

# PAR Planning Association for the Richmond

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HAND DELIVERED

**SFMTA Board of Directors**  
**1 South Van Ness Avenue, 7<sup>th</sup> Floor**  
**San Francisco, CA 94103**

**Background**– At its March 3, 2008 the Board of Directors of the Planning Association of the Richmond District (PAR) received its first presentation on the Municipal Transportation Agency’s San Francisco Transit Effectiveness Project (SFTEP) and the proposed changes to MUNI services in the Richmond District. The PAR Board was orally advised by MTA staff, Julie Kirschbaum, Project Manager, and Peter Straus, Director of Strategic Planning that public comment will be invited on SFTEP through mid May 2008 at scheduled public meetings and that SFTEP will be presented to the MTA Board for approval in concept. **Per Ms. Kirschbaum and Mr. Straus**, MTA will make the final decision on SFTEP and after environmental review, implementation of SFTEP would be in July 2009. Per MTA staff, the Office of the Mayor and the Board of Supervisors can only approve or disapprove the entire SFTEP plan.

Given the brief remaining public comment period, the PAR Board asked that a MTA staff presentation be made to its membership at the April 23, 2008 general membership meeting. The PAR Board appointed an ad hoc task force to review the SFTEP proposed changes to MUNI lines in the Richmond district. The summary of comments and analysis of the task force was made available on April 23, 2008 to Julie Kirschbaum and Peter Straus who made the MTA staff presentation at the April 23, 2008 PAR General Membership meeting. **The complete April 23, 2008 comments and analysis of the PAR Transportation Task Force is available at Position Papers section of the PAR website, www.sfpar.org.**

## **Introduction**

We commend the MTA for creation of the SFTEP website, [www.sfteped.com](http://www.sfteped.com), and the wealth of information available at that site. We found that the website best serves an enquirer seeking information about a specific MUNI line or a few lines. The information regarding proposed changes is organized by supervisorial district. As our neighborhood encompasses two separate districts and Richmond residents use lines – especially east/west direction lines – that cross multiple districts, determining the specific changes/effects to a Richmond district resident’s present MUNI line route was time consuming. Information provided for each line is understandably brief and resulted in several questions that would require additional review and/or information from MTA staff.

## **Comments: Changes to MUNI Lines in the Richmond District**

In reviewing the changes to service in both Districts 1 and 2, generally it appears that west/east and vice versa services in District 1 will be reduced – especially in the northern part of the Richmond -- and services in District 2 will be increased. While some PAR Board members commented that SFTEP changes must require compromises – some would benefit and others not, other PAR Board members commented that it is not clear and convincing that the segments of the Richmond that are losing service would be as well served by the alternatives. We applaud proposals to increase north/south and vice versa services, especially in the 28 and 29 lines. We support increased and improved services for the commute express services, AX and BX lines. We comment that there appears to be a great deal of decision making to be made solely by MTA staff that is presently unknown and would directly impact the entire Richmond District.

We are concerned that there does not presently appear to be sufficient collaboration between SFTEP changes and major projects that would directly impact MUNI transit service in the Richmond district:

- A well publicized review process is presently being conducted by the Presidio Trust trustees and staff regarding the proposed Contemporary Art Museum in the Presidio (CAMP). It does not appear that SFTEP has taken into consideration the increased public transit needs to serve the Presidio if the CAMP is built.
- SAFEWAY has announced that it plans to build a new develop it LaPlaya store site. The new construction will include residential housing as well as a new Safeway store and additional smaller merchant shops. SAFEWAY proposes to keep the present store building open on the site while construction of the new store, residential housing and merchant stores are being built. SAFEWAY real estate staff advised PAR that it was unaware that MTA proposes to reduce the 38 Geary service by eliminating the 38 Ocean Beach service. We recommend that that MTA reconsider elimination of that service, in light of SAFEWAY's proposal to build housing on the site.

We have specific questions, recommendations and comments regarding the following:

## 2 Clement

- Service would be eliminated west of Park Presidio based on "low ridership", but we question the conclusion that proposed changes to the 1, 38 and 18 lines would be a sufficient alternate service for Richmond district residents in the outer west and northern parts of our neighborhood. Per SFTEP, the 38 Geary La Playa service would be eliminated and the 1 California line would be extended to 33 Ave only during peak periods. The 18 line presently serves the CA Legion of Honor Museum from 5AM until 1AM the following morning daily – even though the Museum is only open to the public Tues-Sunday from 9:30AM-5:15PM. An alternative consideration should be to reduce services on the 18 route to the Legion of Honor to only 8 AM-6PM or elimination altogether of the 18 route to the Legion of Honor. Continuation and extension of the 2 Clement which presently runs until 8 in the evening would be more logical to serve the Legion. The 18 line could go to 48<sup>th</sup> Ave and Point Lobos and the 2 along Clement to 34th Ave and then to the California Legion of Honor. Would elimination of the present empty runs by the 18 line to the Legion realize comparable savings that SFTEP is projecting for elimination of the 2 line West of Park Presidio?
- SFTEP proposes that present lines 3 and 4 would be consolidated into the future 2 Clement route resulting is additional services for District 2 residents, which we applaud. But several PAR Board members question the basis for rerouting the 2 Clement line at Arguello to Geary Boulevard until Presidio Avenue. The present route of the 2 Clement between Arguello and Presidio provides Richmond residents services to the California St. Campuses of CA Pacific Medical Center as well as to the Laurel HTS shopping district and the Jewish Community Center. In addition, present users of the 2, 3 and 4 lines for the Sutter can now easily transfer at Arguello and California to the 1 California.

## 18 - 46<sup>th</sup> Ave

- Service to the Cliff House area would be eliminated. Route would be changed to serve eliminated 38 Geary Ocean Beach branch. See comments at 2 Clement above and below 38 Geary section.

## 38 Geary and 38L Geary

- We heartily support the increased service period for the 38L to 6am-10PM. We believe this extension of service is overdue and would serve not only residents of District 1 and 2 but also residents of other districts.
- SFTEP proposes to eliminate **38 Geary** branch to Ocean Beach with alternate service by new 18 route. That segment of Balboa-Cabrillo is presently well served by the 31 – which SFTEP will not change.
- SFTEP states that changes to 38 and 38L will be coordinated with Geary BRT. We question what "coordination" will entail as SFTEP will be implemented as soon as July 2009 and PAR has previously commented that before Geary BRT dedicated bus lanes options are adopted other practices to improve 38 Geary service should be adopted and implemented.
- Direct service should be provided to the Cliff House/Lands End trail head (part of the California Coastal Trail <http://www.californiacoastaltrail.info/cms/pages/main/index.html>), and to the new National Park Visitors Center at Merrie Way -- especially in supporting "transit first" alternatives (vs. driving to trail head or Cliff House). Road safety on Point Lobos is an issue, compounded by the reconfiguration of

the parking and Merrie Way access and the proposed bicycle lane along Point Lobos. Would MTA consider weekend transit service to these destinations?

In summary, we urge the MTA Board of Directors to:

- Ensure greater coordination of SFTEP plans to major projects planned for the Richmond district.
- And reconsider the elimination of the 38 Ocean Beach service and the 2Clement service west of Park Presidio. We ask for consideration of elimination of unnecessary service such as described above by the 18 line to the Legion of Honor when it is closed for the resources to maintain service on the 38 Ocean Beach and 2Clement lines.

Very truly yours,

Maria Sousa  
PAR Co-chair Transportation Committee