

1 [Urging the Creation of a Late Night Transportation Working Group]

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3 **Resolution urging the Entertainment Commission and the Office of Economic and**
4 **Workforce Development to convene and co-chair a Late Night Transportation Working**
5 **Group, with the express purpose of creating a Late Night Integrated Transportation**
6 **Plan to improve late night transportation options for San Francisco residents, workers,**
7 **and visitors.**

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9 WHEREAS, In 2011, the City Economist reported on the economic impact of San
10 Francisco's nighttime economy and determined that the industry contributes \$4.2 billion
11 annually to San Francisco's economy, employs 48,000 people (52,000 as of 2014) in largely
12 middle class jobs, and generates about \$55 million in payroll taxes and sales taxes to the city;
13 and

14 WHEREAS, The nighttime economic sector supports the city's economy by purchasing
15 \$1.6 billion in services and supplies from local businesses, ranging from food and beverages
16 to performers; and

17 WHEREAS, 80% of San Francisco's nighttime economy is concentrated in visitor areas
18 in the Northeastern sector of the city and 57% of Nightlife patrons in these areas are visitors
19 to San Francisco; and

20 WHEREAS, Visitors who live in other Bay Area counties make up 40% of spending in
21 these areas and the main reason cited by 94% of these visitors for coming to San Francisco
22 was to patronize a nighttime business; and

23 WHEREAS, These Bay Area patrons were found to spend an average of \$120 per
24 night and San Francisco residents an average of \$70 per night, across all venues surveyed;
25 and

1 WHEREAS, Despite this industry’s significance to our employment base, tax base, and
2 overall economy, nighttime businesses - as well as their employees and patrons - face many
3 challenges in San Francisco; limited late night transportation being one of the most significant;
4 and

5 WHEREAS, The need for improved late night transportation is about supporting a \$4
6 billion sector that attracts large numbers of San Francisco residents and visitors, employs
7 over 52,000 people – a sector that is vital to San Francisco’s tourism industry and its rich and
8 vibrant culture; and

9 WHEREAS, The work of nighttime employees is typically not sedentary but mostly
10 physical – for example, tending bar, bar-backing, coat check, waiting tables, bussing the floor,
11 ticket taking, janitorial services, hotel work, and the like; and at the end of the night they are
12 exhausted with no easy and cost-effective way to get home; and

13 WHEREAS, Early-morning businesses require employees to travel to work effectively
14 in the middle of the night, such employees facing the same transportation challenges as those
15 working in nighttime jobs; and

16 WHEREAS, Workers who get off of work late night or go to work early morning have
17 poor options other than driving a private automobile; driving a private automobile requires
18 owning a car and finding and paying for parking; without a car, a worker who gets off work late
19 night or starts work early morning may have no choice but to take a taxi (if he or she can get a
20 taxi) across the city or across the Bay, which can be sufficiently expensive to consume a
21 significant portion of the worker’s earnings; and

22 WHEREAS, The lack of adequate late night transportation is a public safety issue,
23 since tipped workers who get off work in the middle of the night and have poor transportation
24 options may have to wait a lengthy period of time for a bus, exposing the worker to crime,
25 since criminals may assume the worker has cash on his or her person; and

1 WHEREAS, The ability to efficiently travel to and from businesses at night is critical to
2 the growth of the nightlife and entertainment industry, the safety of nightlife patrons, the ability
3 of workers to get to and from work, and the health of the neighborhoods where nightlife
4 establishments are located; and

5 WHEREAS, San Francisco and the Bay Area have significant limitations on the ability
6 of the public to travel at night without relying on a private automobile, for example, the lack of
7 24-hour BART service, the lack of 24-hour Muni Metro service, limited transbay bus service,
8 inadequate promotion of Muni’s OWL lines and inadequate service and reliability on those
9 lines, and inadequate taxi service; and

10 WHEREAS, On Friday, September 20, 2013, the Municipal Transportation Agency
11 conducted a survey of nightlife patrons arriving at several nightlife establishments on Polk
12 Street between Bush Street and Sutter Street, interviewing 120 people about how they arrived
13 at Polk Street and how they intended to leave later that evening; the results showed that
14 seventy percent of respondents planned to leave Polk Street at 1a.m. or later; less than ten
15 percent of respondents indicated that they arrived or planned to leave using MUNI; and over a
16 third of respondents were unaware of overnight MUNI and transbay bus services, while an
17 additional twenty percent of respondents were aware of these services, but did not generally
18 know their routes; and

19 WHEREAS, The Polk Street survey underscores one of the great needs we face in
20 developing responsive late night transportation: we need data about how patrons are or are
21 not using existing services; and

22 WHEREAS, No single transit service will address all of San Francisco’s late night
23 transportation needs and the City needs to gather the available data and think strategically to
24 truly improve late night transit; and

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1 WHEREAS, The Entertainment Commission has asked that the Board of Supervisors
2 begin the process of creating a Late Night Integrated Transportation Plan that is strategic in its
3 mindset and takes a comprehensive approach to providing safe travel to and from hospitality
4 areas for both patrons and employees at hours when it is needed; now, therefore, be it

5 RESOLVED, That the Board of Supervisors urges the San Francisco Entertainment
6 Commission and the Office of Economic and Workforce Development to convene and co-
7 chair a Late Night Transportation Working Group, comprised of representatives from nighttime
8 and early-morning businesses, nightlife advocates, labor unions with employees who work
9 late night or early morning, late night and early morning service workers, and transportation
10 providers; and, be it

11 FURTHER RESOLVED, That the purpose of the Late Night Transportation Working
12 Group is to create a Late Night Integrated Transportation Plan and report back to the Board of
13 Supervisors on the Working Group’s progress within 6 months of the passage of this
14 resolution.