

PAR Planning Association for the Richmond

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 Neighborhood Working Group for
 Presidio Master Plan: Ray Holland
 Kaiser Permanente Citizens Task Force:
 Peter Winkelstein.
 Presidio Restoration Advisory Board:
 Julie Cheever

GENERAL MEMBERSHIP MEETING

Topics for discussion are:

CleanPowerSF

Bus Rapid Transit on Geary Boulevard

Alexandria Theater Update

Proposal to Mix Hetch Hetchy and Aquifer Water

Wednesday, April 21, 2010, 7:00 p.m.

Richmond Recreation Center

251 18th Avenue

(between Clement & California Streets)

Paid parking is available one block away in the lot behind the
 Alexandria Theatre between Clement Street and Geary Boulevard.

PRESIDENT'S LETTER

Dear PAR Members,
 Members of the PAR Board of Directors and its committees have been working hard behind the scenes, at public hearings and in meeting rooms to make sure your voices are heard on many of the issues that concern the Richmond District. Here is a sampling of our recent activities:

- PAR recommended further delay on any decision about the redesign and installation of artificial turf in the Beach Chalet soccer fields. Environmental concerns, lighting and intensity of use issues require more study. Go to sfpar.org for details.

- We participated in the quarterly meeting with representatives of the San Francisco Veterans Affairs Medical Center to discuss the proposed retrofits of Buildings 9, 10 and 13, the construction of a new Building 22 connecting Buildings 9 and 10, and the construction of a new garage providing 75 to 80 more on-campus parking spaces. We also opened discussion of an Institutional Master

Plan, which, under a written agreement with PAR and Friends of Lands End, must be completed by December 2010.

- PAR joined as a sponsor of the Save Muni Summit, held March 6, where solutions to MUNI budget challenges were discussed. This followed submitting comments on service reductions and fee increases. (See story, page 3.)

- PAR submitted detailed comments on legislation proposed by the San Francisco Planning Commission to reform its Discretionary Review process and attended hearings on the subject. Go to sfpar.org to read a copy of the letter.

- Working with the Neighborhood Associations for Presidio Planning, we contributed to comments and suggestions regarding a draft agreement for the Main Post Update to the Presidio Trust Management Plan.

- Back on the transportation topic, we remain involved in the ongoing discussions

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Geary BRT studies Masonic and Fillmore intersections

Two intersections on Geary Boulevard, at Masonic Avenue and at Fillmore Street, pose challenges for Geary Bus Rapid Transit. The design favored by BRT staff would create an exclusive BRT lane along the center median of Geary Boulevard. However, the underpasses at these two intersections would require bus riders to go into the underpass to get on or off the bus. If the BRT lane is moved to the surface, the BRT buses will have to cross two lanes of auto traffic to reach the surface lanes.

Masonic Intersection

At Masonic Avenue, one alternative puts BRT lanes in the tunnel, with bus stops at the approaches to the tunnel. All automobile traffic would use the upper surface. This alternative comes with a

Letter from the President

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of the proposed Geary Bus Rapid Transit Plan (see story, this page) and the implementation of the San Francisco Bicycle Plan.

The PAR Board also is taking a look at our committee structure and other strategic and administrative issues. Our goal is to create a structure that will serve your interests—and those of the Richmond District—effectively and efficiently. I'll report more on that in upcoming newsletters.

*Raymond R. Holland, President
president@sfparr.org*

\$10 million to \$15 million price tag and up to two years of construction time. It also poses several issues:

- Pedestrians would have to cross two lanes of traffic to reach the bus stop at the tunnel entrance.
- Bus stops are located at a distance from the shopping complex on Masonic Avenue.
- The upper surface roads in front of the stores would carry more traffic without the protective buffer of a parking lane between the street and pedestrians.

A second alternative keeps Muni on the side and surface roads, not unlike the current configuration. However, it removes all parking from the surface roads and restricts certain turns from Geary Boulevard on to Masonic and Presidio avenues. Furthermore, it does not address how a BRT bus would cross from its center lane to the side lane along the tunnel. This alternative is considerably cheaper at \$5 million to \$10 million.

Fillmore Intersection

At Fillmore Street, one alternative would eliminate the underpass by filling it in. BRT buses would travel on the surface in the center lanes. Autos would remain at street level on adjacent lanes. With no cars emerging from an underpass, pedestrians could cross Geary Boulevard at street level at Steiner and Webster streets, allowing removal of the existing pedestrian overpasses. This would increase the potential for pedestrian-vehicle conflicts at all three

intersections, and considerably increase auto travel time along this part of Geary Boulevard. This design would cost \$40 million to \$60 million and require 3 to 6 years of construction time.

The second alternative at Fillmore Street retains the underpass. BRT buses would use the side surface roads and all automobile traffic would be routed through the underpass. This design also removes all parking on Fillmore Street between Webster and Steiner streets. It does not address the issue of a BRT bus crossing from a center lane to the side lane, nor vehicle turning movements at the intersections. The projected cost is \$5 million to \$10 million and 9 to 18 months of construction time.

These plans, or variations of them, will have significant implications for Richmond District residents. The Geary 38 A and B Express buses, which will not use the BRT lanes, will be affected by changes at Masonic Avenue. People who travel eastward beyond Fillmore Street by car or taxi will experience longer travel times, while shoppers at Masonic Avenue or Fillmore Street will encounter more traffic in front of the stores and fewer parking spaces. Although PAR has weighed in on many aspects of BRT and continues to study the issues, it has taken no formal position on the plans for these intersections.

For more information and to see the schematics of both intersections, go to sfparr.org.

—Michele Stratton

PAR's only income is the tax-deductible dues and contributions paid by our membership either to PAR or by naming PAR as a United Way designated recipient. PAR does not accept any government money or any grants, thus maintaining its complete independence.

You have made PAR the largest neighborhood organization in San Francisco and kept it as a viable voice for the Richmond District since its inception in 1970.

In the following list, we gratefully acknowledge those members who have contributed more than the basic \$15 membership dues since the Winter 2010 newsletter. Their generosity helps us thrive.

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San Francisco planning for energy alternatives

In 2007, San Francisco adopted an energy blueprint with the specific goal of increasing the City's use of clean, renewable power.

The outcome is CleanPowerSF, a community choice aggregation program, which, if approved, will give San Francisco residents a choice between energy service suppliers and energy mixtures. CleanPowerSF will use voter-approved bonds to finance investments in solar, wind, and other renewable energy resources in and outside the City.

This year, CleanPowerSF is holding public hearings, doing public outreach and education, market research, and

refining the technical aspects of its plan. CleanPowerSF's goal is to be 51 percent renewable by 2017 while maintaining competitive rates with Pacific Gas and Electric. CleanPowerSF's plan will be submitted to the California Public Utilities Commission in 2010.

CleanPowerSF will be administered by the San Francisco Public Utilities Commission, the city's water, sewer, and municipal power utility. The SFPUC already generates 20 percent of San Francisco's energy needs through renewable resources such as solar power and hydropower.

Under state law, all City residents

and businesses who currently purchase their power from PG&E will become CleanPowerSF customers. But all customers will also have opportunities to opt-out of CleanPowerSF.

CleanPowerSF is not a public power initiative. Instead, CleanPowerSF will use PG&E's existing infrastructure. PG&E will continue to transmit and distribute electricity, and will retain ownership of the electrical grid.

This energy alternative will be on the agenda at the April 21 General Membership Meeting. PAR has not taken a position on this topic.

PAR comments on Muni changes and action outcomes

The San Francisco Municipal Transit Authority heard from hundreds of people about how to—or how not to—cover the estimated \$60 million shortfall in Muni's budget over the next two years. PAR's opinions were delivered by letter to the SFMTA. Highlights of the letter and proposed SFMTA actions (as of March 5) included:

• *Opposition to increased Fast Pass fares for commute express buses:* "We question the basis for [SFMTA's projection of increased revenues from this measure of \$500,000 to \$2 million]. We also remind you and your management of the

law of unintended consequences. Many of those who are presently continuing to use the commute buses will probably choose to save themselves the additional Fast Pass fee and instead board the regular 38 or 38L bus service – further overburdening presently packed buses. Outcome: higher fares for express bus Fast Passes will remain in the package.

• *Opposition to further reductions on other service lines:* "As regular riders on some of the most heavily used lines in the city – the 1 California, 38 Geary, 28-19th – we strongly object to the additional reductions in service on these lines. We

call on you to shelve the planning costs of the Geary BRT system and instead invest those financial resources on maintaining these vital lifeline bus lines for the entire city." Outcome: service cuts will be implemented.

• *Explore and implement other sources of revenue:* "An owner of CityPark allege[s] that uncollected parking taxes total almost \$25 million. We call on you to determine the accuracy of that charge. While SFMTA management's 100 percent increase in the Fast Pass fee from \$15 to \$30 for youth, seniors, and the disabled
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Bier, John A.	Gilford, S.K.	Lazarus, Jim & Ann	Rausch, Ted & Evelyn
Bowers, Dione	Gilmore, June A.	Lee, Anthony W.	Revel, Rene and Maureen
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Christensen, John F.	Hoch, D/M S.	Marshall, Mrs. Sylvie	Schaitberger, David A.
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Gallanter, Sanford & Linda	Kodros, Kate & George	Otsuki, Misao	<i>continued on back page</i>
Getz, Arlene M.	Koelling, Jeanne/Gerald	Price, Jay & Cindy	
	Langbort, W. Holsman & Carol	Quinlan, Gerald	

PAR and Muni

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has been universally criticized, we ask you to consider that not all seniors and students in San Francisco are living on low, fixed incomes. We ask you to consider and implement a tiered, financial need basis for the discounted fast passes.” Outcome: Discount passes for seniors and youth will not be raised; parking rates in some city garages, residential parking permit fees, and parking tickets will be raised.

To read the entire letter, go to sfpar.org.

PAR also sponsored and participated in the “Save Muni Summit” convened on March 6 by a number of civic and neighborhood organizations.

Subscribers (\$25-\$49)

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Szarnicki, Robert and Mary
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WWW.SFPAR.ORG



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Membership is open to all persons living, working, or owning property in the Richmond District of San Francisco. PAR is a 501(c)(3) non-profit corporation. Your contribution is tax-deductible as provided by law.

Yes! I/we want to support the Richmond District.

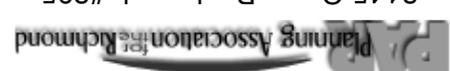
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PAR 3145 Geary Boulevard, #205 San Francisco CA 94118
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THANKS for helping to support the quality of life in San Francisco's Richmond District.

The date code above your name on the mailing label indicates when your membership expires.


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