

Late Night Transportation Update

Transit Service Planning Demand Analysis Initial Findings

Citizens Advisory Committee
Agenda Item 10



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

June 22, 2016

Late Night Phase II Overview



- ▶ **Goal to improve late night and early morning transportation**
- ▶ **Led by Late Night Transportation Working Group**
 - ▶ Staffing from TA, OEWD, Entertainment Commission
- ▶ **Implementing next steps identified in Phase 1 study:**
 - ▶ Begin a process to refresh all-night bus service network
 - ▶ Pilot program for location-specific improvements
 - ▶ Coordinated information campaign to better communicate existing services
 - ▶ All-night transportation monitoring practice



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

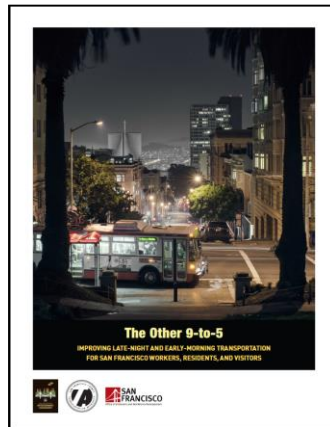


Photo Credit Flickr User: Patrick Boury

Service Demand Analysis Overview



Initiative: Late-night service refresh first step

Objective: Identify transit demand patterns for late-night work trips within and to/from SF

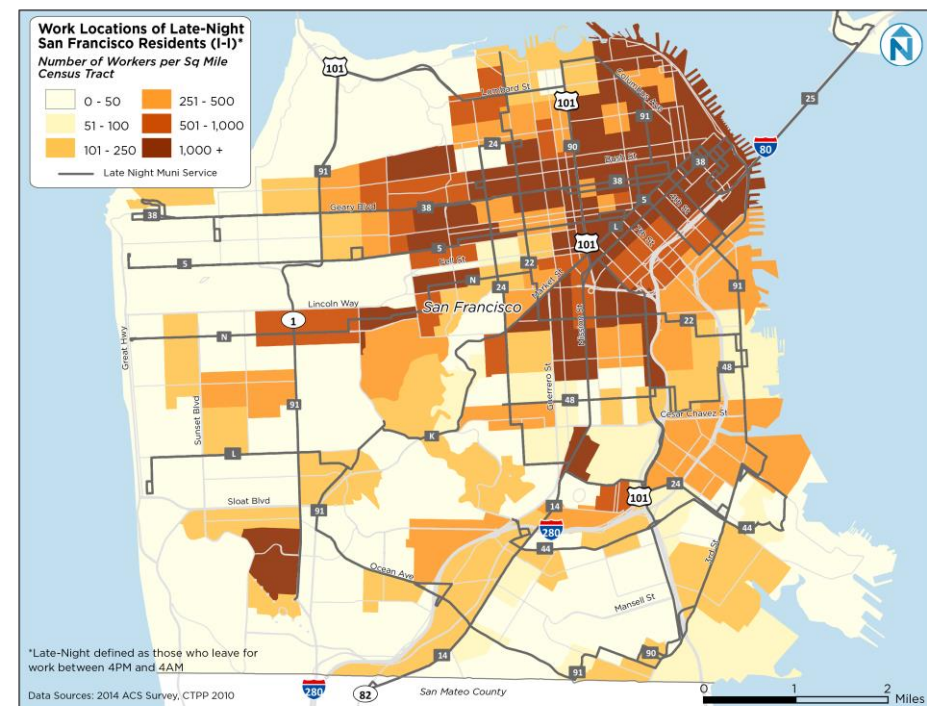
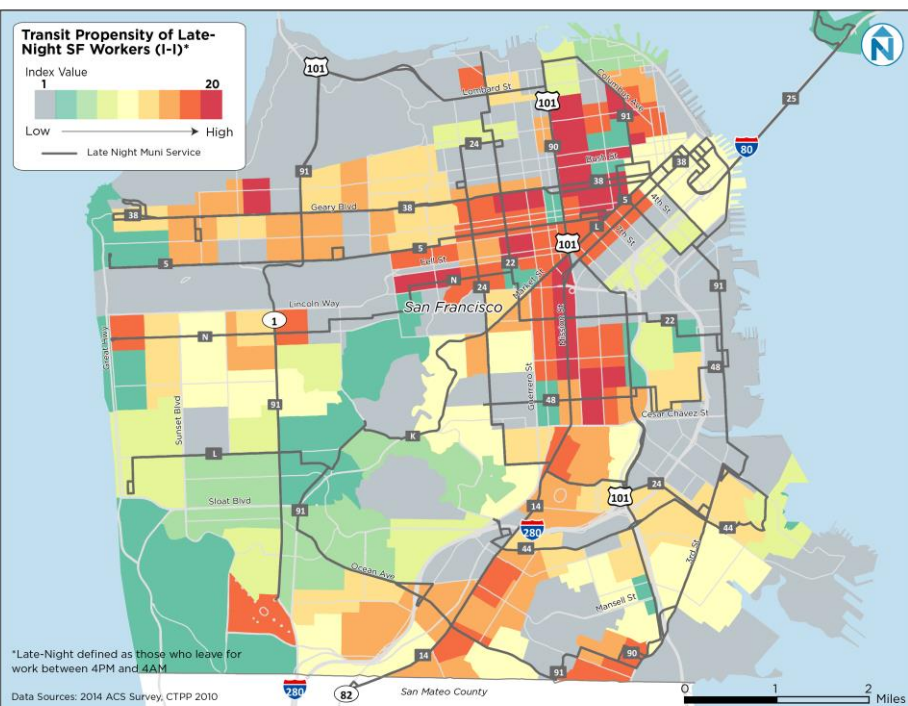
Components:

- ▶ **Late night work trip home origins and work destinations**
 - ▶ **Data: 2010 Census Transportation Planning Package**
 - ▶ **Departure time traveling to work: between 4pm and 5am**
 - ▶ **Separately considered trips within, into, and out of SF**
 - ▶ **43,000 nightly trips**
- ▶ **Consider “transit propensity” for home locations**
 - ▶ **Data: 2015 Census American Community Survey**
 - ▶ **Factors: % low-income and zero-car households in Census tract combined with trip demand**

Key Findings: Intra-SF Trips



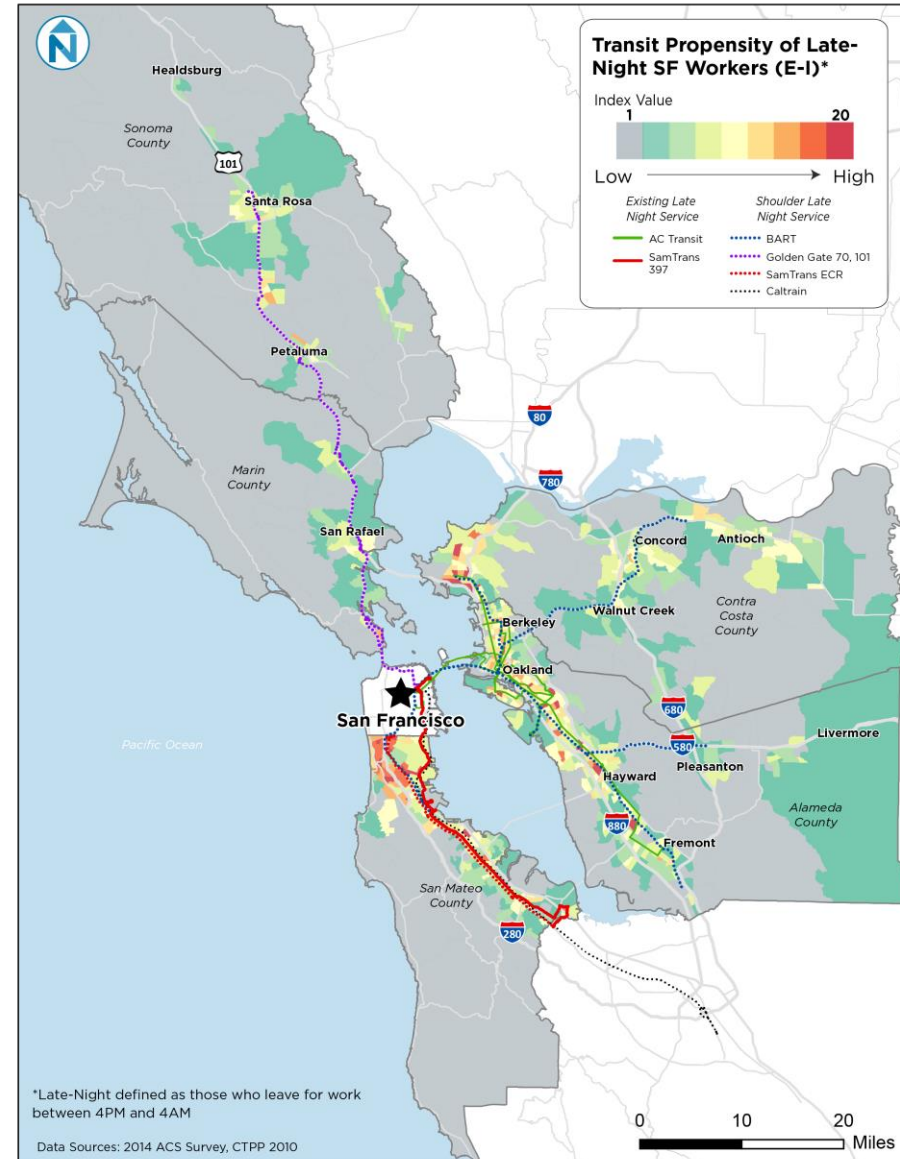
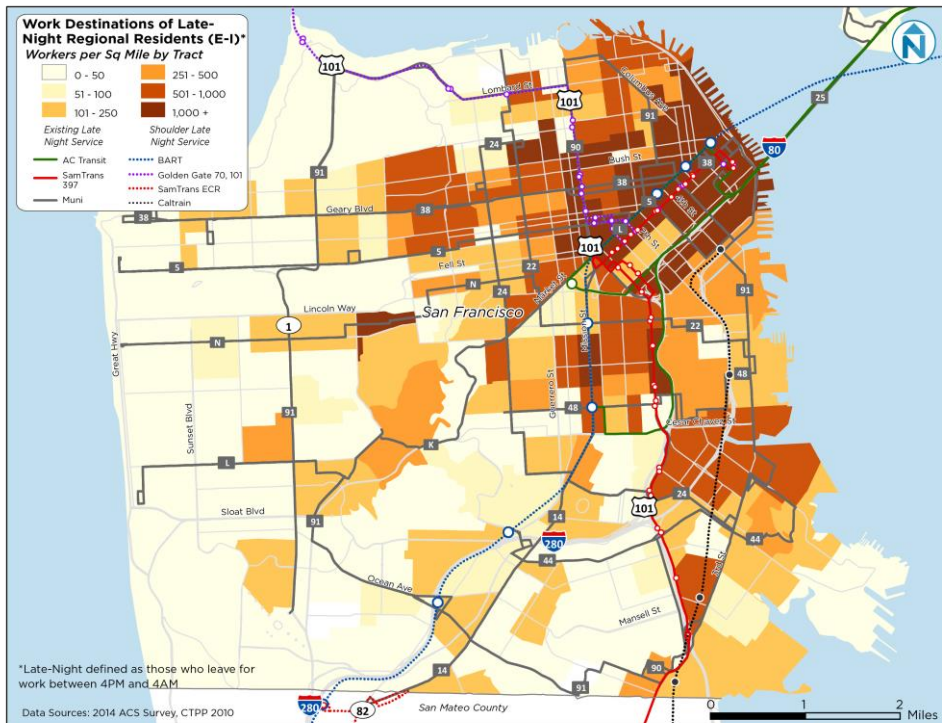
- ▶ **Total trips: 20,700**
- ▶ **Most locations within ½ mile of service. Gaps include northern Embarcadero, some western and hill areas**
- ▶ **Home origin transit propensity highest in Tenderloin/Van Ness, Mission, and Western Addition/NOPA/Haight areas**
- ▶ **Work locations concentrated in Northeast SF**



Key Findings: Region to SF Work Trips



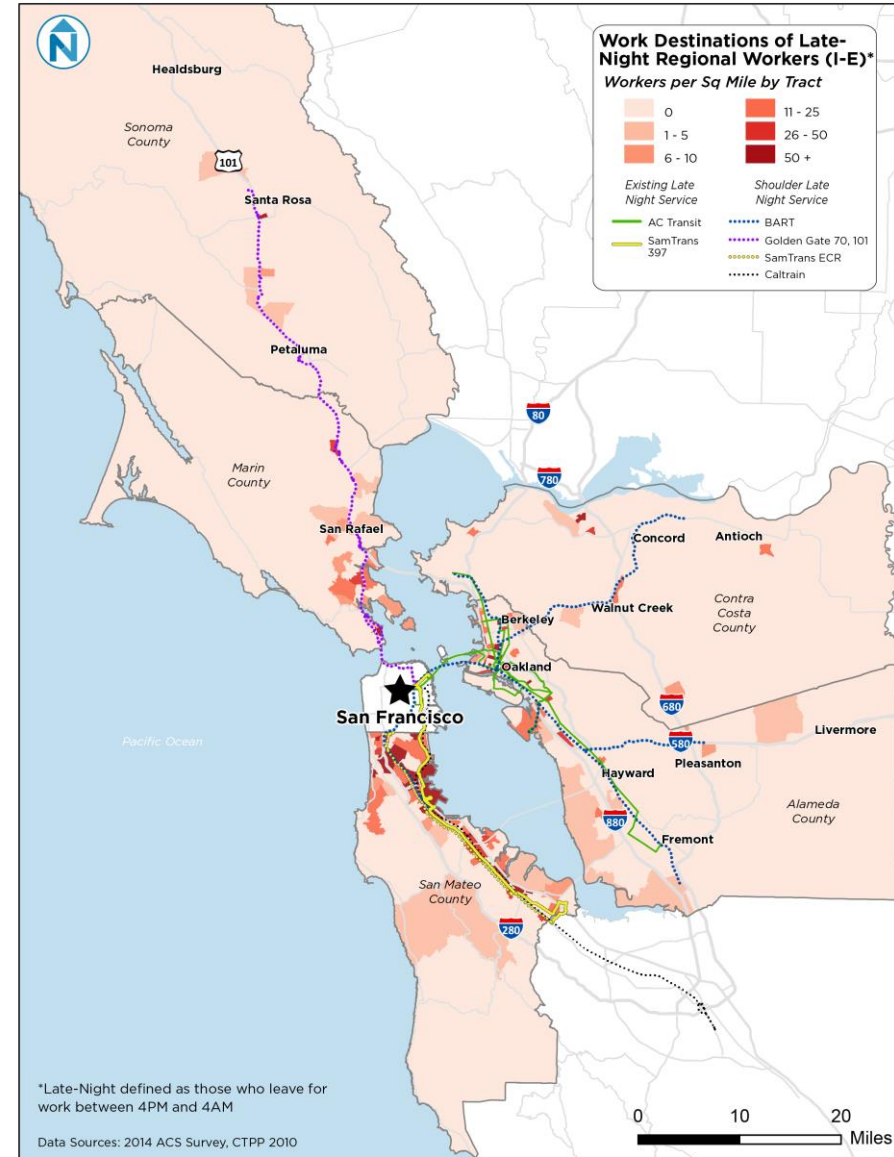
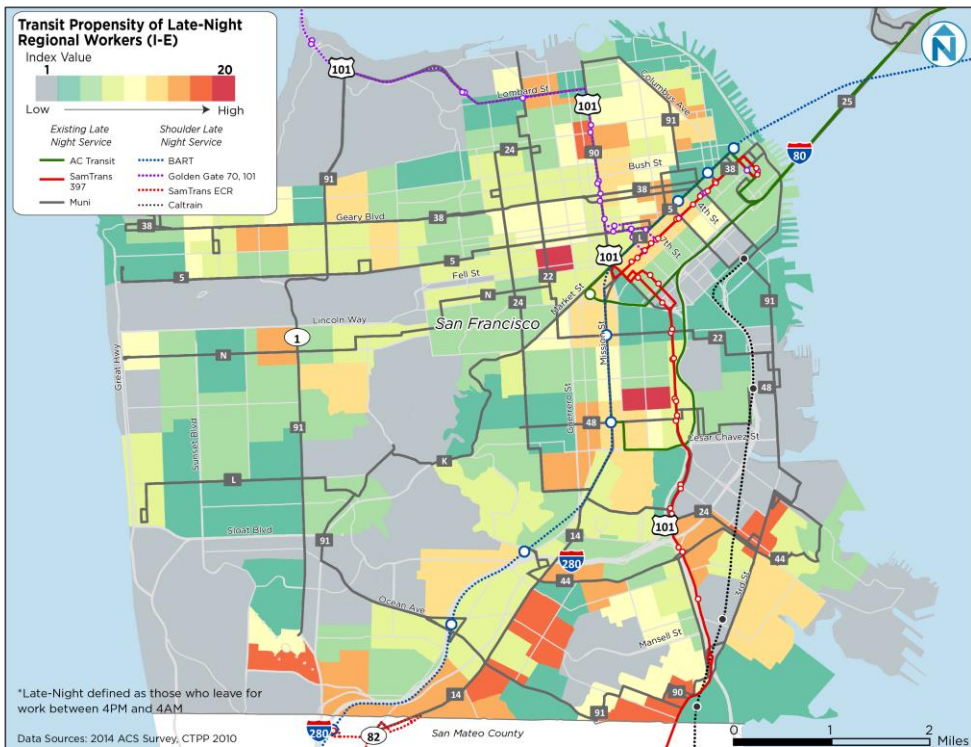
- ▶ **Total trips: 17,000**
- ▶ **38% from San Mateo, 25% from Alameda, & 25% from Contra Costa**
- ▶ **Transit propensity highest along San Mateo BART, patches in East Bay (Richmond, Oakland, Hayward)**
- ▶ **Work concentrations: Northeast SF, Bayview**



Key Findings: SF to Region Work Trips



- ▶ **Total trips: 5,100**
- ▶ **Transit propensity modest – clusters in Mission, W. Addition, Southern SF**
- ▶ **69% of work locations in San Mateo County, especially SFO and BART corridor. Also in Oakland/Emeryville and some in Marin.**



Key Findings Summary and Next Steps



Opportunities for further exploration:

▶ Intra-SF:

- ▶ Consider whether Owl lines could be modified to address gaps (Fisherman's Wharf, Parkmerced)

▶ San Mateo County

- ▶ Potential to increase service on El Camino Real
- ▶ Consider partnerships between Muni/SamTrans to fill bi-county travel gaps

▶ East Bay

- ▶ Potential to enhance AC Transit All-Nighter service north of Richmond BART, consider frequency adjustments on other routes

▶ North Bay

- ▶ Limited demand, but could explore possibility of late-night SF-Marin service on the 101 corridor, e.g. a short line to San Rafael

Next Steps: Analysis of existing service and identification of preliminary improvement concepts

Questions?



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