

# The Other 9-to-5

## IMPROVING LATE-NIGHT AND EARLY-MORNING TRANSPORTATION FOR SAN FRANCISCO WORKERS, RESIDENTS, AND VISITORS

FACT SHEET ● MARCH 2015



An effort to improve and expand transportation to, from, and within San Francisco during late-night and early-morning hours is underway. The San Francisco Late Night Transportation Working Group, convened by Supervisor Scott Wiener, undertook the following initial tasks between June 2014 and February 2015: 1) survey the existing conditions of all-night transportation; 2) identify the current and future needs of residents, workers and visitors to San Francisco during all-night hours; and 3) develop, based on this research, a set of recommendations to improve all-night transportation in SF.

Jointly led by the San Francisco Office of Economic and Workforce Development (OEWD) and the San Francisco Entertainment Commission, the Working Group includes a diverse set of representatives from regional transportation providers, small business owners, industry groups, nightlife advocates, labor unions, and other stakeholders.

During the first phase of its work, the Working Group met five times and members conducted significant research and analysis regarding existing conditions, transportation needs, and potential solutions to improve all-night transportation. In addition, the Working Group conducted a stakeholder survey in fall 2014 that garnered over 2,800 responses from all-night travelers.

### What is the Working Group's vision for SF's all-night transportation?

- Fast and reliable transportation choices that serve the needs of residents, visitors and workers
- Twenty-four hour rail service complemented by local and regional buses
- A transit network based on both coverage and demand
- Safe streets for all road users
- Improved perceived and actual safety while waiting for, riding and walking to and from transit
- Easily accessible information to make travel choices
- Clean transit vehicles and stations
- Safe, orderly and convenient passenger loading
- Transportation options that are affordable to all

### Why a study on all-night transportation?

The SF nightlife industry contributes \$4.2 billion annually to San Francisco's economy, employs more than 50,000 people, and generates about \$50 million in city tax revenue. However, the existing conditions of all-night transportation service does not reflect this fact or the city's goals to provide world-class entertainment.

Every weeknight, about 250,000 all-night transportation trips are made in San Francisco. That's about 7% of overall daily trips and three times as many trips as what is generated by one San Francisco Giants baseball game.

Late-night and early-morning transportation isn't only important to patrons of nightlife activities—it is crucial to workers in the nightlife industry and other industries where late-night and early-morning travel is required.

### For more information

For more information on the Late Night Transportation Working Group, contact Ben Van Houten at 415.554.7038 or [latenighttransit@sfgov.org](mailto:latenighttransit@sfgov.org). The Working Group's full report published in February 2015 is available at [www.nightlifesf.org](http://www.nightlifesf.org).

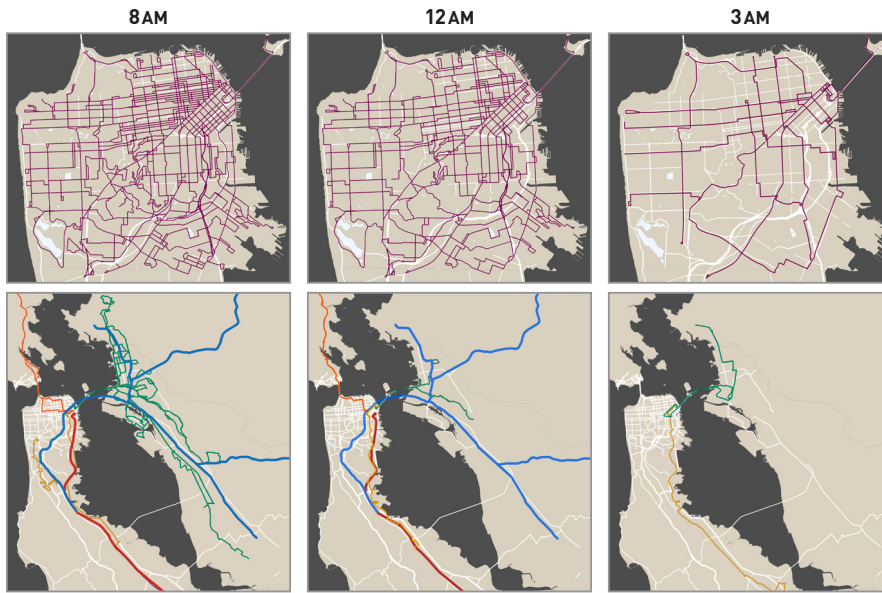


## What did the Working Group find?

Public transit maintains consistent use at all times of day—about 20 percent of all trips—while service frequency and coverage both decrease during all-night hours. A higher share of travelers drive alone during early morning hours, while the share of walking and cycling trips declines during these hours. Taxis and other ridesourcing services are used at a higher rate during all-night hours than during other times of day.

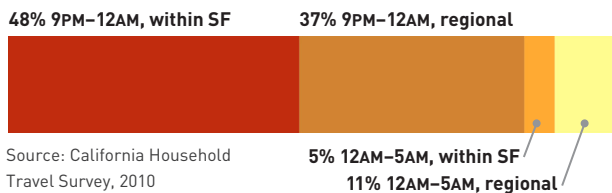
The Working Group identified five major transportation need areas, including 1) availability and coverage, 2) speed and reliability, 3) safety and security, 4) awareness and comfort, and 5) cost and equity. The Working Group then considered a variety of potential solutions to address these areas before developing recommendations.

### Snapshot of local and regional transit service coverage by time of day (weekdays): (top: local/Muni; bottom: regional transit operators)



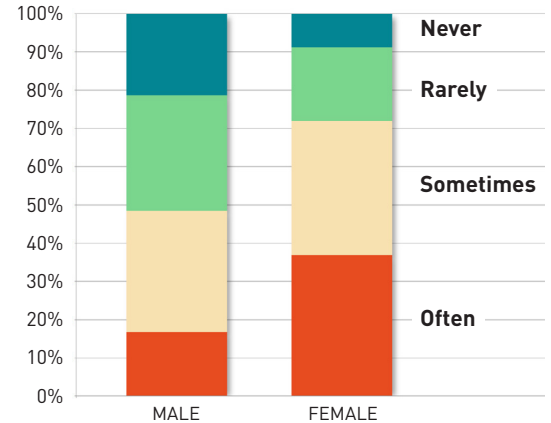
Source: AC Transit, BART, Golden Gate Transit, Muni, SamTrans

### Average weekday all-night trip-making: local vs. regional, 2010 (excludes out-of-region visitor trips)



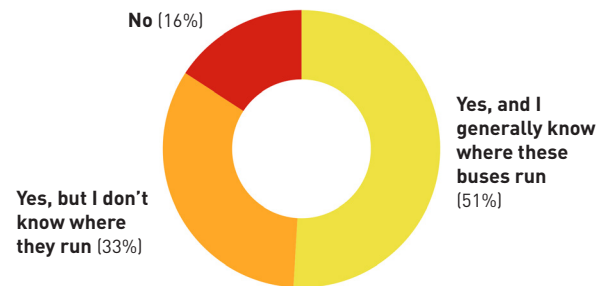
Source: California Household Travel Survey, 2010

### Survey results: "How often do you choose NOT to travel to, from or within San Francisco between midnight and 5AM because it feels unsafe?"



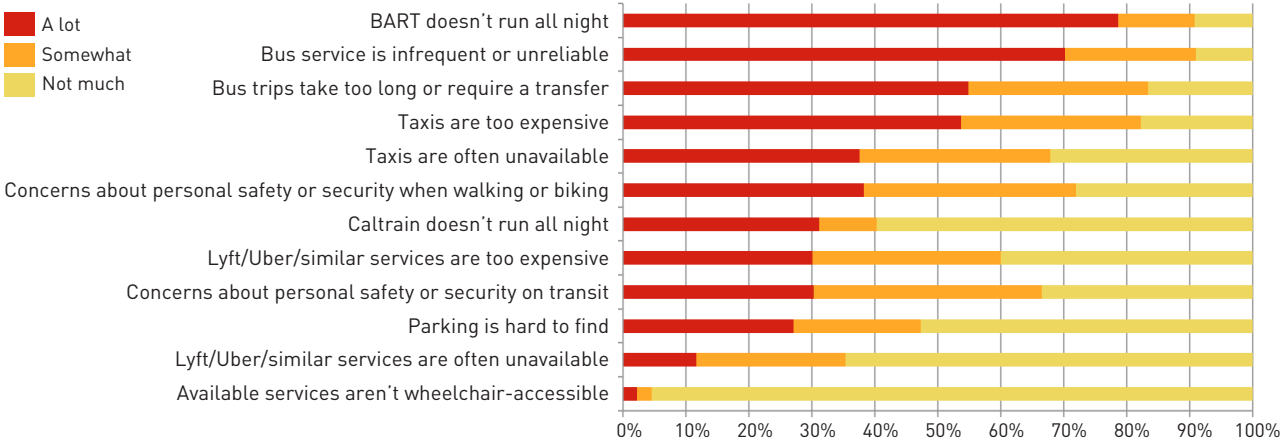
Source: Late Night Transportation Survey Results, Fall 2014

### Survey results: "Are you aware of Muni and transbay buses that run all night?"



Source: Late Night Transportation Survey Results, Fall 2014

### 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?"



Source: Late Night Transportation Survey Results, Fall 2014

## Study findings and recommendations

CATEGORY	FINDING	RECOMMENDATION
<b>Availability and Coverage</b>	All-night bus service is more skeletal than daytime service, though Muni and BART/AC Transit are both piloting expansions.	Monitor existing and new all-night bus service to make a case for expansion.
	Bus is the only public transportation choice in the early morning hours.	Begin process to refresh and expand bus service.
	Regional all-night bus network was last reviewed at its inception a decade ago.	Seek public-private partnerships to expand bus service.
	BART, Muni and Caltrain are currently unable to operate longer hours.	BART, Muni, and Caltrain should produce white papers documenting operations constraints.  Champion and pursue long-term project development work for future operation of 24-hour rail service.
	Existing bikeshare system is limited.	Expand bikeshare system.
<b>Speed and Reliability</b>	Emerging technology allows for more reliable and quick pick-ups by taxis and ridesourcing vehicles.	
	The difference between transit and driving travel time is greater during all-night hours.	Begin regular review of service reliability metrics and trends to develop data-driven improvements.
	Bus reliability is a common complaint.  Timed transfers are not dependable, particularly between systems.	
<b>Safety and Security</b>	Personal security concerns suppress overnight trips.	Begin regular review of safety and security metrics and trends to develop data-driven improvements.  SFMTA should identify customer amenities to improve perceptions of personal security at transit stops.
	Collisions resulting in severe injury are more likely overnight than in daytime hours.  Lack of secure bicycle parking deters all-night trips.	Define and implement location-specific safety and security upgrades, such as bus stop redesigns, installation of real-time transit displays, additional bike racks, and traffic safety improvements.
<b>Awareness and Comfort</b>	Information about all-night transportation is difficult to find and understand.	Develop and launch a comprehensive information campaign regarding late-night transportation.
	Knowledge of existing all-night bus service is low.	
	A large number of privately-developed transportation information applications exist.	
	Real-time transit information is helpful but not always accurate or available.	Identify locations for additional real-time transit displays.
	Taxi and ridesourcing passenger loading can be chaotic on major nightlife streets.	Consider late-night street closures and installation of taxi stands, additional signage and staffing by queue supervisors or security officers.
<b>Cost and Equity</b>	Transit system cleanliness is a concern.	Begin regular review of cleanliness metrics and trends to develop data-driven improvements.
	All-night commuters are more likely to be low- and moderate-income.	Consider subsidies to low-income workers for taxi fares during hours when options do not serve needs.
	Travel options with greater reliability and comfort are more expensive.	SFMTA should develop shared-ride taxi regulations.
	Ridesourcing vehicles are not well-equipped to transport people in wheelchairs.	

## What's already underway?

A number of initiatives are already planned or underway to improve all-night transportation services. BART and AC Transit are currently piloting enhanced Friday and Saturday night Transbay bus service, while Muni has received funding to expand its Owl service by 30 percent and improve service reliability. Additional ongoing efforts include work on street lighting, pedestrian safety infrastructure and policies, cleanliness and station brightening, and the redesign of the regional 511 Traveler Information Program.

## What's next?

The following five initiatives were identified in order to implement the Working Group's recommendations. Moving forward, the Working Group will:

- Begin a process to refresh and consider expansion of all-night bus service.
- Use challenge grants to make location-specific improvements such as real-time transit displays, secure bicycle parking, taxi stands, lighting, etc.
- Develop and launch a coordinated information campaign on existing services.
- Regularly monitor all-night transportation metrics in order to make additional data-driven recommendations.
- Continue convening the Late Night Transportation Working Group.



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