



SFMTA
Municipal
Transportation
Agency



19th Avenue / M Ocean View Project

Pre-Environmental Study Outreach Summary
February 2016



The San Francisco Municipal Transportation Agency (SFMTA) implemented a major round of outreach for the 19th Avenue/M Ocean View Project's Pre-Environmental Phase during February 2016. Outreach activities included four public meetings, distribution of communication materials through website and paper materials, administration of a web- and paper-based survey, targeted outreach to mono-lingual Cantonese-speaking Ocean View residents, as well as presenting at organizations/community groups by request. Activities were noticed comprehensively including announcements via email and on the SFMTA project website, advertisements on transit and neighborhood newspapers and flyers posted in the corridor. Materials were developed in English, Spanish, and Chinese. The project team also spread the word through San Francisco Board of Supervisors members in affected districts, project partners, and neighborhood leaders. This report summarizes all input received during this time period. Information about the project's purpose and need, plans and next steps is available at www.sfmta.com/19thave.

The remainder of this report describes outreach goals and objectives, presents the results of the survey, and then summarizes the most common community input messages heard and the project response. Appendix A documents outreach noticing and activities, media response, and collateral; Appendix B shares community meeting summaries; Appendix C provides further documentation of the targeted outreach program developed to reach mono-lingual Cantonese-speaking Ocean View residents; Appendix D shares more detailed survey results including free response results; and Appendix E shows copies of all comments received.

OUTREACH GOALS AND OBJECTIVES

Goals of this round of outreach were to:

- Review the project's purpose and goals
- Review how feedback was incorporated from the Feasibility Study (2012-2014)
- Summarize refined Partial Subway and Bridge alternative and introduce the new Full Subway alternative
- Seek community input on the project alternatives

PROJECT OVERVIEW

The 19th Avenue/M Ocean View Project is a proposed major investment in Muni Metro that would address crowding and reliability through long-term system improvements.

The Project was designed as an alternative to the 2011 Parkmerced Development Agreement, which proposed an all-surface M line in order to add a new segment into their growing development. Part of that agreement allowed SFMTA to develop an alternative plan.

The latest proposal includes turning the M line into a complete subway from West Portal Station to a new terminal in Parkmerced. The subway and new stations would be built to carry up to four-car trains, increasing space on trains and providing a true rapid line across the city. The existing trackway in the median of 19th Avenue would be repurposed to create wider sidewalks, a landscaped median and north-south bicycle tracks.

SURVEY RESULTS

A survey was administered between February 4 and March 8, 2016. The survey was available in paper and web-based formats. Paper copies were made available at outreach events, and the web-based version was advertised at events as well as via the project’s website and email list. A total of 126 surveys were completed during this time period. The survey asked for input on the newest alternative, the Full Subway, and for feedback on various aspects of the project.

Neighborhood	Number	Percentage
Castro	1	1%
Chinatown	2	2%
Excelsior	3	3%
Ingleside/Ingleside Heights	5	4%
Lakeside	5	4%
Merced Extension Triangle	4	4%
Merced Heights	3	3%
Mission Dolores	1	1%
Nob Hill	2	2%
Noe Valley	3	3%
North Beach	1	1%
Ocean View	37	33%
Panhandle	1	1%
Parkmerced	10	9%
Richmond	3	3%
SF State	5	4%
SoMa	1	1%
Sunset	7	6%
West Portal/Twin Peaks	8	7%
Other	11	10%
Total Responses	113	

Respondents were largely concentrated in San Francisco’s western neighborhoods, but Table 1 below also shows that residents from throughout San Francisco provided their feedback on the project.

The majority of survey respondents ride the M-line most days of the week (51%), with an additional 20% reporting they ride it weekly (1-3 days a week) (see Figure 1).

Respondents included those who live (55%), shop (55%), commute (42%), and work (8%), on or near 19th Avenue (see Figure 2).

Table 1, Residential Location of Survey Respondents

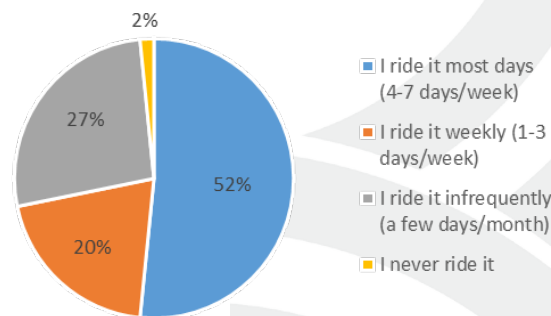


Figure 1, M-line Ridership Frequency

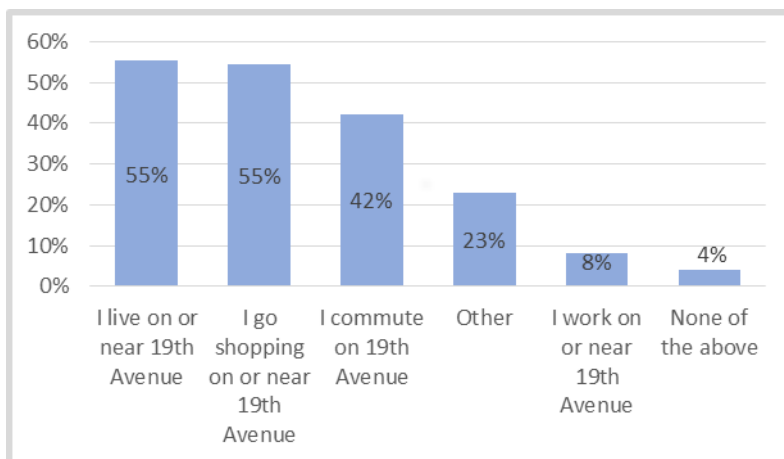


Figure 2. Respondents' use of 19th Avenue (could select more than one option)

Figures 3 and 4 show respondents' level of support for the new "Full Subway" alternative as well as the 19th Avenue re-design. This analysis was based on qualitative analysis of comments received on survey free response questions.

Each comment was rated a value between 1 and 5, where 1 represented the most supportive comments and 5 represented the most unsupportive comments. If a comment was valued as possibly being two different numbers, the comment was valued the higher number, or more negative value. For example, if a comment was read as possibly being a 3 or a 4, the comment was given a value of 4.

- 1- Very supportive (expressed total agreement and support for the proposal)
 - 2- Generally supportive (expressed general satisfaction of proposal, suggested minor changes but overall still approved of proposal)
 - 3- Neutral (did not express like or dislike, suggested a change to proposal without expressing what their opinion was of it, or comment did not explicitly answer the question being asked)
 - 4- Not supportive (expressed a general dislike of the proposal, did not agree with certain aspects of the proposal)
 - 5- Strongly unsupportive (expressed strong dislike of the proposal, expressed desire to not see proposal move forward)
- No response (comment area was left blank)

54% of survey respondents were either "very supportive" or "generally supportive" of the proposal to put the M Ocean View light rail line into a subway tunnel. 10% of respondents were "neutral" on the proposal, while 29% were either "not supportive" or "strongly unsupportive" of the proposed M-line change.

44% of survey respondents were either 'very supportive' or 'generally supportive' of the proposal to re-design 19th Avenue with a two way bike path, wider sidewalks and a

landscaped median. 18% of respondents were “neutral” on the proposal, while 23% were either “not supportive” or “strongly unsupportive” of the proposed 19th Avenue changes.

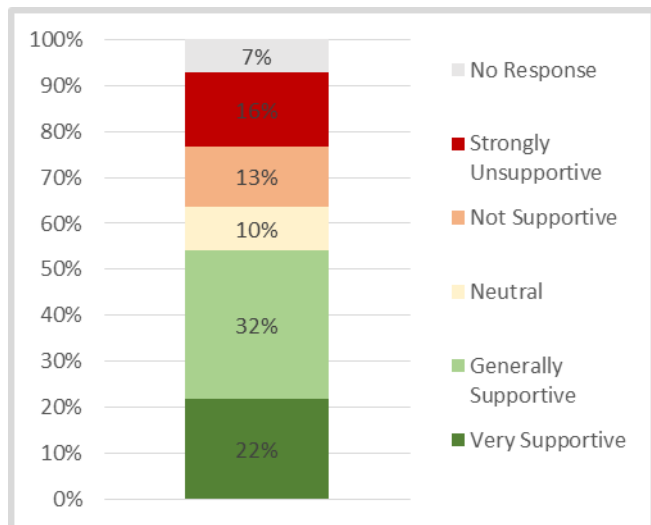


Figure 3, Support for the “Full Subway” Alternative

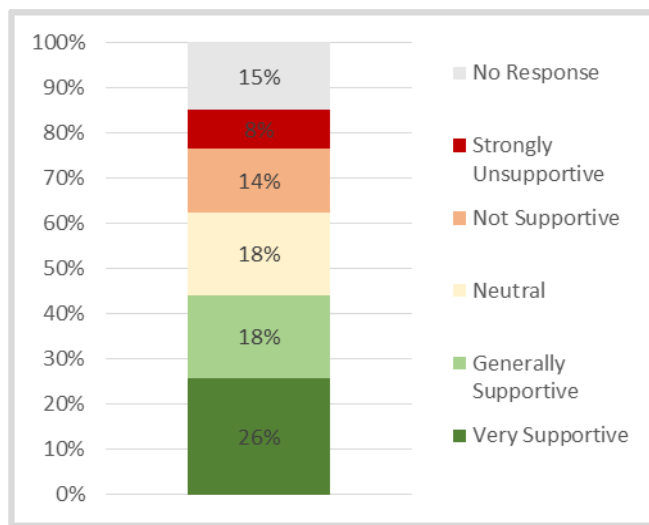


Figure 4, Support for 19th Avenue re-design

WHAT WE HEARD/STUDY RESPONSE

The following are key themes heard during outreach. Note that this section does not summarize every individual comment heard, but focuses on the most common ones; all written comments received by email, letter, or via the survey are included in Appendix E.

1. The Full Subway alternative introduced in this phase received generally positive community support

What We Heard: 54% of survey respondents supported the Full Subway alternative introduced during this phase of outreach. Respondents in particular were excited about the project’s potential to improve transit speed, reliability and capacity on the proposed M-line subway.

“Great idea that will speed things up throughout the system, not just on 19th.”

“I think it’s a wonderful idea and I can hardly express how glad I am to see it being proposed. We need to do this for the entire city.”

“It is an outstanding idea. Faster transit, free from the elements, with massive pedestrian and bicycle improvements.”

Project Team Response: We are glad that the Full Subway alternative is supported by community feedback. This alternative will be further studied in refined in the Environmental Review phase in continued partnership with the community.

2. Concerns about the transfer from M line to the J line at SF State (particularly from Ocean View residents).

What we heard: Many residents of the Ocean View neighborhood expressed concern with the proposed changes to the M-line route through their neighborhood. The proposed routing change has the M-line terminating at Parkmerced, with an extended J-line serving the M-line route between SF State and Balboa Park. Many residents saw this new transfer from the J to the M at SF State as unfavorable. Residents were primarily worried about the length of the transfer at SF State, especially during off-peak hours, as well as about the unreliability of the J line as it runs on the surface through their neighborhood.

“Dislike the idea of the J Church being the only way for Oceanview residents to move out of this area. I would prefer to have the J Church in addition to the M Oceanview.”

“We like to see the M car get faster. But that was based on keeping the same line, same location, same stops there. We don't like to see any stops cut or change the locations of stops.”

“I don't like the fact that riders from the OMI neighborhood would have to transfer from the J to the M line at SF State. Unless you plan to have timed transfers (I'm guessing this won't be doable) then this is a deal breaker for me.”

Project Team Response: The M-line and J-line re-routing is a preliminary proposal and is going to be studied further in the next phase. We are proposing this because we want to be able to turn around 4-car trains to send them back Downtown to address crowding issues that are most severe in the Market Street subway during peak hours. In the next phase we will take the following steps to support additional conversation on the topic. SFMTA will collect new ridership data of how many people board and alight the train at each stop of the system this year. We will use this new data as a basis for developing a future ridership forecast which is needed to produce a conceptual service plan. The plan will provide more certainty about what the M-line and J-line transfer time and overall travel time changes would look like across each time period. We want to share this information with the community and have additional discussion about the proposed routing changes after that and before any decisions are made.

3. Strong interest in funding strategy and some skepticism about its high cost. Also, questions regarding prioritization relative to other major transportation investments in San Francisco.

What We Heard: Some community members expressed skepticism about how the city would be able to fund such an expensive project, noting that Parkmerced has only committed about \$70 million for a light rail improvement, which is much less than the overall project cost of \$2.5 to \$3 billion. Questions were also raised in regards to how this project would fare in competition with other major transit capital investments under discussion in San Francisco.

"I don't like this project. It costs too much to build. I ride the M Line seven days a week. The current service works well. Please don't change the line."

"This is a very costly solution. Need multiple funding sources, including massive federal funds"

*"First instinct: sounds costly and disruptive. Would it be similar to the Central Subway?
Second thought: faster transit to the west side should be a priority."*

Project Team Response: This project will have to compete for funding from the local, regional, state and federal level. This project is a good candidate for the Federal Core Capacity grant program which provides substantial funding to projects that will increase transit capacity in the core of cities by 10% or more and initial coordination with Federal Transit Administration staff have indicated high potential for the project to be competitive for this funding source. The project is also the highest-priority project for Transit Optimization and Expansion in SFMTA's financially unconstrained Capital Plan. It also was recommended as a Tier 1 priority to advance in SFMTA's recently completed Rail Capacity Strategy.

The city of San Francisco is about to undertake a long-range transportation planning process (LRTPP) that will prioritize the next generation of major transportation investments in the city. The LRTPP is an approximately two-year effort that will prioritize this project relative to others and ensure San Francisco speaks with one voice in requests for regional, state, and federal funding.

4. Strong support for proposed bicycle and pedestrian improvements along 19th Avenue. Interest in an east-west bicycle-pedestrian connection between the Ocean View neighborhood and Parkmerced.

What We Heard: Many survey respondents were pleased with the addition of a buffered two way bike path on the west side of 19th Ave from Eucalyptus Drive to the intersection Junipero Serra Blvd and Chumasero Dr (near Parkmerced) and voiced strong support for the refined pedestrian safety and urban design improvements. Also, community members expressed a desire to have a bicycle and pedestrian connection across Junipero Serra from Parkmerced on the west to the Ocean View neighborhood on the east.

"Great idea. Part of the reason I drive on 19th also is because it's not that nice to be walking or riding bike. If there's room to provide a buffer between cars and ped and bike it would go a long way to promote more and the experience would be much more pleasant."

"I think it's great. It would transform 19th from a gridlocked freeway with dead zones to somewhere I might actually want to go bike riding or walking."

"Great ideas – make sure they don't get watered down. We need a continuous protected bikeway. All intersections need to be safe for crossing on foot. Connections between modes of transit should be robust and simple. And the street should be good looking, yet unique."

Project Team Response: We are glad to hear that the bicycle and pedestrian improvements are supported by the community. The proposed roadway designs will be refined during the environmental review phase, with ample opportunities for community input.

In regards to the east-west bicycle and pedestrian connection, this connection was originally proposed to be provided as part of the light rail bridge in the “Longer Subway and Bridge” alternative. However, as explained during the outreach round, additional engineering studies conducted in this phase revealed potential noise, property, visual impacts as well as constructability challenges. The Full Subway alternative was developed to avoid these challenges. The proposed tunnel instead of a bridge cannot provide the same bicycle/pedestrian connection that the bridge was proposed to include. However, there is still potential for an east-west bicycle and pedestrian connection. The developer of Parkmerced is working to create a signalized crossing in this location (at a future realigned Chumasero Dr. with Junipero Serra Boulevard, near the current intersection of Font and Junipero Serra), pending Caltrans approvals. This would provide a bicycle and pedestrian crossing at-grade between Parkmerced and the Ocean View neighborhood connecting to Randolph Street. The project team will continue to track progress and support this signalization as this connectivity will improve the benefits of the new bicycle/pedestrian improvements proposed as a part of the project.



Figure 5, Preliminary proposal for Chumasero re-alignment and pedestrian crossing, to be refined Source: *Parkmerced Transportation Plan (2011)* <http://sf-planning.org/parkmerced-project>

5. Some concern with proposed loss of on-street parking on 19th Avenue.

What we heard: Some community members expressed concern with proposals to remove some on-street parking along 19th Avenue. Residents were concerned about the potential for parking demand (primarily from SF State students) to spill over into adjoining neighborhoods.

“SURFACE project must NOT remove street parking from the E. side of 19th Ave and most of the N. side of the w. side of 19th farthest from SFSU. Eliminating this parking will clog the narrow streets of the Lakeside neighborhood.”

“Would be interested to know how many street parking will be removed b/c a lot of students rely on 19th ave for free street parking.”

“Do not take away parking on 19th Ave.! If the bus service was more reliable, maybe more people would ride it. However, there are always people who need to drive for whatever reason. You can't eliminate cars by eliminating parking.”

Project Team Response: This change is proposed to enable more space for wider sidewalks, a two way bike path, a landscaped median, and more bus stop loading space. Through regular surveys SF State conducts, we know that the primary users of the on-street parking on 19th Avenue are visitors to SF State and that SF State has a large supply of parking on-campus that is not fully utilized because it is priced. If the on-street parking reductions that are proposed were to move forward, we would complement them with enhanced parking management strategies in surrounding neighborhoods to prevent spill-over demand. We expect that with the proposed major improvements to the M-line, more visitors to SF State would take transit instead of driving. And, with successful parking management strategies, visitors to SF State who need to drive would park on-campus instead of in surrounding neighborhoods.

6. Desire for station/station area design for personal security

What We Heard: Community members expressed concern regarding how to maintain personal security within new stations as well as personal security in accessing new stations.

“Concerned about possible adverse impacts due to entrances to underground stations that are experienced elsewhere in the city such as homelessness encampments, theft, public urination, panhandling, etc.”

“Worried if the stations aren't manned that there will be lots of crime in the subway station.”

Project Team Response: Any new subway station would be staffed at all times that it would be open like all existing Muni subway stations. As the project advances, we will develop more refined station designs that can be vetted for best practices in crime prevention through environmental design. Also, we will work in close partnership with landowners surrounding new stations to create safe and inviting pedestrian connections to the station entrances.

7. Community concern about potential construction impacts

What we heard: Community members expressed concern regarding the Full Subway's potential construction impacts. Questions and concerns were also raised about the construction technique that would be used to tie into the existing Twin Peaks tunnel east of West Portal, and what potential rail service disruptions this tie-in would necessitate.

“Somewhat worried about traffic/transit disruptions during construction. Occasionally I drive on 19th to the airport and traffic can be awful.”

"I'm concerned that construction will force buses and shuttles to sit in very slow traffic. If traffic lanes will be reduced during construction, buses and SF State Shuttles should be provided with transit-only lane."

"The idea is attractive but concerned about the time from and disruption that would be caused by the years of construction and negative environmental impacts."

Project Team Response: The project is at too early of a stage to have all the answers about construction technique and phasing. What we do know is that there has been tremendous innovations in tunneling technology and using a tunnel boring machine would be a very promising technique for this project to help minimize surface disruption. There are also techniques to construct stations, such as mining, that can be less disruptive. The environmental review phase will need to identify proposed construction techniques, identify any significant construction impacts, and mitigate significant impacts. We would look for construction solutions for the tie-in to the Twin Peaks tunnel that could be completed through intermittent temporary service disruptions, as opposed to year-long closures. We do anticipate that M-Line rail service would have to be replaced by rubber-tire service for periodic temporary intervals.

8. M-line extension to Daly City BART station is of high interest

What We Heard: Survey respondents indicated support for additional study of a connection to Daly City BART station. Many community members noted that BART to Daly City and the 28/28R is widely used as a way of getting to SF State. Respondents also were interested in its ability to provide a connection that would link Muni to regional transit networks.

"I'm curious to see what, if any, long-term plans there are to connect the Park Merced branch of the M to Daly City BART or any other destination in the future, even if they are only broad strokes."

"Not running a Muni line to Daly City BART is wrongheaded. The Bay Area needs more intermodal stations and running all the way to BART is a no-brainer."

"I dislike the fact that the M as proposed doesn't go to Daly City BART station. It should."

Project Team Response: Work thus far has done nothing to preclude a connection to Daly City. In the upcoming environmental review phase this extension to Daly City BART could be considered to be included as a future phase of the project.

Appendix A

Outreach Noticing and Activities

The team conducted the following outreach and noticing activities to promote the public meetings.

- ❖ Announcements and updates posted on the 19th Avenue/M Ocean View Project website <http://www.sfmta.com/19thave>.
- ❖ Outreach to partners/stakeholders who committed to forward electronic announcement and flyer to email lists.
- ❖ Transit ads on Muni light rail vehicles, inside the Muni Metro subway corridor and on M Ocean View street platforms and transit shelters. Ads were in English, Chinese and Spanish. (photos in Appendix)
 - Provided hard copy fliers to Parkmerced staff, and electronic fliers to San Francisco State University staff, Office of Economic and Workforce Development's Invest in Neighborhoods, and San Francisco Board of Supervisors' Offices (Avalos, Yee, Wiener) for distribution.
- ❖ Reached out to neighborhood and advocacy groups to inform them about the public meetings:
 - Balboa Park Community Advisory Committee
 - Greater West Portal Neighborhood Association
 - Lakeside One
 - Lakeside Property Owners Association
 - Merced Extension Triangle Neighborhood Association
 - OMI-Community Action Organization
 - OMI-Neighbors in Action
 - San Francisco Bicycle Coalition
 - Save Muni
 - San Francisco Planning and Urban Research association (SPUR)
 - Transit Riders Union
 - Walk SF
 - West Portal Merchants Association
- ❖ Series of email messages were sent to the 19th Avenue/M Ocean View Project email list of over 600 to publicize opportunities and provide Project updates:
 - 1/5/16 (announcement of meeting schedule)
<https://www.sfmta.com/news/project-updates/19th-avenuem-ocean-view-project-meetings-announced>
 - 1/28/16 (reminder about upcoming meetings)
<https://www.sfmta.com/news/project-updates/sfmta-19th-avem-ocean-view-project-public-meetings-schedule-reminder>
 - 2/5/16 (Public Meeting #1 follow-up, electronic version of meeting materials)
<https://www.sfmta.com/news/project-updates/19th-avenuem-ocean-view-project-meetings-under-way-meeting-materials-available>

- 2/11/16 (Meeting survey available online, meeting dates reminder)
<https://www.sfmta.com/news/project-updates/19th-avem-ocean-view-project-meeting-questionnaire-available-online>
- ❖ Posts on SFMTA's social media
https://twitter.com/sfmta_muni/status/700353112918376448
- ❖ Meetings and project updates:
 - 1/16/16 OMI-Community Action Organization
 - 2/9/16 Merced Extension Triangle Neighborhood Association
 - 2/17/16 Save Muni
 - 2/23/16 Balboa Park Community Advisory Committee
 - 2/24/16 SFCTA Citizens Advisory Committee
 - 2/24/16 SPUR Transportation Policy Committee
 - 3/31/16 OMI-Neighbors in Action
- ❖ Survey: 126 completed
- ❖ Quarter-page meeting announcements were printed in three neighborhood newspapers (copies in appendix)
 - Ingleside Light
 - Westside Observer
 - West Portal Monthly
- ❖ Translated ad placed in Chinese language newspaper Sing Tao

Media Response

Several articles were generated during the outreach round:


- 2/5/16 Golden Gate Xpress (SF State student newspaper)
<http://goldengatexpress.org/2016/02/05/sfmta-looks-to-community-for-feedback-on-19th-avenue-project/>
- 2/8/16 SF Examiner <http://www.sfexaminer.com/new-plan-for-m-ocean-view-subway-line-unveiled/>
- 2/18/16 Bay City News article (picked up by CBS Online, KTVU Online and SFBay.ca)
<http://sanfrancisco.cbslocal.com/2016/02/18/san-franciscos-m-ocean-view-muni-line-could-go-underground/>
- 3/25/16 Ingleside-Excelsior Light <http://www.ielightsf.com/2016/03/23/19th-avenue-streetcar-improvement-plans-raise-skepticism/>
- 4/1/16 Westside Observer <http://westsideobserver.com/2012/19thAve.html#apr16>

Communication Materials

- Factsheet available in English and Chinese:
 - https://www.sfmta.com/sites/default/files/projects/2016/factsheet_19th%20Ave-CHIN.pdf
 - https://www.sfmta.com/sites/default/files/projects/2016/factsheet_19thAve.pdf
- Updated website www.sfmta.com/19thave
- PowerPoint presentation: presentation was prepared and customized for different purposes, link provided directs to public meeting presentation
<https://www.sfmta.com/sites/default/files/projects/2016/2016-02-04-FebruaryPublicMtgPPT-PDFfriendly.pdf>
- Meeting fliers
- Large display boards used at public meeting
 - <https://www.sfmta.com/sites/default/files/projects/2016/Station%201%20Engineering.pdf>
 - <https://www.sfmta.com/sites/default/files/projects/2016/Station%202%20Rail.pdf>
 - <https://www.sfmta.com/sites/default/files/projects/2016/Full-size%20rail%20map.pdf>
 - <https://www.sfmta.com/sites/default/files/projects/2016/Station%203%20Street.pdf>
 - <https://www.sfmta.com/sites/default/files/projects/2016/Station%204%20Miscellaneous.pdf>

Transit ads – 3 versions

Need More Elbow Room on the Train?



Join the SFMTA to discuss and provide feedback on the 19th Avenue/M Ocean View Project, a proposed major investment that would address crowding and reliability on Muni Metro through long term improvements.

出席交通局舉行的社區會議，討論並就改善19大道及M線列車工程發表意見。該工程是一項重要投資項目，它將透過長遠的改善措施解決車上擁擠和Muni地鐵可靠性的問題。

Únase con la SFMTA para hablar y dar su opinión del proyecto de la avenida 19 y M Ocean View, una propuesta para reducir el hacinamiento y mejorar la fiabilidad del Metro de Muni para mejoramientos para el largo plazo.

sfmta.com/19thave



THURSDAY, FEBRUARY 4
2月4日 週四 | Jueves, 4 de febrero
San Francisco State University
三藩市州立塞文山會議室
Seven Hills Conference Room
6:00 p.m. – 8:00 p.m.

TUESDAY, FEBRUARY 16
2月16日 週二 | Martes, 16 de febrero
17 Bookman Community Center
17 Bookman社區中心
446 Randolph Street
7:00 p.m. – 9:00 p.m.

THURSDAY, FEBRUARY 18
2月18日 週四 | Jueves, 18 de febrero
SFMTA
1 South Van Ness Ave, 2nd Floor Atrium
二樓會議大堂
6:00 p.m. – 8:00 p.m.

THURSDAY, FEBRUARY 25
2月25日 週四 | Jueves, 25 de febrero
Waldorf High School
Wildorf高中
470 West Portal Ave
6:00 p.m. – 8:00 p.m.

(1311) Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Assistenza linguistica volontaria / 免費語言協助 / 免費語言協助 / Libero lingue para se using Telego / 免費語言協助 / 免費語言協助 / 免費語言協助 / 免費語言協助 / 免費語言協助 / 免費語言協助

Packed Trains Crowding Your Style?



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A Better, Safer 19th Avenue For All



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17 Bookman Community Center
17 Bookman社區中心
446 Randolph Street
7:00 p.m. – 9:00 p.m.

THURSDAY, FEBRUARY 18
2月18日 週四 | Jueves, 18 de febrero
SFMTA
1 South Van Ness Ave, 2nd Floor Atrium
二樓會議大堂
6:00 p.m. – 8:00 p.m.

THURSDAY, FEBRUARY 25
2月25日 週四 | Jueves, 25 de febrero
Waldorf High School
Wildorf高中
470 West Portal Ave
6:00 p.m. – 8:00 p.m.

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Sing Tao Ad

**改善19大道的安全是一項利民措施
A Better, Safer 19th Avenue for All**



出席交通局舉行的社區會議，討論改善19大道及M線街車工程。該工程是一項重要投資項目，它將解決車上擁擠和如何提高Muni地鐵可靠性的問題。了解更多信息，請上網www.sfmta.com/19thave

Join SFMTA to discuss the 19th Avenue/M Ocean View Project, a proposed major investment that would address crowding and reliability on Muni Metro through long-term improvements. For more information, visit www.sfmta.com/19thave

Thursday, February 4 2月4日周四	Tuesday, February 16 2月16日周二	Thursday, February 18 2月18日周四	Thursday, February 25 2月25日周四
San Francisco State University 三藩市州大Seven Hills會議室 Seven Hills Conference Room 800 Font Boulevard 6:00 p.m. – 8:00 p.m.	IT Bookman Community Center IT Bookman社區中心 446 Randolph Street 7:00 p.m. – 9:00 p.m.	SFMTA 1 South Van Ness Ave 2nd Floor Atrium 二樓會議大廳 6:00 p.m. – 8:00 p.m.	Waldorf High School Waldorf高中 470 West Portal Ave 6:00 p.m. – 8:00 p.m.

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Quarter-page meeting announcements for neighborhood newspapers

Westside Observer-Dec 2015/Jan 2016 edition

Page 20 WESTSIDE OBSERVER December 2015/January 2016

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Board of Supervisors Turn Down Parkmerced Appeal

By Glenn Rogers

In August of 2014, the First District Court of Appeals issued its decision in favor of Parkmerced development interests in the case of San Francisco Tomorrow et al vs. the City and County of San Francisco et al. When the project, which currently houses about 8,000 residents, is completed in 2040, an additional 14,000 people will be living in the 152-acre neighborhood, in tower after tower, rather than garden apartments. Parkmerced, already one of the densest developments in San Francisco, will soon become even more crowded.

Notices and Maps

On September 29, 2015 the Board of Supervisors heard an appeal of project maps felt to have been wrongly approved by the Department of Public Works because of numerous errors, anomalies and omissions. The maps were to delineate the planned scope of construction in the future development of Parkmerced. It was hoped that bringing these irregularities to the Board would result in their correction and make the construction process more transparent and harmonious.


Violations of Due Process

The appeal noted numerous violations of due process for tenants who live in Parkmerced. For example, on certain projects, no public hearings were held and individuals were not provided the required ten days to appeal the notice of approval. Another issue, as noted above, was regarding inconsistencies between notices and project maps sent to residents. When the maps were received, they were confusing or had blatant discrepancies and numerous typographical errors; many notices did not even include maps at all. These errors in themselves should require re-noticing.

Ownership and Tax Liability

There were also questions regarding the ownership of the Parkmerced units. On one day alone (11-10-14), three deeds of ownership of the same piece of property were transferred several times within minutes. This behavior needed to be explained by the ownership. With ownership of property being unclear, taxes owned by Parkmerced management are difficult to determine and are confusing at best. Over \$300,000 in taxes are due the City that are unpaid by property owners in Parkmerced. Week after week and month after month, who is responsible for these taxes is unclear because of a failure of the Tax Record Department. Should any accidents happen, ownership of property is especially important to determine liability to be injured.

After listening to the presentation, the Board of Supervisors ruled against the appeal and in favor of proceeding at full speed with the Parkmerced development.



Now At the Movies • By Don Lee Miller



At the Theater • Flora Lynn Isaacson & Linda Ayres-Frederick

James Dunn's Brilliant *The Diary of Anne Frank*

Ross Valley Players is currently presenting *The Diary of Anne Frank* by Francis Goodrich and Albert Hackett, adapted by Wendy Kesselman. Newly discovered writings from Anne's diary, as well as survivor accounts, are interwoven in this adaptation to create a contemporary impassioned story of the lives of people persecuted under Nazi rule in Europe.

When the audience enters to see *The Diary of Anne Frank*, the set is in full-view onstage. Ron Krempetz's recreation of the Amsterdam rooms where the Frank family and four others hid, from 1942-1944, is properly bleak and shabby.

The play is bookended with scenes of Otto (Avi Jacobson) revisiting the attic with family friend Miep Gies (Dana Cherry), who had arranged their hiding place and kept them supplied with provisions for 2 years.

Frank's story is well-known, thanks to the diary – first published in 1947 – in which she wrote throughout her ordeal. In this moving RVP production, Anne (played by Brigid O'Brien) was 13 when she and her parents, Otto and Edith Frank (Pamela Ciochetti) and her older sister Margot (Hannah Leonard) moved into the upper floors of an office building to hide from the Nazis, who had invaded the Netherlands in 1940. What the Franks hoped would be a short-lived arrangement (because surely the war would end soon), turned into 2 years.

They shared the space with the Van Daan family. Mr. Van Daan (Steve Price) is Otto Frank's business partner. Mrs. Van Daan (Kristine Anne Lowry) arrives wearing a fur coat, although it is July. Teenage son Peter (Jeremy Ivory-Chambers) arrives with his cat. Later, Mr. Dussel (Jim Fye), a dentist, moves in with them.

Eight people, including five adults, naturally find it challenging to live together in such close quarters. With restrictions on talking and moving about, as well as a constant fear of capture, it's surprising that their daily life was ever peaceful. In this adaptation, there is a teenage romance. Anne gives out funny homemade gifts at Hanukkah. The adults light Sabbath

candles on Friday night. Brigid O'Brien makes Anne's transition from a little girl to a young woman believable and a bit sad. She captures both Anne's innocence as well as her intense charm.

Smoothly directed by James Dunn, the whole cast is a solid, tight-knit ensemble. Steve Price is a standout, making Mr. Van Daan a warm-hearted figure with real strength and a love of life. Kristine Anne Lowry, as Mrs. Van Daan, has some lovely moments. Avi Jacobson makes Otto Frank's postwar monologue (the plays last speech), absolutely heart-wrenching. The production side is solid throughout, from veteran Director James Dunn's beautiful blocking to the set design, construction, and scenic designs by Ron Krempetz, Ian Swift, and Dhyanis, as well as Michael Berg's 40s-styled costumes, Frank Sarub's lighting, and Stephen Dietz's sound design.

This riveting depiction of a horrifying time in the life of young Anne Frank and 8 others began its run January 15th and will continue through Sunday, February 7, 2016. Regular performances are scheduled for Thursdays 7:30 p.m., Fridays 8:00 p.m., Saturdays 8:00 p.m., and Sunday Matinees are at 2:00 p.m. For tickets to *The Diary of Anne Frank*, go online to www.rossvalley-players.com or call 415/456-9555, ext. 3. All performances take place at The Barn, home of the Ross Valley Players, 30 Sir Francis Drake Blvd., Ross.

Photo images by Robtn Jackson
Coming up next at RVP will be *Arches, Balance and Light*, a World Premiere by Mary Spletter and directed by Jay Manley, from February 19 through March 8, 2016.

Flora Lynn Isaacson



The Nether – A Collision of Technology and Human Desire

It's well written, it's well produced, it's well acted and well designed, so why am I reluctant to recommend *The Nether* currently playing at SF Playhouse? Perhaps the subject matter is overly prettified and undeserving of glorification. Playwright Jennifer Haley crafts a future virtual reality world in which the consequences of living out your private dreams are seemingly nonexistent. That is, until one particular investigator gets involved. But what if that private dream includes pedophilia? And axe-murder where the victim of the murder never really dies? Even if it's merely "virtual" it makes one wonder if the detailed rendering of this fantasy isn't enough to encourage someone who has less of a handle on their inclinations to act them out—a subject also considered within the context of the play and strongly denied with the justification that pornography drives technology to begin with.

Directed by SF Playhouse's Bill English, *The Nether* is billed as a crime drama



in to their particular proclivity for 11 year old charming girls, his presumed favor-



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Goat Hill Pizza

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SFMTA
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6
Chinese New Year

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Happy Year of the Monkey!

by Larry Forsberg

As the Year of the Horse gallops off into the distance we welcome the Year of the Monkey, 4713, on Feb. 8, Chinese New Year. Monkeys represent resourcefulness and ingenuity. It will be a good year for learning and advancement along with excitement and amusement.

Take that class you've been thinking about taking or to sign up for a workshop that brings out your inner child. Monkeys love a challenge and are great problem solvers.

With the Year of the Monkey comes the urge to take chances, speculate and gamble when the opportunity arises.

Be prepared to move quickly when the odds are in your favor. Those who hesitate may be lost in the scramble, as this year promises to be fast paced if not downright hectic. Monkeys are talkative and extroverted so don't be shy – speak up! They are also charming and witty but may need a little work on keeping any narcissistic tendencies in check.

The Monkey has been labeled a part animal due to its playful and mischievous nature and an innate urge to "monkey around." It is, however, a time to be mindful of any tendencies for self-indulgence, which can lead to the neglecting one's responsibilities. Guard against the tendency to be drawn into any "monkey business."

By channeling the quick-minded and playful tendencies of the Monkey we can make this year a great one if we just get into the "swing" of things.

Above all, it is a time to stay optimistic and to look on the bright side. The spirit of the Monkey is a positive one – rambunctious and even rebellious.

Despite whatever challenges arise, it is a time for innovative solutions that tap our ability to solve problems while enjoying the process.

It is a time to socialize and mix it up with a variety of groups and interests. It's not a time to retreat from the world, but rather a time to explore and enjoy life and share it with others. Pass me that banana!

Famous "Monkeys" include: Leonardo de Vinci, Charles Dickens, Celine Dion, Tom Hanks, Will Smith, Halle Berry, Christina Aguilera, Diana Ross, Elizabeth Taylor, Al Jolson, Michael Douglas, Mick Jagger, Julius Caesar, Bette Davis, Annie Oakley, Eleanor Roosevelt, Betsy Ross, Cuba Gooding Jr., Miley Cyrus and Selena Gomez.

Appendix B

Meeting Summaries

There were four meetings hosted by SFMTA for the 19th Avenue/M Ocean View Project:

Tuesday, February 4, 6-8 p.m., San Francisco State University 7 Hills Conference Center

Tuesday, February 16, 7-9 p.m., IT Bookman Community Center

Thursday, February 18, 6-8 p.m., SFMTA Headquarters

Thursday, February 25, 6-8 p.m., Waldorf High School

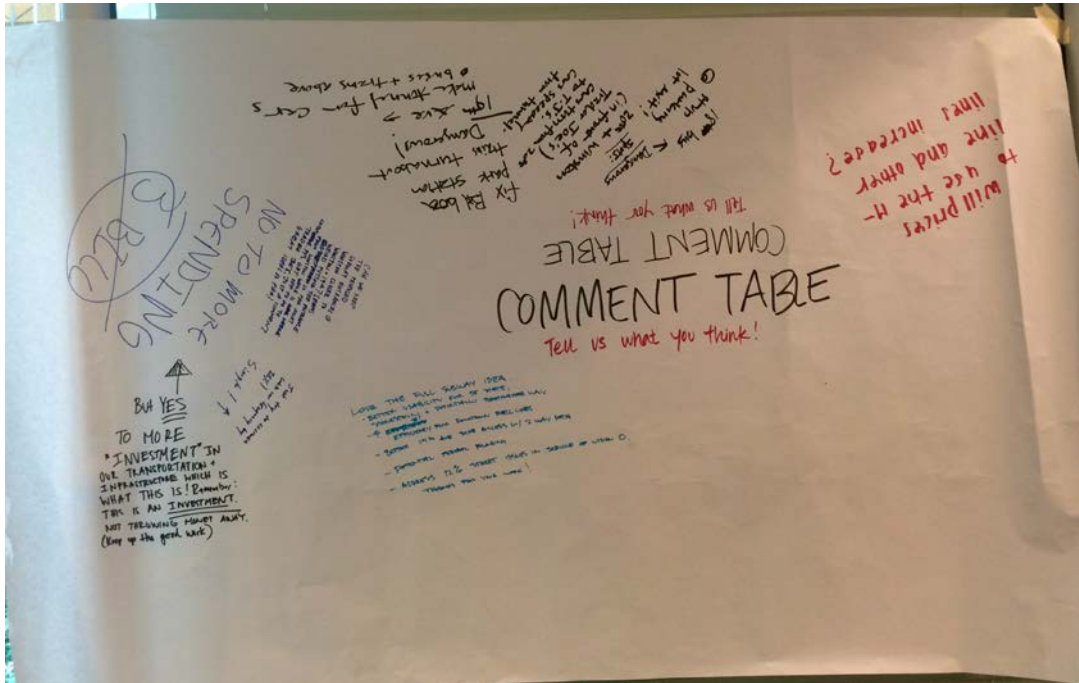
Background: This section summarizes the detailed feedback heard during the large group question-and-answer session and written on the comment wall at each of the four public meetings.

Meeting Format: Each meeting began with a brief open house period for attendees to look at the exhibit boards stationed around the room and ask questions of the project staff. A presentation began approximately 20 minutes after the meeting opened. Liz Brisson, Project Manager of the Project, gave a brief history of 19th Avenue and the Muni Metro system, reviewed the project's purpose and context, introduced the new proposed alternative and highlighted key features and benefits. Another open house session followed the presentation. The last half-hour of the meeting was the large group question-and-answer session, and attendees were allowed to address their questions in a public format. There were eleven exhibit boards set up into four stations, each with their own focus area:

- Engineering – engineering studies conducted which led project staff to develop the new proposed alternative; areas where a hands-on community design process would be conducted in future phases
- Rail – proposed rail alignment; proposed location of new subway stations; proposed location of station entrances
- Street – illustrations of the proposed 19th Avenue re-design to provide safety and quality of life improvements
- Miscellaneous – comparison of all proposed project alternatives; near-term improvements for the project area over the next two years

Upon arrival, attendees were given an agenda, a project factsheet and a survey. Participants were encouraged to submit surveys before leaving the meeting. After the first meeting at SF State, an online version of the survey was made available. In total, 181 attendees not affiliated with the Project team signed in at the meetings. The meeting presentation, boards and factsheet are all available for download from the Project website at www.sfmta.com/19thave.

Meeting #1: SF State



Comment Wall

- “Love the full subway idea. Better usability for SF State, Stonestown and potentially Brotherhood Way. Efficiency for downtown rail lines. Better 19th Avenue bike access w/ 2 way path. Potential federal funding. Addresses 12% of streets issues in service of Vision Zero. Thanks for your service!”
- “No more spending”
- “But yes to more “investment” in our transportation and infrastructure which is what this is! Remember this is an investment not throwing money away (keep up the good work).”
- “Just try to increase [LRV] frequency by 25%. Simple!”
- “Can we keep the proposed subway entrances at Winston closer to Winston and 19th Avenue? Seems weird putting the entrance so far away from Winston which is where lotsa ppl get off to go to Trader Joe’s. Just a comment. Great ideas so far!”
- Dangerous spots: 18 bus stop @ parking lot entrance! 20th and Winston (in front of Trader Joe’s) cars turn from 20th to T.J.’s. Cars speeding from tunnel. 19th Avenue-make tunnel for cars, buses and trams above. Fix Balboa Park Station trains turnabout dangerous.”

Large group Q & A

Q: Are there any plans to connect the T-line or any rail on the east side of San Francisco to the west side?

A: T-line will change after the Central Subway is completed. SFMTA is also studying rail on Geneva as part of a different long range project.

Q Part 1: During environmental review, will the amount of carbon emitted during construction be studied?

A: Environmental Review will study emissions from construction and emissions associated with reduced automobile use as a result of the project.

Q Part 2: In my experience waiting for the M line, often 2 or 3 cars (train sets) are bunched together and then there are long gaps in service. Muni has had a reliability issue for decades; this project seems so long term to fix this long running reliability issue. I'm also concerned about the ability to construct and complete this project on schedule. Also I am concerned about only having one stop/station in West Portal. I think the merchants won't be happy about that. What we need now are traffic signal improvements with 1 -2 seconds "all red" for better train signal coordination.

A: There are near-term efforts underway to improve rail reliability as well –for example, our service planning/scheduling team will soon be re-building the rail schedule.

Q: I see that the rail line will be extended to Parkmerced. Will there be any connections to other green spaces or parks such as Lake Merced or Stern Grove?

A: This project took the current M-line alignment as a constraint to design the new underground alignment as similarly as possible to. The only addition was Parkmerced based on the vision of new M-line service in Parkmerced that was approved as a part of the Development Agreement. We are not studying expanding to new destinations through this project. According to Parkmerced staff, the new station in Parkmerced would be within a 5 to 10 minute walk of Lake Merced.

Q: Will all stops/stations be accessible?

A: Yes, all upgraded stops/stations will have accessible entrances (e.g. elevators) in compliance with the Americans with Disabilities Act.

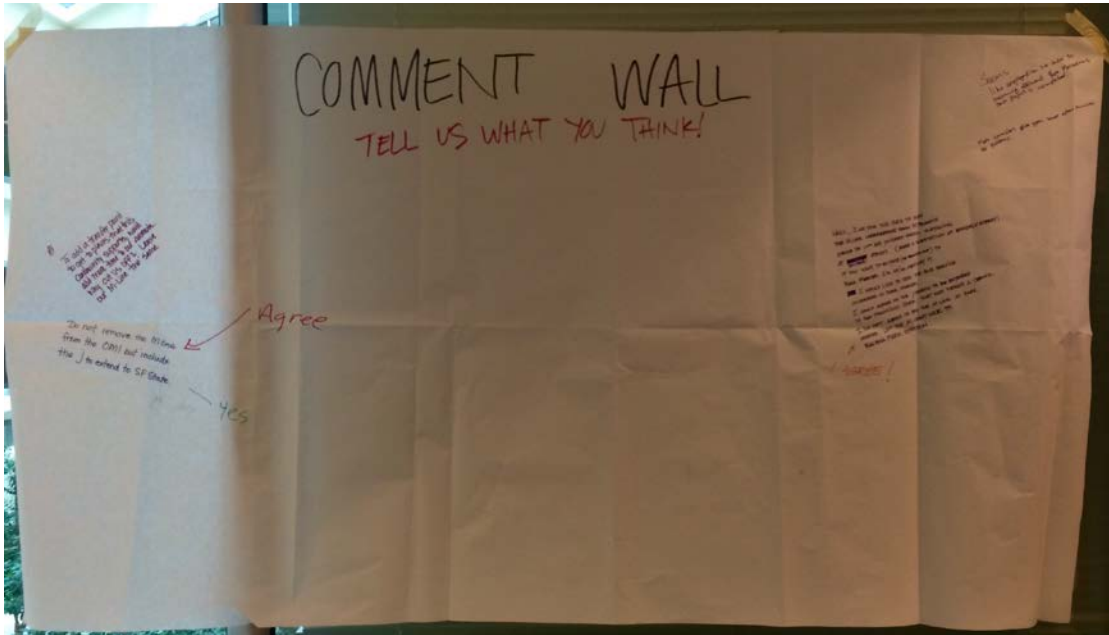
Q: I am interested in the idea of interlining the K and L through West Portal. The K and L would run on the surface at West Portal with the M running underground.

A: Thank you, your comment has been recorded.

Q: Do you have an estimate for travel time savings on the M-line associated with this project?

A: Our preliminary estimate is a 5 minute travel time savings between West Portal and SF State on days when our service operates as scheduled (on good days). We hope to also quantify the reliability impacts of the subway, which would decrease the number of days when the line takes much longer than scheduled due to conflicts with traffic, vehicles blocking track, long signal cycles, etc.

Meeting #2: IT Bookman Community Center



Comment Wall:

- “I am for the idea to run the M Line underground from St. Francis Circle to 19th Avenue and Junipero Serra, surfacing at Byxbee Street. (Make a substation at Beverly Street.) If you want to extend (or branch out) to Parkmerced, I’m 60/40 against it. I would like to see the bus service increased in Parkmerced. I could agree on the J Church to be extended to San Francisco State. That way there’s a choice. I do not agree to end the M line at Parkmerced. Let the M continue to Balboa Park Station.” (One person wrote “Agree” next to the comment.)
- “Seems like segregation to cater to incoming affluent Parkmercedians once project is completed.”
- “More transfers give you more opportunities for problems.”
- “To add a transfer point to get to places that this community supports, would add more time to our commute. Why cut us off? Leave our M line the same.”
- “Do not remove the M line from the OMI but include the J to extend to SF State.” (One person wrote “Agree” and three people wrote “yes” next to the comment.)

Large group Q & A:

Q: Everything sounds ok, but has the Parkmerced extension been approved? It only benefits big corporations and high rise developments.

A: Alternative 1 “Baseline” is default and would happen if we do nothing. It was approved in 2011 as part of Parkmerced’s development agreement. Parkmerced needs approval from Caltrans to do Alternative 1, which they have not yet received.

Q part 2: Why wasn’t Parkmerced invited to this meeting? They are building high rises...are they paying their fair share?

A: Parkmerced's development team attended the first meeting in this public meeting series (at SF State). They are complying with the terms for their involvement with the definition/planning/implementation of the M-line project as laid out in the Development Agreement.

Q: As a resident of the Ocean view neighborhood, it seems like this plan is not benefitting our neighborhood. Because of the proposed changes we will have to transfer and it won't make our trips faster. Don't think undergrounding the M-line from West Portal to SF State is worth the \$2.5-3 billion cost. It only benefits Parkmerced.

A: Our goal is to develop a project that provides benefits across all neighborhoods. While the proposed project would introduce a transfer for Ocean View riders, it would also improve overall travel time. But we're here to listen to your feedback.

Q: I remember from my travels from West Portal to downtown it takes 15 minutes and from Arch Street to West Portal it takes 17 minutes. How would this project make my trip any faster?

A: This project would make your trip from Arch Street to West Portal faster and more reliable. The M is especially unreliable during peak hours.

Q part 2: Actually I think it's pretty reliable. I travel four times a day from the Ocean View to downtown and am very conscious of my time. It is not a major for issue for me.

Q: Is Parkmerced funding this project?

A: Parkmerced, Stonestown, and SF State have contributed funding to support the current phase of work along with public grant funds.

Q part 2: With Parkmerced funding it, they want it more reliable for themselves. Transfers can't make the trips faster than the existing M-line route. J can't ever be fast or reliable, it makes lots of stops. Just tell us straight off that this project is cutting us out and not benefitting us.

A: There are admittedly many tradeoffs with the current plan that we are working to balance. The default Parkmerced plan ("Baseline") would create additional tradeoffs for Ocean View service, adding new tracks into Parkmerced with 2 new stops and two new intersection crossings that would slow travel times to and from the Ocean View as well as turning back every other train during peak hours.

Q: I have a proposal. Bring the J from Balboa Park to SF State and the M would still run between SF State and Balboa Park. That way you wouldn't lose service along Randolph Street, and trains would serve the neighborhood in both directions which is a big benefit. Also, if we can find the funding I do support building the tunnel as it would help reduce traffic on 19th Avenue.

Q: Do you have travel time estimates for the J? In particular from Van Ness to Balboa Park and from Van Ness to Randolph St. It would be interesting to see travel time comparisons for the systems in both directions to downtown (J and M lines).

A: To give a good travel time estimate, we need to conduct ridership forecasting to understand future frequencies which would then allow us to understand possible transfer travel time. We will provide this information in the next phase, environmental review, for input before any decisions are made.

Q: I am concerned about the proposed removal of a stop at 19th and Beverly near the Temple United Methodist Church. People would have to walk 4 blocks to the nearest stop under this proposal; the church has a senior center as well as a playground for children. The proposal for the J and M to both run on this section sounds OK, but it is important to get the timing and headways lined up – don't want them coming every 30 minutes-- important not to have long waits in between trains.

A: A train portal on 19th Avenue leaves us with no opportunity to put in a stop until the train reaches Randolph Street because the train would be changing grade and stations need to be flat. We heard from some community members during earlier outreach that the Temple Methodist Church stop has shortcomings because there are no stop amenities - the train simply stops in the middle of the street and is not wheelchair accessible. That's why we identified the new location on Randolph near Ralston to create a new wheelchair accessible stop.

Q: Aside from this long term project, are there other projects going on to improve M-line reliability? The M train comes too infrequently. Provide more frequency on the M-line now.

A: Yes, there are near term projects at 19th Avenue/Junipero Serra and 19th Avenue/Rossmoor Drive that will be implemented next year. These projects will include signal upgrades to give the light-rail a green light when it's coming (transit signal priority), as well as red paint and other deterrents to prevent cars from blocking or driving on the tracks.

Q: In the previous proposed Alternative 2 "Partial Subway and Bridge," the southern bridge was proposed to include a pedestrian/bike crossing on the proposed light rail bridge. Will there still be a way to connect via foot/bike across Junipero Serra in the new full subway alternative?

A: The Parkmerced project is proposing to add an at-grade signalized bicycle and pedestrian crossing at Junipero Serra and a realigned Chumasero Drive as part of their development agreement that would provide this connection.

Meeting #3: SFMTA Headquarters, 1 South Van Ness

There were no comments written on the comment wall.

Large group Q&A:

Q: Thanks for the presentation – great work. Two questions: Will there be any special assessments of stakeholders/landowners adjacent to the project, as they are likely to see more benefits than others? Also, how can ordinary citizens help Muni and advance projects like this one?

A: We will consider value capture strategies for those who would most benefit from the project as we advance our funding strategy. Parkmerced and SF State have already committed some funding in support of the project's planning work.

We welcome the public's feedback during this time and invite you to ask more questions of us/fill out comment cards. During the environmental review phase, there will be more detailed analyses conducted where lots of questions that stakeholders are raising now will be answered. During this phase, we will likely set up a citizen's advisory committee to help with the process. Project approval would happen at the end of the environmental review phase, and we would certainly need public input and support at that time.

Q: What is the estimated time frame for the extension into Parkmerced? Is this coordinated with Parkmerced's construction schedule?

A: If we do move forward with the Full Subway alternative we would need to coordinate with Parkmerced's construction schedule. Right now, the Parkmerced phase 1 development is close to breaking ground. Their phase 2 schedule is not yet known, but would be an important time for us to coordinate because phase 2 encompasses their major retail area that is where the majority of the alignment through their site is proposed in the Full Subway alternative.

Q: I've heard rumors that the M-line could be extended to Daly City as part of this project, is this true?

A: This idea emerged during the Parkmerced planning process. The current M-line project has done nothing to preclude this connection to Daly City. This is something we could potentially fold into the project during environmental review, and could be the project's last construction phase.

Meeting #4: Waldorf High School

There were no comments written on the comment wall.

Large group Q&A:

Q: As a Lakeside property owner I have two concerns: one is the elimination of M-line stops and the other is the elimination parking on 19th Avenue, which seems like a lot. In regards to the removal of stops the merchants on Ocean Avenue and in West portal will be up in arms against it. I think trains could go underground farther south of Ulloa, but I understand that there may be some engineering constraints

A: Stops have been consolidated because stopping and starting slows down trains and takes a lot of time to move between stops. We have tried to locate subway stops in locations with the most demand. We have proposed multiple entrance points at all stations. For example, at Stonestown we have four different entrances pointing in four different directions.

In regards to on street parking we have survey data that shows that the primary use of 19th Avenue on-street parking that we are proposing to remove are SF State students and visitors. There's plenty of parking at SF State that is priced. It's an optimization problem wanting to make the best use of the limited public space in the right-of-way. We understand that spillover demand could create issues in the neighborhood and we will pair parking removal with parking management strategies.

Q: What would happen to the Muni right-of-way between St. Francis to 19th Ave.?

Also can you have a station entrance at St. Francis on the east side at Sloat Boulevard?

A: We would want to conduct a community process to re-design the space. I don't have an answer for the second part of your question but we will have our engineers take a look at that as we advance the conceptual station design in the next phase.

Q: I'm a big cyclist and I am curious if you are still considering the bike bridge at St. Charles Avenue? Also have you ever thought of running a bus rapid transit project through the proposed underground tunnel?

A: We were not considering a bridge over St. Charles but at Randolph. This is no longer under consideration due to construction challenges described during the presentation. However, a similar bike/ped connection is proposed to be provided as a part of Parkmerced's development – a new signalized crossing near this location that Parkmerced is in the process of seeking Caltrans approval of. Running bus rapid transit in the tunnel does not seem promising in this location.

Q: The Junipero Serra Boulevard and 19th Avenue intersection is a mess right now. I live in Parkmerced and work downtown but I often don't take the M line downtown because it is so unreliable. I would use it more often but it is not reliable during peak hours. Also I think a Daly City BART extension would be a great regional connector and an asset to this project.

A: I agree with you about that intersection. We are working to fix that as part of our project and there are also some near term fixes going in. Your comment on Daly City has been recorded.

Q: Please extend it to Daly City BART – bite it off all off at once and get it done there issues with the T Third and Central Subway not extending to Fisherman’s Wharf.

A: Your comment has been recorded.

Q: The M line travel time from Embarcadero to West Portal is equal to the travel time from West Portal to 19th and Holloway, which shows how slow it is on 19th Avenue. The Daly City extension is a good intermodal project and would be eligible for federal money for those types of projects. Also I think there's no need for an Ocean Avenue station if there are improvements on the 28 and 28R as well as the K-line. You could increase service to please West Portal and Ocean Avenue merchants and increase the frequency of the 28 line. I am also concerned about parking removal on 19th Avenue and the spillover into adjoining neighborhoods. Otherwise it is a wonderful project.

A: Thank you for your feedback, it has been recorded.

Q: I know there have been some studies about BART on the west side of San Francisco. Is this project done in conjunction with those studies for the 19th Avenue to Daly City BART project?

A: BART has released a map that shows two lines of possible Transbay rail crossing alignments that they would like to study, one of which runs along 19th Avenue and re-connects to the main line at Daly City. Our project, while still in very early stages, is more advanced in that we have done some conceptual engineering. Right now the city is doing a long-range transportation plan to prioritize and coordinate new potential transportation investments such as these.

Q: If the free shuttles from San Francisco State to Daly City BART serve more than just university students, this will provide reliable free shuttles to those that are not university students (the general public).

A: Based on my understanding, the shuttles are available to all and eventually there will also be Parkmerced shuttles running to/from Daly City BART. We also have a Muni bus route that runs between those two locations.

Appendix C



SUMMARY

The Chinese Progressive Association (CPA) partnered with the SFMTA to help with community engagement around the 19th Avenue M Ocean View Project from the Fall of 2015 until the Spring of 2016. CPA held bi-weekly planning calls with the MTA project staff to develop a plan for community engagement. In January, CPA created outreach tools, which include a bilingual flier and a script for the community facilitators. CPA recruited and hired 5 community facilitators in December and January. These community facilitators were CPA members with varying levels of outreach experience. Three of these community facilitators are residents of District 11 and two of them are able to do bilingual outreach in English and Chinese. Through a month long community engagement program and the distribution of over 1,300 fliers, CPA was able to see results with over 70 community members at the public meeting on February 11th. The community members came from diverse backgrounds and over 30 of the participants were monolingual Chinese neighbors. Following the public meeting, CPA organized a focus group on March 19th to hear the feedback and concerns that neighbors had around the 19th Avenue M Ocean View Project.

Training included:

- Education around the project details and information about this neighborhood
- Review outreach scripts and practice role play
- Share the details of the outreach plan

Community Facilitators

- Yue Chang Tan
- Wen Rong Lan
- Wan Qing Wen
- Henry Pan
- Flora Luo

Outreach Calendar

Date	Time & Location	Summary
Friday, 1/15	10:00 AM– 11:30 AM	Tiffany went to the monthly OMI Community Collaborative Meeting held at the Stonestown YMCA and made announcements about the MTA Project to representatives from various organizations that are based in the OMI neighborhood.
Thurs, 1/21	3-30 PM - 6:30 PM Location: SF State Station	CPA community facilitators completed their first outreach session. They were stationed at different areas to maximize the number of people they could be in contact with. Many community facilitators rode the M train to outreach to a captive audience.
Tues 1/26	3:00 PM - 6:00 PM Location: SF State Station	CPA community facilitators completed this outreach session. They were stationed at different areas to maximize the number of people they could be in contact with. Many community facilitators rode the M-train to outreach to a captive audience.
Fri 1/29	11:00 PM- 2:00 PM 12:00 PM - 12:10 PM Location: I.T. Bookman's Senior Luncheon Contact Name: Gil 415 586-8020	Flora and Henry went to the monthly Senior Luncheon hosted by the I.T. Bookman Center and they made outreach announcements to senior residents notifying them about the upcoming community meeting. Many of these seniors stated that they had attended previous meetings on 19th Avenue M Ocean View Project before.
Tues 2/1	2:00 PM - 5:00 PM Location: SF State Station	During this outreach session, community facilitators prioritized their outreach around the San Francisco State University since the meeting

		would be held the following week. CPA community facilitations also distributed fliers at the Oceanview Library and at the Brooks Park Garden.
Thurs 2/4	3:30 PM - 8:00 PM Location: SF State Seven Hills Room	During this outreach session, community facilitators again prioritized their outreach around San Francisco State University. In the evening, CPA community facilitators attended the first public meeting.
Tues 2/9	10:00 PM - 1:00 PM Location: OMIFRC Food Bank 650 Capitol Ave, San Francisco, CA 94112)	CPA community facilitators outreached at the OMI Family Resource Center's (OMIFRC) weekly food pantry. OMIFRC staff informed us that they usually serve around 500 people during this event.
Thurs 2/11	9:30 PM - 12:30 PM Location: OMI Senior Center Food Pantry 65 Beverly St, San Francisco, CA 94132 Contact Name: Tiffany Huynh 415-801-4784	The community facilitators outreached at the OMI Senior Center's weekly food pantry. Flora and Tiffany attended the Senior Luncheon and made announcements.
Tues 2/16	5:00 - 7:00 Outreach 7:00 - 9:00 Meeting at the I.T. Bookman Center Location: 446 Randolph Street	During this outreach session, community facilitators outreached along the M-line route from Balboa Park to West Portal Station. In the evening, CPA community facilitators attended the public meeting.

OMI FOCUS GROUP

CPA held a focus group on Saturday, March 19th, 2016 involving 5 OMI residents who had previously participated in a public meeting held by the SFMTA regarding the 19th Avenue/ M Ocean View Project. These OMI residents represented Chinese retired seniors and working adults. Through the focus group, CPA gathered information to help make recommendations to the MTA.

The discussion was designed to gather information from OMI residents in regard to the following outcomes:

1. To understand for what trip purposes OMI residents used the M-train and to track commute patterns and trends
2. To closely examine and receive feedback on specific elements of the project plan (i.e. feedback on implementation considerations and the new, upgraded and removed stations)
3. To clarify questions and concerns that OMI residents expressed during the public meeting on April 11th

Summary of Key Points

- All of the focus group participants ride the train toward the downtown direction regularly. Some use the train on a daily basis while others use the train around 3 times a week to either run errands, go to class or go to work. Many of the focus group participants' trips on the M are not during the peak hours. One participant occasionally takes the M-train and transfers to a BART train for a faster commute downtown.
- While the focus group participants will ride the 54 and 29 bus line maybe once a week, they rely on the M-line to commute regularly.
- OMI focus group participants stated that they don't presently see the impacts of crowding or long commute time along the 19th Avenue. One participant noted that the bottleneck usually happens where the K/L/M trains merge with the J/N trains before Castro Station.
- They generally support the full M-line underground subway plan because they do understand that trains will move faster without needing to consider surface level traffic and the wait time for traffic signals.
- From their experience with the J-line, they observed that the trains comes really infrequently because it has a long and curved route. They stated that if the J-line extends to their neighborhood replacing the former M-line, then they would still have to wait a long time for trains. They raise this concern because the J-line will not have an underground route (except at the very end along 19th Avenue from Junipero Serra to Holloway).

- OMI focus group participants raised concerns that the J-line to M-line transfer point will cause longer wait times and thus a longer commute in the downtown direction. They also shared that they would have to transfer again on to the future train that extends to Chinatown.

RECOMMENDATIONS

- Develop time comparisons for the wait time between the J-line and M-line transfer.
- Consider increasing the frequency and reliability of service for the J-line especially because the OMI neighborhood would receive end of the line service.
- One participant made a recommendation. During peak times, can some of the 4-car trains go to future Park Merced station and turn around while some 2-car trains go to Balboa Bart Station? This method would allow OMI residents to get direct service without waiting for transfers at the San Francisco State Station.



MTA Community Facilitators debriefing after a successful outreach session.



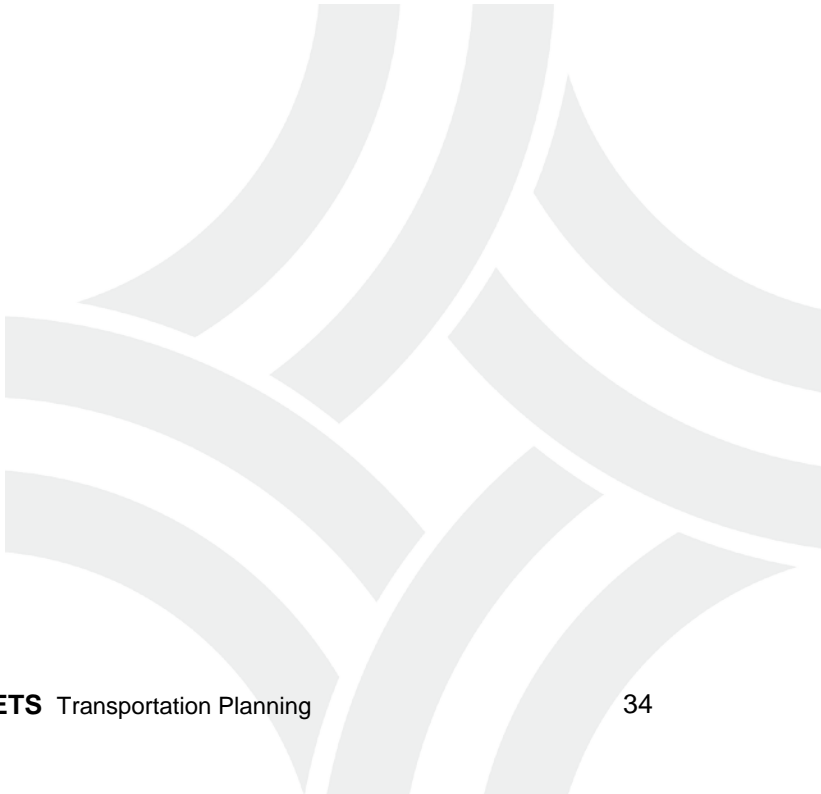
MTA community facilitators are at an outreach session at the Minnie Lovie Ward Recreation Center.



The public meeting held at the I.T. Bookman Center on April 11th.



The focus group on March 19th.



Appendix D

Meeting Survey – Open Responses

The new proposed alternative involves putting the M Ocean View in a subway tunnel to make it faster, more reliable and to address crowding. For reference, please take a look at the rail-related boards and rail map from the public meetings. What do you think about this idea?

A subway would certainly help alleviate many of the frequent problems with current service
Amazing! Can't wait to see this project come to life!
Ballsy, but worth it.
Dig dig dig!
Don't think it is a good change.
Excellent, and wish that it had been proposed many years ago.
Good idea
Great - I would like to consider connections to Daly City BART in the future.
Great Idea!
Great idea that will speed things up throughout the system, not just on 19th.
Great idea. Unlikely to succeed. Time delays due to lawsuits and state approvals re: highway 1
Hopefully it will go faster
I absolutely oppose the change.
I don't approve at all
I don't like the change of line.
I don't think it will be more convenient for us. Please keep the way it is.
I don't like it

I like this proposal
I love the concept outlined if all problems and difficulties are satisfactorily addressed.
I think it sounds great
I think it's a good idea except I'm curious about how travel will work during construction
I think it's great, beneficial to everyone
I'm generally in favor-- the stated goals are all important to me.
I'm sold! this sounds really good
It is an excellent idea that will allow transit to keep pace as the west side grows in population
It is inconvenient for me. I don't agree to it.
It is safer, convenience, faster, reliable, cleaner. I believe it is a great idea!
It won't be more convenient than now, because you will have to transfer.
Make it so
No good. Not enough funding. It takes too much time and money. What a waste.
Not enough funding. It takes too much time and money.
Not enough funding. It takes too much time and money. What a waste.
Not enough funding. It takes too much time and money. What a waste. No Good.
Not good for us. We only want to see M line at the same route, same line. No changes
Nothing
OK
Okay except no money should be spent in parkmerced corporation
Overall the idea is very good

The M Ocean View going underground will make it inconvenient and less reliable.

The new proposed alternative will help to reduce the high volumes of passengers and vehicles.

This change will make it inconvenient for us.

This idea is very beneficial

This is a wonderful idea, well worth the investment

This is much better and more comprehensive than previous proposal

To make it more convenient for people living here, we want a station close by.

Wonderful idea. Big steps in innovation for this city that is notorious for innovation.

Yay! Worth the price for the extension of the tunnel from West Portal on!

Amazing idea!!

far superior to the previous partially underground alternatives

good

Great idea. Love 4 car trains! Idea is way overdue. It's a win win for cars and transit!!

Great idea. rail and road traffic should be completely separated

I like the tunnel idea

It is long overdue. It is a great idea

its good

makes sense

No more spending! no 3 billion dollar project

readjust traffic lights on 19th Ave where it crosses over would do a comparable job

We don't like any changes from M-car line. please save M-line/save m route

I don't think it is a good project. The cost is too high with little benefit. I take M Line every day to work. It is fine. Please don't make changes. Thank you.

I don't see any crowding along the M. As for putting the M underground, Let's just see if it still retains the same route (meaning it still terminates at Balboa Park)

I support this idea. I would like to see more information on the operations and what improvements are needed on existing infrastructure to run 4-car trains.

It looks great! I'm curious if the rail map is accurate where it shows the K and M each single-tracking at the St. Francis circle station. It seems like the current configuration of both inbound lines sharing a platform and both outbound lines sharing the other side would allow for shorter headways and wait times at that intersection. Perhaps it would be possible to have the inbound M cross under the outbound K in a flying junction (with a multi-level station if it won't fit otherwise).

I think that idea is fine. However, I don't like that it will stop at Parkmerced. It will mean that going from Oceanview to Stonestown or West Portal will require 2 buses. It will also mean going from downtown to OMI will require 2 buses.

The Stonestown stop should be closer to Winston Ave., for transferring to other buses, and for people who are carrying heavy bags from Trader Joe's.

It's a great idea to place the entire section of the line into a subway. Speeding up M line service along with underground stations from West Portal.

Love it! I grew up by Lakeside and now live in Oceanview, and I think this would greatly improve service, safety, and efficiency in our community. I especially like the extension of the J line through Oceanview--makes much more sense for the Oceanview side of the line to connect with the J and keep the M focused on Parkmerced, Stonestown, and West Portal

Great idea, part of the reason I don't take the M-line to work in the morning is because it's unpredictable of when it will arrive. I am able to take it home because I don't have a schedule to keep. Crowding is another problem.

We like to see the M car get faster. But that was based on keeping the same line, same location, same stops there. We don't like to see any stops cut or change the locations of stops.

A bit worried also about flooding but if safer, okay. I do recognize the 20/30 somethings from Parkmerced are crossing where NO NATIVES would cross at 19th/J-Serra on the southern side of this major intersection. Someone could meet their maker here. Please do something now!

i am supportive of a tunnel to some degree. Your staff alleviated some of my concerns. i am only concerned that the 28 19th ave and 29 sunset will be degraded both during construction and if a 28/29 service was not integrated into the greater project

I think a full subway would be amazing. We are such a great tourist city and our public transportation should make it easy for tourists to travel the city. I also take the M to work every day and if we can improve waiting time and safety at the same time I am all for it.

Get it done!!!! This would totally be very useful especially if I commute to SFSU. It would definitely speed up the commute, make the trip faster!

I think it's a wonderful idea and I can hardly express how glad I am to see it being proposed. We need to do this for the entire city.

The best solution is to underground the M-Oceanview from the Twin Peaks Tunnel out to Parkmerced and to Randolph/19th Ave

I'd rather see the line remain at street level with greater spacing between stations and traffic lane reductions and better signal coordination to give streetcars preference.

Start the tunnel on West Portal Ave or better yet keep it underground from West Portal. This is how it should have been built in the first place. The more it is under (New York, Boston, DC) The better we will be.

the area in front of the Mall and SFSU should be underground the rest is overbuilding use the money to make the B Geary line streetcar

Sounds like the best solution to speed mass transit travel and as a bi-product make that section of 19th Ave safer for bicyclists and pedestrians

I like it, both for improving M transit times as well as for improvements to 19th Ave, including both bike improvements and traffic improvements. I would love to see the M line continue on as a subway tunnel to Daly City BART station. It would also be great to see the extra cars be designed to support bikes, similar to BART and Caltrans, This could be done on the reconfigured J-line (possibly through current rule exception) to allow bike-on-transit connection from west-side to BAT @ Balboa and therefore to Caltrans

The idea is attractive but concerned about the time from and disruption that would be caused by the years of construction and negative environmental impacts

I don't think it is a good project. The cost is too high with little benefit. I take the M Line every day to work. It is fine. Please don't make changes. Thank you.

I think this idea sounds very beneficial for SF commuters especially those traveling in the southwest side of city

The J should be extended northward to Stonestown to enhance Oceanview residents' access to the mall, as well as to facilitate a regional transit connection (various Muni routes, SamTrans) as well as connections to different schools. Meanwhile, the K should be interlined with the L and remain on the surface, which would allow minimal disruption to this proposed M-line. With this

reroute in place, the existing West Portal Station could be renovated to accommodate a new station for the newly-undergrounded M-line.

Extremely poor way to deal with mass transit by prioritizing traffic over transit for the public. Underground the traffic or provide an aerial transit platform across from mercy and at Stonestown or sfsu Parkmerced to provide new density and quicker access to transit and ease of construction.

I think it should have been done ages ago. As a Muni commuter, I hate when trains need to compete with cars and get stuck in traffic

I find Muni service somewhat unreliable and not only due to traffic. Will there be more drivers-operators, more cars, more frequent service. 20 minutes is too long to wait

great conceptual ideas so far; I encourage more coordination for a direct walkway for Stonestown mall

I love it. That would make the trip to and from downtown so much faster, and would alleviate congestion in the area, particularly around Sloat and West Portal.

I think that's a horrible idea. These small neighborhoods don't need stations besides the ones we have already. The stations we have aren't even up kept. why would we add another place for people to trash

First instinct: sounds costly and disruptive. Would it be similar to the Central Subway? second thought: faster transit to the west side should be a priority

Mixed feelings. I like looking around when on the Muni- impossible w/ a subway but understand the trade off to efficiency

It cost too much to build. Hopeful it will not cause the property tax to go up. It's is the responsibility for all citizens.

Change of the M Line will make our daily commute difficult. The M Line is serving us well. We will definitely oppose any change of the line.

No good for us. We don't like to see M-car change the route. We just want to keep and save m-car at the same route.

I have lived on the M line for many years. It gets crowded because the train does not run often enough. try running the trains more frequently

As long as construction of the tunnel does not impede operations of the 28/28R, 29, 7 and 18 bus lines, I am all for it. Also, may the tunnel not be an eyesore!

We live in this neighborhood. We want a station close to us with an easy access. We don't want to transfer.

The M Ocean view (which travels about 8 mph) would definitely be faster and more reliable. The impact of crowding / overcrowding can be very devastating as a personal safety issue.

Fantastic! This is better than anything i imagined from the project. it is desperately needed and should very much improve service for the entire Muni Metro system

1. Love the subway idea. 2. Worried if the stations aren't manned that there will be lots of crime in the subway station. 3. Worried the escalators will break down as often as BART escalators do (no elevator at last subway station at south end?). 4. I think it's bad for the older folks out here to space the stations .45 miles instead of current .25 5. Worried that only three lanes heading north will be a nightmare at evening commute.

Great idea that would finally bring real rapid Metro service to the SW corner of the city. But should be coordinated with development at Stonestown (transit-oriented, car-lite) to really take advantage of what would be a huge investment.

As much as I dislike being in a subway instead of above ground I do think that it would be a positive move for efficiency. I do not like the ending of the M streetcar in Park Merced. Instead of forcing people to change buses at Holloway you could either have the streetcar go through the already proposed tunnel under 19th/ Junipero Sera & into Oceanview (instead of or in addition to the J Church). Or... Take it into Park Merced & build the tunnel from there into Oceanview.

A little bit faster but have to transfer. Not an ideal proposal. It will be worth considering if the subway goes all the way to the current terminal.

It's great but the impact is questionable because the m is not timely. additionally the interchange adds on additional commute for those who live past SFState

I don't like the fact that riders from the OMI neighborhood would have to transfer from the J to the M line at SF State. Unless you plan to have timed transfers (I'm guessing this won't doable) then this is a deal breaker for me.

No good. We live in this neighborhood. We want a station close to us with an easy access. No transfer.

We only like to see M-car was keep the same route and make me and my family and neighbors easy transfer to Bart station and downtown.

I think the new proposed alternative would be very convenient and reliable. The issue of crowding, that is relevant to personal space.

Rapid transit with dedicated right of way is exactly what San Francisco needs. Wider, more rational stop spacing is also good. Will the area be up-zoned accordingly to allow denser, more plentiful housing along this transit corridor? It should be.

It is an interesting idea, but I am concerned that there are many other variables affecting tunnel throughput - definitely will improve safety thru reduced modal conflicts.

I don't like this project. It costs too much to build. I ride the M Line seven days a week. The current service works well. Please don't change the line. Thank you very much.

If the M Ocean View were to be in a subway tunnel, 19th Avenue could be redesigned to provide a safer more attractive street with wider sidewalks, new bike lanes, improved landscaping, and no conflict points between the M-line and cars. For reference, please take a look at the street-related boards from the public meetings. What do you think about this improvement?

Response

I don't think it is a good plan.

Absolutely not. I strongly oppose this proposal.

All the goals here are also important

Also great idea

Dig dig dig!

Do not like it

Don't change the line.

Ensure coordination with 28 Rapid Project

Good except no money should be spent to provide service at parkmerced corporation

Great

Great idea-- see previous answer

Great idea: it'll make crossing 19th safer for pedestrians and better overall for bicyclists.

Great. What is the connectivity with other bike/ped facilities?
Having a subway tunnel is a good idea.
Hope to keep the M and J Lines going through our area for low-income poor people.
I HATE the current state of 19th Ave. This redesign has got to happen.
I don't think it is a good change.
I don't think it's worth the time and expense.
I don't think it is a good idea
I hope that you keep it the way it is.
I support it.
I think it is a very good idea.
I think that it could, if fundable, would be beneficial
It will go back to the same
Keep it under the whole time. Sounds good
Keep the M and T service going through our area. Please make it easy for us working class.
Love it! Win win as far as I can tell.
Love those improvements. Worried about only three lanes northbound.
No
No good
No good. I don't like the M Line to go underground.
No sharing is good!
Sounds good

Sounds good- How about the cost? Who pays for it?

That merge near Eucalyptus & 19th sucks. High time it was eliminated.

That would be a great improvement

This is fantastic. The speed and reliability of the M will be much better

Turn the empty land into housing!

Way too expensive

We hope the M and J have separate stations. It will make it easier for the seniors.

We oppose the plan. Change of the line will make it inconvenient for us. No good.

We will fight against it all the way. Please keep it the way it is.

all of these are great and needed improvements

also a splendid idea

ban cars

excellent

I approve

Is this cost prohibitive?

its ok

looks good

No more spending!

Overbuilding far too much spent for far too little return on investment.

What about bus flow?

Who would object?

would be an improvement, especially for 19th ave

This is a great idea in theory, but the ideas proposed don't nearly go far enough. The alternative/updated street is still too wide. There are still too many lanes for cars and the tree/plant buffers are a waste of space (I realize it is not popular to be against more greenery, but honestly, if green space is not big enough to have a picnic in, it is essentially useless anyway). Make the green space much smaller (or get rid of it altogether) and use the extra space for housing!! :) We can take space away from cars and give it back to people! This will also help our dire housing shortage.

Great idea. Part of the reason I drive on 19th also is because it's not that nice to be walking or riding bike. If there's room to provide a buffer between cars and ped and bike it would go a long way to promote more and the experience would be much more pleasant.

19th ave. needs to be narrowed to allow a safer crossing for pedestrians. Ultimately 19th ave. should have a car tunnel all the way to the presidio to get thru traffic out of the way and reconfigure the surface street for local traffic only.

For the size of SF, our transportation system is still B grade. Making this improvement will help the city as a whole

I think it could work. as long as the city's budget can afford such a long-term project without digging into the pockets of Muni riders, things look and sound decent

What about the existing sidewalks and how does it impact the homeowners, Stonestown, university housing on Buckingham Way. I believe these areas should not be impacted at all.

I'm a little worried about conflicts between turning cars and the two-way cycle track. Otherwise it looks good.

I'm against the change. We need a smooth transportation for daily commute. We are seeking for better future of the M Line. We oppose change of the line.

Excellent and very much needed, esp. to avoid conflicts with autos and pedestrians on this increasingly busy State highway.

For the best in terms of speeding up service is to have the 170' right of way with the mass amounts of crowding the M line endures now.

As someone who commutes daily on 19th, this sounds great!! I would love to see the bike infrastructure improvements specifically. I am also very excited to see the on-street parking removed from 19th Ave

I think we need to be real that it is an intricate highway and that we should avoid conflict for passersthu while being inviting for stops, for commerce, for all, esp locals and all modes of local needs and users. Better for M-best if line goes to Daly City BART, i think. NOTE: we on south side

dislike if being called 19th when it is Junipero Serra as much as those on north cringe at 19th instead of Park Presidio on Veteran's Blvd.

Bicycle track, if designed well to avoid dangerous conflicts with motor traffic at intersections, could be a great improvement. It's disappointing that a road diet or other traffic calming package doesn't appear to be part of this plan. Reducing the noise, aesthetic, pollution, and safety impacts of six lanes of highway traffic would be a boon to the neighborhood. I realize this is challenging when the road is part of a state highway.

It think this improvement will be a very beneficial one. It will decrease traffic and give people who are trying to get to work a much more efficient, faster ride.

Love it! I lost a friend to a pedestrian/muni accident about 15 years ago, and considering the amount of car/bike/foot traffic along that stretch of 19th, moving the M underground would be a huge safety improvement

Provided there would not be a reduction in the 3 lanes for auto traffic on each side of street, the idea is worth considering.

I think safety is very important and having a more attractive street doesn't hurt as long as the safety is addressed. Beauty is not more important than safety.

This is a very but costly solution, Need multiple funding sources, including massive federal funds

in theory this is great but the in practice this is only aesthetically pleasing and provides no traffic easement

Go for it!! I want to see protected bike lanes for better safety, tunneling the M Ocean view would speed up the journey. I would like to see 19th Ave made safer. Put safety first NOT preserving parking --NOT a huge priority.

Currently 19th ave south of sloat is both extremely dangerous for riding a bicycle and lacking in a decent alternative. I would love to see that area become more bike friendly even though I no longer bike there often. And actually much better with lanes on sloat :)

This improvement would be very essential for alleviating the bottleneck mess between SFC, West Portal Ave and the 19th Avenue corridor

Much needed. Glad someone put some thought into this. Would be interested to know how many street parking will be removed b/c a lot of students rely on 19th ave for free street parking.

Still prefer streetcar at street level. Muni Metro was horribly underdesigned and leads to massive backups under Market St (where at least you have surface cars as an option). If the Muni wrecks 19th Ave there are no rail options to fall back on.

Great. Need to take care in transfers and improvements with neighbors (stonestown shown as dropping off in parking lots)

i think you could achieve much of this without a tunnel the full extent. I think the experiences and expertise exists within SFMTA to do more with less. If the routing was to include the original right of way (in order to reach Daly City BART (with the subway extension into Parkmerced itself) you would have a win-win that would last for generations to come.

I think it's great. It would transform 19th from a gridlocked freeway with dead zones to somewhere I might actually want to go bike riding or walking.

The proposed improvements are fine, but not at the expense of OMI neighborhood riders having to take the J and transfer to the M at SF State.

Sidewalks are unsafe on the east side. Biking north-south is non-existent aside from Great Highway. The entry point for MUNI through 19th Ave almost always causes a problem during higher traffic times. This would seem to address a lot of those issues.

This is great! There is much room for improvement over the current situation and all of these improvements sound good. I'm especially excited about bicycle improvements on 19th ave

Does not improve traffic issues with added proposed density cross town traffic and additional proposed growth due to unknowns like AHBP program and Stonestown possible density

Great ideas – make sure they don't get watered down. We need a continuous protected bikeway. All intersections need to be safe for crossing on foot. Connections between modes of transit should be robust and simple. And the street should be good looking, yet unique.

This project improvement would be a major investment for the benefit of the transit riders. People would have to endure their own personal time conflicts.

People need the space. City is becoming too crowded. Much safer to walk and like improvement is always welcomed

i am not concerned about 19th ave being more attractive. My concern is that my neighborhood is being inconvenienced and what used to be a straight commute from here to downtown will now require a transfer, which will add more time. It will also make my children have to leave home before 6:30am to get to school on time.

the stakeholders could benefit more from this big, better vision for this 19th ave/m ocean view project

I think it's a good idea but this isn't going to change traffic flow. Most of 19th Ave travel is on the the center divider.

Would it be possible to put the buses underground as well, similar to what is done in Seattle? This would also allow seamless transfers with Metro.

Potentially nice for the neighborhood but am concerned about the residents who will have only distant options to board Muni

I don't think it is a good plan. Not much improvement. The current line works well. I oppose the plan.

It is an outstanding idea. Faster transit, free from the elements, with massive pedestrian and bicycle improvements.

The construction cost won't offset the benefits. It won't make too much difference from what we have now.

What concerns do you have about the proposed project?

1. Construction impact 2. Auto traffic 3. Construction noise 4. urban development

All of the above + Muni ineptness concerning any project

Change trains, no direct trains to Chinatown

Construction cost should not go to property owners only. Everybody has to pitch in.

Cost and too long to complete

Cost, disruption of service, noise for those living on W. Portal.

Cost. if possible can we increase the frequency of the M line by 25%

Disruption

Do not change what we have now

From Park Merced, we can take a bus.

Funding for the project

How does this project fit into other long range capital needs of MTA

How is the funding going to effect the people?

How long will it take? Traffic?
How they will make the west portal tunnel work
I'm concerned it will be compromised to preserve parking.
Improved bikeway access from Broad St going east/ west to Parkerced and SF state.
It will waste the passengers living between Oceanview and 19th Ave a lot of time
It won't save us time. Need to transfer.
Longer travel time. Have to transfer to another train.
M Ocean View terminating at Parkmerced
NIMBY losers and obstructionists
Neighborhood opposition despite obvious improvements
No money for Parkmerced Corp. Have a video of the project
None. Waiting on further details.
Not convenient for us. We oppose this proposal.
Possible reduction in service to former M (now J) route?
That it won't be built in a timely manner or as proposed.
The change will make us wait for another train. Not convenient.
The costs
This construction project will not make it more convenient for the citizens.
Turn the empty land into housing! Stop accommodating cars.
We have to wait for the next train. It takes too much time to make the transfer.
Wouldn't there be a hike in taxes?

Can a bike/ped overpass still be built to connect Randolph to Font?
cost and delays
funding costs vs ridership
Funding
Keep M-car at the same route. Don't change it.
keep the m car at the same route
keeping pace with Parkmerced development
Major concerns are: 1. elimination of stops 2. elimination of parking spaces along 19th Ave
negative environmental effects on the neighborhood during the construction process
none
Not much, just get it done, don't water it down too much.
Overbuilt too expensive for return on investment.
save M-car, keep the same route at the M-line
time in/out of service
Way too expensive, unrealistic-- WPortal merchants would fight if, with good reason!!!
What about housing?
What about the mess at Balboa Park? Couldn't the J run underground too?
Re-segregation of the OMI Too many M's used to turn around at Stonestown or SF State, so long-timers won't trust M now or J later. I like idea of Downtown to Daly City streetcar option
This is a fantastic idea in general, but the redesigned 19th ave should have narrower streets, less traffic lanes and more housing!
1. Rail project MUST terminate at Daly City BART as part of this project. 2. Rail project MUST have the same integrated ATCS as the WP to EMB segment. 3. SURFACE project must NOT remove

street parking from the E. side of 19th Ave and most of the N. side of the w. side of 19th farthest from SFSU. Eliminating this parking will clog the narrow streets of the Lakeside neighborhood.

The connection at West Portal. Delays due to interconnecting with L/K. I would consider studying terminating the L and creating a large transit center or inter running the K and L and keep both at the street level. Have the M run through as the main subway line. Consider similar for the N and N would allow quicker and more reliable subway service.

Seniors in the OMI go to medical appts in Stonestown or on Ocean Ave. It seems that these changes are due to Parkmerced construction and the expansion of SFSU. No regard is to SF residents who live beyond Parkmerced

1. Personal space issues that are relevant to crowding/overcrowding (including reduction) 2. Muni metro speed and reliability 3. Safe station access 4. Construction impact, traffic, noise visual issues, etc. 5. prioritization issues

Seems over engineered for the issues being faced. Problem is trying to maintain transit service in the middle of a major highway. Reduce traffic flow and transit flow will be much better.

None, currently. You guys have done an outstanding job fleshing out different alternatives and the all-subway design draft is precisely the kind of proposal and thinking this city needs. Thank you.

I feel like the separate leg of the J continuing up 19th seems a bit superfluous compared to the earlier plan on taking it over Junipero Serra in a bridge, but not if the M branch into Park Merced eventually goes to Daly City BART or another transit transfer point. I'd just want to make sure there was at least some planning done to cover those bases, even if vague and preliminary... just so it's understood from an engineering perspective and outlined that it will be assumed part of future transit development policy.

Bringing or providing easy access to criminals to safer neighborhoods. What type of security system will be installed inside the subway? Students from SFSU will be using this transportation late at night.

Implementing this plan will cost a lot of money. Don't put more burdens on us. Ask the federal government for money.

There is a stop at 19th/Randolph that serves a food pantry that will be removed and replaced with a subway portal. Either the pantry could be relocated to accommodate the stop, or the portal could be moved to where the existing ROW is on.

What about the elderly having to do so much extra work? why do just a little into parkmerced and complicate things

The Oceanview neighborhood. It seems to be neglected. A neighborhood such as Oceanview can uses as much revitalization as possible

Developers' money promises are obscuring the goal of getting the M line linked to Daly City and cross bi county improvement and the 1952 brotherhood way interchange, Alemany fly over and I-280 interchange to Daly City Bart a bigger issue and solution that needs to be implemented as part of the proposal for the density.

Until the Environmental review I don't have any concerns so far. I am all for it as a native San Franciscan who wants to see progress in her city.

Not running a Muni line to Daly City BART is wrongheaded. The Bay Area needs more intermodal stations and running all the way to BART is a no-brainer.

The timeliness of the j church connection switch, overall tunnel congestion and lack of thorough planning. it seems like the project is impacting the poor and only benefiting the wealthy

My concern is that it will become inconvenient for all of us. Longer waiting time and further travel distance.

Funding and timeline -Ulloa/West Portal intersection (car free?) -SFSU transfers -consideration to connect with Daly City BART -Love full subway over previous proposals -great to mention near-term (interim) improvements

Accessibility for older Asian residents who go to Chinatown very frequently; changing from J church to the M and back

I like the idea of the J going down Ocean but I'm concerned it could affect the reliability of the J

Implementing this plan will cost a lot of money. Don't put more burdens on us. Ask the fed for money.

Our concern is that people living here have to wait a long time for streetcars to show up. Hope to have a station close by. Please increase service frequency of the J and M.

Somewhat worried about traffic/transit disruptions during construction. Occasionally I drive on 19th to the airport and traffic can be awful

How does this project interact with other plans/concepts for 19th Ave transportation? 19th Ave subway? or other north-south transportation issues

We want to keep M car at the same line, keep the same route, same line. Every stop is very important for us and our neighborhood.

I'm concerned that construction will force buses and shuttles to sit in very slow traffic. If traffic lanes will be reduced during construction, buses and SF State Shuttles should be provided with transit-only lane.

I'm worried it might not happen as fast as I'd prefer. I'm worried that it might not lead to putting more and more rail service underground as quickly as I'd prefer.

Construction of new bike lanes and sidewalks, because if 19th Ave considered to be a highway, if 72 thousand cars each day, it is absolutely grotesque (sic) to build bike lanes, particularly bike riders do not seem to care about traffic rules & regulations. If car lanes are restricted because of cycle lanes, it is absurd, cycles have no need to be on 19th Ave or in the proposed corridor!!!

Removing of parking spaces. I am at Ocean and Sloat and Lakeside village already uses all the parking in the area as well as out of city parkers who take muni downtown. Also the street during construction.

-disruption to 19th ave. traffic, a major thoroughfare -removal of stops always a battle -interim transit options will likely be slower and require a transfer - I hear complaints about existing tunnel work on system -longer potential commute for those in OMI neighborhood -can J handle greater capacity?

Will there be a station entrance on 19th Ave @ Saint Francis Circle? This will allow easier transfer to/from the 28 bus.

1. The cost 2+ billion 2. Location of stop at Stonestown (no stop at Winston or Ocean) 3. Response from West Portal Merchants 4. Response from Ocean View (between 19th and J-Serra) Merchants 5. Having all Outbound M cars stop at Parkmerced-- alternative have every other car (4 car trains stop at PM) and every other (2 car train) continue to Balboa Park BART through the OMI neighborhood

Concerned about possible adverse impacts due to entrances to underground stations that are experienced elsewhere in the city such as homelessness encampments, theft, public urination, panhandling, etc. I am very excited to see roadside parallel parking removed from 19th ave at SF State

I'm guessing that the reason for the M Oceanview to terminate in Park Merced is because Park Merced is putting in \$ in hopes that the Streetcar (now a subway & NOT a Streetcar) will eventually go to Daly City BART. There are many older & disabled people that use the M Oceanview very frequently & effectively forcing them to take 2 buses instead of one is a hardship for them.

Creation of disconnected J and Mline, could there be select trips that go through? Or design track flexibility for connecting J and M trains. Cost and funding availability could prolong implementation.

Pedestrian access to Lowell High School, note pedestrian circulation to prevent or reduce shortcuts through stonestown parking lot. do not like the optional ocean avenue station, it diminishes benefits of the proposed project

As I stated above I don't think it's fair that OMI neighborhood riders have to prolong their commute via the J then transferring to the M at SF State or riding the J traveling via San Jose Ave etc...

The Ingleside community is being cut off. Many people purchased their homes because of the m-line's easy commute to downtown. It seems like the changes will benefit the more affluent community with the million dollar homes.

connecting with 28/29 lines traffic generated by construction along project right of way will back onto sunset blvd loss of capacity for 28/29 if there is no dedicated right of way along 19th ave

Save m-car keep the same route. We only have M-car on Orizaba Ave, even No. 54 bus stop also far for us. We only choice M-car.

I'm a little worried about community support- I very strongly support all aspects of what is being proposed but I'm afraid my neighbors may shoot it down. I have no negative feedback

1. Slight increase in Muni Metro service 2. 19th Ave can be an overwhelming and detrimental thoroughfare to drive and ride public transit on in the Sf urban environment 3. This project would require sufficient planning and preparation

Would you ride the M Ocean View more often if the proposed project were implemented?

Dig dig dig!

I am 81 now. I will probably never see completion

I am currently indifferent about this at the current time.

I take BART now because the M Line takes so long to get downtown

I take the M to Stonestown from downtown. I take 28/29 most of the time to reach this area.

I would feel indifferent and have mixed feelings about the proposed project

I'd have no choice except to drive

It will take longer to get to where I need to go, because some of the stops will be eliminated.

It would speed access to Stonestown, Stern Grove, and friends living in SW SF.

None of the four proposals will benefit us
Not if train is under grounded Dis-incentivizes taking transit like a rat in a hole
Probably ride the same amount
Absolutely!
Already taking muni. would not increase/decrease
although I might be riding the j instead
currently do but as 4 car trains this would help as a shuttle as I normally take the L Taraval
depends on ease of access to SFSU
I ride it seven days a week
I ride the m frequently already and don't drive
If this proposed project is implemented my opinions/thoughts would differentiate.
many times I would use this as a shuttle to the L-Taraval, also great for trips to Stonestown
Currently, time (not cost) competitive between SFSU and downtown if I took 28 and BART vs. M line due to existing problems.
I would love to see these improvements implemented and would increase my ridership over BART, increasing revenue to the city
I would be forced to ride the J Church via San Jose Ave, Church St to get to Van Ness. I don't think it's fair that OMI neighborhood riders have to either prolong their commute via the J then transferring to the M or riding the J traveling via San Jose ave etc...

I ride it almost every day as it is so it is hard to say I would ride it more but I might be more likely to take it to Stonestown with the new improvements.

Currently the k provides a faster commute than the M. All underground and fewer stops might change this.

I don't live in the part of town so the project won't affect my use of public transit in this part of the city

I have to ride it every day- no car- live in Parkmerced- go to USF, downtown, Fillmore, Union St, Chestnut all over. Only alternative is #28-- works for some of above but just as unreliable, crowded, miserable as the M

Implementation needs to include terminating M line at Daly City BART to achieve true intermodal needs and integrating the Metro tunnel ATCS system (automatic train control) with the M-line extended system. (Latter need has become apparent since the 2/12/16 M line surface derailment between Holloway and Winston.)

I'd be much more inclined to visit the area, particularly Stonestown and businesses near and on Ocean Ave.

A few years from now I'll be going to school at SFSU. This project could be a lifesaver for my commute.

The west side of the city is an area I am least familiar with. One main reason is that it is not the easiest/quickest to get over there.

Living in Oceanview I would ride the J more due to the redesign. where I used to live in Lakeside, though, I would definitely ride the M more

The M currently runs right by my home and stops right by my office downtown - but I only ever ride it in the evening because it is totally unreliable in the morning, which is largely due to traffic at St. Francis Circle.

I use it a lot. This will no help times downtown at all. The weak link is the muni coming above ground. SUBWAY!

Absolutely. With any redevelopment at Park Merced in conjunction with the proposed project, I'd be much more inclined to check out those areas, or visit destinations further out.

Anything else you would like us to know?

Dig dig dig!

Great options you all have come up with.

I used to drive the M, crossing Hwy 1 sucked.

The lines to speak were so long at most meeting I gave up to speak at them.

Turn the empty land into housing!

What about housing?

What would the new M line be called, if it no longer runs on Ocean Avenue? This looks like a great project, but I'm disappointed that we can find the billions needed for a project like this, but the 38-Geary, which has higher ridership than the M, has to make do with "BRT lite".

It would make more sense to improve the service of the M-car, rather than dig everything up to save a few minutes. The M-car does not run on any kind of reliable schedule. That's the REAL problem.

As costly and disruptive as it would be, for some time, MUNI has needed a viable METRO plan for enhancement of underground service in three corridors: Express track service in the current Metro tunnel; Metro underground service in the Geary corridor, and lengthier underground service in the N-Judah corridor, starting at 19th Ave. Eastbound. Without these bold but needed initiatives, we'll remain like Boston: with many "surface" conflicts and a horribly antiquated underground core spawning daily delays.

Disabled veteran have used wheelchair most of life and HATE buses. Will ride rail pretty much anywhere but have a car and if I need to take the bus I am more likely to drive. the trackless trolleys are sort of a half way there solution

I'm 81, born in SF, lived on Forest View Dr from 1941-1959 and Parkmerced since 1959 (in all those years the only good transportation was the 17 express Parkmerced to 2nd and Market via the freeway- simply a joy!!!)

More people out here now need to use Muni to get to SOMA, which is a pain. Any chance you could run the T in a loop instead of the J? So I could go straight into 2nd & Brannan for example? More software jobs in that area...

West Portal surface comment: there is only 1 stop along West Portal. Underground seems preferable to me.

I think this is a bold and needed step in the transit development of San Francisco. We need rail transit that is efficient and faster than the congested surface lines and buses that we have now, and this is a wonderful solution.

Stern grove music festival And YMCA site and annex along with Macy's parking lots at Stonestown and an aerial platform design submitted prior can add density and lessen construction timeframe and costs if done along 20th and back up to 19th near Petco and ymca annex with a new station at stern grove and hybrid building at prior pumpkin patch and at grade at Junipero Blvd and 19th