

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 discombobulated 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.”

“This (Uber) is a predatory, capitalist enterprise. They answer to no one.”

Charles Rathbone
LUXOR CAB CO.

“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 car-pooling 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 Curb, 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

➤ CONTINUED ON PAGE 2

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DISTRICT 6 CANDIDATES SPEAK OUT

Game plans from Kim, her 3 challengers

PAGE 3

UBER, LYFT LOBBY SEATTLE

SFMTA exec alerts Council

PAGE 11



TENDERLOIN OBITUARIES

Anthony Maita Danny Ricks

PAGE 10



CENTRAL CITY



S A N F R A N C I S C O

SENIOR VITALITY



PHOTO MARJORIE BEGGS

Linda Rospendowski, 65, listens as Al Leveckis of Healthcare Innovation Transfer Foundation trains her on how to use her new iPad to monitor her personal health information.

Homeless to healthy

Elders at Curry take tech path to quality of life

By MARJORIE BEGGS

LINDA 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 Knego, 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, Knego 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

➤ CONTINUED ON PAGE 6

Tech transit reps tell mayor's council they can't serve disabled

► CONTINUED FROM PAGE 1

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 13,457 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 Senior and Disability Action. And U.S. 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 the disabled are called, fell from 1,378 in March 2013 to 768 in July 2014.

At a meeting Sept. 19 to discuss Lyft's service for the disabled community, Lyft representative Emily Carter explained to the Mayor's Disability

Council why her company decided to not serve disabled people: "The necessary market density is lacking in this category," she said.

"I don't believe that's something that can be well accommodated through peer-to-peer provisions," Carter said. "Fleet-based models are better positioned operationally to serve rides for passengers in electric wheelchairs."

So when a disabled customer uses Lyft's software to request a ride, she said, they get a text message listing "local public and private transport services which we have confirmed do offer vehicles equipped to accommodate electric wheelchairs."

Council Co-Chair Derek Zarda was quick to point out that such "separate but equal" provisions have long been determined to be illegal.

Carter said that Lyft does, however, hire deaf drivers and offers service to deaf people, but had no data to document her claims.

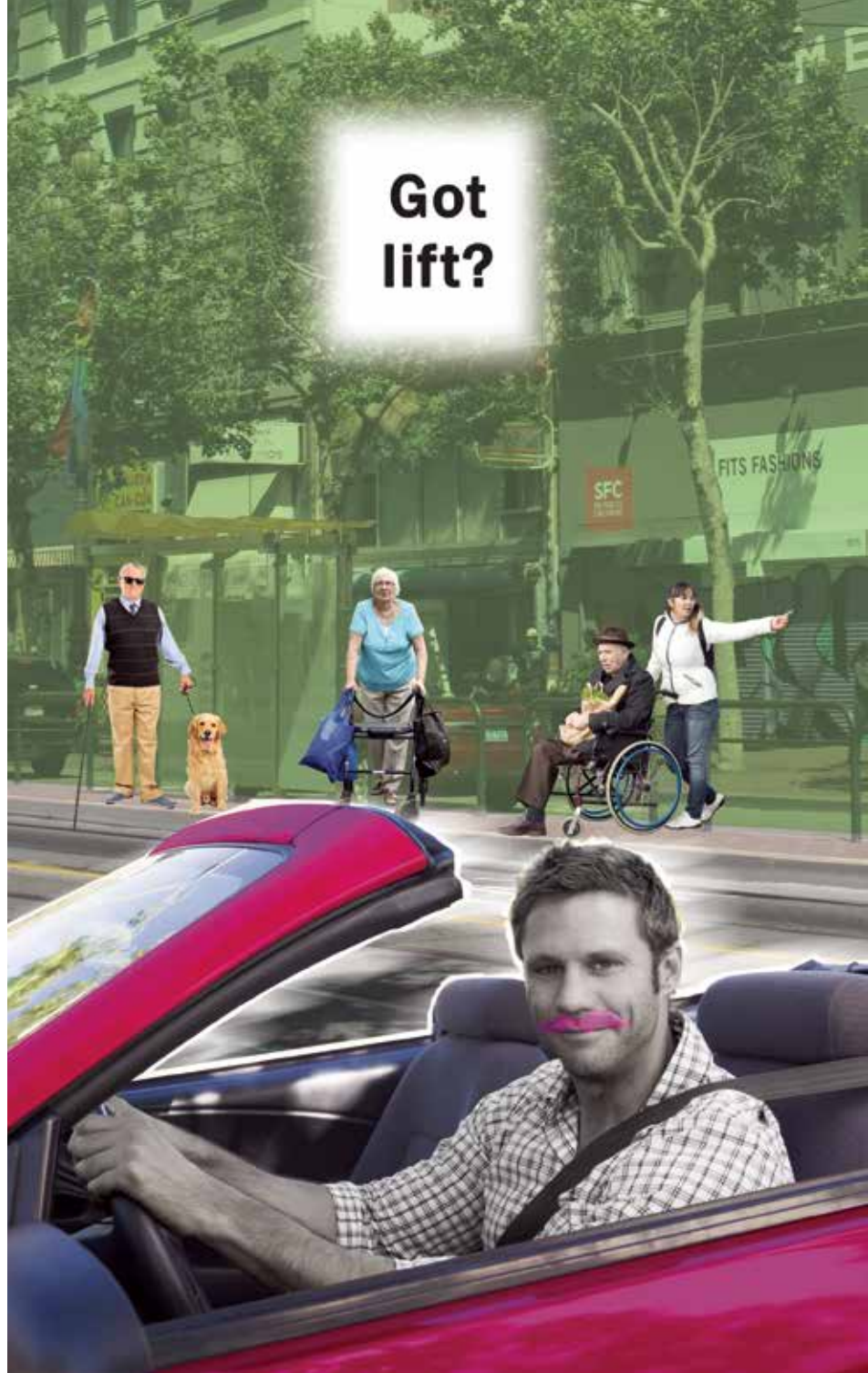
"What we're seeing is a lot of havoc in people's lives," council Co-Chair Chip Supanich commented.

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 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.

"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."

► CONTINUED ON PAGE 3



DIGITAL ILLUSTRATION: LISE STAMPFLI

The success of tech transit companies has left the disabled community behind.



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Candidates' game plans if elected District 6 supe



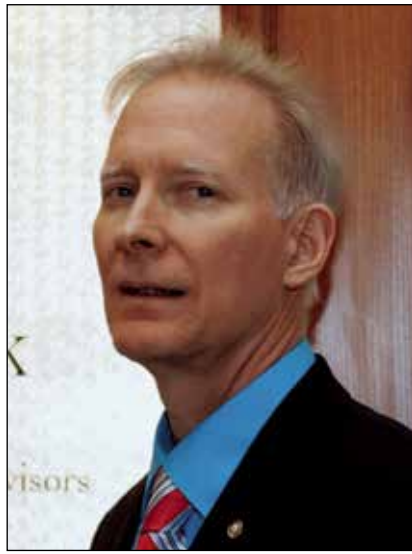
DAVID CARLOS SALAVERRY: I'll do something about crime

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

► CONTINUED FROM PAGE 2

"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.

► CONTINUED ON PAGE 9

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Curry Senior Center steps up with homeless-to-healthy pilot

Tech-driven Vitality Project finds help from companies outside the neighborhood

➤ CONTINUED FROM PAGE 1

foundation's "first foray" in the United States and turned up Curry. He and Knego met and agreed Curry's on-site housing for 13 homeless seniors made it an ideal setting to showcase the possibilities with a pilot.

Its unofficial launch in April took advantage of a San Francisco visit by Amsterdam Mayor Eberhard van der Laan, part of a diplomatic tour to encourage the two cities to work together on using technology to offset urban problems. Van der Laan handed out iPads to Rospendowski and resident Judith Vincent (Evans got her iPad shortly after the event), and employees of tech company Salesforce came out to help with the new devices.

The three women, plus two more Curry clients, were the advance guard of the pilot, which officially begins this month. None had ever used a wireless device to track their health, and their computer expertise ranged from rank beginner to pretty savvy.

Rospendowski and Evans grabbed at the chance to participate.

"I was really curious about the iPad, and I've always reached out to things I thought would help me," says Rospendowski, 65.

'I WAS VERY, VERY SICK'

Born in San Francisco and raised in Redwood City, she was a successful small business owner and mortgage broker in Sebastopol when overwhelming health care costs for her ill mother, fallout from the 2008 recession and foreclosure of her home put her out on the streets. Her four adult children lived far away, and only one knew of her plight as she moved from shelter to shelter for two years, struggling with alcoholism, PTSD from childhood traumas, heart problems and blackouts.

"I was very, very sick," she says. "I couldn't walk more than a few steps and could barely put a sentence together."

She was in a wheelchair the day she went to Homeless Connect, the Public Health Department's resource for linking the homeless with housing and other services, and stopped by Curry's information booth. Within three months, she was a regular at the Curry clinic and, when an apartment opened up in 2012, she was next in line.

Evans, 68, also saw the iPad program as one more chance to improve her life.

"I needed something to motivate me to literally get up and walk," she says. "I suffer from depression and I was fighting it myself. The iPad makes me conscious of what I have to do."

Evans, too, spent years homeless before moving into her Curry apartment. She grew up in Detroit and, at 17, left home for Dallas. It was 1963, with the civil rights movement in full swing. Evans became an activist, was jailed for demonstrating for the Congress of Racial Equality and soon moved on to union organizing. By 25,



PHOTO MARJORIE BEGGS

Diane Evans shows the Pulse monitoring device that registers her heart rate and other vital signs.

"I needed something to motivate me to literally get up and walk."

Diane Evans
CURRY RESIDENT

she was a single mother living in New Orleans, working as a construction laborer, a job she did for 30 years.

She was living with her daughter, who worked for an airline, and grandson when Katrina hit in 2005, flooding their home. They managed to get to the Bay Area, where they stayed with families taking in hurricane refugees, then rented an apartment on the Peninsula. But when her daughter's job took her to Houston, Evans stayed on, tried to make the rent, failed and stayed with friends until that was no longer an option. Then came two years of living in her car and in shelters.

Evans sees herself as strong, a survivor, she says, but the trauma of New Orleans and homelessness left her with chronic health and mental health problems.

"Curry really was a lifesaver," she says.

DUTCH GET PROMISING RESULTS

Models for the Curry pilot are two programs in the Netherlands. In one, several thousand socially isolated seniors got computer tablets and one-on-one coaching two hours a week for three months. Results show overall health and nutrition improvement and less need for nursing attention; 51% of participants reported feeling less lonely and 63% say they felt less vulnerable. The other program followed 3,600

poor people of all ages for several years and found improved health and lower costs when self-monitoring was linked to professional care.

The plan here in San Francisco is to start small — 15 tablets and the fixings for Curry residents — and think big. An April press release said the goal will be to expand the program to 250 isolated seniors in the Tenderloin in three years and, eventually, to 4,800 of the TL's "14,000 seniors who live alone."

That's an ambitious goal, concedes Tod Thorpe, Curry development director. "But we feel confident that with the funding it could expand to that level because the need is there." Leveckis' foundation donated the first three iPads, and Leveckis and Curry intern Angela Di Martino, who's working on a master's degree in integrated health studies at California Institute of Integral Studies, are training the first senior users.

Withings, a tech company with offices in Boston, Paris and Hong Kong, donated 20 weight scales and a monitoring device called the "Pulse." Both depend on WiFi to operate. Participants can wear the Pulse on their wrist, carry it in a pocket or clip it on; it measures the number of steps they take, calories they burn, hours of sleep and heart rate. That info displays on the device itself and links to an app for the iPad donated by the Dutch tech firm Cubigo. The users click on the app to check their progress.

Leveckis spent many hours, all pro bono, to get the pilot to this point, including helping Curry apply for a Google Impact Grant to purchase more iPads so all Curry residents and a few nonresident clients could participate in the pilot, if they wished. Curry didn't get the grant, but an anonymous donor stepped up with \$10,000 to buy the iPads, which Curry began distributing in September. For now, the pilot's iPads belong to Curry and are loaned to participants, but that might change.

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

The "think big" of the pilot will start in January.

"I feel protective of the project and don't want it to be diluted," Knego says. "Angela, with her strong social connection to the seniors, has been its heart. Her internship's over in December, and we hope to hire her to coordinate it. I will find funding." He expects the pilot to run until the end of March.

Leveckis has begun interviewing the handful of participants about how they're using their iPads and health-related or social changes they've made — walking more, eating less, communicating more with relatives. His findings will be key to getting more funding. The major expense, iPads, start at around \$300 for the smallest; the Pulse retails for \$120 and the scales \$150.

Recruiting enough volunteers to train tablet users also is essential, though that should be a no-brainer in



tech-heavy San Francisco, Knego says: "Those would be really meaningful opportunities for high-tech companies."

Thorpe says 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 super-sensitivity to touch, they said, but for now, Rospendowski is the more assured user. She owns a cell phone and aging laptop and volunteers at Curry's computer lab. She keeps a list of her 11 medications on the iPad, clicks on the Pulse to monitor how many steps she's taking daily and gets on the scale "most of the time." WiFi does the rest, registering the results on the Cubigo app. She Skypes and emails with her daughter, plays a few games and has joined a new Cubigo forum that tracks how much water she's drinking — staying hydrated is a major problem among seniors.

Rospendowski also goes to Zumba classes four times a week — that's when the number of steps registering on her iPad shoots up — and then there's Lolli, a service dog she got earlier this year, who "brightens my day, drags me out of bed like she's saying, 'Let's go.'" And cuddles with her when she uses her iPad.

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

Evans, too, has come far.

"I want to learn computers because the whole world's on them," Evans said in a video made at Curry last



PHOTO MARJORIE BEGGS



PHOTO COURTESY OF CURRY SENIOR CENTER

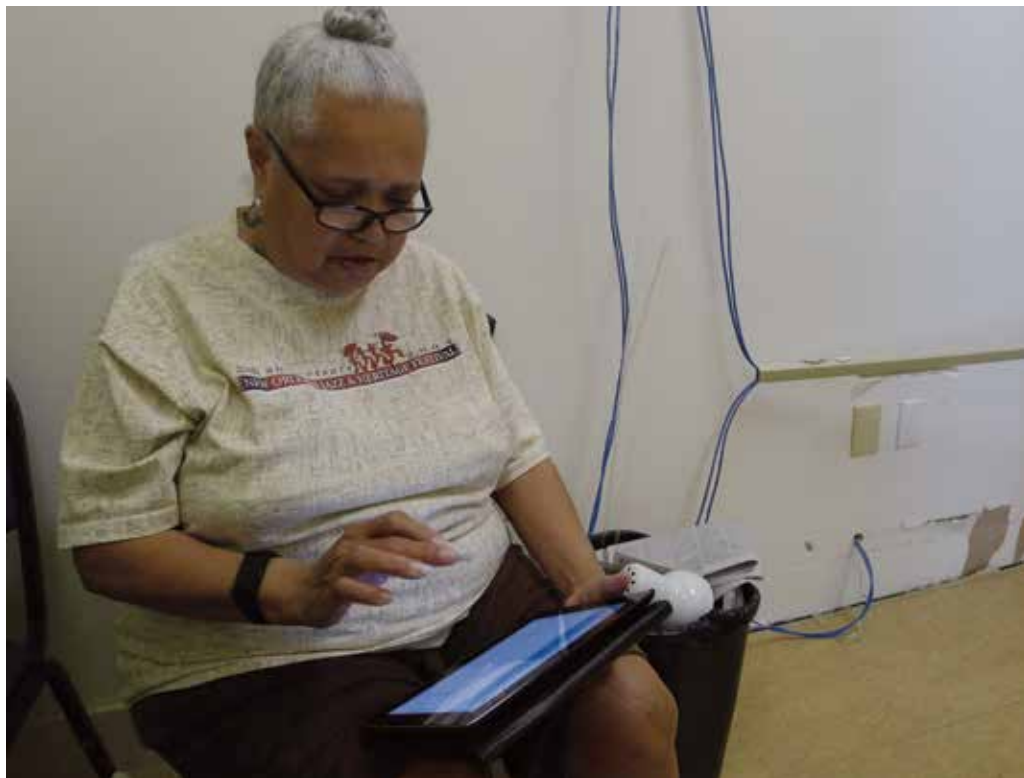


PHOTO COURTESY OF CURRY SENIOR CENTER



PHOTO MARJORIE BEGGS

Linda Rospendowski, 65, clockwise from top left: with Lolli at her side, checks her new iPad in her room at the Curry Residence. Derek Harte (left) is tutored during the April project launch by Salesforce employee Mark Sichel. Diane Evans, 68, homeless for several years, uses her new iPad in her Curry Senior Center apartment to keep track of her health and ease her depression by keeping connected through the Internet. Amsterdam Mayor Eberhard van der Laan (left) with Curry Center CEO David Knego. Rospendowski's service dog, Lolli, sprawls next to Rospendowski's iPad that shows she's taken 29,503 steps since the last time she looked.

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



PHOTO COURTESY OF CURRY SENIOR CENTER

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 a 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. ■



CENTRAL CITY DEMOCRATS

A "Chartered" San Francisco Democratic Club

Club Endorsements for the November 4 General Election

Local Candidates Endorsed

Assessor-Recorder: Carmen Chu; BART Board, District 8: No endorsement
Board of Education: Stevon Cook; Hydra Mendoza; Jamie Rafaella Wolfe
Board of Supervisors: District 2: Juan-Antonio Carballo; District 4: Katy Tang
District 6: Michael Nulty; District 8: John Nulty; District 10: Tony Kelly
College Board (2-yr): William Walker; (4-yr): Wendy Aragon, Dan Choi, Thea Selby
Public Defender: Jeff Adachi; Board of Eq, District 2: Fiona Ma; SC Judge: Daniel Flores

Local Measures (All YES, except NO on L – Transportation Advisory Measure)

A: Transportation Bond B: Transportation Funding C: Children and Youth Fund
D: Retiree Health Benefits E: Soda Tax F: Pier 70 Height Limit G: Real Estate Surtax
H: Requiring Natural Grass I: Allows Artificial Turf J: Minimum Wage
K: Affordable Housing

Statewide Propositions (All YES except NO on 46 – Medical Malpractice)

1 Water Bond 2 Two Year Budgeting 45 Health Insurance Rate Regulation
47 Misdemeanor Sentencing 48 Indian Gaming Compacts

Statewide Candidates

Governor: Jerry Brown; Lt. Gov: Gavin Newsom; Sec. of State: Alex Padilla;
Controller: Betty Yee; Treasurer: John Chiang; Attorney General: Kamala Harris;
Ins. Commissioner: Dave Jones; Superintendent of Public Instruction: Tom Torlakson

Please note our club early-endorsed Supervisor David Campos for Assembly District 17, strongly supports the re-election of Leader Nancy Pelosi and Rep. Jackie Speier for U.S. Congress, Assemblyman Phil Ting for Assembly District 19, and favors retention of all Justices of the California Supreme Court and Courts of Appeal appearing on our ballots.

Early Voting starts October 6. October 20 will be the last day to register

On August 16, 2014, club members present voted the above-recommendations. Club by-laws require a 60% vote for endorsements, provide for a "no endorsement" option, and allow ranked-choice voting for those local races to which it applies.

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www.ElectMichaelNulty.com

Paid for by: Michael Nulty for Supervisor 2014

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YOU MAY BE ENTITLED TO BENEFITS

We assist veterans, their dependents and survivors in obtaining federal and state benefits, such as disability compensation and/or pension, Aid and Attendance, educational benefits, home loans, burial benefits, and more.

Our accredited claims representatives will provide respectful advocacy for you and your loved ones. No appointments are necessary at our office, and please remember to bring your DD-214.

San Francisco County Veterans Services Office

(415) 503-2000

27B Van Ness Ave, San Francisco 94102

Hours: Mon-Thurs 9AM-12PM and 1PM-4-PM



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✓ VOTE YES

ON PROP L

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www.RestoreBalance14.org



Don't Shred City College

By Dr. Anita Grier, City College Board of Trustees

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

Advertisement Paid for by Committee to Re-Elect Anita Grier 2014 FPPC #1370587

'Ride-sharing' firms face onslaught of lawsuits

► CONTINUED FROM PAGE 3

A person who works under another's direction and supervision is an employee — that's been the law for many years. So Uber is also facing a class-action suit over considering its drivers independent contractors rather than employees.

On Sept. 9, the National Federation of the Blind filed a suit alleging a pattern of discrimination by Uber drivers against customers with service animals. The case cited dozens of instances from Boston to Austin and throughout California, including the Bay Area, where Uber drivers, upon meeting the blind customers awaiting the ride, canceled — on occasion charging a cancellation fee — or re-

fused to accommodate the customers' service animals, calling them "pets" and at times were verbally abusive.

James Gump, who works at Light-house for the Blind on Van Ness Avenue near City Hall and is named in the suit, told The Extra that in at least five instances since he began using the services this year and as recently as August, he said, an app driver has refused to accommodate his service dog, or to explain the refusal, except to say that they don't transport pets.

"It really jeopardized my safety and confidence in the service," Gump said, adding that despite his providing the guide dog identification card and informing the drivers of their legal duty to accommodate the dog, "they

still refused, saying they would not allow pets in the car."

In San Francisco, Uber has operated in defiance of an SFMTA cease-and-desist order issued in 2011. Uber switched its name from "UberCab," and last year won approval from the CPUC to continue operating.

For another example of tech transit's contempt for the law, take the case of SFO, where the Airport Commission has barred ride services from picking up or dropping off customers, but there's no enforcement.

Wingz, a smaller startup, specifically advertises airport service. Then there's Summon, formerly Instant Cab, which on its Website thumbs its nose at the Airport Commission's cease-

and-desist letter and says: "Still, in the innovative spirit of a start-up, we re-imagined the letter as a progress and persist notice."

In an effort to boost the taxi companies' provision of services to the disabled, the MTA's Paul Rose told The Extra, its board recently agreed to credit cabdrivers an extra \$10 per wheelchair trip if they provide at least 10 rides per month, to a maximum of \$4,167 per year and \$12,500 total toward a taxi medallion down payment. Cabbies also get a pass to the front of the line at SFO "for drivers who pick up wheelchair customers from areas outside the downtown core."

"We're working any angle we

► CONTINUED ON PAGE 11



A MASSIVE NEW HOUSING TAX

will only make the housing crisis worse and hurt
San Francisco residents — vote no on Prop. G.

Paid for by Stop the Housing Tax, No on G, a coalition of homeowners, renters and real estate organizations. Major funding by National Association of Realtors, California Association of Realtors Issues Mobilization PAC Committee and San Francisco Association of Realtors, 425 Market Street, 26th Floor, San Francisco, CA 94105, FPPC #1689949

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.

VOTE NO on PROP. G

ON NOVEMBER 4 OR WITH YOUR ABSENTEE BALLOT.

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

¹Read the full text of Prop. G on the City and County of San Francisco Board of Supervisors' website at www.sfbos.org/ftp/uploadedfiles/bdsupvrs/committees/materials/rls071014_140695.pdf

OBITUARIES



PHOTO COURTESY OF HAMLIN HOTEL

ANTHONY MAITA Beloved

Anthony "Tony" Maita's memorial occurred on his 50 birthday, Aug. 27, which would have saddened his mother who figured, as did his friends at the San Cristina Hotel where the gentle little man lived for eight years, that he'd live well beyond that.

His mother died several years ago, but he is survived by four sisters who live in the East and his loving, 89-year-old father in Chicago.

Mr. Maita, appearing healthy, died unexpectedly of unknown causes in his third floor's bathroom near his room five days before his birthday. He was 49.

The quiet but cheerful 5-foot-6 man wasn't seeing a doctor and had no ailments, according to his friends at the memorial in San Cristina's main floor community room where 14 mourners gathered.

"He appeared healthy, healthier than all of us," said Sammil, who had known him since moving in seven years ago and felt especially close to Mr. Maita. "We thought, you know, he'd live a long time. It hit me hard."

Ben, one of four who spoke up at the ceremony, said Mr. Maita never argued. He was more of a peacemaker, "very polite," Ben said.

The mourners acknowledged, too, that he was an avid Chicago White Sox fan and never missed watching when they played on television.

Rev. Paul Trudeau conducted the memorial on "this special day" and brought guest mezzo-soprano Molly Mahoney, who sang "Somewhere Over the Rainbow," "I'll Fly Away" and "Come Thou Fount," all followed by applause.

She sang near a table graced by an 8-by-10 color photo of Mr. Maita his family had sent. It showed a younger man, maybe 25, standing in front of a white door, quite handsome in white shirt, blue tie, jet-black hair slicked down, hinting of his Sicilian lineage. He was relaxed and gazing forward. On the wall behind it were tacked two copies of another 8-by-10 black-and-white, a recent shot of Mr. Maita sporting a light, scruffy beard, a soft hat pulled down over his ears and smiling broadly, a real Tenderloin character.

Sammil told the mourners what they knew, that Mr. Maita was "a good person at heart." But he also told how he had kept Sammil out of trouble over the years. When Sammil lost his temper and was in danger of making a bad situation worse, Mr. Maita would take him aside and talk him down.

"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



PHOTO COURTESY OF MAITA FAMILY

Anthony Maita, left, in a recent photo, and him in his 20s, above.

packages every Christmas," Sammil said, "and he liked going out to the wharf at night, way 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 poetical, written in longhand with blue pen on a single sheet of lined white paper. Trudeau 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

DANNY RICKS Proud to be gay

Danny Ricks was a familiar sight in front of the Iroquois Hotel in the 800 block of O'Farrell Street. He was there every day, about 5 feet 9, recognized by his hat, glasses and trimmed, graying beard, smoking one cigarette after another with liquor on his breath.

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 real quiet," said one woman. "He'd get up in the morning and go outside and smoke all day and night."

Beverly, who had known him 15 years, said "Danny was a vet," proud of his Army days and knew a few German words, But he was even prouder of being gay in San Francisco. "Everybody knows about gay pride," she said. "But

with him it was much bigger."

"Yes," another woman piped up. "He was very pro-gay power. I just had to say that."

Molly Mahoney sang three songs, her voice stunning the mourners who had not heard her sing at a memorial before. "What a voice," a man in the front row said after hearing "I'll Fly Away."

But it was David in the front row who stood to give the most rounded tribute to Mr. Ricks, whom he had known the seven years he has lived in the Iroquois. He said Mr. Ricks was "a very gentle man" who "was under the influence every day," but was respectable 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. Still, he attended with enthusiasm.

"He'd buy an expensive seat in the VIP stands to watch it," David said. "He saved his money for it."

"I never heard him say a bad word about anybody, and he always talked of positive things. But this is a shock. I just heard about his passing 30 minutes ago."

His friends remembered Mr. Ricks' generosity, his ready smile, that he sent cards to all his friends, that he was always up for a good joke and that he was good for his community.

Mr. Ricks died in his room Sept. 4 of unknown causes. He was 59.

The Iroquois, built in 1913, is in the National Register of Historic Places and was one of the last remaining hotels to serve merchant marines before becoming a supportive housing SRO. In its 74 units, it houses 11 families and 63 individuals, all formerly homeless. The day after the memorial, the Iroquois Grief Group met. ■

— Tom Carter



PHOTO COURTESY OF IROQUOIS HOTEL

Danny Ricks "Good for his community."

Eva Langman
yolka.palka@gmail.com
or 415.666.5072

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ART WALK
FRI, OCT 10, 2014 4 - 8PM
6TH ST. SF market >> howard

Over **75** artists at **25** locations in 2 blocks.
Food and drink specials at cafes, bars, restaurants and nightclubs along the way.

Information & walking map:

www.2BlocksOfArt.org

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Disabled don't fit business model, tech transit reps say

➤ CONTINUED FROM PAGE 9

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

Luxor'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, a wheelchair-accessible vehicle costs up to \$50,000, he said.

Rathbone concedes 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 decried 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, Christiane 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," though 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 TNC competition," 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 Hedin

Port of San Francisco
REQUEST FOR PROPOSALS
FOR
YOUTH EMPLOYMENT PROGRAM
FOR
ENVIRONMENTAL MAINTENANCE OF PORT FACILITIES

The Port of San Francisco seeks proposals for a Youth Employment Program ("Program") that will provide job readiness and on the job training for economically disadvantaged and/or at-risk San Francisco youth ages 16 to 24 through paid work experience to help maintain the Port's property. Proposers must have experience* organizing, implementing, and administering youth employment programs. Prime Proposers must subcontract with San Francisco-based non-profit community organizations with youth employment and environmental maintenance experience. The Port intends to select up to two (2) of the highest-scoring Proposers for contract award(s).

Proposers must meet the Minimum Qualifications described in RFP Attachment V to be considered for evaluation. Proposals are due October 24, 2014. Please check the website (<http://sfport.com/index.aspx?page=2513>) for latest and complete schedule.

CNS#2673710

2014 Voting Guide



VOTE YES

Proposition A: Transportation Road and Improvement Bond

* Allows the City to make much needed capital investments in our transportation infrastructure

- Proposition C: Renews the Children's Fund to better serve San Francisco youth and families
- Proposition F: Approves Union Iron Works/Pier 70 Development Project Heights
- Proposition I: Allows Renovation of Playgrounds, Walking Trails, Athletic Fields
- Proposition K: Supports Affordable Housing Goals
- Proposition L: Advocates for Balanced Transportation Priorities

VOTE NO

Proposition G: 24% Surtax on Transfers of Residential Property

* Places burdens on residential property owners with no guarantee revenue will go to housing

- Proposition H: Prohibits lights and turf at Beach Chalet Soccer Fields



SF Forward is the Political Action Committee (PAC) of the San Francisco Chamber of Commerce. SF Forward is comprised of local business owners and residents who support sound economic policy and exceptional quality of life in San Francisco. The PAC is dedicated to insuring that political reforms strengthen the local economy, improve the business climate, and streamline the operation of government.



HOUSING APPLICATIONS ARE BEING ACCEPTED FOR THE KNOX AND BAYANIHAN HOUSE



The Knox

Bayanihan House

Please go to 241- 6th Street, San Francisco, CA for applications

The TODCO Single Room Occupancy (SRO) Housing Waiting List is open; for the Knox and the Bayanihan House. If your name is currently on any TODCO Housing Waiting List and you would like information on your current status please call the TODCO Marketing Office at 415-957-0227 on Fridays' only.

Building	Size & Amenities	Max. Household Income Limits	Rent as of September 01
The Knox SRO located at 241- 6th St. & Tehama is accepting applications and has an WAITLIST OPEN	SRO – 1 Person, or Couple Room size: 10 ½ x 18 (Semi-Private) bathroom 7 x 7 Unit amenities: sink, micro-wave, refrigerator, 2-burner stove, closet, single bed. Building amenities: small gym, library, private lounge, roof top garden, community kitchen, laundry facility & 24 hour staff & surveillance	1 person \$34,600.00/Year 2 person-Income \$39,520.00/Year Minimum income of \$1,730.00/Month	Move in Deposit \$865.00 Monthly Rent \$865.00 plus utilities
Hotel Isabel located at 1095 Mission WAITLIST CLOSED	SRO – 1 Person Shared bathroom Unit amenities sink, micro-wave, refrigerator, 2- burner stove, closet and single bed.	1 person \$34,600.00/Year No Minimum Income	30% OF INCOME Requires a Certificate of Homelessness
Bayanihan House (Non Assisted Units) located at 88 – 6th St. & Mission. WAITLIST OPEN	SRO – 1 Person, or Couple Room single: 10 ½ x 12, shared bathroom Double occupancy: 12x12, shared bathroom Unit amenities: sink, micro-wave, refrigerator, 2-burner stove, closet, single bed Building amenities: community kitchen, 24 hour staff & surveillance, laundry facility	1 person \$30,275.00/Year Couple \$34,580.00/Year Minimum income of \$877.40/Month	Move in Deposit \$572.00 Monthly Rent \$572.00 Utilities included

TDD: (415) 345-4470



PO Box 320098 • San Francisco CA 94132-0098
www.csfm.net • 415.262.0440 • Est 1972 • 48 neighborhood organizations

CSFN Official Endorsements November 4, 2014

Prop A NO

This bond has no oversight, makes no commitment as to how funds will be allocated, doles out funds to special interests, will not restore service cuts, cannot be used to buy busses. And with interest it'll be \$1Billion!

Prop B NO

Muni Charter Amendment (set-aside).
More set-asides means less money for basic services.

Prop H YES

Save Golden Gate Park! Protect it for kids today and for future generations.

Prop I NO

Poison Pill Alert!
This is a very mean-spirited measure... and possibly illegal. It removes your citizens' right of appeal!

Prop L YES

Send City Hall a message with your vote for Prop L:
Stop foisting parking meters on residential neighborhoods!
Stop removing street parking without neighbors' and merchants' consent!

Coalition for SF Neighborhoods (CSFN) is an all-volunteer "umbrella" organization for neighborhood groups. Since 1972 CSFN has worked to strengthen the voice of our neighborhoods in all aspects of governance and planning; stable, healthy neighborhoods are the key to healthy cities. We carefully review ballot measures and bonds and consider those matters that will have impact on our neighborhoods.

COMMUNITY CALENDAR



PHOTO DAVID TAFOLA

David Tafolla's colorful skulls for *Día de Los Muertos* at SOMArts.

ARTS EVENTS

Visions at Twilight: *Día de Los Muertos*, SOMArts Cultural Center's annual Day of the Dead exhibition. Opening event Oct. 10, 6-9 p.m., 934 Brannan St., live music, poetry readings, interactive installations, \$12-\$15, sliding scale. Tix: eventbrite.com. Exhibition, free, continues Oct. 11–Nov. 8. Info: somarts.org/visionsattwilight.

Art for the House, Hospitality House's annual celebration of urban and community art presented by Yammer, Oct. 16, 6-9 p.m., Arc Gallery, 1246 Folsom 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), S.F. Arts Commission Gallery window installation site, 155 Grove St., through Nov. 30. Artist Michael Arcega created the handmade, collapsible Pacific outrigger canoe named Baby, inspired by the correspondence between Thomas Jefferson and Lewis & Clark, and sailed it on U.S. rivers. Info: startscommission.org.

Thursday@Noon films, Main Library, noon-2 p.m.

Oct. 9, "E.T. The Extra-Terrestrial" (1982); Oct. 16, "Footloose" (1984); Oct. 23, "Blast from the Past" (1999); Oct. 30, "Tales of the City," six episodes of TV miniseries(1994), noon-8 p.m. Info: sfpl.org.

REGULAR SCHEDULE HOUSING

Tenant Associations Coalition of San Francisco, 1st Wednesday of each month, noon, 201 Turk St., Community Room. Contact Michael Nulty, 339-8327. Resident unity, leadership training.

HEALTH AND MENTAL HEALTH

CBHS Client Council, 3rd Tuesday of month, 3-5 p.m., 1380 Howard, Room 515. Consumer advisers from self-help groups and mental health consumer advocates. Public welcome. Info: 255-3695. Call ahead as meeting location may change.

Healthcare Action Team, 2nd Wednesday of 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 Chionsini, 703-0188 x304.

Hoarding and Cluttering Support Groups, weekly

meetings conducted by Mental Health Association of San Francisco, 870 Market St., Suite 928. Info: 421-2926 or mentalhealthsf.org/group-search.

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 SSA work review, sponsored by People with Disabilities Foundation. Sliding-scale fee. By appointment only: 931-3070. Info: pdf.org.

Mental Health Board, 3rd Wednesday of the month, 6:30-8:30 p.m., City Hall, room 278. CBHS 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, 4th Monday of each month, 6-7:30 p.m. Location varies. To receive monthly email info: 538-8100 x202.

Tenderloin Police Station Community Meeting, last Tuesday of month, 6 p.m., police station Community Room, 301 Eddy St. Call Susa Black, 345-7300. Neighborhood safety.

NEIGHBORHOOD IMPROVEMENT

Alliance for a Better District 6, 2nd Tuesday of each month, 6 p.m., 230 Eddy St. Contact Michael Nulty, 820-1560 or sf_district6@yahoo.com, a districtwide improvement association.

Central Market Community Benefit District, board meets 2nd Tuesday of month, Hotel Whitcomb, 1231 Market St., 3 p.m. Info: 882-3088, http://central-market.org.

Friends of Boeddeker Park. Meetings continue during park renovation, 3rd Thursday of the month, 3:30 p.m., Un Cafecito, 335 Jones St. Info: Betty Traynor, 931-1126.

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 Figueras, 554-9532.

North of Market/Tenderloin Community Benefit District. Full board meets 3rd Monday at 4 p.m.. Call 292-4812 for location or check nom-tlcbd.org.

Safe Haven Project, 4th Tuesday of each month, 3 p.m., 519 Ellis St. (Senator Hotel). Contact: 563-3205, x115, or centralcitysafehaven@gmail.com.

SoMa Community Stabilization Fund Advisory Committee, 3rd Thursday of month, 5:30 p.m., 1 South Van Ness, 2nd floor. Info: Claudine del Rosario, 701-5580.

Tenderloin Futures Collaborative, 3rd Wednesday of the month, 11 a.m.-noon, Tenderloin Police Community Room, 301 Eddy. Presentations on issues of interest to neighborhood residents, nonprofits and businesses. Info: 820-1412.

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 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.sdaction.org.

DISTRICT 6 SUPERVISOR

Jane Kim, member, Land Use Committee, School District, Transportation Authority; chair, Transbay Joint Powers Authority Board of Directors; vice-chair Transportation Authority Plans & Programs Committee
Legislative aides: Sunny Angulo, Ivy Lee and April Veneracion.

Jane Kim@sfgov.org 554-7970



City and County of San Francisco Department of Elections

Be A Voter

Election Day is Tuesday
November 4

Vote at City Hall October 6 – November 4

Vote by Mail new requests due by October 28

Vote at Your Polling Place on Election Day



Register to Vote by October 20!

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