

GOOD NEWS for...

PROGRESSIVES A pragmatic philosophy for everyday politics has appeared on the Washington Monthly's Web site, www.washingtonmonthly.com. It was written by Greg Colvin, partner at San Francisco's pioneer law firm for nonprofits Silk, Adler & Colvin. Colvin is the nation's leading legal expert on fiscal sponsorship, having written the book on it: *6 Ways to Do It Right*, published by Study Center Press. Bill Moyers steered Colvin to the Monthly's online focus on contemporary social and political concepts. The Monthly let all 13,000 words run, so you can get Colvin's finer points, too. Ignore the obnoxious bloggers who have taken up residence there to talk about themselves. Colvin's essay is crisp, stylish and realistic. "The Progressive Trinity: Family, Business and Public Service." Check it out.

TL CHILDREN The kids who play at Boeddeker Park were polled and the results are in: Given a choice of what to do with a \$5,000 windfall, they wanted a climbing structure — just like kids have at other parks in the city. "We applied to San Francisco Beautiful for the grant in May," said Betty Traynor of Friends of Boeddeker Park, "and we just heard back. It's great news!" A climbing structure doesn't come cheap, however — a modest but sturdy one is probably double or triple the grant, Traynor said. But the boon will offset its cost, and also will become the first substantial pot of money to kick off a campaign to renovate Boeddeker's play areas. Besides Friends of Boeddeker, about a dozen groups had competed for S.F. Beautiful's latest quarterly grants, said Executive Director Dee Dee Workman, and five received an award. "We granted to Boeddeker a few years ago for its community gardens," Workman added. "We're always happy to support underserved communities like the Tenderloin."

If you have some good news, send it to marjorie@studycenter.org or tom@studycenter.org.



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Salvation Army's surprising find

Unusual 1,500-gallon oil drum — still full — unearthed during demolition

BY MARJORIE BEGGS

SALVATION Army Lt. Roger McCort gave the Tenderloin Futures Collaborative the shortest project update yet on its new digs at 240 Turk: "The original building on the site has been demolished. Debris removal will be complete in two weeks and then construction will start."

Salvation Army broke ground June 21 on the \$52.6 million project — eight stories, 113 studios, chapel, community center with pool, dance studio, fitness center, climbing wall, computer lab and classrooms.

Were there any surprises during demolition? McCort was asked at the July TFC meeting.

Well, yes.

"We found a 1,500-gallon oil drum — filled — under the building," he said. "It was formerly an SRO and was constructed right after the '06 earthquake. They must have built it right on top of the oil drum, which was typical in those days."

Just before going to press, The Extra poked around the vast hole where the new building will rise and talked with Cahill Contractor Inc.'s Manny Rodriguez, the project assistant superintendent. He was overseeing the delivery of a huge truckload of 40-foot-long steel beams.

"They're the underpinning for the soldier piles — the walls that hold back the earth," he said. "They'll be buried in the ground and encased in concrete."

Rodriguez had just started work at the site, so he wasn't around when the oil drum was discovered, though he'd heard about it.

"I've been on jobs here in the city where we've found other drums," he said, "but the biggest was a 55-gallon drum."

GEARY RAPID TRANSIT STUDY

Buses carry about 50,000 people each weekday on Geary, the city's busiest corridor, making it a natural for a study aimed at bus rapid transit. S.F. Transportation Authority Project Manager Julie Kirschbaum gave TFC a punchy presentation that laid out the scope, time line and options for the Geary BRT, as the Transportation Authority affectionately calls it.

It isn't a rail system. Rather, the buses would have dedicated lanes from Van Ness to 33rd Avenue. Those lanes might be curbside, similar to the way it is now, or they might be in the center two lanes of the street, either with a platform between the buses or with platforms on either side of them.

Elsewhere on Geary

— out to the ocean and through the Tenderloin to Market — the transit authority is considering pedestrian and bus stop improvements, Kirschbaum said.

That raised a red flag in the room. Many Tenderloin activists fought hard in 2004-05 against Muni's Inner Geary Transit Plan to cut five stops in the neighborhood. In a hard-won compromise, two of the stops, at Jones and Hyde and on O'Farrell and Larkin, were restored.

"We've already changed lanes down here," said Michael Nulty, president of Alliance for a Better District 6. "All it does is encourage double-parking. And the traffic flow that was supposed to improve isn't happening."

"We're really not looking at any major changes in the Tenderloin," Kirschbaum said. "But we will make spot improvements, the kinds of things we can implement much sooner, in five years."

YMCA Director Carmela Gold asked if a bike lane on Geary was part of the plan.

Kirschbaum said she wasn't sure that was possible, but the project team was working with the Bicycle Coalition and looking at putting lanes on streets just off Geary.

"As a disabled person, I'm

concerned about the limited vs. the local buses," said resident Mark Brown, explaining that the locals never seem to come often enough for his needs.

"Well, right now, 55% of the buses are limited and 45% are local," Kirschbaum said. "One of the goals of the plan is to improve the reliability of schedules. I think that will help."

S.F. Network Ministries Director Glenda Hope put in a request for lower benches — and ones that don't tip — at bus shelters.

"But we may not want to make the shelter too comfortable," added property manager Jim Thompson. "They're regularly used for drinking and doing drugs." It can get so bad, he said, that people waiting for buses have to wait out in the rain.

Kirschbaum said the study, nearly completed, will be followed by a final report with recommendations, Transportation Authority board vote and environmental review.

BRT is expected to cost \$150 million-\$200 million; about \$50 million will come from the city's half-cent sales tax for transportation, with the rest from federal and regional resources. Full BRT implementation won't happen until 2011. ■



TENDERLOIN HEALTH Outreach and Community Events August 2006

HIV Services Forum

Topic: Your Medication Regimen — Your Life Is In Your Hands
Speaker: Andrew Reynolds, SF City Clinic
Date/Time: Wednesday, August 16, 5:30 pm - 6:30 pm

Health Promotion Forum

Topic: Diagnosed Positive — Now What? Empowering Yourself as a Patient
Speaker: Jay Fournier, Abbott Laboratories
Date/Time: Wednesday, August 28, 2006, 5:30 pm - 6:30 pm

Location for Forums: Tenderloin Health, 191 Golden Gate Ave. light meal will be provided

Client Advisory Panel

Come talk with Tenderloin Health's Executive Director and program managers about plans for Tenderloin Health. Also provide input on new services and how we can improve.

Date/Time: Wednesday, August 9, 11:30 am - 1 pm; Wednesday, August 30, 11:30 am - 1 pm

Volunteer and Intern for Tenderloin Health

Open House: Friday, August 11, 5:30 pm - 8:30 pm
Orientation: Friday, August 18, 5:30 pm - 8:30 pm
Luncheon: Thursday, August 31, 12 pm - 1:30 pm
 220 Golden Gate Ave., 3rd Floor
 You must register for volunteer trainings. Stop in/call Emilie (415) 934-1792.

For current groups' schedule or for more information call: 415.431.7476 or go to www.tenderloinhealth.org

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