



Transbay Tube Earthquake Safety Service Plan



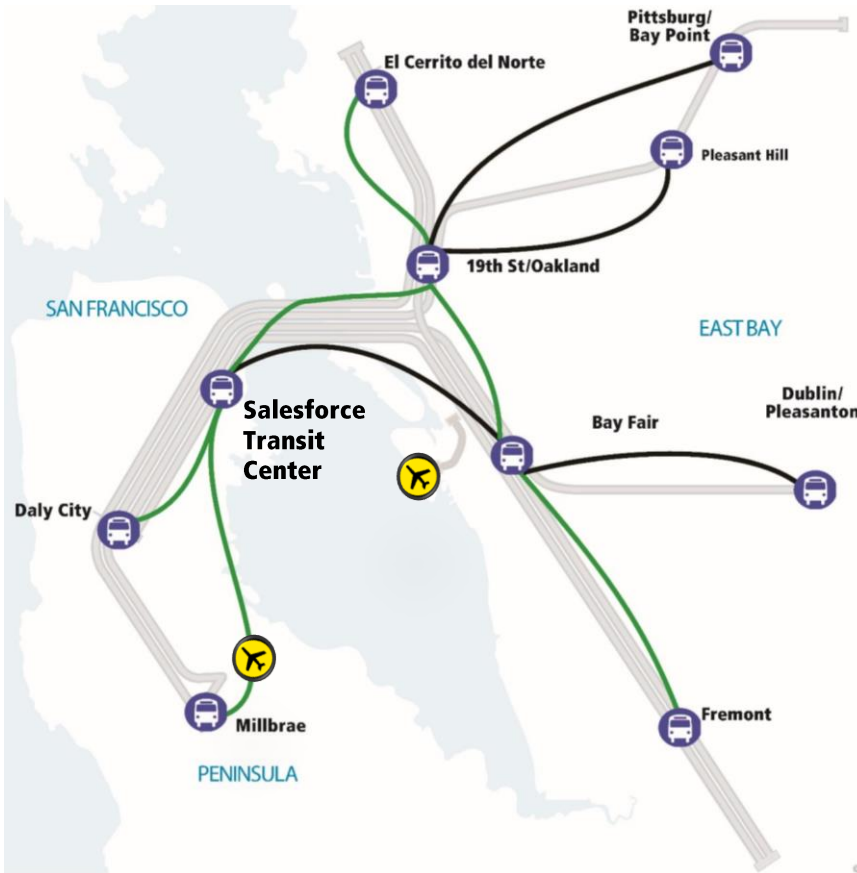
**BART Board Meeting
July 12, 2018**



Bus Network Design

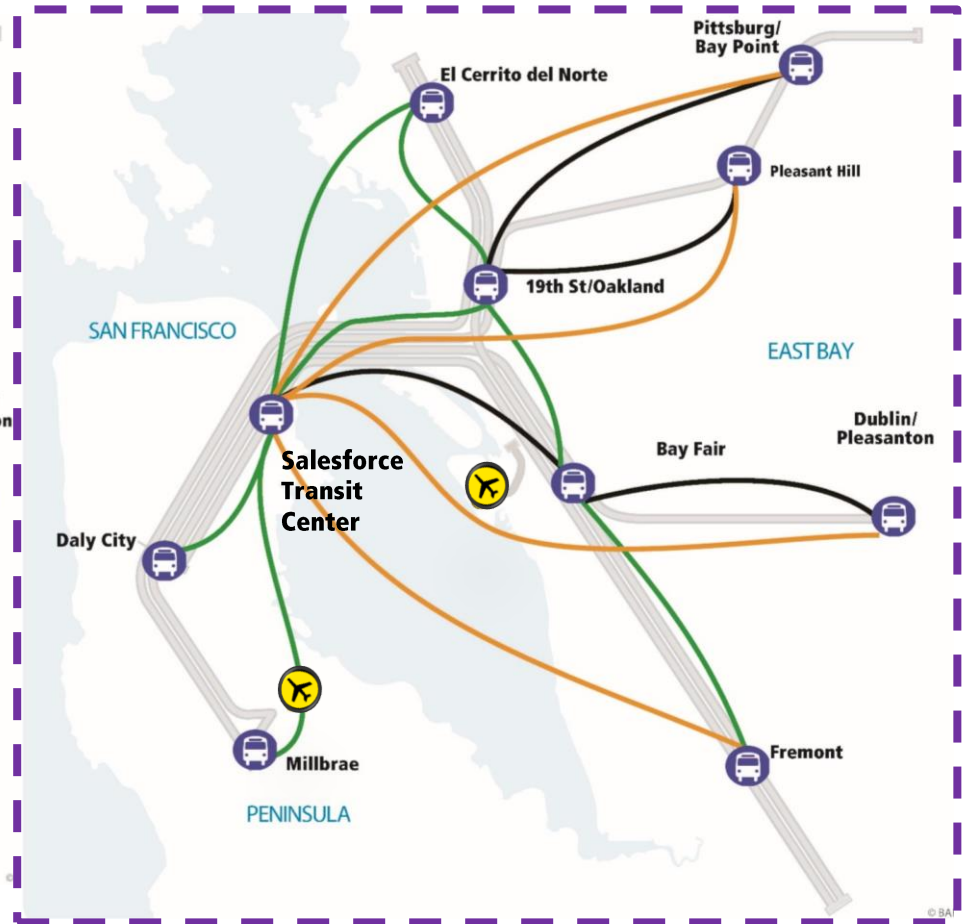
Bus Network A:

New Eastbay Routes + Enhanced Existing Routes



Bus Network B:

Network A + SF Express Routes



- New SF Express Routes
- New Eastbay Routes
- Enhanced Existing Routes



Outreach Plan

Outreach Phase I: March 2018 - May 2018 (Completed)

1. Onboard survey beginning at all end of the line stations.
2. In-station outreach held at destination stations during the early morning.
3. Newspaper/Media/Multilingual Media Ads.
4. Presentations:
 - AC Transit- BART Interagency Liaison Committee (ILC)
 - OCR's Title VI/Environmental Justice and Limited English Proficiency Advisory Committees.
 - BART's Earthquake Safety Citizens' Oversight Committee

Outreach Phase II: September 2018 - February 2019

1. Robust outreach to community groups, chambers of commerce, and business councils, hospitality and service workers, owners and unions.
2. Outreach to airports and airport employees.
3. In-station outreach.



Survey Results



- Surveys collected between April 4 - April 23.
- Survey available onboard, in-station and online.
- Paper and online surveys available in English, Spanish and Chinese.
- Gather passenger demographics, input on potential impacts and preferred bus network.

Method	All Respondents
Onboard	637
In-Station	25
Online	690
Total Surveys	1,368*

Bus Network	Excellent, Good or Only Fair	Poor	Don't Know
Network A	33.9%	54.5%	11.6%
Network B	47.3%	44%	8.7%

Network A: New Eastbay Routes + Enhanced Existing Routes

Network B: Network A + SF Express Routes

*1,180 relatively regular riders. "Relatively Regular Riders" are defined as passengers who ride BART before 5:00 AM at least a few times a month.



Ridership Profile - Demographics

Minority and Non-Minority Ridership

	Survey Respondents	2015 Station Profile Study (1 st Hour)	2015 Station Profile Study (All Day)
Minority	61.7%	66%	56%
Non-minority	38.3%	34%	44%

Low-Income and Non-Low-Income Ridership

	Survey Respondents	2015 Station Profile Study (1 st Hour)	2015 Station Profile Study (All Day)
Low-Income*	17.7%	22%	18%
Non-Low-Income	82.3%	78%	82%

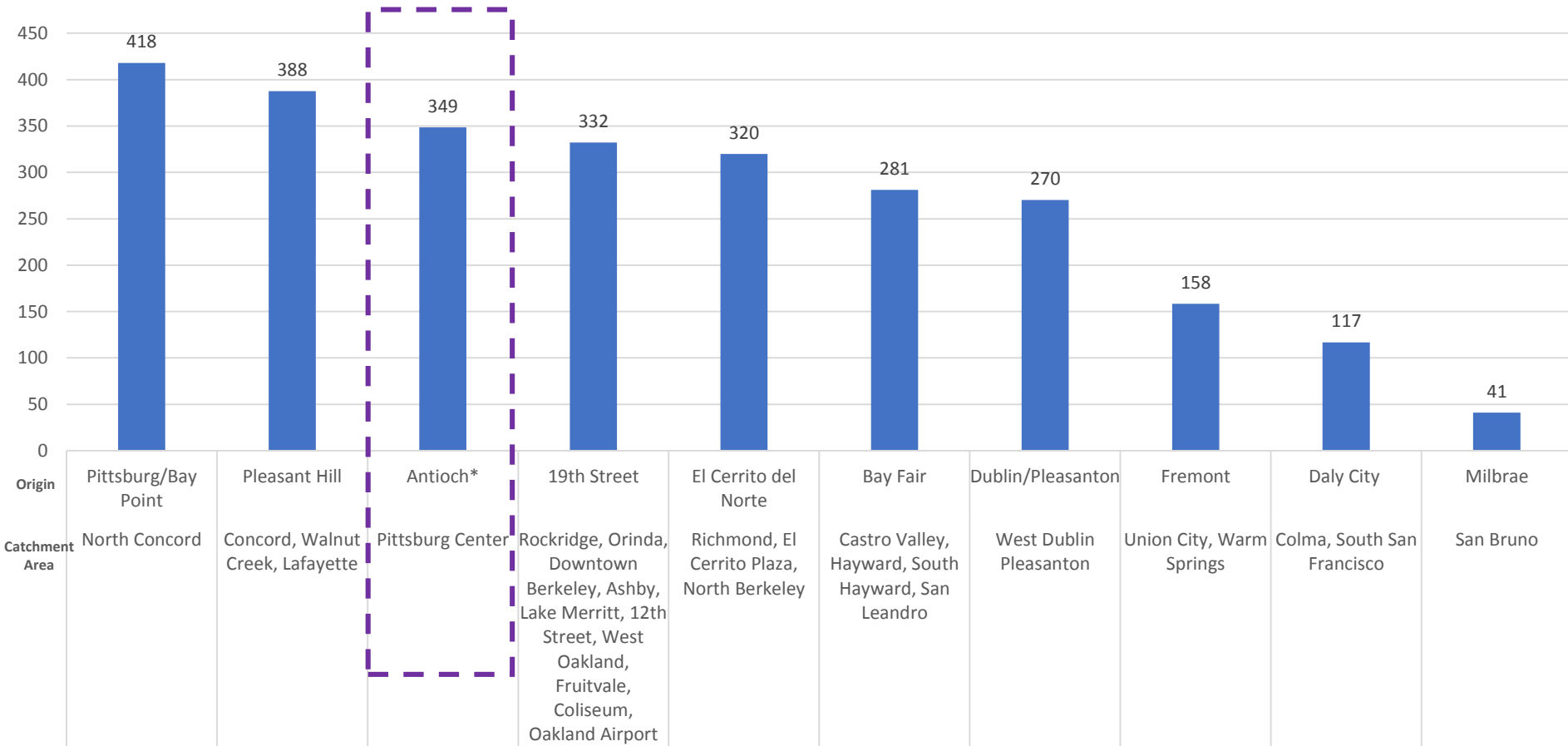
*Low-income is defined as 200% of the federal poverty level, for example \$50K in income per 4 person household.



Origin Stations

1st hour of service (3:45 AM - 4:45 AM)

- 2,900 total riders during the 1st hour of service

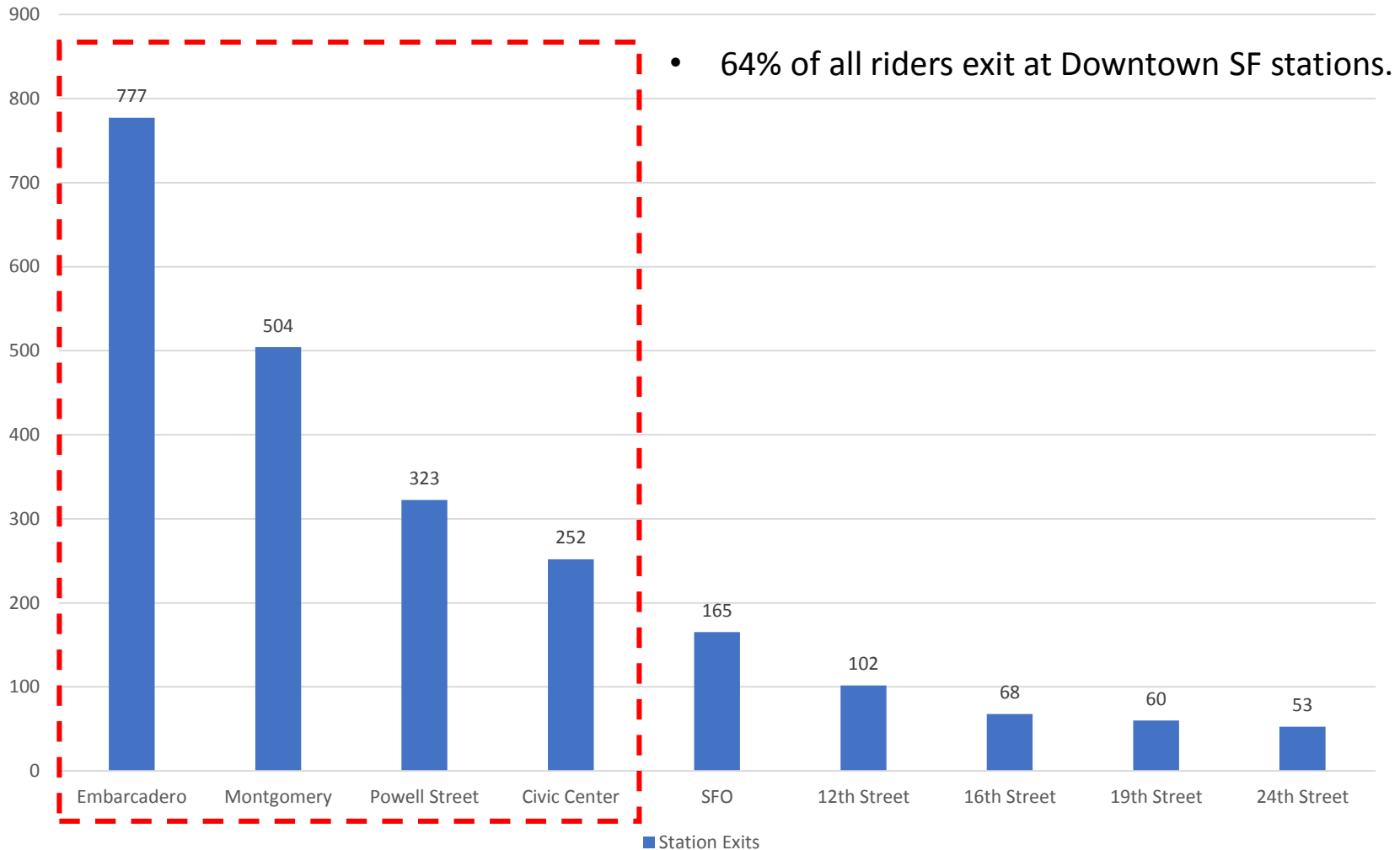


* Antioch Station is not currently a station node. Ridership data shows significant ridership to Downtown San Francisco Stations.



Top 9 Destination Stations

1st hour of service (3:45 AM - 4:45 AM)

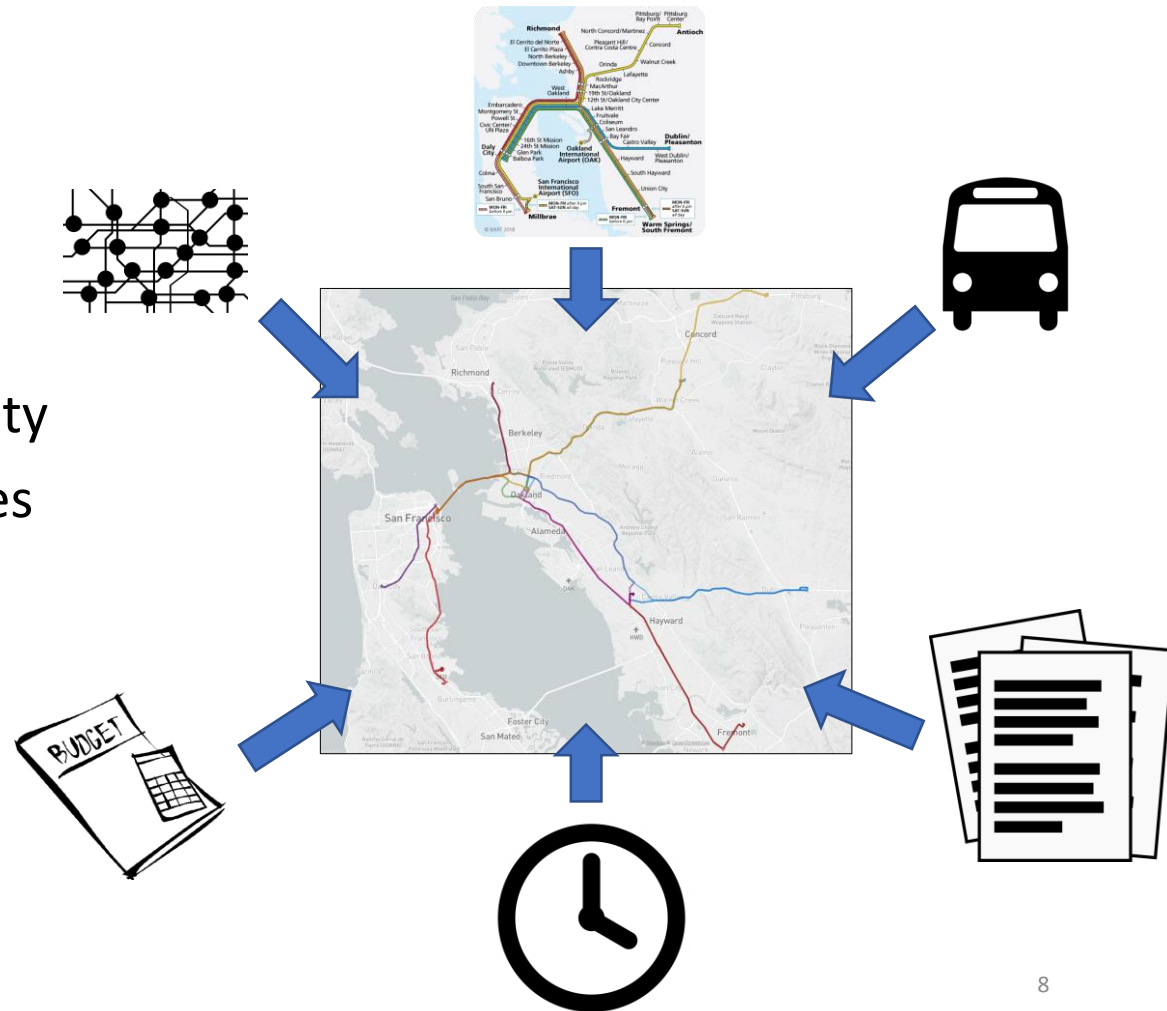




Proposed Bus Network Design

Factors Considered:

- BART ridership data
- BART existing service
- Survey data
- Network transfers
- Operator bus availability
- Anticipated travel times
- Operating budget





Proposed Bus Network Summary

Proposed Bus Network B

Features:

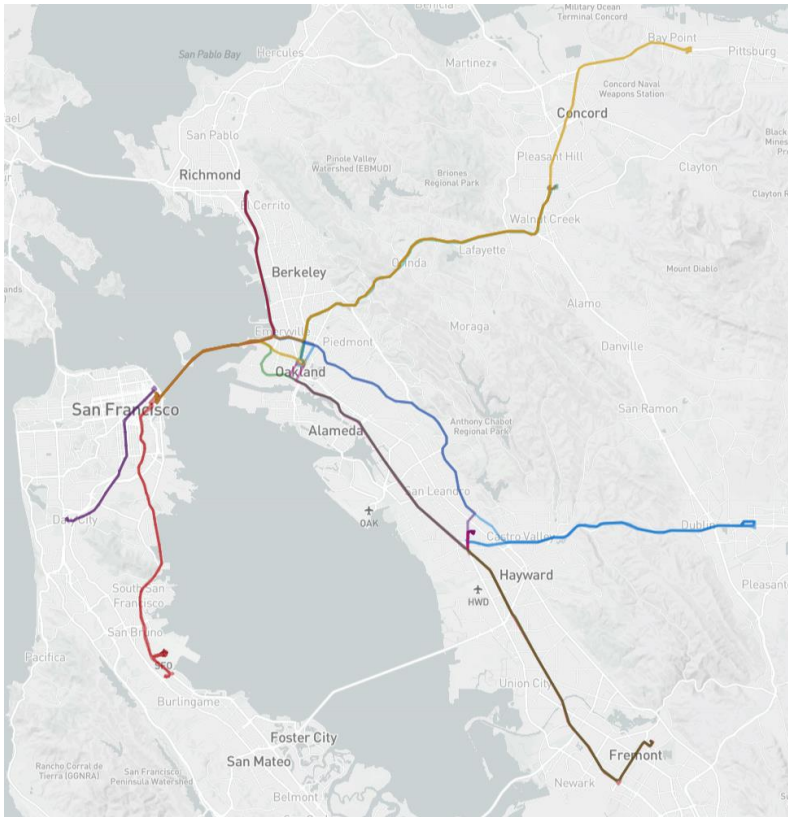
- 14 New direct lines
- 2 Modified existing lines
- 20 Intersecting owl services throughout San Francisco and Oakland

Span:

- First San Francisco bus arrivals: 4:45 AM
- Last San Francisco bus arrivals: 5:45 AM

BART Service 5AM Opening

- Begin at end of line stations: 5:00 AM
- Midline start from train yards: 5:00 AM (Concord, Richmond, South Hayward, Daly City)
- First San Francisco train arrivals: 5:45 AM





Proposed Bus Network - Sample Trips Summary

Sample Trip	Sched. Times on BART (current schedule)	Sched. Times on Bus (proposed bus network B)	Travel Time Difference
Pittsburg/Bay Point to San Francisco	4:03 AM - 4:56 AM	4:01 AM - 4:45 AM	Bus is 9 minutes faster
Pleasant Hill to SFO	4:33 AM - 5:44 AM	4:24 AM - 5:35 AM	Bus is the same as BART
19 th St./Oakland to SFO	5:13 AM - 5:59 AM	5:10 AM - 6:05 AM	Bus is 8 minutes slower
Fremont to San Francisco	4:06 AM - 4:52 AM	4:08 AM - 5:00 AM	Bus is 6 minutes slower

All trips traveling to San Francisco from Eastbay locations terminate at Salesforce Transit Center. Transfer to complete trips beyond Salesforce Transit Center.



Draft Network - Next Steps

July

- Incorporate feedback into network design.
- Conduct operator workshop to ensure seamless transitions.

August

- Finalize BART train service and schedule.
- Refine detailed concept of operations with bus operators and stakeholders.

September

- Present refined/final network to Board.



Parking Payment

Today

- 68% of BART riders between 4:00 AM - 5:00 AM drive and park.
- Daily Fee Parking: EZ Rider and Cash Payment.
- Monthly, Single Day and Airport/Long-Term Permits: Select-a-Spot.

Beginning February 2019

- Daily fee parking payment will be unavailable between 4:00 AM - 5:00 AM.

In Development/Under Consideration

- BART developing BART Mobile App (Medium Term).
- Pay-by-phone app with contract service provider (Short Term).
- Distribute paper tickets at Customer Service Center (Mail, Phone, In person) (Short Term).



Next Steps and Schedule

Task	Lead	Schedule	Board Input	Status
Finalize options for outreach	BART	March		Complete
Conduct Service Change Impact Study + outreach	BART	March - June		Complete
Design draft bus network	BART + Bus Operators	March - July		Complete
Finalize bus network + BART service plan	BART + Bus Operators	End of July		
Negotiate business agreements	BART + Bus Operators	June - August		
Determine fares, parking strategy + other logistics	BART + Bus Operators	June - September		
Develop communication plan + conduct outreach phase II	BART	September - February		
Board Update	BART	January 2019		
Implement service change	BART	February 11, 2019		
Evaluate service change	BART + Bus Operators	Ongoing		