

SF All-Night Transportation Study

Working Group Meeting #3
October 29, 2014



Photo Credit Flickr User: Patrick Boury



Photo Credit Flickr User Davide d'Amico



Today's Agenda

- ▶ **Recap of last meeting**
- ▶ **Presentation by BART on upcoming pilot project**
- ▶ **Needs and potential solutions**
- ▶ **Next steps**



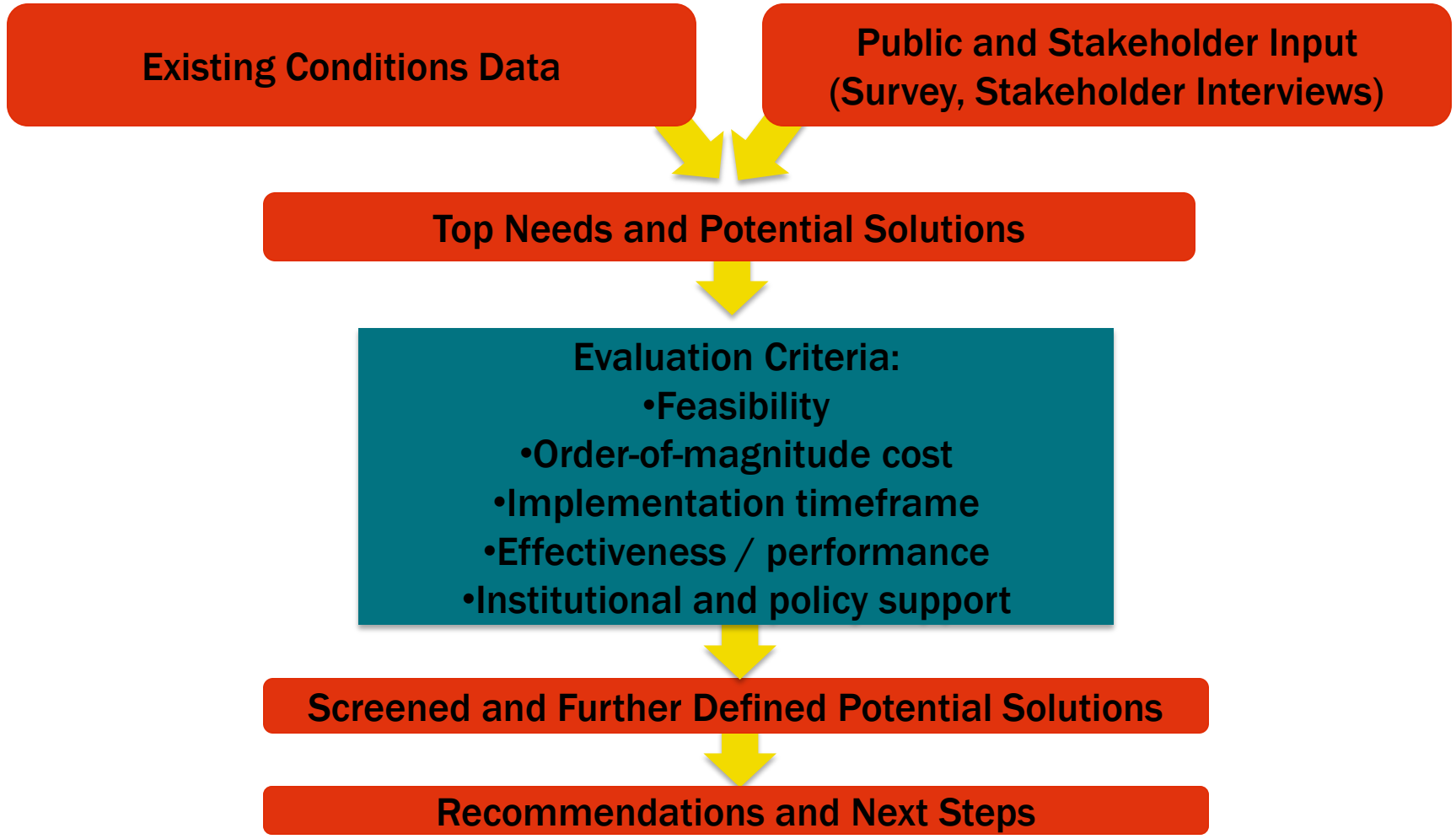
Last Meeting: What We Heard, What We Did

- ▶ **Screen-friendly and print-friendly slides**
- ▶ **Extended survey deadline**
- ▶ **Break out weekend vs. weekday nighttime transit ridership**
- ▶ **Break out entertainment and work trip survey respondents**
- ▶ **Break out late night personal security concerns for male vs. female survey respondents**
- ▶ **Collision and DUI analysis**
- ▶ **Reached out to invite Golden Gate Transit to invite to future Working Group meetings**



Needs and Potential Solutions – Where it Fits In Terms of Study Process/Methodology

July-Sept
Oct
Nov
Dec
Jan



Needs and Potential Solutions – Methodology/Approach

Existing Conditions Data

California Household Travel Survey
Transit operator data on service,
ridership, fares, Muni on-board
customer satisfaction survey,
Taxi Customer Survey
Lyft/Uber data
Collision/DUI data

Public and Stakeholder Input (Survey, Stakeholder Interviews)

Survey: 2805 responses;
English/Chinese/Spanish;
Online/paper
Stakeholder Interviews: GGRA,
SPUR, Produce Market,
Fisherman’s Wharf CBD, others)
Documents/Source Materials
(WMATA report, RHI Sociable City,
other online research)

Top Needs and Potential Solutions



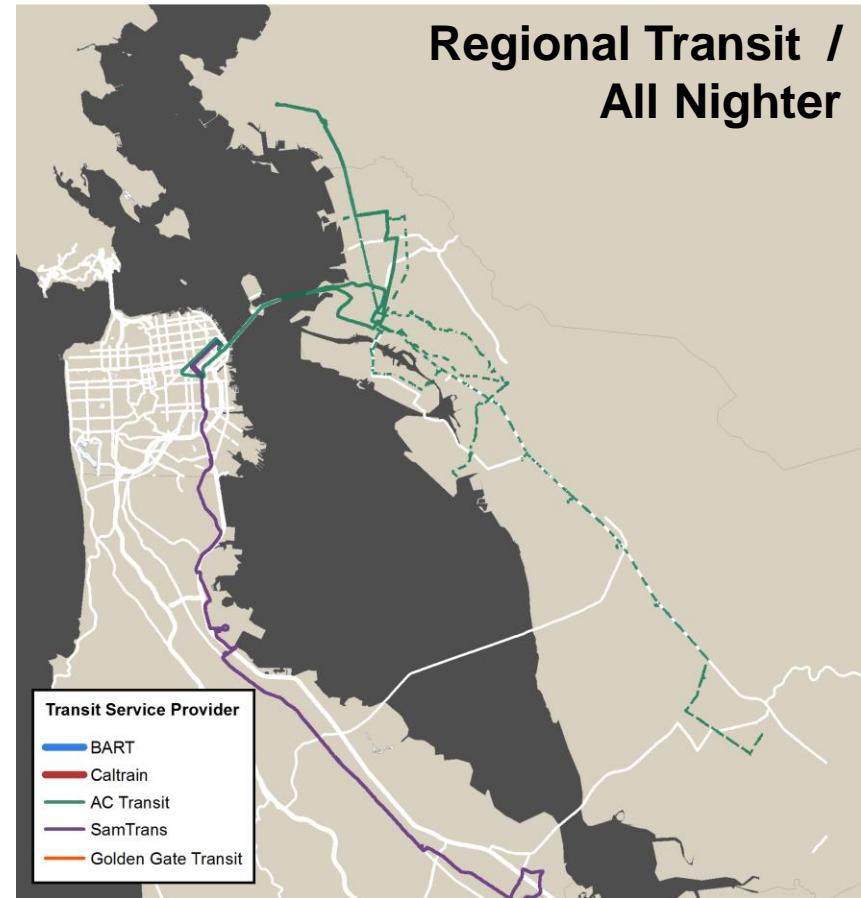
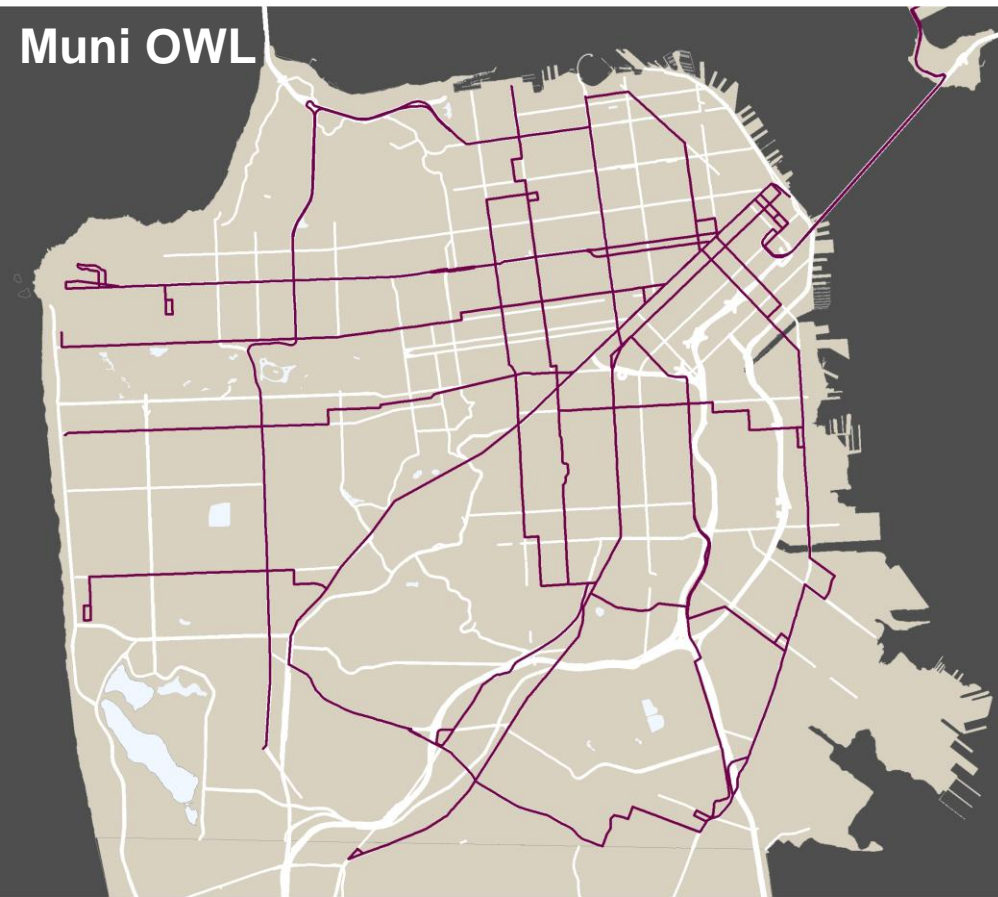
Need Area #1: Spatial and Temporal Availability of Travel Choices



Credit: BART station by Jeremy Brooks (by-nc)



Spatial Availability of All Night Transit



Temporal Availability of Late Night Transit

	Regular service ends	Minimum Headway, Weekday	Minimum Headway, Weekend	Regular service begins (weekday)	Regular service begins (weekend)
		For All Night Service			
Muni	~1am	Every 30 mins	Every 30 mins	~5am	~6am
AC Transit	~1am	Every 60 mins	Every 30 mins (20 with pilot)	~6am	~6am
SamTrans	~12/12:30am	Every 60 mins	Every 60 mins	~4:30am	~5am
BART	~12/12:30am			~4:30am	~6am
Caltrain	~12am	-	-	~5am	~8:30am
Golden Gate	~1am	-	-	~5:45am	~5:45am
Ferry	~8pm	-	-	~6:30am	~9:30am

Sources: Transit Operators' Websites and All-Nighter Map



Spatial and Temporal Availability of Other Options-Quantitative/Qualitative Assessment

	Geographic	Temporal
Taxis	SFMTA Taxi Survey finds 42% of respondents give unfavorable rating of taxi availability at home; but only 17% unfavorable for availability from Downtown ¹	Operate 24/7
TNC	Uber data shows more pick-ups in denser, NE parts of city ²	Operate 24/7
Drive	N/A	N/A
Walk	N/A	N/A
Bike	No bike accommodation on Bay Bridge	N/A

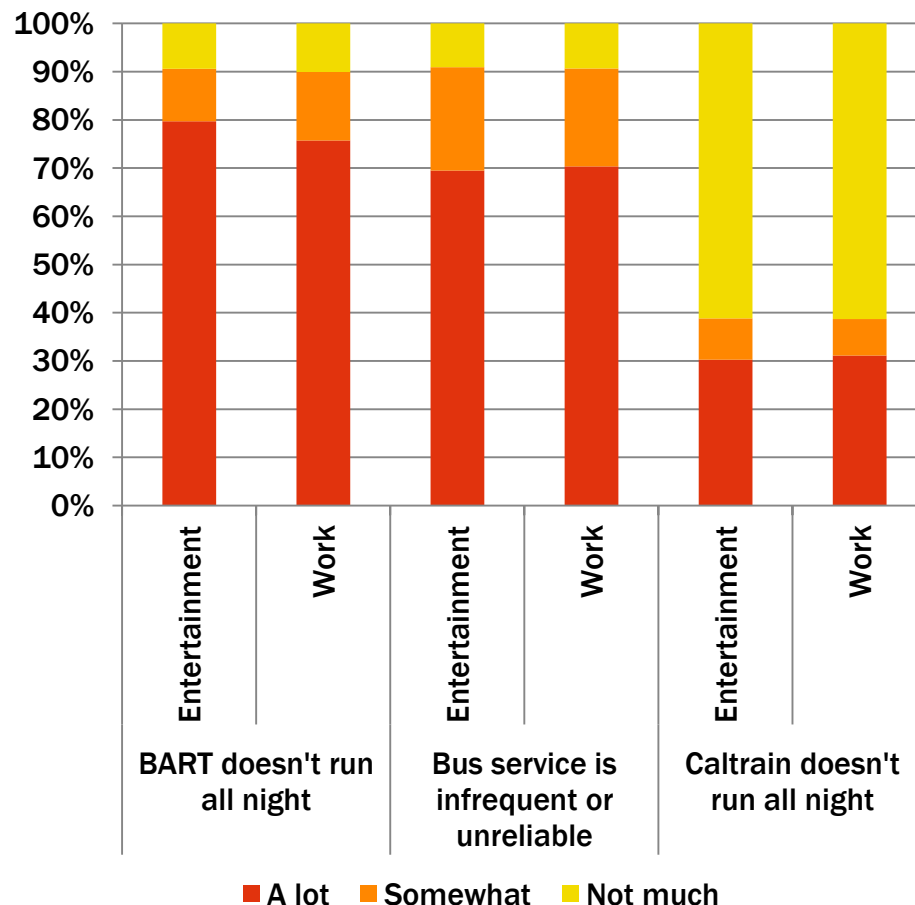
¹ "Best Practices Studies of Taxi Regulation–Taxi User Surveys;" Hara Associates for San Francisco Municipal Transportation Agency (March 2013);

² Uber, 1% random sample of 9pm – 5am trips (August 2014)



Relevant Survey Responses Re: Geographic and Temporal Availability of Travel Choices

How much do these issues affect the choices you make regarding travel to, from or within San Francisco between midnight and 5 am?



Common Free Response Comment Themes

- ▶ **Desire for more coverage and more frequent service (East Bay, Peninsula, SF, particularly SF outer neighborhoods) and service to North Bay**
- ▶ **Limited room for bikes on buses and on the last train**

- ▶ **Longer/earlier hours, change/modify routes, and/or increase frequency on BART, Caltrain, Muni, ferries, SamTrans, Golden Gate Transit**
- ▶ **Supplement transit service span, coverage, and frequency with alternate transit-like services such as jitneys, shuttles, vanpools**
- ▶ **Explore ways to allow taxis, TNCs to better complement transit services**
- ▶ **Support car-share and carpool solutions**
- ▶ **Bike-share stations outside of downtown and in the East Bay**



Need Area #2: Speed/Reliability/ Quality of Travel Choices



Credit: SF_night_aerial by Ho John Lee (by-nc)



Speed/Reliability Comparison – Qualitative Assessment

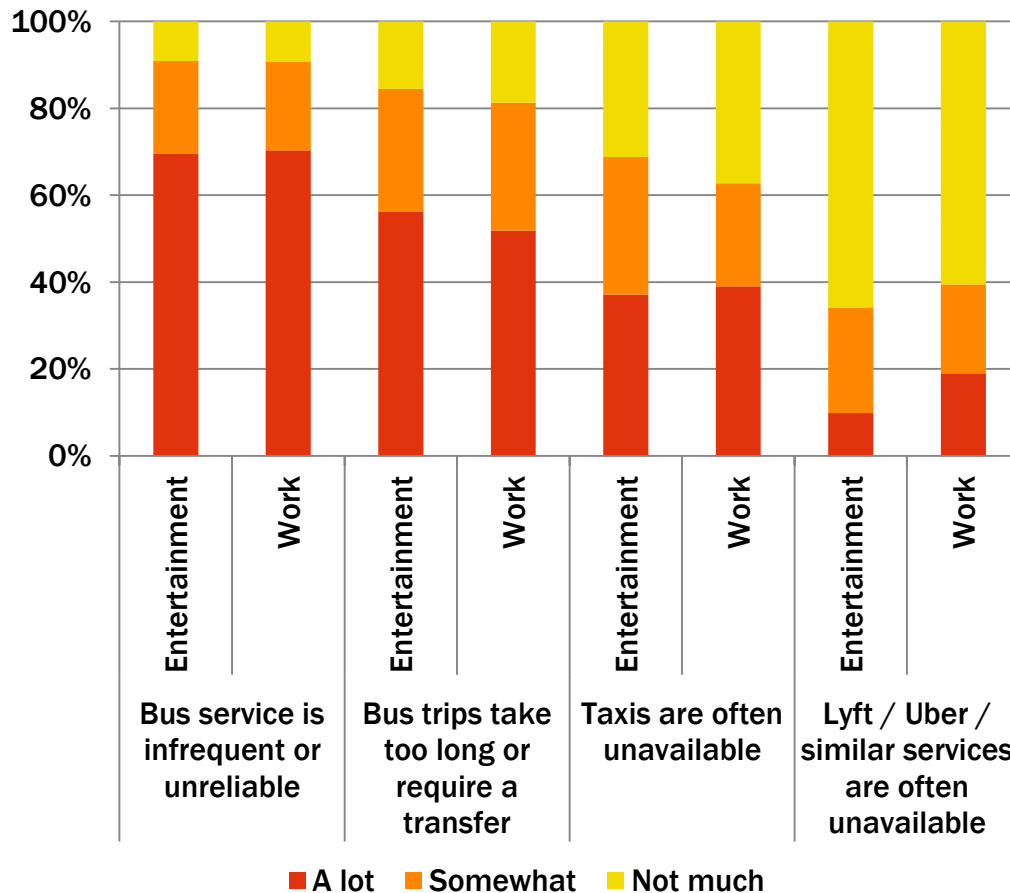
	Speed	Reliability
Transit	BART = relatively fast, competitive with driving; Other operators can take ~50-200% longer, depending on distance	BART = relatively high on-time performance Other operators = relatively less high on-time performance
Taxis	Relatively fast	35% of SF residents wait 10 minutes or less for taxi ¹ ; 3.5 minute avg. pickup time for riders using FlyWheel ²
TNCs	Relatively fast	90% wait 10 minutes or less for TNC ¹
Drive	Relatively fast	Relatively reliable (unless congestion/roadway incident)
Walk	Slower except for relatively short trips	Relatively reliable
Bike	Relatively fast, especially for short distance trips	Relatively reliable

Sources: Late Night Study Team judgment, ¹App-Based, On-Demand Ride Services: Comparing Taxi and Ridesourcing Trips and User Characteristics in San Francisco;" University of California Transportation Center (August 2014) ²SFMTA Taxi/Accessible Services 9/16/2014 Presentation to SFMTA Board.



Relevant Survey Responses Re: Speed/Reliability/Quality of Travel Choices

How much do these issues affect the choices you make regarding travel to, from or within San Francisco between midnight and 5 am?



Common Free Response Comment Themes

- ▶ **Unreliable bus schedules**
- ▶ **Undependable timed transfers, especially between operators**
- ▶ **Bus drivers sometimes do not stop to pick up passengers**
- ▶ **Taxis and TNCs sometimes hard to find, especially in the outer neighborhoods**



- ▶ **Study sources of nighttime transit delay and low reliability and develop solutions based on major contributors**
- ▶ **Coordinate Muni with last BART and Caltrain runs**
- ▶ **Have buses make fewer stops but allow stops on request**



Credit: 38-Geary by Johnny Grim (by-nc-nd)

Need Area #3: Security and Safety of Travel Choices

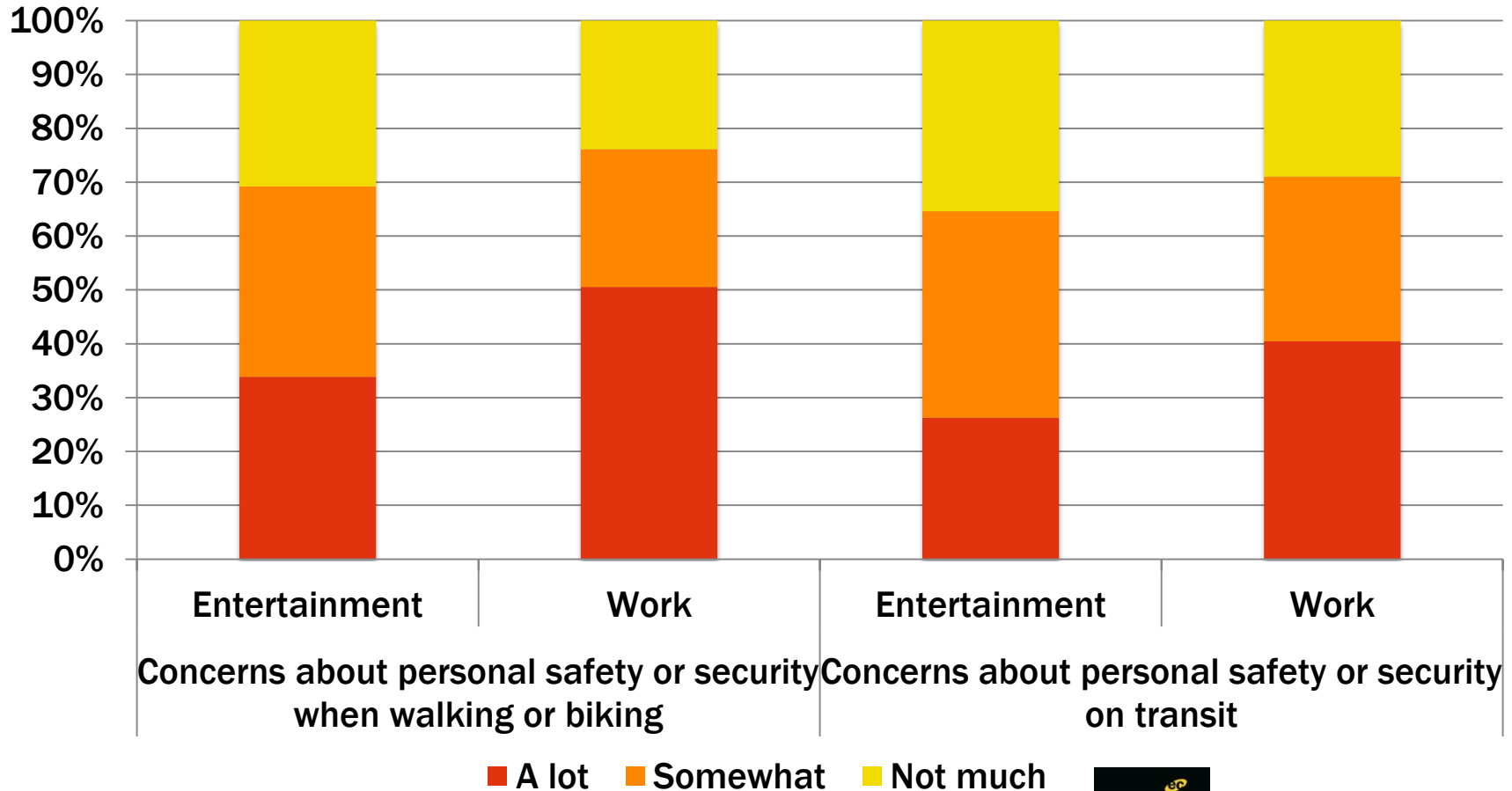


Credit: Lincoln in the fog by James Cohen (by)



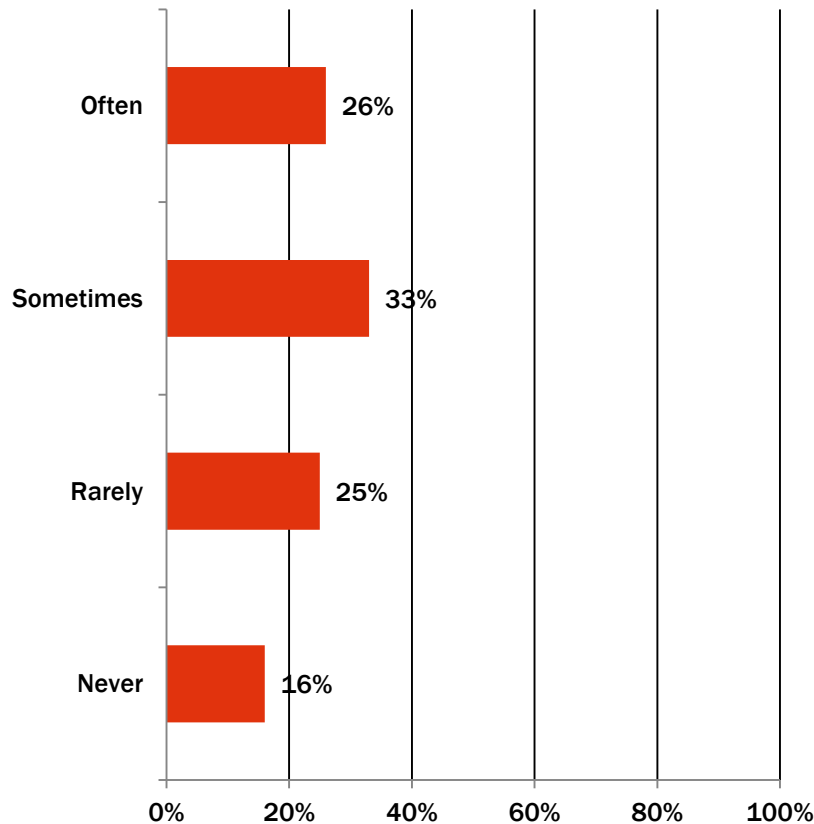
Relevant Survey Responses Re: Safety/ Security of Travel Options

How much do these issues affect the choices you make regarding travel to, from or within San Francisco between midnight and 5 am?



Relevant Survey Responses Re: Safety/Security of Travel Choices

How often do you choose *not* to travel at 12–5 am because it feels unsafe?

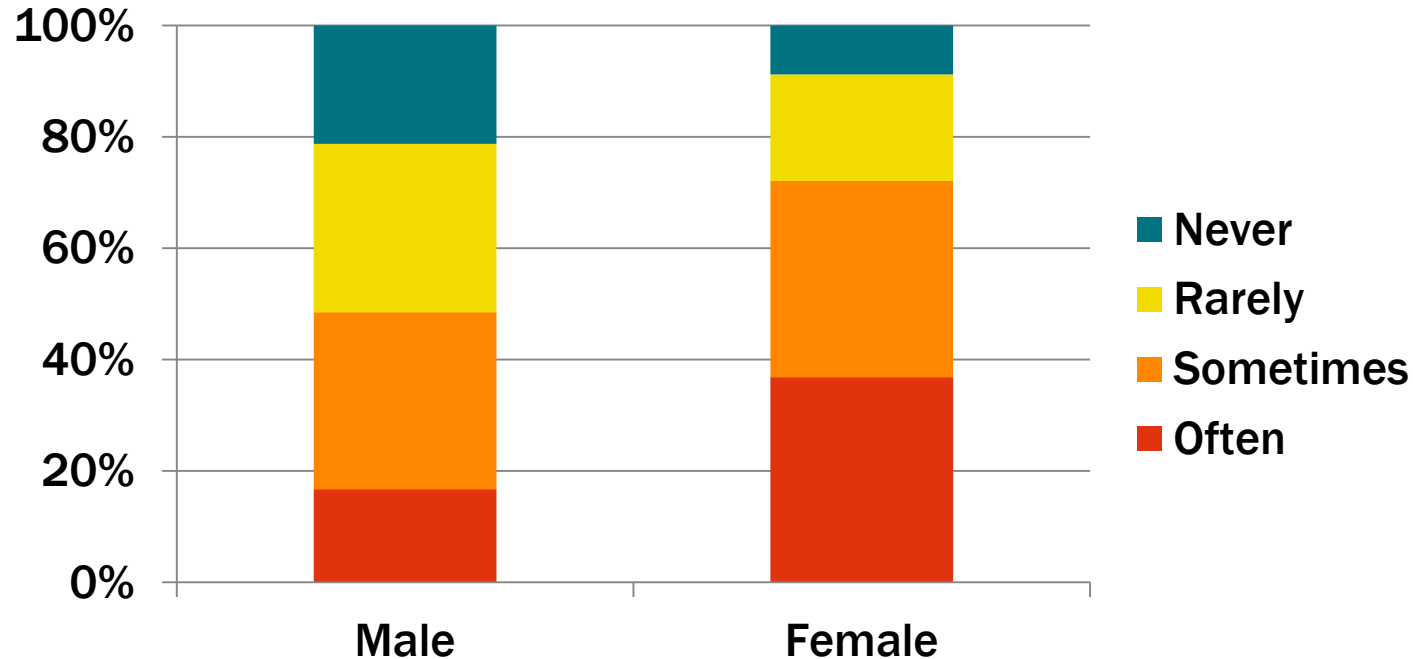


Common Free Response Comment Themes

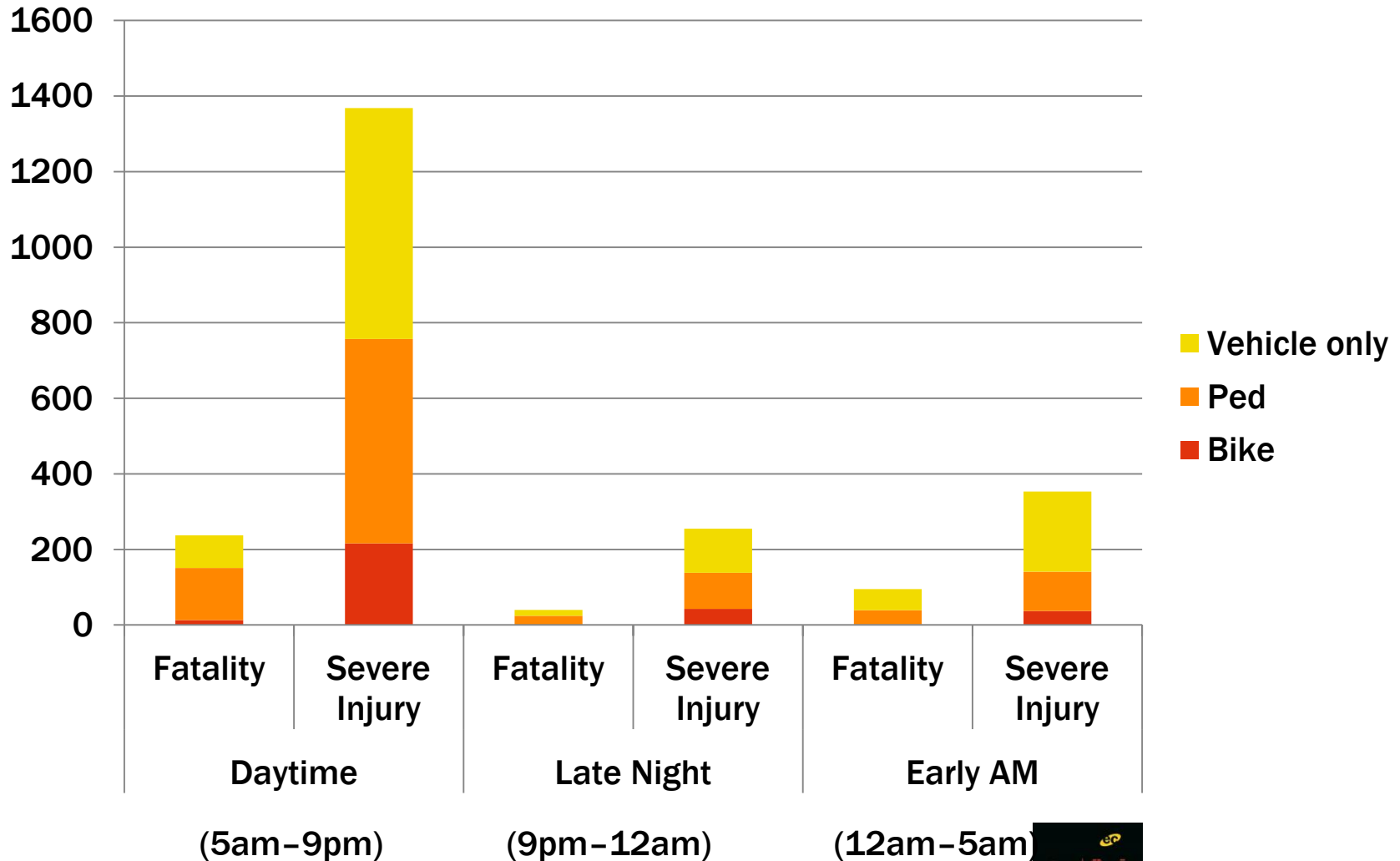
- ▶ Buses feel unsafe or unruly
- ▶ Waiting for and walking to transit feel unsafe, especially in poorly lit and more isolated areas
- ▶ On-street bike theft is a greater concern at night
- ▶ Concern about collisions as a result of intoxicated drivers

Women are more likely to avoid traveling at night due to concerns about safety

How often do you choose not to travel to, from or within San Francisco between midnight and 5 am because it feels unsafe?

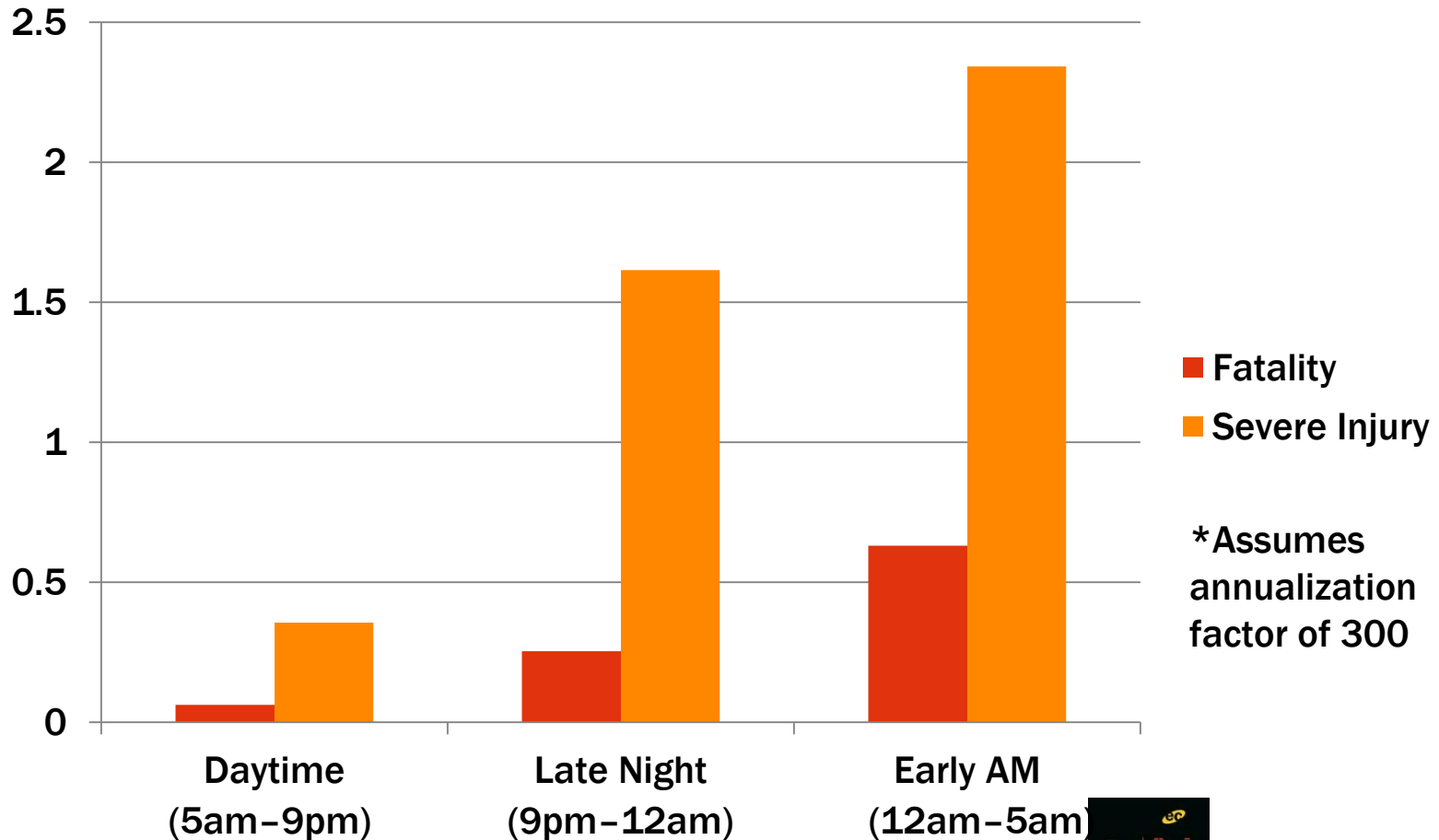


Fatalities and Severe Injuries in San Francisco 2003 - 2012

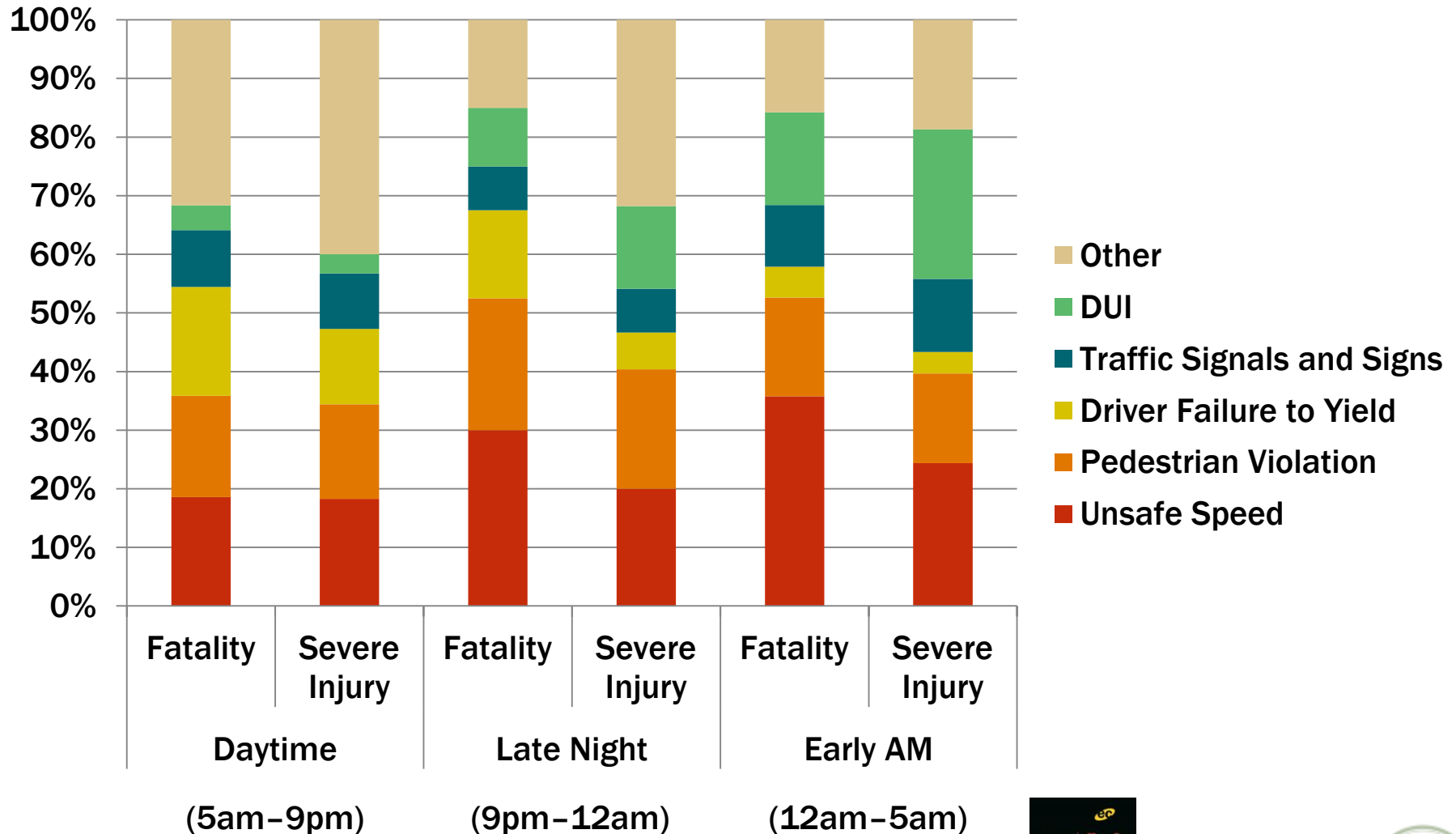


Fatalities and Severe Injuries/1,000,000 Vehicle Trips

Late Night and Early AM trips are respectively five and seven times more likely to result in severe injury than Daytime trips.



2003 - 2013 Fatalities and Severe Injuries by Time of Day and Primary Collision Factor



▶ At stops/stations, along transit routes

- Police officers or transit “ambassadors”
- Security cameras
- Clearly posted instructions for reporting trouble
- Waiting areas designed with “Crime Prevention through Environmental Design” principles
- Training for bus drivers on conflict management
- Allow people in BART stations while they wait for the bus
- Create app or expand use of Clipper for cash-less payment
- On-request rides home by SFPD
- Roving Lyft/Uber vehicles
- Volunteer neighborhood patrols (along the lines of Castro Community on patrol <http://www.castropatrol.org/>)

▶ Bikes/walking

- More street lights along bike/walk routes
- Secure bike parking near common nighttime destinations



▶ **Analyze corridor-level patterns of late night injuries and develop solutions based on primary collision factor that could include:**

- **Unsafe speed: targeted enforcement**
- **Alcohol involved: targeted enforcement, late night street closures in areas with high levels of pedestrians using alcohol, volunteer-run free rides home for impaired drivers, breathalyzers in bars and nightclubs, pre-paid overnight parking option at pay stations**
- **Visibility: targeted lighting interventions**



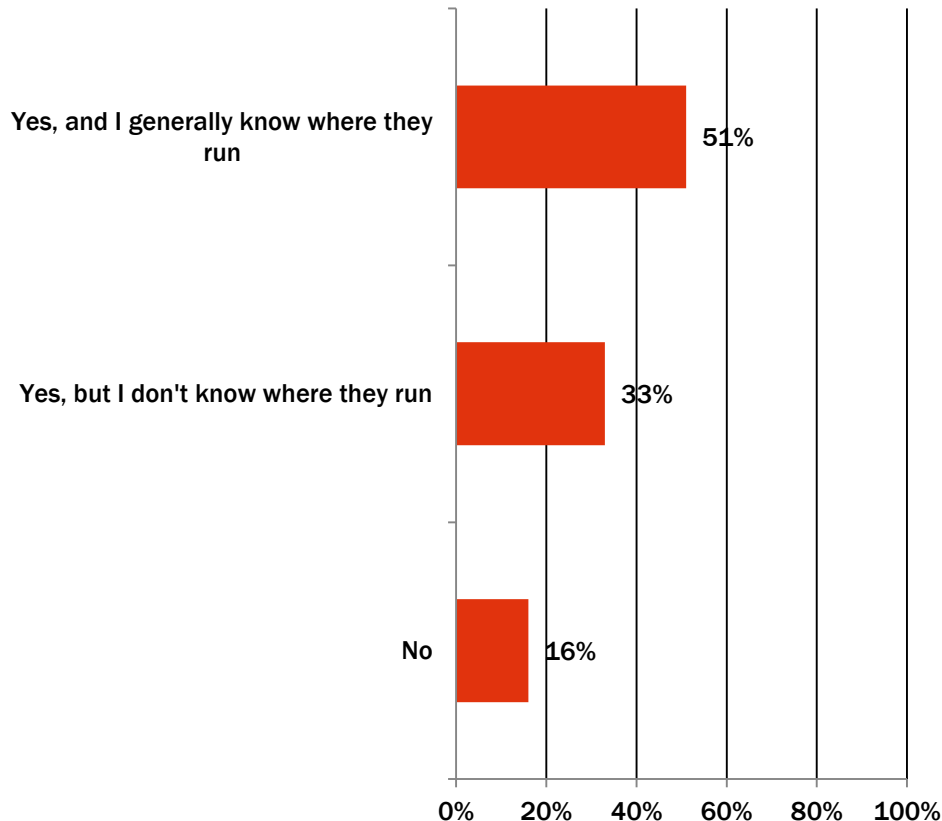
Credit: Eric Tuvel

Need Area #4: Awareness/comfort of travel choices



Relevant Survey Responses Re: Awareness/Comfort of Travel Choices

Are you aware of Muni and transbay buses that run all night?



Common Free Response Comment Themes

- ▶ Information about services and options is difficult to find and interpret
- ▶ Unreliable NextBus arrival times, out-of-order displays, areas without displays
- ▶ Owl stops are not clearly marked
- ▶ Dirty vehicles and stations

▶ Information

- **Branded All-Nighter stops, shelters, and transfer points**
- **All-Nighter schedules posted outside all BART stations**
- **Enhanced marketing and promotion of existing late-night transit service**
- **Dedicated website and app for late-night services, including interactive map showing bus location**
- **GPS tracking/Nextbus improvements including tracking all-nighter lines, more and better working displays,**

▶ Cleanliness

- **More frequent cleaning of buses, trains and stations**
- **Public toilets at or outside BART/Muni Metro stations**
- **Clearer signage against smoking, littering in stations**



Need Area #5: Cost/equity of travel choices



Credit: SFMTA

Data and Survey Results re: Cost/Equity

	1-way fare (regular adult) for rides with one end in SF
BART	\$3.30-\$6.65
Muni	\$2.25
AC Transit	\$4.20
Caltrain	\$3.25-\$13.25
SamTrans	\$2-\$4
Golden Gate Transit	\$5-\$11.75
Ferries	\$6.25-\$10.75
Taxis (avg. excluding tip)	\$17
TNCs	Not available
Drive	IRS 2014 mileage rate \$0.56/mile
Walk/Bike	Free!

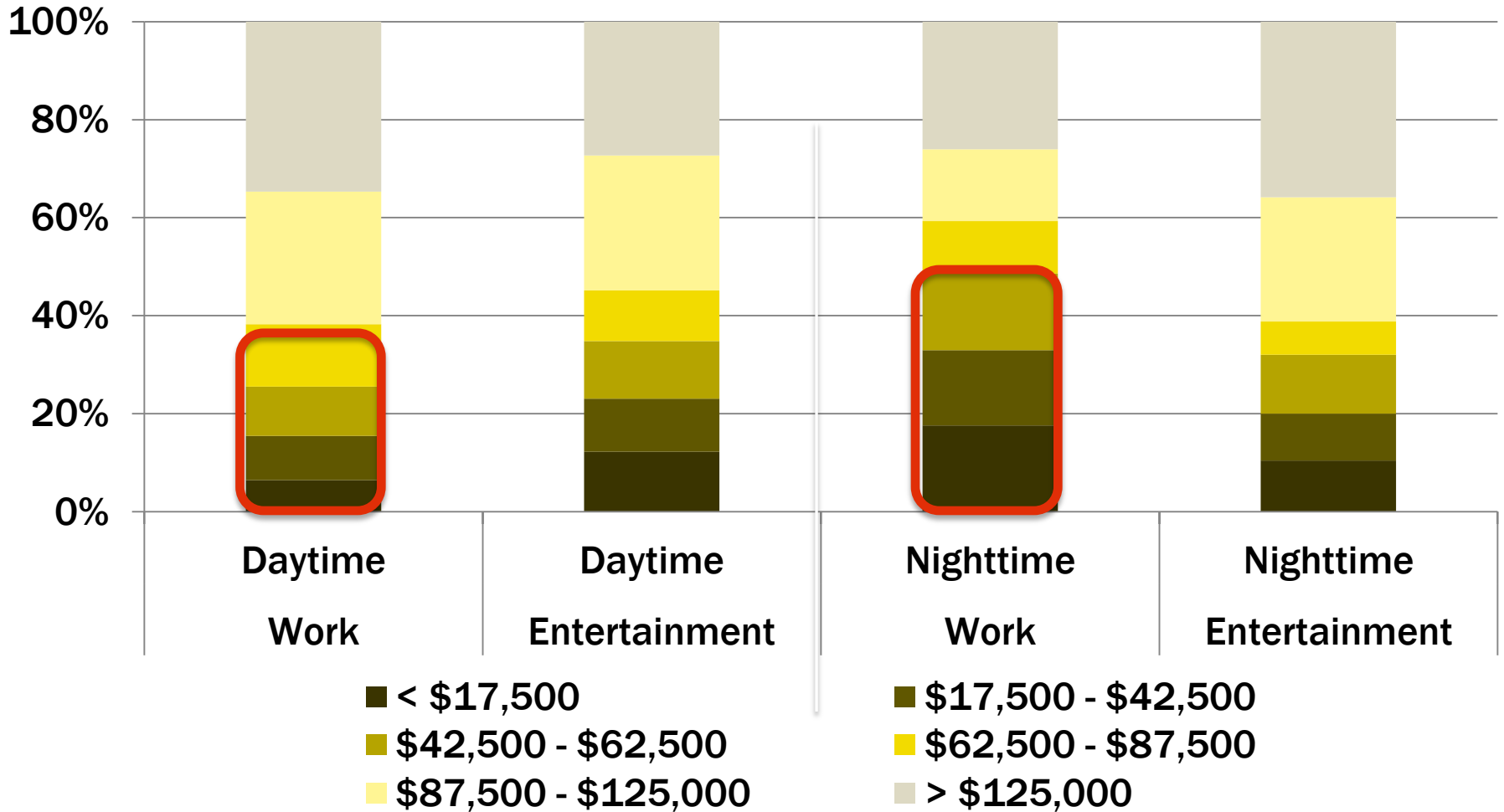
Common Free Response Comment Themes

- ▶ **Taxis/TNCs relatively expensive options**
- ▶ **TNCs are not equipped to transport people in wheelchairs**

Late Night Transportation Survey Results, October 2014



Nighttime work commuters are more likely to be low- and moderate- income



Daytime = 5am-9pm
Nighttime = 9pm-5am

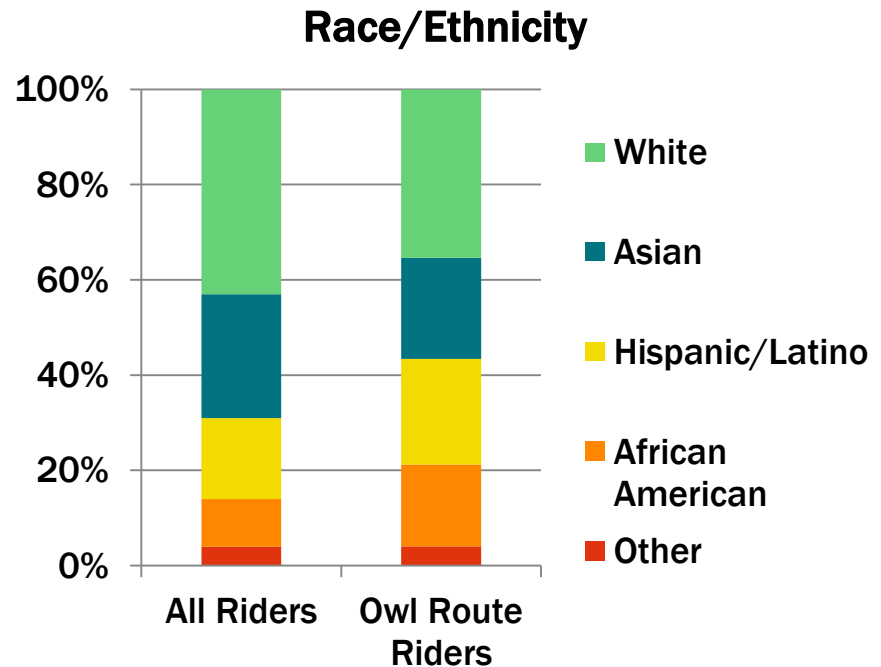
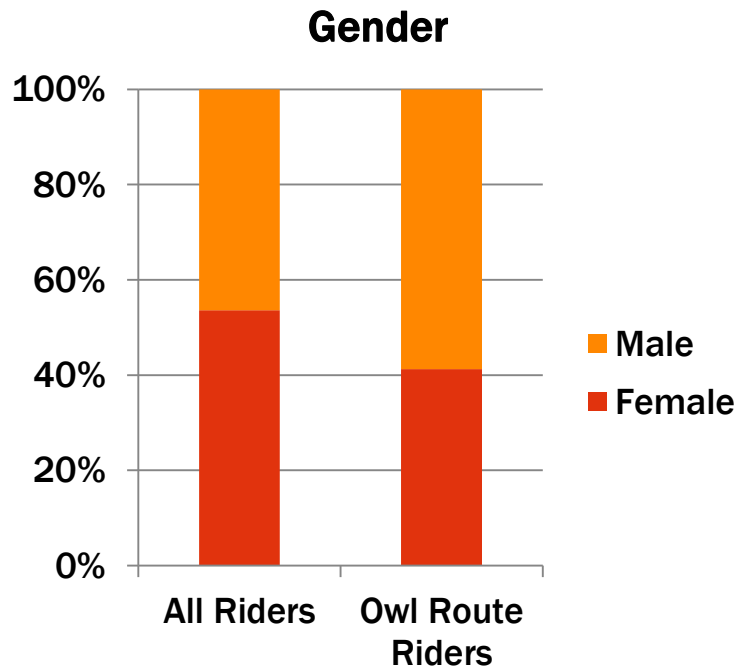


Source: CHTS, 2010



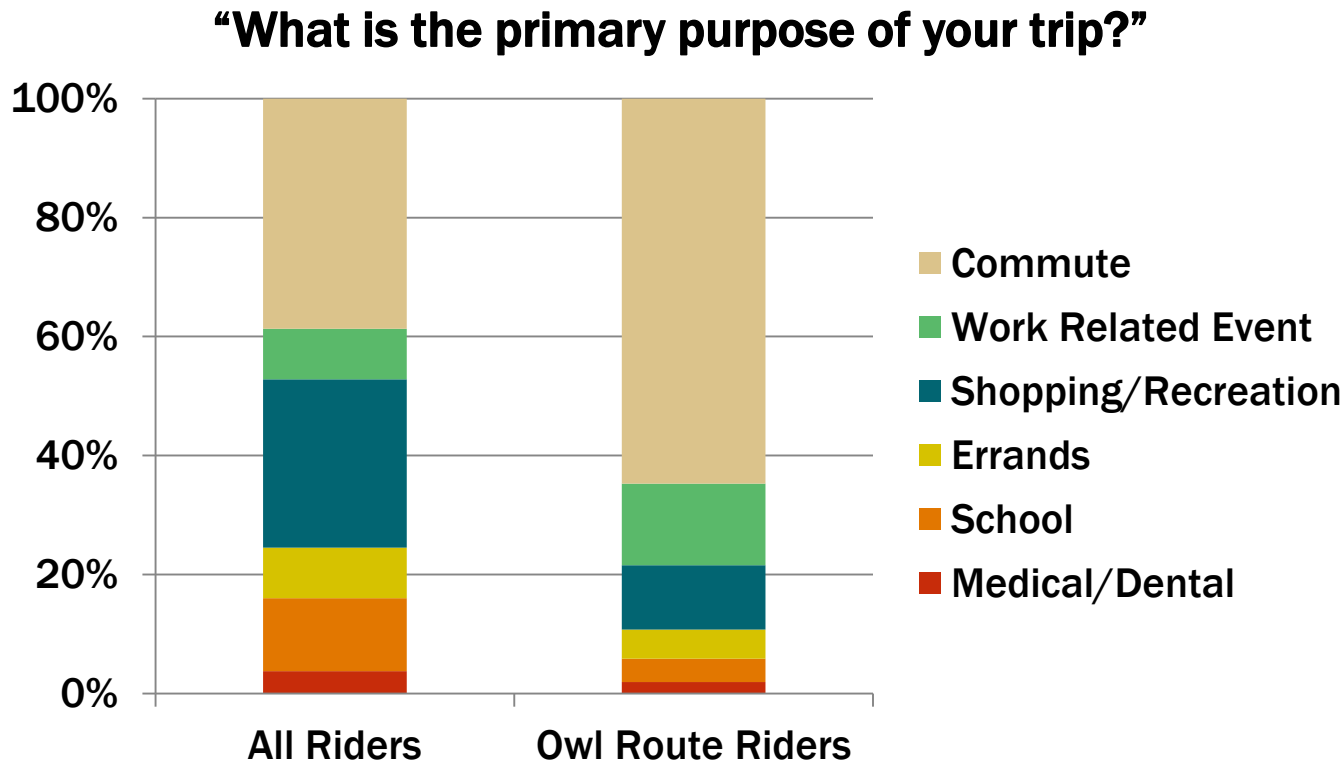
▶ Demographics

- ▶ Muni Owl riders more likely to be male, Hispanic/Latino, African-American

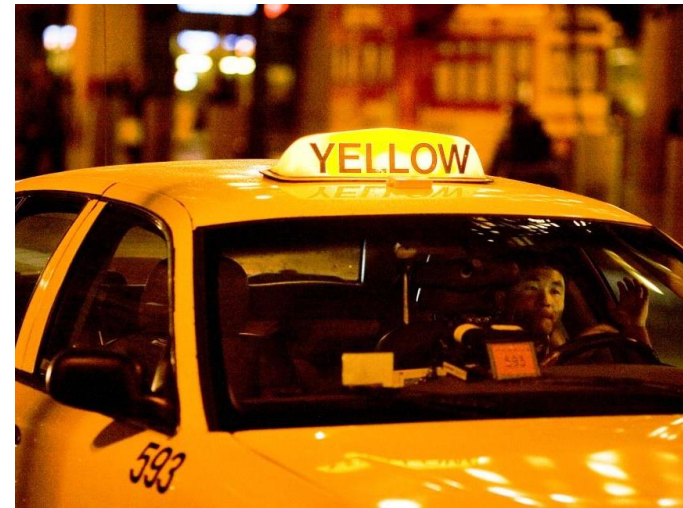


▶ Trip Purpose

▶ Muni Owl riders much more likely to be commuting to work



- ▶ **Same transfer benefits on Clipper as on cash fares (evening transfers valid until end of service day)**
- ▶ **Taxi or TNC fare subsidy for low-income workers**
- ▶ **Policy/regulatory change to address TNC lack of accessibility**
- ▶ **Adopt regulations to enable flat rate shared taxi rides**



Credit: taxi nighttime by Thomas Hawk (by-nc)



Upcoming Task

- ▶ **Nov–Dec: Preliminary recommendations**
 - **Consult transit operators/TNCs/Taxis re: relevant solutions as part of screening, invite to present at next meeting**

- ▶ **Criteria in formulating recommendations**
 - **Feasibility**
 - **Order-of-magnitude cost**
 - **Implementation timeframe**
 - **Effectiveness / performance**
 - **Institutional and policy support**

- ▶ **Next meeting on Dec. 10 to discuss and provide feedback on preliminary recommendations**



- ▶ **Have we missed any key needs or concerns?**
- ▶ **Additional ideas or suggestions for potential solutions?**
- ▶ **Your thoughts on how to approach the next task, of screening/evaluating strategies and formulating recommendations?**



Thank you!



Photo Credit Flickr User: Patrick Boury



Photo Credit Flickr User Davide d'Amico

