



SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
CITIZENS' ADVISORY COUNCIL

MINUTES

Thursday, August 2, 2018
Room 7080, Union Square Conference Room
1 South Van Ness Avenue, 7th Floor

REGULAR MEETING
5:30 P.M.

COUNCIL MEMBERS

Daniel Weaver (Chair), Frank Zepeda (Vice Chair), Neil Ballard, Mark Ballew,
LisaMarie Betancourt, Barbara Bocci, Jarie Bolander, Queena Chen, Steve Cornell, Joan
Downey, Michael Eshleman, Daniel Murphy, Susan Vaughan, and Dorris Vincent

COUNCIL LIAISON
Roberta Boomer

COUNCIL SECRETARY
Keka Robinson-Luqman

ORDER OF BUSINESS

1. Call to Order

Chairman Weaver called the meeting to order at 5:33 p.m.

2. Roll Call

CAC members present at Roll Call: Neil Ballard, Queena Chen, Stephen Cornell, Joan Downey, Daniel Murphy, Susan Vaughan, Dorris Vincent, and Daniel Weaver

CAC members absent with notification: Mark Ballew, LisaMarie Betancourt, Barbara Bocci, Jarie Bolander, Michael Eshleman, and Frank Zepeda

3. Announcement of prohibition of sound producing devices during the meeting.

CAC Secretary Robinson-Luqman made the announcement.

4. Approval of Minutes:

No public comment.

On motion to approve the minutes of July 12, 2018:

ADOPTED: AYES – Neil Ballard, Queena Chen, Stephen Cornell, Joan Downey, Daniel Murphy, Susan Vaughan, Dorris Vincent, and Daniel Weaver

ABSENT – Mark Ballew, LisaMarie Betancourt, Barbara Bocci, Jarie Bolander, Michael Eshleman, and Frank Zepeda

5. Report of the Chair (For discussion only)

No public comment.

Chairman Weaver reported that the CAC will possibly be reorganizing the committees.

6. Public Comment:

Robin Krop stated that she had no idea that there were going to be new Muni trains. She was injured on the sideway seating trains. At the end of the ride she could hardly walk and had to go to the chiropractor the day after. She has a health condition where she can't bounce. She inquired if the CAC was involved in the discussion on the change to the new trains. Injured, disabled, and senior people need back support. There are hybrid solutions out there.

Edward Mason provided an update on the commuter shuttle buses. Mosaic Global was operating without a placard but has now been acquired by Storer Coachways, which does

have a placard. Buses on Valencia Street have been idling for nearly 20 minutes. There's no cap on the number of buses that are out there. The buses are arbitrarily idling because there are no provisions for staging.

REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding enforcement. (Chris Grabarkiewctz, Chief Security Officer. No explanatory documents.)

Chris Grabarkiewctz stated that he is in charge of quality of life violations, proof of payment, the Muni Transit Assistance program, the work orders with the San Francisco Police Department (SFPD) and the Sheriff's Department, the Emergency Preparedness Department, the Video Surveillance Unit, and Contract Security Service. He stated that 99.9% of citations issued by Transit Fare Inspectors are for fare evasion. They also have the capability to issue citations for smoking, loud music, eating, drinking, urination, defecation, and possession of explosives. Any behavior of people disturbing other people is something you can be cited for.

The top security related incidents that the SFMTA has are passenger vs passenger incidents. Last year there were nearly 800 events of passenger vs passenger incidents. They are often caused by some perceived discourtesy. It is the interest of the public's safety to be courteous. Smoking is a bigger issue on certain lines, particularly the 21. The SFMTA tries to allow some flexibility to passengers. They try to take a measured approach to these "quality of life" violations. With the most benign violations, passengers will be first asked to comply with the policy. If they don't comply with the policy then they will be cited. For more extreme violations, the police are called.

For a variety of reasons, it's not practical for the Operator to stop the bus for violations. Operators should, instead, talk to Central Control and make arrangements that way. The SFPD is supposed to patrol the stops. Transit Fare Inspectors can only give citations for things that are in the Penal Code or the Transportation Code. He stated that there is a guide in the works about how to ride Muni. Inspectors have definite line assignments. There's been a movement to get Transit Fare Inspectors off of rail and onto the rubber-tire fleet but they try to keep it balanced, as it is easier to fare evade on trains. Each shift works an hour a day in different stations. They're instructed to get on the vehicle and complete the inspection. They take the top 10 lines for crime and assign Transit Fare Inspectors to those. Operator-related incidents have dropped by 18 percent in the last year because the SFMTA has been focusing on that issue. Being a Muni Operator is one of the most dangerous jobs in the City. In Fiscal Year 2017, there were 568 Operator altercations. In Fiscal year 2018, there were 466. Operators are given de-escalation training and refresher training each year. Everyone has a legal right to defend themselves, but the SFMTA wants violence to be a last resort. It's not the Operators' job to to be a punching bag.

PUBLIC COMMENT:

Robin Krop suggested that Muni consider auditory announcements that explain behavioral "do's and don'ts" to passengers. She inquired if it is possible to provide instructions about how many cans people can carry onto the bus.

Edward Mason stated that he has seen safety hazards with strollers blocking the aisles and access for seniors. He inquired if there is any night enforcement. Mr. Mason suggested scrolling messages that explain the do's and don'ts on the buses. CalTrain announces no feet on the seats when they start the runs.

8. Presentation, discussion, and possible action regarding the Engineering, Maintenance, and Safety Committee (EMSC) report and recommendations.

Council member Dorris Vincent presented an overview of the Rail Alignment and Benefits Study (RAB) presented at the July EMSC meeting.

9. Council Member Information and Agenda Item Requests. (For discussion only)

Susan Vaughan asked how many transfer seats are on the new LRVs and how many were planned to be there.

Susan Vaughan asked how difficult it would be to put more transfer seats into the new light rail vehicles and whether the parallel seats could be removed and the transfer seats be put in.

Daniel Murphy inquired if SFMTA, either at the administrative level or the Board level, can make rules of conduct for behaviors on its vehicles that can be enforced by fare inspectors.

Joan Downey stated that in request for information response 180606.01, it indicates that the speed of the 44 bus would take precedence over pedestrian safety. She inquired how this conforms to the MTA's Vision Zero policy.

Sue Vaughan requested a presentation on bus stop enforcement.

Sue Vaughan inquired how many permits have been issued for electric scooters if any.

Sue Vaughan inquired how many shuttle buses have placards.

Sue Vaughan asked what the average number is of shuttles in operation during AM hours and PM hours.

Sue Vaughan requested a presentation on the failure of the agency to be accountable to the law.

Sue Vaughan requested a presentation on the Board of Supervisors approved legislation to overturn certain decisions made by the SFMTA.

Queena Chen inquired what the notification process is regarding curb usage changes

Queena Chen asked what kind of accountability does the SFMTA take when curb changes are not properly posted.

ADJOURN- The meeting was adjourned at p.m.

Submitted by:

A handwritten signature in black ink, appearing to read 'K. Robinson-Luqman', with a horizontal line extending from the end of the signature.

Keka Robinson-Luqman
SFMTA CAC – Secretary

Next regular meeting: Thursday, September 6th at 5:30pm
1 South Van Ness Avenue, 7th Floor, Union Square Conference Room, #7080