☐ under 18 ☐
01	DENNIS SULLIVAN	2134 MASON ST. SFCA 94133		65 or over ☐ under 18 ☐
01	ML LARLAND	[illegible]		65 or over ☐ under 18 ☑
01	Vic Vecsey	926 Gough St SF	VIC VECSEY	65 or over ☑ under 18 ☐

To folks other gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
MARIA LANIS	2400 Pacific Ave SF, CA	Maria Lanis	65 or over ☐ under 18 ☐
Luis Vasquez	2506 Fillmore SF		65 or over ☐ under 18 ☒
American Medium	2142 Jackson St	American Medium	65 or over ☐ under 18 ☐
Steve Beck	472 Cole St. S.F. CA		65 or over ☐ under 18 ☐
Bobby Bright	106 Scott Apt	Bobby Bright	65 or over ☐ under 18 ☑
JOHN BUCKLEY	189 GENNESSEE ST.	John Buckley	65 or over ☐ under 18 ☐
ISIDRO VASQUEZ	2100 WEBSTER ST		65 or over ☐ under 18 ☐
RICH TIMKO	2300 PACIFIC AVE	Richard Timko	65 or over ☐ under 18 ☐
Jeannie Jeffries	2300 Pacific Ave	Jeannie Jeffries	65 or over ☒ under 18 ☐
Adrian Cruz	130 Kiska	Adrian Cruz	65 or over ☒ under 18 ☐
JAE KIM	3124 Fillmore	J. Kim	65 or over ☑ under 18 ☐
LARRY RICHARDS	1664 34th Ave SF		65 or over ☑ under 18 ☐
MIKE McMILLAN	32 Cook St SF	Mike McMillan	65 or over ☐ under 18 ☐
[illegible]	918 Hayes St SF CA 94117		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2/13 Time: all day Location: Union Square Market

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
✓	Roy Brakeman	1400 Geary		65 or over ☒ under 18 ☐
✓	Edwin Jacala	400 Broadway		65 or over ☐ under 18 ☐ N/A
✓	T. Diao	2440 Jackson		65 or over ☐ under 18 ☐
✓	Peter Chien	1978 Sutter St.		65 or over ☐ under 18 ☐
✓	Mark Dockham	2024 San Vincente Dr		65 or over ☐ under 18 ☐
✓	S. Dockham	34 Bahbee Martinez CA		65 or over ☐ under 18 ☐
	Laura Frank	2425 Fillmore St. #7, SF CA		65 or over ☐ under 18 ☐ N/A
✓	Allison Sloan	2168 Pacific ave		65 or over ☐ under 18 ☐
✓	Josh Bell	3147 Jackson		65 or over ☐ under 18 ☐
✓	Caspian Bell	3147 Jackson		65 or over ☐ under 18 ☒
✓	Reed Bell	3147 Jackson		65 or over ☐ under 18 ☒
✓	Sandra Price	2101 Baker St		65 or over ☐ under 18 ☐
✓	Barbara Strick	2101 Baker Street		65 or over ☐ under 18 ☐
✓	Muriel Price	2100 Post Street		65 or over ☒ under 18 ☐
✓	Andrea Cowan	2501 Jackson St		65 or over ☐ under 18 ☐

To folks gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
Kelly Schultz	2430 Fillmore St #302 SF CA 94115		65 or over ☐ under 18 ☐
Vick Chubrich	2602 Pacific Ave.		65 or over ☐ under 18 ☐
John Svetsinger	2460 CLAY		65 or over ☑ under 18 ☐
TIM BRENNAN	2368 Pacific #202 SF CA 94115		65 or over ☐ under 18 ☐
Justin Kelly	2519 Pine St. SF, CA,		65 or over ☐ under 18 ☐
Caroline Yoshida	2519 Pine St SF CA		65 or over ☐ under 18 ☐
Michèle Praege	2632 F. Ilmee St	SF	65 or over ☒ under 18 ☐
William Brennan	2360 Pacific Ave #2		65 or over ☐ under 18 ☐
Ann Brennan	2360 Pacific Ave		65 or over ☐ under 18 ☐
Amanda Glen	2325 Jackson St		65 or over ☐ under 18 ☐
Gardner Smith	2246 Broadway		65 or over ☐ under 18 ☐
Erin Winslow	2235 ~~Jackson~~ Pacific St		65 or over ☐ under 18 ☐
Caroline Amiel	2235 ~~Jackson~~ Pacific St		65 or over ☐ under 18 ☐
Kelly Hanley	2325 Jackson		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Kevin Tip	2231- [illegible] SF, CA		10	65 or over ☐ under 18 ☐
Becca Krass	2335 Pacific Ave SF, CA		12	65 or over ☐ under 18 ☐
Anna Baxter	2480 Washington St SF, CA 94115		4	65 or over ☐ under 18 ☐
[illegible]	2355 Cott. #203 SF CA 9415		5	65 or over ☐ under 18 ☐
[illegible]	2766 Pacific		2	65 or over ☑ under 18 ☐
Sharon Collins	2801 Jackson #303 94115		5	65 or over ☑ under 18 ☐
John F. Steinfurt	2801 Jackson 94115		3	65 or over ☐ under 18 ☐
[illegible] Tallson	2000 Cal St SF 94127		8	65 or over ☐ under 18 ☐
[illegible] Yolen	230 Webster St. SF, CA		4	65 or over ☐ under 18 ☐
[illegible] Smith	2217 [illegible]		10	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: [illegible] Time: _____ Location: [illegible] INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
1	Susan Nosca	2454 Bush St SF, CA 94115		2	65 or over ☐ under 18 ☐
2	Jim Goss	537-27th St 94131		4	65 or over ☐ under 18 ☐
3	Kathi Richardson	2200 Jackson St SF, CA 94115		6	65 or over ☐ under 18 ☐
4	Henry Ball	"		6	65 or over ☐ under 18 ☐
5	Tom Adamson	2148 Broderick St SF, CA 94115		10	65 or over ☐ under 18 ☐
6	Maugee-Jane Perry	2606 Jackson St 94115		2	65 or over ☒ under 18 ☐
7	Simon Amos	2230 Steiner 94103		5	65 or over ☐ under 18 ☐
8	Dennis Rockower	2852 Sacramento 94115		2	65 or over ☒ under 18 ☐
9	Julian Terkeltaub	2307 Webster St 94115		4	65 or over ☐ under 18 ☐
10	Julie St. Clair	2307 Webster St. 94115		2	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: Aug 16 '11 Time: _____ Location: Tully's _____ INB/OTB___

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
L	Marcia Coffield	2723 Jackson	M. Coffield	4	65 or over ☐ under 18 ☐
	KRIS NEGULESCU	3004 Washington St		1-2	65 or over ☐ under 18 ☐
M	Dane Loy	1533 Jackson St.		1-2	65 or over ☐ under 18 ☐
M	Rijan Barnes	4115 30th Ave.		2	65 or over ☐ under 18 ☐
M	MARYA FARR	776 BUSH ST		1-2	65 or over ☐ under 18 ☐ RIDE EVERY SAT. ROUTINE FOR YEARS !
L	JOANN HAYS	2190 PACIFIC #8	JOANN HAYS	4	65 or over ☑ under 18 ☐
L	Hazel Hays	2190 PACIFIC AVE	Hazel Hays	2	65 or over ☑ under 18 ☐
L	ALLAN CHUNG	2430 STEINER		5	65 or over ☑ under 18 ☐
L	REBECCA ABAD	2412 Webster		5	65 or over ☐ under 18 ☐
M	Rob Weber	801 Jones St #102		5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: Aug 10-11 Time: _____ Location: Tully's INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
07	YOUSUF MAMSA	2200 North Point 101 SF, CA 94123		4	65 or over ☐ under 18 ☐
	Ben Rubenstein	2340 Pacific Ave		5	65 or over ☐ under 18 ☐
	ARMAND VANDEN	2801 JACKSON ST SF CA 94115		5	65 or over ☐ under 18 ☐
	Ronald Martinez	2300 Pacific Ave		5	65 or over ☐ under 18 ☐
	Tommy Owens	3104 Sacramento #6		5	65 or over ☐ under 18 ☐
	Katherine Dowling	2637 Buchanan St		3	65 or over ☐ under 18 ☐
	Leila White	2901 Jackson		4	65 or over ☐ under 18 ☐
	Loren Maisels	2300 Pacific		5	65 or over ☐ under 18 ☐
	Seth Bachman	2566 Washington		3	65 or over ☐ under 18 ☐
11	Rosanna Sandoz	211 Patricia St SF		3	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 4/19/11 Time: _____ Location: Tally's INB/OTB ___

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Mavo Ter-Ogannisyan	1122 Sutter SF, CA #4 94109	Mavo	6	65 or over ☐ under 18 ☐
Paula Butler	1122 Sutter SF, CA #4 94109		8	65 or over ☐ under 18 ☐
BRIAN WEINSTEIN	2412 Webster St SF, CA 94115		4	65 or over ☐ under 18 ☐
JUSTIN TRUSCOTT	2395 Pacific Ave #206, SF, CA 94115		8	65 or over ☐ under 18 ☐
ALAN PAXTON	SF	APaxton	5	65 or over ☑ under 18 ☐
Joan Urdang	2398 Pacific Ave San Francisco	Joan Urdang	5	65 or over ☐ under 18 ☐
SQ Powers	2863 Pacific Ave San Francisco, CA, 94115		7	65 or over ☐ under 18 ☑
Alex Manning	2863 Pacific Ave SF, CA 94115		6	65 or over ☐ under 18 ☐
Elizabeth Carlson	2705 Jackson #11 SF, CA 94115	Elizabeth Carlson	5-6	65 or over ☐ under 18 ☐
ERIN Cran-Adams	3028 Jackson #1C SF 94115		5-6	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: August 17 Time: _____ Location: Tully's INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
STANDRA SAUNDERS	2380 JACKSON		2	65 or over ☐ under 18 ☐
CHRIS MCGREGOR	2845 Clay			65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
Jacob Adams	3028 Jackson St #1C 94115			65 or over ☐ under 18 ☐
John + 8 more	2462, Pacific		10	65 or over ☐ under 18 ☐ 60
LISA VANDIGGELEN	2330 Fillmore St.		5+	65 or over ☐ under 18 ☐
Michelle Wagenstein	3280 Pacific Ave		5+	65 or over ☐ under 18 ☒
LORENZINI MARISE	3145 Jackson 94115			65 or over ☒ under 18 ☐
LORENZINI MAX J.	3145 JACKSON 94115		7+	65 or over ☒ under 18 ☐ SINCE - 1948
WENDY MINGIN	2443 Jackson 94115		2x	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: [illegible] Time: _____ Location: _____ INB/OTB____

Save Mom's Jackson Petition

O-CCSJ1

(14) NAME	ADDRESS	Signature	Comments
Silvana Arevalo	2409 Fillmore St 2		MER-b (cont'd)
ina ulbrich	308 Presidio Ave.		
CARLY COLLINS	308 Presidio Ave		
Victoria Hassid	2469 JACKSON ST APT 204		
S. Higgs	2200 Jackson St		
Andrew Virgadamo	2560 sacramento		
Parth Burns	2560 Sacramento		
Sean Lucero	2130 CAL #4		
SALLY LEVINSON	2985 PACIFIC #8		
Cerena Podesta	2985 Pacific # 10		
Jessica Jones	2950 Clay St # 303		
Yu Sun	2300 Pacific #11		
Kate Gabor	2395 Pacific Ave		
ALICIA DE ALBA	2350 CALIFORNIA ST		
[illegible]	2030 STEINER ST		
Geraldine M Tigue	500 Scott [illegible] @ Keyes	G. M Tigue	PLEASE
Senol Akin	2351 Jackson St # 3		STOP!
William Nadel	2373 Pacific Avenue	William Nadel	
Mc Azmlan	2171 Pacific Ave		The
ed Wolf	2400 Buchanan		Comment
Elizabeth Thicley	2400 Buchanan		does
Kim Winter	2378 Pacific Ave. SF		not
ROGIL BIRCO	2090 BROADWAY ST.		reflect
			the
			views
			of the
			Keyes

(14)

MER-b
(cont'd)

B ~~Bueno~~ Cravens	2885 Washington St	B Cravens
C. Humphreys	2305 Scott St.	C Humphreys
M Madden	899 Green St	M Madden
P. Thorp	2222 Broadway	P. Thorp
Alice Mosley	1122A Stanyan St.	A Mosley
Jim VALENT	990 Pol/c	
S. Sanchez	239 Pacific Ave	S Sanchez
Jessica	2855 Clay	Jessica
C. Shaler	2969 Jackson #303	C. Shaler
C. SHALER		
A. Laing	2430 Fillmore	A. Laing
D Stacho	1333 Jones St	D Stacho
RICHARD CARLINGHOUSE	2454 STEINER #3	R.E.S.
David Chen	2280 ~~Fillmore~~ St ~~for~~ improved transportation	
Robert J. Feldman	1457 Chestnut St #1A SF CA 94123	Robert J. Feldman
George Roy	2989 Jackson St	
Chris Sauter	"	
Amy Hockman	66 Carmelita St 94117	
Brian Bone	66 Carmelita St 94117	Brian Bone
John Paxton IV	330 Lundia	
Jessica Pfeifer	2141 Pacific	

8/10 - 8/14
(14) ON BUSES
58 Signatures

O-CCSJ1

MUNI 3-JACKSON

MER-b (cont'd)

ness Program that MUNI has developed, they are proposing n line and increase service on the #2-Clement line. This will much of Pacific Heights and eastern Presidio Heights leaving e public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
[illegible]	[illegible]	[signature]	65 or over ☑ under 18 ☐
David Fisher	2398 Pacific Ave #602	[signature]	65 or over ☑ under 18 ☐
Ibrahim Almufti	291 PINE ST	[signature]	65 or over ☐ under 18 ☐
Cody Bishop	2927 Washington	[signature]	65 or over ☐ under 18 ☐
Lillian Lee	P.O. BOX 590014 ST CA 94159	[signature]	65 or over ☐ under 18 ☐
Brad Harris	1990 Sutter St, #109	[signature]	65 or over ☐ under 18 ☐
Angelina Muntz	STE 94109 1484 Sutter Hayes	[signature]	65 or over ☑ under 18 ☐
Tim Leach	Timothy Leach 2780 Lombard #B7B SF, CA 94123	[signature]	65 or over ☑ under 18 ☐
Gloria Chapin	2727 Polk St.	[signature]	65 or over ☑ under 18 ☐
Karl Feil	Potter Valley Wy.	[signature]	65 or over ☒ under 18 ☐
Lester Acoyer	125 Bush St	[signature]	65 or over ☐ under 18 ☑
Katharine Gilmartin	308 Diamond ST	[signature]	65 or over ☑ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-14 Time: 11-2 Location: 3 bus

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
01	ANNE TORNEY	600 MARKET #300 SF		65 or over ☐ under 18 ☐
01	Lisa Jacks	600 Market #300 SF		65 or over ☐ under 18 ☐
01	H. STEWART	P.O. Box 407 S.F.		65 or over ☑ under 18 ☐
	Lauren Jordan	2101 Pacific Ave #101 SF, CA 94115		65 or over ☐ under 18 ☒
	William Schwarz	PO Box 590189 SF, CA 94159		65 or over ☐ under 18 ☐
	AMANDA MACLEOD	2525 FILLMORE ST #2 SAN FRANCISCO, CA 94115		65 or over ☐ under 18 ☐
01	Julie Murchinson	3330 Fountain Ave SF, CA 94118		65 or over ☐ under 18 ☐
01	Jon Murchinson	3330 Fountain Ave SF, CA 94118		65 or over ☐ under 18 ☐
	Jessica Bartel	2852 Jackson St SF CA 94115		65 or over ☐ under 18 ☐
01	Alicia Turnblad	1240 18th ave Oakland CA		65 or over ☐ under 18 ☐
01	Stefan Serkin	4715 Balboa St SF, CA 94121		65 or over ☐ under 18 ☐
	KONSTANTINE PAXINOS	2857 WASHINGTON ST SF CA 94115		65 or over ☐ under 18 ☐
	KRISTIN SALITZ	2450 CALIFORNIA ST SF CA 94115		65 or over ☐ under 18 ☐
01	Jason Nassiri	1646 SUTTER ST # 203 SF, CA 94109		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-9-13 Time: Fillmore + Jackson Location: all day on 3

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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If you would like to help save the #3-Jackson line, please sign this petition.

	print NAME	print ADDRESS	SIGNATURE	COMMENTS
	Giovanna Green	1644 Sutter St, Apt 205 SF, CA 94109		65 or over ☐ under 18 ☐
	Joel Sauls	2480 Washington SF CA 94115		65 or over ☐ under 18 ☐
	Debra Acosta	734 Bush Apt 1 SF CA 94108		65 or over ☐ under 18 ☐
	Eleen Tiano?	2711 Clay Street San Francisco		65 or over ☐ under 18 ☐
	Hanna Teferi	741 McAllister		65 or over ☐ under 18 ☐ 23
	Ivana Filipovic	1644 Bush St		65 or over ☐ under 18 ☐ 27
	Sonali Pash	535 Stockton St. SF CA 94108		65 or over ☐ under 18 ☐ 26
	Marshall Ordway	1000 Sutter	MO	65 or over ☐ under 18 ☐
	LiLiYA Perlova	7415 California St. #204		65 or over ☐ under 18 ☐
	Kaitlyn delargo	1635 Gough St #301		65 or over ☐ under 18 ☐ 25
	Jordan Seaton	1635 Gough St #301		65 or over ☐ under 18 ☐ 30
	Joseph Brenno	1554 7th St Oakland CA		65 or over ☐ under 18 ☒
	Tina Nielsen	1554 7th Oakland		65 or over ☐ under 18 ☐ 47
	Gerard D. Hayes	1661 Pine St #1028, SF 94109		65 or over ☒ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 9-12 Time: allday Location: #3

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
Michael Newman	1928 Webster St 94115		65 or over ☐ under 18 ☐
Cynthia Petrovic	2032 Pierce 94115		65 or over ☐ under 18 ☐
Constantin Petrovic	2032 Pierce 94115		65 or over ☐ under 18 ☐
Chris Self	2480 Washington St. 94115		65 or over ☐ under 18 ☐
Andy Holland	1850 Gough St. 94115		65 or over ☐ under 18 ☐
Anna Powell	2037 Sacramento		65 or over ☐ under 18 ☐
Kathryn Ragas	214 Haight st		65 or over ☐ under 18 ☐
ROBERT RUTHERFORD	2402 CALIF. ST		65 or over ☐ under 18 ☐
Gary Collins	1840 Fillmore		65 or over ☐ under 18 ☐
[illegible]	1822 Jerrold St. SF CA 94115		65 or over ☐ under 18 ☐
Emily Hockey	2541 Washington 94115 SF CA		65 or over ☐ under 18 ☐
Michelle Sutorik	486 Morello Ave #114 Martinez, CA 94553		65 or over ☐ under 18 ☐
Patrick O'Brien	2701 Jackson St #1 SF CA 94115		65 or over ☐ under 18 ☐
Miranda York	3311 Elm St. Oakland, CA 94602		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-9,10-17 Time: all day Location: 4th & 8

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Sunia Pervez	3055 Pacific Ave SF, CA 94115		5	65 or over ☐ under 18 ☐
Greg Tetrel	3099 Washington #8 SF, CA 94115		5	65 or over ☐ under 18 ☐
LAURA GRIGSBY	2329 DIVISADERO ST SF CA 94115		4	65 or over ☐ under 18 ☐
Chris Morgan	2355 Scott #302 SF CA 94115		5	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 08-13-20 Time: 8:10 Location: Baker / Jackson INB/OTB___

8/5 - 8/15

(14) CAFE LUNA

24 Signatures

O-CCSJ1

MUNI 3-JACKSON

MER-b (cont'd)

eness Program that MUNI has developed, they are proposing on line and increase service on the #2-Clement line. This will much of Pacific Heights and eastern Presidio Heights leaving le public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
ALEX LOVE	3326 JACKSON		1	65 or over ☒ under 18 ☐
	800 Presidio		2	65 or over ☐ under 18 ☐
Theo Devine	3101 Clay #5		5-6	65 or over ☐ under 18 ☐
Sandra Gibson	347 Presidio		6	65 or over ☐ under 18 ☐
Elizabeth Paxton	330 Presidio		1	65 or over ☐ under 18 ☐
Jon Jordan	1 Hawthorne 17A		2	65 or over ☐ under 18 ☐
Joan Sibori	3898 Jackson St		10	65 or over ☐ under 18 ☐
Shane Hall	3245 Clay St #1		10	65 or over ☐ under 18 ☐
SUZANNE MARTIN	1415 FRANKLIN #601			65 or over ☑ under 18 ☐
SUSAN BELL	3147 Jackson family of 4		5+	65 or over ☐ under 18 ☑ and over also

31

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Sam Weaver	3127 Jackson			65 or over ☐ under 18 ☐
Chandler McG	2355 Scott St		3	65 or over ☐ under 18 ☐
Margaret S. Zeigler	2171 Sacramento St., #13	Margaret S. Zeigler	3	65 or over ☒ under 18 ☐
A. Lee Zeigler	2171 Sacramento #13	A. Zeigler	3	65 or over ☒ under 18 ☐
Emily Karlen	~~1710~~ 3401 Sacramento 9	E Karlen	1	65 or over ☐ under 18 ☐
Daniela Reed	1840 24th Ave		1	65 or over ☐ under 18 ☐
Beth Brancale	804 Humboldt St. Vallejo, CA (Work in SF)			65 or over ☐ under 18 ☐
Claire Thetford	1560 Sacramento Street			65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

11

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cafe Luna INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
JANE WALTERS	3237 Jasmine Street	J Walters		65 or over ☒ under 18 ☐
Betty Lieu	3234 Washington St	B Lieu	14	65 or over ☐ under 18 ☐
BRIAN MCPEAKE	3234 Washington St	B McPeake	7	65 or over ☐ under 18 ☐
John Paxton	330 Presidio	John Paxton	8	65 or over ☐ under 18 ☐
Maria Tsalenko	720 Presidio Av. #103	M. Tsalenko		65 or over ☑ under 18 ☐
Mikhail Tlalenko	720 Presidio Av. #102	Tsalenko		65 or over ☑ under 18 ☐
ALAN McCARRICK	837 Geary ST.	Alan McCarrick	10	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

19

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cafe Luna INB/OTB____

(14) 8/5 - 8/20

O-CCSJ1

MER-b (cont'd)

BLOOMERS

34 Signatures

MUNI 3-JACKSON

ness Program that MUNI has developed, they are proposing
n line and increase service on the #2-Clement line. This will
nuch of Pacific Heights and eastern Presidio Heights leaving
e public transit to downtown (Union Square, Market Street).

.. you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Dunham	2233 Divisadero		3	65 or over ☒ under 18 ☐
SARAH VANPATTEN	1900 Beach. st.	S. VanPatten	∅	Students of the ballet school
Michael Whitmark	2976 Washington St		10	
ERIK OLSON	2977 Washington Street		10	work downtown
Laura Rubenstein	2977 Washington St		∅	native to the neighborhood
CATHRYN WILLIAMS	2945 WASHINGTON	Cathryn Williams	5	
Jacqueline Throne	3099 Washington #9		4-5	65+
Adriana Flanagan	2984 Washington St		10	husband in wheelchair - would impact us heavily
Kay Wilson	2902 Washington ST		2+	please keep the Jackson 3
David Tuthill	265 Clay Street		7	Keep the line!

33

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Bloomers INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
BARBARA WYETH	1260 BROADWAY # 105		5	65 or over ☒ under 18 ☐
Kelley Barkley	2979 Washington Street		2	
Jim Dingman	3767 16th St SF 94114		3	X
Wm MINER	2835 Broadway St		1	
Frances Anderson	2835 Broadway		1	X
Callum anderson	2835 Broadway	Callum	1	X
B. COHEN	3946 Washington	Cohen	2	
S Drews	2201 Broadway	S R Drews	3	X
D. BREWER	3767 16th St SF.		2	
MARIA QUINN	2205 Broderick St.		2	X

22

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 9/7/2007 Time: _____ Location: Broadway INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
CLYDE SKEEN	2984 Washington St	Clyde Skeen	3	65 or over ☐ under 18 ☐ IN wheelchair, need stop close to ho
ANNA CHUNG	2110 DIVISADERO		3	w/out hills.
Oey Yuly	2901 Washington st		5	
CASSIM MICHAELA	3733 jackson St	SF	11	65+
Fernanda alves	2976 washington st	Fernanda M. alves	3	
Aubri Ball	2945 Washington St.			
Peter McDonnell	2904 Washington St		6	
MARIAN B. BROWN	2215 DIVISADERO	M. B. Brown	3	82+ only way to get downtown
MARCY K. Brown	2215 DIVISADERO	M. K. Brown	4	90yrs old- Have been a surgeon
JEANNE STOYKOFF	2646 DIVISADERO	Jeanne Stoykoff	2	

34

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Bloomin _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
				65 or over ☐ under 18 ☐
1 Rosa	1020 PACIFIC	Rosa	5	65
2 Maria Garcia	635 Ellis St	Maria Garcia	3	
3 Elizabeth Rockwell	925 Jones	Elizabeth Rockwell	5	
4 Sharon Wong	1235 Pine St #4 SF, CA	Sharon Wong	5	

18

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Polk between _____ INB/OTB____

(14) 8/21 - 9/16

Tully, Luna, Bloomers

202 signatures

MER-b (cont'd)

MUNI 3-JACKSON

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much of Pacific Heights and eastern Presidio Heights leaving
e public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Therese Post	2142 Lyon St	Therese Post	5	65 or over ☒ under 18 ☐
Jonathan Hansen-Weaver	4443 Irving St			65 or over ☐ under 18 ☐
Julie Daley	3196 Washington	Julie M Daley	2	65 or over ☐ under 18 ☐
Karen Falk	2932 Washington		2	65 or over ☐ under 18 ☐
Bill Mahoney	1221 Jones St	Bill Mahoney	2	65 or over ☐ under 18 ☐
TATUM GETTY	2125 Broadway St.	Tatum Getty	2	65 or over ☐ under 18 ☐
Elizabeth Cooper	2100 Lyon St. - No. 6	E Cooper	3	65 or over ☐ under 18 ☐
Karen Montauk	3146 CLAY Street		2	65 or over ☐ under 18 ☐
Chris Wilson	2625 Clay SF 94115		1	65 or over ☐ under 18 ☐
Stephanie Pearson	2994 Washington SF 94115	Pearson	3	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
K BAUM	3896 24TH ST SF CA 94114			65 or over ☐ under 18 ☐
MERIEL LINDLEY	2200 Pacific Av SF CA 94115		2	65 or over ☐ under 18 ☐
ELLEN SHAPIRO	2200 Pacific Av SF CA 94115		2	65 or over ☑ under 18 ☐
Alex Catalona + 2 kids	2467 Jackson SF, CA 94115		5	65 or over ☐ under 18 ☐
Karen Catalona	2467 Jackson SF, CA 94115		2	65 or over ☐ under 18 ☐
Mavia Williams	2110 Jackson #6 SF, CA 9415			65 or over ☐ under 18 ☐
Michael McGee	3040 Jackson St. Apt A, SF, CA 94115		5	65 or over ☐ under 18 ☐
Kristin Freiberger	3040 Jackson St. SF, CA 94115		1	65 or over ☐ under 18 ☐
Alexander Negron	2862 Pacific Ave SF CA 94115		7+	65 or over ☐ under 18 ☐
GARY ARSHAM	PO BOX 15550 SF 94115		5	65 or over ☒ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 4/1 Time: all day Location: Teddy's Fillmore / Jackson INB/OTB___

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Dan Hady	2360 PAC Jackson #1			65 or over ☐ under 18 ☑
Christine Tejada	2360 O PAC Jackson			65 or over ☑ under 18 ☐
Angela Ware	2480 Washington St.			65 or over ☐ under 18 ☐
David J Makar	1 daniel burnham ct. #616		7	65 or over ☐ under 18 ☐
Hilary Marks	2437 California St		3	65 or over ☐ under 18 ☐ 67
Barbara Franco	3201 WASHINGTON #3 SF CA 94115		10	65 or over ☒ under 18 ☐
Ed Matsullo	912 cole, #201 SFCA 94117		5	65 or over ☐ under 18 ☐
Carol Shemley	2590 Sacramento SF 94115		7	65 or over ☑ under 18 ☐
PHIL BEAUMAN	2842 PIERCE SF CA. 94123		5	65 or over ☐ under 18 ☐ (50)
RITA BAUM	47 PALM #1 SF CA. 94118		7	65 or over ☒ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 2/7/12 Time: allday Location: Tully's Fillmore Jackson INB/OTB____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
Scott Bergek	1463 43rd Ave	Scott K. Bergek	65 or over ☐ X under 18 ☐
Sydney Miller	3313 Webster St		65 or over ☐ X under 18 ☐
Gabe Murray	381 Turk		65 or over ☐ under 18 ☐
Dan Fisher	2398 Pacific	D Fisher	65 or over ☑ under 18 ☐
Eric Dewitt	2522 Clay St.		65 or over ☐ under 18 ☐
Tiffany Mariner	2439 Filmore St		65 or over ☐ under 18 ☐
RICK ZAVATSKY	2171 PACIFIC AVE		65 or over ☒ under 18 ☐
VICTOR PHILLIPS	2171 PACIFIC AVE		65 or over ☐ under 18 ☐
Michelle Fissell-	2359 JACKSON	Michelle Fissell	65 or over ☐ under 18 ☐
Barbara Pierpoint	1245 Keary		65 or over ☐ under 18 ☐
Francisco Gomez	124 Kearny		65 or over ☐ under 18 ☐
STACIE FOFT	2361 Webster ST		65 or over ☐ under 18 ☐
Thalia Clark	1161 Fillmore St		65 or over ☐ under 18 ☐
James Dyer	3363 Washington		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/31/13 Time: all day Location: 2500 fillmore st

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
Haven Mastenbrook	2518 Fillmore #3 SF 94115 CA		65 or over ☐ under 18 ☒
Carlin Hall	7455 Pine St #2		65 or over ☐ under 18 ☐
GLEN MILES	2143 FILLMORE St		65 or over ☐ under 18 ☐
Holly Bross	2016 PACIFIC		65 or over ☐ under 18 ☐
FRED MCCRAY	2355 PACIFIC		65 or over ☐ under 18 ☐
W Cochran	2430 Pine		65 or over ☒ under 18 ☐
Kathleen Fitzgerald	2049 Hayes St		65 or over ☒ under 18 ☐
Frank Martin	2159 Pierce St		65 or over ☐ under 18 ☐
Luis Rodriguez	2677 Bryant		65 or over ☐ under 18 ☐
Steve Fagel	2359 Jackson #4		65 or over ☒ under 18 ☐
Don Tatum	3053 Fillmore		65 or over ☒ under 18 ☐
Claudia Mayes	2288 Broadway St		65 or over ☐ under 18 ☐
Kirchner Hubel	88213 Pierce		65 or over ☐ under 18 ☐
Erica Foxman	2130 North Point		65 or over ☐ under 18 ☒

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8/29/13 Time: _____ Location: gino's Market

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
Eduardo Lopez	128 Mirabel St.		65 or over ☐ under 18 ☐
Abel Rodriguez	905 Panama Dr.		65 or over ☐ under 18 ☐
Penny Nicol	24 Parkwood		65 or over ☐ under 18 ☐
Ann Rooney	2264 Green		65 or over ☐ under 18 ☐
Robert Williams	1221 Fell St		65 or over ☐ under 18 ☑
Juan Lopez	1777 Green		65 or over ☐ under 18 ☐
Justine Thiem	2829 Pacific		65 or over ☐ under 18 ☐
Rogelio Vasquez	241 Crescent Ave		65 or over ☐ under 18 ☐
Peyton Mann	2860 Broadway		65 or over ☐ under 18 ☐
David Vacca	1024 Potrero		65 or over ☐ under 18 ☐
Chris Beaulieu	75 Buena Vista East		65 or over ☐ under 18 ☐
Irina Talan	1285 Webster St		65 or over ☐ under 18 ☐
Kenny	2310 Pacific		65 or over ☐ under 18 ☐
Eric Russell	866 Fell St		65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8-28 Time: all day Location: Gino's Market

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
F Kathleen Turnquist	1707 Gough St SF 94109	F Kathleen Turnquist	65 or over ☒ under 18 ☐
Boyd Templeton	6535 Clayton St SF CA 94114	B Templeton	65 or over ☒ under 18 ☐
J. Figgins	1980 Washington St SF	Inadvertently signed	65 or over ☒ under 18 ☐
P. Roessler	2105 Broadway St. #3B SF	P. Roessler	65 or over ☐ under 18 ☐
M. McClure	2105 Broadway St #313 SF	M. McClure	65 or over ☐ under 18 ☐
E Burkett	2371 PACIFIC AVE SF 94115	E Burkett	65 or over ☐ under 18 ☒
Deirdre Merrill	3255 Pierce St SF CA 94123	D Merrill	65 or over ☐ under 18 ☐
John Corcoran	3255 Pierce St SF CA 94123	John Corcoran	65 or over ☐ under 18 ☐
Carol Wallace	2441 Jackson St SF, CA 94115	Carol Wallace	65 or over ☐ under 18 ☐
Chris Sinnott	8212 Cerrito Ave Richmond CA 94804	Chris Sinnott	65 or over ☐ under 18 ☐
Refugio Vargas	2100 Jackson St	Refugio Vargas	65 or over ☐ under 18 ☐
Martin Pabs	1218 Moscow St SF CA 94112	Martin Pabs	65 or over ☐ under 18 ☐
Dayton	36 Geneva Ave San Rafael CA 94903	Dayton	65 or over ☐ under 18 ☒
Casey Sullivan	1152 Leavenworth St San Francisco 94109	Casey Sullivan	65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 8 24- Time: all day Location: Gino's Market

(14)

SAVE MUNI 3-JACKSON

MER-b
(cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
MARY POWELL	2975 WASHINGTON		65 or over ☑ under 18 ☐
Karen D. Nelson	2938 Washington		65 or over ☐ under 18 ☐
steve Kroeger	2900 Pacific		65 or over ☒ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
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			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐

To folks gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
Gina Roberts	2051 Scott St.		65 or over ☐ under 18 ☐
Peggy Garlinghouse	2456 Sumner st #3		65 or over ☒ under 18 ☐
Michael J. Smith	320 Ryan St., SF, CA		65 or over ☐ under 18 ☐
LIZ THORNTON	2130 Jackson St.		65 or over ☐ under 18 ☐
Nancy Caton	Ride 3 from downtown to Pac Hts 1974 Hoover Ave Oakland		65 or over ☐ under 18 ☐
Kelly Simon	30 th Ave		65 or over ☒ under 18 ☐
WRIGHT CAMERON	2275 BROADWAY #103		65 or over ☐ under 18 ☐
SPENCER CAMERON	" "		65 or over ☐ under 18 ☐
MAXWELL CAMERON	" "		65 or over ☐ under 18 ☐
Rita Gerald	834 Bay Street		65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐
			65 or over ☐ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
COLIN ROSENSTONE	9 CRESCENT View Heights		5	65 or over ☐ under 18 ☐
Lloyd Rosenstein	" "		5	-
IRENE HORTELANO	2430 SCOTT ST		10	-
Megan Lehmann	3333 Clay St		6	-
KATIE CARRERA	2970 JACKSON ST SF CA 94115		7	66
Sara Emerick	840 Van Ness #305		9	-
THANH	321 - NINTH AVE.		10	-
Garon Cumming	626 Hyde		9	-
Laura Leander	155 Turk		5	-
EDUARDO MANTILLA	1137 HYDE ST. SF. CA. 94109		10	4:5+

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 09-06-2013 Time: p.m. Location: PACIFIC / JACKSON

(14)

SAVE MUNI 3-JACKSON

4C

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Marshall Smith	260 Gold Mine Dr. SF CA 94131	Marshall S. Smith	5	65 or over ☒ under 18 ☐
James C. Hall	2630 Sutter St #3 SF. Ca 94115	James C. Hall	6	-
ELIS 2 HORACES	Elisa Morales	C Horales	4	-
Jessica Rios	152 Los Olivos Ave D.C. CA, 94014	JessicaRios	3	-
JASMIN VASQUEZ	155 Los Olivos Av. CA 94014	JV	5	-
Bernard Vash	308 Presidio Ave #6 SF, CA 94115		15	-
Poco Young	480 Eddy SF, CA 94109	Poco Young	2	-
MARGARET TAUB	S.F.	Margaret Taub	5	65+
Kevin Lessard	3044 Jackson st. SF		5	-
BARBARA Bocci	2198 JACKSON St		10	65+

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 06-07-13 Time: 10-11 Location: PRESIDIO CALIF TO JACKSON/FILLMORE

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Trevar Jones	3259 clay		5	65 or over ☐ under 18 ☐ don't do it
Kathryn Gerraghty	2998 Jackson #1		2	
Micks Daniel	2979 Jackson		1	
Nicole Gillett	2050 Lyon		2	
GEMMA EDWARD FRON	2131 LYON		10	It is a very nice bus. I makes me happy.
A. MEDALLA	2969 JACKSON		6	
BRIAN MIGGELS	2969 JACKSON		2	
Arlinga Erb	2131 Lyon		5	Save it!
GERRY PERCY	3165 Washington St		5	
Noah el	2995		4	save it.

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 7 AUG 13 Time: 9 AM Location: JACKSON/BAKER (INB)/OTB

O-CCSJ1
10/0/11

#7
MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Carole DeNola	45 18th Ave. S.F. 94121	Carole DeNola	6+	65 or over ☐ under 18 ☐
Brandon Loper	2430 Fillmore St Apt #303 SF, CA 94115		1	
Kelly Connell	2133 Lyon St		5	Will have to drive to work, otherwise
Curtis Cooper	1715 Webster St SF.	Curtis Cooper	6+	Important for kids and Elder
PHI NGUYEN	2969 JACKSON ST #3 SF, CA 94115		5	
Devansh Gupta	2101 Baker St Apt 10	Gupta	~~10~~ 4	I take it to work everyday
Dana Bowers	3099 Washington		10	use daily
Evangeline Santalang	2101 Lanier Valley St. 94134		15	use daily
SHERRY TILLY	5214 Illycord CONCORD 94521	Sherry Tilly	2	USE WEEKLY STUDENT OF JFH
Valerie Broxholm	2121 Geary Apt. 106, SF	VBroxholm	1	

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 6 AUG B Time: 8 am Location: JACKSON / BAKER INB/OTB___

SAVE MUNI 3-JACKSON

10/1/1

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Don Miller	2750 Jackson	Don Miller	2	65 or over ☐ under 18 ☐
Tiffany Lee	1619 Hopkins #204	Tiffany	5	–
Carol Coles	3665 Clay St.	Carol Coles	2	–
Richard Pearson	3077 Clay St		5	27
Dieter Saalmann	601 Van Ness #227		7	–
Erika Yung	323 Presidio Ave #2		6	–
Josie Howard	3233 Presidio Ave		6	–
Marcia A. Pollioni	2898 Jackson SF CA 94115		6	–
Paul Delucchi	2134 Fillmore St SF		1	–
Betty Shanahan	430 Panorama Dr SF	Betty Shanahan	10	65+

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 08-06-2003 Time: 2:00 - 4:00 Location: Jackson Street

SAVE MUNI 3-JACKSON

75

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Erin Welke	2057 Baker St. San Francisco		6+	65 or over ☐ under 18 ☐
Pam [illegible]	2969 Jackson #503 SF CA 94115		5x	
E. Vang.	2969 Jackson #503, SF CA 94115		5+	
Shelby DeGroot	2999 Pacific Ave SF 94115		5r	
Patrick [illegible]	2967 Jackson		5+	
DAX Lovett	3030 Jackson		5+	
Evan Chan	3028 Jackson		5+	
Adebus Mindj	3050 Jackson		2+	
Nancy Gruwin	2955 Jackson		5+	
Rocio Garcia	450 Sutter- Floor 8	Rocio	2.	20 minutes

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 5 AUG 13 Time: 8 am Location: JACKSON / BAKER (INB)/OTB

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Amy Klatzkin	449 2nd Ave SF CA 94118		.1	65 or over ☐ under 18 ☐
Isabel Paxton	330 Presidio Ave SF CA 94115		1	under 18
Ann Wentworth	1520 O'Farrell #2 San Francisco 94115		5	65 or over ☑
Jean Vistaine	510 Stockton #8 SF 94108		7	65 or over ☑
Mike Arza	3436 Clay St		1	
Douglas Mitchell	1736 Fell St S.F. Ca. 94117		4	
Lisa Leito	2151 Clay St #7		4	
Jessica Hardin	2173 California St		1	over 18
Lisa Frisch	3817 Jackson		1	
Anne Hanson	3145 Patrick		5	

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

SAVE MUNI 3-JACKSON

MER-b (cont'd)

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Clelia Alvarado	3017 22nd St #5 S. Fco. Cal. 94110	Clelia Alvarado	8	65 or over ☒ under 18 ☐
Stacy Fe	2707 Jackson Street, SF. 94115		1	
Liz Alexander-Asher	3401 Clay St SF,	Liz Alexander	5	we need this line some line between the 1 and 41/45!
Laurie Jake	3140 Clay St.	Laurie Jake	4	
Shirley Stucky	3119 Jackson #102, SF 94115	Shirley Stucky	5-7	Need this line to get to Cole & Marina
Peter Spalding	3303 Sacramento St		5-8	
Debra Seglund	3425 Sacramento apt 2 SF, CA 94115	Debra Seglund	1	
Barbara Kemp	3295 Clay St. #1 SF 94115	Barbara J. Kemp	3-4	Rely on this line to get to Union Square
TOM Caldarola	1865 California #7 SF CA 94109	TJ Caldarola	10	Rely on!
Laura Putz	353 Presidio Ave SF, CA 94115	Laura Putz	10	I rely on this bus to get to & from work downtown

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cole Lyon INB/OTB IN

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Gemma McCarville	1831 Washington	Gemma McCarville		65 or over ☐ under 18 ☐
Tom McCarville	"	McCarville		BAD IDEA !
VIOLETA KRASNIC	1721 Lyon	V Krasnic	4-5	
DAVID CALEF	1721 Lyon	David Calef	2-3	I RIDE THIS 3 Jackson FOR over 50 years.
LISA Christensen	2752 B Sacramento St		2-3	#1 Always #2 packed
Ashley Williams	3294 Clay St #5 SF, CA 94115		4-5	Needed!!! for Disabled, elderly
Darren Proctor	3294 Clay St #6 San Fran, CA 94115		3	
Dieter Saalmann	601 Van Ness #227 SF CA 94102		5	
Alexandra Hansen	3267 Jackson St.		3	
Madeline Cusk	2310 Steiner street		4	

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cafe Luna INB/OTB In

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Lonnee Hood	3236 Sacramento St. S.F. 94115	LT Kcc	4-6	65 or over ☐ under 18 ☐ My clients use the Bus!
Constance Burnikel	1960 Pierce #6 SF CA 94115	Constance Burnikel	2-4	The only safe bus in SF!
Judy Braden	329 Presidio Ave. SF 94115	Judy Braden	11	Great bus line.

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Cafe Luna INB/OTB IN

(14) Mlackman Park

31 Signatures

MER-b (cont'd)

MUNI 3-JACKSON

ness Program that MUNI has developed, they are proposing n line and increase service on the #2-Clement line. This will much of Pacific Heights and eastern Presidio Heights leaving le public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Naum Kezler	3365 Sacra-mento str apt 575, CA 94118		7	65 or over ☑ under 18 ☐
Makiya-Kezler	— 11 — 11 — — 11 — 11 —		8	65 or over ☑ under 18 ☐
Sumi Daly	3366 Sacramento #310	Sumi Daly	5	65 or over ☐ under 18 ☐
VIOSLAV ZAYATS	3365 Sacramento #576		5	65 or over ☐ under 18 ☐
SOFIYA ZAYATS	3365 Sacramento #576		6	65 or over ☐ under 18 ☐
Kishinyevsky	3365 Sacramento apt #345	Kishinyevsky	6	65 or over ☑ under 18 ☐
Kish Inna	3365 Sacra-mento apt #345	Kish	6	65 or over ☑ under 18 ☐
Opienshteyn Anna	3365 Sacra-mento str apt 419	AOpienshteyn	8	65 or over ☑ under 18 ☐
John Hicks	3365 Sacramento St #232	John Hicks	7	65 or over ☒ under 18 ☐
Joycelyn Shines	3365 Sacramento	Joycelyn Shines	5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Mlaxman Park INB/OTB____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Josif Litvak	3365 Sacramento St. #519			65 or over ☒ under 18 ☐
[illegible] 309 MONICA TO	3365 Sacramento ST #309			65 or over ☒ under 18 ☐
[illegible]	[illegible]	[illegible]		65 or over ☒ under 18 ☐
[illegible]	[illegible]	[illegible]		65 or over ☒ under 18 ☐
[illegible]	[illegible]	[illegible]		65 or over ☒ under 18 ☐
[illegible]	[illegible]	[illegible]		65 or over ☒ under 18 ☐
[illegible]	[illegible]	[illegible]		65 or over ☒ under 18 ☐
HUI XIAN LI	#612	HUI XIAN LI		65 or over ☒ under 18 ☐
OI CHU CHOI	626	OI CHU CHOI		65 or over ☒ under 18 ☐
CHAN FONG	527	CHAN FONG SIU		65 or over ☒ under 18 ☐
GING-CHEN	1126	[illegible]		65 or over ☒ under 18 ☐
Lucy Ho	# 548	Lucy Ho		

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: MENCHAN PARK INB/OTB___

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Vladimir Bradsby	3365 Sacramento # 401			65 or over ☑ under 18 ☐
Valery Perlova	3365 Sacramento # 401			65 or over ☐ under 18 ☐
Taisa Liakhovetskaia	3365 Sacramento St. # 554			65 or over ☑ under 18 ☐
Gloria Lehman	3365 Sacramento St. # 331 S.F.CA 94118			65 or over ☒ under 18 ☐
Blossom Dea	#3365 Sacramento St. SF 94118		5	65 or over ☒ under 18 ☐
Inna Krysiv	3365 Sacramento St. # 624			65 or over ☒ under 18 ☐
SHRAYER FAINA	3365 Sacramento # 504			65 or over ☑ under 18 ☐
SHRAYER VALENTIN	3365 Sacramento # 504			65 or over ☑ under 18 ☐
Shulman	# 444			65 or over ☒ under 18 ☐
Litvak	# 519			65 or over ☒ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Ann ORNER	336 Sacramento #503	Ann Orner	2	65 or over ☒ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____. Time: _____ Location: _____ INB/OTB____

(14) NOT ANALYZED
469 Signatures

O-CCSJ1

MER-b
(cont'd)

MUNI 3-JACKSON

ess Program that MUNI has developed, they are proposing line and increase service on the #2-Clement line. This will uch of Pacific Heights and eastern Presidio Heights leaving public transit to downtown (Union Square, Market Street).

If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	COMMENTS
PAUL CRUIKSHANK	2325 JACKSON S.F.		65 or over ☐ under 18 ☐
Will Jagger	1077 Guerrero St.		65 or over ☐ under 18 ☐
Rahul Gupta	82 Collins St		65 or over ☐ under 18 ☐
Kenneth Lai	246 Fillmore Apt 3		65 or over ☐ under 18 ☐
CHRIS MAITE	~~24~~ 2400 GREEN ST		65 or over ☐ under 18 ☐
GEORGE VELARDE	2524 SACRAMENTO ST.		65 or over ☒ under 18 ☐
	2407 Pacific Ave		65 or over ☐ under 18 ☐
	2520 Ellis		65 or over ☐ under 18 ☐
	2200 Pacific Ave		65 or over ☐ under 18 ☐
	2490 Pacific Ave		65 or over ☐ under 18 ☐
Judy W. Nadel	2373 Pacific Ave		65 or over ☑ under 18 ☐
Elias Batshon	2315 Franklin St.		65 or over ☐ under 18 ☐
	2210 Clay ST		65 or over ☐ under 18 ☐
	1245 California		65 or over ☑ under 18 ☐

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 9.1.13 Time: All day Location: gino's Market

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
BETTY ANN O'BRIEN	2275 BROADWAY ST.	Betty Ann O'Brien	65 or over ☒ under 18 ☐
STEVEN SCOTTEN	2275 BROADWAY ST	[illegible]	65 or over ☒ under 18 ☐
[illegible]	1819 Gary BLVD		65 or over ☐ under 18 ☐
Gerald MASAN	2275 Broadway ST	[illegible]	65 or over ☒ under 18 ☐
Colette Kelly	2275 Broadway	[illegible]	65 or over ☒ under 18 ☐
KRIS BUNCMANN	2275 Broadway St	[illegible]	65 or over ☐ under 18 ☐
Rachael Billington	2275 Broadway St	[illegible]	65 or over ☐ under 18 ☐
Amy Hesperthide	2275 Broadway #414	[illegible]	65 or over ☐ under 18 ☐
JOHN GRAYSON	" " #101	[illegible]	65 or over ☒ under 18 ☐
Julie Beals	2275 Broadway #106	[illegible]	65 or over ☒ under 18 ☐
[illegible]	2275 Broadway #304	[illegible]	65 or over ☒ under 18 ☐
Robin GRASCON	2275 BROADWAY #104	[illegible]	65 or over ☐ under 18 ☐
Nienke Hohmann	2275 Broadway #206	[illegible]	65 or over ☐ under 18 ☐
~~Sheila Sutherland~~	" #205	Sheila Sutherland	65 or over ☐ under 18 ☐

To folks gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	COMMENTS
MoKBel ALMAYLAA	1114 CHULA VISTA #3 BURLINGAME		65 or over ☐ under 18 ☐
Robin Johnson	2364 Pacific Ave		65 or over ☐ under 18 ☐
Stephanie	SF 94109		65 or over ☐ under 18 ☐
Dale	SF 94109		65 or over ☐ under 18 ☐
T. CAFCO	SF 94109		65 or over ☒ under 18 ☐
S. CANO	SF 94109		65 or over ☒ under 18 ☐
	SF 94109		65 or over ☒ under 18 ☐
Lisa Cadillo	619 Sharon Place Bay Point 94565		65 or over ☐ under 18 ☐
Reckmann John	850 Dowdy St. Crockett CA 94525		65 or over ☒ under 18 ☐
Maria Rodriguez	100 23rd St. Richmond CA 94804		65 or over ☐ under 18 ☒
Sarun Phan	SF 94115		65 or over ☐ under 18 ☐
Robert G. Capri	SF 94115		65 or over ☒ under 18 ☐
Rosario Capri	SF 94109	Rosario Capri	65 or over ☒ under 18 ☐
Paul Giraldo	SF 94115		65 or over ☐ under 18 ☒

To folks who gather petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____

SAVE MUNI 3-JACKSON

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If you would like to help save the #3-Jackson line, please sign this petition.

print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Pam Hemmyer	2973 Jackson St.		3	65 or over ☐ under 18 ☑ our family uses bus!
Helga Mackiewicz	1912-Fillmore St #5 SF CA 94115		12	65 or over ☐ under 18 ☐ I Need to get to work
Virginia Ho	2253 Webster St CA 94115		3	65 or over ☐ under 18 ☐
Melanie Campfield	730 Otarrell St SF CA 94115		5	65 or over ☐ under 18 ☐ Use this line!
Alva Harrell	915 Franklin St SFCA		5	65 or over ☐ under 18 ☐ Very convenient!
Alexander Negron	911 Clinton St Brooklyn, NY 11231		4+	65 or over ☐ under 18 ☐
JOE SEATON	289 URBANO DRIVE, SAN FRANCISCO		5+	65 or over ☐ under 18 ☐
Molly Mabe	2003 Franklin St #2		2	65 or over ☐ under 18 ☒
Niil Mehta	2300 Franklin St 601		2	65 or over ☐ under 18 ☑
	2233 Divisadero		2	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Ann Withers	964 Ashbury St.	Ann Withers	[illegible]	65 or over ☒ under 18 ☐
Nadya Van Every	2331 Jackson St	[signature]	3	65 or over ☐ under 18 ☐
MARILYN KLINE	1700 BAY ST.	[signature]	4	65 or over ☐ under 18 ☐
Dante Carusino	427 Stockton St.	[signature]	5	65 or over ☐ under 18 ☐
SHARON OARMAN	126 2nd Ave	[signature]	5	65 or over ☐ under 18 ☐
Charlotte MIKECK	2525 Pacific	[signature]	3	65 or over ☒ under 18 ☐
Audrey Zwibelman	2210 Jackson St. #204	[signature]	1	65 or over ☐ under 18 ☐
Austen Afridi	3072 Jackson ST	[signature]	5	65 or over ☐ under 18 ☐ 24
Wayne Sayer	2727 Jackson ST	[signature]	3	65 or over ☐ under 18 ☐
PAULA SAYER	2727 Jackson	[signature]	3	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

MER-b
(cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Thomas McEvoy	747 Broadway		3	65 or over ☒ under 18 ☐
Patty Beyer	1400 Geary		4	65 or over ☒ under 18 ☐
Elizabeth McDonald	1400 A Pany Blvd #3501		2	65 or over ☒ under 18 ☐
CARLOTTA DEJANA	3016 JACKSON	Carlotta Dejana	7	65 or over ☐ under 18 ☒
JUIET DOHERTY	"	JDoherty	7	65 or over ☐ under 18 ☒
Tilly McCain	3201 Washington		7	65 or over ☐ under 18 ☐
Jake Pfaff	3201 Washington St		7	65 or over ☐ under 18 ☐
Tessie James	3015 Jackson		7	65 or over ☑ under 18 ☐
Tala Banafa	2030 Divisadero			65 or over ☐ under 18 ☐
SADIA Alkhalik	2441 Jackson St	Sadia	5	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Charles mario Ruiz	402 broadway #3 94133 San Francisco, CA	Charles Ruiz	10	65 or over ☑ under 18 ☐
Deirdre Gibson	2400 Divisadero San Francisco, CA 94115	Deirdre Gibson	14	65 or over ☐ under 18 ☐
Damian Scott	2400 Divisadero St San Francisco CA 94115		14	65 or over ☐ under 18 ☐
Sarah Garlinghouse	3071 Pine St SF CA 94115		10	65 or over ☐ under 18 ☐
[illegible]	2360 [illegible] SF CA 94115		8	65 or over ☐ under 18 ☐
Paul Davy	437 Steiner St SF CA 94117		6	65 or over ☐ under 18 ☐
Jacqueline Harris	3140 Jackson Street		10	65 or over ☐ under 18 ☑
Katharine Vellemen	1750 Sutter #303 SF 94115		3	65 or over ☐ under 18 ☐
STEVE MONTY	[illegible] ST SF 94117		20	65 or over ☐ under 18 ☐
[illegible]	[illegible] Davis St. SF 94111		14	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 9-1 Time: all day Location: Turk & Fillmore - Jackson INB/OTB____

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Cornelia Powers	575 Spruce St SF CA 94118		2	65 or over ☐ under 18 ☐
Mona Hemetz	2218 California St SF CA 94115		1-2	65 or over ☐ under 18 ☐
Tamer Rasnick	61 Homestead St SF CA 94114		0-1	65 or over ☐ under 18 ☐
Moira Walsh	905 Sanchez St SF CA 94114			65 or over ☐ under 18 ☐
Lisa Lee	2275 32nd Ave SF CA 94116			65 or over ☐ under 18 ☐
Eric Mahle	575 Spruce St SF CA 94118		1-2	65 or over ☐ under 18 ☐
Diana Stewart	579 10th Ave SF CA 94118			65 or over ☐ under 18 ☐
Mitch Mitchell	2438 Green St. SF, CA 94123			65 or over ☐ under 18 ☐
Ji-hsin Jao	204 Hugo Street #6, SF, CA 94122			65 or over ☐ under 18 ☐
Michael Gowe	810A Quarry Rd. SF, CA 94129		1	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 09-05-13 09-10-2013 Time: _____ Location: Haight & Ashbury INB/OTB____

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Kari Johns	772 Redhaven St Brentwood CA 94513	Kari John	5	65 or over ☐ under 18 ☐
Lindsay Keeves	3733 California SF, CA 94118	Lindsay K	4	65 or over ☐ under 18 ☐
Michael Murphy	335 Sutro 94112		10	65 or over ☐ under 18 ☐
Sarah Gupta	82 Collins St SF, CA		2	65 or over ☐ under 18 ☐
MARILYN DUNN	[illegible] SF. CA 94121		∅	65 or over ☐ under 18 ☐
Raquel Juarez	125 Gillette Ave SF, CA 94134		4	65 or over ☐ under 18 ☐
Sue Martin	1930 44th Ave San Francisco CA 94122		0	65 or over ☐ under 18 ☐
Jean Arquilla	591 5TH AVE SF CA 94118		0	65 or over ☐ under 18 ☐
Johanna Crapo	49 Clairview SF CA 94131		0	65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: 9-5-13 ↓ 9-10-13 Time: _____ Location: Mcclosure INB/OTB____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

As part of the Transit Effectiveness Program that MUNI has developed, they are proposing to **TERMINATE** the #3-Jackson line and increase service on the #2-Clement line. This will have a significantly impact on much of Pacific Heights and eastern Presidio Heights leaving us **stranded** without accessible public transit to downtown (Union Square, Market Street).

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
SAMANTHA CHIVE	1122 Sutter St. #3 SF-CA 94109	S. Chive	5	65 or over ☐ under 18 ☐
MICHELLE ARMOUR	1725 Van Ness St 94109		5	65 or over ☐ under ~~18~~ ☐
Patrick Dunn	2375 Washington St Apt 103 SF 94115		4	65 or over ☐ under 18 ☐
Shawdi Ilkgin	2150 Jackson St 94115		5	65 or over ☐ under 18 ☐
Sarah's McCulloch	2418 Washington SF CA 94115	Sarah's McCulloch	3	65 or over ☐ under 18 ☐
Kristen Dilatt	2400 Pacific 94115		5	65 or over ☐ under 18 ☐
Maddox DAVIS			7	65 or over ☐ under 18 ☐
PHYLLIS HOLLIDAY	555 Taylor #406 SF CA 94102		5	65 or over ☒ under 18 ☐ PLEASE KEEP (3) ELDERS NEED IT
Perry Chappaw	2198 Jackson SF-CA 94115		3	65 or over ☐ under 18 ☐
Anne Hyer	2351 Jackson St SF CA 94115		2	65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

(14)

MER-b (cont'd)

SAVE MUNI 3-JACKSON

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Michael Leung	2430 Fillmore		2-3	65 or over ☐ under 18 ☐
Carly Bliss	2219 Pacific		3	65 or over ☐ under 18 ☐
MARIE H. SPEEDIE	1900 SUTTER ST. SF 94115 #9		1-2	65 or over ☒ under 18 ☐
Vanhagen	2116 Scott St. SF 94123		0.25	65 or over ☐ under 18 ☐ Grew up here. Use bus occasionally. Visitors,
Michael Hahn	2150 Jackson St SF 94115		5	65 or over ☐ under 18 ☒ 25
PAM SAUER	2849 Fillmore St #1		4	65 or over ☒ under 18 ☐
[illegible]	SF CA 94115		5	65 or over ☐ under 18 ☐
Kayla Kunze	644 Grove St.		1-2	65 or over ☐ under 18 ☐
Tara Ruppani	3117 Jackson		3	65 or over ☐ under 18 ☐
Jonathan Poppas	2100 Pacific Ave		4	65 or over ☐ under 18 ☐
Stephen Zelotow	2209 Scott St		2 times ☑	

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: _____ INB/OTB____

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print NAME	print ADDRESS	SIGNATURE	Rnd trips/ week	COMMENTS
Stacey Hubbard	175 7th Ave	Stacey Hubbard	1	65 or over ☐ under 18 ☐
Caihong Zhou	3090 Pacific	Caihong Zhou	2	65 or over ☐ under 18 ☐
Nick Feng	3090 Pacific		1	65 or over ☐ under 18 ☑
Wenlin Mao	3090 Pacific		1	65 or over ☐ under 18 ☑
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐
				65 or over ☐ under 18 ☐

To those gathering petition signatures: please note date, time and location along the 3-Jackson route where these signatures were collected.

Date: _____ Time: _____ Location: Wilson INB/OTB____

(14) Save Mimi S. Jackson

MER-b (cont'd)

	Name	Signature	Date
(1)	Shirley	Shirley	9-6-13
(2)	Thomas	Thomas	9-6-13
(3)	JASON	Jason	9-6-13
(4)	Yuk Tam Law	Yuk Tam Law	9-6-13
(5)	Elsia Yip	Elsia Yip	9-6-13
(6)	Scarlet Law	Scarlet Law	9-6-13
(7)	Danny Yee	Danny Yee	9-6-13
(8)	Dixon Yee	Dixon Yee	9-6-13
(9)	Mi Wong	Mi Wong	9-6-13
10	Julia	Julia	9-6-13
11	Danny	Danny	9-6-13
12	URS KINIRIS	Urs	9/6/13
(13)	Wendy Kiniris	Wendy	9/6/13
14	Eric Kiniris	Eric	9/6/13
15	Nick Kiniris	Nick	9/6/13
16	Junko Nagao	Junko	9/4/13
17	KY. VUONG	Ky	9/4/13
18	Dai Chan	Dai Chan	9-6-13
19	Sharon Ung	Sharon	9/6/13
20	Sean Vu	Sean	09/06/13
21	CHRISS TYLER	Chriss Tyler	9/6/13
22	Hang Le	Hang Le	9/6/13
23	Dung Dinh	Dung	9/6/13
24	PHUONG NGO	Phuong	9/6/13
25	Huy Ha	Huy	9/6/13
26	Lisa Halton	Lisa Halton	9/6/13
27	[illegible]	[illegible]	6 SEP 2013
(28)	ALEX MENCHAVEZ	Alex	09-06-13
29	NORMA VILLALUNA	Norma	09-06-13
30	Robert Gong	Robert	09-06-13
31	[illegible]	[illegible]	9-6-13

	Date	Name	Signature
32	9/6/13	BENJAMIN HOGUE	
33	9/6/13	Joshua Reich	Joshua Reich.
34	9/6/13	Chuck Horibiak	
35	9/6/13	Amy Chan	
36	9-6-13	Stacie Brown	
37	9/6/13	[illegible]	
38	9/6/13	CHARLOTTE CARP	
39	9/6/13	[illegible] Stark	
60	9/6/13	[illegible] Stark	
41	9/6/13	Bridget Brown	
62	9/6/13	RAY GLYNN	Raymond A. Glynn
43	9/6/13	[illegible] LEE	
44	9/6/13	Claudia Shyan	
45	9/6/13	JOSE BALAGOT	
46	9/6/13	BT	
47	9/6/13	Keeja Oik	
48	9/6/13	Stephanie Taricco	
49	9/6/13	[illegible]	
50	9/6/13	Amy Conger	
51	9/6/13	[illegible] Baron	
52	9/6/13	Stephanie Chan	
53	9/6/13	[illegible]	
54	9/6/13	NICK PALIONE	
55	9-6-13	Teresa Lam	
56	9/6/2013	SHARON HAAK	
57	9/6/2013	Lisa Makabe	
58	9/6/2013	LISA KITAMURA	
59	9/6/2013	L. Dunfeldt	
60	9/6/13	FRED BIANDI	
61	9/6/13	Hilary Baldi	
62	9/6/13	[illegible]	
63	9/6/13	[illegible]	Karl Fretz

Save Alum Rock

	Date	Name	Signature
65	9/6/13	Daniel Najjar	
66	9/9/13	Doug Carpenter	
67	9/9/13	Nicole Trapasso	
68	9/6/13	Peter Trapasso	
69	9/6/13	Trieu Trieu	
70	9/6/13	JACKLYN T LE	
71	9/6/13	TONY LE	
72	9/6/13	Richard Cignetti	
73	9/6/13	Brenda McNulty	
74	9/6/13	Joan M Hughes	
75	9/7/13	BOB DELOSO	
76	9/7/13	Pamela Sanchez	
77	9/7/13	M. D. NAVIDAD	
78	9/7/13	A. N NAVIDAD	
79	9/7/13	Naomi Kaniuka	
80	9/7/13	Meredith Lindsay	
81	9/7/13	APRIL VALENTE	
82	9/7/13	Ray M Lucero	
83	9/7/13	ELIZABETH W	
84	9/7/13	SANDY NGUYEN	
85	9/7/13	JOHNNY J LEE	
86	9/7/13	VAN VU TRAN	
87	9/7/13	MAI TRAN	
88	9/7/13	VICTORIA CHITHLOO	
89	9/7/13	Nicole Kunkle	
90	9/7/13	Heather Bird	
91	9/7/13	Rachel Rice	
92	9/7/13	Thanh Huynh	
93	9/7/13	Amy McLaughlin	
94	9/7/13	Joanna Sheridan	
95	9/7/13	Noelle Lum	
96	9/7/13		

No.	Date	Name	Signature
97	9/7/13	XIOA WU	
98	9/7/13	PETER NG	
99	9/7/13	LILY NGO	
100	9/7/13	Rory Mckendy	
101	9/8/13	Amanda Newland	
102	9/8/13	Livia Westroff-Cohen	
103	9/8/13	Carol McDonald	
104	9/8/13	Amy Pham	
105	9/8/13	Emily Pham	
106	9/8/13	Rufus Davis	
107	9/9/2013	Sandy Dineen	
108	9/9/13	Mayricio Cevallos	
109	9/9/13	Gail Levitzow	
110	9-10-13	TARA TALERASAND	
111	9-10-13	Nancy Dickson	
112	9/10/13	Jeff Hodges	
113	9/10/13	Cathy Shain	
114	9/10/13	Rose Bollard	
115	9/10/13	Carla Raggio	
116	9/10/13	JOBY IVA DELLAR	
117	9/10/13	Nancy Islamov	
118	9/10/13	Judith Kay	
119	9/10/13	JANE SANTA CRUZ	
120	9/11/13	Mary Barn	
121	9/11/13	Jim Carter	
122	9/11/13	Mary Oleszek	
123	9/11/13	Janice Wan	
124	9/11/13	SARI SWIG	
125	9/11/13	Ma. Belen Wilson	
126	9/11/13	Karen Waksman	
127	9/11/13		
128	9/11/13		

	Date	Name	Signature
130	9-6-13	Daniel	Daniel Castaneda
131	9-6-13	Funk	
132	9-6-13	Goossen	Jim Goossen
133	9/6-13	A. Eyelrod	
134	9/7/13	M. Sueyasu	
135	9/7/13	Elizabeth Gordon	
136	9/7/13		
137	9/7/13	[illegible]	
138	9/7/13	Robert York	
139	9/7/13	Greg [illegible]	
140	9/7/13		
141	9/07/13	Max Bravo	
142	9/7/13	Michelle Kreyer	
143	9/7/13	Bethany Wah	
144	9/7/13	Grant Radick	
145	9/7/13	Rudy Guglielmo	
146	9/7/13	Claudia Cey	
147	9/7/13	Randy Mendez	
148	9/7/13	Martin Moosbrugger	
149	9/7/13	Mei Chan	
150	9-7-13	ED KWAN	
151	9/7/13	LINDA KWAN	
152	9-7-13	Gregory Li	
153	9.7.13	Elliott S.	
154	9/7/13	David Mangin	
155	9/7/13	Peggy Jablonsky	
156	9/8/13	Steve Zuch	
157	9/8/13	Dagne Tang	
158	9/8/13	William Lewis	
159	9/8/13	Laura Burton	
160	9/8/13	Sam Gutierrez	
161	9/8/13	Nick Gilly	

Save Muni 3 Jackson

	Date	Name	Signature
162	September 8, 2013	Guryan Jighe	
163	9/8/2013	Gian Pastha	
164	9/8/2013	ERIC HELMAN	
165	9/8/2013	MEGAN WHITE	M White
166	9/8/2013	Brandon Shut	
167	9-8-2013	Cheryl Ward	
168	9-8-2013	Charles Ward	
169	9/8/13	Alison Rice Swist	
170	9/8/13	Amy McDougall	
171	9/8/13	Monique ROTHOLZ	
172	9/9/13	Heather Hasbrouck	
173	9/9/2013	JEFF WILLIAMS	
174	9/9/2013	Kelly Darrach	
75	9-9-2013	Louise OSADA	
176	9-9-2013	ZAUKI GODA	
177	9-9-2013	Daniel Man	
178	9-9-2013	Shao wei Li	
179	9-9-13	Johnson	
180	9-9-13	JENNIFER	
181	9-9-13	SING SAN WONG	
182	9-9-13	Lorenel	
183	9-9-13	Diane Woody	
184	9-9-13	Susan Dudley	
185	9-9-13	Kan Chan	
186	9-9-13	Beverly Peterson	
187	9.9.13	Stephanie Cecil	
188	9.9.13	Ryan Nelson	
189	9-9-13	JOHN HAWES	
90	9.9.13	Pam Saichi	
191	9-9-13	Don Bell	
192	9-9-13	DAN EALDAN	
192	9-9-13	Earline Grayson	EARLINE GRAYSON

Save Muni 3 Jackson

	Date	Name	Signature
195	9-9-2013	[illegible]	[illegible]
196	9-9-2013	[illegible]	[illegible]
197	9-9-13	Adam Slavin	
198	9/9/13	PAT MOONEY	
199	9/9/13	Judy Schaffer	
200	9/9/13	BOB HUNT	
201	9-9-13	Jim [illegible]	
202	9-9-13	KEITH HARTINSON	
203	9-9-13	MICHAEL SMITH	
204	9-9-13	Pete DeGolia	
205	9/9	BART SCHACHTER	
206	9-9-13	FRIENDS OF [illegible]	
207	9/9/13	[illegible]	
208	9/9/13	BRIAN DICE	
209	9/9/13	Alice SANDLER	
210	9-10-13	Christina Bartning	
211	9-10-13	Tommy Hui	
212	9-10-13	MONTE TRAVIS	
213	9-10-13	SUE [illegible]	
214	9-10-13	JIMMY PRIOSTLEY	
215	9-10-13	Virginia Tidoro	Virtidoro
216	9/10/13	Conrad [illegible]	Conrad [illegible]
217	9/10/13	DAVID SOOFAYA	
218	9/10/13	Holly Greenberg	
219	9/10/13	Rob Wolaner	
220	9/11/13	Berk Kinsiller	
221	9/11/13	DAVID DARLING	
222	9/11/13	Kathryn Hom	
223	9/11/13	Jeannie Ramsey	
224	9/11/13	[illegible] Travis Blackwell	
225	9/11/13	Barbara Adamson	Barbara Adamson
226	9-12-13	Shawn [illegible]	

(14) Save Muni. 3. Jackson.

MER-b (cont'd)

	Date	Name	Signature
227	9-12-13.	Kelly Li	
228	9-12-13.	Dong Ling	
229	9/-12-13		
230	9/12/13	Linda Sugaya	
231	9-12-13	Patrick O'Connor	
232	9/13/13	Wai Chan	
233	9/13/13	PASS	
234	9/13/13	Wai Kit	
235	9/13/13.	Aiko Kitano	
236	9/13/13	TONY LOPEZ	
237	9/13/13	B. Carter	
238	9/13/13	Alan May	
239	9/13/13	Nancy Millanes	
240	9/13/13	MICHAEL FEHR	
241	9/13/13	SHEILA LIPPMAN	
242	9/13/13	ZEV HYMOWITZ	
243	9/13/13	L DeLEVATI	
244	9/13/13	IVANA FERREIRA	
245	9/13/13	Jennifer Blan	
246	9/13/13	Wm Chan	
247	9/13/13	MARY KAY	
248	9/13/13	MARVIN LAMBERT	
249	9/14/13	FRAN Schechter	
250.	9/14/13	KELLY GRIMES	
251	9/14/13	Lindsay Richmond	
252	9/14/2013	CORINNE CHAN	
253	9/14/13	ANTHONY PAMPINELLA	
254			
15			
256			
257			
258			

7th x. 18th

Date	Names
9/12/13	Dickey Wiltkins
09/12/13	Susan Kamen
9-13-13	Ulysia Lewis
9-12-13	Caroline Swanson
9-12-13	Pamela Hutchison
9-12-13	Robert Lee Stuart
9-12-13	Dennis Irvin
9/2/13	Kari Hanson
9/12/13	Anne Fuss
9/12/13	Allyson Chinn
9/13/13	
9/12/13	
9-12-13	
9-12-13	Jackie Cuello
9-12-13	Sophie Comeau
9-12-13	Mary Miller
9/12/13	Anne Dudley
9/13/13	Melvin Clark
9/13/13	Ozzie Raft
9/13/13	Noel Hayashi
9/13/13	Samantha Carroll
9/13/13	Yara Ramos
9/13/13	Dolleen Hayes
9/13/13	Victoria Stuart
9/13/13	Angelique Tucker
9/13/13	Nadia Tinoco

MER-b
(cont'd)

Save Muni - Stop Service Cuts

9/13/13	ALAN JONES	
9/13/13	Joyce Hsueh	
9-13-13	Tracy Sutcliffe	
9/13/13	Britt Bechner	
9/13/13	[illegible]	
9/13/13	ANGELIC UNDERWOOD	
9/13/13	Diego Davis	
9/13/13	Kristin VanDyck	
9-13-13	Jean Collier Hurley	
9/13/13	Yvonne Lazatin	
9/13/2013	MARINA KREMER	
9/13/13	LINDA COHN	
9/13/13	Loric Jones	
9/13/13	ALISON SCHAFMEYER	
9/14/13	Sylvia LeCompte	
9/14/13	[illegible]	
9/14/13	Randi S. Gallego	RANDI S. GALLEGO
9/14/13	Patricia La Sala	PATRICIA LA SALA
9/14/13	[illegible]	ROSEMARY SULLIVAN
9/14/13	[illegible]	Ronnie Lindner
9/14/13	Mariangela Macchiavello	
9/14/13	Jessica Matthews	
9/14/13	ARMANDO MIRANDA	
9/14/13	Summer Prete	
9/14/13	[illegible]	
9.14.13	[illegible]	Alexia Allen
9/14/13	[illegible]	
9/14/13	Christine [illegible]	
9/14/13	Kristin Williams	
9/14/13	Claire Reilly	
9/14/13	LUCIA RAMOS	
9/14/13	Marvin J. Perkins II	
9/14/13	Julie Holloway	

The comment letters in this attachment were submitted separately and, to the extent that any of these comments relate to environmental impacts, the issues and concerns are addressed in the relevant sections of the Responses to Comments document.

(15)

MER-b

Attachment #3: LETTERS in SUPPORT of #3-JACKSON

We have attached copies of letters we received from the following nine organizations and noted that this document has been co-signed by PHRA. The letters detail the importance of saving the #3-Jackson from their perspective:

Schools

- SF University High School
- Stern School (5th thru 8th)
- The Bay School (high school)
- SF Waldorf School (kindergarten thru 8th)

Other Organizations

- Presidio Heights Association of Neighbors (PHAN)
- Pacific Heights Residents Association (PHAR – co-signed this letter)
- Hotel Drisco
- Jackson Court
- Laurel Inn
- Calvary Presbyterian Church

O-CCSJ1

SAN FRANCISCO
UNIVERSITY
HIGH SCHOOL

August 17, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

I am writing on behalf of University High School; but wish to point out that Town School and the Waldorf School will face the same issues presented by the proposed service changes. And although I am concentrating on the impact to the school population, I by no means discount the hardship such a change will have on the larger community, particularly the elderly that are dependent on public transit. MER-b

At University High School we have 90 employees, nearly all of which live outside the neighborhood, and about half of which live in the East Bay. We have 389 students, none of which are permitted to drive to school. The City gives us a grand total of 8 teacher parking permits. By necessity we do everything we can to encourage public transportation. The proposed elimination of the 3 Jackson route would be a real setback to our efforts.

The #3-Jackson MUNI line is the key bus line in our community and the only convenient link to downtown, Union Square, Market Street and especially BART. All of the proposed alternatives are far from our location and will significantly increase commute time, especially in the morning. The #2-Clement in particular would require a steep up hill walk to the school. The #22-Fillmore and the #24-Divisidero add transfer points and several blocks of walking in hilly terrain to get to the school. It's ironic that at the same time as the school administration is encouraging people to use BART and MUNI, the service that makes that option attractive is on the chopping block. I can pretty much guarantee that making the commute longer and more difficult will not result in increased ridership.

From an environmental standpoint, we agree with others in the community that the proposed elimination of service will have a negative impact on the quality of life and result in increased use of automobiles. Instead of improving customer service and reducing transit time, this proposal will leave many stranded without service and increase local traffic and parking congestion. TR-3

I urge you to maintain the current 3 Jackson service and its important role in commute management for the schools and residents in our neighborhood.

Yours truly,

James F. Chestnut

James F. Chestnut
Chief Financial Officer / Community Liaison Officer

cc: Supervisor mark Farrell
Save the #3-Jackson

3065 Jackson Street
San Francisco, CA 94115
(415) 447-5100
Fax (415) 447-5801
www.sfuhs.org

STERNE SCHOOL

August 20, 2013
Ed McManis

To: Sarah B. Jones,
Mark Farrell
City Hall
1 Dr. B. Goodlett Place, Room 244
San Francisco, CA 94118

Re: Proposed Elimination of #3 Jackson

I am writing to you on behalf of Sterne School, our students, parents, and teachers. We understand that there is a possibility that the #3 Jackson bus would be eliminated. This is a key bus line for our students, teachers, and even parents. MER-b

Currently having the #3 drop right in front of school is not only a convenience, but also an issue of security. We are a middle school, and the #3 makes for a safe trip to school. Eliminating the #3 would force our students to take different bus routes including a significant walk, which is less secure than the present set up. MER-b

Also, many teachers take the #3, which provides a direct route to work. Eliminating it would force many back to their automobiles. TR-3

We strongly urge you to keep the #3. It is a key bus route for our school and the members of our community. Its elimination will have a severely negative impact. MER-b

Best regards,

Ed McManis
Head of School

THE BAY SCHOOL OF SAN FRANCISCO

September 3, 2013

Supervisor Mark Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

Re: Proposed Elimination of #3 Jackson

Dear Supervisor Farrell,

The Bay School of San Francisco is writing to protest the proposed elimination of the 3 Jackson. TR-3

The Bay School is located in The Presidio and has a student population of 320 and additional faculty and staff of 85. We strongly encourage all members of our school community to utilize public transportation to get to and from school, thereby reducing the number of cars coming into and out of The Presidio and helping to minimize our carbon footprint.

The #3 Jackson MUNI line intersects with the #43 MUNI, which is heavily used by our students, and as such is an important transit link for them to get to and from school.

Elimination of the #3 Jackson will cause more of our families to drive their children to school instead of utilizing MUNI. This will increase congestion in The Presidio and have a negative impact on the environment.

We appreciate your efforts to preserve this essential transit link for our neighborhood, and strongly encourage you to continue your opposition to the elimination of the #3 Jackson, which provides a vital transportation link in an otherwise underserved corridor. We look forward to continuing to encourage our community to utilize all possible MUNI lines as they commute to and from our campus. MER-b

Sincerely,

Timothy W. Johnson
Head of School

cc: Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Sean Kennedy
SFMTA
One South Van Ness, 7th Floor
San Francisco, CA 94103

O-CCSJ1

Gmail

Note from Cory Powers at the Waldorf School

alex@ablong.com <alex@ablong.com>
To: Alex Long <alex@ablong.com>

Sun, Sep 15, 2013 at 11:36 AM

From: cpowers@sfwaldorf.org
To: Bbbocci@aol.com
Sent: 9/13/2013 12:21:55 P.M. Pacific Daylight Time
Subj: Re: Save the #3Jackson Bus

Thank you, Barbara.

Our school actively promotes alternatives to single family car as a means of transportation. We do this through promoting walking, biking, public transportation and carpools. Our promotion of alternative transportation includes: participation in citywide events like Walk-to-School Day and Bike-to-School Day; car pool and bike pool listings for parents; and listings of local MUNI service on all our event flyers.

Our school is very opposed to the #3 Jackson bus service being terminated as it is one of the lines listed on our website and in all our promotional material. Our demographic covers a broad swath of the middle class and upper middle class families that San Francisco is trying hard to hang on to as more and more families move out of the city. We strongly support young adolescents using bus service over being driven by their parents or getting driver's licenses. In order for the students to really embrace using the buses they need more service and more lines not less.

MER-b

PHAN

PRESIDIO HEIGHTS
ASSOCIATION
OF NEIGHBORS
www.phansf.org
P.O. Box 29503
SAN FRANCISCO, CA 94129

BORD OF DIRECTORS
2011 - 2012
DOROTHY GLANCY ANDERSON
DONALD P. BLACK
RONALD BLATMAN
MARGARET CHARNAS
CYNTHIA COLEMAN
KITTREDGE COLLINS
CHARLES FERGUSON
ROBERT FRIESE
DOROTHY GLANCY
MEREL GLAUBIGER
DIANA HORNER
BILL HUDSON
LUCY KOUKOPOULOS
JANE R. LURIE
JEAN MacDERMID
ANNE MAGOFFIN
MICHAEL MARSTON
BRUCE McKLEROY
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MARGARET MOORE
WALTER S. NEWMAN
STEPHANIE OGBORNE
ALEX ROZIS
CAROL SOLFANELLI
MARY TILDEN
TRACI TERAOKA
PETER TRENDELL
WILLIAM VLAHOS
GRACE WON

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CHAIRMAN/CAROL SOLFANELLI
EXECUTIVE DIRECTOR/RON BLATMAN
PRESIDENT/ALEX ROZIS
VICE PRESIDENT/MARGARET CHARNAS
VICE PRESIDENT/JEAN MacDERMID
SECRETARY/BRUCE McKLEROY
TREASURER/STEPHANIE OGBORNE

IMMEDIATE PAST PRESIDENT
CAROL SOLFANELLI

August 16, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

Dear Ms. Jones and Mr. Nolan,

I am the President of the Presidio Heights Association of Neighbors which represents the residents living between Pacific St. and California St. and Presidio Ave. and Arguello Blvd.

I am writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3-Jackson MUNI line. This is the key bus line serving our community, connecting our residents to the downtown (Union Square, Market Street and Bart) and providing public transit for the day workers and students who come every day to the schools, hospitals and businesses in our community.

Because our area is extremely hilly, it will be difficult for our residents or workers coming to our community to walk over to or from the proposed alternate bus line, #2-Clement, on Sutter Street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are equally inconvenient for our residents going downtown or elsewhere in the City or for day workers and students coming to our community, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

From an environmental standpoint, we feel that the proposed elimination of service will have a negative impact on the quality of life of our residents and the day workers and students who come to our community and cause many of them to either use their automobiles or to

MER-b

TR-3

O-CCSJ1

From: John Spear
Sent: Wednesday, September 04, 2013 5:07 PM
To: 'Mark.Farrell@sfgov.org'
Subject: Hi from the Hotel Drisco

Hi Mark,

I wanted to bend your ear for about two seconds regarding SFMTA's proposed elimination of the #3 Jackson bus. I think it might be assumed by some that Pacific Heights residents don't use the bus – but a great many of our guests make use of it, as do my staff and our neighbors. I know you're on record opposing the elimination of the route but I just wanted to add my voice to the chorus.

MER-b

Thanks,

John

P.S. Reminder that I would love to host you here at the Drisco for breakfast one morning, or for a glass of wine in the evening – whichever is more convenient for you. Or just stop by for a quick tour. We've made great strides here in the past few years and I think you should see what we've been up to.

HOTEL DRISCO

John Spear
General Manager
Hotel Drisco
2901 Pacific Avenue | San Francisco, CA 94115
(office) 415-346-2880 | (fax) 415-567-5537
jspear@hoteldrisco.com | www.hoteldrisco.com

Woodside Hotels | **Northern California's Premier Hotel Group** | woodsidehotels.com
Monterey Plaza Hotel & Spa | Stanford Park Hotel | Hotel Drisco
Lafayette Park Hotel & Spa | Bodega Bay Lodge | Napa Valley Lodge

=

O-CCSJ1

Gmail

Transit Effcetiveness Project-Proposed Elimination of #3-Jackson

Jackson Court <ej@jacksoncourt.com>
To: alex@ablong.com, bbbocci@aol.com

Sun, Aug 25, 2013 at 11:39 AM

MER-b

We are appealing to your good office regarding the proposed elimination of #3 Bus.

Jackson Court ,a Timeshare/ Bed & Breakfast Inn located at 2198 Jackson St cor. Buchanan has been in this neighborhood serving the locals and tourist for the past 30 years.The staff, timeshare owners and guests frequenly use this bus line,as this is the only bus that will need no transfer from Pacific Heights to Union Square. A very popular and easy route to downtown.

The inn is attractive to visitors who prefer to stay in a beautiful neighborhood like Pacific Heights and still have the safety, accessibility and convenience of public transit spefically bus #3 Jackson.Also we are a preferred place to stay to most of our neighbors friends and families during their visit.

Eliminating this bus line will have a significant impact on the employees who commute everyday and our guests who finds this route efficient and convenient considering we are just 2 blocks from the bus stop to catch the 3 bus line.

We hope this request would merit your approval.

Sincerely,

Evelyn Jingco
Genaral Manager
Jackson Court
2198 Jackson St.
San Francisco, CA 94115
(415) 929 7670

August 29th, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3-Jackson MUNI line. This is the key bus line in our community, connecting us with our patrons located along the entire bus line to the downtown (Union Square, Market Street and Bart). I personally utilize the #3 line twice a day as the last/first stop is extremely convenient for me, being located directly across from my job at 444 Presidio Avenue and the Montgomery BART Station. Each day I witness many elderly, students and business professionals on the bus along with me and it would be a shame to lose such a convenient route. MER-b

Because our area is extremely hilly, it will be difficult for our patrons to walk over to the proposed alternate bus line, #2-Clement, on Sutter street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are not convenient for many, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

From an environmental standpoint, we feel that the proposed elimination of service will have a negative impact on our patrons' quality of life and cause many of them to either use their automobiles or to not take advantage of our services. Instead of improving customer service and reducing transit time, it will have leave many of our patrons stranded without service or increase local traffic and parking congestion. TR-3

It is our impression that the proposed elimination of the #3-Jackson when coupled with the expansion of service on the #2, #22 and #24 lines will have a very minor impact on MUNI's budget. However, the proposed reduction in service will have a very significant impact on not only the locals that utilize the #3 line each day, but visiting hotel guests that find convenience in utilizing local transportation rather than driving around in a strange city and paying for parking. MER-b

Sincerely,

Christopher Hill

Operations Manager

The Laurel Inn, San Francisco

cc: Supervisor Mark Farrell
Save the #3-Jackson

O-CCSJ1

CALVARY PRESBYTERIAN CHURCH

August 21, 2013

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3 Jackson

Calvary Presbyterian Church, located at the corner of Fillmore and Jackson, is a 1000-member organization serving Pacific Heights, greater San Francisco and the Bay Area.

MER-b

We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3 Jackson MUNI line. This is the key bus line in our community, connecting us with our members located along the entire bus line. Many of our members are elderly and rely heavily on the #3 to bring them to and from church, not only for Sunday worship, but also for senior programs throughout the week. Families also utilize this bus line during the week to attend pre-school and playgroups.

Because our area is extremely hilly, it will be difficult for our members and visitors to walk to the proposed alternate bus line, the #2 Clement, on Sutter Street. The option of taking the #22 Fillmore or the #24 Divisadero are not convenient for many, significantly increasing the length of their trip and possibly cause safety issues for the young and elderly.

PD-3

We feel the proposed elimination of service will have a negative impact to the environment, given that many members and visitors will choose to drive instead of using MUNI. This will, in turn, increase local traffic and parking congestion.

TR-3

It is our belief that the proposed elimination of the #3 Jackson, when coupled with the expansion of service on the #2, #22 and #24 lines, will have a minor impact on MUNI's budget. However, eliminating the #3 will have a very significant impact on a thriving community that relies on Calvary Presbyterian Church.

MER-b

Sincerely,

Rev. John Weems
Pastor & Head of Staff

cc: Supervisor Mark Farrell
SAVE #3 Jackson

Fillmore Street
San Francisco, CA 94115
Phone: 415.346.3832
Fax: 415.346.1436
www.calvarypresbyterian.org

Supervisor Mark Farrell

Kline, Heidi

From: alexander.b.long@gmail.com on behalf of alex@ablong.com
Sent: Monday, September 16, 2013 4:04 PM
To: Jones, Sarah; Boomer, Roberta; Farrell, Mark
Cc: sean.kennedy@sfmta.com; Dwyer, Debra; Stefani, Catherine; Kelly, Margaux
Subject: COMMENTS ON THE DEIR FOR THE TRANSIT EFFECTIVENESS PROJECT (TEP)
Attachments: GROUP LETTER TO SAVE THE 3 -- FINAL.pdf

To: Sarah Jones, Thomas Nolan, Mark Farrell --

Earlier today we delivered, on behalf of a group of dedicated MUNI riders from Pacific and Presidio Heights, a hard-copy of our letter and attachments.

- Letter and Attachment #1 -- stated our concerns about the adequacy of the DEIR's analysis of the impact of proposed route realignments or terminations on the associated neighborhoods.
- Attachment #2 -- copies of the over 1,500 signatures gathered on our petition forms signed by riders of the #3-Jackson who were concerned about its potential termination and their loss of convenient public transportation out-of or into our community.
- Attachment #3 -- copies of letters or e-mails sent by nine organizations (resident associations, schools, churches, businesses) within our community.

I am attaching an electronic copy of the letter, Attachment #1, and a small sample of the petitions from Attachment #2. We would be happy to e-mail you an electronic copy of the remaining pages of our package; however, the file is about 10 Megabytes. Please let us know if you would like a copy.

Finally, our group of organizers (see below), would be most interested in meeting with you and/or hosting a visit to our neighborhood so you can see first hand some of the challenges we will face if the #3-Jackson is eliminated.

Thank you for your efforts on behalf of San Francisco, and specifically those directed at achieving better public transit for all!

Alexander B. Long (650-380-9116) on behalf of:
- Barbara Bocci
- Marie Clyde
- Daniela Kirshenbaum
- Bernard Murphy
- John Paxton
- Liz Paxton
- Paul Wermer

September 16, 2013

Concerned Citizens for Saving #3-Jackson
3326 Jackson Street
San Francisco, CA 94118

Ms. Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

We are a group of dedicated MUNI bus riders in the Pacific and Presidio Heights areas who wish to provide comments on the Draft Environmental Impact Report (DEIR) for
(1) the Transit Effectiveness Project (TEP) published on July 10th, 2013. Our group is specifically concerned about the lack of a rigorous approach used to justify the proposed termination of the #3-Jackson bus line and other proposed service reductions. At the same time we endorse the Policy Framework of the TEP and are committed to San Francisco's Transit First Policy. EP-1

(2) In this letter and the attachments, we detail the reasons we believe that the elimination of the #3-Jackson would degrade the quality of our neighborhood. We have gathered comments and signatures from over 1000 neighborhood riders of the #3-Jackson who feel strongly that the service should be continued (see Attachment #2). We have also received letters or endorsements from ten local associations, businesses, and schools that further discuss the negative impacts that such a termination would have (see Attachment #3). MER-b

(3) Based upon comments we have received, and our reading of the Draft Environmental Impact Report (DEIR), we have identified deficiencies in the DEIR which do not address the impact of proposed service modification to the #3-Jackson, the #12-Folsom-Pacific, and perhaps other lines. These deficiencies are discussed in the first attachment to this letter. We have organized our comments about the Draft Environmental Impact Report into three parts within this first attachment: EP-4

- **Part 1** – Need for the DEIR to assess how various aspects of the proposed TEP will impact the quality of the environment "consistent with the provision of a decent home and suitable living environment for every Californian, as a guiding criterion in public decisions." The DEIR's failure to address this issue by affected population is a deficiency.

(4)

- **Part 2** – Reasons that we believe the proposed #3-Jackson route elimination would have a negative impact on: a) the living environment of residents in our community, b) the level of MUNI ridership in our community, and c) the implications for auto usage, auto congestion and auto pollution. The failure of the DEIR to address these issues and potential issues in other bus routes is a deficiency.

TR-3

(5)

- **Part 3** – Request that MUNI work with our community and others where serious service cuts are proposed to try instead to improve services for the students and the elderly, increase ridership, and reduce operational costs.

EP-4

This letter and its attachments provide details about the negative impacts that the proposed elimination of the #3-Jackson will have on our community and which merit a more extensive environmental analysis This is the third time that the #3-Jackson bus route has been proposed for elimination in the past ten years. We would like to find a constructive solution that embraces the San Francisco commitment to "Transit First" for our neighborhood.

Respectfully yours:

Alexander B. Long

Barbara Bocci

Marie Clyde

Daniela Kirshenbaum

Bernard Murphy

John Paxton

Liz Paxton

Paul Wermer
for Pacific Heights Residents Association (PHRA)

cc: SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Supervisor Mark Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, Ca 94102

Attachment #1: DETAILED COMMENTS on the DEIR for the TEP

(6) **Part 1: Need for DEIR to Assess Impact on Communities** EP-4

The draft Transit Effectiveness Plan proposes numerous changes to enhance service including: transit stop changes, lane modifications, parking and turn restrictions, traffic signal and stop sign changes, and pedestrian improvements. It also proposes the realignment of selected routes like the 8X-Bayshore Express and the full elimination of the #3-Jackson and #12-Folsom-Pacific. The DEIR fails to discuss the impact of the proposed realignments or eliminations in terms of the potential impact on the quality of the environment in which the citizens of San Francisco live. The assumption is made that the riders (including the young, the elderly and those that are mobility impaired) will be willing and able to use other bus lines without a detailed assessment of what is being asked of the riders. MUNI's failure to consider the many impacts of such changes on the affected communities is a deficiency of the DEIR.

(7) In reading the DEIR, we do not find any discussion of the motivation for the bus line eliminations EP-1
(8) although we assume they are for financial reasons based upon lower ridership. Overall EP-4 ridership statistics for the various bus lines are not given; however, Tables 12 and 13 provide information on percent utilization during peak AM and PM hours. Our area is more of a residential area, than a destination (although there are "destination" schools and churches whose constituents depend on the #3-Jackson). Thus, one would expect ridership to be higher on the inbound direction during the morning and on the outbound direction during the afternoon. If one compares just the peak direction data to other lines for which inbound and outbound data is given, we can see that utilization of the #3-Jackson going inbound actually ranks 14th of 43 lines in the morning. Similarly, it is nowhere near the bottom in terms of outbound ridership in the afternoon.

Furthermore, by only considering peak period use, the DEIR fails to comprehend the impact on residents who have relied on the #3-Jackson for the broad variety of trips – mid-day, evenings and weekends. Many seniors and non-car owning residents are dependent on Muni service for transportation – and the failure to consider the adverse impact on these constituents or populations is a clear example of this deficiency of the DEIR.

In the DEIR the assumption is stated as a footnote to Tables 12 and 13 that the "#2-Clement, #10-Sansome, #22-Fillmore, #24-Divisadero and #43-Masonic would replace service along portions of the discontinued #3-Jackson." There is no analysis provided to show that the existing riders on the #3-Jackson would be able to use these other lines given constraints of schedule, travel time and topography. We will address these concerns in the next section.

(9) **Part 2: Impact Analysis of #3-Jackson Elimination in our Community** MER-b

We define a sixty block area in Pacific and Presidio Heights as the affected neighborhood (see Figure #1). There are four unique attributes which need to be considered in any analysis of the impact of eliminating the #3-Jackson on the quality of our environment. They are:

- **Topography** – our neighborhood is very hilly. Jackson crests at about 350 feet at Lyon Street and then drops off along either side to, for example, 150 feet at Sutter (please see Figure #1). Steep hills are not easy for the elderly to negotiate.

MER-b
(cont'd)

(9)

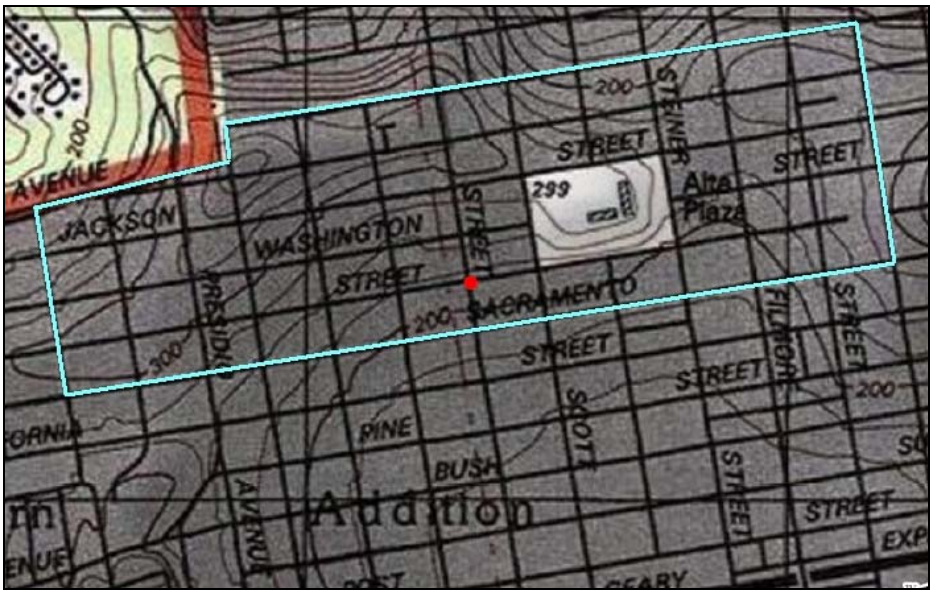

Figure 1: Topological map of the 60 block area from which the predominant number of the riders of the #3-Jackson come or go.

Data Collection Group	# Collected	% in area	% > 65 yrs	ave # of round trips
8/9/13 – morning on bus	99	35%	10%	4.7
8/7/13 – afternoon on bus	133	53%	25%	3.9
8/5/13 various bus trips	62	58%	no field	3.2
8/3-5/13 – Tully's & Gino's	173	53%	27%	No field
8/10-14/13 – Tully's, Gino's. Calvary Church	158	56%	33%	3.8
8/10-14/13 – on buses	58	34%	16%	No field
8/5-15/13 – Café Luna	24	71%	29%	3.6
8/5-20/13 – Bloomers	34	76%	41%	3.1
Menorah Park (Sacramento & Presidio)	31	100%	94%	6.6
8/21/13-9/6/13 – Tully, Luna, Bloomers	202		23%	3.7
On-line petition	118	82%	34%	2.5
TOTAL	**1092**	**53%**	**28%**	**3.8**

Figure 2: Summary of petition gathering effort and data collected. Note: we focused on collecting signatures from users of the #3-Jackson who either started and/or ended their ride in our community of sixty square blocks. In addition, we have collected and attached 469 additional petition signatures which were not analyzed for a grand total of 1561 signatures!

(9)

School	Address	# of students
SF University High School	3065 Jackson Street	389
Town School for Boys (Kindergarten thru 8th)	2750 Jackson Street	400
SF Waldorf School (Kindergarten thru 8th)	2938 Washington Street	278
SF Public Montessori School (Kindergarten thru 6th)	2340 Jackson Street	100
Stern School (5th thru 8th)	2690 Jackson Street	60
The Bay School (high school)	35 Keyes Avenue	325
SF Ballet School Residence	3000 block of Jackson Street	25
	TOTAL	1577

Figure 3: List of the major grade and high schools within our community.
Note: we have not included faculty count, some of whom use the #3-Jackson.

MER-b (cont'd)

- **Elderly Riders** – as part of the petition process we gathered information on whether a signer was over 65 years of age. We found that approximately 28% of the riders who signed were over 65 years of age (please see Figure #2). Given the topography of our neighborhood, it will not be easy for many of these riders to walk up and down hills to reach another bus stop or to make bus transfers.
- **Student Riders** – there are seven major schools and a school residence in our neighborhood with a total of 1,577 students (please see Figure #3). We have received copies of letters sent by four of these schools discussing the importance of saving the #3-Jackson bus line in terms of student body and staff transportation. Traffic congestion is already a problem during student drop-off and pick-up times. We would like to facilitate discussions/actions to increase the use of public transit for these schools as opposed to reducing service.
- **Safety/Security** – personal safety and security is an important issue for all riders, but especially younger students and senior citizens. Safety concerns include many possible factors such as: crossing busy streets or being required to walk further to access a bus. If riders do not feel comfortable or secure about making a transfer, this too adds a deterrent. Perhaps MUNI has additional safety and security data that could be shared with us, especially at frequently used transfer points?

(10)

- **Air Quality and GHG** – By increasing service on the 2-Clement, a diesel bus, as a replacement for the 3-Jackson (an electric trolley) there will be an impact on air quality and GHG emissions. Since the DEIR does not address the elimination of the 3, it cannot have analyzed this impact. Should TEP invest in electrifying the 2-Clement, the DEIR should consider how the investment in the 2 will impact other competing demands for investment that might provide greater environmental benefits.

AQ-1
GG-1

(11) We now need to consider what options riders would have if the #3-Jackson were terminated. The following is a brief summary of the alternatives proposed in the footnotes to Tables 12 and 13 of the EIR for riders currently taking the #3-Jackson locally or downtown to areas like Union Square and the theatre district:

TR-5

- **#2-Clement** – once the bus turns at Presidio Avenue and goes from California to Sutter, this line is seven blocks away and from 100 to 200 feet different in elevation. This

(11) makes it unlikely that many riders from our community would choose to walk directly to the #2-Clement line. TR-5 (cont'd)

- **#24-Divisadero** – this bus runs up Jackson from Fillmore to Divisadero and then turns south on Divisadero. Those residents living between Divisadero and Fillmore who currently take the #3-Jackson could choose to:
  - ride the #24-Divisadero East to Fillmore and then transfer to the #22-Fillmore going south and then transfer again at Sutter to the #2-Clement, or
  - ride the #24-Divisadero West and South to Divisadero & Sutter where they could transfer to the #2-Clement.
- **#22-Fillmore** – this bus runs north and south on Fillmore. Those residents living east of Divisadero might choose to walk multiple blocks to Fillmore and then take the #22-Fillmore to Sutter where they could transfer to the #2-Clement.
- **#43**-Masonic – this bus runs north and south on Presidio Avenue, and provides access to the Presidio. Those residents living west of Divisadero might choose to walk up the hill to Presidio and take the #43-Masonic to California where they could transfer to the #2-Clement.
- **Local Use** – for residents seeking to go to Laurel Village, JCC, Calvary Church, Sacramento or Fillmore stores and restaurants, the best alternative would be to walk the four blocks to California and take the #1-California.

When one looks at the proposed alternative bus routes and the four attributes of our community that we discussed previously, it becomes clear that in most cases the rider would need to walk two or more extra blocks and make one or two additional transfers with the net result of increasing the length of each bus trip by 15-30 minutes (approximately doubles the total transit time). Is this practical, given that we have a significant group of young student and elderly riders who would have to do additional walking in a very hilly terrain and then make one or more additional transfers?

(12) From our rider survey we estimate that there are approximately 2500 unique riders who get on or off the #3-Jackson in our neighborhood each week. Of these riders we expect that at least half would either find non-public means of travel (use of private cars or taxis compelled by the additional transit time and inconvenience of transfers), or may be "stranded" without the financial means or physical ability to get out and about as they do now on the #3-Jackson. Assuming that there are 1250 riders who would convert to automobiles and take 3.5 average round trips per week in the city of five mile duration; the results is approximately one million additional miles of auto traffic and 450 additional metric tons of green house gas emissions. This is yet another impact which the DEIR has failed to address. TR-3

(13) **Part 3: Charting a Path Forward** GEN-1

In the past ten years, MUNI has proposed to eliminate the #3-Jackson bus line at least three times. As in the current situation, the community has rallied and spent considerable effort collecting signatures and attending meetings to protest the cut. Isn't it time to meet with the community as part of the EIR process and determine whether the impact of the proposed cuts is as significant as we have stated in this attachment? If so, can we work together to develop a plan that will actually increase ridership, improve service, and perhaps reduce operating costs.

After all, our community has been served by the #3-Jackson and prior to that the Jackson Street cable car since the 1880's. As a community we feel the #3-Jackson is critical (please see comments in Attachment #2)!

(13) Here are a few initial steps we might take together:

GEN-1 (cont'd)

- **Acceptable Change Criteria** – can MUNI develop a set of criteria with respect to the magnitude of disruption that would be acceptable when canceling or making a major change to service? These criteria should look at the requirements for additional walking, additional transfers, additional transit time, topography, safety/security, and ridership age.
- **Usage Data** – can MUNI share usage data on the lines that are proposed for elimination? It would be helpful to be able to review utilization by day of week, time of day, embarkation stop, number of riders embarking and whether the rider is a student or senior?
- **Impact Analysis** – using the acceptable change criteria and the usage data, we would be happy to work with MUNI and other neighborhoods with similar proposed cutbacks to reanalyze the assumptions we have presented in this attachment. Further, we could look at the pros and cons of other possible service adjustments.
- **Outreach** -- finally, we feel it would be beneficial to meet with the schools in our neighborhood to learn how well MUNI service is currently meeting their needs and other potential changes or enhancements that might be made especially with respect to the #3-Jackson. If these meeting are fruitful maybe they could also be arranged in other impacted neighborhoods.

MER-b

(14)

Attachment #2: PETITION RELATED INFORMATION

In order to gauge the level of support for saving the #3-Jackson in our Community as well as the age of riders and the weekly usage, we conducted a petition campaign. This was done in three distinct ways with the objective of gathering information from riders who used the #3-Jackson to travel from or into our 60 block area:

- **On Bus Survey** – where riders who boarded or got off the bus between the start of the route at Sacrament and Presidio and the exit of route from our community at Sacramento and Fillmore,
- **Sign Ups** -- we left petitions for signature at Tullys (Jackson & Fillmore), Bloomers (2075 Washington St.), and Café Luna (Presidio & Sacramento),
- **On-line Petition** – that was announce on the local Pacific and Presidio Heights electronic bulletin board (Nextdoor.com)

The following (see Figure #4) is a small sample of the over 1000 signators showing the location of those that lived within the Community (about 53% of those that signed the petition gave addresses within the 60 block area).

Figure 4: Plot showing where a random group of the over 1000 petition signers lived in our 60 square block community.

All the comments in the last column of the on-line petition table relate to the merits of the project and, to the extent that any of these comments relate to environmental impacts, the issues and concerns are addressed in the relevant sections of the Responses to Comments document.

(14) **On Line Petition Data Only**

MER-b (cont'd)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Bernard Murphy	3605 Sacramento Street	4		Because it makes my city and neighborhood and city a great place to live.
Anna-Marie Booth	2945 Pacific Avenue #1	2		Convenience
Barbara Bocci	2998 Jackson Street, No. 3	5	Y	It's convenient, safe, and I don't have to drive a car.
Jerrold C. Bocci	2998 Jackson Street	3	Y	I am able to go to Union Square without driving a car.
Alexa Murphy	Sacramento Street	10		I ride the 3 back and forth from my neighborhood several times a week. Most of the time, I'm riding with my infant son and like how it's not crowded. I feel safer. It's too convenient of a bus lie to get rid of.
Tomas Arroyo	2901 Pacific Ave 1516	3		I can commute straight to Montgomery Bart station.
kirsten bishop	2927 washington street	10		
Cody	2927 Washington St.	5		
Greg Long	3326 Jackson St	2		This is a community centered lynch-pin service for the corridor it serves.
Susan Kaplan	2944 Jackson St	1	Y	One of the main reasons we moved here 47 years ago was good public transportation. We are now at the ages of giving up driving or driving less and rely on the number 3 bus!
Joyce R. Farber	2874 Jackson Street	5	Y	I am almost 82 and do not drive and depend on the #3 Jackson. I use it for shopping and appointments and to visit with friends.
Katie Bradford	3328 Jackson Street	2		It is local transportation and makes life easier to be able to get around the city.
Anthony Arrigotti	2208 baker st	4		the hills are steep i live @ backer and jackson there is no direct way downtown without this bus and or out of the neighborhood
Bruce Friedberg	2760 Sacramento Street	2		Seems to be my best option for getting to several destinations I visit in San Francisco
quinn sawyer	2969 jackson	12		As an exective working in the financial district, the 3-Jackson is the most convenient route to the financial district and union square from presidio heights.
Matthew Rhoa	4 presidio terrace	4		I rely on public transportation to reduce greenhouse gasses
Joan Howell	2450 Union Street	1	Y	Because it connects me to the 22 bus which comes to Union Street
Kay Dryden	3398 Washington Street	3	Y	It is the only bus line that connects our neighborhood with Lick Wilmerding and with City College
Mimi Pais Fried	3356 Jackson Street	3		It is ESSENTIAL to save this bus. It is located more conveniently for families and seniors in the neighborhood and it returns from downtown in a much more convenient place, too.

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Daniela Kirshenbaum	2224 Baker Street	5		Other bus lines are too far away and don't go downtown. We need more bus lines and more service, not fewer nor less.
JOHN BARRY	1801 GOUGH ST	7	Y	ACCESSIBILITY !!!!!!
Nora Gibson	7 Presidio Avenue	10		I use it ever day to get to and from work every day. I also use it when it is raining to get my kids to school. The bus is heavily used by students (Town, University High School, SF Ballet Students) to get to and from school, the elderly in Presidio and Pacific Heights to get throughout the neighborhood and get downtown as well as many other people who work downtown. Without the 3 there will be NO public transportation to and from the area.
Erik Anthony Andersen	4352 Mansfield dr	2		A family friend relies on the route to get to work, as she lives in Pacific Heights.
Courtney S. Clarkson	3109 Sacramento St.	1		There is no other way to access public transit for most of Pacific Heights.
Anne Long	3326 Jackson Street	2	Y	
Paul Wermer	2309 California St, 94115	2		Many of my neighbors rely on it for non-commute hour trips If it ran on a reliable schedule, I would use it for both business and personal trips to downtown. It is the most direct service to where I need to go. Unfortunately, usually I can walk from Kearny/Sutter faster than if I wait for the 3. Outside of commute it is unacceptably variable.
Noel W. Kirshenbaum	2518 Gough St.	3	Y	It serves an area that is very hilly and is not served by any other east-west line all the way from California St. to Union St.
Jashlyn Canon Girard	1345 fillmore st #308	5		
Beverly J McCallister	2418 Washington Street	3		Pro - Environment Aging Population Decrease traffic
Marisa Calver Johnson	2401 Fillmore Street	3		I am disabled and have very little extra money for cabs, perhaps 2 per month.... The 3 Jackson is very important to me.
Emlen Ehrlich	2445 Buchanan St,	1	Y	Within 2 blocks of home- way to and from downtown
james lee	2430 fillmore st apt 201	8		
Carol Brownson	2309 California Street	1	Y	It is the bus that goes from where I live to my destination downtown.
Gary Arsham	steiner and Jackson	6	Y	effective, environmentally friendly and efficient way to travel downtown,proposed alternatives are inefficient, croweded

(14)

MER-b (cont'd)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Fran Rubenstein	2120 California St. #6	6		Because it is the only bus that serves pacific and presidio heights without having to transfer 2 or 3 times! Also, I have many senior friends in the neighborhood who depend on the 3 Jackson, so that they won't have to walk several blocks for a bus, which they could NOT manage.
Alisa Jones	3735 Sacramento St	3		I have epilepsy and I don't drive, so the muni is critical for getting to my office. Additionally, as I am a single mother, I am the primary breadwinner, so I *have* to work.
philip ambers	2407 fillmore street	8		Disabled
Garon Cummings	626 Hyde St	15		it is the bus i take daily to and from work as well as take to get food its the bus i use the most
jean kelly	3045 jackson	12	Y	only bus that comes into our neighborhood which takes us to Union Square and the Financial District, we don't want to have to hike up and down the hills of Pacific Heights to ride Muni and be forced to transfer which will double commute time
Lee McGrath/Schweizer	3300 Jackson	2	Y	It is a very convenient and inexpensive for me to get to so many places I wish to go.
Susan Zetzer	2140 Pacific Avenue	6		Closest and easiest from my office to home without changing from one bus line to another.
Nancy Toomey	2667 Sacramento Street	10		I have a small business in the Union Square area. I used to drive to work every day. Now I've taken my car off the road, and save myself over $500 a week by taking the bus. The #3 is all there is going out of my neighborhood. It's totally irresponsible of the city to take away my only option for mass transit to work in the downtown area!!
Mark Zier	2418 Washington St	1		If I worked in the city, I would use the #3 constantly. As it is, I use it regularly for dentist's appointments and other appointments downtown.
Jennifer Hart	3023 Pine St.	7		I ride it every day. I would hate to lose it.
Emerald tan	Jackson st, 94115.	5	Y	As a senior I depend on Jackson-3 to go downtown and to presidio JCC.
Liz Wu	308 Presidio Ave #1	5		Helps me get to and from work in a timely manner as a working mom.
Elton Lin	2315 Divisadero St	5		Lifeline for residents to downtown. Rely on it for my daily commute as well as trips downtown to avoid parking/congestion, etc. It's a great line and a great asset to the community.
Peter Martinez-Fonts	2334 Divisadero St.	5		This is the best way for me to get home from work. I'll often stop along the way, do some shopping and then get back on the next one.
Lisa Victor	2663 Sacramento Street	4		Direct link from my home to downtown!!!
Carol Field	2561 Washington Street	2	Y	It is my neighborhood bus. It stops one block from our house.

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
kelly dwinells	2863 Washington	3		this is the only bus running from downtown over to the north side of pacific heights
Katherine Sakellaropoulos	2667 Sacramento St	4		It is the only direct route to Union Square without walking and having to change buses for only a 2.5 mile trip
Hardik Shah	1940 Franklin St	10		helps me get to work
Marcia Lusk	2310 Steiner Street	2		It connects our neighborhood to downtown and keeps a lot of cars out of Union Square
Ashley Williams	3294 clay st.	5		It is currently the most convenient and accessible bus to get me home from work. I am currently disabled, so it is very important to me.
Leslie Friedman	2565 Washington St. #4	2	Y	it is insane to drive downtown or to Union Sq. Also, the#3 connects to Caltrain
Darren Prock	3294 Clay St. #6	5		
Peter Gilmore	308 Presidio Ave	3		I ride the 3 regularly because the route is close to work and home. Also, the alternative lines (1 and 2) are always over-crowded.
Ming	Bush and Gough	10		I ride Bus #3 everyday to work, it will have a severe impact on my commute if #3 is not running
Jan McClave	2690 Jackson St.	10		I work right in front of the stop and I live downtown. I work at Sterne School. Many of our students use the bus daily.
Glenn Savage	2525 Sacramento	5		Only direct way to down town without walking 7 blocks or transferring
Cornelia Powers	575 Spruce Street	2		I use it to get to work some days and like using it from downtown as it is much less overwhelming then the California bus where I often cannot sit down. Also I work at a school at Divisidero and Washington and I encourage the students to use buses all the time, so I hate to see any cut.
Marti Medina	2901 Pacific Avenue	3	Y	I work at the Hotel Drisco. As the only bus that stops within 2 blocks of the hotel, I need it as do MANY of our hotel guests
lynne newhouse segal	2100 pacific ave.	1	Y	It is one of the few routes that can help people in our neighborhood avoid climbing steep hills, and encourage more walking and use of public transportation, and reduce car trips.
Talha Khopekar	954 Geary St.	5		I take it to my office in the presidio everyday from downtown
Daniella Oana	2872 Jackson St	6		It's the most convenient route to downtown from Pacific Heights. Removing it would signficantly impact my quality of life and add a lot of transit time to my trips downtown.
G Sisson	2400 Buchanan St, Apt 104	2		
Elizabeth Carr	1851 31st Ave	5		I need it to get to/from work.
Aimee Rancer	2901 Washington Street	20		It is right next to my house and is a lifeline in Pacific Heights

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
MARIA BRICIO	2300 Webster St. #100	1	Y	Very convenient to go downtown, it is imposible and expensive to found public parking.
Rob Conners	2901 Washington St.	4		This is the only bus that goes from Pacific Heights to downtown. I would be forced to walk 6 full blocks to the 2-Clement.
George Smith	3425 Jackson Street	4	Y	Parking has become much more difficult downtown. As a retired person, I need the Jackson-3 to do my business downtown.
Donald Piombo	3048 Jackson St	5		The 3 Jackson is the only bus line through Pacific Heights. Eliminating this line means walking 4 blocks to the 1 California. Or 4 blocks the north to Union St. 8 block with no bus coverage doesn't make sense to this native city dweller.
Marti Sullivan	2822 Clay Street	3		It is a direct line to Union Square and Market Street that is two blocks from my house, and I have been using it for 30 years!! Please don't eliminate this line.
BRUCE R STURZL	1853 Webster #2	20	Y	I am so happy that I can get to downtown directly via Fillmore Street. It would make my life even more difficult to lose this option. I'm very dependent upon this particular bus line as I have mobility issues.
David Tavernas	2126 Pine Street #3	3		It is the easiest way for me to get downtown.
Zoe Semone	307 Anza Street	5		It gets me where I need to go in a timely manner and is much less chaotic than many of the other buses.
Vernon Wharff	2585 Clay Street Apt. 5	2		We need more bus routes in SF!
Mathilde Goldschmidt	2364 Pacific Ave APT 4	10		It's one of the only methods for us to get downtown.
Camilla Field	2123 Pierce Street	1		We are moving into that neighborhood and have children who will rely on public transportation. The grown-ups too!
Lucia Matzger	750 Presidio Ave., #201	6	Y	Bus # 3 takes me to a part of Fillmore street and Webster medical building directly from my home.
Alicia Kenworthy	322 Presidio Ave. Apt 4	5		Beautiful views, direct stop home, comfortable, late night service from downtown... just lovely!
Vivian Zaloom	3320 Washington St	6	Y	The Jackson 3 is easy access for me as it is increasingly becoming more and more difficult to walk up Presidio from California. I find the easy access to upper Fillmore very convenient.
Rachel Levy	1960 Pierce St #2	14		This is my primary method of transit from home to downtown and work.
Camilla M Smith	3425 Jackson Street	2	Y	Jackson 3 is the only bus that comes close to my home.
Hidemi Williges	520 Jones Street apt 708	10		very good community line
Patience Porter	2919 Pacific Ave.	1	Y	Public transit systems are about serving the public and not entirely about making money.

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
PATRICIA SNYDER	2040 SUTTER ST #403	3	Y	ALL PUBLIC TRANSPORTATION IS IMPORTANT TO ME. THE MORE WE HAVE TO OFFER THE FEWER CARS NEEDED. BIKERS NEED THEM TOO.
Elizabeth Rodoni	145 Laurel St.	3		my kids and I ride it to their school.
Martha Melendez	2202 Divisadero St., #1	5		Best and and most reliable way to work and back.
Bill Rodoni	145 Laurel Street # 14	5		I ride it regularly to get to and from meetings required by my job. It is nice to have a bus go through the neighborhood and one day I intend to have my kids use it to get to and from their school.
Elizabeth Vobach	2140 Bush #5	6		
didi and dix boring	2519 broadway	1	Y	iT IS THE NEAREST TO MY HOME. WE BELIEVE IN USING PUBLIC TRANSPORT WHENEVER POSSIBLE, PARKING IS BRUTAL.
Roxana	3301 Clay Street	14		It's my only route to downtown and back from work. The 1 is always slow and doesn't go to the same places.
Christiane de Bord	2509 Scott st	2	Y	Because it is the only way for me and my family to get downtoun
william kelly	3045 jackson #102	8	Y	no other bus from california to union. what will i do without it?
maureen jensen	2815 vallejo street	1	Y	It is faster and more convenient than the 45
Amanda MacLeod	2525 Fillmore St #2	16		The #3 bus line is a critical part of my safety, daily commute, and factor in the location I chose for my home. The bus picks up and drops off right at my corner, enabling me to take this even after dark and be able to safely walk to my home from the bus stop. Other bus lines will not give me this type of proximity to my home and I will be forced to use taxis. With the frequency (and seemingly increase) in amount of attacks against young women in San Francisco over the past two years, I would not take another bus line at night as it would require me to walk many blocks by myself and it is not worth the risk. I ride this bus at least twice a day, seven days a week and there are always people on it in both directions at all times of day. PLEASE DO NOT TERMINATE THIS BUS LINE. Thank you for your support of public transportation for our neighborhood to downtown.
L Calhoun	2522 Broadway Street	3		
Will Parish	3461 pacific	1		it connects me to downtown conveniently and is a shorter walk than to Laurel and CA.
Steven T. Kuhn	2900 Pierce St.	10	Y	It's the only bus on Jackson Street, where I have close friends

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Pamela MacLeod	2525 Filmore St.	5		This route allows my daughter a safe ride home after work. She works until 8-9 p.m. If this route is eliminated, she will either have to walk 6 blocks to another route or take a cab. It will not be safe for her to walk alone at that time of night, hence the extra cost of a cab which she can ill afford in the SF economy.
Linda Frandsen	2200 Pacific Avenue	1		There's no other line that connects Pacific Heights to the downtown area. Eliminating this bus means people have to take a number of different buses.
Linda Frandsen	2200 Pacific Avenue, SF	12		This is the only line that takes people from Pacific Heights to the downtown area. Eliminating it would mean having to take 2 buses which adds TREMENDOUSLY to commutes.
Nancy Adler	2750 Broadway St.	1	Y	It provides an important link between our neighborhood and downtown.
carol g costigan	2650 pacific Ave.	2	Y	neighborhood needs it!!!!
Connie Price	2999 Pacific Avenue	2	Y	it comes right down the street from us.
Eileen Sullivan	2060 Sutter Street	3	Y	It takes me to the point I want to go to...it stops only a block from me
jennofer overstreet	2574 Broadway st.	2		The Jackson 3 is an invaluable resource for my kids, who are not yet old enough to drive but who are absolutely old enough to move around the city on no-transfer Muni routes, to get downtown by themselves, to meet us, to shop, etc. Getting rid of it would really change things for them - and for us.
Benjamin Horne	2186 Bush Street	4		This is the only bus that goes from Pacific Heights to Union Square where many of us WORK, shop, dine and spend leisure time. This is the nicest bus to ride, they are relatively clean and it is a pleasant ride. The #2 buses are smaller and not in good condition. Don't punish the citizen's services because of rising pension and health care costs for City workers.
Betsey Kuhn	2900 Pierce St.	2	Y	It helps me get around and visit my friends and family.
Tony Price	2999 Pacific Ave	2	Y	We have to have a public transit option that would not be available if residents have to walk the hills of Pacific Heights.
Erica Byrne	Fillmore	1		The #3 is known as "the bus to nowhere". It duplicates other routes, impedes buses on duplicate routes, and ends up at Presidio and California, an intersection better served by at least two other bus routes. Money wasted on this route could be better spent on many more-pressing needs at MUNI. And why is it named "Jackson"? It spends almost all of its time on Sutter and Fillmore.
Bethany Gaethe	2145 Scott Street	1		Because it picks me up right from my office and brings me straight home. Please don't get rid of this bus!!!!

MER-b (cont'd)

(14)

Name	Street address:	times / wk	Over 65	Why is Jackson-3 Important to you?
Kevin Brown	2145 Scott St.	5		Living up at the top of the hill, taking the 2 everyday would be a major inconvenience. Also, putting everyone from the 3 on the 2 is going to overcrowd it, especially given that Muni's method of "increasing efficiency" is to drive past a bus stop and not stop when the bus is running behind schedule.
Tess Michiko	2957 Washington St	10		

MER-b (cont'd)

Copies of Signed Hardcopy Petitions are Attached Below

The comment letters in this attachment were submitted separately and, to the extent that any of these comments relate to environmental impacts, the issues and concerns are addressed in the relevant sections of the Responses to Comments document.

(15)

Attachment #3: LETTERS in SUPPORT of #3-JACKSON

MER-b

We have attached copies of letters we received from the following nine organizations and noted that this document has been co-signed by PHRA. The letters detail the importance of saving the #3-Jackson from their perspective:

Schools

- SF University High School
- Stern School (5th thru 8th)
- The Bay School (high school)
- SF Waldorf School (kindergarten thru 8th)

Other Organizations

- Presidio Heights Association of Neighbors (PHAN)
- Pacific Heights Residents Association (PHAR – co-signed this letter)
- Hotel Drisco
- Jackson Court
- Laurel Inn
- Calvary Presbyterian Church

Kline, Heidi **O-CHRC**

Subject: FW: 3 Jackson bus line

From: Plymale, Scott, LCSW, Ph.D. [mailto:PlymalS@sutterhealth.org]
Sent: Tuesday, September 17, 2013 9:12 AM
To: Jones, Sarah; Jones, Sarah
Subject: 3 Jackson bus line

MER-b

Dear Ms. Jones,

(1) I am writing in response to the proposed termination of the number 3 bus line and wanted to voice my opposition. As the executive director for the Community Health Resource Center, the number 3 bus provides access to services at our offices to hundreds of people annually. Our center offers much needed counseling and healthcare services to individuals who rely on public transit, notably the number 3 muni bus line.

I hope you will take this note into consideration when making your decision. Please feel free to write or call if you have questions regarding this request.

Thank you,

Scott Plymale LCSW, PhD
Executive Director
Community Health Resource Center
2100 Webster Street, Suite 100
Ph: (415) 923-3167
plymals@sutterhealth.org

COMMUNITY HEALTH RESOURCE CENTER - EST 1986 Part of your Bay Area wellness team www.chrcsf.org

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O-CPC

CALVARY PRESBYTERIAN CHURCH

RECEIVED
AUG 23 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

August 21, 2013

Sarah B. Jones
Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3 Jackson

Calvary Presbyterian Church, located at the corner of Fillmore and Jackson, is a 1000-member organization serving Pacific Heights, greater San Francisco and the Bay Area.

MER-b

(1) We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3 Jackson MUNI line. This is the key bus line in our community, connecting us with our members located along the entire bus line. Many of our members are elderly and rely heavily on the #3 to bring them to and from church, not only for Sunday worship, but also for senior programs throughout the week. Families also utilize this bus line during the week to attend pre-school and playgroups.

(2) Because our area is extremely hilly, it will be difficult for our members and visitors to walk to the proposed alternate bus line, the #2 Clement, on Sutter Street. The option of taking the #22 Fillmore or the #24 Divisadero are not convenient for many, significantly increasing the length of their trip and possibly cause safety issues for the young and elderly.

PD-3

(3) We feel the proposed elimination of service will have a negative impact to the environment, given that many members and visitors will choose to drive instead of using MUNI. This will, in turn, increase local traffic and parking congestion.

TR-3

(4) It is our belief that the proposed elimination of the #3 Jackson, when coupled with the expansion of service on the #2, #22 and #24 lines, will have a minor impact on MUNI's budget. However, eliminating the #3 will have a very significant impact on a thriving community that relies on Calvary Presbyterian Church.

MER-b

Sincerely,

John Weems

Rev. John Weems
Pastor & Head of Staff

cc: Supervisor Mark Ferrell
SAVE #3 Jackson

2515 Fillmore Street
San Francisco, CA 94115
Phone: 415.346.3832
Fax: 415.346.1436
www.calvarypresbyterian.org

Kline, Heidi

O-CTRIP2

Subject: FW: DEIR Comments - TEP
Attachments: TRIP TEP DEIR comments 091713.pdf; ATT00001.htm

From: "Wilbert Din" <wil_din@yahoo.com>
To: "Jones, Sarah" <sarah.b.jones@sfgov.org>
Cc: "hlouie@farmersagent.com" <hlouie@farmersagent.com>
Subject: DEIR Comments - TEP

Dear Ms Jones,

Please accept our comments related to the TEP DEIR.

Thanks,
Wil Din

Chinatown TRIP 華埠交通改善會

Transportation Research and Improvement Project

Sarah B. Jones, Environmental Review Officer
City and County of San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: Comments on 2011.0558E Transit Effectiveness Project (TEP) Draft Environmental Impact Report (DEIR)

Dear Ms. Jones:

On behalf of the Chinatown Transportation Research and Improvement Project (TRIP), a 37 year transportation advocacy group representing the Chinatown neighborhood, we provide the following comments on the Draft Environmental Impact Report (DEIR) for the proposed Transit Effectiveness Project (TEP) and referred to as the "proposed project".

(1) TRIP has closely followed the development and proposals in the TEP and hopes it will provide the safest, most efficient model as the SFMTA moves to improve its transit system. However we are disappointed that the DEIR does not fully address how the population in Chinatown and the Tenderloin are nearly fully dependent on the existing bus network to meet its mobility needs, and how the DEIR provides little or no mitigation with its proposed elimination of specific lines serving these communities. EP-1

(2) TEP and CEQA GEN-1

The California Environmental Quality Act (CEQA) requires that the environmental impacts of a project be analyzed and that all reasonably feasible mitigation be implemented.

The local impacts of the proposed project are broad-ranging, as the transit changes recommended influence the flow of people throughout San Francisco. Changes to the transportation networks in Chinatown and the Tenderloin are extremely relevant to its residents, as (1) ridership through Chinatown is considered among the highest in the city both mid-day and rush hour; (2) per capita income is lower than median; and (3) auto ownership is lower than median. Residents in these neighborhoods are more fully reliant on bus and rail for their mobility; to compromise frequency of service on some of the lines as proposed would greatly impact the livelihood of these residents.

TRIP identifies the following proposals for which we propose no change to the existing level of service:

(3) **8X – Bayshore Express** MER-b

TRIP is opposed to the elimination of the 8X and 8BX route north of Broadway (TEP DEIR, Appendix A).

The proposed project would eliminate service north of Broadway.

- This would prevent upper Stockton and upper Broadway residents and merchants from accessing the 8X.
- The Northern Waterfront includes 3 major low-income and senior housing complexes at Wharf Plaza, 227 Bay, and North Beach Place.
- This would result in an economic impact on small businesses.
- Chinatown would lose a direct connection to Francisco Middle School, Tel Hi Community Center, North Beach Library, Safeway and other services and institutions.
- Retail and service jobs driven by the tourist industry at Fisherman's Wharf would be harder to access by Chinatown residents and by the rest of the City.

(4)
- Reduced transit access will force more of the population accessing areas in northern Chinatown, North Beach, and Fisherman's Wharf into cars, increasing cumulative traffic impacts on surrounding neighborhoods. TR-3
- We encourage a re-examination of whether this change will create a significant impact. What is the ridership that is currently getting off the bus above Broadway? Will they be driving as an alternative?
- This proposal should be revoked in order to fully prevent environmental impacts.

(5) **TTRP.30_1 – Expanded Alternative Variant 1** MER-b

TRIP supports Expanded Alternative Variant 1. We are opposed to Variant 2 due to the proposed elimination of parking on this section of Stockton Street. Variant 1 enables the proposed project to achieve its goal of widening traffic lanes to expedite transit while maintaining parking.

The proposed project would provide improvements for the 8X Bayshore Express, 30 Stockton, and 45 Union-Stockton. (TEP DEIR p. 2-158)

30-Stockton

TRIP is opposed to the addition of a new northbound stop at the northeast corner of Stockton and Washington and instead supports a new northbound stop between Washington and Clay (TEP DEIR, pg 2-160).

(6)
- Washington is a major escape route for motorists exiting Chinatown, particularly for those leaving Portsmouth Square Garage. The proposed location of a new stop at the northeast corner of Stockton and Washington will impede right turn traffic and cause increased congestion within the dense core of the neighborhood. TR-6

(7)
- Increased congestion along Washington will result in a higher risk of pedestrian TR-7

(8)
injuries as well as expose the neighborhood to greater cumulative traffic impacts. TR-13
- Environmental impacts will be exacerbated throughout construction of the Central Subway station, which will require closure of Washington St (west of Stockton).

(9) **10-Sansome, 12-Folsom**
TRIP is opposed to the elimination of the 12-Folsom line and the resulting midday headway increase.

MER-b

(10) The proposed project would eliminate the 12-Folsom, a core transit line for Chinatown, and replace this lost service by increasing frequency of the 10-Sansome to 6 minutes during peak periods and 12 minutes mid-day (TEP DEIR, p. 2-74).

TR-5

- The current headway of the 10 and 12 lines combined is 10 minutes. The proposed 12 minute headway is a service cut.
- Headways must be maintained or improved both during peak and non-peak hours.
- The 12-Folsom is currently operating at a utilization rate above 70% during peak periods with a ridership well over 100 during AM and PM peak periods.
- The 12-Folsom is critical connection for Northern Chinatown residents traveling to the Mission neighborhood.

(11)
- Elimination of this line will force riders into cars increasing cumulative traffic impacts, which the DEIR has determined to be less than significant and proposes no mitigations.

TR-3

(12) *TRIP opposes the 10-Sansome alignment change, directing it down Sansome southbound and no longer along Battery.*

MER-b

- This change would result in the elimination of the two southbound stops nearest Broadway Family Apartments, an affordable housing building with low-income, transit-dependent riders, and Broadway-Sansome, the future site of a similar affordable housing building.
- The next nearest existing stop to these sites would be at Montgomery and Broadway, two blocks away and up an 8% gradient hill, posing ADA access challenges.
- Another stop must be added at the corner of Sansome and Broadway to ensure these low-income, transit-dependent riders remain adequately served by this bus line.

(13) **19-Polk**
TRIP is opposed to the alignment changes as proposed.

MER-b

The 19-Polk is a major line for west Tenderloin residents. This line travels the core of the neighborhood and brings residents to San Francisco General Hospital. Additionally, the 19-Polk is the only line that services the Little Saigon commercial corridor on Larkin. The proposed alignment change will eliminate service for the Tenderloin (TEP DEIR, p. 2-79). The Tenderloin is home to many low-income, transit-dependent residents and service agencies supporting the poor.

- The alignment change creates challenges to seniors, the disabled, and other populations in need who require access to San Francisco General Hospital.

(13) ▪ The alignment change will impact the economic success of small businesses in Little Saigon. MER-b (cont'd)

(14) ▪ The alignment change will make it more difficult for transit riders to gain access to Little Saigon and push visitors into cars, which will increase cumulative traffic impacts. TR-3

(15) **27-Folsom** MER-b

TRIP is opposed to the alignment change as proposed.

The 27-Folsom is a major line for east Tenderloin residents visiting SF General Hospital. The current alignment stops two blocks from the hospital.

- The alignment change will result in the line being ½ mile from SF General, impeding Tenderloin residents' access.
- We also question the proposed route continuation on Leavenworth north of Jackson to Vallejo Street and request more information on the impacts and to surrounding residents and justification for the alignment change.

With respect to the proposed changes to the existing transit system, we ask that these changes do not decrease current service levels in the Chinatown and Tenderloin neighborhoods. Lives are built around the existing transportation infrastructure in these two high-density neighborhoods -- the highest in the city -- and decreasing service in any way will greatly impact thousands of residents. The hardships related to having lived in a transit-centered household, and possibly losing access to bus lines around which livelihoods have been created, would bring long-lasting negative impacts on these San Francisco communities.

Thank you for considering our comments,

Wil Din
Co-chair

Harvey Louie
Co-chair

From: Jones, Sarah
Sent: Wednesday, September 11, 2013 9:27 AM
To: Dwyer, Debra
Subject: FW: Glen Park Association Comments on TEP Draft EIR
Attachments: GPA-TEP DEIR Comments 9-11-13.docx

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Michael Rice [mailto:mrice100@sbcglobal.net]
Sent: Tuesday, September 10, 2013 8:30 PM
To: Jones, Sarah
Cc: Wiener, Scott; Power, Andres; Ben-Pazi, Amnon; Greenaway, David
Subject: Glen Park Association Comments on TEP Draft EIR

Ms. Jones:

Please see the attached letter from the Glen Park Association board of directors submitting comments on the Transit Effectiveness Project Draft EIR, 2011.0558E.

Thank you for your attention to these comments.

Michael Rice
President, Glen Park Association

September 11, 2013

Ms. Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street
San Francisco, CA 94103

Comments on Transit Effectiveness Project Draft EIR – 2011.0558E

Dear Ms. Jones:

The Glen Park Association board of directors hereby submits comments on the Transit Effectiveness Project Draft EIR.

(1) The Glen Park neighborhood's thriving commercial area, centered in the Chenery Street-Diamond Street-Bosworth Street blocks, is well-served by transit. The Glen Park BART station provides major downtown, SFO, and other regional connections. The J-Church Muni Metro line serves nearby neighborhoods, and the Market Street corridor. The 23-Monterey, 36-Teresita, 44-O'Shaughnessy, and 52-Excelsior bus routes link Glen Park to many neighborhoods, the rest of the Muni network, and brings riders to and from BART service. TR-1

The Transit Effectiveness Project Draft EIR (TEP DEIR), as part of a TEP goal to "connect customers to key destinations," describes a proposed service change in the 35-Eureka bus line. The 35-Eureka would be re-routed to serve Glen Park BART directly via Diamond Heights Boulevard and Diamond Street. The route from Castro-Market currently runs to Bemis Street and Addison Street, about five blocks from the BART Station (TEP DEIR, p. 2-89). This would close a gap in direct transit service between

(1) Castro-Market, parts of Noe Valley, and Glen Park BART. The TEP also would increase 35-Eureka mid-day schedules from twice an hour to three times an hour. TR-1 (cont'd)

(2) The Glen Park Association board of directors met on August 14, 2013 and reviewed this proposal. The board very much supports a direct bus route between Castro-Market and Glen Park BART. We did identify the following questions about proposed 35-Eureka service that must be addressed in the Final EIR: MER-a

(3) 1. The proposed route would use Wilder Street, Arlington Street and Bosworth Street as the loop in Glen Park. Given existing traffic conditions in Glen Park, a bus making a left-turn from Diamond to Wilder would potentially add to current peak-hour congestion at the Diamond-Bosworth intersection a short distance to the south. How would this affect intersection operations at Diamond Street intersections with Chenery and Bosworth? TR-6
2. Large delivery trucks serving Glen Park businesses, as a practical matter, often double-park Wilder Street for various periods. How would a bus route on Wilder operate with those conditions?

(4) 3. What would be the noise effects on residents of Wilder Street of bus operations? NO-1
4. Would the 35 line terminate in Glen Park? Would the bus occupy curb/parking space, with potential noise impacts? The route should loop in close to the Glen Park BART station and continue back to Castro-Market. That is, the bus should not stop and idle between runs.

(5) 5. What would be the traffic, noise, displacement of parking, and other effects of the "Potential 35 Eureka Service Variant" using Diamond, Bosworth, Brompton and Chenery Streets? TR-6 NO-1

(6) 6. The Final EIR should evaluate alternative loops, such as extending the 35 line to Mission-Silver, to avoid use of Wilder or stopping and idling at Glen Park BART. MER-c

(7) 7. Would route changes result in loss of curb parking to accommodate bus circulation? TR-11

(8) 8. The TEP EIR states that the 35-Eureka is "recommended for van service, but the timeline for van procurement is uncertain." The DEIR does not appear to discuss van service or timelines further. What is possible timeline for such conversion? PD-2

(9) Would the van service accommodate ridership projections? Would such vehicles have different impacts on traffic and noise conditions? EP-4

(10) 9. Would the route changes unduly affect transit access to riders on the current route? TR-8

(11) We also note that the Planning Department and SFMTA have been working for some time on design and implementation of circulation improvements called for in the adopted *Glen Park Community Plan*, particularly at the Diamond-Bosworth intersection serving all the current bus routes in Glen Park, and the BART station. The Final EIR should confirm that 35-Eureka service and, for that matter, the TEP as a whole is compatible with those plans. PP-1

(12) Again, bringing the 35-Eureka line to the BART station is a desirable improvement in service to and from Glen Park. However, the specific details of the new route must be evaluated further in the Final EIR. EP-4

The Glen Park community looks forward to engagement with SFMTA to refine the 35-Eureka route changes.

Sincerely,

/S/

Michael Rice
President, Glen Park Association

C:

Ric Lopez, Glen Park Merchants Association
Betsy Eddy, Diamond Heights Community Association
Sup. Scott Wiener, District 8
Amnon Ben-Pazi, Planning Department
David Greenaway, SFMTA

Subject: FW: Comments on Transit Effectiveness Project Draft EIR -2011.0558E
Attachments: tep.doc; GPA-TEP_DEIR_Comments_9-11-13.docx

From: modernpast@aol.com [mailto:modernpast@aol.com]
Sent: Tuesday, September 17, 2013 2:25 PM
To: Jones, Sarah
Cc: zoel@perchsf.com; mdalere@yahoo.com; mrice100@sbcglobal.net
Subject: Comments on Transit Effectiveness Project Draft EIR -2011.0558E

(LETTERS ATTACHED)

September 17, 2013

Ms. Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street
San Francisco, CA 94103

Comments on Transit Effectiveness Project Draft EIR – 2011.0558E

Dear Ms. Jones:

The GLEN PARK MERCHANTS ASSOCIATION board of directors would like to support the letter sent by the Glen Park Association board. See attachment.
We also hope you will plan the route of the 35 Eureka so it does not go down Wilder Street, safety being paramount, and the effect on traffic in the heavily pedestrian use corners.

Much appreciated,

Ric Lopez
President, GPMA

Zoel Fages
Vice President, GPMA

GLEN PARK MERCHANTS ASSOCIATION

September 17, 2013

Ms. Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street
San Francisco, CA 94103

Comments on Transit Effectiveness Project Draft EIR – 2011.0558E

Dear Ms. Jones:

(1) The GLEN PARK MERCHANTS ASSOCIATION board of directors would like to support the letter sent by the Glen Park Association board. See attachment. MER-a

(2) We also hope you will plan the route of the 35 Eureka so it does not go down Wilder Street, safety being paramount, and the effect on traffic in the heavily pedestrian use corners. TR-7

Much appreciated,

Ric Lopez
President, GPMA

Zoel Fages
Vice President, GPMA

2912 Diamond St., #296
San Francisco, CA 94131-3208
www.gpmasf.com

September 11, 2013

Ms. Sarah Jones
Environmental Review Officer
Planning Department
1650 Mission Street
San Francisco, CA 94103

Comments on Transit Effectiveness Project Draft EIR – 2011.0558E

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TR-1

The Transit Effectiveness Project Draft EIR (TEP DEIR), as part of a TEP goal to "connect customers to key destinations," describes a proposed service change in the 35-Eureka bus line. The 35-Eureka would be re-routed to serve Glen Park BART directly via Diamond Heights Boulevard and Diamond Street. The route from Castro-Market currently runs to Bemis Street and Addison Street, about five blocks from the BART Station (TEP DEIR, p. 2-89). This would close a gap in direct transit service between

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6. The Final EIR should evaluate alternative loops, such as extending the 35 line to Mission-Silver, to avoid use of Wilder or stopping and idling at Glen Park BART. MER-c
7. Would route changes result in loss of curb parking to accommodate bus circulation? TR-11
8. The TEP EIR states that the 35-Eureka is "recommended for van service, but the timeline for van procurement is uncertain." The DEIR does not appear to discuss van service or timelines further. What is possible timeline for such conversion? PD-2
   Would the van service accommodate ridership projections? Would such vehicles have different impacts on traffic and noise conditions? EP-4
9. Would the route changes unduly affect transit access to riders on the current route? TR-8

We also note that the Planning Department and SFMTA have been working for some time on design and implementation of circulation improvements called for in the adopted *Glen Park Community Plan*, particularly at the Diamond-Bosworth intersection serving all the current bus routes in Glen Park, and the BART station. The Final EIR should confirm that 35-Eureka service and, for that matter, the TEP as a whole is compatible with those plans. PP-1

Again, bringing the 35-Eureka line to the BART station is a desirable improvement in service to and from Glen Park. However, the specific details of the new route must be evaluated further in the Final EIR. EP-4

The Glen Park community looks forward to engagement with SFMTA to refine the 35-Eureka route changes.

Sincerely,

/S/

Michael Rice
President, Glen Park Association

C:

Ric Lopez, Glen Park Merchants Association
Betsy Eddy, Diamond Heights Community Association
Sup. Scott Wiener, District 8
Amnon Ben-Pazi, Planning Department
David Greenaway, SFMTA

Kline, Heidi **O-HVNA**

From: jason henderson <jhenders@sbcglobal.net>
Sent: Tuesday, September 10, 2013 9:43 PM
To: Dwyer, Debra; Kline, Heidi; Jones, Sarah
Subject: Comments on Draft EIR for TEP
Attachments: 2013 TEP EIR HVNA Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Sara, Debra, Heidi,

attached are my comments on the Draft EIR for the TEP. Overall I enjoyed learning about the impacts. Thanks for the work on the document.
-jh

--
Jason Henderson
San Francisco, CA
94102

The HAYES VALLEY Neighborhood Association | HVNA

September 10, 2013

Sarah Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street Suit 400
Sarah.b.jones@sfgov.org

Re: Comments on the *Transit Effectiveness Project Draft Environmental Impact Report Volume 1 - Chapters 1 to 7*

Dear Mrs. Jones,

As chair of the Hayes Valley Neighborhood Association's Transportation and Planning Committee I am writing to comment on the adequacy of TEP *Draft EIR* circulated in July 2013.

(1) Please forward this letter to the San Francisco Planning Commission as they deliberate. Although continued privileging of intersection LOS to analyze transit improvements is misguided, the document itself is adequate.

EP-2

The EIR includes detailed analysis of a range of alternatives to improve Muni, from a weak, diluted "moderate" scenario to a bolder "expanded" scenario. When finally certifying the EIR the Planning Commission would not be endorsing one scenario or the other, nor any specific route modifications or service changes, but would be simply certifying that the analysis itself was adequate. The Draft EIR should be quickly vetted and then certified so that implementation of the eight travel time reductions proposals (TTRP) can begin. Although the TEP is itself not perfect, there are many environmentally, socially, and economically beneficial aspects of the TEP – such as the eight TTRP corridors – that should be implemented.

What follows are some comments and suggestions about the EIR and its findings.

(2) ***The TEP Expanded Option is the Superior Option***

MER-a

In preparing the EIR, planners considered a range of alternatives to improve transit, from a weak, diluted "moderate" scenario to a bolder "expanded" scenario. The EIR shows that implementing the "Expanded" scenarios is the best option. The expanded scenario provides faster, more reliable service and will attract more ridership – which is good for the **environment**.

The Expanded scenarios give Muni priority over automobiles on public streets in the TTRP corridors. Buses and trains would have higher frequency and better reliability. This attracts more ridership, enabling San Franciscans to reduce driving. Reducing driving will in turn reduce greenhouse gas emissions and fossil fuel dependency while accommodating some of the new growth approved by the planning commission.

The Expanded scenarios in the TEP are also more equitable. More service and reliability touches every corner of San Francisco and will improve the daily lives of hundreds of

(2) thousands of people. The expanded options best address traditionally underserved parts of the city such as the Western Addition and the Excelsior, making significant enhancements to the 5-Fulton, 8x Bayshore, 14 Mission and 22 Fillmore routes. MER-a (cont'd)

The Expanded TEP is best for pedestrians. It slows traffic, increases pedestrian visibility and makes it safer to cross streets at intersections and transit stops. It includes more pedestrian bulbs, pedestrian refuge islands, and traffic calming to make it safer to walk. The expanded TEP is not just transit first. It's "pedestrian first." That, too, is good for the environment.

However there are some key concerns that the EIR exposes and that need to be addressed going forward.

(3) ***The TEP is not enough to accommodate future growth in the city.*** TR-12

As certification is deliberated we urge the Planning Commission to review the "Capacity Utilization Standard" discussion and tables in the EIR. There are some very interesting numbers to consider in Tables 12, 14, and 21, and discussion in chapters 4.2-8, 4.2-28 and Chapter 6. The EIR's capacity utilization data shows us that better transit reliability and reduced travel times attracts more passengers, bringing more crowding. It shows that giving transit priority on key streets increases ridership. But without new capacity, the TEP improvements result in jam-packed buses. For example the analysis of capacity shows the Fulton/Hayes corridor (5 Fulton and 21 Hayes), despite improvements to service and reliability, as having major crowding in the future as new housing comes to the Market and Octavia plan area.

Recently MTC/ABAG adopted Plan Bay Area to accommodate 2 million people and a million more jobs by 2040. While the plan has merit, it's deficient on transit provision. The draft EIR confirms this. Muni is not prepared to handle San Francisco's share of regional growth – 70,000 new homes and 161,000 new jobs.

Moreover, for over a decade the Planning Commission has approved multiple area plans that accommodate new residents and jobs in the city. These plans were promoted to the public with promises of new transit capacity to absorb future ridership. That has not been the case and the TEP would bring at most a 10% expansion of capacity, which is only enough to meet current demand and not future demand. Even if the TEP's expanded alternative is fully implemented, this growth will overwhelm Muni.

Because SFMTA cannot identify future revenue to expand capacity, the EIR states that crowding is "significant and unavoidable" (see pages 4.2-276 and 6-42). SFMTA and Planning cannot suggest increases in capacity for mitigation of crowding because the agencies cannot commit with certainty to a future source of funding. The only hint of addressing funding is in the statement that the finding regarding crowding "does not preclude the SFMTA seeking reimbursement from developers in the future." This implies an impact fee approach is being considered.

The development impact fees collected in the area plans, such as Market and Octavia, are inadequate, and no other funding sources are identified in the EIR or by the city. The SFMTA needs $5 billion in the next few decades just to maintain the existing system. To expand capacity will require billions more. There needs to be a serious discussion of implementing congestion pricing, higher vehicle license fees, parking taxes, and annual tax assessments on property in the city. Moreover the political leadership must be more aggressive in getting a fair share from the

(3) MTC and Caltrans. Impact fees are inadequate and fare increases are inequitable. Relying on a proposed General Obligation Bond is also inadequate. TR-12 (cont'd)

(4) Additionally, a mitigation not considered in the EIR is to require that, unless funding is found to provide capacity, no development can proceed. A development moratorium should have been considered as mitigation in the EIR. A scenario limiting population and employment growth may show that the TEP itself will not have as much of a "significant unavoidable impact" on transit capacity. It was not. TR-14

(5) ***Bicycle planning and transit planning are somewhat disjointed.*** MER-c

Like transit, bicycling is a key to meeting the city's environmental goal of reducing driving. In some cases, such as on the 5-Fulton on McAllister, the EIR shows that transit and bicycling might blend well. In other cases, like Church near Market Street, the EIR shows that the TEP might unavoidably squeeze bicyclists. But this is avoidable and cyclists deserve safe access to the same retail corridors where there is transit service. Rather than put the squeeze on bicyclists, the EIR should mitigate by allocating more space to bicycles AND transit and do this by taking away space from cars. However this option seems to be ignored because of how the Planning Department evaluates streets using intersection LOS (see below).

(6) ***SF Planning Department's EIR analysis continues to pander to cars.*** TR-2

Despite the city's transit first policy, the San Francisco Planning Department, which oversees most environmental studies in the city, remains stuck in a 1950's highway engineering mentality. When analyzing streets the department considers a few seconds delay to automobiles as bad for the environment even if massive transit and bicycle improvements occur. This is an absurdity leading to embarrassing conclusions such as the notion that doing nothing is better for the environment – which is actually the conclusion of this EIR. The No project alternative is considered "environmentally superior" because it does not impact traffic. The way the city analyzes streets, using intersection LOS, streets dampens possibilities and discourages thinking of ways to accommodate transit AND bicycles on the same streets. This EIR should remind the Planning Commission and other decision makers that it is time to dispense with using intersection LOS in our environmental review process and to use metrics that show how reducing the convenience of driving is good for the environment because it improves walking, biking, and public transit movements.

(7) ***If we do not find the money, the TEP can be used shamefully.*** MER-g

The TEP – especially the expanded TTRP corridors – is a progressive plan for transit. It offers a practical, modest approach to re-allocating street space and making Muni more reliable and enjoyable. But without confronting inadequate funding, it can also be used for darker purposes. For example in 2010, at the height of a ruthless fiscal austerity discourse that swept the nation, the early TEP data informed cuts to Muni service – not improvements. While many cuts were eventually restored, it showed a cynical use of the TEP. Similarly the TEP may be used to justify reallocating service from lower to higher-ridership routes. The plethora of ridership data and numbers about capacity utilization standards can be used to rationalize the system and cut service.

(7) If we are to truly reach a 30% mode share for transit in San Francisco we need to preserve service, not cut it. A true transit first policy would not only enhance the trunk lines, but also expand capacity into the hill districts and into evenings and weekends. Adding 70,000 new homes and 161,000 new jobs to San Francisco means the city needs to expand service on routes that may appear under-used today.

MER-g (cont'd)

(8) In conclusion, the EIR is not perfect because it still uses intersection LOS to analyze streets, and there are tough funding questions ahead, but the EIR is adequate in terms of informing and analyzing transit. We urge that the Planning Commission, once vetting the EIR in a public hearing, to declare a finding stating that the Expanded TEP scenario is superior for the environment and certify the EIR. Further, while the EIR should be certified, an additional finding from the planning commission (and environmental review staff) should state that cuts to Muni are BAD FOR THE ENVIRONMENT.

EP-2

Sincerely,

Jason Henderson
Chair, Transportation and Planning Committee,
Hayes Valley Neighborhood Association
300 Buchanan Street, #503
San Francisco, CA
94102
(415)-255-8136
jhenders@sbcglobal.net

O-JC

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AUG 27 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

Subj: **Transit Effcetiveness Project-Proposed Elimination of #3-Jackson**
Date: 8/25/2013 11:39:21 A.M. Pacific Daylight Time
From: ej@jacksoncourt.com
To: alex@ablong.com, bbbocci@aol.com

We are appealing to your good office regarding the proposed elimination of #3 Bus.

(1) Jackson Court ,a Timeshare/ Bed & Breakfast Inn located at 2198 Jackson St cor. Buchanan has been in this neighborhood serving the locals and tourist for the past 30 years.The staff, timeshare owners and guests frequenly use this bus line,as this is the only bus that will need no transfer from Pacific Heights to Union Square. A very popular and easy route to downtown. MER-b

The inn is attractive to visitors who prefer to stay in a beautiful neighborhood like Pacific Heights and still have the safety, accessibility and convenience of public transit spefically bus #3 Jackson.Also we are a preferred place to stay to most of our neighbors friends and families during their visit.

Eliminating this bus line will have a significant impact on the employees who commute everyday and our guests who finds this route efficient and convenient considering we are just 2 blocks from the bus stop to catch the 3 bus line.

We hope this request would merit your approval.

Sincerely,

Evelyn Jingco
Genaral Manager
Jackson Court
2198 Jackson St.
San Francisco, CA 94115
(415) 929 7670

O-LI

August 29th, 2013

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PLANNING DEPARTMENT
M E A

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

(1) We are writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3-Jackson MUNI line. This is the key bus line in our community, connecting us with our patrons located along the entire bus line to the downtown (Union Square, Market Street and Bart). I personally utilize the #3 line twice a day as the last/first stop is extremely convenient for me, being located directly across from my job at 444 Presidio Avenue and the Montgomery BART Station. Each day I witness many elderly, students and business professionals on the bus along with me and it would be a shame to lose such a convenient route. MER-b

Because our area is extremely hilly, it will be difficult for our patrons to walk over to the proposed alternate bus line, #2-Clement, on Sutter street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are not convenient for many, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

(2) From an environmental standpoint, we feel that the proposed elimination of service will have a negative impact on our patrons' quality of life and cause many of them to either use their automobiles or to not take advantage of our services. Instead of improving customer service and reducing transit time, it will have leave many of our patrons stranded without service or increase local traffic and parking congestion. TR-3

(3) It is our impression that the proposed elimination of the #3-Jackson when coupled with the expansion of service on the #2, #22 and #24 lines will have a very minor impact on MUNI's budget. However, the proposed reduction in service will have a very significant impact on not only the locals that utilize the #3 line each day, but visiting hotel guests that find convenience in utilizing local transportation rather than driving around in a strange city and paying for parking. MER-b

Sincerely,

Christopher Hill

Operations Manager

The Laurel Inn, San Francisco

cc: Supervisor Mark Farrell
Save the #3-Jackson

Kline, Heidi **O-PEA**

Subject: FW: Muni 3-Jackson line
Attachments: Muni letter.pdf

From: eyeservices pea [mailto:eyeservices@pacificeye.com]
Sent: Tuesday, September 17, 2013 5:48 PM
To: Jones, Sarah
Subject: Muni 3-Jackson line

Hi Sarah,

Please see attached for a letter from the physicians of Pacific Eye Associates in regards to the 3-Muni line's possible cancellation.
Thank you

Pacific Eye Associates
2100 Webster St., Suite 214
San Francisco, Ca 94115
www.pacificeye.com
(415) 923-3007
(415) 923-6586 fax

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PACIFIC EYE ASSOCIATES

Our Vision is Your Sight

EVERETT AI, M.D.
Medical Diseases of the Macula, Retina and Vitreous

ARTHUR W. ALLEN, M.D.
Medical Diseases and Surgery of the Macula, Retina and Vitreous
Comprehensive Ophthalmology

ROGER E. ATKINS, M.D.
Comprehensive Ophthalmology

ANNE E. FUNG, M.D.
Medical Diseases of the Macula, Retina and Vitreous
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DAVID HEIDEN, M.D.
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Comprehensive Ophthalmology

LAURA INGER, O.D.
Comprehensive Optometry

THOMAS KING, O.D.
Comprehensive Optometry

Telephone
(415) 923-3007

Facsimile
(415) 923-6586

Website
www.pacificeye.com

September 17, 2013

To Whom It May Concern:

MER-b

(1) On behalf of the physicians and patients of Pacific Eye Associates, I am writing you to strongly object to the cancellation or modification to the existing 3-Jackson Muni bus line. Pacific Eye Associates is the largest multi-specialty Ophthalmology practice in San Francisco with a large and diverse patient base. Many of our patients rely on the 3-Jackson line to get to our medical office in Pacific Heights for their much-needed eye care, whether it is for the treatment of their glaucoma, cataracts, or just to get a pair of eyeglasses. Currently, the 3-Jackson line has a bus stop at the corner of Fillmore St. and Sacramento St., which is conveniently located within two blocks of our office at 2100 Webster St.

By canceling the 3-Jackson line, you would especially impact our lower income patients who rely on this very bus line to get to our office from their homes in the Tenderloin, Civic Center, and Downtown neighborhoods. If the 3-Jackson bus line were not available to our patients, some would not seek out the medical care that they really need.

Once again, I strongly ask you to reconsider the cancellation or modification of the current Muni 3-Jackson line. It would not only affect Pacific Eye patients, but also people seeking medical care at California Pacific Medical Center and the surrounding medical offices.

Thank you for your kind consideration to this letter.

Sincerely,

Arthur W. Allen, MD
President
Pacific Eye Associates

O-PHAN

PHAN

PRESIDIO HEIGHTS
ASSOCIATION
OF NEIGHBORS
www.phansf.org
P.O. Box 29503
SAN FRANCISCO, CA 94129

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IMMEDIATE PAST PRESIDENT
CAROL SOLFANELLI

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MEA

August 16, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

Dear Ms. Jones and Mr. Nolan,

(1) I am the President of the Presidio Heights Association of Neighbors which represents the residents living between Pacific St. and California St. and Presidio Ave. and Arguello Blvd. MER-b

I am writing regarding the Environmental Impact Statement for the Transit Effectiveness Project (TEP) which proposes to eliminate the #3-Jackson MUNI line. This is the key bus line serving our community, connecting our residents to the downtown (Union Square, Market Street and Bart) and providing public transit for the day workers and students who come every day to the schools, hospitals and businesses in our community.

Because our area is extremely hilly, it will be difficult for our residents or workers coming to our community to walk over to or from the proposed alternate bus line, #2-Clement, on Sutter Street (as much as a fifteen story elevation change). And, the options of taking the #22 along Fillmore or the #24 along Divisadero are equally inconvenient for our residents going downtown or elsewhere in the City or for day workers and students coming to our community, and will significantly increase the length of their trip and cause inconvenience and possibly safety issues for the young and the elderly.

(2) From an environmental standpoint, we feel that the proposed elimination of service will have a negative impact on the quality of life of our residents and the day workers and students who come to our community and cause many of them to either use their automobiles or to TR-3

PRESIDIO HEIGHTS ASSOCIATION OF NEIGHBORS
www.phansf.org
P.O. Box 29503
SAN FRANCISCO, CA 94129

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DOROTHY GLANCY ANDERSON
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IMMEDIATE PAST PRESIDENT
CAROL SOLFANELLI

(2) not take their business to the concerns downtown that depend on their support or to not be able to easily keep their jobs or attend the schools in our neighborhood. Instead of improving customer service and reducing transit time, it will leave many of our neighbors stranded without effective public transit options and increase local traffic and parking congestion due to the increased number of day workers and students coming into our neighborhood by car. TR-3 (cont'd)

(3) It is our impression that the proposed elimination of the #3-Jackson when coupled with the expansion of service on the #2, #22 and #24 lines will have a very minor impact on MUNI's budget. However, the proposed reduction in public transit service to our community by the elimination of the #3-Jackson will have a very significant adverse impact on the quality of life in our community. MER-b

Please do not eliminate the #3-Jackson.

Sincerely,

William L. Hudson, President, Presidio Heights Association of Neighbors

cc: Supervisor Mark Farrell
Save the #3-Jackson

Kline, Heidi

Subject: FW: Sierra Club comments on the TEP DEIR
Attachments: TEP Comments from the SC 09-17-2013.pdf

From: Sue Vaughan [mailto:susan.e.vaughan@sonic.net]
Sent: Tuesday, September 17, 2013 2:57 PM
To: Jones, Sarah
Cc: Becky Evans; Michelle Myers; Arthur Feinstein; Linda Weiner; Karen Babbitt; Howard Strassner
Subject: Sierra Club comments on the TEP DEIR

Attached and below:

San Francisco Group
Susan Vaughan
San Francisco Group Secretary
2120 Clement Street, Apartment 10
San Francisco, CA 94121
September 17, 2013

To: Sarah B. Jones
Acting Environmental Review Officer
SF Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

Thank you for the opportunity to comment on the Transportation Effectiveness Project Draft Environmental Impact Report (DEIR). The Sierra Club (SC) appreciates your electronic publishing of the Initial Study to save printing and mailing costs. Sierra Club comments are as follows:

MER-b

(1) The SC is impressed with many aspects of the Transportation Effectiveness Project (TEP) such as plans to add up to 60 buses over time (page 2-63), the construction of bulb outs and longer boarding platforms throughout the city, transit signal prioritization, and other methods to increase the speed of buses, the addition of new lines, and others.

However, while the SC understands that the DEIR is narrowly focused on the environmental impact of discreet changes in the system to the environmental quality of categories required for analysis by the California Environmental Quality Act, the SC believes that a less than adequate project could have profound environmental consequences for the city and the planet. In particular, the SC is concerned that the TEP is not vast enough to meet the needs of current San Franciscans, let alone future ones; that it proposes altering service in some parts of the city perhaps without enough outreach to riders; and that it is focused too narrowly on commuters. In sum, it is not sufficient for a truly transit first city. (In fact, according to Sean Kennedy at the February 2013 Municipal Transportation Agency Citizens Advisory Council meeting, the TEP is only projected to increase ridership by 2.5 to 10 percent over projected San Francisco population growth.) The SC encourages the San Francisco Municipal Transportation Agency (SFMTA) to 'think big' – and to work on plans to greatly increase service throughout the city and at all hours. Additionally, service levels on weekends should be robust enough to meet the needs of the ridership in a growing city, and all service changes should be in the context of regional plans to reduce greenhouse gas emissions. The TEP should be able to demonstrate that it will provide – or will be part of a plan to provide – a sustainable level of transit service for the region's current and future riders.

Specifically:

PD-2

(2) The SC is concerned that the TEP was created without taking into consideration the Eastern Neighborhoods Plan or other neighborhood specific plans that call for greater density – such as the ones identified by Plan Bay Area as priority development areas (PDAs) – which intend to add 150,000 or more residents to San Francisco who will need expanded access to mass transit. The SC notes Tables 12 and 13 of the DEIR (pages 4-2-122 through 4-2-134) indicate that the SFMTA

O-SC

(3) does not project significant increases in ridership; The SC is concerned that not enough outreach has been done to reach

EP -3

(4) riders of routes slated for elimination or segment changes. The SC also notes that most of the data for the TEP was gathered as long ago as 2006 and 2007 and that ridership density may have changed since then, especially considering the increases in gasoline prices starting in 2008 and the recession which started in the same year. The SC urges data collection for all lines to be ongoing;

TR-2

(5) The SC urges the SFMTA and the Planning Department to explain the methodology used to determine that San Francisco has been able to reduce its GHG emissions 14.5 percent below 1990 levels (page 243 of the Initial Study). To what degree is this reduction due to the closure of the power plants, and to what degree is that GHG emissions drop due to an increase in transit ridership and/or reduction in driving, as is desirable in a transit first city?

GG-1

MER-b

(6) The SC urges that the proposed elimination of segments of the 19 Polk and the 22 Fillmore be reconsidered. As noted, the Eastern Neighborhoods are slated for an increase in density without a concomitant increase in mass transit. In fact, the TEP proposes rerouting the 22 Fillmore out of the Eastern Neighborhoods to Mission Bay and away from Potrero Hill/the Eastern Neighborhoods. The 22 Fillmore is well ridden at all times of the day and night and travels through low-income neighborhoods where residents are less likely to own personal automobiles. Members of the SC understand that the TEP proposes replacing the segment of the 22 that now travels along 18th Street in Potrero Hill with the 33 Stanyan – but the 33 Stanyan will run as infrequently as it does now, according to the DEIR (page 2-88). The SC urges the SFMTA to keep the current route intact or at the very least to increase the frequency of the 33;

In addition, the SC notes that the 19 Polk is slated for elimination south of San Francisco General Hospital (SFGH). The SFMTA has proposed creating a transfer hub near San Francisco General Hospital where riders can transfer from the 19 to the 48, but the SC notes that the 19 Polk is another very well-ridden bus at all times of the day and evening. In fact, members of the SC who take the 19 Polk from locations in the northern half of the city to points south of SFGH, note that the 19 Polk is well ridden on nearly all segments. The SC is concerned that riders from Bayview/Hunters Point who are traveling to Market Street and points north (and vice versa) will have even longer travel times because of the need to

(7) transfer. The SC is also concerned that too many riders of the

EP -3

(8) 19 Polk do not know that the segment south of SFGH is slated for elimination. The SC believes that elimination of that route will leave riders planning to travel north of SFGH stranded or force them to drive.

TR-3

MER-b

(9) Members of the SC know that the TEP proposes an extension of the 48 to Hunters Point, and that the TEP argues that the 48 will take riders from Bayview/Hunters Point to the 24th Street BART station more quickly than the 19 now takes riders to the Civic Center BART station. However, many Bayview/Hunters Point riders are low income and do not ride BART for that reason. The SC therefore recommends that the SFMTA survey current riders of the 19 again to assess their needs or make no changes in the
19 Polk route;

The SC urges the SFMTA to create a transit hub AT SFGH – or as close as possible, not near SFGH; The SC urges the SFMTA to reconsider rerouting the segment of the to-be-renamed 10 Sansome that now travels along Townsend Street. The SC notes that 10 Townsend currently travels past 1 Henry Adams (Showplace
Square) and near 801 Brannan Street, two sites that are slated for large residential developments, without concomitant plans to increase mass transit. The SC is aware of TEP plans to reroute the 47 through Showplace Square – yet there is still no net increase in transit through the neighborhood, and that Mission Bay, where the 10 Sansome will travel, is already served by the T-Line;

The SC urges retention of the arm of the 56 Rutland that travels along Blanken Avenue in lieu of van service, because passengers do not like to transfer and are more likely to ride transit if they do not have to make many transfers;

The SC urges the SFMTA to retain that portion of the 23 Monterrey that loops around Toland, Jerrold, and Phelps. According to the tables available on the SFMTA website, riders do use the stops along this section of the route. To eliminate that loop would force some riders to walk around a third of a mile to the nearest bus stop. While this is not difficult for able-bodied people, it is for the elderly, the disabled, and parents with small children;

MER-b (cont'd)

(9) The SC urges that SFMTA and the Planning Department to include in the DEIR studies of lines that have not been included in the TEP, such as the 83X. This new bus route has not yet been evaluated for its usefulness. Depending on the results of the study, the SC suggests that this line be eliminated – or extended to Mission Bay to make it more useful, instead of rerouting the 22 to a terminus in Mission Bay; O-SC

The SC urges that SFMTA to consider running three-car N-Judah trains and utilizing transit signal priority along this route;

The SC notes that the TEP proposes a few more metro trains per hour in the subway. The subway already has issues with capacity, therefore the SC urges the SFMTA to explore solutions that involve coupling, double berthing, and other measures that increase transit capacity;

MER-e

(10) The SC urges that SFMTA to evaluate stop elimination carefully. Already, many stops are being eliminated through the rerouting of lines, forcing people to walk longer distances to bus stops. This is a particularly important issue for seniors, people with disabilities, and people with small children. The SC also urges the SFMTA to take into consideration slope when considering eliminating stops;

TR-15

(11) The SC urges the SFMTA to assess the impact on Muni and its passengers of the Metropolitan Transportation Commission's
(12) Transit Sustainability Project (TSP) and to incorporate mitigation for the TSP in the TEP; The SC supports the creation of the new 11 Downtown, which will carry riders in SoMa more directly to the Financial District, Chinatown, and North Beach;

The SC encourages the SFMTA to consider restoring and reconfiguring lines or routes that have been eliminated, such as the 26 Valencia, and restoring the segment of the 18 that once carried tourists and others to the Cliff House; The SC encourages the SFMTA to evaluate the financial impact of big projects, such as the Central Subway, on the rest of the system. The SC is concerned that streamlining proposed by the TEP may help save money – while at the same time stranding some passengers and/or forcing them into cars – that will then be diverted into the Central Subway or other projects; and, The SC urges the TEP to include a 'human relations' component that will study and make recommendations about how to improve the experience of school children and adults on the buses and other transit vehicles before and after school. MER-a

The SC has these additional comments about air quality:

AQ-1

(13) As San Francisco is out of attainment for particulate matter (particle pollution or PM) 2.5, 24-hour standard and also out of attainment for Federal standards for both ozone and PM 10 and 2.5, the SC has concerns related to air quality and health impacts. Additionally, the American Lung Association, in its State of the Air 2013 report indicated a grade of C for PM.

All of these measures indicate a concern over PM, found in a number of sources including mobile, stationary, and construction equipment. As the TEP report mentions, PM is a particularly dangerous pollutant and can significantly reduce lung function in children, and can exacerbate lung and heart disease, including asthma, COPD, and lung cancer. In San Francisco alone, there are 59,153 adults with asthma and 7,834 children with the same condition. Of important note is that the rate of asthma in children in the Bayview/Hunter's Point area is much higher than other areas of the city.

The TEP report offers considerable background knowledge of these issues.
However, our concern centers on cumulative impacts of all criteria pollutants during the process of change, particularly in those communities already suffering from multiple sources of pollution (bus yards, port pollution, manufacturing/industrial facilities, freeways and bus lines, and other sources).

The report acknowledges that air pollution has a good chance of increasing in certain periods in high-risk neighborhoods during the implementation of the transit plan. ("Construction of the TEP project components and increases in transit vehicle service frequencies, establishment of new routes, or changes in established routes could increase the exposure of these sensitive receptors to localized air pollutants from construction equipment and diesel-fueled motor coaches," page 4.4-12 of the DEIR.) Therefore during the process of implementation, there should be monitoring or review, in those areas, of traffic congestion, construction, and change of routes. In terms of air quality, this would seem to be a common-sense approach to determine if the level of PM and other pollutants have increased.

Of equal concern is the use of older diesel buses, the most polluting of the fleet. It is stated in the report that newer diesel hybrids will be brought on board in 2014, but as history of the fleet has clearly shown, it takes some time to phase in these new buses in terms of both usage and maintenance. This could very well mean that the most polluting buses could be in

(13) use over a significant period of time in the high-risk neighborhoods. If this were the case, it would seem most prudent to use the cleanest buses and not the older diesel buses.

O-SC
AQ-1
(cont'd)

Thank you for the opportunity to provide feedback.

Sincerely,
Sue Vaughan, SF Group Secretary and Executive Committee Linda Weiner, Executive Committee

--
Sue Vaughan
(415) 668-3119
(415) 601-9297

San Francisco Group
Susan Vaughan
San Francisco Group Secretary
2120 Clement Street, Apartment 10
San Francisco, CA 94121
September 17, 2013

To: Sarah B. Jones
Acting Environmental Review Officer
SF Planning Department
1650 Mission Street
Suite 400
San Francisco, CA 94103

Dear Ms. Jones:

Thank you for the opportunity to comment on the Transportation Effectiveness Project Draft Environmental Impact Report (DEIR). The Sierra Club (SC) appreciates your electronic publishing of the Initial Study to save printing and mailing costs.

Sierra Club comments are as follows:

(1) The SC is impressed with many aspects of the Transportation Effectiveness Project (TEP) such as plans to add up to 60 buses over time (page 2-63), the construction of bulb outs and longer boarding platforms throughout the city, transit signal prioritization, and other methods to increase the speed of buses, the addition of new lines, and others. MER-b

However, while the SC understands that the DEIR is narrowly focused on the environmental impact of discreet changes in the system to the environmental quality of categories required for analysis by the California Environmental Quality Act, the SC believes that a less than adequate project could have profound environmental consequences for the city and the planet. In particular, the SC is concerned that the TEP is not vast enough to meet the needs of current San Franciscans, let alone future ones; that it proposes altering service in some parts of the city perhaps without enough outreach to riders; and that it is focused too narrowly on commuters. In sum, it is not sufficient for a truly transit first city. (In fact, according to Sean Kennedy at the February 2013 Municipal Transportation Agency Citizens Advisory Council meeting, the TEP is only projected to increase ridership by 2.5 to 10 percent over projected San Francisco population growth.) The SC encourages the San Francisco Municipal Transportation Agency (SFMTA) to 'think big' – and to work on plans to greatly increase service throughout the city and at all hours. Additionally, service levels on weekends should be robust enough to meet the needs of the ridership in a growing city, and all service changes should be in the context of regional plans to reduce greenhouse gas emissions. The TEP should be able to demonstrate that it

(1) will provide – or will be part of a plan to provide – a sustainable level of transit service for the region's current and future riders.

Specifically:

(2) The SC is concerned that the TEP was created without taking into consideration the Eastern Neighborhoods Plan or other neighborhood specific plans that call for greater density – such as the ones identified by Plan Bay Area as priority development areas (PDAs) – which intend to add 150,000 or more residents to San Francisco who will need expanded access to mass transit. The SC notes Tables 12 and 13 of the DEIR (pages 4-2-122 through 4-2-134) indicate that the SFMTA does not project significant increases in ridership; PD-2

(3) The SC is concerned that not enough outreach has been done to reach riders of routes EP-3
(4) slated for elimination or segment changes. The SC also notes that most of the data for the TEP was gathered as long ago as 2006 and 2007 and that ridership density may have changed since then, especially considering the increases in gasoline prices starting in 2008 and the recession which started in the same year. The SC urges data collection for all lines to be ongoing; TR-2

(5) The SC urges the SFMTA and the Planning Department to explain the methodology used to determine that San Francisco has been able to reduce its GHG emissions 14.5 percent below 1990 levels (page 243 of the Initial Study). To what degree is this reduction due to the closure of the power plants, and to what degree is that GHG emissions drop due to an increase in transit ridership and/or reduction in driving, as is desirable in a transit first city? GG-1

(6) The SC urges that the proposed elimination of segments of the 19 Polk and the 22 Fillmore be reconsidered. As noted, the Eastern Neighborhoods are slated for an increase in density without a concomitant increase in mass transit. In fact, the TEP proposes rerouting the 22 Fillmore out of the Eastern Neighborhoods to Mission Bay and away from Potrero Hill/the Eastern Neighborhoods. The 22 Fillmore is well ridden at all times of the day and night and travels through low-income neighborhoods where residents are less likely to own personal automobiles. Members of the SC understand that the TEP proposes replacing the segment of the 22 that now travels along 18th Street in Potrero Hill with the 33 Stanyan – but the 33 Stanyan will run as infrequently as it does now, according to the DEIR (page 2-88). The SC urges the SFMTA to keep the current route intact or at the very least to increase the frequency of the 33; MER-b

In addition, the SC notes that the 19 Polk is slated for elimination south of San Francisco General Hospital (SFGH). The SFMTA has proposed creating a transfer hub near San Francisco General Hospital where riders can transfer from the 19 to the 48, but the SC notes that the 19 Polk is another very well-ridden bus at all times of the day and evening. In fact, members of the SC who take the 19 Polk from locations in the northern half of the city to points south of SFGH, note that the 19 Polk is well ridden on nearly all segments. The SC is concerned that riders from Bayview/Hunters Point who are traveling to Market Street and points north (and vice versa) will have even longer travel times because of the
(7) need to transfer. The SC is also concerned that too many riders of the 19 Polk do not know EP-3
(8) that the segment south of SFGH is slated for elimination. The SC believes that elimination of that route will leave riders planning to travel north of SFGH stranded or force them to TR-3

(8)(9) drive. Members of the SC know that the TEP proposes an extension of the 48 to Hunters Point, and that the TEP argues that the 48 will take riders from Bayview/Hunters Point to the 24th Street BART station more quickly than the 19 now takes riders to the Civic Center BART station. However, many Bayview/Hunters Point riders are low income and do not ride BART for that reason. The SC therefore recommends that the SFMTA survey current riders of the 19 again to assess their needs or make no changes in the 19 Polk route; MER-b

The SC urges the SFMTA to create a transit hub AT SFGH – or as close as possible, not near SFGH;

The SC urges the SFMTA to reconsider rerouting the segment of the to-be-renamed 10 Sansome that now travels along Townsend Street. The SC notes that 10 Townsend currently travels past 1 Henry Adams (Showplace Square) and near 801 Brannan Street, two sites that are slated for large residential developments, without concomitant plans to increase mass transit. The SC is aware of TEP plans to reroute the 47 through Showplace Square – yet there is still no net increase in transit through the neighborhood, and that Mission Bay, where the 10 Sansome will travel, is already served by the T-Line;

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The SC notes that the TEP proposes a few more metro trains per hour in the subway. The subway already has issues with capacity, therefore the SC urges the SFMTA to explore solutions that involve coupling, double berthing, and other measures that increase transit capacity;

(10) The SC urges that SFMTA to evaluate stop elimination carefully. Already, many stops are being eliminated through the rerouting of lines, forcing people to walk longer distances to bus stops. This is a particularly important issue for seniors, people with disabilities, and people with small children. The SC also urges the SFMTA to take into consideration slope when considering eliminating stops; MER-e

(11) The SC urges the SFMTA to assess the impact on Muni and its passengers of the TR-15

(11) Metropolitan Transportation Commission's Transit Sustainability Project (TSP) and to incorporate mitigation for the TSP in the TEP; TR-15 (cont'd)

(12) The SC supports the creation of the new 11 Downtown, which will carry riders in SoMa more directly to the Financial District, Chinatown, and North Beach; MER-a

The SC encourages the SFMTA to consider restoring and reconfiguring lines or routes that have been eliminated, such as the 26 Valencia, and restoring the segment of the 18 that once carried tourists and others to the Cliff House;

The SC encourages the SFMTA to evaluate the financial impact of big projects, such as the Central Subway, on the rest of the system. The SC is concerned that streamlining proposed by the TEP may help save money – while at the same time stranding some passengers and/or forcing them into cars – that will then be diverted into the Central Subway or other projects; and,

The SC urges the TEP to include a 'human relations' component that will study and make recommendations about how to improve the experience of school children and adults on the buses and other transit vehicles before and after school.

(13) The SC has these additional comments about air quality: AQ-1

As San Francisco is out of attainment for particulate matter (particle pollution or PM) 2.5, 24-hour standard and also out of attainment for Federal standards for both ozone and PM 10 and 2.5, the SC has concerns related to air quality and health impacts. Additionally, the American Lung Association, in its State of the Air 2013 report indicated a grade of C for PM.

All of these measures indicate a concern over PM, found in a number of sources including mobile, stationary, and construction equipment. As the TEP report mentions, PM is a particularly dangerous pollutant and can significantly reduce lung function in children, and can exacerbate lung and heart disease, including asthma, COPD, and lung cancer. In San Francisco alone, there are 59,153 adults with asthma and 7,834 children with the same condition. Of important note is that the rate of asthma in children in the Bayview/Hunter's Point area is much higher than other areas of the city.

The TEP report offers considerable background knowledge of these issues. However, our concern centers on cumulative impacts of all criteria pollutants during the process of change, particularly in those communities already suffering from multiple sources of pollution (bus yards, port pollution, manufacturing/industrial facilities, freeways and bus lines, and other sources).

The report acknowledges that air pollution has a good chance of increasing in certain periods in high-risk neighborhoods during the implementation of the transit plan. ("*Construction of the TEP project components and increases in transit vehicle service frequencies, establishment of new routes, or changes in established routes could increase the exposure of these sensitive receptors to localized air pollutants from construction equipment and diesel-fueled motor coaches," page 4.4-12 of the DEIR.) T*herefore during the process of implementation, there should be monitoring or review, in those areas, of traffic congestion, construction, and change of routes. In terms of air quality, this would seem to be a

(13) common-sense approach to determine if the level of PM and other pollutants have increased.

AQ-1 (cont'd)

Of equal concern is the use of older diesel buses, the most polluting of the fleet. It is stated in the report that newer diesel hybrids will be brought on board in 2014, but as history of the fleet has clearly shown, it takes some time to phase in these new buses in terms of both usage and maintenance. This could very well mean that the most polluting buses could be in use over a significant period of time in the high-risk neighborhoods. If this were the case, it would seem most prudent to use the cleanest buses and not the older diesel buses.

Thank you for the opportunity to provide feedback.

Sincerely,
Sue Vaughan, SF Group Secretary and Executive Committee
Linda Weiner, Executive Committee

O-SFUHS

RECEIVED
AUG 20 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

SAN FRANCISCO
UNIVERSITY
HIGH SCHOOL

August 17, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

(1) I am writing on behalf of University High School; but wish to point out that Town School and the Waldorf School will face the same issues presented by the proposed service changes. And although I am concentrating on the impact to the school population, I by no means discount the hardship such a change will have on the larger community, particularly the elderly that are dependent on public transit. MER-b

At University High School we have 90 employees, nearly all of which live outside the neighborhood, and about half of which live in the East Bay. We have 389 students, none of which are permitted to drive to school. The City gives us a grand total of 8 teacher parking permits. By necessity we do everything we can to encourage public transportation. The proposed elimination of the 3 Jackson route would be a real setback to our efforts.

The #3-Jackson MUNI line is the key bus line in our community and the only convenient link to downtown, Union Square, Market Street and especially BART. All of the proposed alternatives are far from our location and will significantly increase commute time, especially in the morning. The #2-Clement in particular would require a steep up hill walk to the school. The #22-Fillmore and the #24-Divisidero add transfer points and several blocks of walking in hilly terrain to get to the school. It's ironic that at the same time as the school administration is encouraging people to use BART and MUNI, the service that makes that option attractive is on the chopping block. I can pretty much guarantee that making the commute longer and more difficult will not result in increased ridership.

(2) From an environmental standpoint, we agree with others in the community that the proposed elimination of service will have a negative impact on the quality of life and result in increased use of automobiles. Instead of improving customer service and reducing transit time, this proposal will leave many stranded without service and increase local traffic and parking congestion. TR-3

I urge you to maintain the current 3 Jackson service and its important role in commute management for the schools and residents in our neighborhood.

Yours truly,

James F. Chestnut
Chief Financial Officer / Community Liaison Officer

cc: Supervisor mark Farrell
Save the #3-Jackson

3065 Jackson Street
San Francisco, CA 94115
(415) 447-3100
Fax (415) 447-5801
www.sfuhs.org

From: Jones, Sarah
Sent: Saturday, September 14, 2013 5:26 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Save the #3Jackson Bus

Sent from my iPhone

Begin forwarded message:

From: <Bbbocci@aol.com>
Date: September 14, 2013, 5:00:56 PM PDT
To: <Mark.Farrell@sfgov.org>, <debra.dwyer@sfgov.org>, <sarah.b.jones@sfgov.org>, <Sean.Kennedy@sfmta.com>, <MTABoard@sfmta.com>, <greg.scott@us.pwc.com>
Subject: Fwd: Save the #3Jackson Bus

FROM: Cory Powers, Administrator
San Francisco Waldorf Grade School
2938 Washington Street
San Francisco, CA 94115

From: cpowers@sfwaldorf.org
To: Bbbocci@aol.com
Sent: 9/13/2013 12:21:55 P.M. Pacific Daylight Time
Subj: Re: Save the #3Jackson Bus

Thank you, Barbara.

(1) Our school actively promotes alternatives to single family car as a means of transportation. We do this through promoting walking, biking, public transportation and carpools. Our promotion of alternative transportation includes: participation in citywide events like Walk-to-School Day and Bike-to-School Day; car pool and bike pool listings for parents; and listings of local MUNI service on all our event flyers.

Our school is very opposed to the #3 Jackson bus service being terminated as it is one of the lines listed on our website and in all our promotional material. Our demographic covers a broad swath of the middle class and upper middle class families that San Francisco is trying hard to hang on to as more and more families move out of the city. We strongly support young adolescents using bus service over being driven by their parents or getting driver's licenses. In order for the students to really embrace using the buses they need more service and more lines not less.

MER-b

O-SS

STERNE SCHOOL

RECEIVED
AUG 23 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

August 20, 2013
Ed McManis

To: Sarah B. Jones,
Mark Farrell
City Hall
1 Dr. B. Goodlett Place, Room 244
San Francisco, CA 94118

Re: Proposed Elimination of #3 Jackson

(1) I am writing to you on behalf of Sterne School, our students, parents, and teachers. We understand that there is a possibility that the #3 Jackson bus would be eliminated. This is a key bus line for our students, teachers, and even parents. MER-b

Currently having the #3 drop right in front of school is not only a convenience, but also an issue of security. We are a middle school, and the #3 makes for a safe trip to school. Eliminating the #3 would force our students to take different bus routes including a significant walk, which is less secure than the present set up.

(2) Also, many teachers take the #3, which provides a direct route to work. Eliminating it would force many back to their automobiles. TR-3

(3) We strongly urge you to keep the #3. It is a key bus route for our school and the members of our community. Its elimination will have a severely negative impact. MER-b

Best regards,

Ed McManis
Head of School

2690 Jackson Street, San Francisco, CA 94115 | Tel 415.922.6081 | Fax 415.922.1598 | www.sterneschool.org

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:25 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3 Jackson Bus Line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: KCheat4349@aol.com [mailto:KCheat4349@aol.com]
Sent: Sunday, September 15, 2013 2:25 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Cc: sequoiassf@lists.sonic.net
Subject: 3 Jackson Bus Line

To All Concerned:

MER-d

(1) Elimination of the 3 Jackson bus line is particularly disturbing because of the unique neighborhoods it services. The line serves a large senior community in both Japantown and Cathedral Hill. So many seniors have extremely limited mobility and a one street difference in a bus stop can mean viable transportation or not. It carries people to Union Square,downtown, through Pacific Heights and, very importantly, provides a connection with the 22 Fillmore bus to and from the Marina. A large number of seniors ride this bus to attend church services and activities, particularly at Calvary Presbyterian Church which has a senior community outreach program each Tuesday. Please take the needs of this very vulnerable population into consideration and keep the 3 Jackson bus in operation.

Kathie Cheatham, Board President
The Sequoias - San Francisco Resident Association

Kline, Heidi **O-TS**

Subject: FW: #3 Jackson

From: Nancy Doty [doty@townschool.com]
Sent: Monday, September 16, 2013 6:54 PM
To: Jones, Sarah
Subject: #3 Jackson

MER-b

Sarah,

(1) I would like to add Town School's opposition to the proposal to drop the #3 Jackson Street line from our neighborhood. We do have students and faculty who use that bus line to get to school and I know it is an important link to other bus lines as well that serve our neighborhood.

Thank you.
Nancy Doty

Nancy Doty
Chief Financial Officer
Town School for Boys
doty@townschool.com
Telephone: (415) 746-1113

Individuals

Kline, Heidi

From: Jones, Sarah
Sent: Tuesday, September 10, 2013 10:32 AM
To: Dwyer, Debra
Subject: FW: #3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Guy Annamanthodo [mailto:millflem@sbcglobal.net]
Sent: Tuesday, September 10, 2013 10:32 AM
To: Jones, Sarah
Subject: #3 Jackson

Dear Ms. Jones:

I am writing to you in regards to the proposed plans to terminate the 3 Jackson Muni bus line.

TR-3

(1) I along with many Muni riders in my area have utilized the #3 for over 20 years in order to get to and from work and losing this line would severely impact how we commute to work and in many cases will lead to more people having to utilize their cars which I am sure is not the aim of the public transportation authorities in San Francisco.

(2) With the elimination of the 4 Sutter a few years ago, the #3 Jackson is really the only Muni bus line that services the Presidio Heights/Pacific Heights area and it is an area where many people utilize Muni and are very conscious of the need for public transportation in a traffic congested city such as San Francisco as well as recognizing the environmental benefit of taking public transportation.

I hope you will also consider the many elderly residents that also depend on the #3 for their transportation needs when finalizing your decision.

I would hope that there are other solutions to the objectives of the TEP rather than eliminating the 3 Jackson line completely, that will satisfy both the needs of the commuting public and the TEP.

MER-b

Sincerely,

Guy Annamanthodo

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Comment on EIR for Jackson #3
Date: Monday, August 05, 2013 2:50:46 PM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: [redacted]
Sent: Monday, August 05, 2013 11:59 AM
To: Jones, Sarah
Subject: Comment on EIR for Jackson #3

Sarah,

(1) I live on Jackson Street. And I'd like to submit my feedback anonymously. I for one feel the Jackson and other buses that use Jackson as their "on" and "off" route to and from the presidio bus deport...create significant noise pollution that alter the neighborhood. Even though they are electric, they are very noisy and run all through the night -- please work to remove the #3 and to reduce bus traffic on Jackson Street. NO-2

[redacted]

--
[redacted]

I-Asner

Kline, Heidi

From: Darby Asner <darbyasner@gmail.com>
Sent: Sunday, September 15, 2013 12:06 PM
To: Kline, Heidi
Cc: Lee, Mayor; Chiu, David; Chan, Amy
Subject: Voting No on Bus #27 Re-route

To Whom it May Concern:

MER-b

(1) I am expressing my opinion with regards to re-routing bus #27 onto Vallejo Street. Please do not re-route this bus to run on Vallejo Street.

Thank you,

Darby Asner
1387 Vallejo Street

Kline, Heidi

Subject: FW: proposed routing of bus 48 up and down Clipper St.

Importance: High

From: Robert Baker [mailto:robertlbaker2000@gmail.com]
Sent: Tuesday, September 17, 2013 1:53 PM
To: Jones, Sarah
Subject: proposed routing of bus 48 up and down Clipper St.
Importance: High

Hello Sarah,

MER-a

(1) I am TOTALLY in Favor of the proposed routing of bus 48 up and down Clipper St. The bus route today is slow an laborious. And, there are so many unnecessary stops along Grand View.

The new route makes a LOT of sense. Please cast my vote in favor of this move.

All the best, Robert

Robert L. Baker RobertLBaker2000@gmail.com

USA: 711 Grand View Avenue
San Francisco, CA 94114 USA

Home +1 (415) 647-1410
Mobile +1 (415) 513-2090

Kline, Heidi

From: Jones, Sarah
Sent: Monday, August 26, 2013 12:44 PM
To: Dwyer, Debra
Subject: FW: TEP Comments - TTRP
Attachments: New_York_Select_Bus_fare_payment.jpg

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Michael Balsamo [mailto:mbalsamo11@gmail.com]
Sent: Sunday, August 25, 2013 11:43 PM
To: Jones, Sarah
Subject: TEP Comments - TTRP

Dear Ms Jones:

As a homeowner along the Van Ness corridor, I had a chance to review the TEP package found on the SFMTA's website. I see this document as highlighting opportunities to improve the goal of making the SF a transit first city.

PD-2

(1) Upon review of the TTRP opportunities, I saw a lot of mention about the modifications of ROWs and bus routes as a means to improve transit time; however the document was scant about ways to improve the boarding and alighting times of transit (this is a major factor in some instances).

Can you please let me know how the TTRP addresses opportunities in improving the boarding and alighting times?

(2) Additionally, I wish to provide the following commentary: MER-c

1.) I would like to see mention of low floor vehicles on the routes which encounter high instances of boarding/alighting delays

2.) On major routes and major stops where cash fares (as opposed to clipper monthly fares) are utilized, I would like to suggest the installation of outdoor ticket vending machines (TVMs) and Clipper readers. The idea here is that for transit corridors such as Market street and the F line, a lot of those passengers are visitors and are more likely to purchase a cash fare. For bus operators, the cash fare payment delays boarding of the bus/trolley. In addition, the desire is for passengers to only queue for boarding, not for the clipper readers or cash payment. On those corridors, the goal should be for buses and trolleys to only allow off-vehicle payment. This type of payment scheme already works for NY MTA's quasi-BRT line (attached is a photo), I think SFMTA should consider it along the F-line and along Market Street to Van Ness.

Thank you for your consideration to these requests, I look forward to your response.

Regards,

Michael Balsamo

I-Balsamo
STOP
STOP
MetroCard Fare Collector
Speed your Ride
PAY BEFORE YOU BOARD
Use all 3 doors to board the bus
Dedicated bus lanes
Faster, greener service
Dispositivo de cobro d
tarifas con MetroCard
Acelere su viaje
PAGUE ANTES
TEAM PAULA
CCCNY
2011
Continuum
SMARTCREVUSA

Kline, Heidi

From: Jones, Sarah
Sent: Monday, August 26, 2013 2:43 PM
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: troy barber [mailto:finocchio68@yahoo.com]
Sent: Saturday, August 24, 2013 10:50 AM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Hello-

MER-a

(1) I want to provide some feedback about the proposed changes to the 5-Fulton. I live on Dvisadero St. and the 5 is one of the top 3 buses i use.

I **totally support the elimination of redundant bus stop to speed up the current SLOW transit times. It can't happen soon enough.**

The bus stops at every single block at some points and makes for very slow transit times. If some stops were eliminated, i would use the bus more often.
I live near the broderick/mcallister stop and can't figure out why it exists with 2 other stops a block away (Divis and Baker).

Even worse is the block by city hall where the bus stops twice in the SAME BLOCK on McAllister b/w VanNess and Polk. It makes me want to scream every time.

GEN-2

(2) My only complaint is that this TEP process is taking so damn long to implement. I've been reading about it and the BRT lines on Geary and VanNess for about a decade now? more? the time lines keep stretching out to the point where i'm wondering if these projects will ever bear fruit.

Please implement TEP now and please include more lines.

Troy Barber

Kline, Heidi **I-Barnaby**

Subject: FW: Proposed Elimination of Muni 3-Jackson

From: Barnaby, Denise [mailto:BarnabD@sutterhealth.org]
Sent: Tuesday, September 17, 2013 9:12 AM
To: Jones, Sarah
Cc: sean.kennedy@sfmta.com
Subject: Proposed Elimination of Muni 3-Jackson

Dear Sarah and Sean,

MER-b

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Denise Barnaby
AMBASSADOR SERVICES COORDINATOR
CPMC Foundation
2015 Steiner Street
San Francisco, CA 94115
(415) 600-4432
www.cpmcf.org

Internet Email Confidentiality Notice:
This email may contain material that is confidential, privileged and/or attorney work product. If you are not the addressee indicated in this message (or responsible for delivery of the message to such person), you may not copy or deliver this message to anyone. In such case, you should destroy this message and kindly notify the sender by reply mail.

Kline, Heidi

From: Jones, Sarah
Sent: Wednesday, September 11, 2013 8:02 AM
To: Dwyer, Debra
Subject: FW: Please keep 3 Jackson Muni running

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Keith Barrett [mailto:keithbarrett22@hotmail.com]
Sent: Tuesday, September 10, 2013 9:28 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Please keep 3 Jackson Muni running

(1) I am an SF resident living at 2514 Sacramento in SF and I ride the 3-Jackson everyday to and from work. Please do not cancel/eliminate this bus route as part of TEP. Thank you. MER-b

keithBarrett

Sent from my iPhone

John Bartak
2900 22nd St #9
San Francisco, CA 94110

RECEIVED
AUG 20 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

Sarah B. Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones,

(1) I recently became aware of the Draft Environmental Impact Report for the Transit Effectiveness Project, and I would like to register a strong protest against one of the proposals. I think variant 2 for the 27 Folsom (moving service onto Harrison Street) is a bad idea for several reasons: MER-b

(2) • The George Moscone school on Harrison Street would be badly impacted. I suggest that someone from your office stop by the school when school is let out. There are parents double and triple parked on Harrison Street, school buses picking kids up, and general chaos. Adding city buses into this mix would be unsafe, would likely make buses run late, and frustrate parents. TR-6

(3) • Harrison Street is a major bike thoroughfare. If buses get added to the street, you would either have to get rid of the bike lanes or be prepared for cyclists getting injured. TR-9

(4) • A similar proposal was made several years ago and not approved because of the community reaction. So it seems to me that because the Planning Department is wasting time and resources by revisiting a decision that has already been made. I also feel like the Department is trying to slip something by the community because they did not like the reaction they received the first time around. EP-3

(5) • Pages 233-235 of Appendix 2 state that there would be Potentially Significant Impact from noise. Since most of the newer construction along Harrison Street assumed that street noise would be relatively low, the level of sound proofing of the buildings is low. I fear this would have a negative impact on my property value and quality of life. NO-1

Sincerely,

John Bartak
johnbartak@yahoo.com

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, September 12, 2013 3:43 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Rerouting of the SF Muni Line - 27

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: bastunas@earthlink.net [mailto:bastunas@earthlink.net]
Sent: Thursday, September 12, 2013 3:38 PM
To: Kline, Heidi; Lee, Mayor; Chiu, David; Chan, Amy; Jones, Sarah
Subject: Rerouting of the SF Muni Line - 27

All-

TR-7

(1) Brandon Bastunas, 19 year resident of San Francisco and 8 year resident of Russian Hill. It has come to my attention, to the dismay of the community and myself, there is a proposal to re-route line 27, through Vallejo Street, in Russian Hill. This is a poor idea. Vallejo is far more residential and popuated than the route it currently runs. Not only is it more dangerous for the people and children along Vallejo St., because the street is more densley populated it also opens up muni for more problems: accidents and tardiness.

GEN-1

(2) Furthermore, several years ago SF closed down parts of Vallejo Street, in Russian Hill, to repave them. What the City neglected to do was after the repaving, was close them again to do a thoroughly cleaning. Our street is still plagued by rocks, pebbles, and small bits of asphalt. Please note, I called into the City multiple times on this. We don't need the 27 coming down the street and pushing the aforementioned into our homes, garages, or down the storm drains, anymoe than the cars already do.

Please, take time to consider all of the options before voting on this and making this change. Please feel free to email or call if there are any questions.

Regards,

Brandon Bastunas
415-999-7720

From: Brian Bechtel
To: Jones, Sarah
Cc: Dwyer, Debra; Brian Bechtel; Wyatt Lin; Vince Adams; Chance Elliott; Diana Mitchell
Subject: Comments on Transit Effectiveness Project (TEP), Route 35 Eureka
Date: Thursday, August 08, 2013 10:13:23 PM

Ms. Jones,

I've received the Draft Environmental Impact Report (DEIR) for the Transit
(1) Effectiveness Project (TEP). I have one concern. The proposal to modify the 35 Eureka route includes TR-6

- Buses would turn around near Glen Park Station using Wilder, Arlington, Bosworth and Diamond streets.

This would present significant issues in traffic, safety, and accessibility.

The corner of Wilder and Diamond contains the Glen Park branch of the San Francisco Public Library and Canyon Market. The Canyon Market, in particular, is extremely popular with residents of the Glen Park and Sunnyside areas of San Francisco. There are many cars double parked on those two streets during the busy times of the day . It has constant deliveries of produce and groceries by rather large delivery trucks. In addition, those streets are popular because of the restaurants and coffee shops in the area. You also have the 23, 36, 44, and 52 buses servicing this area, as well as private shuttles and buses.

Using that area as a turn around for the 35 Eureka bus would be a disaster. Buses would frequently be unable to navigate the delivery trucks and double-parked automobiles on Wilder.

(2) I would suggest considering a different turn around, one which avoids the Diamond/Wilder intersection. The levels of traffic and congestion are unacceptably high already. Adding the 35 Eureka bus turnaround would be a disaster for MUNI's efforts to provide safe and reliable bus schedules. MER-b

--Brian Bechtel

I-Beigel

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 09, 2013 5:56 PM
To: Dwyer, Debra
Subject: FW: TEPEIR

_____
Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Lynda Beigel [mailto:lynbeigel@hotmail.com]
Sent: Saturday, August 31, 2013 12:20 PM
To: Jones, Sarah
Subject: TEPEIR

EP-2

(1) An extremely long and detailed document which does not offer information or place for public comment regarding specific issues, but here are some of those from a healthy and educated 70+ who regularly uses MUNI and walks in the city.

(2) 1. Dedicated bus stops in the middle of the street are a bad idea, encouraging jaywalking and therefore accidents between those running for a bus/streetcar/etc and those driving bicycles, motorcycles, cars and trucks. Even at crosswalks we see deaths for walkers. TR-7

(3) 2. Where are the 6 and 43 being moved TO? if they are no longer using Frederick and the Presidio? PD-2

(4) 3. Dedicating the busiest internal commute streets, like Masonic and Fulton, to transit will only increase traffic problems and congestion by eliminating traffic lanes! TR-6

(5) 4. One already has to take 2 or more MUNI vehicles to get almost anywhere from the center of the city to its 3 1/2 mile away corners; your plan appears to make it more complicated and less convenient and speedy. MER-b

(6) 5. Our problem is not traffic holding up the MUNI, but missed runs, lack of maintenance (hate to tell you how often the fare box is broken!), and "lying" bus shelters. GEN-1

(7) 6. Widened curbs are a bad idea, forcing other vehicles into the middle of the intersection to make turns, where they cannot see oncoming traffic through a stopped bus. TR-6

(8) 7. The proliferation of private corporate buses - eg. Bauer - blocks bus stops, increases noise and congestion, eg. on Haight Street, wears out streets, and should be better regulated -- it is truly annoying to see 3 or 4 pass when waiting for a MUNI vehicle! And they are largely empty! PD-2

(9) If you would truly like public input and the voice of experience, you might just get a focus group together taken from those who use MUNI. Yes, I am willing to serve.
Lynda Beigel EP-3

I-Bell

RECEIVED
SEP
& COUNTY OF
PLANNING DEPARTMENT

September 4, 2013

Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Ms. Jones,

(1) I am writing to you today to encourage you to continue service on the 3 Jackson line in Pacific Heights. My family is proudly car free, and the 3 Jackson bus was one of the major factors in our deciding to move to our current apartment last February. We have young children, and without the 3 Jackson, the neighborhood becomes much less walkable, and more isolated from other neighborhoods. We use the 3 Jackson every day to take our children to school on Cathedral Hill. My husband uses the 3 Jackson regularly to commute to his job at Folsom and Embarcadero. I frequently use the 3 Jackson to help get me to clients throughout the city. MER-b

(2) We encourage you to consider the terrain and transfer times in the decision to discontinue the 3 Jackson. It may look like there is other nearby service, but it is frequently up or down a steep hill, which can be difficult to navigate with small children. Walking to California Street from our home on Jackson Street takes nearly 10 minutes, and up hill takes even longer. This will increase our commute times to school substantially. The 3 Jackson also connects us to the Fillmore neighborhood, Japantown, and Union Square, enabling us to access PD-3

(3) shops and restaurants quickly and easily. Discontinuing this bus will add a long walk and/or a bus transfer to any of these outings, meaning that we will be more likely to stay home. The Jackson Street corridor is also relatively isolated from shopping, dining, and car sharing resources. Without the 3 Jackson, we may have to consider buying a car, which was an expense that we did not anticipate when moving to this area. TR-3

(4) I also see quite a few seniors on the 3 Jackson, and if it will be a hardship for an able-bodied family with small children to walk the hills of this neighborhood, it will be doubly difficult for the elderly residents. MER-b

Please consider an alternative to completely discontinuing this vitally important bus line. Reduced service (limited hours or lesser frequency) would be preferable to having no service to northern Pacific Heights - although I feel that increased and more reliable service on the 3 Jackson would increase ridership, by using the NextMUNI service, it is navigable. Increased service on the 2 Clement will be no substitute for the service connecting the Jackson Street and Alta Plaza Park corridor to the more vital shopping and dining districts of Fillmore Street, Japantown and Union Square (including Montgomery BART!).

Thank you for your consideration,

Susan Bell (susan@goldengatebaby.com)
Joshua Bell (jsbell@google.com)
and children Caspian Bell & Reed Bell
3147 Jackson Street
San Francisco, CA 94115

DATE: 9-13-2013

SUBJECT: Message to our representatives regarding no buses on Vallejo Street…specifically Bus Line 27.

CONTACTS: David Chiu, Heidi Kline, Amy Chan & Mayor Edwin Lee

(1) **MESSAGE: Hello. My name is Richard Bender and I have lived at 1380 Vallejo Street for ten years. I recently read an alarming notice stating that Muni is planning to move Bus Line 27 from Jackson Street to Vallejo Street. Vallejo Street has many children as well as elderly residents, and I strongly appeal to my representatives to not allow the 27 Bus Line or any other large city or commercial vehicles to use this street** MER-b

(2) **on a regular basis for traveling. To allow this to happen would create a safety as well as security problem for the residents of Russian Hill, and I am confident that you will make the right decision. Thank you for listening to my appeal.** TR-7

Rich Bender

1380 Vallejo Street

San Francisco CA 94109

Ph: 415-440-1716

Em: bender-r@sbcglobal.net

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:20 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3 Jackson Line

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: dberg182@comcast.net [mailto:dberg182@comcast.net]
Sent: Monday, September 16, 2013 8:02 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: 3 Jackson Line

Sarah and Sean,

MER-b

(1) I am writing to express my great discomfort with the proposed discontinuation of the 3 Jackson bus line. I am a regular user of the line during all hours: commute, evenings, and weekends. The route followed by the line is irreplaceable. For me, it is a convenient alternative to the automobile and enables me to make maximum use of public transit.
I hope your agency will reconsider the discontinuation of the 3 Jackson.

David Berg
343 Presidio Ave.
San Francisco

Sent from my iPhone

Kline, Heidi **I-Bol**

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:23 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: [Sequoiassf] 3 Jackson Bus Line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Morris Bol [mailto:mbol2m@gmail.com]
Sent: Sunday, September 15, 2013 10:51 PM
To: Jones, Sarah
Subject: Fwd: [Sequoiassf] 3 Jackson Bus Line

(1) As resident of the Sequoias, I fully endorse Ms Cheatham' letter MER-d

Morris Bol
140 Geary Blvd Apt 5P
San Francisco, CA 94109

Sent from my iPad

Begin forwarded message:

From: KCheat4349@aol.com
Date: September 15, 2013, 23:25:27 GMT+02:00
To: sarah.b.jones@sfgov.org, sean.kennedy@sfmta.com
Cc: sequoiassf@lists.sonic.net
Subject: [Sequoiassf] 3 Jackson Bus Line

To All Concerned:

Elimination of the 3 Jackson bus line is particularly disturbing because of the unique neighborhoods it services. The line serves a large senior community in both Japantown and Cathedral Hill. So many seniors have extremely limited mobility and a one street difference in a bus stop can mean viable transportation or not. It carries people to Union Square,downtown, through Pacific Heights and, very importantly, provides a connection with the 22 Fillmore bus to and from the Marina. A large number of seniors ride this bus to attend church services and activities, particularly at Calvary Presbyterian Church which has a senior community outreach program each Tuesday. Please take the needs of this very vulnerable population into consideration and keep the 3 Jackson bus in operation. MER-d

Kathie Cheatham, Board President
The Sequoias - San Francisco Resident Association

_____
Sequoiassf mailing list

Kline, Heidi

From: Jones, Sarah
Sent: Friday, August 30, 2013 4:28 PM
To: Dwyer, Debra
Subject: FW: Comment on Transit Effectiveness Project (TEP) - MUNI Route 3 Jackson elimination

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Philipp Borchard [mailto:pborchard@gmail.com]
Sent: Friday, August 30, 2013 4:28 PM
To: Jones, Sarah
Subject: Comment on Transit Effectiveness Project (TEP) - MUNI Route 3 Jackson elimination

Dear Planning Commission,

(1) The discontinuation of the MUNI line 3 Jackson would be a significant hardship for the residents of neighborhood. I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop, elimination of the service would almost double my commute time. Without a 3 line there would be no east west transit service within many blocks in my neighborhood. The next east west service would be up or down via many block with significant grades. The 3 line provides an important public transit artery for the residents of the Pacific Heights between Fillmore and Presidio Avenue. MER-b

(2) Futhermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO2 emissions and substanially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated. AQ-1 NO-1 GG-1

(3) The MUNI 2 line provides a service which is essentially duplicated by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the MUNI 2 line at any location. If service needs to be consolidated it should be the 2 line which is eliminated. The 3 Jackson line with its clean energy propelled buses provides a great and unique service to San Francisco.

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service. It is a great asset to the neighborhood and would maintain the low pollution electric trolley service through a central region of San Francisco. MER-b

Regards,

Philipp Borchard
2901 Washington St #2
San Francisco, CA 94115

RECEIVED

SEP 11 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M.E.A.

I-Borchard2

Philipp Borchard
2901 Washington St #2
San Francisco, CA 94115
(415) 255-8724

September 8, 2013

San Francisco Planning Department
Attention: Sarah Jones, Acting ERO
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Elimination of 3 Jackson line in proposed TEP

Dear Planning Commission,

(1) As a longtime resident of the Pacific Heights neighborhood services by the 3 Jackson MUNI line I am very concerned about the proposed elimination of the line. The discontinuation of the MUNI line 3 Jackson would be a significant hardship for the residents of neighborhood. I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop, elimination of the service would almost double my commute time. Without a 3 line there would be no east west transit service within many blocks in my neighborhood. The next east west service would be up or down via many block with significant grades. The 3 Jackson line provides an important public transit artery for the residents of the Pacific Heights between Fillmore and Presidio Avenue. MER-b

(2) Furthermore the plan switch the Sutter/Post Street corridor to all motor coaches would increase pollution, CO_2 emissions and substantially increase noise. The overhead trolley lines on the Sutter/Post corridor are valuable asset to San Francisco and this energy efficient and clean type of public transit should be expanded rather than eliminated. AQ-1 NO-1 GG-1

(3) The MUNI 2 Clement line provides a service which is essentially duplicated by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the 2 Clement line at any location. If service needs to be consolidated it should be the 2 line which is eliminated. The 3 Jackson line with its clean energy propelled buses provides a great and unique service to San Francisco. MER-b

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service. It is a great asset to the neighborhood and would maintain the low pollution electric trolley service through a central region of San Francisco.

Regards,

Philipp Borchard

From: Jones, Sarah
Sent: Saturday, September 14, 2013 5:26 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Please Maintain the #3 Muni Bus Line

Sent from my iPhone

Begin forwarded message:

> **From:** Tom Bornheimer <bornheimer@gmail.com>
> **Date:** September 14, 2013, 5:19:36 PM PDT
> **To:** <sarah.b.jones@sfgov.org>, <sean.kennedy@sfmta.com>
> **Subject: Please Maintain the #3 Muni Bus Line**
>
> Hello Sarah & Sean,
>
> (1) Please maintain the #3 Muni bus line. My wife and I commute to work every day on the #3 and we also often use it on weekends. The #3 is very full when it reaches downtown each weekday morning and coming home it is completely full by the second stop after leaving Montgomery. The #3 in serves four schools nearby and we often see students going to school in the morning. We also see San Francisco Ballet School students coming and going on the bus as they live in apartments nearby. MER-b
>
> If Muni is looking to save money than an alternative would be to stop the #3 at maybe 9 or 10pm as there are few riders after this time.
>
> (2) In addition, to make Jackson Street safer, I highly encourage that Muni have all the buses loading onto their lines and returning to the bus barn use California instead of Jackson. The #1, #30, #45 and other buses are often speeding down our street in the morning and late at night rarely stopping at the stop signs. This is very dangerous and against the law. A much better route would be to have all these loading and returning buses use California as this street is wider, has a higher speed limit and is a faster route. GEN-1
>
> Thank you for preserving the #3 Muni bus line.
>
> Tom Bornheimer
> 2898 Jackson Street #201
> San Francisco, CA 94115
> email: bornheimer@gmail.com

Kline, Heidi

I-Boyd

From: Jones, Sarah
Sent: Friday, August 16, 2013 8:57 PM
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR

From: Adam Boyd [ajboyd@dons.usfca.edu]
Sent: Thursday, August 15, 2013 4:27 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

GEN-2 MER-a

(1) Please get the TEP implemented as fast as possible. I go to the University of San Francisco and the vast majority of
(2) my trips are by transit and all of these proposed changes would have a huge positive impact on how me and my friends get around, especially the creation of the 5L Fulton Limited Line. Don't water down any of these proposals to keep car parking at all.

Thanks,
Adam Boyd

From: Adam Bozanich
To: Jones, Sarah; Dwyer, Debra
Subject: DEIR inaccuracies: 27 Folsom Service Variant 2
Date: Wednesday, August 14, 2013 11:15:04 AM

Dear Ms. Jones and Ms. Dwyer,

The Bella Vista HOA, owners and tenants submit the following comments on the DEIR including the 27 Folsom Service (Variant 2) of the Transit Effectiveness Project.

(1) The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses. NO-1

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 on a public school, mix commercial and residential buildings that were not designed to
(2) mitigate noise from a public transportation route on Harrison Street. Furthermore, it interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area. TR-9

(3) This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible. EP-1

Best,
Adam Bozanich

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:54 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson

_____

From: Burnett Britton [burbrit@earthlink.net]
Sent: Sunday, September 15, 2013 11:08 AM
To: Jones, Sarah
Subject: #3 Jackson

(1) Please do not eliminate the #3 Jackson. We old folks at the Sequoias San Francisco rely on it all the time. Thank You] MER-d

Burnett Britton
1400 Geary,
San Francisco, CA 94109

I-Bromberger

Kline, Heidi

From: Seth Bromberger <seth@bromberger.com>
Sent: Monday, September 09, 2013 8:53 AM
To: Kline, Heidi
Cc: Lee, Mayor; Chiu, David; Chan, Amy
Subject: Concerns about #27 bus rerouting proposal

Follow Up Flag: Follow up
Flag Status: Flagged

Ms Kline:

(1) I am writing to express my objection to the proposed rerouting of the #27 bus line down Vallejo Street. MER-b

(2) Vallejo Street (particularly in the few blocks around Polk Street) is home to many families with small children, and has neighborhood parking on both sides of the street. The street is too narrow for MUNI buses to navigate safely; the new plan (3) will pose dangers to pedestrians, limit the activities of the children and parents in the area, and will negatively impact the already dismal traffic situation in the Polk Street corridor. (4) It will also increase the noise level for all houses / apartments facing the street. TR-7 TR-6 NO-1

(5) I also note that there are weight restrictions on vehicles turning east onto Vallejo Street from Polk Street. MUNI buses certainly exceed these posted limits. TR-6

(6) Please reconsider the proposed route and keep MUNI buses off of this quiet residential street. MER-b

Thank you,

Seth Bromberger
1425 Vallejo Street #303
San Francisco, CA 94109
415-292-7054

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:52 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Bus

From: Swan Brown [swanab@comcast.net]
Sent: Sunday, September 15, 2013 1:26 PM
To: Jones, Sarah
Subject: #3 Bus

(1) I am 91 years old and live at Sequoias 1501 Post. I rely on the #3 bus to get to Calvary Presbyterian Church and to my doctors on Jackson and on Webster. Please do not allow this service to be eliminated. Swan brown] MER-d

Sent from my iPad

I-Browne

Kline, Heidi

Subject: FW: Please help

From: sean browne [mailto:seandigital@gmail.com]
Sent: Wednesday, August 28, 2013 11:19 AM
To: sean.kennedy@sfmta.com; Jones, Sarah
Subject: Please help

MER-b

(1) Hi Sean and Sarah this is Sean over by Alta Plaza Park. I need the 3 Jackson to get to work and back every day. Please do not remove this bus line. I beg of you.

Sean Patrick Browne
2575 Washington
SF CA 94115

Kline, Heidi **I-Burnham**

Subject: FW: #3 Jackson

Importance: High

From: Cook, Nancy [mailto:ncook@jdrf.org]
Sent: Monday, September 16, 2013 1:25 PM
To: Jones, Sarah
Subject: #3 Jackson
Importance: High

(1) Please do NOT stop the #3 Jackson line. MER-b

Betty Burnham
2222 Lyon St.
SF 94115
415-567-1174

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JDRF, 26 Broadway 14th FL New York NY 10004 USA, www.jdrf.org

From: Jones, Sarah
Sent: Saturday, September 14, 2013 5:26 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: SF Muni 3 Jackson

Sent from my iPhone

Begin forwarded message:

From: Josh Burns <joshmburns@gmail.com>
Date: September 14, 2013, 5:11:23 PM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: SF Muni 3 Jackson

(1) Hello - just voicing my opinion to keep the 3 Jackson as is based on my 6-10 rides on it per week. Since the 2 stops running much earlier in the evening, it is even more important for me as one of the few options to get home at night without a transfer. MER-b

Thanks,
Josh Burns

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: 3 Jackson
Date: Monday, September 09, 2013 9:47:55 AM

Sent from my iPhone

Begin forwarded message:

From: Lily Byrne <lilycbyrne@gmail.com>
Date: September 6, 2013, 10:49:34 PM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: 3 Jackson

Hello Ms. Jones

(1) My name is Lily Byrne and I am a resident of the Presidio Heights neighborhood. I am writing to formally object the the 3-Jackson bus line being discontinued. One of the best parts of this neighborhood is the fact that it's so easily accessible by a number of bus lines. So this is a change that will severely impact the neighborhood. And as someone who commutes downtown every day and relies on the 3-Jackson, I am extremely concerned at the possibility of its discontinuation.

MER-b

Please consider this as the discussion around the 3-Jackson continues.

Thank you.

Lily Byrne
330 Presidio Avenue #4
San Francisco, CA 94115

From: Jones, Sarah
Sent: Wednesday, August 28, 2013 5:35 PM
To: Dwyer, Debra
Subject: FW: Retaining 3 Jackson Service

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Erin Cadenasso [mailto:ejcadenasso@gmail.com]
Sent: Wednesday, August 28, 2013 5:34 PM
To: Jones, Sarah
Subject: Retaining 3 Jackson Service

Hi Sarah,

MER-b

(1) I just recently heard that there is a chance that the 3 Jackson bus line may be eliminated. I am really hoping this is not the case! If this line is no longer in service, the 2 nearest lines that go downtown are the 1 California and the 45 Union. Both of these are about 4 blocks away and overall very inconvenient, especially late at night. I would say the public transportation in SF is already lacking in comparison to other major cities. I urge the planning department to please reconsider eliminating this line!

Thanks for your consideration,

Erin Cadenasso

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Proposed Elimination of Muni 3-Jackson
Date: Thursday, September 19, 2013 11:42:01 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Camus, Jeanne-Louise [mailto:CamusJ@sutterhealth.org]
Sent: Thursday, September 19, 2013 11:32 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Proposed Elimination of Muni 3-Jackson

Dear Sarah and Sean,

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important. MER-b

Please please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Jeanne-Louise Camus, MPA
Philanthropy Project Manager
Sutter Health Finance
2015 Steiner Street, 3rd Floor
San Francisco, CA 94115
(415) 600-4452 (office)

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Save the 3-Jackson
Date: Monday, September 09, 2013 6:01:55 PM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Carroll, Shannon [mailto:shannon.carroll@ritzcarlton.com]
Sent: Saturday, August 31, 2013 7:52 PM
To: Jones, Sarah
Subject: Save the 3-Jackson

Good Evening, Sarah,

(1) I am writing to you with hopes of adding an impassioned plea to keep the 3-Jackson alive. I have faithfully ridden this bus for three years to/from work downtown. In all honesty, it is this line that has kept me from buying a car. If this line is removed, I will inevitably purchase an automobile because the other lines are too crowded and highly unreliable. This seems like it serves to defeat the purpose of an Eco-driven initiative. I can say, with confidence, that the loyal patrons of the 3-Jackson can probably afford to drive their cars to/from their destinations; but like myself, they choose to reduce pollution and traffic because the 3-Jackson provides a perfect alternative. TR-3

I hope my feedback will be heard and more importantly that it will save the 3-Jackson!

I appreciate your time and consideration.

Warm Regards,
Shannon W. Carroll

Sent from my iPhone

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, September 12, 2013 10:50 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: MUNI #3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Michaela Cassidy [mailto:MCassidy@sugarman-company.com]
Sent: Thursday, September 12, 2013 10:50 AM
To: Jones, Sarah
Subject: MUNI #3 Jackson

Sarah,

TR-3

(1) I got this info from a poster on the #3 Jackson bus – please do NOT discontinue this bus! I use it regularly and so appreciate the way in which it helps me "up the hill" after working all day! Because it conveniently gets me downtown, I use this line and many other MUNI lines regularly and do not want to revert back to driving my car in already crowded (and super expensive) SF. You all in Planning don't want me to do that either… Please keep the MUNI #3 running!

Thanks!
Michaela

Michaela Cassidy
Sugarman & Company, LLP
500 Sansome Street, Suite 600
San Francisco, CA 94111
PH: 415-395-7502
FX: 415-658-2858
Cell: 415-902-4161
MCassidy@Sugarman-Company.com

I-Cassidy2

RECEIVED
SEP 13 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

2723 Jackson Street
San Francisco, CA 94115
September 12, 2013

Sarah Jones, SF Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103
sarah.b.jones@sfgov.org

Sean Kennedy, SFMTA
1 South Van Ness, 7th floor
San Francisco, CA94103
sean.kennedy@sfmta.com

RE: MUNI #3 Jackson – Do NOT discontinue

Dear Good People in Planning and MTA:

(1) My entire family utilizes and depends on the #3 Jackson nearly every day. My husband (81 years old) uses the bus regularly to get to Fillmore Street, downtown, the movies and other activities that keep him stimulated and alert. Our adult disabled daughter takes the #3 from her home at The Granada (Hyde & Sutter) (and back) to visit her father and me at least twice weekly. I use it nearly daily to get downtown to work. More importantly for me, when I work late, without it, I would have to transfer two or three times to get home after regular rush hours – not good for a less-than-young me to be walking out alone at night! MER-d

(2) For those of us who live "up the hill", neither the #1 or the #45/#41 are satisfactory to encourage the use of public transportation on a day-in-day-out basis, a goal objective of the Transit Effectiveness Program. Keep the #3 buses coming and we will keep riding them, as well as the many, many other MUNI buses that I use regularly. Discouraging me from public transportation by making it too difficult/inconvenient will only stimulate me and others to use our cars which is not the objective! TR-3

Thank you for your positive consideration of this request. Should you have questions, I can be reached at 415-902-4161,

Sincerely,

Michaela Cassidy

Michaela Cassidy
An avid MUNI #3 Jackson fan and user

August 15, 2013

To Members, San Francisco Planning Commission

Subject: TEP: Environmental Clearance Requirements

Dear Commissioners:

(1) The Transit Effectiveness Project includes a number of valid proposed improvements to various Muni bus lines. Sean Kennedy and his staff, who have identified and developed these proposals, deserve to be commended for their dedication and hard work. MER-a

(2) However, as Planning Commissioners, it would be useful for you to take a minute to consider how recent regional demographic projections are likely to affect transportation in San Francisco. PD-5

ABAG projects that between 2010 and 2040 the Bay Area will grow by 2.1 million residents. The San Francisco Planning and Urban Research Association, Department of City Planning and the Mayor's office are all on record as eagerly seeking to locate as many of these newcomers to the Region in San Francisco as possible. Let's say…to be conservative…that San Francisco, with 10% of the Region's population, receives 10% of the new residents. That would come to 210,000 new residents by 2040, which translates to a 25% increase in the population of San Francisco, a demographic change of monumental proportions. And in addition to the new residents, San Francisco would be struggling to accommodate the thousands of additional commuters attracted by its growing employment base.

Under the right circumstances, greater populations in cities benefit everyone. For one thing open space is preserved. For another, urban residents are less dependent on their automobiles than suburbanites. And finally, higher densities make it possible to provide needed public services more efficiently.

But this works only if City infrastructure keeps up.

(2) So please stop and ask yourselves, what is being done in the public transit field to accommodate this large projected influx of residents, most of whom would presumably live in the downtown and southeastern part of San Francisco? Will the Central Subway help? Not really; the SFMTA projects that it will attract a mere 2,500 new patrons a day by 2035. The bridges, freeways and city streets? No, they are nearing capacity and already often gridlocked. More parking? No, that would just worsen the congestion. Muni Metro? With major changes, maybe… but peak period Muni subway crowding is already discouraging an estimated 35,000 would-be riders Muni a day from using the system. BART? No. In fact it is fast running out of transbay carrying capacity.

PD-5 (cont'd)

What about the TEP? Does it adequately address this problem? Also no. The TEP unfortunately focuses mostly on relatively small changes to a favored group of bus lines scattered throughout the city.

Is any element of DCP, MTA, CTA or the Mayor's office seriously addressing this oncoming population/commuter crunch? Again no.

In implementing changes to the Muni system, it is essential……and required under CEQA…..to take into account effects of future anticipated growth and development.

Increased development in San Francisco must be accompanied by a commensurate increase in infrastructure.

Sincerely yours,

Gerald Cauthen, PE
510 208 5441
Cautn1@aol.com

From:	Jones, Sarah
To:	Dwyer, Debra
Subject:	Fwd: Muni # 3 bus.
Date:	Monday, September 09, 2013 9:47:23 AM

Sent from my iPhone

Begin forwarded message:

From: <paulchan71@aim.com>
Date: September 7, 2013, 11:17:46 AM PDT
To: <sean.kennedy@sfmata.org>
Cc: <sarah.b.jones@sfgov.org>
Subject: Muni # 3 bus.

(1) *Why is the city so against the Senior citizens who depend the Muni for thier daily travels.*
The #3 bus route passes by many Senior residence.Fares keep going up and services keep cutting.
There is no logice to this move. pc

MER-d

Kline, Heidi

Subject: FW: jackson 3 bus

From: rachellechenard@aol.com [mailto:rachellechenard@aol.com]
Sent: Monday, September 16, 2013 11:45 PM
To: Jones, Sarah
Subject: jackson 3 bus

Sarah

(1) This is to inform you of my interest in keeping the Jackson 3 bus line active. MER-b

Thank you.

Best,
Rachelle Chenard

Kline, Heidi **I-Chin**

Subject: FW: 3 Jackson Muni

From: Mokuphu [mokuphu@gmail.com]
Sent: Monday, September 16, 2013 7:06 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: 3 Jackson Muni

Hello,

MER-b

(1) I am sending this email Rio implore you to reconsider eliminating the 3 Jackson Muni line. The 3 Jackson line is incredibly useful to people working in downtown who need to stay later at work. Please preserve the 3 Jackson.

Sincerely,
Stephen Chin

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR
Date: Monday, July 22, 2013 4:16:01 PM

Sarah Bernstein Jones
Acting Environmental Review Officer
Acting Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Barbara Chow [mailto:bar_chow@icloud.com]
Sent: Monday, July 22, 2013 3:53 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Dear Ms. Jones,

(1) I am writing to object to the proposed plan to reduce the service on the 36 Teresita line though the Forest Knolls neighborhood, where I've lived for 14 years. It's a beautiful but hilly area of SF where the 36 line is crucial to my commute to Forest Hill station to downtown. MER-b
I do not see how the benefits to Muni outweigh the benefits to my community.
1. Deleting forest knolls from the route would not save substantial time nor fuel. The route only adds about 3-4 mins and is not a redundant route and is downhill.
2. We have students, workers, and elderly residents that rely on the bus in our hilly neighborhood. I closing in on retirement within 10 years and as of now, walking my hills is getting harder and harder.

Replacing the bus with a van is a good idea. I think you could even leave the stops at 30 mins apart, rather than going back to 20 mins. That would hopefully help Muni reduce costs while providing an invaluable service.

Thank you,
Barbara
Forest knolls, Christopher Dr.

Kline, Heidi **I-ChristensenB**

From: Jones, Sarah
Sent: Friday, August 16, 2013 9:11 PM
To: Dwyer, Debra
Subject: FW: TEP Comments - Line 35

From: RCC572@aol.com [RCC572@aol.com]
Sent: Monday, August 12, 2013 7:07 PM
To: Jones, Sarah
Subject: TEP Comments - Line 35

Sarah

I am a resident of the Glen Park Neighborhood. I use the 35 line stop at Bemis and Addison going to & from the 24th St. as well as Castro and Market stops.

(1) I want to voice my opposition to the proposed changes where the loop down Farnum to Bemis and back up Addison is eliminated. This is an area of steep hills. Many of us passengers are either handicapped or elderly. Climbing the hills from alternative lines and BART is increasingly difficult with age. I also try to avoid climbing the hill from the BART station at night because of security concerns.

The proposed change makes no sense because it duplicates 52 line service in the Diamond Heights and Diamond St. section while removing all service from the Farnum/ Moffit/ Bemis/ Addison loop.

MER-b

Bob Christensen

Kline, Heidi **I-Colamarino**

Subject: FW: 3 Jackson letter
Attachments: 3 Jackson.pdf

From: Sophia Colamarino [mailto:sophia.colamarino@gmail.com]
Sent: Wednesday, September 18, 2013 10:11 AM
To: Jones, Sarah
Subject: 3 Jackson letter

Hi Sarah -

EP-6

(1) I ride the 3 to work every day and this morning for only the second time saw a flyer posted about its elimination (the first flyer I saw a few weeks ago was the first I'd heard of this).

I've googled and searched the SFMTA site but found no current mention of the proposed elimination, and all the other riders I spoke with were either unaware, which is awful, or confused (like me). I don't know why there has not been better notification on the buses.

Anyway, I finally contacted Supervisor Farrell's office and they gave me a name at sfmta so I sent this letter earlier this week. As I saw your name today I am also sending to you since I never received notification that my letter was received.

MER-b

(2) I don't know if the attached will help, but I ride the 3 Jackson line every day to work, and my elderly mother and her friends use it to get to their various doctor appointments, so it would be devastating to lose it.

With much appreciation,

Sophia

9/13/13

To Whom It May Concern –

(3) I am writing to express my extreme distress over the potential elimination of the 3 Jackson bus. I live in Pacific Heights and take the 3 bus every day to work in SoMa on Mission Street at 2nd. Eliminating this line will be a major inconvenience for my work commute. MER-b

When I started in new offices earlier this year I spent a full month experimenting with every combination of buses to arrive at work. A priori, I had no bias. I just wanted to figure out what was the safest and most comfortable ride for a daily commute that would allow me to arrive at work quickly, reliably, and the least frazzled.

(4) I tried the 30X, but multiple buses passed me every day, already full by mid-Chestnut St. When I finally mushed on, I stood awkwardly with everyone's office bags in my back. At least everyone was good-natured, which was unlike my experiences on the 30 and 45, where going through Chinatown was a nightmare. Moreover, now that Stockton St. is closed, the bus re-routes in the opposite direction from SoMa, requiring yet another transfer and additional time. The 10 bus had a torturous, slow route to the Financial district. It wasn't too awful when I wasn't in a hurry to arrive at a specific time, but three times the bus I was waiting for never showed up. This inconsistency does not allow it to be a commute bus. Finally, for a few weeks I tried the 22 up the hills and down to the 2 or the 38L, but these were completely packed, and I (like anyone else who boards on this side of town) had to stand the entire way with my heavy computer, work files, lunch bag, and purse. Additionally they were loud, dirty, smelly and scary (people screaming obscenities; people passed out on seats; homeless with big bags of whatever literally blocking the doors and aisles), and I realized I was arriving to the office already in a foul mood *just* from those buses. I finally stopped taking them when I found a hand in my purse. TR-4

(5) This leads me to the 3 Jackson, which is always a clean, pleasant, reliable ride. Even if I have to walk up several steep hills to reach it, it is still the best bus from my area, and by far the most convenient. Because it does not originate on the other side of the city, unlike the 38 or 2 lines, I actually manage to find space to SIT down. It avoids an extra transfer and the route downtown is direct and fast. The people are polite even when crowded. I no longer dread the commute, nor wake up cursing MUNI. Dare I say it, I actually enjoy my ride to work. And it is not just for commuters - my elderly mother also relies on the 3 for her doctor appointments. MER-b

(6) I grew up in San Francisco taking MUNI everywhere with my parents. I don't mind being a commuter and believe strongly in public transportation. That said, honestly, without the 3 Jackson I will begin driving to work every day. TR-3

Sophia Colamarino
2924 Steiner St.
San Francisco, CA 94123
415-829-3038

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:20 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3-Jackson Line slated for elimination

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Daniel Conde [mailto:dsconde@hotmail.com]
Sent: Monday, September 16, 2013 7:27 AM
To: Jones, Sarah
Subject: 3-Jackson Line slated for elimination

Sarah Jones
SF Planning Dept
1650 Mission St, Ste 1300
SF, CA 94103

Dear Ms Jones,

TR-4

(1) I understand that the Jackson 3 Muni bus is under consideration for elimination.

I take the 3 Jackson bus, and as an alternative, the 1 California. The 1 California Bus is often crowded and will not take on any passengers at downtown stops and towards downtown at Presidio and California stop, it also is often very crowded and cannot take on passengers. Therefore, I take the 3 Jackson instead.

MER-b

(2) Furthermore, twice recently the 1 California broke down around Jones street, which forces me to walk down to Sutter Street to take the 3 Jackson. Waiting for the line to be repaired would have taken too long.. Had there not been a 3 Jackson, I would have needed to go down to Geary which would have been very inconvenient.

There are many passengers who go from downtown to the middle of the city, so the 3 Jackson serves the needs of people who need a bus that quickly loops back in that route, and do not need to go further out to the Richmond District.

(2) Without the 3 Jackson, there is often no convenient alternative. I urge you and the Muni to keep the 3 Jackson operating.

Sincerely,

Daniel Conde

From: Wise, Viktoriya
Sent: Wednesday, September 04, 2013 5:58 AM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Please Save our 3-Jackson

T-Mobile. America's First Nationwide 4G Network

-------- Original Message --------
Subject: Please Save our 3-Jackson
From: Kelly Connelly <kelly@kcdp.com>
To: "Wise, Viktoriya" <viktoriya.wise@sfgov.org>
CC:

TR-3

(1) I am writing for your help, and to beg that SFMTA keeps the **3-Jackson bus line**.

I have a small business downtown, and I commute from my home (rental) at the end of the 3-Jackson Line every day. It is a vital link for me to take public transit to my work. San Francisco is pushing everyone to use public transit rather than to drive. If the 3-Jackson is eliminated, then I will be forced to drive my car to my office, or I will move my office to another location. It will be easier to be out of San Francisco, frankly. This not only presents a financial hardship for me, but it does this for so many of us who rely on that bus line.

MER-b

(2) I realize that on the last few blocks of the route, the numbers who ride it are small. The 3-Jackson is still a crucial link. Many of the riders at the end of the line are elderly or are young students. The closest line to use is down the hill, which is difficult, if not impossible, for these elderly riders. The 3-Jackson is a busy and active bus line.

If there must be some compromise, we could possibly have fewer commuter buses. Rather than every 10 minutes in the morning and afternoon, just keep it to every 20 minutes. Please help. This would be a huge hardship for me and for many others to lose this line.

Thank you for your help.

Kelly Connelly
2133 Lyon Street

Kelly Connelly Design + Print
228 Grant Avenue, 6th Floor | San Francisco, CA 94108 | Kelly Connelly Design + Print | tel 415 398 6699

Begin forwarded message:

From: "Jones, Sarah" <sarah.b.jones@sfgov.org>
Subject: Automatic reply: Please Save our 3-Jackson

Date: September 3, 2013 8:20:29 PM PDT
To: Kelly Connelly <kelly@kcdp.com>

I-Connelly

I will be out of the office until Monday, September 9. In my absence, please contact Deputy ERO Viktoriya Wise at viktoriya.wise@ sfgov.org or (415) 575-9049.

If you are submitting comments on a draft environmental document, please send them to the project planner identified on the document.

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Nancy Cook [mailto:cookee2222@att.net]
Sent: Sunday, September 15, 2013 6:34 PM
To: Jones, Sarah
Subject: #3 Jackson

(1) Please do NOT stop the #3 Jackson line I MER-b

Nancy Cook
2222 Lyon St.
SF, Ca 94115
415-307-0375

Sent from my iPad

Kline, Heidi

Subject: FW: 31 JACKSON BUS LINE

From: Shirley Costello [mailto:gemini1929@comcast.net]
Sent: Tuesday, September 17, 2013 4:02 PM
To: Jones, Sarah
Cc: sean.kennedy@sfmta.com
Subject: 31 JACKSON BUS LINE

MER-d

(1) PLEASE DO NOT ELIMINATE THE 31 JACKSON BUS LINE. IT IS AN IMPORTANT MEANS OF TRANSPORTATION FOR MANY PEOPLE IN THE AREA BUT ESPECIALLY **US SENIOR CITIZENS**.

I USE THE LINE AT LEASE A DOZEN TIMES A WEEK. IT IS NEEDED!

THANK YOU FOR RETHINKING THIS VERY BAD IDEA.

SHIRLEY COSTELLO
1400 GEARY BLVD., 2205
SAN FRANCISCO CA 94109

Kline, Heidi

Subject: FW: 3 JACKSON LINE

From: Shirley Costello [mailto:gemini1929@comcast.net]
Sent: Tuesday, September 17, 2013 4:08 PM
To: Jones, Sarah
Subject: 3 JACKSON LINE

MER-d

(1) PLEASE DO NOT ELIMINATE THE 3 JACKSON. IT IS AN IMPORTANT RESOURCES FOR US SENIORS IN THE AREA AS WELL AS EVERYONE ELSO.

I USE THE LINE AT LEASE A DOZEN TIMES A WEEK.

IT IS NEEDED!

THANK YOU FOR RETHINKING THIS VERY BAD IDEA.

SHIRLEY COSTELLO
1400 GEARY BLVD., 2205
SAN FRANCISCO CA 94109

From:	Tonie Cox
To:	Dwyer, Debra
Cc:	Wiener, Scott
Subject:	Changes to bus routes #52, and #35-Eureka
Date:	Sunday, December 08, 2013 3:44:35 PM

Hi,

(1) Is there a document that clearly outlines the proposed changes to the #52 and #35 bus lines? The information in the SFMTA site says that service will be improved, but your site says it will be cut. Considering that the changes were not publicized to the people served by those routes I'm a bit shocked that the public comment period is closed and that very little information is available. I've seen exactly one public notice posited and it is for a meeting that happened in October. — PD-2

(2) There is very little transit to this area already, and the #52 is not reliable. If you reduce or eliminate the #35 route you are effectively cutting MUNI service to an entire section of the city. We were hoping for the increase promised by the MTA (http://www.sfmta.com/node/97906) so we might be (3) able to live either without a car or perhaps with just one per household. If you cut us off from Muni service, then you are requiring everyone in my area to rely on driving at the same time that parking is being reduced and parking rates are rising. — MER-b; TR-3

(4) Your message is confusing, just what is it that you expect us to do? We live in an area with very steep hills, and very limited public transportation. I would suggest that someone in your office come here and see what it's like to walk from say the J-Church train or Glen Park BART to the Diamond Heights Safeway, and then decide if it is practical to expect someone to walk several blocks to a mile uphill and back to go grocery shopping. All of the major transit stations; Bart, Forest Hill, and the Castro St stations require a long walk up extremely steep hills to access them. The unreliable #52 bus and the reliable #35 bus are our only links to the major transit stations. — MER-b

(5) I'm copying Scott Wiener on this. I wonder if his office knows that public notices were not sent out to notify local residents of the proposed changes, or updates to this project. The only notification I saw was one notice posted on one tree in Glen Park. I have ridden both buses many times during the past year and there are no notices posted at the bus stops or the stations. Doesn't this violate planning rules? If a tree — EP-6

(5) removal requires public notification, shouldn't a bus line require at least that much?

EP-6 (cont'd)

Please update me and my community on the proposed route changes, we deserve to have a say in this before it's too late.

Thank you,

Tonie Cox

Kline, Heidi **I-Craig**

Subject: FW: Please do not discontinue the 12-Folsom MUNI bus service.

From: Blair Craig <BlairC@wsncorp.com>
Date: September 16, 2013, 10:26:07 AM PDT
To: <sarah.b.jones@sfgov.org>
Cc: <David.Campos@sfgov.org>, <David.Chiu@sfgov.org>, <sean.kennedy@sfmta.com>
Subject: Please do not discontinue the 12-Folsom MUNI bus service.

San Francisco Planning Department
Attention: Sarah Jones, Acting ERO
1650 Mission Street, Suite 400
San Francisco, CA 94103

(1) I am writing to voice my strong opposition to the discontinuing of the 12-Folsom line. This is the bus I use to get to and from work each day. This bus is packed every morning and evening with downtown workers who live in the mid-Mission area. In addition to FiDi commuters there are also Asians getting to Chinatown, low income MUNI riders, and disenfranchised. In other words, this bus is a cross section of the whole city. Not only should you NOT discontinue it, you should ADD more service to this line. Have you ridden this line in the A.M. or P.M.? if not, then considering it's deletion is short-sighted. I have a disability and discontinuing the 12-Folsom would make it quite a hardship to just "find another route" to work. Without the 12-Folsom, there is no bus line between Mission Street and Bryant Street. A gap of almost 10 blocks. This is very short sighted. MER-b

To use your EIR, which as a Urban Planning Minor at SFSU, I find to be completely lacking in real world fixes. "In an effort to make Muni service more convenient, reliable and attractive to existing and potential customers, the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Office of the Controller have launched a detailed analysis of existing travel patterns and a comprehensive review of service options". – Your EIR and plans do the exact opposite of making MUNI more convenient, reliable and attractive. It is taking a whole 20 block by 10 block radius and leaving it without transportation and essentially cutting it off.

(2) My last point is in regards to no notice of the EIR or the chance of discontinuing this line. No notice place cards on the 12-Folsom, or at the (newly built) bus shelters. I find this troubling, and completely lacking in transparency. EP-6

(3) I hope that you will consider my letter, and any others you may get opposing the loss of the 12-Folsom and re-examine the extreme need for this particular line. MER-b

Sincerely,
Blair Craig
Controller
WSN/FORT Systems
120 Green Street, 3rd Floor
SF CA 94111

Kline, Heidi

I-Crawford

Subject: FW: Please save the 3-Jackson

From: Scott Crawford [mailto:sacrawford@mindspring.com]
Sent: Tuesday, September 10, 2013 3:56 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Please save the 3-Jackson

(1) Sarah and Sean, I am a regular rider to work, downtown and to giants games! Love it!!! MER-b

Regards, Scott
Sent from my phone

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: # 3 line

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: LAC [mailto:lacinsf@gmail.com]
Sent: Sunday, September 15, 2013 7:15 PM
To: Jones, Sarah
Subject: # 3 line

Dear Ms. Jones...

MER-d

(1) As a senior citizen living on Cathedral Hill, and one whose vision no longer permits me to drive, the # 3 line is an invaluable link to downtown and to the medical facilities at CPMC at Pacific Heights.

Please continue this service, even if evening service must be curtailed.

thank you,
Lewis Crickard
1400 Geary Blvd.

From: Jones, Sarah
Sent: Saturday, September 14, 2013 6:32 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: TEP Draft EIR comment - Eureka Route 35

Sent from my iPhone

Begin forwarded message:

From: Edwin Critchlow <ekai.bushin@gmail.com>
Date: September 14, 2013, 5:57:43 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: TEP Draft EIR comment - Eureka Route 35

Dear Ms. Jones,

(1) I live on Wilder St in Glen Park and would like to support and encourage the extension of the 35 Eureka to the Glen Park BART station. MER-a

The extension would allow my fellow residents of Glen Park and I to access Diamond Heights, Noe Valley and the Castro without having to climb the steep hill to reach the current 35 stop on Bemis and Moffitt Streets.

The extension would also allow residents of Diamond Heights, Noe Valley and the Castro to efficiently connect to the MUNI J, 23, 36, 44 and 52 and the BART in Glen Park.

Because of these benefits, I heartily support the extension of the 35 line.

Sincerely,

Edwin Critchlow
SF Resident

--

May all beings be free from suffering and the causes of suffering.

Kline, Heidi

Subject: FW: planning in District 3

From: Yvette Cuca [mailto:ycuca@yahoo.com]
Sent: Thursday, September 12, 2013 8:32 AM
To: Jones, Sarah
Subject: Fw: planning in District 3

Dear Ms. Jones,

I have lived in San Francisco District 3 for 11 years. I walk, bike, and drive in the streets of Russian Hill,
(1) and also shop and live here. Over the past year or two, there have been efforts to improve the traffic situation in the neighborhood, but it has come to my attention that two of these efforts are at cross-purposes. PP-2

First, there is an effort to "calm" traffic on Polk Street and turn the neighborhood into a "little Paris" by reducing car traffic, removing parking, increasing bike lanes, and making it more pedestrian friendly (Though, to be honest, pedestrians and bicyclists cause many of the problems. I can't tell you how many times I have almost been hit by a bicyclist who does not stop at stop signs, or how many times I have seen pedestrians almost hit by cars because people decide to cross in the middle of the block).

At the same time, however, there are plans to create exclusive bus lanes on Van Ness and re-route the additional traffic from Van Ness onto Polk, Gough and Franklin. How is it possible that one plan seeks to reduce traffic on Polk while another plan seeks to increase it? It seems that there are two completely different efforts / committees that are not talking to each other. The result, I can assure you, will be chaos.

(2) In addition, it seems that there may be plans to re-route the #27 bus onto Vallejo St. Vallejo is a residential streets with many families with children. Routing a bus along Vallejo will change the neighborhood completely, and generally reduce safety for drivers, cyclists and pedestrians. MER-b

PP-2

(3) As a resident of District 3, I would very much appreciate if you could get more involved and take these concerns to the planning committees. It really seems as if there are two different groups that are not talking to each other.

Thank you,

Yvette Cuca
ycuca@yahoo.com

From: Jones, Sarah
Sent: Monday, September 16, 2013 4:49 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Please Keep the Number 3 Bus Alive!

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Michael Dachowski [mailto:michaeldachowski@gmail.com]
Sent: Sunday, September 15, 2013 4:56 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Please Keep the Number 3 Bus Alive!

MER-b

Dear Sarah and Sean,

(1) I am writing to you to show my support for the Muni 3-Jackson bus. I understand the the Transit Effectiveness Program is voting on whether to keep this bus active. Please know that the #3 is very important to us in the Pacific Heights area. It is my primary route to work in the financial district. My wife and I also use it to go to Union Square, ATT Park, Sacramento Street shops, as well as other everyday things such as getting a haircut, going to the dentist or the dry cleaner. Parking in the city has become very expensive, coupled with the price of gasoline, the bus becomes even more important. Please keep the 3 Jackson active. It is the best way for us to connect and enjoy so many parts of San Francisco.
Thanks,
Michael Dachowski

I-De

Kline, Heidi

Subject: FW: Regarding the 14L and 14 Mission... Motor Trolly Changes

From: Hypocro De [mailto:longwong1234@hotmail.com]
Sent: Tuesday, September 17, 2013 12:23 PM
To: Jones, Sarah
Subject: Regarding the 14L and 14 Mission... Motor Trolly Changes

(1) I think the 14 Mission should remain as trolly
14L Mission Limited should remain as Motor (Since this the faster & limited bus)

MER-c

Subject: FW: #3 Jackson Busline

From: "DeFoor, Bradley S" <bradley.defoor@gs.com>
Date: September 16, 2013, 11:06:05 AM PDT
To: "'sarah.b.jones@sfgov.org'" <sarah.b.jones@sfgov.org>
Subject: #3 Jackson Busline

Sarah –

(1) I live at 2201 Baker St (corner of Jackson) which is on the bus line. We would strongly support eliminating this bus-line. Given we face Jackson, I see the bus passing in both directions multiple times day and night. The bus is regularly empty of any passengers. It's rare that you see more than maybe 1-2 people on the bus. MER-a

Given the cost to the city, noise, general poor driving by bus drivers (often all most run you over while backing out of garage), very limited use in our neighborhood, overhead electric cables, etc. we would STRONGLY support eliminating this bus line.

I've asked dozens of neighbors who live within a few blocks of the bus line and not a single one ever uses the bus. This seems like a perfect opportunity to use limited and valuable resources in a more productive way for other city residents. I am sure some other neighborhoods could use the additional transportation resources.

Respectfully,
Brad DeFoor

Kline, Heidi **I-Demergasso**

Subject: FW:

From: Bonnie Demergasso [mailto:birds2@pacbell.net]
Sent: Monday, September 16, 2013 2:15 PM
To: Jones, Sarah
Subject:

Dear Sarah,

MER-b

(1) Please register my vote to Keep the Jackson # 3 bus line in service. It is valuable to our neighborhood.

Thank you,
Bonnie Demergasso
Pacific & Presidio resident

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson muni bus

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Judy D'Este1 [mailto:greatjuditherine@comcast.net]
Sent: Sunday, September 15, 2013 6:52 PM
To: Jones, Sarah
Subject: #3 Jackson muni bus

(1) PLEASE help to save this bus line!!!

thank you from the locals who ride this bus....

MER-b

Judy D'Este
3065 Pine Street
San Francisco, CA 94115

Kline, Heidi

Subject: FW: Proposed route of No. 48 bus

From: rcdodds@comcast.net [mailto:rcdodds@comcast.net]
Sent: Monday, September 16, 2013 4:12 PM
To: Jones, Sarah
Subject: Proposed route of No. 48 bus

Dear Ms Jones,

NO-1

(1) I know there is a proposal under consideration to reroute the 48 bus up and down Clipper St., where I live. As I sit here writing this email to you I can hear the whoosh and roars of the many cars going down and up the steep grade between Douglass and Grand View. Adding buses doing the same every 10 to 20 minutes (actually twice that since there are inbound and outbound buses) would make the street a lot less liveable. I understand that residents on the current route after it departs from 24th Street would be happy to see it changed, but keep in mind those are low-traffic streets, unlike the already busy Clipper. Thank you for your attention.

Richard Dodds
780 Clipper St.
San Francisco, CA 94114

Kline, Heidi

Subject: FW: #3 Jackson street

From: Grant Dollens <Grant@dollensofc.com>
Date: September 16, 2013, 11:23:09 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Cc: Sarah Dollens <Sarah@dollensofc.com>
Subject: #3 Jackson street

Sarah,

(1) I was told by our neighborhood group to send thoughts on the proposed closure of the #3 jackson bus line. MER-a

We live at 2221 Baker Street, right on the corner of Baker and Jackson. We occasionally use the line, and see its usage all the time, due to a stop being right on our corner. Our opinion is that this is a highly under-utilized route. We have never been on this bus with more than a couple of people. Whenever we see the bus driving by, we very rarely see more than a couple of riders.

We are very strong supporters of public transit in general. However, we think the cost and resources of this line could be better allocated to a higher use route. Also, with lines on California, Divisadero and Fillmore street, this area is nicely served.

I would be a big proponent of a bike lane being installed on Jackson. If this bus line were to be removed, there would be a reduction in traffic and thus it could be a good candidate for a bike lane. With the schools, alta plaza park, and fillmore street all accessible from Jackson – I think this would be highly utilized.

In my opinion, the trade of a bike lane for an under-utilized bus line would be a good one.

(2) One additional question I had is whether any other buses other than the #3 jackson use this section of Jackson street. Would the overhead wires be removed as well? PD-2

Thanks for the consideration of our comments.

Kind regards,

Grant

Kline, Heidi

I-Dougherty

Subject: FW: #3 Jackson Bus Line

From: Mike Dougherty [mailto:MDougherty@NCPHS.org]
Sent: Monday, September 16, 2013 9:19 AM
To: Jones, Sarah; 'sean.kennedy@sfmta.com'
Subject: #3 Jackson Bus Line

(1) I regularly take the #2 or #3 to get to and from work from the Montgomery BART station. The buses are quite full. In the evening I routinely must stand. I believe the service levels will decline if one of the routes is eliminated. The buses will be then become overcrowded, and perhaps unsafe for the elders who reside in The Sequoias.

TR-4

Please keep the #3 running.

Michael Dougherty
Executive Director
1400 Geary Blvd.
San Francisco, CA 94109
Tel: 415.351.7903
Fax: 415.567.2576
mdougherty@ncphs.org

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From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Muni TEP Draft EIR--Comments (specifically, Line 28L)
Date: Monday, July 15, 2013 8:57:08 AM

Sarah Bernstein Jones
Acting Environmental Review Officer
Acting Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Peter Ehrlich [mailto:milantram1859@gmail.com]
Sent: Sunday, July 14, 2013 4:52 PM
To: Jones, Sarah
Subject: Muni TEP Draft EIR--Comments (specifically, Line 28L)

Hi Ms. Jones,

(1) I am a retired Muni operator. I worked for Muni from 1979 to 2005, the last 10 years as an F-Line operator.
I also was a San Francisco resident from 1966 to 2010.

In viewing the proposed TEP route changes and enhancements, I noticed that the proposal for line 28L-19th Avenue Limited eliminates the stop at the Golden Gate Bridge Toll Plaza. This is simply bad policy! It's bad for residents, it's bad for visitors, and it's bad for anyone who wants to enjoy the Golden Gate Bridge, but doesn't want to drive there.

The extension to the edge of the Fisherman's Wharf area is good. This should have been done years ago. But to extend it into the tourist-heavy Wharf region without stooping at the Golden Gate Bridge is wrong, wrong, wrong!, and defeats the proposed eastward extension.

In my experience as an F-Line operator, I had to show visitors how to get to the Bridge, using a combination of the 30-Stockton to Chestnut/Laguna and a transfer to the 28. They accepted that. But how would visitors get to the Bridge from the Wharf area--where the greatest concentration of visitors are coming from--if there is no stop at the Bridge for Muni? The alternatives of PresidioGo and Golden Gate Transit buses are unpalatable. They're infrequent, unreliable and don't accept Muni fare instruments such as Visitor Passports.

No. The 28, either Local or Limited, MUST continue to stop at the Golden Gate Bridge Toll Plaza. Anything else defeats the purpose of a faster and more useful 28-Line.

MER-b

Peter Ehrlich
50 Rock Mill Road
Carmel, NY 10512
(415)420-8255
milantram1859@gmail.com
Muni operator 1979-2005 (F-Line, 1995 to retirement) San Francisco resident 1966-2010

From: Chance Elliott
To: Dwyer, Debra; Kline, Heidi
Subject: Glen Park TEP DEIR Comments
Date: Thursday, August 01, 2013 8:37:40 AM

Debra and Heidi,

(1) I would like to voice my concern over the proposed changes to the 35 Eureka bus route through the Glen Park central business corridor. The proposed route uses Wilder street and Diamond as the loop to connect BART with the 35. This is one of the most congested intersections in the city. Due to the high traffic on Diamond St, as well as the Canyon Market and numerous other central businesses, Wilder street at Diamond is generally completely grid locked with delivery trucks, people parking, people double parked, pedestrian traffic and cyclist who use Wilder as a connector street. Adding a bus to this mix would make both Wilder and Diamond completely impassible during most hours of the day, and would make for an ineffective and troublesome bus route. Please reconsider this route modification as it will have a negative impact on both riders, as well and the Glen Park community as a whole.

TR-6

Sincerely,
Chance Elliott

From: Jones, Sarah
Sent: Wednesday, September 11, 2013 5:28 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Number 3 Bus

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Esgandarian, Gail [mailto:Gail.Esgandarian@ed.gov]
Sent: Wednesday, September 11, 2013 5:27 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Number 3 Bus
Importance: High

Sarah and Sean,

MER-b

(1) Last Monday morning, September 9, as I was on the # 3 MUNI bus going inbound to work, I read a MUNI poster in the bus that stated that MUNI is planning to discontinue the # 3 bus and if the public does not wish for this happen, we must voice our feelings by emailing either or both of you by 9-17-13, which is the reason for this email.

I work full-time, Monday through Friday, in the Financial District and every morning between 9:15am -9:30 am, I catch either the inbound # 2 or # 3 bus at Larkin and Post, which I have done since 2006. My employment is located at Market and Beale Streets so the #2 bus is perfect for me since it drops me off at that stop. For that reason, I try to catch the #2 bus but, as you know, MUNI buses often don't arrive at the same time every morning and/or sometimes I'm running late so if I miss the #2, I take #3 inbound to Sutter and Sansome, which is the last inbound stop, then walk to Market and Beale. Currently, I often have to wait about 10-15 minutes for a bus at Larkin and Post. If MUNI discontinues the #3 and doesn't replace it with #2, that will pose an EXTREME HARDSHIP on me, causing my wait to be much, much longer and risk my being late for work often.

I will also feel the impact of the termination of the #3 bus on my commute home in the evenings. I catch the outbound #2 bus at the bus stop at Market and Front Streets shortly after 6 pm Monday-Friday. However, sometimes I miss it or sometimes I work late and when the bus stop timer indicates that the #2 isn't due for another 8-20 or more minutes, I walk to Sutter and Sansome to have the option of catching the #3 bus that may arrive sooner. If #3 is terminated, I will no longer have that option.

EP-6

(2) Please note that I do not feel that the public is adequately aware of the termination of the #3 bus and the 9-17 deadline to respond, which is evidenced by the following facts: I ride the #2 and #3 buses twice daily, 5 days a week and only noticed the poster 2 days ago and I tend to be very observant. This may suggest that MUNI only recently posted the poster and/or more than 1 poster needs to be posted in each #3 bus. Further, today I called MUNI at 673-6864 to inquire about my

(2) questions stated in the paragraph below, and the woman with whom I spoke, as well as her supervisor, did not know about the planned termination of the #3 bus and therefore could give me no information. This woman even checked the MUNI website for information on this matter, which yielded nothing. Therefore, if you fail to get adequate public input, it may not be due to the public's lack of concern but rather due to their lack of knowledge.

I-Esgandarian

PD-2

(3) **MY QUESTIONS**: If MUNI discontinues the #3 bus, will MUNI replace every #3 bus that they remove from the #3 route with a #2 bus using the #2 route? If that's the case, then that plan is actually preferable for me and I don't care if #3 is terminated.

However, if MUNI discontinues the #3 bus and leaves the #2 bus line "as is," i.e., with the same number of #2 buses that currently exist, I want both of you and MUNI to know that I DEFINITELY DO NOT WANT MUNI TO DISCONTINUE THE #3 BUS IF THEY WILL NOT REPLACE EACH #3 BUS THAT THEY REMOVE WITH A #2 BUS, especially during the hours of my commute, which I indicated above. As aforementioned, this will pose an extreme hardship on me.

Can either or both of you respond to my above questions? Thank you.

Sincerely,
Gail Esgandarian, a MUNI rider (at least 5 days/week) since January 1984.

I-Esser

Kline, Heidi

Subject: FW: Proposed Elimination of Muni 3-Jackson

From: Esser, Margaret [mailto:EsserM@sutterhealth.org]
Sent: Monday, September 16, 2013 5:16 PM
To: sean.kennedy@sfmta.com; Jones, Sarah
Subject: Proposed Elimination of Muni 3-Jackson

Dear Sean and Sarah, MER-b

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Meg Esser
Lead Annual Giving Officer
California Pacific Medical Center Foundation
2015 Steiner Street San Francisco CA 94115
EsserM@sutterhealth.org
O: 415-600-2409
C: 415-508-6746

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~~~~THINK GREEN BEFORE YOU PRINT~~~~

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Kline, Heidi

I-Farooqui

Subject: FW: Please don't shut the 3 Jackson

From: Danyaal Farooqui [mailto:danyaal.farooqui@gmail.com]
Sent: Monday, September 16, 2013 1:13 PM
To: Jones, Sarah
Subject: Please don't shut the 3 Jackson

Hi Sarah,

TR-4

(1) I know you've probably received many emails on this issue, so Ill keep it short. I've been riding the 3 Jackson since high school. I now ride it to get to work and back home. With an increase in SF residents, the buses are more crowded than ever. This is especially true of the 1 and 1BX (which are alternatives for many regular 3 riders). Even the 3 is packed during the morning and evening rush, so I'm unsure what the premise for even considering a shut down is. Without the 3, the remaining lines will get even more crowded and parts of the city that the 3 serves will be much tougher to reach. Unlike many other lines, the 3 is a pleasant ride. Its clean and all riders are respectful. I urge you to keep this line open so as to prevent inconvenience for many of its riders. Thanks

Danyaal

Kline, Heidi

I-FarrellC

Subject: FW: 'Circle the Globe' on 3 JACKSON

From: Casey Farrell [mailto:shem_waw@operamail.com]
Sent: Sunday, September 08, 2013 1:02 PM
To: sean.kennedy@sfmta.com; Jones, Sarah
Subject: 'Circle the Globe' on 3 JACKSON

--
Casey Farrell
824 Rancho
Nicasio, CA 94946
shem_waw@operamail.com

(1) The plan to scrap the 3 JACKSON line is not a good idea- let's list a few reasons why this strategic link must be kept; TR-4

Financial district workers who can not get on the other lines due to overflow crowds can 'circle the globe' on the JACKSON 3.

(2) Seniors have few advantageous rides as our JACKSON 3. MER-b

TOURISTS exhault about their day-trip on teh JACKSON 3.

In addition that line services a variety of conditions that without which many folks could just be served. including alp-like hills...

financial center big-wigs, seniors & service industry personel, and children & child-care givers, mothers, & grandmothers.

San Francissco is growing! Don't cut the essentials nor trim back the essential system.

Draft a new model .

Casey Farrell
.

--
http://www.fastmail.fm - Access all of your messages and folders
wherever you are

From: Jones, Sarah
Sent: Thursday, September 12, 2013 8:09 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3 Jackson bus line

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Feyer, Robert P. [mailto:bobfeyer@orrick.com]
Sent: Wednesday, September 11, 2013 5:48 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Cc: Feyer, Robert P.; Cohen, Marsha
Subject: 3 Jackson bus line

MER-b

(1) I understand SFMTA is considering eliminating the 3 Jackson line. As a longtime resident on Jackson street, I feel this would be a serious mistake. There currently are no other buses running E-W between California and Union Streets through Pacific Heights. There are many seniors in this area, for whom it would be a real hardship to have to walk from Jackson or Pacific or Broadway over to a No. 1 or a No. 41/45. Also, you have a lot of students at University High School and Town School who use the bus. I would urge reconsideration of this proposal.

Robert Feyer
2201 Lyon Street

ORRICK
PUBLIC FINANCE
ROBERT FEYER
Senior Counsel
ORRICK, HERRINGTON & SUTCLIFFE LLP
THE ORRICK BUILDING
405 HOWARD STREET
SAN FRANCISCO, CA 94105-2669
tel 415-773-5886
fax 415-773-5759
bobfeyer@orrick.com
bio | vcard
www.orrick.com

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From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Comments Regarding Reroute of 48
Date: Tuesday, September 10, 2013 10:20:28 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department|City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034|Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Justin Ford [mailto:justin.ford@sapereon.com]
Sent: Tuesday, September 10, 2013 10:10 AM
To: Jones, Sarah
Cc: Samir Ghosh; Ann Ford
Subject: Comments Regarding Reroute of 48

Hi,

(1) I am a resident located at 688 Clipper Street directly along the route that is being proposed for this route. As you may be aware, there is a long standing open request for slowing speed, increasing pedestrian/bicycle traffic safety and

(2) reducing noise pollution along this area. I would ask consideration be given to maintain current routing as I do believe this proposed change would increase noise/air pollution and would increase hazards to pedestrian/bicycle traffic when vehicles pass this type of vehicle which is done regularly now. I do believe this change would directly compete with our long standing request goals on all fronts.

PP-2
AQ-1
NO-1
TR-7
TR-9

Thank you for your consideration and if there is any other format I can supply our comments to please let me know. I would welcome further conversation if desired.

Justin Ford
415.378.1379

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Save 3 Jackson
Date: Wednesday, September 11, 2013 11:54:31 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Barbara Frances [mailto:bfrances@pacbell.net]
Sent: Wednesday, September 11, 2013 11:54 AM
To: sean.kennedy@sfmta.com
Cc: Jones, Sarah
Subject: Save 3 Jackson

Dear Sean and Sarah,

(1) I am writing to urge you to save the #3 Jackson!
I live at Washington and Lyon (for 27 years) and I work at Fillmore and Filbert from noon until nine as a psychologist.

I wait for the bus at Jackson and Presidio.
Without the number 3, I would be stuck waiting for the 43 which is one of the longest lines and not reliable! I have heard the drivers complain about not having a "leader" especially in mid day.

To walk down the very steep hill to California is scary and dangerous on my knees. Then to have to catch a number 1 to Fillmore 22 can add up to 45 minutes depending upon the schedule to travel 12 blocks!

If I travel to SFO, I like to take the 3 to the Montgomery Bart, if it is gone, now I either have to lug my suitcase down the big hill, wait for the 43 to go 4 blocks to get the 1 or 2

It also seems to me that my neighborhood contributes more in taxes than probably any other? Shouldn't we get a return on our investment ?

Just to be clear, for 3 years I supervised a low income preschool on the 43 line while working in Cow Hollow and I always had to allow extra time for the 43 that would not always show up on time prior to 6:30 am!

I am 68 and plan to continue working for several years. I don't want to have to take 2 busses to get to Fillmore or Inion Square!

Also, the bus structure was removed at the Jackson/Presidio during construction for a building on the corner. When is it going to be returned?
Especially in light of the possible elimination if the 3?

MER-b

(2) I actually had a representative tell me that Presidio was flat? Have they ever taken the bus in this

PD-3

(2) neighborhood?

PD-3 (cont'd)

I appreciate anything you can do here and btw I was not able to sign onto the online petition? I had to make a comment on Facebook and they wanted access to my friends and family info? What is up with that?

Dr Barbara Frances

Sent from my iPhone

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR
Date: Wednesday, July 17, 2013 9:16:23 AM

Sarah Bernstein Jones
Acting Environmental Review Officer
Acting Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Robert Francoeur [mailto:robertfrancoeur101@gmail.com]
Sent: Wednesday, July 17, 2013 8:02 AM
To: Jones, Sarah
Cc: Robert Perez
Subject: Transit Effectiveness Draft EIR

Dear Ms. Jones,

(1) Good morning! I live at 101 Downey, Cole Valley/Ashbury Heights neighborhood. One of the reasons I moved here is because of the transit rich options. I have lived in SF since 1990 and I have never owned a car. I feel the new proposed changes to the #6 line and the #37 line will make it necessary for me to purchase a car. — TR-3

(2) Seniors and people with disabilities need access to the #6 since the elevation of the Frederick Nob hill — MER-d

(3) makes it difficult to get down to Haight or Cole St to access connections to downtown. In addition, the N line is already overcrowded and routing the 6 to bypass Frederick is going to add to the already overburdened N line as 6 riders on the hill migrate to the N. — TR-4

(4) I work at The School of the Arts and Academy of Arts and Sciences High Schools. The 37 line is a crucial link to SOTA/AAS for students and teachers. In addition, there are many families/teachers who take the bus to Rooftop K-8 schools. There are many young families moving to Cole Valley Ashbury — MER-d

(5) Heights area. My husband and I are in the process of adopting 2 foster children. We may have to buy a car if you make these changes. Isn't the goal to keep families in SF? — TR-3

Please consider these issues during the decision making process.
Thank You,
Robert Francoeur
101 Downey

Sent from my iPad

Kline, Heidi

From: Wise, Viktoriya
Sent: Sunday, September 08, 2013 10:32 AM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Keep the 3!

Follow Up Flag: Follow up
Flag Status: Flagged

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-------- Original Message --------
Subject: Keep the 3!
From: Ben Freemantle <ben.freemantle@yahoo.com>
To: "Wise, Viktoriya" <viktoriya.wise@sfgov.org>
CC:

MER-b

(1) Please don't take away the 3 line. I live with 28 other people and we take that bus at least 2 times a day, each of us. It's the only bus that takes us right into the area where we live. Without that bus, half the time we wouldn't be able to get home when we are in the downtown core. We would have to take at least 2 buses and then have to walk in order to get home. Please keep the 3, it's our only way of getting home.

Benjamin Freemantle, 18

Kline, Heidi

I-Friedman

From: Phyllis Friedman <barakahf@msn.com>
Sent: Thursday, September 12, 2013 4:11 PM
To: Kline, Heidi
Cc: Chiu, David; Chan, Amy
Subject: No Buses on Vallejo St

MER-b

(1) Your idea to reroute buses onto Vallejo St is a terrible one! We never asked for that to happen. It's bad enough we have to deal with those little yellow two seaters blasting their tour info and other tour buses in front of our house.

TR-6
NO-1
TR-11
AQ-1

(2) There is already more than enough traffic and noise without having buses to contend with as well. We are
(3) concerned about potentially losing parking spaces and having to contend with increased pollution.

(4) We have many elderly people in this area. Don't you think we have enough activity already?

MER-d

Please STOP THE CHANGES and leave our Russian Hill neighborhood alone.

I-FungH

Kline, Heidi

Subject: FW: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,
Attachments: TEP #3 jackson.doc

From: Helen Fung [mailto:gnuf99@gmail.com]
Sent: Tuesday, September 17, 2013 1:09 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Cc: Julia Thoron; Sharon Woo; Sharon & Russell Woo; Wayne Fung; jim.chestnut@sfuhs.org; Kelly Connelly; Shirley Stucky
Subject: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

DATE: September 17, 2013

TO: Sarah Jones, SF Planning Department

1650 Mission Street Suite 400

San Francisco CA 94103 sarah.b.jones@sfgov.org

TO: Sean Kennedy, SFMTA

#1 South Van Ness, 7th Floor

San Francisco CA 94103 sean.kennedy@sfmta.com

FROM: Helen Fung

2128 Lyon Street

San Francisco CA 94115

Email: gnuf99@gmail.com

RE: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

MER-b

My family has been riding the #3 Jackson for 45 years and we depend on it as a lifeline.

(1) This e-mail is to respectfully request that *SFMTA* NOT ELIMINATE OR CHANGE THE ROUTE or SCHEDULES FOR THE #3 JACKSON BUS BETWEEN PRESIDIO AVENUE/CALIFORNIA VIA JACKSON, FILLMORE, POST AND SANSOME/SUTTER STREETS.

MER-b (cont'd)

(1) In 2009, cuts were made to the #3 Jackson bus route. Today, four years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially *Senior Citizens*, *School Students* (1500), and *Workers* as well as *Businesses and a major Medical Center* that the route not be eliminated! # 3 Jackson is a *lifeline*.

f-FungH

PD-3

(2) A. GEOGRAPHY: Merging #3 routes to #1 California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 ***steep*** N/S blocks between California+Union and 8 ***sloping*** E/W *blocks between Fillmore+Presidio. Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving!*

MER-d

(3) B. **Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). *Elimination of the #3 will adversely affect each and every independent Senior Citizen.*

TR-3

(4) C. **Schools** . Jackson/ Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at *San Francisco University High School* plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. *The #3 Jackson is the ONLY bus line serving these three major schools with a **composite enrollment of 1500 students**! If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan.*

(5) D. **Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along *Fillmore Street* linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center.

MER-b

E. **BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. *If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!*

MUNI #3 route MITIGATES TRAFFIC. Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits. #3 IS NECESSARY AND VITAL TO SAN FRANCISCO'S MASTER PLAN. PLEASE, DO NOT ELIMINATE THE #3 BUS!

THANK YOU,

HELEN FUNG

DATE: September 17, 2013

TO: Sarah Jones, SF Planning Department
1650 Mission Street Suite 400
San Francisco CA 94103 sarah.b.jones@sfgov.org

TO: Sean Kennedy, SFMTA
#1 South Van Ness, 7th Floor
San Francisco CA 94103 sean.kennedy@sfmta.com

FROM: Helen Fung
2128 Lyon Street
San Francisco CA 94115
Email: gnuf99@gmail.com

RE: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

(1) My family has been riding the #3 Jackson for 45 years and we depend on it as a lifeline. This e-mail is to respectfully request that *SFMTA* NOT ELIMINATE OR CHANGE THE ROUTE or SCHEDULES FOR THE #3 JACKSON BUS BETWEEN PRESIDIO AVENUE/CALIFORNIA VIA JACKSON, FILLMORE, POST AND SANSOME/SUTTER STREETS. MER-b

In 2009, cuts were made to the #3 Jackson bus route. Today, four years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially *Senior Citizens*, *School Students* (1500), and *Workers* as well as *Businesses and a major Medical Center* that the route not be eliminated! # 3 Jackson is a *lifeline*.

A. GEOGRAPHY: Merging #3 routes to #1 California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 ***steep*** N/S blocks between California+Union and 8 ***sloping*** E/W *blocks between Fillmore+Presidio. Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving!* PD-3

B. **Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). *Elimination of the #3 will adversely affect each and every independent Senior Citizen.* MER-d

C. **Schools** . Jackson/ Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at *San Francisco University High School* plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. *The #3 Jackson is the ONLY bus line serving these three major schools with a* ***composite enrollment of 1500 students****! If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan.* TR-3

D. **Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along *Fillmore Street* linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center. MER-b

E. **BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. *If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!*

MUNI #3 route MITIGATES TRAFFIC. Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits. #3 IS NECESSARY AND VITAL TO SAN FRANCISCO'S MASTER PLAN. PLEASE, DO NOT ELIMINATE THE #3 BUS!

MER-b (cont'd)

THANK YOU,
HELEN FUNG

From: Jones, Sarah
Sent: Saturday, September 14, 2013 10:12 AM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Please save the 3 Jackson

Sent from my iPhone

Begin forwarded message:

From: Wayne Fung <wef89gnuf@hotmail.com>
Date: September 14, 2013, 9:36:14 AM PDT
To: sarah jones <sarah.b.jones@sfgov.org>
Subject: Please save the 3 Jackson

(1) The 3 Jackson is essential for University High School, Calvary Presbyterianl Church, California Pacific Medical Center, Japantown, Stewart Hall Highschool,, JCC, Towneschool, Schools of the Sacred Heart, 2100 Webster Medical Building, all the businesses on Fillmore Street and more. MER-b
Respectlfully,
Wayne E. Fung, 2128 Lyon St., 94115

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From: Jones, Sarah
Sent: Sunday, September 15, 2013 11:01 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Do NOT stop the Muni #3 bus

From: AMG [amlg_sf@yahoo.com]
Sent: Saturday, September 14, 2013 9:20 PM
To: Jones, Sarah
Subject: Do NOT stop the Muni #3 bus

Sarah,

MER-b

(1) I am very much opposed to stopping the Muni #3 bus. That is the only bus that goes near Union Square that goes to Pacific Heights. I do NOT want operation of that bus to be stopped.

Thank you.

Anton Gaddi

Kline, Heidi

Subject: FW: 48 Bus Route

From: Samir Ghosh [mailto:samir@ghosh.com]
Sent: Monday, September 16, 2013 3:48 PM
To: Jones, Sarah
Subject: 48 Bus Route

Hi Sarah,

(1) I am and have been a resident and owner of 762 Clipper St, SF, CA since 2002. I oppose the proposed change to route MUNI bus #48 east and west along Clipper Street between Douglass St and Grand View Ave for some of the following reasons:

(2) • Traffic speed along this stretch of Clipper St is a serious problem. Residents have been working with SF MTA since 2004 to calm traffic. The proposed routing change to 48 bus would significantly hamper our traffic calming efforts because SF MTA tells us that catering now for a bus significantly reduces the feasible traffic calming options.

(3) • Noise and air pollution is a major concern to residents along this stretch. Adding the 48 bus laboring up the grade or speeding down the grade will only worsen local noise and air pollution.

(4) • With no sidewalk on the south side of Clipper St, there will be no opportunity to embark or disembark the 48 anywhere in between Douglass or Diamond Heights. Currently, we are able to [dis]embark at Grand View.

MER-b
PP-2
NO-1
AQ-1
PD-2

I am happy to discuss or clarify if that would be helpful.
Best regards,
Samir Ghosh
762 Clipper St., SF CA 94114
562-Samir-Ghosh (562-726-4744)

From: Jones, Sarah
Sent: Tuesday, August 27, 2013 2:10 PM
To: Dwyer, Debra
Subject: FW: Possible Elimination of the #3 Jackson Muni Line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Nora Gibson [mailto:noralgibson@yahoo.com]
Sent: Tuesday, August 27, 2013 2:07 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Possible Elimination of the #3 Jackson Muni Line

Sarah and Sean,

MER-b

(1) I understand the #3 Jackson is once again being considered for elimination. I wanted to weigh in that I live at Presido and Pacific and rely on the #3 muni for trasportation every day to and from work in the financial district of downtown San Francisco. In addition, my two sons rely on the bus to get to and from school at Stuart Hall for Boys on Broadway and Filmore. I am aware, having seen this to be the case as I ride the bus regularly, that the #3 Jackson is also used heavily by seniors living in the Pacific Heights/Presidio Heights neighborhood and students attending the myriad of schools along the #3 corridor. In addition, the San Francisco Ballet School students who live along Jackson rely heavily on the #3 for transportation to and from their dorm facility to the ballet school near Civic Center. Forcing people to walk down to Sacramento/California to get the #1 or the #2 buses is not a good alternative option, especially for the elderly, given the walking distance from some of the upper Pacific Heights Streets where people rely on the #3 currently. In addition, it is not infrequent that at California and Presidio the #1 and the #2 buses are so full the drivers cannot even stop to pick up additional riders.

I sincerely hope that the possible elimation of the #3 Jackson will be reconsidered. It would be devastating to the neighborhood to lose the only bus that really covers the upper Pacific Heights corridor to the downtown area.

Nora Gibson

Nora L. Gibson
7 Presidio Avenue
San Francisco, CA 94115
415.928.5438

I-Goldie

Kline, Heidi

From: Sarah Goldie <slug@lbin.com>
Sent: Saturday, August 17, 2013 9:44 AM
To: Dwyer, Debra; Jones, Sarah
Cc: pg@lbin.com
Subject: NO to bus line on Harrison Street

Dear Ms. Jones and Ms. Dwyer,

NO-1

(1) The Bella Vista HOA, owners and tenants submit the following comments on the DEIR including the 27 Folsom Service Variant 2 (Variant 2) of the Transit Effectiveness Project.

The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233, 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

In our opinion the DEIR fails to recognize the negative impact of the Variant 2 on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street.

(2) Furthermore, it interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area.

TR-9

(3) This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible.

EP-1

Thank you for your attention,
Sarah and Pete Goldie
Harrison Street residents and parents

Kline, Heidi

I-Goodman1

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Thursday, August 22, 2013 12:49 PM
To: Dwyer, Debra; chester.fun@sfcta.org
Cc: Board of Supervisors
Subject: SFTEP Extension - and 19th Ave. Transit Study status

Debra Dwyer

PP-1

(1) I am concerned about the status of the SF TEP process and the 19th Ave. Transit Study (Chester Fung) is head of currently as we have not heard about the concerns raised on the future extension and lack of information regarding the Tier-5 portion and future platform and station stop and routing issues raised prior.

The TEP process proposes to change stops, eliminate stops and speed travel times, part of the concern is that the 19th Ave Transit Study and developer proposals at Parkmerced and SFSU-CSU ignore the extension out to Daly City Bart (Tier-5 Level Funding) and where and how station stops should be planned for currently and in the future.

MER-c

(2) We suggested alternative routing and stops, linkage, looping and connectivity for the L-M lines on the western side of SF, which also requires more accurate information in terms of grade separation, at the 1952 interchange at brotherhood way, and what alternative tunneling and aireal platform designs require in terms of distance to get aireal platforms and for below grade routing.

An example would be the L-Taraval extension up Sloat back to a Stern-Grove underground station stop and mixed use building at the Pumpkin patch at 19th Ave and Sloat. With a turn southbound on 20th a revised Mercy H.S. aireal station stop with urban plaza adjacent to Macy's and a new YMCA, Pet-Store, and Annex for Seniors adjacent to a new urban plaza design.

The location of our alternatives relies on more information from the SFCTA and SFMTA on routing station stop future possible locations down 19th past the brotherhood way interchange, and where we could place a stop @ 77 Cambon drive and the old Parkmerced Garage. Part of the discussion hinges on SFSU-CSU and Parkmerced altering their plans in regards to the transit first routing direct to Daly City BART.

The current 19th Ave Study ignored the distance, and multiple obstacles to Daly City Bart 1952 interchange at brotherhood way, overpass at Merced area cross-over and 280 interchange up to the BART station. We have started looking at alternatives including a brotherhood way routing, and around John Daly Blvd. to top-of the hill Daly City to provide a secondary transit link-loop for bi-county transit improvements but need further info. and planning routing (sections, plans, and height/topography dimensions)

PP-1

(3) I need to discuss this further with the SFTEP planners and SFMTA/SFCTA people in regards to the submitted documents on the 19th Ave Transit Study to provide more pin-pointed comments for the SFTEP memo.

(3) I would request that we receive input on whether the SFTEP issues and EIR have been coordinated with the 19th Ave Transit Study and concerns we raised on eliminating the northern end aireal platform design at Mercy H.S. since our routing differed greatly from the current ocean ave route, instead going down Sloat and turning on 20th St. through Stonestown and back up and over 19th Ave. I-Goodman1

Thank you for any input and if a meeting is possible to discuss the issues and concerns of missing date and sections and station locations in the current 19th Ave. Transit Study.

Sincerely

Aaron Goodman
amgodman@yahoo.com
c:415.786.6929

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Sunday, September 15, 2013 10:31 PM
To: Jones, Sarah; Dwyer, Debra; Kline, Heidi
Cc: cac@sfcta.org; Board of Supervisors; Chester Fung; Albert, Peter; Lindsey Miller; Joshua Karlin-Resnick; George Wooding
Subject: Transit Effectiveness EIR - Memo - TEP EIR and issues with larger planning intiatives proposed
Attachments: TEP_EIR_091513.pdf; 19th_Ave_SFCTA_memo022613.pdf; 2010-07-WTPCC Parkmerced Letter v6.pdf; 071210_SFSUmou.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Please find the attached memo on the EIR for the TEP, also included are a prior memo on the 19th Ave Study and options, and a memo from the WOTPCC on the issues and concerns on transit and overall problems on the west-side.

The WOTPCC memo highlights the issue of Tier-5 Funding and resolution of the future proposed issues as a key component in any discussion on transit improvements.

The 071210_SFSUMOU document highlights also the lack of teeth the city has with SFSU-CSU as the biggest impactor of transit on the west-side, with traffic, parking and transit drastically impacted by an institutional growth concern un-addressed and un-collected on financially from the university. The current co-funded study on the 19th Transit Study ignores the prior MOU, and the fact that they have not paid in their fair share of transit impacts on the western side. Parkmerced's proposed 80million, and the negligent amounts proposed by SFSU-CSU and General Growth Properties for their co-impacts ignores the real future needs of the west-side for growth and impacts of larger scaled projects that are still in court.

I strongly urge you to consider the direct alternatives we have submitted prior as very feasible and thought through alternatives that lessen overall impacts on communities and further investigate the real connectivity and routing we need on the west-side of SF.

I am as noted more than willing to sit down with the SFCTA agency members to discuss the sketches submitted and to discuss the TEP and future west-side planning of transit systems to be more inclusive and further reaching in scope so that possible plans, routes, and cost-saving possible routing can be discussed and envisioned.

Sincerely

Aaron Goodman

Aaron Goodman
25 Lisbon St.
San Francisco, CA 94112
Tel: 415.786.6929
Email: amgodman@yahoo.com

Sarah B. Jones, Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA, 94103

Email: sarah.b.jones@sfgov.org debra.dwyer@sfgov.org Heidi.kline@sfgov.org

RE: 2011.0508E Transit Effectiveness Project (TEP) Draft Environmental Impact Report (DEIR)

September 13, 2013

To whom it may concern;

(1) I am writing to you regarding the concerns of the TEP and how prior and recent changes are **not** considering larger long-term planning issues in addition to legal challenges, and current capacity of systems in place. PP-1

(2) As you are well aware as city agents responsible for the public's best interests the Parkmerced EIR is in court still pending a resolution on the CEQA concerns raised by community members and organizations. Legally the concern for the 19th Ave. Transit Study and TEP EIR are both in jeopardy if the courts find that the city was improper in their decision to approve the Parkmerced project. The impacts of routing a public transit line through a residential neighborhood brings to mind the battles in NYC on Washington Square Park where Jane Jacobs fought to prevent Robert Moses from destroying a neighborhood in order to propose better auto and traffic linkages. The Parkmerced proposal bisects a community to provide a developer a dead-end transit stop vs. a direct linkage and access along the most straight and simple routing on 19th Ave through grade separation. The submittal of alternatives to the routing through parkmerced submitted during the initial transit studies on 19th Ave. and Parkmerced's EIR requires the city to look at significant alternatives submitted even if not aligned with a project sponsor's objectives. The city must look INDEPENDENTLY of the developer at the routing and public's best interests including independence in routing, methods, and means, and alternatives that promote a less destructive and impacting routing to existing communities. This is mandated by CEQA and to ignore the shortest route possible which is directly along 19th Ave and ensure that the second phase of the proposed Tier-5 Level improvements are financial feasible and within planned reasonable assurances is critical for the planning of the station stops of the future line. An example would be designing for a bullet train from Seattle to LA, but placing stops in smaller towns and ignoring I-5 as the main route alongside which to route the direct valley train routing. In the same vein, the Parkmerced development plan dog-legs transit and promises future connectivity and even directs station planning without GEN-3

(2) properly vetting the alternative and better direct routes proposed by people who have submitted alternative sketches and locations for the transit connectivity that reduce the impact on the community existing.

GEN-3 (cont'd)

(3) I have submitted to the TEP comments and concerns prior, and have submitted alternatives on the 19th Ave Transit Study, and Parkmerced Vision project, in addition to comments on the BRT Van-Ness project and the lack of future vision built into the current up-front planning and short segment recently approved.

MER-b

My concerns stem from **a lack of connectivity and looping/linking of systems up front as the most effective system investment** to allow for continual flow of trains, and more flexibility in the system than is currently available.

With the current Parkmerced legal case still pending, transit issues related to the cities west-side must comprehend that the developer may not be able to meet its financial obligations, nor is their suggested route the most preferable nor best public transit option and solution.

The elimination of SFSU-CSU bus services to Daly City BART coupled with 88 bus line, and 17 Parkmerced cuts in services caused irreversible harm to many low-mid income tenants, students and seniors living in and around parkmerced and lake merced.

The direct need to provide services out to Daly City's Westlake Mall, and the Lakeshore Mall on Sunset and Sloat Blvd. requires more futuristic thinking to provide a link and loop from the L-Taraval around lake merced and connecting the L and N and J lines more effectively.

I had initially suggested looking at extending the L-Taraval Line back up sloat blvd. which has band-width and capacity for a light-rail connection back past Stern Grove with stops at the SF Zoo, Sunset Blvd. Intersection, Lakeshore Mall, and Stern Grove prior to connecting back up to St.Francis Circle and West Portal. This would give linkage and looping of systems and the ability to run trains in a circuit.

The other extension would be out to Daly City around the east or west side of Lake Merced providing direct access to the Lake Merced area, and providing a west-side transit stop for SFSU-CSU and Parkmerced future density. The loop could go-up brotherhood Way or out to John Daly Blvd. in Daly City and route up to the Daly City BART station.

A sub-route or secondary system could lap from top-of-the-hill and to colma bart back around the main street connecting Daly City top-of-the-hill development and retail with other neighborhoods that could take transit to these locations now only accessible by auto.

There is also the 800 Brotherhood Way project which currently has no access to public transit, even a BRT stop on Brotherhood Way could better service the METNA and other communities along the Lake Merced Corridor to provide better connectivity to regional and local transit hubs.

(3) Other connectivity suggestions included looking at an above grade transit hub at mercy h.s. on 19th, that routed the M-Line from the current route south on Sloat cutting south on 20th st. after going below grade on Sloat, providing a below grade station at Stern-Grove, routing southbound through Stonestown and providing a new plaza entrance at the Macy's and Pet-Shop Store and going above grade by the YMCA Annex, allowing re-building of the YMCA Annex and YMCA buildings, and getting the transit lines grade-seperated from 19th Ave. traffic out towards daly city bart. MER-b (cont'd)

(4) I also am concerned about the lack of connectivity to the 14/14L, 44 O'Shaugnessy line, 9 and 9L lines and overall overcrowding and lack of capacity on these bus lines as a daily rider. We see often inadequate transfer time between stations at major intersections and problems for seniors, families, and children trying to switch bus lines. Many of the existing lines are overburdened and over-crowded to capacity. The 9/9L 8x routes on San Bruno Ave, and the 44 and 14/14L routes are at "crush-capacity" and bus stop TEP proposed changes will not solve or improve the current situation without initiating longer term transit planning that would alleviate the over-burdened systems. Planning lesser stops in the route, may speed initial travel times, but with buses already over-burdened on many of these routes, frequency is not the primary issue, it is capacity of the bus systems, and the need to re-engineer the streets and lines for mass-transit and larger capacity systems. TR-4

In some cases bus lines should be already changed to street-level mass-transit light-rail, or BRT at a minimal improvement.

The San Bruno Ave 8x line is visually a joke daily, with many people crammed in at dangerous levels with dangerous situations like drivers driving past he northbound stop over Silver Ave to unload on the other

(5) side of the intersection, or driving past when over-full and not letting people off. Many non-english speaking riders do not know how to complain or write in the issues, and are thus cannot fight the system for the issues they face commute wise daily. EP-6

(6) The 44 bus route also faces the same issues going to Glen Park BART station with over-filled bus routes inbound and outbound daily. TR-4

(7) The 14 and 14L also face a similar concern for lacking BRT services along the Excelsior and Mission routes which provide a main arterial for the inner-mission for many working families of the excelsior. A TEP project EIR should focus on such suggestions to improved immediate services to these areas. MER-c

Bi-county improvements can also be made or proposed to improved Daly City Services along the Mission route over the top-of-the-hill and bus relay area, and the routes to colma bart and john daly blvd. over to the western sunset blvd. route of SF. By improving connectivity to transit in these areas there can be a much larger ridership and lessening of the reliance on automobiles in the urban single family home areas.

(7) Please consider also the impacts of the Central Subway and the funding it reduces for the TEP EIR improvements that could improve transit for a much larger base of transit improvements.

MER-c (cont'd)

The simple extension of the L-Taraval from the SF Zoo where the 2800 Sloat Blvd. Housing project was proposed up past Stern-Grove could easily revitalize the housing situation by providing impetus for development of the Sloat Blvd avenue, LakeShore Mall and housing above retail concept. The turning of the L-Line on 20th into Stonestown and having the M-Line go south by turning onto Sloat Blvd. going under-ground and turning on 20th into Stonestown 's parking lot and ramp to an aireal platform heading down 19th Ave could add significant density and housing opportunities adjacent to the stonestown mall for essential rental housing construction. It can also provide impetus for new parks, plaza's and open-space if designed with transit friendly access to the platforms.

I will gladly provide the sketches again for your discussion and possible inclusion in the TEP EIR final, so that the TEP EIR includes the type of analysis that is proactive in terms of proposed mass-transit proposals to be open and investigatory towards new ideas for future routing of major public transit systems in SF. A copy of the drawings was submitted to Chester Fung for the 19th Ave Transit Studies prior, and I have attached the memo sent prior (without all images and sketches due to size of the file)

Sincerely

Aaron Goodman

The attachments to this letter do not related to the TEP Draft EIR.

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February 26th, 2013

Mr. Chester Fung;

Please find the enclosed joint input (sketches and memo) on the planned draft conceptual alternatives presented to the public at the community meeting on Wednesday February 13th, 2013 (530-800pm). I was concerned foremost on the lack of "open-ness" to the issue of alternatives at the meeting, and that time was limited at the beginning and end of the meeting for public questioning of the alternatives submitted, and the concern for not being inclusive of alternatives that are not "pre-ordained" by the city and agencies working with consultants noted as "partners" on the flyers (ex: SFSU-CSU, Parkmerced, and GGP). The diagrammatic studies presented by the SFCTA and ARUP and Partners lack the significant future "phase-2" segment which will be the most expensive and difficult portion of the work not to mention the most needed up front discussion that can determine how many and where specific stations should be placed. We should not give away the development rights to private development when the promises of financial support nowhere near meet the growing need for up front addressing of transportation and infrastructural improvement on the western side of SF. The already proven congested situation in D7 requires a much more robust and long-term planning solution exclusive initially of private development agreements. Parkmerced's suggested financial impetus is

based solely on the approval at the city level of their project and does not take into account the public's best interests on routing and direct point A-B lineal connections that can be made up front. To allow the developer to direct transit routing in exchange developer agreements often falls sour when projects are spanning more than 20-30 years, and have more market bearing forces and governmental financial concerns involved. I also want to remind you that the SFSU-CSU group have pleaded poverty consistently to the State Government and have focused on many "expansion" projects and work in terms of land-acquisition and development without looking seriously at their most pointed impacts in terms of transit, traffic and parking. Student imput was limited to two single table booths on campus presentation boards, and does not adequately inform the student body of the issues concerning their access to campus nor the need to directly connect the most major transportation use network BART to SFSU-CSU! The shuttle bus on campus is seriously insufficient for the ridership currently as can be witnessed daily in the extremely long lines for boardings of the 28 Muni Bus and the Shuttle Service provided by CSU to Daly City BART. A direct analysis on improvement to SFSU-CSU connectivity should also assess the CSU-SFSU campus to alleviate the parking traffic and transit impacts created by the SFSU enrollment increase and consistent parking impacts noted in Parkmerced and neighboring areas.

The initial meeting at the METNA neighborhood group on Tuesday Feb. 12th (7:00pm) did not showcase the alternatives visually, and there was only scant mention of "co-contributions" of partners in the financial aspect of this proposed project. Parkmerced's proposed $40 Million contribution towards their re-alignment into Parkmerced was mentioned at the METNA meeting, and at the SFSU meeting and planning session it was than noted $2 million contribution by SFSU-CSU are both direct concerns based on the overall costs and future costs proposed to link up the Tier-5 level connections down the road to daly city BART. General Growth Properties (Stonestown's current owner) has also not been formally planned or submitted as a project nor the amount of their "contribution". This inadequately addresses the biggest cost component which is the extension and transit connection @ Daly City BART.

We mentioned the concerns at the first portion of the question session on the total amount needed for the Tier-5 level extension and planning to daly city BART which was noted to be a second "phase" of this proposal at a later date and meeting. The concern is that the MOU negotiated between SFSU-CSU and the city and county of SF was lacking any "teeth" in enforcement and financial equitable impact assessment. The institutional growth of SFSU-CSU has been the major impact on transit, traffic and parking in Parkmerced and the majority of the surrounding transit and parking concerns in neighborhoods around this area. Streets are bare of cars when SFSU-CSU is not in session, and the major impact that occurs throughout the area is based on SFSU-CSU's enrollment increase and impacts that will be created parking needs wise when they demolish the parking structure located on the western edge of campus as part of their "Master-Plan" initiative (note: see www.sfsumasterplan.org and submitted comments on transit and traffic impacts).

It was also discussed at the METNA meeting while Daly City BART officials were present the need to collaboratively address the current and future linkages of the BART system with MUNI north to south along the western edge of SF and what planning was in process for addressing the Tier-5 Level plans to cross the over-passes and interchanges northbound along Junippero Serra Blvd. and 19th Ave

from Daly City towards Parkmerced, SFSU and Stonestown? Mr. James Fang (BART) mentioned the Bart to the beach intiative along the Fulton Line westward as an extension out towards the Richmond and Sunset neighborhoods, and there are already two existing west-bound Muni lines (L-Taraval and N-Judah) with the M-Line being the one more southernly and turning loop line that extends through the METNA neighborhood. Members at the meeting discussed the dog-leg of the J-Line and the need to address turn-backs of the M-Line and the delays in service to Parkmerced and the METNA neighborhood in the future due to construction and ongoing proposed changes in the systems.

We have already submitted drawings to the city on the Parkmerced EIR, and sketches in terms of transit improvements and the need to look more sincerely at the possible short term and long term linkage and looping possible on existing systems throughout the western transit areas shown in your study. These comments in sketch format showed the linkages and routes where possible connectivity was not addressed in transit studies to date and are available in the Parkmerced EIR and were submitted along with sketches of the major transit arterial routes and how they can best be made to loop and connect service wise on the western side to allow further growth and development along major areas of density proposed up front prior to the development pressures that are in the pipeline (excluding any and all legal action currently). I will briefly summarize the connections not mentioned in the 19th Ave Transit Study that should be included as alternatives and further improvements and than address the initial proposed alternatives shown at the SFSU-CSU meeting.

Adjacent Alternatives Not Shown in the 19th Ave Study

A) L-Taraval Extension Option(s) up Sloat Boulevard and through Stonestown

This alternative proposes to take the 2800 Sloat Blvd. development and route the L-Taraval back up Sloat Blvd. alongside the Lakeshore Mall and Stern Grove entrance back up to St. Francis Circle or turning south bound along 19th Ave. to Stonestown, SFSU-CSU and Parkmerced. It provides a way to alleviate east west traffic at 19th and Sloat by providing a more stable transit service outbound to the beach and back to the KLM hub @ West Portal. By providing incentive to densify at the Lakeshore Mall *(TOD styled development at the Lakeshore Mall by building up in phases and removing the at grade parking to an urban plaza concept with parking below grade and housing above a 20'-0" base retail development) and by having a direct connection to Stern Grove(*see traffic impacts of Stern Grove annual music festival and events) we alleviate major access concerns to two major sites north of Stonestown and provide additional transit assistance to the development at Ardenwood (*see other projects in the area proposed or approved) along with a better connection to the 19th Ave Sava Pool facility and YMCA access. The train could also turn prior to 19th Ave. to run through the road on the east side edge of stonestown @ Winston Drive which also allows an initial entry point for the train to become elevated and connected back to 19th Ave. above or below grade between the two churches near the Buckingham Way area. There is far more ability to provide grade separation along Sloat Blvd. turning both north and south along 19th Ave. for trains at a major boulevard intersection than along the tighter and more dense housing areas at Ocean Ave and Eucalyptus streets. The possible future density increase in Stonestown also suggests that a more direct through route along Winston Drive through Stonestown linking up the new SFSU-CSU Wellness Center to the Mall and back directly to SFSU through

the middle of the Stonestown Site is a preffered routing of the L-Line linkage. Alternatives that include Junippero Serra Blvd. as a more easily tunneled route from St. Francis Circle to Winston Driver and than either crossing 19th below or at grade have not been analyzed to indicate ease of construction along existing wider boulevards such as Junipero Serra Blvd.

B) BART to the beach turning South-Bound

This Option suggests that with the proposed BART to the beach possible routing on Geary or Fulton a needed study is to indicate what costs and station stops at a minimum can create a track and turning southbound towards Stonestown Mall and SFSU with a direct route along 19th Ave. below grade for BART or along sunset blvd. underground. TOD opportunities would arise with the BART extension to the beach and alternatives that limit westbound stops on this extension and provide impetus to turn southbound to pick up more arterial connections at the N-Judah and L-Taraval connection points above grade where Muni would intersect BART should be looked at in terms of alleviating transit and traffic on 19th Ave. This requires more info. and coordination with BART and their project proposal for the Geary or Fulton locations and stops. Access to the BART along Fulton or turning southbound at Golden Gate Park, should be underground and impact the communities the least in terms of provision of transit access points.

C) Sunset Boulevard – LakeShore Blvd. Route to Daly City

This Option looks at the wide boulevard that runs north to south towards Lake Merced. The route would continue along the western edge of SFSU-CSU and Parkmerced continuing down Lakeshore Blvd. towards Brotherhood Way and either head up Brotherhood Way or continue out towards Daly City John Daly Blvd. and up towards the Daly City BART station past the mall and possible future density around the Daly City Corridor. It could be part of a future leg that leads up to the top of the hill, and stretches out southbound along their development corridor towards the Colma BART station, and possibly SSF BART to alleviate road congestion and allow for more density of housing infill along the main thoroughfares.

D) Parkmerced and SFSU-CSU Alternative Routes

This Option looks at the Font Blvd. and Holloway route proposed by SFSU's density plans for the UPS blocks *(University Park South is a prior Part of Parkmerced proposed for density by SFSU-CSU which would build 20'-0" retail along Holloway and Buckingham and was based on a proposal for a hotel at the Buckingham site with connectivity to light rail.) A route that would extend initially up Font and either route underground through Parkmerced up Font St. or Holloway up to 19th Ave. would allow for density of the UPS blocks and provide another route and reason for a station stop in the North Options and alternatives for a stop directly at Buckingham if routed up through Stonestown or Buckingham due to density proposals of CSU-SFSU.

E) Juniperro Serra Blvd. Alternative Route

This Option takes the widest route adjacent as an alternative under-ground transit/traffic as proposed prior to place the roadway underground at St. Francis circle and allow for trains or traffic to be buried along Juniperro Serra Blvd. between St. Francis Circle to Ocean Ave and below the downhill route towards Winston Dr. and to Holloway and out to the intersection of 19th and Juniperro Serra blvd. underground for traffic and above grade for transit. Density could occur on side areas for housing and smaller retail/parking traffic 1-lane each direction, while allowing for additional density to the Lakeshore and Merced Heights neighborhoods.

F) Tier-5 Extension (UP FRONT) to Daly City BART

This Option looks at building the major extension part prior to the proposed alternatives shown. This places the "horse-in-front-of-the-cart" in terms of financial and major infrastructure issues. The 1952 interchange and overpass at Palmetto in the METNA area require up-front build-out of the connection and access points or station stops to Daly City BART. The empty lots adjoining BART and the existing Parking structure are eliminated to provide new TOD opportunities and a bridge transit hub design at the cloverleaf interchange on Brotherhood Way. (*see images and alternatives submitted to the south options) Images of the problems and opportunities are provided to open the discussion in this phase to show the possible outreach towards Daly City officials to begin the study jointly on where station stops could be placed to provide better input on the locations required to minimize stops of the M-Line southbound and final connection to major BART hub stations.

19th Ave Transit Study Alternatives - comments

Baseline Option North – This site sheet should also show the Arden Wood proposed Development and 2800 Sloat Blvd. projects as affecting the transit on the northern side of the study area. The document should show as a baseline the Stern-Grove impacts due to the Outsidelands Music Festival, and possible future density alternatives to Stonestown. At a minimum the baseline model should utilize a "full-build-out" model for the Stonestown site in terms of any future housing or retail development and discuss in modeled form the proposal for density along Ocean Ave and West Portal where infill housing opportunities exist on the scaled streets existing. The increased density of GGP at Stonestown should be at least indicated blocked out and to the max. density to realistically model the future traffic and transit needs.

Option N1 – By locating the proposed station cut @ Winston Drive the proposal does not look at the concept of keeping the trains in the elevated position at or above grade, and the transit below. Section B 19th Ave N1 + N2 should be shown with an alternative that keeps train systems at or above grade and car-traffic below with egress into the Stonestown Parking garade under Winston Drive. There should be a lineal park-way adjacent to the train platform more northern edge of the site between the two churches for pedestrian crossing of 19th ave. Additional Study is needed if the train is brought up through the Stonestown Site for additional density and development adjacent to the Movie House over on Buckingham and out towards the SFSU-CSU

development of the Wellness Center, and Creative Arts Center on the Lakeshore Blvd. Side. The Section C Three Lanes shows an elevator and cross bridge from Winston to Stonestown with what appears to be a bus stop on the eastern side of 19th, and long walkway over 19th. This is not a preffered alternative as bridge walkways are typically poorly designed and not pedestrian or bike friendly. The stacking of trains on the western edge is a poor design due to winds and rain driven elements. Any station design would need to be covered as many residents would attest to the existing Station stop @ Stonestwon and SFSU-CSU Parkmerced. Alternatives that look at an elevated station stop or at grade would promote a better pedestrian connectivity to the neighborhood and mall allowing a plaza or entrance feature either adjacent and between the churches existing along 19th Ave or as a better connectivity towards Ocean Ave and Stonestown shopping facilities and new housing opportunities on the Stonestown site. Elevation D poorly illustrates where the section cut looks towards (no housing is shown behind nore auto traffic at grade. The bridge connector is shown with poor design features, and lacking any cover or amenities.

Option N2 – The potential station location shown across from Mercy High School and between the two churches shows a better location of the Westside station alignment. The elimination of the Ocean Ave. and Eucalyptus stops along with tunneling the entire distance between St. Francis Circle and Stonestown raises concerns on which is the best tunneling route. I would show as an alternative the Sloat Blvd. tunnel down towards the L-Line connection on Sloat suggested prior as an alternative route for tunnel work. The elimination of the stonestown and Parkmerced stops should include a station stop design at Buckingham where there was a proposed Hotel and Conference Center proposed in the SFSU-CSU project. An Alternative should keep the train on or along 19th Ave. with the roadway brought down between Vincente and Sloat so that the L-Taraval would continue @ grade across 19th Ave. and car traffic below grade. Stonestown's parking lots could easily be densified and open-space plaza's created at either location for an entry point to the mall. The more centralized location across from Mercy H.S. would allow for future density and development within walkable distance down Buckingham and across from the Medical Building and YMCA Annex for a possible future new YMCA center and access point to the Stonestown Mall. The shown potential station @ Parkmerced ignores the proposed density of a commercial thoroughfare on Holloway proposed in the SFSU-CSU Masterplan and Crespi drive Retail proposed in the Parkmerced "Vision" projects. These two retail streets and the Buckingham Way retail proposed in the UPN segment would detrimentally affect ALL roadway traffic in the vicinity as a new shopping and commercial area. Transit access should be separated from vehicular modes especially at 19th and Holloway where the most fatalities and accidents occur. Two sided transit access on the platforms was suggested prior and with a west-side alignment as an aireal platform easier access would be provided on the western edge to both Stonestown and SFSU-CSU. Section D still ignores the two train systems and crossing the median between the trains. This was a constant hazard prior which led to the erection of fencing along the platform. Stacked transit or grade separated traffic and transit would eliminate the broad street and provide a better linkage and development opportunity alongside SFSU-CSU's eastern edge access to the campus.

Option N3 – no N3 option was indicated in the drawings and images handed out at the meeting.

Option N4 – This aireal platform study should extend to the Holloway intersection at SFSU-CSU and Parkmerced, The elevation change could also occur along Sloat Blvd. heading westward turning southbound or sooner post the St. Francis Circle interchange or along Juniperro Serra Blvd. A tree lined street from Buckingham could turn more readily towards 19th southbound or along Winston Drive at the Parking lot of Trader Joe's .

Baseline Option South – I strongly state my opposition to the image baseline model shown showing initially a station inside of Parkmerced. The reasons being fivefold;

a) that the developer is currently in court along with the city on the developer proposal and project. CASE#CPF-11-511439 Filed Jan 29m 2013 in the Superior Court of California (San Francisco Tomorrow et al vs. City and County of San Francisco et al CEQA Case)

b) that the shown track layout is a much longer segment and duration for travel times for the length of track shown along with very difficult turns vs. a more direct approach or line along 19th ave and Junipero Serra boulevard through grade separation of transit and traffic.

c) the study ignores any baseline alternatives directly on the West side of 19th Ave that follows a simple re-alignment to the west side of 19th, with a station located above or at the Crespi drive entrance, or further southward at the revitalizing 77 Cambon Shopping center or at the old parkmerced garage on the west side of the junippero serra blvd. and 19th ave intersection.

d) the baseline study ignores the possibility of a more centralized station stop between neighborhoods and closer to the daly city bart station at the 1952 brotherhood interchange above grade as an aireal platform stop that could more easily connect neighborhoods from METNA, the Senior Facility and housing development proposed on Brotherhood Way, and the direct access from Font Blvd. from the Parkmerced area to a train station at grade without auto traffic!

e) the baseline model ignores the possible direct connection up-front to daly city BART by eliminating stops and quickening routes and linkage through BRT shuttle services from development areas such as Parkmerced, SFSU-CSU, Arden-Wood, Stonestown and METNA, inclusive to communities surrounding and lessening auto use in the access to the station. It also ignores the costs and future extension costs related to extending to BART after the

developments are built, and without consideration that the future extension needs to be built up-front impact wise, and requires much more capital than any of the "partners" of this study are willing to indicate, or contribute to up front in their agreements with the city!

Option S1 – Shows a tunnel access along the southside of Cambon Drive Shopping Center to Randolph St. it ignores the impacts of an already congested 19th Ave and showcases turn locations into Parkmerced that will not alleviate or decongest the 19th Ave transit area. It proposes a dead-leg turn-back on Font for train car storage that would illicit negative response from any home-owner organization. If you proposed the same thing in St. Francis Woods for the M/K line route down ocean with a dog-leg into St.Francis Woods for a turn-back location near west portal you would probably be shot down completely. Why should such an obtrusive and negative impact be placed directly even if temporarily placed in any existing community? The turn-back leg could easily be placed under-ground at the old Parkmerced easternmost parking garage structure or buried vertically along 19h Ave. or under the 19th Ave extension shown in Red down towards Randolph st. which could allow J-train turn-backs and M-Line turnbacks in a same underground facility. The shown curved track has proven to be a nightmare for sound issues, as well as speed on the turns for vehicles. The steep upgrade of the hill coupled with the need to get under 19th Ave. and than turn again to head out to Randolph does not improve the pedestrian access for SFSU-CSU and instead dumps students into Parkmerced vs. providing a stop @ or inside of SFSU-CSU that could be more readily located in the Northern section option at Buckingham at a northeastern main entrance to the SFSU-CSU campus at the proposed Hotel and Conference center initially proposed by SFSU-CSU's masterplan. GGP had proposed density and development so to reduce stops and locate adjacent along 19th helps to reduce track enlargement and provides more money for a better designed station location as an aireal or at grade level stop. The proposed section on 19th ave shown further towards Randolph poorly reduces sidewalk width bringing cars closer to the sidewalk. If the trains were separated grade wise at this location with transit only above grade and auto traffic below a wider streetscape and landscaped retail corridor could be developed along Randolph with additional incentive to densify the main thoroughfare with new housing opportunities above retail and mixed use which would help pedestrian connectivity as well between Randolph 19th Ave east past Junipero Serra, and the connectivity to the Cambon Market by allowing pedestrians the egress ability on either side of the "X" interchange at 19th and Junipero Serra Blvd. This location where the "X" occurs also is a marquee point with view towards Parkmerced and the Ocean, and could serve as a pedestrian urban plaza by removing the gas stations on both triangle sites to provide better open-space connectivity between the METNA, Ingleside, Parkmerced, and Cambon sites! The only concern is the need to sink the roadway below grade so as to minimize the impacts on the urban plaza. The costs could be reduced by allowing some development of towers, or new entry buildings alongside the roadway or over it in terms of air-rights which could continue out towards the 1952 interchange at Brotherhood Way opening to a bridge transit structure and platform that connects directly to Daly City BART.

Option S2 – This option poorly shows a station stop inside Parkmerced along Font. The shown turn at the south end of Font Blvd. and the proposed bridge structure and extension out along Randolph shows too many stations (3) too closely spaced when a single structure at the split where the blue and yellow dashed lines diverge south and east would seem a better location and the open-air area south at the 1952 interchange being the most open and amenable site other than the "X" location noted in Option S1 as an alternative. The Section A shown on page 15 poorly indicates an "engineering" design lacking in feel for the pedestrian walking on either side of the street. Nobody currently walks in that general area due to the congestion noise, and difficulty in crossing the median from one area to another. The emphasis should be on the pedestrian and bike access to transit which means that the roadway should be buried at this location or at least the train and platform if located at this cross-over could better connect neighborhoods in the proposed developments. A platform in the north south direction in this drawing along 19th Ave could more readily bring the pedestrian and bike population direct access to the platform and across 19th ave.

Option S3 –This option was vociferously opposed by the METNA group due to the negative impacts to their "green-space" along Brotherhood Way. The impacts of the tunnel entrance and egress on the residents of Parkmerced and the METNA neighborhood would be extremely negative in this option. It also totally ignores the need to extend a future line to Daly City BART. Section A on page 17 shows a little changed Brotherhood Way, which is incorrect due to this area being a prior drainage and creekbed that was discussed in the SFPUC Water meetings for the Lake Merced watershed. The best alternative for any future designs for Brotherhood Way should take into account an improved bike and pedestrian Green-Way that extends all the way to Lake Merced and possibly reduces car velocity and improves transit access to the communities around Lake Merced and Religious Institutions on Brotherhood Way with a light-rail extension possibly by the J-Line down Brotherhood or the L-Line from Sloat and the Zoo around Lake Merced and up Brotherood Way. This makes a better "West-Side-Transit-Network" that could get residents of the Condo Development on Lake-Shore Blvd. and the Apartment Complex on the Southwestern corner of Lake Merced access to transit and the future development areas of Parkmerced, Stonestown and SFSU-CSU if the transit lines are already laid in terms of ground-work to go to John Daly Blvd. and the Shopping Center there and over at Lakeshore Blvd. The light-rail or BRT services up sunset blvd. to reconnect to the L and N lines would provide greater linkage and future rail services to communities stranded by MUNI services in the elimination of bus lines in these areas. The costs of the retaining walls shown could easily provide such BRT Platforms and Services to the communities on and around the Lake and directly connect to an above grade station here that would extend out to Daly City. The 1952 interchange in a revitalized concept, could provide the type, means and method for future envisionment of transit and access on the cities western side. The station design and layout should be done through an open-competition invite internationally so as to best envision a new entrance and intermodal facility structure along with density and development of a green-way-belt design that would provide METNA and neighboring communities not just a terraced tree

platform shown on the section but a real green-way and ecological system based on "day-lighting" the old creek-bed on brotherhood Way, and providing for better mass-transit access.

Option S4 – I would propose a more extended station stop that is partial Light-rail station and BRT access, a bridge structure that extends across brotherhood Way and provides for an urban plaza and development opportunity for both the Cambon site owner and Parkmerced ownership, possibly allowing a co-agreement between also the 700 Brotherhood Way developer for an alternative site for his units at the transit hub, while providing more open-green-belt space for a proposed park-design along the route down brotherhood way. I have provided initial images and some sketches to help show the layout and concept of the areas in question. This could easily be "envisioned" by the planning department through an open-competition design for the entry bridge or aquifer of transit on the 1952 interchange up to and inclusive of the shown north and south options and alternative routing. A new urban plaza study and concept generation can fulfill the need to build density, provide tax base to the city, and generate a better solution more acceptable than the current Parkmerced and SFSU-CSU projects. It provides a better public option, and more adjustable solutions at grade and for pedestrian and neighborhood connectivity in the future.

[** NOTE: Please see the attached set of 11x17's that clearly and visually show the concerns expressed in our points above. It was noted that we could submit the drawings and memo separate post the prior stated Feb. 27th deadline, due to difficulties in the consultant team at the SFCTA in getting base-files to people to use in the sketching of alternatives!]

Thank you for your inclusion of these options and alternatives in your study and we hope that they will help inform not only the public but the city in general of the need for a more collaborative effort transit wise to improve the districts congestion, and developmental pressures currently faced.

Sincerely

Aaron Goodman and Glenn Rogers

Cc:

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West of Twin Peaks Central Council
A Resource for Neighborhood Organizations West of Twin Peaks in San Francisco since 1936

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July 11, 2010

Mr. Bill Wyco
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA. 94103

Subject: Re Parkmerced Project Draft EIR

Dear Mr. Wyco,

This forwards the West of Twin Peaks Central Council's (WTPCC) Comments on: 1) the Parkmerced DEIR and 2) how this DEIR relates to the San Francisco Planning Departments recently published 19th Avenue Corridor Study.

The WTPCC helped to initiate the 19th Avenue Corridor study so that the cumulative impact of several individual planning projects could be reviewed comprehensively on the West side of San Francisco. Heretofore, each planning review project was examined on an individual basis and approved on its merits. It is our organizations belief that the 19th Avenue Corridor Study will help the Planning Department and the Western neighborhoods mitigate the combined infrastructure impacts of the Parkmerced, San Francisco State University, 800 Brotherhood Way, 77-111 Cambon, 700 Font (SFUSD), Stonestown, 445 Wawona (Arden Wood) and 1150 Ocean (Balboa Park) projects.

It was the intention of the San Francisco Planning Department to apply the findings of the 19th Avenue Corridor study to developments like the Parkmerced Project and by extension to the Parkmerced DEIR.

City Code requires the Planning Department to review any development consisting of 20 residential units or more and/or 50,000 square feet of retail or commercial space that would be located along or near the southern portion of the 19th Avenue Corridor. The build-out of the above identified development projects is estimated to increase the city's population by about 16,850 persons by 2030. These projects would include about 7,375 residential units, 460,000 gsf of retail uses, 834,000 gsf of institutional/educational uses, 80,000 gsf of office uses, 214,000 gsf of community facilities, and an eight-screen movie theater.

PARKMERCED PROJECT DESCRIPTION: Parkmerced is an existing residential neighborhood with 3,221 residential units on approximately 152 acres of land in the southwest portion of San Francisco adjacent to Lake Merced. The existing on-site residential units are located in 11 towers and 170 two-story buildings. The proposed Parkmerced Project is a long-term mixed-use development program to comprehensively re-plan and redesign the site. The Parkmerced Project would increase residential density, provide a neighborhood core with new commercial and retail services, modify transit facilities, and improve utilities within the development. About 1,683 of the existing apartments located in 11

tower buildings would be retained. The remaining 1,538 existing garden apartments would be demolished and fully replaced, and an additional 5,679 net new units would be added to the Project Site, resulting in a total of about 8,900 units on the Project Site.

WTPCC FINDINGS/TESTIMONY

The WTPCC believes that the Parkmerced Project should be built and can be successfully completed, however; after carefully reviewing the detail in the 19th Avenue Corridor study, the Parkmerced Project DEIR and the financial situation of the developer - Stellar Management - the WTPCC has concluded that: 1) the 19th Avenue Corridor study's findings are overly optimistic and do not accurately represent the ability of the City of San Francisco to provide the infrastructure improvements required to support the proposed growth, and 2) Stellar Management's current financial situation is very weak, and calls into question their ability to actually deliver the proposed project at all. More importantly, the WTPCC feels that the DEIR fails to adequately address the following issues:

- Project Financial Viability
- Water Delivery Services
- Schools & Education
- Transit Services
- Parking

Financial Viability

We realize that DEIR's do not consider the financial components of a project. However, the net benefit to the City in increased property taxes must be equal to or greater than the cost of providing and maintaining the infrastructure needed to support that development. This must be considered for projects of this size and potential negative impact.

We disagree with the premise that the infrastructure along the 19th Avenue corridor is adequate to support the proposed growth. We also feel that the required improvements to that infrastructure will demand significantly more capital investment than could ever be recovered by the City through the increased property taxes that the growth would result in. The City is requiring that Stellar management, the project developer pay for any property tax shortfalls caused by the project. This is unrealistic as the developer will not have the additional funds needed and we believe that the financial burden of this project will be subsidized by the general fund and ultimately the San Francisco taxpayers.

Stellar Management is currently in default of it's mortgage payments. A Special Servicer, not Stellar Management is controlling Parkmerced's financial assets while they attempt to restructure the developer's debt. Stellar Managements has a $550 million note coming due in October. The Riverton housing complex in Harlem, a 1,228 unit property owned by Stellar Management, was just foreclosed on. The WTPCC is concerned about the Stellar Management's ability to finance and complete this project in a timely manner. Caveat Emptor (Buyer Beware).

Water Delivery Services

We agree with DEIR's assessment that there will be an adequate water supply for the 16,850 people who will be added to the 19th Avenue corridor by 2030. The term adequate is deceptive in that the average daily per capita water consumption in San Francisco is an already a very low 58.7 gallons of water per day. This is an extraordinarily low amount when compared to the 120 gallons per day used by San Jose residents. The Association of Bay Area Governments (ABAG) growth demands for San Francisco dictate that the average daily water consumption in San Francisco may be as low as 47.8 gallons per day by 2030. This low level of water usage will become a quality of life issue.

San Francisco's new 25 year master water contract, signed in the Summer of 2009, will allow San Francisco only 81 million gallons per day from Hetch Hetchy. The 94.5 million gallons of available water that you are projecting is not reliable and the SFPUC costs to achieve this 94.5 million is cost-prohibitive. The costs to achieve this additional 13.5 million gallons of water (14% increase) through the WISP and Wastewater bonds will double to triple the cost of water and sewage for the average San Francisco consumer. At some point the City is going to have ask if the costs of this additional water and growth is worth burdening the existing population for the 7,375 net housing units that will be added by 2030. The Planning Department will have to monitor city water consumption very closely to make sure that planned growth is feasible AND affordable for the average citizen. The expected high cost of water and sewage will have a tremendous impact on future developments. Once again, the citizens of San Francisco will be subsidizing the Parkmerced development at a very high cost.

Schools & Education

The 19th Avenue Corridor Study conclusion for "available schooling" is completely inaccurate. The study states:

> *"The geographic context for the analysis of the development projects' effects on schools is the entire City, because while school assignments take into account parents' preferences, which often include where a student lives, assignment is not necessarily to the closest neighborhood school."*

Due to changes in SFUSD admissions policy, proximity to a neighborhood school for elementary and middle-school children will now be prioritized geographically. Showing that there is availability throughout the entire system is no longer relevant. The study needs to show how the additional 1,500 children living in the 19th Avenue Corridor will be able to go to schools in the proximity of their neighborhoods. Under the new SFUSD admission guidelines the schools inside the 19th Avenue Corridor will not be able to adequately service the higher population of children.

The SFUSD sold off the Frederick Burke Elementary School and thus eliminated the only public school in walking distance to the Park Merced Development. Stellar Management, the Parkmerced developer will be building a new Pre K – 5 school and a day care facility, however, These will not be public schools, and as such should not be considered when calculating the number of students that will be added to the SFUSD. The proposed new private school would not be large enough to adequately meet the needs of the Parkmerced children and children from the surrounding neighborhoods even if it were turned over to the SFUSD to operate.

San Francisco taxpayers will be subsidizing the costs for new schools to serve the additional residents that Parkmerced will bring to San Francisco.

Transit Service

It is commendable that Planning reviewed the 4A - 4C tier approaches for the 19th Avenue Corridor plan. All four are good representations of logical and well thought out transportation options. The true test will be the Planning Departments Tier 5 option. As stated in the study, "Subsequent to the evaluation of these four future tiers, a Tier 5 study will be conducted that assesses large-scale and long-term projects to address corridor-wide transportation issues. This study will be scoped and conducted at a later date." It is critical that this Tier 5 study be completed as soon as possible.

The WTPCC questions the ability of the SFMTA to deliver on its promise of faster transit times. Muni's delivery time has dropped steadily over the last five years. In 2008, the average speed of a Muni bus/train was 9.1mph. The average speed is now 8.75mph and still falling. Declining rates of speed add millions to the costs of operation and continue to make Muni less efficient. Muni light rail used to travel at speeds of up to 55 mph through the West Portal tunnel. Due to poor track conditions, light rail trains are traveling at a much slower rate of speed. Muni may be able to repair rail lines and purchase new buses because of the capital improvement funds that they are and will be receiving. Muni's operational funds are in shambles with Muni running huge operating deficits that may no longer be paid for through State funding. MUNI cut services by an additional 10% on May 1st, 2010. Muni has reduced it's operating services by 20% over the last year and more service cuts are expected over the next five years. As Muni's operational budget continues to go deeper and deeper into debt, there is no reason to be optimistic about increases in Muni's service times. At Muni's current reduction rate in operational service, Muni may be operating at 50% of its current service level by the time that the 19th Avenue Corridor development projects are completed, especially the Parkmerced development.

Muni's lack of service will cause more people to rely on automobiles and create higher rates of traffic congestion and a greater need for parking. People want to get off of the bus, not on the bus. On page III.3 of the 19th Avenue Corridor study states the following, "In addition, the review of operating speeds indicated that bus delays would noticeably increase under Tier 1 and Tier 2 conditions, due to projected congestion levels along the streets. The transportation improvements included in Tier 3, Tier 4A, Tier 4B and Tier 4C would help reduce the travel time increases, but buses would still operate more slowly than they do under existing conditions, which could have impacts on Muni schedule adherence and service reliability."

The 19th Avenue Corridor study is only evaluating transportation from a capital improvement point-of-view and must consider the SFMTA's operational budget constraints. Federal, State and developer funding will allow the city to proceed and build Tier 5 plan, but operationally Muni will not be able to perform to anticipated standards. We believe that the Planning Department should take a close look at what has happened at St. Francis Circle. This main intersection has the longest stoplight waiting times in San Francisco with traffic stops averaging 90 - 120 seconds. These excessive intersection waits are caused by the Muni light-rail trains running directly through the intersection. MUNI trains traveling across or along 19th avenue and into the Parkmerced development will receive right-of-way priority over

other types of transportation. Stoplight waits are projected to increase by at least 27 seconds. Parkmerceds increased population density will have a tremendous impact on 19th Avenue traffic.

The Parkmerced Project includes construction of (or provides financing for construction of) a series of transportation improvements, which include rerouting the existing Muni Metro M Ocean View line from its current alignment along 19th Avenue. The new alignment, as currently envisioned, would leave 19th Avenue at Holloway Avenue and proceed through the neighborhood core in Parkmerced. The Muni M line trains would then travel alternately along one of two alignments: trains would either re-enter 19th Avenue south of Felix Avenue, and terminate at the existing Balboa Park station, or they would terminate at a new station, with full layover and terminal facilities, constructed on the Parkmerced Project Site at the intersection of Font Boulevard and Chumasero Drive.. Although the cost is anticipated to be four times greater, the Planning Department's Tier 5 plan should analyze having the Muni light-rail trains go underground at the Ocean Avenue intersection and going into Park Merced. The Tier 5 plan should also consider connecting the M Ocean View line to the Daily City Bart Station.

Due to Stellar Managements current financial situation, it is questionable whether they will be able to afford to build these track extensions and additional stations or purchase the additional Muni trains that their agreement with the city will require. If Stellar Management does build the stops, San Francisco will still have to pay the future operation and maintenance costs. If the developer cannot complete the transit extension, San Francisco will be forced to pay for the extension and possibly more trains.

Parking

The 19th Avenue Corridor plan is projecting that there will be a substantially greater parking demand primarily focused near Stonestown, SFSU and Parkmerced. The study states, "It is likely that both SFSU and Parkmerced will have a substantial parking shortfall. As a result, the unmet parking demand in the area would tend to spill over into the adjacent residential neighborhoods, exacerbating any current parking problems." The bicycle lanes installed along Holloway Avenue would also reduce existing parking. Under new city planning guidelines parking is almost eliminated from the Balboa Park development and is rationed by income at Parkmerced. City Planning's insistence on higher density housing developments with limited parking will only discourage a limited number of people from owning an automobile. The Parkmerced Project has a one parking spot per apartment spot component. Additional cars will be warehoused in existing neighborhoods. As Muni fare costs soar and service becomes more constricted and unreliable, development residents will purchase MORE cars and have less incentive to ride Muni. Parking along the 19th Avenue Corridor and in the surrounding neighborhoods will be horrendous.

CONCLUSION

The WTPCC wants to again thank the San Francisco Planning Department for producing such a detailed plan of the 19th Avenue Corridor developments. However, we disagree with the overall finding of the study that supports the proposed growth by making overly optimistic estimations of the ability of the City of San Francisco to deliver the infrastructure improvements necessary to support this growth. We are concerned that the Planning Departments desire to facilitate increased housing density along 19th Avenue (in order to meet housing growth metrics prescribed in the 2009 Housing Element) may lead to

unintended negative consequences with respect to the City's financial wellbeing, water availability, schools and education, mass transportation operations and parking.

The WTPCC supports the Parkmerced Project but believes that the project is hampered by the current economy, the financial strength of Stellar Management and the San Francisco Planning Departments over-optimistic analysis of the infrastructure support that the City of San Francisco can provide to the Parkmerced Project.

Sincerely,

George Wooding
President, West of Twin Peaks Central Council

Memorandum of Understanding
City & County of San Francisco and California State University/ San Francisco State University

This Memorandum of Understanding ("MOU") is entered into by and between the City & County of San Francisco and California State University ("CSU") / San Francisco State University, a California public post-secondary institution for higher education, on this 29th + 30th day of October 2007.

RECITALS

WHEREAS, California State University includes institutions for higher education throughout the State including San Francisco State University (the "University"), a location within the City & County of San Francisco ("City"); and

WHEREAS, as part of its strategic vision to become the nation's preeminent public urban university, the University has prepared a San Francisco State University Campus Master Plan ("Master Plan") that establishes a long-term vision for the physical environment and identifies improvements to occur through 2020; and

WHEREAS, these improvements focus on accommodating increased enrollment from 20,000 to 25,000 full-time equivalent students (FTES), 711 additional faculty and staff, 657 additional housing units, expanded academic initiatives, and ways to best serve its many constituents—from students, faculty and staff to alumni, friends and neighbors—who contribute to the University's success; and

WHEREAS, the University produces over 7,000 well-educated graduates each year—80 percent of whom remain in the San Francisco Bay Area; and

WHEREAS, the University plays an important role in fueling the City's vibrant economic, cultural, and civic institutions; and

WHEREAS, the City recognizes the significant contributions that the University makes to the community and supports the institution's efforts to modernize and plan for its future needs; and

WHEREAS, the City recognizes and supports the University's commitment to ensuring that it has the resources to provide outstanding educational opportunities for students and unrivaled cultural, recreational, and intellectual opportunities for the community; and

WHEREAS, the University has completed a Final Environmental Impact Report ("FEIR") as required by the California Environmental Quality Act, Public Resources Code §§ 21000 et seq. ("CEQA"); and

WHEREAS, the FEIR identifies at a programmatic level the environmental impacts that the Master Plan would have on the community and sets forth mitigation measures; and

WHEREAS, on March 30, 2007, the City submitted comments on the Campus Master Plan Draft EIR regarding identification and mitigation of off-campus impacts and offering to help facilitate a Memorandum of Understanding ("MOU") to address such impacts; and

WHEREAS, the City and the University began MOU discussion in June 2007 and have expressed the desire to formalize an agreement addressing environmental impacts resulting from the Master Plan and to strengthen their relationship and support mutually beneficial cooperation in the future and particularly during the 2007–2020 implementation period of the Master Plan; and

WHEREAS, in the course of MOU negotiations the City and the University identified differences of opinion regarding the methodology and conclusions set forth in the FEIR, particularly with respect to off-campus impacts and related mitigation measures; and

WHEREAS, the City and the University desire to avoid challenges and/or litigation over the FEIR through good faith negotiations and mutual commitments as set forth herein; and

WHEREAS, the University acknowledges its obligation under CEQA to negotiate with the City and seek funding for its fair share of mitigation costs to offset the public capital costs of providing City infrastructure as set forth herein, where a nexus exists between such improvements and the University's redevelopment and growth as described in the Master Plan; and

WHEREAS, the City and the University seek to provide additional clarity and performance criteria with regard to off-campus mitigation measures and fair share contributions; and

WHEREAS, the City intends to administer any University payments in a separate account, overseen by the City Controller's Office, which shall be used solely for expenditures authorized herein; and

WHEREAS, the Master Plan calls for some improvements, such as those in the Buckingham Way and Holloway Avenue rights-of-way, that may be subject to City permit, the granting of which may be contingent upon performance of the fair share provisions of this MOU; and

WHEREAS, the City and the University intend for this MOU to be a legally binding contract; and

WHEREAS, the City and the University intend that performance of the University's obligations contained in this MOU shall satisfy the University's CEQA and fair share obligations with respect to the FEIR; and

WHEREAS, performance of the University's obligations contained in this MOU will be contingent upon the Board of Trustees' approval and certification of the FEIR and approval of related Board resolutions;

NOW, THEREFORE, the City on the one hand and California State University and San Francisco State University on the other, agree as follows:

I. FAIR SHARE CONTRIBUTION

A. General Principles for Fair Share Contribution for Capital Projects

1. Any contributions to be made by the University as set out herein shall be adjusted according to the California Construction Cost Index at the time the contribution is made to the City.

2. CSU and the University shall make a good faith and timely effort to obtain approval by the Board of Trustees, governor, and legislature of requested capital appropriations for the funding required to perform its obligations under this MOU.

3. The City shall make a good faith effort to notify the University at least twenty-four (24) months in advance of implementation of any capital improvement project for which the University has a fair share contribution as identified in this MOU. Upon receipt of the City's notification, the University will submit a funding request to the CSU for inclusion in the CSU's annual capital budget request process for the governor's and legislature's approval.

B. Traffic Measures

1. The University shall implement all Transportation Demand Management ("TDM") measures identified in the Board of Trustees-approved FEIR to minimize the daily AM and PM vehicle trips to the campus. The TDM program shall include, at minimum, the following:

a. The University shall encourage its affiliates, including the students and employees, to follow the City's Transit First policy and use alternative modes of transportation whenever possible.

b. Within six months from the certification of the FEIR, in partnership with the City, the University shall establish a formalized TDM program. The TDM program shall include development and implementation of an aggressive TDM work plan for the University campus.

c. The University shall hire a transportation consultant, or staff employee, specializing in TDM development to prepare a site specific work plan for the University campus. The work plan shall be reviewed with the San Francisco Municipal Transportation Agency ("SFMTA") on an annual basis beginning in June 2008. The work plan would be developed to satisfy the goals of the TDM program outlined in this MOU.

d. The TDM program shall aggressively pursue facilitating the effective use of transit, bicycle, and other modes of transportation, encouraging ridesharing among University affiliates, and employing other practical means to reduce commute travel by single-occupant vehicles.

e. The TDM program's objective is to ensure that adequate measures are undertaken and maintained to minimize the transportation impacts of increasing the number of students by 5,000 FTE and expanding the number of employees by 771 as set forth in the Master Plan.

f. A transportation coordinator shall be designated by the University who shall be responsible for campus-wide coordination of all TDM related services. Said Coordinator shall serve as the liaison to the SFMTA concerning compliance with this TDM program.

2. The University shall work in good faith with the City to mitigate to less-than-significant-levels the impacts University traffic growth could have at any affected intersections identified in

Section (I)(B)(4)(f) while ensuring traffic mitigation measures do not impair or undermine pedestrian, bicycle or transit access.

3. The City and the University agree that for purposes of determining traffic impacts subject to this MOU, the University and its consultants shall utilize the City's standards of significance as set forth by the Planning Department in 3(a) and (b) below, unless the parties mutually agree to use different standards of significance. These standards indicate that the project's traffic impact at a signalized intersection would be considered significant if:

a. The project-related traffic causes the Level of Service (LOS) to deteriorate from LOS D or better to LOS E or F; or from LOS E to LOS F; or

b. A signalized intersection operates at LOS E or F under cumulative conditions in 2020 and both of the following conditions occur: (1) project-related traffic contributes 5 percent or more of the total traffic at the intersection, and (2) the project-related traffic contributes 5 percent or more of the cumulative growth in traffic volumes at the affected intersection.

4. The University shall establish a traffic monitoring and mitigation program, as detailed in the Campus Master Plan Final EIR. The program will monitor and determine whether the University's expanded TDM program identified in Section I(B)(1) above is successfully minimizing or avoiding new peak hour trips. The program will provide for mitigation, including additional TDM measures, or if necessary, improvement at affected intersections, if required to address project traffic impacts. The program will include the following elements:

a. The University will conduct a new baseline cordon count and intercept survey (collectively herein "cordon survey") no less than 12 months following the certification of the EIR. This cordon survey shall serve as a baseline against which future growth shall be measured. The cordon survey will cover all entrances to campus used by more than 100 people per day, and will examine the travel behavior of University affiliates. Surveyors may be stationed to cover more than one campus entrance at a single location, such as the south end of the parking garage footbridge, which captures travelers from South State Drive, North State Drive and Lot 25. Surveyors will count all persons entering and leaving the campus. The survey will be conducted during typical days while classes are in session, excluding final examination, national holiday or orientation weeks. The University shall work in good faith with the City to develop a survey methodology that provides reasonable statistical confidence in the number of University affiliates driving motor vehicles and riding Muni to and from the campus in the evening peak hour, including those motorists who park off campus within a ten-minute walk from the campus.

b. In addition, at intervals of no more than every three years, or no later than the addition of each 1,000 students in enrollment by headcount, the University will conduct a statistically significant cordon survey of campus commuters during the PM peak hour. The cordon survey will cover all major entrances to the campus as defined above and will examine the travel behavior of University affiliates. The survey will be conducted during typical

days while classes are in session, excluding final examination, national holiday or orientation weeks.

c. If cordon surveys show that the PM peak period auto trips to and from campus are greater than 5 percent above the baseline to be determined according to section (4)(a)., the campus shall conduct the cordon surveys annually until such trips fall below 5 percent above the baseline for 2 years in a row. If and when this occurs, cordon surveys will continue in accordance with section (4)(b) above.

d. If the cordon surveys show an increase in PM peak period auto trips sufficient to result in project impacts at any affected intersections (including those listed in item 4.f below), the campus will increase the level of TDM programs until the project impacts associated with traffic increases are mitigated to a less-than-significant level. Pursuant to Section I (B)(1), above, the University transportation coordinator will report in June 2008 and annually thereafter until 2020 to update the San Francisco Municipal Transportation Agency ("SFMTA") on the implementation of TDM programs described herein.

e. The City and the University agree that the University will conduct statistically significant cordon surveys of campus commuters, in accordance with the scheduling criteria identified in Section I (B)(4) above. The University agrees to provide the cordon count raw data and data analysis to the City within three months of collection. The data should include information about campus affiliation, mode choice, and local residence zip code. The City and the University further agree that the City will be given a 30-day opportunity to review and comment on the scope of work for such surveys, but both parties agree that the methodology and approach will be similar to that taken for the previously conducted 2006 surveys.

f. If the campus fails to reduce its traffic impacts to a less-than-significant level for more than two years in a row, it will make payments totaling $175,000 to the City toward co-funding the cost of intersection and roadway improvements on 19th Avenue, Holloway Avenue, Font Boulevard, Lake Merced Boulevard, Winston Drive, and/or Buckingham Way in order to reduce University traffic impacts to less than significant levels. Such improvements may include but are not limited to the intersections of Lake Merced Boulevard/South State Drive and Lake Merced Boulevard/Font Boulevard. Payments shall be made in the following manner:

    i. Ten percent of these funds will be provided to the City at the completion of the schematic design process, including CEQA certification and expiration of the 30-day statutory appeal period for legal challenges, and

    ii. Fifty percent once construction completion is fifty percent complete; and

    iii. The remaining forty percent at the completion of construction.

C. Transit

1. The San Francisco Municipal Transportation Agency ("SFMTA") and the San Francisco County Transportation Authority ("SFCTA") are currently working to implement improvements to transit services along 19th Avenue via the implementation of SFMTA's Transit Effectiveness Project and SFCTA's 19th Avenue Project. Improvements are planned that would reduce travel time along the M-line and 28/28L lines (e.g., bus rapid transit, improved stop spacing, transit prioritization treatments, expanded Proof-of-Payment, in-lane bus stops), re-establishing a "short-run" of the M-line between the Embarcadero and the University stations, etc. Concurrent with that effort, the University agrees to work in good faith with the City to assist with the implementation of those improvements as well to mitigate transit capacity impacts related to campus growth. The University and the City agree to the following:

a. Transit Data Collection

i. SFMTA will provide data that establishes the baseline average peak period, peak direction passenger loading at key transit gateways such as Holloway/19th Avenue, 19th/Hensill, Tapia Drive, and Holloway/Arellano for the following Muni lines: 17, 18, 28, 28L, 29, 88, and M.

ii. The University will monitor the University peak period transit use as part of the overall access survey by conducting cordon counts as specified in the Traffic section above.

b. On-Campus Transit Conveniences. The University shall provide the following conveniences to enhance and promote the use of Muni and shuttle services at key locations on Campus to increase trip-making choices and certainty. These locations may include the Holloway/19th Avenue entrance, the bookstore, existing or planned information screens in the Student Center and library, and cafes/dining areas:

i. Prominent display of NextMuni or comparable Internet-accessible monitors to alert waiting transit/shuttle users to the arrival of all University shuttles and Muni lines 17, 18, 23, 28, 28L, 29, 54, 88 and the M-Oceanview,

ii. Transit ticket purchase options: Fast Pass/BART ticket sales services and access to automatic vending machines installed and maintained by the City,

iii. Lighting and shelter from wind/rain at major transit boarding areas as deemed by the University to be practicable.

c. 19th Avenue Transit

i. The City agrees to continue the current arrangement to work with BART to provide free transfers for all individuals including the University affiliates between the Daly City BART Station and campus.

ii. The City and the University agree to work together to advocate that BART improve transit connectivity at the Daly City BART station, including locating 28/28L and campus shuttle stops adjacent to one another, provide NextMuni or comparable

Internet-accessible "Real Time" transit vehicle arrival information at this location for the campus shuttles and the Muni line 28, and including BART in a universal transit pass program.

iii. The City and the University agree to work together to implement transit prioritization treatments along 19th Avenue to expedite and prioritize high-capacity transit service along this corridor, particularly for the 28/28L Muni bus line and the M Oceanview line.

iv. The City agrees to review with the University and recommend service and route changes to Muni lines serving the University.

v. The University agrees to monitor peak hour utilization of Campus Shuttle buses on an annual basis and if average peak period, peak direction passenger loading exceeds 85 percent of combined seated and standing load capacity for shuttle service between the campus and the Daly City BART station, the campus shall improve services during the peak period(s) until this standard is met.

vi. The City agrees to monitor peak period, peak direction utilization of Muni routes, including the M and 28/28L, and work toward meeting Muni's adopted reliability and passenger loading standards.

d. M Line Corridor and Platform. The City and University agree to:

i. The University will continue to provide maintenance at the 19th/Holloway M platform as defined in the agreement between the City and the University, signed August 5, 1994, whereby the University provides platform maintenance in exchange for the right to display University-related information and artwork on the platform;

ii. The University will allow the City to locate and maintain automated ticket vending machines at campus locations to be determined by the University to ensure tickets may be purchased where queues do not impair loading of Muni transit vehicles or shuttles. Ticket vending machines should be located at least at one prominent location on campus where tickets may be purchased in the immediate vicinity of the M Platform and 28/28L stops without necessitating the crossing of any part of 19th Avenue;

iii. The City and University agree to work together in good faith to address rider comfort and platform crowding at the 19th/Holloway M-Oceanview platform, including speed, reliability and frequency improvements on the M between Holloway and Embarcadero, and track reconfigurations that facilitate "short-run" service between Holloway and Embarcadero Station. This project will also include measures to improve pedestrian safety and comfort, accommodating a significant increase in pedestrians accessing transit. The University agrees to contribute $1,825,000 towards a project that meets these goals. Ten percent of these funds will be provided to the City at the completion of the schematic design process, including CEQA certification and expiration of the 30-day statutory appeal period

for legal challenges. The remainder will be paid to the City in increments at the time the following conditions are met:

1) A project to allow Muni to terminate some or all M-Line service at Holloway, sufficient to achieve the improvements described above, is fully funded, including the University's contribution, and a construction contract is signed; and

2) The project will allow Muni to increase frequency and capacity on the M-Line between Holloway and Embarcadero.

3) Based on the above conditions, the remaining 90 percent of funds can be invoiced at the following milestone construction completion percentages:

   a) At 30 percent construction completion, 30 percent of the remaining funds.

   b) At 60 percent construction completion, 30 percent of the remaining funds.

   c) At filing of the Notice of Completion, 30 percent of the remaining funds.

iv. If the track reconfiguration project to improve speed, reliability, frequency, and capacity of service on the M line is not implemented, and if Muni reports that M line average peak period, peak direction passenger loading between the campus and West Portal Station exceeds 85 per cent of combined seating and standing load capacity for two years in a row throughout the West Portal/ Holloway corridor, and if the cordon surveys show that peak period transit trips on the M-line between the campus and West Portal Station are greater than 5 percent above the baseline throughout the corridor, the University agrees to extend campus shuttle service between the campus and West Portal Station during the peak period(s). This additional campus shuttle service will be operated with adequate capacity (i.e., it will not exceed an 85 percent combined seated/standing passenger capacity target), but the capacity shall not be greater than 15 percent of the total peak hour net new transit demand in this corridor associated with campus growth. This additional campus shuttle service will be operated until the track reconfigurations described above are implemented, or additional, alternative transit improvements are agreed upon. If, in advance of implementation of the shuttle service, the University and the City devise an alternative shuttle configuration or service that would serve the same goals and ridership at the same or less cost, the parties agree to work toward the implementation of such alternative.

v. When the track reconfiguration project is implemented, the University's share shall be $1,825,000 in 2007 dollars adjusted for escalation according to the California Construction Cost Index. If the City does not commence construction by January 1, 2015 the University's share shall be reduced by fifty per cent (50%) of the costs accrued to the University for operating the West Portal shuttle as described above

in section (1)(d)(iv) and in EIR mitigation TRA-2B, from the time such mitigation is required to the time the M line project is completed.

II. COOPERATIVE PLANNING

A. Transit

1. Transit Pass Program

a. The University and the City agree to work in good faith to establish a universal transit pass program for the University affiliates. These passes would be made available to all members of a campus affiliation group, such as undergraduate students, graduate students, faculty and/or staff, on a monthly, semester and/or annual basis, and shall be designed to support both current fare structures of BART and Muni and the fare coordination and payment programs incorporated in the proposed Translink program.

b. The City agrees to establish a price for these passes such that the entire program is revenue neutral for the City, including the following factors:

i. Program administration;

ii. Lost FastPass and fare box revenue from existing riders;

iii. Increased capital and operating cost for new transit service to meet increase in transit demand that results from the program;

iv. Savings in capital and operating costs from roadway improvements due to mode shift from driving to transit;

v. Complete fare equity between Muni services and the University shuttle system to maximize choices for access to the University from the Transit Hubs served by both the shuttles and Muni; and

vi. Savings in costs for meeting air quality, water quality, CO2 or other requirements that a universal transit pass program would benefit.

c. The University agrees to work in good faith to encourage its affiliate groups to support a universal transit pass program and to coordinate this pass with the design and projected implementation of Translink. Implementing such a program for students would require a student fee to be voted upon by students.

B. Parking

1. In accordance with State law, new parking construction and parking operations on campus will be funded through parking fees imposed on the users of the parking facilities.

2. The City and the University shall, within 90 days of certification of the EIR, meet and confer regarding parking availability on the City-owned streets surrounding the campus with the intent of cooperatively addressing congestion and parking availability. The City shall endeavor to manage parking on City streets surrounding campus in order to improve parking availability.

3. The City agrees to use its powers to manage commuter parking on residential streets surrounding the campus in accordance with its Residential Parking Permit regulations.

C. Bicycles

1. To the extent permitted by law, the City and the University agree to work together to implement key provisions of the San Francisco Bicycle Plan upon the certification of both the University's FEIR and FEIR related to the City's Bicycle Plan to increase connectivity between the University campus and surrounding bicycle routes and network elements, with specific focus on the following:

a. The University agrees to allow the general public access to its bikeways and pedestrian paths, subject to the same rules as campus affiliates.

b. The University shall establish a dedicated north-south bike path connecting 20th Avenue at Buckingham to Holloway through campus in order to provide and maintain a direct, lighted, 24-hour bike route across the University. This path shall be completed prior to the enrollment of 1,000 additional students in enrollment by headcount under the Campus Master Plan.

D. Pedestrians

1. The City and the University agree to work together to ensure pedestrian access to the campus is safe, comfortable and convenient from all major entry points, and across such arterials and heavily trafficked roadways bordering the campus such as 19th Avenue and Lake Merced Boulevard, recognizing measures that the University has implemented already, such as its crossing guard program at the intersection of 19th and Holloway Avenues, and the lighting and fencing installations on 19th Avenue between Hensill Hall and Buckingham Way, and on Lake Merced Boulevard between North State Drive and South State Drive.

2. The University agrees to participate in a Task Force to address the serious issue of pedestrian safety and crossing 19th Avenue, along with appropriate government agencies and representatives, and prioritize development of such pedestrian safety improvements.

E. Planning

1. The University shall provide access to a University mitigation monitoring program and reports through a website accessible to the City agencies and members of the public who commented on the DEIR. Posted to the website will be copies of mitigation monitoring reports, required under CEQA, that will identify the campus's progress in implementing Campus Master Plan EIR and subsequent project-specific mitigation measures.

2. The City and the University agree to work together collaboratively during implementation of Master Plan projects as part of a collaborative planning initiative and shared approach to area improvement. In particular, both parties agree to consult on transportation service planning and right-of-way improvements for optimal design cohesiveness and construction phasing.

3. The City and University agree to provide mutual opportunity for early comment and consultation on significant private, public, and University-initiated planning and building design for the Park Merced area and University campus in accordance with CEQA requirements.

Included among such projects are those proposals submitted for City review and processing that include or undertake City General Plan and zoning changes, or otherwise contemplate land use changes that may be of concern or interest to the University.

4. The University acknowledges the current survey, in progress, in defining CRHR eligibility criteria of Parkmerced and defining "historical resources" per CEQA 15064.5. If and when the campus pursues development on campus lands formerly part of Parkmerced, the campus shall implement Campus Master Plan EIR Mitigation CULT-2A through-2C, as appropriate.

5. For projects within 200 feet of archaeological site P-38-000025/CA-SFR-25, the University shall conduct subsurface testing in accordance with Campus Master Plan Mitigation CULT-1A. In the event that an archeological resource is encountered during such testing, Mitigation CULT-1B will be implemented, including evaluation of the resource, data recovery, and reporting.

6. The University agrees to pursue historical resource documentation per Campus Master Plan EIR Mitigation CULT-2C. Documentation for significant historic resources shall include still and video photography and a written record of the building to the standards of the Historic American Building Survey ("HABS") or Historic American Engineering Record ("HAER"). A copy of the record shall be kept with the University Library. The use of media resources of the University could be utilized, as appropriate, for such documentation efforts. The University will make these resource records available for public educational and interpretive multi-media programs and projects.

7. The City and the University agree to work cooperatively on identifying affordable housing opportunities, including housing sites, programs and sources of private and government funding for development.

F. <u>San Francisco Public Utilities Commission (SFPUC)</u>

1. In accordance with the Campus Master Plan EIR, as each future building project is proposed, the University will verify that it can achieve a net zero increase in combined wet weather flow to the City's combined sewer system. If a net increase in such flows would occur campus wide, the University will consult with the San Francisco Public Utilities Commission ("SFPUC") Department of Planning and Regulatory Compliance to determine whether such an increase will require downstream system capacity improvements. The University agrees to consult with the San Francisco Public Utilities Commission Wastewater Enterprise on all projects prior commencement of design development of new buildings.

2. As acknowledged in the Campus Master Plan and EIR, proposed development in the Lake Merced area (i.e., new creek inlet, pedestrian underpass, and pedestrian trail connection) will require subsequent approvals from the SFPUC Water Enterprise. Towards that end, the University agrees to consult with the SFPUC and the Recreational and Park Department Natural Areas Division on project plans for development leading to or affecting East Lake, Lake Merced, or its recreational trail system. The University agrees to begin this consultation before the commencement of design development on such improvements.

3. The City, through SFPUC, and the University agree to work cooperatively on water conservation programs to be more effective.

4. The University agrees to negotiate and seek funding for its assessment of capital fees pursuant to Government Code 54999 as its "fair share" of the cost of off-campus SFPUC infrastructure improvements, if such improvements are required.

G. Recreation and Parks

1. The University agrees that all wetland or other sensitive habitat in Lake Merced temporarily disturbed/removed during the construction of the bridge underpass, path connection and/or seasonal creek inlet creek shall be replaced and restored in accordance with the SFPUC in consultation with the Recreation and Park Department Natural Areas Division, as set out in the FEIR.

2. The University agrees that construction phase mitigation measures in the Lake Merced Area for the protection of nesting special-status birds shall be developed in consultation with the SFPUC in consultation with the Recreation and Park Department Natural Areas Division to ensure that substantial effects on nesting birds do not occur, as set out in the FEIR.

H. Fire Department

1. As indicated in the FEIR, while no major upgrades to the campus water system are known to be needed at this time, it is possible that if a proposed building has a substantially larger fire flow requirement than existing development, upsizing of existing campus piping may be required. However, given the pressure and flow provided by the existing turbine meters, improvements to the off-campus system to provide for adequate fire flows are not anticipated by the University. While this is the case, the University agrees to consult with the San Francisco Fire Department on water delivery and water pressure on projects prior to commencement of design development of new buildings, to ensure that any needed off-campus improvements are identified and implemented. If such improvements are required, the University would seek funding for its fair share per Section II. (F)(4) above.

III. General Provisions

1. The parties hereto agree that for purposes of litigation concerning performance of this MOU, venue shall be the City and County of San Francisco, California. The rights and obligations of the parties hereto and all interpretation and performance of this MOU shall be governed by the laws of the state of California.

2. Should any dispute arise with respect to this MOU, the terms therein, or with the implementation thereof, the parties agree to do the following: (1) the parties will meet and confer in person and attempt to resolve any disputed issue; (2) if the parties are unable to resolve any dispute informally, they agree to proceed to mediation. The mediator will be jointly selected by the parties, and each party will bear its own costs associated with mediation.

3. All communications and notices required by or given pursuant to this MOU shall be provided as follows:

To the City:

Gavin Newsom, Mayor

City and County of San Francisco
City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

To The University:

Dr. Leroy Morishita, Vice President for Administration & Finance
San Francisco State University
1600 Holloway Avenue
San Francisco, CA 94132

4. Each signatory to this MOU represents that s/he is authorized to enter into this MOU and bind the party to which his or her signature pertains.

IN WITNESS WHEREOF, this Memorandum is executed on this 29th & 30th day of October 2007.

CITY & COUNTY OF SAN FRANCISCO

By: _____ Date: 10.30.07
Nathaniel P. Ford, Sr.
Executive Director & Chief Executive Officer
San Francisco Municipal Transportation Agency

CITY & COUNTY OF SAN FRANCISCO

By: _____ for Date: 10/29/07
Bill Wycko
Acting Environmental Review Officer
San Francisco Planning Department

SAN FRANCISCO STATE UNIVERSITY

By: _____ Date: 10/30/07
Leroy Morishita

Vice President

Approved as to form:

CITY & COUNTY OF SAN FRANCISCO

By: _____ Date: 10-29-07
Andrew Garth
Deputy City Attorney

SAN FRANCISCO STATE UNIVERSITY

By: _____ Date: 10/30/07
Patricia Bescoby Bartscher
University Counsel

Kline, Heidi

Subject: FW: Save Muni 3-Jackson

From: Alison Grcevich [mailto:agrcevich@gmail.com]
Sent: Tuesday, September 17, 2013 8:12 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Save Muni 3-Jackson

Dear Ms. Jones and Mr. Kennedy,

TR-4

(1) I am a regular rider of the Muni 3-Jackson. I live directly across the street from the last stop at Presidio and California. Without the #3, the only bus that many of us, including myself, can take to and from work (I work in the Union Square area), is the #2. Both the #2 and #3 are beyond packed every morning and night. Sometimes riders cannot even get on at the Sutter/Stockton stop, and need to wait at least another 10 minutes for the next bus. Without the #3, I cannot imagine the negative impact on the #2 and ridership on this Pacific Heights route.

Please reconsider the elimination of the #3-Jackson, and keep it running. We residents truly need it!

Thank you,
Alison Grcevich

420 Presidio Ave.
San Francisco, CA 9115

--
Alison K. Grcevich
Attorney at Law

This communication constitutes an electronic communication within the meaning of the Electronic Communications Privacy Act, 18 USC 2510, and its disclosure is strictly limited to the recipient intended by the sender of this message.

This communication may contain confidential and privileged material for the sole use of the intended recipient and receipt by anyone other than the intended recipient does not constitute a loss of the confidential or privileged nature of the communication. Any review or distribution by others is strictly prohibited. If you are not the intended recipient please contact the sender by return electronic mail and delete all copies of this communication.

Kline, Heidi

From: Toni Greene <tonina.greene@gmail.com>
Sent: Saturday, September 07, 2013 7:31 PM
To: Kline, Heidi
Cc: Lee, Mayor; Davis.chiu@sfgov.org; Chan, Amy
Subject: Re-route of Bus #27

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Heidi Kline,

MER-b

(1) I live on Vallejo Street between Larkin and Hyde, and am a long time resident - 28 years. I am opposed to the re-
(2) routing of Bus #27 onto Vallejo Street. This area is very close to a busy part of Polk Street with many restaurants and bars, and closer to the Bay which adds to congestion due to Lombard Street, etc. Vallejo Street also does not go right over Russian Hill to North Beach, which can also add to more traffic.

Please please please - DO NOT re-route Bus #27 to Vallejo Street!! It will just add to the noise and traffic congestion.

TR-6
NO-1

Sincerely,

Toni Greene
1349-A Vallejo St.
94109

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 bus line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Dick Hague [mailto:dickhague601@gmail.com]
Sent: Sunday, September 15, 2013 8:55 PM
To: Jones, Sarah
Subject: #3 bus line

Dear Ms Jones,

(1) About 300 senior residents, like myself, live at the Sequoias Senior Residence. It is serviced by the #3 bus line. Elimination of that line would be a major inconvenience for us.

Most of us do not have cars and must depend on public transportation.

Please see to it that the #3 bus line is retained.

Sincerely, Amburn Hague

MER-d

From:	Wise, Viktoriya
To:	Dwyer, Debra; Kline, Heidi
Subject:	FW: TEP-EIR COMMENTS
Date:	Monday, August 12, 2013 12:18:32 PM
Attachments:	TEP-EIR PLANNING.docx

From: Vera Haile [mailto:verahaile@yahoo.com]
Sent: Monday, August 12, 2013 12:07 PM
To: Wise, Viktoriya
Subject: Fw: TEP-EIR COMMENTS

----- Forwarded Message -----
From: Vera Haile <verahaile@yahoo.com>
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Sent: Monday, August 12, 2013 11:55 AM
Subject: TEP-EIR COMMENTS

Sarah Jones,
Attached are my one page of comments of the draft TEP-EIR as concerns the 5 Fulton and 31 Balboa Expresses.
Vera Haile

MEMORANDUM

TO: SARAH B. JONES, ACTING ENVIRONMENTAL REVIEW OFFICER, SF PLANNING DEPT. 1650 MISSION ST. ROOM 400, SAN FRANCISCO, CA 94103

FROM: VERA HAILE, verahaile@prodigy.net 753 – 44th Avenue, San Francisco 94121 (415)752-5400
DATE: 8-12-13

RE: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT FOR TRANSIT EFFECTIVENESS PROJECT

(1) Those of us who live in the Outer Richmond District (25th Avenue to Ocean Beach) are especially concerned about Transit Time Reduction Proposals, because it can take an hour to get downtown, and if you have to transfer, add on one-half hour plus usual time for that distance. Since the environment should include the needs of people, not only for air, water, and less pollution, but also to meet their transit needs for work, education, culture, recreation etc. Since the 38 Geary Ocean Beach was eliminated, transit to anything on the Geary corridor takes longer. My focus will be on the A&B Balboa Express and the 5 Fulton. EP-1

(2) BALBOA A & B EXPRESS. No changes are proposed for these lines except an additional stop on Van Ness. I believe Muni's Express buses are the best services Muni provides that can get people out of their cars and on to buses. BUT they don't run long enough. The last one in the a.m. leaves at 8:30 a.m. and the last one in the p.m. leaves at 5:00 p.m. I took the A EXP for 13 years to Chinatown, and I could not have gotten there any faster driving. I continue to recommend that Express buses run all day. TEP says, "Oh that costs too much." It would not if you ran an Express once an hour, and replaced another bus run. That would not cost too much. People have different work schedules these days, and it would help those with part time jobs, classes at different times. Surely MUNI could try it with publicity to the neighbors for six months and see. MER-c

(3) 5 FULTON TROLLEY BUS. After going to a community meeting I was hopeful there might be some improvements in the 5 Fulton. It is basically a good bus that could go faster just because it doesn't have much cross traffic along Golden Gate Park. I had heard that there might be a Limited but I couldn't believe it would only go to 8th Avenue. I live at 44th Avenue, and several of us who live in the Outer Richmond especially asked that it go to the end of the line. People who ride the 5 to work from out here say it is so full by 30th Avenue that they begin passing up those who are waiting. People hate short line buses, and I think it is irresponsible of Muni to continue them when they are hiring part-time drivers. It is not healthy for people to stand in the wind, fog, and drizzle that permeates the area most evenings. Mothers cannot get to whatever child care arrangements they have, and those who take care of children and elders have trouble getting to their own homes. If people are able, they start driving to work and TR-3

(4) back to avoid that. Many of the plans will slow down the bus: The traffic circles, bulb-outs, 65 foot bus TR-11

(5) zones that cause the loss of 80-115 parking places will have more cars looking for parking. Muni's goals PP-2

(6) of transit time reduction and traffic calming are contradictory. I'm in favor of more TTRP, for those of us who live far out. If you have to add more traffic lights, that slows down buses more than stop signs do unless they are timed to keep buses moving. MER-a

Kline, Heidi **I-Hall**

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:52 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson Bus line

From: Harriet Hall [hthall2001@att.net]
Sent: Sunday, September 15, 2013 1:41 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: #3 Jackson Bus line

MER-d

(1) Please do not eliminate the #3 Bus service. I am a senior that relies on this bus line. You would be creating a hardship for me and force me to walk further to catch another bus. Also, I would have to make a transfer before I would reach my destination.

Harriet Hall

Kline, Heidi

I-HansenH

Subject: FW: save the 3 Jackson

From: helene hansen [mailto:helenehansen@me.com]
Sent: Monday, September 09, 2013 11:44 AM
To: Jones, Sarah
Subject: save the 3 Jackson

Hello,

TR-3

(1) why are you planning on eliminating this line? This is extremely convenient and reduces traffic. It is particularly useful for teenagers who have no other means of decently priced transportation to downtown. Removing this line will almost certainly increase car traffic as well as put a strain on parking in large stretches of the city.

I hope this shall not come to pass; please keep the 3 Jackson line,

Helene Hansen

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: Save 3 Jackson
Date: Monday, September 09, 2013 9:46:37 AM

Sent from my iPhone

Begin forwarded message:

From: mortenhansen <mortenhansen@berkeley.edu>
Date: September 7, 2013, 2:02:27 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Save 3 Jackson

Dear Sarah;

(1) I understand that there are plans to close down the 3 Jackson bus line. I am a resident of 3267 Jackson Street and my daughter and her friends take this bus line all the time, and it is such a great addition to our neighborhood. It allows these kids to come and go, and leaves parents like me with a peaceful mind.

The trend is toward collective transportation, not against it. It is green and efficient. Closing down the 3 Jackson line is in the wrong direction. I urge you to re-consider.

MER-b

Sincerely, Morten Hansen

Morten T. Hansen
Professor | UC Berkeley
Co-Author | Great By Choice
Author | Collaboration

Kline, Heidi **I-Hardy**

Subject: FW: Please save the 3 Jackson

From: Tom Hardy (office) [mailto:trhaia@sbcglobal.net]
Sent: Monday, September 16, 2013 9:00 AM
To: Jones, Sarah; Sean.Kennedy@sfmta.Com
Subject: Please save the 3 Jackson

MER-b

(1) Please save the 3 Jackson MUNI line. I read with dismay that you are considering eliminating it, but I have not found what your alternative solution is. I have projects in areas served by the 3 Jackson, and it's the best way for me to get to them from my office downtown. It would be detrimental for me to have to rely on several transfers to other lines if the 3 Jackson is eliminated.

Thank you,

- tom

--

THOMAS REX HARDY, AIA, LEED AP

510 Stockton Street No. 101
San Francisco CA 94108
+1 (415) 837-0489 tel
+1 (415) 837-0498 fax
www.Architectus.com <http://www.architectus.com/>

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: The 3 Jackson Line
Date: Tuesday, September 10, 2013 8:35:59 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Harris, Jeannette [mailto:Jeannette.Harris@morganstanley.com]
Sent: Tuesday, September 10, 2013 8:18 AM
To: Jones, Sarah
Subject: Re: The 3 Jackson Line

(1) Hello sarah- I am writing to strongly suggest the city not cancel the 3 Jackson line - all the other current routes like the 2 Clement and 1 Calif are quite a distance from the 3 route and would make taking public transportation prohibitive geographically, when I take the bus in the morning and afternoons mostly it is packed standing room only- my children take it to school and my husband like me to and from work downtown- please send this on to the powers that be let's keep the 3 Jackson line!! Best, Jeannie Harris a Jackson street resident

MER-b

From: Jones, Sarah [mailto:sarah.b.jones@sfgov.org]
Sent: Monday, September 09, 2013 08:51 PM Eastern Standard Time
To: Harris, Jeannette (Wealth Mgmt MS)
Subject: RE: The 3 Jackson Line

The hearing date has passed, but the deadline for written comments was extended to September 16. You may send comments to me via e-mail.

-Sarah

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Harris, Jeannette [mailto:Jeannette.Harris@morganstanley.com]
Sent: Tuesday, September 03, 2013 9:18 AM
To: Jones, Sarah
Subject: The 3 Jackson Line

Sarah is this hearing for the public if not how can I get involved to save the bus line? Thanks!

A **public hearing** on this Draft EIR and other matters has been scheduled by the City Planning Commission for **August 15, 2013**, in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, San Francisco. Please call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time. **Public comments** will be accepted from **July 11, 2013** to 5:00 p.m. on **August 26, 2013**. Written comments should be addressed to Sarah B. Jones, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103 or sarah.b.jones@sfgov.org or debra.dwyer@sfgov.org. Comments received at the public hearing and in writing will be responded to in the Responses to Comments document.

Jeannette McCabe Harris-Wealth Advisor
***The Harris Group** at Morgan Stanley*
One Sansome Street 37th floor
San Francisco, Ca. 94104-4448
Jeannette.Harris@morganstanley.com
415-984-6761 Direct or #800-289-9060 Toll free
415-264-1512 Mobile
Visit our website at http://www.morganstanleyfa.com/harrisgroup/
"Your financial advisors in pro-active wealth management, contact us for a complimentary analysis".
Operations Support contact; Belen Tompkins belen.tompkins@mssb.com or #415-984-6756.

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consent to the foregoing.

Kline, Heidi **I-HarrisM**

Subject: RE: The 3 Jackson Bus Line

From: Harris, Mark [mailto:Mark.E.Harris@morganstanley.com]
Sent: Wednesday, September 11, 2013 4:41 PM
To: Jones, Sarah
Subject: The 3 Jackson Bus Line

Ms. Jones,

MER-f

(1) Hello, I understand you're the acting Environmental Review Officer for the issue about the 3 Jackson, is that correct? If it's true is the issue with the 3 Jackson environmental or cost?

Thanks,

Mark Harris
First Vice President – Wealth Management
The Harris Group at Morgan Stanley Wealth Management
One Sansome Street 37th floor / San Francisco, Ca. 94104
415-984-6762 direct / 800-289-9060 toll free
Mark.E.Harris@mssb.com
Operations support; Belen Tompkins at belen.tompkins@mssb.com / 415-984-6756

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Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:54 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: We need the #3 Jackson bus

From: Ralph Harris [ralph94114@comcast.net]
Sent: Sunday, September 15, 2013 11:26 AM
To: Jones, Sarah
Subject: We need the #3 Jackson bus

Dear Ms. Jones,

MER-d

(1) There are many old and disabled people living on Cathedral Hill which are served by the #3 Jackson bus who would find their transportation options greatly reduced if this line were eliminated. The current route stops outside the Sequoias (318 elderly residents), and is very close to a number of other retirement communities including the Carlisle, Martin Luther Towers, The San Francisco Towers and others. You may be acquainted with the fact that Cathedral Hill is sometimes referred to as "Pill Hill" because of the large senior and disabled population living here.

Thank you for your compassionate consideration.

Ralph Harris
1400 Geary Blvd.
San Francisco, CA94109

Kline, Heidi

Subject: FW: #3 Jackson

From: Margaret Hearst [mailto:mhearst3@mac.com]
Sent: Monday, September 16, 2013 3:05 PM
To: Jones, Sarah
Subject: #3 Jackson

MER-b

(1) Please continue the invaluable service of the Muni #3 Jackson. I have used the #3 Jackson for years. Our four children and their friends at University High School and all the other schools in the neighborhood use it daily. Many neighborhood housekeepers use it to commute to work. All the young dancers who live in the SFBallet residence on Jackson St use it to commute to daytime SFBallet classes and evening performances at the Opera House. Many people rely on the bus line to do errands, too.

Thank you for your consideration,

Margaret C. Hearst (resident of Pacific Heights for 30 years)

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 11:01 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3 Jackson bus line

_____

From: Peggy Heineman [peggyheineman@icloud.com]
Sent: Sunday, September 15, 2013 10:06 AM
To: Jones, Sarah
Subject: 3 Jackson bus line

MER-d

(1) I am very unhappy about the proposed discontinuing of the 3 Jackson bus line. I am a frequent user of public transportation, and have stopped using a car for travel in San Francisco. The 3 Jackson line is one I use frequently, both to go to the financial district and to the upper Fillmore area. I walk with a cane, and would have great difficulty getting to the 22 Fillmore or the 1 California.

I am writing to protest this change on my own behalf, and on the behalf of many friends who have the same problems.

Margaret Heineman
1400 Geary Blvd.

Kline, Heidi

Subject: FW: 3 Jackson MUNI Line

From: Maria Sullivan Hemphill [mailto:marialsullivan@gmail.com]
Sent: Tuesday, September 17, 2013 3:49 PM
To: Jones, Sarah
Cc: Chris Hemphill
Subject: 3 Jackson MUNI Line

Hi Sarah,

MER-b

(1) My name is Maria Sullivan and I am a resident of Lower Pacific Heights. Somehow, I just got word this morning (someone posted flyers on our bus) that the TEP is suggesting the elimination of the 3 Jackson and that the deadline for input from neighbors is today at 5pm. I have to say, we are so so sorry to hear this and would really advocate for keeping the line, or at least would like a better understanding of how those that take the 3 will be covered by other lines.

We live on Bush and Fillmore, so we are lucky enough that we can take the 2 or the 3 downtown and home each day. However, I grew up farther up in Pacific Heights and have taken the 3 at least once a week for 20+ years. When I was a kid, I'm sure my parents wouldn't have even allowed me to use MUNI alone if it didn't pick up in our neighborhood. I have read comments that the 3 is basically "a community service line" after it turns onto Fillmore, but as a member of that community all my life, I can tell you it was much appreciated by that community.

Currently, as I mentioned, my husband and I can take the 2 or the 3. We almost always take the 3 if possible, because the 2 is always beyond crowded, is unreliable, there is less seating and it is much more unsteady of a ride
(2) (since it is not on cables). I get bouts of Vertigo and always avoid the 2 if possible for fear that the terribly jerky ride will make me sick. I would understand the point that those serviced by the 3 could potentially be serviced by the 2, except that the 2 doesn't even serve well all the people that want to use it at this point. If you are coming from Downtown outbound to Pacific Heights and beyond on a weeknight at 6pm, you had better pick up the 2 by Sutter and Kearny or you won't be able to get on. I've heard stories of people waiting 40 minutes for a 2 that actually had room. Are you going to put more 2's out there? How are you going to cover all the people that generally take the 3, because the 2's are too full to ride? I fail to understand the logic of removing buses while simultaneously attempting to increase ridership. I suppose perhaps your statistics will improve (less buses, same or more amount of riders), but your reputation amongst citizens of SF will certainly decline once again.

I look forward to hearing from you and hope that you and your team will re-consider the elimination of the 3-Jackson.

TR-4

Sincerely,

Maria Sullivan Hemphill

From: Jones, Sarah
Sent: Monday, August 26, 2013 2:49 PM
To: Dwyer, Debra
Subject: FW: bus route changes to the 48 Quintara line.

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Homer Hobi [mailto:hjhobi@gmail.com]
Sent: Monday, August 26, 2013 2:49 PM
To: Jones, Sarah
Subject: bus route changes to the 48 Quintara line.

Hello Sara Jones:

re: bus route changes to the 48 Quintara line.

MER-d

(1) I live on Grand View Ave and 23 St. I am 67 years old and am a rider of the bus to the mission and to West Portal. I have a problem walking more than a few blocks and hills are a challenge to me. Currently the bus stop is across the street. If the 48 route were to abandon its portion along Grand View Ave. I would have to look for other means of transportation or move. Please do not abandon this portion of the 48 route.

Thank you

Herman (Homer) Hobi

335 Grand View Ave. #1

San Francisco CA 94114

415 531-6158 cell

Kline, Heidi **I-Hogan**

Subject: FW: Keep #3 MUNI

From: Kim Hogan <kbhogan@comcast.net>
Date: September 16, 2013, 11:12:20 AM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Keep #3 MUNI

Dear Sarah:

(1) I've just heard about the proposal to end #3 Jackson MUNI line from my neighborhood watch group leader, and I was very disappointed to learn this news. I live on Pacific Avenue near Presidio Avenue and use this line over others frequently – especially with the rise of parking downtown. As I'm sure you know, this line provides valuable transportation for the Pacific Heights neighborhood and many use it to commute downtown for work and others for shopping in several of the neighborhoods it connects. Other lines are often not as direct, and it will definitely discourage many, including me, from shopping downtown. MER-b

Thanks very much for your consideration.

Sincerely,

Kim Hogan
SF Resident
E: kbhogan@comcast.net

From: Andy Diaz Hope
To: Dwyer, Debra
Subject: I oppose moving busses to Harrison Street
Date: Wednesday, August 14, 2013 7:02:27 PM

Dear Ms. Dwyer

(1) I was surprised and saddened to hear that there was once again an attempt to move busses on to Harrison Street. At the last meeting when this was brought up, I heard irrefutable arguments from parents and teachers at the local school talking about why buses would disrupt their programs and endanger the students, bicyclists who did not want to have to tangle with buses on a major bike thoroughfare and residents worried about noise and pollution. As a bicyclist and resident on Harrison Street, I strongly oppose having busses moved to Harrison Street. I never feel safe riding on streets where buses are also running. Harrison street is an oasis for bicyclists. TR-9

Thank you for your consideration,

Andy Hope
2498 Harrison Street

Kline, Heidi **I-Horcabas**

Subject: FW: Muni #3 Line

From: danielle horcabas [mailto:dhorcabas@yahoo.com]
Sent: Tuesday, September 17, 2013 11:06 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Muni #3 Line

Dear Ms. Jones and Mr. Kennedy,

MER-b

(1) I noticed a sign indicating that the Muni no. 3 line is being considered for elimination. I rely heavily on this bus route and strongly urge that this route not be eliminated.

Like many SF Bay Area residents, I lead a very busy life and exclusively rely on public transportation. I work full-time, go to school in the evenings and am the primary caregiver for a toddler. Without the no. 3 line, I definitely would not be able to make it from home to work to school on time, and my child's preschool schedule would be impacted as well.

I hope you give my e-mail and request due consideration. Thank you.

Sincerely,
Danielle

I-Houghton

Kline, Heidi

Subject: FW: Save the 3 Jackson

From: Donald Houghton [mailto:dfhoughton@sbcglobal.net]
Sent: Monday, September 16, 2013 11:57 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Save the 3 Jackson

MER-d

(1) I am writing to urge, or plead, with you to keep the 3 Jackson bus running! This has been the bus I have used for years, and now that I'm living in a Retirement Center, it is a vital form of transportation for all of this community. Not only is it used for going down town, but the western end is very much in demand for various churches and the Jewish Community Center whose gym is used by many residents in this area. It would be a terrible hardship for many people if this service was to be discontinued.

Thank you for this consideration.

Donald Houghton

I-Hurford

Kline, Heidi

Subject: FW: 3-Jackson

From: Gina Hurford [mailto:ginacrosetto@gmail.com]
Sent: Thursday, September 12, 2013 5:33 PM
To: sean.kennedy@sfmta.com; Jones, Sarah
Subject: 3-Jackson

Hello,

MER-b

(1) I am writing to you to communicate my preference that the 3 Jackson bus line be retained. I am a resident along the line that rides this bus daily to and from work an on the weekends. In fact given my health condition & limited mobility this bus provides a safe and convenient way for me to get to work without.

Thank you for taking my request and personal situation into consideration. I rely heavily on the 3 Jackson.

Sincerely,

Gina C. Hurford

Sent from my iPhone

I-Hutchins

July 14, 2013

MRS. Beverly J. Hutchins
869 Dartmouth Street
San Francisco, CA 94134-1827

RECEIVED
JUL 16 2013
CITY & COUNTY OF SF
PLANNING DEPARTMENT
MEA

ATTN: Sarah B. Jones
Acting Environmental Review Officer
San Francisco Planning Department

(1) I am a senior citizen and a registered voter and frequent rider of muni. Please don't change the bus stop for 29 sunset bus that runs across town. I am also disabled and cannot do a lot of walking or standing. Please forward this letter to the proper chanels or process. MER-d

Thank you
Mrs Beverly J. Hutchins
Mrs. Beverly J. Hutchins

Kline, Heidi

From: Jones, Sarah
Sent: Saturday, September 14, 2013 10:13 AM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Comments on Transit Effectiveness Project Draft EIR

Sent from my iPhone

Begin forwarded message:

From: Jack Hutchison <JHutchison@esassoc.com>
Date: September 13, 2013, 3:53:53 PM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Comments on Transit Effectiveness Project Draft EIR

September 13, 2013

SF Planning Department
ATTN: Sarah Jones, Acting ERO
1650 Mission Street, Suite 400
San Francisco, CA 94103

RE: TEP DEIR (Case No. 2011.0558E)

Ms. Jones,

(1) I have concerns about the proposed change to the Richmond District Express Bus Routes (1AX/BX, 31AX/BX, and 38AX/BX), which would add new bus stops on Pine Street and Bush Street at Van Ness Avenue, making those line less "express". I've been a rider on all of those express bus lines at one time or another, except the 38AX, during my 28 years living in the Richmond District and working downtown, and have been witness (as an interested rider and as a transportation engineer by profession) to the slow slog navigating across Van Ness, as cars and trucks wait for pedestrians before turning from Bush and Pine onto Van Ness. The Muni bus drivers are typically good at using the middle lane(s) to avoid the backup in the right and left turn lanes. I don't see anything in the TEP DEIR to say where the new bus stops would be located (i.e., on the near side or far side of Van Ness), but regardless of where the bus stops would be, requiring the express buses to stop (after traveling in the right-hand curb lane) will introduce, in my professional opinion, substantial delay for the buses. Even if the bus stops are on the far side of Van Ness (in theory avoiding the backup of vehicles in the right-hand curb lane at Van Ness), there are similar delays at the downstream intersections (Polk Street in the morning and Franklin Street in the afternoon/evening). Not only do I disagree with the DEIR's statement (page 4.2-143) that the increase in bus travel times "would not be substantial enough to affect transit or traffic operations", the DEIR provides no basis for that "less than substantial" conclusion (i.e., what is the threshold of significance, and what is the estimated increase in bus travel times that was compared to that threshold of significance?) TR-5

(2) Another concern I have about the completeness of the TEP DEIR (i.e., missing information) is as follows: PD-2

- When would the new bus stops be installed for the Richmond District Express Bus Routes? Given the DEIR's statement (page 4.2-143) that the purpose of the new bus stops is to improve connections to the Civic Center, I have to assume that the new bus stops would not be installed until the Van Ness Bus Rapid Transit is operational. That assumption is based on the fact that Bush and Pine streets are about 10 blocks from the Civic Center, and the existing Van Ness bus service is not good enough to attract riders to a connection/transfer with the express bus lines. I suspect

(2) that ridership projections for the Van Ness BRT assumed new riders induced to use the Richmond Express Buses. The TEP EIR should clarify the relationship (timing of implementation and shared ridership) between the new bus stops for the Richmond District Express Bus Routes and the Van Ness BRT.

I-Hutchison

PD-2 (cont'd)

Thank you for your attention to my comments.

Jack Hutchison
683 7th Avenue
San Francisco, CA 94118
jhutchison@esassoc.com

From: Victoria Isyanova
To: Kline, Heidi
Subject: RE: 3 - 2011.0558E, Notice of Availability of a DEIR for the Transit Effectiveness Project
Date: Thursday, July 11, 2013 5:10:35 PM

(1) I just don't understand what is the point of our comments if no matter how many time we explain that Lake Merced BLvd. need bus 18 nothing change. I don't understand why the whole committee spend time and efforts and tax payers money if they don't listen to us! They still going to do what it was decided from the first time! Why play this democracy games?
Victoria

MER-b

From: heidi.kline@sfgov.org
To: heidi.kline@sfgov.org
Subject: 3 - 2011.0558E, Notice of Availability of a DEIR for the Transit Effectiveness Project
Date: Wed, 10 Jul 2013 22:42:56 +0000

Attached please find the Notice of Availability of a Draft Environmental Impact Report (DEIR) for the Transit Effectiveness Project, Case No. 2011.0558E. The DEIR document is available at the San Francisco Planning Department web site at the web page below. You are being provided this information as you have expressed an interest in this project in the past.

http://tepeir.sfplanning.org

The Notice of Availability is attached in English, Spanish and Chinese languages. Chinese and Spanish speakers may leave questions concerning these documents on the Planning Department language line at 415-558-6378 and those questions will be forwarded to the project planner.

Written comments on the DEIR should be submitted to the Planning Department at the following address:
Sarah B. Jones, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103.
Or email: sarah.b.jones@sfgov.org OR Debra.Dwyer@sfgov.org

The public comment period is from July 11 until 5:00 pm on August 26, 2013. Comments on the DEIR may also be made at the Planning Commission hearing on August 15, 2013 at 12:00 pm.

Please contact me at the address or phone number below or contact Debra Dwyer, Environmental Review Coordinator, at (415) 575-9031 or Debra.Dwyer@sfgov.org if you have any questions.

Regards,
Heidi Kline

Heidi Kline, LEED AP
Environmental Planner, SF Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103
(415)575-9043
heidi.kline@sfgov.org

Kline, Heidi

I-Isyanova2

From: Victoria Isyanova <vitaisyanova@hotmail.com>
Sent: Friday, August 02, 2013 11:55 AM
To: Dwyer, Debra
Subject: RE: Automatic reply: TEP and eliminating bus 18

GEN-1

(1) Hello Mrs. Dwyer, I am a resident who resides on Lake Merced blvd. who pay taxes to have a normal bus service and who is going to be eliminated of this.
First, I want to bring to you attention that it is not any street light on the area where the bus going to be eliminated.

(2) Second - all the alternatives provided will make our life more complicated because it will take longer commute and pollute environment.

AQ-1

(3) Third - The reason originally brought to eliminate this route does not make any sense because it is enough (for this area) ridership. It is a new area on Brotherhood way where a huge development is building right now.
Fourth - The home value in this area would go down.

GEN-1

(4) I am not going into details that it will create more cars, more accidents on intersections without street light, normal sidewalks for passenger to catch alternatives.
It would be very nice to get more attention to improve our quality of life instead of making it worse.

TR-6
TR-7

Sincerely,
Victoria

From: debra.dwyer@sfgov.org
To: vitaisyanova@hotmail.com
Subject: Automatic reply: TEP and eliminating bus 18
Date: Fri, 2 Aug 2013 18:53:36 +0000

I will be out of the office until Monday, August 5th.

If your question regards the Transit Effectiveness Project (TEP), please contact Heidi Kine at 575-9043 or Heidi.Kline@sfgov.org.

If your matter is urgent, please contact Virnaliza Byrd at 415-575-9025 or virnaliza.byrd@sfgov.org.

Best regards,

Debra

Kline, Heidi **I-Jeu**

Subject: FW: 3-Jackson

From: Jeu, Karen [mailto:JeuK@sutterhealth.org]
Sent: Tuesday, September 17, 2013 4:24 PM
To: Jones, Sarah
Subject: 3-Jackson

MER-b

Dear Sarah

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Karen Jeu
Vice President and Chief Operating Officer
CPMC Foundation
2015 Steiner Street
San Francisco, CA 94115
cpmcf.org
jeuk@sutterhealth.org
415-600-2407

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Kline, Heidi **I-Jocelyn**

From: Jones, Sarah
Sent: Wednesday, August 28, 2013 8:51 AM
To: Dwyer, Debra
Subject: FW: petition

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Jocelym [mailto:josy6064@yahoo.com]
Sent: Wednesday, August 28, 2013 8:50 AM
To: Jones, Sarah
Subject: petition

Hi Sarah,
(1) i Petition that no. 3 jackson would continue on the route.
i' m rider for 12 years and it is very inconvient for me if the no. 3 would go away.
thank you ,
jocelyn

MER-b

From my Android phone on T-Mobile. The first nationwide 4G network.

Kline, Heidi

Subject: FW: Advocating the #3 bus line proposed removal

From: Emily Peters Johnson <epetersj@gmail.com>
Date: September 16, 2013, 11:37:28 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Advocating the #3 bus line proposed removal

Dear Sarah,

(1) I am a resident of Jackson Street in Pacific Heights. I employ a regular nanny and hire babysitters, all of whom would use public transportation if it was viable.

The #3 route however does not serve their needs for commuting from outlying neighborhoods nor for connecting from other bus lines that do serve them. Perhaps the line was intentionally serving commuters to the financial district, however it is very slow and the 1BX is just down the hill and offers a more efficient trip.

I am dismayed to see the bus nearly empty all day whereas the stops on California are teeming with commuters. In an environment where our resources for transit spending are limited, I would be in favor of eliminating the #3 and improving service on bus lines that move a higher volume of passengers, or are geared to the realities of the routes passengers take in 2013, versus the routes established for commuters in previous decades.

Thank you for considering removing the # 3 bus line.

Emily P. Johnson

415 531 9794.

MER-a

I-JonesJanet

Kline, Heidi

Subject: FW: save No 3 bus

From: Janet Jones [mailto:jboethj@juno.com]
Sent: Monday, September 16, 2013 8:55 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: save No 3 bus

Dear Sarah Jones and Sean Kennedy,

MER-d

(1) I have just learned that the No 3 Muni bus is threatened with going the way of the No 4, leaving only the No 2, which will end at 8 pm.

When I moved to the Sequoias seven years ago there were three buses (2,3,4) on Post St., returning on Sutter. I used them all. There are hundreds of us in just this one building in a neighborhood of retirement communities. Some of us have always relied on public transit, the rest are encouraged to use it to cut down

(2) on traffic congestion and parking problems. The # 38 is already overcrowded and leaves us at the bottom of downtown hills. Nor does it connect us directly with places like Calvary Church,

With the impending hospital on Post and Van Ness and another proposed high rise next door, Muni should be increasing its service not cutting back.

TR-4

Please veto this change.

Thank you.

Janet Jones
1400 Geary Blvd
SF 94109

Get WiFi Protection from NetZero. Data Encryption is Only $6.95/month.
http://offers.netzero.net/TGL1141/?u=http://www.netzero.net/datashield?promoCode=NZDSTAG&refcd=DSNZINTEM&tagtype=3

I-JonesJosie

August 27 2013

RECEIVED
SEP 03 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

Draft EIR
ERO
Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Dear Sir/Madam:

(1) This is regarding a change in the bus stops to speed up service. I've written to Muni before about the former bus stop at Felton and Offord Streets. I'm requesting that it once again be a bus stop. It won't help us some of us age to be carrying bags down a hill. So please consider restoring the Felton and Offord Street bus stop.

MER-d

Draft EIR
August 27, 2013
Page 2

(1) I realize this filing (letter) is late, however, I hope that it would be considered.

MER-d (cont'd)

Thank you.

Sincerely yours,

Josie L. Jones
1451 Dolton Street
San Francisco, CA 94134-1329

Linda M. Kahn
2430 Pacific Ave
San Francisco, CA 94115-1238

RECEIVED
AUG 16 2013
CITY & COUNTY OF SF
PLANNING DEPARTMENT
M E A

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Ave. 7th Floor
San Francisco, CA 94103

Sarah B. Jones
Acting Environmental Review Office
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Proposed Elimination #3 Jackson Bus Line

I have lived about one block from the #3 Jackson Bus Line since the late 1970's and have ridden it daily for most of that time. My jobs have been in the financial district and the #3 Jackson is the natural choice of transportation since it minimizes traffic, eliminates the need for parking, and, for me, it has , the most convenient route with access to various parts of downtown.

(1) I am writing about the Environmental Impact Statement for the Transit Effectiveness Project (TEP). I understand it proposes to eliminate the #3 Jackson line, the key bus line for me and my neighbors. It is difficult enough to get around in the City these days..Years ago you decreased the number of bus stops, then decreased the number of buses but increased the size of many, if not most of them so that they carry more passengers. Now you want me to walk down the hill (which becomes more hazardous to me as time goes by) to Sutter and take the #2 Clement (and then back up the hill when I return). The #2 Clement is often very crowded. This would require more transfers. As for the #33 Fillmore, because of the neighborhoods served by its long north-south route, I sometimes fear for my personal safety. In addition, using it requires more transfers than my other option. The elbowing of other passengers, the often jammed aisles, and the jerkiness of the stops and starts makes getting on and off the bus more challenging with each passing year. The fewer transfers the better. Discontinuing the #3 Jackson line will require more transfers for many of us who rely on it to get downtown and will make getting around in the City far more challenging. MER-b

(2) Elimination of the #3 Bus Line will also have a negative impact on our environment. More people will drive and either pay outrageous parking fees, causing them to go even higher, or have someone else drive and wait while they do their errands, leading to more traffic congestion, pollution, and double parking. It will also have a negative effect on local business in the long run, as more people are driven to shopping on-line because of the inconvenience of patronizing businesses in San Francisco. TR-3

(3) Focusing on tightening current work rules and effectively managing safety hazards and the resultant lawsuits should result in far greater savings than the elimination of the #3 Jackson Bus Line . Please don't let this be the straw that breaks the camel's back. I urge you to retain the #3 Jackson Bus Line. MER-b

Sincerely,

Linda M. Kahn

Linda M. Kahn

cc: Supervisor Mark Farrell
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102

Save #3 Jackson
3326 Jackson St
San Francisco, CA 94118

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:53 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Bus Line

From: Renate Kay [kayr089@gmail.com]
Sent: Sunday, September 15, 2013 11:35 AM
To: Jones, Sarah
Subject: #3 Bus Line

(1) I just found out the the [3 Jackson] bus is being eliminated and only the 2 Clement will service Post St., but understand it stops running at 8 PM. It would be a hindrance to us all if this line is eliminated. Sincerely, Renate and Ron Kay, residents of the Sequoias on Post St.

MER-b

I-KellyM

Kline, Heidi

Subject: FW: #3 Jackson Busline

From: Kelly, Michelle S (SF PWM) [mailto:michelle.s.kelly@gs.com]
Sent: Monday, September 16, 2013 12:45 PM
To: Jones, Sarah
Subject: FW: #3 Jackson Busline

Sarah,

MER-a

(1) I live at 2050 Lyon Street (corner of Washington) and I echo Brad's comments below. I have lived in the neighborhood for 10 years and ride this bus line maybe one time per year.

Generally speaking, most people who live in our neighborhood do not ride Muni due to the system's inability to get us from point A to B in a reasonable amount of time, the buses are filthy (and unhealthy in my opinion), and regularly don't come or are late. To give you an example, I am able to walk from work (downtown SF) to my home (Pacific Heights) faster than the bus can drive me there. That's over 2.5 miles. The only people who ride them are those that can take the express bus 1BX.

I'd like to see this line eliminated as well and would also like to see the funds diverted to other resources such as early morning express busses (1BX prior to 6:15am) or increased efficiency on the 1 and 2.

Warm regards,
Michelle Kelly

Goldman, Sachs & Co.
555 California St. | San Francisco, CA 94104
Tel: 415.393.7792 | Fax: 917.977.3292
michelle.s.kelly@gs.com

Goldman Sachs

Michelle S. Kelly
Vice President
Private Wealth Management

This e-mail does not constitute an offer or solicitation with respect to the purchase or sale of any security in any jurisdiction in which such offer or solicitation is not authorized or to any person to whom it would be unlawful to make such offer or solicitation. This e-mail may contain confidential or privileged information. If you are not the intended recipient, please advise the sender immediately and delete this message. If you are sending confidential information (e.g. name, tax ID), please ensure you are using a secure method of delivery. You may fax confidential information to 917.977.3292. For additional information, including how to opt-out of future messages, see http://www.gs.com/disclaimer/pwm.html. For prospectuses of recent initial public offerings to which this message may be related see http://www.gs.com/disclaimer/ipo/. See www.goldman.com/gs/k/accounts/CFTC.Disclosure for important disclosures related to CFTC-regulated swap transactions. If you currently hold CFTC-regulated swaps, you may access the Dodd-Frank Regulatory Daily Mark through the Client Web. Please contact us if you do not have access to these links or to the Client Web. See https://www.goldman.com/gs/p/markets/doddfrank for important disclosures related to CFTC-regulated swap transactions. If you currently hold CFTC-regulated swaps, you may access the Dodd-Frank Regulatory Daily Mark through the Client Web. Please contact us if you do not have access to these links or to the Client Web.

From: DeFoor, Bradley S [IMD]
Sent: Monday, September 16, 2013 11:06 AM
To: 'sarah.b.jones@sfgov.org'
Subject: #3 Jackson Busline

Sarah –

MER-a

I live at 2201 Baker St (corner of Jackson) which is on the bus line. We would strongly support eliminating this bus-line. Given we face Jackson, I see the bus passing in both directions multiple times day and night. The bus is regularly empty of any passengers. It's rare that you see more than maybe 1-2 people on the bus.

Given the cost to the city, noise, general poor driving by bus drivers (often all most run you over while backing out of garage), very limited use in our neighborhood, overhead electric cables, etc. we would STRONGLY support eliminating this bus line.

I've asked dozens of neighbors who live within a few blocks of the bus line and not a single one ever uses the bus. This seems like a perfect opportunity to use limited and valuable resources in a more productive way for other city residents. I am sure some other neighborhoods could use the additional transportation resources.

I-KellyM

MER-a (cont'd)

Respectfully,
Brad DeFoor

I-Kent

Kline, Heidi

From: Daniel KENT (DHL CSI) <Daniel.Kent@dhl.com>
Sent: Tuesday, September 17, 2013 7:58 AM
To: Kline, Heidi
Subject: No #27 Bus On Vallejo Street Please

Hello Ms. Kline

(1) I am writing to request your assistance with preventing the re-routing of the #27 bus onto Vallejo Street. Vallejo street already
(2) is a major route for Taxis routing onto Hyde Street and Larkin Street as corridors to/from downtown. Additionally there are 2
(3) day care centers within 2 blocks of my home where children are coming and going throughout the day. Parking is also a
(4) major consideration and creating bus stops will negatively impact and already bad situation. My hope is that the 27 bus will not be routed onto Vallejo Street as there is already too much traffic and auto pollution on this street.

Thank you for your consideration and assistance.

Regards,
Dan Kent
Homeowner and Resident at 1365 Vallejo Street

(1) MER-b
(2) TR-7
(3) TR-11
(4) MER-b

Kline, Heidi

Subject: FW: Transit Effectiveness Draft EIR

From: david kilgore [mailto:davidrsco2000@yahoo.com]
Sent: Monday, September 16, 2013 4:56 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Hi Sarah,

MER-a

(1) Thank you for helping to reroute the #48 bus to Clipper between Douglas and Grand View. I've lived on Grand View for 13 years and the street is so narrow at multiple points that cars and other buses frequently drive up on the sidewalk rather than wait for each other which has resulted in repeated breaking of the concrete surround on the meter in the sidewalk as well as cracking our sidewalk necessitating repairs to the sidewalk at our expense. Clipper is wide, previously 4 lanes until the recent restriping, and the homes on that section are set back much farther than the homes on Grand View so the change in route makes sense.

David Kilgore and Jimmy Newell
719 Grand View Ave.

I-Klein

Kline, Heidi

Subject: FW: Transit Effectiveness Draft EIR

From: Larry Klein [mailto:larryksf42@yahoo.com]
Sent: Tuesday, September 17, 2013 6:51 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

MER-b

(1) As yet another long term resident of the 700 block of clipper street AND a frequent User of the 48 line in both directions I would echo Samir 's comments. Crossing clipper to catch or debark a bus would be significant increase in risk. I do not move as quickly as I did in my youth. The same can not be said for the clipper traffic .

Thanks for your service in what must be difficult task.

Sent from my Kindle Fire

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Saving Jackson 3 Muni Line
Date: Wednesday, September 11, 2013 10:13:16 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Marilyn Kline [mailto:mkline_us@yahoo.com]
Sent: Tuesday, September 10, 2013 5:16 PM
To: Jones, Sarah
Subject: Saving Jackson 3 Muni Line

Sarah Jones,

(1) Please save the Jackson 3 muni line. I take it regularly. MER-b

Kline, Heidi

I-KochC

Subject: FW: Save the 3 Jackson Muni

From: Caroline [mailto:kochcar@gmail.com]
Sent: Saturday, September 07, 2013 10:21 AM
To: Jones, Sarah
Subject: Save the 3 Jackson Muni

Dear Ms. Jones,

I am a frequent rider of the 3 Jackson Muni line, and it has come to my attention that the City is considering eliminating this valuable service from the Muni route.

TR-4

(1) As a resident of lower Nob Hill who works in the Presidio, the 3 Jackson provides a convenient, efficient, and not overly crowded route for me to get to work. This is especially true on weekend mornings when alternate Muni lines such as the 45 Union or the 30 Chestnut are often too full to even stop at many of the downtown locations. Eliminating the 3 Jackson could exacerbate the over-crowding of those lines by causing additional riders to need those routes to get across town.

(2) I appreciate the opportunity to provide my comment in this important issue, and I hope the 3 Jackson remains a part of the City transit system.

MER-b

Sincerely,
Caroline Koch

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Muni 27
Date: Monday, September 09, 2013 8:32:12 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

No Comment

-----Original Message-----
From: Jennifer Koch [mailto:jenniferkoch@mac.com]
Sent: Sunday, September 08, 2013 2:56 PM
To: Jones, Sarah
Subject: Muni 27

Sent from my iPad

I-Koo

RECEIVED

AUG 2 0 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

August 15, 2013

ERO, S. F. Planning
1650 Mission St. Ste 400
San Francisco, Ca. 94103

Dear Sirs:

MER-d

(1) I am writing to ask you to please not eliminate any more bus stops as it is very hard on us who are handicapped and already cannot make it even one block. I have a very painful back pain taking pain medication (sometimes does not help) and arthritis in my feet and have a very hard time walking right now. At present, I am living at 17th Ave. and Lake St. and have to walk 3 blocks to California and 16th Ave. to get the #1 Calif. bus for doctors and dentist appointments I am sure many other people like me are having the same problem. I am retired and on a fixed income and cannot afford to call a taxi each time. I am 85 years old

MER-d (cont'd)

(1) and my husband is 87 and cannot drive any more because of bad eyesight. We depend on buses for all of our transportation. We are pleading and begging you not to eliminate the bus stops as there must be some other way to save the bus drivers time so that the buses will be on schedule.

Please keep in mind all the handicap people who also depend on buses. Do not make it harder for us to get around. Thank you for your kind attention to this matter.

Yours truly,

Kathleen & Yum Koo
5 - 17th Avenue
San Francisco, Ca. 94121

From: Molly Kozma
To: Dwyer, Debra
Subject: 27 Folsom Service
Date: Wednesday, August 14, 2013 9:26:26 AM

Dear Ms. Dwyer,

The Bella Vista HOA, owners and tenants submit the following comments on the DEIR including the 27 Folsom Service Variant 2 (Variant 2) of the Transit Effectiveness Project.

(1) The DEIR incorrectly states The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses. NO-1

On Page 233 the Initial Study states Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? Potentially Significant Impact.

(2) In our opinion the DEIR fails to recognize the negative impact of the Variant 2 on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street. Furthermore, it interrupts one of the few streets with a dedicated bike lane, presenting an interruption to quality of life, and more importantly, safety in the area. TR-9

(3) This strikes us as a poor use of public funds with little to no positive benefit to the local community. Therefore, we oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible. EP-1

Best,

Molly Kozma

2900 22nd Street, Apartment 7

I-Kuechler
RECEIVED
SEP 19 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

HENRY NORBURY KUECHLER IV
2116 LYON STREET
SAN FRANCISCO, CALIFORNIA 94115
PHONE: 415-776-2275 FACSIMILE: 208-475-6291
E-MAIL: JKUECHLER@HIHP.COM

September 17, 2013

Sarah Jones, SF Planning Department
1650 Mission Street Suite 400
San Francisco CA 94103

Sean Kennedy, SFMTA
One South Van Ness, 7th Floor
San Francisco CA 94103

Mark Farrell, Supervisor District 2
City Hall
1 Dr. Carlton B. Goodlett Place, Room 244
San Francisco, CA 94102-4689

RE: *Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus.*

To whom it may concern:

(1) My family has lived in the Pacific and Presidio Heights neigborhoods, and I have been riding the #3 Jackson, for over twenty-five years. We depend on it as a lifeline. This e-mail stongly urges the SFMTA not eliminate or change the route or schedules for the #3 Jackson Bus between Presidio Avenue/California via Jackson, Fillmore, Post and Sansome/Sutter Streets. MER-b

In 2009, cuts were made to the #3 Jackson bus route. Today, four years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially Senior Citizens, School Students (1500), and Workers as well as Businesses and a major Medical Center that the route not be eliminated! # 3 Jackson is a lifeline.

(2) **A.** **Geography:** Merging #3 routes to #1 California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 **steep** N/S blocks between California Street and Union Street and 8 **sloping** E/W blocks between Fillmore Street and Presidio Avenue. Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving! PD-3

(3) **B.** **Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). Elimination of the #3 will adversely affect each and every independent Senior Citizen. MER-d

(4) **C.** **Schools** . Jackson/ Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at San Francisco University High School plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. The #3 Jackson is the ONLY bus line serving these three major schools with a **composite enrollment of 1500 students**! If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan. TR-3

(5) **D.** **Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along Fillmore Street linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center. MER-b

E. **BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!

The Muni #3 route mitigates traffic. Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits.

The #3 is necessary and vital to San Francisco's Master Plan. Please, do not eliminate the #3 bus!

Sincerely,

Henry N. Kuechler IV

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 1:41 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Bus #3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Alexandre Lambin [mailto:lambin.alexandre@gmail.com]
Sent: Monday, September 16, 2013 1:36 PM
To: Jones, Sarah
Subject: Bus #3 Jackson

Dear Mrs Jones,

(1) My name is Alex Lambin, and I live on 2222 Lyon Street.
I am sure I am not the only one who sent you an email regarding the #3 jackson bus.

i sincerely ask you today to not discontinue the bus I take four times a day, every single day.

Alternatives are really not easy to reach and it will be pain to go to work.

MER-b

I thank you for considering this;

--
Alexandre LAMBIN

I-Lamm

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:25 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson bus

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Michael Lamm [mailto:mandrlamm@gmail.com]
Sent: Sunday, September 15, 2013 1:58 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: #3 Jackson bus

To Whom It May Concern

MER-d

(1) I am writing to urge that the #3 Jackson bus not be eliminated. I am a senior citizen living on Post St on Cathedral Hill, and I frequently use this bus to go downtown via Post St and return via Sutter St.
Elimination of this bus line would seriously inconvenience me and many of my neighbors.

Sincerely,

Michael E. Lamm
1501 Post St

From: Jones, Sarah
Sent: Thursday, August 29, 2013 8:13 AM
To: Dwyer, Debra
Subject: FW: 3 Muni Line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Julia Lawton [mailto:lawtonjulia@gmail.com]
Sent: Wednesday, August 28, 2013 6:00 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: 3 Muni Line

Hi Sarah and Sean,

MER-b

(1) I wanted to express my strong desire to keep the Muni line 3. I, as well as my 3 roommates, rely on the 3 for all of our transportation, and without it the city would have a gaping void in transportation for residents in the area. It's been proposed that the 2 or the 1 could suffice, but we would be walking a 1/2 mile every time we need to use transportation if we had to resort to these other lines. Additionally:
- I am a young woman and it could be a safety concern to have to walk home each night from the stop at the 2
-It could impact the flow of business on Fillmore since the 3 takes you down the whole street

Thank you for considering these concerns and please keep the 3.

Julia

I-Lee

Kline, Heidi

From: Ryan Lee <ryan_lee@me.com>
Sent: Sunday, September 08, 2013 11:03 PM
To: Kline, Heidi; Lee, Mayor; Chiu, David; Chan, Amy; Jones, Sarah
Subject: Rerouting the 27 Bus Line

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

TR-7

(1) I'd like to express my concern for rerouting the 27 bus line up Vallejo Street.

There are a number of daycares and preschools on this street, one of which my daughter attends, that this change will affect in a negative way. There were 934 reported injuries between 2006 and 2011, 25 of which were fatal. You probably have access to more accurate and up-to-date safety data than I do, but I'm assuming that this is at least in the ballpark range. I realize that accidents by nature are unpredictable and unavoidable, but any effort we can take to prevent these from happening, especially involving children, seems like it should be of the upmost importance.

Please keep in mind the safety and well-being of my daughter and the other children that attend the preschools and daycares on Vallejo street as you make your decision regarding this issue on September 17th.

Thank you for your time.

Best,
Ryan Lee

I-Leifer

Kline, Heidi

Subject: FW: Proposed Route changes

-----Original Message-----
From: dreelei@att.net [mailto:dreelei@att.net]
Sent: Thursday, September 12, 2013 9:46 PM
To: Jones, Sarah
Subject: TEP: Proposed Route changes

MER-a

(1) Here are my remarks regarding the MUNI route changes proposed by the Transit Effectiveness Project.

1. Please don't eliminate any more existing routes until the new routes and some other TEP improvements have been implemented. Since the only part of TEP to be implemented until recently was the 2009 service reductions, I sometimes wonder whether TEP is just a cover for service reduction. Please don't let that perception become reality! To this end, please just leave the 3 and 12 routes alone for now. I use both of them quite often. The 12 is quite handy after visiting Rainbow Grocery.
2. I like the proposal to increase the frequency of the 2 Clement. But I do not like the proposed Clement Service Variant. Please stop playing with the 2 Clement route! I get the sense that Muni is trying to discourage people from using the 2 by reducing its frequency and reliability and constantly changing the route, so that it can be eliminated. It is a useful route and I would like it to be left alone, except for increasing frequency.
3. I like the proposed new route for the 33.
4. If the 27 Bryant and 47 Van Ness are re-routed, what routes will serve the Bed Bath and Beyond/Trader Joes/Nordstrom Rack shopping complex at 9th and Bryant? That is a convenient stop for shoppers (including me). I really can't walk another two very long blocks if loaded down with bags.
5. I like the idea of extending the 43 Masonic to Fort Mason. I am concerned about eliminating some of the Presidio stops, because the Presidio's buses don't run into the night.
6. I like the proposed route change for the 48, but do not like the idea of decreasing its frequency. The bus doesn't run that often as it is now!

Thank you for considering my remarks.

Sincerely,
Adrienne Leifer

Kline, Heidi

I-LewisA

From: Andrea Weninger <aweninger@sbcglobal.net>
Sent: Friday, September 06, 2013 10:08 AM
To: Kline, Heidi; Lee, Mayor; Chiu, David; Chan, Amy
Subject: STOP MUNI Bus re-route #27 on Vallejo Street

Dear Mayor Ed Lee, Supervisor David Chu, Amy and Heidi

TR-7

(1) We are a family who lived on Vallejo Street for the past 10 years. Recently we heard that a new Muni bus line #27 should run through Vallejo Street. We live on Vallejo and Larkin and my 8 year old daughter is playing on the sidewalk and we strongly would feel violated by having a bus running every 30 min up and down Vallejo Street. For the savety of our kids we would revoke the Muni bus line #27 on Vallejo street. Please, respect our neighborhood. A lot of families are moving out of the city because of problems like that.

Sincerely,
Andrea Lewis

Kline, Heidi **I-LewisG**

Subject: FW: Feedback on proposed re-routing of #48 bus along Clipper St.

From: Geoff Lewis <glewis@asilo.com>
Date: September 17, 2013, 11:14:04 AM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Feedback on proposed re-routing of #48 bus along Clipper St.

Hi Sarah,

(1) I have been a resident and owner of 741 Grand View Ave, San Francisco since 1987. In general, I support the re-routing of the #48 bus along Clipper St – the current route along Grand View etc is on narrow and hilly roads unsuitable for large buses and their close proximity to homes create significant noise and vibration – however I do have some concerns. MER-a

(2) I strongly recommend that bus stops be provided on Clipper at or near the intersection with Grand View both for the outbound and inbound directions. Without these new stops, passengers would have to climb a significant distance up the steep hill on Clipper to reach a stop or descend a significant distance down Clipper to reach the next stop at Douglas. Residents, like myself, who live on Grand View or on adjoining streets within three or four blocks of Clipper who will be impacted by the re-routing, should reasonably expect to at least be able to walk along Grand View to Clipper and board a bus there. PD-3

(3) Moreover, provision of these stops need to take into account the Clipper Traffic Calming plan that has recently been proposed by the SF MTA after many years of community discussion that includes the narrowing and relocation of through-traffic lanes and a traffic circle being built at the intersection of Clipper and Grand View. The new bus stops need to be designed into the final plan. Some forward thinking now would avoid having the re-routing constrain or even preclude aspects of the proposed traffic calming and could potentially allow a better and lower cost solution. As you may know, the comment period for the Clipper Traffic Calming plan is closing very shortly. PP-2

(4) One (admittedly creative) solution could be to have a single bus stop for both inbound and outbound directions (ideally with a shelter and an arrival information display) located on the corner of Grand View and Clipper Terrace. Outbound buses traveling up the hill would pull into the bus stop like any other bus stop. Inbound buses coming down the hill on Clipper would circle the traffic circle to pick up passengers and then circle it again to resume travel down Clipper. This would side-step the issue of how passengers would safely cross Clipper to get to a bus stop on the south side of the road, as well as eliminate the need for a bus stop that might block traffic. MER-c

Please feel free to contact me if you have any questions about my comments or need further information.

Best regards,

Geoff Lewis

415.647.5846

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: Line 27 Folsom
Date: Monday, September 09, 2013 9:50:06 AM

Sent from my iPhone

Begin forwarded message:

From: Rob Lewis <robandreasabina@mac.com>
Date: September 6, 2013, 10:45:30 AM PDT
To: <Sarah.B.Jones@sfgov.org>, <Debra.Dwyer@sfgov.org>, <David.Chiu@sfgov.org>
Subject: Line 27 Folsom

Hello

(1) I have recently learned that there are plans to change the Line 27 Folsom to go down Vallejo St. And I am amazed that the city "planners" did such a poor job of researching their proposed new path and not notifying the neighborhood. You can't expect people to go to sf.gov or muni.com to learn of changes to their neighborhood. I am appalled at your tactics. You need to reach out to the Russian Hill Neighborhood Association. EP-3

I have lived here since the 1990's and moved here to bring up a family - which I am doing. However, if you want to make San Francisco a family friendly city you need to keep the families and home owners happy - as they pay the taxes that go to your salary.

(2) Here are a few very simple reasons why the current proposed path does not work. TR-6

1. There are 2 Day Care business on Vallejo Street - (1) at 1372 Vallejo and (1) at 1424 Vallejo. There are many kids from ages 2 to 4 that attend these schools, the parents double park to drop the kids off this will cause the bus to go around or wait for the park car to move creating dangerous situations.

(3) 2. Vallejo Street is used as an Emergency lane for fire truck, ambulance and police cars. to add a bus to this street will slow down response time that may be the difference between life and death TR-10

(4) 3. Vallejo Street has many deliveries - again the trucks double park - the bus will slow down traffic and create dangerous situations when trying to go around a park car. Also cars coming out of garages on Vallejo Street have a hard time seeing double park cars and cars, buses and trucks going around double park cars. TR-6

(5) 4. Helen Wills Park located at Broadway and Larkin - there is a tremendous amount of family and children foot traffic to this park. The proposed change to have the bus go down Vallejo would create a more dangerous situation. TR-7

(6) 5. Businesses will be affected by removing more parking space. MER-g

If the proposed plan moves forward you will see more families leave San Francisco and ruin the diversity of this beautiful city.

Thank you,
Rob

I-Ley

Kline, Heidi

Subject: FW: Please save the Jackson 3 MUNI Bus line

From: Johnny [mailto:johnnyley@gmail.com]
Sent: Friday, September 06, 2013 8:54 AM
To: Jones, Sarah
Cc: sean.kennedy@sfmta.com
Subject: Please save the Jackson 3 MUNI Bus line

(1) I ride this nearly everyday and would be crushed if it becomes eliminated. MER-b

Please reconsider this.

John Ley
3072 Jackson Street
San Francisco, CA 94115

Sent from my iPhone

Kline, Heidi

Subject: FW: # 3 Jackson

From: F.Chaney Li [mailto:chaney45@gmail.com]
Sent: Monday, September 16, 2013 4:14 PM
To: Jones, Sarah
Subject: # 3 Jackson

Hi Ms Jones,

MER-b

(1) My family and I depend on the # 3 Jackson bus line for our commute daily. It would be more than an inconvenience, it would make our daily travels much more difficult if Muni eliminated # 3 Jackson line!

Thank you for your consideration

F. Chaney Li
3055 Pacific Avenue
SF, CA 94115

Sent from my iPad

Kline, Heidi

Subject: FW: the proposed elimination of the #3 Jackson

From: F.Chaney Li [mailto:chaney45@gmail.com]
Sent: Monday, September 16, 2013 4:24 PM
To: Jones, Sarah
Subject: the proposed elimination of the #3 Jackson

Dear Ms Jones,

(1) Our comments and protests regarding the proposed elimination of the #3 Jackson

This long established line serves our needs effectively - our children, our aging selves, our friends and neighbors. Alternatives are not easy to reach, not good connections, etc.

MER-b

Thank you for your consideration,

F. Chaney Li
3055 Pacific Avenue
San Francisco, CA
94115

Sent from my iPad

Kline, Heidi **I-Ligare**

Subject: FW: Please keep the #3 Muni Bus

From: Christina Ligare [mailto:cligare@hotmail.com]
Sent: Monday, September 16, 2013 4:05 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Please keep the #3 Muni Bus

Hi Sarah and Sean,

MER-b

(1) I sincerely hope that you will keep the #3 Muni bus line. My husband and I use the #3 bus every day and sometimes also on the weekends. The #3 is very full during commute hours, so I don't see why you would want to eliminate the line?

Thank you for keeping the #3 Muni bus line,
Christina Ligare
2898 Jackson Street
San Francisco, CA 94115

Kline, Heidi

I-Ling

Subject: FW: Transit Effectiveness Draft EIR Re: 10-Townsend

From: jrey17@gmail.com [mailto:jrey17@gmail.com] **On Behalf Of** Hom Ling
Sent: Monday, September 16, 2013 9:23 AM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR Re: 10-Townsend

(1) Please reconsider the proposal for a short-line 10 between Van Ness and Montgomery Station.

The 10 and 12 north of Market as they are today are extremely unreliable. Unless there are reliability improvements to be made south of Market and in Potrero Hill, there will still be major reliability and headway issues on the 10.

TR-5

Thank you.

From: Jones, Sarah
Sent: Sunday, September 15, 2013 11:00 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3-Jackson

Importance: High

From: Erik Locatelli [erik.locatelli@gmail.com]
Sent: Sunday, September 15, 2013 10:16 AM
To: Jones, Sarah
Subject: 3-Jackson

MER-b

Good Morning, Miss Jones

(1) I'm a ballet student from Italy who I'm studying at San Francisco Ballet school. I'm living in Jackson st. so the bus 3 is really important for me because can bring me near ballet school and near where I'm living.
I'm asking with all my heart, please keep the 3 Jackson line, It's really important and it is a good line.
I hope that you will take in consideration my e-mail.
Thank you for your patience, I hope that you will have a good week-end.
Reguards

Erik Locatelli

From: alexander.b.long@gmail.com on behalf of alex@ablong.com
To: Dwyer, Debra; sean.kennedy@sfmta.com
Subject: Proposed Plan to Terminate #3-Jackson MUNI Service
Date: Friday, July 19, 2013 1:51:05 PM

---

(1) I wonder if either of you might be able to help me understand the basis for recommending that the #3-Jackson MUNI line be discontinued. I have not been able to access the proper portion of the EIR report where it describes the reasoning for this service termination. Is it based upon noise reduction, usage or some other criteria. If you could explain or point me to the correct portion of the appropriate document I would very much appreciate it. EP-1

Thanks you;
Alex Long
3326 Jackson Street
650-380-9116

From:	alexander.b.long@gmail.com on behalf of alex@ablong.com
To:	Kline, Heidi
Cc:	Montejano, Jess
Subject:	Fwd: Proposed Plan to Terminate #3-Jackson MUNI Service
Date:	Thursday, July 25, 2013 3:45:20 PM

Heidi -- per our phone conversation this morning, I am copying the latest note I sent to Shawn Kennedy with my questions. I would appreciate any help I can get with answers!

In addition, I have two further questions based upon our discussion and the link you gave me:

(1)
- Am I correct in assuming that we should consider the elimination of the #3-Jackson line as an **environmental issue** too, and therefore we should raise any concerns before the 26th of August or at the 15th scheduled meeting.?
- I looked at the utilization numbers and was really surprised to see that the IB on the line #3 was actually quite high, the outbound on both the #3 and #2 is low, I wonder why?

TR-4

I will look forward to hearing back by e-mail or phone (650-380-9116).

Thanks -- Alex Long

---------- Forwarded message ----------
From: <alex@ablong.com>
Date: Mon, Jul 22, 2013 at 10:21 AM
Subject: Re: Proposed Plan to Terminate #3-Jackson MUNI Service
To: sean.kennedy@sfmta.com
Cc: debra.dwyer@sfgov.org

(1) Sean -- I have been lead to understand from Debra's colleagues that I should address my questions to you? If you could provide me with any guidance on the following I would very much appreciate it (perhaps a brief phone conversation would be more effective)?

TR-4 (cont'd)

- I understand that ridership on the #3-Jackson is light and maybe it is also light on the #2 line? Do you have data on the number of folks that board each of these two lines between Presidio and where they reach Sutter at Fillmore?
  - Can this data be further broken down into the number of older (over 65) and the number of younger GEN-1 l age) riders that board each line in this region?
  - Can this data also be broken down by time of day?

(2)
- There have been complaints raised by Pacific Heights residents that the line is being used to stage buses from other routes in the early morning or late evening. How frequently Is the route being used for such staging and would it be impacted by the termination of #3 service?

GEN-1

If it would be easier for me to stop by please let me know. I work as a volunteer in Mark Farrell's office on Thursday so I am in the neighborhood.

Thanks you for your help --
Alex Long
650-380-9116

On Fri, Jul 19, 2013 at 1:50 PM, <alex@ablong.com> wrote:

> I wonder if either of you might be able to help me understand the basis for recommending that the #3-Jackson MUNI line be discontinued. I have not been able to access the proper portion of the EIR report where it describes the reasoning for this service termination. Is it based upon noise reduction, usage or some other criteria. If you could explain or point me to the correct portion of the appropriate document I would very much appreciate it.
>
> Thanks you;
> Alex Long
> 3326 Jackson Street
> 650-380-9116

EP-1

Kline, Heidi **I-LongD**

From: Jones, Sarah
Sent: Monday, August 19, 2013 12:48 PM
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR - 48 Quintara

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Daniel Long [mailto:sfambitious@gmail.com]
Sent: Sunday, August 18, 2013 8:15 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR - 48 Quintara

Dear Ms. Jones,

PD-3

(1) I live almost at the top of an extremely steep hill – the last block of Elizabeth Street – and I am physically handicapped in that I am unable to climb the stairs to my house. Descending the hill from Grandview Avenue after exiting the 48 at 23rd Street is cumbersome and painful enough, but manageable thus far. I cannot afford to move nor can I afford the luxury of a car.

Please look into how extremely steep the last blocks of 23rd, Elizabeth, 24th, and 25th Streets off Grandview Avenue. They are as steep, if not steeper, than the famous block on Lombard (the "Crookedest Street"). The 48 bus that goes along Grandview Avenue and makes these stops are a God's end and lifeline for us. I would be more than happy to guide and host oyu.

(2) PLEASE, PLEASE, PLEASE do not redirect the 48 to bypass Grandview Avenue.

MER-b

Thank you very much for your time and attention to this matter.

Respectfully,

Daniel Long

DANIEL LONG
955 ELIZABETH STREET • SAN FRANCISCO, CA 94114
(415) 282-1524 Home • (415) 613-3254 Cell
sfambitious@gmail.com

From: Jones, Sarah
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Please retain 3-Jackson!
Date: Friday, September 13, 2013 1:14:38 PM

Sent from my iPhone

Begin forwarded message:

From: Cristina Lopez <cristinalopez@live.com>
Date: September 13, 2013, 10:37:14 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>, <sean.kennedy@sfmta.com>
Subject: Please retain 3-Jackson!

Good Morning!

(1) I am moving into the neighborhood October 1st and the 3-Jackson line will be the fastest and safest way for me to get to and from work. MER-b

Please keep it going for your present and future residents!

Thank you,

Cristina Lopez

Sent from my Windows Phone

Kline, Heidi **I-Lowe**

Subject: FW: Jackson 3

From: Lowe, Barbara [mailto:LoweB@sutterhealth.org]
Sent: Tuesday, September 17, 2013 4:43 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Jackson 3

MER-b

(1) I have heard that you are considering dropping the Jackson 3 route. As a frequent user of the line, I want to encourage you to hold on to it.

And….as CPMC is constructing at new hospital at the corner of Post and Van Ness, this line will be important to patients and employees for transportation to that site.

Please take this into consideration.

Barbara Lowe
Senior Gift Planning Officer
CPMC Foundation
415-600-2769
loweb@sutterhealth.org
cpmcf.org

To make a gift to CPMC Foundation, visit cpmcf.org and click on "Ways to Give."

Confidentiality Statement: This email may contain confidential health or other information that is legally privileged and that is intended for the use of the intended recipient(s). If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or action taken in reliance on the contents is strictly prohibited. If you are not the intended recipient or have received this message in error, please contact the sender by reply email and destroy all copies of the original message.

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, September 12, 2013 4:05 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Save the 3-Jackson

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Kishan Madamala [mailto:kishan.madamala@gmail.com]
Sent: Thursday, September 12, 2013 9:33 AM
To: Jones, Sarah; sean.kennedy@sfmta.org
Subject: Save the 3-Jackson

Hi Sarah/Sean,

MER-b

(1) I saw a flyer saying that the 3-Jackson might be eliminated. I really hope it is saved. I live at Pacific and Laguna and the 3-Jackson is the only nearby bus that can get me downtown to work in less than 30 min. I've timed the other routes!

Thanks,
Kishan

Sent from my iPhone

Kline, Heidi **I-Madson**

Subject: FW: Muni #3-Jackson: Please Retain!

From: Madson, David [mailto:MadsonD@sutterhealth.org]
Sent: Monday, September 16, 2013 5:03 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Muni #3-Jackson: Please Retain!

Dear Sarah and Sean,

(1) Every day I use the 3-Jackson to get to my office in Lower Pac Heights. Its proximity and accessibility to my work is important to me and my colleagues. Please don't eliminate the Muni 3-Jackson. MER-b

Thank you for your consideration.

Cordially,

David Madson

David Madson, ACFRE
Director of Development, Neurosciences and Transplantation
California Pacific Medical Center Foundation
2015 Steiner St, 3rd floor
San Francisco, CA 94115
415-600-2490 office
415-722-5885 mobile
madsond@sutterhealth.org

Kline, Heidi **I-Marks**

Subject: FW: Elimination of 3 Jackson - NO WAY!

From: Marks, Gregory [mailto:MarksG@sutterhealth.org]
Sent: Monday, September 16, 2013 5:26 PM
To: sean.kennedy@sfmta.com; Jones, Sarah
Subject: Elimination of 3 Jackson - NO WAY!

Dear Sarah and Sean,

MER-b

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important. This line is also one of the most civilized and cleanest rides in the entire Muni fleet. It would be a travesty to see the 3-Jackson line removed.

In the meantime, do something about the God forsaken 22 Fillmore line. Every time I ride that disgusting filthy bus, I feel like I need a shower or to light up a cigarette when I get off the bus at my destination. It's a very sad state of affairs if you ask me.

But the bright leaders at the MTA feel the need to eliminate the Muni 3-Jackson?
There is something very wrong and broken with the system.

Thank you for your consideration.

Best regards,

Gregory Marks

Gregory J. Marks / Office Manager / Executive Assistant to Vice President & COO
CPMC Foundation | 2015 Steiner Street | 2nd floor | San Francisco, CA 94115 | marksg@sutterhealth.org
P: 415.600.4113 | F: 415.387.7817

CPMC Foundation
Sutter Health
We Plus You

Celebrate Wishes for Wellness, CPMC's biennial fundraising gala at The Fairmont Hotel, October 10, 2013.

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Concerned muni rider
Date: Wednesday, September 11, 2013 9:22:19 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Nick Marquez [mailto:nick@sportstream.com]
Sent: Wednesday, September 11, 2013 9:10 AM
To: Jones, Sarah
Subject: Concerned muni rider

Sarah,

(1) Just a quick note to implore you to not eliminate the 3 Jackson Muni line. Aside from it being my primary transportation to work, I know there are several elderly riders to whom this would be an even tougher development. MER-b

The alternate bus lines are already crowded enough, I hope you reconsider your opinion on this matter.

Best,

Nick Marquez

Sent from my iPhone

Sent from my iPhone

I-Martin

Ms. Sarah Jones

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

RECEIVED
SEP 03 2013
CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

Transit Effectiveness Program DEIR comments

Transit Effectiveness Program - Changes to 3 Jackson

(1) I had heard that changes were being proposed for the 3 Jackson trolley bus, but have been unable to find what those changes are looking at SFMTA's TEP website. This is not good. EP-6

(2) I am a regular rider of the 3 Jackson and believe rumored proposals to eliminate this line makes no sense. According to MUNI data, the 3 Jackson serves more than 4,000 daily riders today. In 1975 it formerly served 5,675 daily boardings. Headways on weekdays in 1975 were 8 minutes improving to 6 minutes in the pm peak. Today the 3 Jackson operates on 12 minute peak headways and 20 minute midday headways on weekdays. The service corridor market has likely intensified since 1975, but MUNI has reduced its service. It would seem illogical that MUNI has reduced service and also contrary to City policies to increase use of transit. The service reduction largely explains the patronage drop since 1975. Bottom line is that with 1975 headways the 3 Jackson could be serving 6,000 or more daily riders. Even today's ridership of 4,000 is above what the Federal Transit Administration considers a successful transit line. The FTA uses a threshold of 3,000 daily riders to be eligible for their very small starts funding for capital improvements. So why is MUNI considering elimination of this successful service? MER-b

(3) The TEP is also mis-directed. The "Effectiveness" part of its name should be "Efficiency". As we know efficiency does not always mean effectiveness. I am aware of the operating benefits of running buses faster, but MUNI's mission is to serve the diverse transit needs of the City and not just to run buses fast. An extreme illustration would be for MUNI not to stop and pick up passengers. Clearly the buses would run faster without serving passengers. TEP proposes to eliminate routes and run buses faster. Speed is not critically important to MUNi riders east of Masonic. Access is important and trimming routes increases walking distances to MUNI service. Aside from reliability, load factors are a major passenger concern and source of MUNI delay. During peak commute times, many riders are relatively mobile. During off-peak times most of the riders are seniors and disabled and access effort to MUNI is a huge issue – potentially an ADA issue. We are trying to get as many passengers to use fixed route services like the 3 Jackson rather than expensive door to door services, so elimination of successful routes like the 3 Jackson makes no sense. The zero emissions trolley coach warrant special consideration in any service reduction plan. As mentioned before, service reduction is not consistent with City policies. TR-5

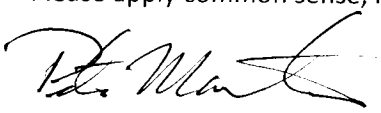
(4) MUNI's fleet is essentially the same as it was in 1975 despite major growth in the city and its expressed policy to divert car drivers to MUNI and alternative modes of transportation. Peak period operation MER-h

(4) required 282 trolley coaches, 446 motor coaches, 26 cable cars and 106 streetcars. This is essentially what MUNI operates today. MUNI has failed to invest in service expansion to support city policies. MER-h (cont'd)

(5) The insensitivity of TEP planners to bus stop access issues is disappointing. The attached cartoon from the Institute of Transportation Engineers Journal illustrates the disconnect. Planners for cars have a tendency to widely space streets and to make them high speed (sounds like the TEP plan for transit). The street fabric in San Francisco differs from this national practice – our blocks are short and there are many paths. While cars might not mind going ¼ mile to reach a high speed road, pedestrians (MUNI riders) are more limited. Planning pedestrian networks and access to transit need to be sensitive to the difference in scale by mode. Eliminating service and asking MUNI riders to walk further is not consistent with good practice. For example, the LEED program which is widely supported by most enlighten planners has a neighborhood design element (LEED ND) that emphasizes the porosity of the pedestrian network. Scale is critically important to pedestrians and MUNI riders. Why is MUNI abandoning its walkable access service for a less accessible service? There is a fundamental flaw in the thinking for this plan. Worsening service to run faster makes no sense and is inconsistent with city policy. It is difficult to fathom how enlighten planners who are familiar with MUNI service could develop an automobile oriented transit service plan. I agree that more buses and trains are needed, but shifting resources is not the answer – adding vehicles are the answer. TR-7

(6) Bottom line is that the TEP effort is mis-directed toward efficiency and not towards effectiveness. Elimination of successful bus routes like the 3 Jackson are the first step towards weakening a good transit service and will not improve livability or environmental sustainability in San Francisco. TEP planners might have a blackbox ridership model that says it will, but common sense knows better. Garbage into a model and garbage out. Another cliché is if it isn't broken don't fix it. MER-b

Please apply common sense, reconsider and **save the successful 3 Jackson**.

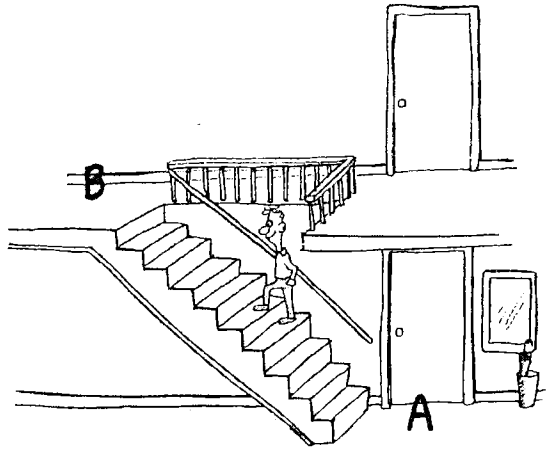


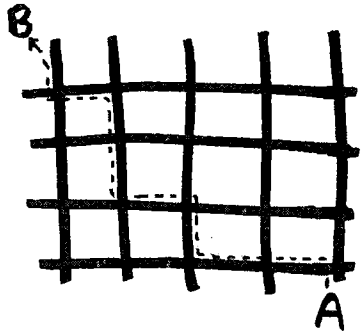
Peter Martin

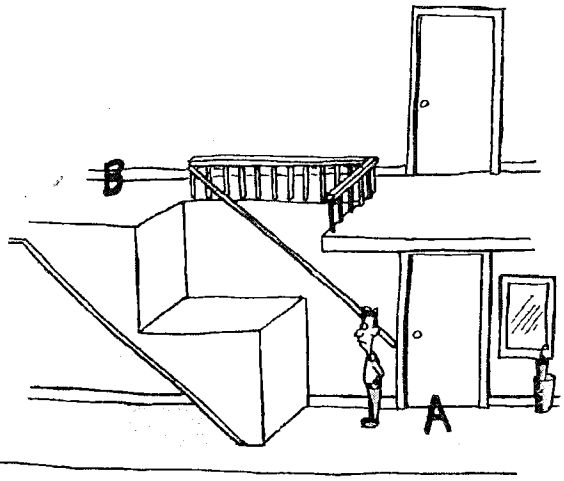
2295 Vallejo Street, #311

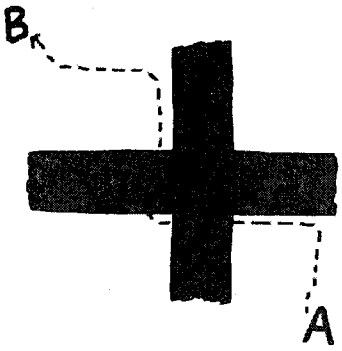
San Francisco, CA 94123

DESIGNING STREETS AT A HUMAN SCALE









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I-Marutani

Kline, Heidi

Subject: FW: Jackson Bus Line

From: Mits [mailto:mits1947@yahoo.com]
Sent: Tuesday, September 17, 2013 12:08 PM
To: Jones, Sarah
Subject: Jackson Bus Line

MER-b

Dear Ms. Jones:

(1) For visitors who ride BART to SF, using the #3 Jackson bus service is very convenient; I believe discontinuing its service will affect the number of visitors who stop at Japantown and the Fillmore. For the seniors who live along the route will be inconvenienced if they are to visit a physician at CPMC. And with no apparent construction beginning at Geary and Van Ness, the move of CPMC appears to be quite some time off in the future.

To encourage locals to take MUNI rather than drive MUNI should not suspend or discontinue the #3.To not inconvenience the seniors living along the #3 route from getting to CPMC at this point in time is a very bad decision. Please allow the #3 continue until the CPMC facility is up and running.

Losing a second transit service along Sutter Street will have an impact that is not beneficial to many. Please postpone the closure of #3 Jackson.
Greg Marutani

Kline, Heidi

Subject: FW: Elimination of 3 Jackson bus line

From: Anne Massocca <amassocc@sbcglobal.net>
Date: September 16, 2013, 11:05:47 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Elimination of 3 Jackson bus line

Sara

(1) I am very opposed to the elimination of the three Jackson bus line. This bus line serves not only the neighborhood but also many of the schools in the area. Without it we will see increases congestion and parking issues.
We should be creating more transportation options not eliminating them. TR-3

Anne Marie Massocca
3015 pacific ave sf ca

Sent from my iPhone

From: Jones, Sarah
To: Dwyer, Debra
Cc: Kline, Heidi
Subject: FW: Transit Effectiveness Draft EIR
Date: Thursday, August 01, 2013 4:08:31 PM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Lisa Mccahon [mailto:lisamccahon@me.com]
Sent: Thursday, August 01, 2013 11:16 AM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Dear Sarah,

(1) I would like to express my concern over the proposed changes to the 35 Eureka bus route through the Glen Park central business corridor. The proposal changes the route to use Wilder Street and Diamond Street as a way to connect the 35 with BART. I have been a resident of Glen Park now for 7 years. This area is already extremely congested especially due to the market on the corner of Wilder and Diamond. Wilder is often busy everyday with delivery trucks as well as people parking to shop at the store. The store enriches the neighborhood and is much appreciated by the residents but it causes a lot of congestion in an area already extremely congested due to BART and the freeway entrance traffic. Adding a bus to Wilder Street would clog the neighborhood even more. It is not a smart decision. I invite you to come visit Wilder Street during the busy times including morning delivery truck and after work congestion doubled with people parking for the store. Driveways are often illegally blocked. People (2) are often double parked and trucks are often in the street making deliveries. I don't see how a bus could smoothly run through that chaos. Wilder Street just can't handle it. It is also a very busy spot for pedestrians as well walking to Bart and the shops. An additional of a bus route through the already grid locked area will have a negative impact on both the riders of the bus as well as the entire Glen Park Community. Please reconsider this plan, Sincerely, Lisa McCahon

TR-6

TR-7

Kline, Heidi

Subject: FW: We need the 3 Jackson

From: Don McGee [mailto:don@mcgeesf.com]
Sent: Wednesday, August 28, 2013 2:42 PM
To: Jones, Sarah
Subject: We need the 3 Jackson

Dear Ms. Jones --

MER-b

(1) It is hard for me to overstress the necessity of retaining the 3 Jackson. I live in Pacific Heights and depend on the bus to take me church, to the Financial District for business purposes and to connect with the 47 or 49 to go to the Civic Center for a variety of reasons. The 1 California is helpful although a challenge going up the hill on my way home. The hours of the 2 Clement have been reduced considerably, and the journey down and especially back up to my place is also a tough slog.

I am a substitute teacher, working most week days but in various parts of the City. Off-street parking is often unavailable, and the limited on-street parking frequently requires a residential permit. I need to take the 3 Jackson as the only reasonably accessible transportation to connect with other buses to reach parts of the City far from Pacific Heights.

Many of us depend on the 3 Jackson. I am fortunate to have a car, but parking is increasingly difficult and expensive. The Transit First policy of San Francisco would be thwarted by curtailing or eliminating this service.

I would be pleased to discuss these concerns if you wish to call or write me.

Sincerely,
Donald L. McGee
415.922.4234
don@mcgeesf.com

Kline, Heidi

From: Jones, Sarah
Sent: Monday, August 19, 2013 9:26 AM
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: michael mcgraw [mailto:sfomcgraw@hotmail.com]
Sent: Sunday, August 18, 2013 7:03 PM
To: Jones, Sarah
Cc: sfambitious@gmail.com
Subject: Transit Effectiveness Draft EIR

MER-b

Sent from Windows Mail

(1) I live near the top of the 900 block of Elizabeth street. if the 48 line is to no longer run along Grandview I will have an arduous climb to my house. I do not want this change to occur.

Kline, Heidi **I-Miller**

From: Jenn Raley Miller <jrmiller98@gmail.com>
Sent: Monday, September 09, 2013 11:10 PM
To: Jones, Sarah
Cc: Dwyer, Debra
Subject: Comments: Transit Effectiveness Project

Dear Ms. Jones,

I recently learned about the planned changes to MUNI service, and as a San Franciscan who does not own a car and rides the MUNI daily, I am glad to have the opportunity to provide feedback.

I am a middle class renter who lives in Pacific Heights. It's easy to stereotype my neighborhood as a bunch of Tesla-driving one-percenters. In my daily commute walking over the hill from California & Steiner to my job in the Presidio, I can attest that quite a few of my neighbors fit that description.

However, many of us are not in that demographic. There are many people who live or work in Pacific Heights who are regular bus riders, whether by choice or my circumstance. We rely on the MUNI bus to get us safely to and from our neighborhood at all times of day and night.

MER-a

(1) In reviewing the Transit Effectiveness Project report and recommended service changes, I have comments on two of the changes:

1. I support the changes to the **43-Masonic** to reroute behind the Letterman complex.
2. I am strongly against the elimination of the **3-Jackson**, and would like to advocate extending the line instead.

The 43-Masonic: Like many who work on the Presidio, I will be very happy once the Doyle Drive project is over. I am very pleased that MUNI is making it a priority to connect directly with the Presidio Transit Center, which will make it easier for residents, employees, and tourists to connect with the PresidiGo. The reroute of the 43-Masonic toward Main Post and then behind the Letterman complex will much improve traffic flow and create a safer environment for pedestrians. (Crossing Letterman Drive can be scary!) While I have your attention, I would like to make a pitch for more frequent service on the 43-Masonic, especially on weekday nights.

The 3-Jackson: This line is the only line that goes directly from downtown all the way into Pacific Heights. The 3-Jackson has been a huge convenience for me personally, both inbound and outbound, and is a major reason why my husband can get home at a decent hour after missing the last 1-BX. More importantly, though, I can only imagine that the 3-Jackson is essential for people who work at homes and schools in Pacific Heights, and for those who come home to Jackson and adjacent streets each night. It would not be trivial to climb the hill each day from the 2-Clement or the 1-California.

I would like to suggest the following: **Instead of eliminating the 3-Jackson, MUNI should instead extend the line into the Presidio**. The Presidio is frustratingly underserved by San Francisco's transit system. The 3-Jackson would be an even more useful transit line if it were to continue down Jackson, enter the Presidio through the Arguello gate, and connect with the 43-Masonic at Main Post – or, even better, somehow make its way to Crissy Field. It is maddening how difficult it is to reach Crissy Field, and it will be even more exasperating as additional sights and attractions proliferate, drawing more visitors to Crissy Field and Main Post.

Please don't hesitate to contact me if you should have any questions.

Thanks very much for your attention to this matter.

Sincerely,

Jenn Raley Miller

****
Jenn Raley Miller
58 Perine Pl, SF CA 94115
jrmiller98@gmail.com
(415) 905-0583
****

Kline, Heidi

From: Jones, Sarah
Sent: Friday, August 16, 2013 8:43 PM
To: Dwyer, Debra
Subject: FW: Glen Park TEP DEIR Comments

From: Diana Mitchell [dgmitchell@gmail.com]
Sent: Thursday, August 08, 2013 6:25 AM
To: Jones, Sarah
Subject: Glen Park TEP DEIR Comments

Hi Sarah,

TR-6

(1) I would like to voice my concerns over the proposed changes to run the 35 Eureka bus route through Wilder Street and the surrounding area. I live above Canyon Market and spent the last two years working from home, and can tell you that Wilder Street is severely congested M-F. Canyon Market receives deliveries each day starting before 6am, and often ending after 7pm. Because their loading doc is small and only reserved 9am-1pm, this means that trucks are usually double parked. This included several 18 wheelers that deliver daily. The restaurants across the street also receive deliveries on Wilder, often resulting in trucks double parked on both sides of the street. I am often completely blocked from exiting my garage while I try to hunt down delivery guys to move their trucks. Also, during commuting hours the street is filled with people double parking and making three point turns to find parking. I think running a bus line down the street would not only add to the congestion, but would be a big headache for muni. I ask that you take this into consideration before making any decisions regarding the changes to this bus route.

Kind regards,
Diana Mitchell

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: #3 Jackson
Date: Thursday, September 19, 2013 12:05:38 PM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Natasha Monahan [mailto:nmonahan@gmail.com]
Sent: Thursday, September 19, 2013 11:51 AM
To: Jones, Sarah
Subject: #3 Jackson

(1) Please do not eliminate this bus. All our children use it to get to and from school, as well as ourselves. It's an important part of conservation in the city, and minimizing cars on the road and pollution and congestion. Thank you.

MER-b

Natasha W. Monahan
3074 Pacific Avenue
San Francisco, CA 94115
cell 415-516-4621
fax 415-276-6397
nmonahan@gmail.com

Kline, Heidi

Subject: FW: #3

From: Tom Moskal [mailto:tmoskal204@yahoo.com]
Sent: Tuesday, September 17, 2013 7:26 AM
To: Jones, Sarah
Subject: #3

Dear Sarah,

(1) It's too late to save the Jackson 5....but we have time to save the "JACKSON 3". Keep our bus line please. MER-b

Zeke Moscow

Kline, Heidi **I-Myers**

Subject: FW: Save Muni 3-Jackson

From: Derek Myers [mailto:derek.myers@gmail.com]
Sent: Tuesday, September 17, 2013 8:46 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Save Muni 3-Jackson

Dear Ms. Jones and Mr. Kennedy,

MER-b

(1) I am writing to ask your office to please save the Muni 3-Jackson line. I live near the Presidio/California stop and use the 3 to get to and from work downtown. The 3 is regularly busy during all hours of the morning and night. Without it, my commute and the commute of many others would be extremely difficult. I would likely need to consider other commuting options because I would not be able to rely solely on the other Muni options.

I respectfully ask that the 3 Muni be saved. Ending this line would significantly impact a lot of people.

Thank you for your consideration,
Derek Myers

Kline, Heidi **I-NebabJopet**

Subject: FW: Please do not Remove the 3 Jackson route SF Muni

From: jopet nebab [mailto:jopetnebab@yahoo.com]
Sent: Monday, September 16, 2013 2:02 PM
To: Jones, Sarah
Subject: Please do not Remove the 3 Jackson route SF Muni

MER-b

(1) I am writing to SF Muni to please do not cut off the 3 Jackson route for my workplace commute.

Thank you for your help in this important matter

Jopet Nebab
460 Santa Barbara Av.
Daly City, CA 94014

Kline, Heidi **I-NebabJosephine**

Subject: FW: 3 Jackson Muni Line

From: Josephine Nebab [mailto:JNEBAB@PACIFIC.EDU]
Sent: Monday, September 16, 2013 1:57 PM
To: Jones, Sarah
Subject: 3 Jackson Muni Line

Dear Ms. Jones,

MER-b

(1) It would be a great inconvenience to terminate the 3 Jackson Line. Please do not remove this line from Pacific Heights to downtown SF.

Thank you

Josephine Nebab
2155 Webster St. #512
San Francisco, CA 94115

I-Nicco

Kline, Heidi

From: Mark Nicco <niccolawbar@gmail.com>
Sent: Tuesday, September 17, 2013 12:20 PM
To: Kline, Heidi; Lee, Mayor; Chiu, David; Chan, Amy
Subject: Bus #27

(1) I live on Vallejo Street and I oppose the Bus #27 re-route on Vallejo Street. I MER-b

Mark Nicco
1363 Vallejo St.
415-308-0783

I-Noble

Kline, Heidi

Subject: FW: #3 Jackson Street

From: Winifred Noble [mailto:winifred.noble@sbcglobal.net]
Sent: Monday, September 16, 2013 3:55 PM
To: Jones, Sarah
Subject: #3 Jackson Street

MER-b

(1) The 3# Jackson bus line is crucial to our daily lives here in Pacific Heights, and in Presidio Heights. It serves our children and non-driving neighbors, taking them to school and to the downtown area. The nearest lines are many blocks away. Please do all that is necessary to continue this service.

Winifred Noble
3095 Pacific Avenue
San Francisco

Kline, Heidi **I-Norby**

Subject: FW: 3 jackson bus line

From: Doug Norby [mailto:doug@dnorby.com]
Sent: Monday, September 16, 2013 1:41 PM
To: Jones, Sarah
Subject: 3 jackson bus line

MER-b

Dear Ms. Jones et al…

(1) I want to keep the 3 Jackson bus line. It is the bus I use frequently and I am not able to walk further to another line. Also most of the people who work in our building use it too.

Susan Anderson-Norby
3055 Pacific Ave.
San Francisco 94115

Kline, Heidi

I-OeyM

Subject: FW: 3 Jackson line -Transit Effectiveness Project (TEP) comment

From: Mulyadi Oey [mailto:oey.mulyadi@gmail.com]
Sent: Monday, September 16, 2013 3:41 PM
To: Jones, Sarah
Subject: 3 Jackson line -Transit Effectiveness Project (TEP) comment

Dear Planning Department,

MER-b

(1) As a resident of the Pacific Heights neighborhood which would be negatively impacted by the elimination of the 3-Jackson line, I am very concerned about the proposed elimination. The 3-Jackson line is a commuter line with high ridership during commute hours and the elimination of the line would leave many residents including myself without nearby public transportation. I would strongly urge you to reconsider the proposed elimination, the 3-Jackson is a vital line to the Pacific Heights neighborhood.

Regards,

Mulyadi Oey

2901 Washington Street Apt 2

San Francisco, CA 94115

Kline, Heidi

I-OeyY

Subject: FW: Comment on Transit Effectiveness Project (TPE)- Muni Route 3 Jackson Elimination

From: Yuly Oey [mailto:oey.yuly@gmail.com]
Sent: Monday, September 16, 2013 8:31 AM
To: Jones, Sarah
Subject: Comment on Transit Effectiveness Project (TPE)- Muni Route 3 Jackson Elimination

Dear Planning Commision,

MER-b

(1) I am a daily commuter rider of the line from Jackson and Divisadero to the Kearny and Sutter stop. Without a 3 line there would be no east west transit service within many blocks in my neighborhood and surely double my travel time. I am a passenger with knee problems.

The MUNI 2 line runs a same service by the MUNI 1 and 38 lines, either of these lines run within 1 to 2 blocks of the MUNI 2 line at any location. If service needs to be consolidated it should be the 2 line which is eliminated.

I would strongly urge the commission to modify the proposed plan and maintain the 3 Jackson service.

Regards,

Yuly Oey
2901 Washington St #2
San Francisco, CA 94115

I-Omalley

Kline, Heidi

Subject: FW: 3-Jackson bus. Save it please.

From: Wendy Omalley [mailto:wendydomalley@yahoo.com]
Sent: Friday, September 13, 2013 8:54 AM
To: Jones, Sarah
Subject: 3-Jackson bus. Save it please.

Hello Ms. Jackson,

MER-b

(1) I want you to know that the 3-Jackson bus is critical for my son to get to his school. He is a young teenager commuting from the East Bay to a private school on Jackson and Scott streets. Contrary to the typical student families, we are in the low middle class financial bracket with both parents working. We are getting financial aid for him to attend.

The 3-Jackson line allows our son the ability to get himself to school on his own.

I'm sure I speak for others when I ask that you do everything in your power to keep this line open.

Thank you
Wendy O'Malley

Sent from my iPhone

From: Jones, Sarah
Sent: Saturday, September 14, 2013 8:13 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: SAVE THE 3 JACKSON

Sent from my iPhone

Begin forwarded message:

> **From:** Hiroko Ono <hiroko27@pacbell.net>
> **Date:** September 14, 2013, 8:11:16 PM PDT
> **To:** "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>, "sean.kennedy@sfmta.com" <sean.kennedy@sfmta.com>
> **Subject: SAVE THE 3 JACKSON**
>
> (1) I am writing to urge you to keep the 3 Jackson bus running! I have been riding this bus line for years and it would be a great hardship to me if this line is eliminated. If you had to rely on this line as I, as well as many other residents, you would feel the same way. Please think of the residents and keep this line running - I don't understand why the city wants to eliminate bus lines when it inconveniences the riders. MER-b
>
> Thank you for your consideration.
>
> Hiroko Ono
>
> Sent from my iPad

I-Osano

Kline, Heidi

Subject: FW: MUNI 3-Jackson Line (Transit Effectiveness Project)

From: Lori Osano [mailto:loriosano@yahoo.com]
Sent: Monday, September 16, 2013 8:30 AM
To: Jones, Sarah
Subject: MUNI 3-Jackson Line (Transit Effectiveness Project)

Dear Ms. Jones:

MER-b

(1) I am a resident in the Pacific Heights neighborhood and I'm a frequent rider of the 3-Jackson MUNI line. I was concerned to see that this often used line is on the list of routes to be discontinued. While I understand that the ridership through Pacific Heights on Jackson Street does not see high ridership, this should not be the basis for elimination of the entire line. As I mentioned above, I'm a frequent rider and I appreciate how this line gets me from Pacific Heights, to Japantown, to Union Square and BART. The line is convenient, buses are clean, and is easily accessible for me. Individuals who live and work in the Pacific Heights neighborhood take this bus to connect with downtown and BART. For instance, there are a number of employees and patients at the University of the Pacific School of Dentistry and CPMC Pacific Campus who use this line daily and would be inconvenienced if this line is eliminated; buses are filled during peak commute hours.

I read that the alternative is to increase service on the #2 Clement line. The closest bus stops for those of us in Pacific Heights start at Sutter and Fillmore (then Sutter/Buchanan & Sutter/Laguna) which aren't as easily accessible because it means having to walk 5-6 blocks at the very least in both directions. Some streets going down to Sutter (like Buchanan, Laguna, and Webster) are very hilly and it'd be a difficult trip for the elderly or those with disabilities. The other alternative would be taking the #1 California bus, which already sees packed buses on a regular basis even during non-peak hours and would require more buses to come more frequently.

If there has to be a change on the 3-Jackson line, perhaps the last stop should be moved to Fillmore/Jackson. Complete elimination of this line because a segment of it is not profitable does not make sense. Please reconsider the decision to end this line. Many people in the Pacific Heights neighborhood depend on the 3-Jackson MUNI.

Regards,
Lori Osano

From: Jones, Sarah
Sent: Saturday, September 14, 2013 4:39 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Save the 3 Jackson Bus

Sent from my iPhone

Begin forwarded message:

> **From:** Blanid <palatucci1@aol.com>
> **Date:** September 14, 2013, 2:00:12 PM PDT
> **To:** <sarah.b.jones@sfgov.org>
> **Subject: Save the 3 Jackson Bus**
>
> Dear Ms. Jones,
>
> (1) I would like to communicate my support of the Save the 3 Jackson Bus campaign. I am an older woman with a handicap, but rather than apply for a handicap parking permit and drive my car, I ride the 3 Jackson to my part-time job in Laurel Village and also to Union Square and the FInancial District. I have noticed many others who have handicaps worse than mine who also ride this bus. MER-d
>
> It is far better to have us on public transportation than taking up scarce parking places. It is also far better to have us on a bus where transferring is not necessary.
>
> Please cast my vote for retention of the 3 Jackson.
>
> Sincerely yours,
>
> Blanid Keller Palatucci
> 2785 Jackson Street
> San Francisco 94115

I-Palmer

Kline, Heidi

Subject: FW: # 3 Jackson Bus line

From: James Palmer [palpac@comcast.net]
Sent: Monday, September 16, 2013 5:37 PM
To: Jones, Sarah
Subject: # 3 Jackson Bus line

MER-d

(1) If this line is removed, after fifty years in residence at 3198 Pacific Ave. we may very well be forced to move. Living on a San Francisco hill almost requires that some means of public transportation be available. The only available transportation for us to the downtown area is the No. 3 line. We depend on it because it is all we have. And as we age, this dependency will only increase. I am 86, and my wife is 82. We need that bus line. James E. Palmer

James Palmer
palpac@comcast.net

Kline, Heidi

Subject: FW: TEP DEIR Comments (2011.0558E)
Attachments: HenryPanTEPDEIRComments.pdf

From: Henry Pan [mailto:henrypan93@gmail.com]
Sent: Monday, September 16, 2013 11:47 PM
To: Jones, Sarah
Subject: TEP DEIR Comments (2011.0558E)

Ms. Jones,

Attached are my comments for the TEP Draft EIR.

Thank you for your consideration.

Henry Pan
415.830.0885
henrypan93@gmail.com

San Francisco Planning Department
Attention: Sarah Jones, Acting ERO
1650 Mission Street, Suite 400
San Francisco, CA 94103

Re: Transit Effectiveness Project Draft EIR (2011.0558E)

Dear Ms. Jones,

(1) I am humbly impressed by the work both the Planning Department and the SFMTA has done in making our transit system more efficient. I believe the Draft EIR is adequate, and I support its certification. However, I believe that the EIR itself could be more effective if the following items were addressed: EP-2

(2) **Automatic Passenger Counter (APC) Data –** Please consider including data acquired from the APC readers that were used to inform the TEP. This batch of data was recently removed from the SFMTA website, and it is harder to inform my transit research. Furthermore, I believe having raw APC data included in the Final EIR, or included in the Statement of Overriding Considerations, will make a stronger case for the TEP. GEN-1

(3) **Corridor mode-share studies** These studies should be especially conducted on the TTRP corridors, especially where the projects will necessitate traffic or parking removal, similar to what was done on the Polk and Geary corridors. Determining mode share of corridors, as well as how much each of these different mode shares spend, could come useful in justifying the TTRP projects, as well as other bike-ped improvement projects as needed. While this may potentially delay implementation of the TEP, it will be beneficial for future transportation planning here. TR-2

(4) **Relocated Stops on Relocated Routes?** The DEIR does not indicate which stops will no longer be served, and where new bus stops will be implemented for routes not in the Rapid Network. This includes the 27 and the 35 routes. It would be handy to have a list of proposed locations for PD-6

(5) stops, to get an idea of who these bus lines will serve. Ridership projections would also be useful. In addition, a list of up-and-coming housing and office development would also make a case to justify some of these reroutes. TR-2

I also believe that the TEP project could be more effective for all modes, if the issues I outline were addressed as follows:

(6) **Bona fide transit-only corridors** Per page 6-51, it is said that transit-only streets along high-ridership corridors were rejected due to community concerns. This could probably be made possible by allowing deliveries, emergency vehicles, and the mobility-impaired to access the street, significantly reducing traffic and improving Muni service. Which corridors were considered, under this alternative, to be made exclusively transit-only? ALT-1

(7) **Bicycle and transit conflicts**: There are many routes in the TEP that will conflict with bicycle routes but "conditions will remain unchanged" and will not result in "hazardous conditions for bicyclists" (please see 4.2-158). It is true that conditions for bicyclists on transit corridors will be unchanged. However, that does not mean there will not be hazardous conditions for cyclists, especially for those who are not conditioned commuters. It may make it hard for a particular TR-9

(7) street with transit service to be an eight-to-eighty street, especially since the goal of the city is 20% bike modeshare by 2020, and to eventually achieve a 30-30-40 mode split. I am not suggesting to remove transit service on streets with bike facilities, as that would be a blatant violation of the city's Transit-First policy as originally intended. To mitigate impacts of transit to bicyclists, please consider introducing separated bike facilities either on or parallel to the corridor. TR-9 (cont'd)

(8) **Bikes onboard trains:** Please evaluate the feasibility of allowing bikes onboard LRVs at all times. Several rail corridors, like 3rd Street and Twin Peaks, will greatly benefit from this, as there are no dedicated bike facilities on 3rd Street, and negotiating Twin Peaks is difficult for novice bicyclists. This will also diversify mode share. MER-c

Longer Buses on some routes that do not justify 60' artics: This is in reference to page 6-52. Some routes have ridership that would be considered crush-load but not enough to justify using 60' articulated buses. Some of these routes may not be able to use 60' buses because of geometry issues, most notably the 108 with respect to the Treasure Island Road ramps. I suggest that the agency explore clearing 45' buses and any associated infrastructural geometry changes for use on certain routes, particularly the 1, 6, 28, 29, 43, 44, and 108 lines as needed. NABI, recently acquired by New Flyer, recently discontinued the Compobus, the 45' city bus currently used by Los Angeles Metro, but may reinstate it.

Low-floor LRVs: Please evaluate the feasibility of making the system low-floor, with the long-term goal of making the system entirely accessible and reducing maintenance and capital costs with respect to no longer having to maintain hi-lo steps and no longer having to construct wheelchair ramps to accommodate high-floor multi-level LRVs.

Parking Removal and Replacement This project will necessitate significant parking removal, especially on the Rapid corridors with Project-Level improvements. Some of the parking will be restored by implementing stop consolidation. In an effort to reduce parking demand, car usage, and GHG emissions, as well as increase modeshare of other forms of transit, particularly 20% of bicycling by 2020, please study the possibility of implementing carshare pods, bikeshare pods, corrals, or parklets, in that order, rather than bona fide parking spaces which will merely perpetuate driving and the parking problem these opponents have been claiming. Encouraging other forms of transportation will diversify the city's mode share and comply with the Transit-First policy.

(9) **Program-Level Improvements** I understand that there are some routes that will undergo program-level improvements. While the routes and streets undergoing program-level improvements are mentioned in the EIR, why are the specifics aspects of the toolkit to be applied to these routes not? PD-2

(10) **Stop Consolidation** *Non-Rapid Routes:* Stop consolidation should also be evaluated for non-rapid network routes, which allows routes not designated for rapid service but still considered very integral to the system to be optimized. For example, the stops at Avenue B/Chinook and 9th Ave/Ave B on the 108 in Treasure Island, as well as the stops at Sunset/Yorba and Sunset/Sloat for the 29, should be consolidated. MER-e

Conditions For Supporting Stop Consolidation: While I believe that Muni needs to be faster, and that stop consolidation is a way to make it so, consideration needs to be paid attention to the

(10) mobility-impaired who use this service and are ineligible for paratransit. Many of the proponents making the case for stop consolidation believe that opposing stop consolidation are too lazy to walk and are tethered to the automobile. This is not the case for many immigrants, who had little access to the automobile (China had one of the best car-free policies, encouraging bicycling through its towns, until recently). I support stop consolidation provided that there is parallel transit service that will not be affected by stop consolidation, so that these services can continue to assist the mobility-impaired. Examples I will raise in my letter are that of the 8X and the 28. The other reason that I would support stop consolidation is if the stops are painfully close together, like the stops at Ocean and Eucalyptus for the M (~200'), Judah/12th and Judah/Funston (~200'), Ave B/Chinnook and 9th Ave/Ave B for the 108 (~200'), and Sunnydale/Santos and Santos/Brookdale (~150-200') for the 8X and 9.

MER-e (cont'd)

In addition, I also believe the project could benefit with some of the changes outlined below, classified by route. Some of these issues were already raised in the initial study, so I have underlined additions I have made.

(11) **E-Embarcadero:** I support the immediate, when feasible, operation of the route from Caltrain to Fishermans' Wharf, especially on game days to alleviate overcrowding on the N and the T. Another item that would potentially accommodate extra capacity on those days would be to operate LRVs on the E from Pier 39 to Caltrain, which would potentially require further evaluation since LRVs operate on AC and consume more power than the DC-powered PCC cars.

MER-c

In addition, I want to see what impacts would occur if the E operated between Jones and Beach to the Muni Metro East (MME) turnaround. This would allow single-ended PCC and Milan cars to operate on that route, and accommodate future growth at the Warriors Stadium, as well as the Mission Bay, Pier 70, and Hunters Point developments. If this were implemented, all-door boarding would not apply to the third street portion of the route unless the low boarding platforms at the existing stations were expanded.

F-Market and J-Church: In order to alleviate overcrowding in the Muni Metro subway and the Muni Metro Turnaround (MMT), please consider decreasing the headway on the F to 10 minutes and operate the J with PCCs, which would also operate at 10-minute intervals. Assuming the E operates on 10-minute headways, frequency along the corridors served on the F would remain at five minutes. This would also address concerns from Noe Valley residents that the LRVs are heavy and are destroying the foundations of many homes in the area, and free up LRVs for operation on other lines. Dilapidated streetcars currently stored at Marin Division could potentially be used to fulfill this operation.

J-Church Please consider studying the feasibility for wheelchair ramps at the stops on Santa Rosa, Santa Ynez, and Ocean. Currently, wheelchair-bound passengers along the corridor have no direct means of reaching Noe Valley or Downtown without a transfer. An alternative would be to study extending the 35 to Balboa Park BART in order to increase accessibility along this corridor. Alternatively, low-floor cars should be ordered during the next round of procurements, eliminating the need to study wheelchair-ramps and making the entire system fully wheelchair-accessible.

(11) In addition, it is highly recommended that the stop at Liberty not be eliminated due to safety concerns. Removing the stop will result in more pedestrians trespassing on the right-of-way, mainly to reach the 21st Street stop. MER-c (cont'd)

K-Ingleside: What is currently being decided for the route after the interconnection with the T is broken when the Central Subway opens? Potentially, to accommodate future growth along the waterfront and to alleviate congestion at MMT, the K could be extended to the Mission Bay, the MME turnaround, or even to Hunters Point Shipyard when the development is ready.

(12) **L-Taraval:** I understand from the Transportation Plan that there are plans to convert the Taraval LRT into bus rapid transit. How much would this cost, and would the effects, if implemented, be favorable environmentally and operationally over LRVs? PD-2

(13) **M-Ocean View:** Is it feasible to maintain both the 19th-Ocean View alignment and the Parkmerced alignment? Such an option would not preclude extension of the M to Daly City BART, but would also encourage light rail, or even BRT, to be built along the 19th Avenue-Park Presidio corridor. MER-c

(14) Also, why is it not feasible to remove the left turn lane at Winston that impedes the M right-of-way entirely, let alone shift the left turn lanes one lane to the right? TR-6

(15) In addition, I highly suggest a transit-activated signal be implemented at the intersection where trains cross northbound 19th Avenue by Mercy High School. Such a signal would activate when a train arrives at inbound Stonestown or outbound Eucalyptus, causing the traffic lights for 19th Avenue at Eucalyptus to turn green and the traffic signal by the right-of-way intersection to turn red. This happens until all cars are clear of the intersection with the right-of-way. This allows the M to cross 19th Avenue without delay. MER-c

Also, please consider consolidating the stops at Right-Of-Way/Ocean and Right-Of-Way/Eucalyptus. These stops are located 200' apart from each other. I suggest lengthening the existing inbound stop at Right-Of-Way/Ocean and the existing outbound stop at Right-of-Way/Eucalyptus to create a single stop that serves the Lakeside district, thus reducing overall dwell time. This also affords an opportunity to improve the pedestrian network, since it legitimizes a new pedestrian connection between Ocean and Eucalyptus (pedestrians have been sighted walking along that portion of the right-of-way to get between Ocean and Eucalyptus).

(16) **N-Judah**: As part of the Central Subway service plan, the N is slated to be extended to Mission Bay (Mariposa Station) to accommodate increased demand. What route will then terminate at the existing N platform at 4th and King in order to facilitate an easier and safer connection to Caltrain? Is it possible to build an LRT corridor to Mission Bay via the Interstate 280 right-of-way, assuming it is, indeed, demolished? GEN-1

(17) **NX-Judah Express:** Please evaluate the possibility of extending the NX into Chinatown on weekends, to alleviate overcrowding on the 8X, 30, and 45. My rationale for this is that most people riding the 8X, 30, and 45 offboard at Market and transfer to Muni Metro, most presumably the N-Judah to complete their journey to the Sunset. This also could be justified by the high amount of boardings at Kearny and Geary. MER-c

(17) **1-California:** Please evaluate the feasibility of making the existing rush-hour only transit-only lanes full-time, especially on Clay between Powell and Stockton. On weekends, there is excess congestion caused by autos leaving Chinatown via the Stockton Tunnel, and it often takes a bus two to three minutes to traverse one block from Powell to Stockton. Furthermore, please evaluate the feasibility of a short-turn service on weekends, operating form Presidio or Fillmore to Drumm and Clay. Buses are frequently packed on weekends caused by those in the Richmond riding to Chinatown, and as a result, many heading to Chinatown from Nob Hill are often passed up. The 1 is also susceptible to bus bunching on weekends. Short-turns would alleviate overcrowding and reduce pass-ups along the corridor, as well as increase its general reliability. If such a thing is not possible, I would like either the NX alternative to be evaluated, or articulated coaches be evaluated for the line. MER-c (cont'd)

(18) **1AX/BX, 31AX/BX, 38AX/BX, NX:** How will the stop at Van Ness currently proposed be implemented? Will it be a curb stop, or will an island need to be built? TR-5

(19) Also, please study the possibility of a rush-hour transit-only lane with signal priority along the Pine-Bush couplets to enhance travel times from the Richmond/Sunset District to Downtown. MER-c

2-Clement: The short-turn variant of the 2-Clement is reminiscent of the 4-Sutter. To eliminate any confusion among riders on the corridor, please consider naming the trolley portion of the 2 the 4-Sutter. Also see comments pertaining to the short-turn service under the header "4-Sutter". Also, in coordination with the consolidated option for the Geary BRT, please consider extending the 2-Clement to either 33rd and Balboa (pre-2009 routing), or to Ocean Beach via Balboa (38-Geary pre-2009 Ocean Beach leg), or to Fort Miley.

(20) **3-Jackson:** Ridership on Jackson is not strong enough to justify maintaining the route. Eastern Presidio Heights residents will have direct access to Downtown via the 1-California, 1BX-California B Express, 2-Clement, and the soon-to-be-reinstated 4-Sutter line. The mobility-impaired in Presidio Heights also have access to the 43-Masonic, which connects with Downtown-serving routes. In addition, Outer Pacific Heights residents have access to the 24-Divisadero, which would afford them access to Downtown-serving bus lines. However, there are three alternatives to keeping 3-Jackson service, which I encourage the SFMTA to pursue before deciding to discontinue the 3 outright: MER-a

- Having 30 and 45 buses normally deadheading to and from Presidio yard serve stops along Fillmore and Presidio Avenues, as well as Jackson Street. Estimated hours of service based on current 30 and 45 pull-in and pull-out schedules would be 4:35am-7:54am (to Downtown), 9am-9:15am (to Presidio Yard), 12:44pm (to Downtown), 1:29pm (to Downtown), 6pm-9pm (to Presidio Yard), and 12am-1:40am (to Presidio Yard). This would essentially restore original operating hours of the 3-Jackson, albeit fragmented. To maintain as much continuity as possible, some runs could be scheduled to pull-in/pull-out rather than relieved, which could potentially improve reliability on the 30 and 45 routes, as is currently done on the 19.
- Extending the 10-Townsend (10-Sansome in the DEIR) to cover the discontinued Jackson street service; see 10-Sansome header for more info. While it would duplicate most of the 24, this would allow the 24 to potentially be extended northward towards the Marina District.

(20)
- Extend the 4-Sutter to Jackson and Presidio to cover as much of the lost 3-Jackson service as possible, especially if wheelchairs are significant in ridership on the 3. This reduces dwell time on the nearby rapid routes, as well as on the proposed 4 due to wheelchair boardings.
- In addition, there are several schools (University High School, Hamlin School, Montessori School) that could benefit from the 3 operating on school days. If there is enough ridership from students of these schools on the 3, then maybe the 3 could be kept, or even extended to neighborhoods where these students live. This requires further study.

4-Sutter: (Currently being evaluated under the TEP as the 2-Clement short-line variant) Support reinstatement of this route, and naming of the 2-Clement short-line variant the 4 to reduce confusion. In addition, the route could be extended to Presidio and Jackson to serve the Presidio Heights/Pacific Heights demographic with direct access to Downtown, particularly those on wheelchairs.

MER-a (cont'd)

(21) **5-Fulton:** I am interested how the traffic circles would impact bus service. Assuming no other cars are at the intersections traffic circles are slated for, travel time for buses to slowly navigate the circles would theoretically be the same as a bus stopping at a stop sign and going again (give or take one second). In addition, the traffic circles would be placed at many intersections with local stops. Local stops necessitate bypass wires for the limited buses. If the size of the traffic circle requires all buses to use the bus zone to bypass the circle, and the bypass wires cannot be used effectively because there is a local bus at the bus zone, the traffic circle will negate any time savings to the 5/5L.

TR-5

(22) In addition, I want to ask that you study the possibility of having tiered express service as it is done on the 1, 31, and 38, as an alternative to limited service. An A-level express route would operate from Ocean Beach to Park Presidio Boulevard during rush hour, then express Downtown via the Fell-Oak couplet following closely the 16X route. The B-level express will operate from Park Presidio Boulevard to Masonic, then operate express downtown via the NX route along the Pine-Bush couplet. Such an arrangement would eliminate the need for a limited-tier service and increase legibility along the corridor. The additional amount of buses on the couplets could necessitate a rush-hour-only bus lane to enhance transit time from the local stop closest to the inbound terminal to downtown.

If crowding still persists in the Downtown portion without the 5L, I suggest a short-turn service operating from Yerba Buena Gardens to Fillmore, or restoring the 21 to its pre-2009 terminus at Fulton and 8th, in order to complement Fulton Street service.

MER-c

(23) **6-Parnassus:** I am concerned how the reroute on Haight Street would impact travel time for the 6, especially since the corridor is congested on weekends. I spoke with several operators during the N shutdown, who complained about having to operate down Haight Street because of the congestion. It would probably be effective to operate it through Ashbury Heights instead. If extra service is merited, perhaps resurrecting the 7-Haight during select trips may help (as it is done on the 6 today). Another alternative would be to maintain the Ashbury Heights routing of the 6 during rush hour, while maintaining it on Haight and Stanyan Streets at all other times.

TR-5

(24) Also, how long would the K, L, and M be affected when conduit is installed to extend the 6 to West Portal Station?

PD-2

MER-e

(25) **8X-Bayshore Express**: Would stop consolidation along San Bruno Avenue apply to the 9 as well? I strongly suggest not consolidating stops for the 9-San Bruno in order to accommodate the mobility-impaired. Meanwhile, the 8X should be made into a limited route south of Silver Avenue, in order to enhance travel times on the route. As such, the 8X should only make stops at major transfer points:

- Silver (NB; 44) and Felton (SB; de facto 44) (on personal observation, many, including my late grandfather, were willing to make the two-block trek to the 44).
- Bacon (54)
- Mansell (29; allows uniform transfer point and even stop spacing)
- Wilde (56)
- Arleta (T)
- Rutland (56)
- Santos/Sunnydale (9)
- Santos/Geneva (9)
- Geneva/Naples (43, 54)
- Geneva/Mission (14, 29, 43, 54)
- Balboa Park BART (J, K, M, 29, 43, 54)
- City College (K, 29, 43, 49)

If that alternative is infeasible, I suggest evenly distributing stop consolidation to every two blocks along San Bruno, and every three to four blocks along Visitacion, instead of a mix of every two to three blocks on San Bruno and Visitacion for legibility reasons (easier to coordinate route transfers, as well as ease of access to stops). The impacts on travel time would have to be further evaluated, however:

Table 1: Suggested stop arrangement for the 8X.

Outbound Stops (Transfer Point) (N - nearside, F - Farisde)	**Inbound Stops (Transfer Point)**
	San Bruno/Silver (44) N
San Bruno/Felton (44 de facto) N	San Bruno/Felton F
San Bruno/Bacon (54) F	San Bruno/Bacon (54) F
San Bruno/Woolsey N	San Bruno/Woolsey N
San Bruno/Mansell (29) N	San Bruno/Mansell N
San Bruno/Ward N	San Bruno/Ward N
3801 San Bruno	3800 San Bruno (56)
San Bruno/Somerset N	San Bruno/Somerset N
Bayshore/Arleta (SMT292, 9, T) F	San Bruno/Arleta (9, 56) F
Visitacion/Desmond N	Visitacion/Desmond N
Visitacion/Rutland (56) N	Visitacion/Rutland (56) N
Visitacion/Schwerin N	Visitacion/Schwerin N
Visitacion/Hahn N	Visitacion/Sawyer N
Santos/Brookdale (9) N	Santos/Sunnydale (9) N
Geneva/Santos F	Santos/Geneva F
Geneva/Brookdale N	Geneva/Carter N

(25)

1621 Geneva/John McLaren Park	1620 Geneva
Geneva/Moscow F	Geneva/Munich F
Geneva/Naples F	Geneva/Naples F
Geneva/Lisbon F	Geneva/Lisbon F
Geneva/Mission N	Geneva/Mission F
Geneva/Cayuga N	Geneva/Cayuga N
Geneva/San Jose F	Geneva/San Jose N
City College	City College

MER-e (cont'd)

(26) In addition, please consider studying the impacts to the 8BX AM rush hour route as a result of demolishing Interstate 280 to accommodate hi-speed rail. TR-12

(27) **10-Sansome:** Explore extending the 10 to Masonic/Geary for three reasons. The first is to accommodate increased demand to CityTarget, slated to open in October 2013. The second is to replace reduced service on the Jackson corridor caused by discontinuation of the 3-Jackson, to afford Outer Pacific Heights residents easier access to Downtown. Also, contingent on this extension, this bus should be served exclusively with hybrid, low-floor buses. The third reason is to free up the 24 for a potential extension northward to the Marina District. MER-c

(28) On page 2-74, it is mentioned frequencies for the 10 will be every six minutes east of Van Ness. However, a short-turn service was not mentioned to complement this. Has the short-turn service been eliminated, or has it been proposed to increase service throughout the route east of Van Ness, extending all the way to 24th and Mission, to six minutes? Please clarify. PD-2

(29) Regardless of the short-turn situation, it would still be a good idea to run it between Van Ness and 1st & Harrison in Rincon Hill. This is to capture the ridership in Nob Hill, who frequently ride the buses to Chinatown and Downtown, as well as the growing population as a result of densification of Rincon Hill and the lack of adequate transit service. This would enable the 10 to operate every 10 minutes between Van Ness and Rincon Hill. A potential route could operate on Pacific, then left on Powell, right on Broadway, right on Sansome, right on Market, left on 2nd, left at Folsom, right at Embarcadero, right at Harrison, right on 2nd to regular inbound route to Pacific and Van Ness. MER-c

(30) In addition, the TEP calls for the 10 short-turn to use Franklin instead of Van Ness to reduce conflicts with Van Ness BRT. What is the conflict with Van Ness BRT? Is it because there is a PD-2

(31) proposed stop that would affect its operations? Might I suggest using this alternative short-turn route to better serve residents of western Nob Hill/Polk Gulch, which has a significant elderly population, some of whom have been living here for over 40 years: from Pacific and Larkin inbound, left at Larkin, right at Jackson, right at Polk, right at Pacific to new outbound terminal and regular route. It would miss Van Ness BRT by one block, however the walking distance seems tolerable. MER-c

(32) Also, on 4.2-156, the 10 operates on 17th and Rhode Island, not the 27. PD-2

(33) **11-Downtown:** Please consider evaluating an alternative alignment which traverses Rincon Hill via SUGGESTED INBOUND: From Folsom/2nd via Folsom, left on Beale, Drumm, left on Sacramento, right on Sansome to regular route and OUTBOUND: From Clay/Sansome continue on Clay, right Davis, Main, left on Folsom, right on Embarcadero, right on Harrison to regular route. The neighborhood already has several high-density developments, and more are MER-c

(33) anticipated in the future. At the time the TEP was being studied in 2007, the 12 operated through the neighborhood. Because the high-density developments were not open yet, there was not enough demand to save the 12 from being rerouted during the December 2009 cuts. — MER-c (cont'd)

(34) **14-Mission:** On page 148, the IS details forced right turns on Mission to make service more effective. This implies a negative effect as traffic is held up making right turns, holding up the 14/49 in the process. Are there plans to install a queue jump for the buses, or to leave it as planned? Also, would bypass wires be necessary for the 14L since it is theoretically sharing the same stops at the 49L? Perhaps the funding for bypass wires would be better invested for extending the 14L to Daly City BART, proving a cohesive and comprehensive rapid network. — TR-6

(35) In addition, please consider studying the impacts to the 14X AM rush hour route as a result of demolishing Interstate 280 to accommodate hi-speed rail. — TR-12

(36) **17-Parkmerced:** What route is slated for the 17 when the buses turn around at Lakeshore Shopping Center? Or would the buses deadhead to West Portal Station for another run and vice versa? Also, what stops are proposed when the 17 is in Daly City? — PD-2

(37) Also, while this route replaces most of the 18, the reroute fails to address two transit-dependent communities who would most likely have to contribute to the deadly stream of automobiles that grace Lake Merced Boulevard everyday: Lake Merced Hills and the 900 Brotherhood Way development currently under construction. This could be remedied by instituting request service (dropoff at operator request, pickup request by calling Central Control), similar to what is currently done for the Fountain loop on the 48 and the Mount Davidson leg of the 36 after 9PM. The bus could use the streets in the Brotherhood or Lake Merced Hills development to turn around. The other alternatives are: to make no changes to the 17 and 18, consolidate the 17 and 18 as one route and extend the 18 to West Portal via the TEP 17 route, with service to Lake Merced Hills and Brotherhood Way, or restore the 88-BART route that was discontinued in December 2009. — TR-3

(38) **18-46th Avenue:** To increase reliability for the route, please study the feasibility of rerouting it around the Cliff House (pre-December 2009 routing). In addition, since its current outbound terminal at Stonestown will be displaced by the 19th Avenue realignment project, please consider either extending the route to the Parkmerced Transit Center or even to Daly City BART, to accommodate anticipated increased ridership loads along the corridor until the M spur to Daly City BART via Parkmerced is complete.

I also want to oppose any rerouting of the 18-46th Avenue away from the southern tip of Lake Merced. While this routing will be replaced by the 17-Parkmerced, service on Lake Merced between Font and John Muir will be eliminated. As a result, two housing developments – Brotherhood Way and Lake Merced Hills – will no longer be served by accessible transportation, and will be subject to multiple fare burden by paying for SamTrans AND Muni to get Downtown. This area is already transit-sparse, especially with 18-line service operating every 20-30min frequencies on weekends. This area also has infrastructure disproportionately favoring the automobile, with multiple lanes of traffic and uncontrolled intersections. Two other alternatives that could be explored are: restoring the original 88-BART Shuttle route that was discontinued in December 2009, or just to keeping the 18 through Lake Merced would be to have the 17 operate service to these communities, see 17-Parkmerced above and 88-BART below. — MER-c

(39) **19-Polk:** Please consider studying an alternative to maintain its current routing between Hunters Point Shipyard and Fishermans' Wharf. Many residents rely on the 19 as an alternative to the T to get downtown, and requiring them to transfer would be a significant depreciation in service to the low-income transit-dependent community there. This also ensures increased capacity to Downtown for the anticipated Hunters Point Shipyard development, when the HPX is not running. MER-c

In addition, I would strongly recommend maintaining the current 19-Polk route through the Tenderloin to serve the mobility-impaired demographic in the neighborhood, as well as to allow the maximum benefit of the Polk Street Improvement Project. By keeping the 19 as it is now, Polk south of Geary could be made one-way, thus allowing fully separated bicycle lanes in both directions and making Polk a truly multi-modal corridor and diversifying mode share on the corridor.

(40) **27-Folsom:** What is the rationale for rerouting the 27 away from Washington/Jackson to Vallejo? EP-1

(41) Also, on page 2-82, the 27 is slated to layover at a 100-foot zone at Van Ness and Vallejo Street. Will this be affected because of the Vallejo Station slated to be built as part of Van Ness BRT? Will this necessitate route modifications to reduce conflicts to Van Ness BRT, similar to the 10-Sansome? How will this routing conflict with the Polk Street Improvement Project, if separated bicycle lanes are considered (please see 4.2-157)? PP-2

(42) In addition, there are excessive amounts of bypassing buses around the Nob Hill neighborhood because they are so behind schedule. This is usually caused by congestion that often occurs on Friday-Sunday on 5th Street between Mission and Market heading inbound as well as congestion leading to the Eastbound Interestate 80 onramp at 5th and Market. Are there plans for a transit-only lane to alleviate congestion on that stretch of 5th Street as well as to make the 27 more reliable before the reroute is implemented? MER-c

(43) Also, on 4.2-156, it states the 27 operates on 17th and Rhode Island. This is incorrect, as the streets listed are currently served by the 10. PD-2

(44) **28-19th Avenue:** I support the installation of bulbs at the bus stops since it often takes about 30 seconds for the buses to pull into traffic after they finish loading at the bus stop. However, I have ~~three~~ four issues with other aspects of this plan**:** MER-a

(45)
- On page 161, the IS describes shortening one of the two left-turn lanes so the M would be less likely to be stuck in left-turning traffic. How short would the left-turn lane be, and why is it not feasible to completely eliminate the left-turn lane?
- I would also suggest the addition of a transit-only lane throughout the corridor, if not, then at the very least from Holloway to Wawona, especially in the northbound direction, as there is heavy traffic during the PM rush. I would also suggest in particular that the lane could be implemented first on 19th between Eucalyptus and Sloat, since there is a parking lane that is not at all utilized and is generally used by traffic on the lane closest to the sidewalk. These lanes would be required to accommodate growth along 19th Avenue as a result of the Brotherhood Way, Parkmerced, SF State Master plan, and a possible Stonestown development.

MER-c

(45)

- I would also closely examine the stop-consolidation plans currently outlined for 19th Avenue between Wawona and Lincoln, particularly south of Noriega. Stops are currently spaced 600 feet apart, and consolidating most of them would result in stop spacings up to 1200 feet apart. While this is the same stop spacing for stops in the Richmond, each of these stops connect to a transit line, thus making consolidation bearable because residents living on streets not served by the 28 could walk to nearby connecting transit service and transfer at Park Presidio. This is not the case in the Sunset, where transit routes are spaced every two to four blocks, housing density is very low, and transit service is more sparsed. I would potentially be fine with stop consolidation north of Noriega, since the 16X and 71L are three blocks away and can function as feeder service to the 28/28L. However, if all the stops were retained, service on the corridor would still be excessively slow. Thus, I recommend examining an alternative option that maintains the 28 as is, the 28L as it was before the October 2011 changes but operates all day and terminates at Van Ness/North Point, and a third service level that closely mimics the 28L as proposed in the TEP but with even larger stop spacings, stopping at transfer points with heavy-ridership routes, like at Van Ness and North Point (11, 19, 30, 47, 49), Lombard/Fillmore (GGT10,70,80; 22, 43), Park Presidio/Geary (38), 19th/Judah (N), Taraval (L), Stonestown (M, 17, 18, 28, 29), SF State (M, 28, 29), Balboa Park (8X, 29, 43, 54, 88), and Mission/Geneva (8X, 14, 14L, 29, 43, 54, 88) and hours similar to today's 28L. I will only support stop consolidation if there is parallel service that will accommodate those with mobility issues, and thus, I will support such an act north of Noriega, but encourage the planning team to consider the alternative of operating three-tiered service on 19th Avenue. See Table 2[1].
- To better connect the northern waterfront until the E-line Fort Mason extension opens, the 28/28L should be extended to Fisherman's Wharf at a location to be determined (preferably near Pier 39), to better connect with the Golden Gate Bridge and to afford Richmond and Sunset residents easier access to the area.

MER-c (cont'd)

Table 2: Stop Arrangements For Each Service Alternatives Described

Stop	28-19th Ave Consolidated north of Noriega	28-19th Ave suggested completely consolidated	28L per TEP	28L-19th Ave pre-October 2011 service; suggested alternative	28X-19th Ave SuperTEP variant
Van Ness/North Point	EWD	EWD	DT	AT	SL
Van Ness/Chestnut	EWD	EWD			
Lombard/Laguna	EWD	EWD			
Lombard/Fillmore	EWD	EWD	DT	AT	SL
Lombard/Pierce	EWD	EWD			
Lombard/Divisadero	EWD	EWD			
Richardson/Francisco	EWD	EWD	DT	AT	
Golden Gate Bridge	AT	AT		AT	

[1] EWD – Evening and weekends. DT – Daytime. AT – All the time, defined approximately as 5am-9pm. SL – Superlimited: M-F 7am-10am, 2:30pm-5pm.

(45)

PPres/California	AT	AT	DT	AT	
PPres/Geary	AT	AT	DT	AT	SL
PPres/Balboa	AT	AT		AT	
PPres/Fulton	AT	AT	DT	AT	SL
19th/Lincoln	AT	AT	DT	AT	
19th/Irving					
19th/Judah	AT	AT	DT	AT	SL
19th/Kirkham					
19th/Lawton	AT	AT			
19th/Moraga					
19th/Noriega	AT	AT		AT	
19th/Ortega	AT	AT-IB only			
19th/Pacheco	AT	AT-OB only			
19th/Quintara	AT	AT	DT	AT	
19th/Rivera	AT	AT-IB only			
19th/Santiago	AT	AT-OB only			
19th/Taraval	AT	AT	DT	AT	SL
19th/Ulloa	AT				
19th/Vicente	AT	AT			
19th/Wawona	AT				
19th/Sloat	AT	AT	DT	AT	
19th/Ocean	AT				
19th/Eucalyptus	AT	AT		AT	
19th/Winston	AT	AT	DT	AT	SL
SF State	AT	AT	DT	AT	SL
Junipero Serra	AT				
Junipero Serra/Brotherhood	AT	AT			
SF Golf Course	AT				
Daly City BART	AT	AT		AT	
Brotherhood/Junipero Serra			DT		SL
Balboa Park BART			DT		SL
Geneva/Mission			DT		SL

MER-c (cont'd)

29-Sunset While not a rapid network route and not a route considered under the Travel Time Reduction Proposal, please consider stop consolidation, particularly on Sunset/Yorba and Sunset/Sloat. Also, please consider installing a transit-activated signal at Garfield/Junipero Serra, as there are usually delays as a result of yielding to through traffic.

30-Stockton/45-Union/Stockton: Please consider reconfiguring 3rd Street between Mission and Market such that the transit-only lane runs the full length of the block, which will entail removing a right-turn lane. This will alleviate congestion problems currently caused today since it was implemented, and would better coordinate with the Better Market Street project.

MER-c (cont'd)

(45) Also, what impacts would result if Stockton were restricted to transit, emergency and delivery vehicles, and those with disabilities?

In addition, the 30 and 45 could be used to partially replace the 3-Jackson during its pull-in and pull-out trips, by serving stops on Presidio, Jackson, and Fillmore Streets. Estimated hours of service on this proposed route based on current 30 and 45 pull-in and pull-out schedules would be 4:35am-7:54am (to Downtown), 9am-9:15am (to Presidio Yard), 12:44pm (to Downtown), 1:29pm (to Downtown), 6pm-9pm (to Presidio Yard), and 12am-1:40am (to Presidio Yard). To maintain as much continuity as possible, some runs could be scheduled to pull-in/pull-out rather than relieved, which could potentially improve reliability on the 30 and 45 routes, as is currently done on the 19.

33-Stanyan (OWE.33): Please consider evaluating rerouting the 33 on Guerrero or South Van Ness as an alternative to Valencia. It is understandable that the 33 should be rerouted away from Mission to reduce friction and to improve overall reliability on the route, and I support that. However, I am interested in whether running the 33 on Valencia would have a comparable impact than operating on Mission since there is a Class II bicycle facility on Valencia. That bike facility is often obstructed by double-parked vehicles that bicyclists are forced to use the auto lane. In addition, there is usually slightly traffic on Valencia during the evenings. Both of these could slightly slow the 33, possibly to worse than how it operates on Mission now.

In addition, with respect to South Van Ness, the infrastructure is there. There are overhead wires along 18th and South Van Ness that would support such a reroute with minimal capital investment. Unfortunately, this rerouting would miss a crucial regional connection: BART at 16th/Mission.

Rerouting the 33 onto Guerrero seems to make the most sense. There are two lanes of freeflowing auto traffic in both directions, and would evenly space transit service to every two blocks in the northern Mission, between Church and Bryant. This may actually save more time over rerouting on to Valencia, although it may require more capital investment since there are no OCS on Guerrero, compared to Valencia, which already has OCS between 16th and 17th.

35-Eureka: Please consider extending the route to Balboa Park station via the pre-2009 26-Valencia route along San Jose Avenue, in order to complement the J-Church for wheelchair-bound passengers. Currently, all stops along San Jose with the exception of Randall are not wheelchair-accessible and necessitate transfers for anyone who is in a wheelchair heading to Noe Valley and Downtown, causing unneeded hardship. In order to make up for perceived decreased quality of service caused by the extension, I highly recommend that the 58 is routed via Hoffman and Douglass, and not the 35.

36-Teresita: I would recommend maintaining 30-foot buses on the route, or even exploring having 35-foot buses on the route. I rode the 36 from Glen Park one Friday during the PM rush, and the bus was over capacity. Also, how feasible is it to extend the route from its current terminus at St. Luke's Hospital to 24th and Mission, to make connections easier for passengers transferring to and from the 14, 27, 48, 49, 58, and 67 lines.

(45) **37-Corbett:** Please consider extending the 37 to Forest Hill Station, in order to increase the quality of transit access for those living in Twin Peaks, as well as to complement the Muni Metro in case there is a major delay and not enough shuttle buses can be scrambled.

44-O'Shaughnessy: Would the circuitous loop at the inbound terminal (Clement, Park Presidio, California) be altered so its original loop is restored? Resources could also be saved by converting 6th and California into a transit center, which would entail the 44 to continue on 6th, then left at Cornwall, right at 7th, and right onto California. This would require reversing the flow of traffic on Cornwall and eliminate parking spaces, but this also provides an opportunity for an improved waiting experience, and could potentially serve the 1BX as well.

MER-c (cont'd)

(46) **47-Van Ness:** I strongly recommend maintaining the 47 on its current route, along 11th Street. This is to accommodate expected growth in the West SoMA plan, and that travel times are comparable on 11th versus South Van Ness and Division. In addition, South Van Ness leading up to the Central Freeway on-ramp is known to congest, exasperating delays on the 47.

MER-b

(47) **48-Quintara/24th Street:** What is the justification for rerouting the 48 into Hunters Point Shipyard, without respect to the implementation of changes to the 19 and 58? Is there more of a perceived travel pattern between Hunters Point Shipyard and the Mission?

EP-1

(48) **56-Rutland:** I'm concerned with the route being routed away from Executive Park, especially since there's an anticipated high-density development there and at nearby Candlestick Park. Such a route connecting Executive Park is necessary until the Geneva Overpass is completed and the 28L is extended into the development. Also, this misses an opportunity for Muni to better connect Bayshore Caltrain with the rest of the system, and as a result, I highly suggest studying extending the 56 to the station until the T and 28L are extended there.

58-24th St: I am curious why Muni did not choose to do the terminal routing along the current 48 routing on Hoffman and Douglass instead of what's being proposed at Castro/25th. Also, how feasible would it be to extend the 58 to Burnett, replacing the 37 loop?

71-Haight/Noriega: Is it being considered routing the 71 along 19th Avenue, rather than along 22nd and 23rd Avenues, in order to consolidate transit corridors?

76-Marin Headlands: I highly advocate extended service during the 4th of July, which would increase access for locals interested in watching fireworks from the Marin Headlands for those who do not have access to a car or are mobility-impaired. This could also serve the same purpose during the America's Cup to accommodate spectators interested in watching the event from Marin. Alternatively, what would be the effects of delegating this service to Golden Gate Transit?

88-BART Shuttle: What is the feasibility of extending this route back to 655 John Muir Drive via Parkmerced (pre-2009 routing) in order to accommodate expected increased densities as an alternative to rerouting the M? This would also accommodate residents at Lake Merced Hills and 900 Brotherhood Way, who are slated to lose the existing 18-46th Avenue service (alternatives are explained under 18-46th Avenue above.)

MER-c

(48) **91-Owl:** Please consider studying the possibility of extending one of the 91-Owl legs into Hunters Point Shipyard to accommodate expected growth. It is currently a 2-mile walk from the shipyard to 3rd Street, and the walk can be generally dangerous at night.

All Owl Lines: Service should be increased to approximately every 20 minutes, or longer vehicles used, to accommodate extra crowds on Friday and Saturday nights (Saturday and Sunday mornings), as well as holidays, in order to increase Owl line reliability.

108-Treasure Island: Please consider extending this route from Transbay Terminal to Caltrain as it was done from 2008-2009 to increase neighborhood access to fresh grocery, as the 108 terminated in front of the Safeway. This also affords better regional access to Treasure Island. In addition, the stops at Avenue B/Chinook and 9th Ave/Ave B on the island should be consolidated.

MER-c (cont'd)

(49) I appreciate that the agency for their work spearheading transit improvements. The draft EIR is adequate, and deserves to be certified. However, there are concerns which I have voiced in my letter. Overall, this will result in a better, more reliable system for years to come. I am looking forward to them.

EP-2

Sincerely,

Henry Pan

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: STOP bus #27 re-route onto Vallejo Street Please!
Date: Monday, September 09, 2013 10:05:46 AM

Sent from my iPhone

Begin forwarded message:

From: Miranda Pan <mpan99@gmail.com>
Date: September 6, 2013, 9:40:07 AM PDT
To: <mayoredwinlee@sfgov.org>, <david.chiu@sfgov.org>, <amy.chan@sfgov.org>, <sarah.b.jones@sfgov.org>
Cc: Andrea Weninger <aweninger@sbcglobal.net>, Alison Collins <alison.m.collins@gmail.com>, <chriscraigcollins@gmail.com>
Subject: STOP bus #27 re-route onto Vallejo Street Please!

Dear Mayor Ed Lee, Supervisor David Chu, Amy and Sarah

(1) As a small business owner on Vallejo Street, I just want to point out the facts that why this change isn't suitable for this neighborhood. MER-b

1. There is no shortage for public transportation to getting people in and out of the neighborhood

19 on Polk (commercial area)

#47 & #49 on Van Ness (high way 101)

1 on California (commercial street)

41 and 45 on Union (commercial Street)

22 on Broadway (wider street)

#12 on Pacific (commercial area)

Cable car on Hyde Street (Historical)

These bus line run on the streets above which is reasonable because they provide convenience for people to shop, to work and get onto the bridges.

(2) 2.. For Children: There are few child care facilities on this street which serves the neighborhood, It provides safe environment which less traffic is one of them. And they all use Helen wills playground as the neighborhood's backyard for children to enjoy playing. If Muni bus runs up and down the street will be very dangerous for the children. TR-7

(3) 3.. For Residents: Vallejo Street is consider a quiet neighborhood street, TR-11

(3) most neighbors in Russian hill using the Vallejo Street as one of the main "parking street" since most of the house in the neighborhood does not have parking garage. If Muni moves in, will reduce significant amount of the parking space in the neighborhood, which will cost tremendous hardship for the home owners and tenants.

TR-11
(cont'd)

Please kindly seriously consider this petition. Your support is highly appreciated!

Miranda Pan
Little Bee Group
(415) 697-9051

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Save the 3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Gary Parent [mailto:gsparent@gmail.com]
Sent: Sunday, September 15, 2013 9:00 PM
To: Jones, Sarah
Subject: Save the 3 Jackson

Dear Ms. Jones

TR-4

(1) I am writing this letter because I am very disappointed to learn that MUNI through its "Transit Effectiveness Project (TEP)"* is planing to discontinue the #3 Jackson bus. I live in district 2 and use this bus almost daily. I am also disabled and use a wheelchair. I understand that along Jackson Street there are not a lot of riders but this is not uncommon for any bus to have few riders at the beginning and end of their route. I can tell you once it turns down Fillmore the bus begins to fill up. The MUNI plan to increase buses on the #2 Clement to replace the #3 will improve the system is shortsighted. Not only will there be more crowding and fewer locations to get the bus but as a disabled rider this really exacerbates the issue of crowding. There have been a number of times I've waited for a bus pull up to my stop and find the bus over full of passengers and I had to wait and hope the next bus has room. There are a number of stops that the #2 Clement does not go that the #3 Jackson. Like upper Fillmore, Bart stop in bound on Sutter Sansome. There are others.

I agree there is some redundancy with the #2 Clement and #3 Jackson but eliminating a whole bus line and adding busses to another wont really increase efficiency, it will increase crowding and reduce the number of available stops. And if increasing the number of bus's is the plan why not just perhaps reduce the number of bus's on the #3 and leave us riders some options. Eliminating the #3 Jackson leaves us no options.

Sincerely,

Gary Parent
3365 Sacramento St. #555
San Francisco, Ca. 94118

I-Paszty

RECEIVED

SEP 19 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
M E A

BARBARA PASZTY

3255, Sacramento Street, Apt.#1
San Francisco,
Ca.94115

Tel: 415-567-6539

Sept.
17th
2013

To: Sarah Jones,
S.F. Planning Dept.
1650. Mission St.,
Suite 400.
San Francisco.
Ca. 94103

MER-b

(1) The local petition was picked up today before I could sign it- so His letter conveys my strong protest regarding the elimination of the #3 Bus. This particular line is essential to the many people in the neighbourhood, particularly the older ones like myself who have been using it for years and years.

TR-3

(2) Please - re-think His situation - Public transport should not be cut, but retained so people use their cars less and cut down emissions. In many different ways we are all making an effort to "save the Planet" so please save BUS ROUTE #3.

Thank you. Sincerely,

Barbara Pászty

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, August 29, 2013 8:51 AM
To: Dwyer, Debra
Subject: FW: Shutting down the 3 line?

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Patrick [mailto:unaguitarra@gmail.com]
Sent: Thursday, August 29, 2013 8:50 AM
To: Jones, Sarah
Subject: Shutting down the 3 line?

Hello Sarah

TR-4

(1) I read a notice about the 3 line getting shut down. Can you send me some info on the proposed changes? I'm wondering if it will be replaced by something else. I commute downtown on the 2 and 3 from Fillmore and at rush hour, both are very crowded. If the route is removed the 2 will be utterly packed.

Thanks

Patrick

Sent from my iPhone

Kline, Heidi

Subject: FW: 3 jackson

From: PATRICK [mailto:patricksfca@yahoo.com]
Sent: Monday, September 16, 2013 1:30 PM
To: sean.kennedy@sfmta.org; Jones, Sarah
Subject: 3 jackson

TR-4

(1) please do not drop the 3 jackson. I rely on this line to get home. I work near stockton/sutter. It is very difficult to board any bus going outbound during the pm commute hours. I literally have to wait at the corner to see if there is a 30 (goin to the marina district), 45, 2 or 3 that I can ride. Most of the times the buses are packed. Removing the 3 line doesn't make sense. It will make the evening commute far worst. at least keep the 3 running during commute hours or get longer buses for the 2.

Best regards,

Patrick

I-Paxton

RECEIVED
SEP 16 2013
CITY & COUNTY OF S F
PLANNING DEPARTMENT

John C. Paxton
330 Presidio Avenue, No. 5
San Francisco, California 94115
(415) 563-0886
421-3700

September 16, 2013

Ms. Sarah Jones
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA
94103

Mr. Sean Kennedy
SFMTA
#1 South Van Ness, 7th Floor
San Francisco, CA
94103

Dear Ms. Jones and Mr. Kennedy,

(1) **I am writing in support of retaining the 3 Jackson bus line.** This letter is in addition to a separate "group letter" which I participated in, with the Concerned Citizens for Saving #3 Jackson.

I believe that the tentative findings in the Draft Environmental Impact Report are inadequate for a number of reasons. But I would like to articulate three reasons in particular:

(1) The Proposed Elimination of the 3 Jackson Controverts the City's Transit First Policy: Transit First works if there are adequate transit resources, making it convenient and desirable for people to abandon their cars in favor of public transportation. Eliminating an essential transit link, and extending transit time and hassle, works in opposition to that important City policy.

PP-1

(2) Transit Hub: The 3 Jackson line terminates at the corner of Presidio and California, which has been designated as a transit hub, an important orchestration of many bus lines where people can move from one part of the City to another. However, the significance goes beyond transit – it also extends to land use policies, and other long-term planning. To remove the 3 Jackson is to diminish the effectiveness of the transit hub, as well as the other policies that have been around it.

(2) (3) Neighborhood Evolution: Transportation has a profound effect on the character and evolution of certain neighborhoods; the character of those neighborhoods has evolved with the expectation that certain transit lines will continue to be there. People make decisions on where to live, where to open businesses and churches and schools, based in part on access to transportation. In San Francisco, certain streets, bus lines and neighborhood development inextricably intertwined. The 3 Jackson has had an essential impact on the long-term evolution of the Jackson and Fillmore Street corridors. To eliminate the line would be to disregard many decades of individual and group decisions, and to interrupt the fabric of the neighborhood.

MER-b

The 3 Jackson should NOT be eliminated, and its operations should not be curtailed further. To do so would be to impose a substantial negative impact on the people in the neighborhood, and the bus-riding citizens of San Francisco. As the City evolves, the 3 Jackson becomes more important, not less so.

Very truly yours,

cc: Supervisor Mark Farrell
Concerned Citizens for Saving #3 Jackson

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, September 12, 2013 2:07 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: TEP Draft EIR comment - Eureka Route 35

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Steve Peltz [mailto:stevenpeltz@gmail.com]
Sent: Thursday, September 12, 2013 1:28 PM
To: Jones, Sarah
Subject: TEP Draft EIR comment - Eureka Route 35

Dear Ms. Jones,

MER-a

(1) I live in the heart of Glen Park and would like to enthusiastically support the extension of the 35 Eureka to the Glen Park BART station.

The extension will allow residents of Glen Park, Diamond Heights, Noe Valley and the Castro to efficiently connect to the Glen Park connections of Muni Lines J, 23, 36, 44, 52 and BART.

The extension will also allow residents of the flat parts of Glen Park to access Diamond Heights, Noe Valley and the Castro without having to hike up a steep hill to reach the current 35 stop on Bemis.

Thank you for reading my comments.

Steve Peltz
Glen Park Resident

Kline, Heidi

From: Jones, Sarah
Sent: Saturday, September 14, 2013 10:13 AM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: TEP Draft EIR comment - Eureka Route 35

Sent from my iPhone

Begin forwarded message:

From: Steve Peltz <stevenpeltz@gmail.com>
Date: September 13, 2013, 2:35:37 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Fwd: TEP Draft EIR comment - Eureka Route 35

Dear Ms. Jones,

(1) Below is the previous letter I sent in support of extending the 35 line to the Glen Park BART station. While I still support the extension, Wilder Street cannot accommodate bus traffic. I live on Wilder street and the intersection of Wilder and Diamond is frequently backed-up. In addition, commercial trucks serving Canyon Park Market double park on Wilder Street all morning long. The prospect of a bus negotiating Wilder and Diamond sounds impossible. I know that the streets are dense and compact in this area and alternatives would all have their difficulties, but Wilder street would be a grid-locked mess with buses. Thanks. TR-6

Steve Peltz
Glen Park resident

---------- Forwarded message ----------
From: **Steve Peltz** <stevenpeltz@gmail.com>
Date: Thu, Sep 12, 2013 at 1:28 PM
Subject: TEP Draft EIR comment - Eureka Route 35
To: sarah.b.jones@sfgov.org

Dear Ms. Jones,

I live in the heart of Glen Park and would like to enthusiastically support the extension of the 35 Eureka to the Glen Park BART station. MER-a

The extension will allow residents of Glen Park, Diamond

Heights, Noe Valley and the Castro to efficiently connect to the Glen Park connections of Muni Lines J, 23, 36, 44, 52 and BART. MER-a (cont'd)

The extension will also allow residents of the flat parts of Glen Park to access Diamond Heights, Noe Valley and the Castro without having to hike up a steep hill to reach the current 35 stop on Bemis.

Thank you for reading my comments.

Steve Peltz
Glen Park Resident

Kline, Heidi **I-Pervez**

Subject: FW: 3 Jackson

From: Sunia Pervez [mailto:sunia.pervez@gmail.com]
Sent: Monday, September 16, 2013 2:20 PM
To: Jones, Sarah
Subject: 3 Jackson

Hi Sarah,

MER-b

(1) I live on Pacific between Baker and Lyon, and only have to walk down the street to get to the bus stop. I have been using the 3 Jackson for years! It's extremely convenient to get to main spots in the city. Fillmore, Japan Town, Vanness, Union Square and Financial District. When we hit Fillmore and Jackson, the bus is PACKED!! By the time we get to Vanness, there's barely any room to stand. This bus gets a ton of traffic in the morning and in the evening. Even on weekends! It's extremely convenient. Terminated 3 Jackson would create a really big issue for everyone who currently uses it. Please reconsider this, it would be a huge disappointed to all users. It's a very safe, clean and friendly environment on the bus. I feel very comfortable taking it late night, instead of other buses, that drop me off many blocks away from my home.

Please reconsider.

Thanks,

Sunia

Sent from my iPhone

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Elimination 3 Jackson Bus
Date: Monday, September 09, 2013 5:50:04 PM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department¦City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034¦Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Brandon Peters [mailto:brichp@gmail.com]
Sent: Monday, September 02, 2013 4:39 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Elimination 3 Jackson Bus

(1) I support the elimination of the 3 Jackson bus route. ⌶ MER-a

Brandon Peters, MD
308 Presidio Ave, #2
San Francisco

Sent from my iPhone

Kline, Heidi

From: Jones, Sarah
Sent: Thursday, September 12, 2013 8:09 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson Cancellation - Say It Isn't So!

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Christopher Pizzi [mailto:cmpizzi@gmail.com]
Sent: Wednesday, September 11, 2013 11:01 PM
To: Jones, Sarah; sean.kennedy@sfmta.org
Cc: sabra zacharias
Subject: #3 Jackson Cancellation - Say It Isn't So!

Dear City and Transit Officials,

MER-b

(1) Please don't cancel the #3-Jackson bus route. My wife and I take it daily commuting to/from work. It's bad enough we have to battle with the tourists for seats on the bus. Please don't make the Tender-Nob any more-under served than it is. It is the densest part of the city.

We would hope that if you do cancel it, that at least you will run twice as many #2's to make up the difference.

We are glad to appear before your Boards if that is helpful.

Thank you for your consideration.

Sincerely,

Christopher Pizzi and Sabra Zacharias
666 Post Street
94019

I-PowersJ

Kline, Heidi

Subject: FW: Save the #3

From: Powers, John Francis [mailto:john.powers@stanford.edu]
Sent: Monday, September 16, 2013 11:57 AM
To: Jones, Sarah
Subject: Save the #3

(1) The 3 provides important service to our PAC heights neighborhood. Please maintain our service!!!! MER-b

John Powers
President & CEO
Stanford Management Company
635 Knight Way
Stanford, CA 94305
650-721-2350

Sent from my iPhone.

From: Jones, Sarah
Sent: Friday, September 13, 2013 9:59 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Save the Three!

Sent from my iPhone

Begin forwarded message:

> **From:** JQ Powers <johnquincypowers@yahoo.com>
> **Date:** September 13, 2013, 4:40:06 PM PDT
> **To:** "sean.kennedy@sfmta.com" <sean.kennedy@sfmta.com>
> **Cc:** "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
> **Subject: Save the Three!**
>
> Ms. Jones and Mr. Kennedy,
> (1) I am writing to protest the removal of the 3 line from service. I am a student at the San Francisco Ballet School, and I rely on the 3 to transport myself to and from ballet every day. I need the 3, and I know that my friends and classmates do as well. Please do not let this email fall on deaf ears.
> Sincerely,
> JQ Powers

MER-b

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:53 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: 3 line

From: lpreger@sonic.net [lpreger@sonic.net]
Sent: Sunday, September 15, 2013 11:33 AM
To: Jones, Sarah
Subject: 3 line

MER-d

(1) I am 87 years old a WW2 vet. I depend on the 3 line to get to my doctors. Please do not cancel this vital service. I live in the Sequoias at the 3 busstop. It is used by many of us in this old age home. Leslie Preger

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:53 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 bus

From: Acptunx [acptunx@aol.com]
Sent: Sunday, September 15, 2013 12:20 PM
To: Jones, Sarah
Subject: #3 bus

TR-3

(1) A number of my friends and I take the #3 bus to go to Calvary Presbyterian Church. Eliminating it would make it necessary to take a taxi.
Please do not take this route away.

Ann Preston
1400 Geary Blvd. Apt. 3L
San Francisco

From: Wise, Viktoriya
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR
Date: Thursday, August 08, 2013 1:46:50 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png

Viktoriya Wise, AICP, LEED AP
Deputy ERO / Deputy Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9049 | Fax: 415-558-6409
Email: viktoriya.wise@sfgov.org
Web: www.sfplanning.org

From: Mitch Puin [mailto:mpuin@core.com]
Sent: Thursday, August 08, 2013 1:09 PM
To: Wise, Viktoriya
Subject: FW: Transit Effectiveness Draft EIR

From: Mitch Puin [mailto:mpuin@core.com]
Sent: Thursday, August 08, 2013 12:53 PM
To: 'sarah.b.jones@sfgov.org'
Subject: Transit Effectiveness Draft EIR

Hi Sarah –

My name is Mitch Puin and I reside at 2866 Jackson St, San Francisco.

Let me first commend you (and/or) your team on a terrific and much-needed study.
I salute your efforts for ongoing improvement in this important area.

(1) For years our group, Jackson St. Neighborhood Watch, has tried to eliminate the #3 Jackson bus route
because of lack of ridership. We are the people who actually ride the bus, we are the people
who benefit the most, and we are the people who clearly see how wasteful it is.

It's inefficient to the point of being ridiculous and somewhat embarrassing.

MER-a

(1) We have long felt it was overly gratuitous to have a bus route servicing Jackson between Presidio and Divisadero …
when there are reasonable options on nearby streets. It's wasteful financially …it's wasteful in our carbon blueprint.

MER-a (cont'd)

We want you and your team to know there are many who enthusiastically SUPPORT the elimination of the #3 Jackson bus route and request
our views and opinions are properly represented.

Thank you and please contact me if you require further information or if there are others I should contact because we care deeply about this subject.

Mitch Puin
2866 Jackson St
San Francisco, CA 94115
310.502.8815

3 Jackson
(Route Elimination)

*Route would be discontinued
*Other Muni routes would provide service currently
Served by this route, except for Jackson Stree between Divisadero Street
and Presidio Avenue which would be eliminated due to low ridership.
Transit headways on Sutter Street would be maintained by adding supplemental
trolley coach service on the 2 Clement between Downtown and Presidio Avenue.

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: Transit Effectiveness Draft EIR
Date: Saturday, July 13, 2013 9:56:06 AM

Sent from my iPhone

Begin forwarded message:

From: Mario Ramírez <unesceptico@gmail.com>
Date: July 12, 2013, 11:43:35 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Transit Effectiveness Draft EIR

(1) I am writing to express my support for the stop consolidation plans included for the 14 Mission and 49 lines that run on Mission St, it would be far less painful to ride these buses if they did not stop every block. I'm sure that residents that commute to the end of the line would appreciate the faster travel times. Why not do this to every Muni line? I feel like the stops are too close together on just about every line.

MER-a

Mario Ramirez

Kline, Heidi

Subject: FW: Transit Effectiveness Draft EIR

From: Elise F Ravel [mailto:eravel@stanford.edu]
Sent: Tuesday, September 17, 2013 12:15 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Sarah,

(1) I have been unable to navigate your website to comment on the proposed extension of the 35 Eureka to Glen Park. EP-6

(2) The route on Wilder St. is unacceptable. The street is too small and congested to accept transit vehicles, with delivery trucks and double parking of market customers, as well as cars waiting for BART riders. TR-6

(3) Please submit my objection to the proposed route. MER-b

It is my understanding that the Glen Park Transit Plan has a proposed bus drop off and loop at the BART Station. This would be a more logical and safe option.

Elise Ravel
37 Wilder St

Kline, Heidi **I-Reed**

Subject: RE: What are you actually doing that makes a difference that I should care about?

From: John Reed [mailto:johnreed@sonic.net]
Sent: Tuesday, August 06, 2013 12:44 PM
To: Jones, Sarah; Dwyer, Debra
Subject: What are you actually doing that makes a difference that I should care about?

GEN-1

(1) The only reason why I should be hearing from you is because the MUNI disconnected the primary transportation connections from North Beach to the Financial District several years ago, and so far as I can see, you and a host of other people in a group call TEP have been getting paid outrageous sums of money to talk about it for years without actually doing anything to change this situation. Please stop bothering me, you really annoy me.

John T. Reed

I-Rice

Kline, Heidi

Subject: FW: PLEASE don't kill the #3!

From: Jennifer Rice [mailto:jenniferr@gmail.com]
Sent: Tuesday, September 17, 2013 6:48 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: PLEASE don't kill the #3!

MER-b

(1) I avoid #2 like the plague; it's always packed and uncomfortable. The 3 stops right by my house and is my favorite bus line. It's the only one that goes to upper/lower fillmore. I can't imagine how awful the 2 will be if the 3 is cut. I'll probably stop riding Muni entirely. Please keep it!
thanks so much,
Jennifer

I-Richter

Kathy Richter <krichter@hrmconsultant.com> September 2, 2013 1:22 PM
To: sarah.b.jones@sfgov.org
The MUNI #3 Jackson - Transit Ineffectiveness Program (TIP)

RECEIVED
SEP 04 2013
CITY & COUNTY OF S F
PLANNING DEPARTMENT
MEA

September 2, 2013

Dear Ms. Jones,

(1) I am writing to appeal the elimination of the MUNI #3 Jackson bus line. MER-b

I was recently made aware of the MUNI "Transit Effectiveness Program" which proposes eliminating the MUNI #3 Jackson line. I have to ask, effective for whom, Ms. Jones?

I have been a resident of San Francisco for more than 20 years and taken MUNI just as long. More than 5 years ago, I made a decision to comply with The City's endeavor to reduce traffic congestion, pollution and reliance on fossil fuel by selling my personal vehicle. Please understand that I rely solely on MUNI for all my transportation needs. And now, after doing my part as a responsible citizen and supporting public transportation, MUNI is punishing those who became part of the solution by eliminating the #3 Jackson. Does that seem fair to you, Ms. Jones?

The #3 Jackson is the only east-west line available to residents in upper Pacific Heights that enables direct access to downtown San Francisco, Union Square and the Financial District. Just as importantly, the #3 is the only line within four blocks of any other east-west line that enables transferring to other MUNI lines. Are you aware of that Ms. Jones?

From my residential location at Jackson and Baker Streets, I already have to take two buses to get to work at 8th and Minna streets in the South of Market area. There is no rush hour express bus to that area from Pacific Heights and I must rely on the local buses only. It can easily take 45 minutes for me to travel only 2 miles to work on MUNI. Without the #3, I may have to take 3 buses and commute an hour or more. Does that sound reasonable to you, Ms. Jones?

Yes, I am still working at 63 years of age. Without the #3 Jackson, residents much older than I will be forced to walk a steep incline for an unreasonable distance in inclement weather and early darkness. Do you have any idea how many San Francisco seniors depend on the #3 Jackson all through the day and night, Ms. Jones?

I have been riding MUNI long enough to remember the MUNI #4 Sutter line. Should the #3 Jackson be eliminated, MUNI will have effectively collapsed 3 lines that previously ran along Sutter Street into just one line - the #2 Clement. Do you really think that all the passengers previously carried by the MUNI #2, #3, and #4 can now fit on just one MUNI line, Ms. Jones? Do you know that the #2 Clement does not run in either direction after 9:00pm, leaving zero bus service along Sutter Street in the late evening, Ms. Jones?

(2) I ask you to try and board the eastbound #3 Jackson as it exits Pacific Heights at the Sutter-Van Ness stop at 8:00am, 9:00am or even 10:00am on a weekday morning. Similarly, I ask you to try TR-4

(2) and board the westbound #3 Jackson at 5:00pm, 6:00pm or even 7:00pm at the same Sutter-Van Ness stop. Do you realize that every seat is still full on the westbound #3 Jackson during 6:00pm rush hour even as it turns up Fillmore Street, Ms. Jones? TR-4 (cont-d)

I hope you will do the right thing and preserve the MUNI #3 Jackson. Will you support the taxpayers and faithful riders who keep MUNI in business, Ms. Jones?

Sincerely,

Kathleen M. Richter

2101 Baker Street #9

San Francisco, CA 94115

Kline, Heidi

I-RiekeA

From: axel rieke <axelrieke@gmail.com>
Sent: Monday, August 26, 2013 11:57 AM
To: Jones, Sarah; Dwyer, Debra
Subject: Comments on DEIR for the Transit Effectiveness Project

Dear Ms. Dwyer and Ms. Jones,

I am a home owner at 2900 22nd Street, adjacent to the intersection of 22nd Street and Harrison Street in San Francisco. I am submitting the following comments on the Draft Environmental Impact Report (DEIR) including the 27 Folsom Service Variant 2 (Variant 2) of the Transit Effectiveness Project. NO-1

(1) The DEIR incorrectly states “The Initial Study for the proposed project analyzed the topic of Noise (see Appendix 2, pp. 233 235) and concluded that the proposed transit project would not be substantially affected by existing noise levels nor would it introduce any new noise-sensitive uses.”

On Page 233 the Initial Study states “Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? “ “Potentially Significant Impact.“

In my opinion the DEIR fails to recognize the negative impact of the Variant 2 on a public school, mix commercial and residential buildings that were not designed to mitigate noise from a public transportation route on Harrison Street.

(2) Furthermore, the DEIR fails to recognize the negative impact of the Variant 2 including the lack of AQ-1
(3) overhead lines leading to substantial air pollution, interrupting one of the few streets with a dedicated bike lane, increasing trash on the street, and negatively impacting my property value. TR-9

(4) Therefore, I oppose the City's plans and request that the DEIR clearly identify the Variant 2 as not feasible. EP-1

Sincerely,

Axel Rieke, P.E.

2900 22nd Street #13
San Francisco, CA 94110
Home (415) 285 6915
Cell (510) 381-2331

From: Ruby Rieke
To: Jones, Sarah; Dwyer, Debra
Subject: Bus lines on Harrison street
Date: Wednesday, August 14, 2013 12:23:44 PM

Dear Mrs. Jones and Mrs Dwyer,

(1) I am a resident of Harrison street and opposed to bus lines running on this street. A couple of years ago this plan was purposed and we went to meetings about this. The school was up in arms about it affecting the safety and traffic in front of the school. I am sure all the parents and teachers would oppose this measure once again. Having this hearing during summer without any of them knowing about it seems like a dirty trick. EP-6

(2) I have informed the SF bicycle coalition as i feel it would be horrible for all the people who use Harrison street as a means to bike to work. TR-9

(3) Please help us prevent this plan. If it goes through it will be super congested and not improve bus service and just make a giant traffic mess. During school pickup and drop off the cars are already double parked for blocks. TR-6

Thanks You

Ruby Rieke

I-Ries

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 11:01 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 SUTTER BUS

From: Joe Ries [joeries100@aol.com]
Sent: Sunday, September 15, 2013 10:01 AM
To: Jones, Sarah
Subject: #3 SUTTER BUS

MER-b

(1) The # 3 Bus line is vital to those of us that need MUNI transportation in the evening on the Sutter Street/Fillmore route. The # 2 stops at 8 PM, leaving ONLY # 3 public transportation for residents, Seniors, students and tourists in the Polk Street; Pacific Heights; Van NEss, Fillmore corridors.

DO NOT OUR ONLY SOURCE OF TRANSPORTATION NOT AVAILABLE. THE CITY SHOULD INCREASE MUNI TRANSPORTATION, NOT ELIMINATE IMPORTANT ROUTES.

Joe Ries
1501 Post St. SF 94109

Kline, Heidi **I-Rodriguez**

Subject: FW: Please Don't Eliminate the Muni 3-Jackson

From: Cowell Rodriguez, Suzannah [mailto:CowellS@sutterhealth.org]
Sent: Monday, September 16, 2013 4:38 PM
To: Jones, Sarah
Subject: Please Don't Eliminate the Muni 3-Jackson

Dear Sarah,

MER-b

(1) I rely on the 3-Jackson to get to work every day. It drops me off within a block of my office and with a (hopefully temporary) disability, this proximity to work is very important.

I know many of my colleagues at CPMC Foundation and CPMC Pacific campus rely on the 3-Jackson as well.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,
Suzannah

Suzannah Cowell Rodriguez
Director of Corporate and Foundation Relations
California Pacific Medical Center Foundation
2015 Steiner Street
San Francisco, CA 94115
www.cpmcf.org
p: 415-600-6428
f: 415-387-7817

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From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: 3 Jackson
Date: Monday, September 09, 2013 8:30:06 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Steven Rosen [mailto:stevenharoldrosen@gmail.com]
Sent: Monday, September 09, 2013 6:50 AM
To: Jones, Sarah
Subject: 3 Jackson

Hello Ms. Jones,

Regarding the 3 Jackson:

(1) This bus line transports many, many residents from Presidio Heights to the CPMC/UofP Dental School/Webster Medical building complex. Ending the 3 will adversely impact many – especially seniors – from reaching this location. They transfer to the 1 at Fillmore/Sacramento. Their access needs to be enhanced not impeded.

Additionally, the small businesses in the Fillmore Corridor will lose prospects and customers as there will be less foot traffic arriving from the 3 Jackson. This will negatively impact sales and accompanying tax revenues which support The City we all love.

MER-b

Thank you for your consideration.

Steven H. Rosen

Kline, Heidi

I-RotenstreichH

Subject: FW: #3 Jackson Line

From: H. Jonathan Rotenstreich [HJR@rfpartnersllc.com]
Sent: Monday, September 16, 2013 5:51 PM
To: Jones, Sarah
Subject: #3 Jackson Line

MER-b

Dear Ms. Jones:

(1) I am writing to voice my strong support for retaining the #3 Jackson Line. As a resident of Presidio Heights, I rely on the #3 to return me home from work virtually every week day from The Union Square area. Moreover, my children use this line frequently to get to and from school and the Filmore Street corridor. The elimination of the line will rob the city of vital and import bus route that is important to a wide and diverse community of San Franciscans. Robust public transportation is a critical and distinguishing factor of major metropolitan areas such as New York, London, and Paris. San Francisco deserves to be in this group. Please save the number 3.

Sincerely,
Henry J. Rotenstreich

Subject: FW: 3 Jackson proposal

From: var@att.net [var@att.net]
Sent: Monday, September 16, 2013 5:49 PM
To: Jones, Sarah
Subject: 3 Jackson proposal

Dear Ms. Jones,

MER-b

(1) As a longtime (44 year) resident of both the Presidio and Pacific Heights area, I am very distressed about the proposal to eliminate the #3 Jackson. As a child, I rode the bus to school, to jobs and to do errands such as grocery shopping for my family. My children and many of their fellow peers in the neighborhood now ride the bus in addition to numerous working parents who commute. Additionally, the many fine schools in the neighborhood rely on the 3 Jackson as a means of transportation for their diverse student body who comes from all over the city and greater Bay Area. I can't imagine the adverse impact this will have on the schools alone who are all committed to socioeconomic and ethnic diversity and rely on the 3 Jackson for transportation for their families and faculty.

I sincerely hope muni will reconsider maintaining the 3 Jackson which is invaluable to the daily existence of so many in our community.
Thank you for your consideration of this very distressing proposal.

Sincerely,
Victoria Rotenstreich

Sent from my iPhone. Please excuse any typos.

Kline, Heidi

Subject: FW: Keep Muni 3-Jackson line

From: Sanford, Patricia [mailto:SanforP@sutterhealth.org]
Sent: Monday, September 16, 2013 4:54 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Keep Muni 3-Jackson line

Dear Sarah and Sean, MER-b

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Patti

Patti Sanford
Gift Planning Officer
California Pacific Medical Center Foundation
2015 Steiner Street, San Francisco, CA 94115
Direct: 415.600.2114 / cpmcf-legacy.org

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Kline, Heidi

Subject: FW: Keep Muni 3-Jackson line

From: Sanford, Patricia [mailto:SanforP@sutterhealth.org]
Sent: Tuesday, September 17, 2013 4:37 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: FW: Keep Muni 3-Jackson line

Dear Sarah and Sean,

TR-4

(1) As a follow up to my message yesterday, I remembered another reason why I rely on the #3 Jackson bus! I use the #3 for downtown appointments every month. The alternate #2 line is consistently crowded and I rarely can find a seat.

Please retain the #3 for all of us! Thank you for your consideration.

Patti

Patti Sanford
Gift Planning Officer
California Pacific Medical Center Foundation
2015 Steiner Street, San Francisco, CA 94115
Direct: 415.600.2114 / cpmcf-legacy.org

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From: Sanford, Patricia
Sent: Monday, September 16, 2013 4:54 PM
To: 'sarah.b.jones@sfgov.org'; 'sean.kennedy@sfmta.com'
Subject: Keep Muni 3-Jackson line

Dear Sarah and Sean,

MER-b

My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important.

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Patti

Patti Sanford
Gift Planning Officer
California Pacific Medical Center Foundation
2015 Steiner Street, San Francisco, CA 94115
Direct: 415.600.2114 / cpmcf-legacy.org

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strictly prohibited. If you are not the intended recipient or have received this message in error, please contact the sender by reply email and destroy all copies of the original message.

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: The No. 3 Bus Line in San Francisco
Date: Monday, September 09, 2013 9:45:48 AM

Sent from my iPhone

Begin forwarded message:

From: David Savelson <dsavelson@yahoo.com>
Date: September 7, 2013, 11:11:14 PM PDT
To: "Sean.Kennedy@sfmta.com" <Sean.Kennedy@sfmta.com>, "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Cc: Jan McClave <jmcclave@sterneschool.org>
Subject: The No. 3 Bus Line in San Francisco

Dear Mr. Kennedy, Ms. Jones,

(1) I understand there are plans to cut the no. 3 bus line in San Francisco. I write to ask that you maintain this route. It is extremely important for my family on Mon-Fri each week.

The no. 3 bus stops directly in front of my son's school (at Jackson and Scott) and within a block of our home (at Clay and Presidio). In fact, we chose our apartment location specifically so that my son could take the no. 3 bus to and from school each day. There is no other transportation option which is nearly as safe, convenient and cost effective for this purpose.

MER-d

Please maintain the no. 3 bus service.

Sincerely,
David Savelson

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:24 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Muni on Post St. & Sutter

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Geoffrey Scammell [mailto:geoffrey1400@sonic.net]
Sent: Sunday, September 15, 2013 8:05 PM
To: Jones, Sarah
Subject: #3 Muni on Post St. & Sutter

TR-4

(1) Ms. Jones: I live at the Sequoias, a retirement community of over 300 persons on Cathedral Hill served by the #3 & 2 Muni line. We rely on the bus to get downtown and have a bus stop near our entrance. I have heard that Muni is considering eliminating the #3 bus, which would result in less frequent service and more crowded conditions. There are several retirement communities in this neighborhood that need good and reliable bus service. Please support us in this important issue. Geoff Scammell

I-Schachter

Kline, Heidi

Subject: FW: Save the #3 bus

From: Bart Schachter [mailto:schachtb@gmail.com]
Sent: Monday, September 16, 2013 3:11 PM
To: Jones, Sarah
Subject: Save the #3 bus

Hello,

(1) I'm writing to petition to save the number 3 – Jackson muni line I MER-b

Thank you for listening

Bart Schachter
2365 Bush St.
San Francisco, CA 94115

-bart (from my wireless device)

Kline, Heidi

Subject: FW: Muni 3-Jackson Bus Line

From: R Schaefer [mailto:robschaefer13@gmail.com]
Sent: Tuesday, September 17, 2013 4:44 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Muni 3-Jackson Bus Line

Dear Sarah and Sean,

TR-3

(1) I rely on the Muni 3-Jackson to get from my office in Lower Pac Heights to downtown on a regular basis. I also ride the 22 bus everyday to and from work, so I am a heavy user of SF Muni and have now been a non-car owning SF resident for 9 years!

Living in the city, I rely on public transportation for much of my mid-to-longer (more than a walking mile) trips. Since I already lost the 4, I'd prefer not to lose the 3 as well. The more that Muni service is reduced, the more likely I will need to go back to owning a car. Please take that into consideration when making these service decisions, as it might save your agency money in the short-term, but there will be other/additional implications to SF transportation, traffic, and parking in the longer term.

Please don't eliminate the Muni 3-Jackson.

Sincerely,

Rob Schaefer

Kline, Heidi

From: Jones, Sarah
Sent: Friday, August 16, 2013 8:42 PM
To: Dwyer, Debra
Subject: FW: Draft Environmental Impact Report - 36 Teresita Changes

---

From: Andrew Seow [adseow@yahoo.com]
Sent: Wednesday, August 07, 2013 10:42 PM
To: Jones, Sarah
Subject: Draft Environmental Impact Report - 36 Teresita Changes

Dear Ms. Jones,

TR-3

(1) I am writing to express my strong objection regarding the elimination of the 36 Teresita service through Forest Knolls. My wife and I take the #36 as part of our daily commute to downtown SF. A significant number of my neighbors also rely on this bus route for their commute. If the route were to be discontinued, many of us will be forced to give up public transportation and drive to work. In addition there are many senior citizens that live on Warren Drive that use the bus as their chief mode of transportation. Also the demographics of the neighborhood are changing where an increasing number of children are using the #36 to get to school.

Thank you for your time and consideration.

Andrew Seow
Forest Knolls Resident

Kline, Heidi **I-Seto**

Subject: FW: Proposed MUNI Changes in the TEP Program - 36 Teresita

From: Abby Seto [mailto:abstam@gmail.com]
Sent: Monday, September 16, 2013 4:24 PM
To: Jones, Sarah
Subject: Proposed MUNI Changes in the TEP Program - 36 Teresita

Hello Sarah Jones,

MER-b

(1) I am writing in regards to the proposed MUNI changes found in the draft EIR report that include eliminating the 36 Teresita line through Warren Dr and 7th Avenue (Section 4.2-160). I would request that this portion of the line NOT be eliminated.

I wanted to bring up to your attention that the report states that the 43 and 44 line is a short walk away, however, they are at the bottom of a steep hill. The walk - distance wise- may not be long, however, due to the steepness of the hill in this area, it is not easily accessible as the report would state. Our neighbor rides the #36 daily to get to Forest Hill station and is older, due to her health and age, she can not walk to and from home and Forest Hill. Currently the 36 comes every 30 mins. She will wait the full 30 mins if she misses the bus.

We are newer to the neighborhood and work downtown and in the East Bay. Our decision to live in this area was because there is a MUNI bus that passes by so we have the choice to take the bus to and from work and not have to consider the extra time it would take to walk up and down the hill to and from Forest Hill or Judah as the rest of the commute is already long. If we knew there was going to be a chance this line would be eliminated we wouldn't have considered living in this area.

I'd like you to consider NOT eliminating the 36 Teresita line from the Forest Knolls area as those in the neighborhood do rely on this one bus line. My suggestion to make this bus line more efficient would be to limit the amount of bus stops in the Midtown Terrace and Forrest Knolls areas. It looks like there is a stop every half a block to a block. It maybe more efficient to have a stop on every other block. We would rather walk one somewhat flat block to get to the bus than a couple of steep blocks as the report claims. It is understood that ridership is not as heavy as in other areas, if an elimination is necessary, I would request that a better alternative be provided than to suggest those in the neighborhood to hike up and down to take the other bus lines at the bottom of the hill. I would like to see the statistics if there is efficiency with limiting stops or any other improvements, before a full elimination is decided on.

Thank you for your time.

Sincerely,
Abby Seto

Kline, Heidi **I-Shapiro**

Subject: FW: Upcoming TEP Proposals - 12-Folsom Elimination

From: <chiron@atlantic.net>
Date: September 17, 2013, 5:00:06 PM PDT
To: <sarah.b.jones@sfgov.org>, <sean.kennedy@sfmta.com>
Subject: Upcoming TEP Proposals - 12-Folsom Elimination

Hello, Sarah Jones and Sean Kennedy,

(1) First off, thank you both for the work and planning you do for the City (and probably the abuse you endure when unpopular proposals are made public).

I read with some interest the upcoming TEP proposals for MUNI, and by and large, I greeted it with a thumbs-up. The new lines, the reasonable efforts to improve boarding, the whole thing.

Of course there's a "but." And I admit outright it's a selfish "but."

I'm having a hard time fitting the 12-Folsom elimination into the plan. It seems that most of the construction that is going on now around the Folsom street area from 1st to 4th, which would likely mean an increase of riders, is now going to have to rely on a bus that starts rather further away, if you're talking of moving the 27 to run on Folsom Street from 5th to Cesar Chavez. Which means just to get to there, folks in the new buildings from the Embarcadero to 4th or so would have to change busses if they intend to go Southwest but start from the Rincon hill area.

It's a bit of a cut-off for folks who get to the UCSF Mission Center building (which has a link to the new Mission Bay campus from there), and folks going to FoodsCo (or Rainbow). Given that I know the new Rene Cavenaze construction is going to support low-income housing -- which is great -- and I'm assuming there may be some more around that area, that's a bit of a blow to those future residents as well.

If I understand the proposal, folks in Chinatown that frequent FoodsCo will still be able to take something more or less direct on Vallejo.

So, shorter version, it seems like the area with the most projected increase in population and then usage, as well as current riders such as muyself, is getting a bit of a setback w/ the elimination of the 12 Folsom. I don't support it.

Thanks for your time.
Matthew Shapiro

MER-b

I-Shutzer

Kline, Heidi

Subject: FW: Do not eliminate the 3 Jackson

From: Shutzer, Michelle [ShutzeM@sutterhealth.org]
Sent: Monday, September 16, 2013 6:11 PM
To: Jones, Sarah
Subject: Do not eliminate the 3 Jackson

Dear Sarah and Sean,

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. It drops us off within a block of the office and proximity and accessibility to work is important. MER-b

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,

Michelle shutzer

Michelle Shutzer
Senior Development Officer
CPMC Foundation
415.600.4112
Shutzem@sutterhealth.org
Sent with Good (www.good.com)

Kline, Heidi

Subject: FW: PLEASE SAVE THE 3 JACKSON

From: SHERI SIEGEL [mailto:sheridana3@gmail.com]
Sent: Tuesday, September 03, 2013 3:22 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: PLEASE SAVE THE 3 JACKSON

(1) this is a very important line

and I often take it to and from my downtown office

please save it

!!!!

MER-b

SHERI DANA SIEGEL
cell-415 203 3901
sheridsiegel@yahoo.com
sheridana3@gmail.com

Kline, Heidi **I-SinshiGami**

Subject: FW: Don't get rid of 3 Jackson!

From: øø Máriâ J. øø SinshiGami [mailto:orinoco_alicia@hotmail.com]
Sent: Tuesday, September 17, 2013 3:29 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Don't get rid of 3 Jackson!

Dear TEP planning folks,

MER-b

(1) I'm a devotee of the 3 Jackson bus route and have ridden it almost every day since I came to San Francisco in fall of 2009.
I'm also an Academy of Art student and I have used this bus when my school shuttles didn't have an appropriate time of arrival and when I used to live at their Octavia building. The last 3 Jackson of the night always came at an appropriate time when the last shuttle to my place was done and waiting a while for a campus cruiser to come get me, which could take 30+ minutes. 3 Jackson also eases crowds for the 2 Clement as well. There are a lot of people who come and get on this bus at rush hour and if it was solely 2 Clement, there would be no room for people for another 20 minutes or so. If you want to trim 3 Jackson that bad, at least have it going from 3pm to the last bus at 11:40, but that's just me.

Also, for me personally, 3 Jackson is also the bus that has come more often than the 2 Clement for me. It was there when I needed it. 2 Clement just ended early and I always was heading back home late so I relied on 3 Jackson to take me all the way home.

I'm so blessed to have this bus. I really am. It was the bus that came for me when I was sick, 3 Jackson came to get me. When I needed a ride getting close to really late at night, 3 Jackson was there. I rely on 3 Jackson. I had a goal to one day drive 3 Jackson someday and its sad that y'all feel like getting rid of it. I'm sad you guys are coming to the decision to get rid of it, but please, don't take my bus away!

From:	Daniel Sisson
To:	Kline, Heidi
Cc:	Dwyer, Debra; Kennedy, Sean M; Feliciano, Lulu
Subject:	Re: SFMTA and the TEP
Date:	Monday, July 29, 2013 10:13:48 AM

(1) Thank you. I will review the document and submit a response. I really would like to become active in shaping the future of transportation in San Francisco so please do let me know how I can get involved in addition to submitting a response. EP-6
Thank you,
Daniel Sisson

On Mon, Jul 29, 2013 at 9:47 AM, Kline, Heidi <heidi.kline@sfgov.org> wrote:

> Hi Daniel,
>
> Thank you for your interest in the Transit Effectiveness Project (TEP). As you likely saw when you reviewed our website, a draft environmental impact report (DEIR) is currently available for public review.
>
> Any written comments on the DEIR must be submitted by 5:00 pm on Monday, August 26, 2013 to the Planning Department at the following address:
>
> Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, 94103.
>
> Or by email to debra.dwyer@sfgov.org or sarah.b.jones@sfgov.org.
>
> I am also copying this email to Sean Kennedy and Lulu Feliciano at the San Francisco Municipal Transportation Agency (SFMTA) so that your name is added to the notification list for upcoming community or other events concerning the proposed TEP project.
>
> Thank you for your interest,
>
> Heidi
>
> Heidi Kline, LEED AP
>
> Environmental Planner, SF Planning Department

1650 Mission Street, 4th Floor

San Francisco, CA 94103

(415)575-9043

heidi.kline@sfgov.org

From: Daniel Sisson [mailto:sissond@gmail.com]
Sent: Monday, July 29, 2013 9:21 AM
To: Dwyer, Debra
Subject: SFMTA and the TEP

Hello Debra,
I saw your info on the website.
I'm a regular muni rider as my main mode of transportation.
I see that the city is reaching out to the public from some signs I see on the bus.
My question is how do I get involved?
Thank you,
Daniel Sisson

From: Michael Smithwick
To: Jones, Sarah; Dwyer, Debra
Subject: Support for TEP
Date: Saturday, August 10, 2013 10:49:10 AM

(1) I have used Muni exclusively for my work-related and personal travel within San Francisco for more than 34 years. In that time, I have noticed a significant deterioration in quality of service, especially with regard to travel times. It takes MUCH longer to travel anywhere in San Francisco now via surface buses than it used to. It doesn't take an engineer to understand why: the buses are stuck in traffic behind long lines of private vehicles. I see this every day from my seat on the bus. Most of those cars have just one occupant: the driver, and often they are on the phone talking or texting. I find it outrageous that a bus jammed filled with passengers trying to get to work and appointments are consistently delayed waiting for these private vehicles to get through the intersection. Often, these cars block the intersection, further reducing Muni travel times.

As a taxpayer, I also recognize that if we could clear the cars from Muni's path, a single coach could probably make several more round trips per shift than it can now. While this sounds simple, the results would be significant: increased transit frequency, increased speed of transit travel, increased schedule reliability AND ALL AT NO INCREASED COST TO THE TAXPAYER. That's because the same bus and same driver could simply deliver better performance to the fare-paying passengers. Sound like a win-win to me.

That said, I'm sure people who prefer to drive everywhere (and used to "owning the road") are giving you hell right now by about TEP. That's because it would presumably make travel times in cars (along Muni routes) slower. While unfortunate for them, it is simply impossible to provide drivers all the access and convenience they may want in our dense City when it clearly comes at the expense of an effective public transit system. If that were to happen, we'd have total gridlock for all transit modes. I also note that 1 out of 4 car trips in SF are for a distance of one mile or less. Imagine how much less congested our streets would be (for the benefit of ALL) if those 1 out of 4 trips were made on foot, by bike or via Muni. Not too much to expect in my opinion.

In summary, I have read both the TEP and the associated DEIR and would like to convey my strong and enthusiastic support to move the TEP project forward in all respects. Frankly, this should have happened 25 years ago! Please proceed and do what is right for San Francisco!

MER-a

Respectfully,
Michael Smithwick
436 Scott Street

Kline, Heidi **I-Sommerich**

Subject: FW: Save the Muni #3

From: Karen Sommerich [ksommerich@gmail.com]
Sent: Monday, September 16, 2013 8:31 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Save the Muni #3

Sarah and Sean-

MER-b

(1) I am writing to request that the #3 Muni bus line not be eliminated. I use this bus once or twice per week, and it is the only one that goes through Pac Heights to Fillmore & Jackson St.

Additionally, the #2 will not be able to pick up the need left if the #3 is eliminated unless the #2 significantly increases route times, especially on evenings and weekends.

Please keep the #3 going. Thank you.

-Karen Sommerich

I-SooHooJ

Kline, Heidi

From: Joyce Soo Hoo <papergenius1@gmail.com>
Sent: Friday, September 13, 2013 10:26 PM
To: Kline, Heidi
Subject: No buses on Vallejo Street Please!

NO-1

(1) I live on the ground floor on Vallejo Street it is already noisy as it is. With a bus running every few minutes, I doubt I can get any sleep. There are enough buses, running, you have the 41 Union running 2 blocks away, and 12 that runs on Pacific street which is 3 blocks a way and you have the 19 polk one block away. Waste of tax payers money!
--

Joyce

Kline, Heidi

I-SooHooL

From: Linda Soo Hoo <lsh913@msn.com>
Sent: Wednesday, September 11, 2013 11:05 AM
To: Kline, Heidi
Cc: Majoredwinlee@sfgov.org; Chiu, David; Chang, Amy
Subject: No re-route on Vallejo Street

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Kline,

TR-6

(1) I'am so angry will all of you. Why can't you leave our lovely neighborhood alone. We have enough traffic already , with the go cars, tour buses, the ambulances, the cable cars, and the buses - **we have enough transportation, noise, pollutions, foot and car traffic**.

I beg you **NOT** to reroute buses on to Vallejo St. I will not stand for this! **Leave our neighborhood alone**. We don't need your help!!!!!

Russian Hill Resident

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 11:00 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 bus

From: Cynthia Soyster [csoyster@att.net]
Sent: Sunday, September 15, 2013 10:11 AM
To: Jones, Sarah
Subject: #3 bus

TR-3

(1) I have heard that service of the #3 Jackson bus may be stopped.This would leave only the 2 Clement to service Post St downtown and to Union Square.---and no service from Sutter street down Jackson Street to Presidio Ave. If you want people to stop using their cars, how can you keep eliminating these stops? I am an 83 year, living in one of the many retirement homes that use the #3. If it stops, I will simply USE MY CAR when I need to go to Presidio Avenue. So will all the other seniors who now use the #3. Please DO NOT STOP THIS SERVICE if you expect us to utilize Muni and if you want to keep San Francisco "green".
Cynthia Soyster

Kline, Heidi **I-Spikol**

From: Jones, Sarah
Sent: Friday, September 13, 2013 9:47 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: Bus #3-Jackson MUNI

Sent from my iPhone

Begin forwarded message:

From: Aurora Gamboa-Spikol <alinggamboa@msn.com>
Date: September 13, 2013, 9:29:43 PM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Subject: Bus #3-Jackson MUNI

(1) This is in response to an announcement posted in the bus regarding discontinuing the service of Bus #3. MER-b

We would like to put our names in the petition (as mentioned in the posting) to continue the Bus #3-Jackson MUNI service route. We are residents of San Francisco and we use regularly this bus. It would inconvenient greatly the residents of the area being served by this bus, especially the seniors, if this service is discontinued.

We'd appreciate it if you would kindly include our names in the petition.
Thank you.

Adolphe B. Spikol and
Aurora Gamboa-Spikol
1435 Laguna St., Apt. 2
San Francisco, CA 94115

I-Sternlieb

Kline, Heidi

From: sandy64@mindspring.com
Sent: Thursday, September 12, 2013 11:19 AM
To: Kline, Heidi
Cc: Chiu, David; Lee, Mayor; Chan, Amy
Subject: reroute of #27 bus line

(1) The proposal to needlessly reroute the #27 Muni bus line to Vallejo street is a really bad idea. MER-b
Not only I, but the steady stream of riders who rely on the current route will be enormously inconvenienced.

Sanford Sternlieb
1651 Larkin St.

Kline, Heidi **I-Strahs**

From: Vallejo Homeowners <1362vallejohomeowners@gmail.com>
Sent: Wednesday, September 04, 2013 9:00 PM
To: Kline, Heidi
Subject: Concerns About the "27 Folsom" Proposed Route Change

Follow Up Flag: Follow up
Flag Status: Flagged

EP-6

(1) Dear Ms. Kline - I have only recently learned that the SFMTA has plans to shift the 27 Folsom bus line right through my neighborhood where I have lived since the late 1990's. I am not sure how such plans could be made without publicly alerting the neighborhood residents given the dramatic impact to our neighborhood. I have major concerns with the new plan including that one of the key reasons I chose to live at 1362 Vallejo Street (between Hyde & Larkin) over a decade ago was so that I could raise a family on a safe street absent of bus and rush hour transit traffic.

TR-7

(2) Adding a bus line to Vallejo Street between Leavenworth and Van Ness would dramatically alter the neighborhood as the street has historically been safe for children given Vallejo dead-ends at Jones. Given the street has a dead-end, our neighborhood gets less cross-traffic from busy commuters who speed through residential neighborhoods trying to by-pass traffic on Van Ness and Broadway. Although there are storefronts on the corner of Vallejo and Polk Streets, the rest of the buildings on this stretch are all residential where multiple families reside (including my daughter). Importantly, on Vallejo between Polk and Hyde, there are two separate day care centers where young children are dropped off and picked up during the day. Given parking is already very scarce in the Russian Hill neighborhood, cars tend to double park when parents pick up their children and I fear that buses will become a dangerous hazard.

TR-6

(3) Another concern is that cars often roll through the stop signs as they cross Vallejo and Larkin as the drivers tend to focus on catching a green light at Broadway rather than coming to a complete stop at the stop sign at this corner. For whatever reason, the buses constantly roll through stop signs in the city and I would anticipate that this corner will become even more of a trouble spot.

In addition, the corner of Vallejo and Polk is extremely busy with foot traffic, autos and bicycles. When I am driving across that intersection, I often have to wait for several minutes as people walk across the road from all sides (and bus drivers tend to be less patient). Rush hour traffic also builds up on Polk at Vallejo as commuters by-pass Van Ness to try to get to Broadway, often causing blocks of backed up traffic on Polk from Broadway to Union. Putting additional bus traffic through to this equation will be a disaster.

TR-11

(4) Lastly, the stores on Polk Street (as well as the residents) already have a very difficult time given the lack of a public parking lot in the neighborhood. Removing five more parking spot at Vallejo & Van Ness causes additional stress to life on Russian Hill (already known as the most difficult neighborhood to find parking in the city). We just lost a parking building (to a condo project) at Hyde and Union already causing an additional parking spot deficit to the neighborhood.

MER-b

(5) My family would sincerely appreciate that your team reconsider taking the "27 Folsom" bus line through our neighborhood. In addition to all the points above, we don't need additional bus capacity in this area and we certainly don't need the additional traffic and the safety concerns this brings for the children in our building and the neighborhood.

Thanks for your consideration.

Mark Strahs
1362 Vallejo Street Unit A

Kline, Heidi

From: Jones, Sarah
Sent: Friday, August 30, 2013 8:47 AM
To: Dwyer, Debra
Subject: FW: TEP EIR
Attachments: EIRTEP2.doc

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Howard Strassner [mailto:ruthow1@gmail.com]
Sent: Thursday, August 29, 2013 6:34 PM
To: Jones, Sarah
Subject: TEP EIR

My TEP EIR Comments

--
I would rather be sailing and have for fifty years on SF Bay

http://smallboaths.wordpress.com/

HOWARD STRASSNER
419 Vicente, San Francisco CA
phone 415-661-8786 email ruthow1@gmail.com

August 29, 2013

Sarah B. Jones, Acting Environmental Review Officer
Planning Department
1660 Mission Street
San Francisco CA 94103-2414

Re: Transit Effectiveness Project (TEP) DEIR Case No. 2011.0558E

Dear Ms. Jones,

Thank you for the opportunity to comment on the subject DEIR. I appreciate your electronic publishing and disc distribution of the DEIR to save printing and mailing cost. My comments will be on generalities plus reference to EIR details in order to bring out the information which will help the decision makers select from transit funding options and help the public to be willing to vote for the funding as follows:

(1) **Increasing Spacing Between Stops** is an important method to reduce bus running time and the total construction cost a number of proposed "bus bulbs". The EIR should have studied alternatives, for every Line in TEP, with longer spacing between stops and therefore fewer bulbs. The TEP has properly studied and is proposing 1,400 feet between stops on the south of Golden Gate Park portion of the Nineteenth Avenue '28' Line, to replace stops every block or 700 feet apart. The stop spacing for the north of the park portion of the route has been every other block or 1,400 feet between stops for many years even though the Muni "standard spacing" has been much lower. Since most of the '28' route is on State highway 1, the difference in current spacing is probably due to the fact that the southern portion has stops that are not in the traffic lane while the northern portion stops in the traffic lane and the State sees frequent bus stops in traffic lanes as delaying traffic. I suggest that a comparison of running times and total bulb cost may lead to a change in the Muni "standard" for Rapid Lines and that this EIR is good place to include this study. ALT-2

The "standard" distance can be increased because when people get older and walk more slowly they generally have more time available to walk and these extra few minutes can improve their health. This commenter is old enough to know that as a fact. In addition if Muni passengers walk longer when they are younger they will be less likely to complain about longer walks when they are older. The numerical standard should also consider the following: San Francisco is taking significant steps to improve pedestrian safety by increasing the time available to cross the street at intersections with count down signals. However, there are some people, who even with additional time will walk at least a few seconds while the crossing light is against them. We will not change all the signal lights, all of the time, because this will too greatly impact traffic movement. We deal with this safety contradiction by knowing that this extra time requirement is infrequent. Similarly we cannot continue to slow down ***every*** Rapid bus to provide transit service for those who say or really cannot walk a little further. We can and must humanely provide this necessary service, in another way, with minimal impact on running time. We can find a way to only stop for those who medically cannot walk too far. Another reason for changing the standard now is that the Van Ness Bus Rapid Trip EIR included many stops that were more than 1,000 feet apart and significant opposition was only received for a section of Van Ness where the originally proposed stop spacing was more than 1,400 feet.

If the standard spacing for TEP route stops was set at 1,400 feet there still would be very few stops at that spacing because: there will be a stop at every transfer point and when the distance between transfer points is over 1,400 feet there would have to be an intermediate stop. There will also be a few extra stops at areas of special need. However, eliminating even few stops is worth a little study to reduce the cost of bulbs and running time.

(1) TEP includes many "tool kit" methods to improve transit service with well studied minimum impacts on other traffic, however there are areas where additional study should have been done to allow Muni to implement additional low cost improvements without additional future environmental study: ALT-2 (cont'd)

(2) **Study the Entire Line** to maximize improvements at minimum cost when TEP operation starts. One example is the '28' Line where the EIR should have studied improvements all the way to the new terminal, including bus bulbs and ideal placement of stops similar to Nineteenth Avenue. It will be useful for the study to cover the ideal and have the impacts known even if the State now sees moving autos as more important than moving transit. In addition, since reliability is such an important part of TEP the EIR should have studied ways to minimize extreme delays, often over ten percent of total route time, during nice summer week-end days, the tourist peak, to move a bus through the stop at the Golden Gate Bridge view parking lot. Here the delay is due to: A) tour buses, taxis and vans blocking the bus; B) lack of clear signage to show tourists which bus is going where (a cartoon map on the wall of the visitors centers will be useful); C) lack of a traffic signal with transit priority light to bunch the movement of pedestrians walking to their cars or the bathroom and allow traffic and the buses to leave the area and D) a stop sign to facilitate the bus turning left to enter the freeway. These small low cost improvements will also be useful off peak. Other Lines have similar problems and they should be studied. MER-c

Study Limited Service Compared to Local Service with fewer stops to see which works better for riders. The EIR should have included enough information allow the Agency and the Public to decide which way is better. The examples given are for the '28' and '5' but these comments apply to the '14' and other lines. The '28' has a proposal for an extreme limited but if service from both Daly City and the East side stopped at all of the '28' stops Nineteenth Avenue riders would have more frequent service and riders from the east side would not have to transfer to get to their desired stop. Fewer stops are not proposed for the inner '5' and so a Limited seems necessary. However, if the study included fewer stops (as defined above) a limited would not be necessary. If there were no limited, for the '5', there would be no need for bypass overhead wires and bus bulbs could be provided to reduce running time and running the extra service as "turnback" service will serve the core of the '5' Line.

Study Future Impacts on Market Street and elsewhere. All of the Lines that run on Market Street can be expected to greatly increase their service frequency when the population increases. During peak hours the Lines on Market are frequently delayed as indicated by "bunching" this means that the frequency of service is already close to the maximum possible. The study should have considered that there is a need for the '5' and other lines to turn back short of Market and/or have shorter runs on Market. On a happier note if the '28' increases ridership due to faster more frequent service than the "turnback" service on the '5' should start at Presidio Drive.

Very truly yours,

Howard Strassner

Kline, Heidi

From: Jim Chestnut <Jim.Chestnut@sfuhs.org>
Sent: Wednesday, September 04, 2013 2:10 PM
To: 'Shirley Stucky'
Cc: MTABoard@sfmta.com; Boomer, Roberta; Sean.Kennedy@sfmta.com; Dwyer, Debra; Jones, Sarah; gnuff99@gmail.com; stevewoo@gmail.com; BONNERT@sec.gov; Kelly@KCDP.com; kpollack@gmail.com; info@phra-sf.org; felton846@gmail.com; jim_lazarus@sbcglobal.net
Subject: RE: SAVE THE 3-JACKSON BUS
Attachments: Save Jackson Bus_081713.doc

Dear Shirley,

MER-b

I'm sorry to have taken so long to reply. I'm afraid the start of the school year has me moving in many directions at once.

We certainly agree with you and others on the importance of the #3 bus to this community. At a time when we are trying to encourage public transit use by our students, faculty and staff; the elimination of the route that best serves the school would be a real setback. We have already written to the SFMTA Board and Sarah Jones, with copies to Mark Farrell and the "Save the #3 Jackson Committee." A copy of that letter is attached. We will continue to support this effort, not only for our own interests; but for the greater good of the community as a whole.

Regards,
Jim

James F. Chestnut
Chief Financial Officer

San Francisco University High School
3065 Jackson Street
San Francisco, CA 94115
Phone 415 / 447-3110
FAX 415 / 447-5804
Email jim.chestnut@sfuhs.org

From: Shirley Stucky [mailto:aqua_sassy@yahoo.com]
Sent: Monday, August 26, 2013 3:46 PM
To: Jim Chestnut
Cc: MTABoard@sfmta.com; Roberta.Boomer@sfmta.com; Sean.Kennedy@sfmta.com; Debra.Dwyer@sfgov.org; sarah.b.jones@sfgov.org; gnuff99@gmail.com; stevewoo@gmail.com; BONNERT@sec.gov; Kelly@KCDP.com; kpollack@gmail.com; info@phra-sf.org; felton846@gmail.com; jim_lazarus@sbcglobal.net
Subject: SAVE THE 3-JACKSON BUS

Dear Mr. Chestnut:

MER-b

(1) I am in receipt of the memo regarding the addition of the number of students to your school and its impact on the neighborhood which will include increased student enrollment, parking and public transportation. I have no objection to UHS filing an amendment to their CUP for a fourth increase in enrollment.

My reason for writing to you is that the San Francisco Municipal Transportation Authority (SFMTA) is trying to eliminate the 3-Jackson bus and its route which travels (whether inbound or outbound) directly by your school and stops for the boarding of riders at Baker and Jackson. I believe this would impact your students' ability to take public transportation as well as all of us in the Pacific Heights neighborhood who regularly rely on this bus and its current route and schedule.

I-Stucky1

(1) SFMTA's program is called Transit Effectiveness Project (TEP), which includes an Environmental Impact Report. It is my understanding that this report recommends elimination of the 3-Jackson bus and moving its ridership to the 2-Clement bus approximately 4 blocks away. This is neither an efficient nor an environmental reason to eliminate the 3-Jackson bus. This bus is not only vital to your school and your students, but other schools with younger students (in the area), seniors, other citizens and tourists who live along its present route and who use it to travel to/from work, school, health care facilities and offices, retail stores, hotels, restaurants, the financial district downtown, Fillmore Street neighborhood (travels to/from Jackson & Sutter Streets), Union Square, BART and SFO. The 3-Jackson ridership may appear less on some days than other buses/routes, but it still serves as a vital connection point (especially to tourists) to other neighborhoods, our City's scenic attractions, bus routes and modes of transportation.

We need UHS's help in keeping the 3-Jackson bus and its current route/schedule and would appreciate your support by contacting the people listed below at your earliest convenience. For your easy reference, I have listed some of the contacts and their e-mail addresses:

SFMTA Board - E-mail: MTABoard@sfmta.com
Roberta Boomer, Secretary to SFMTA Board - E-mail: Roberta.Boomer@sfmta.com
Sean Kennedy (SFMTA) - E-mail: Sean.Kennedy@sfmta.com
Debra Dwyer (SF Planning Dept.) - E-mail: Debra.Dwyer@sfgov.org
Sarah B. Jones, ER Officer (SF Planning Dept.) - E-mail: sarah.b.jones@sfgov.org

I have been fortunate enough to live on Jackson Street for 33 years so my reliance on the 3-Jackson bus and its current route/schedule is total. I also firmly believe it is important to the Pacific Heights neighborhood and its commitment to be environmentally responsible by taking public transportation. If SFMTA eliminates the 3-Jackson and/or changes its current route and/or schedule, the opportunity to be "green" and contribute to the neighborhood has been taken away and our City will not be better for it.

Thank you very much for taking time to read my e-mail. I hope UHS can support our neighborhood efforts to save the 3-Jackson bus and its current route/schedule.

Kind regards,
Shirley A. Stucky
3119 Jackson Street, #102
San Francisco, CA 94115
E-mail Address: Aqua_sassy@yahoo.com

August 17, 2013

Sarah B. Jones, Acting Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

SFMTA Board of Directors
c/o Tom Nolan, Chairman
One South Van Ness Avenue, 7th Floor
San Francisco, CA 94103

Re: Transit Effectiveness Project – Proposed Elimination of #3-Jackson

I am writing on behalf of University High School; but wish to point out that Town School and the Waldorf School will face the same issues presented by the proposed service changes. And although I am concentrating on the impact to the school population, I by no means discount the hardship such a change will have on the larger community, particularly the elderly that are dependent on public transit. MER-b

At University High School we have 90 employees, nearly all of which live outside the neighborhood, and about half of which live in the East Bay. We have 389 students, none of which are permitted to drive to school. The City gives us a grand total of 8 teacher parking permits. By necessity we do everything we can to encourage public transportation. The proposed elimination of the 3 Jackson route would be a real setback to our efforts.

The #3-Jackson MUNI line is the key bus line in our community and the only convenient link to downtown, Union Square, Market Street and especially BART. All of the proposed alternatives are far from our location and will significantly increase commute time, especially in the morning. The #2-Clement in particular would require a steep up hill walk to the school. The #22-Fillmore and the #24-Divisidero add transfer points and several blocks of walking in hilly terrain to get to the school. It's ironic that at the same time as the school administration is encouraging people to use BART and MUNI, the service that makes that option attractive is on the chopping block. I can pretty much guarantee that making the commute longer and more difficult will not result in increased ridership.

From an environmental standpoint, we agree with others in the community that the proposed elimination of service will have a negative impact on the quality of life and result in increased use of automobiles. Instead of improving customer service and reducing transit time, this proposal will leave many stranded without service and increase local traffic and parking congestion. TR-3

I urge you to maintain the current 3 Jackson service and its important role in commute management for the schools and residents in our neighborhood.

Yours truly,

James F. Chestnut
Chief Financial Officer / Community Liaison Officer

cc: Supervisor mark Farrell
Save the #3-Jackson

Kline, Heidi **I-Stucky2**

From:	Shirley Stucky <aqua_sassy@yahoo.com>
Sent:	Tuesday, September 17, 2013 4:46 PM
To:	Boomer, Roberta; MTABoard@sfmta.com; Sean.Kennedy@sfmta.com; Jones, Sarah; Dwyer, Debra; Farrell, Mark
Cc:	jim.chestnut@sfuhs.org; BONNERT@sec.gov; info@phra-sf.org; felton846@gmail.com; jim_lazarus@sbcglobal.net; gnuff99@gmail.com; sywoo@pacbell.net; stevewoo@gmail.com; Kelly@KCDP.com; kpollack@gmail.com
Subject:	SAVE THE 3 JACKSON BUS

September 17, 2013

Ms. Roberta Boomer, Secretary - SFMTA Board of Directors
Mr. Thomas Nolan, Chairman - SFMTA Board of Directors
Mr. Sean Kennedy - SFMTA
Ms. Sarah B. Jones - SF Planning Department
Ms. Debra Dwyer - SF Planning Department
Mr. Mark Farrell - SF Board of Supervisors

Dear Ms. Boomer, *et al.*:

MER-b

(1) On February 22 and March 19, 2013, I wrote to SFMTA and the SF Planning Department regarding my concerns with their Transit Effectiveness Program (TEP), which is, once again, considering elimination of the 3 Jackson Bus (the "3"). It is very discouraging that we continually need to go through this exercise (as recently as 2008 and 2009) to save a vital SF bus and its route/schedule that services so many of the City's neighborhoods, retirement communities, schools, medical facilities, entertainment, tourists, etc.

Listed below are some, but not all, of the important reasons for keeping the 3 and its current route/schedule:

1. <u>Retirement Communities/Senior Citizens</u> - The 3 stops at the Jewish Retirement home (Presidio/Sacramento), Sequoias and Carlyle (both on Post), and several other retirement homes on Sutter Street. Its elimination will adversely affect the mobility and the access to public transportation for the senior citizens who live in these facilities.

2. <u>Students</u> - The 3 stops near SF University High School (UHS) (Jackson/Baker) servicing students who attend but are not permitted to drive to work (please refer to the letter of 8/17/13, from Mr. James Chestnut, CFO-UHS, sent to SFMTA clearly explaining why the 3 is vital to UHS and its students.) The 3 also services other schools and students (Town School/Waldorf School, etc.) in the area. Several students live on Jackson Street who take dance, ballet and art classes. The 3 is a lifeline to their classes as well as being within their budget.

3. <u>Japan Town</u> - The 3 stops in front of Japan Town (Sutter/Post) and services the many tourists who visit the City's attractions and who also stay at nearby hotels.

(1) **4. Union Square** - The 3 stops in the heart of Union Square (Post/Powell), which services the many tourists visiting San Francisco who shop, stay at the hotels along Sutter Street/Presidio Avenue, and ride the Cable Car. Many SF residents take this bus to Union Square as well.

5. Theatre District - The 3 stops near the Theatre District (Post/Taylor) which is a short walk for SF/Bay Area residents and tourists who wish to attend performances without taking a car.

6. California Pacific Medical Center - This should need no explanation. The 3 will also be vital to reach the new medical facilities (formerly a hotel) being built on (Post/Van Ness) because the 3's current route on Post will take the medical staff, patients and visitors directly to these new medical buildings.

7. Fillmore Street Neighborhood - The 3's current route travels on Fillmore Street (inbound and outbound) (Jackson/Sutter). This busy and active neighborhood with restaurants, shops, grocery stores, vendors, bars, apartments, homes, etc. depends on the 3 bringing the public, tourists, employers and employees to work, play and/or live. If one does not have a car and cannot afford a taxi (the fares are outrageous), how does one take groceries home or stop for a drink with friends (and then be responsible and not drive by taking public transportation)?

8. Hotels/Restaurants - The 3's current route runs by many of these businesses and brings the pubic, employers and employees to their doors while at the same time encouraging these businesses to support public transportation and save the environment.

9. Access to BART/SFO - The 3 travels downtown to (Sansome/Sutter) stopping directly in front of a BART station where riders can take BART to other Bay Area communities and/or to SFO. This is extremely convenient and affordable. Taking a taxi to SFO is too expensive, especially since taxi fares were increased in 2012. (We now have the highest taxi fares of any major city, including New York and Washington, DC.)

10. Safety/Bus Drivers - The 3 consistently seems to be safer than riding many of the other buses/routes. The drivers are usually more pleasant and helpful as well.

11. Schedules/Routes - The schedules for the 3 have been changed. It now stops running at 12:00 midnight in lieu of 2:00 a.m. It also seems to run every 30 minutes in lieu of every 20 minutes. The current route (inbound and outbound) should remain "as is" for the 3. The ridership as a whole is agreeable to the schedule changes listed here, but the route must remain the same thereby servicing the most people.

12. Environmental Studies - Over the years, the City has submitted several environmental studies regarding public transit which included the 3. In these hard economic times and with cities declaring bankruptcy, how do we afford yet another environmental study? With or without environmental studies, the results are the same - **we must keep the 3 "as is" because it positively benefits the most people**. We are constantly bombarded with ads that tell us how important it is to save the environment by taking public transportation, and yet, SFMTA wants to eliminate a bus that meets that criteria.

I believe today is the deadline for submitting public comments. Would you please forward my e-mail to the SFMTA members and thank them for their kind consideration of my request.

Ms. Boomer, thank you for your assistance in this matter.

Respectfully submitted,
Shirley A. Stucky
3119 Jackson Street, #102
San Francisco, CA 94115
E-Mail: Aqua_sassy@yahoo.com

Kline, Heidi

Subject: FW: Keep the 3 Jackson Line Running!

-----Original Message-----
From: Jay Sullivan [mailto:jtsullivan@gmail.com]
Sent: Thursday, September 12, 2013 5:21 PM
To: Jones, Sarah
Subject: Keep the 3 Jackson Line Running!

MER-b

(1) I use the 3 Jackson every day to get to and from work. I board at the Sutter and Sansome stop in the morning and take it to the end of the line at California and Presidio. It's a quiet electric bus that meets my needs. Taking it out of service would be a huge disappointment and I would need to find an alternate bus that would be a diesel bus and not a clean energy form of transit.

My carbon footprint is null when taking the 3 Jackson and I feel good about that.

Please keep it in service!!!! Thank you!

Jerome Sullivan
(925) 922-9169
Jtsullivan@gmail.com

Kline, Heidi

From: Andrew Swallow <andrewswallow@gmail.com>
Sent: Tuesday, September 10, 2013 6:42 PM
To: Kline, Heidi
Cc: Lee, Mayor; Chiu, David; Chan, Amy
Subject: No to buss #27 reoute

Follow Up Flag: Follow up
Flag Status: Flagged

NO TO BUS #27 RE ROUTE ON VALLEJO STREET

(1) Please do not do this to our neighbor hood... we already have tons of noise problems.

NO-1

Best,
Andrew Swallow

Kline, Heidi

I-SwallowL

From: Laura Swallow <laura.a.swallow@gmail.com>
Sent: Wednesday, September 11, 2013 5:23 PM
To: Kline, Heidi
Cc: Lee, Mayor; Chiu, David; Chan, Amy
Subject: No to bus #27 reroute

Follow Up Flag: Follow up
Flag Status: Flagged

> NO TO BUS #27 RE ROUTE ON VALLEJO STREET
>
(1) > Please do not do this to our neighborhood... we already have tons of noise problems.
>
> Best,
> Laura Swallow

NO-1

Kline, Heidi **I-Swaminathan**

From: Jones, Sarah
Sent: Friday, August 16, 2013 8:31 PM
To: Dwyer, Debra
Subject: FW: TEP feedback

From: Laura Swaminathan [lauras@gmail.com]
Sent: Tuesday, August 06, 2013 11:44 AM
To: Jones, Sarah
Subject: TEP feedback

Ms. Jones -

MER-a

(1) I am affected by changes to routes 35/48/58. Overall, I see many benefits to these changes. However, there are two major oversights I think you should consider:

1. Why go to all the effort to make bus 48 faster to connect people from the Sunset, and then have it veer off 3 blocks shy of the CalTrain station to go into Hunters Point? This plan is going to add an extra transit connection in BOTH DIRECTIONS for people who want to take the line across town and connect to CalTrain. A second disincentive for people to use bus 58 to reach CalTrain is that bus 58 likely will not be a night owl line with frequent service the way bus 48 is. You know that timing is everything, and increasing the number of connections, especially with less frequent service, is the fastest way to drive people OFF MUNI. Please consider keeping bus 48 running to CalTrain at 22nd street; the new line 58 could continue to connect Hunters Point to the main connections (24th BART, bus 24) that are already proposed in the current plan. Put the transfer on people going from Hunters Point to Ocean Beach (fewer number of people would need this transfer, I'm sure), instead of making people transfer to reach a major regional commuter train!!
2. Also, I LOVE the improvements to bus 35, but hope that MUNI is smart enough to anticipate increased ridership since bus 35 will now connect two major transit hubs (Castro MUNI and Glen Park BART). In order to provide equitable service to our neighborhood and accommodate the increased demand due to the new BART connection, this line will need to run more frequently and over longer hours. Currently bus 35 only runs every 30 minutes or less. The plan calls for DECREASING service and reducing to a van shuttle, which is completely short-sighted and AGAIN - will have the effect of DECREASING RIDERSHIP!!

Thank you for your consideration. I appreciate the complexity of these assessments and overall believe that the changes proposed on these lines are good with respect to serving the needs of the whole city, with the exception of these two major points. I hope you consider my feedback.

Sincerely,

Laura Swaminathan

204A Hoffman Ave

SF CA 94114

home: 415-826-7667

Subject: FW: Retain the number 3 bus line

From: Erich Sylvester [mailto:erich@sylvestervaluation.com]
Sent: Monday, September 16, 2013 8:58 AM
To: Jones, Sarah
Subject: Retain the number 3 bus line

(1) My wife and I are regular users of the number 3 bus line. We ask that it be retained. We live in the Presidio. MER-b

Erich Sylvester
811 Quarry Road, Unit B
San Francisco, CA 94129-2264

Kline, Heidi **I-Tananbaum**

Subject: FW: 3 Jackson Bus Line

From: Dana Tananbaum <dana@tananbaum.org>
Date: September 16, 2013, 11:34:17 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Cc: Julia Thoron <jmthoron@aol.com>, Margaret Hearst <mhearst3@mac.com>
Subject: 3 Jackson Bus Line

Dear Ms. Jones,

(1) My family and neighbors and most especially, the large number of us who depend on the #3 bus, are very distressed about the proposal to eliminate our bus. My children and many of their fellow students and peers at SF University High School, the Presidio School, Hamlin, Convent, Stuart Hall, Drew, Gateway and numerous others have relied on this bus to get to school. It will most certainly negatively affect the many working parents who are unable to drive their children to work. All of these schools are committed to socioeconomic and ethnic diversity and depend on the #3.
I hope muni will reconsider the needs of a large population.
Thank you for your attention,
Dana Tananbaum (a resident of Pacific Heights for 47 years)

MER-d

Sent from my iPhone - please forgive typos.

Kline, Heidi

I-ThomasA

Subject: FW: Proposed Elimination of Muni 3 Jackson

From: Thomas, Alice [mailto:ThomasAF@sutterhealth.org]
Sent: Tuesday, September 17, 2013 7:36 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: Proposed Elimination of Muni 3 Jackson

Dear Sarah and Sean,

MER-b

(1) My colleagues and I rely on the 3-Jackson to get to our office in Lower Pac Heights. There isn't another bus that runs along Sutter to get closer to work. But also I take this bus when I find it difficult to board the 22 Fillmore which is a long ride to the next transfer to get downtown..

Please don't eliminate the Muni 3-Jackson.

Thank you for your consideration.

Best regards,
Alice Thomas

Alice Thomas
Information System Administrator
California Pacific Medical Center Foundation
2015 Steiner Street, 2nd Flr
San Francisco, CA 94115

(415) 600-2355 Work
(415) 600-6438 Fax

From: Jones, Sarah
To: Dwyer, Debra
Subject: Fwd: #3 Jackson bus line
Date: Monday, September 09, 2013 9:49:03 AM

Sent from my iPhone

Begin forwarded message:

From: linda thomas <lmst57@gmail.com>
Date: September 6, 2013, 3:22:44 PM PDT
To: <sarah.b.jones@sfgov.org>
Subject: #3 Jackson bus line

(1) I am very distressed by plans to discontinue the #3 Jackson bus line. IT IS THE ONLY SANE, SAFE, BUS LINE LEFT IN SAN FRANCISCO. Please don't take that away from me. MER-d

It is also the only way to access Jackson or Washington St., which, using a walker like I do, going up those hills on foot, is very hard. I've been a Laurel Heights resident for 32 years, and the #3 Jackson has always taken me to the dentist, the doctor, Macys at Christmas time, and the Fillmore from top to bottom.

Please reconsider your plan to discontinue this line.

Sincerely,

Linda Thomas
441 Walnut St.#3
San Francisco, Ca.
94118

Kline, Heidi

From: Jones, Sarah
Sent: Sunday, September 15, 2013 1:53 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 Jackson bus line

From: Barbara Thompson [bwtpmj@sonic.net]
Sent: Sunday, September 15, 2013 11:33 AM
To: Jones, Sarah
Subject: #3 Jackson bus line

TR-3

(1) The #3 Jackson bus line Is the most important means to downtown with a minimum of walking for a great many regular riders in the Japan-town vicinity. It not only services the neighborhood in a timely and safe fashion, but provides needed transportation for the several hundred Post Street residents in The Sequoias and Carlyle Senior Residences, West of Gough, while eliminating the danger of crossing Geary Blvd. In addition, it eliminates the necessity to drive for those who still do.

Please consider retaining this important convenience for a needful segment of San Francisco citizens.

Sincerely yours,

Barbara Thompson
1400 Gear Blvd., Apt. 1608
Sa Francisco, CA 94109

Kline, Heidi

Subject: FW: Jackson 3

From: Julia Thoron <jmthoron@aol.com>
Date: September 16, 2013, 10:43:43 AM PDT
To: <sarah.b.jones@sfgov.org>
Subject: Jackson 3

(1) The #3 Jackson line provides an important service to many neighborhoods that can't be duplicated in other ways. Please do not eliminate it. It has been an important asset to our lives for the past 45 years and will mean hardship to many if abandoned. MER-b

Sam and Julia Thoron
3045 Pacific Ave.
San Francisco, 94115

Kline, Heidi

From: Jones, Sarah
Sent: Wednesday, September 11, 2013 3:38 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: #3 bus

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: nancy toomey [mailto:nancytoomey@gmail.com] On Behalf Of nancy@toomey-tourell.com
Sent: Wednesday, September 11, 2013 3:37 PM
To: Farrell, Mark
Cc: debra.dwyer@stgov.org; Jones, Sarah; nes@sfgov.org; sean.kennedy@sfmta.com
Subject: #3 bus

TR-3

(1) I am a small business owner here in SF, and also own a home on Sacramento Street near Fillmore.
I am writing to register my vote to keep the #3 bus line alive and running. It's the only bus route that goes through the neighborhood and then downtown. By taking the bus, not only am I saving a ton of money, but also keeping another car off the road and into downtown. And I'm not the only one, so hoping that the city sees reason here and keeps it intact.
Thank you for your consideration in this matter.

Best Regards,

Nancy Toomey

TOOMEY TOURELL FINE ART
49 Geary Street, 4th floor
San Francisco, CA 94108
415-989-6444
nancy@toomey-tourell.com
Tues - Fri 11-5:30
Sat, 11-5 or by appt.
www.toomey-tourell.com

Kline, Heidi **I-Townsend**

Subject: FW: 3 Jackson Line

From: PacificPro1@aol.com [mailto:PacificPro1@aol.com]
Sent: Tuesday, September 17, 2013 7:59 AM
To: Jones, Sarah
Subject: 3 Jackson Line

MER-b

(1) Please count me among those that do not want the 3 Jackson Line to be discontinued.
Many seniors use this convenient route to access services on the Pacific Campus of CPMC. You would be doing them a disservice by eliminating this route.
Randy Townsend

Randolph C. Townsend
Building Manager
Pacific Professional Building
2100 Webster St., Suite 120
San Francisco, CA 94115
415.923.3000
fax 415.776.3719

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From: Jones, Sarah
Sent: Saturday, September 14, 2013 8:08 PM
To: Dwyer, Debra; Kline, Heidi
Subject: Fwd: 3 Jackson

Sent from my iPhone

Begin forwarded message:

> **From:** Robert Vega <rvega2635@aol.com>
> **Date:** September 14, 2013, 6:37:54 PM PDT
> **To:** "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
> **Subject: 3 Jackson**
>
> (1) I use this bus every day to get to work. This is the only bus that goes from Pacific Heights to Union Square and back. Please don't discontinue this line. MER-b
> Robert

I-Wattis

Kline, Heidi

Subject: FW: save the #3 Jackson

From: Anne Wattis [mailto:annewattis@sbcglobal.net]
Sent: Monday, September 16, 2013 1:43 PM
To: Jones, Sarah
Subject: save the #3 Jackson

MER-b

(1) PLEASE do NOT eliminate the #3 Jackson. It is absolute necessary to have that bus. I am also making a request to have the shelter put back at the bus stop. It is a disgrace to remove the shelter and eliminate that bus line. I see at least 15 people at that stop every morning. What is the neighborhood coming to?

Anne Wattis

Kline, Heidi

From: Jones, Sarah
Sent: Monday, September 16, 2013 8:25 AM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: Comment on #3 Jackson line

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: theodoreweber@comcast.net [mailto:theodoreweber@comcast.net]
Sent: Sunday, September 15, 2013 2:04 PM
To: Jones, Sarah
Subject: Comment on #3 Jackson line

TR-3

(1) **I would like to register my opposition to elimination of the #3 Jackson. At a time when the City is attempting to control (reduce) automotive congestion downtown it seems illogical to eliminate a bus service which allows many of us to leave our cars at home when we have business or appointments downtown. An equally important reason for opposing this action is the fact that the #3 serves an area with many senior residents who have no alternative. Ted Weber, Apt. 1409, 1400 Geary Blvd., San Francisco CA 94109**.

To: Environmental Review Office
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, California
94103
From: Herbert Weiner
3701 Sacramento St. #137
San Francisco, California
94118
h.weiner@sbcglobal.net
(415) 386-1463

September 16, 2013

The July Environmental Impact Report for the Transit Effectiveness Project

This commentary is written from the perspective of a native San Franciscan who is concerned about the proposed changes in public
(1) transportation. In this document, I will examine particular changes in routes and services and then use these examples to make general observations of the Transit Effectiveness Project (TEP) itself. It is my contention that the present proposals will provide less services to neighborhood communities and severely impact the most physically vulnerable of our community, i.e., senior citizens, critically ill and the handicapped. The basic, flawed assumptions of the TEP will be noted and remedies proposed. MER-b

As an example of unrealistic proposals, we will first examine bus lines which will be altered or eliminated.

The 3 Jackson and 2 Clement Lines

It is proposed to delete the 3 Jackson line, replacing it with the 2 Clement trolley which will supplement the present 2 Clement motor coach route. The 3 Jackson line, replicating the now extant 4 Sutter line, will travel from Sansome and Market St., turn at 8th Avenue and California St. and have a terminal point at 6th Avenue at Clement Streets.

What will be eliminated is any trolley service from Presidio Avenue and Jackson Sts. to Divisadero and Jackson Sts. on grounds of low ridership. The

(1) market system laws of supply and demand are being applied to public transportation services; the criteria should be based on need. Severely impaired individuals will be required to walk a long distance between Divisadero and Presidio Avenue to catch a bus. They must also walk a long distance from Jackson Street to California St.on inclined hills to catch a bus and also go to their homes on such inclines. There is the risk of falls, fatal hip fractures and possibly stroke or heart attack in the process of taking public transportation. This would result in highly costly lawsuits and also the unnecessary loss of lives which would be preventable by retaining the run from Divisadero Street to Presidio Avenue. MER-b (cont'd)

One alternative proposal might be extending the terminal site for the proposed 10 Sansome line to Presidio and Jackson Streets with a turnaround on Washington Street. The real problem would be noise pollution of the coach which could be minimized by the new ecological technology in hybrid motor coaches.

(2) The rest of the proposal seems adequate and actually beneficial, because extending the 2 trolley run to 6th Avenue and Clement Street provides more service to the Inner Richmond. Hopefully, these coaches will run past midnight like the 3 Jackson presently does. MER-a

(3) The motor coach run that terminates at Park Presidio Boulevard greatly limits transportation services to the Richmond District. Individuals, many of whom are the physically vulnerable described above, must walk to Geary or California Streets to catch the 38 Geary or 1 California, respectively. This places a physical hardship on many and also deprives the business community west of Park Presidio of transportation services for potential customers. In respect to the latter, this has a negative economic impact. MER-d

It has been argued that there is low ridership west of Presidio Avenue for the 2 Clement. But in all runs, ridership is low from and to terminal points. This is natural for the Metro, trolley and motor runs. In fact, some of the Rapid Network vehicles, considered to be the main lines and backbone of the MUNI fleet, can be almost empty at times.

(4) It is highly likely that many of the residents of the Richmond, who don't speak English, are unaware of the changes that have occurred. They were probably not fully aware of the proposals to reduce service. EP-3

(5) In addition, the residents of the Inner Richmond on 15th Avenue have been plagued by the unwelcomed noise pollution level and increased vehicle NO-2

(5) traffic of the bus turning on their street. As 33rd Avenue accommodates one line of the 38 bus as a terminal point, it can do so with the 2 Clement motor coach, as it has done in the past. NO-2 (cont'd)

(6) This is a line that originally ran from 33rd and Geary Streets to the Ferry Building. It was a good line for transportation. It has been claimed that the coaches that have been deleted from this altered run will provide more coaches for the Geary line, guaranteing elderly passengers a seat. The Geary lines can still be crowded and this promise is quite uncertain after this long, taxing walk. In addition, many buses on either the Geary or California lines will be missed, due to the long walk and time to catch these coaches. As noted before, walking the long distance creates a physical hardship for the most physically disadvantaged. In light of the above, it would seem wise to restore the 2 Clement motor coach to its original route which would serve more residents of the Richmond District. MER-d

(7) <u>The 6 Parnassus</u>

The 6 Parnassus line will be extended to West Portal Station, excluding Masonic Avenue, Frederick and Clayton Streets and a portion of Parnassus Street on grounds of low ridership. Again, this places a great burden on those who utilize the service. While walking to destinations from these streets would seem a short distance without inconvenience to a normally healthy person, it is a hardship for the physically disadvantaged. This is being done to make the bus run faster. But the health and well being of the physically unfortunate is being sacrificed in the process. It should be noted that, in addition to the block being long, the portion of Masonic Avenue that is designated for deletion of service is on an inclined hill which would be very taxing, if not impossible, on the elderly and disabled. The TEP, on grounds of making the buses run faster, is willing to inflict cruel hardship on a significant portion of passengers. This is no way for the TEP or its parent MTA, which are designated to serve every citizen of San Francisco, to act. PD-3

(8) <u>The 33 Stanyan</u>

The 33 Stanyan bus will no longer run on Potrero Avenue, forcing patients travelling to San Francisco General Hospital to transfer to the 9 or 9L line. This works a hardship on a General patient who might be severely ill and be forced to transfer, wait and possibly be deprived of a seat on a crowded bus. Patients travelling to San Francisco General Hospital, north of Potrero Avenue, should not be deprived of service and have to wait a longer time for the bus when they are in physical discomfort and/or distress. Significantly, the human EP-1

(8) impact of TEP proposals has not been addressed by the staff of the Project, despite this being stated to them numerous times. EP-1 (cont'd)

(9) Removal of Bus Stops MER-e

The removal of bus stops has consistently occurred for at least two decades without dramatic improvement in transportation speed.

It is proposed to consolidate bus stops on the long streets of 19th Avenue. 19th Avenue itself has inclined streets, creating a hardship in walking for the physically disadvantaged in addition to the streets being extremely long between present bus stops. This problem occurs in other parts of the city, and is reflected in other transportation projects of MTA.

On Tuesday September 10, 2013, the proposed BRT system for Van Ness Avenue was reviewed by the San Francisco County Transportation Authority. The Board added the northbound station on Vallejo Street, because seniors would have to walk the steep grade of Van Ness Avenue to bus stops north and south. Supervisor Wiener dissented from this decision, because seniors have housing in many hilly areas of the city, and approval of Vallejo Street would set a precedent. This reflects the problem of seniors walking long distances on inclined streets in other parts of the city. And this problem has relevance to the Transit Effectiveness Project as well.

Because of the long distance, people may very well see their desired buses passing them by as walk to their bus stop. This is undoubtedly the case at the present time. But it would be further complicated by the TEP proposals.

In addition, less stops mean concentration of passengers at the remaining ones, resulting in more loading time which in turn makes the runs slower.

The above constitute examples of the unrealistic proposals and the hardship that will be created for riders whom the Municipal Transit Agency is mandated to serve.

(10) The Transit Effectiveness Project and its Flawed Foundations PD-1

The Transit Effective Project was a response to public frustration and legitimate anger over the lack of transportation services. The study itself was touted as the first major project in 25 years. But there was not to be in addition to the fleet itself, making it a zero sum solution. Buses without high

(10) ridership would be transferred to those with the heaviest. In essence, Peter was being robbed to pay Paul. PD-1 (cont'd)

(11) The environmental impact review focused on: (a) transportation and circulation; (b) noise and (c) air quality (page 4.1-1 of the EIR report). What was conspicuously absent was the assessment of human impact. While environmental reviews note relevant ecological and biological impacts, the human impact is largely ignored. In some ways, it bears a resemblance to aircraft bombing civilians at a high altitude where the target is systematically selected and bombed without the witnessing of suffering from a high distance. It does concede that the removal of bus stops "could increase the physical effort required to reach transit Relative [sic] to existing conditions for some transit patrons and as such, may place a burden on them" (page 4.2-53 of the EIR report). But the Report states that the proposals are consistent in its proposed revisions to transit stop spacing. Yet, this policy does not resolve the physical hardship that will occur with the removal of bus stops and their consolidation. EP-1

The human consequences have consistently been pointed out to the TEP managers with little, if any acknowledgment, of concerns. **It should be noted that no physician or medical professional has ever reviewed the physical impact of these implemented and proposed changes on senior citizens, who constitute 20% of the city's population, and the physically frail.**

Of equal significance is the fact that many senior citizens, due to failing physical and mental capacities, are no longer able to drive and use MUNI as a means of transportation. This protects the individual as well as the public against accidents. To restrict accessibility places individuals and the public at risk.

(12) It has been stated that the resources are unavailable for addition to the existing transportation fleet. But N Judah express lines were added last year. What about the money spent for consultation fees that could have been earmarked for new coaches? Why couldn't the lines most heavily used with the greatest demand have been added to without removal of coaches so necessary for the neighborhoods? Why not increase the amount of coaches to the most heavily used runs over a period of time and not sacrifice buses and coaches that neighborhood residents dearly need? Instead of Federal grants for research which might yield information already known, why not get Federal money for more buses and drivers? PD-1

(13) The bus schedules and routes that existed prior to 2008 were intricate and systematic in service delivery, covering the city. What was lacking was the timeliness of service, due to breakdowns and runs that were not filled. What was needed to improve service delivery was examination of internal management and revision of operations. Management, because it is responsible for the operations of MUNI, had the obligation to correct this deficiency which it apparently has never done. A historical note: Timeliness of service improved initially under the directorship of Michael Burns, a previous General Manager of MTA, to the point of 71% reliability. While not achieving the optimal goal of 85%, it was a significant improvement without the reallocation and redistribution of services. Later, the service did decline, but it does show that internal adjustments can improve services. TEP is not the answer, because, even with its revision and elimination of services, there is no guarantee that the proposals will work. This will be the result of many work hours and money spent on a faulty project. MER-b

I suffered a personal hardship with the TEP alteration of the 29 Bus line that had previously run to Crissy Field. While it was difficult to the get to Crissy Field on the Presidio Go shuttle, it was worse coming back. I had a gathering to attend across town at 38th and Taraval St. I was able to get the Go shuttle with little difficulty which took me to the area of Richardson Ave. At Richardson and Francisco St., I waited for the 28 Bus where the travel panels kept fluctuating in times of arrival. When the 28 arrived, it was full and passed us by. The next bus would come in 80 minutes! Furious, I walked to Lombard and Divisadero Street where I caught the 43 bus which took me to Forest Hill Station and the L line. I left Crissy Field at 2:40pm with the intention of arriving at 38th and Taraval at 4:00pm. When I finally arrived at my destination it was 4:30. It took nearly two hours to get across town. Had the 29 bus been available, I would have arrived in an hour or shortly after. It should be noted that Crissy Field, like the Cliff House, are San Francisco landmarks; the Transit Effectiveness Project has eliminated direct access to them. These deletions have not only inconvenienced me. They must have inconvenienced countless others. The TEP may meet with the approval of MTA management and SPUR. But that is not whom they are mandated to serve. There will undoubtedly be more horror stories to add to those of the past, should the next recommendations of TEP be implemented.

(14) It appears that projects as the Central Subway and bike lanes are given higher priority that the transportation services that MTA is delegated to do. Bikers, due to the power of their lobby, have more political power than GEN-1

(14) passengers who are greatly inconvenienced by the lack of transportation services. Quentin Kopp, a former member of the Board of Supervisors and the California State Senate, indicated in his column in the *West of Twin Peaks Observer* that: "The Municipal Transportation Agency (MTA) assuredly intends to spend as much as $6,000,000 to expand bicycle lanes and create other ways to enhance the bicycle 'experience' in our city." **That sum should clearly go to increase buses, coaches and drivers, preserve existing runs and restore runs that were previously discontinued or altered.** At the least, coaches should be added to the most heavily used runs and those of the neighborhoods left intact; the neighborhoods need these services as much as those using the core routes which are the backbone of MUNI. Increased transportation services are desperately needed in the face of a growing population. Passengers should have equal, if not more, priority in the provision of public transportation. GEN-1 (cont'd)

(15) If MTA can advocate for youth bus passes, why can't they advocate for the grandparents and parents of these youths as well by providing more service and preventing the removal of vitally needed buses? The TEP recommendations for removal of bus stops, lengthened walks to bus stops and elimination and modification of bus runs that have served senior citizens have an undertone of ageism which has permeated this whole project. As previously noted, senior citizens constitute 20 percent of the city's population which should be reflected in services provided. MTA can claim that they provide services to seniors, but that is because they are federally mandated. Transportation services to seniors by MTA should be of its own volition, not by force of mandate. Transportation services to the elderly and ill are a weathervane of the overall quality of services provided by MTA. They should be emphasized and specified in the TEP plan. MER-d

(16) Relations of the TEP with the public have been poor. MTA can cite the many public and community meetings that have been held. But concerns were basically ignored. The public should have had a say in the first stages of planning and not be confronted with the *fait accompli* of unrealistic proposals. EP-3

Julie Kirschbaum at a public meeting stated that there were "tradeoffs" in the TEP proposals. In their zero sum recommendations, people are being traded off with the deletion or alterations of routes that had served them more adequately in the past. Removed buses and coaches from the neighborhoods are being grafted onto those of the Rapid Network, the routes most heavily used. Of further significance, one notes that the majority of the Network coaches and runs terminate in the downtown and Northeast sectors of the city, favoring those who work and live there.

(17) Even if TEP subscribes to the principle of supply and demand instead of need, shouldn't the supply of transportation vehicles be increased in light of the increasing population of San Francisco which is now over 800,000 people? MER-h

(18) Public transportation should be for everyone, not selected segments of the city. Should the police only protect those most victimized and not every resident of the city? Should the Fire Department be selective in putting out fires in only particular houses? Should we restrict the services of doctors to the most needy and not have preventative services for all? As residents of San Francisco everyone is entitled to equal services. MUNI even displays this with its bus sign: *"Equality for All!"* The Transit Effectiveness Project flies in the face of it with the not guaranteed aim of the buses running faster and many riders being left behind. The zero sum solution of the TEP, which does not add buses to the fleet but reallocates resources to the detriment of many, is inappropriate to what SFMTA calls a "Transit First" city; it clearly does not address the problem of public transportation which is presently an eyesore. MER-b

Public transportation is a vital element of the city infrastructure. Instead of strengthening service delivery, the TEP, if implemented, will subvert if not destroy transportation services that this city desperately needs. The neighborhoods and the small businesses throughout the city will suffer, due to lack of availability of buses and coaches that formerly existed to their benefit and that of consumers. This will damage the economic life of the city.

(19) Another basic question is: Would this transportation plan work effectively in the case of a manmade or natural disaster? It begs the question of one disaster preparing for another. TR-10

(20) There is the old saying: *"Be careful what you wish for, you may get it."* But the MUNI passengers of San Francisco did not wish for the above. And they are getting a flawed project that they will have to endure with suffering. Public transportation will be worsened as a result of the project as it presently stands. MER-b

The TEP should pause and reflect as to how to expand the number of coaches and buses in the fleet, serve every neighborhood in the city and even restore deleted and altered routes. This is a switchback that the public and riders would greatly welcome from a public agency with a proclaimed policy of *Transit First*.

Kline, Heidi

I-Weninger

From: Andrea Weninger <aweninger@sbcglobal.net>
Sent: Friday, September 06, 2013 10:16 AM
To: Andrea Weninger; Kline, Heidi; Lee, Mayor; Chiu, David; Chan, Amy
Subject: Re: STOP MUNI Bus re-route #27 on Vallejo Street

EP-6

(1) I have only recently learned that the SFMTA has plans to shift the 27 Folsom bus line right through my neighborhood where I have lived since the late 1990's. I am not sure how such plans could be made without publicly alerting the neighborhood residents given the dramatic impact to our neighborhood. I have major concerns with the new plan including that one of the key reasons I chose to live at 1362 Vallejo Street (between Hyde & Larkin) over a decade ago was so that I could raise a family on a safe street absent of bus and rush hour transit traffic.

(2) Adding a bus line to Vallejo Street between Leavenworth and Van Ness would dramatically alter the neighborhood as the street has historically been safe for children given Vallejo dead-ends at Jones. Given the street has a dead-end, our neighborhood gets less cross-traffic from busy commuters who speed through residential neighborhoods trying to by-pass traffic on Van Ness and Broadway. Although there are storefronts on the corner of Vallejo and Polk Streets, the rest of the buildings on this stretch are all residential where multiple families reside (including my daughter). Importantly, on Vallejo between Polk and Hyde, there are two separate day care centers where young children are dropped off and picked up during the day. Given parking is already very scarce in the Russian Hill neighborhood, cars tend to double park when parents pick up their children and I fear that buses will become a dangerous hazard. TR-7

(3) Another concern is that cars often roll through the stop signs as they cross Vallejo and Larkin as the drivers tend to focus on catching a green light at Broadway rather than coming to a complete stop at the stop sign at this corner. For whatever reason, the buses constantly roll through stop signs in the city and I would anticipate that this corner will become even more of a trouble spot. TR-6

In addition, the corner of Vallejo and Polk is extremely busy with foot traffic, autos and bicycles. When I am driving across that intersection, I often have to wait for several minutes as people walk across the road from all sides (and bus drivers tend to be less patient). Rush hour traffic also builds up on Polk at Vallejo as commuters by-pass Van Ness to try to get to Broadway, often causing blocks of backed up traffic on Polk from Broadway to Union. Putting additional bus traffic through to this equation will be a disaster.

(4) Lastly, the stores on Polk Street (as well as the residents) already have a very difficult time given the lack of a public parking lot in the neighborhood. Removing five more parking spot at Vallejo & Van Ness causes additional stress to life on Russian Hill (already known as the most difficult neighborhood to find parking in the city). We just lost a parking building (to a condo project) at Hyde and Union already causing an additional parking spot deficit to the neighborhood. TR-11

(5) My family would sincerely appreciate that your team reconsider taking the "27 Folsom" bus line through our neighborhood. In addition to all the points above, we don't need additional bus capacity in this area and we certainly don't need the additional traffic and the safety concerns this brings for the children in our building and the neighborhood. MER-b

Thanks for your consideration.

Mark Strahs
1362 Vallejo Street Unit A

Kline, Heidi

From: Jamie Whitaker <jamiewhitaker@gmail.com>
Sent: Sunday, September 15, 2013 11:40 PM
To: Jones, Sarah; Dwyer, Debra
Cc: Rincon Hill
Subject: Comments on Case No. 2011.0558E, Transit Effectiveness Project
Attachments: TEP_DEIR_Comments_JamieWhitaker.pdf

Jamie Whitaker

201 Harrison St. Unit 229

San Francisco, CA 94105-2049

September 15, 2013

San Francisco Planning Department

Attention: Sarah Jones, Acting ERO

1650 Mission Street, Suite 400

San Francisco, CA 94103

E-mail: debra.dwyer@sfgov.org and sarah.b.jones@sfgov.org

Subject: Case No. 2011.0558E, Transit Effectiveness Project

Dear Ms. Jones,

Please add me to your list of recipients for the Final EIR for Case no. 2011.0558E, Transit Effectiveness Project on CD-ROM.

I've attached a file in PDF format to this email message with my comments as well.

PP-1

(1) The Draft EIR is insufficient, incomplete, and false to state in Chapter 3, Plans and Policies, that "*The TEP project was reviewed for its consistency with the following applicable plans and policies and no conflicts or inconsistencies were identified.*"

Specifically, the TEP project discriminates, ignores, and via a December 5, 2009 change in route to the 12-Folsom which eliminated the bus service east of 2nd Street, contributes to the increased chances of asthma in our kids and premature deaths of residents in the Rincon Hill neighborhood. The *Transit First Policy, The Bay Area Air Quality*

(1) *Plan,* and the *Rincon Hill Community Plan* are all in conflict with the TEP project as the project proposes transit services that do not acknowledge the existence of the supposedly "transit-oriented development" neighborhood of Rincon Hill and the current public health problems posed by traffic congestion and air pollution in Rincon Hill. By willfully discriminating against Rincon Hill residents by not offering northeast to southwest bus service via a 4-block extension of the 11-Downtown Connector proposed bus line to Main Street (versus 2nd Street), the SFMTA's TEP project, if approved as currently written, is effectively killing San Francisco residents by influencing residents of Rincon Hill to drive fossil fuel powered vehicles which add ozone, carbon, and particulate to the air – known carcinogens and poisons that are already at elevated concentrations in Rincon Hill – and adding to traffic congestion which delays transit service (works against the supposed goal of the TEP) and creates other negative externalities that impact community health.

I-Whitaker

PP-1 (cont'd)

(2) From the Department of Public Health's website at http://www.sustainablecommunitiesindex.org/city_indicators/view/14 , note the elevated levels in yellow, orange, and red on the map of San Francisco below, pointing out the deadly particulate matter carcinogens from fossil fuel burning sources among others specific to South of Market where the 12-Folsom and proposed 11-Downtown Connector bus routes operate. This points out the special attention to air quality that is missing from this Draft EIR specific to SoMa for a project that proposes ignoring some 6,000+ residents today and 20,000+ residents in the future who live primarily in high-rises east of 2nd Street in zip code 94105. This Draft EIR should be accountable for not only evaluating the environmental impacts of the bus routes proposed but also the impacts, since this is a Citywide makeover of our transit system, of ceasing service that existed prior to December 5, 2009 and ignoring the growth of SoMa's residential population from about 10,000 in 1990 to over 40,000 in 2010 and likely 60,000 in 2020.

AQ-1

From the June 5, 2013 San Francisco Board of Supervisors's Budget Committee meeting about socioeconomic equity, Harvey Rose budget analysts presented a table (inserted on the next page, from page 76 of the agenda packet from the June 5, 2013 Budget Committee meeting) showing that Rincon Hill (zip code 94105) kids visit hospitals for asthma-related health episodes at a rate 2.5x's greater than the overall average for the City of San Francisco's kids. Kids from Rincon Hill are hospitalized with asthma episodes more often than kids in Bayview/Hunters Point according to the table. This is a public health emergency that the City's Planning Department helped to create and the SFMTA is reinforcing by choosing to ignore the existence of Rincon Hill – like we're second class citizens invisible to the bureaucrats who don't seem to care if their decisions contribute to asthma and premature deaths of residents.

Finally, the future traffic congestion of +35,000 more new PM auto trips stemming from planned office and building developments is documented by the San Francisco Country Transportation Authority's November 13, 2012 presentation on the San Francisco Transportation Plan in slide 8 inserted on the next page while the TEP project and Draft EIR has no acknowledgement of this major problem for MUNI bus routes which must cross blocked intersections along Market Street to get to and from their current or planned terminuses. Another slide from the same deck says we need to reduce traffic by 20% from current levels to move from an "oversaturated" circulation network to a "saturated" network. This doesn't seem to be considered for the air quality analysis in this draft EIR at all, especially to the degree that such congestion adds to blocked intersections along Market Street, Mission Street, and other core transit arteries downtown.

AQ-1
(cont'd)

(2) The gaping problem with this particular project proposal by the SFMTA and its accompanying incomplete and insufficient Draft EIR is that it does not consider circulation of traffic in the South of Market District based on what we knew in the years 2001 and 2008, nor does it seem aware of what we know in the year 2013 in regards to circulation, congestion, and population changes in SoMa. Traffic circulation is a big problem on weekday evenings, especially if Beale Street and other roadways near our big terrorist targets like the Bay Bridge (and possibly an arena or one of the high rise towers) get closed off to through traffic as happened after the 9/11/2001 attack on America.

The circulation issues and air pollution created by the TEP proposal and related bans on left turns by private vehicles, especially along 2nd Street, will increase air pollution, traffic congestion, blockages for emergency response vehicles such as fire trucks, ambulances, and police, and will add noise to the area from increasingly frustrated drivers honking their car horns and so on – and none of this seems to have been evaluated by this incomplete and insufficient Draft EIR.

The lack of local bus service in Rincon Hill (note that this excludes Transbay buses that take folks to Treasure Island, Alameda County, or the Richmond neighborhoods) and the known increases in traffic congestion, particularly the health impacts in South of Market (air quality, pedestrian safety, bike safety) where we already know that past planning decisions have contributed to increased probabilities of asthma cases in kids and increased probabilities of cancer, cardiac disease, and premature deaths in residents, do not seem to be acknowledged in any way by the SFMTA's TEP proposal or the air quality and noise sections of this inadequate and incomplete Draft EIR.

The impacts of what the SFCTA has already identified in a November 13, 2012 presentation on the San Francisco Transportation Plan calls "total gridlock" in the downtown core given the existing planning decisions that will add 35,000 daily roadtrips in and through downtown are not acknowledged or considered for air quality and other major environmental quality issues. The proposed TEP transit "improvements" which are completely blind to the 6,500+ existing and 20,000 projected residents of the Rincon Hill neighborhood's supposedly "Transit-Oriented Development" high-rises – not even to consider the possibility of a multi-use arena at Piers 30-32 with 500 parking spaces which seems to have the political lobbyist power and influence to get built despite its clear link to contributing to premature deaths of SoMa residents via increased traffic congestion and air pollution from fossil fuel combustion - will undoubtedly increase asthma rates and premature deaths among SoMa residents as long as the Planning Department and City policy makers allow this discriminatory treatment of SoMa to go forward. The SFMTA has failed to consider what SoMa looks like in 2008, much less 2013 or beyond in the Transit Effectiveness Project. While the City gladly collects hundreds of millions of dollars from SoMa, we're treated like second-class citizens who are worth less to the City in so much as policies and projects keep getting approved that increase health problems, quality of life problems, and hasten our deaths. Its not just our street designs that kill us in SoMa … the air pollution kills us too, and its time the City be accountable and acknowledge the facts provided by DPH, BAAQMD, World Health Organization, and California ARB about the effects of air pollution on humans' lifespans.

What I have not found in the SFMTA's TEP project pages is any sort of cost-benefit analysis of the various bus lines. All I see is ego-driven decisions that do not attempt to make the best use of public dollars and capital resources and which ignore the impacts on community health of the decisions, especially in SoMa. Bus routes on California Street, Clement Street, and Geary Street are separated by only a block for several east-west blocks between Arguello and Park Presidio while the South of Market neighborhood has no South-East/North-West bus

(2) service that stretches beyond 2nd Street in SoMa despite the huge city revenues contributed by the NON-redevelopment Rincon Hill neighborhood and expectation of local bus service. I-Whitaker AQ-1 (cont'd)

EP-5

(3) Drilling down on the topic, I'd like to point out especially the TEP-informed decision to remove 12-Folsom MUNI bus service from the Rincon Hill neighborhood east of 2nd Street effective December 5, 2009. Apparently part of the "Statutory exemptions for SFMTA Fiscal Emergency" service reductions that are categorically exempt from environmental review despite having the effect of shortening peoples' lives is just fine with the City. The SFMTA continues to kill SoMa residents via increased traffic and related environmental air quality effects due to its discriminatory service decisions to ignore Folsom and Harrison residents east of 2nd Street.

AQ-1

(4) While it may not be the Rincon Hill of 100' greater height it had in 1849 after the Second Street Cut, Rincon Hill is still a hill and bus service on Harrison Street heading west is needed for mobility impaired individuals and to entice others to take transit instead of driving their car. This egregious TEP-related cut to 12-Folsom service has trained thousands of new Rincon Hill residents who have the means to first choose to drive their private cars to travel around the City. The harm caused by this negligent decision cannot be measured, in my opinion, because it is untelling how many more pedestrian injuries/deaths have been and will be caused by Rincon residents who do not even consider riding a bus to get to their destination in western SoMa, such as a grocery market, and it is untelling how much additional ozone, carbon monoxide, and carcinogenic diesel-related particulate matter has hastened the instances of asthma in our over 300+ resident children and 600+ weekday daycare centers' guests children and the premature deaths of residents. While it may not have the same quick gestation period of nerve gas, knowingly increasing traffic congestion by way of eliminating local public transit options near the high-density Rincon Hill high-rise residences between Folsom and Harrison is just as deadly and appalling as releasing chemical weapons because the government is knowingly contributing to the premature deaths and harm to its own residents – and the end result is the same, a correlation between increased air pollution caused by San Francisco government's decision to increase traffic congestion in SoMa that ultimately results in an earlier death of residents than what would have occurred without that change in 12-Folsom transit service. San Francisco voters disapprove of using the death penalty for criminals, but has thus far been okay with the killing of innocent SoMa residents via deadly by design planning decisions that increase pedestrian injuries/deaths and poisons in the air we breathe

Will the SFMTA correct this deadly error? The Transit Effectiveness Project shows no indication that SFMTA's planners even recognize the problem much less its effect on air pollution and pedestrian safety of encouraging more private car driving.

TR-13

(5) The SFMTA's TEP project needs to be redone with consideration of the Rincon Hill neighborhood's growth in residents just since 2006, its sensitivity to air pollution from fossil fuel sources that get congested on the downtown local streets, and with consideration to circulation issues if Beale and other streets near the Bay Bridge are closed off to through traffic due to Department of Homeland Security terrorism concerns as happened after 9/11/2001's attack on America.

AQ-1

(6) The TEP's Draft EIR contains an incomplete analysis of Impacts labeled AQ-3, AQ-4, AQ-5, C-AQ-1, and C-AQ-2. Given the existing air quality conditions, the removal of the 12-Folsom bus route east of 2nd Street increases air quality problems by encouraging thousands of residents to choose driving their private fossil fuel polluting car as their first travel option. The TEP continues this policy decision to increase traffic congestion and therefore the instances of asthma, increased probabilities for cancer, cardiac disease, and premature death by proposing a 11-Downtown Connector bus route that continues to discriminate and treat the Rincon Hill neighborhood as if it does not exist with no service reaching northeast beyond 2nd Street. The mitigation/correction would be quite simple – run the 12-Folsom bus line and future 11-Downtown connector bus line to Main Street along Folsom where it can then turn up on Main Street towards Market when inbound and bring it down Spear Street or a 2-way Main Street to Harrison Street to head southwest. Also, the TEP's EIR has no consideration for the additional 35,000 private vehicles on the streets identified in the November 13, 2012 presentation on the San Francisco Transportation Plan produced by the San Francisco County Transportation Authority – which states in no uncertain terms that the currently approved office and residential projects downtown will lead to "total gridlock" of our streets downtown – and thus, these approvals for projects have guaranteed increased instances of asthma, cancer, cardiac disease, and premature death for SoMa residents. The Draft EIR is insufficient and incomplete to turn a blind eye to the current

(6) air quality conditions, the effects of changes to bus service on behaviors for travel choices, and the effects of increased traffic congestion.

I-Whitaker

AQ-1
(cont'd)

Thanks for reading.

Sincerely,

Jamie Whitaker

Jamie Whitaker
201 Harrison St. Unit 229
San Francisco, CA 94105-2049

September 15, 2013

San Francisco Planning Department
Attention: Sarah Jones, Acting ERO
1650 Mission Street, Suite 400
San Francisco, CA 94103

E-mail: debra.dwyer@sfgov.org and sarah.b.jones@sfgov.org

Subject: Case No. 2011.0558E, Transit Effectiveness Project

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PP-1

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AQ-1

AQ-1
(cont'd)

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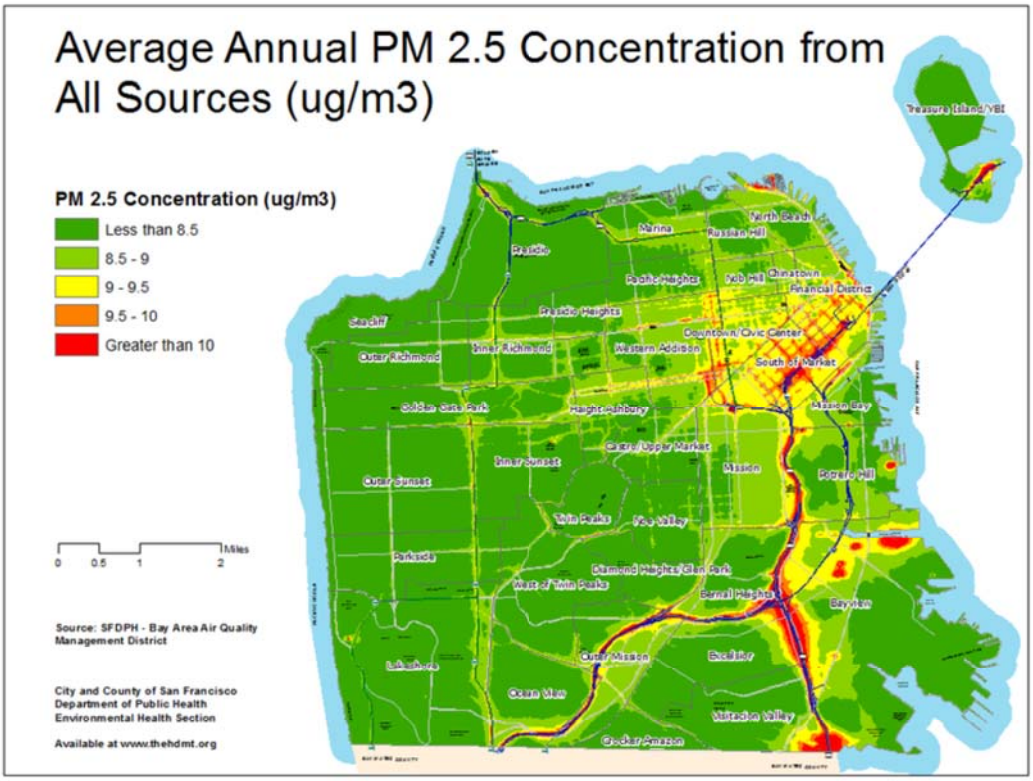

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AQ-1 (cont'd)

(2) Rincon Hill – like we're second class citizens invisible to the bureaucrats who don't seem to care if their decisions contribute to asthma and premature deaths of residents.

Figure 68: Age-Adjusted Hospitalization Rate due to Pediatric Asthma By Zip Code and Neighborhood, 2008-2010

Zip Code(s)	Neighborhood(s)	Hospitalization Rate
94102	Tenderloin/Western Addition	10.5
94103 and 94104	South of Market & Financial District	15.0
94107, 94111, 94130, and 94105	Potrero Hill, Telegraph Hill/Waterfront, Treasure Island, and Rincon Hill	26.7
94109	Russian Hill/Polk Gulch	7.5
94110	Inner Mission	9.6
94112	Ingleside/Excelsior	12.1
94114	Castro/Eureka Valley	16.0
94115	Western Addition	13.5
94116	Parkside	12.2
94117	Haight Ashbury/Western Addition	11.5
94118 and 94129	Inner Richmond & Presidio	5.6
94121	Outer Richmond	7.8
94122	Sunset	9.5
94124	Bayview/Hunter's Point	19.0
94131	Twin Peaks/Glen Park	15.3
94132	Lake Merced	12.5
94134	Visitacion Valley/Portola	15.8
	San Francisco	**11.2**

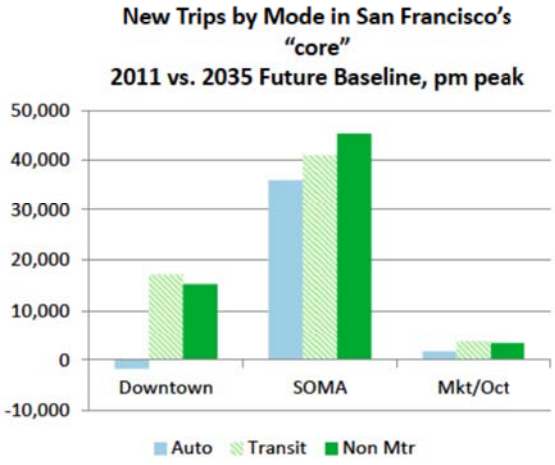
Source: Health Matters in San Francisco, reported from the California Office of Statewide Health Planning and Development

Finally, the future traffic congestion of +35,000 more new PM auto trips stemming from planned office and building developments is documented by the San Francisco Country Transportation Authority's November 13, 2012 presentation on the San Francisco Transportation Plan in slide 8 inserted on the next page while the TEP project and Draft EIR has no acknowledgement of this major problem for MUNI bus routes which must cross blocked intersections along Market Street to get to and from their current or planned terminuses. Another slide from the same deck says we need to reduce traffic by 20% from current levels to move from an "oversaturated" circulation network to a "saturated" network. This doesn't seem to be considered for the air quality analysis in this draft EIR at all, especially to the degree that such

(2) congestion adds to blocked intersections along Market Street, Mission Street, and other core transit arteries downtown.

AQ-1
(cont'd)

Auto trip growth generated by "core" growth

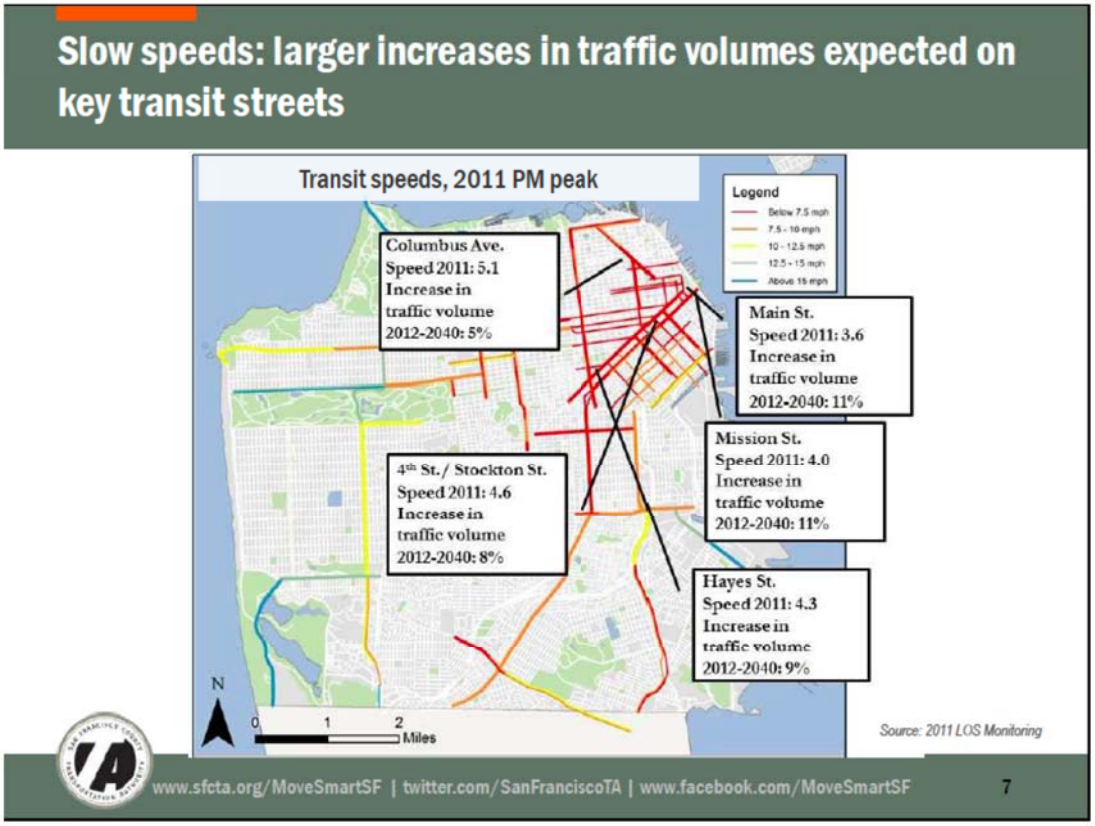


- +35,000 new pm peak auto trips to, from, or within SOMA/Mission Bay alone
- Twice as many crowded transit lines
- 20% more auto congestion
- Slower travel speeds

Source: SF CHAMP 4.3, Focused Growth

AQ-1
(cont'd)

(2)



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AQ-1 (cont'd)

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EP-5

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(5) The SFMTA's TEP project needs to be redone with consideration of the Rincon Hill neighborhood's growth in residents just since 2006, its sensitivity to air pollution from fossil fuel sources that get congested on the downtown local streets, and with consideration to circulation issues if Beale and other streets near the Bay Bridge are closed off to through traffic due to Department of Homeland Security terrorism concerns as happened after 9/11/2001's attack on America. TR-13

(6) The TEP's Draft EIR contains an incomplete analysis of Impacts labeled AQ-3, AQ-4, AQ-5, C-AQ-1, and C-AQ-2. Given the existing air quality conditions, the removal of the 12-Folsom bus route east of 2nd Street increases air quality problems by encouraging thousands of residents to choose driving their private fossil fuel polluting car as their first travel option. The TEP continues this policy decision to increase traffic congestion and therefore the instances of asthma, increased AQ-1

(6) probabilities for cancer, cardiac disease, and premature death by proposing a 11-Downtown Connector bus route that continues to discriminate and treat the Rincon Hill neighborhood as if it does not exist with no service reaching northeast beyond 2nd Street. The mitigation/correction would be quite simple – run the 12-Folsom bus line and future 11-Downtown connector bus line to Main Street along Folsom where it can then turn up on Main Street towards Market when inbound and bring it down Spear Street or a 2-way Main Street to Harrison Street to head southwest. Also, the TEP's EIR has no consideration for the additional 35,000 private vehicles on the streets identified in the November 13, 2012 presentation on the San Francisco Transportation Plan produced by the San Francisco County Transportation Authority – which states in no uncertain terms that the currently approved office and residential projects downtown will lead to "total gridlock" of our streets downtown – and thus, these approvals for projects have guaranteed increased instances of asthma, cancer, cardiac disease, and premature death for SoMa residents. The Draft EIR is insufficient and incomplete to turn a blind eye to the current air quality conditions, the effects of changes to bus service on behaviors for travel choices, and the effects of increased traffic congestion.

AQ-1 (cont'd)

Thanks for reading.

Sincerely,

Jamie Whitaker

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Comment on TEP Draft EIR
Date: Thursday, September 19, 2013 11:41:51 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: caffelatteo@gmail.com [mailto:caffelatteo@gmail.com] **On Behalf Of** Timothy Wickland
Sent: Thursday, September 19, 2013 11:39 AM
To: Jones, Sarah
Subject: Comment on TEP Draft EIR

Hi Sarah,

My name is Timothy Wickland. I live at 1299 Bush St in San Francisco and I would like to comment on the TEP Draft EIR as posted at http://www.sf-planning.org/index.aspx?page=2970.

(1) I would like to voice my support for the TEP program overall and **I strongly support the TTRP Expanded Alternatives for all lines**. TEP will significantly reduce transit travel times and make it much easier and more pleasant to travel by Muni. This will have invaluable side effects in reducing the number of auto trips, auto congestion, air pollution and greenhouse gas emissions. It will also greatly benefit San Franciscans as a whole, especially those from historically disadvantaged groups. MER-a

I would particularly like to support:

- the introduction of the #11 line
- the rerouting of the #27 to Folsom St in SOMA
- bi-directional #11/#27 service on Folsom St in SOMA
- the rerouting of the #47 along Division and Townsend (and shorter route to improve reliability!!!)
- the conversion of the #49 to #49L limited service
- the introduction of #5L limited service
- the introduction of Van Ness stops to express services such as the 1AX/1BX/38AX/38BX/31AX/31BX/etc
- the conversion of the #2 from diesel to all-trolley service
- more frequent service on the T-Third, N-Judah, #1, #2, #10, #14L, #22, #38L, #47, #49L

(2) Although the following are not recommended in the draft EIR, I would also support further changes to: MER-c

(2)
- introduce more frequent service on the #19 which is very crowded between Townsend and California in both AM and PM peaks
- introduce more frequent evening and weekend service on the #5/#5L which is very crowded during these supposedly "non-peak" hours

MER-c (cont'd)

Thank you for your attention.

Timothy Wickland
1299 Bush St #601
San Francisco

Kline, Heidi

Subject: FW: #3 Muni line
Attachments: image.jpeg

From: Ashley Williams [mailto:ashley.williams@gmail.com]
Sent: Tuesday, September 17, 2013 6:07 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: #3 Muni line

TR-3

(1) This is a crucial bus line. I'm on the #3 right now and it's absolutely packed, which is a testament to how much people rely on this bus. I rely heavily on this bus and I'm currently disabled. My caregiver also takes this bus to make a critical connection to get across town. If the number 3 is shut down, she will have to take 3 buses instead of 2 and will make her commute untenable. I will have to drive or take a cab to work. PLEASE continue the #3 bus line! It's critical to many! Also- this was not heavily publicized, so I'm sure most riders would protest this if they knew about it.

I-Williams

Kline, Heidi

Subject: FW: #3 Jackson Street Bus

From: Angus Wilson <angus@valiantcapital.com>
Date: September 16, 2013, 11:43:57 AM PDT
To: "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
Cc: "senta_rand@yahoo.com" <Senta_Rand@yahoo.com>
Subject: #3 Jackson Street Bus

Dear Ms. Jones,

(1) We are residents of Jackson Street between Lyon and Baker and we wanted to write to express our strong support for the removal of the #3 bus line. We have often wondered who rides the line as almost every bus is empty or near empty and as such it seems like a tremendous waste of city resources. In addition, our street is one with many young families with small children whom the bus drivers constantly put in great peril with their high speed driving and frequent disregard for our stop signs. While we must of course weigh these concerns against the personal inconvenience of not having public transport to access our jobs downtown, in this case it seems a clear conclusion as the utilization and safety concerns are very real, particularly in a time of such fiscal pressures in our city. TR-7

Thanks,

Angus and Senta Wilson

From: Kathy Wizowski
To: Dwyer, Debra
Subject: Concerns over the proposed "27 Folsom" Line
Date: Thursday, September 05, 2013 7:29:12 AM

Dear Miss Dwyer,

(1) I recently found out that Muni wants to change the route of the current 27 Bryant to the 27 Folsom making it to go through Vallejo Street where I have lived since 1987. I don't see how a plan like this can be made without further notice to the retailers and the residences that live in this neighborhood, some for a very long time I might add. EP-6

(2) Aside from a few stores on Vallejo Street, at Polk, the rest of the buildings are residences. There are also two daycare centers on that stretch of the proposed route which could definitely cause safety issues. TR-7

(3) Another reason my family and I don't approve of this proposed plan is that this area already has so many bus lines; 10 Townsend, 19 Polk, 45 Union, 47 Van Ness, to name just a few, in the end it would just add more congestion to an already overcrowded area. TR-6

(4) Russian Hill is also considered one of the hardest areas of the city to find parking; by adding/changing a bus route means fewer parking spaces causing more stress to both retailers and residences alike. The neighborhood just lost a parking garage to a new condo complex that went up at Hyde and Union which again means fewer parking spaces. TR-11

(5) My family and I would most appreciate it if you could reconsider an alternate route for the proposed 27 Folsom. MER-b

Thanks for taking the time out of your busy schedule,

Kathy Wizowski
1362 Vallejo Street Unit B

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: Transit Effectiveness Draft EIR
Date: Tuesday, July 23, 2013 10:36:15 AM

Sarah Bernstein Jones
Acting Environmental Review Officer
Acting Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Eva Sheppard Wolf [mailto:eshepwolf@gmail.com]
Sent: Tuesday, July 23, 2013 10:34 AM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Hello Ms. Jones,

(1) I am writing to say I think the proposed changes for the 36 Teresita line make a lot of sense to me and I endorse them. Twenty-minute intervals would be much better than 30-minute intervals; and there are rarely enough people on the bus to justify having such a large vehicle, so a van makes good sense. MER-a

Sincerely,

Eva Sheppard Wolf
373 Dellbrook Ave., SF

I-WongH

Kline, Heidi

From: Jones, Sarah
Sent: Tuesday, September 17, 2013 3:51 PM
To: Dwyer, Debra; Kline, Heidi
Subject: FW: TEP COMMENTS: DEIR for Transit Effectiveness Project
Attachments: 0-#########-HW MUNI IMPROVEMENT PLAN 9-13.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: WongAIA@aol.com [mailto:WongAIA@aol.com]
Sent: Tuesday, September 17, 2013 3:42 PM
To: Jones, Sarah; Dwyer, Debra
Subject: TEP COMMENTS: DEIR for Transit Effectiveness Project

TO: Sarah B. Jones, Environmental Review Officer & Debra Dwyer
ATTACHED: Comments for TEP DEIR
There are four pages to the attached letter. It's OK to print color photos as black/ white.
Regards,
Howard Wong, AIA

(1)

Howard Wong, AIA

MER-c

SaveMuni.com = FRISC

Fast, **F**requent, **R**eliable, **I**nexpensive, **S**afe, **C**lean and "**C**ool".

Emphasizing best transportation practices in the world, SaveMuni.com is dedicated to improving the entire Muni transit system in every neighborhood of San Francisco---quickly and inexpensively---rather than wasteful projects, like the Central Subway, that decrease transit service levels and take money from the rest of the Muni system.

September 17, 2013

SIMPLE MUNI SOLUTIONS: BEST PRACTICES IN THE WORLD

TRANSIT EFFECTIVENESS PROJECT (TEP) = TRANSIT-PRIORITY STREETS (TPS)

Starting in 2003, with voter approval of Prop K and its citywide TPS policy, a world-class transit system could have been initiated---instead of bad priorities that caused service cuts, route eliminations, shortened bus lines, switchbacks, missed runs, deferred maintenance, "holiday" schedules, increased fares/ fees/ fines/ meters…. The current TEP cuts service levels for the neighborhoods, seniors, disabled, low-income and disenfranchised. SFMTA can modernize transit in every neighborhood---rather than usurping funds for limited expensive projects at the expense of citywide quality. First, the TEP should provide a record of Muni service degradation since 2003. Then, instead of shuffling funding and service levels as a zero-sum game, Prop K's TPS should be planned for the entire Muni system. By adopting best practices in the world, the entire Muni system can be transformed----quickly.

SAN FRANCISCO AS A MEDITERRANEAN VILLAGE

San Francisco is geographically compact with a relatively small population. San Francisco is a livable city and a world-class destination because of its Mediterranean village-like quality, geographic beauty, topographic splendor, historicism, culture, diversity and a human scale rich with creativity. San Francisco's uniqueness drives its largest industry of tourism--- the economic-engine that attracts 16 million visitors and $8.5 billion annually. Buttressing what already now occurs, good urban design gets people to pass by every street, café, restaurant, storefront, park, scenic vista, landmark… People should activate every street and every neighborhood---walking, shopping, sitting, biking and riding buses/ cable cars/ streetcars. Smart planning amplifies social connectivity, chance encounters and diverse interactions---stirring the economic and creative primordial pot throughout the day and night.

SIMPLE SOLUTIONS FOR MUNI

We need world-class transit for every street and every neighborhood---quickly and inexpensively. Simplicity is quicker. Paint is cheap. Elegance is efficient. Even developing countries can move millions of daily riders with limited funding. Forty years ago in Curitiba (Brazil), Mayor Jaime Lerner (an architect and urban planner) integrated public transportation into a comprehensive urban plan. Curitiba's transit-priority streets and bus rapid transit were consistently implemented in stages, avoiding large-scale and expensive projects in favor of modest initiatives. In 1973, Zurich's voters rejected an expensive subway project and voted instead to implement a less costly transit-priority program----leading to one of the world's highest per capita ridership rates because its transit service is fast, frequent, reliable and inexpensive. While regional-metropolitan transit authorities are commonplace globally, even more prevalent are citywide integrated transit systems. Meanwhile, Muni has fewer riders now than it did a decade ago---the only major transit agency to lose customers among the nation's top six transit districts. Only 17% of all trips within the city are by public transit, 21% are by biking/ walking and 62% are by motorized vehicles. Transit-Priority Streets are flexible and easily phased. Muni has already adopted elements of all-door boarding, traffic light synchronization, bus-only lanes and color-coded lanes---expandable with parking/ traffic management, peak hour

(1) management, delivery management, neighborhood loop buses, pedestrian-bicycle enhancements, street beautification and a citywide comprehensive plan.

MER-c (cont'd)

BEST TRANSIT PRACTICES IN THE WORLD

Unless the SFMTA reprioritizes funding to improve Muni throughout the city, most people will rely on their automobiles---to meet complex multi-tasking in their daily lives. Many cities have transformed public transit through conventional innovations to meet people's needs.

YOUTUBE: Epic Bus Ad from Denmark
http://www.youtube.com/watch?v=75F3CSZcCFs
DENMARK: Design is important! Taking the bus has never been cooler than this funny Danish TV commercial for Midttrafik. Good transit has to be safe, clean and "cool" too. Cable cars and historic streetcars are desirable "slow" transit because they're "cool".

YOUTUBE: Take The Bus, De Lijn, Funny Video
http://www.youtube.com/watch?v=yQJZUHm0Hxo
BELGIUM: Transit can demonstrate collective benefits. Cute Bus Ads by Belgium's De Lijn, which transports over 508 million passengers annually, for an area population of 6.5 million.

PLANETIZEN: Zurich, The World's Best Transit City
http://www.planetizen.com/node/53044
"The thing that sets Zurich apart is not just the frequency of the individual bus lines, but the density and interconnectedness of the overall network of buses, trams, commuter rail, funicular railroads and ferries on Lake Zurich."

MINETA TRANSPORTATION INSTITUTE: Implementation of Zurich's Transit Priority Program
http://www.andynash.com/nash-publications/Nash2001-Zurich-PT-MTI-01-13.pdf
"Zurich is famous for the quality of its public transportation system and it has one of the highest levels of per capita transit ridership in the world. This is because its transit service is fast, frequent, reliable and inexpensive due in large part to its transit priority program."

YOUTUBE: Swiss Streetcars, Trolleybuses and Trains
http://www.youtube.com/watch?v=280mYXdci4w
By year 2000, Zurich was a leader in ecological, environmentally-friendly, integrated transit systems.

NEW YORK MAGAZINE: Subway On The Street
http://nymag.com/news/features/67027/
"To a large extent, flexibility remains the bus's chief advantage—unrailed, they can go wherever we want them to go—and they're a relative bargain. But over the last decade, in a few transit-enlightened cities around the world, the bus has received a dramatic makeover. It has been reengineered to load passengers more quickly. It has become much more energy-efficient. And, most important, the bus system—the network of bus lines and its relationship to the city street—has been rethought. Buses that used to share the street with cars and trucks are now driving in lanes reserved exclusively for buses and are speeding through cities like trains in the street. They are becoming more like subways."

CRI ENGLICH: Guangzhou Wins Sustainable Transport Prize
http://english.cri.cn/6909/2011/01/25/189s617349.htm
A bike-sharing program, wide bicycle lanes lined with trees, and a huge bus system that ties into the municipal rail network are all part of the recipe for a winning transportation system in Guangzhou. The bus rapid transit system which opened in February 2010 carries as many as 800,000 people a day, making it one of the world's largest. More importantly, the new bus system "hooks up seamlessly" with rail and "idyllic" bicycle paths and bike-sharing stations and helps to make the city.

STREETFILMS: MBA: Bus Rapid Transit
http://www.streetfilms.org/mba-bus-rapid-transit/
"Bus Rapid Transit (BRT) provides faster and more efficient service than an ordinary bus. These systems operate like a surface subway but cost far less than building an actual metro. Watch this chapter of 'Moving Beyond the Automobile' to learn about the key features of bus rapid transit systems around the world and how BRT helps shift people out of cars and taxis and into buses."

URBAN HABITAT: Curitiba's Bus System is a Model for Rapid Transit
http://urbanhabitat.org/node/344
"The bus system of Curitiba, Brazil, exemplifies a model Bus Rapid Transit (BRT) system, and plays a large part in making this a livable city. The buses run frequently—some as often as every 90 seconds—and reliably, and the stations are convenient, well-

MER-c (cont'd)

(1) designed, comfortable, and attractive. Consequently, Curitiba has one of the most heavily used, yet low-cost, transit systems in the world. Around 70 percent of Curitiba's commuters use the BRT to travel to work, resulting in congestion-free streets and pollution-free air for the 2.2 million inhabitants of greater Curitiba."

HUFFINGTON POST: China Plans Huge Buses That Can DRIVE OVER cars
http://www.huffingtonpost.com/2010/08/02/3d-express-coach-pictures_n_667452.html#s121540&title=Traffic_Flow
"The innovation will allow cars less than 2 meters high to travel underneath the upper level of the vehicle, which will be carrying passengers. The 6-meter-wide 3D Express Coach will be powered by a combination of electricity and solar energy, and will be able to travel up to 60 kilometers per hour carrying some 1200 to 1400 passengers."
In the coming future, transportation technology will develop quickly, requiring planning flexibility and adeptness.

TRANSIT-PRIORITY STREETS HAVE GREAT FLEXIBILITY
Transit-Priority Streets (TPS) is a flexible concept that can be adapted to individual neighborhoods and phased in incremental steps. Under-developed countries implement variations of TPS as funding allows.

TRANSIT-PRIORITY STREETS MITIGATE DEVELOPMENT AND GENTRIFICATION
Subway projects, which connect to regional commuter rail, drive up land values, up-zoning, special use districts, development, densification and gentrification---threatening affordability, evictions, diversity and neighborhoods. Modern surface transit suits the Mediterranean village of San Francisco---strengthening all neighborhoods equally.

SAN FRANCISCO HAS EXISTING TPS PLANS THAT CAN BE IMPLEMENTED
Transit-Priority Streets are city policy by 2003's Proposition K. TPS can be built in parts or in phases---quickly with performance specifications that use field-directed work and unit costs. Thousands of jobs for every neighborhood would stimulate the economy---with massive local hiring of a wider range of workers. .
SFMTA has already implemented elements of TPS, such as all-door boarding, dedicated bus lanes, color-coded lanes, sidewalk widening, bulb-outs, traffic signal synchronization…. With a global city plan, every neighborhood can implement TPS---with street beautification, parking/ traffic/ delivery management, BRT stations, pre-boarding payment, low-floor buses, neighborhood loop buses…. SFMTA has already developed a host of TPS plans and trial projects. By example, for northeastern San Francisco, small amounts of funding could revolutionize transit quickly:

CHINATOWN AREA TRANSPORTATION STUDY, 1996
Following the 1989 Loma Prieta Earthquake, this study evaluated a host of transit solutions. Besides a subway, quicker alternatives included new bus routes, F-Line loops, street/ traffic management…..

STOCKTON STREET ENHANCEMENT PROJECT, 2003, By CHS Consulting Group
http://nonorthbeachdig.org/docs/sfmta/misc/STOCKTON%20ST.%20ENHANCEMENT%20PROJECT%202003.pdf
In 2003, this study of a Stockton Street TPS program could be built for under $10 million---including dedicated bus lanes, sidewalk widening, bulbouts, street beautification…..

STREETSBLOG: Chinatown Businesses Thrive During a Week Without Car Parking
http://sf.streetsblog.org/2012/01/24/chinatown-businesses-thrive-during-a-week-without-car-parking/
During the 2012 and 2013 Chinese New Year, Stockton Street's parking removal, no double parking, delivery restrictions and "widened" sidewalk instituted TPS elements that allowed buses to fly through the busy commercial corridor.

SAVEMUNI.COM: STOCKTON STREET IMPROVEMENT PLAN
www.SaveMuni.com ---under "2010 Milestones")

MER-c (cont'd)

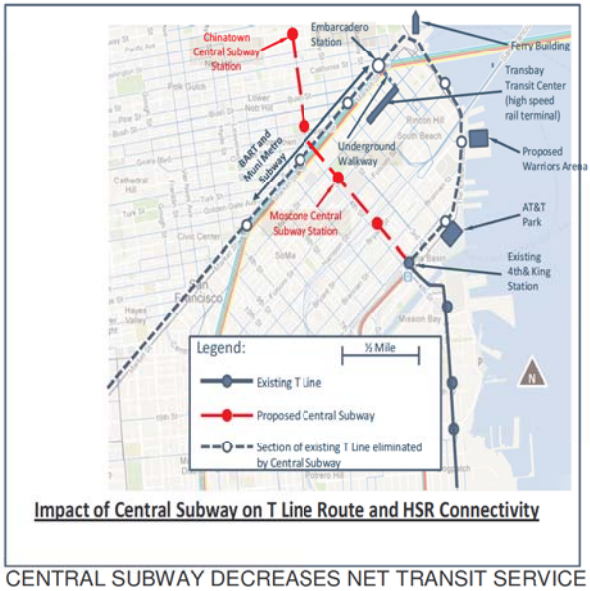
(1) **BETTER MUNI PRIORITIES FREES UP FUNDS**

Usurping $595 million in state and local funds, the Central Subway Project has drained Muni budgets. With upcoming cost overruns, as high as $500 million, the Central Subway will take more funds---state, local, transportation tax dollars, debt load, revenue bonds and general obligation bonds. The 2014 TEP General Obligation Bond may be tapped for the Central Subway.

To subsidize the Central Subway, SFMTA has taken Muni operating/ maintenance funds---causing service cuts, route eliminations, shortened lines, deferred maintenance, crumbling infrastructure, missed runs, switchbacks, "holiday" schedules, increased fares/ fees/ fines/ meters…. Major commercial streets like Columbus Avenue, Clement Street and Valencia Street have diminished as transit corridors. In 2007, the new T-Line (*Central Subway Phase 1*) eliminated the 15-Kearny Bus/ 20 Columbus Bus and cut hours for the 41-Union Bus. In 2009-10, SFMTA eliminated 6 routes, shortened 16 routes and reduced operating hours on 22 routes.

If built, according to FEIR and FTA documents, the Central Subway will take $15 million annually from Muni operating funds and cut 34,000-76,000 bus hours/ year from the 8X, 30, 45 bus lines---decreasing service to many northern and southern neighborhoods. With elimination of the T-Line's Embarcadero/ Waterfront loop and direct connectivity to Market Street's BART/ Metro Stations, the Central Subway will cut transit service for hundreds of thousands of riders. The Central Subway decreases net Muni service to the transit-starved southeast corridor, Waterfront, Market Street Corridor, Chinatown and northeast quadrant.

Moreover, the Central Subway's unnecessary 2,000 foot, empty tunnels from Chinatown to Washington Square will waste $70 million. And the Pagoda Theater Project will waste another $9 million---taken from Muni operating funds.



CENTRAL SUBWAY DECREASES NET TRANSIT SERVICE

The Central Subway Project takes $595 million of state and local funding from the rest of Muni---as well as $942 million of federal funds, much needed for the Downtown Caltrain Extension. With impending cost overruns, as high as $500 million, stealth plans are to take more funds from Muni. Little known, the Central Subway eliminates the existing T-Line's Embarcadero Loop (dashed line)---causing a net service decrease into Market Street's BART/ Metro Stations and less connectivity to the waterfront, Transbay Terminal and future High-Speed Rail.

Expensive projects override TPS transit improvements in every neighborhood of San Francisco.

Sincerely,

Howard Wong, AIA
128 Varennes Street
San Francisco, CA 94133
Ph: (415)-982-5055

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: STOP bus #27 re-route onto Vallejo Street
Date: Wednesday, September 11, 2013 10:29:29 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: TC Heiner [mailto:tcheiner@gmail.com]
Sent: Wednesday, September 11, 2013 9:47 AM
To: Lee, Mayor; Chan, Amy; Jones, Sarah; Chiu, David
Subject: STOP bus #27 re-route onto Vallejo Street

Mayor Ed Lee, Supervisor David Chu, Amy and Sarah -

(1) I have been a resident of Russian Hill for over 10 years (we rent and we own in the area) and was recently informed by Little Bee Preschool and daycare that there will be a bus route being created on Vallejo Street. TR-7

Opening up a new street to a bus route will not up the kid-friendliness factor in an already kid hostile neighborhood. I strongly disagree to this change, especially with so many kids being in that area due to a location of a daycare. I walk my toddler home to and fro almost daily, so does my neighbor! A bus route brings more traffic and it is simply not big or wide enough a street to accommodate a bus route and the rush hour traffic of parents picking their kids up from school on that street, plus a whole slew of pedestrian traffic that comes with a bus routet. Have you walked that street?!

I strongly urge you to use current streets that have bus routes, Broadway, is the closest one I can think of.

Sincerely,
TsaiChing Wong

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: 3 Jackson - Service Elimination - Public Comment prior to September 17, 2013
Date: Monday, September 09, 2013 8:31:25 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: dwoody7@aol.com [mailto:dwoody7@aol.com]
Sent: Sunday, September 08, 2013 8:25 PM
To: Jones, Sarah
Subject: 3 Jackson - Service Elimination - Public Comment prior to September 17, 2013

Public Comment Response to Possible Elimination of 3 Jackson Muni Line

(1) As a frequent rider of the 3 Jackson, I want to express my support for continuing service on the 3 Jackson line. MER-b

One of the considerations I made when I bought my home was the availability of close mass transit. I had previously lived near the 1 California line. I wanted to have transportation close by should I no longer be able to walk far or drive.

I know there have been previous efforts to eliminate the 3 Jackson but there are good reasons is should continue to operate:

- For anyone wanting to go to the Fillmore district, transfer to go to the Marina district, they must walk 6 blocks or more to get transportation. There are many elderly in the neighborhood who can't walk that far to take the bus to do their errands. Many of these individuals (and others) do not own cars.
- There are handicapped individuals, using electric wheelchairs, who use the 3 Jackson to navigate the hills on Fillmore, Jackson and Presidio Streets. The 3 Jackson provides them a direct link to those streets lessening the likelihood they break down or become stranded.

(2)
- The 1 California bus (Westbound) is at least 5 blocks away, downhill from the 3 Jackson and is usually very crowded. When getting off the 1 California (Eastbound) to reach the streets going up to Jackson one must walk uphill. This is a challenge for the senior population in the neighborhood. TR-4
- The 38 Geary is also overcrowded and is at least 8 blocks away for riders.

(3)
- Eliminating the 3 Jackson would require at least one, if not more transfers to reach the Union Square area, increasing the time of the trip from 30 minutes to close to 1 hour or longer. MER-b
- Keeping the 3 Jackson, especially during the fall and winter, when it gets dark earlier, provides **safe** transportation for the residents of the neighborhood.

(4)
- SFMTA has increased the hours and prices for metered parking. The neighborhoods are clogged enough with cars. The 3 Jackson keeps transportation for the local community so they don't have to drive into congested neighborhoods. TR-3

(5)
- Many in the neighborhood use the bus to get to BART and take transportation to Oakland or TR-4

(5) SFO. It is considerably harder to carry luggage on two or more transfers to reach the area the 3 Jackson serves. It is nearly impossible to board the 1 California with a small bag when it is crowded. If the 3 Jackson is eliminated, it will be even worse. TR-4 (cont'd)

(6) • The 3 Jackson provides access to Alta Plaza Park. Other Muni lines serve other large parks in the city. These parks are used by the surrounding schools for recreational activities. MER-b

Eliminating this valuable service is not the right thing to do. I'd rather pay an additional dollar or two for my monthly pass than to lose this valuable link to other Muni lines and BART.

Debra Woodruff
3045 Jackson Street

Subject: FW: A Citizen[1]s Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

From: Sharon & Russell Woo [sywoo@pacbell.net]
Sent: Tuesday, September 17, 2013 6:17 AM
To: Jones, Sarah; sean.kennedy@sfmta.com
Cc: Samuel/Julia Thoron; Sharon Woo; Helen/Wayne Fung, M.D.; jim.chestnut@sfuhs.org; Kelly Connelly; Shirley Stucky; Helen/Wayne Fung, M.D.
Subject: Re: A Citizen[1]s Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

MER-b

(1) As a neighbor who have exceeded Helen Fung's 45 years riding the 3 Jackson bus, I whole-heartedly support maintaining the 3 Jackson bus as a lifeline on its current route because of the reasons she so succinctly out-lined. The impact on senior citizens, school children whom the city is trying valiantly to retain and a transportation system which supports minimizing cars would unravel the fabric of the neighborhoods and city. The Jackson 3 is to be retained.

Russell Woo, M.D.

From: Helen Fung <gnuf99@gmail.com>
Date: Tue, 17 Sep 2013 01:08:48 -0700
To: <sarah.b.jones@sfgov.org>, <sean.kennedy@sfmta.com>

Subject: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

DATE: September 17, 2013

TO: Sarah Jones, SF Planning Department

1650 Mission Street Suite 400

San Francisco CA 94103 sarah.b.jones@sfgov.org

TO: Sean Kennedy, SFMTA

#1 South Van Ness, 7th Floor

San Francisco CA 94103 sean.kennedy@sfmta.com

FROM: Helen Fung

2128 Lyon Street

San Francisco CA 94115

Email: gnuf99@gmail.com

RE: A Citizen's Protest to Transit Effectiveness Program (TEP) Proposal to eliminate #3 Jackson Muni bus,

I-WooR

MER-b

My family has been riding the #3 Jackson for 45 years and we depend on it as a lifeline.

This e-mail is to respectfully request that *SFMTA* NOT ELIMINATE OR CHANGE THE ROUTE or SCHEDULES FOR THE #3 JACKSON BUS BETWEEN PRESIDIO AVENUE/CALIFORNIA VIA JACKSON, FILLMORE, POST AND SANSOME/SUTTER STREETS.

In 2009, cuts were made to the #3 Jackson bus route. Today, four years later, the Institutions and Citizens serviced by #3 Jackson have not decreased. Two nearby schools are applying to the SF Planning Commission to increase enrollment. It remains vital to every neighbor, especially *Senior Citizens*, *School Students* (1500), and *Workers* as well as *Businesses and a major Medical Center* that the route not be eliminated! # 3 Jackson is a *lifeline*.

PD-3

1. GEOGRAPHY: Merging #3 routes to #1 California and #2 Clement have been mentioned as alternatives. This will create a VOID, i.e., no bus service to 9 ***steep*** N/S blocks between California+Union and 8 ***sloping*** E/W *blocks between Fillmore+Presidio. Imagine the physical demand of carrying groceries & merchandise, seeking medical care or getting home after a drink at a restaurant without driving!*
2. **Retirement Communities/Senior Citizens:** 1. Jewish Retirement home (Presidio/California/Sacramento), 2. The Sequoias (Post), 3. Carlisle Retirement home (Post). *Elimination of the #3 will adversely affect each and every independent Senior Citizen.*

MER-d

3. **Schools** . Jackson/ Lyon -SF University High School. Neighborhood traffic nuisance due to institutions such as the school and church nearby has been an ongoing neighborhood issue. Muni bus #3 Jackson is an **existing option** for **397** students enrolled at *San Francisco University High School* plus approximately **50** students of their affiliated Summerbridge after school tutoring program. The Town School for Boys (Jackson/Scott) **400** students, Schools of the Sacred Heart (Broadway and Fillmore) **650** students. *The #3 Jackson is the ONLY bus line serving these three major schools with a **composite enrollment of 1500 students**! If the #3 line is eliminated, it will increase traffic nuisance and hazards in our neighborhood in violation of the City's Master Plan.*

TR-3

4. **Businesses and California Pacific Medical Center:** The #3 route runs 7 blocks along *Fillmore Street* linking downtown and residential neighborhoods with restaurants, bars, shops, grocery stores and one of San Francisco's major hospitals, California Pacific Medical Center.
5. **BART:** #3 Jackson terminal is at Sutter and Sansome Streets- where an escalator or elevator links to the Montgomery Street BART Station with service to Millbrae, San Francisco International Airport (SFO) and The East Bay. *If the #3 is eliminated, an existing, convenient link to Bart will be eliminated!*

MER-b

MUNI #3 route MITIGATES TRAFFIC**.** Our residential neighborhood has an unusually high density of schools, businesses, churches, and a major medical center, operating under Conditional Use Permits**.** #3 IS NECESSARY AND VITAL TO SAN FRANCISCO'S MASTER PLAN. PLEASE, DO NOT ELIMINATE THE #3 BUS!

THANK YOU,

HELEN FUNG

Kline, Heidi **I-WooS**

Subject: FW: jackson #3 bus

From: Sharon Woo [mailto:tutuwoo@yahoo.com]
Sent: Tuesday, September 17, 2013 11:49 PM
To: Jones, Sarah
Subject: jackson #3 bus

DEAR MS. JONES,

MER-b

(1) **PLEASE DO NOT ELIMINATE THE JACKSON THREE BUS!** ALL PERTINENT POINTS WERE MADE IN HELEN FUNG'S EMAIL MESSAGE TO YOU SO I DO NOT NEED TO REPEAT THEM. JUST WANT TO EMPHASIZE THE SIGNIFICANCE OF THIS ISSUE AND THIS REQUEST FOR OUR NEIGHBORHOOD.

THANK YOU FOR YOUR CONSIDERATION,

SHARON WOO

From: Janis Wunderling <wunderlingj@yahoo.com>
Sent: Tuesday, September 17, 2013 4:51 PM
To: Kline, Heidi
Cc: Lee, Mayor
Subject: PLEASE DO NOT PUT A BUS ROUTE ON VALLEJO STREET

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Kline,

TR-6

(1) I strongly urge you to reconsider shifting the #27 bus route to Vallejo Street.

I'm especially concerned about adding buses to the already busy intersection of Larkin and Vallejo streets, since Larkin is heavily trafficked before and after the Broadway Tunnel. The intersection at Polk and Vallejo can also quickly get backed up in all directions.

During the week but especially on weekends, we get additional traffic in the neighborhood and also have to deal with the influx of bar patrons and their behavior after hours. Adding the congestion, noise, and reduction in parking spaces that would be a result of inserting buses into the mix would be extremely undesirable and exacerbate the situation.

I urge you to seek an alternate route and not place buses on Vallejo Street in either direction.

Thank you,

Jan Wunderling
(35-year resident at 2120 Larkin Street)

Kline, Heidi

I-Yates

Subject: FW: Community Concerns Regarding Van Ness BRT...

From: tom.x.yates@gmail.com [mailto:tom.x.yates@gmail.com] **On Behalf Of** TXYates
Sent: Tuesday, September 17, 2013 4:27 PM
To: Jones, Sarah
Subject: Community Concerns Regarding Van Ness BRT...

Dear Sarah:

As a denizen of San Francisco that lives near both Van Ness Avenue and Polk St, I am asking for your assistance in addressing community concerns regarding the Van Ness BRT project. My concerns are:

PD-2

(1)
- The proposed Van Ness BRT project converting two-lanes on Van Ness to bus-only lanes is likely:
  - To be the least cost-efficient solution
    - The Van Ness BRT proposes "stop consolidation". Of the calculated 5-8 minute reduction in transit time, what portion can be attributed to "stop consolidation"?
    - The Van Ness BRT proposes "priority signaling". Of the calculated 5-8 minute reduction in transit time, what portion can be attributed to "priority signaling"?
  - To increase congestion not only on Van Ness, but also on nearby sides streets
    - The "mitigations" section of the EIR indicates this will happen. But these streets (Polk and Gough) are not designed for thru traffic. They are already bumper to bumper during rush hours, especially Gough southbound in the morning.
    - Diverting commuter traffic to side streets does not improve pedestrian safety.
    - If the proposed bike lane and "traffic easing" measures are implemented on Polk St, Polk becomes even less of a viable alternative and pedestrians are already highly at risk during rush hour(s) due to the excessive traffic congestion.
- The Van Ness BRT and Polk St project are being considered independently, despite the fact that these streets are one block apart and both projects focus on the Market - Lombard sections of the streets:
  - The Van Ness BRT EIR does not consider how the Polk St project changes affect the Van Ness corridor or the mitigations proposed in the EIR
  - The Polk St EIR does not consider how the Van Ness BRT project changes would affect traffic on Polk St

(2)
- The 27-Jackson MUNI line should NOT be re-routed to Vallejo St. because:
  - Jackson St is two-lanes in the same direction which:
    - provides buses a clear and safe route for negotiating double-parked vehicles and delivery vehicles without the risks associated with on-coming vehicles
    - means Jackson carries 1/2 the bus traffic that Vallejo St will carry, despite Vallejo St being designed to carry less traffic overall
  - The intersection of Polk St and Vallejo St has:
    - very high pedestrian traffic which causes traffic congestion and adding additional MUNI traffic will make the intersection more dangerous for pedestrians, bicyclist, automobiles, and MUNI.
    - suffers from a large number of delivery vehicles blocking or partially blocking lanes which will make it nearly impossible for MUNI buses to navigate Vallejo and will cause frequent service delays
    - very high congestion at rush hour which will cause additional service delays
  - It will require removal of parking spaces near Polk St which contradicts the SFMTA agreement with the community for non-removal of parking spaces per the Polk St Bicycle Lane project.

TR-6

Please work with the appropriate SFMTA officials to ensure that these and other legitimate concerns about the Van Ness BRT project are addressed before approval to commence the project occurs.

Sincerely,

Tom Yates

From: Jones, Sarah
To: Dwyer, Debra
Subject: FW: 3 Jackson
Date: Monday, September 09, 2013 8:32:21 AM

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Steven Zeluck [mailto:s_zeluck@yahoo.com]
Sent: Sunday, September 08, 2013 9:52 AM
To: Jones, Sarah; sean.kennedy@sfmta.org
Subject: 3 Jackson

Hello,

(1) I am a regular rider of the 3 Jackson. It makes my travels to and from downtown very much easier. There is a real need for the 3 Jackson as a compliment to the 2 Clement, which can be very crowded during peak hours. Please do not decommission the 3 Jackson. TR-4

Thank you.

Steve Zeluck
Sutter Street @ Presidio Ave.

I-Ziman

Kline, Heidi

Subject: FW: Divisadero family opposes #3 elimination

From: Sasha Ziman [mailto:ziman@spamcop.net]
Sent: Wednesday, September 18, 2013 4:10 PM
To: Jones, Sarah; sam.kennedy@sfmta.com
Subject: Divisadero family opposes #3 elimination

MER-b

(1) The Ziman family of 4 (living at Divis & Jackson, some attending school within 20 blocks) values the #3 and its connections to work, school and home. Neither the reenvisioned #2 -- running through a rougher neighborhood -- nor the #1 provides an equivalent assist to little legs on hills around town. -Sasha Ziman, ziman@spamcop.net

Letters from Individuals Received After the Close of the DEIR Comment Period (September 17, 2013)

These letters do not raise any issues that require a response under the California Environmental Quality Act.

Dwyer, Debra

From: Jones, Sarah
Sent: Wednesday, November 20, 2013 12:33 PM
To: Dwyer, Debra
Subject: Fwd: Number 3 muni

Sent from my iPhone

Begin forwarded message:

> **From:** "Belshe, Thomas A" <Thomas.A.Belshe@morganstanley.com>
> **Date:** November 20, 2013 at 11:07:36 AM PST
> **To:** "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
> **Subject: Number 3 muni**
>
> Dear Ms Jones. Please add my name to what I know is a long list of people concerned by your proposal to shut down the Number 3 Muni. Terrible idea!!!
>
> Tom Belshe

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Dwyer, Debra

From: Jones, Sarah
Sent: Thursday, October 03, 2013 8:24 AM
To: Dwyer, Debra
Cc: Wise, Viktoriya
Subject: FW: Transit Effectiveness Draft EIR

Since this comment came in well past the deadline and does not raise new issues, you do not need to include it in the RTC document.

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Burns, Elizabeth [mailto:Elizabeth.Burns@lewisbrisbois.com]
Sent: Wednesday, October 02, 2013 2:50 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Please do not eliminate the 3 Jackson! I take it to and from work everyday. Thank you!

LEWIS BRISBOIS BISGAARD & SMITH LLP

Elizabeth A. Burns
Attorney
333 Bush Street, Suite 1100
San Francisco, CA 94104
Email: elizabeth.burns@lewisbrisbois.com
Tel: 415 262 8580
Fax: 415 434 0882

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From:	Tonie Cox
To:	Dwyer, Debra
Cc:	Wiener, Scott
Subject:	Changes to bus routes #52, and #35-Eureka
Date:	Sunday, December 08, 2013 3:44:35 PM

Hi,

Is there a document that clearly outlines the proposed changes to the #52 and #35 bus lines? The information in the SFMTA site says that service will be improved, but your site says it will be cut. Considering that the changes were not publicized to the people served by those routes I'm a bit shocked that the public comment period is closed and that very little information is available. I've seen exactly one public notice posited and it is for a meeting that happened in October.

There is very little transit to this area already, and the #52 is not reliable. If you reduce or eliminate the #35 route you are effectively cutting MUNI service to an entire section of the city. We were hoping for the increase promised by the MTA (http://www.sfmta.com/node/97906) so we might be able to live either without a car or perhaps with just one per household. If you cut us off from Muni service, then you are requiring everyone in my area to rely on driving at the same time that parking is being reduced and parking rates are rising.

Your message is confusing, just what is it that you expect us to do? We live in an area with very steep hills, and very limited public transportation. I would suggest that someone in your office come here and see what it's like to walk from say the J-Church train or Glen Park BART to the Diamond Heights Safeway, and then decide if it is practical to expect someone to walk several blocks to a mile uphill and back to go grocery shopping. All of the major transit stations; Bart, Forest Hill, and the Castro St stations require a long walk up extremely steep hills to access them. The unreliable #52 bus and the reliable #35 bus are our only links to the major transit stations.

I'm copying Scott Wiener on this. I wonder if his office knows that public notices were not sent out to notify local residents of the proposed changes, or updates to this project. The only notification I saw was one notice posted on one tree in Glen Park. I have ridden both buses many times during the past year and there are no notices posted at the bus stops or the stations. Doesn't this violate planning rules? If a tree

removal requires public notification, shouldn’t a bus line require at least that much?

Please update me and my community on the proposed route changes, we deserve to have a say in this before it’s too late.

Thank you,

Tonie Cox

RECEIVED

OCT 17 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

10/12/13

Sarah B. Jones,
SF Planning Dept
1650 Mission St., Suite400
SF, CA 94103

Dear Ms Jones,

My family and I depend on the #3 Jackson bus line for our commute daily. It would be more than an inconvenience if it were discontinued. It would make our daily travels much more difficult if Muni eliminated #3 Jackson line!

Thank you for your consideration,

F. Chaney Li,
3055 Pacific Avenue,
SF, CA 94115

Dwyer, Debra

From: Jones, Sarah
Sent: Monday, October 07, 2013 4:19 PM
To: Dwyer, Debra
Subject: FW:

Please send Mr. Matsu a link to the EIR. Thanks.

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Karl Matsu [mailto:karlmatsu@hotmail.com]
Sent: Monday, October 07, 2013 3:19 PM
To: Jones, Sarah
Subject:

Ms Jones

We just heard in the Japantown community that Muni Bus line #3 Jackson is being eliminated. None of us in the community heard anything about this action. Can you let me know if the whole #3 Jackson line is being eliminated or part of the line is being eliminated?

The Sutter and Post Streets are major corridor in San Francisco's senior home facilities, hotels and new condo/apartments. This route is the main entrance to the Japantown that brings in tourists and visitors from all over the world for shopping and dinning till late evening. Many clubs and restaurants are open till 2 a.m. During the rush hours, buses are so pack and full that it is not unusual for buses to go non-stop from Van Ness to Union Square. During the mid-day, typically more than half of the passengers are elders with walkers and canes or wheelchairs. If you eliminate #3 Jackson, there is no service in this corridor after 7:30 p.m. Besides #2 Clement often skip run that many elders stake their lives in crossing Gear Blvd.

If #3 Jackson is eliminated, mass killing of elders is waiting to happen on Geary Blvd.

Please let us know the plan so that our community will rally to stop mass killing of elders and shutting down the Japantown.

Karl Matsushita, Director
Japanese American National Library
1619 Sutter St
San Francisco, CA 94109

Phone 415-567-5006

Dwyer, Debra

From: Karl Matsu <karlmatsu@hotmail.com>
Sent: Thursday, October 10, 2013 6:59 PM
To: Dwyer, Debra
Subject: RE: TEP CEQA - 3 Jackson

Dear Ms. Dwyer:

Thank you for the opportunity to obtain the copy of DEIR. I went to your office and obtained a copy today. I talked to several members of the Japanese American community w ho were somewhat relieved that elimination of #3 Jackson will be filled with increase in service of #2 Clement at about the same level of service as current level.

Some of the concerns raised are:

1. Manu Asian Americans who live on Sutter Street housing for seniors go to Clement Street for shopping daily. It is custom of most Asian Americans to shop every day for daily need of fresh food.. If #2 Clement only serve only 2 blocks of Clement, many of these elders will be forced to walk the remaining Clement Street - that's 10 blocks.
2. Trolley bus steps are to steep for elderlies to climb. Since Sutter/Post corridor is the most densely populated by seniors, we need these new low floor buses more than any other line.
3. Half of rush hour passengers go beyond Sansome Street that #2 Clement should be extended to Ferry Building during the rush hours.
4. There are many hotels, apartment, condos, restaurants and drinking facilities along Sutter and also Fillmore that evening services should be extended till 12:45 a.m. One is surprised to see so many people ride the last bus.

These issues were raised at first glance at your DEIR.

Thank you again for your help.

Karl Matsushita, Director
Japanese American National Library

From: debra.dwyer@sfgov.org
To: karlmatsu@hotmail.com
Subject: TEP CEQA - 3 Jackson
Date: Mon, 7 Oct 2013 23:36:17 +0000

Dear Mr. Matsushita,

Pursuant to your request to Sarah Jones, the Draft Environmental Impact Report for the Transit Effectiveness Project (TEP) may be viewed online at:

http://tepeir.sfplanning.org

If you would like a CD or hard copy of the DEIR document mailed to you, then please let me know your mailing address. You may elect to pick up the document or CD at the Planning Department office at 1650 Mission Street, Suite 400, San Francisco. Please let me know your preference.

The SFMTA proposal for the 3 Jackson is part of the category TEP Service Improvements so please direct your attention to Appendix A to the Initial Study (the Service Route Maps) as well as Table 8 on page 2-68 in the Draft EIR, which describes that this route is proposed for removal. Environmental analysis related to the Service Improvements is provided on pages 4.2-117 to 162 of the Draft EIR.

Best regards,

Debra

Debra Dwyer
Environmental Planner

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Dwyer, Debra

From: Jones, Sarah
Sent: Monday, December 16, 2013 8:59 AM
To: Dwyer, Debra
Subject: FW: killing of #3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: I&F Mattei [mailto:ifmattei@comcast.net]
Sent: Friday, December 13, 2013 1:31 PM
To: Jones, Sarah; sean@sfmta.org
Subject: killing of #3 Jackson

Hi….

I attended the meeting at City Hall on December3 and was impressed by the remarkable number of good reasons put forth for why the #3 Jackson is important to the neighborhood and to the city as a whole. I hope you and the planners at TEP will take heed. Losing the #3, which takes us directly to Union Square, would be a terrible disruption for those of us who are older and find climbing the hills increasingly difficult.

Also….tried to find an e-mail address at SFTEP.com website and couldn't. They have an automated system for sending e-mails which is ostensibly to route e-mails to the proper departments BUT I was unable to navigate the system…it wouldn't accept my e-mail address or an 'anonymous' message.

Sincerely,

Irene Mattei

Dwyer, Debra

From: Jones, Sarah
Sent: Friday, November 22, 2013 11:09 AM
To: Dwyer, Debra
Subject: FW: line no 3

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Michele Praeger [mailto:mgpraeger@ucdavis.edu]
Sent: Wednesday, September 18, 2013 6:05 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: line no 3

Dear Ms.Jones, Mr.Kennedy,
Please do not suppress the no. 3! It doesn't make any sense to do away with a bus line when we are trying to reduce the number of cars in the city. MUNI should have more buses not less.
Thank you,
Michele Praeger

Dwyer, Debra

From: Jones, Sarah
Sent: Friday, November 22, 2013 11:09 AM
To: Dwyer, Debra
Subject: FW: Closure of the 3 Jackson Line.

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Spring David [mailto:dbspring66@gmail.com]
Sent: Monday, September 16, 2013 11:35 PM
To: Jones, Sarah
Subject: Closure of the 3 Jackson Line.

As an aging (69) retiree I find myself using public transportation to go downtown more often than ever now.

Both the 1 California and the 3 Jackson have been my best choices. Closing the 3 Jackson line will be a significant loss.

I understand the need to provide services efficiently and to limit costs. I hope you will not close the 3 Jackson line without careful consideration.

Thank you,

David B. Spring
2035 Lyon St, 94115
415-346-9445

Howard Wong, AIA

December 23, 2013

PLEASE FORWARD THIS TO APPROPRIATE DECISION-MAKERS

TO: Transportation Effectiveness Project (TEP), SFMTA
TO: Columbus Avenue Plan (CAP), Planning Department

COMMENTS ON TRANSPORTATION EFFECTIVENESS PROJECT (TEP) & COLUMBUS AVENUE PLAN (CAP)

I attended a joint presentation of the TEP and CAP---at the Telegraph Hill Dwellers' Planning Committee on October 29, 2013. My comments:

1. TEP and CAP are interrelated---but surprisingly uncoordinated.
For example, the TEP's new #11-Bus Line (similar to old 15-Keanry Bus) goes down Columbus Avenue to Montgomery/ Clay/ Sansome to the Montgomery Station. The existing 41-Union Bus also goes down Columbus to Clay Street. The northbound 8X Bus also runs on Columbus Avenue. But the Columbus Avenue Plan proposes to reduce to single traffic lanes at Montgomery (for bike lanes)---a bottleneck! Columbus Avenue deserves to be a **major transit corridor**, connecting the northeast quadrant to the Financial District and beyond. Columbus Avenue needs transit-priority lanes in both directions for its entire length---with flex-use during high-traffic conditions.

2. Current Columbus Avenue designs are cramming too much into a narrow avenue.
Based on normal use, Columbus Avenue warrants two traffic lanes in each direction---as well as dedicated bus lanes in each direction. Wider sidewalks are warranted for robust pedestrian circulation and restaurant dining. And bike circulation, taxis, passenger drop-offs, deliveries, street lighting, trees and landscaping are part of the mix. The variable is street parking.

3. A district-wide Master Plan is needed for parking and traffic management.
Many residents lack garages. Merchants want parking. If street parking, garages and parking lots are well integrated, perhaps augmented with robotic garages in mid-block, than parking could be eliminated from Columbus Avenue---for wider sidewalks, transit lanes and bike lanes.

4. In North Beach, traffic congestion is unpredictable.
As any resident can attest, gridlock occurs at rush hours---but also during weekends, July 4th, Fleet Week, Columbus Day, Chinese New Years, Chinatown Street Fairs, North Beach Festival, music/ food festivals, waterfront events, vehicular accidents/ breakdowns and any number of conditions. Vehicular traffic includes cars, trucks, buses, bikes, double-deck/ tour buses, Duck boats…. Columbus Avenue requires traffic lanes and transit lanes in each direction---with flex-use as conditions change.

5. Simplicity is more elegant design---less costly and more for the money.

Howard Wong, AIA 128 Varennes St. San Francisco, CA 94133 (415)-492-5055 wongaia@aol.com

The CAP is overly complicated. Designers should avoid being social engineers in attempts to change human behavior. Clarity and predictability should be emphasized. Improving two-way streets should be the goal---rather than creating unexpected one-way streets and no-turns that create bizarre driving behaviors, as well as impacts on nearby alleys and streets.

6. The northeast neighborhoods have some of the densest populations and often, the densest pedestrian and traffic usage---but the positive aspects should be preserved.
Street vibrancy is why we love our neighborhoods. It is important to balance the qualities that create social interaction----where people know each other, sit at cafés, people-watch and enjoy surprise encounters. In 2007, the American Planning Association named North Beach as one of America's "Top 10 Great Neighborhoods". Change should not be made without valid empirical justification---from trial programs that test options.

7. Variety and choices are important in how we circulate.
Sometimes mundane streets and alleys become popular gathering places---context, views, sunlight, proximity, crossroads, uses, culture, history… It's important to maintain flexibility and clarity of choices.

8. Along Columbus Avenue, pedestrians and public transit are the heaviest users.
In the event of conflicting needs, pedestrians and transit riders should get top priority---due their numbers. Tourists and residents routinely walk between downtown to the waterfront---a major stimulus to streets, cafés, coffee houses, restaurants and shops. Sidewalks, crosswalks, bulb-outs and transit-lanes should receive the most attention. "Scramble" intersections, with diagonal crossing, may be worth testing---creating vibrant pedestrian movement. Car traffic and bike lanes require district-wide planning.

9. Street beautification should be a high priority
Quality in paving materials, trees, planting, lighting, art, street furniture and design. Long-term maintenance and cleanliness is a priority.

10. TEP's impacts are not fully disclosed in SFMTA's presentation.
Like a rushed sales presentation, key points are glossed over. While increasing speed of some rapid transit lines----TEP eliminates some bus routes, shortens some bus lines, cuts some bus stops and reduces overall service. Proposed changes should be explained and evaluated carefully. Refer people to the TEP Website: http://www.sfmta.com/node/97906
SaveMuni.com has been advocating for improving the entire Muni system---by diverting funds from unnecessary elements of the Central Subway.
SEE SAVEMUNI.COM ARTICLE: "Vigilance! Simple Muni Solutions: Best Practices in the World"--- **http://savesfmuni.wordpress.com/**

11. TEP doesn't address net loss of public transit---in past and future years.
The TEP's new #11-Bus partially compensates for the loss of the 15-Kearny Bus. The Central Subway's Phase 1 eliminated the 15-Kearny Bus/ 20-Columbus Bus and cut hours for the 41-Union Bus, cutting connectivity to the Embarcadero and Montgomery Stations. Also, SFMTA

has shortened routes for the 10-Townsend/ 12-Folsom buses, eliminating waterfront access. The Central Subway's Phase 2 will cut 34,000-76,000 bus hours/ year from the 8X, 30 45 bus lines. Phase 2 also eliminates the T-Line's Embarcadero Loop, decreasing trains to Market Street's BART/ Metro Stations and connectivity to the future Transbay Terminal/ High Speed Rail. Moreover, the Central Subway's unnecessary 2,000 foot, empty tunnels from Chinatown to Washington Square will waste $70 million. And the Pagoda Theater Project will waste another $9 million---taken from Muni operating funds.
SFMTA should clearly disclose the net transit loss for the northeast neighborhoods.
Columbus Avenue should be the transit corridor that connects to the Embarcadero/ Montgomery Stations---BART, Metro, Transbay Terminal and future High Speed Rail.

12. Need to study Transit-Priority Streets and neighborhood-serving transit.
Throughout every neighborhood, all transit lines should be uniformly upgraded. Transit-Priority Streets can be implemented cheaply and quickly to speed up transit, improving Muni reliability. By cost savings from unnecessary parts of the Central Subway, neighborhood loop buses like an expanded Coit 39 Bus can address true transit needs.

Sincerely,

Howard Wong, AIA

■ ■ ■ ■ ■ ■

Howard Wong, AIA 128 Varennes St. San Francisco, CA 94133 (415)-692-5055 wongaia@aol.com

ATTACHMENT B: DEIR PUBLIC HEARING TRANSCRIPT COMMENTS

In The Matter Of:

TRANSIT EFFECTIVENESS PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

HEARING

August 15, 2013

CLARK REPORTING & VIDEO CONFERENCING

2140 SHATTUCK AVE. STE. 405

BERKELEY, CA 94704

510.486.0700

WWW.CLARKDEPOS.COM

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BEFORE THE SAN FRANCISCO PLANNING COMMISSION

RE: TRANSIT EFFECTIVENESS PROJECT (TEP)

PUBLIC HEARING

ON THE DRAFT ENVIRONMENTAL IMPACT REPORT

Thursday, August 15, 2013

Item F. 12. 2011.0558

Commission Chambers - Room 400

City Hall, 1 Dr. Carlton B. Goodlett Place

San Francisco, California

REPORTED BY: FREDDIE REPPOND, STENOGRAPHIC REPORTER
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A P P E A R A N C E S

SAN FRANCISCO PLANNING COMMISSION:

Commissioner Rodney Fong, President

Commissioner Cindy Wu, Vice President

Commissioner Michael Antonini

Commissioner Gwyneth Borden

Commissioner Rich Hillis

Commissioner Katharine Moore

Commissioner Hisashi Sugaya

Jonas Ionin, Acting Commission Secretary

FOR THE PLANNING DEPARTMENT:

Debra Dwyer

FROM THE PUBLIC:

Mark Christensen

Herbert Weiner

Alex Long

Barbara Bocci

Anne Long

Jean Kelly

Adam Bozanich

Marie Clyde

William Kelly

Wing Huo Leung

Siu Ying Tsang

Pei Juan Zheng

Rong Hai Lao

Phil Chin

Michael Cronbach

Daniela Kirshenbaum

Paul Wermer

Sue Hestor

Peter Cohen

--oOo--

Thursday, August 15, 2013 1:09 p.m.

---o0o---

P R O C E E D I N G S

COMMISSION SECRETARY: Commissioners, that will place you under Item 12 for Case No. 2011.0558E, the Transit Effectiveness Project public hearing on the draft environmental impact report.

Please note that written comments will be accepted at the Planning Department until 5:00 p.m. on September 17th, 2013.

MS. DWYER: Good afternoon, President Fong, Vice-President Wu, and Members of the Commission. I am Debra Dwyer, Planning Department staff.

This is a hearing to receive comments on the draft environmental report for Case No. 2011.0558E, the Transit Effectiveness Project, or TEP. The public comment period has been extended by three weeks to September 17th. I would like to make a few remarks to facilitate the receipt of comments today.

In some respects this is not a complicated project. Streetscape improvements consisting of similar elements as in the TEP are occurring throughout the city on a routine basis. However, TEP is a city-wide project comprised of a number of different components. For environmental review we have tried to group as many

things together as we could in order to simplify the presentation and provide logical analysis.

And to that end I want to spend a few minutes on the project description organization, speak briefly about program versus project-level review, alternatives, the significant impacts identified, so you can more easily follow the analysis. I will conclude with required information for this hearing.

The purpose of environmental review is to highlight for the public and decision-makers if there are environmental downsides to implementing the project. And as a general rule of thumb, all of the Department's EIRs present a project's adverse impacts on the environment and don't highlight or discuss positive effects. This EIR is in keeping with this practice. So in a few moments when I summarize some of the environmental impacts, keep in mind that it also has some benefits, such as a mode shift from single-occupancy vehicles to transit and the associated air-quality benefits for certain criteria of pollutants.

The EIR provides an evaluation of the MTA's service policy framework which sets forth policies and actions for transit service delivery to support the SFMTA's strategic plan goals. These TEP proposals include service improvements and their variants, which

are changes to service, including reroutes, route segment elimination and other changes; capital improvements which are needed to support the service improvement, an example of which is overhead wires; and transit travel-time reduction proposals, or TTRPs, which alter the roadway to prioritize transit service.

The SFMTA has applied the transit-preferential streets, or TPS toolkit, to design the TTRPs, for example installing pedestrian bulbs and boarding islands, traffic circles, and transit-only lanes, one example of which is the pilot on Church Street between Duboce and 16th Street. The corridors identified for TTRP treatments include the routes that carry the majority of transit ridership in the city.

The draft EIR is both a program and a project EIR; and people may wonder what that means. Program-level analysis is appropriate for the policies of a program such as the service policy framework. It is also appropriate for TEP proposals for which full design detail has not yet been developed, as is shown on this map which shows the program and project TTRPs. The corridors in black are the ones for which the SFMTA has developed very specific designs; and the lighter gray ones are the ones for which further design work and public outreach are necessary; and, therefore, they are

analyzed at a program level. What is the same is that both involve the application of the TPS toolkit.

Design details were also not available for all of the service-related capital improvements. These proposals are being analyzed at a program level so that the cumulative effects of the TEP are addressed as is required by CEQA. Once design details are known, and these program-level components have gone through public outreach, subsequent environmental review may be required. To the extent that sufficient information is known with respect to a particular environmental topic for both program and project TEP components then it has been addressed in the initial study or draft EIR in its entirety, irrespective of whether or not design details have been developed. For example, we understand the methods and equipment necessary to construct such things as transit bulbs and boarding islands; and, therefore, it has been possible to analyze and make conclusions about significant impacts with respect to hazardous materials.

For each of the eight TTRPs being analyzed at a project level, the SFMTA has identified a moderate and an expanded proposal; and these are CEQA alternatives in that the expanded proposals result in greater physical impacts, particularly with respect to traffic. By analyzing these two options at an equal level of detail,

the SFMTA and the MTA board will have flexibility to consider the range of options analyzed for approval. The decision-makers may choose different alternatives for each corridor. For example, the expanded alternative may be chosen for the J-Church, but the moderate alternative for the N-Judah.

As shown, the two alternatives have similar impacts with respect to cumulative transit, loading, and the less-than-significant impacts identified for bicycle, pedestrian, air quality, and noise. The expanded alternative has a greater number of traffic impacts, particularly under cumulative conditions. And with respect to cumulative parking, one corridor is impacted under cumulative conditions for each alternative, but the locations differ by alternative.

And I would like to speak in a little bit more detail about two elements of the TPS toolkit and TTRPs for which interest has previously been expressed.

Stop-consolidation is one of the elements within the tool kit to reduce transit travel time. In deciding which stops to eliminate or relocate, the SFMTA has utilized its stop-spacing guidelines, which consider factors such as nearby land uses, grade or slope, among other things. Stop-consolidation is a benefit for transit operations in that travel time is reduced with

fewer stops. However, stop-consolidation would result in some people having to walk farther to reach a stop. This would be an inconvenience for some, but would not be considered a significant CEQA impact under our existing thresholds.

The TEP would result in the loss of parking along some transit corridors in order to implement treatments to prioritize transit on the rapid network, such as transit-only lanes. The first step in evaluating parking impacts is to determine if the parking loss is substantial. This determination depends on where in the city the parking loss occurs. For example, in the downtown core there are many transit and alternate mode choices for travel. In addition, downtown off-street parking facilities with capacity exists at many locations. So in the downtown core there would need to be a much greater parking loss to be considered substantial than in other parts of the city.

The second step or question in determining significant impact is whether a substantial parking deficit, if it exists or is created by the project, would create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians. The TEP will not generate parking demand; however, due to parking removal, the TEP would result in a parking

shortfall for on-street parking along some TTRP corridors. But the shortfall is only considered substantial in a couple of locations -- the central part of Mission Street for the moderate alternative and 16th Street for the expanded alternative. However, the purpose of the TEP is to improve transit service and in doing so support an alternate mode to single occupancy vehicles. While parking loss may be substantial, the TEP would not create hazardous conditions; and, therefore, no significant project-level parking impacts were identified. However, in consideration of anticipated growth and land-use development in certain corridors where parking loss would be substantial, the Department has determined that there would be a cumulatively considerable contribution to a significant and unavoidable cumulative parking impact as a result of the project.

In closing, I have a few reminders and information for the record. Staff is not here to answer comments today. Comments will be transcribed and responded to in writing in the responses-to-comments document which will respond to all verbal and written comments received and make revisions to the draft EIR as appropriate.

A court reporter is present as well as

interpreters.

I would also like to note that there is no difference between comments made at this hearing compared to comments provided in writing to the Planning Department. All comments will be treated the same way and responded to in the responses-to-comments document that will be provided for your consideration before the certification of the final EIR.

This is not a hearing to consider approval or disapproval of the project. The hearing or hearings on project approval will follow the final EIR certification and be conducted primarily before the SFMTA board of directors.

Comments today should be directed to the adequacy and accuracy of information contained in the draft EIR and not on project merit. The SFMTA will hold a hearing to discuss the project merits; and staff are working to calendar this item before the MTA board.

Commenters should speak slowly and clearly so that the court reporter can produce an accurate transcript. Also, commenters should state their name and address so that they can be properly identified and so they can be sent a copy of the responses-to-comments document when it is completed.

After hearing comments from the general

public, we will also take any comments on the draft EIR by the Planning Commission.

The public comment for this project began on July 11th and extends until 5:00 p.m. on September 17th. This is an extension of three weeks from the original close of comments on August 26th. The public comment period for the TEP DEIR will be 69 days.

This concludes the presentation on this matter. And unless the Commission members have any questions, I would respectfully suggest that the public hearing be opened.

Thank you.

PRESIDENT FONG: Thank you.

Opening it up for public comment. Mark Christensen, Herbert Weiner, Adam Bocci, Alex Long, Barbara Bocci, Anne Long, and Jean Kelly.

MARK CHRISTENSEN: Good afternoon, Commissioners. Mark Christensen, third-generation San Franciscan.

(1) There are a few positive elements to the Transit Effectiveness Project. One is the 17 Parkmerced line that will be expanded and serve riders with Daly City BART station and five major shopping centers. That is a positive. MER-a

(2) But the effectiveness? Is it for the MER-e

(2) passengers or is it for the buses themselves? It proposes only to slightly speed up the buses at the expense of ridership. Case in point -- and this can be duplicated throughout the system: Let's take the 28 19th Avenue bus line. One stop slated for removal is at 19th Avenue and Santiago. Let's say you live at 16th and Santiago. Currently you walk the three blocks to 19th and Santiago and wait for a bus. Under the TEP you now have to walk three blocks to 19th Avenue, an additional long block to either Rivera or Taraval. Then while waiting on 19th Avenue, the closest stop, while you're walking, the 28 bus passes you by; and that will happen quite often. So how will that affect getting to your destination quicker?

MER-e (cont'd)

And if the bus stop at your destination is eliminated, how does that get you to your final destination quicker?

Furthermore, eliminating stops does not really speed up service that much. Let's say you have ten passengers waiting to board a bus at one stop and ten more at another stop that's going to be eliminated. At one stop it takes time for those twenty people to board the bus. Under the TEP, you eliminate a stop and then you have the same twenty people board at one stop. It basically takes the same amount of time for those twenty

(2) people to board a bus. MER-e (cont'd)

I'll grant you this: It does take a little more time if the bus stops at two stops rather than one stop, stopping and starting. But is that time savings really worth the inconvenience of eliminating a stop for passengers who have to walk an additional block or two? Most prudent people will answer no.

(3) For those who need it, you also have the 28 Unlimited, which could move a lot quicker. Then you have bulb-outs suggested for 19th Avenue and other thoroughfares. Every time a bus stops at a bulb-out, it blocks traffic behind it in the curb traffic lane. That will only further back up traffic along the busy roadway and result in delaying the next bus that is mired in the resulting traffic backup. How then does that speed up service? TR-6

(4) In closing, you are hindering the elderly and the disabled by eliminating stops, the very people you are trying to serve. Do not eliminate stops to slightly speed up the buses, for in fact you will very often create a longer trip for passengers to get from their starting point to their destination. All of this just to say the bus is moving slightly faster? Then again maybe that's the goal. Muni can say that the bus got from Point A to Point B quicker. MER-d

COMMISSION SECRETARY: Thank you, sir. Your time is up.

I'd like to remind members of the public that this hearing is on the draft environmental impact report. This is not to consider the proposed service changes proposed by the SFMTA. Those comments are really better suited to be provided to the SFMTA board. This is about the adequacy the draft environmental impact report. And we'd appreciate it if you limited your comments to that effect. Thank you.

HERBERT WEINER: My name is Herbert Weiner. I'm also a native San Franciscan and I am also an impaled stakeholder of MTA.

(1) Sadly, this hearing addresses ecological impacts of the Transit Effectiveness Project and does not include human impact. No physician or medical professional has reviewed this project for its impact upon passengers and pedestrians. (2) This project is basically flawed because it does not contemplate a net increase in buses to the presently existing fleet of transportation vehicles. While the Municipal Transit Agency may claim that it is adding new vehicles, it is also retiring buses and coaches at the same time. In essence a zero-sum solution exists while the population of the city and ridership grows without corresponding

EP-1

PD-1

(2) increase of services.

If MTA can spend exorbitant sums of money for consultants, bulb-outs, bike lanes, and the central subway, why can't it allocate funds for a net increase in transportation vehicles? Why must it pursue a foolish project where the neighborhoods will suffer in access to services which is reflected in altered and discontinued bus runs and bus stops?

PD-1 (cont'd)

(3) The net result of the Transit Effectiveness Project will be less services to the neighborhoods, the heart and soul of San Francisco. The elderly and frail will have to walk longer distances to the bus stops, resulting in missed buses and detriment and hardship to physical health, notably in the chronically and terminally ill. While this plan is comported as financially sound, it is humanly a hardship for many. Seniors, as you may know, constitute 20 percent of San Francisco residents. Electric signs on Muni buses claim "Equality for All" and "We Stand with Boston." Isn't it high time that all passengers be treated equally and that MTA stand with the passengers of San Francisco?

MER-d

(4) Please send this project and those who formulated disastrous proposals back to the drawing board to come up with a better transportation plan. And please include human impact as well as environmental impact.

EP-1

(4) This plan is off the rails and throwing the most vulnerable under the wheels. EP-1 (cont'd)

Thank you. I want to include this in the record.

VICE PRESIDENT WU: You can leave it on the podium there, sir.

Next speaker, please.

ALEX LONG: My name is Alex Long. I live at

(1) 3326 Jackson. I'm part of a group of people here today who are from a 60-square-block area in Pacific Heights and Presidio Heights who are concerned about the proposed impact of terminating the #3 Jackson from an environmental standpoint, first, from the standpoint of quality of life on our riders; and, second, from the increased congestion that we believe will result from more auto usage and associated higher level of pollution. TR-3

(2) In the brief time allocated to me, I'd like to provide just a bit of background about our neighborhood and the reasons for the impact that we perceive from the termination of #3 service. My colleagues will then talk more about the environmental concerns we have about this impact. MER-b

To understand our neighborhood, I think you have to realize that we are primarily a residential community, not a destination community. Therefore, the

(2) majority of our ridership is in the morning into town and in the afternoon from downtown into our area. We have 20 to 25 percent of our riders of the age of 65 or older. And, finally, we're a very hilly community with topology changes of 150 to 250 feet in our community.

MER-b (cont'd)

The #3 bus traverses the spine of our community. And it goes where riders want to go downtown. If it is terminated what buses are left for our riders to use?

Well, the obvious choice is the #2, which follows the same path over much of the route. But in our neighborhood it is seven blocks away and it is somewhere between 100 and 200 feet in elevation change. We may also be able to use the #22, the 24, or the 43, which run perpendicular to our current #2 and #3 route. However, to take that requires additional walking; it requires a bus ride; and it requires a transfer.

What is the result for our riders, especially the elderly and the young on this change? We believe it to be a serious inconvenience, an increased safety concern associated with changing buses, especially at night. Will the existing 3 riders continue to be Muni riders if you terminate their service?

Thank you.

VICE PRESIDENT WU: Thank you.

BARBARA BOCCI: I'm Barbara Bocci; and I live at 2998 Jackson Street. And I'm following up with Alex on the environmental impact of the plan.

(1) The goals set out by TEP to enhance accessibility, reduce transit time, and improve reliability will not be achieved in our neighborhood by eliminating the #3 Jackson bus. We estimate that half of the round-trip passengers, about 235 a day for a total of approximately 700 people, will be stranded and forced to drive their cars or to use taxis. Estimating 5 miles for an average round trip this adds 500 miles of auto travel and another 325 cars or taxis driving and parking downtown near Union Square. TR-3

(2) So for our neighborhood there are no benefits from the TEP. Instead, we add 225 metric tons of greenhouse gas. It's a negative impact on San Francisco's goal for a green city. GG-1

(3) Now, will there be cost savings by cutting the #3? The #3 is not the most underused line. 30 of 65 lines have lower use in the peak hours. 25 of the 65 lines have lower use in the peak evening hours. If the #3 Jackson is eliminated, the EIR plans to expand buses on the #2, the 22, and the 24. If 50 percent of our riders go over to their buses, they would have to add considerably. 76 percent of the eliminated buses would TR-4

(3) have to be added to those lines. It's a case of robbing Peter to save Paul. TR-4 (cont'd)

(4) So by eliminating the #3, we will be stranding residents, students, and workers. It will hurt those who cannot afford cars. It will hurt the elderly that shouldn't and can't drive; and it will hurt those people who just can't afford to hire taxis or the Uber Car Service. And, sadly, it will punish those people who are just trying to do the right thing for the environment by taking the bus. MER-d

Thank you.

VICE PRESIDENT WU: Thank you.

ANNE LONG: Good afternoon, Commissioners. My name is Anne Long and I live at 3326 Jackson Street.

(1) Isn't there a positive fix to this? Rather than cutting service and forcing more use of private transportation, can't we work to encourage more folks to use the bus, to take Muni in and out of our neighborhood? There are seven schools in our neighborhood. Can't we work with those schools to increase use of public transportation? This would possibly reduce congestion during pick-up and drop-off. I don't know if you've been through our neighborhood, but there are long lines of cars at 3:00 o'clock waiting to pick up the kids; and they are running their engines and filling the air with TR-3

(1) greenhouse gases. TR-3 (cont'd)

We can coordinate with senior and cultural centers. And, finally, during those periods of the day when ridership is lower, we could eliminate the frequency of some of the buses.

Thank you very much.

VICE PRESIDENT WU: Thank you. As the next speaker comes up, I'll call some more names. William Kelly, Marie Clyde, Wing Hoo Leung, Siu Ying Tsang, Pei Juan Zheng, and Rong Hai Lao.

JEAN KELLY: Good afternoon, my name is Jean Kelly. I live at 3045 Jackson Street.

(1) This is the second time I've come down here in the last five years to plead for the savior of the 3 Jackson, which is the only bus that comes into our neighborhood that will take us to our jobs at Union Square, down in the Financial District, and back. The 3 Jackson is often crowded even when I ride it during the day. I'm getting older. I do not want to hike up and down hills to ride the #1, which would involve a transfer or the #2, which would also involve a transfer for me. MER-b

And I just wanted to let everyone know that we count on this bus service. I do not drive. Many of us do not drive. Many of us are too old to drive and we really need to keep this.

(1) We can't use the Union Street buses. They don't take us where we want to go. Or necessarily the #2 does not also take us where we want to go. It does go -- I grant it does go to Union Square and to the Financial District, but it goes down Market Street in the Financial District, which is not convenient for all of us. MER-b (cont'd)

So anything we can do to save this line I would be deeply appreciative. Thank you.

VICE PRESIDENT WU: Thank you.

COMMISSION SECRETARY: If those members who are waiting to speak could move to this side of the room, please. You're blocking the doors and it creates a fire hazard. Thank you. I appreciate it.

ADAM BOZANICH: My name is Adam Bozanich. I live at 2900 22nd Street on Harrison.

(1) I'd just like to point out the discussion of the Folsom 27 line, Variant 2, does not acknowledge the fact that Harrison Street south of 13th is the main artery for bike traffic; and in doing so it fails to recognize that it will create a hazardous environmental for bicycle traffic if it is implemented. TR-9

VICE PRESIDENT WU: Thank you.

Next speaker, please.

MARIE CLYDE: I'm Marie Clyde and I live at

(1) 2265 Broadway. And I love the neighborhood despite the MER-b

(1) fact that we are crowded with churches, schools, and hospitals, which makes it difficult to get around. I love the 3. I couldn't manage without it and I beg you to keep it. MER-b (cont'd)

Thank you.

VICE PRESIDENT WU: Thank you.

COMMISSION SECRETARY: If members of the public could please silence their mobile devices. And if you don't know how to do that, you just simply turn off the mobile device.

VICE PRESIDENT WU: Next speaker, please.

WILLIAM KELLY: Yeah. My name is William Kelly. I live at 3045 Jackson.

(1) The first thing I'd like to do is respectfully object to the characterization that's given in this piece of paper we have talking about convenient, reliable, and attractive alternatives, reduction of travel time. Are we talking about the 3 Jackson? This seems positively Orwellian, because it's the exact opposite of what is being proposed and I think it's misrepresenting what's going on to the public. MER-b

I don't really have any more statistics to offer on the #3 Jackson. Just anecdotally, I live on Jackson. I guess there's no map here. The east/west lines, there's nothing between California and Union

(1) Street, which is absolutely incredible. I just never really understood or was given any explanation why this is even being attempted. It's not the most sparsely used line in the city by any means. MER-b (cont'd)

I'm 65. There's the alternative to take the 1 California. I went to a meeting at Jackson and Fillmore recently about this topic; and it occurred to me as I was walking out if it weren't for the #3 Jackson, I'd have to walk down to California Street, take the bus, wait for a bus, walk up the hill back to Jackson. It wold be virtually the same as walking all the way home myself, which maybe is what everyone is intending. I could lose a little weight, I suppose. But I am getting older and walks like this are becoming extremely inconvenient. And I think there are lots of people in the same boat on this.

Thank you very much.

VICE PRESIDENT WU: Thank you.

WING HUO LEUNG: [through interpreter] Good afternoon. My name is Wing Huo Leung; and I'm the president of Community Tenants Association. We're the largest tenant-based grass-roots organization in the city and our 1,000 members are all low-income monolingual immigrant seniors.

(1) I would like to express our concern on TEP on MER-d

(1) behalf of our elderly members. Public transit is a necessity, not a choice, for our low-income residents, most of whom are transit-dependent when it comes to traveling across the city. Some of the service changes proposed by TEP are, frankly, a reduction in services.

We absolutely do not need any cuts in Chinatown transit. I encourage all the Commissioners to come to Chinatown and take any Muni bus line during the day and see what it's really like commuting in our neighborhood.

MTA should be thinking about how to improve bus service and address issues such as keeping bus stops and overcrowded buses. Rerouting or eliminating bus lines just makes public transportation an unappealing option for our residents.

MER-d (cont'd)

Thank you.

VICE PRESIDENT WU: Thank you.

SIU YING TSANG: [through interpreter] Good afternoon, Commissioners. My name is Siu Ying Tsang. I'm the vice-president of the Ping Yuen Residents

(1) Improvement Association. PYRIA is an organization established by residents of Ping Yuen and Ping Yuen North Public Housing in San Francisco Chinatown. We have over 400 households living in the developments; and we are mostly low-income, limited-English-speaking, and

MER-b

(1) immigrant families and seniors.

I'm here today to share my concerns on the proposed changes on the 8X route to Fisherman's Wharf. These changes are going to affect the lives of our residents. We rely heavily on public transit to get around in the city. And many residents take the 8X to school and work. I take the 8X from Chinatown to Safeway to buy food too. Eliminating the route past Broadway to Fisherman's Wharf is a bad proposal because it will impact our community. Please keep the original 8X bus route.

MER-b (cont'd)

Thank you.

VICE PRESIDENT WU: Thank you.

PEI JUAN ZHANG: [through interpreter] Good

(1) afternoon. My name is Pei Juan Zhang. I'm here to express my concerns regarding the No. 10 and 12 bus lines as proposed in the TEP.

MER-b

I have lived in the North Beach/Nob Hill neighborhood since my family first immigrated to the U.S. 27 years ago. My husband has mobility issues; and we use the #10 and 12 bus lines every day to go to Chinatown or to transfer to other bus lines. I'm very satisfied with having these two bus lines in my neighborhood.

However, the TEP proposes the elimination of the No. 12 and replacing it with the 10 line. In other

(1) words, there's going to be a service cut; and it will have a dramatic effect on our community. (2) I have a lot of senior neighbors who uses this bus line to go to Chinatown for their daily needs. Less buses means more people on each bus. If they're unable to get on the buses, they will have to carry the heavy groceries and walk uphill back to their homes.

Accessible public transportation is extremely important to the community, especially for senior residents who often have mobility issues. (3) Please don't eliminate the #10 and 12 bus lines. Any elimination on the bus lines means service cuts to the community who really relies on public transit.

Thank you.

VICE PRESIDENT WU: Thank you.

Before the next speaker, let me call some more names. Phil Chin, Paul Wermer, Michael Cronbach, Daniela Kirshenbaum.

If you could please line up on the screen-side of the room. Thank you.

RONG HAI LAO: Good afternoon. My name is Rong Hai Lao; and I have lived in Chinatown for seven years. (1) As a grass-roots resident, I would like to be here to express my thoughts about the 8X bus line changes.

MER-b (cont'd)

MER-d

MER-b

MER-b

(1) The TEP has proposed to eliminate the 8X route past Broadway Street. This is basically trying to cut off our community in half. We have a lot of residents who use the 8X frequently to access important institutions and businesses. I have a friend who has grandchildren who take the 8X to attend Francisco Middle school, go to North Beach library, even Safeway. I also take the 8X to Visitacion Valley to visit my relatives. I know a lot of my neighbors also do the same. If we indeed make this change, it would mean that elderly folks would need to transfer to another bus line, which increases the likelihood of injuries as a result of transferring from one bus to another.

MER-b (cont'd)

Lastly, the working-class and immigrant population are frequent riders of 8X. This change would deeply impact the bus line that is vital in connecting communities like Chinatown and Visitacion Valley. My neighbors and I really do not like this change and please do not eliminate the 8X route past Broadway.

Thank you.

VICE PRESIDENT WU: Thank you.

PHIL CHIN: Phil Chin speaking on behalf of Chinatown Transportation Research and Improvement Project.

The first thing that I'd like to share with

you is my thanks and appreciation for the Members of this Commission, who sit on one of the most difficult commissions and doing some of the most difficult work. So I, for one, appreciate that.

Now, on the subject, Chinatown TRIP has been around for over 36 years. And we've looked at transportation issues since Muni had their first go of rearranging the line structure. From that point we've worked with them on a number of changes. On the changes that have been proposed this time, we actually thought that we had reached consensus on a couple of things. And I would like to revisit them.

(1) The 30 Stockton -- there was a proposal for a stop on the near side of Washington and Stockton. We generally support having far-side stops. On this particular case we didn't feel it was safe, because at the intersection and one block away there are three major construction projects that will be ongoing for several years. We feel that if the stop is on the far side, it would really hamper traffic flow and basically create gridlock. TR-6

(2) We feel that further down the line on Stockton that there was a variant to not eliminate parking, but just to reduce the lanes to two wider lanes. We think that's a better solution, more with less. There's no MER-a

(2) need to pick a fight by we moving parking where you don't need to. MER-a (cont'd)

(3) And then finally we want to again caution that implementing transit-signal-priority technology can be both a good and a bad thing. In Chinatown over the last 36 years, we found that what we always try to do is reach a balance with the different uses. And if buses always get priority, that will create gridlock again. PD-2

Thank you.

VICE PRESIDENT WU: Thank you.

MICHAEL CRONBACH: Good afternoon. I was given the privilege of speaking out of order, so I'm not the person whose name appeared after Phil Chin's, but I'm two people back.

My name is Michael Cronbach; and I live at 860 Elizabeth Street in San Francisco. And although I'm not a native -- I'm an immigrant from the East Coast -- I had the privilege of living both in the areas of Upper Market; the area between Russian and Nob Hills, called, I guess, The Gulch -- whatever -- extended Chinatown; and actually North Beach; and also now in a windy, hilly part of Noe Valley. And I've also had experience working for the same organization as Phil Chin; that is Muni. And I was involved with the Planning Department staff in some of the changes Phil referred to over the years.

One quick comment: It seems that we are getting questions today on individual proposals as well as some of the general proposals that maybe are couched in terms of the EIR itself. In terms of things like stop-consolidation and bus bulbs, I'm for them. But I won't argue them with the previous speakers. But I presume the EIR authors take that into account and have quantitative measures to look at the impact in items of things.

(1) MER-a

(2) TR-2

Ditto with eliminating routes in -- lightly served routes -- in certain neighborhoods such as the areas served by the 3 Jackson -- which actually I forgot to say I lived on Washington a block from Jackson and rode the 3 for about a year. Again, quantitatively in terms of how that impacts the environment, I really can't say.

In my own neighborhood, though I know over the years there have been discussions about changing what's now the 48 back when it was still the 11 Hoffman and changes to the 37 and the 35. And, again, I think if there's a net balance in terms of the hours of service and number of people that can be served, then I think basically the environmental impact is okay.

(3) MER-a

And that's close to the end of what I'm going to say. So I just hope the MTA carries on after this

(3) document is approved, which I presume it will be. MER-a (cont'd)
Thank you.
VICE PRESIDENT WU: Thank you.
DANIELA KIRSHENBAUM: Good afternoon, Commissioners. I'm Daniela Kirshenbaum. I'm a co-founder of the San Francisco Neighborhood Network.
I am speaking for myself today, but normally the San Francisco Neighborhood Network works to unite
(1) neighborhoods. And I'm finding that some of the TEP service-cut proposals are pitting us against each other. And that's having an environmental effect, conceivably. We're told that if we add service in one area or neighborhood, we'll have to remove it from another. MER-f
(2) Now, I live on Baker Street; and my neighborhood has numerous schools, businesses, churches, hospitals, a major Muni center, and hills so steep that cars are not allowed and sidewalks are actually stair ways. And the proposal would just take the 3 Jackson and make it evaporate, leaving cars to pick up the slack. TR-3
My great-grandparents used to take the Pacific Avenue streetcar and the Jackson streetcar. And a hundred years later what we have are these growing lines of cars idling in front of the schools. I can attest to that. They're not going away. They're only getting longer. And that's because, of course, the Pacific line

(2) was eliminated decades ago. And the Jackson Street line is already so unreliable that, Commissioners, I admit to you I drove here today. I feel very strongly that our environment needs more service, not less. And calling it a service improvement I think is really the wrong label. TR-3 (cont'd)

Thank you very much.

VICE PRESIDENT WU: Thank you.

PAUL WERMER: Good afternoon, Commissioners. My name is Paul Wermer. I live at 2309 California Street.

(1) And I will try to tie some of this actually into why the draft EIR is, in fact, in need of additional work and is deficient. I should note that there's a lot of focus on the guidelines for CEQA. It's also interesting to pay attention to the findings of the legislature when they passed it. They define "the environment." It means the physical conditions which exist within the area which will be affected by a proposed project, including -- and then it goes on to list a number of items -- objects of historic or aesthetic significance. And I would argue that a long-standing service, such as service along Jackson Street or the 8X that the Chinatown community was referring to, are in fact objects of historic significance. They're not fixed objects, but they are a CP-1

historic service that the community has relied on. That reliance and how that affects the quality of life of the people in that area has not been addressed. CP-1 (cont'd)

(2) Specifically, the DEIR for 3 Jackson, which is where I've paid most attention because I've been now for the third or fourth time addressing for plans to eliminate the 3 Jackson, the DEIR doesn't mention the 3 Jackson. If it doesn't mention the 3 Jackson, clearly they can't have analyzed the impact on the quality of life on the residents, which in turn depends on what is the percentage of vulnerable populations who are reliant on public transit in the service area. What are their incomes? What are their alternatives? EP-4

Because they have not addressed these lines and the impact on the people, they have not considered mitigations. Mitigations might involve route adjustments of some other services to provide some form of equivalent service. It includes such things as -- instead of just focusing on peak demand in the a.m./p.m. commute hours, looking at something like the 3 Jackson, which serves seniors who are using it in the middle of the day to get to the JCC at California and Presidio; and it's not looking at the impact on seniors who are using it for culture-enrichment activities, such as transit to Van Ness, where there is a good connection to this district

(2) for music and dance. And it doesn't provide -- doesn't consider the impact on service to the downtown theater district, which is a significant issue for a number of the low-income seniors in the Jackson area that I know who do not own cars and have never owned cars because they have relied on the 3 Jackson. This has not been considered that the 3 Jackson elimination has not been dealt with in the EIR. EP-4 (cont'd)

Thank you.

SUE HESTOR: Sue Hestor. I was going to do written comments only, but I feel the staff should have early warning.

I have lived at Highland and Bennington since 1987. Before that I lived at 20th and Douglass for 17 years. Before that I lived at California and Larkin. I have always lived in a hilly neighborhood. (1) The environmental review and the MTA think of this city as flat. It has mountains all over it. Going four blocks may mean traversing a steep hill going down and a steep hill going up. That is not unusual in this city. Any EIR that doesn't include topography maps at every point you're talking about Muni service is not a good EIR, because it doesn't provide the decision-makers -- MTA and the Planning Department -- with the ability to make effective decisions, because I don't assume I know every PD-3

(1) block in the city. But you have to when you make these decisions; and I'm talking to MTA as well as the Planning Department. And the information provided in the EIR should give that information to the decision-makers. PD-3 (cont'd)

(2) Secondarily, the block lengths in the city are all over the place, because it's different in the Sunset going north-south and east-west and it's different in Chinatown. And the blocks South of Market are enormous. And the Planning Department environmental review is enraptured by the term "blocks" as a scope of distance. Every time you use the term "block" without involving feet and terrain, it disempowers the decision-maker. It disempowers the public that is trying to get informed. I don't think I'm going to become an expert on every block in this city by the time this EIR comes back. But if the tools are not provided, shame on environmental review and shame on MTA and shame on the consultant as well. PD-4

Thank you.

PRESIDENT FONG: Is there any additional public comment?

PETER COHEN: Good afternoon, Members of the Commission. Peter Cohen with the Council of Community Housing Organizations.

I realize that your scope today is very narrowly around the EIR for this as a project and you have a responsibility to review EIRs and decide upon them. But I do want to talk about the Transportation Effectiveness Project, the underlying proposal, and emphasize to you how critically relevant it is to the work that you do otherwise, which I think you already know.

(1) But there's three things that I want to point out from our standpoint around affordable housing that are directly relevant. One, we need to distinguish between transit-dependent populations and transit-choice riders. Folks do use the transit in different ways. They're not just units of ridership, but people have different experiences and dependencies on transit. Therefore, service changes have a very different implication for folks, depending on their transit dependency. GEN-1

Secondly, we need to think about the TEP in relationship to growth and development plans. And for the last 12 years, this city has been working on and primarily queues up the east and southeast part of the city for 60-plus percent of all of our growth.

And, thirdly, even more specifically the relationship of that growth to our housing-element goals

(1) around who is supposed to be living in these communities and how transit is serving those future populations. Again, we have a diverse workforce that our plans are anticipating. And how does that diverse workforce utilize and need transit? We're not all downtown commuters. So, again, service changes have to recognize that. Those are three directly relevant lenses I would say why the TEP is important for you beyond just its EIR complications. GEN-1 (cont'd)

(2) On this process, honestly, I think the EIR process has been a little rushed. And it's rather untimely, being that it's in the middle of the summer, the Board's on recess. A lot of folks are taking summer vacations. You don't see a lot of folks here today and I think that's why. It's not for lack of interest or lack of being prepared. It's because this came up quickly and folks simply don't have time to provide for you some intelligent thoughts. You may see more in writing. EP-6

But I think that you realize the MTA board should be talking about service cuts. And as far as I understand, there will be a hearing on the actual service changes. And I think it would be great for you as a commission to signal your interest and advocacy for that to happen, because that conversation really should happen. And I'd even say you might call for having your

own informational hearing on those service changes here as a follow-up to the EIR hearing itself.

So, lastly, I just want to emphasize again the abstractions of the transportation plan and service changes, which are being called "variants" or "restructuring" as interesting euphemisms, are critically linked to the effectiveness of your land-use plans. If this is a transportation effectiveness program you can say what's a land-use effectiveness program. It's integrally dependent upon how this service programming works and who benefits and who is impacted.

And those are open questions. I don't suggest at this point that this is flawed, but I think there's a lot of very ground-level analysis that needs to be done and you've already heard today some people pointing out to you very reasonably how there may be some unintended consequences that are not worth it and maybe undermine some of your land-use ideas.

Anyway, I offer those thoughts to you today. Thank you.

PRESIDENT FONG: Thank you.

Is there any additional public comment?

Okay. Public comment is closed.

Commissioner Wu.

VICE PRESIDENT WU: So I think it was clear

today from the comments that many people do want to talk about the service cuts themselves; and it's hard to make the correlation sometimes to the EIR. So I want to thank Planning Department staff and MTA, who have agreed to hold a hearing at MTA I believe sometime in the next few months. And hopefully we can get that information out to people when that is scheduled.

PRESIDENT FONG: Commissioner Antonini.

(1) COMMISSIONER ANTONINI: Yeah. I think to the point that this study does analyze the environmental impacts of what is proposed, it appears to do it in an adequate manner, although as we have heard for the last hour, I think that the scope of this project in general

(2) is very limited. And that's the problem because, as was pointed out by Sue Hestor and others, we live in a dense, hilly environment. Even though we have a very small city geographically, moving from one place to another is really difficult. And I think more thought has to be given on major rapid transit lines that are similar to what we have coming from the western part of San Francisco under Twin Peaks and connecting with Market, because that's very effective because the feeder lines that go to all the small places -- the hilly spots that people live in -- feed into Forest Hill station and other places and don't have to make their own way downtown

EP-2

PD-3

(2) each -- or other parts of the city -- individually because they feed into this line that moves very quickly. PD-3 (cont'd)

(3) So something on the Richmond and Van Ness area of the city along those lines is really something we need to think about seriously, because we can only tweak this so much and pick up a few minutes or a few seconds of increased transit time, because as long as you're on the surface and that's all you have, it's going to continuously be a problem. And so -- but I think for what it is they do a good job on the analysis. EP-2

PRESIDENT FONG: Commissioner Borden.

COMMISSIONER BORDEN: I do want to thank members of the public for the comments. And I do recognize that many of the comments are not EIR specific.

(1) I would say that to the extent that the EIR can look at things like grade and various streets along different transit lines and the grade difference across those lines, I think that would be something that the EIR should be able to mention. PD-3

(2) Also, in talking about blocks, maybe representing by mileage or like a quarter-mile, tenth of a mile. Just I think that those things when you're actually describing the physical condition would actually help a lot for making this EIR stronger. PD-4

PRESIDENT FONG: Commissioner Moore.

(1) COMMISSIONER MOORE: I want to make sure, since the EIR might have been rushed, that the most recent discussions on Plan SF are fully incorporated; that indeed the growth which is projected is clearly brought in line with transit effectiveness, because what I hear clearly is people's concerns about transit reduction does not necessarily mean transit effectiveness.

I would also like to suggest that -- I'd like to see a clear delineation that the land-use plans -- Market/Octavia, Eastern Neighborhoods -- where we are strongly striving for parking reduction and these neighborhoods not yet being fully realized -- or built out with the parking reduction -- I meant to say -- that that will potentially mean that we need to look for intensification of lines rather than reduction of lines in those areas. People will have fewer cars, so they will have to have a way, because we are planning these neighborhoods with transit-first in mind.

(3) The other point was made about the historic aspects of certain neighborhoods and people living in neighborhoods that historically had transit. People did not have cars. People did not have even garages in their homes. That came -- that was very strongly stated by the people on the 3 Jackson line that that is being

EP-6
PP-1
CP-1
EP-4

(4) considered, because we will not change the fact that there are no abilities for having or adding parking garages in those areas. Schools are intensifying in that area. We all have approved the growth and rebuilding of certain schools, including the increase in student attendance. I think all of these issues need to be clearly brought into the EIR and have statistics by which we can truly see what the impacts are. EP-4 (cont'd)

COMMISSION SECRETARY: Commissioners, if there's nothing further we can move on to Item 13.

PRESIDENT FONG: Thank you.

[Public hearing on the item was concluded at 2:11 p.m.]

CERTIFICATION OF TRANSCRIPT OF PROCEEDING

I, Freddie Reppond, a stenographic reporter, do hereby certify that the pages of this transcript prepared by me comprise a full, true, and correct transcript of the testimony and proceedings held in the above-captioned matter on August 15th, 2013.

I further certify that I have no interest in the events of the matter or the outcome of the proceeding.

EXECUTED this 23rd day of August, 2013.

_____

Freddie Reppond

Exhibit 1: Powerpoint Presentation Slides, Alexander Long et al., Concerned Citizens for Saving #3 Jackson

SAVE THE #3-JACKSON

SF Planning Commission
August 15, 2013

Alex Long &
Fellow Concerned Neighbors

(1)

MER-b

Presentation Overview

- **Challenge** – MUNI is proposing to eliminate the #3-Jackson line and upgrade service on the #2, #22, #24, #43 and #10 *(see TEP-EIR 7/10/13)*
- **Our Neighborhood** (mostly Pacific Heights) – 60 square blocks from Laurel to Buchanan and from Broadway to Sacramento has special characteristics!
- **Impact of Plan** – because of the characteristics of our neighborhood, we will show the serious impact this reduced service will have on us & environment.
- **Benefits**? – we will question whether there will be benefits to the elimination; ask why #3-Jackson is being eliminated; and we will suggest a positive approach.

MER-b (cont'd)

Our Neighborhood

- Since the 1880's we have had cable/MUNI service!
- Strongly supportive (gathered from only those living, working, or visiting)
  - petition signatures > 700 *(see appendix for location map)*
  - letters of support - ###
- More a residential community than a destination
  - as evidenced by larger ridership in-bound during am and out-bound during pm.

(2)

- Has a significant elderly and student ridership
  - 1/3 of riders are > 65 (from our petitions)
  - student ridership not measured due to vacations

MER-d

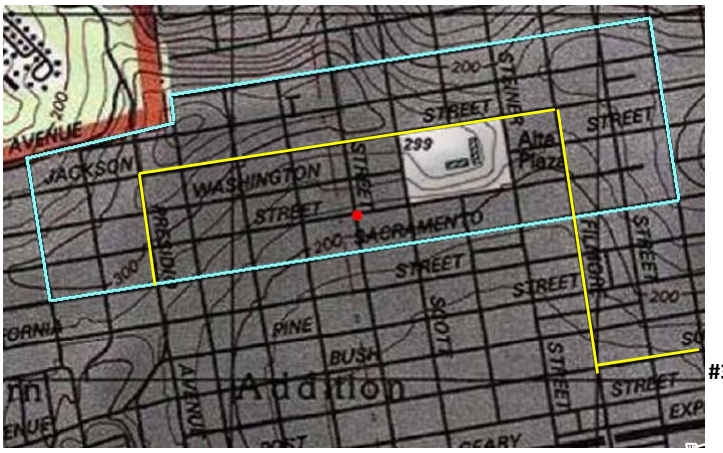
(3)

- Is quite hilly
  - 100 to 150 foot elevation change walking N to S between just Jackson and California

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 3

PD-3

Our Hilly Neighborhood



Please note the 100 to 200 foot elevation changes

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 4

(4)

Impact of Plan on Neighborhood

- Discontinuing #3-Jackson will leave many riders stranded. Why?
  - riders of #3-Jackson want to go downtown where #3 and #2 go **not** where #1 goes
  - except at very west end the #2-Clement is 7 blocks away, and 100 to 200 feet different in elevation! *(see appendix for route map)*
  - using #24 to #2 involves extra travel and a transfer; doubling the trip time! *(see appendix for route map)*
  - using #22 or #43 is possible for folks at east or west end of community, but requires hassle of transfer. *(see appendix for route map)*
- For the elderly or young students this is a significant inconvenience and a safety issue.

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 5

MER-b

(5)

Environmental Impact of Plan

- NONE of the goals of TEP to enhance accessibility, reduce transit time, and improve reliability are achieved in our neighborhood!
- We estimate that half the round trip passengers (about 325/day) will be stranded, drive themselves, or use taxis.
  - assuming 5 miles for average round trip; this adds 500k miles of auto travel and another 325 cars or taxis driving & parking downtown near Union Square.

(6)

- So for our neighborhood we see no benefits from the TEP; instead we add 225 metric tons of GHG, and inconvenience / strand many of our residents.

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 6

TR-3

GG-1

(7)

Cost Savings by Cutting #3?

- Is #3-Jackson most under-used line?
  - as a residential community:
    - 30 of 65 lines have lower use in the peak morning direction *(Table 12 EIR)*
    - 20 of 65 lines have lower use in the peak evening direction *(Table 13 EIR)*
- Are many $'s saved by cutting the #3-Jackson?
  - according to EIR, service needs to be expanded on #2, #22, #24
  - if just 50% of #3 capacity is shifted, it would require 76% of the eliminated buses to be added back because the other routes are significantly longer.
  - and, there is the cost of making the #2-Clement line electric.

(8)

- Eliminating the #3 hurts those that can't afford cars, the elderly that shouldn't drive, and those that want to help the environment by using a bus. Is this the goal of TEP?

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 7

TR-4

MER-b

(9)

Isn't there a Positive Fix?

- Rather than cutting service and forcing more use of private transportation; can't we work to encourage more folks to use MUNI in/out of our neighborhood?
  - coordinate with seven schools to increase use of public transportation and reduce congestion for pick-up and drop-off
  - coordinate with senior and cultural centers
  - adjust bus frequencies at periods of lower demand

(10)

  - reduce use of Jackson Street (a residential street) for staging of over xx non Jackson-3 buses per day?

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 8

TR-3

MER-f

(11)

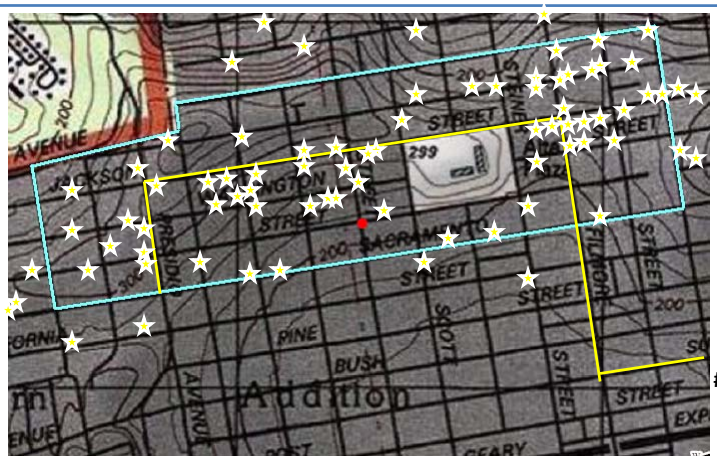
MER-b

Apendicies

- Plot locating petition signers (sample)
- Visual showing use of #2 instead of #3
- Visual showing use of #24 instead of #3
- Visual showing use of #22 or #43 instead of #3

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 9

Sample of Petition Signers



Petitions collected only from riders living in or traveling to our community.

54 from morning buses , 21 from out of area
61 from afternoon buses , 26 from out of area
22 from petitions in Tully's & Ginos, 12 from out of area

8/11/2013 SAVE THE #3-JACKSON MUNI BUS LINE 10

(11)

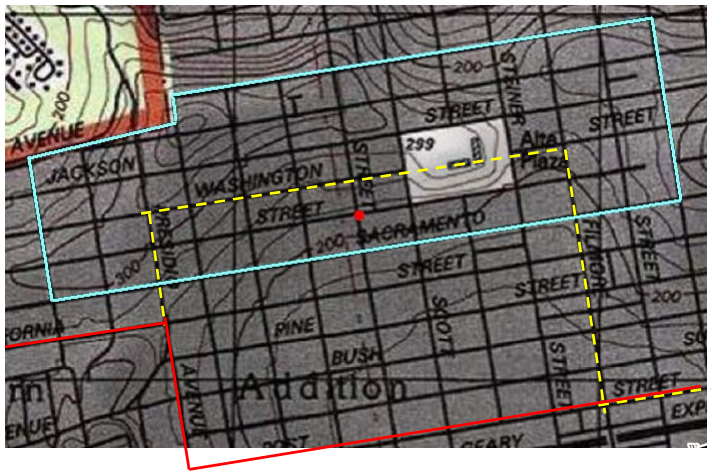
MER-b (cont'd)

Sample Petition Comments

- It is the most convenient bus that goes where I need downtown.
- Because it makes my city and neighborhood and city a great place to live.
- It's convenient, safe, and I don't have to drive a car.
- I am able to go to Union Square without driving a car.
- One of the main reasons we moved here 47 years ago was good public transportation. We are now at the ages of giving up driving or driving less and rely on the number 3 bus!
- I am almost 82 and do not drive and depend on the #3 Jackson. I use it for shopping and appointments and to visit with friends.
- It is local transportation and makes life easier to be able to get around the city.
- The hills are steep, I live @ Baker and Jackson there is no direct way downtown without this bus and or out of the neighborhood
- As an exective working in the financial district, the 3-Jackson is the most convenient route to the financial district and union square.
- I use it ever day to get to and from work every day. I also use it when it is raining to get my kids to school. The bus is heavily used by students (Town, University High School, SF Ballet Students) to get to and from school, the elderly in Presidio and Pacific Heights to get throughout the neighborhood and get downtown as well as many other people who work downtown. Without the 3 there will be NO public transportation to and from the area.
- I am disabled and have very little extra money for cabs, perhaps 2 per month.... The 3 Jackson is very important to me.
- I have epilepsy and I don't drive, so the muni is critical for getting to my office. Additionally, as I am a single mother, I am the primary breadwinner, so I *have* to work.

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 11

Using #2 instead of #3



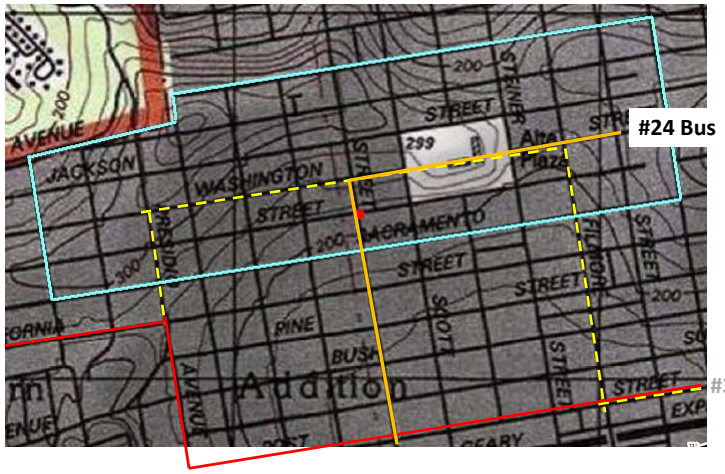
Note: #2 is 7 blocks away with 100 to 200 foot elevation changes

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 12

(11)

MER-b (cont'd)

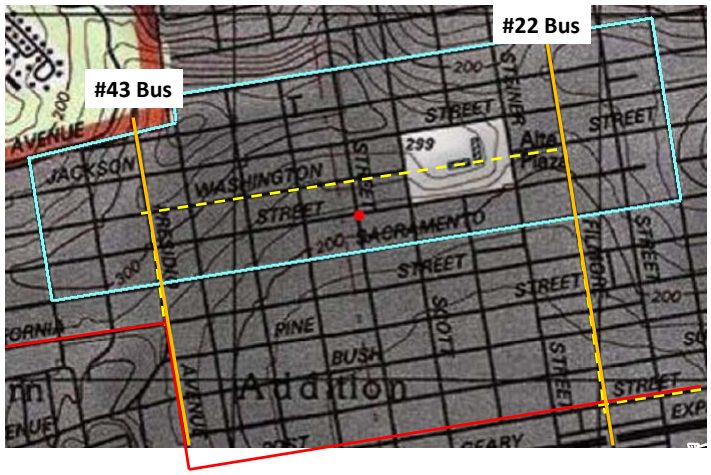
Using #24 to #2 instead of #3



Note: take #24 to Sutter & Divisadero & transfer to #2 (add 30 min.)

8/6/2013 SAVE THE #3-JACKSON MUNI BUS LINE 13

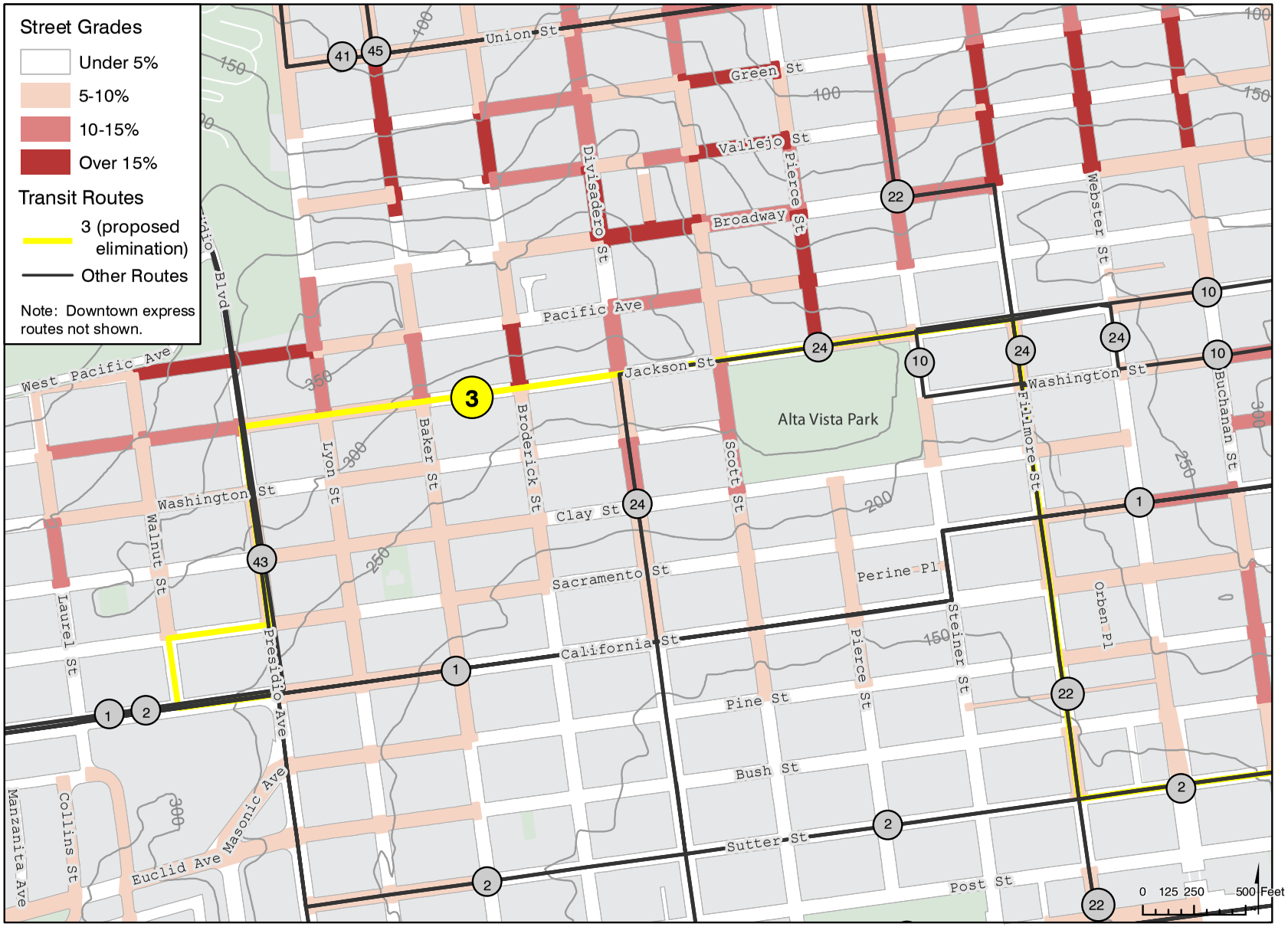
Use #22 or #43 to #2 instead of #3



Note: walk to #43 or #22 take to #2 & transfer (add 30 min.)

8/9/2013 SAVE THE #3-JACKSON MUNI BUS LINE 14

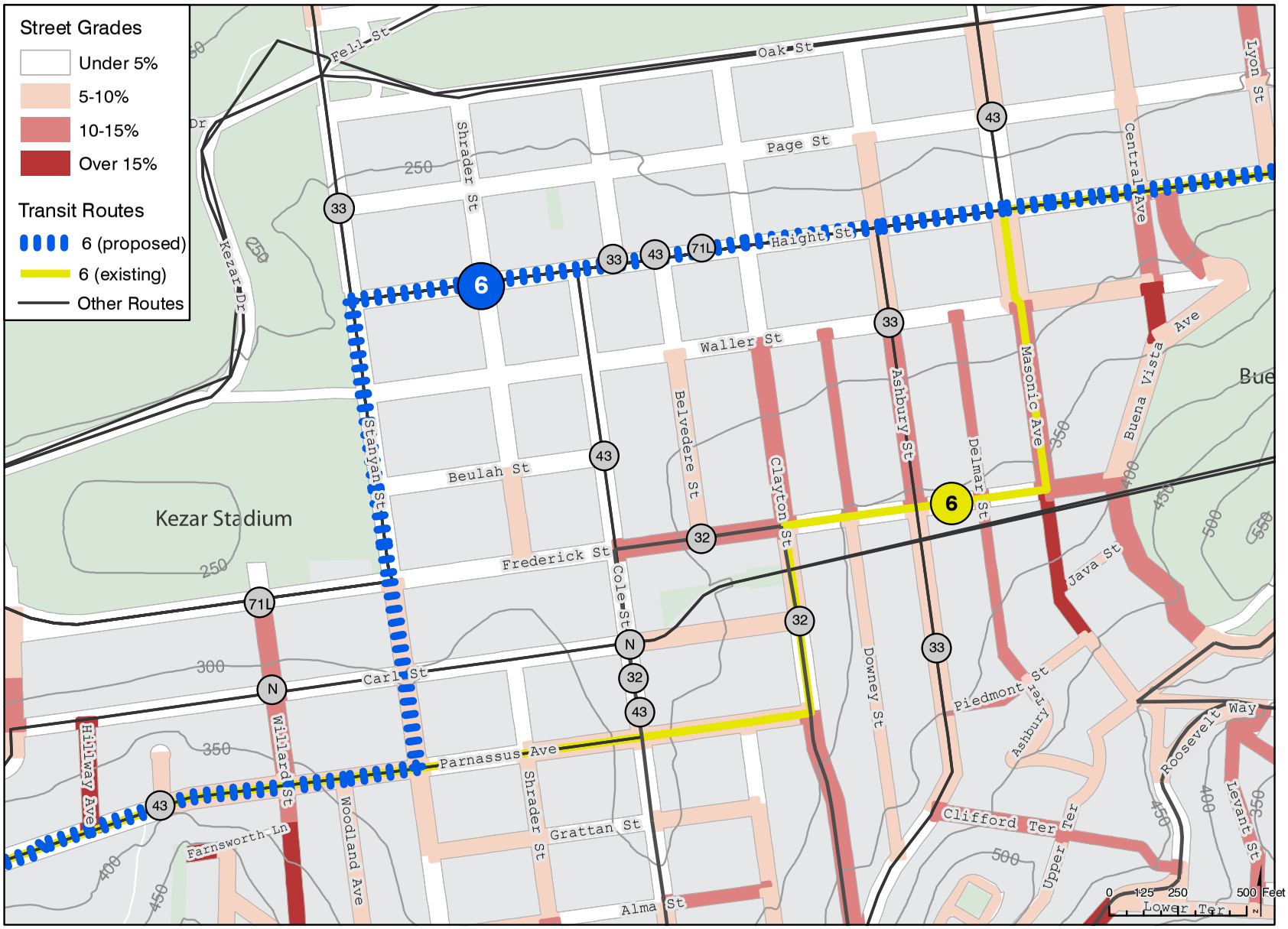
ATTACHMENT C: SFMTA SERVICE AREA TOPOGRAPHICAL MAPS [EIR Appendix 5]



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

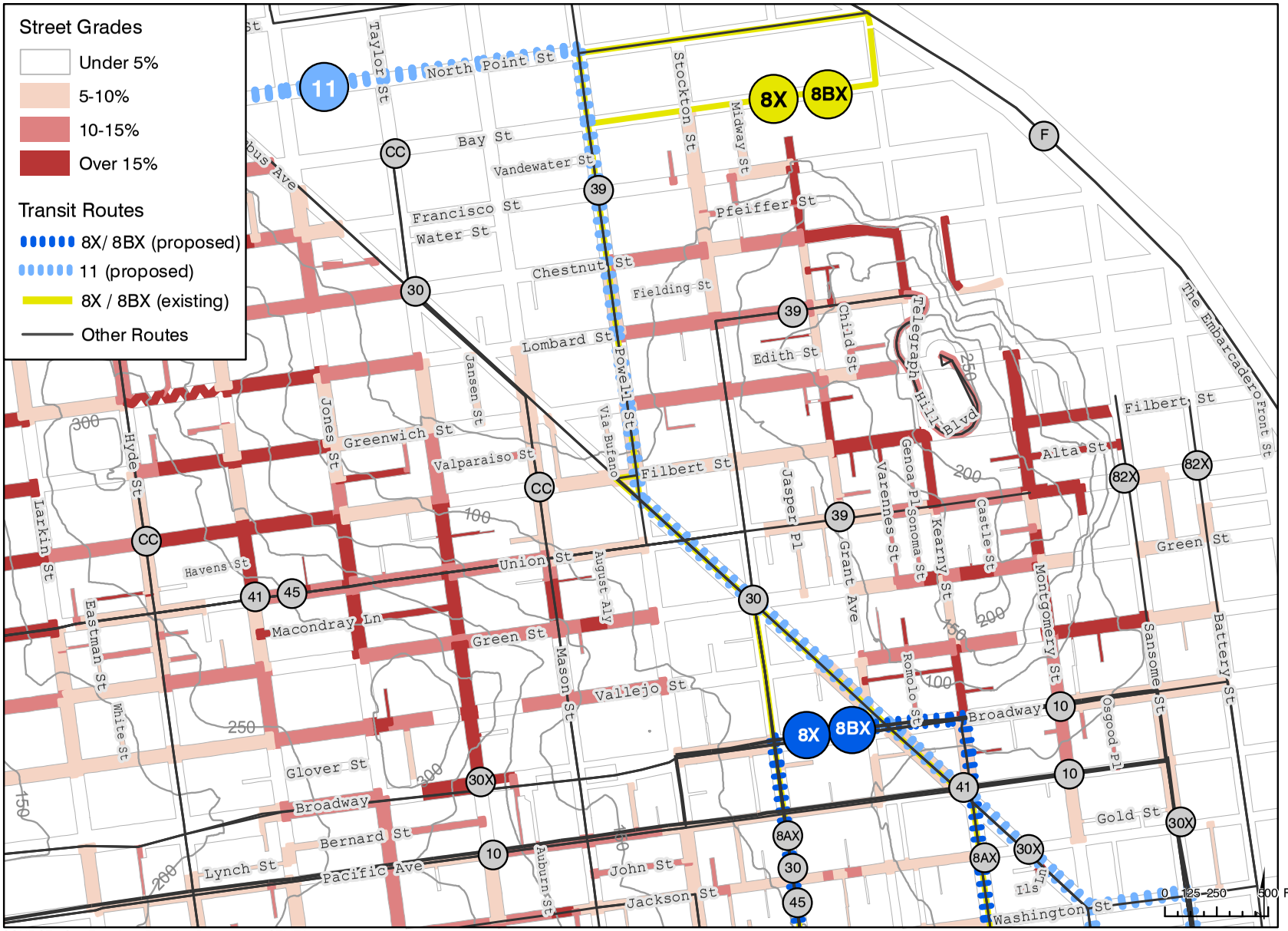
FIGURE A - 3 JACKSON ROUTE ELIMINATION
TOPOGRAPHY – FILLMORE STREET TO PRESIDIO AVENUE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

FIGURE B - 6 PARNASSUS ROUTE CHANGE
TOPOGRAPHY – MASONIC AVENUE TO STANYAN STREET



SOURCE: San Francisco Planning Department; SFMTA

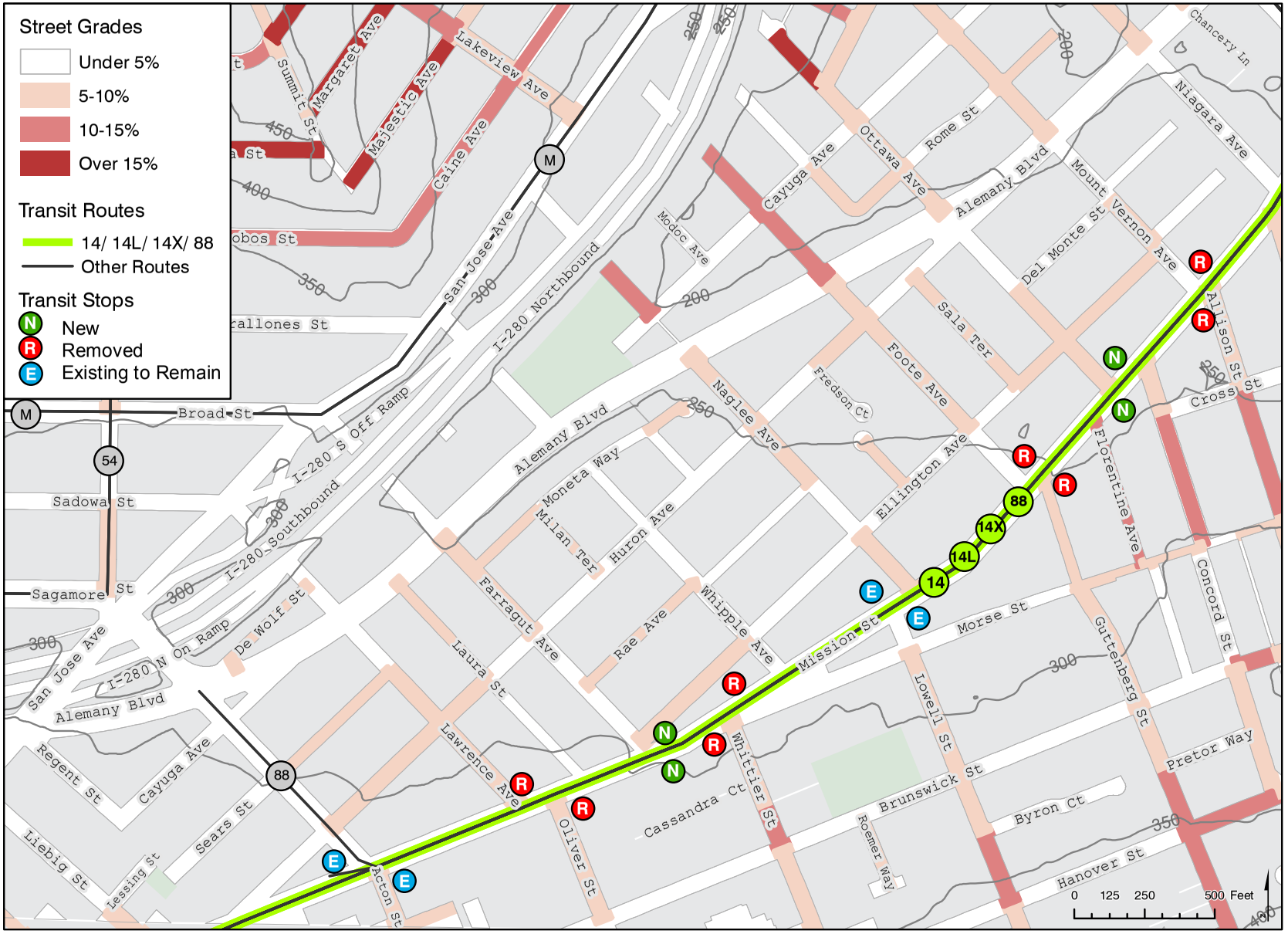
TRANSIT EFFECTIVENESS PROJECT

FIGURE C - 8X BAYSHORE EXPRESS ROUTE CHANGE TOPOGRAPHY – NORTH BEACH AREA

SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

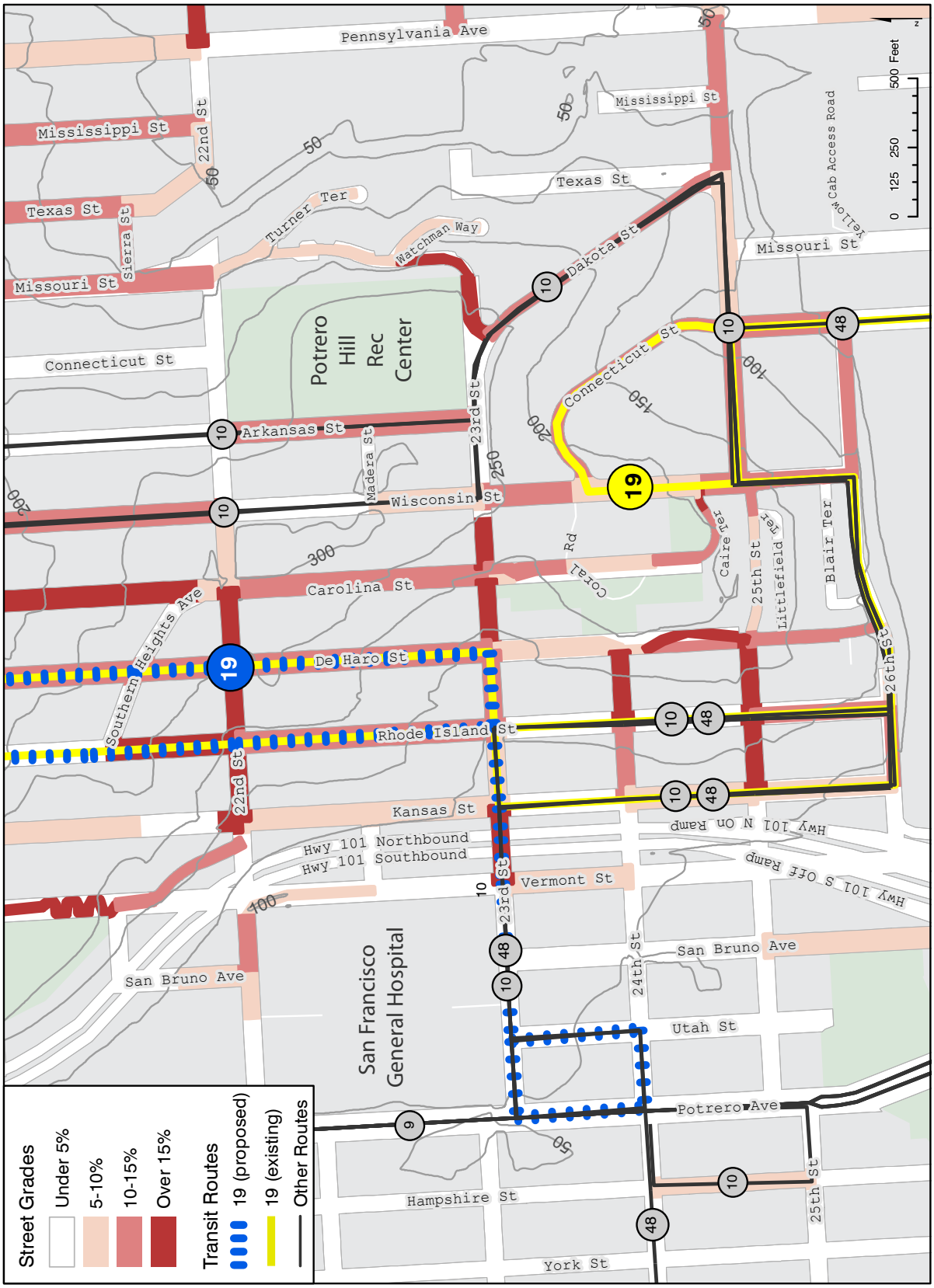
FIGURE D - 8X BAYSHORE EXPRESS STOP CONSOLIDATION
TOPOGRAPHY – VISITACION AVENUE BETWEEN BAY SHORE BOULEVARD AND HAHN STREET



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

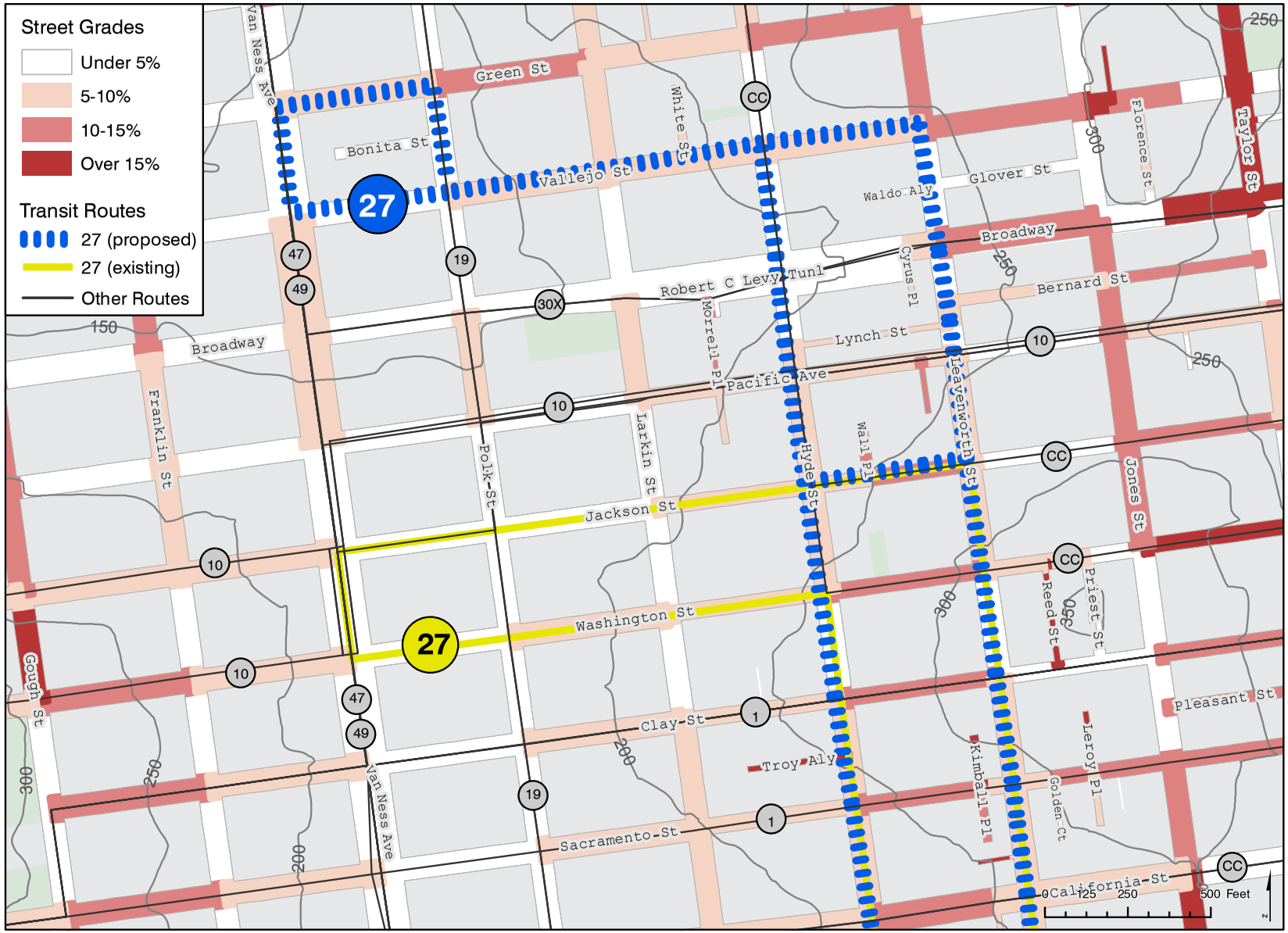
FIGURE E - 14 MISSION STOP CONSOLIDATION
TOPOGRAPHY – ALLISON STREET/MOUNT VERNON AVENUE TO ACTON STREET/SICKLES AVENUE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

FIGURE F - 19 POLK ROUTE CHANGE
TOPOGRAPHY – POTRERO HILL AREA



SOURCE: San Francisco Planning Department; SFMTA

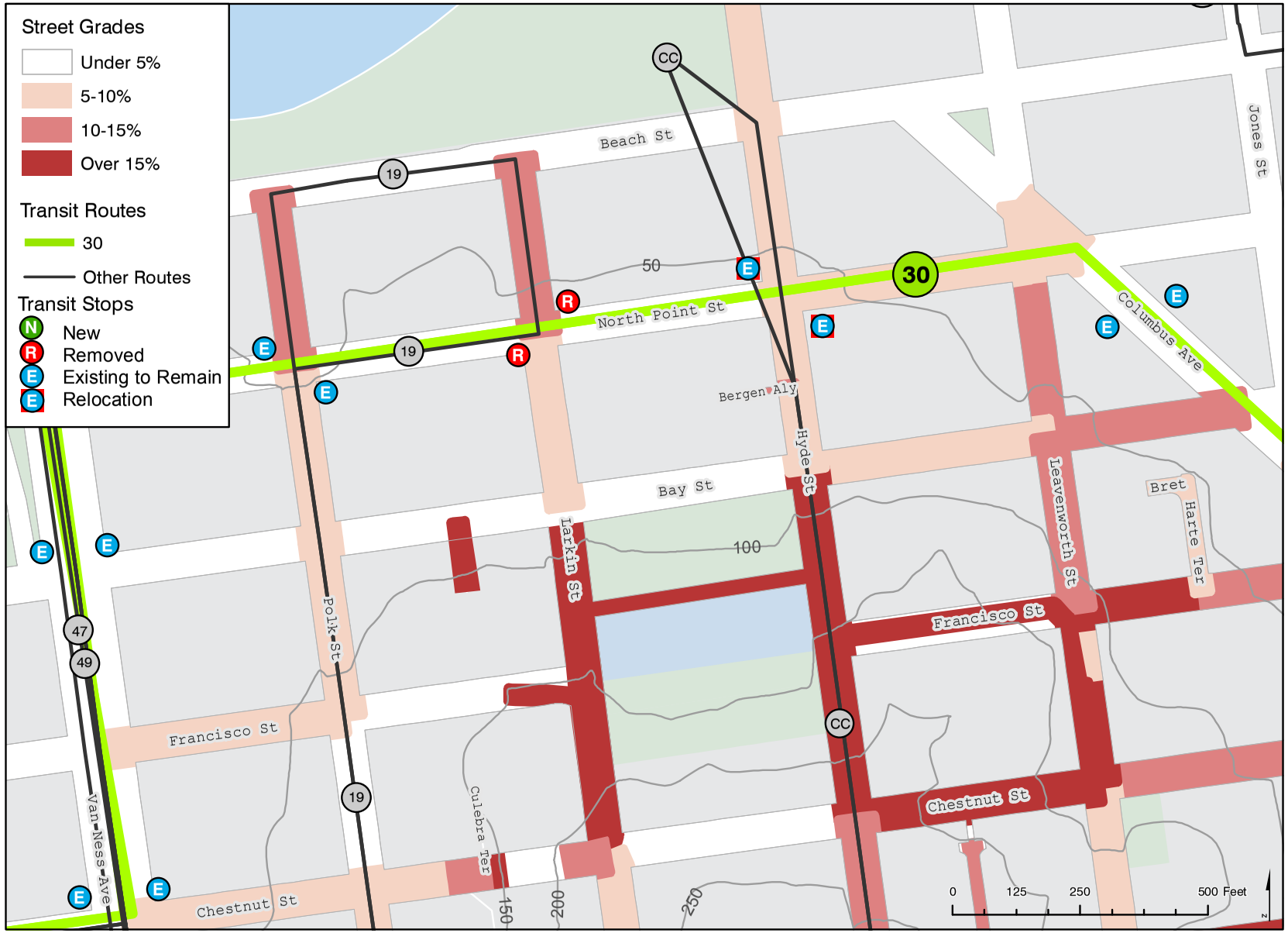
TRANSIT EFFECTIVENESS PROJECT

FIGURE G - 27 FOLSOM SEGMENTS TO BE ELIMINATED
TOPOGRAPHY – RUSSIAN HILL AREA, WASHINGTON AND JACKSON STREETS

SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

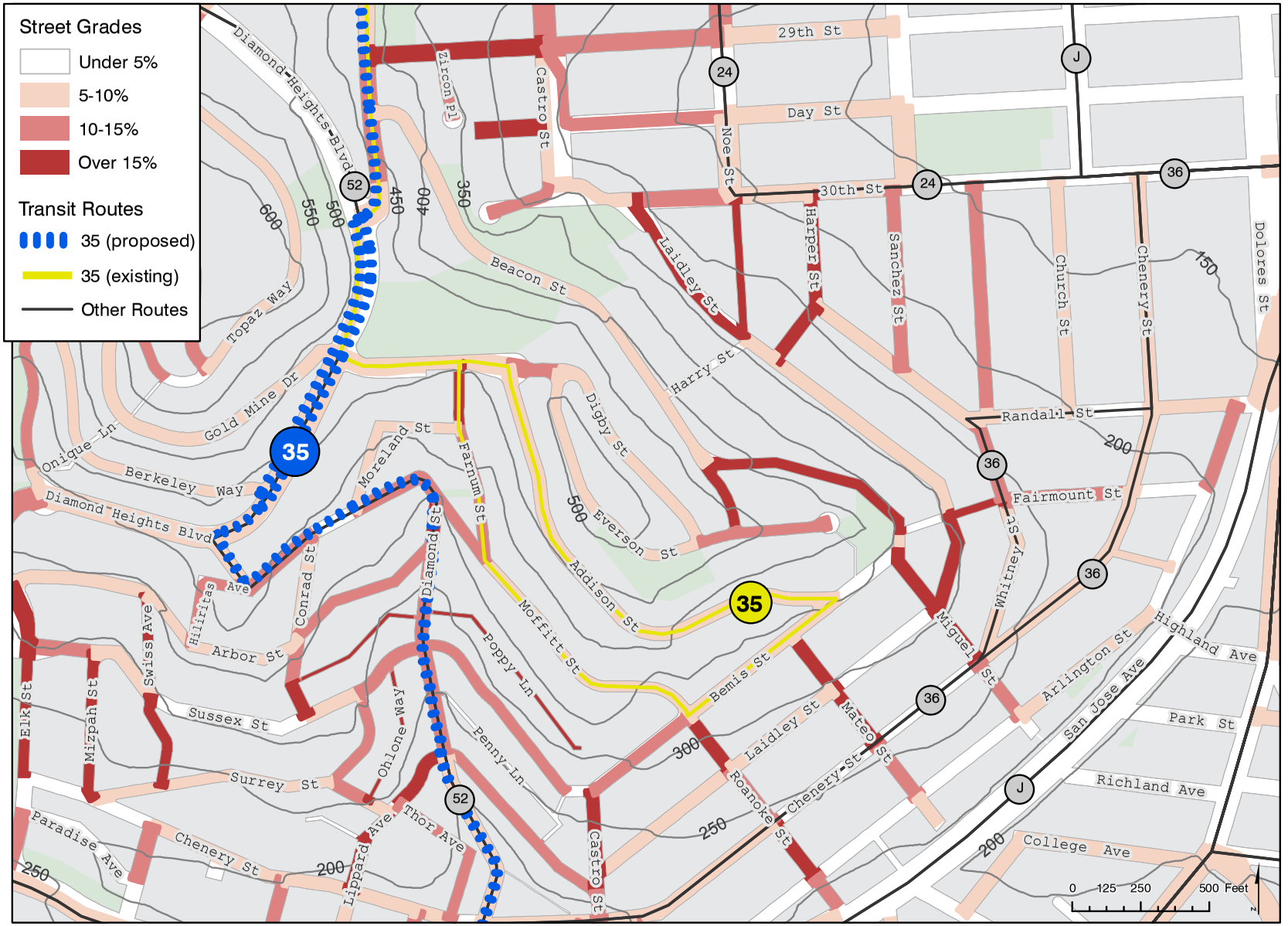
FIGURE H - 28 19TH AVENUE STOP CONSOLIDATION TOPOGRAPHY – JUDAH STREET TO NORIEGA STREET



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

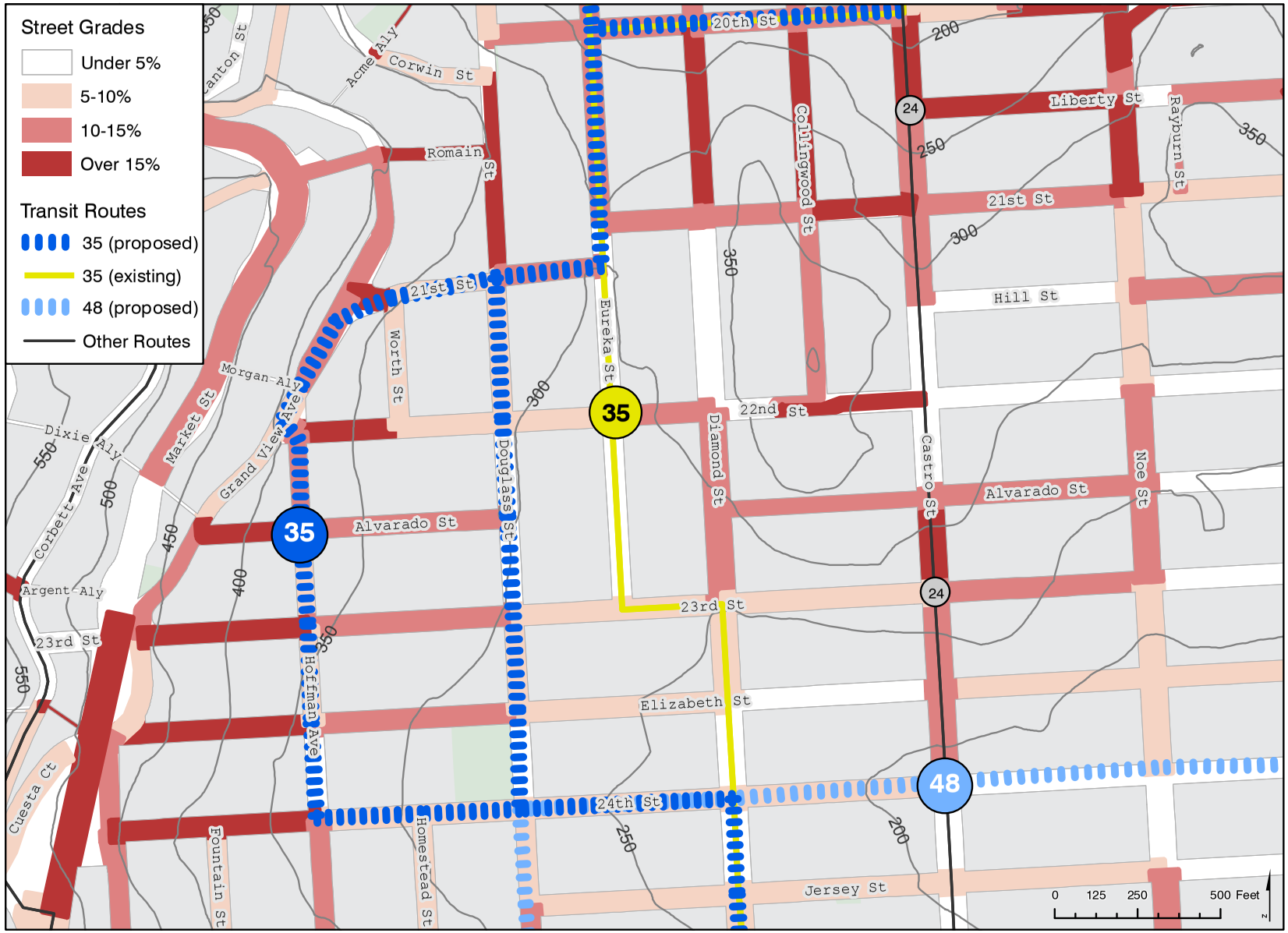
FIGURE I - 30 STOCKTON STOP CONSOLIDATION
TOPOGRAPHY – RUSSIAN HILL AREA ON NORTH POINT STREET
BETWEEN COLUMBUS AND VAN NESS AVENUES



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

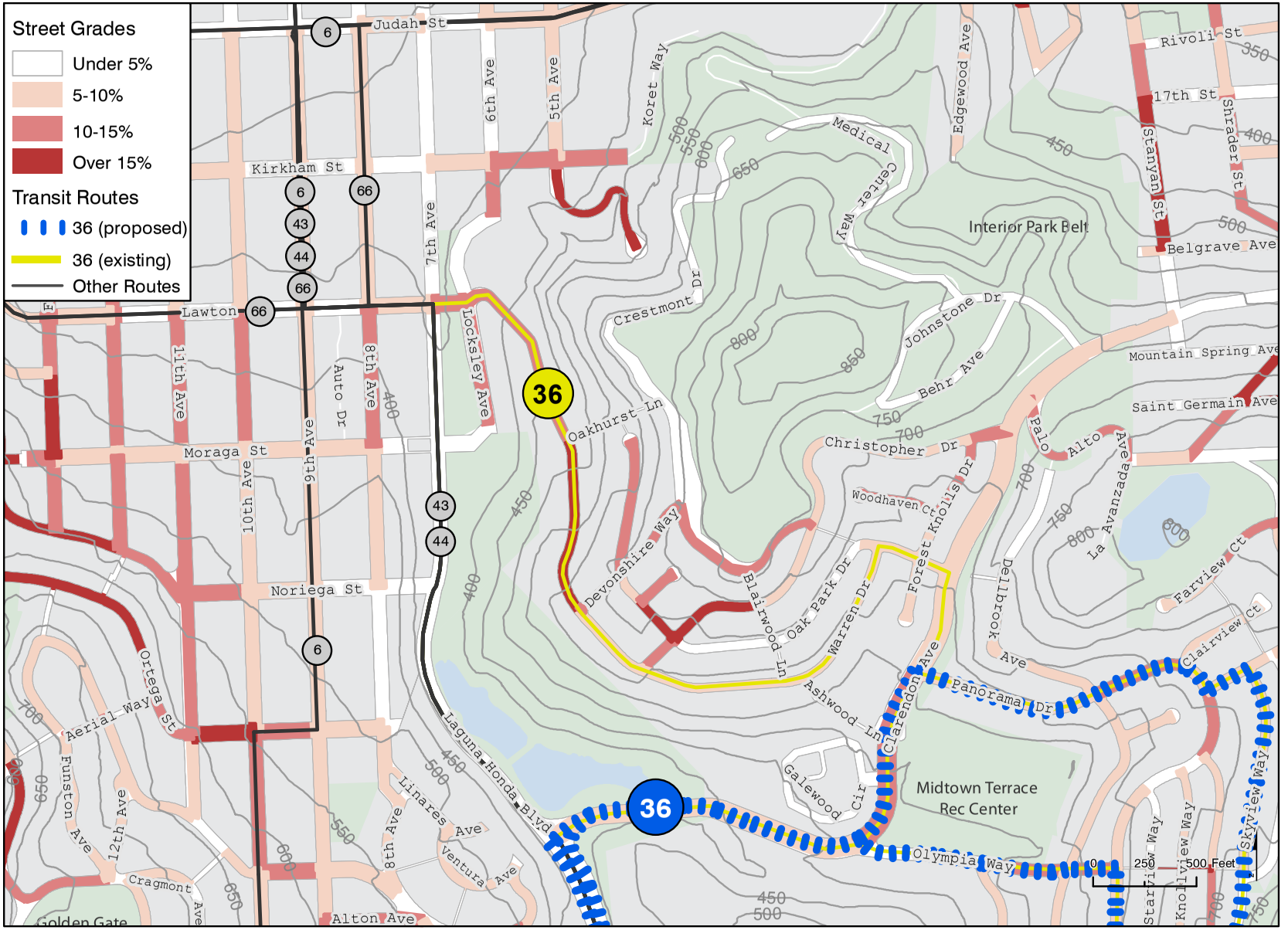
FIGURE J - 35 EUREKA SEGMENT TO BE ELIMINATED TOPOGRAPHY – DIAMOND HEIGHTS AREA ON DIGBY, FARNUM, MOFFIT, BEMIS, AND ADDISON STREETS



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

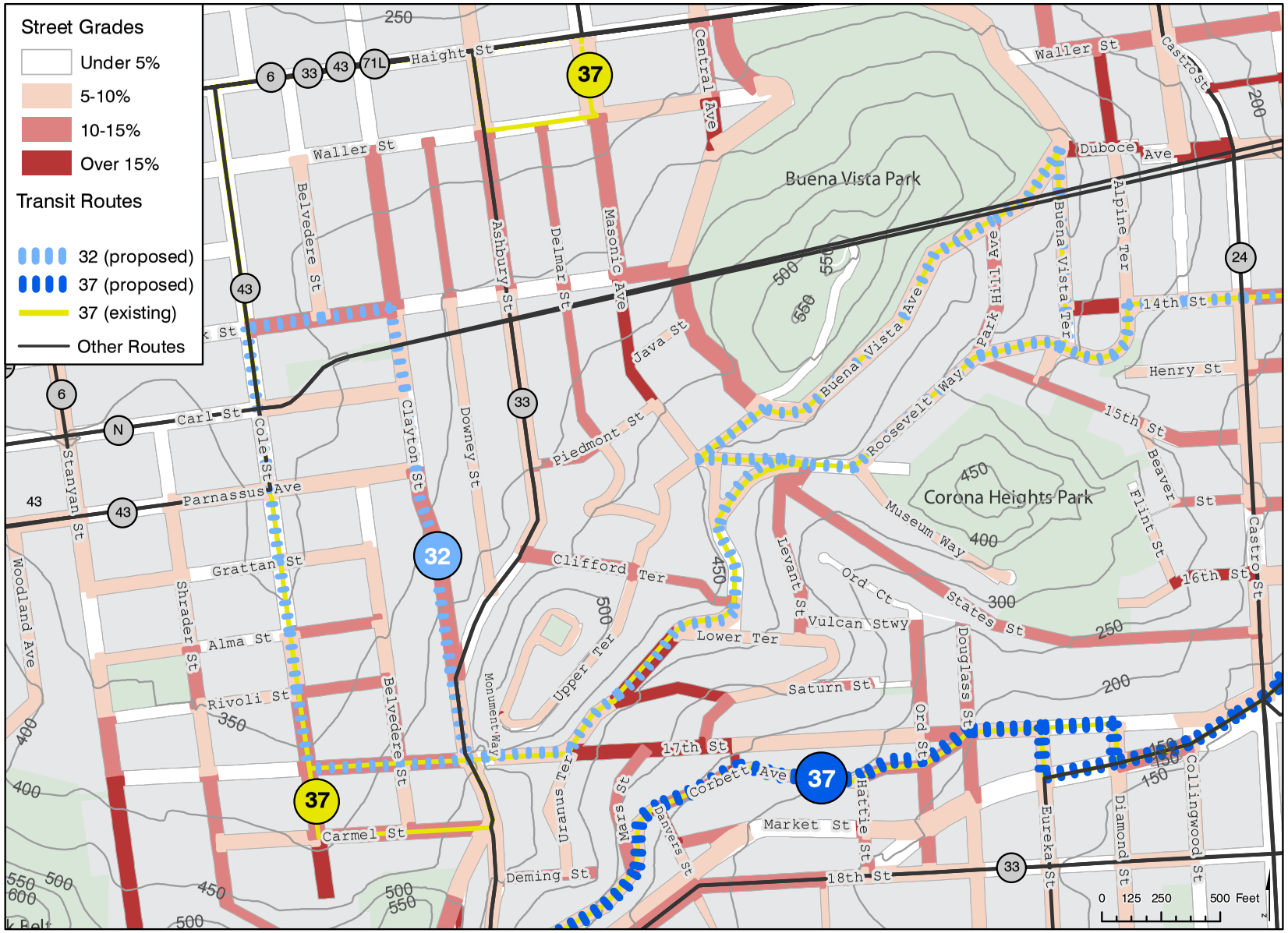
FIGURE K - 35 EUREKA SEGMENT TO BE ELIMINATED
TOPOGRAPHY – NOE VALLEY AREA, NOE STREET TO GRAND VIEW AVENUE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

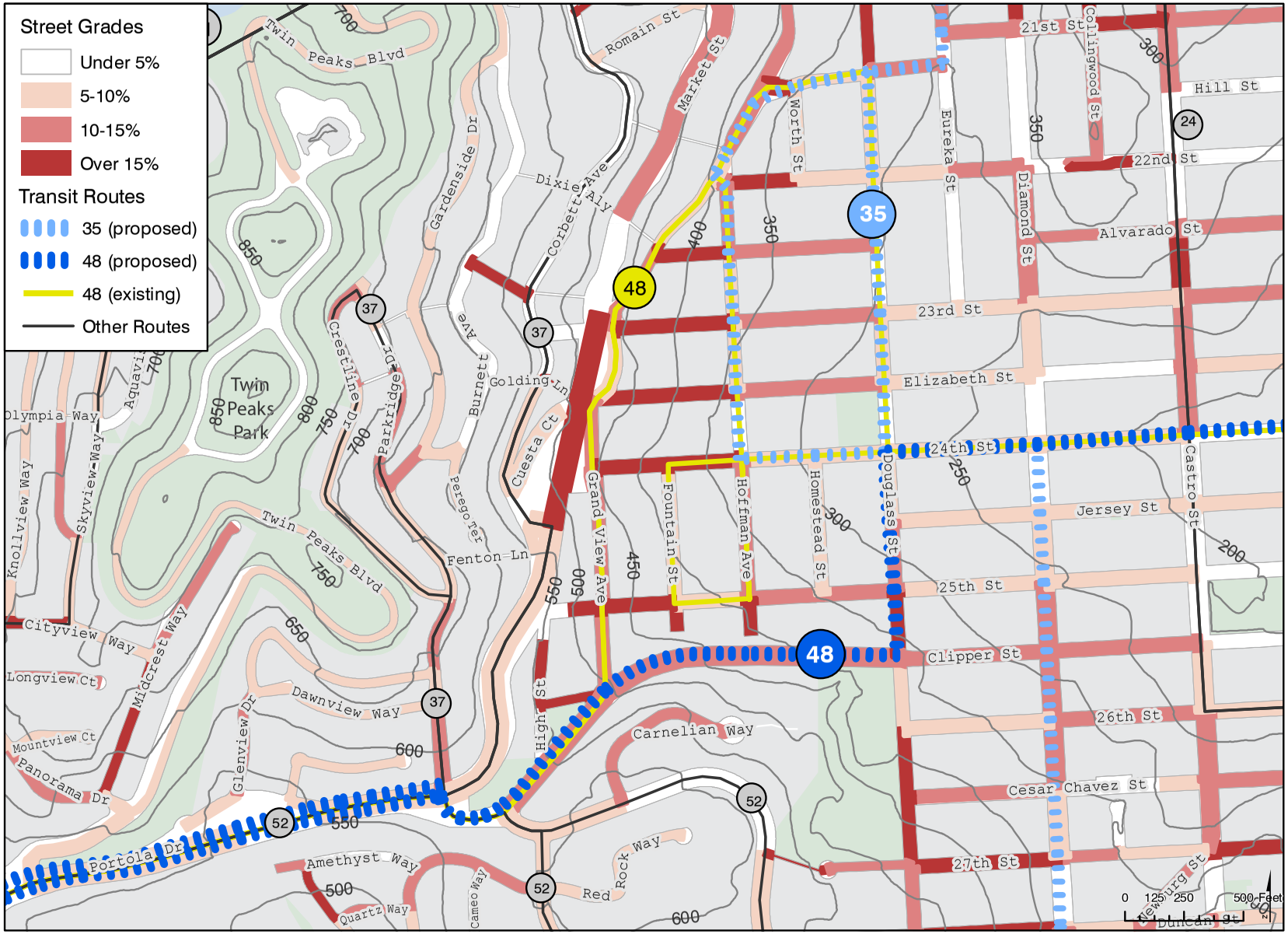
FIGURE L - 36 TERESITA SEGMENT TO BE ELIMINATED
TOPOGRAPHY – MIDTOWN TERRACE AREA, SEVENTH AVENUE AND WARREN DRIVE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

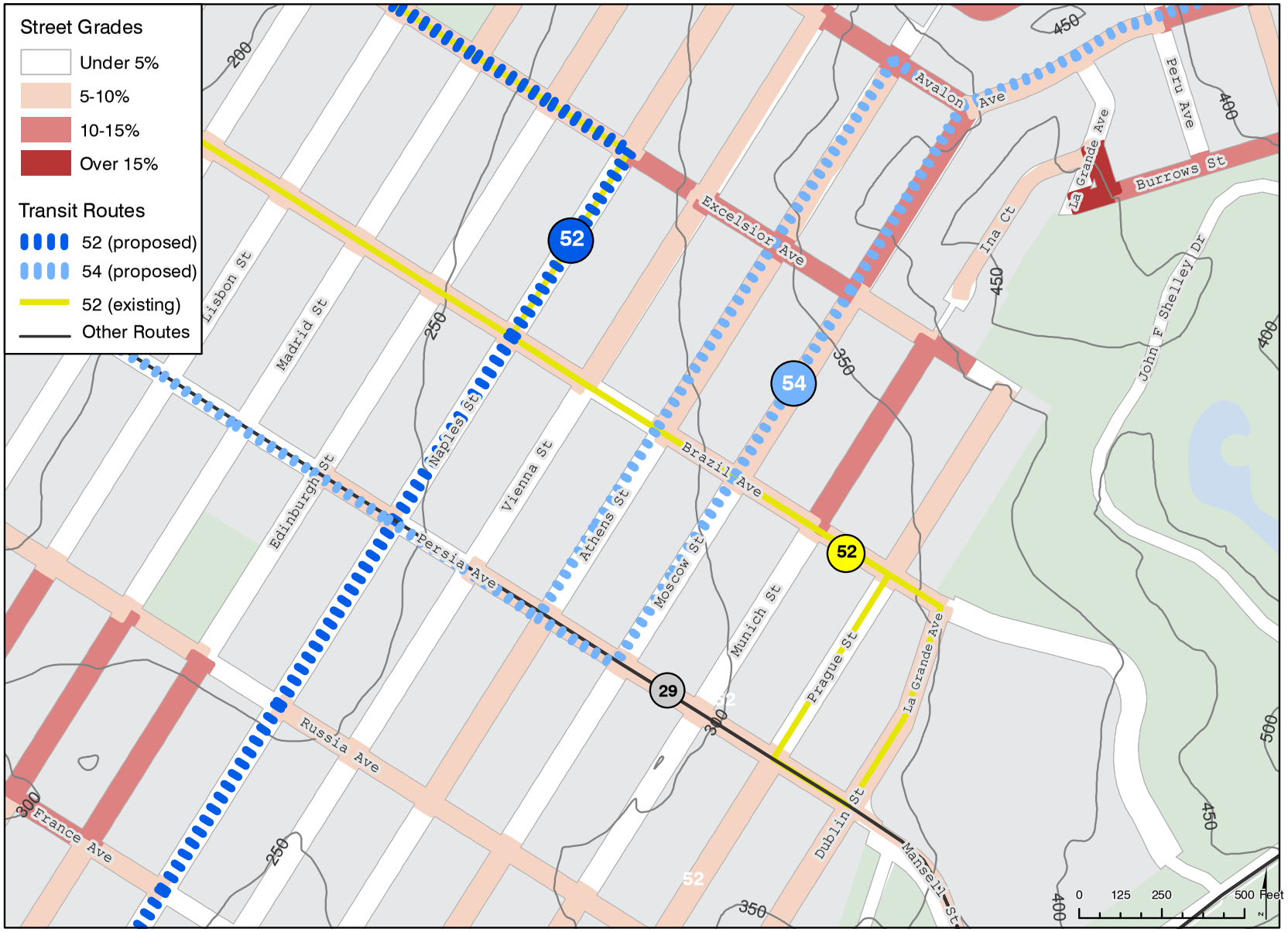
FIGURE M - 37 CORBETT SEGMENT TO BE ELIMINATED
TOPOGRAPHY – BUENA VISTA AREA



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

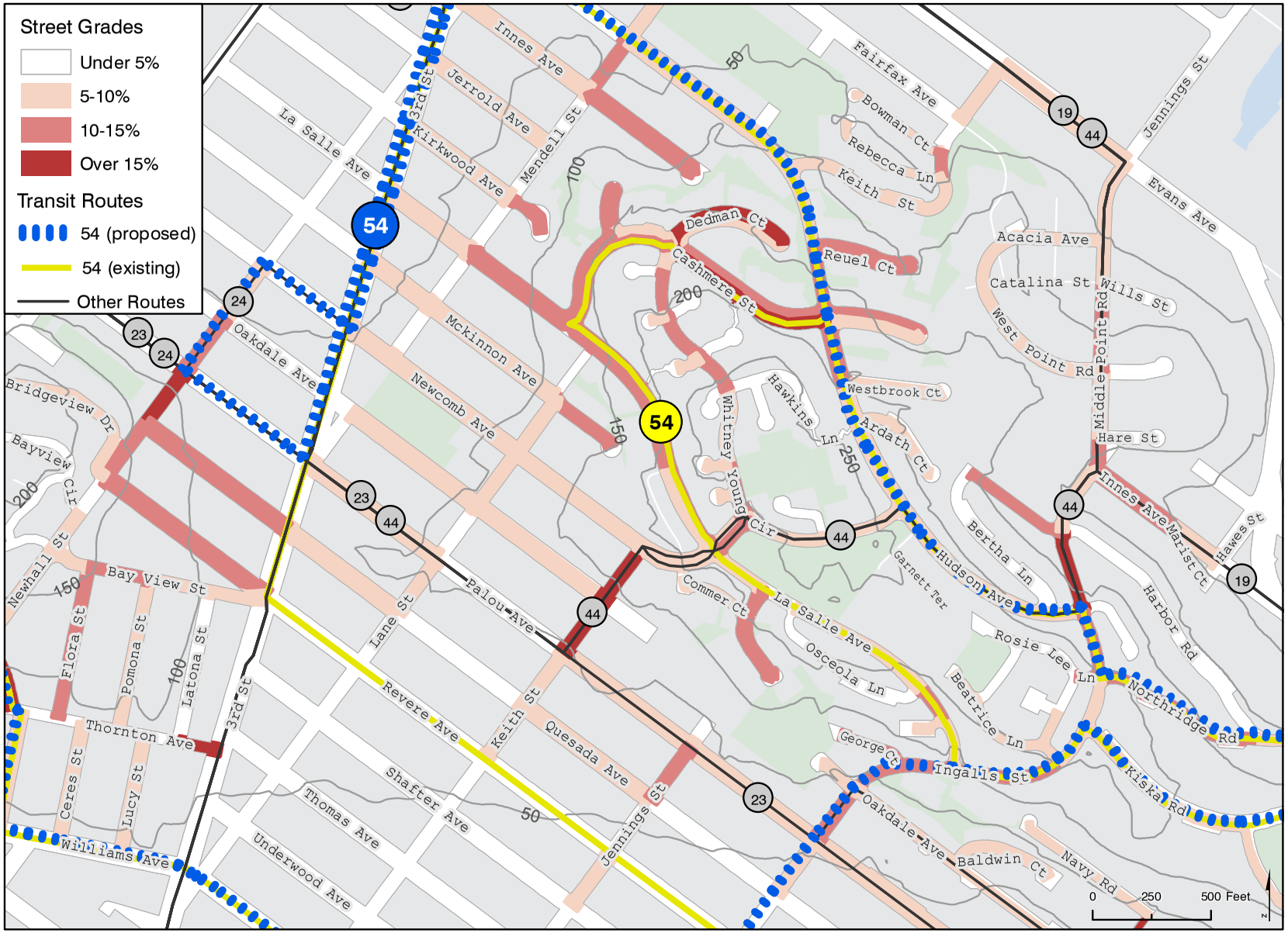
FIGURE N - 48 QUINTARA/24TH STREET SEGMENT TO BE ELIMINATED TOPOGRAPHY – GRAND VIEW AVENUE, 21ST STREET, DOUGLASS STREET, HOFFMAN AVENUE, 25TH STREET/FOUNTAIN STREET/24TH STREET LOOP



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

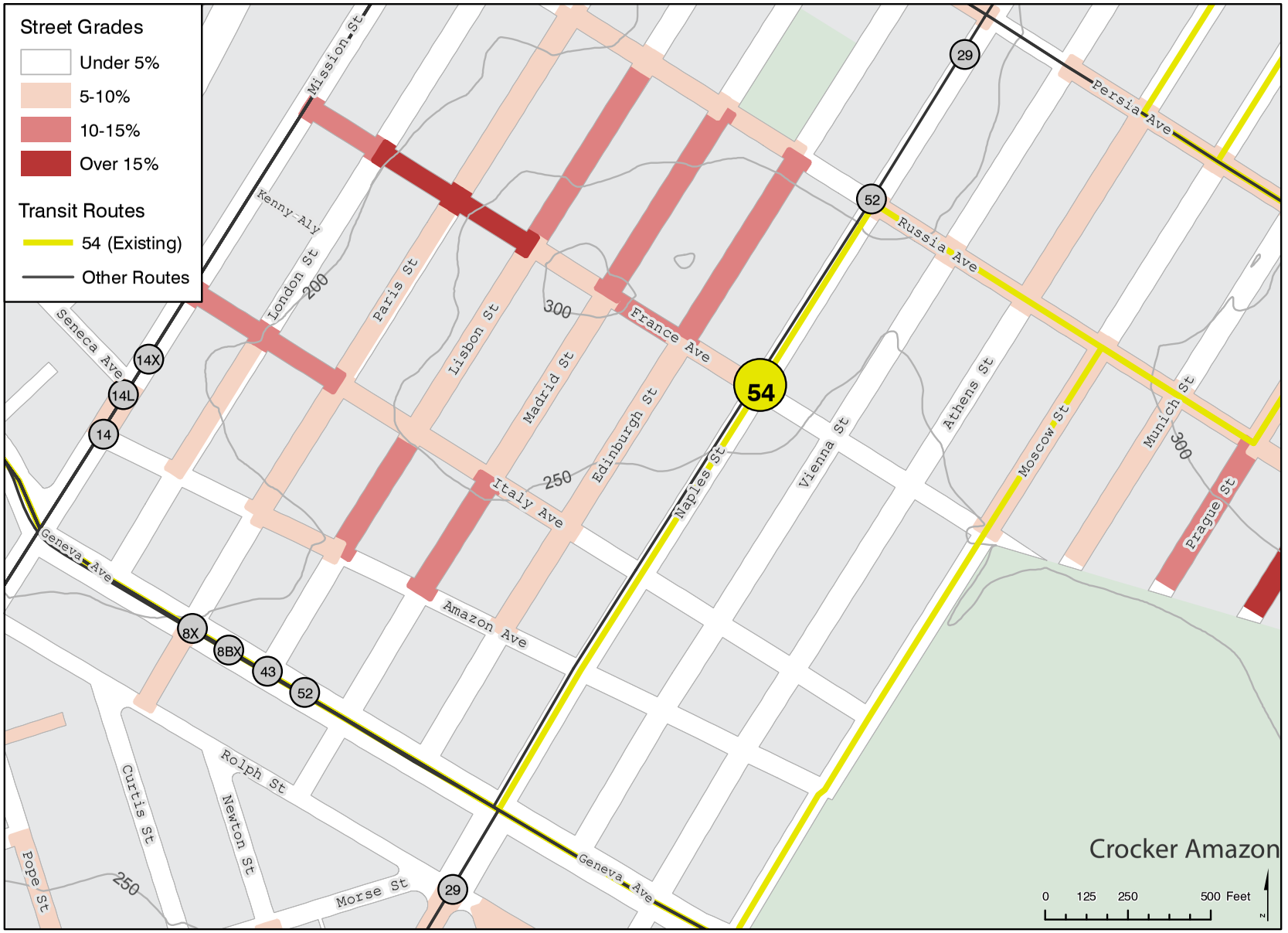
FIGURE O - 52 EXCELSIOR SEGMENTS TO BE ELIMINATED
TOPOGRAPHY – BRAZIL AVENUE, LA GRANDE AVENUE, AND PRAGUE STREET



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

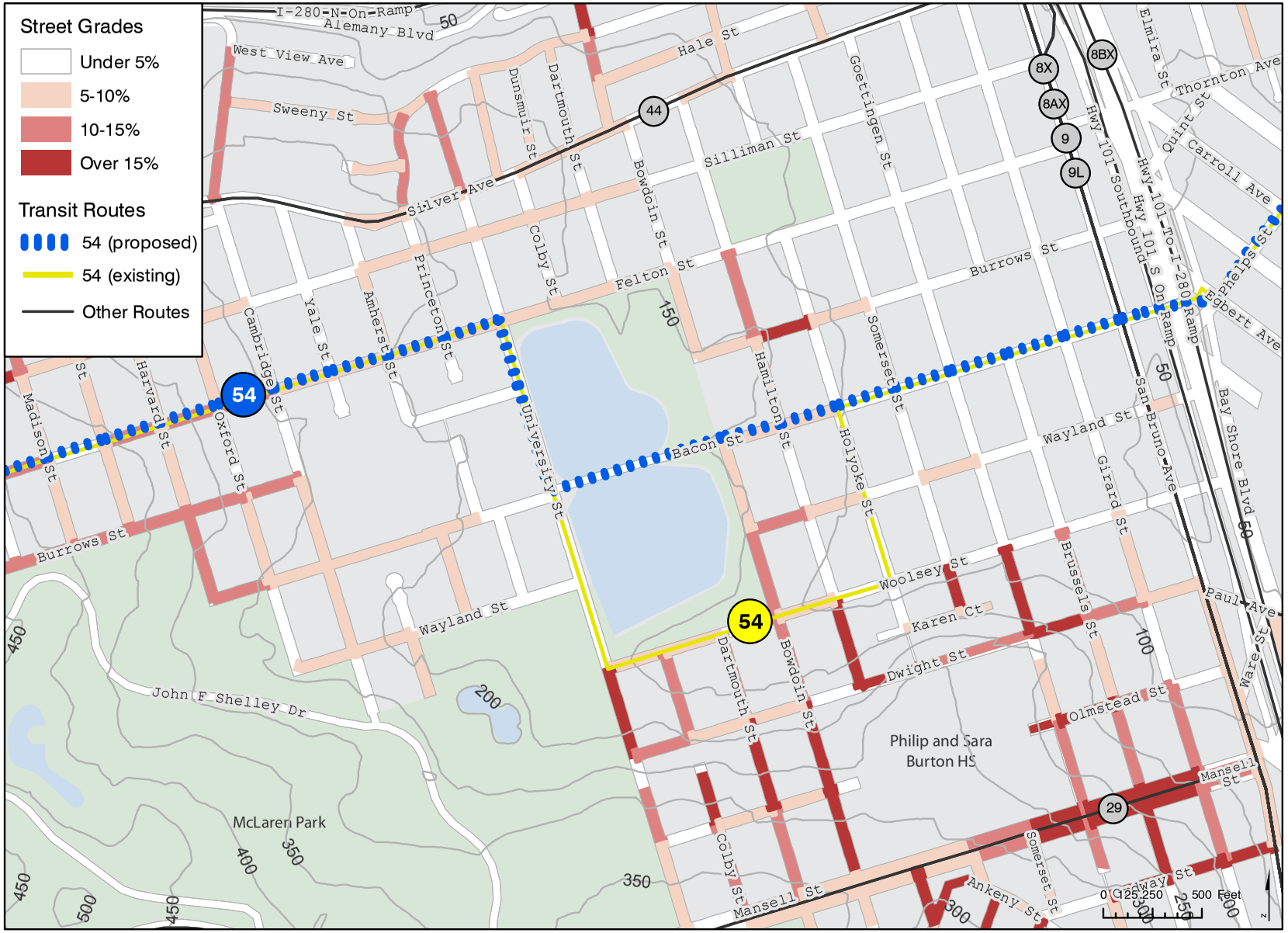
FIGURE P - 54 FELTON SEGMENT TO BE ELIMINATED TOPOGRAPHY – HUNTERS POINT AREA, LA SALLE AVENUE, CASHMERE STREET, AND REVERE AVENUE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

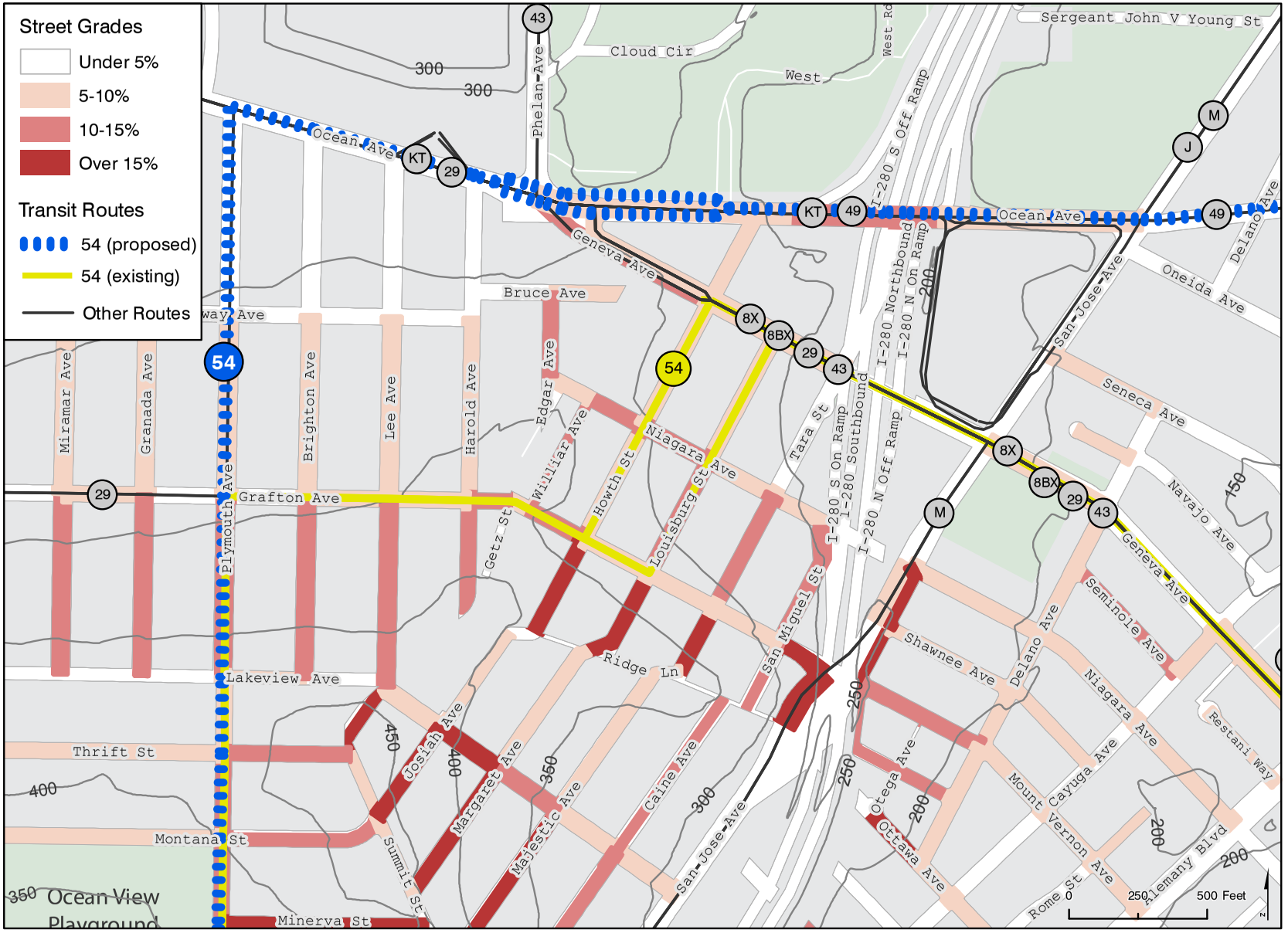
FIGURE Q - 54 FELTON SEGMENT TO BE ELIMINATED
TOPOGRAPHY – CROCKER AMAZON AREA, NAPLES AND MOSCOW STREETS



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

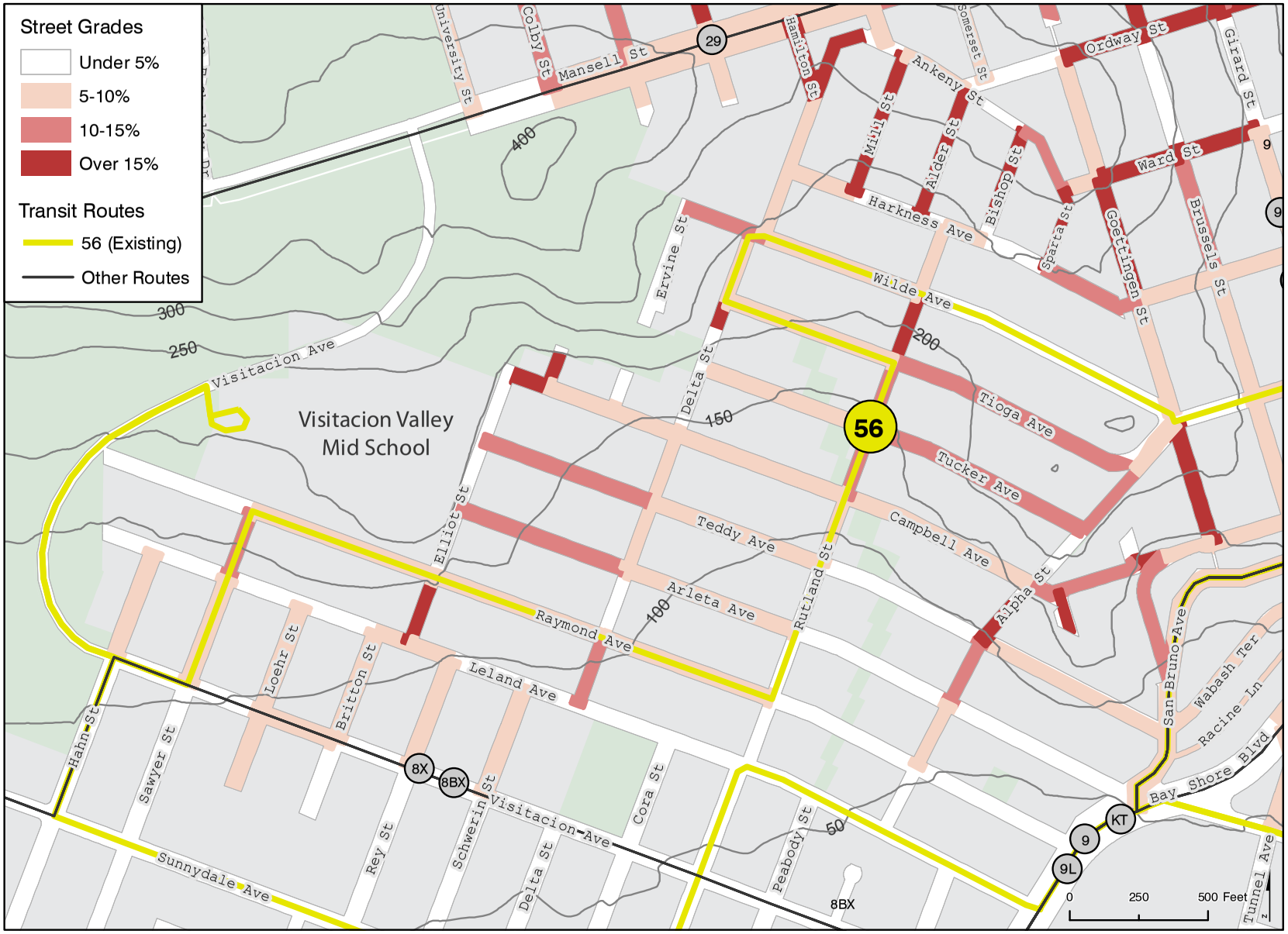
FIGURE R - 54 FELTON SEGMENT TO BE ELIMINATED
TOPOGRAPHY – UNIVERSITY MOUND AREA, HOLYOKE, WOOLSEY, AND UNIVERSITY STREETS



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

FIGURE S - 54 FELTON SEGMENT TO BE ELIMINATED
TOPOGRAPHY – BALBOA BART AREA, HOWTH STREET, LOUISBURG STREET, GRAFTON AVENUE



SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

FIGURE T - 56 RUTLAND SEGMENTS TO BE ELIMINATED TOPOGRAPHY – VISITACION VALLEY AREA

SOURCE: San Francisco Planning Department; SFMTA

TRANSIT EFFECTIVENESS PROJECT

FIGURE U - J CHURCH STOP REMOVAL
TOPOGRAPHY – LIBERTY STREET

ATTACHMENT D: DEIR COMMENT LETTERS RECEIVED AFTER CLOSE OF PUBLIC COMMENT PERIOD

These letters do not raise any issues that require a response under the California Environmental Quality Act.

Dwyer, Debra

From: Jones, Sarah
Sent: Wednesday, November 20, 2013 12:33 PM
To: Dwyer, Debra
Subject: Fwd: Number 3 muni

Sent from my iPhone

Begin forwarded message:

> **From:** "Belshe, Thomas A" <Thomas.A.Belshe@morganstanley.com>
> **Date:** November 20, 2013 at 11:07:36 AM PST
> **To:** "sarah.b.jones@sfgov.org" <sarah.b.jones@sfgov.org>
> **Subject: Number 3 muni**
>
> Dear Ms Jones. Please add my name to what I know is a long list of people concerned by your proposal to shut down the Number 3 Muni. Terrible idea!!!
>
> Tom Belshe

Important Notice to Recipients:

Please do not use e-mail to request, authorize or effect the purchase or sale of any security or commodity. Unfortunately, we cannot execute such instructions provided in e-mail. Thank you.

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Dwyer, Debra

From: Jones, Sarah
Sent: Thursday, October 03, 2013 8:24 AM
To: Dwyer, Debra
Cc: Wise, Viktoriya
Subject: FW: Transit Effectiveness Draft EIR

Since this comment came in well past the deadline and does not raise new issues, you do not need to include it in the RTC document.

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Burns, Elizabeth [mailto:Elizabeth.Burns@lewisbrisbois.com]
Sent: Wednesday, October 02, 2013 2:50 PM
To: Jones, Sarah
Subject: Transit Effectiveness Draft EIR

Please do not eliminate the 3 Jackson! I take it to and from work everyday. Thank you!

LEWIS BRISBOIS BISGAARD & SMITH LLP

Elizabeth A. Burns
Attorney
333 Bush Street, Suite 1100
San Francisco, CA 94104
Email: elizabeth.burns@lewisbrisbois.com
Tel: 415 262 8580
Fax: 415 434 0882

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From:	Tonie Cox
To:	Dwyer, Debra
Cc:	Wiener, Scott
Subject:	Changes to bus routes #52, and #35-Eureka
Date:	Sunday, December 08, 2013 3:44:35 PM

Hi,

Is there a document that clearly outlines the proposed changes to the #52 and #35 bus lines? The information in the SFMTA site says that service will be improved, but your site says it will be cut. Considering that the changes were not publicized to the people served by those routes I'm a bit shocked that the public comment period is closed and that very little information is available. I've seen exactly one public notice posited and it is for a meeting that happened in October.

There is very little transit to this area already, and the #52 is not reliable. If you reduce or eliminate the #35 route you are effectively cutting MUNI service to an entire section of the city. We were hoping for the increase promised by the MTA (http://www.sfmta.com/node/97906) so we might be able to live either without a car or perhaps with just one per household. If you cut us off from Muni service, then you are requiring everyone in my area to rely on driving at the same time that parking is being reduced and parking rates are rising.

Your message is confusing, just what is it that you expect us to do? We live in an area with very steep hills, and very limited public transportation. I would suggest that someone in your office come here and see what it's like to walk from say the J-Church train or Glen Park BART to the Diamond Heights Safeway, and then decide if it is practical to expect someone to walk several blocks to a mile uphill and back to go grocery shopping. All of the major transit stations; Bart, Forest Hill, and the Castro St stations require a long walk up extremely steep hills to access them. The unreliable #52 bus and the reliable #35 bus are our only links to the major transit stations.

I'm copying Scott Wiener on this. I wonder if his office knows that public notices were not sent out to notify local residents of the proposed changes, or updates to this project. The only notification I saw was one notice posted on one tree in Glen Park. I have ridden both buses many times during the past year and there are no notices posted at the bus stops or the stations. Doesn't this violate planning rules? If a tree

removal requires public notification, shouldn’t a bus line require at least that much?

Please update me and my community on the proposed route changes, we deserve to have a say in this before it’s too late.

Thank you,

Tonie Cox

RECEIVED

OCT 17 2013

CITY & COUNTY OF S.F.
PLANNING DEPARTMENT
MEA

10/12/13

Sarah B. Jones,
SF Planning Dept
1650 Mission St., Suite400
SF, CA 94103

Dear Ms Jones,

My family and I depend on the #3 Jackson bus line for our commute daily. It would be more than an inconvenience if it were discontinued. It would make our daily travels much more difficult if Muni eliminated #3 Jackson line!

Thank you for your consideration,

F. Chaney Li,
3055 Pacific Avenue,
SF, CA 94115

Dwyer, Debra

From: Jones, Sarah
Sent: Monday, October 07, 2013 4:19 PM
To: Dwyer, Debra
Subject: FW:

Please send Mr. Matsu a link to the EIR. Thanks.

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: Karl Matsu [mailto:karlmatsu@hotmail.com]
Sent: Monday, October 07, 2013 3:19 PM
To: Jones, Sarah
Subject:

Ms Jones

We just heard in the Japantown community that Muni Bus line #3 Jackson is being eliminated. None of us in the community heard anything about this action. Can you let me know if the whole #3 Jackson line is being eliminated or part of the line is being eliminated?

The Sutter and Post Streets are major corridor in San Francisco's senior home facilities, hotels and new condo/apartments. This route is the main entrance to the Japantown that brings in tourists and visitors from all over the world for shopping and dinning till late evening. Many clubs and restaurants are open till 2 a.m. During the rush hours, buses are so pack and full that it is not unusual for buses to go non-stop from Van Ness to Union Square. During the mid-day, typically more than half of the passengers are elders with walkers and canes or wheelchairs. If you eliminate #3 Jackson, there is no service in this corridor after 7:30 p.m. Besides #2 Clement often skip run that many elders stake their lives in crossing Gear Blvd.

If #3 Jackson is eliminated, mass killing of elders is waiting to happen on Geary Blvd.

Please let us know the plan so that our community will rally to stop mass killing of elders and shutting down the Japantown.

Karl Matsushita, Director
Japanese American National Library
1619 Sutter St
San Francisco, CA 94109

Phone 415-567-5006

Dwyer, Debra

From: Karl Matsu <karlmatsu@hotmail.com>
Sent: Thursday, October 10, 2013 6:59 PM
To: Dwyer, Debra
Subject: RE: TEP CEQA - 3 Jackson

Dear Ms. Dwyer:

Thank you for the opportunity to obtain the copy of DEIR. I went to your office and obtained a copy today. I talked to several members of the Japanese American community w ho were somewhat relieved that elimination of #3 Jackson will be filled with increase in service of #2 Clement at about the same level of service as current level.

Some of the concerns raised are:

1. Manu Asian Americans who live on Sutter Street housing for seniors go to Clement Street for shopping daily. It is custom of most Asian Americans to shop every day for daily need of fresh food.. If #2 Clement only serve only 2 blocks of Clement, many of these elders will be forced to walk the remaining Clement Street - that's 10 blocks.
2. Trolley bus steps are to steep for elderlies to climb. Since Sutter/Post corridor is the most densely populated by seniors, we need these new low floor buses more than any other line.
3. Half of rush hour passengers go beyond Sansome Street that #2 Clement should be extended to Ferry Building during the rush hours.
4. There are many hotels, apartment, condos, restaurants and drinking facilities along Sutter and also Fillmore that evening services should be extended till 12:45 a.m. One is surprised to see so many people ride the last bus.

These issues were raised at first glance at your DEIR.

Thank you again for your help.

Karl Matsushita, Director
Japanese American National Library

From: debra.dwyer@sfgov.org
To: karlmatsu@hotmail.com
Subject: TEP CEQA - 3 Jackson
Date: Mon, 7 Oct 2013 23:36:17 +0000

Dear Mr. Matsushita,

Pursuant to your request to Sarah Jones, the Draft Environmental Impact Report for the Transit Effectiveness Project (TEP) may be viewed online at:

http://tepeir.sfplanning.org

If you would like a CD or hard copy of the DEIR document mailed to you, then please let me know your mailing address. You may elect to pick up the document or CD at the Planning Department office at 1650 Mission Street, Suite 400, San Francisco. Please let me know your preference.

The SFMTA proposal for the 3 Jackson is part of the category TEP Service Improvements so please direct your attention to Appendix A to the Initial Study (the Service Route Maps) as well as Table 8 on page 2-68 in the Draft EIR, which describes that this route is proposed for removal. Environmental analysis related to the Service Improvements is provided on pages 4.2-117 to 162 of the Draft EIR.

Best regards,

Debra

Debra Dwyer
Environmental Planner

ph 415.575.9031
fax 415.558.6409

San Francisco Planning Department
1650 Mission Street, Suite 400, San Francisco, CA 94103
www.sfgov.org/planning

Dwyer, Debra

From: Jones, Sarah
Sent: Monday, December 16, 2013 8:59 AM
To: Dwyer, Debra
Subject: FW: killing of #3 Jackson

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

From: I&F Mattei [mailto:ifmattei@comcast.net]
Sent: Friday, December 13, 2013 1:31 PM
To: Jones, Sarah; sean@sfmta.org
Subject: killing of #3 Jackson

Hi….

I attended the meeting at City Hall on December3 and was impressed by the remarkable number of good reasons put forth for why the #3 Jackson is important to the neighborhood and to the city as a whole. I hope you and the planners at TEP will take heed. Losing the #3, which takes us directly to Union Square, would be a terrible disruption for those of us who are older and find climbing the hills increasingly difficult.

Also….tried to find an e-mail address at SFTEP.com website and couldn't. They have an automated system for sending e-mails which is ostensibly to route e-mails to the proper departments BUT I was unable to navigate the system…it wouldn't accept my e-mail address or an 'anonymous' message.

Sincerely,

Irene Mattei

Dwyer, Debra

From: Jones, Sarah
Sent: Friday, November 22, 2013 11:09 AM
To: Dwyer, Debra
Subject: FW: line no 3

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Michele Praeger [mailto:mgpraeger@ucdavis.edu]
Sent: Wednesday, September 18, 2013 6:05 PM
To: Jones, Sarah; sean.kennedy@sfmta.com
Subject: line no 3

Dear Ms.Jones, Mr.Kennedy,
Please do not suppress the no. 3! It doesn't make any sense to do away with a bus line when we are trying to reduce the number of cars in the city. MUNI should have more buses not less.
Thank you,
Michele Praeger

Dwyer, Debra

From: Jones, Sarah
Sent: Friday, November 22, 2013 11:09 AM
To: Dwyer, Debra
Subject: FW: Closure of the 3 Jackson Line.

_____

Sarah Bernstein Jones
Environmental Review Officer
Director of Environmental Planning

Planning Department | City and County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-575-9034 | Fax: 415-558-6409
Email: sarah.b.jones@sfgov.org
Web: www.sfplanning.org

-----Original Message-----
From: Spring David [mailto:dbspring66@gmail.com]
Sent: Monday, September 16, 2013 11:35 PM
To: Jones, Sarah
Subject: Closure of the 3 Jackson Line.

As an aging (69) retiree I find myself using public transportation to go downtown more often than ever now.

Both the 1 California and the 3 Jackson have been my best choices. Closing the 3 Jackson line will be a significant loss.

I understand the need to provide services efficiently and to limit costs. I hope you will not close the 3 Jackson line without careful consideration.

Thank you,

David B. Spring
2035 Lyon St, 94115
415-346-9445

Dwyer, Debra

From: Betty Tolentino <Betty_Tolentino@ajg.com>
Sent: Wednesday, March 05, 2014 5:44 PM
To: Kennedy, Sean M
Cc: Dwyer, Debra; Kline, Heidi
Subject: Transit Effectiveness Project (TEP) N Judah Line

Sean,

I am a property owner and longtime resident on Judah between 40th and 41st Avenues.

Your current proposal has a traffic calming (traffic circle/bulb) at 41st and Judah. 41st Avenue is a major street for north and south bound traffic through the Golden Gate Park. Currently there are stop signs on all four corners. In the 1990's, stop signs only existed north and south bound with west and east bound traffic with the right of way – no stop signs. The additional stop signs were added after a fatality. A car traveling northbound tried to beat the a westbound streetcar through the intersection resulting in the fatality. There were numerous accidents prior to the addition of the stop signs west and east bound. In the 1980's, a car traveling southbound on 41st tried to beat an eastbound streetcar – the old Boeing Streetcars. The streetcar was push off the track and the car smashed. Both accidents the result of speeding cars and ignoring stop signs.

Have you checked the accident reports with SFPD for this intersection? You need to investigate the accidents under the four way stop and under the old two way stop. Was a study done into the accident patterns for all intersections where you're proposing to remove stop signs? Taking away stop signs may speed up service but will increase accidents.

Both Drivers and pedestrians are not paying attention as evidenced by the increase in accidents and fatalities.

Thanks.
Betty Tolentino
Senior Account Manager
Construction Practice
Arthur J. Gallagher & Co.
1255 Battery Street, # 450 | San Francisco, CA 94111
Betty_Tolentino@ajg.com
Phone: 415.288.1611
Fax: 415.391.1869
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From: Kline, Heidi [mailto:heidi.kline@sfgov.org]
Sent: Wednesday, March 05, 2014 4:54 PM
To: Betty Tolentino
Cc: Kennedy, Sean M; Dwyer, Debra
Subject: RE: SFMTA N Judah Line - Prop K / Prop AA Changes

Hi Betty,

Sean Kennedy is the contact person at SFMTA in charge of the proposed changes to the N Judah Line and other SFMTA routes throughout the City under study and referred to as the Transit Effectiveness Project (TEP). Sean's phone number is (415)701-4717 and email sean.kennedy@sfmta.com.

Regards,
Heidi

Heidi Kline, LEED AP
Environmental Planner, SF Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103
(415)575-9043
heidi.kline@sfgov.org

From: Betty Tolentino [mailto:Betty_Tolentino@ajg.com]
Sent: Wednesday, March 05, 2014 4:41 PM
To: Kline, Heidi
Subject: SFMTA N Judah Line - Prop K / Prop AA Changes

Heidi,

I'm a property owner on Judah Street. We need to make comments regarding the proposed changes to the N Judah Line. Who should we contact? Also could you provide us a list of your meetings for public comment.

Thanks.
Betty Tolentino
Senior Account Manager
Construction Practice
Arthur J. Gallagher & Co.
1255 Battery Street, # 450 | San Francisco, CA 94111
Betty_Tolentino@ajg.com
Phone: 415.288.1611
Fax: 415.391.1869
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"I would like to emphasize that the discussion set forth above is only an insurance/risk management perspective and is NOT legal advice. We do not provide legal advice, as we are not qualified to do so. I highly recommend that you seek the advice of legal counsel in order to become fully apprised of the legal implications related to these issues."

Howard Wong, AIA

December 23, 2013

PLEASE FORWARD THIS TO APPROPRIATE DECISION-MAKERS

TO: Transportation Effectiveness Project (TEP), SFMTA
TO: Columbus Avenue Plan (CAP), Planning Department

COMMENTS ON TRANSPORTATION EFFECTIVENESS PROJECT (TEP) & COLUMBUS AVENUE PLAN (CAP)

I attended a joint presentation of the TEP and CAP---at the Telegraph Hill Dwellers' Planning Committee on October 29, 2013. My comments:

1. TEP and CAP are interrelated---but surprisingly uncoordinated.
For example, the TEP's new #11-Bus Line (similar to old 15-Keanry Bus) goes down Columbus Avenue to Montgomery/ Clay/ Sansome to the Montgomery Station. The existing 41-Union Bus also goes down Columbus to Clay Street. The northbound 8X Bus also runs on Columbus Avenue. But the Columbus Avenue Plan proposes to reduce to single traffic lanes at Montgomery (for bike lanes)---a bottleneck! Columbus Avenue deserves to be a **major transit corridor**, connecting the northeast quadrant to the Financial District and beyond. Columbus Avenue needs transit-priority lanes in both directions for its entire length---with flex-use during high-traffic conditions.

2. Current Columbus Avenue designs are cramming too much into a narrow avenue.
Based on normal use, Columbus Avenue warrants two traffic lanes in each direction---as well as dedicated bus lanes in each direction. Wider sidewalks are warranted for robust pedestrian circulation and restaurant dining. And bike circulation, taxis, passenger drop-offs, deliveries, street lighting, trees and landscaping are part of the mix. The variable is street parking.

3. A district-wide Master Plan is needed for parking and traffic management.
Many residents lack garages. Merchants want parking. If street parking, garages and parking lots are well integrated, perhaps augmented with robotic garages in mid-block, than parking could be eliminated from Columbus Avenue---for wider sidewalks, transit lanes and bike lanes.

4. In North Beach, traffic congestion is unpredictable.
As any resident can attest, gridlock occurs at rush hours---but also during weekends, July 4th, Fleet Week, Columbus Day, Chinese New Years, Chinatown Street Fairs, North Beach Festival, music/ food festivals, waterfront events, vehicular accidents/ breakdowns and any number of conditions. Vehicular traffic includes cars, trucks, buses, bikes, double-deck/ tour buses, Duck boats…. Columbus Avenue requires traffic lanes and transit lanes in each direction---with flex-use as conditions change.

5. Simplicity is more elegant design---less costly and more for the money.

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The CAP is overly complicated. Designers should avoid being social engineers in attempts to change human behavior. Clarity and predictability should be emphasized. Improving two-way streets should be the goal---rather than creating unexpected one-way streets and no-turns that create bizarre driving behaviors, as well as impacts on nearby alleys and streets.

6. The northeast neighborhoods have some of the densest populations and often, the densest pedestrian and traffic usage---but the positive aspects should be preserved.
Street vibrancy is why we love our neighborhoods. It is important to balance the qualities that create social interaction----where people know each other, sit at cafés, people-watch and enjoy surprise encounters. In 2007, the American Planning Association named North Beach as one of America's "Top 10 Great Neighborhoods". Change should not be made without valid empirical justification---from trial programs that test options.

7. Variety and choices are important in how we circulate.
Sometimes mundane streets and alleys become popular gathering places---context, views, sunlight, proximity, crossroads, uses, culture, history… It's important to maintain flexibility and clarity of choices.

8. Along Columbus Avenue, pedestrians and public transit are the heaviest users.
In the event of conflicting needs, pedestrians and transit riders should get top priority---due their numbers. Tourists and residents routinely walk between downtown to the waterfront---a major stimulus to streets, cafés, coffee houses, restaurants and shops. Sidewalks, crosswalks, bulb-outs and transit-lanes should receive the most attention. "Scramble" intersections, with diagonal crossing, may be worth testing---creating vibrant pedestrian movement. Car traffic and bike lanes require district-wide planning.

9. Street beautification should be a high priority
Quality in paving materials, trees, planting, lighting, art, street furniture and design. Long-term maintenance and cleanliness is a priority.

10. TEP's impacts are not fully disclosed in SFMTA's presentation.
Like a rushed sales presentation, key points are glossed over. While increasing speed of some rapid transit lines----TEP eliminates some bus routes, shortens some bus lines, cuts some bus stops and reduces overall service. Proposed changes should be explained and evaluated carefully. Refer people to the TEP Website: http://www.sfmta.com/node/97906
SaveMuni.com has been advocating for improving the entire Muni system---by diverting funds from unnecessary elements of the Central Subway.
SEE SAVEMUNI.COM ARTICLE: "Vigilance! Simple Muni Solutions: Best Practices in the World"--- **http://savesfmuni.wordpress.com/**

11. TEP doesn't address net loss of public transit---in past and future years.
The TEP's new #11-Bus partially compensates for the loss of the 15-Kearny Bus. The Central Subway's Phase 1 eliminated the 15-Kearny Bus/ 20-Columbus Bus and cut hours for the 41-Union Bus, cutting connectivity to the Embarcadero and Montgomery Stations. Also, SFMTA

has shortened routes for the 10-Townsend/ 12-Folsom buses, eliminating waterfront access. The Central Subway's Phase 2 will cut 34,000-76,000 bus hours/ year from the 8X, 30 45 bus lines. Phase 2 also eliminates the T-Line's Embarcadero Loop, decreasing trains to Market Street's BART/ Metro Stations and connectivity to the future Transbay Terminal/ High Speed Rail. Moreover, the Central Subway's unnecessary 2,000 foot, empty tunnels from Chinatown to Washington Square will waste $70 million. And the Pagoda Theater Project will waste another $9 million---taken from Muni operating funds.
SFMTA should clearly disclose the net transit loss for the northeast neighborhoods.
Columbus Avenue should be the transit corridor that connects to the Embarcadero/ Montgomery Stations---BART, Metro, Transbay Terminal and future High Speed Rail.

12. Need to study Transit-Priority Streets and neighborhood-serving transit.
Throughout every neighborhood, all transit lines should be uniformly upgraded. Transit-Priority Streets can be implemented cheaply and quickly to speed up transit, improving Muni reliability. By cost savings from unnecessary parts of the Central Subway, neighborhood loop buses like an expanded Coit 39 Bus can address true transit needs.

Sincerely,

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