

EXCELSIOR DISTRICT IMPROVEMENT ASSOCIATION

A NONPROFIT ORGANIZATION

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July 26, 2005

Mr. William Lieberman
Deputy Director, MTA Planning
One South Van Ness, 3rd Floor
San Francisco, CA 94103

Re: 52 Excelsior Bus Line

Dear Mr. William Lieberman:

The Excelsior District Improvement Association (EDIA) has serious concerns regarding upcoming service adjustments to community service routes #52 and #54 through the Excelsior District. The 52-Excelsior will terminate at Luther Burbank School and increase mid-day headways from 20 to 30 minutes. The 54 will be rerouted from Persia onto Moscow and Naples, to cover the discontinued 52 service, then proceed down Geneva Avenue to Balboa Park BART, and continue on its regular route to Daly City BART.

We recognize that the service changes have some benefits:

- 1) Additional capacity to Balboa Park BART along Geneva: The Geneva corridor is chronically underserved, especially in peak hours, and pass-ups are a daily occurrence. Frustrated patrons watch empty coaches pass by on the 52 and 9X lines which terminate short of Balboa Park BART, and the 54 on Geneva will provide some relief. However, because the 54-Felton coach is already half-full in the AM peak by the time it reaches Persia, the re-route to Geneva will provide only a partial solution to the Geneva corridor capacity problem, and will not increase net feeder capacity to BART.
- 2) The 52-line layover area at Amazon can be eliminated, and parking spaces returned to the neighborhood.

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- 3) Budget Savings: The service changes contribute to Muni's budget savings.

However, there are drawbacks to our neighborhood residents:

- 1) Reduced capacity and increased headway to Balboa Park BART along Persia: Patrons boarding Muni on Persia will have only the 29-line, which runs on a 15-minute headway. This less frequent feeder service along Persia to Balboa Park BART will become crowded during the AM peak.
- 2) Reduced feeder service to Glen Park BART: The 52-line will no longer deliver residents leaving Glen Park BART into the half of the Excelsior lying south of Brazil/Persia.
- 3) Increased wait time: Whereas the 52-line now runs on a 20-minute headway, the 54-line is on a 22-minute headway, and the 52 will be cut to a 30-minute headway midday. This results in an overall service reduction for the entire neighborhood.

EDIA believes there is a better solution which can transform the 52-Excelsior into a more effective community service. The Excelsior district is equidistant from both Balboa Park and Glen Park BART stations. To realize the benefit of proximity to BART, and to entice our residents onto public transit, we need convenient and frequent BART feeder service. Because the 52-line route runs on different streets within the Excelsior, most district passengers en-route to BART must board at a different 52 (or 54) bus stop going to BART than returning home. This distance is as much as three blocks, which is a real disincentive after dark or for patrons with walking difficulties. However, if the 52 were to stop at both BART stations on its route, district patrons could use the bus stop closest to home, to get both to and from BART. This would attract more passengers in both directions along the route. With NextBus arrival predictions available in 2006, patrons could meet the bus at their local stop for a quick trip to BART.

We anticipate the overall cost for extending the 52-line to City College, balanced with a 30-minute midday headway, would be a net zero over the cost of today's 52-line service, before the proposed pending service changes.

City Planning has identified Balboa Park as a vital transit hub for San Francisco. A critical component to the success of a transit hub is robust feeder service to the surrounding neighborhoods. Improving the 52-Excelsior's feeder service can simplify transit service for the Excelsior community, and help to realize the transit hub concept without a dime in infrastructure improvements.

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To that end, the EDIA proposes that:

1) Muni extend the 52-Excelsior along Geneva Avenue to Balboa Park and City College, and restore the 54-Felton to its route along Persia and Ocean Avenues.

-AND-

2) Muni permanently release the 52-line layover area at Amazon and Mission.

Looking forward to the Third Street Light Rail line opening in 2006, which will restructure the 15 and 9X lines along the Geneva corridor: Excelsior residents want to celebrate the success of the new LRT line and share in the transit options which it will open up. EDIA requests that Muni meet with the community to go over the Third Street service plan and solicit feedback from the district on how to improve service in concert with opening the new LRT line.

Sincerely,

Lionel Brazil
President

CC: Stuart Sunshine, MTA Executive Director
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