



SAN FRANCISCO PLANNING DEPARTMENT

TRANSMITTAL

Date: March 27, 2014

To: Jonas Ionin via Hand Delivery
Planning Commission Secretary

From: Debra Dwyer, Environmental Planning

Phone No.: 415-575-9031

Re: The Transit Effectiveness Project (TEP) EIR
(Case 2011.0558E)

1650 Mission St.
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Dear Mr. Ionin,

The Planning Department has continued to receive emails regarding the Transit Effectiveness Project (TEP). Attached for distribution to the Planning Commission are the emails received since March 10, 2014, which were not able to be included in the Responses to Comments document.

Regards,

Debra Dwyer

Attachments

Transmittal

Dwyer, Debra (CPC)

From: Rahaim, John (CPC)
Sent: Thursday, March 27, 2014 10:17 AM
To: Dwyer, Debra (CPC)
Subject: Fwd: 3/27 meeting Agenda item 9

Please excuse any typos. This was sent from my iPhone

Begin forwarded message:

From: Daniel Tomasevich <dtomasevich@gmail.com>
Date: March 27, 2014 at 10:13:34 AM PDT
To: <John.Rahaim@sfgov.org>, <Commissions.Secretary@sfgov.org>, <cwu.planning@gmail.com>, <planning@rodneymfong.com>, <wordweaver21@aol.com>, <plangsf@gmail.com>, <richhillissf@yahoo.com>, <mooreurban@aol.com>, <s.commish@yahoo.com>
Subject: 3/27 meeting Agenda item 9

March 27, 2014

Dear Director Rahaim and Planning Commissioners,

The TEP EIR Response to Comments 2011.0558E (RTC) was posted March 14, 2014 on the Planning Dept. website. I understand the public comments for the Draft TEP EIR was from July to Sept. 17, 2013.

The RTC states the SFMTA and the Planning Dept. are making additions to the Draft TEP EIR. The changes in the RTC need to have a public comment period similar to the Draft TEP EIR.

For ex. the changes in the RTC pages 2-11 to 2-13 along the N Judah are major changes. Adding bicycle corrals at busy intersections, and extending the boarding island from 60 to 240 feet are significant.

I walked along the project area for the N Judah streetcar. In a radius of one block of the busy intersection 9th Ave & Irving Street there are currently 24 bicycle racks. SFMTA intends to install a bicycle corral at 9th & Irving St. There is no need to include any bicycle corrals at this intersection that has high pedestrian, vehicle, delivery truck and streetcar traffic. It would make a bad situation worse.

There are other additions to the TEP EIR specified in the RTC that need to have a public review period, public comments before being accepted by the Commission.

Please assure that this Comment is delivered to each Commissioner and placed in all applicable files on the Project.

Thank you.

Sincerely,
Daniel Tomasevich

Dwyer, Debra (CPC)

From: Mary Miles <page364@earthlink.net>
Sent: Thursday, March 27, 2014 10:07 AM
To: Rahaim, John (CPC); Ionin, Jonas (CPC); Cindy Wu; Rodney Fong; Michael Antonini; Gwyneth Borden; Rich Hillis; Kathrin Moore; Hisashi Sugaya
Cc: Dwyer, Debra (CPC); Jones, Sarah (CPC)
Subject: PUBLIC COMMENT PLANNING COMMISSION AGENDA ITEM 9, "TEP" Planning file No. 2011.0558E
Attachments: TEP DEIR COMMENT.pdf

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:
John Rahaim, Director of Planning
Jonas Ionin, Commission Secretary, and
Members of the
San Francisco Planning Commission (Cindy Wu, Rodney Fong, Michael Antonini, Gwyneth Borden, Rich Hillis, Kathrin Moore, Hisashi Sugaya)
1650 Mission St., 4th Floor
San Francisco, CA 94103

cc: Debra Dwyer; Sarah B. Jones

BY E-MAIL TO: john.rahaim@sfgov.org; Jonas Ionin at Commissions.Secretary@sfgov.org; Cindy Wu, Commission President at cwu.planning@gmail.com ; planning@rodneymfong.com; wordweaver21@aol.com; plangsf@gmail.com ; richhillissf@yahoo.com ; mooreurban@aol.com ; hs.commish@yahoo.com

PUBLIC COMMENT, PLANNING COMMISSION AGENDA ITEM #9, 2011.0558E (TEP PROJECT)

This is Public Comment on Agenda Item #9, the "Transit Effectiveness Project" ("TEP") (herein referred to as "Project"), on the Planning Commission's March 27, 2014 Agenda at Item #9. Under the Brown Act and CEQA, you are legally obligated to accept and consider this Comment and to place it in all public files on the Project. Therefore, please assure that this Comment has been received by all members of the Planning Commission and has been placed in all files on the Project. As we and others have stated, the Environmental Impact Report ("EIR") on the Project falls far short of legal adequacy, and may not be lawfully certified, because it is not adequate or accurate, does not comply with CEQA and the National Environmental Policy Act ("NEPA").

Further, the public has not received adequate time to review the more than 1,200 pages of documents in the "Responses to Comments" ("RTC") document, "supplemental variants," various findings, and other voluminous documents, many of which were not publicly available until only a few days before this meeting or have not been provided at all. These documents include changes, and changes to those changes, on the already large

Project, its environmental impacts, and the environmental analysis, mitigation, and alternatives requirements of both CEQA and NEPA.

Further, the Planning documents and the Agenda of this hearing have misinformed the public to believe it has no opportunity to comment further on this Project before this Commission and other decisionmaking bodies, which is material misinformation denying the public's right to comment on this Project and your legislation to approve it and certify the EIR. Contrary to these false statements, the public has the right to comment on any CEQA and/or legislative matter before this Commission, including the proposals on this Project before the Commission today.

Previous comments on the DEIR on the Project, which are incorporated here by reference, have not been responded to in the "Responses to Comments" ("RTC") document, but instead have been dismissed in a summary fashion without addressing their substance. The "responses" lack objectivity, and instead adopt a defensive posture without responding to the comments and questions raised on the Project. For example, there are no coherent responses to the lack of a stable, finite, and accurate Project description, baseline data, identification of significant direct, indirect, and cumulative impacts on traffic, transit, loading, parking, air quality, and human impacts. Those significant impacts are certain from the Project's proposals to remove traffic lane capacity, turning restrictions, bulbouts and other traffic obstructions, bicycle lanes and on-street bicycle parking, "parklets," and other changes to public streets and thoroughfares that require analysis and mitigation under CEQA and NEPA. Further, the removal of bus stops will also have impacts on humans, since they will cause delays and hardship from having to walk much farther to reach a bus stop, and having to wait longer at that stop for passengers to get on and off buses.

As already stated, the EIR fails to provide a finite and stable project description. The claim that the EIR is both a "programmatic" and "project-specific" EIR is false and legally erroneous. The EIR is simply a mish-mash or wish list with some generalized rhetoric claiming to be "programmatic" review, but contains no coherent phased schedule or commitment to Project-specific, legally adequate environmental review, or dates when supplemental EIR(s) will be issued that contain required Project-specific review and mitigation of the Project's impacts. There is no analysis of any discrete phase(s) or any commitment to supplemental environmental review at a project-specific level as required for "programmatic" review, and there is no legally adequate Project-specific review.

Further, it is uncertain from the EIR and unlikely that MTA will ever implement the entire project, *i.e.*, all of the elements of the proposed TEP, affecting direct, indirect, and cumulative impacts analyses. Rather the proposal apparently intends to allow that agency to pick and choose certain elements for implementation over the next two and one-half years or longer. That implementation was not fully disclosed in the Project description and has not been fully and properly analyzed for its direct, indirect and cumulative impacts. Piecemeal implementation under a claim of "programmatic" review without analysis and mitigation at each discrete phase is prohibited by both CEQA and NEPA. For example, the late revision to operate half of the 8X Muni line to Fisherman's Wharf (*i.e.*, north of Broadway) appears to be tied to the proposed #11 Muni line downtown connector, but no specific commitment is made to implement these two changes at the same time. In a broader sense it appears that MTA could implement parts of the project at various times and not others resulting in imbalances in transit service in direct, indirect and cumulative impacts in combinations that have not been analyzed for environmental review.

The later-added "project-level" descriptions of three TTRP corridors were not in the DEIR except as programs. Thus the specific description of particular intersections along those corridors that will have specific significant impacts were not provided in the DEIR, depriving the public of meaningful comment on the Project's impacts on major traffic corridors, requiring recirculation. These corridors include major transit, commercial and traffic corridors.

The shifting Project description in the RTC, "supplemental variants" and other late-released documents require recirculation, because the public has had no opportunity to meaningfully comment on the significant changes affecting the Project description, analysis and identification of impacts, mitigation measures, and alternatives. (See, *e.g.*, 14 Cal. Code Regs. ["CEQA Guidelines"] section 15088.5.) Residents and businesses along these corridors had no way to know from the DEIR the likely impacts because the proposals had not been fleshed out and staff proposes no recirculation, offering no opportunity for comment on impacts.

The new additions of major corridors to the "TEP" project, such as the proposed removal of traffic capacity, reduced lane capacity, obstruction of traffic and turning, and removal of parking on the Irving Street corridor to install bicycle parking, "parklets," bulbouts, and other traffic obstructions have received *no* environmental review, impact analysis and mitigation, or any meaningful opportunity for public review, plainly violating CEQA, and are plainly irrelevant and will not lead to any "goal" or "objective" of promoting transit "effectiveness."

As noted, the short notice and lack of availability of documents for public review make meaningful comment impossible, and require a continuance of this hearing. Other reasons stated in public comment on the DEIR still apply on why the EIR is not legally adequate, accurate, or objective, along with the failure to provide the public meaningful opportunity to participate in review and deliberations before this Commission. Therefore the Commission should not certify the EIR or adopt legislation approving the Project. The EIR must be recirculated due to the many material changes made after public comment on the DEIR. Further, this proceeding must be continued to allow the public the right to meaningfully comment before this decisionmaking body, particularly given the false statements indicating that the public has no right to comment before this Commission.

DATED: March 27, 2014

SIGNED: Mary Miles

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

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 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.

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.

2. There is no Accurate Project Description.

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.

3. There Is No Accurate Baseline Description of Actual Existing Conditions that Will Be Affected By the Project.

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.

4. The DEIR Fails to Identify the Project's Direct, Indirect, and Cumulative Impacts.

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.

5. The DEIR Fails to Describe Feasible Mitigation Measures for the Project's Impacts.

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

6. The DEIR Contains No Legally Adequate Alternatives Analysis.

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

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

Dwyer, Debra (CPC)

From: Chance Elliott <chance_elliott@mac.com>
Sent: Thursday, March 27, 2014 9:27 AM
To: Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com
Subject: Fwd: SFMTA- 35 Eureka on Wilder Street

FYI - Debra and Julie I am adding you to this email as I was just informed of your contact info. Below is an email I sent to supervisor Wiener detailing my concerns over the proposed 35 Eureka route down Wilder street, and the lack of response that the residences of Wilder street have received from SFMTA. Please listen to us and find an alternate route for your bus.

-Chance

Begin forwarded message:

From: "Chance Elliott" <chance_elliott@mac.com>
Date: March 27, 2014 9:03:05 AM
To: Scott.Wiener@sfgov.org, sean.kennedy@sfmta.com
Subject: SFMTA- 35 Eureka on Wilder Street

Scott, I'd like to bring to your attention an issue that is of serious consequence to the 100+ residents of Wilder street. SFMTA is planning to add a bus route to Wilder street (the 35 Eureka) that will pass up and down our small overly congested street 72 times a day. In addition, they are placing a bus stop directly in front of our apartment building (there are already 2 bus stops less than 100 feet away on Diamond street). There is no logical reason for this as the 35 Eureka already connects to the 52 Excelsior giving riders access to Bart and downtown Glen Park so they are not actually solving a problem, just creating additional congestion and perpetuating poorly thought out, activist planning. We have already circulated a petition signed by over 160 Wilder street residents and our community members have reached out to SFMTA directly (to Sean Kennedy, cc'd on this email) with no response. They are justifying their actions by have classifying Wilder as a commercial street, ignoring the fact that Wilder street is dominated by residences and only has 1 commercial property address (the nail salon). We are already over crowded by Canyon market delivery trucks, customers of downtown businesses who double park all along our street, and people using Wilder street as a short cut. Adding a bus line will make our lives miserable. The SFMTA has said that they will "work with businesses to reduce the likely hood of deliveries delaying the bus". Having personally worked with the market for years in an effort to curtail the number and hours of their deliveries (currently from 6:00am to 8:30pm Monday - Saturday), I know that any actions by the SFMTA will result in a expansion to the markets already unreasonably wide delivery schedule. SFMTA has not seen fit to address our concerns, ignoring our petitions and setting a hearing time this Friday that no resident with a job could attend. They have gone so far as to install the bus stop in front of our building today, before the hearing even occurs. Why don't the lives of Wilder street residents matter, and why doesn't SFMTA have to answer for their actions. Please help us Scott!

-Chance Elliott

53 Wilder Street #401

Dwyer, Debra (CPC)

From: Chris Rodehau <cjrodehau@hotmail.com>
Sent: Wednesday, March 26, 2014 10:41 PM
To: sean.kennedy@sfmta.com
Cc: Dwyer, Debra (CPC); Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey; ann.t.bun@gmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; gellerj@wellsfargo.com; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Sean,

I'd love to see the ridership projections and figures you've collected during your analysis. With less than 900 riders and a 2 minute transfer time between the 54-Excelsior and 35-Excelsior the same 12% improvement could be achieved with simple schedule changes. For example, running the 52 every 15 minutes instead of every 20 minutes and working the 35-Eureka schedule to reduce the transfer times which vary from 2 minutes to 10 minutes could achieve the same goals! I've noticed many 52-Excelsior buses with only 4-5 people throughout the day, and only slightly more during peak periods. I just can't understand why anyone would think adding another bus would be necessary. Are you trying to eliminate transfers?

Where are your statistics? How many transfers are collected at the Diamond & Diamond Heights station on an average day? I haven't heard anything come from your department which resembles actual planning and forecasting? Isn't that supposed to be part of the process?

You're already telling us SFMTA is going to eliminate parking to expand the loading zone. How about a little planning on ridership. If you've done this, please share with everyone. It's nice to know the SFMTA has target metrics. I think everyone would be interested in seeing the metrics published today with targets projections. This would be something which could be useful to measure the success of the change. I think the metrics are based on moving riders (not buses) right?

I think this kind of detail should be available to the public before any changes are implemented. I don't think the community has been well informed or give the proper information or opportunities to voice their concerns about this project. I think all changes should be delayed and additional meetings should be scheduled and targets should be published and presented. In addition, i believe the SFMTA owes it to Glen Park to have a followup and meeting once any initiatives are adopted to make sure the desired metrics are accomplished.

I look forward to hearing your response.

Regards, Chris

From: Sean.Kennedy@sfmta.com

To: gellerj@wellsfargo.com; cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogleroups.com; glenparkparents@yahoogleroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net

CC: Debra.Dwyer@sfgov.org; Julie.Kirschbaum@sfmta.com; Scott.Wiener@sfgov.org;

Jeffrey.Flynn@sfmta.com

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Date: Wed, 26 Mar 2014 22:03:35 +0000

Chris, John et al,

I am trying to track down where the temporary signage came from, but that is NOT part of the TEP. It's a temporary no parking sign for 1 day (looks like in this case March 29, which is a Saturday) in front of a specific address (in this case 53 Wilder)...I assume somebody got a permit for no parking while they moved in or out of their residence. I will try to track down what that sign is for specifically and get back to you all.

In the meantime, I did want to reiterate to Chris that we have worked with Michael Rice, Betsy Eddy, their respective groups and many other concerned neighborhoods over the past 4-5 months to develop the proposed plan, including conducting a bus test on a Friday, mid-morning, in March. While we have heard and understand the concerns these groups raised about Wilder, specifically that the commercial aspect of the street leads to double parking and congestion issues, we are proposing to work with the supermarket to increase the loading zones that will reduce the double parking issues. Additionally, we will monitor the situation after implementation and may adjust the routing off Wilder if needed.

I understand your concerns and appreciate you sharing them with us and the larger group and look forward to your participation in Fridays MTA board meeting as well as working with you to address your concerns if changes to the 35 route are implemented.

As far as timing goes, if the proposed changes are adopted by the board, they are still depend on the MTA budget process. The TEP calls for a 12% increase in service system wide and that will be phased in over the two year budget cycle (or maybe longer). I believe the budget will be voted on in the May timeframe so we will have a better understanding of implementation timing then, but I would not expect any changes on the 35 until fall at the earliest, but will more than likely be Spring of 2015, and maybe later.

Thank you again for your comments and I will get back to you all on the signage as soon as I find out where it came from and its purpose.

Thanks.

Sean

Sean Kennedy, AICP

TEP Planning Manager

One South Van Ness Avenue, Seventh Floor

San Francisco, CA 94103
(415)701-4717
sean.kennedy@sfmta.com

From: gellerj@wellsfargo.com [mailto:gellerj@wellsfargo.com]
Sent: Wednesday, March 26, 2014 2:31 PM
To: cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net
Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Kennedy, Sean M; Flynn, Jeffrey
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Chris ,

I'm bewildered about this development as well; especially the sign you attached where it appears they *may have* made the decision for marking stops on Wilder - ahead of Friday's meet.

That seems plainly wrong. *Let's hope it's just confusion on the part of SFMTA/TEP?*

Although TEP/SFMTA has appeared intent on Wilder for some time: As a community we've pointed out **many times at many meets**, since October - that Miguel-Arlington-Bosworth-Diamond-Chenery-Miguel makes much more sense to connect service to GP BART and do the turnaround - in terms of avoiding more downtown GP gridlock - rather than using Wilder.

It is what all of us attending meets have expressed (including Michael Rice president of GP Merchants Assoc., now cc-ed here) ; and when many of us here had the 'test' bus on a Saturday (when traffic was light) I recall a delivery on Wilder that proved that point as well. We all mentioned to Jeff Flynn (TEP - cc-ed here) on that test bus that the test was conducted at a non-commute time on Wilder.

Also - many pointed out to TEP at the most recent meet at LGBT center that Wilder was a bad option and would create more gridlock in downtown GP as compared to the alternative I listed above.

Let's hope we get some clarity from SFMTA/TEP/Sup Weiner as to this development before Friday's meet.

Jeff? Sean? Sup Weiner?

I'm certain Betsy Eddy and those attending will point this out once again on Friday's meet as well.

best,
John B. Geller
126 Farnum

From: Chris Rodehau [mailto:cjrodehau@hotmail.com]
Sent: Wednesday, March 26, 2014 1:12 PM
To: asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; Geller, John B.; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net;

kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m.decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s.schulz@pacbell.net; sscottss@gmail.com; susanlivingood@yahoo.com
Cc: debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; scott.wiener@sfgov.org; Sean.Kennedy@sfmta.com
Subject: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Hi,

I have attached 2 documents with 'best available' info on the 35-Eureka plan.

There are 2 meetings scheduled this week so it's a bit confusing.
If your main concern is the proposal for the 35 route, then the Friday meeting is the one to attend.

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<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

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No one in the SFMTA or SFGOV has responded to my email which was sent last night pointing out several issues which i believe are key:

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From: cjrodehau@hotmail.com
To: sean.kennedy@sfmta.com
CC: scott.wiener@sfgov.org; debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; ric@modernpast.com
Subject: Questions about 35-Eureka plan and SFMTA "NO STOPPING" Sign in front of 53 Wilder
Date: Tue, 25 Mar 2014 23:05:00 -0700

Sean,

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I look forward to your response. Please advise.

Regards, Chris

=====

Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

From: Chris Rodehau <cjrodehau@hotmail.com>
Sent: Wednesday, March 26, 2014 10:30 PM
To: Sean.Kennedy@sfmta.com
Cc: ann.t.bun@gmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; gellerj@wellsfargo.com; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; Wiener, Scott
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items
Attachments: 52-Inbound1.JPG; 52-Inbound2.JPG; 52-Outbound1.JPG; 52-Outbound2.JPG

Sean,

Apologies if i got some of facts wrong about the signage. It's difficult when we're working with very little lead time and nothing official from the SFMTA.

If the 35-Eureka runs every 20 minutes, that's 6 buses per hour (3 inbound/3 outbound) which equals 1 bus every 10 minutes. If you count the 52-Excelsior which already runs every 20 minutes (3 inbound/3 outbound) that equals 1 bus coming down from the top of Diamond to the Village every 5 minutes!

By the way, i happened to catch the 52 going up and down Diamond today during peak transit hours and both buses had about 10 people, so they're close to empty. I've attached photos. I don't understand what transit problem connecting the 35 Eureka will solve if there are no riders. Is the goal to deliver riders or buses? I have a lot of other questions about planning and projections which i send in a separate email.

I stand by the statement that we will see buses circling the village every 5 minutes during peak periods and expect there will be plenty of empty seats (see photos taken today)! Please correct me if i got anything wrong.

Regards, Chris

From: Kennedy, Sean M [<mailto:Sean.Kennedy@sfmta.com>]
Sent: Wednesday, March 26, 2014 4:48 PM
To: Geller, John B.; 'cjrodehau@hotmail.com'; 'asheasf@gmail.com'; 'beth@elizabethweise.com'; 'betsy.eddy@gmail.com'; 'bwkbwk@pacbell.net'; 'chazemail@gmail.com'; 'chris_scarfo@icloud.com'; 'christina.rodehau@gmail.com'; 'danmoskowitz@gmail.com'; 'daren@barkerassociates.com'; 'diamondviewassociation@gmail.com'; 'disaacs415@gmail.com'; 'donnaquintana1@comcast.net'; 'eileen.weckerle@gmail.com'; 'eravel@stanford.edu'; 'glenparkbulletinboard@yahoogroups.com';

'glenparkparents@yahoogroups.com'; 'janet@canyonmarket.com'; 'jellythepug@aol.com'; 'kchiljan@earthlink.net'; 'kkddd@gmail.com'; 'kpginsf@gmail.com'; 'lisa.anne.m@gmail.com'; 'm._decker@comcast.net'; 'mrice100@sbcglobal.net'; 'ric@modernpast.com'; 's_schulz@pacbell.net'; 'sscottss@gmail.com'; 'susanlivingood@yahoo.com'; 'mrice100@sbcglobal.net'

Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

All,

Just wanted to follow up on the sign issue. Thomas Chen, the manager for temporary signage in the SFMTA Sustainable Streets Division, confirmed that the sign at 53 Wilder was applied by a resident for a residential move and is not related to Muni.

Also, I noticed on your flier that you state "this bus will run through the village every 5 minutes during the peak and every 15 minutes off peak" ...the peak period headways for the 35 are actually proposed at 20 minutes (3 buses per hour) and less than that during the off peak.

Thanks.

Sean

From: Kennedy, Sean M

Sent: Wednesday, March 26, 2014 3:04 PM

To: 'gellerj@wellsfargo.com'; 'cjrodehau@hotmail.com'; 'asheasf@gmail.com'; 'beth@elizabethweise.com'; 'betsy.eddy@gmail.com'; 'bwkbwk@pacbell.net'; 'chazemail@gmail.com'; 'chris_scarfo@icloud.com'; 'christina.rodehau@gmail.com'; 'danmoskowitz@gmail.com'; 'daren@barkerassociates.com'; 'diamondviewassociation@gmail.com'; 'disaacs415@gmail.com'; 'donnaquintana1@comcast.net'; 'eileen.weckerle@gmail.com'; 'eravel@stanford.edu'; 'glenparkbulletinboard@yahoogroups.com'; 'glenparkparents@yahoogroups.com'; 'janet@canyonmarket.com'; 'jellythepug@aol.com'; 'kchiljan@earthlink.net'; 'kkddd@gmail.com'; 'kpginsf@gmail.com'; 'lisa.anne.m@gmail.com'; 'm._decker@comcast.net'; 'mrice100@sbcglobal.net'; 'ric@modernpast.com'; 's_schulz@pacbell.net'; 'sscottss@gmail.com'; 'susanlivingood@yahoo.com'; 'mrice100@sbcglobal.net'

Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Chris, John et al,

I am trying to track down where the temporary signage came from, but that is NOT part of the TEP. It's a temporary no parking sign for 1 day (looks like in this case March 29, which is a Saturday) in front of a specific address (in this case 53 Wilder)...I assume somebody got a permit for no parking while they moved in or out of their residence. I will try to track down what that sign is for specifically and get back to you all.

In the meantime, I did want to reiterate to Chris that we have worked with Michael Rice, Betsy Eddy, their respective groups and many other concerned neighborhoods over the past 4-5 months to develop the proposed plan, including conducting a bus test on a Friday, mid-morning, in March. While we have heard and understand the concerns these groups raised about Wilder, specifically that the commercial aspect of the street leads to double parking and congestion issues, we are proposing to work with the supermarket to increase the loading zones that will reduce the double parking issues. Additionally, we will monitor the situation after implementation and may adjust the routing off Wilder if needed.

I understand your concerns and appreciate you sharing them with us and the larger group and look forward to your participation in Fridays MTA board meeting as well as working with you to address your concerns if changes to the 35 route are implemented.

As far as timing goes, if the proposed changes are adopted by the board, they are still depend on the MTA budget process. The TEP calls for a 12% increase in service system wide and that will be phased in over the two year budget cycle (or maybe longer). I believe the budget will be voted on in the May timeframe so we will have a better understanding of implementation timing then, but I would not expect any changes on the 35 until fall at the earliest, but will more than likely be Spring of 2015, and maybe later.

Thank you again for your comments and I will get back to you all on the signage as soon as I find out where it came from and its purpose.

Thanks.

Sean

Sean Kennedy, AICP
TEP Planning Manager
One South Van Ness Avenue, Seventh Floor
San Francisco, CA 94103
(415)701-4717
sean.kennedy@sfmta.com

From: gellerj@wellsfargo.com [<mailto:gellerj@wellsfargo.com>]
Sent: Wednesday, March 26, 2014 2:31 PM
To: cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkwbk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddds@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net
Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Kennedy, Sean M; Flynn, Jeffrey
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Chris ,

I'm bewildered about this development as well; especially the sign you attached where it appears they *may have* made the decision for marking stops on Wilder - ahead of Friday's meet.

That seems plainly wrong. *Let's hope it's just confusion on the part of SFMTA/TEP?*

Although TEP/SFMTA has appeared intent on Wilder for some time: As a community we've pointed out **many times at many meets**, since October - that Miguel-Arlington-Bosworth-Diamond-Chenery-Miguel makes much more sense to connect service to GP BART and do the turnaround - in terms of avoiding more downtown GP gridlock - rather than using Wilder.

It is what all of us attending meets have expressed (including Michael Rice president of GP Merchants Assoc., now cc-ed here) ; and when many of us here had the 'test' bus on a Saturday (when traffic was light) I recall a delivery on Wilder that proved that point as well. We all mentioned to Jeff Flynn (TEP - cc-ed here) on that test bus that the test was conducted at a non-commute time on Wilder.

Also - many pointed out to TEP at the most recent meet at LGBT center that Wilder was a bad option and would create more gridlock in downtown GP as compared to the alternative I listed above.

Let's hope we get some clarity from SFMTA/TEP/Sup Weiner as to this development before Friday's meet.

Jeff? Sean? Sup Weiner?

I'm certain Betsy Eddy and those attending will point this out once again on Friday's meet as well.

best,
John B. Geller
126 Farnum

From: Chris Rodehau [<mailto:cjrodehau@hotmail.com>]
Sent: Wednesday, March 26, 2014 1:12 PM
To: asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; Geller, John B.; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com
Cc: debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; scott.wiener@sfgov.org; Sean.Kennedy@sfmta.com
Subject: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Hi,

I have attached 2 documents with 'best available' info on the 35-Eureka plan. There are 2 meetings scheduled this week so it's a bit confusing. If your main concern is the proposal for the 35 route, then the Friday meeting is the one to attend.

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I look forward to your response. Please advise.

Regards, Chris

=====
=====

Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

From: gellerj@wellsfargo.com
Sent: Wednesday, March 26, 2014 7:14 PM
To: Sean.Kennedy@sfmta.com; betsy.eddy@gmail.com; ssscottss@gmail.com; cjrodehau@hotmail.com
Cc: disaacs415@gmail.com; Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; Wiener, Scott; jeffrey.flynn@sfmta.com; betsy.eddy@gmail.com
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items
Attachments: wilder-turn-proposed.jpg; better_map_turnaround_proposed.jpg; not_wilder.jpg

Sean,

Thanks for your quick response. Good to know that Chris R. was reacting to a **non-TEP/SFMTA issue** with that sign on Wilder.
~~~

As well I knew that Chris R. had some mis-stated facts such as the peak-times - but I was responding **more about Wilder as the turnaround** street.  
~~~~

I am still confused as to the wording for the **"Proposal Revised"** (http://www.sfmta.com/sites/default/files/projects/35%20Eureka_2.pdf) I just reviewed - as compared to the diagram it shows:

They conflict. Perhaps the arrows are backwards on diagram?

"Proposal Revised" Wording: Service will continue on Moffit and Addison loop. New route will continue to Miguel, make a **right on Chenery, left on Diamond, left on Bosworth, left on Arlington, left on Wilder, and back on Chenery.**
(Slight note: Wilder runs between Arlington and Diamond; so it should read "left on Wilder", right on Diamond, then a right for "back on Chenery") **See attached: better_map_turnaround_proposed .**

"Proposal Revised" Diagram (see attached: wilder_turn_proposed - cutout from same TEP .pdf) .
Appears to be ->
make a right on Chenery, **left on Diamond, left on Wilder (not Bosworth), right (not left) on Arlington, left on Wilder, and back on Chenery.** Wrong per the TEP .pdf!
- should read: then right on Arlington, right on Bosworth, right on Diamond, then a right 'back on Chenery'.

So I'm thoroughly confused as to what the turnaround route is (unless I'm looking at the wrong TEP "proposal revised").

Anyone else figure this out?

And why the alternative should have all those left turns in GP -and- Wilder for the turnaround - is way beyond me!

~~~~~

I've always felt (and I think other neighbors here would agree?) - that the best alternative is Miguel-Arlington-Bosworth-Diamond-Chenery-Miguel - as I mentioned before.

See attached **not\_wilder . All right turns downtown GP**. One left on return on Miguel.

Thoughts??

~~~~~

thanks,

John B. Geller
126 Farnum

From: Kennedy, Sean M [mailto:Sean.Kennedy@sfmta.com]
Sent: Wednesday, March 26, 2014 4:48 PM
To: Geller, John B.; 'cjrodehau@hotmail.com'; 'asheasf@gmail.com'; 'beth@elizabethweise.com'; 'betsy.eddy@gmail.com'; 'bwkbwk@pacbell.net'; 'chazemail@gmail.com'; 'chris_scarfo@icloud.com'; 'christina.rodehau@gmail.com'; 'danmoskowitz@gmail.com'; 'daren@barkerassociates.com'; 'diamondviewassociation@gmail.com'; 'disaacs415@gmail.com'; 'donnaquintana1@comcast.net'; 'eileen.weckerle@gmail.com'; 'eravel@stanford.edu'; 'glenparkbulletinboard@yahoogroups.com'; 'glenparkparents@yahoogroups.com'; 'janet@canyonmarket.com'; 'jellythepug@aol.com'; 'kchiljan@earthlink.net'; 'kkddd@gmail.com'; 'kpginsf@gmail.com'; 'lisa.anne.m@gmail.com'; 'm._decker@comcast.net'; 'mrice100@sbcglobal.net'; 'ric@modernpast.com'; 's_schulz@pacbell.net'; 'sscottss@gmail.com'; 'susanlivingood@yahoo.com'; 'mrice100@sbcglobal.net'
Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

All,

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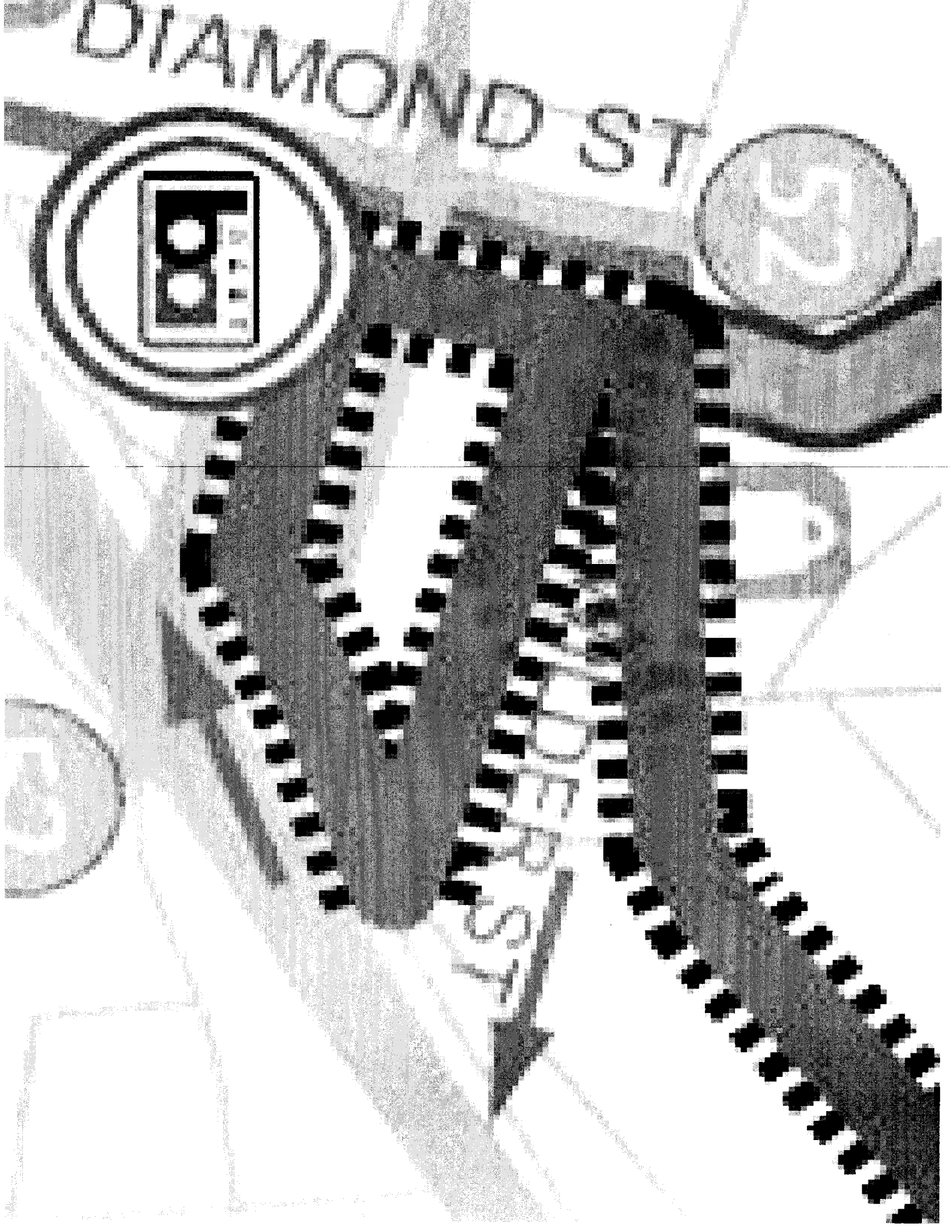
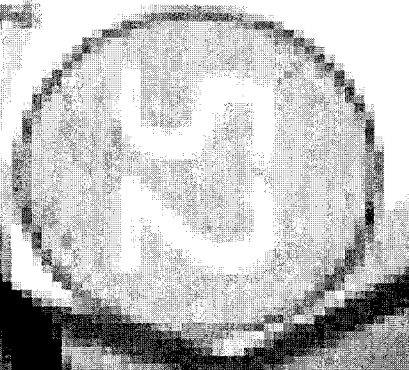
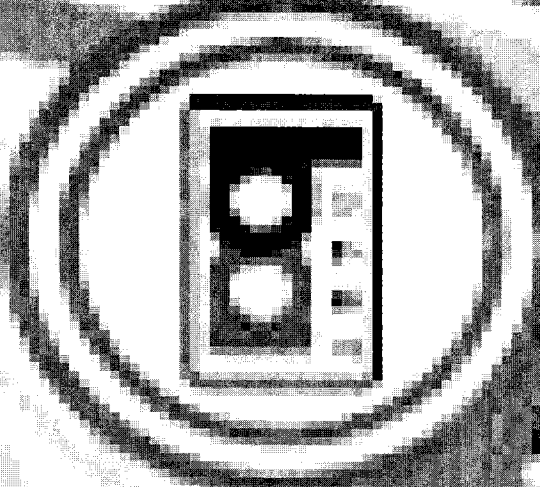
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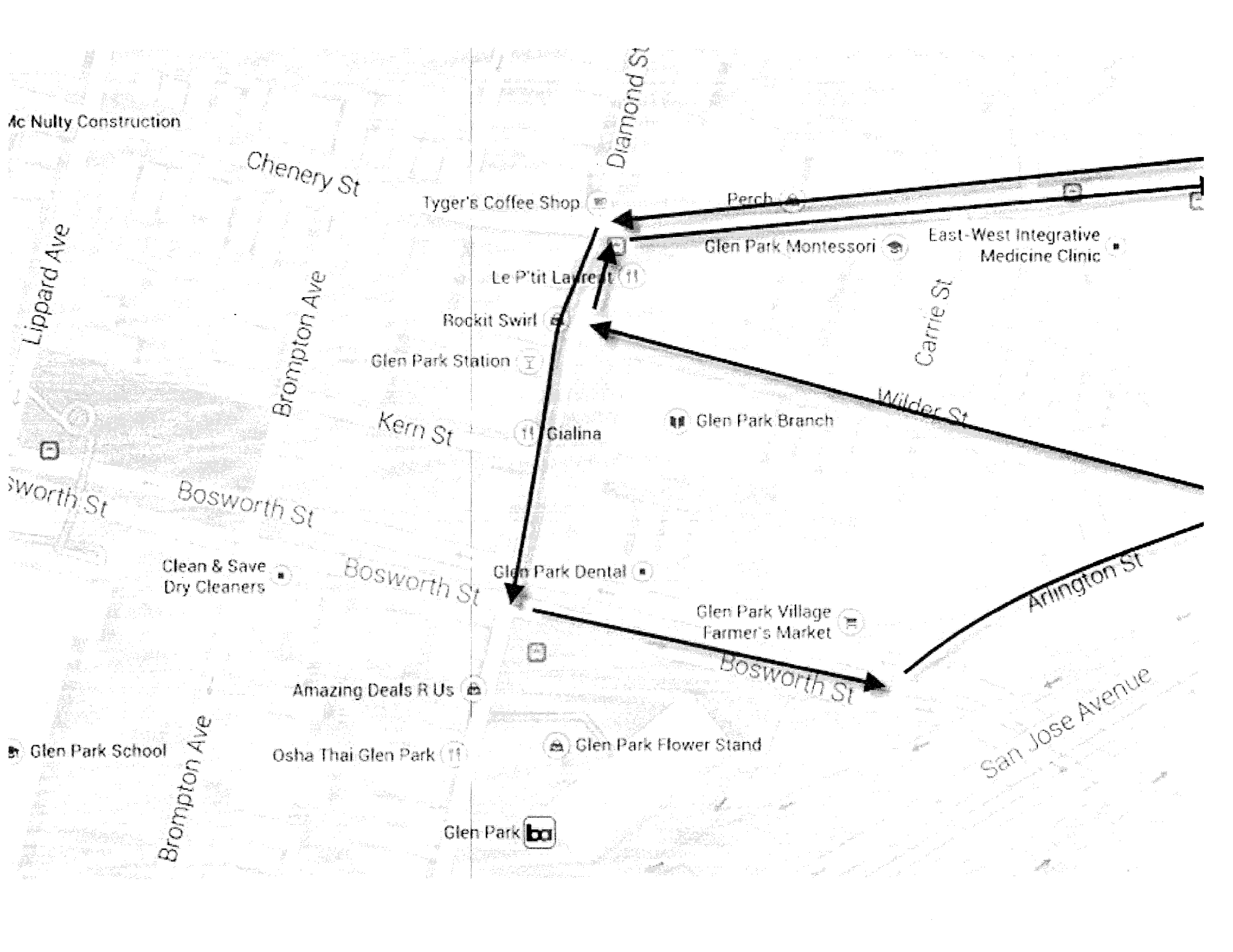
Thanks.

Sean

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DIAMOND ST





Ac Nully Construction

Chenery St

Diamond St

Lippard Ave

Brompton Ave

Tyger's Coffee Shop

Perch

Glen Park Montessori

East-West Integrative Medicine Clinic

Le P'tit Laurent

Rokit Swirl

Glen Park Station

Carrie St

Kern St

Gialina

Glen Park Branch

Wilder St

Bosworth St

Bosworth St

Clean & Save Dry Cleaners

Bosworth St

Glen Park Dental

Glen Park Village Farmer's Market

Arlington St

Amazing Deals R Us

Bosworth St

San Jose Avenue

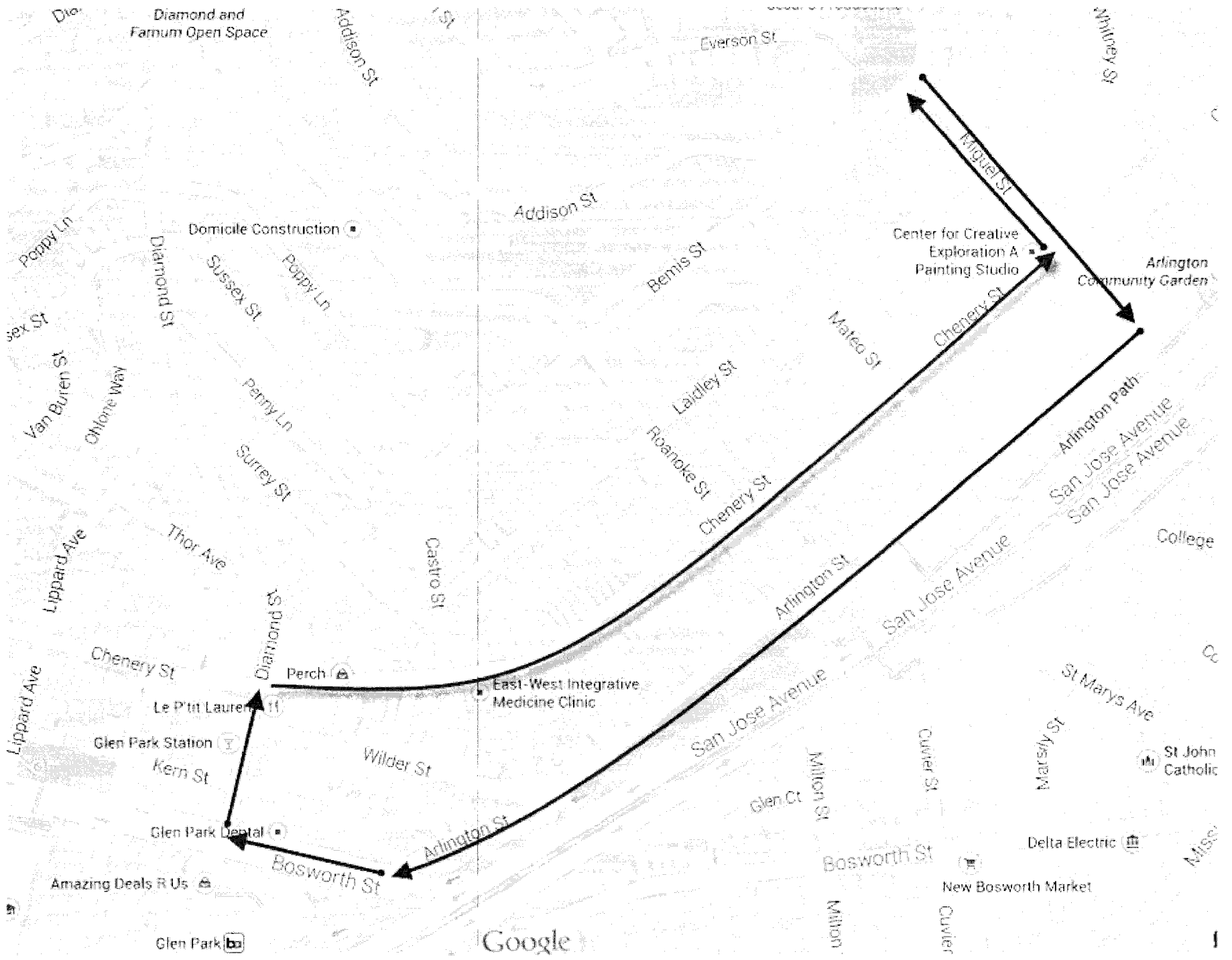
Glen Park School

Osha Thai Glen Park

Glen Park Flower Stand

Brompton Ave

Glen Park



Diamond and Famum Open Space

Domicile Construction

Le P'tit Laurent

Glen Park Station

Kern St

Glen Park Dental

Amazing Deals R Us

Glen Park

Google

East-West Integrative Medicine Clinic

Center for Creative Exploration A Painting Studio

Arlington Community Garden

Delta Electric

New Bosworth Market

St John Catholic

College

Dwyer, Debra (CPC)

From: Kristina Mattis <kmattis@gmail.com>
Sent: Wednesday, March 26, 2014 6:07 PM
To: cjrodehau@hotmail.com; sean.kennedy@sfmta.com; Wiener, Scott; Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; ric@modernpast.com; jellythepug@aol.com; tep@sfmta.com; Melissa Dickerson; Roger Dickerson; Mattis, Aras
Subject: Traffic Safety Concerns in Glen Park

Dear fellow neighbors, Supervisor Wiener, and members of SFMTA,

Residents of Miguel Street are extremely concerned regarding the proposed route change to 35 Eureka.

This proposal is redundant and inefficient:

- The 35 connects to the 52 on Diamond Street for a direct connection to the Glen Park BART.
- The 36 line that runs on Chenery is a direct line to BART.
- The 35 and 36 are a mere 3 blocks from each other.
- There is no need to extend the 35 when 2 bus lines already do the intended job.

In an e-mail response from Supervisor Wiener, he said there is no "magic bullet" to this and that "there's no way to do it in a way that makes everyone happy." Mr. Wiener added that there was significant pushback from Diamond Street residents. Why is there willingness to listen to them and not us? The one test run conducted, as noted in a recent Glen Park News release, is NOT a sufficient reason to make this decision. Mr. Wiener is NOT familiar with Miguel Street and has NOT personally observed the traffic flow on Miguel for more than the few minutes than during the one test run.

Are you aware that this is a matter of significant safety issues and not just a concern regarding more noise pollution, as Diamond Street residents claim in the Glen Park News article?

In the same Glen Park News piece, Diamond Street residents are "worried about the added noise, pollution and traffic congestion," and other residents and local businesses on Wilder Street have noted no stop signs (i.e. Wilder and Diamond) as a point of concern. The other streets mentioned in the article, and on the route, are flat and/or do not have any visibility issues. Please note that our list of concerns goes beyond noise, pollution, and congestion, and even lack of stop signs. We are genuinely concerned about the safety issues of Miguel Street.

This is our pushback from Miguel Street.

For the safety sake of its residents and pedestrians, the maintenance of keeping a clear emergency vehicle pathway, and the drivers who use Miguel as a route to/from Mission Street and the highway to/from Arlington, among the other listed concerns, our concerns are more than simple grievances.

Additional concerns include:

- * Increased break pollution with 2 downhill/uphill complete stops

- * From Miguel and Bemis to Miguel and Chenery, currently 9 children under the age of 6 reside, thus increasing the safety concerns of the proposed parameters
- * Miguel is 2 lanes wide enough for 1 car passing because one lane already reduced to street parking; not willing to forgo street parking
- * Emergency vehicle main thoroughfare to/from station on Digby Street and Mission Street - Fire and Ambulance (route: Digby - Addison - Bemis - Miguel - Mission)
- * With the bus dimensions provided by SFMTA, the angle of turns are not wide enough to clear given street and parking parameters - from Bemis onto Miguel and from Miguel onto Chenery.
- * There is no official stop or yield at Miguel and Bemis causing increased safety concerns.
- * Frequent package deliveries affecting traffic flow
- * Incline of Miguel at Laidley, and Miguel at Bemis, already impairs visual ability of oncoming traffic
- * Blind spots at Bemis and Miguel, and Miguel at Laidley
- * 5-way stop at Miguel and Chenery, including Whitney; increasing traffic congestion.
- * Skid marks on Miguel street at Laidley and at Chenery indicate difficulty for general car traffic to stop

Thank you.

Kristina Mattis

Dwyer, Debra (CPC)

From: Diane Mcallister <jellythepug@aol.com>
Sent: Wednesday, March 26, 2014 5:15 PM
To: Sean.Kennedy@sfmta.com
Cc: Dwyer, Debra (CPC); Julie.Kirschbaum@sfmta.com; Wiener, Scott; Jeffrey.Flynn@sfmta.com
Subject: Re: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Sean,

I didn't want to CC this huge group and create more drama. However, as you can tell from the uproar, we were not informed. I don't care how many groups and how many meetings were involved. It is very apparent that very few of us knew of these changes.

That being said, the entire 35 line proposal is redundant and lacks any sense. Why create more traffic and congestion for a looping bus that doesn't truly create new service? It overlaps existing service. I don't care how much lip service and fancy words are thrown out there. This is not beneficial except to meet this 12% increase in service.

I am actually a really big fan of the bus service here. I can get just about anywhere with 1 change. That's pretty ingenious really. I can get to the Castro now on the J or by taking the 52 and transferring. I wait no more than 7 mins for that transfer. Why Why Why, is this seen as a needed line change???

I know, we get to voice our concerns this week. But I am sure you understand that we feel helpless. We all know that nothing will come of it.

Diane McAllister

Jelly the Pug Children's Clothing

-----Original Message-----

From: Kennedy, Sean M <Sean.Kennedy@sfmta.com>
To: 'gellerj@wellsfargo.com' <gellerj@wellsfargo.com>; 'cjrodehau@hotmail.com' <cjrodehau@hotmail.com>; 'asheasf@gmail.com' <asheasf@gmail.com>; 'beth@elizabethweise.com' <beth@elizabethweise.com>; 'betsy.eddy@gmail.com' <betsy.eddy@gmail.com>; 'bwkwbk@pacbell.net' <bwkwbk@pacbell.net>; 'chazemail@gmail.com' <chazemail@gmail.com>; 'chris_scarfo@icloud.com' <chris_scarfo@icloud.com>; 'christina.rodehau@gmail.com' <christina.rodehau@gmail.com>; 'danmoskowitz@gmail.com' <danmoskowitz@gmail.com>; 'daren@barkerassociates.com' <daren@barkerassociates.com>; 'diamondviewassociation@gmail.com' <diamondviewassociation@gmail.com>; 'disaacs415@gmail.com' <disaacs415@gmail.com>; 'donnaquintana1@comcast.net' <donnaquintana1@comcast.net>; 'eileen.weckerle@gmail.com' <eileen.weckerle@gmail.com>; 'eravel@stanford.edu' <eravel@stanford.edu>; 'glenparkbulletinboard@yahoogroups.com' <glenparkbulletinboard@yahoogroups.com>; 'glenparkparents@yahoogroups.com' <glenparkparents@yahoogroups.com>; 'janet@canyonmarket.com' <janet@canyonmarket.com>; 'jellythepug@aol.com' <jellythepug@aol.com>; 'kchiljan@earthlink.net' <kchiljan@earthlink.net>; 'kkddds@gmail.com' <kkddds@gmail.com>; 'kpginsf@gmail.com' <kpginsf@gmail.com>; 'lisa.anne.m@gmail.com' <lisa.anne.m@gmail.com>; 'm._decker@comcast.net' <m._decker@comcast.net>; 'mrice100@sbcglobal.net' <mrice100@sbcglobal.net>; 'ric@modernpast.com' <ric@modernpast.com>; 's_schulz@pacbell.net' <s_schulz@pacbell.net>; 'ssscottss@gmail.com' <ssscottss@gmail.com>; 'susanlivingood@yahoo.com' <susanlivingood@yahoo.com>; 'mrice100@sbcglobal.net' <mrice100@sbcglobal.net>
Cc: Dwyer, Debra <Debra.Dwyer@sfgov.org>; Kirschbaum, Julie B <Julie.Kirschbaum@sfmta.com>; Wiener, Scott <Scott.Wiener@sfgov.org>; Flynn, Jeffrey <Jeffrey.Flynn@sfmta.com>
Sent: Wed, Mar 26, 2014 4:47 pm
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

All,

Just wanted to follow up on the sign issue. Thomas Chen, the manager for temporary signage in the SFMTA Sustainable Streets Division, confirmed that the sign at 53 Wilder was applied by a resident for a residential move and is not related to Muni.

Also, I noticed on your flier that you state "this bus will run through the village every 5 minutes during the peak and every 15 minutes off peak"...the peak period headways for the 35 are actually proposed at 20 minutes (3 buses per hour) and less than that during the off peak.

Thanks.

Sean

From: Kennedy, Sean M

Sent: Wednesday, March 26, 2014 3:04 PM

To: 'gellerj@wellsfargo.com'; cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkwbk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogleroups.com; glenparkparents@yahoogleroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkdds@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net

Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Chris, John et al,

I am trying to track down where the temporary signage came from, but that is NOT part of the TEP. It's a temporary no parking sign for 1 day (looks like in this case March 29, which is a Saturday) in front of a specific address (in this case 53 Wilder)...I assume somebody got a permit for no parking while they moved in or out of their residence. I will try to track down what that sign is for specifically and get back to you all.

In the meantime, I did want to reiterate to Chris that we have worked with Michael Rice, Betsy Eddy, their respective groups and many other concerned neighborhoods over the past 4-5 months to develop the proposed plan, including conducting a bus test on a Friday, mid-morning, in March. While we have heard and understand the concerns these groups raised about Wilder, specifically that the commercial aspect of the street leads to double parking and congestion issues, we are proposing to work with the supermarket to increase the loading zones that will reduce the double parking issues. Additionally, we will monitor the situation after implementation and may adjust the routing off Wilder if needed.

I understand your concerns and appreciate you sharing them with us and the larger group and look forward to your participation in Fridays MTA board meeting as well as working with you to address your concerns if changes to the 35 route are implemented.

As far as timing goes, if the proposed changes are adopted by the board, they are still depend on the MTA budget process. The TEP calls for a 12% increase in service system wide and that will be phased in over the two year budget cycle (or maybe longer). I believe the budget will be voted on in the May timeframe so we will have a better understanding of implementation timing then, but I would not expect any changes on the 35 until fall at the earliest, but will more than likely be Spring of 2015, and maybe later.

Thank you again for your comments and I will get back to you all on the signage as soon as I find out where it came from and its purpose.

Thanks.

Sean

Sean Kennedy, AICP
TEP Planning Manager
One South Van Ness Avenue, Seventh Floor
San Francisco, CA 94103
(415)701-4717
sean.kennedy@sfmta.com

From: gellerj@wellsfargo.com [mailto:gellerj@wellsfargo.com]
Sent: Wednesday, March 26, 2014 2:31 PM
To: cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkwbk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; sscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net
Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Kennedy, Sean M; Flynn, Jeffrey
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Chris ,

I'm bewildered about this development as well; especially the sign you attached where it appears they *may* have made the decision for marking stops on Wilder - ahead of Friday's meet.

That seems plainly wrong. Let's hope it's just confusion on the part of SFMTA/TEP?

Although TEP/SFMTA has appeared intent on Wilder for some time: As a community we've pointed out **many times at many meets**, since October - that Miguel-Arlington-Bosworth-Diamond-Chenery-Miguel makes much more sense to connect service to GP BART and do the turnaround - in terms of avoiding more downtown GP gridlock - rather than using Wilder.

It is what all of us attending meets have expressed (including Michael Rice president of GP Merchants Assoc., now cc-ed here) ; and when many of us here had the 'test' bus on a Saturday (when traffic was light) I recall a delivery on Wilder that proved that point as well. We all mentioned to Jeff Flynn (TEP - cc-ed here) on that test bus that the test was conducted at a non-commute time on Wilder.

Also - many pointed out to TEP at the most recent meet at LGBT center that Wilder was a bad option and would create more gridlock in downtown GP as compared to the alternative I listed above.

Let's hope we get some clarity from SFMTA/TEP/Sup Weiner as to this development before Friday's meet.

Jeff? Sean? Sup Weiner?

I'm certain Betsy Eddy and those attending will point this out once again on Friday's meet as well.

best,

John B. Geller
126 Farnum

From: Chris Rodehau [mailto:cjrodehau@hotmail.com]
Sent: Wednesday, March 26, 2014 1:12 PM

To: asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; Geller, John B.; glenparkbulletinboard@yahoo.com; glenparkparents@yahoo.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com
Cc: debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; scott.wiener@sfgov.org; Sean.Kennedy@sfmta.com
Subject: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Hi,

I have attached 2 documents with 'best available' info on the 35-Eureka plan.

There are 2 meetings scheduled this week so it's a bit confusing.
If your main concern is the proposal for the 35 route, then the Friday meeting is the one to attend.

Please sign the online petition (Email cjrodehau@hotmail.com for a link):
<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

Thursday, March 27th at 12:00pm in City Hall in Room #400

This meeting will focus on the certification of the final Environmental Impact Report (EIR). Environmental review is a state requirement that must be considered complete before an approval on the TEP project is heard. If you would like to be heard regarding the decision to certify the EIR – such as making comments you have on the environmental effects of the proposed TEP changes, then the March 27 hearing at the Planning Commission is the place to do that. The hearing begins at noon in room 400 at City Hall.

Friday, March 28 at 8:00 a.m. in City Hall in Room #400

If your main concern is the proposal for the 35 route – the proposed changes that SFMTA would like to make, then the decision regarding that approval will be heard on March 28th before the SFMTA Board of Directors. The meeting begins at 8 am in room 400 at City Hall.

No one in the SFMTA or SFGOV has responded to my email which was sent last night pointing out several issues which i believe are key:

=====

From: cjrodehau@hotmail.com
To: sean.kennedy@sfmta.com
CC: scott.wiener@sfgov.org; debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; ric@modernpast.com
Subject: Questions about 35-Eureka plan and SFMTA "NO STOPPING" Sign in front of 53 Wilder
Date: Tue, 25 Mar 2014 23:05:00 -0700

Sean,

Hi. I have several questions for you about the 35-Eureka plan. I've lived on Wilder Street for over 20 years.

The Glen Park News - Winter 2013 article titled "Muni Reworks 35-Eureka Line Rerouting Plan" which was printed last week says :

Muni posted a response on its website: "Wilder is a commercial street. SFMTA will work with the businesses to reduce the likelihood of delivery vehicles delaying the bus, and will reevaluate effects on operations after service is in place."

1. Wilder is not a commercial street. There are over 40 residences on this street and 1 commercial operation. This is just plain wrong! Why this would be printed is beyond me. It's just plain WRONG! Do you really support this statement?

2. Isn't Muni supposed to plan changes which would delay the buses BEFORE implementing changes to their operations? It just seems like this process is backwards. Is this normal? Shouldn't the planning be done before the implementation? What's the logic here?

3. On February 14th, the Board of Supervisors unanimously voted to adopt the Glen Park Community plan. This community plan include a transportation component which supports "competing transportation modes that must be balanced to ensure the street network performs optimally for all". It also includes these bullets:

- Traffic flow improvements at major intersections
- Traffic calming measures

I see no mention of the 35-Eureka plan in this plan. I find much of the plan in contention with the "Glen Park Community Plan" which has been adopted. Please tell me why there is no mention and how this re-design could possibly fit into the plan.

4. I noticed an SFMTA sign in front of 53 Wilder which "NO STANDING" for Saturday, March 29th (photo attached). What's up with this?

5. Why weren't the residents of Arlington Street, Diamond Street and Wilder Streets notified about these changes? Many of my neighbors had no idea this was coming because of poor or non-existent communications. We get better information when street repair and/or a business is requesting a liquor license. Doesn't the SFMTA have a legal responsibility to provide proper notice? Do you really feel this has been accomplished?

I would like to go on-record to say that I believe the plan to route buses down Wilder Street is a really bad idea. The turnaround using Wilder, Arlington, Bosworth and Diamond Streets will make traffic in the village dreadful since it is already very busy. Trucks servicing the Canyon Market are double parked at all times of the day and night. It's nuts to even try to imagine what this bus traffic will do to traffic congestion when deliveries are occurring. It will create more noise, congestion and negatively impact public safety as both pedestrians and automobiles will have to contend with buses and trucks loading/unloading at Canyon Market. Ultimately, it will lower our quality of life and it will definitely hurt our property values.

I have started an online petition to galvanize the community. Here's a link:
<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

I look forward to your response. Please advise.

Regards, Chris

=====

Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

From: Daniel Tomasevich <dtomasevich@gmail.com>
Sent: Wednesday, March 26, 2014 5:00 PM
To: Dwyer, Debra (CPC)
Subject: Re: TEP addendum for 3/27

Dear Debra,

I read Section 2 introduction of the RTC.
For ex. the changes along the N Judah, RTC pages 2-11 to 2-13 are major.
Adding bicycle corrals at busy intersections, and extending the boarding island from 60 to 240 feet are significant.

There should be an option for public comment when this is introduced at such short notice.

Thanks,

Daniel Tomasevich

On Wed, Mar 26, 2014 at 2:35 PM, Dwyer, Debra (CPC) <debra.dwyer@sfgov.org> wrote:

Dear Daniel,

The SFMTA modified the project that was analyzed in the EIR. It is not uncommon for a project sponsor to modify the proposal and for that revised project to be analyzed and presented in the RTC. The changes were analyzed by the Planning Department with the environmental consultant team who worked with the Department to prepare the EIR. It is the Planning Department as the lead agency for CEQA that determines any revision to the Draft EIR.

Please see the information about this in the RTC in the Introduction as well as Section 2, Project Description Revisions.

Best regards,

Debra Dwyer

From: Daniel Tomasevich [<mailto:dtomasevich@gmail.com>]
Sent: Wednesday, March 26, 2014 1:22 PM

To: Dwyer, Debra (CPC)
Subject: Re: TEP addendum for 3/27

Dear Debra,

Thank you for the quick response. I now see the difference between the Draft TEP EIR and the Response To Comments(RTC) for the Draft TEP EIR.

I see the RTC is available on the Planning Dept. website, no need to leave a copy at your office. If what you have on paper is different from what is posted on the Planning Dept. website is different, then I would be interested.

Still I do not understand how MTA can on their own add something into the Draft TEP EIR and not allow public comment?

For ex. on RTC-2-11 it says

The following text amendments are for the TTRP.N: N Judah project description to address minor design revisions. A new sentence has been inserted after the second sentence in the fourth paragraph on EIR p. 2-117 as follows (new text is underlined):

Please focus on:

"A new sentence has been added after the second sentence in the fourth paragraph on EIR p.2-117"

I'm reading the above quoted sentence as MTA is making changes to the Draft TEP EIR. How are you reading the quoted sentence?

The public comment for the Draft TEP was from July 11 - Sept.17, 2013. And now no one can comment on the Draft TEP EIR.

It is not clear to me why the Planning Dept. is posting the RTC now 14 days before the hearing. There are many additions in the RTC that are not part of the Draft TEP EIR.

I see this as MTA making revisions to the Draft TEP EIR without allowing the public to comment or review the changes/additions. The changes are not minor. If I am misunderstanding something, please help and clarify.

Thank you.

Daniel Tomasevich

On Wed, Mar 26, 2014 at 11:48 AM, Dwyer, Debra (CPC) <debra.dwyer@sfgov.org> wrote:

Dear Daniel,

Thank you for your inquiry. I want to clarify that it is not an addendum that was published for Transit Effectiveness Project (TEP), but the Responses to Comments on the TEP Draft EIR and a Supplemental Service Variants Memorandum. These documents may be downloaded from the Web site <http://tepeir.sfplanning.org>. There is no public review period required for the Responses to Comments. If you would like to pick up the materials today, please let me know. I will have them available under your name in the reception area at the Planning Department 1650 Mission St, Suite 400, San Francisco.

We are nearing the end of the environmental review process for the TEP EIR. This process began in November 2011 when the Planning Department issued the Notice of Preparation of an EIR and Notice of Public Scoping Meetings. The TEP Initial Study was issued January 23, 2013. The draft EIR was published on July 10, 2013 with a public comment period from July 11 to September 17. The noticing for the TEP environmental review process has exceeded the requirements of CEQA and Chapter 31 of the San Francisco Administrative Code.

Below is a notice that was sent to people who commented on the Draft EIR for the TEP or who requested such notice be provided to them. In addition, the environmental documents were distributed to the Planning Commission and SFMTA Board of Directors among others on March 13, 2014, as required.

The notice below has information regarding the final EIR certification hearing, which is scheduled for tomorrow at noon before the Planning Commission in Room 400 at City Hall. In addition, a meeting is scheduled before the SFMTA Board of Directors to consider approvals of portions of the TEP on March 28th (Friday) at 8 am. This meeting is also in room 400 at City Hall.

I hope that this responds to your questions.

Best regards,

Debra Dwyer

Notice issued March 13, 2014:

The Planning Department has prepared the Responses to Comments (RTC) document for Case No. 2011.0558E, which responds to comments regarding physical environmental effects of the TEP that were received on the TEP Draft Environmental Impact Report (DEIR). In addition, a Supplemental Service Variants for the Transit Effectiveness Project EIR Memorandum to the San Francisco Planning Commission (Supplemental

Memorandum) has also been prepared. The RTC and the Supplemental Memorandum together with the DEIR constitute the Final EIR, and may be downloaded from <http://tepeir.sfplanning.org>. These documents are too large to deliver by email.

In addition, the SFMTA has prepared the document, *A Community Guide to the Transit Effectiveness Project*, to provide additional information and respond to concerns expressed in some comment letters or emails regarding the merits of aspects of the TEP. This document is available from the SFMTA Web site at www.sfmta.com/tep.

Please note that a hearing to consider certification of the Final EIR for the TEP is scheduled to be heard at the Planning Commission on Thursday, March 27th, 2014 at 12:00 p.m. or later. The agenda for the March 27th Planning Commission hearing showing the order of items at the hearing will be available at the Planning Department web site the week before the hearing, www.sf-planning.org, under Public Hearings > Planning Commission.

Other information about the environmental review for this project is available at:

<http://tepeir.sfplanning.org>

Please contact Debra Dwyer at [\(415\) 575-9031](tel:4155759031) or Debra.Dwyer@sfgov.org if you have any questions or would like to request these materials.

Regards,

From: Daniel Tomasevich [<mailto:dtomasevich@gmail.com>]

Sent: Wednesday, March 26, 2014 11:21 AM

To: Dwyer, Debra (CPC)

Subject: TEP addendum for 3/27

Dear Debra Dwyer,

I see that there is an addendum to the TEP EIR. Many changes are introduced at the last minute. People are not informed about this addendum.

Is the addendum to the TEP subject to public comments, public review and environmental review? If yes, what time frame is available for public comment, responses and environmental review?

Thank you.

Sincerely,

Daniel Tomasevich

Dwyer, Debra (CPC)

From: Chris Rodehau <cjrodehau@hotmail.com>
Sent: Wednesday, March 26, 2014 10:41 PM
To: sean.kennedy@sfmta.com
Cc: Dwyer, Debra (CPC); Kirschbaum, Julie B; Wiener, Scott; Flynn, Jeffrey; ann.t.bun@gmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; gellerj@wellsfargo.com; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Sean,

I'd love to see the ridership projections and figures you've collected during your analysis. With less than 900 riders and a 2 minute transfer time between the 54-Excelsior and 35-Excelsior the same 12% improvement could be achieved with simple schedule changes. For example, running the 52 every 15 minutes instead of every 20 minutes and working the 35-Eureka schedule to reduce the transfer times which vary from 2 minutes to 10 minutes could achieve the same goals! I've noticed many 52-Excelsior buses with only 4-5 people throughout the day, and only slightly more during peak periods. I just can't understand why anyone would think adding another bus would be necessary. Are you trying to eliminate transfers?

Where are your statistics? How many transfers are collected at the Diamond & Diamond Heights station on an average day? I haven't heard anything come from your department which resembles actual planning and forecasting? Isn't that supposed to be part of the process?

You're already telling us SFMTA is going to eliminate parking to expand the loading zone. How about a little planning on ridership. If you've done this, please share with everyone. It's nice to know the SFMTA has target metrics. I think everyone would be interested in seeing the metrics published today with targets projections. This would be something which could be useful to measure the success of the change. I think the metrics are based on moving riders (not buses) right?

I think this kind of detail should be available to the public before any changes are implemented. I don't think the community has been well informed or give the proper information or opportunities to voice their concerns about this project. I think all changes should be delayed and additional meetings should be scheduled and targets should be published and presented. In addition, i believe the SFMTA owes it to Glen Park to have a followup and meeting once any initiatives are adopted to make sure the desired metrics are accomplished.

I look forward to hearing your response.

Regards, Chris

From: Sean.Kennedy@sfmta.com

To: gellerj@wellsfargo.com; cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net

CC: Debra.Dwyer@sfgov.org; Julie.Kirschbaum@sfmta.com; Scott.Wiener@sfgov.org;

Jeffrey.Flynn@sfmta.com

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Date: Wed, 26 Mar 2014 22:03:35 +0000

Chris, John et al,

I am trying to track down where the temporary signage came from, but that is NOT part of the TEP. It's a temporary no parking sign for 1 day (looks like in this case March 29, which is a Saturday) in front of a specific address (in this case 53 Wilder)...I assume somebody got a permit for no parking while they moved in or out of their residence. I will try to track down what that sign is for specifically and get back to you all.

In the meantime, I did want to reiterate to Chris that we have worked with Michael Rice, Betsy Eddy, their respective groups and many other concerned neighborhoods over the past 4-5 months to develop the proposed plan, including conducting a bus test on a Friday, mid-morning, in March. While we have heard and understand the concerns these groups raised about Wilder, specifically that the commercial aspect of the street leads to double parking and congestion issues, we are proposing to work with the supermarket to increase the loading zones that will reduce the double parking issues. Additionally, we will monitor the situation after implementation and may adjust the routing off Wilder if needed.

I understand your concerns and appreciate you sharing them with us and the larger group and look forward to your participation in Fridays MTA board meeting as well as working with you to address your concerns if changes to the 35 route are implemented.

As far as timing goes, if the proposed changes are adopted by the board, they are still depend on the MTA budget process. The TEP calls for a 12% increase in service system wide and that will be phased in over the two year budget cycle (or maybe longer). I believe the budget will be voted on in the May timeframe so we will have a better understanding of implementation timing then, but I would not expect any changes on the 35 until fall at the earliest, but will more than likely be Spring of 2015, and maybe later.

Thank you again for your comments and I will get back to you all on the signage as soon as I find out where it came from and its purpose.

Thanks.

Sean

Sean Kennedy, AICP
TEP Planning Manager
One South Van Ness Avenue, Seventh Floor

San Francisco, CA 94103
(415)701-4717
sean.kennedy@sfmta.com

From: gellerj@wellsfargo.com [mailto:gellerj@wellsfargo.com]

Sent: Wednesday, March 26, 2014 2:31 PM

To: cjrodehau@hotmail.com; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkdds@gmail.com; kpginsf@gmail.com; lisa.anne.m@gmail.com; m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; mrice100@sbcglobal.net

Cc: Dwyer, Debra; Kirschbaum, Julie B; Wiener, Scott; Kennedy, Sean M; Flynn, Jeffrey

Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

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Let's hope we get some clarity from SFMTA/TEP/Sup Weiner as to this development before Friday's meet.

Jeff? Sean? Sup Weiner?

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126 Farnum

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Sent: Wednesday, March 26, 2014 1:12 PM

To: asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; Geller, John B.; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net;

kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com
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Date: Tue, 25 Mar 2014 23:05:00 -0700

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really support this statement?

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I look forward to your response. Please advise.

Regards, Chris

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Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

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Cc: Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; Wiener, Scott; sean.kennedy@sfmta.com; jeffrey.flynn@sfmta.com
Subject: RE: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items
Attachments: 35-Eureka Meeting Times and Places.pdf

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Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

From: Lisa-Anne Manolius <lisa.anne.m@gmail.com>
Sent: Wednesday, March 26, 2014 3:01 PM
To: gellerj@wellsfargo.com
Cc: Chris Rodehau; asheasf@gmail.com; beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; chazemail@gmail.com; chris_scarfo@icloud.com; christina.rodehau@gmail.com; danmoskowitz@gmail.com; daren@barkerassociates.com; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; GP Yahoo group; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; kpginsf@gmail.com; m._decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; Wiener, Scott; sean.kennedy@sfmta.com; jeffrey.flynn@sfmta.com; Kimon Manolius
Subject: Re: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Hi Chris and thanks so much for organizing on this.

Here is a link to a pdf from MTA showing a map of the proposed changes to the 35 route that some may find helpful: http://www.sfmta.com/sites/default/files/projects/35%20Eureka_2.pdf

You make excellent points, all of which I agree with. It does sound like MTA and the City is trying to fast track this improperly and with little regard for the City residents who will be most affected by the changes.

Per the MTA map I linked to above, MTA's glib response to concerns about increased congestion on Wilder very much sounds like putting the cart before the horse and is based on inaccuracies. MTA refers to Wilder as a commercial street (a characterization I disagree with), but what does that statement mean exactly? That increased congestion and vehicular and pedestrian safety concerns don't matter on commercial streets?

MTA also says it will reevaluate effects of the route change AFTER the change is in place. What a waste of time, resources and money, to implement a change to which residents object, and then to evaluate effects afterwards. Based on what I know of City operations, I am skeptical about whether and when this "reevaluation" would occur.

Thanks,
Lisa Manolius

On Wed, Mar 26, 2014 at 2:31 PM, <gellerj@wellsfargo.com> wrote:

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From: cjrodehau@hotmail.com

To: sean.kennedy@sfmta.com

CC: scott.wiener@sfgov.org; debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; ric@modernpast.com

Subject: Questions about 35-Eureka plan and SFMTA "NO STOPPING" Sign in front of 53 Wilder

Date: Tue, 25 Mar 2014 23:05:00 -0700

Sean,

Hi. I have several questions for you about the 35-Eureka plan. I've lived on Wilder Street for over 20 years.

The Glen Park News - Winter 2013 article titled "Muni Reworks 35-Eureka Line Rerouting Plan" which was printed last week says :

Muni posted a response on its website: "Wilder is a commercial street. SFMTA will work with the businesses to reduce the likelihood of delivery vehicles delaying the bus, and will reevaluate effects on operations after service is in place."

1. Wilder is not a commercial street. There are over 40 residences on this street and 1 commercial operation. This is just plain wrong! Why this would be printed is beyond me. It's just plain WRONG! Do you really support this statement?

2. Isn't Muni supposed to plan changes which would delay the buses BEFORE implementing changes to their operations? It just seems like this process is backwards. Is this normal? Shouldn't the planning be done before the implementation? What's the logic here?

3. On February 14th, the Board of Supervisors unanimously voted to adopt the Glen Park Community plan. This community plan include a transportation component which supports "competing transportation modes that must be balanced to ensure the street network performs optimally for all". It also includes these bullets:

- Traffic flow improvements at major intersections
- Traffic calming measures

I see no mention of the 35-Eureka plan in this plan. I find much of the plan in contention with the "Glen Park Community Plan" which has been adopted. Please tell me why there is no mention and how this re-design could possibly fits into the plan.

4. I noticed an SFMTA sign in front of 53 Wilder which "NO STANDING" for Saturday, March 29th (photo attached). What's up with this?

5. Why weren't the residents of Arlington Street, Diamond Street and Wilder Streets notified about these changes? Many of my neighbors had no idea this was coming because of poor or non-existent communications. We get better information when street repair and/or a business is requesting a liquor license. Doesn't the SFMTA have a legal responsibility to provide proper notice? Do you really feel this has been accomplished?

I would like to go on-record to say that i believe the plan to route buses down Wilder Street is a really bad idea. The turnaround using Wilder, Arlington, Bosworth and Diamond Streets will make traffic in the village dreadful since it is already very busy. Trucks servicing the Canyon Market are double parked at all times of the day and night. It's

nuts to even try to imagine what this bus traffic will do to traffic congestion when deliveries are occurring. It will create more noise, congestion and negatively impact public safety as both pedestrians and automobiles will have to contend with buses and trucks loading/unloading at Canyon Market. Ultimately, it will lower our quality of life and it will definitely hurt our property values.

I have started an online petition to galvanize the community. Here's a link:

<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

I look forward to your response. Please advise.

Regards, Chris

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Please let me know if you have any questions.

Best wishes, Chris

Dwyer, Debra (CPC)

From: Decker McAllister <m._decker@comcast.net>
Sent: Wednesday, March 26, 2014 2:43 PM
To: Wiener, Scott; sean.kennedy@sfmta.com; Dwyer, Debra (CPC);
julie.kirschbaum@sfmta.com; ric@modernpast.com
Subject: Route 35 issue

Dear Supervisor Wiener,

I am emailing you regarding the proposed changes to the Muni 35 Line route. My property is on the corner of Wilder Street and Natick Street, addressed 70 Natick Street.

I am also the co-owner of 10 Wilder Street with my mother, Judith C. McAllister. I am authorized to speak on her behalf.

Our families, The McAllister's and the Church's, have a long history of positive civic involvement. It is therefore shocking to us to be effectively excluded from the process of the Muni 35 Line, even though we own two properties in the immediate area. We are still optimistic that this process can be brought back to a positive track.

Here are our points of contention:

1) Official notification to affected property owners was not carried out, violating existing city rules.

This is how your process has reached us: On Monday March 17th, we were still waiting for official alternate routes; On Wednesday, we get a petition from our neighbor with information that we are on a new route going for final approval in days; Friday we get the Glen Park newspaper with what is supposed to be an official printed release of government notices. Unfortunately, the newspaper has an error in the printed route (physically impossible route).

2). Access to meetings requires to pay money.

The city has recently undertaken efforts to improve conditions for families. Here is a stinker. I have to pay a sitter for three kids every meeting that I want to attend. San Francisco has a LONG history of non traditional families. Accommodating issue access without REQUIRING them to PAY MONEY to have equal access is disturbing at best.

3) Safety issues that will cost us money and require city action to address.

These issues overlap municipal areas and our properties. Concern crime, traffic safety, and pedestrian safety issue around the five street intersection we call F.U.B.A.R. (The 1940's acronym).

We look forward to a positive working relationship to address these issues in a mutually amenable time frame.

Kind regards,
Mr. Decker G. McAllister III

Sent from my iPhone

Dwyer, Debra (CPC)

From: Anna Shea <asheasf@gmail.com>
Sent: Wednesday, March 26, 2014 1:38 PM
To: Chris Rodehau
Cc: beth@elizabethweise.com; betsy.eddy@gmail.com; bwkbwk@pacbell.net; Charlie Stevenson; chris_scarfo@icloud.com; Christina; danmoskowitz@gmail.com; Daren on Wilder Street; diamondviewassociation@gmail.com; disaacs415@gmail.com; donnaquintana1@comcast.net; eileen.weckerle@gmail.com; eravel@stanford.edu; gellerj@wellsfargo.com; glenparkbulletinboard@yahoogroups.com; glenparkparents@yahoogroups.com; janet@canyonmarket.com; jellythepug@aol.com; kchiljan@earthlink.net; kkddd@gmail.com; Kimberly Gauthier; Lisa_and_Kim (Neighbors); m_decker@comcast.net; mrice100@sbcglobal.net; ric@modernpast.com; s_schulz@pacbell.net; ssscottss@gmail.com; susanlivingood@yahoo.com; Dwyer, Debra (CPC); julie.kirschbaum@sfmta.com; Wiener, Scott; Sean.Kennedy@sfmta.com
Subject: Re: Glen Park Residents Last Minute News on 35-Eureka Reroute, Meetings and Action Items

Hello,

I have called 3 times since getting this info from Chris this past weekend and no one has returned my call. Each time I ask to speak to Mr. Wiener but he is on the phone or busy. One gentleman who answered the phone said he was a volunteer and did not know about the route issue. Today I spoke with Javier who said Andreas Power is in charge of muni related issues with Supervisor Wiener's office. His email is andreas.power@sfgov.org in case you want to try to email him.

Best to all of you an hopefully we can win this fight.

Anna

On Wed, Mar 26, 2014 at 1:12 PM, Chris Rodehau <cjrodehau@hotmail.com> wrote:
Hi,

I have attached 2 documents with 'best available' info on the 35-Eureka plan.

There are 2 meetings scheduled this week so it's a bit confusing.

If your main concern is the proposal for the 35 route, then the Friday meeting is the one to attend.

Please sign the online petition (Email cjrodehau@hotmail.com for a link):

<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

Thursday, March 27th at 12:00pm in City Hall in Room #400

This meeting will focus on the certification of the final Environmental Impact Report (EIR). Environmental review is a state requirement that must be considered complete before an approval on the TEP project is heard. If you would like to be heard regarding the decision to certify the EIR – such as making comments you have on the environmental effects of the proposed TEP changes, then the March 27 hearing at the Planning Commission is the place to do that. The hearing begins at noon in room 400 at City Hall.

Friday, March 28 at 8:00 a.m. in City Hall in Room #400

If your main concern is the proposal for the 35 route – the proposed changes that SFMTA would like to make, then the decision regarding that approval will be heard on March 28th before the SFMTA Board of Directors. The meeting begins at 8 am in room 400 at City Hall.

No one in the SFMTA or SFGOV has responded to my email which was sent last night pointing out several issues which i believe are key:

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From: cjrodehau@hotmail.com
To: sean.kennedy@sfmta.com
CC: scott.wiener@sfgov.org; debra.dwyer@sfgov.org; julie.kirschbaum@sfmta.com; ric@modernpast.com
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1. Wilder is not a commercial street. There are over 40 residences on this street and 1 commercial operation. This is just plain wrong! Why this would be printed is beyond me. It's just plain WRONG! Do you really support this statement?
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Community Plan" which has been adopted. Please tell me why there is no mention and how this re-design could possibly fits into the plan.

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I would like to go on-record to say that i believe the plan to route buses down Wilder Street is a really bad idea. The turnaround using Wilder, Arlington, Bosworth and Diamond Streets will make traffic in the village dreadful since it is already very busy. Trucks servicing the Canyon Market are double parked at all times of the day and night. It's nuts to even try to imagine what this bus traffic will do to traffic congestion when deliveries are occurring. It will create more noise, congestion and negatively impact public safety as both pedestrians and automobiles will have to contend with buses and trucks loading/unloading at Canyon Market. Ultimately, it will lower our quality of life and it will definitely hurt our property values.

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I look forward to your response. Please advise.

Regards, Chris

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Please let me know if you have any questions.

Best wishes, Chris

**GLEN PARK RESIDENTS AGAINST PROPOSAL
FOR 35-EUREKA ROUTE CHANGES**

WE DON'T WANT ANOTHER MUNI BUS RUNNING UP/DOWN STREET 72 TIMES EACH DAY!

Hello. My name is Chris Rodehau. I have lived at 14 Wilder Street for over 20 years with my daughter Christina. My email address is cjrodehau@hotmail.com. My cell is 415-404-1836. I feel that the SFMTA proposal to re-route the 35-Eureka bus up/down Diamond Street with buses turning around Glen Park Station using Wilder, Arlington, Bosworth and Diamond Streets **72 times a day** is a really bad idea. It will create more noise, congestion and negatively impact public safety as both pedestrians and automobiles will have to contend with buses and trucks loading/unloading at Canyon Market. Ultimately, it will lower our quality of life and it will definitely hurt our property values. It's time to take action while we have a chance. Please see pages 4-5 for what you can do.

35-EUREKA PLAN UPDATE

The SFMTA appears to be ready to back off the rerouting plan to run the 35-Eureka bus along Diamond Street. The Glen Park News which was distributed last week (Spring 2014 Issue) shows the revised proposal with service continuing on Moffit and Addison loop. The new route will continue to Miguel, make a right on Chenery, left on Diamond, left on Bosworth, left on Arlington, left on Wilder, and back on Chenery. This is better than the original plan because it eliminates the Diamond bottleneck and duplication of service. However it would be much better if traffic on Wilder were eliminated.

The latest copy of this document can be located here:

<https://www.dropbox.com/s/tip9oi01zree5eb/GLEN%20PARK%20RESIDENTS%20AGAINST%20PROPOSAL.pdf>

The Eureka line already connects to the 52-Excelsior and this line goes directly to Bart! Riders on the 35-Eureka who wish to go to Bart only need to wait 2 minutes in Diamond Heights and they can transfer to the 52-Excelsior. These are the current schedules:

SFMTA 35-Eureka Bus Route (Muni)			SFMTA 52-Excelsior Heights Bus Route (Mini)				
Weekdays Effective 3/16/2014 - Inbound			Weekdays Effective 3/16/2014 - Inbound				
Bemis St & Addison St	Diamond St & Diamond Heights Blvd	Market St & Castro St	Laguna Honda Blvd / Forest Hill Sta	Diamond Heights Blvd & Gold Mine Dr	Bosworth St & Diamond St	Excelsior Ave & Mission St	DUBLIN ST & LAGANDE AVE
07:12 am	07:15 am	07:22 am	06:20 am	06:27 am	06:33 am	06:37 am	06:43 am
07:42 am	07:45 am	07:53 am	06:50 am	06:57 am	07:03 am	07:07 am	07:13 am
08:12 am	08:15 am	08:23 am	07:20 am	07:27 am	07:33 am	07:37 am	07:43 am
08:42 am	08:45 am	08:53 am	07:50 am	07:57 am	08:03 am	08:07 am	08:13 am
09:11 am	09:14 am	09:22 am	08:20 am	08:27 am	08:33 am	08:37 am	08:43 am
09:41 am	09:44 am	09:52 am	08:50 am	08:57 am	09:03 am	09:07 am	09:13 am
10:11 am	10:14 am	10:22 am	09:20 am	09:27 am	09:33 am	09:37 am	09:43 am
10:41 am	10:44 am	10:52 am	09:50 am	09:57 am	10:03 am	10:07 am	10:13 am
11:11 am	11:14 am	11:22 am	10:20 am	10:27 am	10:33 am	10:37 am	10:43 am
11:42 am	11:45 am	11:53 am	10:50 am	10:57 am	11:03 am	11:07 am	11:13 am
12:12 pm	12:15 pm	12:23 pm	11:20 am	11:27 am	11:33 am	11:37 am	11:43 am
12:42 pm	12:45 pm	12:53 pm	11:50 am	11:57 am	12:03 pm	12:07 pm	12:13 pm
01:12 pm	01:15 pm	01:23 pm	12:20 pm	12:27 pm	12:33 pm	12:37 pm	12:43 pm
01:42 pm	01:45 pm	01:53 pm	12:50 pm	12:57 pm	01:03 pm	01:07 pm	01:13 pm
02:12 pm	02:15 pm	02:23 pm	01:20 pm	01:27 pm	01:33 pm	01:37 pm	01:43 pm
02:42 pm	02:45 pm	02:53 pm	01:50 pm	01:57 pm	02:03 pm	02:07 pm	02:13 pm
03:13 pm	03:16 pm	03:24 pm	02:20 pm	02:27 pm	02:33 pm	02:37 pm	02:43 pm
03:43 pm	03:46 pm	03:54 pm	02:50 pm	02:57 pm	03:03 pm	03:07 pm	03:13 pm
04:13 pm	04:16 pm	04:24 pm	03:20 pm	03:27 pm	03:33 pm	03:37 pm	03:43 pm
04:33 pm	04:36 pm	04:44 pm	03:50 pm	03:57 pm	04:03 pm	04:07 pm	04:13 pm
04:53 pm	04:56 pm	05:04 pm	04:20 pm	04:27 pm	04:33 pm	04:37 pm	04:43 pm
05:13 pm	05:16 pm	05:24 pm	04:50 pm	04:57 pm	05:03 pm	05:07 pm	05:13 pm
05:23 pm	05:26 pm	05:34 pm	05:20 pm	05:27 pm	05:33 pm	05:37 pm	05:43 pm
05:53 pm	05:56 pm	06:04 pm	05:50 pm	05:57 pm	06:03 pm	06:07 pm	06:13 pm
06:13 pm	06:16 pm	06:24 pm	06:20 pm	06:27 pm	06:33 pm	06:37 pm	06:43 pm
06:33 pm	06:36 pm	06:44 pm	06:50 pm	06:57 pm	07:03 pm	07:07 pm	07:13 pm
06:53 pm	06:56 pm	07:04 pm	07:20 pm	07:27 pm	07:33 pm	07:37 pm	07:43 pm
07:12 pm	07:15 pm	07:24 pm	07:50 pm	07:57 pm	08:03 pm	08:07 pm	08:13 pm
07:42 pm	07:45 pm	07:54 pm	08:20 pm	08:27 pm	08:33 pm	08:37 pm	08:43 pm
08:12 pm	08:16 pm	08:24 pm	08:50 pm	08:57 pm	09:03 pm	09:07 pm	09:13 pm
08:43 pm	08:46 pm	08:54 pm	09:20 pm	09:27 pm	09:33 pm	09:37 pm	09:43 pm
09:13 pm	09:16 pm	09:24 pm	09:50 pm	09:57 pm	10:03 pm	10:07 pm	10:13 pm
09:42 pm	09:45 pm	09:53 pm	10:20 pm	10:27 pm	10:33 pm	10:37 pm	10:43 pm
10:12 pm	10:15 pm	10:23 pm	10:50 pm	10:57 pm	11:03 pm	11:07 pm	11:13 pm
10:42 pm	10:45 pm	10:53 pm	11:20 pm	11:27 pm	11:33 pm	11:37 pm	11:43 pm
11:12 pm	11:15 pm	11:23 pm	11:50 pm	11:57 pm	12:03 pm	12:07 pm	12:13 pm

Maybe SFMTA should focus on making sure the connections are reliable so folks can transfer from the 35-Eureka to the 52-Excelsior when they need to get to Bart? It doesn't make sense to overlap another route, especially when the overlap will occur along Diamond Street. You couldn't plan the overlap at a worse place if you wanted to. Diamond is very narrow and winding and cars frequently have to wait just so the 52-Excelsior can get by. Adding another bus line makes no sense at all and it will make everyone's trip up Diamond a nightmare.

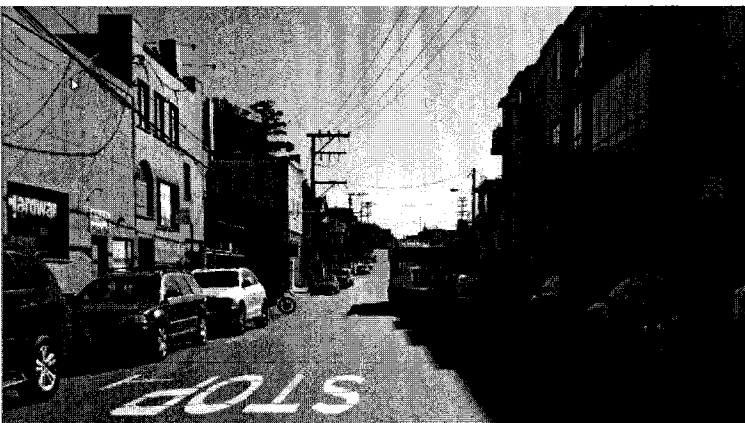
The SFMTA and Scott Wiener appear to be rushing transit changes without giving homeowners an opportunity to voice their concerns. I live on Wilder Street and i have only been invited to one meeting which specifically addressed the proposed 35-Eureka transit changes. The SFMTA and Scott Wiener are so focused on transit first they have chosen to willingly neglect homeowners affected by routing changes.

The 35-Eureka Line has a current average of 900 riders a day. Divide this by the # of trips and you get 12.5 riders on average for each bus with most riders will on the bus during peak commute times, so many buses will have fewer than 10 people. This change is so poorly planned, I'll be willing to bet MUNI never even counted the # of transfers collected when folks transfer between the 35-Eureka to board the 52-Excelsior.

The turnaround using Wilder, Arlington, Bosworth and Diamond Streets will make traffic in the village dreadful since it is already very busy. Trucks servicing the Canyon Market are double parked at all times of the day and night. It's nuts to even try to imagine what this bus traffic will do to traffic congestion when deliveries are occurring.



Truck double parked on Wilder Street @ corner of Diamond Street making delivery to Canyon Market.



2nd truck double parked waiting for 1st truck to finish.

The changes to the 35-Eureka route are outlined in the SFMTA web site. Good luck finding this outline because there are hundreds of pages of documents. I have done the research and a **vague** outline is contained on page 5 of this document: http://sfmea.sfplanning.org/2011.0558E_Memo.pdf. There is no mention of the turn-around in the village or the fact that the same goals of connecting riders on the 35-Eureka with Bart can be accomplished with a transfer.

This is what the document says:

35 Eureka Supplemental Service Variants

35 Eureka Supplemental Service Variant 2

This supplemental service variant would include an alternative alignment for the route extension to the Glen Park BART Station. This variant would maintain the existing routing of the 35 Eureka on Digby Street between Diamond Heights Boulevard and Addison Street, on Farnum and Moffit streets between Digby and Bemis streets, and on Addison Street between Digby and Bemis streets. From the intersection of Bemis and Addison streets, outbound

SAN FRANCISCO
PLANNING DEPARTMENT

5

TEP EIR Supplemental Service Variants Memo
March 13, 2014

Case No. 2011.0558E
Page 6

service towards the Glen Park BART Station would be routed on Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Service would terminate on Bosworth Street across from the Glen Park BART Station between Arlington and Diamond streets. Inbound service towards the Castro Station would continue from the southern terminal on Bosworth Street via Diamond Street between Bosworth and Chenery streets, Chenery Street between Diamond and Miguel streets, Miguel Street between Chenery and Bemis streets, and Bemis Street between Miguel and Addison streets, where it would connect with the existing 35 Eureka route.

The 35 Eureka Supplemental Service Variant 2 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, Miguel Street between Bemis and Arlington streets, and Arlington Street between Miguel and Bosworth streets. Please see the Service Variant shown on the revised 35 Eureka Service Improvement map.

35 Eureka Supplemental Service Variant 3

This supplemental service variant would, similar to the 35 Eureka Service Variant 2, maintain the existing routing of the 35 Eureka on Digby, Farnum, Moffit, and Addison streets, but would include an alternative routing to the 35 Eureka Service Variant 2 in which two-way service would be provided on Chenery Street. This would replace the one-way transit service that is proposed for Arlington Street outbound towards the Glen Park BART Station and on Chenery Street inbound towards the Castro Station proposed under the 35 Eureka Service Variant 2.

The 35 Eureka Service Variant 3 new transit street segments not currently served by any Muni route would be Bemis Street between Addison and Miguel streets, and Miguel Street between Bemis and Chenery streets. Please see the Service Variant shown on the revised 35 Eureka Service Improvement map.

What can we do?

If you also object to this route change, please take a moment to contact the SFMTA and Scott Wiener. We don't have much time. The **Glen Park News** article titled "**Proposed Rerouting of Muni's 35-Eureka Hits Bumps**" states "*Discussion and feedback on the proposed change to the 35-Eureka bus route will continue until next May.*" However, the SFMTA is having a hearing on 3/27 to consider certification of the Final EIR for the TEP.

This sure looks like they're trying to railroad this thing without any comments from those affected. The plan stinks and the process is very sketchy, but it's not too late to make our voices heard.

1. Sign the online petition:

<http://www.thepetitionsite.com/510/706/201/glen-park-residents-against-sfmta-proposal-for-35-eureka-route-changes/>

2. Attend meetings and let folks know where you stand. There are 2 meetings. The key meeting for comments on the 35-Eureka plan scheduled for **Friday March 28 at 8:00 a.m. in City Hall in Room #400** :

Thursday, March 27th at 12:00pm in City Hall in Room #400

This meeting will focus on the certification of the final Environmental Impact Report (EIR). Environmental review is a state requirement that must be considered complete before an approval on the TEP project is heard. If you would like to be heard regarding the decision to certify the EIR – such as making comments you have on the environmental effects of the proposed TEP changes, then the March 27 hearing at the Planning Commission is the place to do that. The hearing begins at noon in room 400 at City Hall.

Friday, March 28 at 8:00 a.m. in City Hall in Room #400

If your main concern is the proposal for the 35 route – the proposed changes that SFMTA would like to make, then the decision regarding that approval will be heard on March 28th before the SFMTA Board of Directors. The meeting begins at 8 am in room 400 at City Hall.

Send an email to Sean.Kennedy@sfmta.com. Sean the SFMTA point person for this project. He's also the guy who's decided that Wilder Street is a commercial street.

Send an email to julie.kirschbaum@sfmta.com. Julie is with the SFMTA and responsible for Transportation Planning and Development. I'm not sure she's been involved given the lack of planning we've seen.

3. Contact Scott Wiener on the SF Board of Supervisors and let him know how you feel. Your vote is very important and we can all make a difference. He can be contacted via snail mail, email and via web. I have included contact information below.

Supervisor Scott Wiener
1 Dr. Carlton B. Goodlett Place
City Hall, Room. 244
San Francisco, Ca 94102-4689
(415) 554-6968
Scott.Wiener@sfgov.org

URL: [Supervisor Scott Wiener](#)

CORRECTION:

Friday March, 28th 8am at City Hall, Room 400 is your Last Chance to be Heard!

There are 2 meetings scheduled this week so it's a bit confusing. If your main concern is the proposal for the 35 route, then the Friday meeting is the one to attend.

Please sign the online petition (Email cjrodehau@hotmail.com for a link):

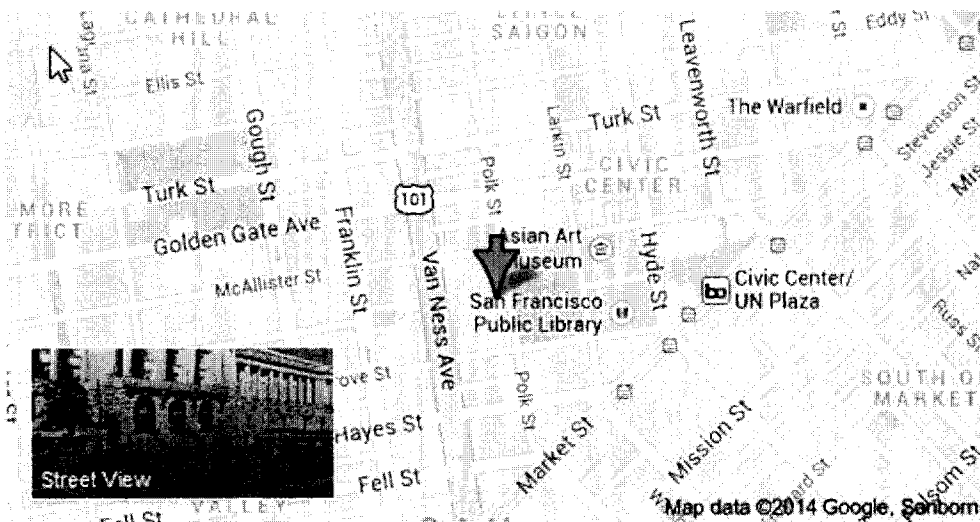
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City Hall
1 Dr Carlton B Goodlett Place (Room 400)
San Francisco, CA 94102

35-EUREKA PLAN UPDATE

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However it would be much better if traffic on Wilder were eliminated.

It appears that the SFTMA has already marked 2 stops on Wilder Street!

- One first stop is marked on the corner of Wilder in Front of 10 Wilder Street (near corner of Natick).
- The second stop is located in front to 53 Wilder Street where the SFMTA has marked 90 Feet in front of this building "NO STOPPING" for Saturday 3/29.

I have contacted Sean.Kennedy@sfmta.com regarding this but he has not responded yet.



This bus will run thru the village every 5 minutes during peak hours & less than every 15 minutes during non-peak hours!

The Glen Park News (Winter 2013) which was just published says "Muni posted a response to critics of the plan on it's website stating: **"Wilder is a commercial street. SFMTA will work with the businesses to reduce the likelihood of delivery vehicles delaying the bus, and will reevaluate effects on operations after service is in place."**

Wilder Street is a residential street, it's not commercial. There are more than 40 residences on Wilder with close to 100 residents and 1 commercial operation which is the nail salon! We cannot afford to lose further parking in the Village to accommodate buses which are not needed and a safety hazard. This shoot first, ask questions later attitude shows the lack of planning and common sense, that went into this effort.

Please feel free to contact Chris Rodehau for more info: cjrodehau@hotmail.com (phone: 415-404-1836). I have sent fliers, with more details about the proposal as well as an electronic petition. I can email you a link to the petition if you like.

Dwyer, Debra (CPC)

From: Chris Rodehau <cjrodehau@hotmail.com>
Sent: Tuesday, March 25, 2014 8:37 AM
To: Wiener, Scott; Dwyer, Debra (CPC)
Subject: RE: 35 Eureka Bus Reroute and EIR Review Process

Scott,

Thanks! I understand but the 'whole' process should have been published with dates / times and contacts. I went to many of the meetings and only actually heard 35-Eureka specifically mentioned in detail in one meeting. Many of the residents of Wilder and Arlington had no idea what was about to happen. I think the key hearing dates / times and contacts should have been published at least 6-9 months in advance.

Every taxpayer on the route should have been notified with a flier or two. I get better notification when they're gonna work on the street or a business is requesting a liquor licenses. I don't expect it to be perfect, but the process (forget the plan) from our viewpoint is not well organized. Telling folks that they had the opportunity to get engaged and missed it without giving them details required to get is engaged is frustrating and just plain wrong.

Where i work, we have project managers and everyone know when the next meeting is and what the key points for discussion are because the meetings schedule with dates/times/places and contacts are published. I have not found this to be true with the TEP project and Glen Park. The meetings are scattered, buried within other meetings, held in many different places and somewhat secretive (at least from my perspective).

When questions come up... the SFMTA redirects folks to their web site for information. I was asked to look at a PDF with over 700 pages when i had a question about the 35-Eureka. It's nuts. I'd like to know what time the 35-Eureka will be discussed on Thursday. The SFMTA web site says the hearing will happen at 8am and Debra Dwyer informed me **that TEP is scheduled to be heard at the Planning Commission on Thursday, March 27th, 2014 at 12:00 p.m.** Which is it? This is a perfect example of the poor communication and this is the final hearing!

Please advise.

Regards, Chris

From: scott.wiener@sfgov.org
To: cjrodehau@hotmail.com
Subject: Re: 35 Eureka Bus Reroute and EIR Review Process
Date: Tue, 25 Mar 2014 13:54:33 +0000

I understand, but in fairness I've put the 35 and TEP issue in both the glen park association newspaper (my column) and my newsletter. And the glen park association has repeatedly put this in its newspaper and has explicitly taken issue with the wilder street aspect since the beginning. This isn't a surprise kind of thing - it's been out there for at least a year. It wasn't a surprise. I don't go door to door every time an issue comes up in

a part of the district. But between my newsletter and the association's newspaper, I and the association clearly conveyed to the community that the issue existed. People also have a responsibility to be engaged in the process and can't just wait to be contacted.

In any event, the process is working since folks are now engaged. And the neighborhood association and merchants have been pushing back on wilder street's inclusion for quite some time.

Scott Wiener
Supervisor, District 8
(415) 554-6968

To read or subscribe to my monthly newsletter or to follow me on Facebook or Twitter, go to www.scottwiener.com.

On Mar 24, 2014, at 11:46 PM, "Chris Rodehau" <cjrodehau@hotmail.com> wrote:

Point taken. I think this issue has a lot of folks riled up because of how poorly it was handled. You're supposed to represent us, and when the communication process is not handled properly, you should expect to get some negative feedback. I know you have a lot of stuff going on and i'm sure there are many things more important this this project. However, I think you could have done a better job managing the process and keeping the Glen Park residents you represent properly informed. You have a copy of the document i distributed. I sent it to you yesterday. It's the same doc the neighbors got. I just told folks to make sure they contact you and SFMTA to make sure we're heard.

From: scott.wiener@sfgov.org
To: cjrodehau@hotmail.com
Subject: Re: 35 Eureka Bus Reroute and EIR Review Process
Date: Tue, 25 Mar 2014 06:29:57 +0000

Thanks. Nothing in that message says I'm supporting the wilder option. The "mother" comment is clearly an auto-correct issue. It doesn't even make sense. If you conveyed to your neighbors that I'm supporting the wilder route - or that I was somehow insulting wilder street - then you did, in fact, give them highly inaccurate information. If, in the future, you have questions about my position, please just email me rather than read something into a message that isn't there and take an auto-correct nonsensical phrase as some sort of slight.

Scott Wiener
Supervisor, District 8
(415) 554-6968

To read or subscribe to my monthly newsletter or to follow me on Facebook or Twitter, go to www.scottwiener.com.

On Mar 24, 2014, at 11:14 PM, "Chris Rodehau" <cjrodehau@hotmail.com> wrote:

Scott,

Hi. I have a hard copy of a text message you sent to my neighbor Diane. I'm not making this stuff up or trying to shoot from the hip. I generally agree with your positions and i have supported you in the past, so there i'm not out to spread rumors. I think you may have been rushing when you were communicating and perhaps did not choose your words wisely. These are your words, including the typos, character-by-character:

"Thanks for clarifying. I think at this point, mother wilder street issue is the only remaining question about the route. In give MTA a ton if credit for working with folks to fix the other big headaches. Glen Park Association and the merchants are now supportive of the reroute but are continuing to ask MTA to consider a non-Wilder option. That's still in play. There are other options. If you and your neighbors haven't yet, please send your feedback to Sean Kennedy at Sean.Kennedy@sfmta.com. He's very responsive and thoughtful.
Chat Conversation End"

I will follow-up with Sean. I don't think we need to reroute the 34-Eureka, but i'm willing to accept it if Wilder is taken out of the equation.
I agree the MTA has made progress but the communications should have been much better, especially concerning this issue.

Regards, Chris

From: scott.wiener@sfgov.org
To: cjrodehau@hotmail.com
Subject: Re: 35 Eureka Bus Reroute and EIR Review Process
Date: Tue, 25 Mar 2014 05:22:02 +0000

Hi Chris. So are you the person who's been telling people that I've come out in favor of wilder street? I was wondering why people were emailing me angrily about that, when it's inaccurate. I have no idea where you got the "mother wilder street" statement. It certainly didn't come from me, since I've never said it. Talk about shooting first. I request that you correct the record with your neighbors.

The 35 route has not been finalized. MTA continues to work with the community, and the concerns about the wilder street issue have been clearly communicated to the agency. The goal is to get the 35 to glen park BART station, and there are various ways to do that. MTA has been extremely responsive to concerns about other aspects of the proposal - and made significant changes to

reflect that feedback - and I'm sure MTA will continue to be responsive and interactive.

Sean Kennedy, who's attended numerous community meetings in Glen Park and Diamond Heights, is the MTA's point person. His email is Sean.kennedy@sfmta.com.

Scott Wiener
Supervisor, District 8
(415) 554-6968

To read or subscribe to my monthly newsletter or to follow me on Facebook or Twitter, go to www.scottwiener.com.

On Mar 23, 2014, at 11:59 PM, "Chris Rodehau" <cjrodehau@hotmail.com> wrote:

Scott,

I've lived on Wilder Street for over 20 years. This plan to route the 35 Eureka is absurd. I don't understand why it's even being considered. I don't understand why you are supporting the SFMTA when folks can get off the 35-Eureka at 'Diamond Street and Diamond Heights Blvd' with a transfer, wait 2 minutes and ride down to Bart on the 52-Excelsior. I am very disappointed with the process and how the SFMTA and you have handled this. I have taken the opportunity to galvanize my neighbors on Wilder and Arlington Streets and no one is happy with the plan. Everyone feels the communication and community input was not handled properly and most folks were shocked to hear that the FINAL Environmental Impact Report (EIR) meeting for the SFMTA's *Transit Effectiveness Program (TEP)*, is Thursday. I think you need to do a better job speaking up for the residents of Glen Park and making sure everyone is notified and all sides to the issue are properly discussed in an open forum.

I have distributed fliers to over 100 residences in Glen Park and discussed the plan with everyone. The closest I've come to support is one resident who said she "didn't care". I have attached several documents with comments about the proposal, as well as an electronic petition which was just created late last week. I've received more communications about street repair and public notices about businesses getting liquor licenses than I have had on this proposal. Doesn't MUNI have an obligation to notify every tax payer and voter who will be potentially impacted?

The Glen Park News (Winter 2013) which was just published says "Muni posted a response to critics of the plan on it's website stating: **"Wilder is a commercial street. SFMTA will work with the businesses to reduce the likelihood of delivery vehicles delaying the bus, and will reevaluate effects on operations after service is in place."** Wilder Street is a residential street, it's not commercial. There are more than 40 residences on Wilder with close to 100 residents and 1 commercial operation which is the nail salon! We cannot afford to lose further parking in the Village to accommodate buses which are not needed and a safety hazard. This shoot first, ask questions later attitude shows the lack of planning and common sense, that went into this effort.

I've seen that you have referred to the opposition to the bus route on Wilder Street as the "mother wilder street issue" which i find offensive, quite frankly. I hope you will review the attached document and take proper action. I look forward to hearing your response.

Sincerely, Chris

<GLEN PARK RESIDENTS AGAINST PROPOSAL.pdf>

Dwyer, Debra (CPC)

From: toreador103@aol.com
Sent: Monday, March 24, 2014 4:31 AM
To: Dwyer, Debra (CPC)
Cc: Board of Supervisors
Subject: TEP - another San Francisco debacle

Dear Debbie,

Congratulations! Your department, after years of trying, has now come up with an EIR response format so massive, repetitious, convoluted and inaccessible as to make it virtually impossible for anyone pouring over your turgid prose to figure out what you are doing.

"Respond to individual comments? Nah...just mush it all together. Might take 'em days to get through our stuff, but that's their problem" Eh?

Should make for slam-dunks at the SFMTA and Board of Sups. Good going! Democracy is in full flower in San Francisco.

N. Wong and friends,
San Francisco

Dwyer, Debra (CPC)

From: L Pfatt <lpfatty@yahoo.com>
Sent: Monday, March 24, 2014 3:26 PM
To: Dwyer, Debra (CPC); MTABoard@sfmta.com; Boomer, Roberta (MTA)
Cc: Gregory R. Wilson
Subject: Re-Route Bus #27 onto Vallejo

Debra,

I have read your TEP report dated March 13 and have the following comments:

1. For the almost 15 years that I have lived on Vallejo between Polk and Larkin, there has been a restriction on our street to not allow buses of any kind, including Academy of Art buses, PresidioGo buses, etc. When these buses regularly travel down our street (in violation of the current rule and until we call and complain and then they stop), the back up at the intersection of Polk and Vallejo is tremendous, as is the noise and pollution associated with these buses.
2. You state in your report that "Vallejo Street is a residential street with generally low traffic volumes. Vallejo Street is discontinuous east of Jones Street (i.e., one block, or 490 feet, east of Leavenworth Street), which contributes to the lower traffic volumes as compared to other nearby east-west streets such as Jackson Street. Clearly, you have not spent any time on Vallejo between Polk and Larkin at rush hour to see the chaos that occurs in that area. Often, I see cars backed up all the way to Larkin from Polk street. This is also a major commute route for Marin folks who like to cut up Vallejo from Polk street to Larkin, take a right on Larkin, and then turn left into the Broadway tunnel. This is such a problem and concern, we have considered petitioning for a "no-thru traffic" sign on our block.
3. You further state that people are not supposed to double park on Vallejo and that this is a parking enforcement issue, not a bus route issue. I disagree wholeheartedly. I am not rich enough to have something called a "driveway" or a "garage" but i do LIVE in this city. This means that on a regular basis, I and many others in this neighborhood need to VERY BRIEFLY double park my car to unload groceries, elderly parents, children, heavy items, such as camping equipment - things i cannot carry 3 blocks from my parking space to my house. While you may see this as illegal and not something that should be dealt with when considering bus route changes, the reality is that this is city living and required of all residents not lucky/rich enough to have a garage where they live. So what do you propose those of us who live in this neighborhood do when we need to double park? Double parking has always happened in cities, it will continue to happen, and with 6-8 buses per hour traveling by my house, there are bound to be many times when people are double parked and the buses cannot get through.
4. This bus isn't even being ridden right now, which is why you want to re-route it. I would so much rather see the buses that people actually do ride in our neighborhood come more frequently so we could actually use them! I love riding the bus - and we have so many in our neighborhood that work when they come regularly enough to use them. The 10, 12, 19, 41, 45 - these all work extremely well - but they don't run frequently enough. But this #27 will be running about every 15 minutes when people aren't even riding it and don't need it in our neighborhood.
5. You state in your report that the noise increase will not be significant. I have young children who live in the front room of my home facing the street at street level. The noise generated by this bus from 5am till midnight will certainly be disruptive to their sleeping so I'm not sure how you can conclude this increase in noise will not be impactful to residents.

I implore you and the SFMTA to actually HEAR the comments that people are making and to spend time actually looking at the conditions we are describing. We live in this neighborhood. It is our home. And this report clearly shows that none of the issues that will affect our daily living have been taken into consideration. Please do the right thing by respecting what we are telling you about the extremely negative impacts this bus re-route will have on our neighborhood. We have other options - let's explore those!

Linda Pfatteicher
1445 Vallejo Street
SF, CA

Dwyer, Debra (CPC)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, March 24, 2014 9:13 PM
To: Dwyer, Debra (CPC)
Cc: Albert, Peter (MTA); Liz Brisson; Board of Supervisors; PLA Glenn Rogers
Subject: SFCTA Meeting on the TEP - Memo (A.Goodman)
Attachments: 032514_TEPmemo.pdf

Please find the attached brief memo on the concerns ongoing on the 19th Ave Transit issues, and related TEP project hearings.

I will not be able to attend the SFMTA/SFCTA's meeting Tuesday but am currently against the proposal on the 19th Ave transit due to improper routing through a neighborhood that will destroy its character and community feel.

The proposed developer agreement can be adjusted to properly look at 19th Ave. Connectivity to Daly City up front and provide a better analysis of the linkages and looping in the system that gives band-width and solutions.

Without this we are not doing the public proper service to eliminate congestion, and major transit and traffic issues in District 7. I have submitted a brief sketch that is in the hands of Peter Albert of the SFMTA, I hope he will continue to discuss the concerns and issues to all affected parties, and the planners, as we need to have a public review of the routing and future connectivity planning up front now, not 20 years from now.

The costs must be assessed, route studied, and station stops minimized for quick connectivity from SFSU-CSU and Stonestown to Daly City BART.

Parkmerced can still suffice with a eastern sided stop along 19th with shuttle service on the entire site.

Sincerely

Aaron Goodman

Aaron B. Goodman
25 Lisbon St
San Francisco, CA 94112
Tel: 415.786.6929
Email: amgodman@yahoo.com

San Francisco Planning Department
Attn: Debra Dwyer, EIR Coordinator
1650 Mission St. Suite 400
San Francisco, CA 94103-2479
Email: debra.dwyer@sfgov.org

March 25, 2014

RE: Case No. 2011.10558E – Responses to Draft Environmental Impact Report Transit Effectiveness Project (TEP)

Debra Dwyer @ SF Planning Department

Please note that we are submitting this memo as a rider, resident and commuter that has used these lines frequently and have already provided some lengthy comment on concerns for changes proposed to the routes noted listed below, by the TEP project that have significant impacts on low-income and rental communities in San Francisco.

- 8x Bus
- 9/9L
- 44
- 14/14L/49/47
- F-Line Trolley
- M-Oceanview Line
- L-Taraval
- K-Ingleside
- 17-Parkmerced
- 88 – LakeShore/Daly City

The 8x bus is frequently over-stuffed with passengers, and is a hazard due to bus drivers driving past the stop to let people off inbound at Silver and San Bruno Ave across Silver rather than stopping correctly at the stop. This is due to being full before reaching this intersection. It causes great hazards to people boarding and rushing from the 44 to the 9 and 8x lines. Many riders are Chinese and do not speak English which means many cannot complain about the problems and over-crowding situation on these lines. Many pack and stuff themselves in vs. waiting for the next bus, placing others in harms way. Muni has to date ignored the concerns and issues of overcrowding on this line.

The 9/9L bus frequently is crowded and under-served in similar issue to the 8x Bus.

The 44 bus is also underserved, and does not provide adequate frequency or ridership capacity as the 8x and 9/9L bus. The 44 often has to compete with traffic at San Bruno Ave and over the hill through the Excelsior, and Glen Park neighborhoods which adds to the delays in getting past the Glen Park Station. Often Genentech and Google bus stops protrude out and block the Glen Park Intersection preventing smooth traffic flow.

The 14/14L/49/47 is also underserved for the number of passengers through the mission and based on capacity and planned growth a rail line should be built to service to the Mission and Excelsior and out to Top of the Hill in Daly City and the connection to Daly City BART.

F-Line trolley route should be brought out to the Chrissy Field on the prior pan-american exhibition line, it should also be connected via the T-Third over to Oakdale and possibly out San Bruno Ave to the Schlage Lock Factory site, and back over to the Hunter's point naval shipyard development.

The M-Ocean view I have submitted comments on direct linkage to Daly City BART as part of the 19th Ave Transit Study and alternatives were submitted to Peter Albert of the SFMTA for inclusion in the TEP process and proposals for future connectivity.

The L-Taraval Line was also submitted with alternatives to connect along Sloat Blvd. back up to West Portal and out on 20th to Stonestown and Daly City BART. An alternative was suggested around Lake Merced Blvd. to John Daly Blvd. to gather more commuters from surrounding condo and apartment developments on the west-side of SF up Lake-Shore Blvd. and Sunset Blvd. to schools in the area. We suggested linking the L-Taraval along Sloat as a Loop in the system to promote flexibility in the lines currently when blocked or turn-backs needed.

The K-Ingleside we suggested dwgs and alternatives along Junipero Serra Blvd. and routing to connect to the Geneva Car-Barn at Balboa Park and out along Geneva to the T-Third system as a loop.

The 17 Parkmerced line changes improperly affect many seniors living in Parkmerced and should remain unchanged including prior routes and connections. More service not less is needed for the largest rental neighborhood.

The 88 Lakeshore reductions reduced access to condo and apartment neighborhoods, additionally services for SFSU-CSU were reduced which only compounds the Parkmerced parking issues by increased student enrollment.

No discussion was made of the MOU's negotiated prior, nor the current court case vs. the city and county of SF on Parkmerced and it should be re-stated that the court decision should ensure proper review to include publicly submitted alternatives that ensure adequate and direct connectivity and routing for public transit systems, and not routing beneficial only to the developer's interests.

Sincerely

Aaron Goodman

Cc: Peter Albert SFMTA, Liz Brisson SFCTA, SF BOS

Dwyer, Debra (CPC)

From: Elise F Ravel <eravel@stanford.edu>
Sent: Monday, March 17, 2014 10:44 AM
To: Dwyer, Debra (CPC)
Subject: TEP Questions

Debra,

I received an e-mail from Heidi Kline regarding TEP. I have not had the opportunity to provide my comments regarding what I believe to be the proposed route of the 35 Eureka down Wilder St. in Glen Park.

I would like to let you know how unacceptable this proposed route is, as Wilder St. is congested enough with the delivery trucks to the market, for which the Planning Department determined a loading dock was not necessary! This would only exacerbate an unacceptable situation with cars already backed up due to double parked trucks. This results in a dangerous situation with cars traveling on the wrong side of the street attempting to get through.

The proposed route is also is redundant, since the Eureka line connects to the 52 Excelsior line. The SFMTA should concentrate on connections rather than adding a burden to the already congested area.

Please submit this comment to whomever accepting these, despite no notification of this misguided proposal.

Elise Ravel
37 Wilder St
San Francisco, Ca 94131

Dwyer, Debra (CPC)

From: Ionin, Jonas (CPC)
Sent: Tuesday, March 18, 2014 10:38 AM
To: Wise, Viktoriya (CPC); Dwyer, Debra (CPC)
Cc: Jones, Sarah (CPC)
Subject: FW: MUNI TEP DEIR hearing
Attachments: Transit Effectiveness Project Changes to 3 Jackson.docx; Pedgrid.pdf

FYI

Jonas P. Ionin
Director of Commission Affairs
Commissions Secretary
Custodian of Public Records

Planning Department | City & County of San Francisco
1650 Mission Street, Suite 400, San Francisco, CA 94103
Direct: 415-558-6309 | Fax: 415-558-6409

jonas.ionin@sfgov.org
www.sfplanning.org



From: Martin, Peter C [<mailto:martinpc@cdmsmith.com>]
Sent: Tuesday, March 18, 2014 10:36 AM
To: Ionin, Jonas (CPC)
Subject: MUNI TEP DEIR hearing

I submitted a letter commenting on MUNI's TEP DEIR raising several issues regarding efficiency vs market effectiveness and also about accessibility (letter attached). I think the TEP is going in the wrong direction in consolidating transit routes. San Francisco is not LA where routes are spaced every half mile or mile apart and patrons are expected to walk a good distance to access transit. Our historically closed knit grid streets and MUNI service accounts for our high ridership. Speed is not critically important to most riders, particularly seniors and disabled. The issue of transit route spacings is similar to the LEED ND emphasis on a porous pedestrian network (all riders walk to transit and thus the porosity argument also is relevant to transit line spacings). According to MUNI data, in 1975 80% of MUNI riders walked two blocks or less to reach their service. Access time to transit is more important than onboard travel time to riders.

When MUNI routes were last restructured in 1975 the community routes that feed trunk lines and provide convenient service to all areas of the city were not cut. The 1975 restructuring improved the directness of trunk lines and improved transfer connectivity. This approach recognized how moderate ridership lines complement in a systematic way a good network. What MUNI should be doing is adding service to trunks and retaining (perhaps restoring service to other lines). As my letter indicates, ridership on the 3 Jackson has declined in the past 40 years despite increased population and employment along the route and the rerouting of the 45 Union away from Post Sutter. This loss is largely due to reduced service headways, something MUNI plans to continue to cut. MUNI has about the same fleet size now as it did 40 years ago despite its mission to help reduce car use and support the added population and employment in the

city. MUNI needs to add service, not just reshuffle it and they should be adding bus bulbs and other passenger friendly measures to improve efficiency.

I think the DEIR is flawed in that it does not describe the inconvenience impact of reduced lines nor the impact on seniors and disabled (ADA). During commute periods most riders are young and mobile. During the midday periods about a third of the riders on the buses I ride are seniors and disabled. Longer walking distances will not serve these groups. I would even be tempted to get a blue placard and park free worsening our current placard problems.

I confess that I found the response to comments difficult to search re my issues. I understand that this is a common approach for CEQA, but I could not find how they responded to my issues.

Thanks again for all of your hard work on the Planning Commission.

Please note our new address and phone number

Peter C. Martin, PE
Transportation Engineer
CDM Smith
220 Montgomery Street, Suite 1418, San Francisco, CA 94104
(415) 653-3304
MartinPC@cdmsmith.com
cdmsmith.com

Ms. Sarah Jones

San Francisco Planning Department

1650 Mission Street, Suite 400

San Francisco, CA 94103

Transit Effectiveness Program DEIR comments

Transit Effectiveness Program - Changes to 3 Jackson

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.

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?

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.

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

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.

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.

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.

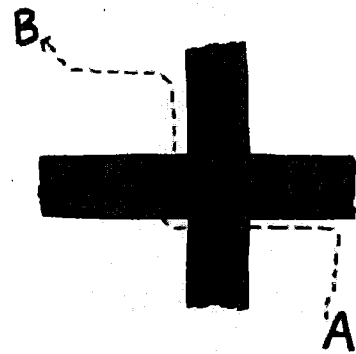
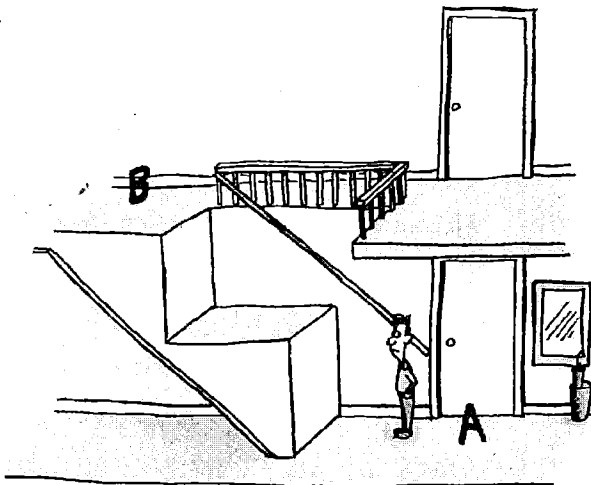
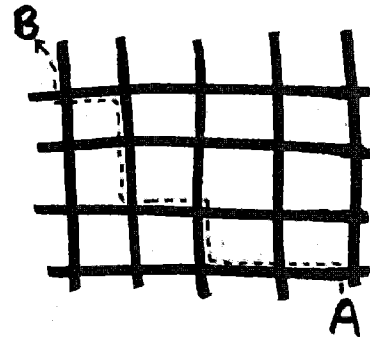
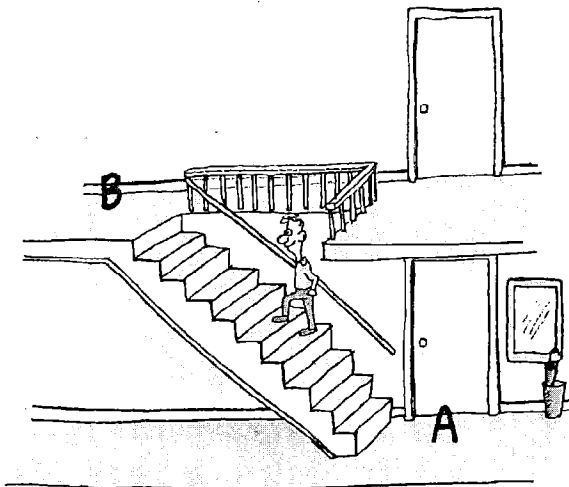
Please apply common sense, reconsider and **save the successful 3 Jackson.**

Peter Martin

2295 Vallejo Street, #311

San Francisco, CA 94123

DESIGNING STREETS AT A HUMAN SCALE



Dwyer, Debra (CPC)

From: Peter Ehrlich <milantram1859@gmail.com>
Sent: Friday, March 14, 2014 2:44 PM
To: Kline, Heidi (CPC); Dwyer, Debra (CPC); Jones, Sarah (CPC)
Subject: 28-Line changes under the TEP

Hi Ms. Dwyer, Ms. Kline, and Ms. Jones:

It's uncertain whether you are the ones to whom I need to respond regarding the proposed elimination of the Toll Plaza stop at the Golden Gate Bridge for line 28L, but again, I am writing to vehemently oppose this move.

I understand that there is a new revised SFMTA TEP plan out there now. However, when I clicked on the SFMTA website to download the new TEP, I got "Page Not Found." Why?

I am submitting the comments from the Golden Gate Bridge, Highway and Transportation District, and re-submitting my e-mail of July 14, 2013. First, here's the GGBHTD comments, two messages from that Agency's Planning Director, pp. RTD-4-35,36:

A-GGBHTD (2)

(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter and Attachment, September 10, 2013)

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.

A-GGBHTD (4)

(Ron Downing, Director of Planning, Golden Gate Bridge, Highway and Transportation District, Letter and Attachment, September 10, 2013)

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.

And my e-mail of July 14, 2013 to Sarah Jones:

Hi Ms. Jones,

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 stopping 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.

Peter Ehrlich

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Muni operator 1979-2005 (F-Line, 1995 to retirement)

San Francisco resident 1966-2010

And the response: (pp. RT-4.D-43 and 44)

28 19th Avenue – Regarding the comments that express concerns about the 28 19th Avenue Service Improvements, as indicated in the comment, passengers traveling between the Golden Gate Bridge toll plaza and the terminus near Fort Mason during the weekday daytime hours would need to take alternate routes. With implementation of the Service Improvements, the 28 19th Avenue route would terminate at the Golden Gate Bridge during weekday daytime hours, while during the evenings and on weekends service would continue to the intersection of Van Ness Avenue/North Point Street (just east of Fort Mason). To access the Golden Gate Bridge toll plaza area from the east, passengers could take the 1 California, 2 Clement, 28L 19th Avenue Limited, 38 Geary or 38L Geary Limited routes to 19th Avenue and California Street or Geary Boulevard, and transfer to the 19th Avenue northbound route. Passengers traveling east from the Golden Gate Bridge toll plaza could take the 28 19th Avenue south to 19th Avenue and California Street or Geary Boulevard and transfer to the routes noted above. In addition, as noted in the comment, some Golden Gate Transit routes serve the Golden Gate Bridge toll plaza, and passengers would be able to use Golden Gate Transit to and from areas to the east of the Golden Gate Bridge toll plaza. On weekdays during the daytime hours between 9 a.m. and 6 p.m., there is an average of about 13 passengers per hour traveling from the Golden Gate Bridge toll plaza to the terminal near Fort Mason and about 2 passengers per hour traveling from the terminal near Fort Mason to the

Golden Gate Bridge toll plaza (passengers traveling to and from the south would not be affected by the 28 19th Avenue Service Improvements).

During the weekday daytime period between 9 a.m. and 6 p.m., Golden Gate Transit routes 10, 70 and 101/101x stop at the Golden Gate Bridge toll plaza, and all three routes have hourly service. During the weekday, the three routes have an average capacity utilization of 40 to 60 percent southbound towards San Francisco and 30 to 60 percent northbound towards Marin. The average capacity utilization for all three routes is 51 percent southbound and 43 percent northbound. If only Golden Gate Transit bus service was used to accommodate the weekday daytime demand for the segment of the 28 19th Avenue that would be discontinued during the weekday daytime hours, the addition of an average of 13 passengers southbound and 2 passengers northbound would not substantially affect the average capacity utilization of the three Golden Gate Transit routes. Therefore, the 28 19th Avenue Service Improvements would not substantially affect the capacity utilization of the Golden Gate Transit routes serving the Golden Gate Bridge toll plaza, and impacts on Golden Gate Transit bus operations would be less than significant.

(Footnote 4) SFMTA, Passenger Activity Report for 28 19th Avenue. The ridership data is available online at the SFMTA TEP website at <http://sfgov.org/site/frame.asp?u=http://www.sfmta.com/>. Accessed on February 21, 2014.

Frankly, your staff has chosen to ignore the emails from the Director of Planning at the Golden Gate Bridge District, and from me. In fact, my comment was not even printed in your Summary of Comments, and your staff has chosen instead to base your fallacious reasoning on the so-called "official" SFMTA data of February 21, 2014, which seems to be based on data at the Fort Mason Terminal, not Chestnut and Laguna, though clicking on the link in the previous paragraph doesn't give a clue where that data is actually based, because it only goes to the SFMTA website. It would be more useful if you had the actual URL for the 28 Line in your report. Anything else is complete obfuscation on your part.

Have any of your staff members actually stood at the intersection of Chestnut and Laguna to observe the transfer of riders between the 30-Stockton and 28-19th Avenue? Have any of your staff actually interviewed these riders? Judging by your response in the "Transit Effectiveness Project Responses to Comments," I think not.

Here are the real facts regarding the need to preserve the Golden Gate Bridge Toll Plaza stop for travelers coming from Fisherman's Wharf and the Marina. The facts, as I see them, stem from personal experience, observation and interviews with hundreds of people who travel from the Wharf to the Golden Gate Bridge.

1. Visitors at Fisherman's Wharf consistently asked me, when I was an operator, how to get to the Bridge from the Wharf--WITHOUT HAVING TO BACKTRACK VIA DOWNTOWN! At present, they have to take the 30-Stockton bus to Chestnut and Laguna and transfer to the 28 there. It's bad enough that half of the Line 30 buses terminate at Van Ness. The proposed extension of the 28 is long overdue.

2. I have also operated both the 30-Stockton and 28-19th Avenue during my 26-year career at Muni. And I have utilized the service numerous times myself after I retired from Muni, and have stood at Chestnut/Laguna many times simply watching the great numbers of people transfer there. The number of visitors transferring between the two lines at Chestnut and Laguna is astounding! They want to get to the Golden Gate Bridge without having to drive, and without having to go back to downtown. Having the 28L NOT stop at the Toll Plaza is ridiculous! Many of them don't speak English, or don't understand it well. Making it simple makes it easier for everybody--residents, visitors and operators. So the claim that "only 13 riders go from the Toll Plaza to Fort Mason and only 2 riders go from Fort Mason to the Toll Plaza is hogwash. These riders don't board at Fort Mason; they board at Chestnut and Laguna!

3. GGBHTD Planning Director Ron Downing's observation that Golden Gate Transit buses are designed for inter-county service is spot on. They simply do not have the capability of handling local riders

within San Francisco. Moreover, they don't stop at Van Ness and Lombard, nor do they run on Chestnut Street, and there is a simple reason for that--the need to provide speedy rides for Marin and Sonoma County residents. These riders don't want to be bogged down with the buses they are riding having to deal with local riders within San Francisco.

4. Golden Gate Transit doesn't accept Muni fares or Visitor Passports. This is tied into reason number 3 above. For Pete's sake, leave Golden Gate Transit out of the "local rider" equation!

5. Again, why should visitors have to backtrack through downtown, when a single ride from the Wharf area to the Bridge could be happening? This is no way to run a transit system, which could cater to everybody--residents and visitors.

Your response to these concerns is a pure typical bureaucratic response which doesn't do the riding public, the 28-Line ridership or Golden Gate Transit any good. Not having the 28L stop at the Toll Plaza once it's implemented is WRONG, WRONG, WRONG!! I will continue to oppose all attempts by SF Planning and the SFMTA TEP to eliminate this stop simply to save at the most 2 minutes of running time.

Incidentally, I've also reviewed comments regarding the elimination of the 3-Jackson and the problems associated with transit serving Rincon Hill, and I find a similar lack of regard toward addressing the very pertinent issues raised by commenters with your responses. You need to get your act together and serve the riding public, not your own perceived mistaken goals.

Sincerely,

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Retired Muni operator, worked from 1979 to 2005

Dwyer, Debra (CPC)

From: Aaron Goodman <amgodman@yahoo.com>
Sent: Monday, March 17, 2014 11:05 AM
To: Dwyer, Debra (CPC)
Subject: Fw: 19th Ave Transit Study - Memo 03.16.14 - (A.Goodman)
Attachments: 031614_19th_Avetransitstudymemo.pdf

Relates also to the TEP EIR and concerns raised on transit reductions in service, and the need to create a more reliable west-side system that directly links to an intermodal Daly City Bart Platform.

A.Goodman

----- Forwarded Message -----

From: Aaron Goodman <amgodman@yahoo.com>
To: matthias mormino <Matthias.Mormino@sfgov.org>; "norman.yee@sfgov.org" <norman.yee@sfgov.org>
Cc: "sfmtabudget@sfmta.com" <sfmtabudget@sfmta.com>; "tep@sfmta.com" <tep@sfmta.com>
Sent: Monday, March 17, 2014 11:03 AM
Subject: Fw: 19th Ave Transit Study - Memo 03.16.14 - (A.Goodman)

Please find the attached memo and concerns on the 19th Ave Transit study in relation to tunneling proposals vs. aerial and connectivity in systems. It also addresses concerns on the Daly City linkage and bi-county concerns for future transit routing and proper address of west-side transit.

The sketch submitted to the SFMTA Peter Albert is available for your review.

Please note this relates to the SFMTA Budget planning, due to lack-luster funding from SFSU-CSU in the prior neglected MOU and concerns about reduced services on the 17 Bus, along with other area buses that serviced the western side of SF including Lake Merced.

Sincerely

Aaron Goodman

----- Forwarded Message -----

From: Aaron Goodman <amgodman@yahoo.com>
To: Albert Peter <Peter.Albert@sfmta.com>; Liz Brisson <liz.brisson@sfcta.org>
Cc: "board.of.supervisors@sfgov.org" <board.of.supervisors@sfgov.org>; ENUF Email <info@sfenuf.org>; "sfmtabudget@sfmta.com" <sfmtabudget@sfmta.com>; "info@sfmta.com" <info@sfmta.com>
Sent: Sunday, March 16, 2014 10:36 PM
Subject: 19th Ave Transit Study - Memo 03.16.14 - (A.Goodman)

Please find the attached .pdf memo for the upcoming discussion on the final draft 19th Ave. Transit Study Meetings.

Please forward to the appropriate parties for their information and discussion based on concerns raised at our prior meetings and alternatives suggested that provide a more comprehensive and robust view of west-side future transit planning and connectivity. We see currently how "tunneling" on the central subway is diverting funds that could help assist and solve more concerning connectivity issues on the west-side of SF. By looking adequately at aerial platform design and promoting the public transit rider over auto-driver incentivization is made for transit ridership over auto-modes.

Thank you for your assistance in having the sketch I submitted scanned for their information if required or requested.

I do hope that it leads to more thought by the individual stake-holders on what and how their station stops and possible density can be re-structured to benefit the majority vs. the minority in many cases in the proposed development issues shown to date. It may also enliven the design ideas by opening the door more on how to promote transit first design and policy, and create a better station and location planning towards Daly City as an intermodal hub and new density opportunity on the west-side.

Sincerely

Aaron Goodman

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San Francisco County Transportation Authority
Attn: Liz Brisson Senior Transportation Planner
1455 Market Street 22nd Floor
San Francisco, CA 94103
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March 16, 2014

RE: 19th Avenue Transit Study

Liz Brisson @ SFCTA

Please note that we are submitting this memo as a further response and supplement to the memo's and drawings sent prior to the SF Planning Department, SF Planning Commission, SF Historic Preservation Commission, and SFMTA/SFCTA regarding the transit and land-use planning issues related to the 19th Ave Transit Study, Parkmerced "Vision" plan, and SFSU-CSU "Masterplan".

We are foremost still concerned that the city is embarking on a large scale endeavor that is based on a land-use agreement and EIR/CEQA approval still in court on legal concerns.

We raised the issue prior in relation to ongoing planning with Parkmerced, SFSU-CSU and General Growth Properties, without adequately reviewing the overall conditions required for the long-range planning and implementation of transit improvements up-front and prior to the approvals of the developer agreements that have occurred to date. The reasoning can be easily summoned by looking at the prior MOU with the SFSU-CSU masterplan and enrollment changes that was un-enforced due to not having a plan or re-working of transit stations and hubs in place.

The ongoing planning and development pressures should be looked at with a watchful eye due to financing, and other concerns with new projects and proposals such as the Mercy High School masterplan EIR notification that just went out recently, and the 800 Brotherhood Way project that did not have an EIR or CEQA analysis in relation to the large scale planning that occurred there without any review of access to public transit. To continue planning such large-scale changes, and solidifying the stop locations and methods means that alternatives submitted by individuals were not taken seriously enough by the planners in terms of the solutions offered. Part of the solutions submitted may require the developments that are funding the developer study and agreements to go back and revisit their designs. It is important for the public's trust that you rectify the issues regarding the base-line models shown to show the options that were omitted to quickly due to mis-interpretation. One such example is the aerial train noted from St. Francis Circle along the existing route on Ocean ave. This was met by opposition by home-owners along this corridor and the religious institutions nearby. The problem was

that alternatives on the northern segment were more varied, and alternatives submitted provided a route and connection that would reduce 19th avenue construction time, speed the process of tunnel work due to wider boulevards on Sloat and 20th Street, and provide a method to get to a grade platform at Mercy H.S. on the west side without tunneling and crossing 19th and through the Ocean Ave. neighborhood to an elevated train heading southbound out of the traffic lanes of 19th Avenue.

I will address the sections in the document via page and table numbers to simplify my comments;

Page 5 section E.1

This section discussed the feasibility of the major capital investment to re-envision the 19th ave and Highway 1 corridor in terms of approved studies and EIR's but fails to discuss the future conditions and plans required to lower traffic levels and provide a more inhabitable future southwest corner of the city. The discussion does not address the fact that the majority of impacts are related to the increased enrollment at SFSU-CSU and additional smaller scale developments such as 800 Brotherhood Way, the recently renovated Sava-Pool, and the Ardenwood and 2800 Sloat Blvd. developments, and the Mercy H.S. recently noted Masterplan EIR. The majority of traffic and transit concerns are caused by bi-county traffic commuting, and local day-trips and school drop and pick up times for many families on the western side of SF. There are a number of schools in the area which create prime hour traffic concerns along Sunset Blvd, Lakeshore Blvd, Sloat Blvd. and over the Twin Peaks and sunset districts to Daly City.

Congestion at the 280 split in Daly City often backs onto the freeway during prime commute hours, and typically starts backing up from the Junipero Serra Intersection back towards the 1952 freeway interchange at Brotherhood Way. This page cites the California Dept. of Transportation (Caltrans) Average Daily Traffic study from 2012 which is not to date or accurate based on increased enrollment numbers from SFSU-CSU and proposed density and development numbers of inhabitants from all the surrounding and new density downtown.

Page 5 figure ES-1

Fails to adequately look at the surrounding major traffic problems and what ways existing systems can be looped and linked up to provide a better system and reduce auto-use throughout the district and via bi-county improvements to Daly City.

Page 6 – E.2 Predecessor Plans

No mention is made of plans made prior to sink the roadway at St. Francis Cirle, and to provide a 19th Ave transit system such as BART which were studies and suggested routes prior. The 70 Million promised in the developer agreement is based on self-need and not the public's benefit. The developer's interests and payment for the study produces a skewed argument in terms of the best and most adequate routing and planning. The secondary bullet point on page 6 suggest a modified version of the baseline that supports a west-side alignment for the entire length of the 19th Ave corridor. This alternative states that the city has until July of 2018 to develop and approve an alternative investment.

Page 7 – ES-1 Study Goals and Objectives

Part of the improvement discussed was performance, capacity and flexibility with an emphasis on the goals of decreasing travel time, improvement of reliability, increasing capacity and increasing flexibility. The majority of option shown do little in summary in terms of improving all items noted. The need therefore is to ensure that the future planning helps to increase the flexibility in the system foremost to ensure the transit systems are not “boxed-in” by the land-use decisions, and that the existing systems such as the L-Taraval, M-Line, J-Line, MUNI, and Daly City BART systems and platforms are looked at in terms of how to improve the transit stop locations and linkage/looping and systems connectivity to reduce switching and improve access to different parts of the city, especially if the goal termination point is NOT the Parkmerced, SFSU-CSU, or Stonestown sites but regional transit access such as CALTRAINS, Daly City retail, schools, and bi-county retail and transit access.

One such serious goal was the connectivity to the Daly City BART station. Only brief mention is made in the study of the future proposed connections. We have submitted comments regarding this prior to ensure that the planners are looking seriously at how to get from Parkmerced’s terminal point, to Daly City so that Students at SFSU-CSU and residents have an easier time accessing mass-transit options regionally. Shuttle bus solutions were initially touted up-front by the developer’s but this does not immediately improve the flexibility in systems nore address the need to decrease travel time to such destination points as the Lakeshore Mall, and Westlake Mall.

By suggesting that options or a baseline model be used that keeps the transit lines along a simplified straight line objective direct to daly city and connecting the L-Taraval up Sloat to St. Francis Circle while bringing the M-Line out along Sloat to 20th St. or along Junipero Serra Blvd. on existing track systems to an elevated platform design, out to Daly City, we address sooner the gaps in the planning process that are readily apparent in the lack of co-bi-county planning shown. We discussed with some of the SFMTA and SFCTA planners the lack of pedestrian and direct access to Daly City BART for the seniors who live at Alma Via residences along Brotherhood Way, and the apartment complexes along LakeMerced Blvd. that surround the lake merced area. These renter’s and communities including the Westlake Mall and Lakeshore Mall residents would benefit tremendously if the transit option was available to link the J-L-K-M lines north to south and provide the option and alternatives to get to Daly City BART in the current planning efforts. Some estimates were given on costs but no real push to prioritize this portion of the planning was noted to date. The problem ensues when you allow the current developer agreements to prioritize the transit stops and locations prior to finalizing the future connectivity and stations required to get people out of their cars.

Another mentioned item in the ES-1 Goals and Objectives is the discussion of “place-making” and a new gateway entrance into southwest SF. There is little real visual promotion of addressing the 1952 interchange and massive freeway overpasses that are the current entrance to SF from Daly City. No real ideas were mentioned on how the freeway over at the 280 interchange and John Daly Blvd. overpass needs to be re-envisioned to promote a new place-making design for neighbors and communities to access the BART station in Daly City. There needs to be a better promotion of land-use change in the Parkmerced agreement for the largest segment of the property able to be changed for an entrance into SF which is the 5 easternmost unretrofitted towers, and the adjacent multi-story parking garages and 77 Cambon retail area. There is additionally two gas-stations and local business interests on the Randolph corridor that demand a better solution for infill, and transit housing density planning along Randolph and for access between the METNA and religious institutions on brotherhood Way, and the Parkmerced residents.

The segment of freeway and roadway from the Holloway entrance to Parkmerced through to Daly City BART requires a much more robust planning and design creative initiative to spark solutions to the disjointed and disconnected communities due to the cloverleaf 1952 interchange and “X” interchange at 19th Ave and Junipero Serra Blvd. and Randolph street that causes much of the traffic woes of the off-highway route that clots up daily during commute hours.

It must also be noted that under produce a “feasible” project, many people in the existing Parkmerced community did not support the Parkmerced vision plan, and at the SF Planning Department hearing at SFSU-CSU the majority of residents opposed the project as shown. Many more residents spoke against the transit planning of routing the trains through Parkmerced as it would divide, and cause safety issues with at-grade platforms in a family neighborhood. Noise, track turning issues, and the dead-ending of a major transit line inside a residential community were called out as being insensitive to the existing residents in the towers and town-house units.

Suggestions were made to keep the trains along 19th ave all the way out to Daly City BART. This would mean altering the route of the Parkmerced portion to also include a baseline model that directly links up to the Daly City BART station up front, along 19th Avenue. There is evidence that a change in the current Parkmerced plans that included an underground or at grade stop at the existing parking structure on the easternmost edge of the site, could be a readily feasible alternative to dead-ending in Parkmerced.

Page 8 – Figure ES-2 Diagram

The baseline image shown showcases the point and concern when the new Chumasero Station tail track is so close to the Randolph street station stop from an emerging tunnel. The four overall stops location in parkmerced as shown would be slowing the system down not speeding up the process of getting to Daly City BART. By continuing along 19th avenue on the western edge it makes more sense in terms of promoting a quicker link to directly route the train as an at grade train still but on the western edge, and promote a buried roadway that funnels the southbound traffic on Junipero Serra Blvd. and 19th Ave. out to the 280 interchange with possible turn-of side routes to access Brotherhood Way.

Page 8 – Figure ES-3 Diagram

What is missing here is an example and analysis of what the costs would be to route the train from St. Francis Circle westbound along Sloat and turning southbound to the Stonestown northern entry side by the medical office building and YMCA Annex. The L-Taraval can also re-connect here at the Sloat Blvd. area by Stern Grove with an intermodal site below grade to provide access to the four corners of Sloat and 19th Ave. along with a mixed use site where the existing pumpkin patch is currently. The prior train lines along Ocean ave. could promote a better use of the turn-around time of L-Line trains and the ability to provide linkages and looping of the system to prevent turn-backs and an alternative system when one train line becomes non-useable. It should also be noted that the number of schools in the area including Elementary and High Schools on Eucalyptus Ave and Sunset Blvd. would promote a better connection up possibly Sunset Blvd. for a rapid BRT or Light-Rail re-connection north and south along 19th Ave.

Page 8 – E.3 Study Goals

The problem with the stated “study-goals” is that this ignores best policy standards on routing of train systems by allowing a developer to dictate policy on where and how many stops are provided to one development. Due to legal action against the city on the planning projects proposed, the SFMTA and SFCTA should be looking at simple alternatives that promote speed, increased capacity, and flexibility in the proposed solutions. If a solution is suggested that promotes all three such as what I have submitted, than the city should consider this and flush out the costs and engineering to a significant level for comparison and public input and decision making on the route suggested and alternative changes that may need to be revised in the Parkmerced or SFSU-CSU masterplan’s.

Page 9 – Figure ES-4

Does not provide accurately the time impacts of the slowed down at grade segment within Parkmerced and at the crossings with current traffic in emerging and entering tunnel segments. Speed is increased when above grade, or on aerial platforms and tracks as interference with cars and pedestrians and crossings is limited. The 19th Ave SF-State slowdown and Parkmerced Slowdown does not indicate that the cross over from Ocean to 19th is a direct crossing 3 times in less than 200 feet of traffic areas, and in addition a major on-off boarding of students which often required the trains to slow down considerably. For trains to reach speeds of 20-25 miles per hour, separation from auto and pedestrian traffic becomes more important than a west-side alignment. Station stops on Aerial Platforms can be designed to be well planned and thought out to provide new entry plaza’s such as at the prior proposed SFSU-CSU Hotel on the northeast corner near Buckingham way, or at the Mercy HS stop proposed.

Page 9 “Unattractive Challenging Transit Access”

Is also caused by the east west traffic of many cars going to “trader-joe’s” and shopping at the mall, along with an eastern side garage access and new retail being placed on the eastern edge of the mall. By providing a separation of routing east to west, possibly below grade car routing, and an above grade train stop along with new housing and density along the eastern edge of Stonetown and NE corner of SFSU-CSU a station stop relocated towards Buckingham way further from the proposed Mercy HS. Stop can promote a better more attractive entrance to the station design. We have forwarded during the Parkmerced EIR and initial discussions with the transit planners a station stop in Seattle which promoted aerial platform design (one station north from the seattle airport)

Page 11 – ES-2 Initial Options Developd and Outcomes

The study ignored the aerial platform on the northern segment suggested that brings the train below grade along Sloat and 20th St. to the YMCA annex and pet-co building back up the sloped drive to the proposed mercy h.s. site, at grade and than going towards an aerial platform for the SFSU-CSU stop at Buckingham and out to parkmerced above grade, but going back to an at grade near Cambon Drive for a new urban plaza area bridging the METNA Randolph and Parkmerced areas, and than going back to an Aerial platform heading out to Daly City BART. The problem with the neighborhood opposition was based on an aerial platform that continued along the existing route through a residential corridor from St. Francis Circle towards 19th ave. Misleading understanding of the options suggested by the planners ignored comments submitted that actually dealt with the concerns of a north-side below and at grade routing.

Page 15 – ES-9 Alternative Variants

Ignores the direct approach along 19th Ave to Daly City BART at grade where the ground goes up southbound towards Junipero Serra Blvd. intersection with 19th and than back to an aerial platform as it heads over Brotherhood Way.

Page 43 – Figure 3-5

The station stop proposed was re-sketched as an urban plaza and submitted to the Planning Department and Planning Commissioners with an at grade solution for transit, while burying the roadway to promote transit first, along with at grade new density and housing along 19th Ave. including opportunities for open-space. The sketch shown incorrectly prioritizes auto traffic over mass-transit. The alternative shown prior in sketch format created a new urban plaza at grade with below grade station stop parking and a direct entrance to new office and housing development where the Macy's and current parking areas exist.

Page 44 – Figure 3.8

This diagram again shows 3 station stops closely placed in Parkmerced but does not look at centralizing or west-side of 19th Ave locations if an alternative that was faster, cheaper, and more direct could come about by routing outside of Parkmerced's development. Most neighborhoods would oppose directly routing a train through their areas, and Parkmerced is no different. The paragraph prior also shows that the SF-State station could be located as far north as possible near the science building and proposed SFSU-CSU Hotel which would eliminate the need for a stop at Holloway and promote a better direct link and route to a station stop near Cambon and Junipero Serra Blvd. thus eliminating multiple stops in Parkmerced.

Page 53 – Section 4.1 Performance, Capacity, and Flexibility

Very little was suggested by the Planning team about how the long-range parts of the project including Bi-county integration and routing such as in Daly City, top of the hill, and out to Colma, or along John Daly Blvd. and Lake-shore Blvd. could be significant planning alternative routes. Discussion was completely omitted on how the aerial platforms require less staffing, allow for increased speeds, and lower costs initial vs. tunneling. The increased capacity discussed in this section by going to 3-car trains may never be implemented thus still leaving trains packed and under-serviced towards SFSU-CSU and Parkmerced.

Page 59 – 4.5 Improve Neighborhood Quality of Life

Promoting a train system through an existing established neighborhood ignores the negative impacts on the existing towers in Parkmerced and the existing townhomes. Parkmerced's tranquil prior spaces will be increased in noise, congestion, and delays due to the proposed routing.

Page 59 – Place Making Opportunities (for whom?)

The developer's project is still in court, and the proposed median of trees for auto-drivers should not be the basis for "place-making". Pedestrian and existing housing should be protected based on current demands for low-income rental housing. Additionally other alternatives submitted for place-making and

re-stitching together neighborhoods such as Parkmerced, Randolph, and METNA areas should take precedence if a proposal can enliven or re-create a plaza and urban setting on the southwestern corner area of SF.

Page 61 – Table 4-5

Placemaking is restricted to the detriment of alternative solutions in allowing only the Parkmerced plan and development agreement to dictate station location and what consists of good placemaking designs. Alternatives that promote a more comprehensive rebuild of Parkmerced including the existing un-retrofitted towers on the easternmost edge can provide a better density and planned plaza and entry into the city area.

Page 63 – Figure 4-11

Ignores the elimination of the SFSU-CSU parking garages in the SFSU-CSU Masterplan, and the current difficulties in parking along Junniperro Serra and in Parkmerced's neighborhood. By not connecting to Daly City BART up front, parking will still be worsened and not improved through the life of the project.

Page 64 – 4.6

States clearly that a more attractive M-Ocean View "ride" and view out would improve ridership and less auto trips to SF State. The problem is that you have not adequately looked at promoting in the plans the transit above the traffic and autos. Alternatives that promote ridership of transit should always take front planning initiative over below grade transit options!

Page 65 – 4.8 Produce a Community-Supported, Feasible Project

The community of Parkmerced was against the Parkmerced plan and SFSU-CSU vision projects, and was not in support of re-routing through their neighborhood. These development plans are in court due to the negative impacts they create on one neighborhood.

Page 66 – Construction Duration

Does not note the extension to Daly City BART and the more difficult routing to get over the 1952 interchange at Brotherhood Way an overpass and I-280 interchange to Daly City. The segment in front of SFSU-CSU is showcased as also the lengthiest portion if all below grade, and would be better served as an aerial platform as an alternative and cost-savings strategy.

Page 70 – M-Ocean View Extension to Daly City Initial Analysis

This portion ignores the issue of stop-n-go bus issues connecting currently and competing with traffic vs. a above ground solution from the 1952 interchange out to Daly City and providing a plaza and entry area that directly connects to Daly City BART at the John Daly Blvd. location. The duration and costs involved including station stops must be planned up front and not left to whim or undetermined status. The previous discussion of an Intermodal Station Access Study must be propelled further to determine how the M-Line or an L-Line extension could be connected along John Daly Blvd. from the top of the hill, or along Lake-Shore Blvd.

Page 71 – 5.1 Outreach Activities

The media articles should also include the recent article on the proposed 19th Ave Transit Study published in the West-side Observer entitled “19th ave transit study – a study in “flawed” development” by Glen Rogers and Aaron Goodman which directly critiqued the current proposal and concerns on its impacts. Bi-county input was not adequately included nor assessed in the future and current proposals and is super critical to a proper and timely design and location of stops.

Page 81 - Local Non-City Sources

We sent an email to the SFMTA lead Peter Albert on the “tiger” funds for larger transit planning initiatives, but also have repeatedly via email and public comment flagged the concerns about the MOU prior with SFSU-CSU which was ignored, and the issues of lacking contributions based on impacts such as the parking issues with SFSU-CSU and Stonestowns possible future growth.

The future linkage to Daly City BART must also be included in the assessment for growth and not tabled for later, as this portion must be built simultaneously to have a better more meaningful impact(s) on transit planning and speed and flexibility of the system in all planning and future routing of density and land-development to Daly City that includes adequate analysis of a John Daly to Lakeshore Blvd. transit routing of the L-Taraval line, with possible re-connection along Brotherhood Way or John Daly Blvd. and increased further density along Brotherhood Way or in conjunction with Mall development at West-lake mall and Daly City’s and San Francisco’s aerial development opportunity from the I-280 interchange and split over to the 1952 interchange at Brotherhood Way. This further area can provide much more tax and dynamic development ability than just the SFSU-CSU, Stonestown and Parkmerced proposals but provide a more far-reaching planning initiative to bridge the problems of traffic and transit on 19th Ave.

Sincerely

Aaron Goodman

Cc: Peter Albert SFMTA, Liz Brisson SFCTA, SF BOS

**[Please forward to the stake-holder individuals a scanned copy of the document submitted to Peter Albert at the SFMTA offices showing the alternative routing proposed - Seth Mallen Parkmerced Investors LLC, Jason Porth SFSU-CSU, Adam Tritt General Growth Properties , Yatman Kwan Caltrans, Tim Chan BART, Tom Radulovich, SFCTA CAC Board, Daly City Board of Supervisors]

Dwyer, Debra (CPC)

From: Kline, Heidi (CPC)
Sent: Tuesday, March 11, 2014 12:42 PM
To: Dwyer, Debra (CPC)
Subject: FW: Route change for #27 bus line

From: Seth Bromberger [<mailto:seth@bromberger.com>]
Sent: Tuesday, March 11, 2014 12:40 PM
To: tep@sfmta.com; sfmta@public.govdelivery.com; sean.kennedy@sfmta.com; Kline, Heidi (CPC); Lee, Mayor (MYR); Chiu, David (BOS); Chan, Amy (BOS)
Subject: Fwd: Route change for #27 bus line

MUNI staff:

Is your recent bulletin (http://www.sfmta.com/sites/default/files/projects/27%20Bryant_0.pdf) really your take on the public opinion expressed during the recent public meeting regarding the proposed route for the #27 bus? Every single speaker objected specifically to the proposed Vallejo Street routing, yet you make no mention of this opposition anywhere on your site.

Your revised proposal does not reflect public comment, and you should be ashamed of implying in your recent email (received last night) that it does.

Seth Bromberger
1425 Vallejo Street

Begin forwarded message:

From: Seth Bromberger <seth@bromberger.com>
Subject: Route change for #27 bus line
Date: 1 March 2014 at 14:52:53 -0800
To: tep@sfmta.com

I am writing to express my objection to the proposed rerouting of the #27 bus line down Vallejo Street.

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 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. It will also increase the noise level for all houses / apartments facing the street. A poll of the neighborhood residents shows NO support for this change.

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.

Finally, there is no shortage of buses in the immediate vicinity: the 19, 47, and 49 run the north-south corridor,

and the 10, 12, 41, and 45 run east/west and to Union Square and downtown and the financial district. Adding the 27 to this mix would serve no practical purpose for your customers.

Please reconsider the proposed route and keep MUNI buses off of this quiet residential street.