

# 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**



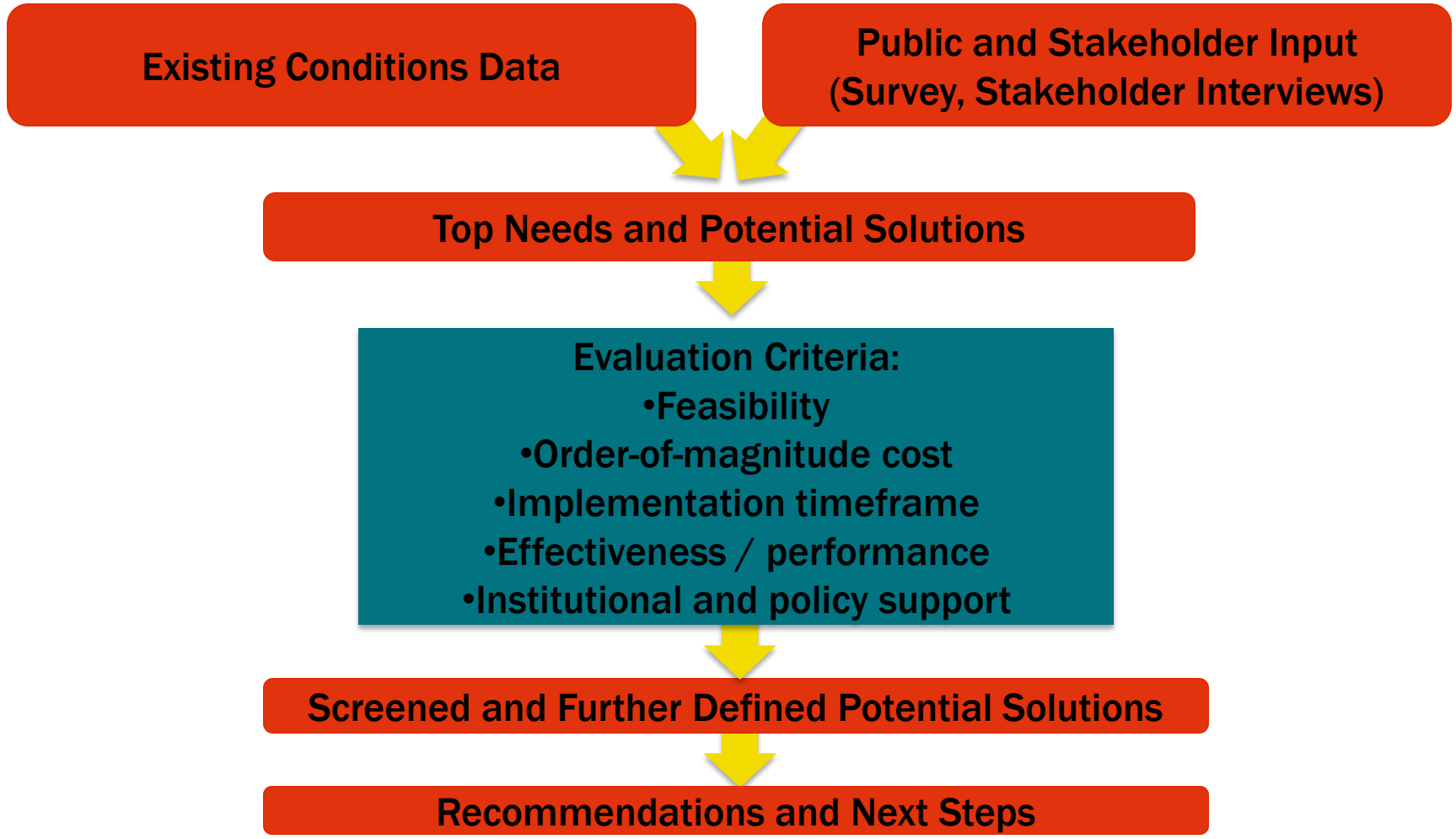
# Last Meeting: What We Heard, What We Did

- ▶ **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



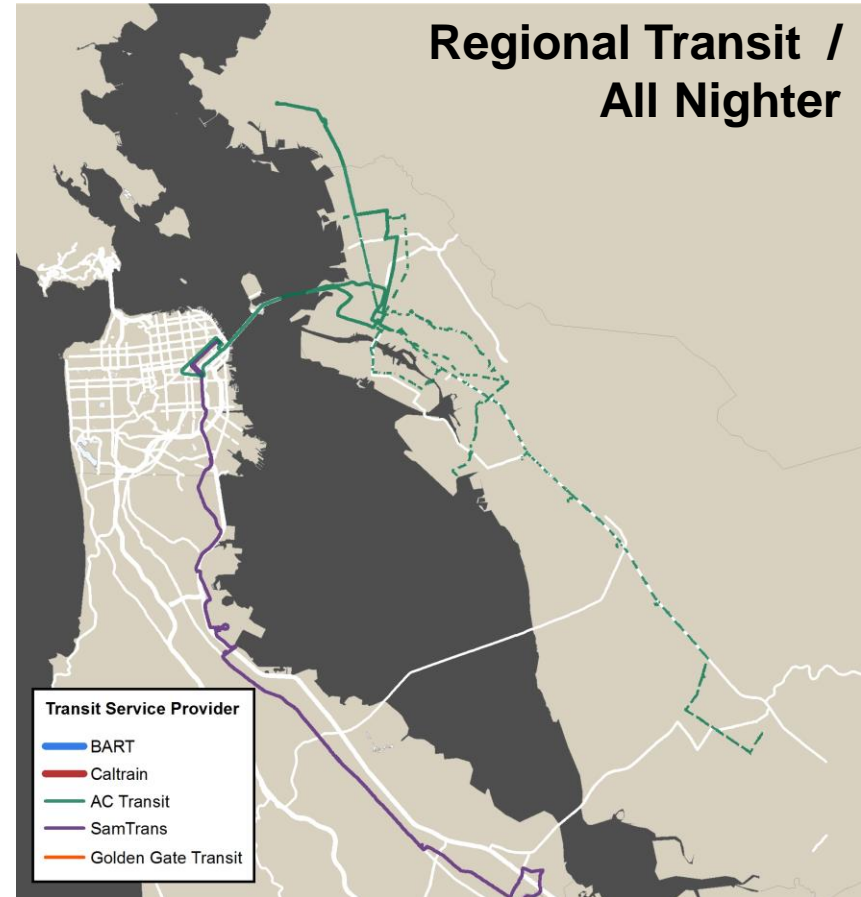
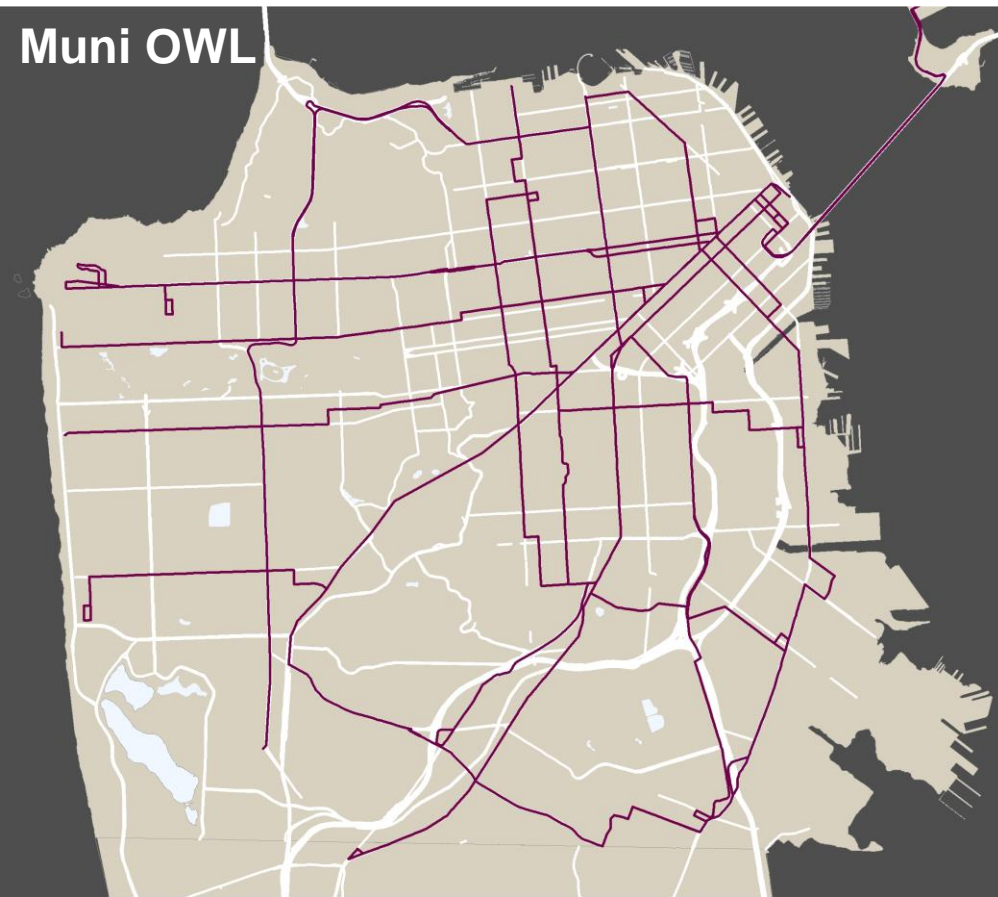
# Need Area #1: Spatial and Temporal Availability of Travel Choices



*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)
		<b>For All Night Service</b>			
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 <sup>1</sup>	Operate 24/7
TNC	Uber data shows more pick-ups in denser, NE parts of city <sup>2</sup>	Operate 24/7
Drive	N/A	N/A
Walk	N/A	N/A
Bike	No bike accommodation on Bay Bridge	N/A

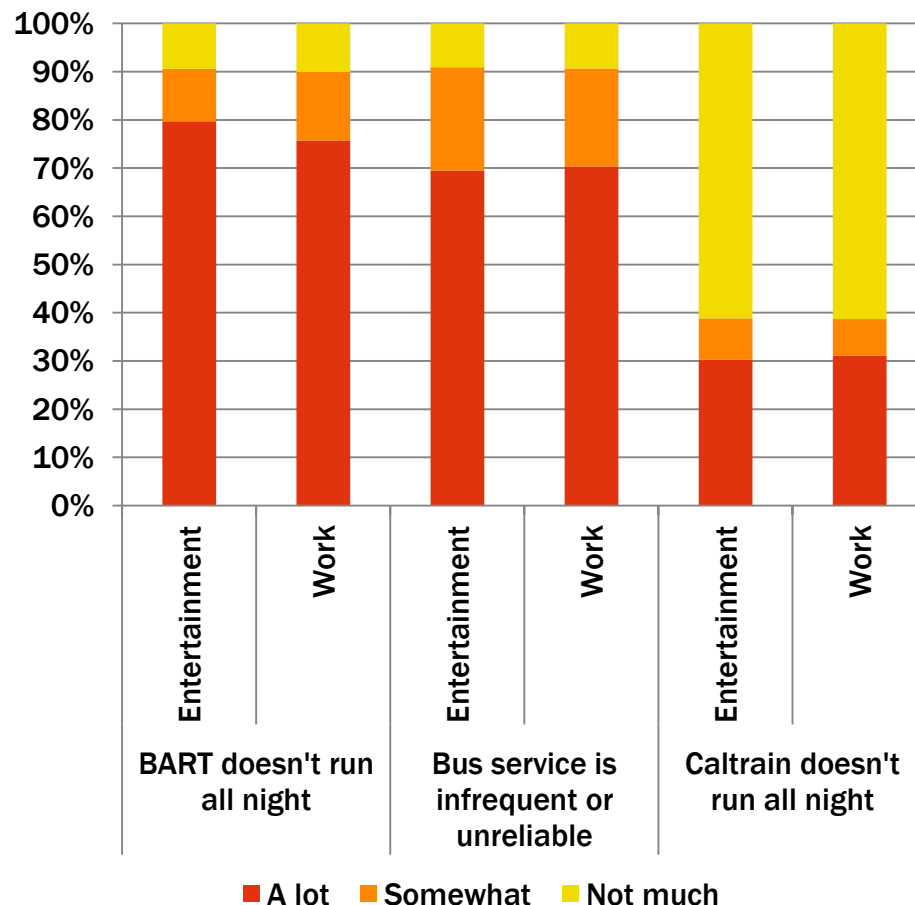
<sup>1</sup> "Best Practices Studies of Taxi Regulation–Taxi User Surveys;" Hara Associates for San Francisco Municipal Transportation Agency (March 2013);

<sup>2</sup> 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

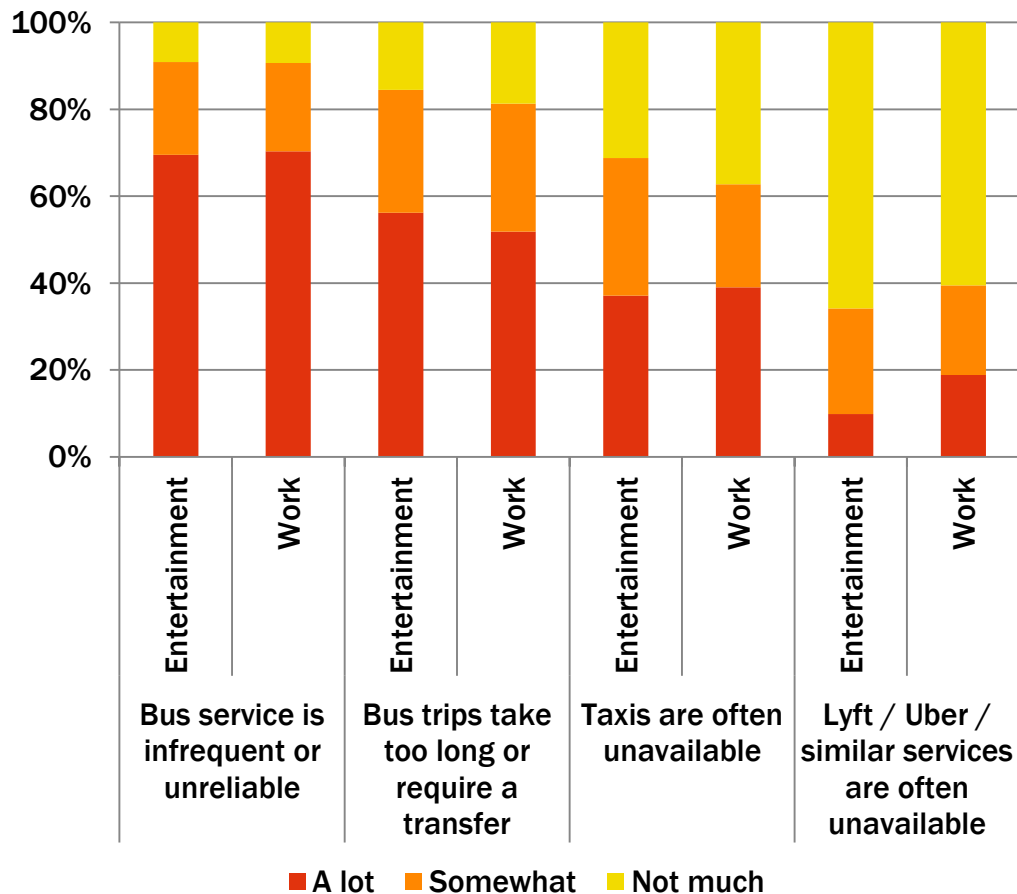
	Speed	Reliability
Transit	BART = relatively fast, competitive with driving; Other operators can take ~50-200% longer, depending on distance	BART = relatively high on-time performance Other operators = relatively less high on-time performance
Taxis	Relatively fast	35% of SF residents wait 10 minutes or less for taxi <sup>1</sup> ; 3.5 minute avg. pickup time for riders using FlyWheel <sup>2</sup>
TNCs	Relatively fast	90% wait 10 minutes or less for TNC <sup>1</sup>
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, <sup>1</sup>App-Based, On-Demand Ride Services: Comparing Taxi and Ridesourcing Trips and User Characteristics in San Francisco;" University of California Transportation Center (August 2014) <sup>2</sup>SFMTA 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

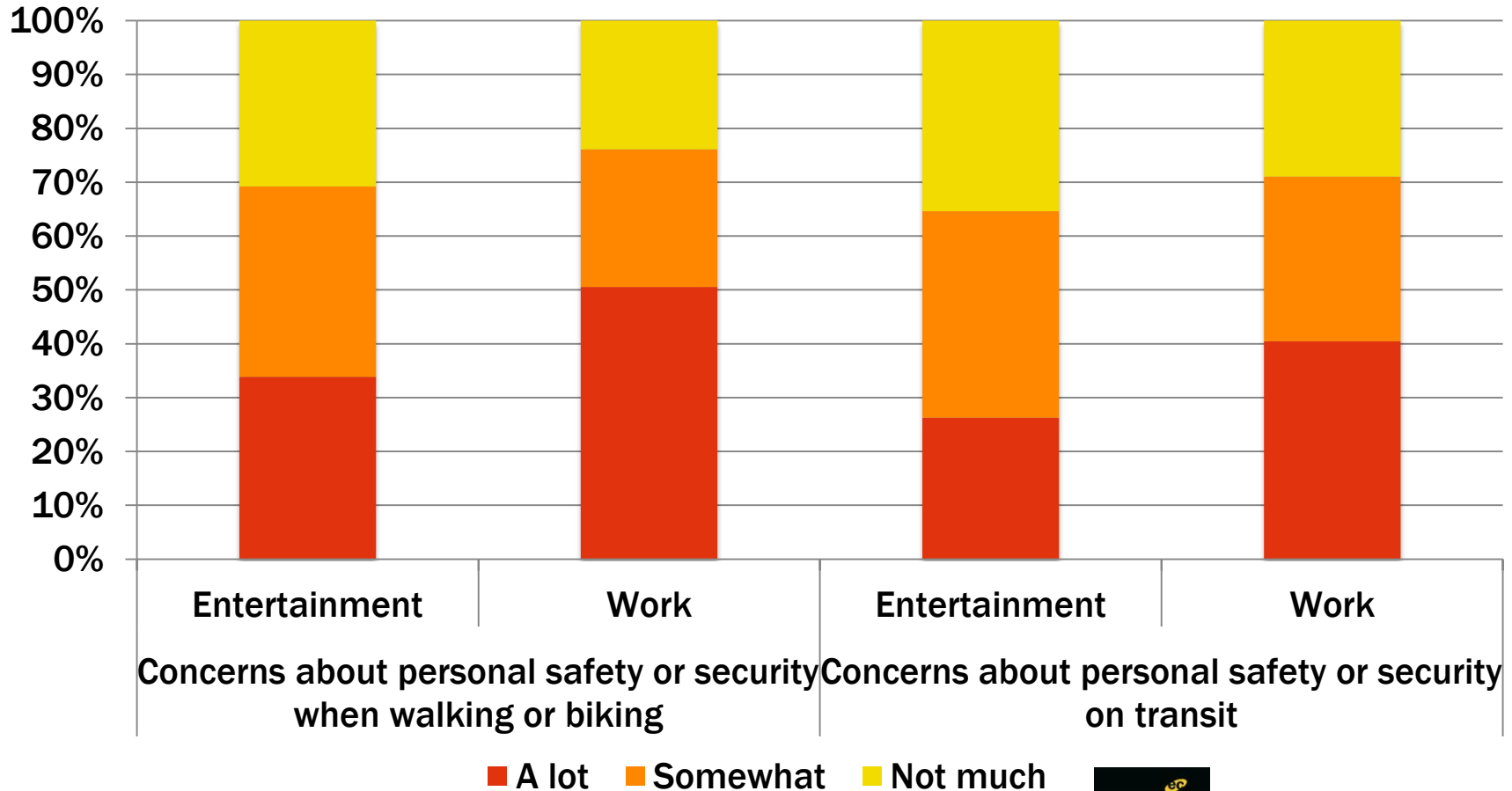


*Credit: Lincoln in the fog by James Cohen (by)*



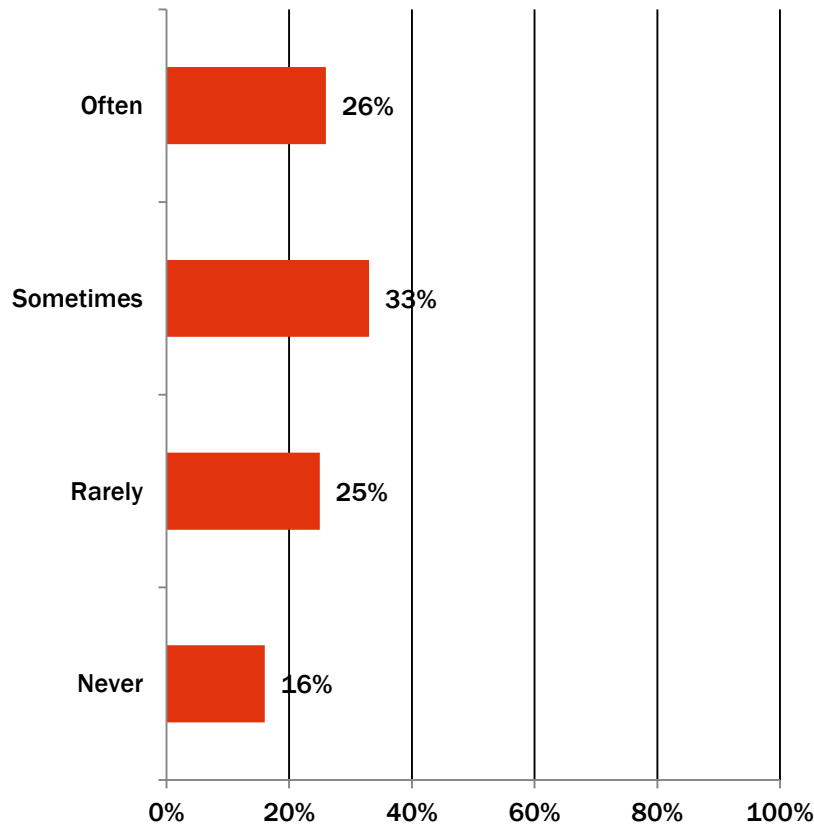
# Relevant Survey Responses Re: Safety/ Security of Travel Options

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?



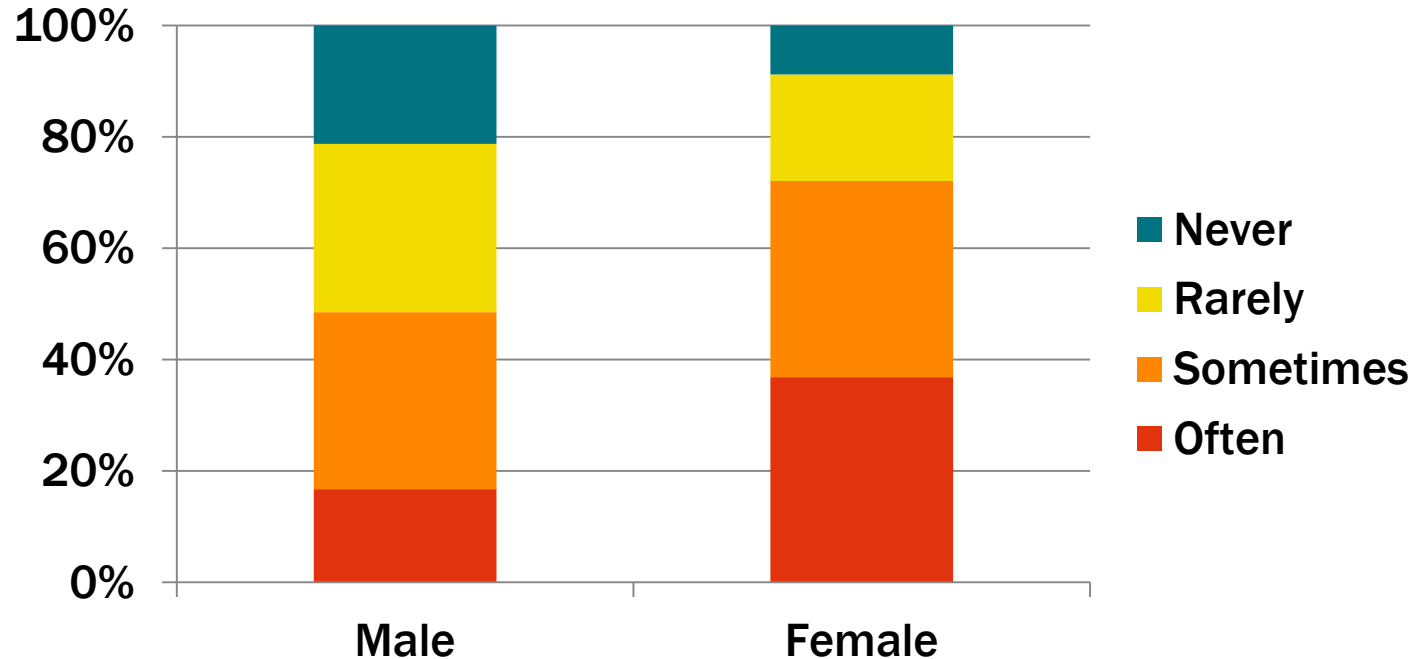
## Common Free Response Comment Themes

- ▶ 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

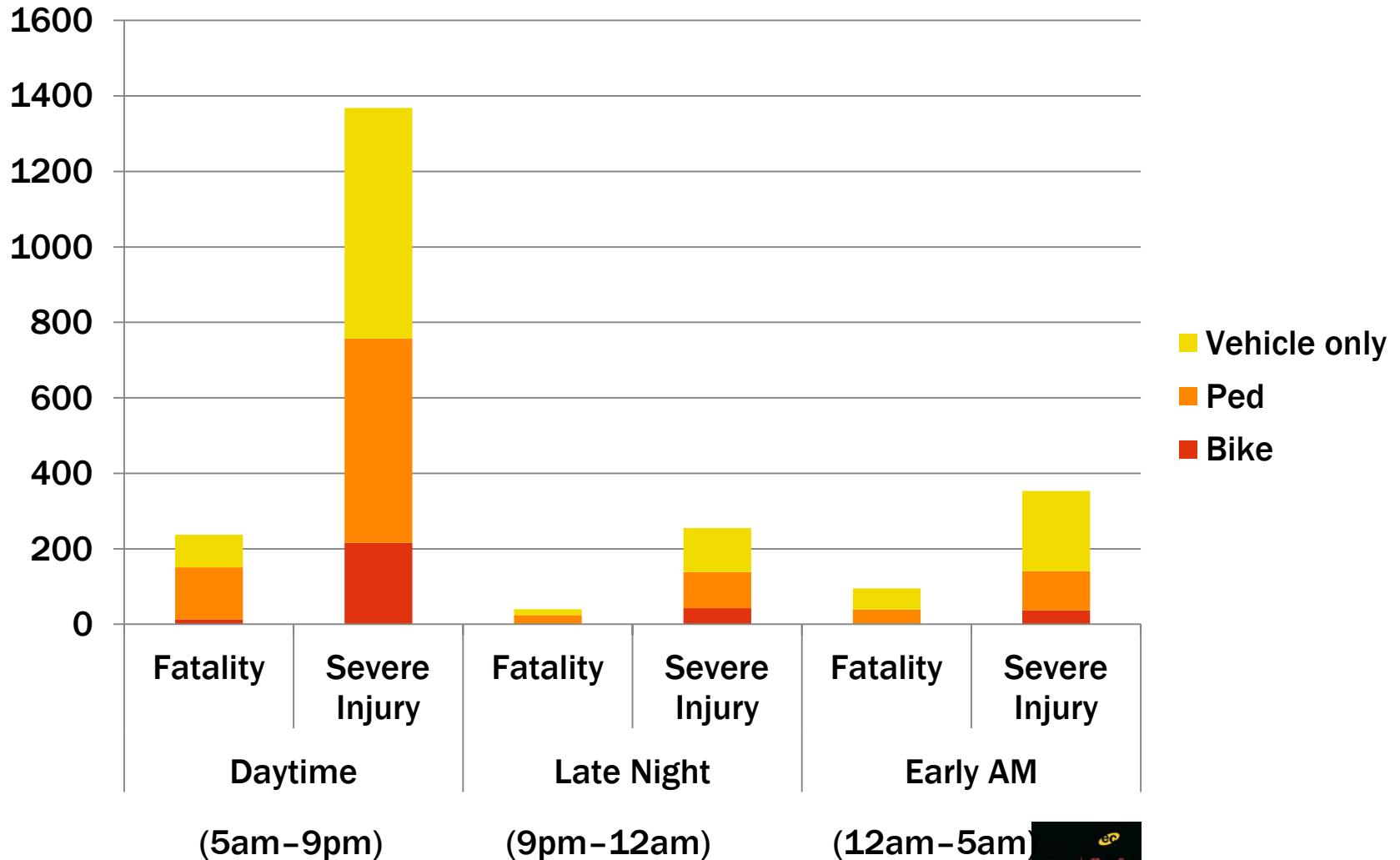


# Women are more likely to avoid traveling at night due to concerns about safety

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

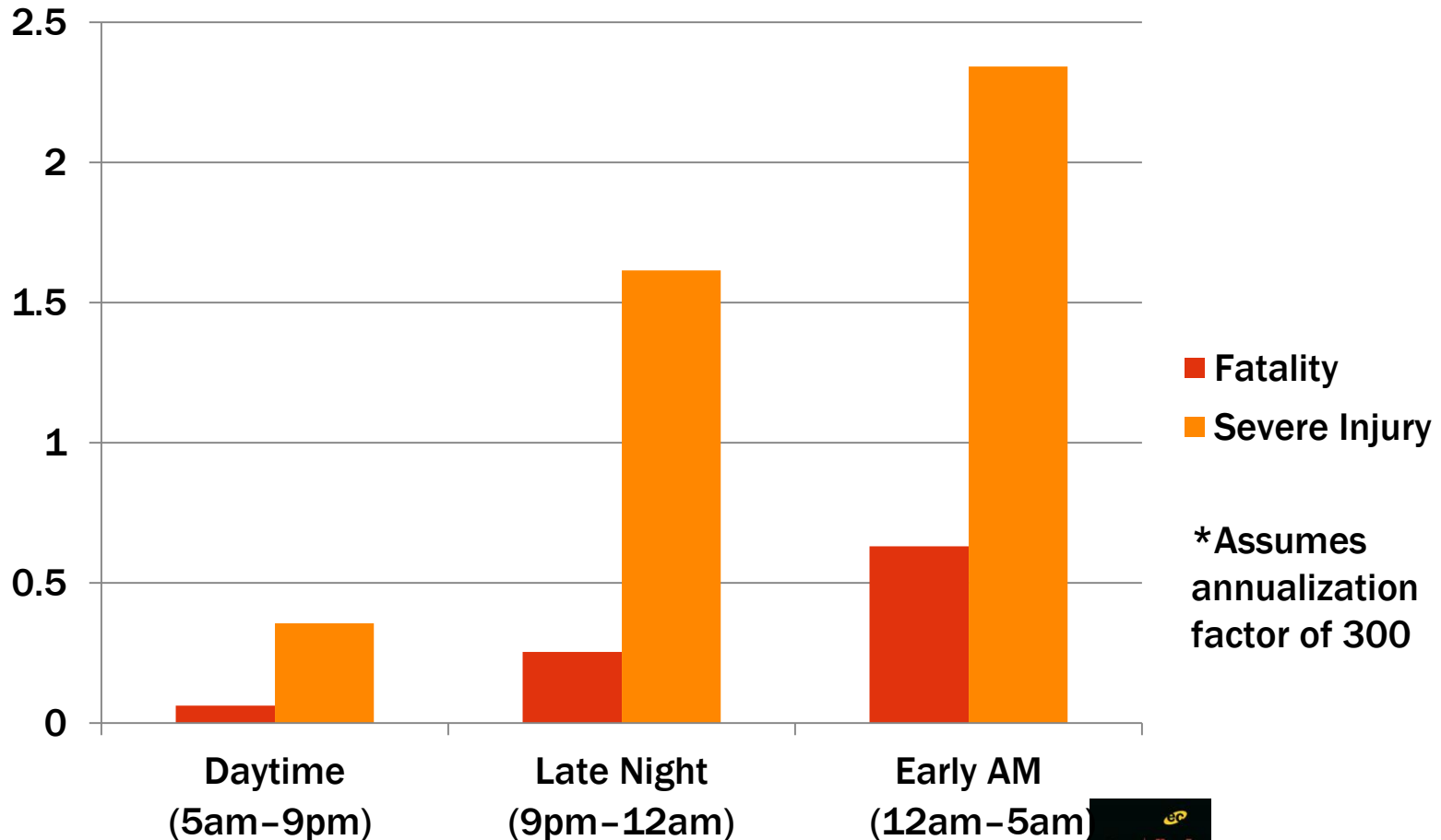


# Fatalities and Severe Injuries in San Francisco 2003 - 2012

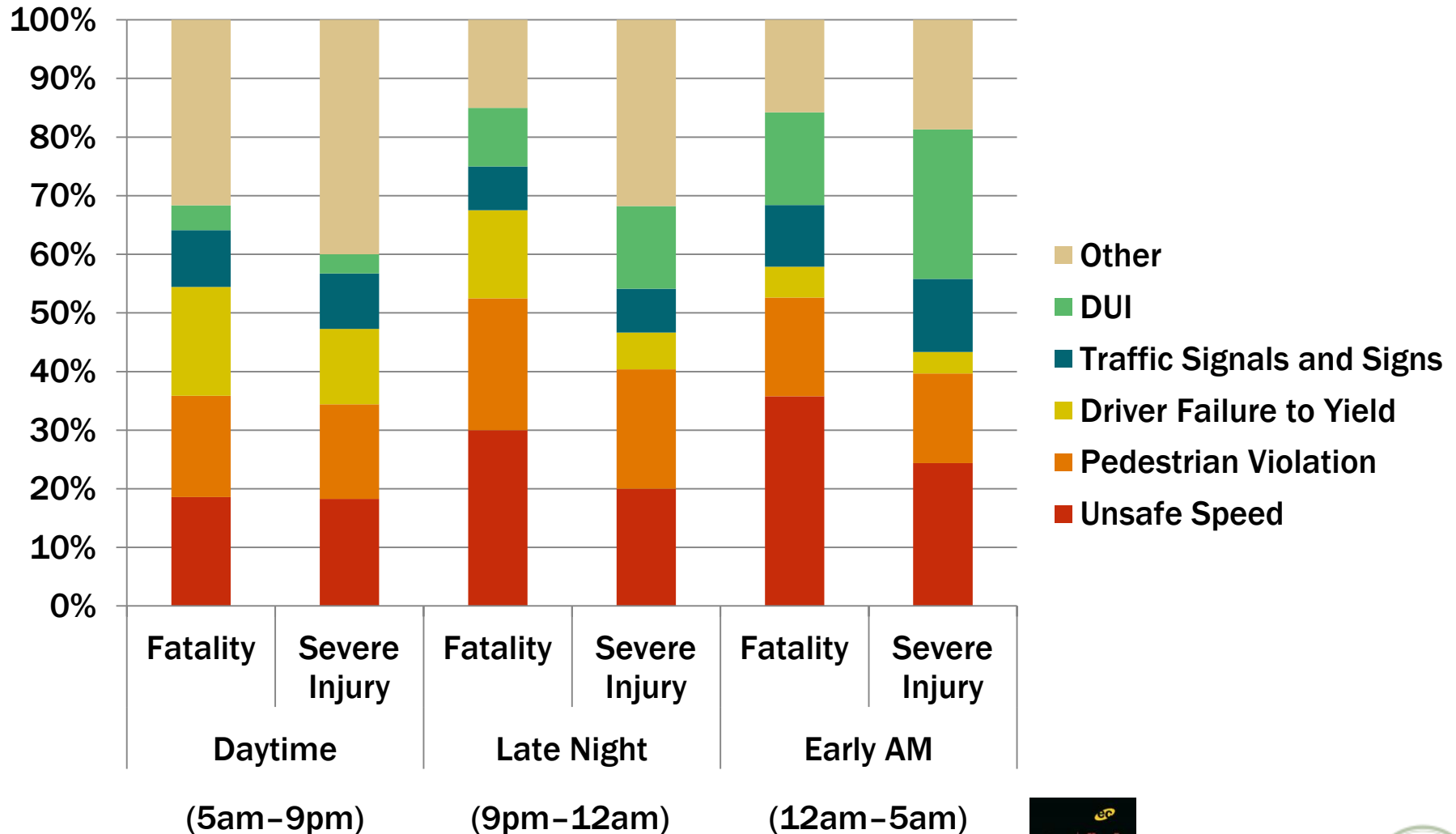


# Fatalities and Severe Injuries/1,000,000 Vehicle Trips

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**



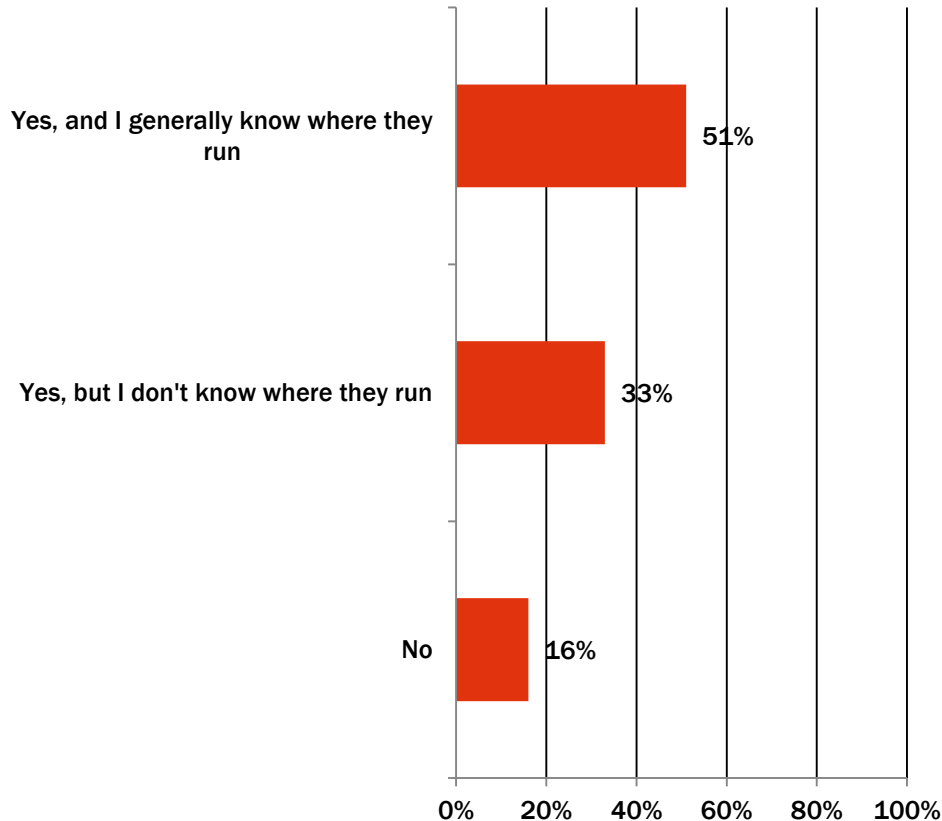
*Credit: Eric Tuvel*

# 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

	<b>1-way fare (regular adult) for rides with one end in SF</b>
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

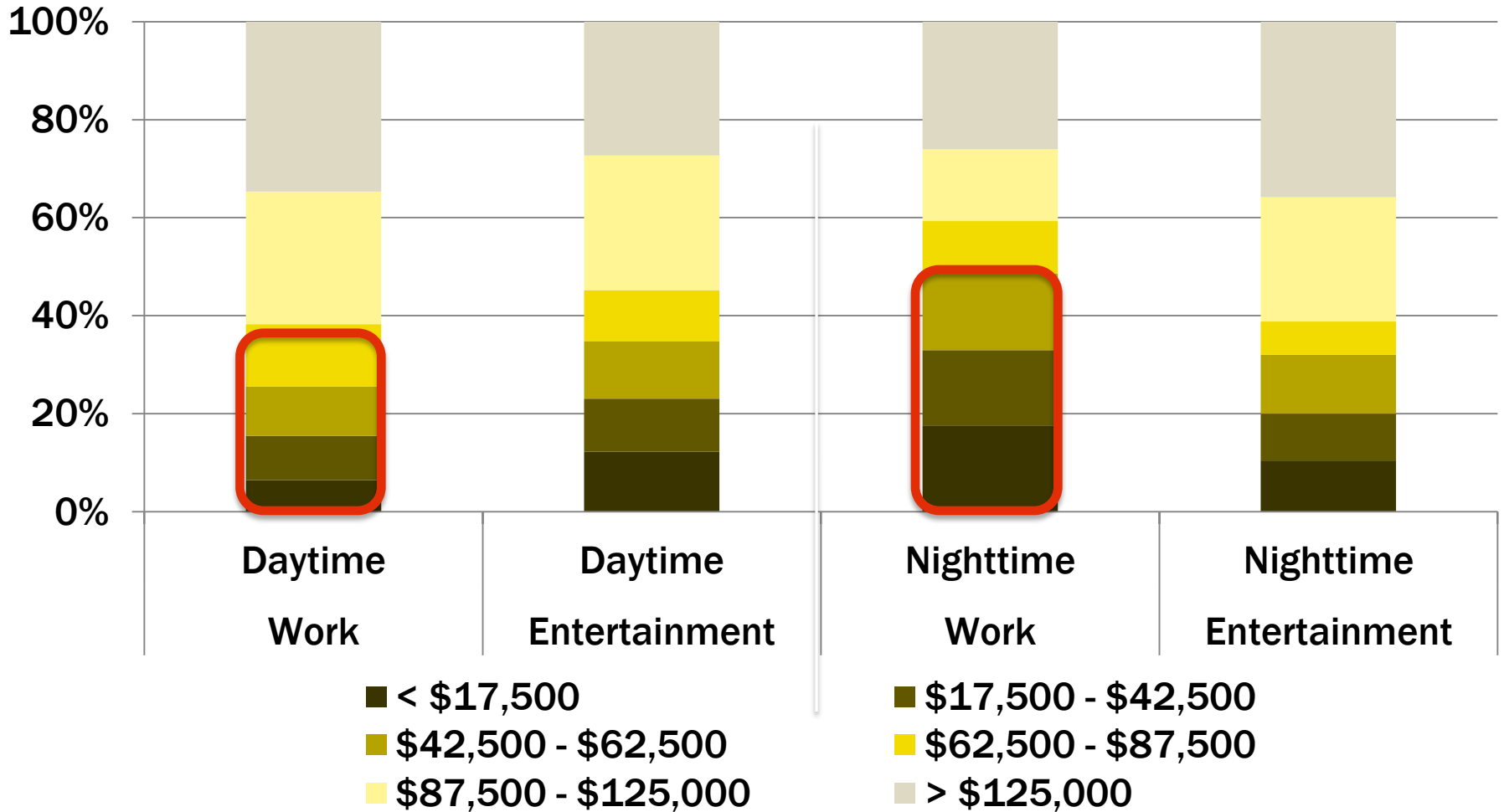
- ▶ **Taxis/TNCs relatively expensive options**
- ▶ **TNCs are not equipped to transport people in wheelchairs**

*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**

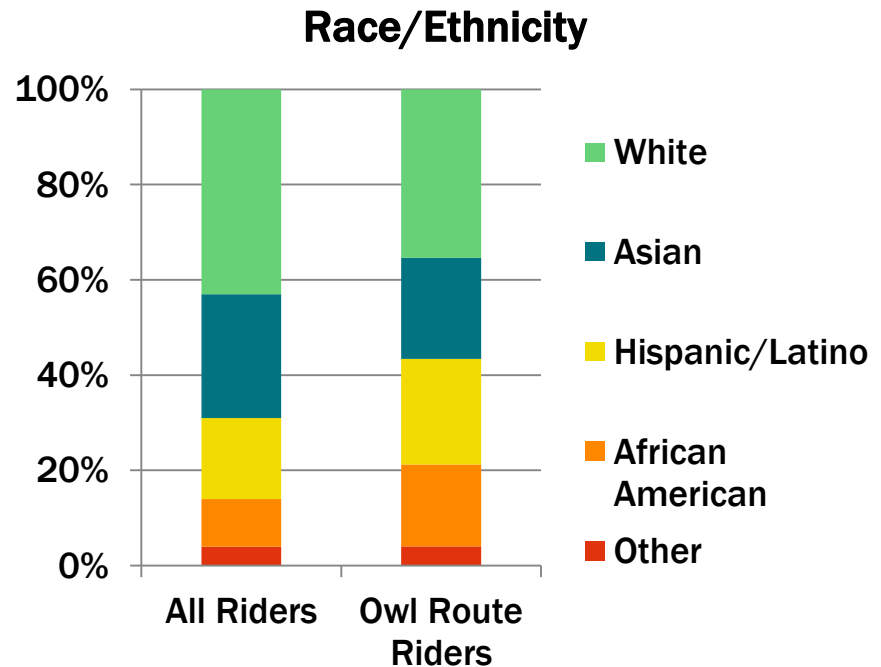
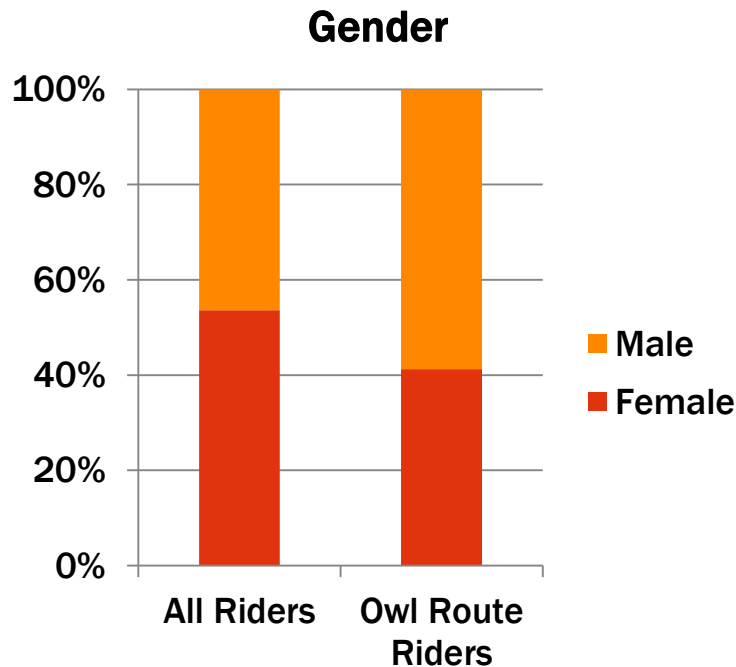


Source: CHTS, 2010



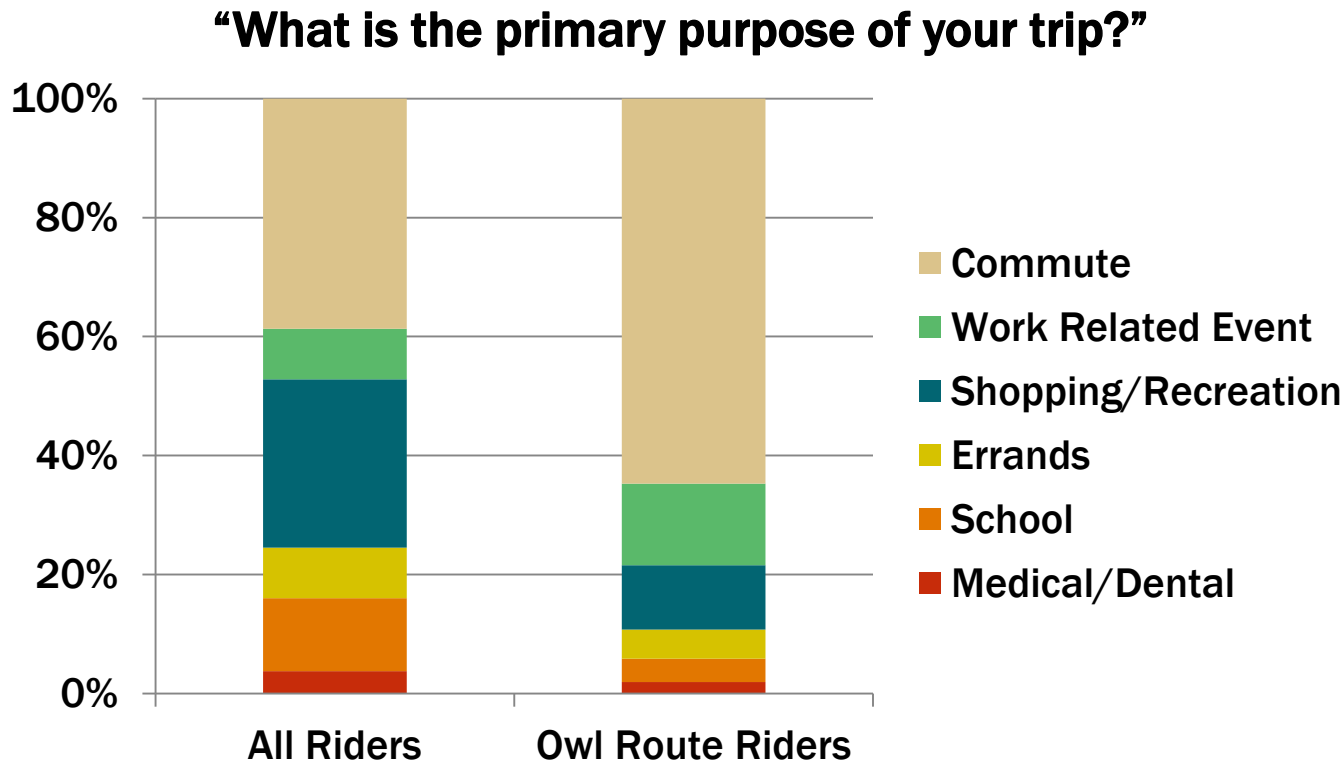
## ▶ Demographics

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

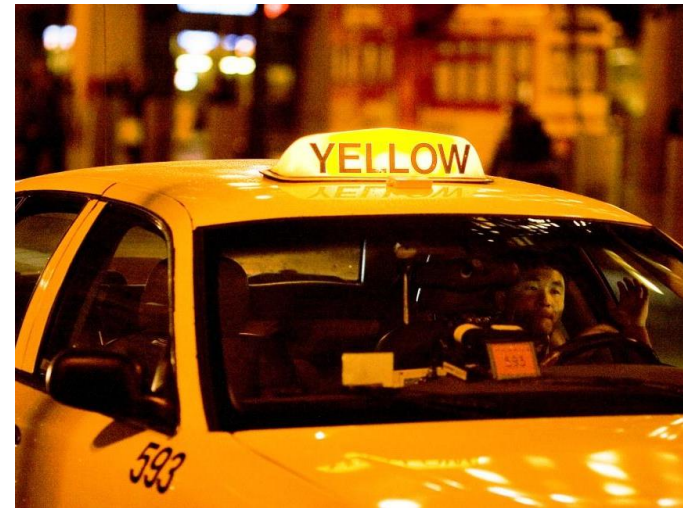


## ▶ Trip Purpose

▶ 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

