Disabled snubbed by Sidecar, Uber, Lyft
Tech transit tells city: Wheelchair service doesn't pay

By Mark Hedin

In San Francisco, “disruptive technology,” the goal of techies everywhere, has thoroughly discommodated the system for transporting disabled people around town, turning back the clock on decades of hard-won human rights gains and, in the bargain, pulling the plug on the greenest taxi fleet in the country.

While “ride-sharing” companies such as San Francisco natives Sidecar, Uber and Lyft — financed by billion-dollar venture capital investors including Google — flood the streets, for people who get around on motorized wheelchairs and depend heavily on taxis to meet other transportation needs, it’s back to the laws of the jungle. People who need service animals, too, have found that the hip, luxe ride-service apps don’t really apply to them.

“This is an example of unbridled, unregulated business,” Howard Chabner, former chair of the Mayor’s Disability Council’s Physical Access Committee, told the council at a July hearing on Uber’s impact on the disabled. “And yes, there’s always some benefits to that, otherwise it wouldn’t make any inroads. But the regulation exists for a reason and this is being undermined, and I blame not only Uber and the other companies, but the city of San Francisco for allowing this to happen.”

“They’re decimating the cab industry, and the city of San Francisco enabled that behavior,” Chabner said.

Although the ride services claim to be environmentally friendly, in a carpooling sort of way, the taxis they are putting out of business in San Francisco represent the greenest cab fleet in the country: 97% are low-emission vehicles according to the SFMTA, which forces taxis to meet a clean air requirement that ride-share services do not have.

In the face of the withering competition from tech transit, the cab industry is now embracing app technology with Flywheel and Curby, and individual cab companies are rolling out their own apps as well. And the SFMTA, which regulates cabs with a fine-toothed comb, has instituted some new incentives to encourage cabbies to continue serving the disabled.

Under the 1990 Americans With Disabilities Act, all “public accommodations,” including taxis, are required to be available to all customers, and since 1994, according to former MTA board member Bruce Oka, taxi companies have

Homeless to healthy

Elders at Curry take tech path to quality of life

By Marjorie Beggs

Inda Rospendowski and Diane Evans have had rough patches in their lives. In their 60s, a time when most people expect life to be easier, they were homeless and ill. Bouncing from shelter to shelter, Rospendowski says she was so sick she thought she was going to die, and Evans, a Hurricane Katrina survivor, was trying to maintain her dignity while alternating between shelters and sleeping in her car under freeways.

But the women’s bad luck turned good two years ago when they moved into their own studio apartments at Curry Senior Center in the Tenderloin. Six months ago good fortune came knocking again in the unlikely form of iPads and health monitoring devices they use at their leisure in their apartments.

Their tablets are tricked out with easy-to-use screen “cubes” that let them track their weight, heart rate and physical activity and also access the Internet’s wealth of communication, information and entertainment possibilities.

The two seniors are already seeing health benefits. Evans has reversed a prediabetic diagnosis, and Rospendowski is taking Zumba classes several times a week.

Potentially hundreds more poor seniors in the Tenderloin could see similar benefits over the next few years as part of Project Senior Vitality.

In April, Curry Senior Center began developing that pilot program to test whether low-income seniors improve physically when they monitor their own health stats and feel less isolated and more socially involved when they use the Internet.

“We’d been experimenting with ways to help clients get connected through our computer lab that opened in October 2012,” says David Knege, executive director of Curry, a 52-year-old nonprofit serving 2,300 seniors annually with a health clinic, meals, social programs and housing. “The lab is filled with seniors learning and exploring technology every day, but it’s not the same as having a personal device in your apartment.”

A year ago, Knege got a call from Al Leveckis, chief technology officer of Healthcare Innovation Transfer Foundation. The California nonprofit, with an office in San Francisco, fosters U.S.-Dutch collaboration on controlling spiraling health costs by giving people modern tools to help themselves to better health.

Leveckis, who lives in the Bay Area, says he checked out several agencies for the
operated vehicles that can accommodate electric wheelchairs. But with the arrival of the transportation network companies — TNCs, as they have come to be known — many of the taxi firms’ 125 expensive, specially outfitted wheelchair-accessible cabs now sit idle as their former drivers have left for greener pastures in the tech-dominated Wild West of public transportation, where regulations are few.

“When the city allowed Uber to compete directly with taxis, without the expense of serving disabled people, it began a process of undermining the taxi companies’ ability to provide accessible services,” Charles Rathbone, assistant manager of taxi company Luxor, told the Disability Council. “Two years ago, Luxor operated 40 wheelchair-accessible cabs,” he said. “This year we’re operating fewer than 20. And, as a matter of fact, today at this hour, fewer than 10 are actually in service on the streets.”

“I assure you that it is due 100% to the city, and now the CPUC, allowing Uber to skim the cream off the top, to cherry pick the most profitable rides while giving disabled people promises about their services later.”

Of the city’s 15,457 registered paratransit users, almost 4,000 are wheelchair users, according to SFMTA. Almost 20% of the city’s population is either senior or disabled, according to SFMTA’s Sept. 16 report. Census figures show that in the Tenderloin approximately a third of the population has some type of disability. In a report to the SFMTA board on Sept. 16, the agency’s Taxis and Accessible Services Director Kate Toran said that in less than two years, monthly pickups in ramp taxis, as those serving Senior and Disability Action, have gone to the ride companies, according to Toran’s Sept. 16 presentation to the SFMTA’s Board of Directors. “Make no mistake about it,” Rathbone told the council. “Every time that Lyft draws yet another driver away from the taxi companies, they are taking service away from you and they’re making no compensation at all for the damage they are doing.”

The taxi industry says it currently struggles to provide wheelchair-accessible services because it can’t retain experienced drivers. While Carter said Lyft’s pool of drivers — she told the Disability Council the company has 10,000 — has such a high turnover rate that providing driver training in serving the disabled, or anything more than an online class is anything more than an online class is impractical, taxi companies say they are struggling to keep experienced drivers from jumping ship.

After all, 65% of the taxi business has gone to the ride companies, according to Toran’s Sept. 16 presentation to the SFMTA’s Board of Directors. “When the city allowed Uber to compete directly with taxis, without the expense of serving disabled people,” Carter told the council, “I assure you that it is due 100% to the CPUC, allowing Uber to skim the cream off the top, to cherry pick the most profitable rides while giving disabled people promises about their services later.”

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Tech transit reps tell mayor's council they can't serve disabled
Candidates’ game plans if elected District 6 super

Tech transit tells Lee’s council it passes on disabled

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 pub- lic schools and now live in the Ten- derloin. The most important issues for District 6 are crime, housing and middle-class jobs.

Crime: The Tenderloin is a “contain- ment zone” where politicians push the mentally ill, the homeless, the parolees, etc. But it's also the home of 4,000 chil- dren who endure drive-by, step over needles and see crack smoked openly as they walk to school. Let’s do some- thing 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-mon- tored, balanced development to ac- commodate them.

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

Michael Nulty: I'll give the av- erage person a voice.

As District 6 supervisor, my prior- ities 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 disabil- ities and immigrant communities have been all but forgotten. High rent, poor Muni service, unsatisfac- tory street sanitation, the threatened closure of City College of San Fran- cisco, and cuts in health and human services are the legacy of recent ad- ministrations.

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

Jaime Whitaker: I’ll fight for our fair share.

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

I’m running for District 6 super- visor because we are the economic engine for the city; but we get treated like second-class citizens. Our proper- ties comprise 20% of the city’s total taxable values, but we only have 0.17 acres of public parks per 1,000 resi- dents.

I’ll fight for our fair share: The TWT- ter 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.

I am running to reform our homeless shelter system by funding evening health and mental health ser- vices inside our shelters and by open- ing a 24-hour medical respite shelter.

I will continue to implement our Vision Zero policy to get to zero pe- destrian/bicyclist deaths by 2024, es- pecially 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.

Continued from page 2

“Not only are TNCs reducing the demand for taxis, but they’ve also rob- bing these taxi companies of experi- enced 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. “Stalled call centers are expensive. Wheelchair-ac- cessible 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 out of reach.

Oka said that he doesn’t use Uber because, when he tried, they told him, “We don’t have any accessible vehi- cles available.” I haven’t given up.

Another customer who hasn’t given back is Leena Dawes, 26, of Sacra- mento, who’d been experiencing the alter- native to paratransit services that Uber provided until one morning in late March, when she realized that her driv- er hadn’t picked up her guide dog, Charity, not in the backpack 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 desti- nation, 15 to 20 minutes farther.

According to Dawes, the driver seemed aware at the end of the ride that she might give him a poor rat- ing, 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 says she has an automatic termination policy for driv- ers 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 alterna- tive-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 Accessi- ble Services, also said the blame with the mayor according to Rathbone: “Ha- yashi 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.

But the decision to allow TNCs to CPTC 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 gave the MTa high marks,” he continued. “They were the first agen- cy in the U.S. to butt heads with Uber and say, ‘no, you cannot portray your- self as a cab company.’ They’ve hated the MTa ever since.”

“The CPUC is the prime regulato- ry culprit,” Bob Rathbone, 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 emasculated of sharing companies and reality,” Rathbone said. “We haven’t heard anybody in official- dom 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 driv- ers 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 loud- ly 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 6 p.m. on New Year’s Eve. The driver, Yed 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 condi- tions 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 rela- tions disaster, Rathbone said, quickly paid the full amount called for in Muz- zafar’s personal insurance policy — $30,000. Sophia’s family has since filed a wrongful death suit against Uber.

“We don’t care about the PR di- saster,” Rathbone said. “This is a preda- tori-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 dis- abled, plus background checks. Cab- drivers are covered by workers comp regulations too, something denied tech transit’s so-called independent contractors.

Continued on page 9
I’m a member

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from companies outside the neighborhood

Tech-driven Vitality Project finds help
from offices in Amsterdam, Paris and Hong Kong.

Evans, 68, also saw the iPad proven particularly useful.

"I have health and mental health problems, and don't want it to be diluted," knego said.

"We may use them as an incentive for health achievements in a later stage," said Leveckis.

"I feel protective of the project and don't want it to be diluted," Knego said. "Angel's help means social connection to the seniors, has its heart. Her internship's over in December, and we hope to hire her to coordinate it. I will find funding," he expects.

"Let's go," and cuddles with her when the number of steps registering on her iPad shoots up — and then change.

"It's really one miracle after another," Rospendowski says.

"I know of her plight as she moved from place to place, and don't want it to be diluted," knego said.

"He expects to hire her to coordinate it. I will find funding," he expects.

Thorp said they've got Twitter, Zendesk and other tech firms on their radar and will ask them to volunteer, possibly before the pilot ends.

Rospendowski and Evans demonstrated their skills on their iPads. Both had to get used to the device's sensitivity to touch, and spoke.

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year. "The world’s speaking a language I don’t know anything about, and I want to be part of that discussion."

Today, she proudly carries around her iPad and seems amazed at her progress: "I knew nothing at first — I didn’t even know app meant application. I did try the lab here but it frustrated and depressed me."

The iPad, with its portability and more intense training, is different. She monitors her heart rate, is learning to do email, checks on what’s happening in the world and looks up recipes. "Of course I cook in my room, " says Evans, who has a two-burner stove and microwave as well as a toaster oven. "The last things I looked up on the Internet were Chinese rib sauce and carrot soufflé — I made that in the toaster oven. And I had weevils in my pasta. I looked that up, too."

She’s determined to use her iPad mostly to keep getting healthier. She’s managed to go from prediabetic to nondiabetic and is trying to strengthen "all the working parts," anticipating a hip replacement next year.

Evans has experienced one problem with her iPad that must be sorted out: inconsistent WiFi in her building. Leveckis says the access point is in the lab, two floors down, and distance and building materials are weakening the signal in her room.

"Diane has only minimal WiFi now, " he says, ‘enough for the weight scale occasionally but not much more. I’ll try a new power line next but, in the end, there will be a solution, even if we have to drag an ethernet cable outside, over the roof.’"

The practical, appealing idea of the iPad pilot is to give seniors a personal, high-tech device they can use in their rooms and apartments. So how does Evans check local and world news? She’s nothing but trooper: To get connected, she takes her iPad downstairs to the community room or, most often, sits on the stairs at the end of her hall. And, she says, she loves every minute of it.
Don’t Shred City College

Saving City College is our number 1 priority. ACCJC, the Accrediting Commission that’s supposed to “ensure the quality of education” at City College has recklessly and seriously endangered the hard-earned reputation of our 79 year-old college. We have nothing to apologize for. City College offers an excellent education. Finances are not the problem. CCSF is in strong financial shape, the Board left it with a balanced budget. And with Prop 30 and Prop A and new facilities to attract new students, plus the improving economy, City College has a bright financial future.

The quality of City College’s education is not in question. City College is renowned for its teachers, staff and educational excellence. Hundreds of thousands of successful students have gone on to rewarding careers, contributing to our community. What annoys the ACCJC is the bureaucracy — not because it’s unresponsive to the will of the voters — just the opposite. The ACCJC’s has imposed its will through “Extraordinary Powers” behind closed doors, without hearings or input from the public—that’s antithetical to San Franciscans’ sense of fair play and due process.

Destruction of records. Now that ACCJC has been forced to defend its actions in court, it’s reportedly shredding documents. It’s no wonder U.S. Congress Member Jackie Speier calls it “an agency run amok.”

Policy pushback. The ACCJC wants to impose policies that read straight out of the right-wing playbook: remove faculty from the decision process, hire part-time, temporary, low-wage “adjunct” professors, slash job security for teachers, increase wages for administrators, trim “unnecessary classes,” nullify child care agreements, rewrite the Mission Statement to exclude thousands of students, close neighborhood serving facilities, cancel expansion plans.

All these “fiscal austerity” mandates are demanded despite the fact they will further cut enrollment, aggravating the fiscal health of CCSF.

Lifelong learning is not lifelong failure. We disagree with the ACCJC and the non-repeatability ruling. We favor repeating classes when repetition ensures success — hundreds of classes: learning English (ESL), basic skills, art, theater, music, tai chi, yoga, aerobics are being closed because students can’t re-enroll. This especially hurts our seniors for whom a class makes a big difference. Grandma’s pottery class does not threaten the community college system!

Education for All. It’s why City College began. I take pride in the students who do not have the option of 4 year and elite universities, whose successful careers started at City College. They are the very people who need it the most, I’ll always advocate for them.

No Apologies. I am confident that we will prevail if we stay true to what we believe. I do not apologize for standing up for the values San Franciscans cherish — living wages, a seat for everyone at the table and education for all — our San Francisco values.

A great career begins at City College!

Please sign my petition on repeating classes: petitions.moveon.org/sign/dont-kick-grandma-out

INFO: anitagrier.org

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A MASSIVE NEW HOUSING TAX will only make the housing crisis worse and hurt San Francisco residents — vote no on Prop. G.

Prop. G imposes a massive new tax on many homes, including single-family homes with in-law units, sold in San Francisco. This new tax of up to 24% of the total sales price of a home is one of the highest taxes ever levied in San Francisco or any city.1 Worse, not one cent is obligated to go towards creating more housing — it can all be diverted to other uses.

Take a closer look at exactly who gets hurt if Prop. G becomes law:

New Homebuyers and Renters Lose: There are zero protections against passing on all the costs to new owners or new tenants.

Owners Forced to Sell Homes Lose: Owners forced to sell because they face an illness, job loss or job transfer are not protected from Prop. G.

Seniors Lose: Their retirement nest eggs could be scrambled by this massive new tax.

People Looking for Affordable Rentals Lose: Prop. G creates an incentive for homeowners to take secondary rentals, known as in-law units, off the market — leading to even higher rents.

San Franciscans deserve thoughtful solutions to address our housing crisis, not Prop. G.

Find out why Supervisors Scott Wiener, Mark Farrell and Katy Tang, Willie B. Kennedy Democratic Club, San Francisco Alliance for Jobs and Sustainable Growth and many others say no on Prop. G.

To learn more, go to: www.StoptheHousingTax.com

VOTE NO on PROP. G on NOVEMBER 4 or WITH YOUR ABSENTEE BALLOT.
Anthony "Tony" Maita's memorial occurred on his 50th birthday, Aug. 27, which would have saddened his mother, who was eight years old when he was born. His family, animals, cracking jokes of his friend: Mr. Maita loved the Beat and talk him down. He was in danger of making a bad situation worse.

The years. When Sammil lost his temper he had kept Sammil out of trouble over the years. He was a real Tenderloin character. "He was quiet, minded his own business. But if you scratched the surface, you found an amiable, sincere man, agreeable for a loan, a person who swelled with pride over the time he served his country in the Army in Germany. Moreover, you'd find him tremendously happy to be a gay man in a city that knew how to appreciate the minority that had once been shunned. "I knew him a long time," said a man, one of more than a dozen mourners at Mr. Ricks' Sept. 15 memorial at the hotel. "And when I'd ask him for $10, $20 or $30, he'd always give it to me. I miss him." He was a very gentle man" who "was under the influence every day," but was respect-able behind it, "never falling down drunk," and always "affable — a gentle, loving soul." Mr. Ricks was passionate about gay pride and marched every year in the parade until declining health slowed him. He'll be 50 years old, and still he'll be my baby boy for all to see."

"My baby is 12 years, too old to fold in my arms and sit on my lap to squeeze his bottom, put on his cap. And he stood by me when I thought everyone was against me," Sammil said. "He made sure I stayed out of trouble. He was my best friend here, a great support system. I give you my love, I miss you, Tony."

Later, at a table of light refreshments in back, he rounded out a profile of his friend: Mr. Maita loved the Beatles, his family, animals, cracking jokes and going to AT&T Park. "He loved his father, who sent him packages every Christmas," Sammil said, "and he liked going out to the waterfront at night, out to watch the moon." The family had sent a letter to be read at the memorial. It lay on the table with the photo. It was something Mr. Maita's mother had written about him when he was 12 and it was sent poeti-cal, written in longhand with blue pen on a single sheet of lined white paper. Trudea held it up and read:

"My baby is 12 years, too old to fold in my arms and sit on my lap to squeeze his bottom, put on his cap. No matter how old he gets to be I'll always sit him on my knee, kiss his cheek, rub his head, watch his face get red. He'll be 50 years old and still he'll be my baby boy for all to see."

— Tom Carter
disabled don't fit business model, tech transp reps say

Can to improve these very important services we do have,” Toran said, while citing the higher costs for the vehicles, fuel, maintenance and licensing that goes into the “hardest to serve” segment of the population.

Lunor’s Rathbone said that installing a wheelchair ramp into a vehicle costs about $10,000 and involves cutting the frame, inevitably leading to chronic maintenance issues. New wheelchair-accessible vehicle costs up to $50,000, he said.

Rathbone concludes that the taxi industry set the table for the influx of unlicensed service through years of “driver-friendly” policies that limited the number of licensed cabs. A Federal Trade Commission study deemed the lack of competition in the industry back in 1984.

“For years, the Taxi Commission and the SFMTA were very driver-centric. We kept telling them they’ve got to order more permits and they didn’t do it,” he said, setting the ground for Uber. “We lost sight of our customers chasing the airport fares. We’re reaping the whirlwind now.”

— Tom Carter contributed to this report.

Big-money Seattle showdown

In March, Christine Hayashi, then SFMTA’s deputy director of Taxis and Accessible Services, wrote the Seattle City Council, which was debating how to regulate the new ride services. She noted that Lyft and Sidecar let drivers decide whether to pick up service animals, which Sidecar calls “service pets,” through paratransit service, required by federal law, is most efficiently accomplished by taxis.

“You should be aware that other states and municipalities will be looking to your example: what the Seattle City Council does will likely set the direction for the rest of the nation,” she wrote.

“The situation is dire,” Hayashi wrote. “If the taxi system collapses, the public will have to fund van service that is much more expensive (by about $30 per trip) than taxis. And the service quality will decline substantially for people who are dependent on the paratransit system, because paratransit vans must be arranged well in advance and cannot provide on-demand service.”

“The most vulnerable segments of the community will suffer the consequences if the taxi industry collapses because of FTC compliance,” Hayashi concluded.

Seattle ultimately voted to limit the companies to 150 drivers each. But before that decision could take effect, Uber and Lyft, with a $541 contribution from Sidecar, funded a $400,000 petition campaign that delivered enough signatures to suspend the ordinance before it got started and put the matter before voters in November.

As of Sept. 22, Uber and Lyft had each contributed over $500,000 more to “Seattle Citizens to Repeal Ordinance 124441,” the entirety of that PAC’s funding, save for another $541 from Sidecar.

Hayashi has since left MTA after being demoted following comments critical of Mayor Lee’s relationship with ride services. — Mark Hokin
Thursday@Noon films sailed it on U.S. rivers. Info: sfartscommission.org.

between Thomas Jefferson and Lewis & Clark, and a canoe named Baby, inspired by the correspondence created the handmade, collapsible Pacific outrigger. 155 Grove St., through Nov. 30. Artist Michael Arcega, contributing work. Info: 749-2184.

St. Silent auction of affordable works by local artists, including artists working at Hospitality House’s Community Arts Program. Free, complimentary wine, beer, and soft drinks. Proceeds benefit Hospitality House, Coalition on Homelessness, and the individual artists contributing work. Info: 749-2184.

Baby (Medium for Intercultural Navigation), a colorfully skull for Dia de los Muertos at SOMArts.


Tenant Associations Coalition of San Francisco. 1st Wednesday of each month, room 207 Turk St., Community Room. Contact Michael Nulty, 339-8327. Resident unity, leadership training.

Health and Mental Health

CBHIS Client Council, 3rd Tuesday of each month, 5 p.m., 230 Eddy St., Room 515. Consumer advisers from self-help groups and mental health consumer advocates. Public welcome. Info: 325-3959. Call ahead as meeting location may change.

Healthcare Action Team, 2nd Wednesday of each month, 1010 Mission St., Bayanihan Community Center, 11 a.m.—12:30 p.m. Focus on increasing supportive home services, expanded eligibility for home care, improved discharge planning. Light lunch. Call James Chiccaone, 702-0188 x404.


Legal clinic, 4th Thursday of the month. 507 Polk St., 10 a.m.–noon. Legal help for people with psychiatric or developmental disabilities who need help with an SGA work minute, sponsored by People with Disabilities Foundation. Sliding-scale fee. By appointment only. 391-3070. Info: pofsd.org.

Mental Health Board, 2nd Wednesday of the month, 9:30–10:30 a.m., City Hall, room 270. CBHIS advisory committee, open to the public. Call: 255-3474.

Tenderloin Healthy Corner Store Coalition, 4th Thursday of the month, 3 p.m. Kelly Cullen Community Building, 220 Golden Gate Ave., 2nd floor auditorium or 5th floor gym. Public meetings to discuss legislation that encourages corner stores to sell fresh food and reduce tobacco and alcohol sales. Info: Jessica Estrada, jessica@vydc.org, 771-2600.

SAFETY

Soma Police Community Relations Forum. 1st Monday of each month, 6:30 p.m. Location varies. To receive monthly email info: 538-1000 x202.

Tenderloin Police Station Community Meeting, last Tuesday of each month, 6 p.m., police station Community Room, 201 Eddy St. Call Sona Black, 360-7880. Neighborhood safety.

NEIGHBORHOOD IMPROVEMENT

Alliance for a Better District 6, 2nd Tuesday of each month, 6–7 p.m., 230 Eddy St. Contact Michael Nulty, 820-1560 or s6istrict@yahoo.com, a districtwide improvement association.


Friends of Buenderik Park. Meetings continue during park renovation, 3rd Thursday of the month, 3:30 p.m., 819 Capp St., 225 Jones St., info: Betty Trapsky, 931-1116.

Gene Friend Recreation Center Advisory Board, 3rd Thursday of month, 5 p.m. Works to protect Soma resources for all residents. Gene Friend Rec Center, 270 Sixth St. Info: Tim Ferguson, 554-9532.

North of Market/Tenderloin Community Benefit District. Full board meets 3rd Monday at 4 p.m. Call 252-4672 for location or check room-finder.org.

Safe Haven Project. 4th Tuesday of each month, 5 p.m., 151 Eddy St. (Senator Hotel). Contact 563-3205, x175, or centralcityshawn@gmail.com.

SoMa Community Stabilization Fund Advisory Committee. 3rd Thursday of month, 5:30 p.m., 1 South Van Ness, 2nd floor. Info: Claudia del Rosario, 701-5500.


SENIORS AND DISABLED

Mayor’s Disability Council, 3rd Friday of month, 1–3 p.m., City Hall, room 400. Call 554-6789. Open to the public.

Senior & Disability Action (formerly Planning for Elders/Senior Action Network), general meeting, 2nd Thursday of each month, 9 a.m.–noon, Universal Unitarian Church, 1187 Franklin St. SDA Housing Collaborative meeting, 3rd Wednesday, 1 p.m., Healthcare Action Team meeting, 2nd Wednesday, 1010 Mission St., (Bayanihan Community Center). For info about SDA’s Survival School, University and computer class schedules: 546-1333, www.sdadc.org.

DISTRICT 6 SUPERVISOR

Jane Kim, member, Land Use Committee, School District, Transportation Authority, chair, Transit Joint Powers Authority Board of Directors, vice-chair Transportation Authority Plus & Programs Committee Legislative assistance: Sunny Anjali, Kay Lee and April Venereon.

Jane Kim@sfgov.org 554-7870