

Mike Healy, Dept. Mgr.  
Public Affairs

BART 89-1399

# NEWS RELEASE

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

CONTACT: Sy Mober, Manager  
Public Information  
415464-7120 (office)  
415881-2663 (home)

October 18, 1989

## FOR IMMEDIATE RELEASE

### BART TO OPERATE REGULAR COMMUTE SERVICE TODAY

At 8:15 a.m. this morning, Wednesday, October 18, BART was operating in its regular commuter mode with 45 trains in service, following the devastating earthquake in San Francisco Bay region, yesterday, Tuesday, October 17. BART trains are now making regular stops at all BART stations.

Trains will be operating on regular weekday schedules, with 45 trains in operation and they will be arriving every 15 minutes in the East Bay. As the trans-bay trains converge before entering the trans-bay tube, they will be about three and one-half minutes apart, which is the regular commute schedule. Trains will be longer wherever possible, available equipment permitting.

BART officials are encouraging commuters to take buses or car pool to BART stations, to avoid the expected parking lot congestion.

Parking may be available at the following BART Stations: Richmond, North Berkeley, Ashby, Rockridge, Concord, San Leandro, Bayfair, Fruitvale, Coliseum and Fremont (The Mowry Avenue parking lot), if the BART riders arrive early. BART Police note that all parking restrictions at all BART stations will be enforced.

(MORE)

2 2 2 BART Restores Service

89-139a

Transit officials want to remind riders that a five dollar bill is the largest denomination BART ticket vending machines will accept. Since many first time BART riders will be using the system, they should allow extra travel time for their trip, while becoming accustomed to the BART system.

They are urged to pick up the "All About BART" pamphlet, which describes how the system works. These are available at any BART station.

BART telephone information center will be ready to answer all questions about BART service and fares and can be reached by calling 465-BART or the toll free telephone numbers shown in local telephone directories.

# NEWS RELEASE



89-152

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

**CONTACT:** Sy Mouber, Manager  
Public Information  
415/464-7120 or 881-2663 after 5:15 p.m.  
FAX #464-7103

October 26, 1989

**FOR IMMEDIATE RELEASE**

**ADVISORY: BART WILL HOLD A PRESS BRIEFING ON HOW THE  
EARTHQUAKE HAS IMPACTED BART**

BART, tomorrow (Friday, October 27), has scheduled a press briefing to give an overview of the transit system's effort to meet the current transportation needs this past week and in the weeks ahead.

The briefing will be conducted by BART General Manager Frank Wilson who will be joined by BART Director Sue Hone, Chairperson of the AC Transit/BART Liaison Committee and AC Transit Board President Alice Creason, plus other members of the AC Transit Board, and AC Transit General Manager, James O'Sullivan.

Below is a recap of the press conference:

Event: Press Briefing on BART operations, and special coordination with AC Transit

When: Friday, October 27, 1989

Time: 10 a.m.

Where: BART Headquarter  
Fifth Floor Conference Room  
800 Madison Street, Oakland  
(Located above the Lake Merritt BART Station)

Please notify Sy Mouber, Manager, Public Information, at 415/464-7120, if you have any questions.

# NEWS RELEASE



89-151

BAY AREA RAPID TRANSIT DISTRICT 800 Madison St. P.O. Box 12688, Oakland, CA 94604-2688 (415) 464-6000

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FAX #464-7103

October 26, 1989

**FOR IMMEDIATE RELEASE**

## **BART'S EXPANDED SERVICE FOR THE WORLD SERIES**

BART will operate expanded train service for fans going to and coming from the World Series games at Candlestick Park on Friday and Saturday. Special trains will be held at BART's Daly City Station until the end of the games and then will be gradually dispatched to the East Bay.

The expanded service will continue if a fifth game is required at Candlestick Park on Sunday or if a sixth or seventh game is required at the Oakland/Alameda County Coliseum on Tuesday, and Wednesday.

On Friday and Saturday, when all four of BART's routes operate, extra cars will be added to regularly-scheduled trains. Trains will operate directly into San Francisco on lines originating in Concord, Fremont and Richmond.

On Sunday, if a fifth game is required, three special trains will be dispatched directly to San Francisco from Fremont and Richmond. (Normally on Sunday, BART does not operate direct Richmond-San Francisco and Fremont-San Francisco service.) If fans along the Richmond-San Francisco or Fremont-San Francisco lines catch one of the special trains on Sunday, they can reach San Francisco without transferring in Oakland.

These trains will leave Fremont at 2:13, 2:33 and 2:53 Sunday afternoon, and will reach Daly City at 3:20, 3:40 and 4 p.m.

The trains will leave Richmond at 2:28, 2:48 and 3:08 Sunday afternoon and will reach Daly City at 3:25, 3:45 and 4:05 p.m.

SamTrans buses (87-F) will provide direct service to Candlestick Park from

**(more)**



the BART Daly City Station from 3 p.m. to 3:40 p.m. The SamTrans busses will wait at the park to return fans to the Daly City Station after the game. Fans with a BART ticket can ride free to and from the park.

San Francisco's MUNI will provide direct buses (9 Express) to Candlestick from Sutter and Montgomery streets beginning at 1:46 p.m. until 5 p.m. These buses will depart for the park as they are filled and will return after the game to Kearny and Market street, a block from the Montgomery Street BART station. The two-way regular adult fare is \$4.00.

If the Series moves back to Oakland for games six or seven, on Tuesday and Wednesday, BART will operate additional cars on regularly-scheduled Richmond-Fremont, Fremont-Daly City and Concord-Daly City trains. In addition, BART will run three special trains originating in Concord to the Coliseum BART Station. These trains will depart Concord at 3:12, 3:27 and 3:42 p.m. and will arrive at the Coliseum Station at 3:57, 4:12 and 4:27 p.m.

After the game, 9 northbound and 5 southbound trains will be standing by to carry passengers from the Coliseum.

AC Transit's route 57 will be augmented, as will its BART Station Coliseum shuttle.

BART will have additional ticket sellers on duty prior to the sixth and seventh games (if needed) at the Coliseum, at its El Cerrito Del Norte, Fremont and Daly City Stations. They will also be on duty at the Coliseum to sell BART tickets after the sixth and seventh games.

Additional uniformed and plain clothes BART police officers will be on duty at the Coliseum Station and its adjacent parking lot.

For additional fare and train information call 465-BART or the toll-free number listed in local telephone directories.

# NEWS RELEASE



89-153



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**CONTACT:** Sy Mouber, Manager  
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FAX #464-7103

October 27, 1989

**FOR IMMEDIATE RELEASE**

## **BART TRAFFIC STILL EXCEEDING 300,000 PASSENGERS A DAY**

Passenger traffic on BART trains Thursday totaled 322,783, slightly below Wednesday's all-time record count of 324,904.

Trips through the Transbay Tube increased to 202,801, compared to Wednesday's record of 201,851. On October 5, in comparison, an average weekday, Transbay Tube patronage totaled 102,152. These Transbay trips on Thursday amounted to 63.5 percent of BART's total trips for the day throughout the system.

Preliminary figures for all-night service, from 1 a.m. to 5 a.m. Friday morning, were 2,195, compared to Thursday's owl service of 2,395.

	<b>TOTAL</b>	<b>TRANSBAY</b>	<b>%TRANSBAY OF TOTAL</b>
Pre-quake Normal	218,286	102,152	46.8
Monday (10/23)	290,060	180,775	63
Tuesday (10/24)	313,302	196,120	63.1
Wednesday (10/25)	324,904	201,851	62.8
Thursday (10/26)	322,783	202,801	63.5



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**CONTACT:** Sy Mober, Manager  
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FAX #464-7103

October 31, 1989

**FOR IMMEDIATE RELEASE**

**EXTRA BART TICKET SELLERS ON DUTY FOR  
ROLLING STONES CONCERTS ON SATURDAY & SUNDAY**

For fans planning to attend the Rolling Stones Concert at the Oakland Coliseum on Saturday, November 4, and Sunday, November 5, BART personnel will be selling \$2 and \$4 BART tickets at the Fremont BART Station beginning at 1 p.m. BART \$2 tickets will also be available at the Coliseum BART Station for one hour following both concerts. Special tables will be set up at the Fremont BART Station and at the Coliseum BART Station for the purchase of these tickets.

The concerts are from 4 p.m. to 7 p.m. at the Oakland Coliseum on Saturday and Sunday.

On Saturday, November 4, BART will be operating on a regular Saturday schedule with trains operating on four lines; Fremont/Richmond, Fremont/Daly City, Concord/Daly City, Richmond/Daly City. For the second day of the concert, Sunday, November 5, trains will be operating on two lines, the Concord/Daly and the Fremont/Richmond lines.

For additional fare and train information call 465-BART or the toll-free number listed in local telephone directories.



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**CONTACT:** Sy Mober, Manager  
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FAX #464-7103

November 1, 1989

**FOR IMMEDIATE RELEASE**

## **BART SETS ANOTHER RECORD - 335,149 PASSENGERS ON TUESDAY WEDNESDAY MORNING COMMUTE ABOVE TUESDAY'S**

BART carried a record number of passengers yesterday (Tuesday, October 31) and, based on the number of patrons carried on this morning's commute, today will be another record-breaking day.

Yesterday's patronage total was 335,149, 5,873 higher than Friday's previous record total of 329,276. Since Monday, October 23, patronage on week days is averaging 319,767. Pre-earthquake week day patronage averaged 218,000.

At the end of the commute this morning (9 a.m.) BART's patronage count was 106,604. this is an increase of 14,273 over Friday's figure for the same time period. Yesterday morning's commute patronage was 98,343.

Yesterday's crossbay patronage through BART's Transbay Tube totaled 212,453. This was another record-breaking figure and represented 64.2 percent of BART's total Tuesday patronage.

Patronage on BART's all-night service this morning (1 a.m. to 5 a.m.) totaled 5,043.

	<b>TOTAL</b>	<b>TRANSBAY</b>	<b>%TRANSBAY OF TOTAL</b>
Tuesday (10/24)	313,302	196,120	63.1
Wednesday (10/25)	324,904	201,851	62.8
Thursday (10/26)	322,783	202,801	63.5
Friday (10/27)	329,276	207,710	63.6
Monday (10/30)	322,898	201,914	63.2
Tuesday (10/31)	335,149	212,453	64.2
<i>Wednesday (11/1)</i>	<i>345,841</i>	<i>225,105</i>	<i>63.1</i>



	TOTAL	TRANSBAY	%TRANSBAY OF TOTAL
<del>Tuesday (10/24)</del>	<del>313,302</del>	<del>196,120</del>	<del>63.1</del>
<del>Wednesday (10/25)</del>	<del>324,904</del>	<del>201,851</del>	<del>63.8</del>
Thursday (10/26)	322,783	202,801	63.5
Friday (10/27)	329,276	207,710	63.6
Monday (10/30)	322,898	201,914	63.2
Tuesday (10/31)	335,149	212,453	64.23
Wednesday (11/1)	345,841	<del>225,105</del> <sup>222,105</sup>	<del>63.1</del> <sup>64.2</sup>
Thursday (11/2)	376,916	222,817	67.2

Vicki - Ward  
 this morning  
 changed the %  
 figure for  
 Wed

# NEWS RELEASE

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CONTACT: Sy Mober, Manager  
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FAX #464-7103

November 6, 1989

**FOR IMMEDIATE RELEASE**

## **BART PATRONAGE ABOVE 350,000 ON FRIDAY RECORDS SET FOUR DAYS IN A ROW**

BART set another record Friday, November 3, when its patronage figure reached 352,696. It was the fourth day in a row that a record passenger figure was set.

This morning, November 6, BART patronage totaled 102,801 at 9 a.m. at the end of the morning commute. About 64 percent of BART's weekday patronage is through the Transbay Tube linking Oakland and San Francisco.

Between 1 a.m. and 5 a.m. this morning, BART's all-night patronage amounted to 1,838.

Records were set for patronage on Saturday and Sunday when the figures reached 215,207 and 144,855.

BART maintenance crews at shops in Hayward, Concord and Richmond are working 24 hours a day, seven days a week, to keep enough cars in service to carry the record-breaking number of passengers using BART now to get to and from work.

Since the collapse off a portion of the roadway on the Bay Bridge during the earthquake on October 17, thousands of commuters have switched to BART, instead of driving their car or taking a bus across the Bay.

BART, which suffered minor damage, was out of service for about 4 1/2 hours following the quake, to allow its engineers to carefully check the system and to make sure it could operate safely. BART's regular weekday morning commute service began rolling right on schedule early on Wednesday, October 18. At first, because regular workday schedules were in abeyance following the quake, BART didn't feel the pressure of unprecedented passenger loads.

Beginning Monday, October 23, when people returned to a regular work schedule, the whole situation changed. Patronage jumped up over 300,000 -- compared to a normal weekday figure of 218,000 -- and crossbay patronage through BART's Transbay Tube doubled. By the end of the work week on Friday, BART had carried 1.6 million passengers.

(more)

Last week BART set a new record for patronage four days in a row, capped by Friday's figure of 352,696. Patronage on Saturday and Sunday was 215,207 and 144,855.

To handle the increased load of passengers, BART operated 10-car trains -- the maximum length that can be accommodated at the platforms in all of BART's 34 stations -- and scheduled trains at more frequent intervals during peak commute hours.

BART also reversed trains after they reached downtown San Francisco, sending them back to crowded stations in the East Bay, rather than allowing them to continue their normal run to Daly City.

All these procedures meant that BART's cars were being operated for longer and more frequent periods of time than usual.

For reasons of safety and efficiency BART has always operated its fleet of cars on a preventive maintenance basis. This means that, after a certain number of hours in service, a car is returned to a BART shop for a thorough going-over, even if it doesn't exhibit any problems. It takes about 40 or 50 hours of mechanic time to check out the car and make sure it's in condition to be returned to passenger service. Under normal operating conditions, BART expected a car to undergo preventive maintenance every six to eight weeks. About six to seven cars a day would usually be in a BART shop, not counting the cars that had actually developed a problem and had been pulled out of service immediately and dispatched to a shop.

Now, with more cars and additional trains in service, BART cars are out on the tracks about twice as long per day as they were prior to the earthquake. That means they approach their deadline for preventive maintenance twice as fast. They are being removed from passenger service and sent to the shops at double the normal rate.

This morning (Monday, November 6), BART mustered 378 cars for the commute, compared with an average of 349 cars for a typical pre-earthquake commute. It ran 10-car trains on its transbay routes and five-car trains on its Richmond-Fremont line. Usually the Richmond-Fremont trains are composed of three or four cars.

Again today, BART reversed eight 10-car trains in San Francisco, sending seven of those trains back to Concord and one to Richmond. It also reversed two trains after they reached San Francisco and sent them to Lafayette to return to downtown San Francisco.



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November 8, 1989

**FOR IMMEDIATE RELEASE**

## **BART RIDERSHIP TOPS 348,000 -- RECORD FOR POST-QUAKE TUESDAYS**

BART patronage yesterday, Tuesday, November 7, totaled 348,164, slightly below Friday's record total of 352,696, but the highest for a Tuesday since the closure of the Bay Bridge.

Patron trips through the Transbay Tube totaled 225,009 yesterday and constituted 64.6 percent of all BART trips for the day. All-night patronage this morning from 1 a.m. to 5 a.m. reached 2,249.

This morning BART had 42 trains with 368 cars for the commute peak period. Trains westbound from Concord left the Concord Station at 7.5-minute intervals beginning at 5:04 a.m. rather than 6:30 a.m. to accommodate passenger demand.

Nine Concord-Daly City trains were turned back in downtown San Francisco to Concord, rather than proceeding to Daly City, and then returned to San Francisco. This special turnback operation allows for additional runs from the Concord line to downtown San Francisco, increasing transbay passenger capacity.

BART's satellite parking lots, eleven in the East Bay and one at Colma, continued to have plenty of spaces available. From two of the lots, adjacent to the Alameda County/Oakland Coliseum and at Salvio and Colfax streets in Concord, commuters can walk to a BART station.

The other ten parking lots are serviced by BART Express Buses and other bus shuttles with service to BART Stations. Information about the location of these parking facilities and BART trains information is available by calling 465-BART or the toll-free number listed in local telephone directories.

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November 9, 1989

**FOR IMMEDIATE RELEASE**

## **BART RIDERSHIP REACHES 347,000 -- HIGHEST WEDNESDAY FIGURE**

BART patronage totaled 347,782 yesterday, Wednesday, November 8, the highest total for a Wednesday since the closure of the Bay Bridge.

Passenger trips through the Transbay Tube totaled 224,571 Wednesday, 64.6 percent of all BART trips for the day. All-night patronage service patronage this morning, from 1 a.m. to 5 a.m. totaled 2,041.

BART made up 44 trains with 361 cars for this morning's commute and added a 45th train shortly after 8 a.m.

Eight trains from Concord into San Francisco were turned back after reaching the Montgomery Street Station and were returned to the East Bay to provide additional service for San Francisco-bound passengers. Three trains, which had been turned back in San Francisco, reached the Lafayette Station and returned to San Francisco.

The satellite parking lot adjacent to the Alameda County/Oakland Coliseum was closed yesterday. Plenty of parking spaces are available at a satellite lot in Colma and at ten other parking lots that are serviced by BART Express Busses and other bus shuttles with service to a BART Station.

BART will again add additional capacity and scheduling for the morning and afternoon commutes tomorrow, Veterans Day. Between the commutes, BART will operate its trains tomorrow at 15-minute intervals on all four lines, Richmond-Daly City, Concord-Daly City, Richmond-Fremont, Fremont-Daly City, and after the evening commute until 8 p.m. From 8 p.m. until midnight, trains will run at 20-minute intervals on the Concord-Daly City, and the Richmond-Fremont lines. Direct service will not be provided after 8 p.m. on the Daly City-Fremont and the Daly City-Richmond lines.

From 12 a.m. midnight to 6 a.m. Saturday morning, trains will run at one-hour intervals on the Concord-Daly City and the Richmond-Fremont lines.

(more)

On Saturday, trains will run on all four lines at 15-minute intervals until 8 p.m. After 8 p.m. trains run at 20-minute intervals and direct Daly City-Fremont and Daly City-Richmond service is not available.

On Sunday trains will run throughout the day at 20-minute intervals on the Concord-Daly City and Richmond-Fremont lines and from midnight Monday until 6 a.m. at hourly intervals on those lines.

Direct Daly City-Fremont and Daly City-Richmond service is not available on Sunday. Passengers who want to go from San Francisco to Richmond or Fremont, for example, can take a train bound for Concord and transfer at the 12th Street Station in Oakland to a Richmond or Fremont train.

For additional information about the location of parking facilities and BART train information call 465-BART or the toll-free number listed in local telephone directories.



# NEWS RELEASE



89-169

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**CONTACT:** Sy Mober, Manager  
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415/464-7120 or 881-2663 after 5:15 p.m.  
FAX #464-7103

November 10, 1989

**FOR IMMEDIATE RELEASE**

## **BART RIDERSHIP REACHES 352,585 – HIGHEST THURSDAY FIGURE**

BART patronage totaled 352,585 yesterday, Thursday, November 9, the highest total for a Thursday since the closure of the Bay Bridge. This is only slightly below the highest patronage of 352,696 on Friday, November 3, 1989.

Passenger trips through the Transbay Tube totaled 227,770 Thursday, 64.6 percent of all BART trips for the day. All-night "owl" service patronage this morning, from 1 a.m. to 5 a.m. totaled 2,258.

BART made up 44 trains with 358 cars for this morning's commute. Two ten-car trains were available for service, but not dispatched due to light passenger demand.

The satellite parking lot adjacent to the Alameda County/Oakland Coliseum was closed yesterday. Plenty of parking spaces are available at a satellite lot in Colma and at ten other parking lots that are serviced by BART Express buses and other bus shuttles with service to a BART Station.

From 12 a.m. midnight to 6 a.m. Saturday morning, trains will run at one-hour intervals on the Concord-Daly City and the Richmond-Fremont lines.

On Saturday, trains will run on all four lines at 20-minute intervals until 8 p.m. After 8 p.m. trains run at 20-minute intervals and direct Daly City-Fremont and Daly City-Richmond service is not available.

On Sunday, trains will run throughout the day at 20-minute intervals on the Concord-Daly City and Richmond-Fremont lines and from midnight Monday until 6 a.m. at hourly intervals on those lines.

Direct Daly City-Fremont and Daly City-Richmond service is not available on Sunday. Passengers who want to go from San Francisco to Richmond or Fremont, for example, can take a train bound for Concord and transfer at the 12th Street Station in Oakland to a Richmond or Fremont train.

For additional information about the location of parking facilities and BART train information call 465-BART or the toll-free number listed in local telephone directories.



89-172

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FAX #464-7103

November 14, 1989

**FOR IMMEDIATE RELEASE**

**BART PATRONAGE EXCEEDS 326,000 ON MONDAY**  
**TWELVE TRAINS RETURNED TO CONCORD TO SUPPORT**  
**COMMUTE TO SAN FRANCISCO**

BART ridership totaled 326,313 yesterday, Monday, November 13, including 209,913 through the Transbay Tube, or 64.3 percent of the day's total.

BART made up 45 trains with 387 cars for this morning's commute, 40 more cars than would be used for a pre-earthquake commute.

Service from Concord to San Francisco with 7.5-minute intervals between trains began at 5:02 a.m. Twelve 10-car trains were returned to Concord after they reached the Montgomery Street Station in downtown San Francisco. They then proceeded to San Francisco, stopping at all stations enroute. BART has been returning trains to Concord from San Francisco during the morning commute, but this morning marked the first time that 12 trains were sent back.

All night "owl" patronage, from 1 a.m. to 5 a.m. this morning, totaled 2,362.





89-176

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November 15, 1989

**FOR IMMEDIATE RELEASE**

**BART RIDERSHIP EXCEEDS 345,000 TUESDAY**  
**AVERAGING 330,812 ON WEEKDAYS**

BART ridership yesterday, Tuesday, November 14, totaled 345,891, the fifth highest daily total since October 23.

Including October 23, the first full workday since the October 17 earthquake, BART patronage totaled nearly 5 million during the 15 weekdays through Friday, November 10. The exact total was 4,962,181, an average of 330,812 a day. Patronage on a typical weekday prior to the earthquake was 218,000.

Including weekends, BART ridership totaled 5,854,604 from October 23 through Sunday, November 12.

Patronage through BART's Transbay Tube yesterday totaled 223,121, 64.7 percent of Tuesday's total ridership. All-night "owl" service this morning from 1 a.m. to 5 a.m. reached 2,794.

BART made up 45 trains and added 24 extra cars for a total of 373 cars this morning and began 7.5-minute interval service from Concord at 5:02 a.m. To provide additional service for passengers bound for downtown San Francisco, thirteen 10-car trains were turned back to Concord after they had reached the Montgomery Street Station. These trains then proceeded station-by-station from Concord to San Francisco.



**PIX CAPTION**

**WEEKDAY TRANSBAY EXITS BY TIME  
September 1989 and 1 November 1989**

The attached chart illustrates the increase in BART weekday patronage since the October 17 earthquake. It also shows that Transbay commuters are catching BART trains earlier in the morning than was usual before the earthquake and are returning from their jobs both earlier and later in the afternoon.

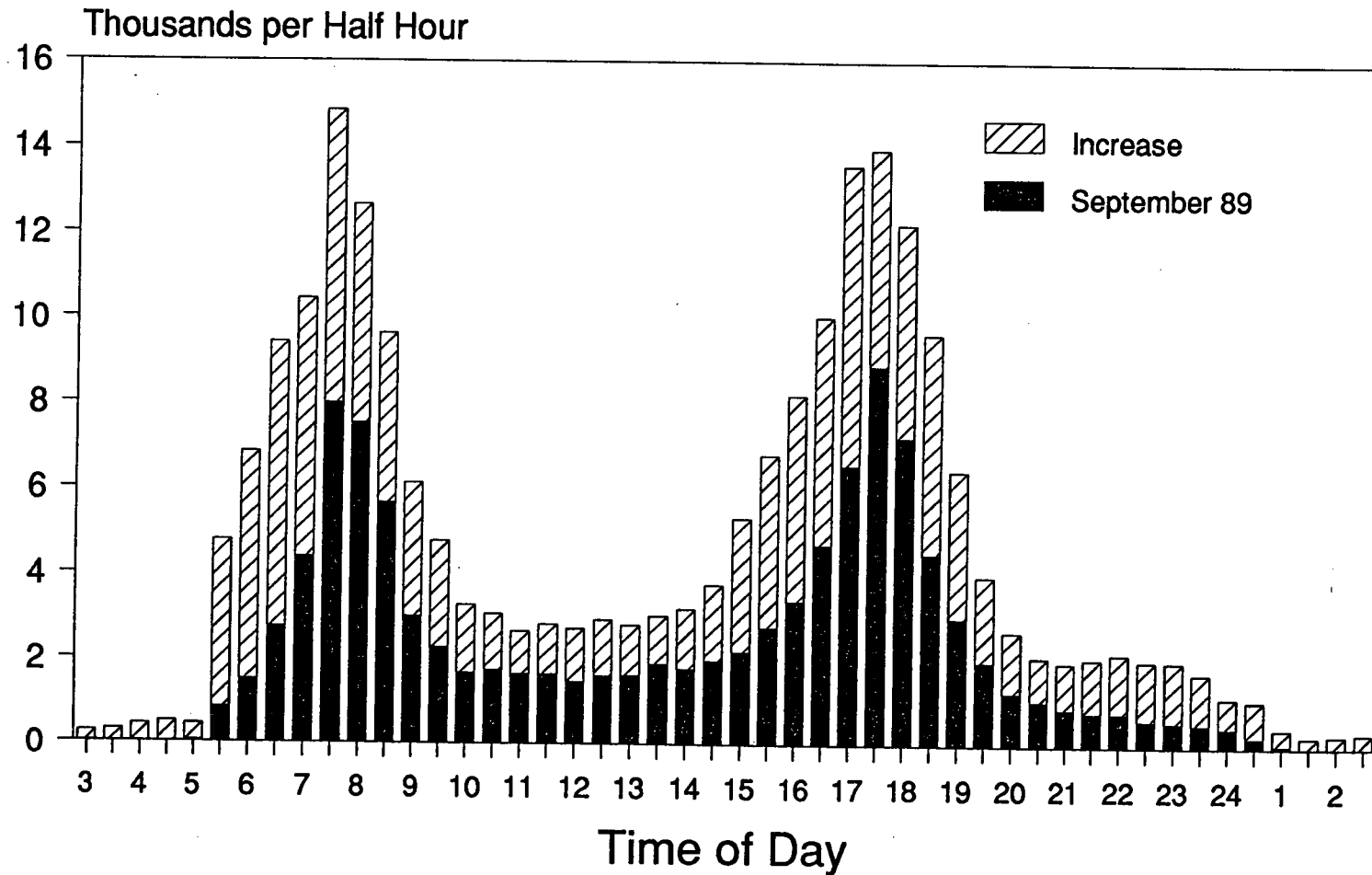
The chart shows exits on weekdays at half-hour intervals by all Transbay riders. The solid bars show the average number of exits on weekdays for all of September (about the same level as October before the 17th) and the diagonal-line bars show the increase in riders recorded on Wednesday, November 1. The ridership on November 1 is indicated by the height of the bar.

For example, the highest number of exits on November 1 amounted to approximately 15,000 at 7:30 a.m., compared with an average of approximately 8,000 for the weekdays in September. BART's daily Transbay patronage increase, generally matches the two-to-one figure suggested by the 8,000 to 15,000 comparison. This demonstrates that more people are getting to their jobs earlier than before. In fact, as the chart shows, the morning commute has been moved forward by an hour.

In the afternoon, the commute is more spread out. Some commuters are leaving for home earlier and some are leaving later than was usual prior to the earthquake and the closing of the Bay Bridge.

# WEEKDAY TRANSBAY EXITS BY TIME

## September 1989 and 1 November 1989



(Average for September)

(Pix Caption for illustration is attached)