



SAN FRANCISCO  
MUNICIPAL TRANSPORTATION AGENCY  
CITIZENS' ADVISORY COUNCIL

ENGINEERING, MAINTENANCE, AND SAFETY COMMITTEE

MINUTES

Wednesday, February 27, 2019  
Union Square Conference Room, #7080  
1 South Van Ness Avenue, 7<sup>th</sup> Floor

REGULAR MEETING  
1 P.M.

COMMITTEE MEMBERS  
Frank Zepeda, Chair  
Stephen Cornell  
Dorris Vincent

COUNCIL LIAISON  
Roberta Boomer

COUNCIL SECRETARY  
Keka Robinson-Luqman

## ORDER OF BUSINESS

### 1. Call to Order

Chairman Zepeda called the meeting to order at 1:04 p.m.

### 2. Roll Call

EMSC members present at Roll Call: Stephen Cornell and Frank Zepeda

EMSC members absent: Dorris Vincent

CAC members present: Aaron Leifer and Christopher Man

### 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 January 23, 2019:

ADOPTED: AYES – Stephen Cornell and Frank Zepeda

ABSENT – Dorris Vincent

### 5. Report of the Chair (For discussion only)

No report.

### 6. Public Comment:

Edward Mason provided an update on the commuter shuttle buses in Noe Valley. There is a continuing problem of SFO Airporter 601 that is idling on Sanchez Street between 24<sup>th</sup> and Jersey streets on a grade and double parking at the same time. There is a mystery van that continues to operate at 24<sup>th</sup> and Church that has no blue permit sticker and is operating in the Muni bus zone. It seems that there is a proliferation of vehicles with out of state license plates.

## REGULAR CALENDAR

7. Presentation, discussion, and possible action regarding the SFMTA Stroller Policy. (Matthew West, Accessibility Coordinator. Explanatory documents include the SFMTA Stroller Policy.)

Matt West, Accessibility Coordinator, discussed the SFMTA stroller guideline policy. The policy only applies to collapsible or foldable strollers. If they are not collapsible, they are not allowed on a Muni vehicle. On cable cars, all strollers must be collapsed and the child removed from the stroller prior to boarding. On all other Muni vehicles, Strollers do not need to be

collapsed. While onboard, un-collapsed or open strollers must be under their owner's control at all times, have the brake set, cannot block the aisle or interfere with the movement of passengers, and cannot block or ride in the securement area. Enforcing the policy is at the discretion of the Operator.

**PUBLIC COMMENT:**

Edward Mason stated that the policy should be posted on the vehicles. Double wide strollers should not be allowed. He stated that he has seen a person in a wheelchair trying to enter a Muni vehicle who was unable to navigate around the stroller. That's a definite problem. This needs to be examined. With the configuration of the new buses, the entrance is a lot narrower. There needs to be a policy that says how wide a stroller can be.

8. Presentation, discussion, and possible action regarding passenger and operator safety. (Chris Grabarkiewctz, Director, Security, Investigations, & Enforcement. No explanatory documents.)

Chris Grabarkiewctz, Director, Security, Investigations, & Enforcement stated that security related incidents that happen most often are passenger verses passenger incidents. There was an overall 9% reduction in these in the second quarter of 2018. Vandalism, which is an extremely costly problem, dropped by 36% in December of 2018. The SFMTA spends \$14 to \$16 million per year cleaning up vandalism. Operator altercations are down by 20% across the quarters.

He stated that there has been an 8% increase in larceny and thefts of electronic devices. The 14 Mission line has the most overall crime. 20% of thefts are on the 38 Geary line. There are onboard announcements about keeping track of your valuables in several languages on the 30 Stockton line due to the heavy pick pocket activity on that line.. Because of the heavy Have

Transit Fare Inspectors (TFIs) have a function similar to a security guard. They are encouraged to peacefully intervene in minor incidents. In more serious incidents, they are to assist the Operator and observe. The SFMTA is working on being able to view the inside of a vehicle in real time. This function should be available in 12 to 18 months. Right now, if a driver presses their panic button, the Transportation Management Center (TMC) will call the police and give the police the coach location. Response time is usually 5 minutes or less.

**PUBLIC COMMENT:**

Edward Mason stated that people watching videos without headphones on Muni vehicles is disconcerting. He stated that an advertising card with a picture of the CAC members along with contact information for the CAC on the bus would be a good idea. He Saw signage on another transportation agency that specifically addresses service animals. That is an important issue.

9. Committee member requests for information. (For discussion only)

Stephen Cornell asked how many legal parking spaces and parking meters have been removed in the last 10 years.

ADJOURN- The meeting was adjourned at 2:42 p.m.

Submitted by:

A handwritten signature in black ink, appearing to read 'KARobinson-Luqman', with a stylized flourish at the end.

Keka Robinson-Luqman  
SFMTA CAC – Secretary

Next regular meeting: Wednesday, March 27<sup>th</sup> at 1 p.m.  
One South Van Ness Avenue, 7th Floor, Union Square Conference Room, #7080