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TRB TRANSPORTATION RESEARCH BOARD

TRB Webinar: Innovation After Dark—Boosting Nighttime Transit Ridership

November 10, 2025

12:00 – 1:30 PM

AICP Credit Information

1.5 American Institute of Certified Planners Certification Maintenance Credits

You must attend the entire webinar

Log into the American Planning Association website to claim your credits

Contact AICP, not TRB, with questions

Purpose Statement

This webinar will explore findings from TCRP Synthesis 181: Planning and Operations Initiatives to Support Nighttime Transit Ridership. This session will highlight how agencies are prioritizing nighttime service, addressing challenges, and implementing innovative practices to meet the needs of late-shift workers and the nighttime economy.
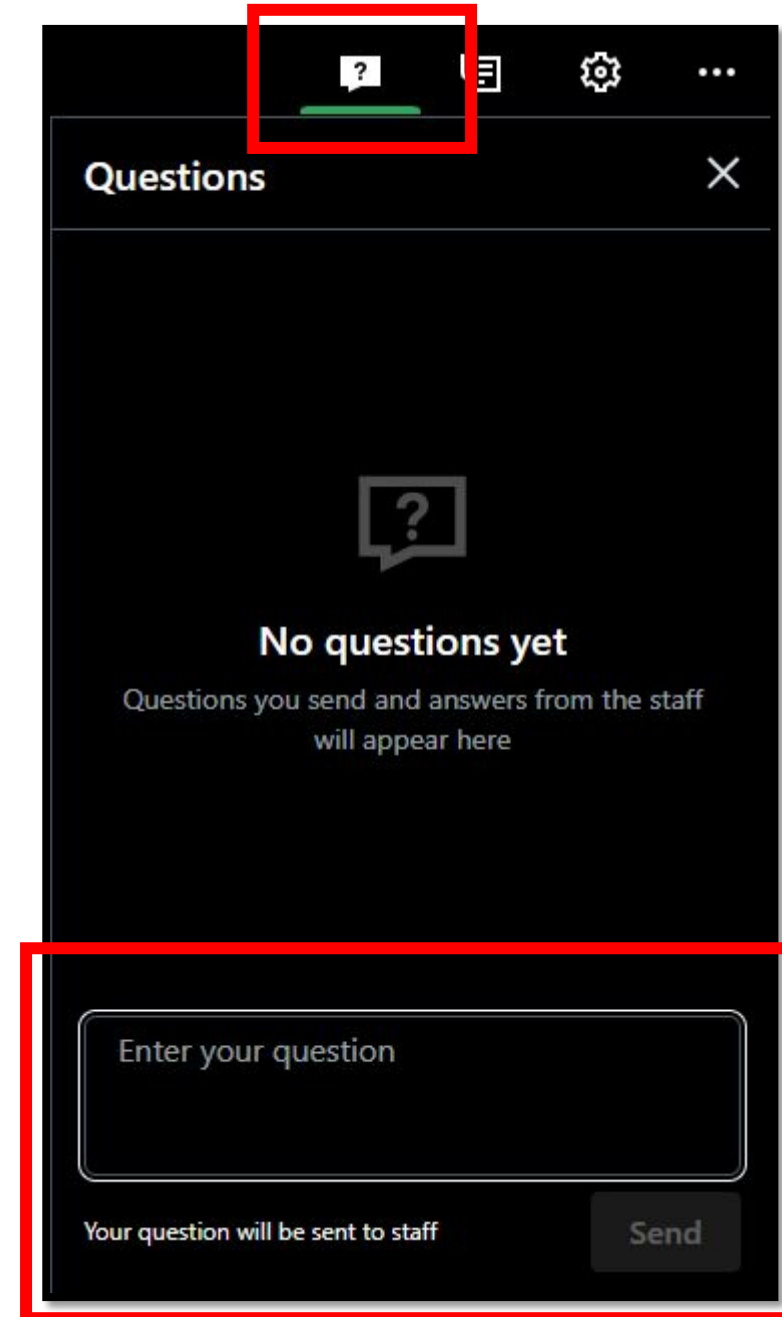
Learning Objectives

At the end of this webinar, you will be able to:

1. Evaluate strategies for planning and implementing nighttime transit services that address safety concerns, operational limitations, and rider needs
2. Identify innovative practices used by transit agencies to enhance safety and reliability during overnight service

Questions and Answers

- Please type your questions into your webinar control panel

- We will read your questions out loud, and answer as many as time allows

Today's Presenters

Reinaldo Germano
rgermano@foursquareitp.com

Aaron Xaevier
AXaevier@valleymetro.org

Jessica Garcia
Jessica.Garcia@sfmta.com

Jacob Simmons
SimmonsJ@rtcsnv.com

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Background

- The pandemic impacted **how** and **how much we move**, resulting in **changes in transit ridership** and trip **distribution during the day**

- It also highlighted the critical **importance of transit to essential workers**

- **Off-peak ridership turned out to be more resilient than peak ridership**, and many transit agencies have been increasingly focusing on off-peak service and its ridership to create 24/7 ubiquitous mobility and accessibility

November 6, 2025

Research

- The recently published **TCRP Synthesis 181: Planning and Operations Initiatives to Support Nighttime Transit Ridership** documents initiatives agencies have taken to support:
  - Nighttime demand overall and
  - Nighttime essential, service, and shift workers
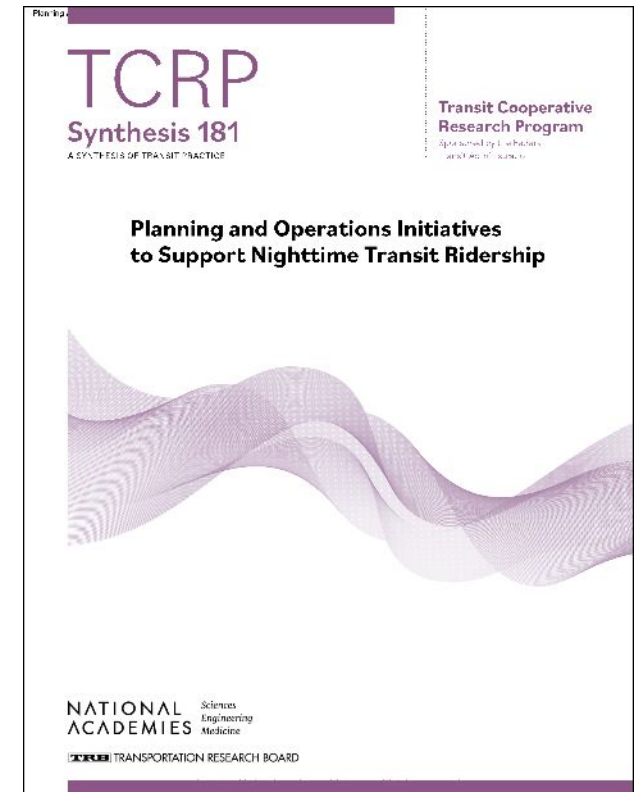
Research Approach

1 Literature Review

2 National Survey

3 Case Examples

Survey Topics:

1. Nighttime Economy
2. Planning
3. Partnerships
4. Resources and Fares
5. Performance Monitoring
6. Safety
7. Challenges and Successful Initiatives

CASE STUDY FOCUS
Safety
Operational Solutions
Resources
Ridership Patterns and Recovery
Partnerships

November 6, 2025

Key Insights from the Report

- Nighttime ridership is **essential but underserved**.

- **Nighttime economies are expanding**, but planning frameworks rarely distinguish nighttime from daytime needs.

- **Partnerships** with employers, municipalities, or universities can fill funding and service gaps, but these are still uncommon.

- Data and organizational gaps persist: **few agencies have formal nighttime planning structures or metrics**.

Key Insights from the Report

- Nighttime service tends to be fixed-route, but many **smaller agencies** rely more on **microtransit or TNC subsidies**.

- Most agencies (96%) identified **shift and service workers** as their **main** nighttime **markets**.

- **Safety** (identified by 80% of agencies) and **workforce shortages** (68%) are key challenges.

- Agencies track safety and **transfer times** more closely at night, emphasizing **reliability** and **security over productivity metrics**.

November 6, 2025

Advancing Nighttime Transit

- Today's presenters represent agencies that have each taken **innovative steps to meet nighttime mobility needs**.

About Valley Metro

- Serves **Maricopa County (Phoenix metro)**

- Operates bus, light rail, and streetcar

- 19 member cities

- ~10.7 million rail and 27.7M bus rides per year

VALLEY
METRO

Why Nighttime Transit Matters

- Pandemic flattened ridership peaks

- Off-peak trips more resilient than rush hour

- Night workers = essential workers

- Agencies re-evaluating late-night service

VALLEY METRO

Current Nighttime Service Span

- **Light Rail:** 4:40 a.m.–12 a.m. (Fri/Sat to ~3 a.m.)

- **Tempe Streetcar:** 6 a.m.–12 a.m.

- **Bus:** Most routes end ~10 p.m.; Phoenix extends to midnight

- **Focus:** Extended service Friday & Saturday

Average Regional Boardings per Hour
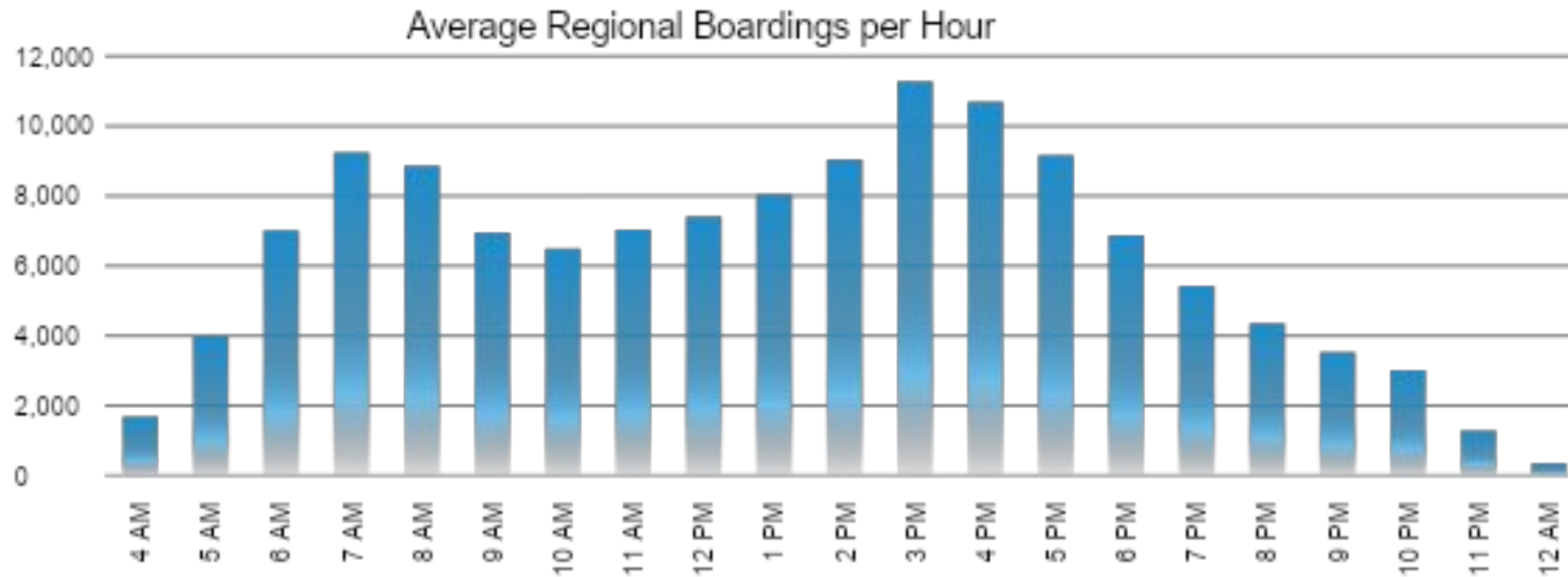
Planning & Funding Context
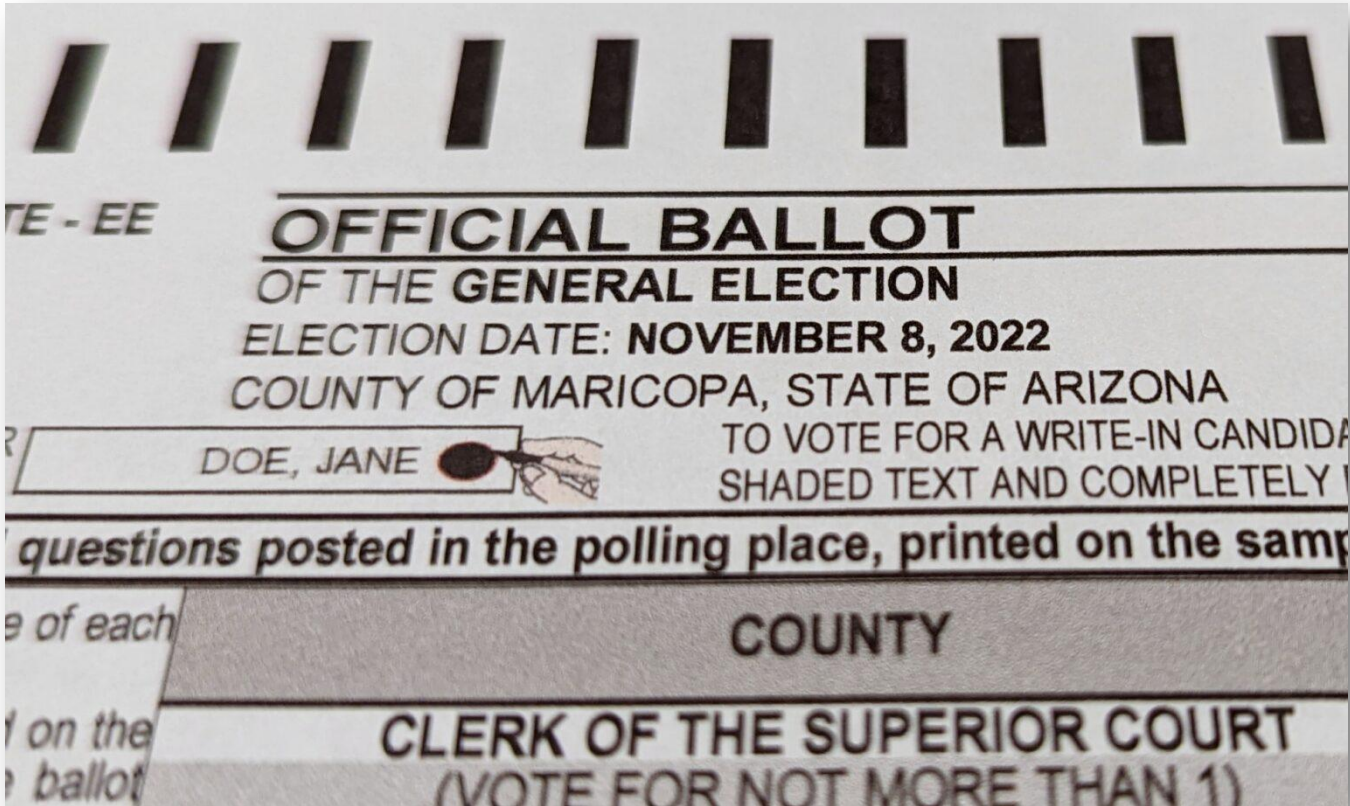
- Funded by **½-cent county sales tax**
- Renewal measure tied funds to **productivity metrics**
- City of Phoenix still restoring some pre-COVID night routes
- Expansion limited by operator and facility capacity

Key Challenges

- Multiple police jurisdictions
- Limited lighting/shelters at suburban stops
- Gender-based safety concerns
- Operator & security turnover

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METRO

Safety Strategies Implemented

- **Full span coverage of security officers** on rail

- **Fare inspection + customer service** roles

- **Incident tracking system** for crimes & vandalism

- **Hotspot mapping** for police coordination

- **Real-time tracking app** enhances rider confidence

- **Project Blue Ride** brings police onto high incident routes

Notable Results

30% decline in light rail incidents (Q1 2024 vs 2023)

Better coordination with police

Improved data sharing

Stable rider satisfaction scores

VALLEY METRO

Security Incident Rates (July - September 2025)

Total Incidents
40

Incidents Per 100K Boardings
1.33

Calendar Year Over Year
-25%

Total Incidents by Month

- Jul: 11
- Aug: 11
- Sep: 18

Incidents by City

- 26 (65%) Phoenix
- 9 (22.5%) Tempe
- 5 (12.5%) Mesa

● Phoenix ● Tempe ● Mesa

Incidents by Type

- 18 (45%)
- 12 (30%)
- 5 (12.5%)
- 4 (10%)

● Property C... ● Assault On... ● Assault ● Aggravate... ● Robbery
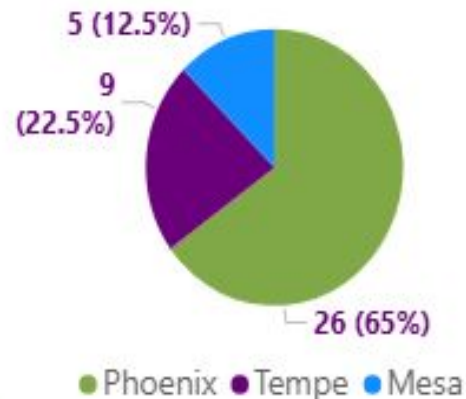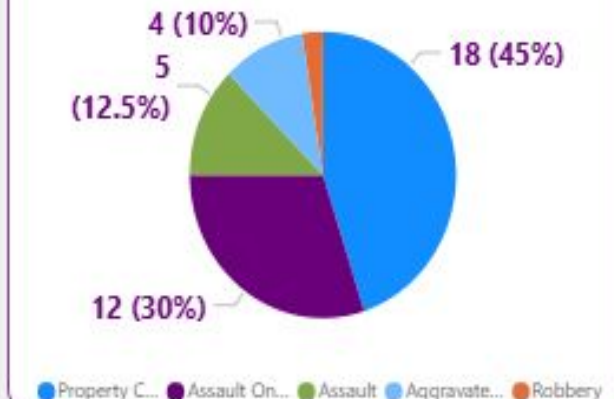
- *Security incidents occurring on trains, PNRs and platforms along the rail alignment are included in rail incident data.*

VALLEY METRO

Bus Security Incidents (RPTA Only)

Month	2024	2025
January	19	26
February	22	26
March	21	21
April	33	28
May	32	22
June	33	42
July	31	30
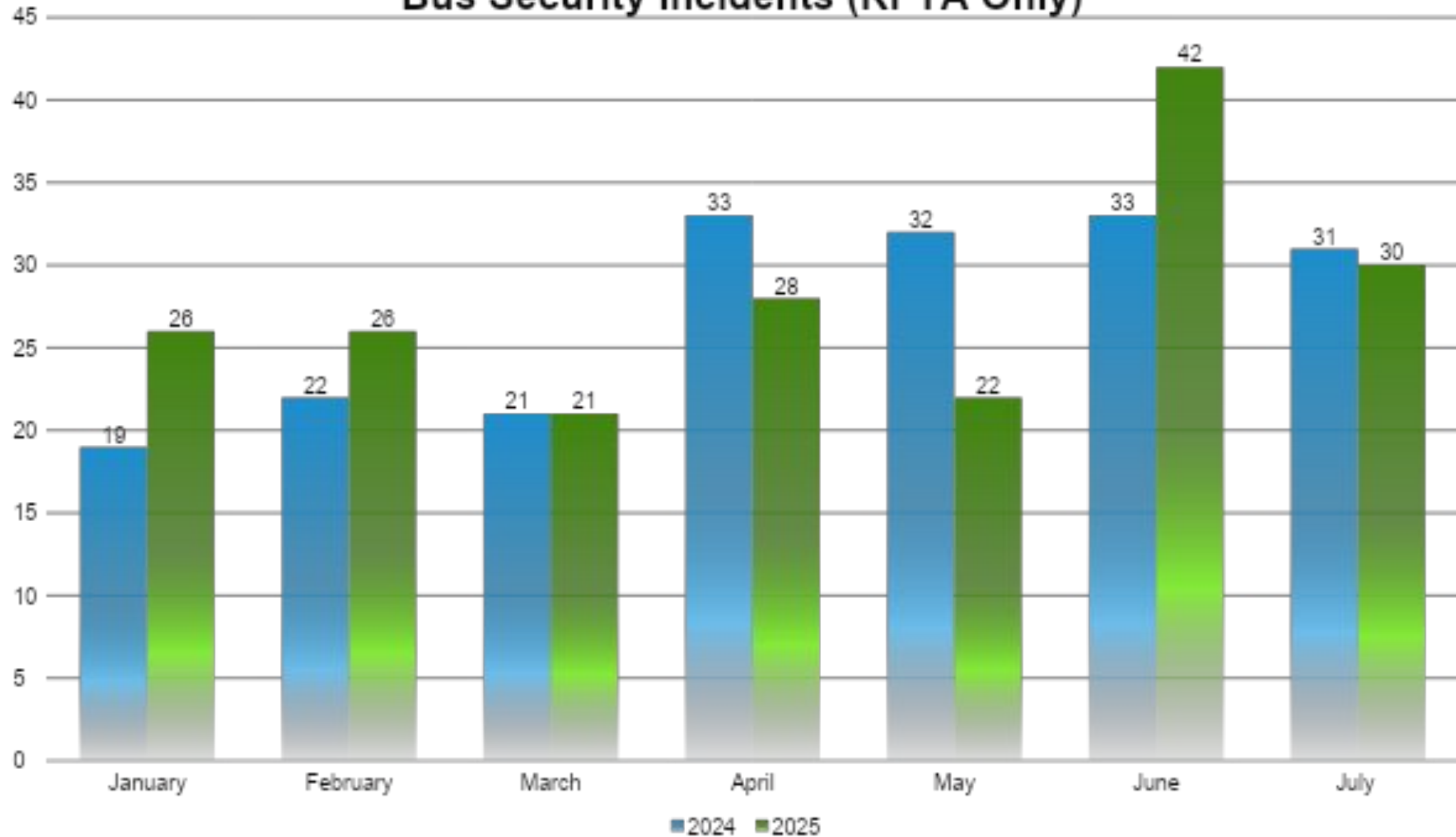
Lessons Learned

Proactive, data-driven safety planning

Integrate safety into infrastructure design

Prioritize high-demand corridors

Equity lens for late-shift workers

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The Road Ahead

- Current **Comprehensive Operational Analysis (COA) will**
  - Identify nighttime service gaps and recommend changes
  - Identify customer pain points related to safety and span
- Continue safety & equity focus in all departments

VALLEY METRO

Thank you!

Aaron Xaevier
axaevier@valleymetro.org
602.322.4462

Muni System

- **71 Routes**
  - Daytime and Owl routes
  - 540,000 weekday & 360,000 weekend riders *(Sept 2025 Muni Ridership)*
  - ~2,500 operators
- **~1,100 Vehicles**
  - 850 buses, 300 rail
- **Over 3,000 stops**
  - All residents within SF are ¼ mile of a stop
- **13 Subway Stations**
  - Two tunnels, Market Street & Central Subway
- **24/7 service**
  - Daytime routes, 5 a.m. - 12 a.m.
  - Owl routes, 12 a.m. – 5 a.m.

Daytime Network
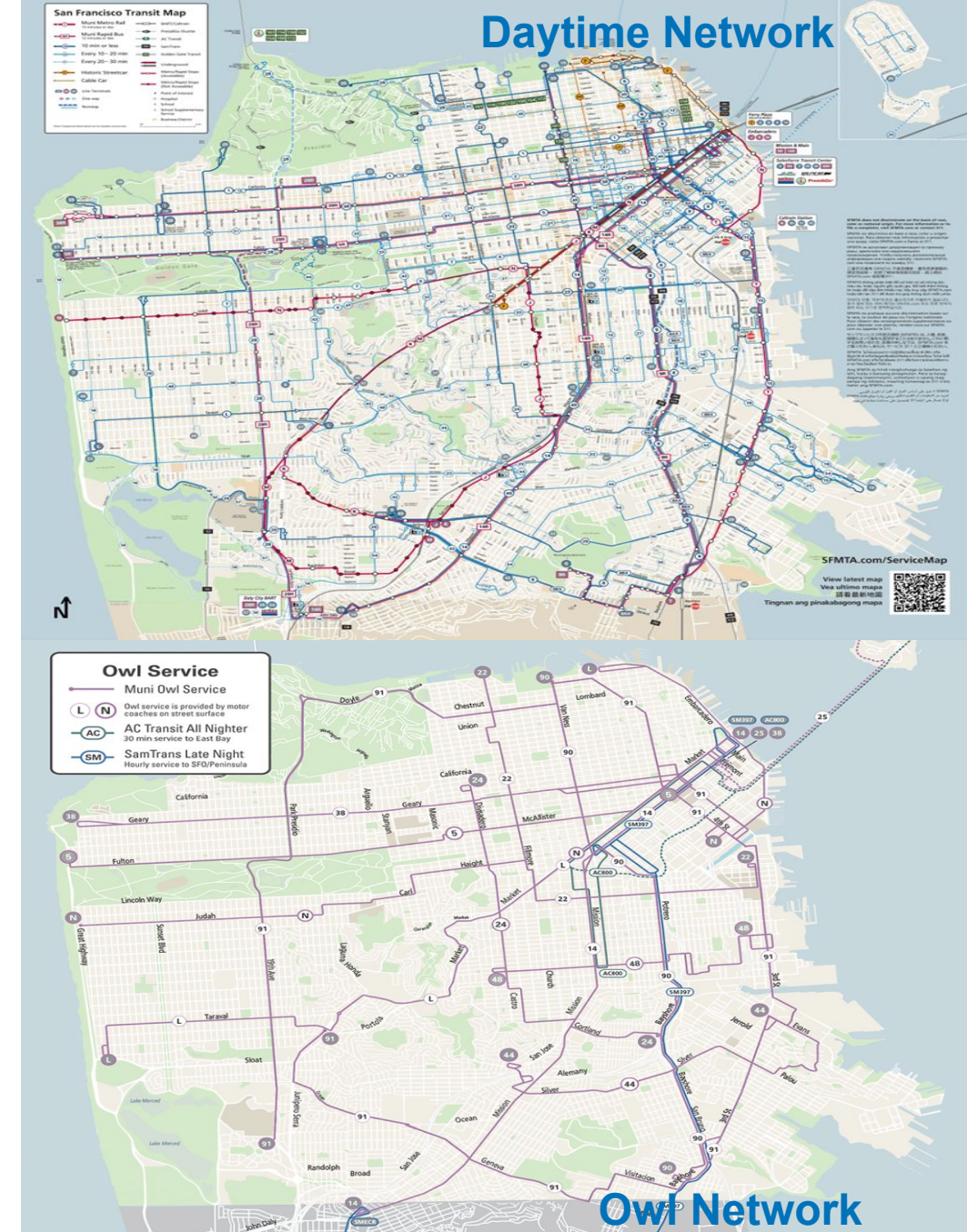
Owl Network

Muni's Owl Network

- Daily, **12am to 5am**

- **12 Owl Routes**, daytime service routes and owl period only routes branded with "Owl"

- Frequency of **30 mins**, more based on demand

- Covers all residential areas within ½ **mile of stop**

- Riders can request to be dropped off at **any corner** along an Owl route

- Base for **emergency network**
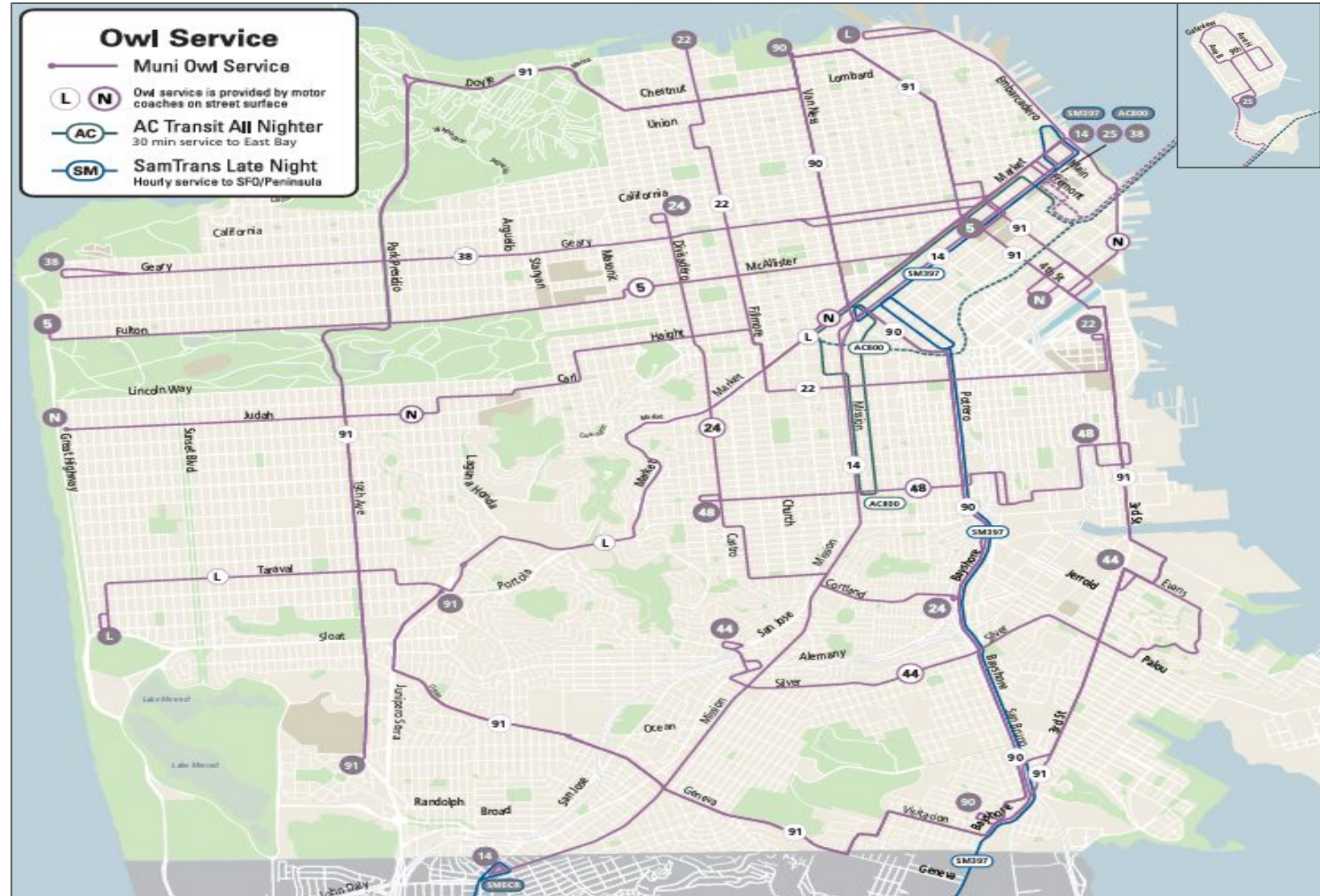
Owl Ridership

Owl Network serves on average over 4,500 daily riders

Average Daily Boardings During Owl Time Period (12am-5am)

Route	Boardings
14 Mission	1,400
L Owl	560
91 3rd Street/19th Ave Owl	500
38 Geary	490
N Owl	390
90 San Bruno Owl	340
22 Fillmore	260
5 Fulton	260
24 Divisadero	140
44 O'Shaughnessy	120
48 24th Street	80
25 Treasure Island	50
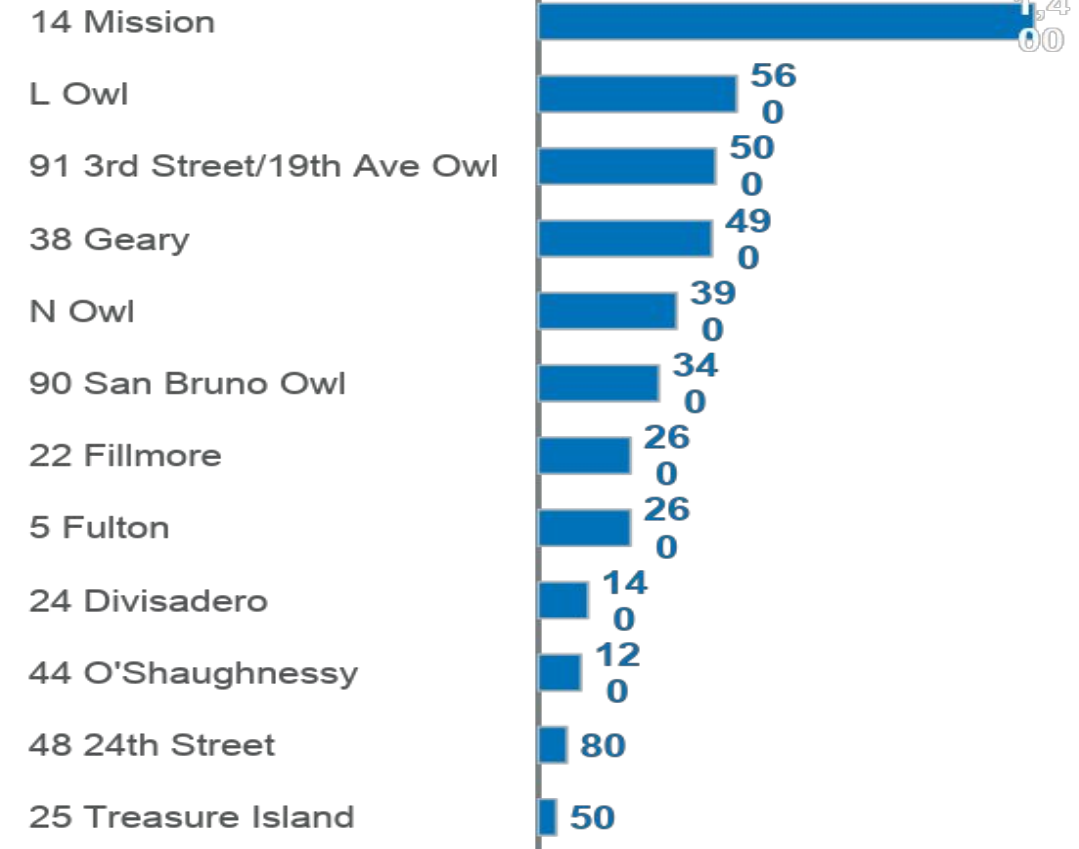
Owl Rider Demographics

Owl service is an equity lifeline, serving more people of color, low-income riders and late-night commuters than the systemwide average.

Source: 2025 Muni Customer On-Board Survey

Unique Late-Night Challenges

- Route Planning Around Nighttime Conditions

- Owl Service Reliability and Ridership

- Safety and Security for Customers & Operations Staff

Service Improvements Completed
Late Night Working Group

The Other 9-to-5

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

FEBRUARY 23, 2015
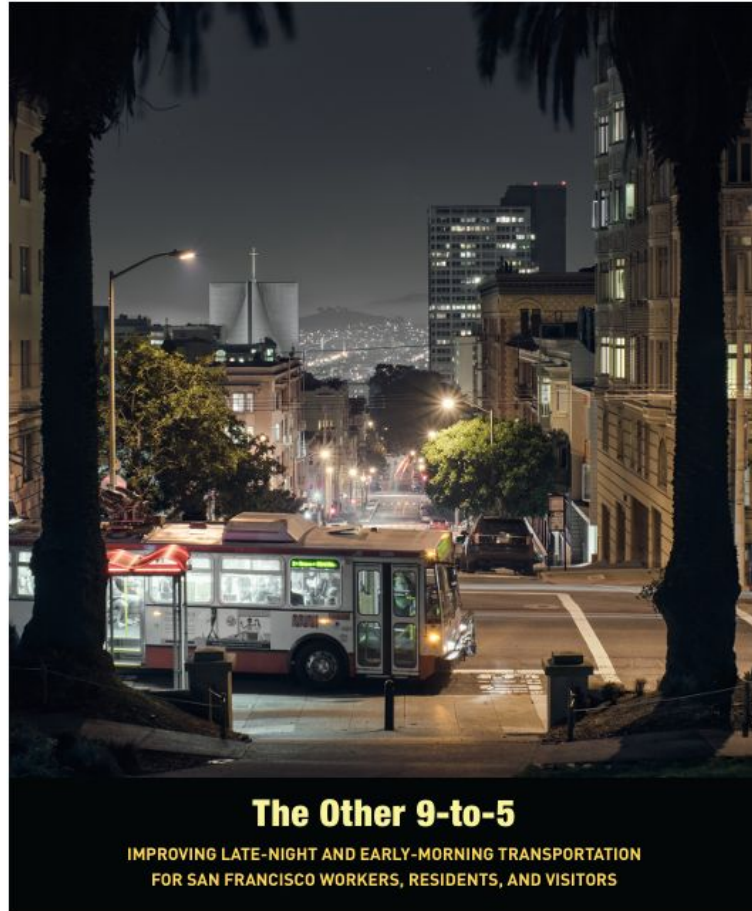
- Initiated by then San Francisco Board Supervisor Scott Weiner (now State Senator)
- Late Night Working Group formed with representatives from regional agencies
- Focused on transit needs between 9pm and 5am
- Study of existing late-night service conducted, recommendations provided to regional agencies
- Recommendations for Muni included expanding coverage and frequency increases

Service Improvements Completed
Expanded Owl Coverage

New Owl Routes Implemented to Close Gap in Coverage for Eastern SF Neighborhoods

2016
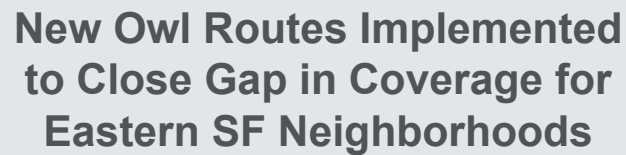
L Owl Extended
to Serve Hospitality Workers at Fisherman's Wharf
(recommendation from Late Night Working Group)

Muni7 - Route L Modification
Extension to Fisherman's Wharf
— Existing Late Night Service
— Existing Route of Interest
▭ Proposed Modifications
Job Density - Workers per Sq Mile (I-I)
0 - 50   51 - 100   101 - 250   251 - 500   501 - 1,000   1,000 +

2019

Service Improvements Completed
More Legible Service

Muni Metro Bus Substitution
Weekdays- every 10 minutes on the N Bus, every 12 minutes all other lines
Weekends- every 15 minutes on all lines

J Bus   L Bus   KT Bus   M Bus   N Bus

Rail Bus Substitution Plan Improvements

- In February 2020, cleaned up routing and stops for rail bus substitution to be more in alignment with rail routes and stops

- Service plan used for gaps between Owl and Daytime Train Service, when subways are closed (after 11pm, before 6am)

- Critical during COVID, planned and emergency shutdowns

- Branded bus subs with "Rail Letter" + "Bus"

Service Improvements Underway
Service Evaluation

Crowding Thresholds

- Crowding during Owl service is different experience, additional factor for safety

- Considering different thresholds for Owl service

Example of different target thresholds under consideration

	Target Max Crowding	Target Descrip	40ft Owl Target Capacity
10pm-12am	100%	Crowding	51
12am-2:30am	85%	Planning	44
2:30am-6am	60%	Seats	31

Service Performance

- Reliability is inconsistent, with all routes under 70% on-time

- In 2026, focusing on schedule adjustments and route changes to improve reliability

Owl Service Performance
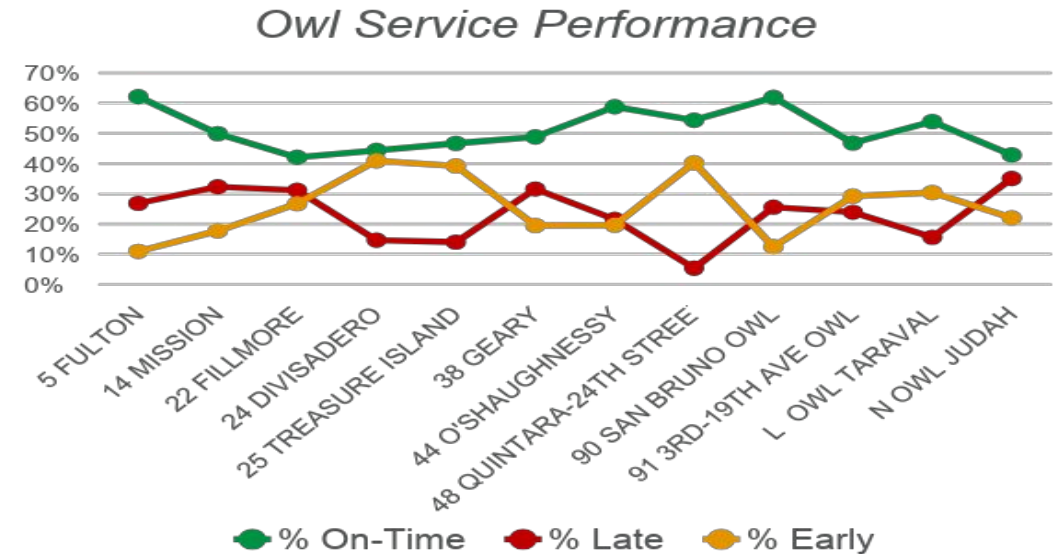
Safety Improvements Underway
Stop Lighting

New Signage Program

Installing new signage, including solar lights at all stops.

Muni Stop Lighting Project

Developing lighting policy and testing additional lighting options

Safety Improvements Underway
Safety Equity Initiative

- Aims to end harassment and assault and improve safety on Muni and at Muni stations and stops
- Conducted survey and identified factors that contribute to personal safety while using Muni
- Developed agency action plan, includes integrating Safety into Service Planning
  - Address long waits and reliability at night
  - Incorporate data gathered into decision making

Future of Owl Service

Given the SFMTA's Financial Outlook, any improvements would have to be made cost-neutrally unless additional funding could be identified.

Service Evaluation	• Consider subset of service standards and policies for Owl Service
Safety	• Continue lighting improvements and incorporate Safety Equity Initiative
Branding	• More legible for customers, starting with consistent route naming
Route Changes	• Adjust routes to be more reliable
Frequency Increases	• Address crowding and ridership growth

Thank you!

Jessica Garcia
Service Planning Manager, SFMTA
Jessica.Garcia@sfmta.com

DELIVERING ROUND-THE-CLOCK TRANSIT TO SUPPORT TODAY'S SERVICE ECONOMY
JACOB SIMMONS, TRANSIT PLANNING SUPERVISOR, RTCSNV

WE'RE GOING PLACES. LET'S GO TOGETHER.

WHO WE ARE

TRANSIT

BICYCLING

PLANNING

ROADWAY
FUNDING
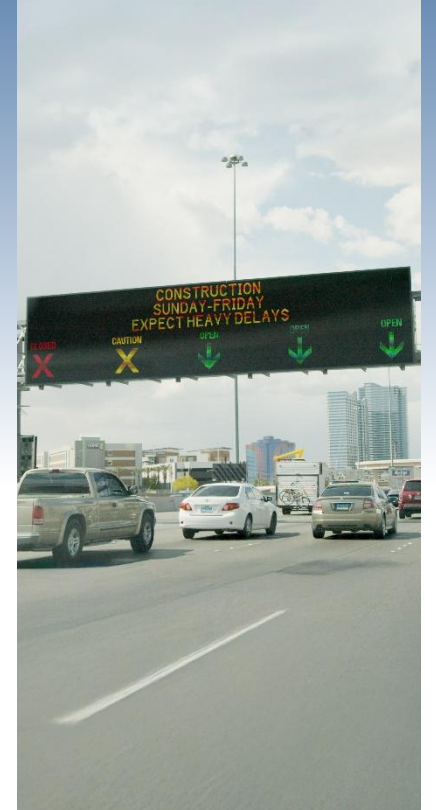
TRAFFIC
MANAGEMENT

Regional Overview

Clark County covers 8K sq. miles

42.5M VISITORS

2.3M RESIDENTS

400 SQ. MI. TRANSIT SERVICE AREA

~10K MILES OF ROADWAY

DAYTIME NETWORK

15 mins.   20 mins.   30 mins.   60 mins.

Midnight Network

15 mins.   20 mins.   30 mins.   60 mins.

© Mapbox © OpenStreetMap

TRUE 24/7 NETWORK

15 mins.   20 mins.   30 mins.   60 mins.

Buses in Service by Hour
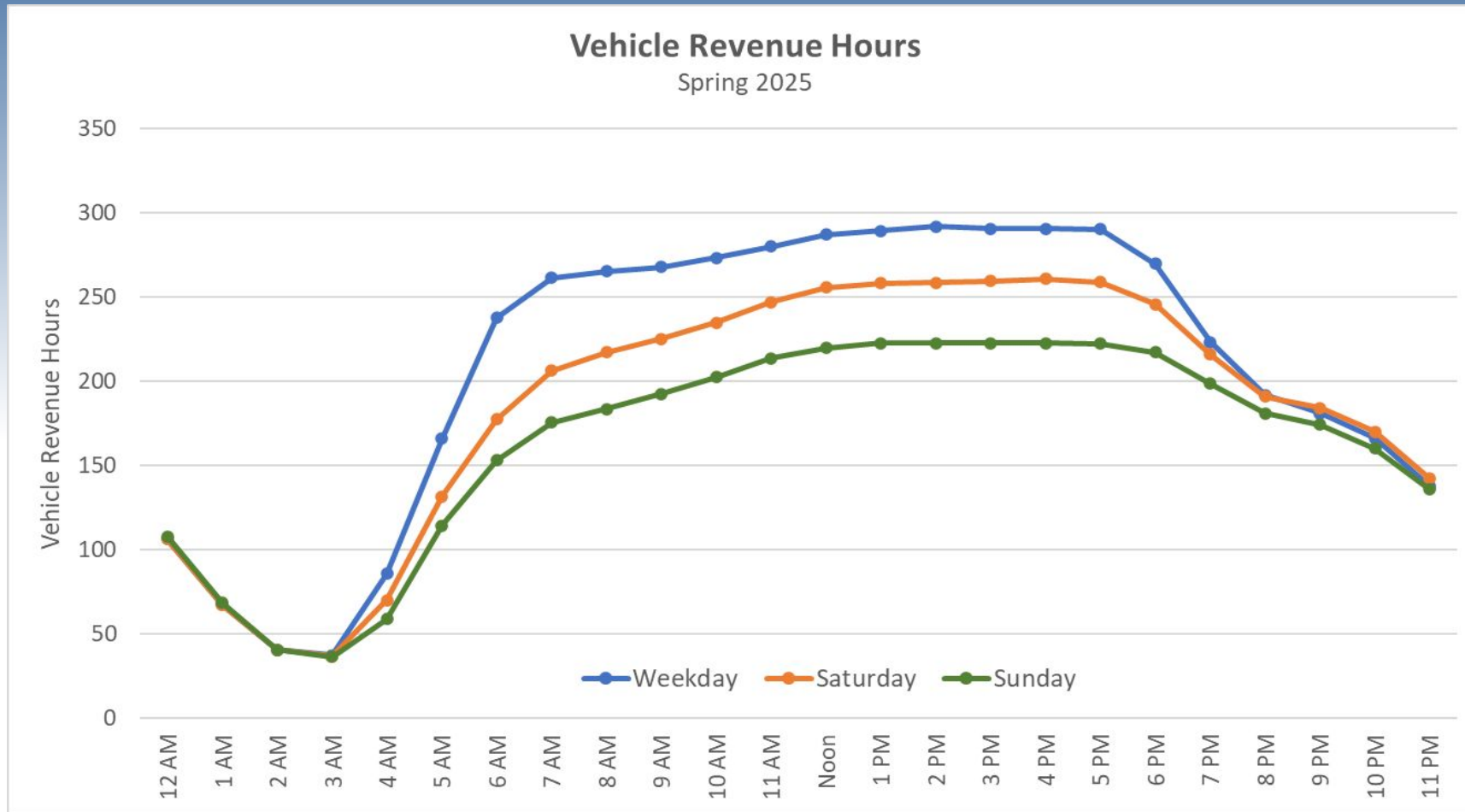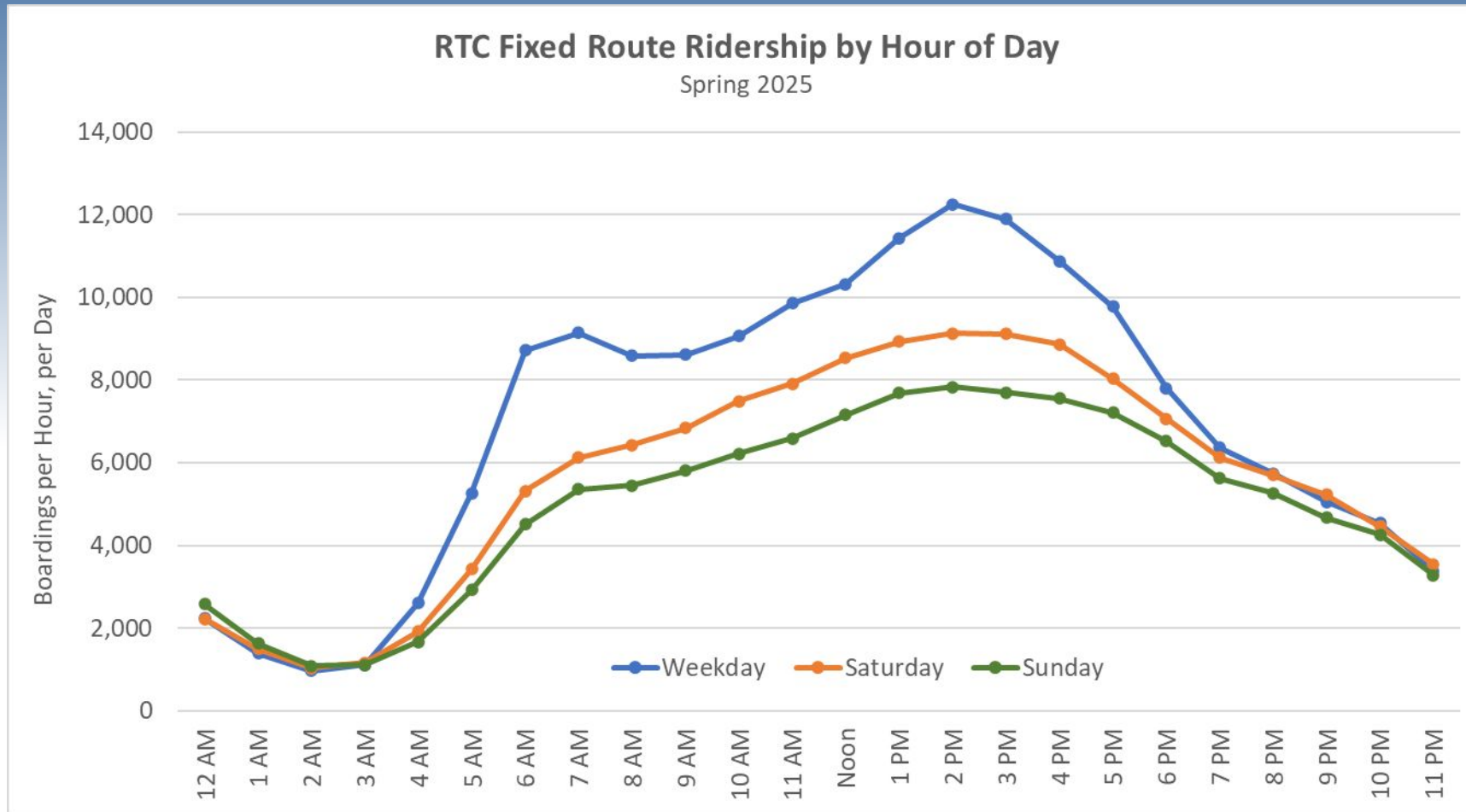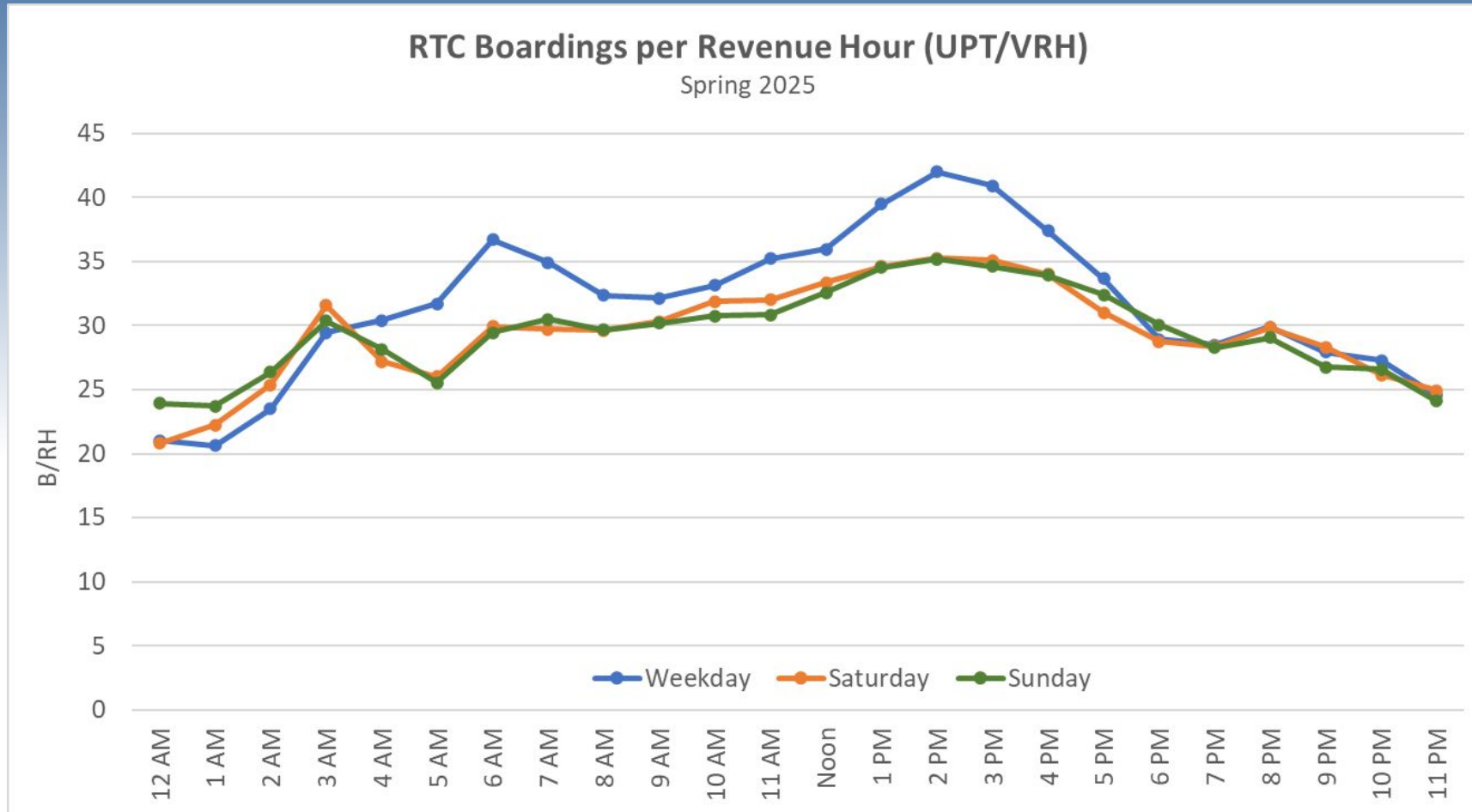
Vehicle Revenue Hours
Spring 2025

Ridership by Hour

RTC Fixed Route Ridership by Hour of Day
Spring 2025

PRODUCTIVITY BY HOUR

RTC Boardings per Revenue Hour (UPT/VRH)
Spring 2025

Ingredients for Efficient Nighttime/Overnight Service

1. RAMPING DOWN & RAMPING UP FREQUENCY

2. STRONG OVERALL RIDERSHIP

3. TRIPS TIMED TO RUN FASTER

4. DEADHEAD INTERLINING OPPORTUNITIES FOR BUSES TO PERFORM A TRIP OR TWO ON OTHER ROUTES

WEEKDAY FREQUENCY BY HOUR - MAXIMUM WAIT TIME (in minutes) – OCTOBER 2025

Route	Name	1AM	2AM	3AM	4AM	5AM	6AM	7AM	8AM	9AM	10AM	11AM	Noon	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM	9PM	10PM	11PM	12AM
101	Rainbow	52			39	33	27	30	30	30	27	27	28	29	30	30	30	29	27	28	30	30	32	47	51
102	Jones	59			49	43	28	30	30	30	30	30	30	30	30	30	30	30	30	29	31	46	51	59	59
103	Decatur	60	60	60	42	25	21	20	19	20	19	19	19	19	20	19	20	19	20	24	28	29	29	29	41
104	Valley View				40	36	30	28	27	27	27	29	29	29	29	30	30	29	29	35	52	56	57	57	60
105	Martin L. King	60	60	60	51	39	22	20	20	20	20	20	18	19	19	20	20	19	19	29	29	29	29	29	39
106	Rancho / Centennial Hills	55			42	37	29	29	29	29	30	29	30	29	30	30	30	29	29	29	29	30	30	43	58
108	Paradise	58			30	29	28	29	30	30	30	28	25	25	26	25	25	24	24	26	28	29	28	29	58
109	Maryland Pkwy	30	30	30	29	21	15	15	15	15	15	15	15	15	15	15	15	15	15	17	20	20	20	25	30
110	Eastern	49	60	58	41	25	20	20	18	19	19	19	20	20	20	20	19	19	21	27	30	30	29	27	39
111	Pecos / Green Valley Pkwy.				27	27	27	27	28	27	28	29	29	29	30	30	30	29	27	28	48	59	58	57	52
113	Las Vegas Blvd. North	30	30	30	28	19	15	15	15	14	15	15	15	15	15	15	15	15	15	17	20	20	20	24	28
115	Nellis / Stephanie	50	58	54	43	27	20	20	20	19	19	19	19	19	19	19	19	19	19	28	29	28	30	29	39
117	LVB South / Silverado Ranch	60			45	40	28	29	30	29	29	28	30	30	30	30	30	30	30	29	29	28	29	37	55
119	Simmons / Koval					39	29	30	29	29	29	29	29	30	30	30	30	29	29	37	56	59	59	53	54
120	Fort Apache / Rampart	59			54	46	34	30	30	30	30	30	30	30	30	30	30	30	29	28	40	59	59	59	59
121	Buffalo / Durango	59			52	44	29	29	30	30	30	30	30	30	30	30	30	30	30	29	37	59	59	58	60
122	S. Maryland Pkwy / West Henderson				49	46	48	49	50	50	50	50	50	50	50	50	50	50	48	50	59	60	57	60	58
201	Tropicana	30	30	30	28	22	15	15	15	15	15	15	15	15	15	15	15	15	15	18	20	20	20	29	30
202	Flamingo	29	29	30	29	20	15	15	15	15	15	15	15	15	15	15	15	15	15	18	20	20	20	20	24
203	Spring Mtn / Desert Inn / Lamb	52			30	25	19	19	19	20	19	19	19	20	20	20	20	20	21	27	29	29	30	35	42
206	Charleston	40	54	60	43	22	16	15	15	15	15	15	15	15	15	15	15	15	17	20	20	20	23	28	30
207	Alta / Stewart						56	60	60	60	60	60	60	60	60	60	60	60	60	58	51				
208	Washington					49	30	29	29	30	30	30	29	30	30	29	30	28	29	51	58	58	54	59	57
209	Vegas / Owens						60	54	60	60	60	60	60	60	60	60	60	60	60	59	55				
210	Lake Mead Blvd.	47	60	60	42	24	18	19	20	20	20	20	19	19	20	20	20	19	19	27	29	29	28	30	49
212	Sunset	50			34	28	29	30	29	29	29	29	30	30	30	30	30	30	30	36	47	49	54	53	51
214	H Street / D Street						60	60	60	60	60	60	60	58	59	59	60	60	60	60	60	60	60	60	60
215	Bonanza	60			28	28	25	19	20	20	20	20	20	19	20	20	20	20	21	27	30	30	30	45	60
217	Warm Springs / Lake Mead Pkwy				45	40	30	29	30	30	29	29	29	29	30	30	30	29	29	44	59	58	57	54	60
218	Cheyenne	57			47	38	29	30	30	30	30	30	30	30	30	30	29	29	29	30	45	42	50	58	59
219	Craig	60			44	36	25	30	30	30	30	30	29	26	26	30	30	29	29	29	29	30	36	45	57
220	Ann / Tropical				56	56	56	60	60	60	60	60	59	59	60	60	60	60	60	59	58	58	60	58	53
221	Cactus / Horizon Ridge / Boulder City				44	57	58	59	60	58	60	56	60	60	60	60	60	60	60	57	57	59	45	56	60
Deuce	Deuce on the Strip	14	16	20	20	16	13	12	11	11	10	9	9	9	9	9	9	9	9	9	9	9	9	10	10	11
401	N. Outlets/Symphony Park											20	18	15	15	15	15	15	15	20	20				
BHX	Boulder Hwy Express	30	59	59	26	20	15	15	15	15	14	14	15	15	15	15	15	15	15	19	20	20	19	22	30
SX	Sahara Express	60	60	60	38	20	15	15	15	15	15	14	15	15	15	15	15	15	16	20	20	20	27	29	30
CX	Centennial Express						56	58	60	60	60	44	56	50	58	55	57	55	57	48	59	60	59	60	
DVX	Downtown & Vet. Med. Ctr. Exp.					35	28	30	30	30	30	30	28	29	30	30	30	30	29	46	56	55	55	59	57

Legend:
- NoSvc
- 48-61
- 33-47
- 22-32
- 17-21
- >16

#2 Strong Overall Ridership

RTC Route #	Average Ridership per Weekday
Deuce	23,000
206	11,200
202	11,100
BHX	9,800
203	8,900
SX	8,700
109	8,500
201	7,900
113	7,400
110	7,200
115	6,800
210	6,700
103	6,600
111	3,800
101	3,300
104	3,200
105	3,000
208	3,000
212	3,000
106	2,800
219	2,600
215	2,400
102	2,300
119	2,300
218	2,300
108	2,200
117	2,000
217	1,700
120	1,600
121	1,500
CX	1,200
221	1,000
DVX	1,000
209	900
214	800
207	700
220	700
122	600
401	300

Every 15 Minutes or Better	
Every 20 Minutes	
Every 30 Minutes	
Every 50-60 Minutes	

RTC Scheduled Route Speed: % Faster than Slowest Hour

Route\Hour	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
101	52%	57%			52%	28%	14%	12%	13%	13%	13%	11%	3%	2%	0%	0%	2%	10%	13%	24%	28%	28%	37%	46%
102	38%				39%	20%	6%	5%	5%	6%	5%	2%	2%	1%	2%	1%	0%	6%	14%	16%	20%	22%	27%	39%
103	50%	50%	48%	43%	41%	24%	17%	12%	12%	12%	10%	6%	0%	0%	1%	1%	2%	11%	13%	21%	27%	31%	40%	45%
104	41%				39%	27%	14%	17%	16%	18%	16%	11%	9%	2%	0%	1%	3%	10%	22%	24%	28%	32%	37%	41%
105	41%	46%	46%	44%	54%	33%	22%	8%	8%	8%	8%	8%	4%	3%	0%	0%	0%	6%	11%	13%	20%	23%	26%	41%
106	49%	55%			39%	26%	9%	7%	7%	7%	7%	1%	1%	0%	0%	0%	2%	3%	10%	16%	20%	19%	22%	39%
108	40%	49%			43%	31%	14%	8%	8%	8%	8%	5%	4%	3%	0%	1%	2%	1%	7%	14%	16%	16%	30%	42%
109	36%	44%	45%	46%	36%	19%	14%	8%	5%	4%	3%	2%	1%	0%	1%	0%	1%	6%	12%	13%	14%	21%	26%	32%
110	68%	74%	79%	64%	48%	26%	17%	17%	18%	16%	14%	10%	6%	1%	0%	0%	5%	15%	21%	28%	33%	40%	46%	57%
111	62%				46%	28%	13%	14%	16%	15%	13%	11%	8%	2%	0%	2%	2%	11%	22%	27%	26%	34%	37%	49%
113	31%	32%	36%	38%	32%	18%	8%	7%	6%	4%	3%	0%	0%	0%	1%	1%	1%	2%	7%	6%	17%	17%	23%	31%
115	51%	54%	52%	59%	43%	30%	18%	15%	15%	14%	13%	12%	6%	2%	0%	2%	3%	11%	21%	26%	27%	38%	45%	46%
117	43%	46%			37%	27%	13%	10%	11%	11%	10%	7%	7%	0%	1%	2%	2%	4%	9%	16%	16%	20%	29%	40%
119	42%	83%			41%	28%	17%	17%	16%	16%	15%	11%	6%	3%	1%	0%	1%	9%	13%	17%	18%	22%	26%	32%
120	34%				32%	20%	10%	6%	5%	4%	4%	4%	4%	3%	0%	0%	0%	4%	5%	12%	14%	19%	20%	25%
121	32%				29%	18%	6%	5%	5%	5%	5%	5%	4%	2%	0%	0%	0%	3%	9%	11%	14%	21%	21%	21%
122	38%				24%	16%	10%	4%	6%	5%	5%	5%	5%	0%	0%	0%	0%	3%	10%	15%	14%	18%	24%	31%
201	30%	32%	40%	50%	39%	27%	15%	12%	12%	12%	11%	8%	3%	2%	1%	0%	0%	5%	9%	15%	17%	20%	28%	31%
202	54%	60%	63%	63%	57%	35%	23%	20%	20%	19%	17%	14%	9%	7%	3%	0%	3%	11%	19%	24%	26%	28%	39%	45%
203	55%	53%		49%	46%	26%	15%	14%	15%	13%	12%	11%	7%	1%	0%	0%	3%	11%	19%	22%	25%	32%	40%	47%
206	60%	69%	70%	65%	55%	30%	17%	13%	12%	7%	6%	5%	4%	0%	0%	2%	6%	15%	23%	26%	29%	33%	43%	53%
207						13%	8%	4%	4%	4%	2%	1%	1%	0%	0%	0%	0%	3%	10%	7%				
208	54%				44%	16%	22%	8%	11%	11%	11%	11%	5%	0%	3%	4%	4%	10%	14%	24%	26%	29%	34%	42%
209						13%	3%	3%	3%	3%	3%	3%	2%	0%	0%	0%	0%	1%	4%	12%	2%			
210	54%	58%	62%	57%	46%	30%	15%	12%	10%	10%	10%	9%	1%	0%	0%	0%	2%	12%	19%	23%	25%	37%	38%	47%
212	36%				28%	13%	6%	6%	6%	6%	6%	4%	2%	1%	0%	0%	0%	3%	8%	13%	17%	20%	29%	29%
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215	54%	54%			57%	42%	20%	10%	16%	13%	11%	8%	7%	4%	0%	3%	5%	9%	19%	26%	31%	39%	44%	48%
217					26%	15%	12%	7%	7%	7%	7%	6%	3%	1%	0%	0%	1%	4%	12%	14%	18%	18%	22%	32%
218	40%			58%	42%	21%	7%	3%	3%	3%	3%	3%	3%	0%	0%	0%	0%	6%	15%	18%	21%	24%	28%	28%
219	59%	59%			47%	36%	18%	16%	19%	18%	14%	11%	10%	2%	0%	3%	6%	12%	20%	25%	33%	42%	44%	51%
220	31%				23%	12%	5%	2%	2%	2%	2%	2%	1%	0%	0%	0%	0%	0%	6%	11%	13%	13%	22%	25%
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DEUCE	37%	47%	53%	61%	52%	41%	30%	24%	21%	15%	12%	10%	9%	6%	4%	0%	2%	4%	7%	9%	11%	14%	19%	27%
401										7%	12%	12%	5%	5%	5%	5%	5%	5%	20%	20%	0%			
BHX	33%	37%	37%	34%	31%	20%	12%	8%	8%	8%	6%	2%	0%	0%	0%	0%	0%	3%	8%	8%	12%	14%	22%	24%
SX	53%	60%	60%	56%	39%	24%	23%	16%	13%	12%	12%	11%	5%	3%	1%	0%	0%	8%	16%	18%	21%	25%	31%	41%
Average	44%	52%	53%	52%	40%	24%	13%	10%	10%	9%	9%	7%	4%	2%	1%	1%	2%	7%	13%	17%	20%	25%	31%	38%

3 A.M. TRIP

3 P.M. TRIP

#3 TRIP TIMED TO RUN FASTER

Ingredients for Efficient Nighttime/Overnight Service

1. RAMPING DOWN & RAMPING UP FREQUENCY

2. STRONG OVERALL RIDERSHIP

3. TRIPS TIMED TO RUN FASTER

4. DEADHEAD INTERLINING OPPORTUNITIES FOR BUSES TO PERFORM A TRIP OR TWO ON OTHER ROUTES

TAKEAWAYS

RIDERSHIP GROWTH TAKES TIME

NIGHTTIME & DAYTIME RIDERSHIP ARE LINKED

OPPORTUNITY TO TRADE SOME FREQUENCY FOR SPAN

CONSIDER NEEDS & SEEK MODEST IMPROVEMENTS

JACOB SIMMONS, TRANSIT PLANNING SUPERVISOR
SIMMONSJ@RTCSNV.COM | RTCSNV.COM

WE'RE GOING PLACES. LET'S GO TOGETHER.

Today's Presenters

Reinaldo Germano
rgermano@foursquareitp.com

Foursquare ITP

Aaron Xaevier
AXaevier@valleymetro.org

VALLEY METRO

Jessica Garcia
Jessica.Garcia@sfmta.com

SFMTA

Jacob Simmons
SimmonsJ@rtcsnv.com

RTC

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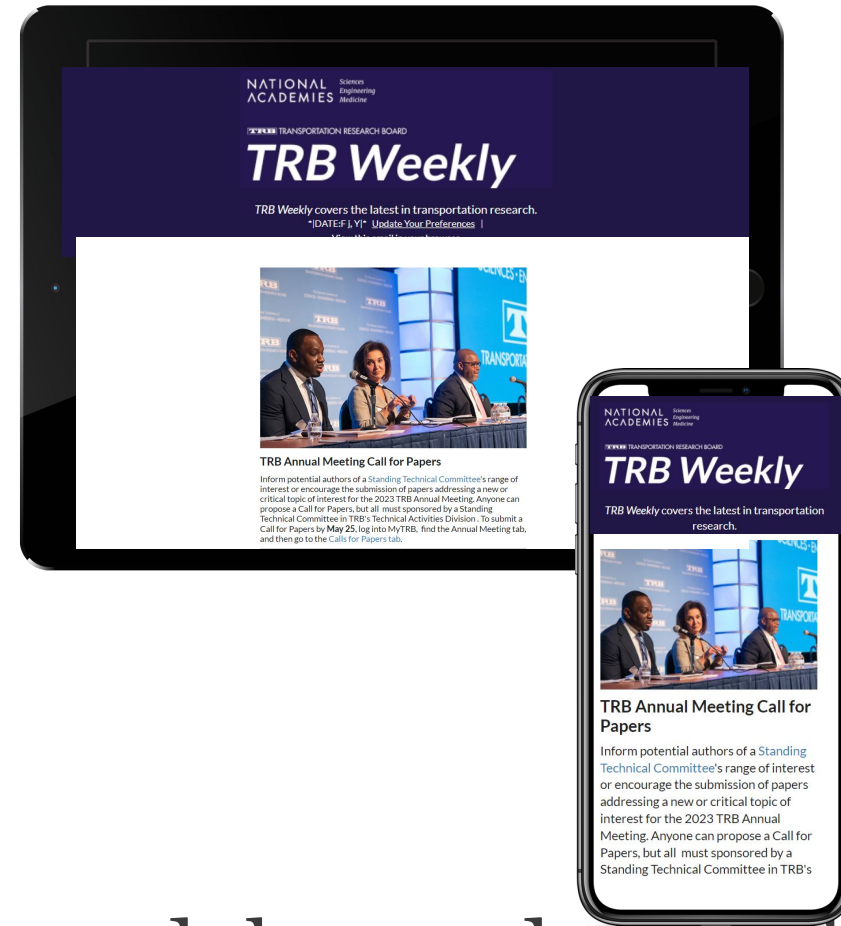
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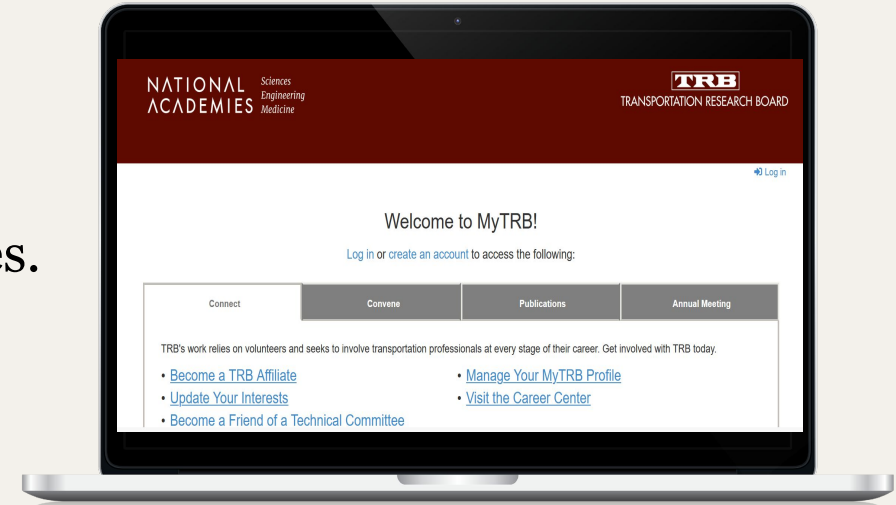
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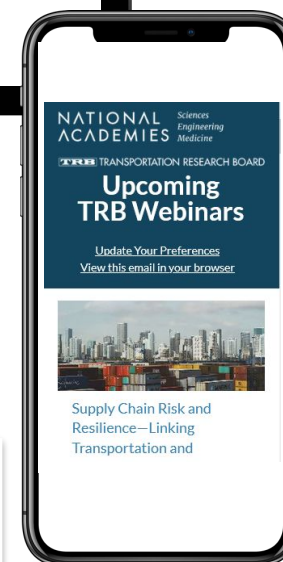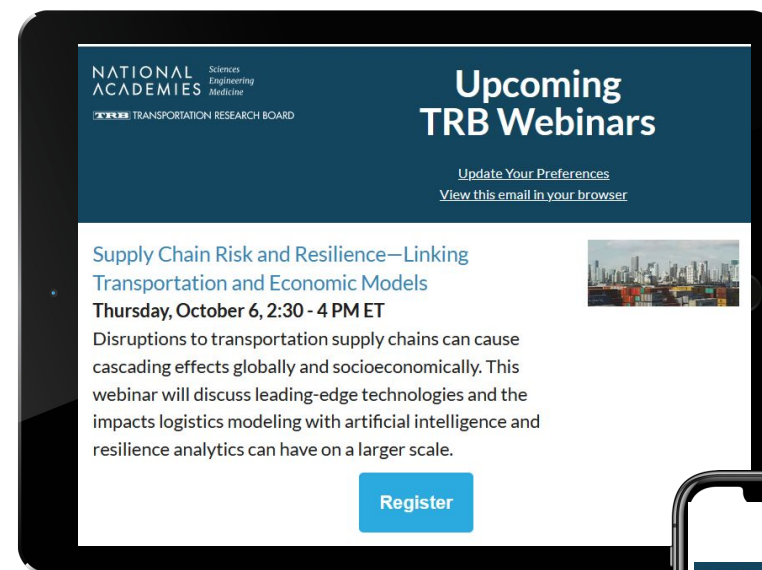
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