SF All-Night Transportation Study

Working Group Meeting #2
September 24, 2014

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Project Overview

- June: Kick-off
- July-Sept: Existing conditions
- Sept-Oct: Needs assessment
- Oct-Nov: Potential solutions
- Nov-Dec: Recommendations
Existing Conditions

Task Purpose: Identify current state of late pm/early am as a basis to inform needs that stem from these conditions.
Definitions and Data Sources

- **9pm-5am = Nighttime**
  - **9-12pm = Late Night**
  - **12-5am = Early AM**

- **Trip Purpose**
  - **Entertainment = Recreational, Social, Meal**
  - **Other Personal = Medical, School, Shopping, Personal Business**

- **Data Sources**
  - **2010 California Household Travel Survey (CHTS)**
  - **Ridership data from BART, AC Transit, Muni**
  - **Taxi data from SFMTA**
  - **TNC data from Lyft/Uber**
  - **Research comparing Taxis and TNCs, UC Transportation Center**
On an average weeknight, there are \( \frac{1}{4} \) million nighttime trips (excluding out of region visitors)

....Equivalent to 3X the number of trips generated by a Giants game!

(about 7\% of total daily trips)

Source: CHTS, 2010
220,000 nightlife customers

>33,000 hotel rooms in SF

52,000 nightlife employees

1,500 hotel employees

1,200 UC SF employees

25,000 SFO employees

700 security guards

Entertainment most common reason for traveling late night, work most common reason for traveling early AM

Trip purpose by time of day for all modes on an average weekday

Source: CHTS, 2010
Nighttime commuters are more likely to be low- and moderate-income.

Source: CHTS, 2010
People make longer trips at night

Average Travel Distance

Source: CHTS, 2010
Late Night and Early AM Common Trips
Origins and Destinations

Late Night (9pm-12am)
Early AM (12am-5am)

Source: CHTS, 2010
There’s much less transit service available late at night

Source: SFMTA, 2014
There’s much less transit service available late at night
There’s much less transit service available late at night

Source: SFMTA, 2014
There’s much less transit service available late at night

Regional Transit Serving SF - 8 AM

For AC Transit, SamTrans, and Golden Gate Transit lines, only routes stopping in SF are shown

Not shown:
- SamTrans lines ECR and 292

Source: BART, 2014; Caltrain, 2014; AC Transit, 2014; SamTrans, 2014; Golden Gate Transit, 2014
There’s much less transit service available late at night.

For AC Transit, SamTrans, and Golden Gate Transit lines, only routes stopping in SF are shown.

Not shown:
- SamTrans lines ECR and 292

There's much less transit service available late at night

For AC Transit, SamTrans, and Golden Gate Transit lines, only routes stopping in SF are shown.

AC Transit local timed transfers are shown as dashed line.

Source: BART, 2014; Caltrain, 2014; AC Transit, 2014; SamTrans, 2014; Golden Gate Transit, 2014
Mode share by time of day

Daytime (5am-9pm)
- Drive Alone: 26%
- Carpool: 29%
- Walk/Bike: 26%
- Transit: 18%
- Other: 1%

Late Night (9pm-12am)
- Drive Alone: 22%
- Carpool: 35%
- Walk/Bike: 22%
- Transit: 20%
- Other: 1%

Early AM (12am-5am)
- Drive Alone: 44%
- Carpool: 35%
- Walk/Bike: 10%
- Transit: 23%
- Other: 3%
Transit Ridership

Source: SFMTA, May 2014 Ridership and BART, Spring 2013 Ridership by Hour

- Muni (bus only)*
  - Average Weekday Night Late Night
  - Average Weekday Night Early AM
- BART**
  - Average Weekend Night Late Night
- AC Transit
  - Average Weekend Night Early AM

*Muni weekday calculation includes Friday night;
Muni weekend calculation includes Saturday night only
**BART numbers exclude trips made from 4-5am
*** AC Transit is ridership on SF-serving/Transbay lines
Transit Ridership

Muni – Busiest Nighttime Lines (bus only)

<table>
<thead>
<tr>
<th>Line</th>
<th>Average Weekday Night*</th>
<th>Average Weekend Night**</th>
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<tbody>
<tr>
<td>38 - Geary</td>
<td>1,600</td>
<td>1,800</td>
</tr>
<tr>
<td>14 - Mission</td>
<td>1,400</td>
<td>1,600</td>
</tr>
<tr>
<td>8X - Bayshore Express</td>
<td>1,200</td>
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<td>29 - Sunset</td>
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<td>44 - O'Shaughnessy</td>
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<td>600</td>
<td>800</td>
</tr>
<tr>
<td>28 - 19th Avenue</td>
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<td>700</td>
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<tr>
<td>43 - Masonic</td>
<td>400</td>
<td>600</td>
</tr>
<tr>
<td>9 - San Bruno</td>
<td>300</td>
<td>500</td>
</tr>
</tbody>
</table>

* Includes Friday night
** Saturday night only

Source: SFMTA, May 2014 Ridership
Transit Ridership

BART – Ridership at SF Stations

- Embarcadero
- Montgomery St.
- Powell St.
- Civic Center/UN Plaza
- 16th St. Mission
- 24th St. Mission
- Glen Park
- Balboa Park

Average Weekday Night Entries
Average Weekend Night Entries
Average Weekday Night Exits
Average Weekend Night Exits

Source: BART, Spring 2013 Ridership by Hour
AC Transit Nighttime Ridership

Note: ridership numbers only include travelers with a stop in SF

Source: AC Transit, Spring 2014 Ridership by Hour
Taxis and TNCs, Similarities

- Higher concentration of trips at night, weekends
- Higher concentration of trips are recreational
Taxis – Nighttime-relevant findings from SFMTA Taxi User Survey (March 2013)

Figure 22: I would go to movies, restaurants, bars, or other night entertainment more often if I could get a taxi within 15 minutes of calling for one
(n = 581)

Figure 3: What is the most common reason you use taxis?
(n = 473)

- Avoid parking
- Muni not running/inconvenient
- Car trouble/car not available
- Medical (doctor's appointment/hospital)
- Other business or employment needs
- Commuting to and from work
- Shopping and other daytime activities
- Getting to or from the airport
- Going out at night

Respondents who use taxis
TNCs- Have both replaced trips previously made by other modes, and allowed opportunity for new trips

How would you have made this trip if Uber/Lyft/Sidecar were not available?

- Taxi, 39%
- Bus, 24%
- Rail, 9%
- Walk, 8%
- Other, 11%

Source: App-Based, On-Demand Ride Services: Comparing Taxi and Ridesourcing Trips and User Characteristics in San Francisco;” University of California Transportation Center (August 2014)

92% would still make the trip
TNCs – nighttime pick-ups, wide coverage, more focused in denser areas with entertainment/late night uses

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

Source: Lyft, all rides by hour July 28 – August 10, 2014
Growing Role of Private Sector

- Lyft Fleet
- Sidecar
- Uber
- Homobiles
- zimride

SAN FRANCISCO
Office of Economic and Workforce Development
Proliferation of App-enabled Services

- Flywheel
- curb
- Q
- R
- Uber
- nextbus
- Muni+
- Sidecar
- SFpark
- ParkNow
- ParkMe
Existing Conditions Key Findings

1. Nighttime travel represents a substantial number of trips (~250k/night)
2. Nighttime commuters are more likely to be low- and moderate-income
3. The share of trips on transit during nighttime is comparable to daytime ~20%
4. Common nighttime trip origins/destinations are: East Bay, Production, Distribution, and Repair (PDR) uses, Mission corridor
5. Entertainment most common reason for traveling late night, work most common reason for traveling early AM
6. Taxis and TNCs are both used more at night, on weekends, and for entertainment-related purposes
7. Recent trends affecting nighttime transport include a growing # of private sector travel options and proliferation of app-enabled services
Needs Assessment

► Methodology
  ▶ Online/paper survey (focus for today)
  ▶ Feedback from Working Group participants
  ▶ Testimony from Supervisor Wiener’s Late Night transportation hearing
  ▶ TBD other stakeholder interviews
Summary of Survey

► In English, Chinese and Spanish; online and paper

► Incentive: one of three $50 Clipper cards

► How distributed?

► Open September 4–October 5

► 1470 responses so far
How often do you choose *not* to travel to, from or within San Francisco between midnight and 5 am because it is inconvenient?

Source: Late Night Survey Interim Results, 9/17/2014
How often do you choose *not* to travel to, from or within San Francisco between midnight and 5 am because it feels unsafe?

Source: Late Night Survey Interim Results, 9/17/2014
Preliminary survey results

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

- BART doesn't run all night
- Bus service is infrequent or unreliable
- Bus trips take too long or require a transfer
- Taxis are too expensive
- Taxis are often unavailable
- Concerns about personal safety or security on transit
- Caltrain doesn't run all night
- Lyft / Uber / similar services are too expensive
- Parking is hard to find
- Concerns about personal safety or security when...
- Lyft / Uber / similar services are often unavailable
- Available services aren't wheelchair-accessible

Source: Late Night Survey Interim Results, 9/17/2014

Concerns similar among workers, entertainment travelers
Preliminary survey results

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

- Yes, and I generally know where these buses run: 48%
- Yes, but I don't know where they run: 38%
- No: 14%

MTA’s Polk St survey (120 responses): 38% were not aware
For SF to be a true world class city, it needs a world class transit system

I live in the South Bay and would come into the city for evening entertainment more often if Caltrain ran later.

Late-night BART would be a huge improvement

Ghost buses. Hate them. Inaccurate NextBus times.

I am forced to take the car if I want to stay out late.

The west side is a transit nightmare after 9 pm.

Source: Late Night Survey Interim Results, 9/17/2014
Key Comment Themes – Safety

I am a senior and it doesn’t feel even more-than-midway safe.

It’s stressful as a single female trying to get home late at night.

I feel unsafe waiting 20+ min for the bus after 10pm.

So many sketchy people out this early.

I bike most everywhere but the safety of biking late at night is another conversation entirely.

Late-night buses are often crowded, filthy and unsafe. People get into drunken fights or harass others.

The problem is not riding the bus, it’s the walk home from the bus stop.

Source: Late Night Survey Interim Results, 9/17/2014
Lyft/Uber have been great additions to the transit options. Lyft/Uber have filled in well [for transit] but they shouldn't substitute a public service. We often pass on visits because we cannot take BART. I sometimes give up shifts because it's exhausting to spend two hours at night getting home. I've seen many peers make the reckless and dangerous choice of driving intoxicated after a night out. Improve separated bike lanes and lighting along them. 

Source: Late Night Survey Interim Results, 9/17/2014
Existing Conditions/Needs Assessment

Next Steps

► For Working Group: questions or help
  ▶ Do the findings resonate with you?
  ▶ Help us distribute the survey (will produce updated charts after survey closes on Oct 5)
  ▶ Additional stakeholders to consult?
Upcoming Task: Identifying Potential Solutions

► Approach:
  ▶ Review solutions suggested in survey
  ▶ Research other cities
  ▶ Brainstorm ideas that respond to identified needs

► For Working Group:
  ▶ Ideas for potential solutions for us to research?
Wrap up

- **Upcoming WG meetings**
  - October 29 (tentative): Potential solutions
  - December 3 (tentative): Recommendations
Upcoming Tasks

- **June**: Kick-off
- **July-Sept**: Existing conditions
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- **Oct-Nov**: Potential solutions
- **Nov-Dec**: Recommendations
Thank you!

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