



**SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT**

**ANNUAL PROHIBITION ORDER REPORT
TO THE CALIFORNIA LEGISLATURE**

July 2020

This report annual report summarizes the San Francisco Bay Area Rapid Transit District's prohibition order program pursuant to Assembly Bill 730 (Chapter 46, Statutes of 2017). The report contains data gathered from documented calls of service regarding incidents occurring on BART property and trains, in addition to statistics obtained from BART Police Officers.

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Message from the Chief of Police

Honorable Members of the California State Legislature,

The 223 sworn members of the San Francisco Bay Area Rapid Transit (BART) Police Department, are committed to ensuring the safety and security of all BART's riders and employees.

In 2011, the Legislature passed, and the Governor signed AB 716 (Dickinson) into law, granting BART the authority to implement a pilot program to issue prohibition orders. The program was created to improve front-line employee and rider safety by excluding persons from the transit system who had committed acts of violence, certain misdemeanors, or felonies.

BART began issuing prohibition orders in mid-2013 and throughout the program has focused on serious and repeat offenders who commit violent crimes, sexual offenses, or traffic and sell narcotics on BART property. In 2017, BART received permanent authority to issue prohibition orders through the passage of AB 730 authored by Assembly member Bill Quirk (D-Hayward).

With permanent authority to issue prohibition orders, BART remains committed to public safety and the protection of our riders and employees. The BART Police Department believes the authority to exclude individuals who commit violent crimes on BART property or cause drug-related safety concerns, is a great asset to implementing an effective public safety strategy.

BART currently carries approximately 400,000 passengers on a typical weekday. Customer concerns expected increases in ridership, and the anticipated opening of two new stations in 2020 compel the police department to fully utilize the varied forms of enforcement tools at our disposal. Prohibition orders are just one of the many safety measures BART is utilizing to protect its riders and employees.

As shown in this year's annual report, BART is committed to collecting and analyzing data related to passenger behavior and crimes committed on BART property. In 2019, BART will be engaged in independent reviews of its policing practices to ensure fair and impartial policing across arrests, citations, and police contacts. It is our hope these reviews will keep BART accountability to the public and help build community trust moving forward.

Thank you for your continued support,

Edgardo Alvarez
Chief of Police, Bay Area Rapid Transit

Message from the Transit Security Advisory Committee

Honorable Members of the California State Legislature,

The Transit Security Advisory Committee (TSAC) for the San Francisco Bay Area Rapid Transit District (BART) is the citizen and community advisory committee that works to ensure that Assembly Bill 730 is implemented as the Legislature intended. AB 730 requires an annual report from BART to the Legislature on the statistics regarding prohibition orders and crimes of violence.

The TSAC is made up of both members of the community and BART employees. The TSAC takes seriously its role in examining the program's monthly statistics, findings related to the issuance of prohibition orders, and ways in which BART can effectively promote the safety and security of both riders and employees.

In the coming year, the TSAC is excited to welcome new members as we expand our committee size, who will bring a wealth of knowledge in the areas of youth advocacy, community interests through building community relationships and in the area of mindfulness/mental health wellness. The TSAC is also committed to focusing on more comprehensive reviews of monthly data as well as a review of the total data received since the conception of this granted authority. Utilizing the data received, we will continue to look at the determining factors leading to the issuance of a prohibition order, suggest proactive outreach strategies on youth engagement/education of the BART system, and offer recommendations for employee education and support to create a safer environment for both BART employees and its ridership.

Sincerely,

Crystal Raine,
Chair, BART Transit Security Advisory Committee

Overview of the Transit Security Advisory Committee

Pursuant to authorizing legislation, Assembly Bill 716 (Chapter 534, Statutes of 2011), BART established a Transit Security Advisory Committee (TSAC) to serve as a volunteer advisory group and review body for the implementation of BART's exclusion policy. Drawing from their private and public-sector experiences, committee members bring a diverse set of skills to the program's planning and review.

The advisory committee members are appointed by the BART Board of Directors. The current committee consists of five members. Three of the advisory committee members have experience working with individuals with psychiatric or other disabilities, and at least two members have experience working in youth services. In addition, one advisory committee member is from the bargaining unit representing BART Station Agents.

The advisory committee is tasked with the following:

1. Providing recommendations, in consultation with the county mental health directors within the service area of the transit district, regarding the type and extent of training that should be undertaken by individuals with responsibility for issuance and enforcement of prohibition orders, with particular emphasis on training designed to assist those individuals in identifying and interacting with persons who are homeless or who have psychiatric or other disabilities.
2. Identifying, in consultation with the county mental health directors within the service area of the transit district, services and programs to which persons who are homeless or who have psychiatric, developmental, or other disabilities may be referred by transit district enforcement personnel prior to or in conjunction with issuance of a prohibition order.
3. Monitoring the issuance of prohibition orders to assist the transit district in ensuring compliance with Section 51 of the Civil Code, also known as the Unruh Civil Rights Act.
4. Providing the governing board of the transit district and the Legislature with an annual report summarizing the number of prohibition orders that were issued by the transit district during the preceding year, including, but not limited to, the types and numbers of citations by category, and the number of exclusion orders appealed, the appeals granted, the reasons granted, and other relevant information directly related to those orders.

2019 TSAC Members

Crystal Raine, TSAC Chair

Community Resource Coordinator
City of Union City Police Department

Armando Sandoval, TSAC Vice Chairperson

Crisis Intervention Team Program Coordinator
BART Police Department

Chris Finn

President
BART ATU 1555

Sue Kuipers

Chaplain
BART Police Department

Janet Abelson

Councilmember
City of El Cerrito
Member, BART Accessibility Task Force

TSAC Staff

Mag Tatum

Senior Board Analyst
BART, District Secretary Office

Legislative History

Like other public transit systems in the state and across the country, BART is experiencing an increasing number of complaints from riders and employees regarding safety and security. The BART Board of Directors believes that the safety of its workers and riders must be an ongoing priority. For this reason, in 2010, BART sought to be included in state legislation, Assembly Bill 716 (2011), which reauthorized programs assisting with crime control for the Sacramento Regional Transit District and Fresno Area Express.

AB 716 passed the Legislature, was signed by the Governor, and became law on January 1, 2012. As amended, the bill authorized the creation of a three-year pilot project where BART could focus on reducing the number of passenger disruptions and improving overall service through a process that would exclude passengers cited for certain offenses. The bill would also assist BART in protecting its front-line employees, including station agents, system service workers, and BART Police officers from acts of violence. BART began to issue prohibition orders authorized by AB 716 in 2013 and soon realized a significant number of the orders were issued for domestic violence offenses.

Introduced by Senator Loni Hancock (D-Berkeley) in 2014, SB 1154 clarified that BART Police are in fact included in the general provisions of the law enforcement response to domestic violence and have the authority to issue Emergency Protective Orders (EPO) and take temporary custody of firearms or deadly weapons while conducting domestic violence investigations. SB 1154 received no negative votes in either house of the Legislature and was signed into law by Governor Brown in September 2014. The bill added BART Police to the following Penal Code Sections: 13700, 646.91, and 18250. Additionally, the bill extended the sunset provisions relating to BART's prohibition order authority until January 1, 2018.

In 2017, AB 730, authored by Assembly member Bill Quirk (D-Hayward), was introduced and granted permanent authority to BART to issue prohibition orders. Persons could be banned from entering BART property for 30, 60 or 90 days for committing specified acts and crimes as defined within the earlier AB 716. AB 730 was signed into law in July 2017 and became law on January 1, 2018.

Summary of Assembly Bill 730

The purpose of AB 730 is to enhance safety and public transit system security by excluding public transit riders whose actions impact the safety and security of public transit passengers and public transit employees. The law allows BART to exclude passengers from using transit for specified periods of time, depending on the nature and the frequency of offenses committed while on transit district property. The law does not intend to target or adversely impact any one group of individuals. The law relies in part on provisions in the state Public Utilities Code (PUC) to define those actions or behaviors which passengers see as disruptive and the number of offenses for which a passenger may be cited. Generally, AB 730:

1. Authorizes BART to issue a prohibition order to any person who, on at least three separate occasions within a period of 90 consecutive days, is cited for a transit related misdemeanor committed in or on a vehicle, bus stop, or light rail station of the transit district for any act that is a violation as specified in statute.
2. Authorizes a prohibition order to be issued to a person arrested or convicted for any misdemeanor or felony committed in or on BART District property.
3. Prohibits a person subject to a prohibition order from entering the property, facilities, or vehicles of BART for a period of time deemed appropriate.
4. Specifies prohibition processes, notification procedures, and hearing and appeals procedures.
5. Requires BART to establish an advisory committee and to ensure that personnel charged with issuance and enforcement of prohibition orders receive training as emphasized and recommended by the advisory committee.

Transit System Profile

BART is a special district created by the State of California consisting of Alameda County, Contra Costa County, and the City and County of San Francisco. BART is governed by a nine-member board of publicly-elected Directors, each of whom represent specific geographic areas within the BART District. Each board member serves a term of four years. San Mateo County, which hosts six BART stations, is not part of the BART district. BART, in partnership with the Santa Clara Valley Transportation Authority, will also be extending the system into Santa Clara County, with the opening of the BART to Silicon Valley extension.

BART connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County operating on five lines, 121 miles of track with 48 stations in four counties. With an average weekday daily ridership of about 410,000 passengers, BART is the fifth-busiest heavy rail rapid transit system in the nation. In 2017, BART opened the Warm Springs extension in southern Alameda County, and the Silicon Valley Transportation Authority has opened two new stations in Santa Clara County. Several transit agencies also connect to BART including the San Francisco Municipal Transportation Agency (Muni), Alameda Contra Costa Transit (AC Transit), San Mateo County Transit (Sam Trans), County Connection, and the Golden Gate Bridge, Highway and Transportation District (Golden Gate Transit).

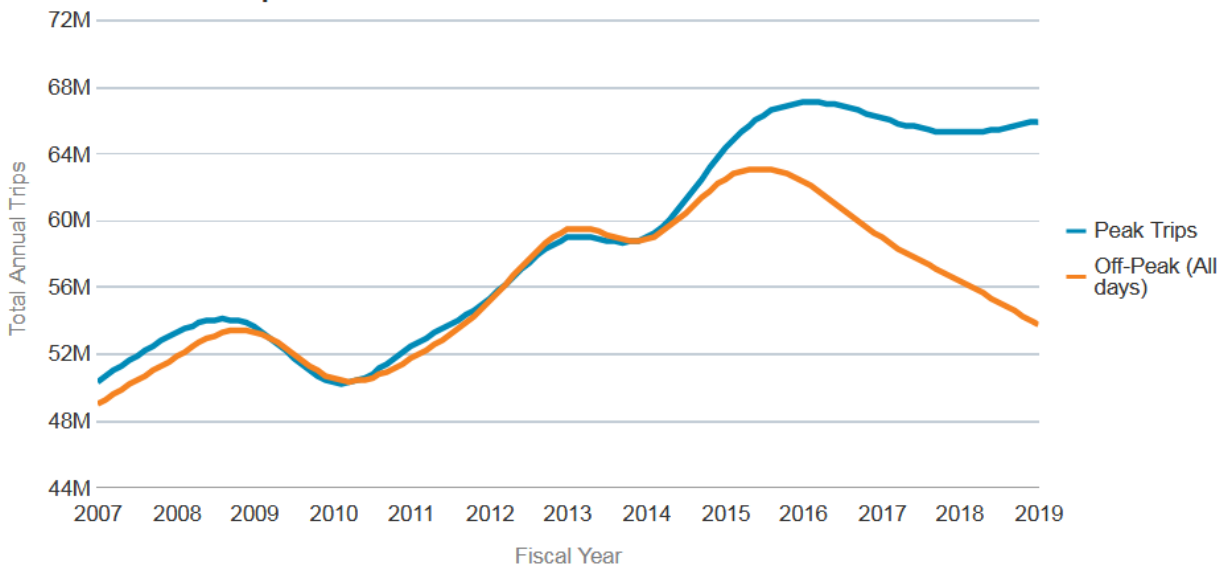
The BART Police Department is comprised of 353 personnel, of which 223 are sworn peace officers and 57 are Community Service Officers. The BART Chief of Police commands the department, which is the agency's sole law-enforcement entity and provides a full range of police services. Additionally, [BART's Citizen Oversight Model](#) provides for independent investigations of alleged police misconduct, review of BPD Internal Affairs investigations, policy recommendations, reviews of every use-of-force incident, and civilian engagement. The oversight model established both the Office of the Independent Police Auditor and the BART Police Citizen Review Board.

Conclusions and Observations for 2019

Ridership Trends and Customer Satisfaction

BART ridership continued to trend down in 2019 at 410,774 average weekday exits compared to 414,166 average weekday exits in 2018. In terms of total annual trips, the peak commute market experienced a slight increase from 2019, however off-peak trips, including nights and weekends continued to decline.

Peak vs. Off-Peak Trip Growth



According to BART's most recent [Customer Satisfaction Survey](#), 56% of respondents said they are very or somewhat satisfied with BART. This is down 13 percentage points since 2016. Key factors behind the decline in customer satisfaction continue to be: crowding, cleanliness, and aging trains and stations. In addition, concerns about personal security on BART have risen dramatically, likely driven by high profile incidents, as well as day-to-day quality of life issues that impact how safe riders feel on BART. These issues include drug use and criminal activity on or near BART, untreated mental illness, fare evasion, homelessness, and panhandling. In light of this, BART has prioritized customer safety with continued emphasis on addressing these quality of life issues.

Prohibition Orders and Crime Rates in 2019

The number of prohibition orders issued in 2019 was 371 compared to 376 in 2018. Prohibition orders were issued at 45 BART transit stations in 2019 and only a small number (4 of 371) were issued on other BART property. The highest number of prohibition orders, 128, were issued in the core East Bay stations primarily in Oakland and represent 35% of all prohibition orders. The lowest number of prohibition orders, 27 (or 7%), were issued in San Mateo County.

Statistics related to age, race, and gender have remained relatively consistent over the past few years. However, the percentage of persons who received prohibition orders and are considered young adults (under age 35) continues to be relatively high at 71%. Of this demographic, a disproportionate percentage of orders were also issued to African American males – totaling of 178 orders for individuals 35 years or younger.

During monthly meetings, the TSAC discusses crime trends that effect BART in relation to the number of prohibition orders issued. According to the chart below, violent crimes saw a slight increase in 2019, compared to property crimes that saw a much larger increase. This increase is attributed largely to crimes related to larceny and auto burglaries.

Part 1 DOJ UCR Crime Rates

	2015	2016	2017	2018	2019
Violent Crime	238	330	423	481	499
Property Crime	2809	2710	3032	2935	3444
Total	3047	3040	3455	3416	3943

Per the Department of Justice Uniform Crime Reporting system, crimes of violence include the categories of homicide, rape, robbery, and aggravated assault. Property crimes include the categories of burglary, larceny, auto theft, and arson. Data source – bart.gov.

The BART Police Department is currently participating in a study with the Center for Policing Equity (CPE), to analyze demographics of arrests, citations, and law enforcement contacts made by BART Police Officers. The Department has submitted multiple years of demographic data. CPE is in the process of analyzing the data, and they have also completed a survey of BART Police employees. CPE has submitted a draft report of their findings to Chief Alvarez in December of 2019. The report is in final stages of review and will be released by late 2020.

Prohibition Orders Issued for Specified Crimes

With the decrease in prohibition orders issued in 2019, BART also saw a leveling out of crime related to domestic violence, robbery, and battery/threats to employees.

Specified Crime	2014	2015	2016	2017	2018	2019
Domestic Violence	55	64	51	53	47	46
Robbery/ Attempt Robbery	33	29	24	34	51	51
Battery/Threats Employees	68	50	68	80	82	84
Total	156	143	143	167	179	181

- Prohibition orders for Domestic Violence, including domestic battery/corporal injury, made up 12% of all prohibition orders.
- Prohibition orders for Robbery/Attempt Robbery accounted for 14% of all prohibition

orders.

- Battery/Threats to Employees including station agents, train operators, system service workers, and officers continues to be high at 23% of all prohibition orders.

Battery Against BART Employees

Crime	2019	Percentage of issued orders	2018	Percentage of issued orders	2017	Percentage of issued orders	2016	Percentage of issued orders
Battery Against Station Agents	20	5%	24	6%	28	9%	30	11%
Battery Against Train Operators	6	2%	5	1%	8	2.5%	9	3.25%
Battery Against System Service/Others	4	1%	7	2%	3	1%	4	1.5%
Battery Against Police Officers	54	15%	46	12%	41	13%	25	9%
Total	84	23%	82	21%	80	25.5%	68	24.75%

TSAC considers prevention of violence against employees a priority and seeks to identify additional measures beyond training to prevent incidents of violence affecting employees. This training must be consistent system wide, and should include the police department employees, the front-line staff, and the transit supervisors.

The TSAC believes potential benefits from continued and additional training could include:

- Developing a Civilian Academy in partnership with OIPA, CRB, BART PD COPPS and Community Partners
- Helping employees de-escalate potentially dangerous behaviors and situations
- Helping employees identify individuals with specific needs
- Reducing the likelihood an employee is the victim of assault or battery

Battery on BART Patrons

Battery and threats to BART patrons continue to be a noticeable problem with 104 prohibition orders issued in 2019, compared to 94 issued in 2018. This category constitutes the highest percentage of prohibition orders issued for any individual crime category, at 28%.

Patrons, especially youth who travel via public transit, seniors, and persons with disabilities who must use specific routes and entrances to utilize various BART stations, are often affected by such nuisance behavior. To address crime on the BART system, the BART Police have mounted a robust campaign to recruit more officers and implemented new techniques including high visibility foot patrols and dedicated commanders for specific zones of the system.

BART Improvements to Improve Safety and Security

In an effort to reduce incidents of violence against the front-line BART employees, specifically stations agents, train operators, and system service personnel who deal with thousands of

passengers each day, the TSAC recommends additional training for employees. Updated and expanded training is an important way to reduce incidents of violence against these employees who find themselves in the middle of disruptive and sometimes violent public actions. This recommended training should occur at the entry level stage of employment, as well as throughout the employee's career via routinely scheduled, specified recertification training.

The TSAC is currently reviewing training content with union leaders of station agents, system service employees, fore workers, and train operators for possible modifications to the current training guidelines.

The TSAC recommends the following to help continue to minimize areas of conflict with frontline employees and management staff:

- Identification and implementation of active listening and de-escalation training
- Mental Health First Aid (MHFA) Training for BART Personnel
- Employee education and resources on conflict resolution and peer support
- Continue increasing employee staffing levels across service classifications, especially station agents and police officers
- Continued support of the Proof of Payment program and its personnel assigned to the enforcement.
- Support of the newly implemented Ambassador program and its personnel assigned to engage with the public and special populations
- Public Service Announcements (PSAs) via BART Media Relations and the BART Police Department regarding AB 730
- Additional signage at station agent booths to help inform the public of AB 730
- Crisis intervention training and a dedicated Crisis Intervention Response Team allowed to address problems district wide with the assistance of county wide Multi-Disciplinary Forensic Teams (MDFT)

Youth and Young Adults

In 2019, 43 persons under 18 years old were issued prohibition orders compared to 42 in 2018. The majority of prohibition orders were issued to young adults in the 18-25 and 26-35 age ranges, accounting for 112 and 110 prohibition orders respectively. In total, 71% of all prohibition orders were issued to the youth and young adults. The TSAC has shown interest in the youth population because of the high volume of juveniles in the area who are transit dependent. Special attention will be paid to demographics, age and ethnicity as outreach programs are created and designed for the groups that have the greatest needs.

In 2019, dedicated Zone Commander positions were created for each county/zone. Zone Commanders are responsible to coordinate and lead all COPPS efforts and initiatives in their respective zone. Zone Commanders hear recommendations and complaints from community stakeholders, and they work to address issues, concerns and challenges that are important the community.

BART Police has been involved in programs in Alameda County such as Gang Resistance Education and Training (GREAT) at the grammar school level. GREAT offers many components to help children focus on life skills while helping them avoid delinquent behavior and violence. Educating

our youth stakeholders and providing a positive citizen/police encounter at this early age group will assist in reducing the incidences of criminal behavior later in life for many of these juveniles.

The TSAC recommends pursuing additional outreach efforts, at the BART District and Police Department levels including:

- Frontline staff and BART PD developing rapport with young riders through community outreach
- Expanding the COPPS Unit to extending the outreach to all patrol zones by providing one COPPS assigned employee per zone
- Continuance of the GREAT program and an expansion of the program outside of Alameda County
- Development of a Crisis Intervention Response Team staffed by sworn law enforcement personnel and trained civilian staff
- Recruitment of a youth services representative to the TSAC.
- Partnering with local youth at risk/youth empowerment programs

Request for Appeals

Of the 371 prohibition orders issued in 2019, 6 appeals were initiated, 6 completed the appeals process and 1 was overturned. In 2019 these appeals accounted for just 1.6 % of the total orders issued. 376 prohibition orders issued in 2018, five appeals were initiated, and the five persons completed the appeals intake process. In 2018 these appeals accounted for just over 1% of the total orders issued. This percentage was slightly higher than 2018 and still lower than the percent in 2017, 2016, 2015 and 2014, which was approximately 2% of total orders issued each year.

Continued Need for Outreach Efforts Involving Mental Health & Homelessness

In 2019, of the 371 prohibition orders issued, 17 of the offenders were identified as “in crisis” or struggled with a mental health condition and identified as a danger to self and or others. This represents 4% of the total number of prohibition orders issued. In addition, 34 of the 371 individuals issued a prohibition were identified as transient. This is a promising downward trend compared to the previous year. In 2018, of the 376 prohibition orders issued, 34 offenders were identified as “in crisis” and 61 individuals were identified as transient. In all cases involving mental illness issues, subjects are transported to, and evaluated at, a licensed psychiatric facility prior to being booked at the jail.

BART Police is constantly addressing issues and concerns of individuals struggling with homelessness and/or mental health issues. Crisis Intervention Training (CIT) officers and police personnel continue to offer services at the scene by referring them to appropriate resources through local city or county organizations. BART is one of the only transit properties in the nation to employ a full-time CIT Coordinator/ Community Outreach Liaison to connect individuals who may be in crisis to specific mental health or social services. The CIT Coordinator is a member of the TSAC and works with homeless outreach teams in all four counties that BART operates. The BART Police CIT Coordinator is either on scene and/or meets with police personnel to review individual cases and develop an action plan to connect or re-connect individuals to specific mental health or appropriate services daily. BART Police tracks cases involving individuals with mental health conditions and shares the information with allied agencies during line-ups or via email.

The following BART police personnel, eligible to attend training, have completed crisis intervention training (CIT):

Crisis Intervention Training

1 of 1	Chief
3 of 3	Deputy Chiefs
12 of 13	Lieutenants
27 of 34	Sergeants
124 of 148	Officers
12 of 14	Dispatchers+2 Disp. Supervisors
37 of 54	CSOs
1 of 1	CIT Program Coordinator
	Eligible Personnel are CIT Trained

To continue to develop and increase relationships with key outreach groups in the Bay Area, BART PD has worked with the Homeless Outreach Teams (HOT) in all four of the counties it serves. Information on mental health incidents is gathered and shared at monthly Multi- Disciplinary Forensic Team (MDFT) workgroup meetings in each of the following counties; Alameda, Contra Costa, San Mateo and San Francisco. The MDFT is a voluntary coalition of law enforcement agencies and allied service providers who assist individuals with mental illness, substance abuse and co-occurring disorders who are at high risk of involuntary hospitalization and are arrested for behaviors and activity related to their disabilities. BART PD has been able to make referrals to the District Attorney and Public Defender’s office through collaboration with MDFT workgroups to help specify treatment for individuals and focus on chronic cases that tend to exhaust valuable resources for many police agencies.

Homeless Outreach Initiatives

BART continue to invest in a process to reduce prohibition orders resulting from conditions related to homelessness. BART recently partnered with Contra Costa County Department of Public Health CORE Team, to conduct homeless outreach in BART stations and on BART trains in Contra Costa County. BART has partnered with the San Francisco Homeless Outreach Team (HOT) and the San Francisco Municipal (SF MUNI) Transit District in a joint effort funded by BART and SF MUNI. The harm reduction strategy involves deployment of a dedicated homeless outreach team assigned specifically to the downtown San Francisco BART and MUNI transit stations. The unit works during the weekday shifts when BART has the highest level of patronage.

The BART Police Department also joined the San Francisco Law Enforcement Assisted Diversion (LEAD) program to divert low level drug offenders away from the criminal court system into state, county, and city funded programs. Modeled after the successful LEAD program in Seattle, Washington, the goal of this process is to provide persons struggling with addiction a means of obtaining basic needs and treatment, without resorting to criminal behaviors which adversely affect the District and City stakeholders. BART District has become involved in a district wide approach to addressing the challenge of homelessness by partnering with each county in a regional collaboration.

Repeat Offender Statistics

In early 2016, BART Police began looking at data on repeat offenders arrested for violating their prohibition order. The applicable penal code, 369i(b), is used for a variety of offenses to include returning to BART District property while a valid prohibition order is in effect.

In 2019, 11 persons violated the prohibition order for a total of 31 arrests. 1 person violated their order 5 times, 1 person violated order 4 times, 2 persons violated order 3 times and the remaining 7 violated their prohibition order twice. It should be noted less than 3% (actual - 2.96%) of the offenders issued prohibition orders violated the order.

In 2018, seven persons violated the prohibition order for a total of 12 arrests. Five persons violated their order twice. The remaining two people violated their prohibition order once. It should be noted less than 2% of the offenders issued prohibition orders violated the order.

Prior Year Annual Reports

In BART's commitment to transparency and accountability, prior year reports to the California legislature on BART's prohibition order program can be found online at bart.gov/reports.

Prohibition Order Statistics
(From January 1, 2019 to December 31, 2019)

Crime	Description	Prohibition Orders Issued	Percentage	In-Custody	Citations
664/187 PC	Attempt Murder	2	0.5%	2	
215 PC	Carjacking	7	2%	5	2
211 PC 664/211/212.5 PC	Robbery/ Attempt Robbery	51	14%	48	2
241/243/422/415(3) PC	Assault/Battery/Threats to Station Agents	20	5%	18	2
243/422 PC	Battery/Threats to Train Operator	6	2%	4	2
243/422 PC	Battery/Threats to System Service or Other	4	1%	4	
243(b)/69/422PC	Battery/Threats to Officer	54	15%	51	3
243(e)(1) PC	Domestic Battery	34	9%	33	1
273.5 PC	Domestic Battery– Corporal Injury	12	3%	12	
243.3/243d/422 PC	Battery/Threats to Patron	104	28%	73	30
243.4/288 PC	Sexual Battery	6	2%	5	1
245 PC	Assault with Deadly Weapon	18	5%	18	
273d(a) PC/ 243a(b) PC	Child Abuse/ Endangerment	2	0.5%	2	
314 PC	Indecent Exposure	16	4%	15	1
417 PC	Brandishing Weapon	8	2%	6	2
647(a) PC	Lewd Conduct	7	2%	5	2
11352/11360 H&S	Narcotic Sales	9	2%	9	
148 PC i/ 237 PC	Resisting Arrest/ False Imprisonment	11	3%	9	2
Total		371	100%	319 (86%)	50 (13%)

Crime	Description	Arrests	Prohibition Appeals	Mental Illness *	Transient	Juvenile (<18)
664/187 PC	Attempt Murder	2				
215 PC	Carjacking	5				5
211 PC 664/211/212.5 PC	Robbery/ Attempt Robbery	48	1	1	6	19
243/422 PC	Battery/Threats to Station Agent	18		2	2	
243/422 PC	Battery/Threats to Train Operator	4				1
243/422 PC	Battery/Threats to System Service or Other	4				
243(b)/69/422 PC	Battery/Threats to Officer	51		1	7	3
243(e)(1) PC	Domestic Battery	33	1		2	4
273.5 PC	Domestic Battery-- Corporal Injury	12			2	
243.3 PC/ 422 PC	Battery/Threats to Patron	73	2	10	3	8
243.4/288 PC	Sexual Battery	5				1
245 PC	Assault w/ Deadly Weapon	18		1	3	
273d(a) PC/ 243a(b) PC	Child Abuse/ Endangerment	2			2	
314 PC	Indecent Exposure	15			4	
417 PC	Brandishing Weapon	6	1			1
647(A) PC	Lewd Conduct	5	1			
11352/11360 H&S	Sales of Illegal Narcotics	9		1	3	
148 PC i/ 237 PC	Resisting Arrest/ False Imprisonment	9		1		1
Total		319	6 (2%)	17 (5%)	34 (9%)	43 (12%)

Crime Classification	Prohibition Orders Issued	Percentage
Felony	174	47%
Misdemeanor	197	53%
	371	100%

Gender	Prohibition Orders Issued	Percentage
Male	315	85%
Female	56	15%
	371	100%

Ethnic Background	Prohibition Orders Issued	Percentage
Black	249	67%
Hispanic	61	16%
Other	25	7%
White	36	10%
	371	100%

Age	Prohibition Orders Issued	Percentage
17 & Under	43	12%
18 to 25	112	30%
26 to 35	110	30%
36 to 45	56	15%
46 to 55	27	7%
56 +	23	6%
	371	100%

Age/Ethnic Background	Black	Hispanic	Other	White
17 & Under	35	4	3	1
18 to 25	76	21	6	9
26 to 35	67	20	10	13
36 to 45	31	16	5	4
46 to 55	19	2	1	5
56 +	19	0	0	4
	247	63	25	36

Month	Prohibition Orders Issued	Percentage
January	33	9%
February	43	12%
March	30	8%
April	26	7%
May	33	9%
June	24	6%
July	30	8%
August	37	10%
September	38	10%
October	17	5%
November	28	8%
December	32	9%
Year to date total =	371	100%

Zone	Prohibition Orders Issued	Percentage
Zone 1 (Oakland)	128	35%
Zone 2R (Berkeley & West Contra Costa County)	44	12%
Zone 2C (East Contra Costa County)	39	11%
Zone 3 (South Alameda County)	54	15%
Zone 4 (San Francisco County)	79	21%
Zone 5 (San Mateo County)	27	7%
	371	100%

Station	Zone	Prohibition Orders	Percentage
12 th Street (Oakland)	1	9	2%
16 th Street (San Francisco)	4	5	1%
19 th Street (Oakland)	1	3	1%
24 th Street (San Francisco)	4	2	1%
Ashby (Berkeley) – AHS	2r	9	2%
Balboa Park (San Francisco) – BPS	4	6	2%
Bay Fair (San Leandro) – BFS	3	16	4%
Berkeley - BES	2r	3	1%
Castro Valley – CVS	3	5	1%
Civic Center (San Francisco) – CCS	4	14	4%
Coliseum (Oakland) – COS	1	20	5%
Colma – CLS	5	2	1%
Concord - CDS	2c	11	3%
Daly City – DCS	5	7	2%
Dublin Pleasanton – DPS	3	10	3%
El Cerrito Del Norte – CNS	2r	9	2%
El Cerrito Plaza – CPS	2r	4	1%
Embarcadero (San Francisco) – EMS	4	15	4%
Fremont - FMS	3	2	1%
Fruitvale (Oakland) – FVS	1	16	4%
Glen Park (San Francisco) - GPS	4	2	1%
Hayward – HAS	3	8	2%
Lafayette – LFS	2c	1	< 1%
Lake Merritt (Oakland) – LMS	1	23	6%
MacArthur (Oakland) – MAS	1	27	7%
Millbrae – MBS	5	6	2%
Montgomery Street (SF) – MOS	4	7	2%
North Berkeley – NBS	2r	4	1%
North Concord – NCS	2c	1	< 1%
Orinda - ORS	2c	4	1%
Pittsburg – PBS	2c	6	2%
Pleasant Hill – PHS	2c	2	1%
Powell Street (San Francisco) – PPS	4	29	8%
Richmond – RIS	2r	15	4%
Rockridge - ROS	2c	3	1%
San Bruno – SBS	5	3	1%
San Leandro – SLS	3	7	2%
South Hayward – SHS	3	3	1%
South San Francisco – SSS	5	1	< 1%
Union City – UCS	3	1	< 1%
Walnut Creek – WCS	2c	6	2%
Warm Springs – WSS	3	2	1%
West Dublin – WDS	3	1	< 1%
West Oakland – OWS	1	41	11%
San Francisco Airport (SFO)	5	6	2%
Other BART Property (P&R)		4	1%
Total =		371	100%