

Candidates' game plans if elected District 6 supe



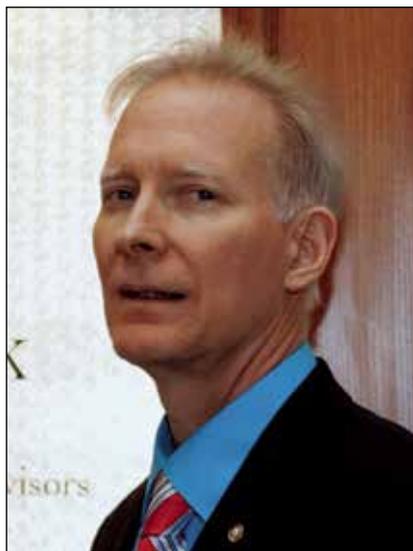
DAVID CARLOS SALAVERRY: I'll do something about crime

I'm a licensed builder and drive a Sidecar part time. Born and raised in San Francisco, I was educated in public schools and now live in the Tenderloin. The most important issues for District 6 are crime, housing and middle-class jobs.

Crime:The Tenderloin is a "containment zone" where politicians push the mentally ill, the homeless, the parolees, etc. But it's also the home of 4,000 children who endure drive-bys, step over needles and see crack smoked openly as they walk to school. Let's do something about crime in the TL.

Housing: Skyrocketing housing costs have new residents competing with longtime San Franciscans for scarce housing. We should welcome techies. But we need citizen-monitored, balanced development to accommodate them.

Middle-class jobs:As a licensed residential remodeler, I understand small business and will make sure those in District 6 survive. We need a supervisor who gets working people. ■



MICHAEL NULTY: I'll give the average citizen a voice

As District 6 supervisor, my priorities will be to put the needs of the people before the interests of special interest groups, especially real estate speculators, and to give the average citizen a voice at City Hall.

Despite the highest taxes in the nation, most city residents receive little or nothing for their tax dollar. Senior citizens, persons with disabilities and immigrant communities have been all but forgotten. High rents, poor Muni service, unsatisfactory street sanitation, the threatened closure of City College of San Francisco, and cuts in health and human services are the legacy of recent administrations.

Presently there are no realistic plans for below-market-rate housing, rehabilitating or replacing centuries-old buildings, sustainable community development, the creation of community and open space, or for making our streets safer and cleaner. If elected, these issues will be my priorities. ■



JAMIE WHITAKER: I'll fight for our fair share

Traffic congestion is killing us downtown residents with air pollution, and I will make community health my first priority. Our Filipino and LGBT neighbors are being priced out of their homes by speculators banking on building more office space in Central SoMa. The Central SoMa Plan must be stopped so we can digest existing upzonings and changes in Transbay, Mission Bay and mid-Market.

I'm running for District 6 supervisor because we are the economic engine for the city, but we get treated like second-class citizens. Our properties comprise 20% of the city's total taxable values, but we only have 0.17 acres of public parks per 1,000 residents.

I'll fight for our fair share. The Twitter tax break's community benefits should include college scholarships to help motivate our low-income youths to do well in school.

There should be benches in Civic Center Plaza and along our sidewalks. ■



JANE KIM: We have more to do

It is my honor to serve District 6 the past four years and work to make our neighborhoods safer, stronger and healthier. We have made great strides toward achieving this goal and we have more to do.

My goals are to develop safe, complete neighborhoods, ensure equitable development, preserve and build more affordable housing and increase fair access to quality jobs. No less than 30% of new housing construction should be affordable to our working and middle-class residents.

I also am working to reform our homeless shelter system by funding evening health and mental health services inside our shelters and by opening a 24-hour medical respite shelter.

I will continue to implement our Vision Zero policy to get to zero pedestrian/bicyclist deaths by 2024, especially important for our children, families and seniors.

Finally, I am proud to author the Fight for 15 on November's ballot to increase our minimum wage. ■

Tech transit tells Lee's council it passes on disabled

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"Not only are TNCs reducing the demand for taxis, but they're also robbing these taxi companies of experienced drivers who could operate and maintain the vehicles with wheelchair lifts. So they're being attacked from both ends," Rathbone said.

"The bottom line is that providing service to people with disabilities is expensive," Rathbone said. "Staffed call centers are expensive. Wheelchair-accessible vehicles are expensive." He pointed out a report that said more than 80% of paratransit service users don't even have a computer, so a TNC service available only via an app is of scant use.

Oka said that he doesn't use Uber because, when he tried, they told him, "We don't have any accessible vehicles available." I haven't gone back."

Another customer who hasn't gone back is Leena Dawes, 26, of Sacramento, who'd been enjoying the alternative to paratransit services that Uber provided until one morning in late March, when she realized that her driver had put her guide dog, Charity, not in the backseat as she is accustomed, but in the trunk. When Dawes asked the driver to stop the car, she told The Extra, "he told me, 'It's a nice trunk'" and continued driving her to her destination, 15 to 20 minutes farther.

According to Dawes, the driver seemed worried at the end of the ride that she might give him a poor rating, saying, "I hope you're OK," while Dawes was insisting, "I need to get my dog out." "I gave him a 1," Dawes said, "because there's no 0." She said she now uses Lyft, which she says has an automatic termination policy for drivers who refuse service dogs.

Unlike the taxi industry, which is regulated by the SFMTA, tech transit is overseen by the state Public Utilities Commission, which puts no strings on their operations: no restrictions on the number of drivers they hire, nor do they have to meet the city's alternative-fuel requirement as taxis do, and they have been able to operate with much less insurance than is required of San Francisco's approximately 2,000 taxis.

"Because the city fathers like Uber and Lyft, I believe that City Hall has told the (SFMTA) board to keep their hands off, that CPUC has regulatory authority," former MTA board member Oka said.

Christiane Hayashi, in her role as SFMTA's director of Taxis and Accessible Services, also laid the blame with the mayor, according to Rathbone. "Hayashi told us many times, 'I'd love to do something about this, the problem is in Room 200,'" he said. Hayashi left the MTA this year after being demoted

and was unavailable for comment.

The decision to have the CPUC rather than the SFMTA regulate ride services, Rathbone said, was made "behind closed doors and without any documentation that is available to the public."

"I give the MTA high marks," he continued. "They were the first agency in the U.S. to butt heads with Uber and say, 'No, you cannot portray yourself as a cab company.' They've hated the MTA ever since."

"The CPUC is the prime regulatory culprit," Bob Planthold, a disability advocate who's been honored by the Mayor's Disability Council, Caltrans, Caltrain and the city's Paratransit Council, told The Extra.

"The (SF)MTA is caught between the mayor being enamored of sharing companies and reality," Planthold said. "We haven't heard anybody in officialdom tell the mayor, 'You're wrong!'"

Rathbone told The Extra that all cabs carry a \$1 million liability policy that covers drivers all day, every day. Ride services also have a \$1 million policy in effect when one of their drivers is transporting a passenger, or en route to an agreed-upon pickup. But those policies are not in effect when the vehicle is between calls or when the app is turned off.

The latter point resonated loudly through the Tenderloin in January

when an Uber driver hit and killed 6-year-old Sophia Liu and injured her brother and mother while making a right turn at the corner of Polk and Ellis at 8 p.m. on New Year's Eve. The driver, Syed Muzzafar, 57, of Union City, told police he had the Uber app on at the time and was cruising the streets awaiting his next call.

Uber officially expressed condolences to the Liu family, but said that because the driver was "not providing services on the Uber application at the time of the accident" it was not liable and quickly let Muzzafar go. Muzzafar's insurer, sensing a pending public relations disaster, Rathbone said, quickly paid the full amount called for in Muzzafar's personal insurance policy — \$30,000. Sophia's family has since filed a wrongful death suit against Uber.

"They don't care about the PR disaster," Rathbone said. "This is a predatory, capitalist enterprise. They answer to no one."

The tech transit trio have attracted a lot of other legal attention as well.

The SFMTA sets fares and requires that all cabdrivers undergo training, including in accommodating the disabled, plus background checks. Cabbies are covered by workers' comp regulations too, something denied tech transit's so-called independent contractors.

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