

Need area   Potential solution	Draft Findings	Preliminary Recommendations
<b>A Availability</b>		
<p>1 Additional/ more frequent Transbay transit service</p>	<p>BART and AC Transit are partnering on a pilot expansion of AC Transit Transbay OWL service. The 800 will add new pick up locations at 24th St and 16th St BART stations. Weekend service on the 800 and 801 will increase in frequency from every 30 minutes to every 20 minutes between 12:30 and 2:30am and a new 822 route will serve locations along the BART Pittsburg Bay Point line. BART is paying AC Transit to operate the service using Lifeline and BART Operating funds. The pilot cost is \$700-800k for one year of service. AC Transit is assessing a \$95/hour unit cost to BART. More information: <a href="http://www.bart.gov/news/articles/2014/news20141009">http://www.bart.gov/news/articles/2014/news20141009</a> and AC Transit will provide hard copies of materials to Working Group members</p>	<p><b>BART:</b> Evaluate effectiveness of pilot. Adjust as appropriate and consider making permanent or expanding. Seek Working Group feedback on measures of effectiveness used to evaluate pilot success.</p> <p><b>Working Group Members:</b> Promote new service option to networks. Depending on pilot results, advocate for modification or expansion.</p>
<p>2 Longer BART and Muni Rail hours</p>	<p>Both BART and Muni rail require closure of service to do mandatory regular maintenance work to keep the system safe. Based on BART's current hours (4am-midnight weekdays; 6am-midnight Saturday, 8am-midnight Sunday, only 13 hours/week of real work time are available by the time all trains clear the system and maintenance trucks arrive at their work locations. SFMTA rail is closed from 1:30am-4:30am provides a 2-hour maintenance window and any shorter would negatively affect daytime reliability. In much longer term, both BART and SFMTA will consider additional rail investments that could allow some of the system to remain open, while other portions our closed, enabling some service to operate 24 hours a day. These longer-term ideas will be considered and prioritized through the Bay Are Transit Core Capacity Study, led by the MTC in partnership with BART, AC Transit, SFMTA, SFCTA, WETA, and Caltrain. Transit capacity upgrades will be developed and evaluated for consideration for prioritization in the 2017 Regional Transportation Plan.</p>	<p><b>SFMTA and BART:</b> Produce a short write-up that summarizes operations constraints that would need to be addressed to enable longer service, even if just 1-2 hours on weekends or for more special events. Describe agency considerations that go into the occassional decisions to extend hours (as sometimes happens for special events). Describe tradeoffs to daytime service and maintenance that occur during such scenarios. Describe any improvements that could enable some service to be operated while some of the system is undergoing maintenance (such as additional crossover locations) or additional studies that would be needed to determine this.</p> <p><b>MTC:</b> Share public involvement opportunities for the Bay Area Transit Core Capacity Study with Working Group</p>

3 Longer Caltrain service	Caltrain provided extended service on New Year's Eve and 4th of July. Service is much more expensive at night because of additional Federal Railroad Administration regulations that apply. In addition, Caltrain's electrification project will be a substantial level of effort that would preclude the agency's ability to take on additional nighttime service during; however after electrification is complete, the technology is likely to enable later or earlier service	<b>Caltrain:</b> Reconsider evening and early AM service schedule after completion of electrification
4 Muni OWL service expansion	In part as a result of the focused interest on Late Night Transportation spurred by the Working Group, SFMTA is submitting an application for Cycle 4 funds from the Lifeline Transportation Program (LTP) to supplement existing Muni OWL service. MTC established the LTP to fund projects improving mobility for low-income residents. The San Francisco County Transportation Authority (SFCTA) programs these funds within San Francisco. There is \$4.9 million in State Transit Assistance and Federal Job Access and Reverse Commute funds available over a three-year programming cycle from Fiscal Years 2013/14 through 2015/16. Applications are due to SFCTA by December 18, after which they will be evaluated based on established criteria and go through a Board approval process in early 2015. SFMTA plans to submit an application for \$3.92 million to expand and enhance late night owl service with new lines that provide coverage in previously un-served areas of the City, including the 44-O'Shaugnessy and the 48-24th Street transit corridors, which are identified low-income and minority routes per the SFMTA's Title VI analysis, filling in gaps in service in the Bayview and the south side of Potrero Hill. In addition, the SFMTA is proposing to improve late night service along the 108 from a 45 minute to a 30 minute service frequency. This expansion would add 40 additional revenue hours of service, a 30% increase in OWL service. To improve nighttime service reliability, the grant will also fund additional supervision and an additional road-call truck. More information about the LTP Cycle 4 Call is available at: <a href="http://www.sfcta.org/lifeline/cycle4call">http://www.sfcta.org/lifeline/cycle4call</a>	<b>Working Group:</b> Provide feedback to SFMTA on this proposal. Consider writing a letter of support for this proposal. If funded, promote new service options to networks.

<p>5 Additional or more frequent local and regional bus service</p>	<p>All bus operators are willing to consider additional service during nighttime hours if funds are identified to pay for the service.                  --<b>AC Transit:</b> In near term, focus is on Late Night pilot which BART is paying \$95/hour for. Additional or modified service could be considered.                  --<b>Golden Gate Transit:</b> Golden Gate Transit provided 24-hour service, 7 days a week until 2004, but service was discontinued because of low ridership (single digits). Cost/hour is \$167. Hourly trips between SF and San Rafael during the gaps (1-5am) would cost \$256,000 of which \$87,000/year in fares would be recovered if 10 passengers ride per trip; could also consider just weekend service for lower cost.                  --<b>SFMTA Muni:</b> Muni already provides more robust late night service than regional operators (30 minute headways as compared to typically 60 minute headways except weekend AC Transit service). Near-term focus is on Lifeline application Late Night supplement, but could consider additional changes if funds were identified.                  --<b>SamTrans;</b> Because of having only one late night line, SamTrans is not equipped to operate Late Night service, so the operation of the 397 is contracted out to MV Transportation (uses SamTrans buses, but MV drivers and MV has its own yard/depot) at a rate of \$7-\$8/mile.                  All operators would need to do a Title 6 equity analysis before making a service change, though likely to come out favorably</p>	<p><b>Working Group:</b> Consider as one of subset of ideas that should be advanced for more detailed proposal development in a follow on effort, particularly if private funding sources (such as partnerships with industry groups) or public funding sources that do not traditionally fund transportation can be identified. Work with someone with transit service planning expertise, someone with process facilitation skills, and relevant transit operators to define pilot bus supplement.</p>
<p>6 Encourage jitneys to serve trips not productively served by transit</p>	<p>Jitneys are regulated under Article 1100 of the City's Transportation Code. Jitneys can be permitted through Non-Standard Vehicle permits, but SFMTA is not currently issuing permits. There are new generation jitney-like services that have recently begun operating in San Francisco (Chariot, Loup); another new one is Bridj (which is operating in Boston).</p>	<p><b>SFMTA or SFCTA</b> should consider/monitor the new generation jitney-like services roll-out; study the potential opportunities and shortcomings presented and determine whether there's a need for the City to steer the direction of the sector.</p>
<p>7 Encourage shuttles to serve trips not productively served by transit</p>	<p>Currently, many shuttles operate in daytime hours to serve commute travelers. Commuter shuttles provide alternatives to drive-alone trips, and are associated with reduced auto ownership and increase use of transit, walking, and bicycling for non-commute trips. Shuttles are legally allowed to load in white zones, or through designated Muni stops if participating in the SFMTA Commuter Shuttle Policy and Pilot Program (more info: <a href="http://www.sfmta.com/sites/default/files/projects/Adopted%20Shuttles%20Policy%20Pilot.pdf">http://www.sfmta.com/sites/default/files/projects/Adopted%20Shuttles%20Policy%20Pilot.pdf</a>)</p>	<p><b>Working Group:</b> Consider as one of subset of ideas that should be advanced for more detailed proposal development to serve groups of workers on similar schedules and working similar corridors, particularly if private funding sources (such as partnerships with industry groups) or public funding sources that do not traditionally fund transportation can be identified.</p>

<p>8 Encourage vanpools to serve trips not productively served by transit</p>	<p>Vanpools are comprised of groups of commuters who work similar hours and in similar locations and share the costs of commuting together in a leased or owned van. MTC runs the 511 program that provides various incentives to encourage vanpooling including consultant support, monetary incentives, and preferential parking. More info: <a href="http://rideshare.511.org/vanpool/">http://rideshare.511.org/vanpool/</a></p>	<p><b>Working Group:</b> Consider as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.</p>
<p>9 Carpooling/ridesharing apps</p>	<p>A service called Carma that provides "dynamic carpooling" has been piloted in other parts of the Bay Area through an MTC Climate Initiatives grant, but is not seen as likely to be successful in San Francisco, particularly given its similarity to TNCs and TNC carpool services already operating extensively in SF. The regulatory environment for these services is rapidly changing. Lyft Line, Uber Pool, and Sidecar Shared Rides are currently considered illegal by the California Public Utilities Commission that regulates these. More information is available at the CPUC's website: <a href="http://www.cpuc.ca.gov/PUC/Enforcement/TNC/index.htm">http://www.cpuc.ca.gov/PUC/Enforcement/TNC/index.htm</a></p>	<p><b>SFMTA or SFCTA</b> should consider/monitor the new generation services roll-out; study the potential opportunities and shortcomings presented and determine whether there's a need for the City to steer the direction of the sector.</p>
<p>10 Bike-share stations outside of downtown and in the East Bay</p>	<p>Expanding bike-share could serve first and last mile connections to/from the more skeletal nighttime transit options (as well as address bicycle theft security concerns that may prevent other nighttime trips happening by bicycle). There are plans underway to add 300 bikes at 17 new bike share stations in the Mission and Castro in 2015 (they will be procured by March and installed 6-8 weeks thereafter). In April 2014, MTC also approved \$8.7 million to bring bikeshare to the East Bay, which will fund 60 stations and roughly 750 bikes through an 8.5 mile service area in Oakland, Berkeley, and Emeryville by Spring of 2015.</p>	<p><b>Working Group:</b> Consider as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.</p>

<p>11 Permit point-to-point car-sharing services</p>	<p>Point-to-point car-sharing allows service subscribers to check out and drop off cars at different locations. BMW is currently operating the DriveNow program within San Francisco, but it can only operate in locations where there are no parking restrictions. Car2Go is another common operator of this service, operating over 12,500 vehicles in eight countries and 30 cities worldwide. In other cities where point-to-point car-sharing services operate, cities provide a special parking permit in exchange for a fee, typically \$3-\$5,000/year/car. SFMTA has been considering enabling such a program but have concerns about its affect on transit ridership and the possible for unintended consequences caused by creating a new "super permit" for parking. There is some question of how popular the program will remain in cities with substantial TNC availability.</p>	<p><b>SFMTA:</b> Provide more information on decision-making process and schedule to be followed for consideration of piloting such services. Involve Working Group in process.</p>
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**B Speed and reliability**

<p>1 Studying sources of nighttime transit delay and low reliability and developing solutions based on major contributors</p>	<p>There may be a need adjust schedules to better accommodate transfers, provide additional supervision, and additional road call trucks. The Lifeline Late Night Transit application (A2) includes funding to provide additional supervision and road-call vehicle.</p>	<p><b>SFMTA:</b> Provide regular reporting on late night on-time performance and reliability trends, including at quarterly Muni reporting to BOS Land Use</p>
<p>2 Reliable timed transit transfers, including among operators; coordinate Muni with last BART and Caltrain runs; adequate waiting periods for people transferring</p>	<p><b>AC Transit:</b> Very complicated because there are transfer locations in two locations (Van Ness/Market; 14thBroadway) - buses from both directions have to arrive at same time. Prioritize waiting for the connection so no one is stranded.</p>	<p>TBD.</p>
<p>3 Having buses make fewer stops while allowing stops on request</p>	<p>Muni already only stops when someone requests it or when a passenger is waiting for pick up.</p>	
<p>4 Training for bus drivers on not skipping stops</p>	<p>This is covered in operator training for all operators. If someone is passed up in SF, they can report it to 311. Each operator has multiple channels to provide customer feedback or report issues.</p>	<p>None.</p>

5 Allowing bikes on board AC Transit buses when the bike rack is full	AC Transit allows bikes on board buses based on operator discretion (e.g. depends on how crowded the bus is). There has also been a recent change in State policy that allows for 3 position bike racks. AC Transit will pilot new racks system-wide in near future.	<b>Working Group:</b> Consider as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.
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<b>C Safety and security</b>		
1 Greater police presence at bus stops and on transit vehicles	SFMTA is supportive of additional SFPD police presence on system, but indicate they would need to provide funding to SFPD	<b>SFMTA:</b> Provide reporting on late night incident trends over time
2 Security cameras at waiting areas and on vehicles	Vehicles already have cameras and many stations/stops do as well. Security cameras are expensive to install and maintain.	None
3 Emergency call buttons at stops/stations	Working Group staff still need to discuss further with SFMTA staff to understand agency's experience with this technology.	TBD
4 Waiting areas designed with "Crime Prevention Through Environmental Design" principles	SFMTA already applies these principles at stations; lighting can be particularly effective but must be balanced with needs of surrounding neighborhood.	<b>Working Group:</b> Consider as one of a package of improvements that a neighborhood/corridor could partner to define possible projects through neighborhood/corridor walking audits
5 Training for bus drivers on conflict management	This is covered in all operators training. Drivers are instructed to focus on safely operating the vehicle and to not intervene in altercations.	None

6 More street lights along bike/walk routes	Based on statistics compiled by the California Office of Traffic Safety, San Francisco rates #2/13 for nighttime collisions for most recently available data, 2012 among California cities with population over 250,000 <a href="http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp">http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp</a> ; San Francisco's Better Streets Plan recommends prioritizing pedestrian lighting on: 1) Streets with high pedestrian volumes; 2) key civic, downtown, and commercial streets; 3) Streets with concerns about pedestrian safety and security, such as at freeway underpasses; and 4) Small streets such as alleys and pedestrian pathways. Supervisor Wiener has introduced legislation to create clear standards for streetlights, including transitioning to pedestrian-grade lighting. Pedestrian lighting is an effective countermeasure to pedestrian collisions where visibility is the primary collision factor - The Prop A Transportation Bond recently passed includes funding for pedestrian lighting and other interventions on high-injury corridors. SF PUC is hosting a contest for innovative lighting solutions and the winners will be announced soon.	<b>Working Group:</b> Consider as one of a package of improvements that: 1) could be recommended based on SFDPH-conducted data analysis of collision factors by corridor; 2) that a neighborhood/corridor could partner to define possible projects through neighborhood/corridor walking audits
7 More and secure bike parking near common nighttime destinations	Anyone can request bike parking using this website: <a href="http://sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals">http://sfmta.com/services/streets-sidewalks/installation-requests/bicycle-racks-corrals</a> or by calling 311. Racks are installed within 3 months of request. SFMTA has considered proactive bike rack identification but is not considered as high a priority relative to other bike planning and project development. SFMTA has produced a Long-Term Bicycle Parking Strategy for lockers cages and stations and recommends locations where demand is expected to be highest to focus implementation on. ( <a href="http://www.sfmta.com/sites/default/files/LongTermBicycleParkingStrategy%20FINAL.pdf">http://www.sfmta.com/sites/default/files/LongTermBicycleParkingStrategy%20FINAL.pdf</a> )	<b>Working Group:</b> Consider as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.  <b>SFMTA:</b> Implement Long Term Bicycle Parking Strategy.
8 On-request rides home by SFPD	As a rule, SF Police Department will not give people in distress rides home. Instead, they will address the problem or unsafe situation. They will make exceptions, especially for minors, based on judgment and discretion. If someone is drunk, police will help them get a taxi or will call Mobile Assistance Patrol (fleet of vans to take homeless and/or substance abusers to needed facilities).	None.

9 Volunteer neighborhood patrols	One example that exists is the Castro Community on Patrol that began in 2006 in response to assault in the neighborhood; the groups \$30-\$40,000 annual budget comes half from the City and half from fundraising at events at which they provide services. Volunteers go out in 3-person teams and are trained as expert witnesses/observers; they are meant to be "eyes and ears" and be a visible, deterring presence but are not enforcers. When intervention is needed, they contact SFPD or Fire Department. The biggest challenge is volunteer interest and it's especially hard to find volunteers for late-night shifts. Patrols usually start in response to high-visibility events but volunteer levels wane over time.	<b>Working Group:</b> Consider as one of a subset of existing programs that can be an example for other neighborhoods interested in creating such a program and that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.
10 Allowing people in BART/Muni Metro stations while they wait for the bus	Stations require staffing to be open and secure and would not be practical to leave open outside hours of operation.	None
11 Analysis of corridor-level patterns of late night injuries	Based on statistics compiled by the California Office of Traffic Safety, San Francisco rates #10/13 and #13/13 of collisions where driver had been drinking for >age 21, and <age 21, respectively for most recently available data, 2012 among California cities with population over 250,000 <a href="http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp">http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp</a> ; there	<b>Working Group:</b> Support City application to Office of Traffic Safety grant to fund analysis of corridor-level patterns of late night injuries to further inform effective solutions.
12 Targeted enforcement of unsafe speed, DUIs	SFPD already conducts targeted DUI checkpoints and saturation patrols (always announced in advance). Department has a six year plan to hire more officers, including within the Traffic Company, so enforcement should improve.	<b>SFPD:</b> Consider additional locations to target based on results of C11
13 Late-night street closures in areas with many pedestrians using alcohol	This is a strategy used in Austin, Texas and Vancouver British Columbia as a pedestrian safety strategy.	<b>SFMTA:</b> Consider possible locations to target based on results of C11 where there is neighborhood/corridor interest/support  <b>Working Group:</b> Consider as one of a package of improvements that a neighborhood/corridor could partner to define possible projects through neighborhood/corridor walking audits
14 Volunteer-run free ride homes for impaired drivers	Based on staff at Mothers Against Drunk Driving (MADD), not aware of such a program operating in the City, though common at colleges and high school campuses. Such as programs' typical challenges are volunteers engagement, liability issues, and geographic limitations. It's unclear there's strong potential for effectiveness given the # of other options that exist (e.g. Taxis, TNCs, Transit)	None.



15	Breathalyzers in bars/clubs	MADD staff indicate when breathalyzers are used by uninformed people they may not be reliability calibrated and can provide a false sense of security as it takes 15-20 minutes for alcohol to be absorbed into the blood.	None.
16	Pre-paid overnight parking option at pay stations	There are two main challenges. 1) Allowing people to pre-pay would essentially wake up the meters from a sleeping state, which would use up their batteries much faster. This would mean having to replace their batteries about twice as frequently. 2) Meters would need to be reprogramed to work off a different 24-hour cycle. A work-around that MTA recommends though recognizes is not convenient is having people take a photo of the parking-meter number or write it down, then pay remotely the morning after (don't even need a smartphone for it--can do it from a landline).	TBD
17	Consider regulations of party buses	Working Group staff have not yet discussed this with anyone.	TBD.
18	Information/education to discourage drunk driving	Past campaigns have included: free taxi rides provided by Luxor, napkins coaster with anti-drunk driving messages	TBD
19	App or expanded use of Clipper for cash-less payment	SFMTA is pursuing an app to enable paying fares by phone.	SFMTA: Keep Working Group updated on progress.
20	More thorough screening of TNC drivers	TNCs are regulated by CPUC and are actively considering additional regulation as a part of Phase 2 Rule-Making.	None.

<b>Awareness, D comfort and convenience</b>			
1	Enhanced marketing and promotion of existing late-night transit service	BART and AC Transit are marketing the Late Night Transbay pilot	<b>Working Group:</b> Consider additional promotion as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.
2	Branded All-Nighter stops, shelters, and transfer points	SFMTA suggests better information about Late Night transit options is warranted (D1), but their branding focus is on the Muni Rapid network. SFMTA is replacing all bus stop flags and new ones will include all stops that are served by OWL lines	None.

3 Dedicated website and app for late-night services, including interactive map showing bus location	Many apps and websites already provide real-time tracking of bus locations. All transit operators provide real-time information as open source for anyone wishing to use to develop apps/websites that provide real-time information.	<b>Working Group:</b> Consider as recommendation to identify funds for challenge grant to encourage private sector to develop such a website, app.
4 Improved real-time information of All-nighter lines	<p>Ghost buses and trains happen when a train or bus is at the end of the line or terminal and not moving. Predictions from the terminal are based on scheduled departure times until the train starts moving, when predictions can be made on vehicle movement. If the train does not depart the terminal as scheduled, then the system will drop predictions for the train after a few minutes and drop the subsequent predictions on the route.</p> <p>The predictions will be inaccurate until the bus starts moving again and the predictions can be provided accurately by the system based on the moving train. Ghost buses and trains are usually caused by unforeseen circumstances such as operations needing to reassign the bus for an emergency on another part of the system, a mechanical issue or the route's schedule being readjusted to help even out service. SFMTA recently wrote a blog piece on this <a href="http://sfmta.com/about-sfmta/blog/nextmuni-ghost-buses-trains-oh-my">http://sfmta.com/about-sfmta/blog/nextmuni-ghost-buses-trains-oh-my</a></p>	Pursuing measures to improve reliability of the overall system will improve real-time accuracy (see B1)
5 Real-time (NextBus) displays in working order; displays for street car lines on Market	Out of order real-time displays that serve Muni can be reported to 311. Late Night Working Group staff need to coordinate with additional SFMTA staff regarding powering additional stations.	<b>SFMTA:</b> Prioritize installation of additional real-time information displays at OWL stop locations that do not yet have (such as along Market Street)
6 Provide tvs or screen displays that provide real-time transit arrival information displays at bars and businesses	Some examples of businesses that currently provide these displays include at Rainbow Coop, at Whole Foods at Market/Dolores and in Parkmerced apartments	<b>Working Group:</b> Consider additional promotion as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.
7 Real-time display screens and All-Nighter schedules posted outside all BART stations	BART will be posted AC Transit Nighttime schedules outside BART stations as a part of Nightlife	<b>Working Group:</b> Consider as one of a package of improvements that a neighborhood/corridor could partner to define possible projects through neighborhood/corridor walking audits

<p>8 More frequent cleaning of buses, trains and stations</p>	<p>For all operators, there is a tradeoff in resource allocation of how much is dedicated to cleaning vs. other functions.</p> <p><b>AC Transit:</b> Drivers are instructed to do a walk-through of the bus to remove debris at terminal between runs. Buses are cleaned every day and AC Transit follows a twelve point measurement system to evaluate.</p> <p><b>BART:</b> Cleaning resources are allocated across system with more resources where higher ridership. BART is engaging in "station brightening" programs including a focused deep cleaning of Powell Street station and additional brightening at stations across the system. BART is in process of removing all carpeting and replacing seat covers with vinyl - remainder will be complete by end of June 2015.</p> <p><b>Muni:</b> More of a problem at night because they've accumulated trash over the day. SFMTA plans to hire more cleaners in 2015.</p>	<p><b>For each operator:</b> Provide regular reporting on cleanliness trends over time.</p>
<p>9 Public toilets at or outside BART/Muni Metro stations</p>	<p>BART stopped allowing passenger use of toilets at underground stations after 911.</p>	<p>None.</p>
<p>10 Clearer signage in stations against smoking and littering</p>	<p><b>BART:</b> Signage in stations is grimy, but will be cleaned as a part of station brightening program. BART has needs to upgrade signage through stations and can consider legibility of these signs as a part of effort.</p>	<p><b>Operators:</b> Any signage upgrade programs at stations should consider most effective way for signs to convey this message.</p>

<p>11 Additdional, upgraded taxi stands with painted curbs/signs/branding (staffed by queue supes/security officers?)</p>	<p>Anyone can request a taxi stand for \$2,000/year. There is typically signage and a queue supervisor. San Francisco does not have "taxi stand culture" the way it exists In New York City.</p>	<p><b>Working Group:</b> Consider as one of a package of improvements that a neighborhood/corridor could partner to define possible projects through neighborhood/corridor walking audits. Would require an information campaign to educate drivers and riders, and enforcement of taxis not using stands to be effective.</p>
<p>12 Requiring taxis to accept credit cards</p>	<p>Taxis are already required to accept credit card payments and can be cited for refusing payment by credit card. SFMTA receives about 150 taxi-related complaints/month of which about 40% are about this issue.</p>	<p><b>Working Group:</b> Consider additional promotion as one of a subset of existing services that should be publicized in multiple communication channels to provide better information about existing Late Night transportation options.</p>
<p>13 Leaving all gates at the BART/Muni Metro stations open until closing time</p>	<p>BART indicates they only closes gates early if there is a need to do special station-related maintenance.</p>	<p>None.</p>
<p>14 Predictable stopping position of BART cars</p>	<p>BART indicates that cars always stop at the same location and digital display signs indicate how many car trains will be on platform, but passengers may not understand the implication of where to stand.</p>	<p><b>BART:</b> Consider signage indicating boundaries where 4- or 6-car trains stop</p>

<p><b>E Cost and equity</b></p>		
<p>1 Same transfers with Clipper as with cash (ie, evening transfers valid until end of service day)</p>	<p>This is not enabled by the current Clipper system operated by Cubic. MTC reports that Cubic could change the system to enable this. It would take 9-12 months to implement and comes with a high level cost estimate of approximately \$250-\$500k. A change order to MTC's current contract would be required before the work could begin. Another option would be for Muni operators to give paper transfers to riders using Clipper and getting on after 8pm.</p>	<p>Seek input from SFMTA on giving out paper transfers after 8pm for Clipper users.</p>
<p>2 Taxi or TNC fare subsidies for low-income workers</p>	<p>There is a similar model for paratransit where rides for people with disabilities are subsidized for people with disabilities using federal funds (\$5 for \$30 worth of rides).</p>	<p><b>Working Group:</b> Consider recommending a follow on study to consider feasibility of such a program</p>
<p>3 Addressing TNCs' lack of accessibility for passengers using wheelchairs</p>	<p>TNCs are regulated by CPUC and are actively considering additional regulation as a part of Phase 2 Rule-Making. Some TNC vehicles accommodate some passengers in wheelchairs and can request larger vehicles.</p>	<p>None.</p>
<p>4 Implementing shared taxi rides (flat-rate?)</p>	<p>SFMTA reports this option is currently enabled but there is no awareness that is an option.</p>	<p><b>SFMTA:</b> Work with relevant taxi stakeholders to develop an enabling program that would include education to drivers and subsequent education/promotion to public.</p>