

**IMMEDIATE AND SHORT-TERM EFFECTS
OF THE OCTOBER 1989 EARTHQUAKE
ON BART PATRONAGE**

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INTRODUCTION

This report presents the findings of recent analyses of changes in patronage since the October 1989 earthquake. The first section looks at weekday patronage during three periods: September 1989,¹ mid-November 1989 (immediately preceding the reopening of the Bay Bridge), and late January 1990. The second section presents highlights of the results of two passenger surveys conducted in mid-November.

PATRONAGE CHANGES

Weekday patronage for the three time periods is summarized in Table 1. BART patronage had been steadily increasing since mid-1987 and had set a monthly record in September 1989. By late January, patronage was about 9 per cent higher than in September; in other words, about 15 per cent of the gain during the Bay Bridge closure has been retained.

Table 1
Patronage Changes Since September 1989

		% change from Sep 89
September 1989	219,565	
Mid-November 1989 ^a	356,133	62.2
March-April 1990	240,646	9.6

^aImmediately before reopening of Bay Bridge.

Transbay trips accounted for almost all the gain in patronage during and after the bridge closure (Table 2); these trips increased by 117 per cent by mid-November. In March and April 1990, transbay trips remain about 10 per cent above the level observed in September. East Bay and West Bay trips increased slightly; most of the gain in these trips was still being realized by late January.

¹The September 1989 period excludes weekdays when the Oakland Athletics played games at home.

Table 2
Patronage by Trip Type

	Sep 89	Nov 89	Mar/Apr 90	% change from Sep 89	
				Nov 90	Mar/Apr 90
Transbay	105,469	228,754	117,641	116.9	11.5
East Bay	53,566	59,863	56,383	11.8	5.3
West Bay	60,530	67,516	66,622	11.5	10.1
Total	219,565	356,133	240,646	62.2	9.6

During the AM peak, the greatest increase in the number of trips was in transbay westbound trips (Table 3). But the greatest *percentage* increase in trips was in eastbound transbay trips. The increase in these trips suggests that there is a potential "reverse commute" market that BART may be able to compete for.

Westbound transbay trips increased from all East Bay market areas (Tables 4 and 5).² Trips from Contra Costa West and Alameda South increased by the greatest percentage. The greatest proportional retention of the gain during the bridge closure was in the Alameda South and Oakland South markets; this is probably due to the reduction in capacity of the Bay Bridge approach from the Nimitz Freeway due to closing of the Cypress structure. But other market areas also showed large percentage gains between September 1989 and March-April 1990.

Both morning and evening peak periods lasted longer during the bridge closure than before (Figures 1 and 2). In March and April 1990, the peaks remained somewhat longer than they did before the quake.

²The term *market area* refers to a group of stations located together in a similar geographic and socioeconomic area. The stations included in each market area are listed in Table 4.

Table 3
AM Peak Trips by Type

	Sep 89	Nov 89	Mar/Apr 90	% change from Sep 89	
				Nov 90	Mar/Apr 90
Transbay					
Westbound	29,417	62,383	33,824	112.1	15.0
Eastbound	4,256	12,693	5,184	198.2	21.8
Total	33,673	75,075	39,007	123.0	15.8
East Bay	16,502	17,482	17,151	5.9	3.9
West Bay	19,242	21,722	21,567	12.9	12.1
Total	69,418	114,278	77,725	64.6	12.0

Table 4
Transbay AM Peak Westbound Origins by Market Area

	Sep 89	Nov 89	Mar/Apr 90	% change from Sep 89	
				Nov 90	Mar/Apr 90
Contra Costa West	3,120	8,795	3,540	181.9	13.5
Berkeley	1,663	4,391	2,057	164.0	23.7
Oakland North	2,338	6,810	2,718	191.3	16.3
Oakland CBD	2,089	5,306	2,544	154.0	21.8
Oakland South	2,749	6,714	3,304	144.2	20.2
Alameda South	5,812	8,723	6,628	50.1	14.0
Contra Costa East	7,434	12,950	8,505	74.2	14.4
Contra Costa Central	2,327	4,838	2,613	107.9	12.3
Oakland West	1,885	3,858	1,915	104.6	1.6

Table 5
Market Area Definitions . .

Market Area (Abbreviation)	Station(s)
Contra Costa West (CCW)	Richmond, El Cerrito Del Norte, El Cerrito Plaza
Berkeley (BK)	North Berkeley, Berkeley, Ashby
Oakland North (ON)	MacArthur, Rockridge
Oakland CBD (OCBD)	19th St., 12th St., Lake Merritt
Oakland South (OS)	Fruitvale, Coliseum, San Leandro
Alameda South (AS)	Bayfair, Hayward, South Hayward, Union City, Fremont
Contra Costa East (CCE)	Concord, Pleasant Hill, Walnut Creek
Contra Costa Central (CCC)	Lafayette, Orinda
Oakland West (OW)	West Oakland
San Francisco CBD (SFCBD)	Embarcadero, Montgomery, Powell, Civic Center
San Francisco Outer (SFOUT)	16th St., 24th St., Glen Park, Balboa Park
Daly City (DC)	Daly City

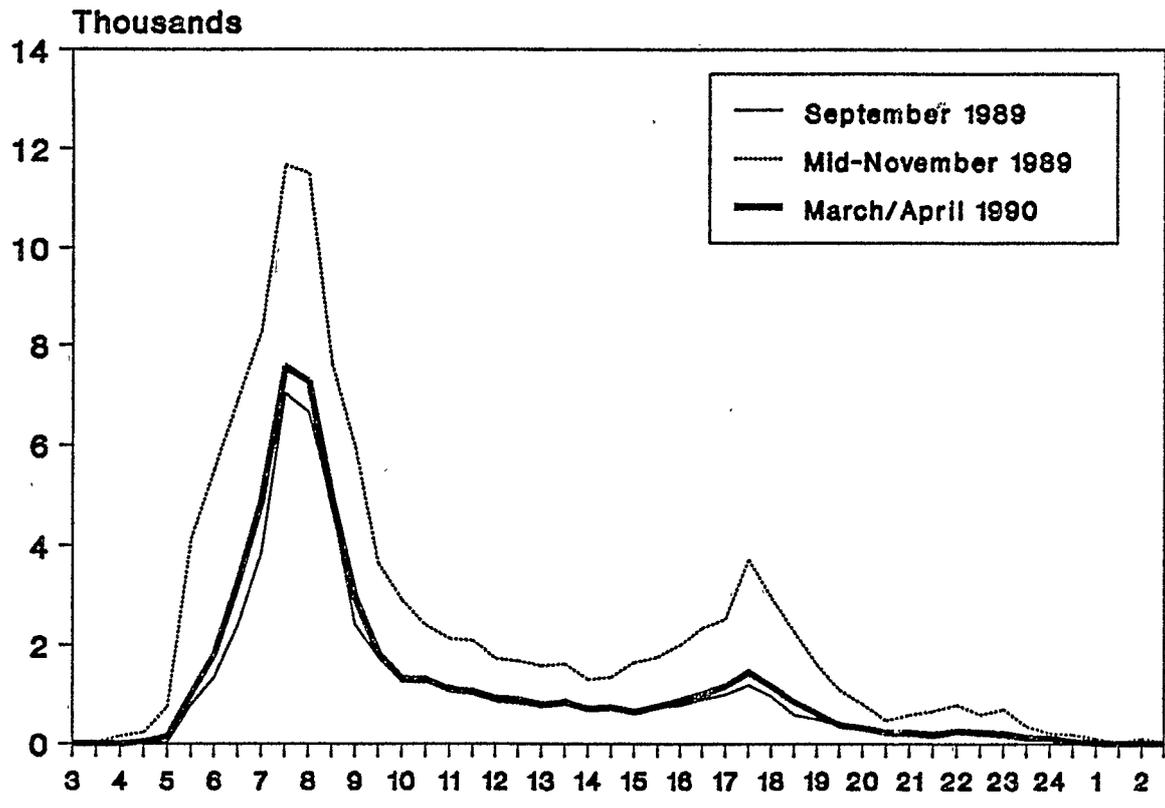


Figure 1
Westbound Transbay Exits by Time

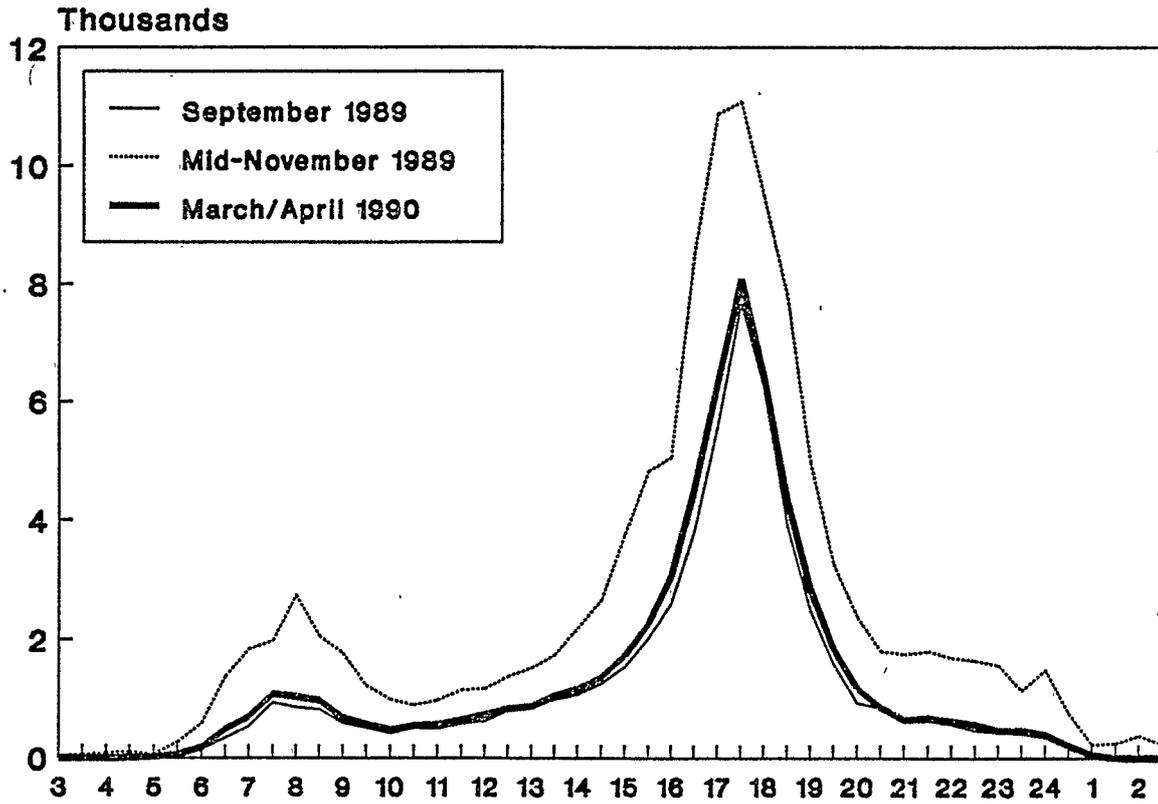


Figure 2
Eastbound Transbay Exits by Time

PASSENGER SURVEYS

BART staff conducted two surveys of transbay passengers during the week of 13 November. The first covered morning passengers from 5:00 a.m. to noon on 14 to 16 November; the second covered late night passengers on the night of 16 - 17 November. The surveys produced 5,367 responses for an overall response rate of about 75 per cent. The cost of the surveys was \$16,383.

Appendix A presents the survey results by time period (AM peak, midday, and late night) and travel direction. Appendix B presents a further breakdown of results for the AM peak period: whether or not the respondent was a regular BART user before the earthquake.³

The survey questionnaire also asked passengers to give their names and telephone numbers for future surveys. More than half did so. These numbers will be used to draw the sample for the BART portion of the MTC travel survey that is being conducted this spring.

Results by Time Period and Direction of Travel

Car was the dominant mode of travel to BART for westbound trips; walk and transit were the main mode of access for eastbound trips. For travel from BART to the destination, walk was the main mode for all but late night eastbound trips, which primarily used car. Taxicabs (shown in the tables under "Other") accounted for a larger share of travel to and from BART during the late night period than they did during the AM peak or midday.

Most trips were between work and home. Less than 5 per cent of the trips in the AM peak period were for purposes other than work or school.

Passengers were asked how they decided when to arrive at the origin station: either they knew the schedule for the train they wanted or they just arrived when they could and waited for the next train. In general, westbound passengers showed a higher awareness of the train schedules than eastbound passengers. Most AM Peak westbound and late night passengers were aware of the schedules. The proportion of eastbound passengers indicated schedule awareness was less than that for westbound passengers for each time period. One explanation for this (during the AM peak and midday periods) is that passengers bound for 12th St. through MacArthur stations have a choice of two trains, and therefore less need to learn the schedule.

A significant proportion of passengers had used BART less than one day a week or never before the earthquake. Midday and late night passengers were especially likely to fall into these categories.

³Those who indicated that they used BART less than one day a week or never before the quake were considered nonusers.

Women accounted for a slight majority of the westbound AM peak trips (Figure 8); this is similar to the results of the 1987 passenger survey. All other time periods and directions of travel showed a majority of males, especially in the late night period. Westbound AM peak and midday travelers tended to be younger than eastbound travelers (Figure 9).

Eastbound travelers tended to be more transit dependent than westbound travelers (Figure 10). Over 80 per cent of travelers for all time periods come from households with at least one car. More than half of the westbound travelers come from households with two or more cars.

Results by Use of BART Before the Earthquake

Survey respondents for the AM peak period were compared on the basis of whether they had regularly used BART before the earthquake; Appendix B presents the highlights of these comparisons. Throughout this discussion the term *user* applies to respondents who indicated that they regularly used BART at least one day per week before the earthquake, and the term *nonuser* to the remainder.

Nonusers accounted for the majority of westbound trip origins from the Berkeley, Oakland North, and Oakland South market areas. The distribution of trip origins for users and nonusers shows that the main origins for users are the Contra Costa East and Alameda South market areas; the main origins for nonusers are the Contra Costa West, Oakland North, Contra Costa East, and Oakland CBD market areas. Westbound destinations were primarily to the San Francisco CBD ; most of the trips to the San Francisco Outer and Daly City areas were made by nonusers.

Eastbound trips were made mostly by nonusers. The greatest numbers of destinations for nonusers were the Oakland CBD, Berkeley, Oakland North, and Contra Costa East market areas.

Users were more likely than nonusers to walk to and from BART; nonusers were more likely than users to take transit to and from BART.

Not surprisingly, users were more aware of train schedules than nonusers. But it is interesting that almost half of the westbound nonusers were aware of the schedule less than one month after the bridge closure.

Nonusers were more likely to be male and older than users. Nonusers also showed significantly higher rates of household car ownership than users.

CONCLUSIONS

BART patronage has remained significantly higher after the reopening of the Bay Bridge than it was in September 1989. To put this in perspective, the 9 per cent gain between September 1989 and March-April 1990 is almost double the percentage increase in patronage between September 1988 and May 1989.

The passenger survey and the follow-up through the MTC travel survey will provide important information about BART's markets. During the bridge closure, BART's latent demand was no longer latent; it was on the system. Comparing the socioeconomic characteristics and travel patterns of users and nonusers will provide guidance on what BART needs to do to increase its market share. Several results from the survey stand out:

- There is a high potential for work trips from densely populated areas such as Berkeley and Oakland. Marketing BART to travelers from these areas would be highly cost-effective because many persons from these areas can access the system via modes that are less expensive for BART to serve, such as walking and transit.
- The market for walk access trips has not been fully realized.
- BART has competed successfully with the car for peak-period work trips. The remaining work trip market is older and more affluent than BART's existing market share.
- Users can quickly become aware of BART schedules. BART should work to increase public awareness that it is a railroad running on published schedules. BART's schedule reliability is a competitive advantage that should be exploited to increase its market share.
- The earthquake caused a large number of previous nonusers of the system to become acquainted with BART, thereby achieving one of BART's marketing objectives. BART's service planning and promotional efforts should therefore place more emphasis on retaining current riders.

APPENDIX A

The following tabulations present percentage categorical responses for the main survey questions. The results are given by time period and direction of travel.

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
Mode from origin to BART						
Walk only	11.2	27.2	21.6	44.2	17.4	43.9
Taxi	0.5	2.4	0.2	2.9	1.9	19.6
Motorcycle/moped	0.5	1.3	0.7	0.0	1.7	0.8
Bicycle	0.3	0.4	0.7	0.0	1.9	1.3
Car	74.9	29.2	58.5	17.5	72.9	21.9
Transit	12.6	39.4	18.2	35.5	4.2	12.5
How drove to BART at origin^d						
Drove alone	66.0	43.6	54.8	44.5	68.2	42.4
Drove with others	17.2	12.3	19.7	21.2	13.9	11.1
Dropped off	16.8	44.1	25.5	34.2	18.0	46.5
How parked at origin^a						
At BART station	63.1	39.9	25.6	17.0	96.4	80.3
Remote lot/shuttle	0.9	8.0	3.0	7.5	0.0	0.0
Elsewhere & walked	36.1	52.1	71.3	75.5	3.6	19.7
Transit operator from origin to BART^e						
Muni	5.0	83.1	7.2	85.6	0.0	91.2
AC	65.2	4.5	54.5	5.7	60.0	4.0
CCCTA	11.7	0.3	9.3	1.1	0.0	0.0
BART express	12.2	0.9	15.6	4.6	21.7	4.8
SamTrans	0.7	4.9	0.0	1.8	0.0	0.0
Santa Clara Transit	0.2	0.2	2.8	0.0	0.0	0.0
Employee/residence shuttle	2.7	3.3	7.3	1.4	12.0	0.0
Other	2.3	2.9	3.3	0.0	6.3	0.0

^dPer cent of those driving

^ePer cent of those using transit

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
How often used BART before quake (weekdays)						
Every weekday	42.1	24.4	14.9	16.5	17.5	18.4
3 - 4 days/week	7.4	7.4	10.5	9.4	5.2	12.0
1 - 2 days/week	7.4	9.5	13.1	11.8	6.7	6.0
Less than 1 day/week	18.4	22.7	34.3	31.1	17.0	28.8
Never	24.7	36.1	27.2	31.2	53.6	34.8
How paid transit fare from origin to BART^b						
Cash only	43.2	47.4	66.5	37.9	100.0	67.4
BART/bus transfer	27.9	18.4	9.2	24.0	0.0	5.7
Muni Fast Pass	.9	27.0	0.0	31.2	0.0	27.0
AC/BART Plus	22.8	3.3	9.7	2.2	0.0	0.0
Other	5.2	3.9	14.6	4.6	0.0	0.0
Knew train schedule at origin station?						
Yes	58.2	36.6	28.0	20.0	83.4	66.6
No	41.8	63.4	72.0	80.0	16.6	33.4
Activity at origin						
Home	96.7	87.6	83.6	61.0	78.0	42.4
Work	2.4	10.8	13.9	29.6	18.9	53.2
School	0.3	0.6	1.2	6.8	1.1	1.5
Shopping	0.7	0.9	1.3	2.5	2.0	2.8

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
Origin county						
Alameda	54.4	0.3	65.8	1.9	57.3	1.9
Contra Costa	38.9	0.1	27.8	0.3	32.4	0.0
Marin	0.6	0.7	0.7	0.5	0.4	0.0
Napa	0.4	0.0	0.4	0.0	0.0	0.0
San Francisco	0.3	86.5	0.7	92.9	1.9	95.0
San Mateo	0.4	11.2	0.5	3.9	2.6	2.1
Santa Clara	1.1	0.5	3.1	0.4	0.0	1.0
Solano	3.3	0.1	0.8	0.0	3.7	0.0
Sonoma	0.7	0.5	0.2	0.0	1.6	0.0
Mode from BART to destination						
Walk only	78.0	51.6	69.5	47.1	50.5	32.1
Taxi	0.7	1.2	3.8	2.2	2.8	10.0
Motorcycle/moped	0.2	0.1	0.2	0.0	1.2	2.3
Bicycle	0.0	0.4	0.6	0.0	0.9	1.0
Car	5.5	22.9	4.1	38.3	17.7	46.1
Transit	15.6	23.8	21.8	12.4	26.9	8.6
How drive from BART to destination^a						
Drive alone	24.3	43.9	30.4	60.4	40.2	68.1
Drive with others	18.5	9.4	4.1	4.2	0.0	25.7
Pickup	57.2	46.7	65.5	35.5	59.8	6.2
How parked at destination^a						
At BART station	49.0	86.3	65.3	69.0	60.3	86.5
Remote lot/shuttle	6.3	0.9	0.0	0.0	11.6	0.0
Elsewhere & walk	44.7	12.8	34.7	31.0	28.1	13.5

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
Transit operator from BART to destination^b						
Muni	70.7	5.2	83.1	7.9	61.9	0.0
AC	4.9	52.0	5.4	61.5	7.6	72.4
CCCTA	0.4	7.1	0.0	0.8	0.0	23.0
BART express	1.6	6.3	0.0	18.5	6.9	3.6
SamTrans	6.1	2.2	1.5	0.0	13.3	0.0
Santa Clara Tran	0.0	0.8	0.0	0.0	0.0	0.0
Employee/residence shuttle	14.5	21.5	4.5	10.4	8.4	0.5
Other	1.8	5.0	5.5	0.8	1.9	0.5

How will pay transit fare from BART to destination^b

Cash only	38.1	38.5	58.4	36.9	60.2	43.7
BART/bus transfer	36.2	33.5	29.9	42.2	6.3	31.3
Muni Fast Pass	11.2	0.0	7.4	0.0	13.8	0.0
AC/BART Plus	3.3	10.4	2.5	8.5	9.2	8.1
Other	11.2	17.7	1.8	12.5	10.5	16.9

Activity at destination

Home	2.9	9.9	2.5	18.4	26.6	66.1
Work	88.9	72.9	48.6	45.4	71.5	27.1
School	3.6	7.3	5.0	10.7	0.0	0.0
Shopping	0.2	0.0	10.5	2.1	0.9	1.0
Medical, Dental	0.6	1.6	2.8	2.9	0.0	1.2
Social, Recreation	0.2	0.7	5.2	4.4	0.0	1.4
Personal business	1.1	3.5	14.5	10.1	0.3	2.1
Other	2.3	4.1	11.0	6.1	0.8	1.0

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
Destination county						
Alameda	0.2	79.7	0.2	77.2	1.3	64.9
Contra Costa	0.2	17.9	0.0	18.6	0.0	29.9
Marin	0.1	0.2	0.1	0.4	0.0	0.8
Napa	0.0	0.3	0.0	0.3	0.0	1.2
San Francisco	96.8	0.2	97.0	0.8	90.3	0.0
San Mateo	2.5	0.2	2.1	0.8	7.0	1.9
Santa Clara	0.2	0.5	0.4	0.5	1.4	0.0
Solano	0.0	1.1	0.0	0.9	0.0	1.3
Sonoma	0.1	0.0	0.1	0.6	0.0	0.0
Sex						
Male	49.8	55.8	56.7	61.3	73.8	78.2
Female	50.2	44.2	43.3	38.7	26.2	21.8
Age						
12 or under	0.4	0.7	0.2	1.1	0.0	1.5
13 - 17	0.5	0.3	0.5	0.3	0.0	0.0
18 - 24	8.2	12.5	12.1	15.6	8.9	24.3
25 - 34	33.7	40.6	24.2	36.9	34.6	39.1
35 - 44	34.9	28.7	30.2	20.5	37.7	15.0
45 - 64	20.8	15.8	21.3	19.7	18.9	18.8
65 and over	1.4	1.5	11.3	6.0	0.0	1.3
Occupational status						
Employed (full-time)	92.5	84.2	70.2	65.9	87.3	75.8
Student (full-time)	3.6	7.7	7.3	14.4	9.9	17.0
Visitor/tourist	0.7	1.1	6.4	2.9	0.3	0.0
Homemaker	0.4	0.9	1.9	1.7	0.0	0.0
Retired	0.8	1.4	8.4	6.2	0.0	0.1
Other	1.9	4.8	5.9	8.9	2.5	7.0

	AM Peak		Midday		Late Night	
	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>	<i>West-bound</i>	<i>East-bound</i>
Number of vehicles in household						
None	4.7	12.8	8.7	17.1	12.1	20.5
One	29.1	40.3	29.3	33.3	24.4	28.0
Two	46.0	36.5	38.7	34.7	39.0	30.9
Three or more	20.2	10.3	23.3	14.9	24.5	20.6
Phone number given for future survey?						
No	40.6	46.9	46.0	51.3	43.9	52.2
Yes	59.4	53.1	54.0	48.7	56.1	47.8

APPENDIX B

These tabulations are for the AM peak period. They are given by direction of travel and use of BART before the earthquake. *Nonusers* are those who indicated that they used BART less than one day per week (or never) before the earthquake.

AM PEAK

	Westbound		Eastbound	
	<i>User</i>	<i>Non-User</i>	<i>User</i>	<i>Non-User</i>
Mode to BART at origin				
Walk only	12.1	9.9	34.1	23.6
Taxi	0.4	0.6	1.5	3.0
Motorcycle/moped	0.5	0.5	1.2	1.3
Bicycle	0.4	0.1	1.1	0.0
Car	75.9	73.6	21.1	34.5
Transit	10.7	15.3	40.9	37.6
How drove from origin to BART				
Drove alone	69.2	62.1	35.1	47.7
Drove with other	14.6	20.8	15.0	10.4
Dropped off	16.2	17.1	49.9	41.9
How parked at origin^f				
At BART station	62.9	63.9	46.8	36.7
Remote lot/shuttle	1.2	.5	8.0	8.7
Elsewhere & walk	35.9	35.7	45.2	54.6
Transit operator to BART at origin^g				
Muni	5.2	5.2	89.9	80.4
AC	50.9	79.8	0.6	4.9
CCCTA	21.7	1.9	0.0	0.5
BART express	15.2	9.0	0.9	1.0
SamTrans	1.0	0.6	4.1	5.5
Santa Clara Tran	.5	0.0	0.0	0.5
Emp/res shuttle	2.1	2.4	1.7	4.8
Other	3.4	1.1	2.7	2.4

^fPer cent of those driving

^gPer cent of those using transit

	Westbound		Eastbound	
	User	Non-User	User	Non-User
How paid from origin to BART^b				
Cash only	51.5	33.0	42.0	50.3
BART/bus transfer	23.3	33.9	14.4	21.2
Muni Fast Pass	1.5	0.0	38.9	20.9
AC/BART Plus	17.1	29.0	3.1	1.7
Other	6.6	4.1	1.6	6.0
Knew train schedule at origin station?				
Yes	66.0	48.1	47.6	29.4
No	34.0	51.9	52.4	70.6
Activity at origin				
Home	97.9	95.5	89.6	86.3
Work	1.5	3.2	9.0	12.2
School	0.2	0.4	1.2	0.0
Shopping	0.3	0.9	0.3	1.5
Origin county				
Alameda	50.8	58.4	0.5	0.2
Contra Costa	43.2	33.9	0.2	0.0
Marin	0.7	0.4	1.1	0.6
Napa	0.4	0.5	0.0	0.0
San Francisco	0.1	0.5	86.6	86.2
San Mateo	0.4	0.5	9.9	12.4
Santa Clara	1.3	1.1	0.7	0.4
Solano	2.5	4.2	0.0	0.3
Sonoma	0.7	0.7	0.9	0.0

	Westbound		Eastbound	
	User	Non-User	User	Non-User
Mode from BART to destination				
Walk only	85.6	68.4	62.8	45.6
Taxi	0.3	1.2	0.2	1.5
Motorcycle/moped	0.2	0.2	0.2	0.0
Bicycle	0.0	0.1	0.7	0.2
Car	3.0	8.7	13.1	29.8
Transit	10.9	21.5	23.0	22.8
How drove from BART to destination^a				
Drive alone	19.8	27.1	52.6	41.8
Drive with other	23.0	16.6	7.1	9.9
Pick up	57.2	56.2	40.3	48.4
How parked at destination^a				
At BART station	51.6	48.6	73.6	91.0
Remote lot/shuttle	3.3	5.4	3.1	0.0
Elsewhere & walk	45.1	46.0	23.3	9.0
Transit operator from BART to destination^b				
Muni	80.7	64.5	5.2	2.6
AC	4.2	5.5	57.5	46.6
CCCTA	1.0	0.0	6.3	6.6
BART express	0.0	2.1	9.7	4.0
SamTrans	4.7	6.6	2.6	2.2
Santa Clara Tran	0.0	0.0	0.0	2.0
Emp/res shuttle	7.6	19.3	11.8	32.2
Other	1.9	1.9	5.0	5.9

	Westbound		Eastbound	
	User	Non-User	User	Non-User
How will pay transit fare from BART to destination^b				
Cash only	37.9	37.7	42.2	35.3
BART/bus transfer	37.4	35.7	32.3	34.5
Muni Fast Pass	12.7	10.9	0.0	0.0
AC/BART Plus	2.6	3.5	10.8	8.2
Other	9.3	12.4	14.7	22.0

Activity at destination

Home	2.6	2.9	8.5	10.0
Work	91.4	86.6	72.4	74.1
School	3.9	3.0	12.3	4.4
Shopping	0.1	0.4	0.0	0.0
Medical, Dental	0.5	0.8	1.9	1.6
Social, Recreation	0.2	0.2	0.2	0.6
Personal business	0.6	1.7	2.4	3.8
Other	0.6	4.4	2.4	5.4

How often used BART before quake

Every weekday	74.0	0.0	59.2	0.0
3 - 4 days a week	13.1	0.0	17.8	0.0
1 - 2 days a week	12.9	0.0	23.0	0.0
Less than 1 day	0.0	42.6	0.0	38.6
Never	0.0	57.4	0.0	61.4

How made trip before quake

Drive alone	44.0	44.2	54.3	82.0
Carpool / vanpool	30.7	33.0	13.8	6.3
Bus	11.6	13.3	9.8	2.8
Other	10.4	4.1	19.4	2.0
Didnt make this	3.3	5.3	2.7	6.9

	Westbound		Eastbound	
	User	Non-User	User	Non-User
This trip by BART after bridge reopens?				
Yes	76.5	32.6	79.6	34.2
No	6.5	23.6	3.6	25.6
Dont know / depends	17.1	43.8	16.8	40.2
Ticket type used on BART				
Regular BART	95.9	93.5	90.5	97.3
Fast Pass	0.1	0.3	1.0	0.0
Elderly	1.2	1.3	1.1	0.8
Youth/handicapped	1.1	0.4	2.1	0.2
AC/BART Plus	1.3	3.9	2.3	1.2
Other	0.5	0.6	3.0	0.6
Household income				
\$15,000 or under	4.9	3.5	16.0	4.9
\$15,001 - \$25,00	11.0	8.2	16.4	8.6
\$25,001 - \$35,00	14.4	13.7	20.5	18.1
\$35,001 - \$50,00	21.4	22.6	19.9	24.3
Over \$50,000	48.4	52.0	27.2	44.0
Sex				
Male	46.7	54.3	54.1	57.3
Female	53.3	45.7	45.9	42.7
Age				
12 or under	0.4	0.3	0.9	0.5
13 - 17	0.8	0.2	0.3	0.3
18 - 24	10.0	5.9	16.9	9.7
25 - 34	34.7	32.2	38.2	42.6
35 - 44	32.8	38.0	25.4	30.3
45 - 64	20.0	21.7	16.3	15.6
65 and over	1.4	1.5	2.0	1.1

	Westbound		Eastbound	
	User	Non-User	User	Non-User
Occupational status				
Employed full-time	93.0	92.3	80.0	87.5
Student (full-time)	3.9	3.2	11.6	4.9
Visitor/tourist	0.3	1.0	0.3	1.4
Homemaker	0.5	0.4	1.1	0.7
Retired	0.5	1.3	1.9	0.9
Other	1.9	1.8	5.1	4.7
Number of vehicles in household				
None	5.8	3.1	22.7	5.9
One	30.2	27.7	42.9	38.4
Two	45.6	46.7	27.5	43.0
Three or more	18.4	22.5	6.9	12.6
Phone number given for future survey?				
No	36.8	41.1	40.7	47.3
Yes	63.2	58.9	59.3	52.7



**SAN FRANCISCO
BAY AREA
RAPID TRANSIT**

**FACT SHEET
EXPANDED BART SERVICE
and
RELATED PASSENGER SERVICES DURING BAY BRIDGE CLOSURE**

TRAIN SERVICE:

Weekday Service

- o At least fifty additional cars will be added to existing rush hour service.
- o Trains will operate on normal four route, fifteen minute service extended to 8 p.m.
- o From 8 p.m. to midnight there will be normal 20-minute service between Daly City and Concord, and Between Richmond and Fremont.
- o From 12 midnight to 6 a.m., trains will operate every 60-minutes between Daly City and Concord, and between Richmond and Fremont.

Saturday Service

- o Continue normal service to midnight with the addition of one car added to all trains.
- o Starting at 12 midnight to 9 a.m. Sunday, 60-minute service between Daly City and Concord, and between Richmond and Fremont.

Sunday Service

- o Continue normal service between Daly City and Concord, and between Richmond and Fremont until 12 midnight, with the addition of one car added to all trains.
- o Starting at 12 midnight, 60-minute service until 6 a.m.

BART EXPRESS BUS SERVICE:

- o Will operate on normal schedule.
- o Fares 75 cents or \$1.15 depending on distance. Need exact fare.

Service Areas:

- o I-580 Corridor serving Livermore, Pleasanton, Dublin, Hayward and San Leandro. Express Buses, U, UL, UP, UX, stops at Hacienda Park & Ride, Chabot & Owens Dr. BART Bayfair and Hayward Stations.
- o Highway 4 Corridor serving, Brentwood, Oakley, Antioch, Pittsburg, West Pittsburg and Concord. Express buses PE, PEI, P2X, stops at Hillcrest Park & Ride, Bailey Road Park & Ride and north Concord Park & Ride lots. BART Concord Station.
- o Highway 4 & 242 Corridor serving Concord and Martinez. Express Bus ME. BART Concord Station.
- o I-680 Corridor serving Pleasanton, Dublin, San Ramon, Danville and Walnut Creek. Express Buses D, DXI. BART Walnut Creek Station.
- o I-80 Corridor serving El Cerrito, San Pablo, Richmond, Pinole, Hercules and Rodeo. Express Buses J & Q, stops at Cal Trans Park & Ride, Willow & I-80 in Pinole & Park & Ride lot on other side at Hilltop Drive, exit off I-80. BART El Cerrito Del Norte BART Station.

(more)

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(more)

2-2-2-2 EXPANDED SERVICE

EXPANSION OF PARKING FACILITIES:

The following BART Stations normally have parking available:

- o Richmond, South Hayward, Coliseum and Fremont (Mowry Avenue lot).
- o Parking restrictions on streets adjacent to the Concord, Lafayette, El Cerrito Plaza, and El Cerrito Del Norte Stations have been temporarily lifted until the Bay Bridge is back in service.

Satellite Parking Lots

Concord -

- o 500 free spaces at BART Park & Ride lot on Port Chicago Highway and Highway 4 in North Concord. Shuttle service to Concord BART via BART Express Buses every 15 minutes during peak time and every 30 minutes during non-peak. Express Buses run 6 a.m. to 8 p.m.
- o 800 free spaces at Concord Pavilion with frequent shuttle service to Walnut Creek via County Connection buses.
- o Free public parking in Concord municipal garage at Salvio and Colfax Streets. (Within walking distance of station)
- o Paid public parking in Bank of America garage via Oak and Grant Streets near BART Station.

Oakland

- o Free parking Monday through Friday only at the Oakland Coliseum parking lot starting October 24, 1989.

Walnut Creek -

- o 200 free spaces in overflow lot at Heather Farms Park at Ygnacio Valley & North San Carlos with shuttle service to Walnut Creek BART via County Connection buses every 15 minutes peak and 30 minutes non-peak. Service available 6 a.m. to 8 p.m.
- o Limited free parking at Walnut Creek Target Store near BART station at Ygnacio Valley Rd. & Main Street.
- o Paid public parking in municipal garages near station on Locust Street and on Broadway.
- o Paid public parking in adjacent office building garages near station.

Albany/Berkeley/El Cerrito

- o 2000 free spaces at Golden Gate Fields in Berkeley (Gilman Exit at I-80). Parking expansion of 2,000-4,000 additional spaces available. Frequent AC Transit shuttle service to North Berkeley BART Station.
- o Free park & ride lot at Willow & I-80 in Pinole. Serviced by BART Express bus to El Cerrito Del Norte Station.
- o Free park & ride lot east at I-80 on north side of Hilltop Drive. Serviced by BART Express bus to El Cerrito Del Norte Station.

Pleasanton

- o Free park & ride lot on Chabot Drive south of Owens Drive in Hacienda Business Park. Serviced by BART Express bus to Bayfair and Hayward BART Stations.

(more)

3-3-3-3 EXPANDED SERVICE

Antioch/Pittsburg/Martinez

- o Free park & ride lot at Hillcrest & Hwy. 4 in Antioch. Served by BART Express bus to Concord Station.
- o Free park & ride lot at Bailey Road & Hwy. 4 in West Pittsburg. Served by BART Express bus to Concord Station.

Daly City/Colma

- o 800 free spaces at park & ride lot at Junipera Serra and D Street in Colma. Free SamTrans shuttle to Daly City BART every 5 minutes peak and at least every 30 minutes off-peak.

CONNECTING BUS SERVICE

AC Transit

Serving communities in Alameda and West Contra Costa Counties. Many lines serve BART stations. During closure of Bay Bridge, AC transbay service has been redirected to BART stations listed below. Additional buses during peak hours will serve these stations:

MacArthur, El Cerrito Del Norte, El Cerrito Plaza
North Berkeley, West Oakland, San Leandro

BART will honor AC Transit Transbay transfers and Trans-bay Fast Passes. Passengers should show passes to station agents for entry into the BART system, and surrender transfers to agents upon exiting.

Central Contra Costa Transit (County Connection):

Serving communities in Contra Costa County with many buses connecting with BART stations in Orinda, Lafayette, Walnut Creek, Pleasant Hill and Concord. Locations also served are Martinez, Clayton, San Ramon, Danville, Dublin & Stoneridge Shopping Center.

County Connection will also be serving free parking lots at Concord Pavilion and Heather Farms Park, Walnut Creek.

SamTrans

Serving communities in San Mateo County as far south as Palo Alto. Connects to Daly City BART Station and will serve free park & ride lot in Colma.

ADDITIONAL IN-STATION OUTLETS FOR PURCHASE OF BART TICKETS

Tables will be set-up Monday through Friday at selected times and stations to sell \$5, \$10, \$20 & \$32 tickets.

The schedule is as follows:

- | | |
|------------------|--|
| 5 a.m. - 9 a.m.: | Golden Gate Fields, El Cerrito Del Norte, Orinda, Lafayette
Walnut Creek |
| 6 a.m. - 9 a.m.: | Fremont, Bayfair, San Leandro, 12th Street, Rockridge,
Berkeley, Concord, Richmond, MacArthur, North Berkeley |
| 3 p.m. - 6 p.m.: | Embarcadero, Montgomery, Powell |

(more)

4-4-4-4 EXPANDED SERVICE

BART TICKET OUTLETS

High value and discount BART tickets are available at many local business and some banks. For a complete list call 464-7133. Tickets are available by mail or in person at the BART Pass Office, 800 Madison St., Oakland, located above the Lake Merritt BART Station.

AC BART Plus Tickets

Passengers riding AC Transit and BART should purchase an AC-BART Plus ticket that can be used on both BART and AC Transit. For a list of outlets selling these tickets call 464-7133. Tickets are also available by mail or in person at the BART Pass Office, 800 Madison St., Oakland, located above the Lake Merritt BART Station.

BART POLICE SERVICES

Additional BART police officers will be on duty to assist passengers and aid in crowd control if needed.

BART TELEPHONE INFORMATION

Information on BART and connecting service will be available 24 hours a day by calling the following toll-free numbers.

Antioch/Pittsburg area	(415) 754-BART
Fremont/Union City area	(415) 793-BART
Hayward/San Leandro area	(415) 783-BART
Lafayette/Walnut Creek/Concord area	(415) 933-BART
Livermore/Pleasanton area	(415) 462-BART
Oakland/Berkeley/Orinda area	(415) 465-BART
Richmond/El Cerrito area	(415) 236-BART
San Francisco/Daly City area	(415) 788-BART
So. San Francisco/San Bruno area	(415) 873-BART
TTY	(415) 839-2220

TELEPHONE INFORMATION FROM OTHER TRANSIT AGENCIES

AC Transit	(415) 839-2882
Caltrain	(415) 495-4546
Central Contra Costa Transit Authority	(415) 676-7500
Golden Gate Transit (buses and ferries)	(415) 332-6600
Richmond Travelers' Transit to Marin	(415) 485-2810
Rideo (Livermore local service)	(415) 455-5414
SCCTD to San Jose	(408) 287-4210
SamTrans	(415) 761-7000
SF MUNI	(415) 673-MUNI
Tri Delta Transit	(415) 754-4040
Union City Flea (local service)	(415) 471-1411
Western Contra Costa Transit Authority	(415) 724-7993

WHERE AND HOW TO BUY

AC/BART Plus may be purchased at the following locations.

<u>Location</u>	<u>Payment Accepted</u>
BART Pass Office 800 Madison Sstreet, C-Level Oakland, CA 464-7133	Check, Cash, By Mail
AC Transit Customer Service 1600 Franklin Street Oakland, CA 891-4706	Check, Cash, By Mail
AC Transit Ticket Office Transbay Terminal First and Fremont Streets San Francisco, CA	Check Cash
Berkeley Mailroom 2124 Kittredge Street Berkeley, CA 845-2206	Cash Only
Civic Center Pharmacy 1198 Market Street San Francisco, CA 626-8080	Cash Only
F.W. Woolworth Check Cashing 8098 Market Street San Francisco, CA	Cash Only
Associated Students Student Union Building UC Berkeley Berkeley, CA 642-5312	Cash Only
Berkeley TRIP 2033 Center Street (One Block West of Berkeley Station) Berkeley, CA 644-POOL	Cash, Check
Chabot College Hayward Campus Student Activity Center 2555 Hesperian Blvd. Hayward, CA 786-6914	Cash Only

In-Station Sales

Hours - Monday through Friday*

Montgomery	6:30 a.m. to 9 a.m. 11:30 a.m. to 1:30 p.m. 4 p.m. to 6:30 p.m.
Embarcadero	6:30 a.m. to 9 a.m. 4 p.m. to 6:30 p.m.
12th Street Station	6:30 a.m. to 9 a.m. 3:30 p.m. to 6 p.m.
Hayward	6:30 a.m. to 9 a.m. 4 p.m. to 7 p.m.

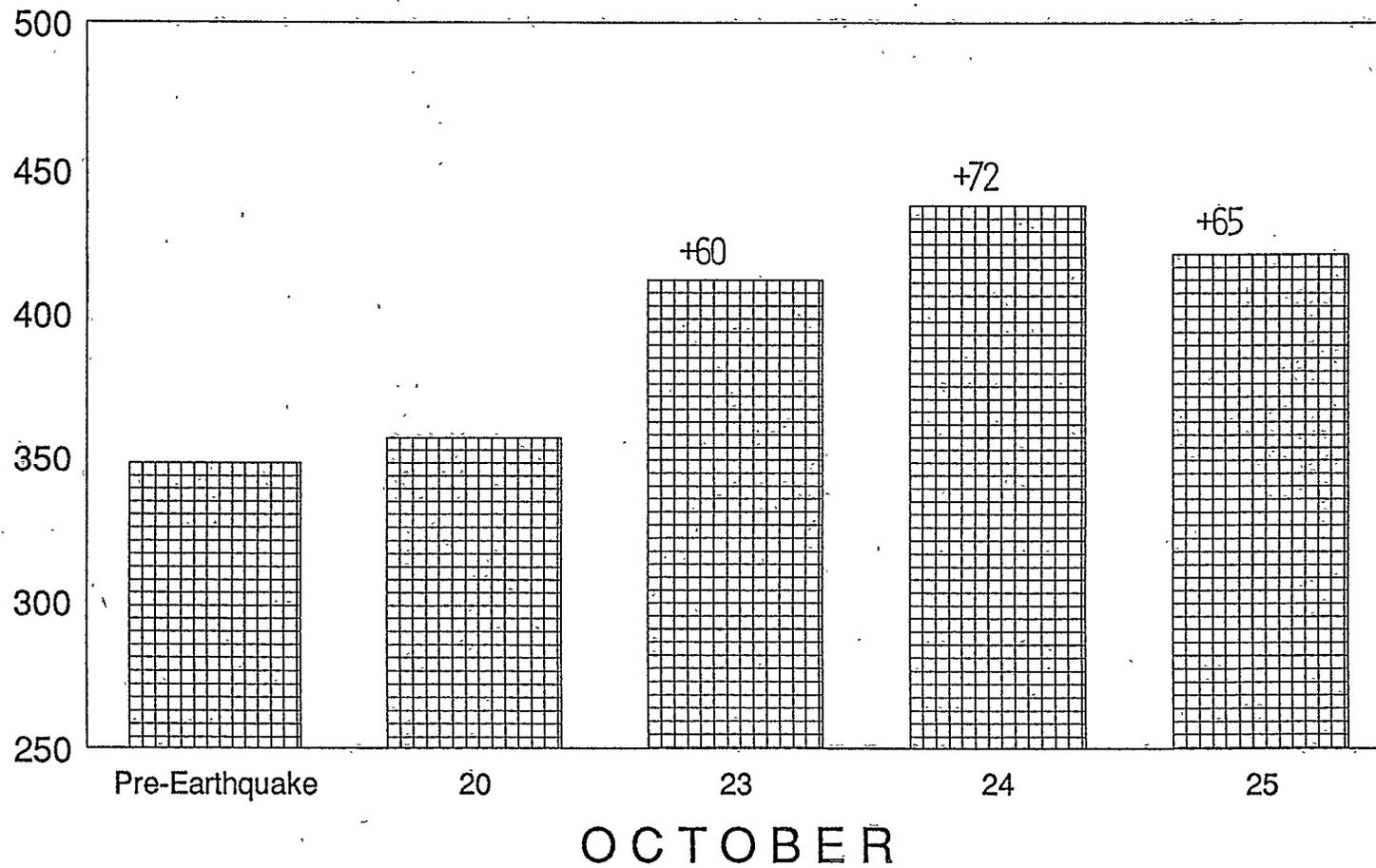
*This is temporary during the Bay Bridge closure.

In addition to the \$5, \$10, \$20 & \$32 tickets being sold, BART will be selling \$20 AC/BART Plus tickets at the following locations:

West Oakland, Richmond, El Cerrito Del Norte, El Cerrito Plaza, North Berkeley, Berkeley, MacArthur, Rockridge, 12th Street Station, San Leandro, Bayfair, Fremont, Embarcadero, Montgomery, Powell

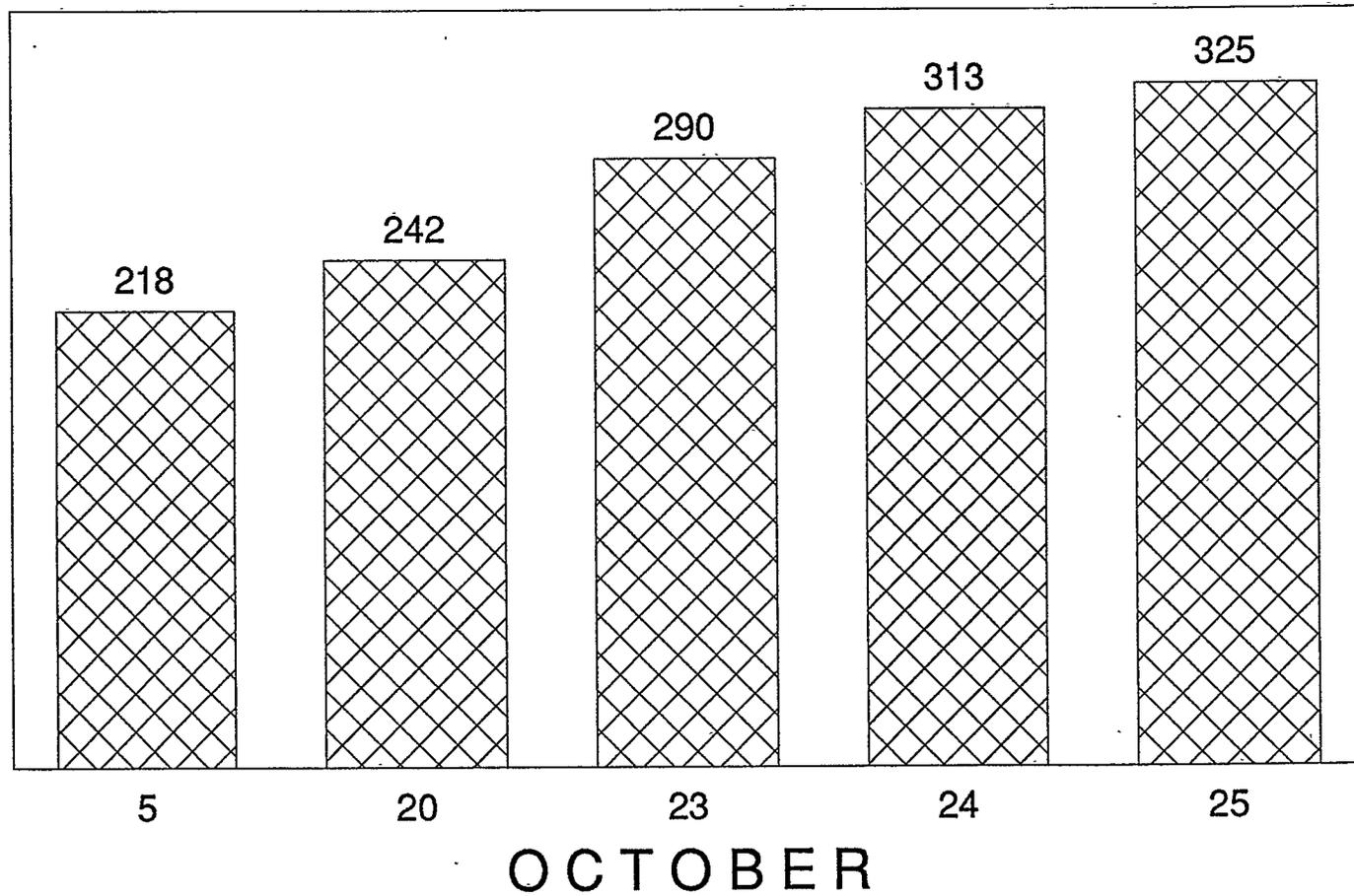
CARS IN SERVICE

AM PEAK



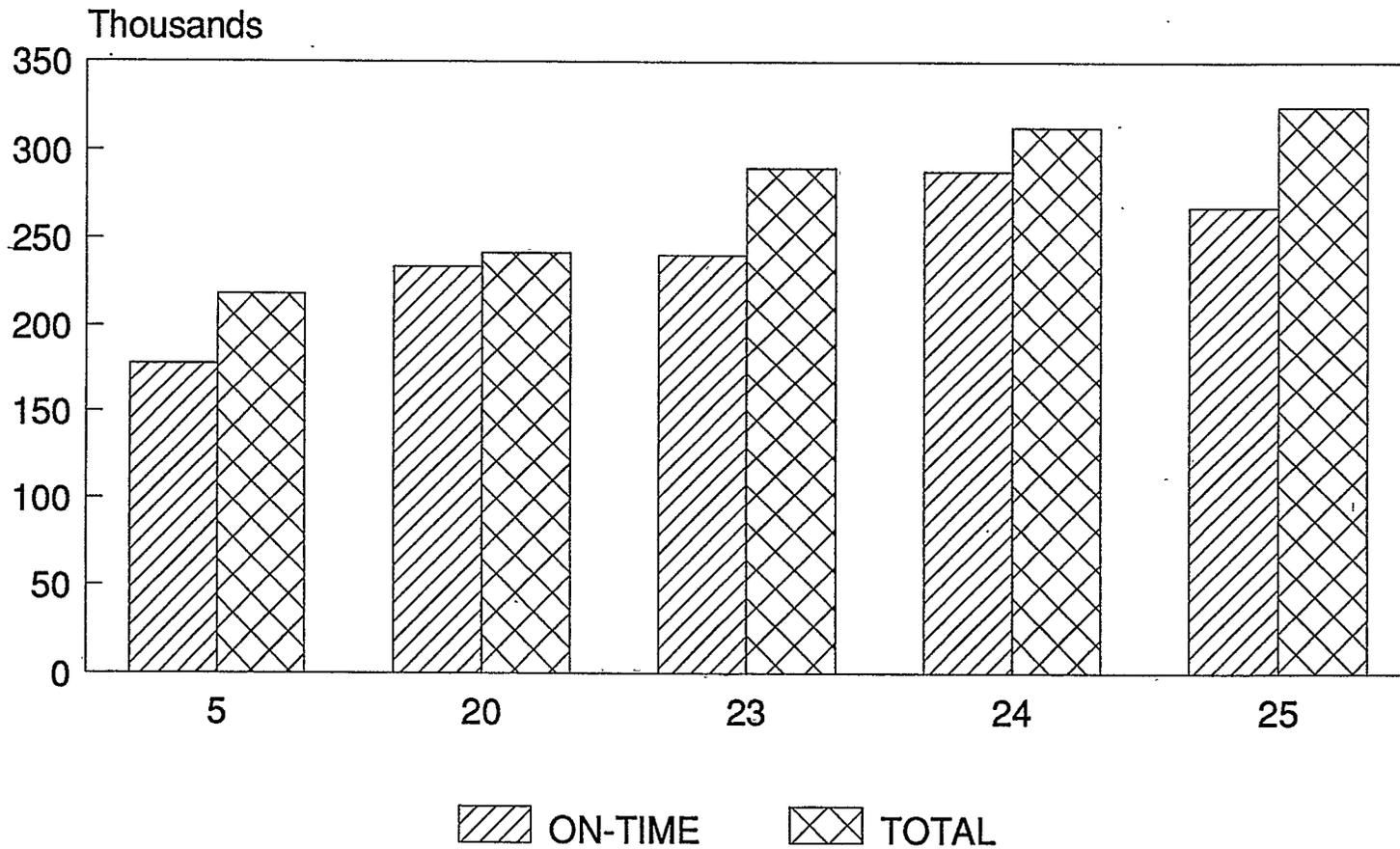
TOTAL DAILY RIDERS

(Thousands)



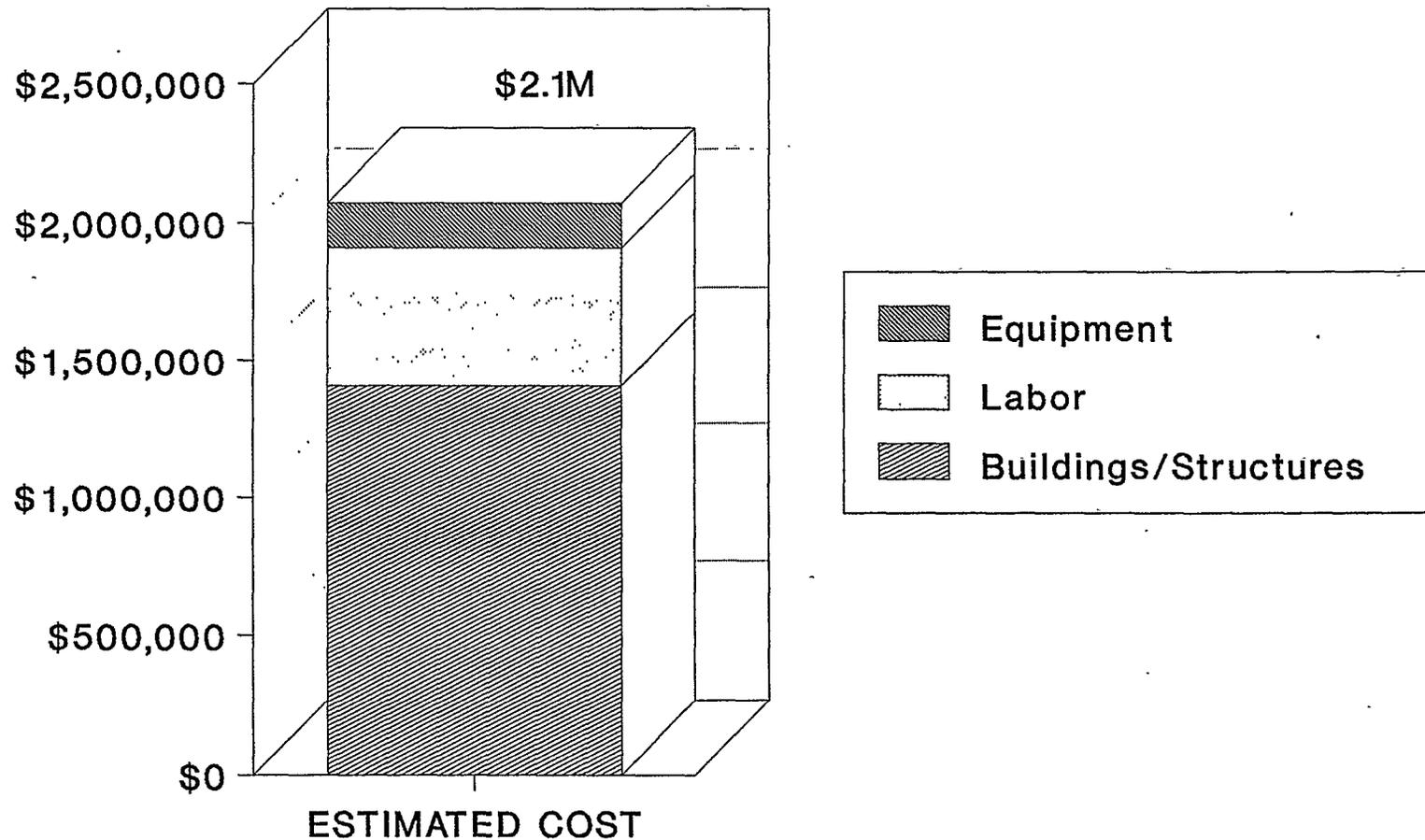
RIDERS CARRIED

TOTAL SERVED; TOTAL ON-TIME



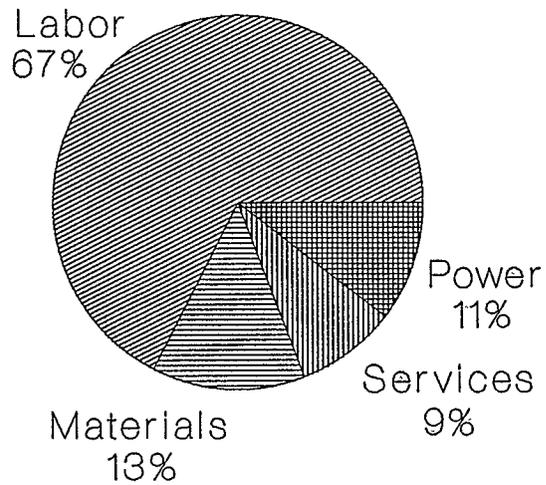
EARTHQUAKE RECOVERY COST

October 17, 1989



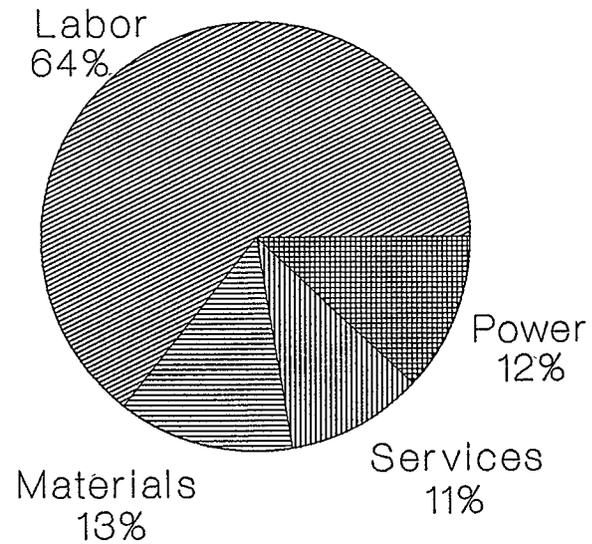
EXPANDED SERVICE COSTS (Weekly)

Pre-Earthquake



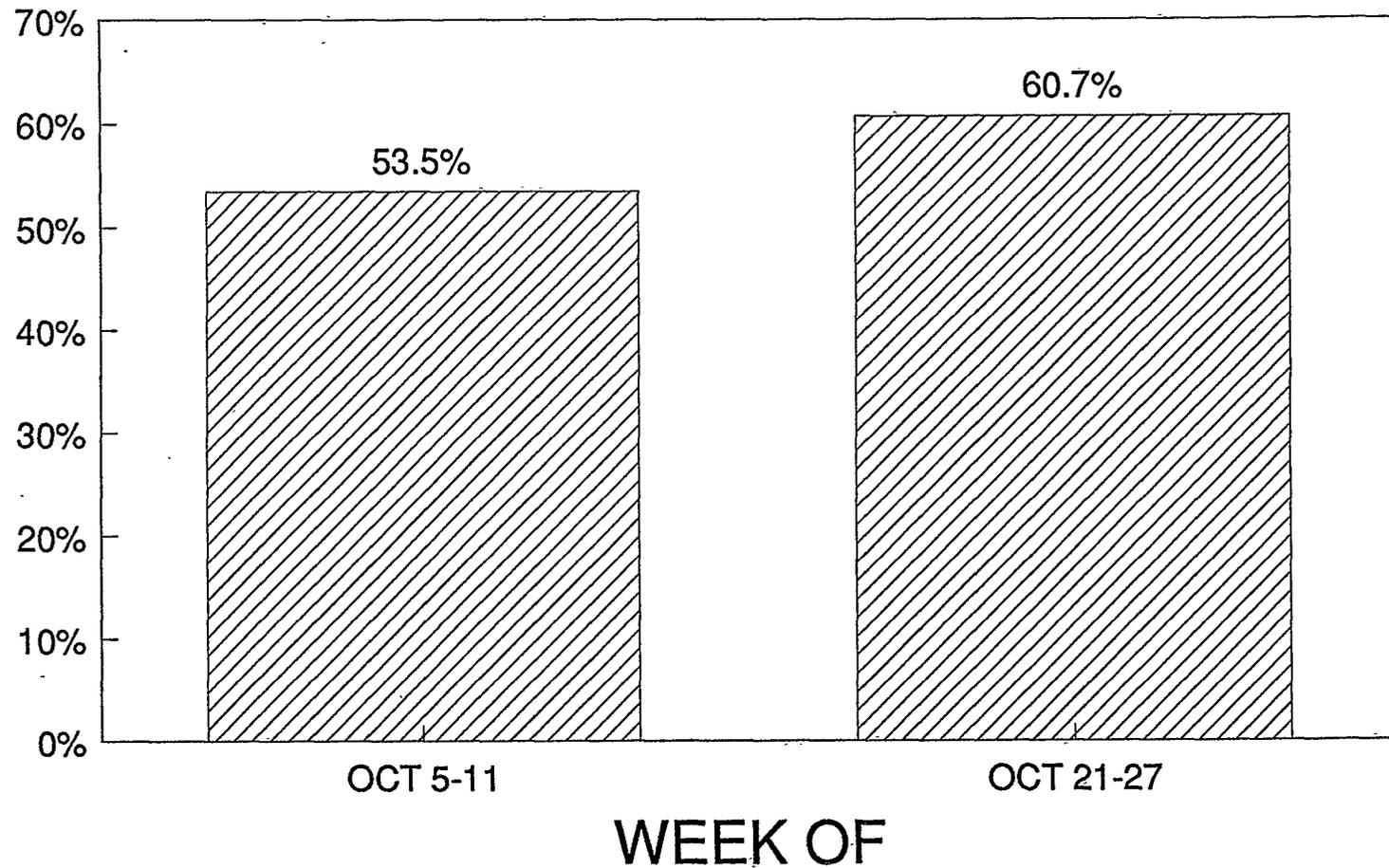
\$3.4 Million

Post-Earthquake



\$4.5 Million

FAREBOX RATIOS BEFORE & AFTER EARTHQUAKE



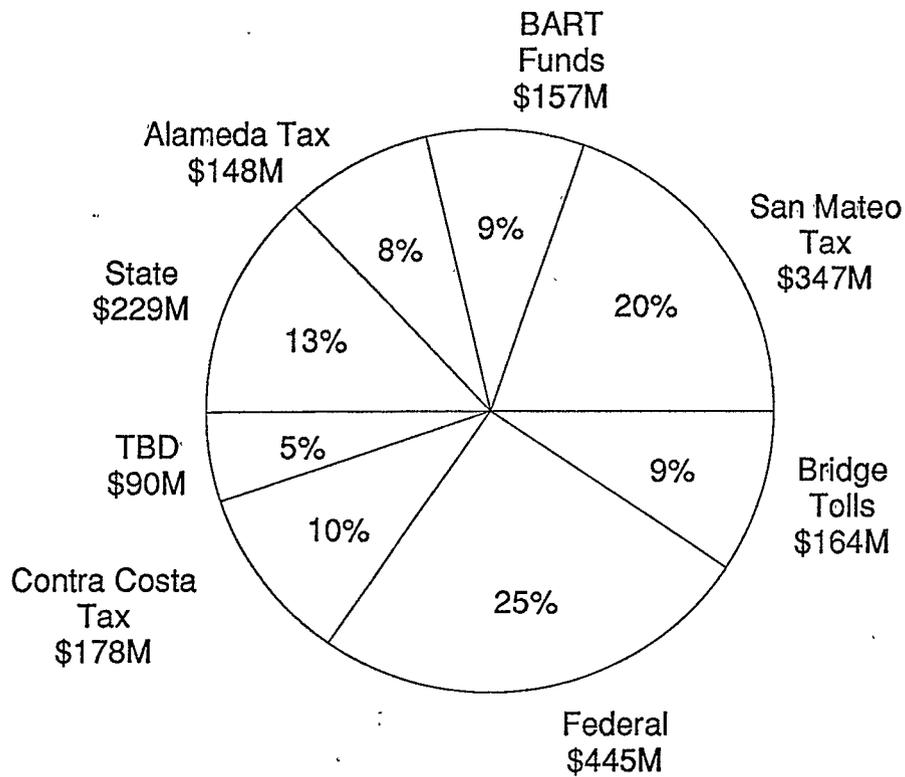
MTC Rail Extension Program Proposed Project Funding¹ (1987 Dollars in Millions)

	CalTrain Ext.	BART SFO ¹¹	BART W. Pitt.	Ala. Co. Meas. B ^{2,9}	Santa Clara Tasman ^{12,13}	Total	%
Alameda Co. 1/2¢ ¹⁰				170		170	7.24
BART ⁸			34	58		92	3.92
S.M. Co. New 1/2¢ ¹⁰	169					169	7.20
S.M. Co. Exist. 1/2¢ ^{8,10}		148	74	126		348 ⁷	14.82
S.M. Co. Exist. 1/2¢ ¹⁰	173 ⁶						
San Francisco						173	7.37
Santa Clara Co.							
Santa Clara (Light Rail)					140 ¹⁴	140	5.96
Exist. Bridge Tolls ⁸			9	15		24	1.02
New Bridge Tolls ⁸			56	94		150 ³	6.39
Contra Costa Co. 1/2¢ ¹⁰			178			178	7.58
SUBTOTAL	342	148	351	463	140	1,444	61.50
State ⁸			74	126		200	8.52
Federal	109	442			140	691	29.43
Balance				13 ⁴		13	0.55
TOTAL	451⁵	590	425	602	280	2,348	100.0

- 1) This chart demonstrates that a commitment can be made to a feasible funding program for these five rail extensions. To the extent future decisions cause changes to these estimates, MTC will seek replacement from comparable funding sources.
- 2) BART-Dublin, BART-Warm Springs.
- 3) From toll increase on bay bridges.
- 4) Private or other sources.
- 5) Subject to Environmental Impact Statement findings.
- 6) Subject to agreement between San Francisco, Santa Clara and San Mateo transit agencies.
- 7) Subject to agreement between BART and SamTrans.
- 8) The fund division between Alameda and Contra Costa County projects assumed to be made on the basis of their relative population; i.e., 62.8% to the Alameda projects and 37.2% to the Contra Costa projects.
- 9) Should the Fremont-South Bay Alternatives Analysis findings not demonstrate project feasibility, redirection of certain funds now earmarked for the Warm Springs extension would be permitted.
- 10) Local sales tax.
- 11) BART-SFO (including Colma Station) is the number one regional priority for federal new start funds.
- 12) The Tasman light rail corridor is the number two priority for federal new start funds.
- 13) The cost estimate includes a single line extension to Mountain View or Sunnyvale. If two lines are adopted, the second will be totally funded with local revenues.
- 14) The local share may be reduced by state revenue attributable to Santa Clara County as defined in pending legislation or initiative.

BART EXTENSIONS PROGRAM

FUNDING SOURCES



\$1,758 MILLION

IN 1987 DOLLARS

EFFORTS TO MAINTAIN NEW RIDERSHIP

SERVICE

- ADDED TRAINS AT 4 AND 4:30 AM
- CONTINUED TURNING BACK FIVE CONCORD-SF AM PEAK TRAINS TO EXPAND CAPACITY
- CONTINUED DIRECT SAN FRANCISCO EVENING SERVICE FROM FREMONT AND RICHMOND, 6-7 PM
- ADDED 8-9 AM SUNDAY SERVICE

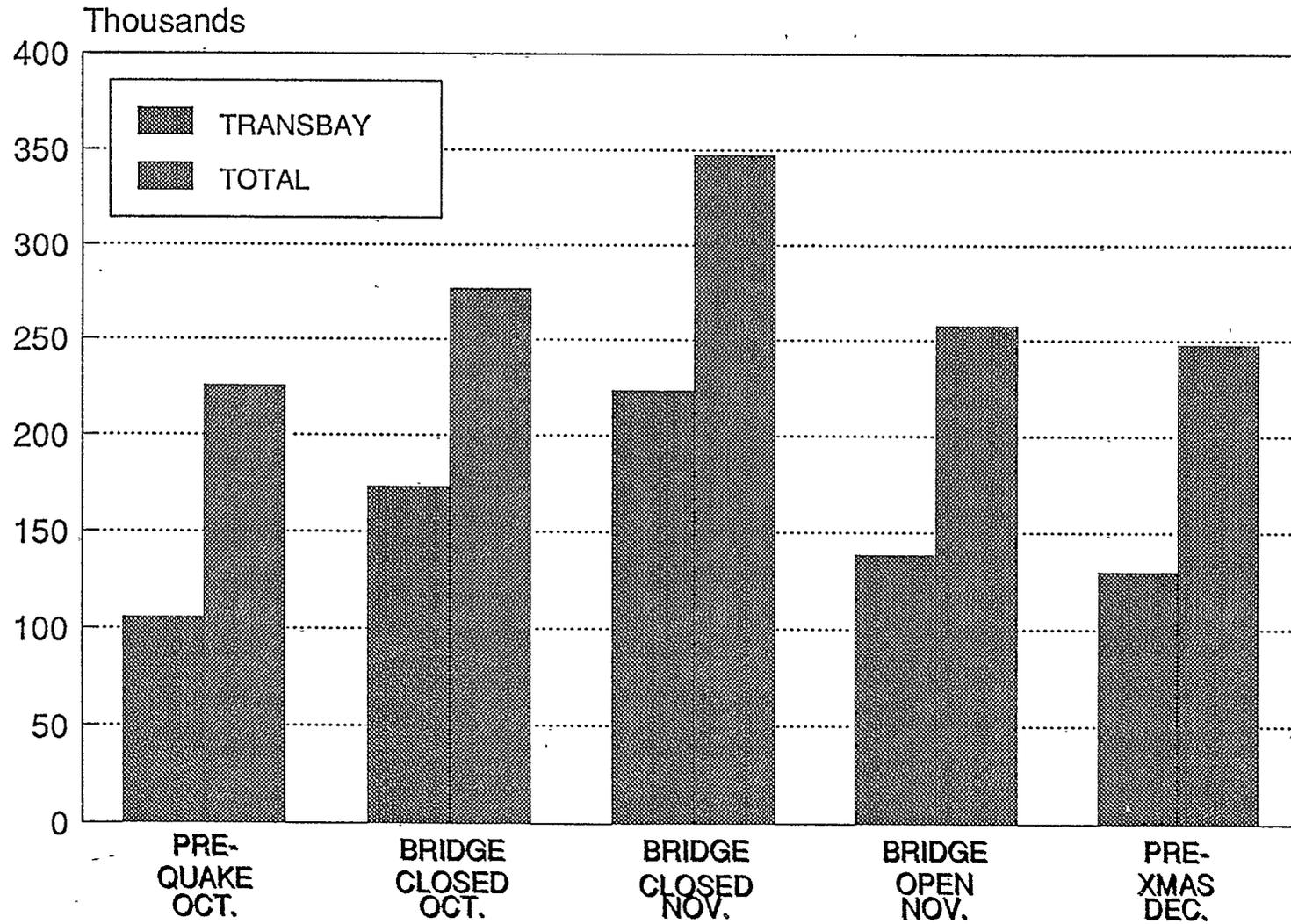
MARKETING

- RAN FULL PAGE NEWS ADS RE NEW SERVICE WITH GENERAL INFORMATION FOR NEW RIDERS
- POSTED NEW SCHEDULES AND DISTRIBUTED SUPPLEMENTAL BROCHURES IN STATIONS

SUPPORT

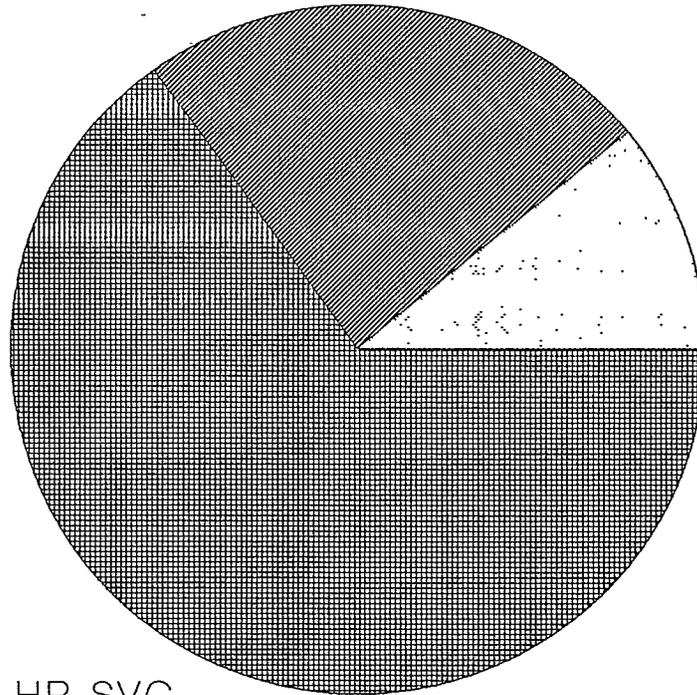
- OPENED DALY CITY SHOP

RECENT CHANGES IN BART TRIPS BEFORE, DURING & AFTER BRIDGE CLOSURE



BAY AREA RAPID TRANSIT DISTRICT
POST EARTHQUAKE EXTENDED SERVICE
WEEKLY COST

OWL SERVICE
\$252,382 24%



EXTENDED PEAK SVC
\$113,799 11%

INCRSD RUSH HR SVC
\$681,609 65%

TOTAL EXTENDED SERVICE \$1,047,790

TABLE OF CONTENTS

1. SEQUENCE OF MAJOR EVENTS
2. RELEASES
3. EARTHQUAKE REPORTS
4. FERRIES
5. PATRONAGE
6. MISCELLANEOUS

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

EARTHQUAKE

OCTOBER 17, 1989

SEQUENCE OF MAJOR EVENTS

Synopsis:

At 1705 a major earthquake of approximately 7.0 on the Richter Scale occurred in the Bay Area. BART service was immediately halted and trains were instructed to hold their positions. Track and structures inspections began at approximately 18:30 and no major damage to track, structures or stations was found. By 0050, the r, K and A-lines were open for revenue service and by 0333 the M-line was open for revenue service with intermittent power failures from Civic Center to Embarcadero.

TIME	EVENT
1705	Seismic alarms received and earthquake felt in Central Control. An emergency is broadcast on the train radio and the train control computer is placed in manual to hold trains at their next station.
1706- 1710	All trains instructed to hold position. Train radio channel one inoperative. Train radio channel two providing partial system coverage. Telephone system inoperative. Report of bridge on State Route 24 collapsed across mainline near Mac Arthur Station (later determined to be incorrect). Power indicated off on M-line.
1711- 1722	Upper deck of Bay Bridge and I-880 Cypress Structure reported collapsed. Various communications alarms being received. A fire is reported at 19th Street Station and third rail power is removed as a precaution.
1728	Trains on the C, R and A-lines are at passenger stations. Central Control unable to determine location of M-line trains nor to contact them by radio. Instructions are given for trains to proceed clear of the Transbay Tube given without being able to know they are received.
1742	Aftershock felt at Central Control.
1751	Report of damage on the C-2 Track between Mac Arthur and 19th Street Stations.
1753	Fire alarm at 19th Street Station reported "clear".

1758 Epicenter of earthquake reported to be 20 miles south of San Jose.

1805 Aftershock reported from Embarcadero Station.

1813 Roll call of all trains on mainline for status.

1821 No third rail power on M-line.

1832 District telephone system operational.

1838-
0050 A, C and R-line track inspections being conducted.

1900 U. C. Berkeley reports the earthquake magnitude as 7.0 on the Richter Scale.

1937 Power and Way checking for flooding at Civic Center and Powell Street Stations.

2033 12th Street Station closes 12th and San Pablo entrance due to an adjacent building facade collapse.

2118 Water leak reported at Milepost 3.48 on the M2 Track in the Transbay Tube.

2201 Report of High Voltage wires down at two locations on the R-line.

2217 Pacific Gas and Electric on scene High Voltage wires clear of R-line.

0050 R, K and A-lines open for revenue service.

0125 San Francisco Department of Public Works provides pump and electric generator for control of water problem at Powell Street Station.

0214 Resuming limited service on the M-line. PG&E feed to station power intermittent from Embarcadero to Civic Center. Single tracking between Embarcadero and 24th Street Stations on the M2 Track due to high water on the M1 Track at Powell Street Station.

0323 Aftershock reported from Daly City Station.

0333 M-line open for revenue service.

0829 All passenger stations open.

Tuesday - October 17, 1989

5:04 PM - Earthquake starts

- All trains stop. Seismic alarms go off. Quick visual inspection.
- All trains move to next closest station
- Train in the trans bay tube, about 150 feet east of Embarcadero station going towards that station.
- This train proceeds also to Embarcadero Station, but only the first car could get into platform. All passenger disembarked and leave the station.

Approx - 5:45 pm - In depth inspections begin.

- Inspection made of all line. close inspection of station, tracks and aerial structure.
- Inspections made from ground level and via helicopter
 - No major problems observed. Minor building damage... tiles missing, light and window broken. Nothing which affected the integrity of structures, tracks or equipment. Nothing of major importance which would prevent operation train.
 - Trans bay tube inspection required the longest time. Use slowly moving train and people walking.
 - Again, no problems which would prevent safe operation of train.

Train started at 9:40 pm from West Oakl

Oakland to Concord.

10:40 PM - Service started Richmond to MacArthur.

11:40 PM - Service started Fremont to MacArthur, which completed the operationa Richmond to Fremont.
- Service throughout the East bay now operationax.

Service inthrought the transbay tube could begin for two reasons:

- Inspection of tube not completed. This required some additional time. Also we did not have station power, for lightinax lights and other station equipment.
- When tube inspection was completed, we then conducted some train tests Also, There a number of people at Daly City, who were bound formthe east bay and could not get from candle stick. They were staddin in cold, the wind had begun to blow. We opened the trains doors and allowax move in. Station ~~personax~~ and train personnel gave they coofee and s somet in to eat while for service to be resummed.
- Sweep trains, moved out of Daly City after train power was restored all along the San Francisco line. Those persons who were tranded at D_aly City were on this train.

Approx 2:30 am - Wednesday Oct. 18

Station power in San Francisco was restored and service through the system began operating and ran all night long.

PGE di an outstanding job, so did PacBell

OPERATIONS CONTROL CENTER
DAILY REPORT
TUESDAY, 17 OCTOBER 1989

- 0433: AM dispatches in progress.
- 0541: Train 109 out of service at A90-2 after multiple SET's on Car 217; replacement at ANY. Train 109 changed to 959.
- 0548: New Train 109 in service from ANY.
- 0606: Ref. 0541. Train 959, 10-99 ASY.
- 0607: Train 239 at A10-1, T/O granted a 10-501.
- 0612: Train 239 departed A10-1, five minuted delay.
- 0719: Train 459 at K35-F, T/O troubleshooting a door open annunciator. Train 231 delayed by Train 459.
- 0723: Train 379 holding at K23-W, Central unable to get routes at K23. Power and Way and Computer Group notified.
- 0726: Train 459 proceeding to K30-2, Car 312 flipper door bypass switch closed. Seven minute delay.
- 0730: K23 interlocking now in normal operation after cancelling MX/Cs directional fleeting. Train 379 delayed seven minutes. Train 231 delayed six minutes.
- 0741: Train 393 departed C50-2 in road manual for two shunts, car 134 erratic ATO.
- 0745: Train 393 proceeding to C40-2 in road manual. Train 393 changed to 953. Train 365 delayed by Train 953.
- 0747: Ref. 0741; train 953 at C40-2 off loaded passengers. Car 134 erratic ATO; REPEATER.
- 0752: Intermittent false occupancy C35 C-D. Power and Way notified.
- 0759: Train 953, 10-99 C35 pocket track.
- 0800: Forty-four trains in service. AM rush period rated "GOOD" See 0607 to 0759.
- 0801: C12 DTS failure. COmmunications Group and Power and Way notified.

0804: Station Agent at M60 reported a strong smell of smoke emitted from the last train to the East Bay. Mainline Technician will board the consist at M40-2.

0805: Train 365 departed C30-2, low speed condition with propulsion annunciators. Trains 365 and 367 on rail section CL06. Train 367 instructed to hold position. Train 365 proceeded to C20-2 at normal speed. (Note: Associated breakers to CL06 tripped twice.) Train 367 released after Train 365 regained normal speed.

0810: Train 365 departed C20-2 fifteen minutes late. Train 953 departed C35 pocket track for Concord yard.

0825: Train 953, 10-99 Concord Yard.
Ref. 0804, car 688 cut out.

0841: Trains 105 and 365 swapped for sequencing at M90.

0937: Train 950 (5 cars) dispatched from ANY; circulation to Richmond yard.

1055: T220 on RTF02 dispatched on hold, late T/O boarding the consist. T450 dispatching from RTF04 changed to T220.

1056: REF 1055: Train dispatching from RTF02, run number is T450.

1103: T440 at M40-2, T/O and mainline technician troubleshooting a brake on in propulsion.

1104: T442 at M90-1, dispatch cancelled, T/O unable to clear SET's.

1105: T440 departed M40-2 with mainline technician aboard brake on self-cleared.

1108: From BPD, request to hold trains out of M50 for an estimated four minutes. T446 holding on the M1 track between M40 and M50.

1109: T238 at M20-2, T/O troubleshooting a door open annunciator.

1113: REF 1108: T362 holding at M60-2.

1114: REF 1109: T238 departed A20-2, five minute delay.

1117: REF 1108/1113: Trains 446 and 362 released. T446 delayed nine minutes, T362 delayed four minutes.

1119: Train 448 at M16-1 will turn back to R60 from M20-2 as Train 442.

1120: Midday vehicle status report:

	A's	B's	C's
Required	96	261	28
Available	106	268	72
Summary;	+10	+7	+44
Concord Yard	12	62	17
Hayward Yard	8	66	17
Richmond Yard	22	43	11
Daly City	6	15	6
KX Tracks	4	15	1

Train 393 at Concord Yard. All other scheduled trains are stored at M90 and the KX tracks.

1138: REF. 0937; Train 950, 10-99 ANY.

1223: REF 1104; Train 442-1, 10-99, MW Spur, car 423 no ATO. Mainline Technician unable to correct the problem.

1311: T446 at R30-2, T/O trouble shooting a door open annun. C807 parking brake annun. cleared; stil has a brake on in propulsion.

1317: T446 still has door pen annun. Passengers offloaded.

1331: T456 at R30-1, turning back to M90.

1339: T446 departed R30-2 in road manual with door and brake by-pass switches activated. Line Supervisor aboard the consist.

1349: T228 at K30-3, turning back to A90.

1351: T446 clear of the R2 track at R25A returning to RY.

1355: T238 at R20-2, delayed by T446.

1402: Richmond dispatch on hold.

1407: T446 still reports a dragging noise. R/M to R30 now clear of R25.

1413: T440 turned back at K35 Tm2 new destination M90.

1420: Work orders issued to T956, parking brakes dumped unable to move ATO. Wil run R/M.

1426: Ref. 1420; T956 brkes dumped unable to move ATO. Will run R/M.

1429: Ref. 1426; due to flat spots on T956 Tech advises top speed 8 - 10 MPH to RY.

1435: T230 R25-1 crossover and reverse run to R45.

1436: T361 C60-1 no ATO, OOS new call sign T950. Unable to dispatch new T361.

1442: T232 turned back at R25, new destination A90.

1444: T956 now crossing R45 single track will be from R45 to RY.

1457: Ref. 1436: T950 road manual to CY.

1458: Ref. 1429, T956 now entering Ry.

1502: RY advises unable to provide dispatch for T235. (cars).

1506: T368 C10-1 M/A down C231. T/O cut out doors and car.

1507: Ref. 1506; T368 C10-1 now no ATO. T/O checking.

1517: 10-43 in progress ref. 1507.

1518: Ref. 1507; T368 turned back at C10-1 reverse run to K30-4.

1520: All transition trains cancelled (500's 700's 800's) due to previous delays.

1524: 10-43 cancelled.

1525: Unable to align route K35 C-K. P & W advised.

1528: No door cycles at K20-1. P & W advised.

1529: Ref. 1525; now able to align routes at K35.

1532: T958 K30-4 OOS to HY: Now able to run ATO.

1534: T228 A90-1 M/A down on trailing "A" car. OOS will run to HY.

1541: T859 now 361 at M90 for re-sequencing.

1545: Multiple train ID's swapped for resequencing at M90.

1600: System summary on delays; 8 trains more than 5 minutes late, maximum delay 13 minutes.

1610: T451 approaching R30-2 reports a BOIP. T/O checking.

1613: Ref. 1610, T451 now ATO C225 brakes cut out.

1620: Multiple swaps still in progress to affect "in sequence" and "on time" dispatches at M90. "C" cars will be balanced after rush commute.

1659: T387 M40-2 reports a door open. T/O checking.

1702: Ref. 1659; T387 now ATO door #2 on C681 cut out.

1705: 10-33 issued. Earthquake felt systemwide. Multiple alarms received from all lines. Computer placed on hold. (PA CM). General announcement made to all trains to hold position until further notice.

1706: Power loss to entire M Line. MVS off line. All trains still holding. Emergency check list implemented.

1707: Radio checks attempted with trains. Intermittent radio contact with trains on R, C, & A lines. No M line contact received.

1708: Train radio TC1 not operating at M40 and M40 DTS in alarm. Central hot line down. Phone lines out of service. Alarms still being received by Central.

1710: Reference 1708: Central able to contact some trains on TC1. Notifying trains to hold at all stations by transmitting in the "Blind". Some trains responding.

1711: Report of upper deck on the Bay Bridge is down near Yerba Buena Island.

1712: Report of Cypress Structure on I-880 down near 14th Street.

1715: BPD enroute to vent structure. Multiple DTS alarm being received; some false.

1720: Fire alarm reported at K20. Power off all tracks at that location.

1722: No phone service to Concord and Richmond Yards.

1730: All trains reported at platforms on the C, R, A lines. Radio problems and false DTS alarms from "M" line do not allow us to confirm M line trains. Unable to contact train in TBT. Issued road manual orders to that train in the "Blind". T/O moved train to Embarcadero (M16).

1732: Train 113 at Embarcadero Station.

1734: All trains at platforms R/C/A Lines.

1735: Engineers checking 800 Madison for damage.

1736: Partial TC 1 & 2 radio coverage M line.

1740: Structural/rail damage reported at 12th Street Station on the CX Track.

1742: AFTERSHOCK felt at Central.

1748: No TC1 or TC2 at M40. DTS down as well.

1750: V. Mahon enroute to 19th Street Station to MacArthur Station.

1752: World Series Game postponed.

1753: Reference 1720: fire alarm cleared, no actual fire found at K20.

1754: Train 377 reverse running from K23 to 19th Street Station off the ariel.

1758: Quake reported 20 miles south of San Jose, 6.5 on the Richter Scale.

1800: Technician walked and reported 12th Street to 19th Street Stations looks OK.

1801: DC BJS Panale at AFV.

1805: AFTERSHOCK reported from Embarcadero Station.

1809: Helicopter arrived at Lake Merritt Plaza.

1812: Reference 1758: quake upgraded to 6.9 on the Richter Scale.

1813: Start of roll call all trains, all lines.

1817: Mr. Kestler reports no power/public address or radio communications toward Daly City Station (outer "M" Line).

1818: All trains holding at stations, swept, those not at stations being evacuated with assistance.

1819: K. Hari enroute West Oakland (M10).

1834: PG&E feeders to San Francisco are down.

18:38 Power removed from A15 for Highrailer. Track inspection to be performed to San Leandro Station.

1841: Train 115 at West Oakland Station with Frank Wilson aboard. No power to the Transbay Tube.

- 1847: Lodge reports Walnut Creek Station OK.
- 1850: Train 365 in road manual to C20-1 for track inspection.
- 1852: Minor damage reported from San Leandro Station, may be OK.
- 1855: Train 447 in road manual from K30-1 to R20-1 for track inspection.
- 1856: Train 377 in road manual from K20-2 to M10-1 for track inspection.
- 1857: Train 363 in road manual from C50-1 to C55D for track inspection.
- 1900: Reference 1758: Quake upgraded to 7.0 on the Richter Scale.
- 1911: EV03 cranking switches at M17 interlocking.
- 1913: Train 457 in road manual from K20-2 to A10-1 for track inspection.
- 1915: Train 107 in road manual from M10-1 to M16-1 for track inspection.
- 1920: Reference 1638: Track 49 performing a track inspection A15 to San Leandro Station.
- 1923: Supervisor Annette Taw called to staff Crew Office. Train 237 in road manual from A10-2 to K10-1 for track inspection.
- 1926: Train 633 in road manual from R30 to R40-1 for track inspection.
- 1927: Train 779 in road manual from C10-2 to K30-4 for track inspection. Track inspection on the Berkeley Hills Tunnel complete, nothing abnormal found.
- 1937: Power & Way/BPD checking for flooding between Civic Center and Powell Street Stations.
- 1939: Train 115 at the Oakland vent advises that it appears damaged.
- 1941: SORS failure on the "M" Line.
- 1944: Train 385 in road manual (restricted speed) from K30-3 to C20-1 for track inspection with Bill Synder on board.

- 1947: Train 365 in road manual from C50-1 to C55C for track inspection.
- 1949: Train 237 in road manual from K10-1 to K30-1 for track inspection.
- 1954: Train 235 in road manual from R40-1 to R50-1 for track inspection.
- 1956: All trains on cold rail advise to power off their auxillaries.
- 2000: Reference 1838: Track 49 inspection complete from A15 to San Leandro Station, reported no problems. Train to inspect from San Leandro Station to Bay Fair Station. Track 49 standing by at Fruitvale Station.
- 2001: Cranks installed at C55C-D.
- 2007: Escalators and elevators out-of-service at San Leandro Station per Engineers.
- 2008: Train 505 in road manual from A40-1 to A50-1 track inspection.
- 2016: Start up of C Line service to be in effect after last inspection train arrives at 12th Street platform 3 from Concord.
- 2017: Train 365 in road manual from C55C to C60-1 for track inspection.
- 2018: Very minor 3rd rail damage between C3 track from 12th Street and Wye looks passable per Kestler & Burns, Mahon & Hari.
- 2025: PL6 train service established from Concord to MacArthur Station.
- 2030: Reference 2000: Track 49 10-99 A15 spur.
- 2033: San Pablo entrance at 12th Street Station closed due to debris and possibility of the adjacent building facade coming down.
- 2037: Train 229 in road manual from R10-2 to R20-2 for track inspection. Daly City Station to MP15.6 turnback OKd by Colin McDonald.
- 2047: Train 457 in road manual from A10-1 to A20-1 for track inspection.

2042: Train 225 in road manual from A50-1 to A70-1 for track inspection.

2050: Inspection complete on 2/3 of the "R" Line.

2052: Report of water over the rails at Powell Street Station on the M1 track.

2058: No water reported at Embarcadero Station from track inspection.

2100: Train 459 in road manual from R20-2 to R50-2 for track inspection.

2103: No routes at R65 interlocking.

2105: Train 377 in road manual from M10-2 to M16-2 for track inspection.

2110: M10 escalator out-of-service due to damage.

2118: Water leak reported in the Transbay Tube at Milepost 3.48 on the M2 track. Train 227 in road manual from A20-1 to A50-1 for track inspection.

2128: Per McDole "A" Line looks good from the air.

2138: Train 231 in road manual from R50-2 to R60-2 for track inspection.

2140: Concord to West Oakland services established. Train 503 in road manual from A70-1 to A80-1 for track inspection.

2150: Train 115 at MP 7.0 reports of smoke coming from under the train. Train proceeding to Embarcadero Station. (Central still unable to operate vents.)

2201: Train 231 reports high voltage wires down at MP 12.1 on the R2 Track. Power removed.

2211: Train 239 in road manual from A40-2 to A60-2 for track inspection.

2214: Reference 2201: PG&E crew at scene at MP 12.1.

2225: Cranks installed at A75.

2228: All trains on the A Line in road manual to ANY.

2229: Reference 2201: power restored on the R1 and R2 tracks. High power wires removed by PG&E.

2237: Track inspection started on the "M" Line.

2249: Train 221 in road manual from A77A to ATF06 for track inspection.

2253: Station power restored at 16th Street Station (M50).

2303: PGE reports no power downtown San Francisco, gas leaks.

2309: Train 107 PL6 track inspection from A40 south.

2310: Station power restored at 24th Street Station.

2342: Train 501 in road manual from A70-2 to A75 for track inspection.

0000: (Wednesday, 10-18-89) San Francisco Department of Public Works (DPW) will arrive at 0030 hours with a 4" pump and 1,000' of line for Powell Street Station.

0019: R1 track open for revenue. R10 to R60.

0050: R/K and A Lines open for revenue service.

0051: Normal PL on the A1 track from A10 to A90.

0057: Train 113 departing A10-2 for M16 with electrical crew and generator on board.

0120: No station power at M16, M20, M30, & M40.

0125: Reference 0000: DPW at Powell Street Station.

0135: First in-service train dispatched from Daly City Station.

0146: A line track inspection complete.

0156: Train 266 in service from Fremont Station.

0204: Fruitvale Station out-of-service, station power failure.

0214: Resuming limited service to M line. Single tracking M17 to M55. M1 track out-of-service because of high water level at M30.

0323: AFTERSHOCK at Daly City Station.

0331: Full PG&E lighting at A20. Station back in service.

0333: Reference 0214: first revenue train to M line from the East Bay.

0345: Reference 0125: Per Jerry Donald water level is going down.

0354: Computer status State III to load the schedule.

0356: Reference 0354: Computer status State II.

0403: Full PG&E lighting at M70. Station back in service.

0425: Power off R1 and R2 tracks between R45 and R65 for PG&E work.

0428: Reference 0425: Power restored. PG&E crew clear.

0446: Full PG&E restored to Montgomery Street Station.

0447: Embarcadero Station closed due to loss of station power.

0450: Train 386 offloading passengers at K30 to perform track inspection on MX/CX track.

0512: Fruitvale Station opened, still no power to the station.

0521: Reference 0450: CX/MX OK for service.
Reference 0447: Full PG&E power restored at Embarcadero Station.

0535: A30 SORS speed restriction cleared. Power restored and station is now open.

0540: Reference 0521: Embarcadero Station reopened.

Rev. 1

DAMAGE ASSESSMENT
EARTHQUAKE
October 17, 1989

M10 Oakland West	Minor Structural Damage reported to escalators by Station Agent. Escalators removed from service. Damagenot verified. Minor damage to stairway brick & tile south side. Concrete spaling at station entrance.
M15 Gate C	Trackway invert concrete minor spaling.
M30 Powell Street	Water intrusion in trackway. SF Dept. of Public Works despatched Portable Generator till PG&E power restored.
OAK Vent Structure	Evidence of movement of expansion joint approximately 3/4 inch and "lossey line" antenna movement.
TBT	Minor leak at MP 3.48
ORT	Minor water leak
R50 Del Norte	Reported minor structural damage at stairs and escalators by station agent.
R50	PG&E Power line across tracks removed by BART crews after PG&E power removed.
A10 Lake Merrit	Broken Glass on Plaza Level Misc. Damage to office furnishings and equipment floors 1 - 5. Minor damage to plaster throughout building Damage to some mainframe computer disk drives (extent unknown) most of system is on-line.

A40 San Leandro

Misc. minor damage to stair and escalator wells.

A50 Bay Fair

Florescent light fixture dislodged from mount on platform.

K10

Damage to stairwell at San Pablo entrance to station. Entrance barricaded and to be boarded up till adjacent building repaired.

BHT

Wooden power pole 150 to 200 feet west of BHT west portal leaning.

OCY Concord Shop

Misc. damage to interior and exterior plaster.

Rev. 2 (*) 10/18/89 - 1430 Hrs.

DAMAGE ASSESSMENT
EARTHQUAKE
OCTOBER 17, 1989

- *S.F. Vent Structure - Pier area on Bay Side of Vent shows structural damage - does not impact access to vent. S.F. Port Owner.
 - M10 Oakland West - Minor structural damage reported to escalators by Station Agent. Escalators removed from service. Damage not verified. Minor damage to stairway brick and tile south side. Concrete spaling at station entrance.
 - M15 Gate C - Trackway invert concrete minor spaling.
 - *M16 Embarcadero - Entrance granite curb broken.
 - M30 Powell Street - Water intrusion in trackway. S.F. Dept. of Public Works dispatched portable generator till PG&E power restored.
 - *M94 D.C. Turnback - 34.5kV conduit separated, exposed cable 4' South Pier 119, MP 16.07.
 - OAK Vent Structure - Evidence of movement of expansion joint approximately 3/4 inch and "lossey line" antenna movement.
 - TBT - Minor leak at crack at MP 3.48.
 - *Transbay Tube - Seismic Joint Movement (does not represent damage)
Oak side Oak Vent - 1/16" open
TBT side Oak Vent - 3/4" open
TBT side S.F. Vent - Slightly compressed
S.F. side S.F. Vent - Slightly compressed
- To be inspected 0200 10/19/89 by PBQ&D and BART Engineering.
- ORT - Minor water leak
 - *R40 El Cerrito Plaza - Separation cracks between the concrete structure and the plaster walls - minor.
 - R50 Del Norte - Reported minor structural damage at stairs and escalators by station agent.
 - R50 - PG&E Power line across tracks removed by BART crews after PG&E power removed.

A10 Lake Merritt

- Broken glass on Plaza Level. Misc. damage to office furnishings and equipment floors 1-5. Minor damage to plaster throughout building. Damage to some main frame computer disk drives (extent unknown) most of system is on-line.

ca. 10/6/88
✓ *A30 Coliseum Walkway

- Crack noted on underside over Western Pacific Railroad. (owned by others)

*A30 Coliseum Sta.

- Leaking water pipe being repaired and minor spalled concrete.

A40 San Leandro

- Misc. minor damage to stair and escalator wells.

A50 Bay Fair

- Fluorescent light fixture dislodged from mount on platform.

K10 12th St. Sta.

- Damage to stairwell at San Pablo entrance to station. Entrance barricaded and to be boarded up till adjacent building repaired.

*K10 12th St. Sta.

- Loose tiles - minor.

*K20 19th St. Sta.

- Loose tiles - minor.

*K30 MacArthur

- Cracked concrete drainage strops^(COP) - minor.

BHT

- Wooden power pole 150 to 200 feet East of BHT west portal leaning. (owned by others)

OCY Concord Shop

- Misc. damage to interior and exterior plaster

*Concord Yard

- Slightly damaged turntable has been repaired.

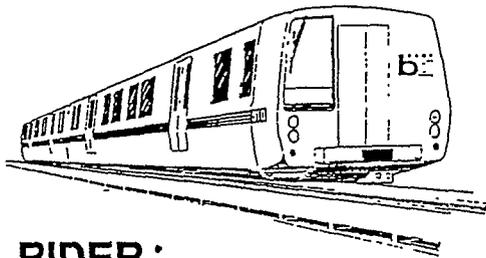
*Stores/Training Bldg.
25 4th St.

- 2 closure pour columns between lift slabs near north east corner have damage - needs remedial repairs but structure safe.

*Records Bldg.
Alice St.

- Reported cracks being investigated.

RELEASES



DEAR RIDER :

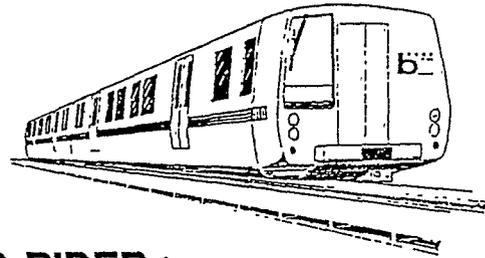
I want to take this opportunity to thank you for your patronage and your patience during these post quake days, when new rider demands have greatly challenged the system. Without question, you have contributed immensely to helping us meet the challenge.

Some of the ways in which you helped include taking advantage of flex time, queuing up on station platforms for smooth flow boarding the trains, moving back to the ends of the cars to make room for people in the middle of the car, buying round-trip tickets. These actions on the part of you, the riders, have been enormously helpful.

Also, many of you took buses to the BART stations where parking was simply not available and/or used our supplemental parking lots. We are hopeful that more people will use BART's supplemental lots and/or ride the buses to get to BART stations as time goes on. If you were a regular BART rider before the quake, we hope the extra service has helped make your daily travel a little easier than it might have been otherwise under the circumstances. If you are a new user, we hope you found the system "user friendly", and, of course, we hope you will consider letting us continue to serve your daily commute travel needs. As you may know, our daily ridership before the quake was approximately 215,000. Today the system is averaging about 340,000-345,000 each weekday. It is in this context that all of us pulling together have helped make it work.

Again, we hope that you the new riders will continue to use BART after the bridge is opened. Again, many thanks for your patronage, your patience and your help over the past few weeks.

Frank J. Wilson
General Manager



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Frank J. Wilson
General Manager



Mike Healy, Dept. Mgr.
Public Affairs

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
415/464-7120 or 881-2663 after 5:15 p.m.
FAX \$464-7103

November 16, 1989

FOR IMMEDIATE RELEASE

BART PATRONAGE REACHES ALL-TIME HIGH OF 355,131

BART carried more passengers yesterday, Wednesday, November 15, than on any other day in its history, a total of 355,131, surpassing the previous record of 352,696 set on Friday, November 3.

BART's patronage per weekday since October 23 averaged 330,812 through Friday, November 10.

Patronage yesterday between the East Bay and the West Bay through BART's Transbay Tube totaled 229,480, the highest recorded figure for transbay ridership. The previous recorded high figure for transbay ridership was 225,009 on Tuesday, November 7. Yesterday's transbay patronage represented 64.6 percent of BART's total patronage for the day.

All-night service this morning, from 1 a.m. to 5 a.m., totaled 2,857.

This morning BART placed 28 extra cars in service for a total of 375 cars. Between 5:58 a.m. and 8 a.m. BART provided 13 additional trains for Concord-San Francisco passengers by turning back trains from the Montgomery Street Station and routing them to Concord and then returning them to San Francisco.

NEWS RELEASE



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

CONTACT: Sy Moberg, Manager
Public Information
Mike Healy, Dept. Manager
Public Affairs
415/464-7120 or 881-2663 after 5:15 p.m.
FAX# 464-7103

November 17, 1989

FOR IMMEDIATE RELEASE

BART SETS ANOTHER PATRONAGE RECORD **357,135 ON THURSDAY**

BART's patronage yesterday, Thursday, November 16, totaled 357,135, a new record high, exceeding Wednesday's previous record figure of 355,131.

Patronage through BART's Transbay Tube yesterday was 228,028, 63.8 percent of Thursday's total patronage and slightly below the record transbay figure set on Wednesday, of 228,480.

BART's patronage per weekday since October 23, averaged 335,455 through yesterday.

BART put 46 trains and 376 cars in operation this morning, 29 more cars than were required for pre-earthquake operations. Between 5:58 a.m. and 8 a.m. this morning, BART turned back 15 trains from the East Bay as they reached the Montgomery Street Station, returned them to Concord and then routed them back into San Francisco.

All-night patronage this morning, from 1 a.m. to 5 a.m., totaled 2,644.

Mike Healy, Dept. Mgr.
Public Affairs

89-181

NEWS RELEASE



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

November 20, 1989

FOR IMMEDIATE RELEASE

BART PATRONAGE DOWN ONLY 16.8 PERCENT COMPARED TO THREE PREVIOUS MONDAYS

Morning-commute patronage on BART this morning Monday, November 20, was down less than 17 percent, compared to the previous three Mondays.

Even with the Bay Bridge now open again, patronage totaled 84,149 on all BART routes as of 9 a.m. this morning. The average patronage for October 30, November 6 and November 13 at 9 a.m. amounts to 101,112. The percentage difference was 16.8 percent.

As announced last week, BART expects to continue its post-earthquake level of service through Friday, December 1, with an overall assessment being made in the meantime.

BART officials noted, however, the exception may be all-night service, which now calls for trains to run at hourly intervals between 1 a.m. to 5 a.m., which will continue through Thanksgiving weekend.

Patronage Friday totaled 350,574. Total patronage for the five-day work week ending Friday was 1,735,044, the highest work week total since the closing of the Bay Bridge following the earthquake on October 17.

BART put 379 cars in service for this morning's commute, 32 more than was customary for a pre-earthquake weekday, and turned back 13 trains from downtown San Francisco to return to Concord and then proceed station-by-station to San Francisco.

All-night service patronage this morning, from 1 a.m. to 5 a.m., totaled 825.

Mike Healy, Dept. Mgr.
Public Affairs

NEWS RELEASE



89-184

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

November 22, 1989

FOR IMMEDIATE RELEASE

BART WILL CONTINUE OWL SERVICE THROUGH DECEMBER 3
PATRONAGE TUESDAY TOTALED 255,074

BART today announced that it will extend round-the-clock service until Sunday morning December 3.

The all-night service, which BART initiated after the closure of the Bay Bridge, provides trains on two lines at hourly intervals from midnight to 5 a.m. on BART's Daly City-Concord and Richmond-Fremont lines.

BART's patronage yesterday totaled 255,074, compared to 273,585 on Monday and to 341,580, the average for the three previous Tuesdays.

Patronage through the Transbay Tube Tuesday amounted to 132,493, 53 percent of BART's total patronage yesterday.

Patronage at 9 a.m. this morning at the close of the commute amounted to 77,363.

Tomorrow, Thanksgiving Day, BART will operate its regular Sunday schedule, with trains running at 20-minute intervals on the Richmond-Fremont and Concord-Daly City lines. The all-night service will operate Thursday morning from midnight to 9 a.m..

On Friday, considered to be the biggest shopping day of the year, BART will operate its regular weekday schedule. All-night service on Friday morning will be in operation from midnight to 5 a.m..

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

Mike Healy, Dept. Mgr.
Public Affairs



89-189

NEWS RELEASE

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

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

November 28, 1989

FOR IMMEDIATE RELEASE

BART PATRONAGE MONDAY **13 PERCENT ABOVE PRE-QUAKE AVERAGE**

BART patronage yesterday, Monday, November 27, totaled 246,898, about 13 percent above a typical pre-earthquake day of 218,000, and just under ten percent of last Monday's total of 273,585. Last Monday was the first weekday after the opening of the Bay Bridge.

BART operated 45 trains for this morning's commute, with 380 cars in operation, 33 more than is usual for a pre-earthquake commute. It returned nine trains to Concord after they had reached the Montgomery Street Station in San Francisco. These trains then returned station-by-station to San Francisco. Trains at 7.5-minute intervals began leaving Concord at 6:08 a.m.

All-night service, which will continue through Sunday morning, December 3, totaled 867 from midnight to 5 a.m. this morning.

NEWS RELEASE



89-192

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

November 29, 1989

FOR IMMEDIATE RELEASE

BART RIDERSHIP EXCEEDS 255,000 TUESDAY **MONDAY'S TOTAL ADJUSTED UPWARD**

BART ridership reached 255,060 yesterday, Tuesday, November 28, including 135,662 through the Transbay Tube, which was 53.2 percent of Tuesday's total.

Yesterday's total was 16.8 percent above a typical pre-earthquake weekday total of 218,000. Transbay patronage reached approximately two-thirds of BART's total weekday patronage during the closure of the Bay Bridge.

Patronage this morning, from midnight to 5 a.m., on BART's owl service totaled 906. This service will be discontinued on Sunday, December 3, following its operation that morning from midnight to 9 a.m.

BART scheduled 45 trains with 379 cars and added capacity by placing 32 extra cars for this morning's commute. Trains at 7.5-minute intervals began leaving Concord at 6 a.m. Six trains were returned to Concord, after they had reached the Montgomery Street Station in San Francisco, for dispatch back to San Francisco on a station-by-station basis.

The patronage total for Monday, November 27, was reported by BART yesterday as 246,898. This figure was adjusted later to 252,498, due to significant undercounting at the 24th Street Station in San Francisco caused by a computer failure at the station.



89-191

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

November 29, 1989

FOR IMMEDIATE RELEASE

BART CUTTING BACK ON SPECIAL TICKET SALES AT STATIONS

BART will be cutting back on the number of stations where special tables have been set up to sell tickets since the quake.

Beginning Thursday, November 30, morning-commute ticket sellers will be available only at the following stations: Bayfair, Concord, El Cerrito Del Norte, El Cerrito Plaza, Fruitvale, Lafayette, MacArthur, Richmond, Rockridge and Walnut Creek.

For the Thursday afternoon-commute ticket tables will be available only at the Daly City, Embarcadero, Montgomery Street and Powell Street stations.

Beginning Monday, December 4, morning-commute ticket tables will be available only at the following stations: Concord, El Cerrito Del Norte, Fruitvale, MacArthur and Rockridge.

Beginning that same day, afternoon-commute ticket tables will be available only at the Daly City, Embarcadero and Montgomery Street stations.

NEWS RELEASE



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

November 30, 1989

FOR IMMEDIATE RELEASE

BART AVERAGING 260,000 ON WEEKDAYS SINCE OPENING OF BAY BRIDGE

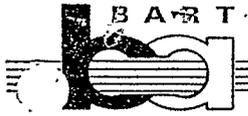
BART patronage on weekdays is averaging close to 260,000 a day since the opening of the Bay Bridge. The exact figure is 258,067 for six weekdays since November 20, not counting Thanksgiving Day and the day after Thanksgiving.

Patronage yesterday, Wednesday, November 29, totaled 258,293, including 135,518 through the Transbay Tube, or 52.5 percent of the total.

All night patronage, from midnight to 5 a.m. this morning, totaled 972. BART's owl service will be discontinued Sunday morning December 3. It will be in service that morning, with trains operating at hourly intervals, from midnight until 9 a.m., when regular Sunday service begins.

BART placed 45 trains and 371 cars in operation for this morning's commute and dispatched trains from the Concord Station at 7.5-minute intervals beginning at 5:15 a.m.. Ten trains were returned to Concord after they had reached the Montgomery Street Station in San Francisco and were then dispatched back into San Francisco on a station-on-station basis.

NEWS RELEASE



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

December 1, 1989

FOR IMMEDIATE RELEASE

BART ANNOUNCES EXPANDED SERVICE CHANGES

BART announced today that it will institute an "Early Bird" service beginning Monday, December 4, to provide half-hour service on two BART lines every weekday from 4 a.m. until the start of the morning commute.

In addition, the District will provide full four route evening commute service until 7 p.m. instead of 8 p.m. which was instituted as part of the special post-quake service.

BART will continue its current weekday owl service, which was instituted following the closure of the bridge, until 9 a.m. on Sunday, December 3. This current service operates on the Richmond-Fremont, Concord-Daly City lines. These are the two lines on which the "Early Bird" service will be provided.

Also on Monday, beginning at 7 p.m. and continuing until midnight, BART trains will resume normal evening service at 20-minute intervals on two routes only, Richmond-Fremont and Concord-Daly City..

During the weekday morning commutes, BART will also, beginning Monday, continue to return trains from downtown San Francisco to Concord for dispatch back to San Francisco.

BART will also continue to provide additional passenger capacity for special events throughout the area. Its Shopper's Special trains, which will operate on Sundays through December 24, are in addition to BART's usual Sunday schedule.

(more)

The schedule changes announced today will continue through March 30, 1990.

BART will continue to ease its pre-quake parking restrictions at the District's parking lots in order to accommodate as many cars as possible. Cars blocking access to and from lots or lanes, however, will continue to be subject to citations and towing.

BART patronage yesterday, Thursday, November 30, totaled 255,199, including 131,947 through the Transbay Tube, or 51.7 percent of the total.

During the seven weekdays since the reopening of the Bay Bridge, not counting Thanksgiving Day or the day after Thanksgiving, BART patronage averaged 257,657 per day.

All-night service this morning from midnight to 5 a.m., totaled 1,056. BART placed 47 extra cars in service and operated 47 trains for this morning's commute. Trains began leaving Concord at 7.5-minute intervals at 6 a.m. instead of at 6:30 a.m. Four trains this morning were returned to Concord after reaching the Montgomery Street Station and then proceeded back to San Francisco station-by-station.

WHERE AND HOW TO BUY

AC/BART Plus may be purchased at the following locations.

Location

Payment Accepted

BART Pass Office

800 Madison Sstreet, C-Level
Oakland, CA
464-7133

Check, Cash, By Mail

AC Transit Customer Service

1600 Franklin Street
Oakland, CA
891-4706

Check, Cash, By Mail

AC Transit Ticket Office

Transbay Terminal
First and Fremont Streets
San Francisco, CA

Check Cash

Berkeley Mailroom

2124 Kittredge Street
Berkeley, CA
845-2206

Cash Only

Civic Center Pharmacy

1198 Market Street
San Francisco, CA
626-8080

Cash Only

F.W. Woolworth Check Cashing

8098 Market Street
San Francisco, CA

Cash Only

Associated Students

Student Union Building
UC Berkeley
Berkeley, CA
642-5312

Cash Only

Berkeley TRIP

2033 Center Street
(One Block West of Berkeley Station)
Berkeley, CA
644-POOL

Cash, Check

Chabot College

Hayward Campus
Student Activity Center
2555 Hesperian Blvd.
Hayward, CA
786-6914

Cash Only

In-Station Sales

Hours - Monday through Friday*

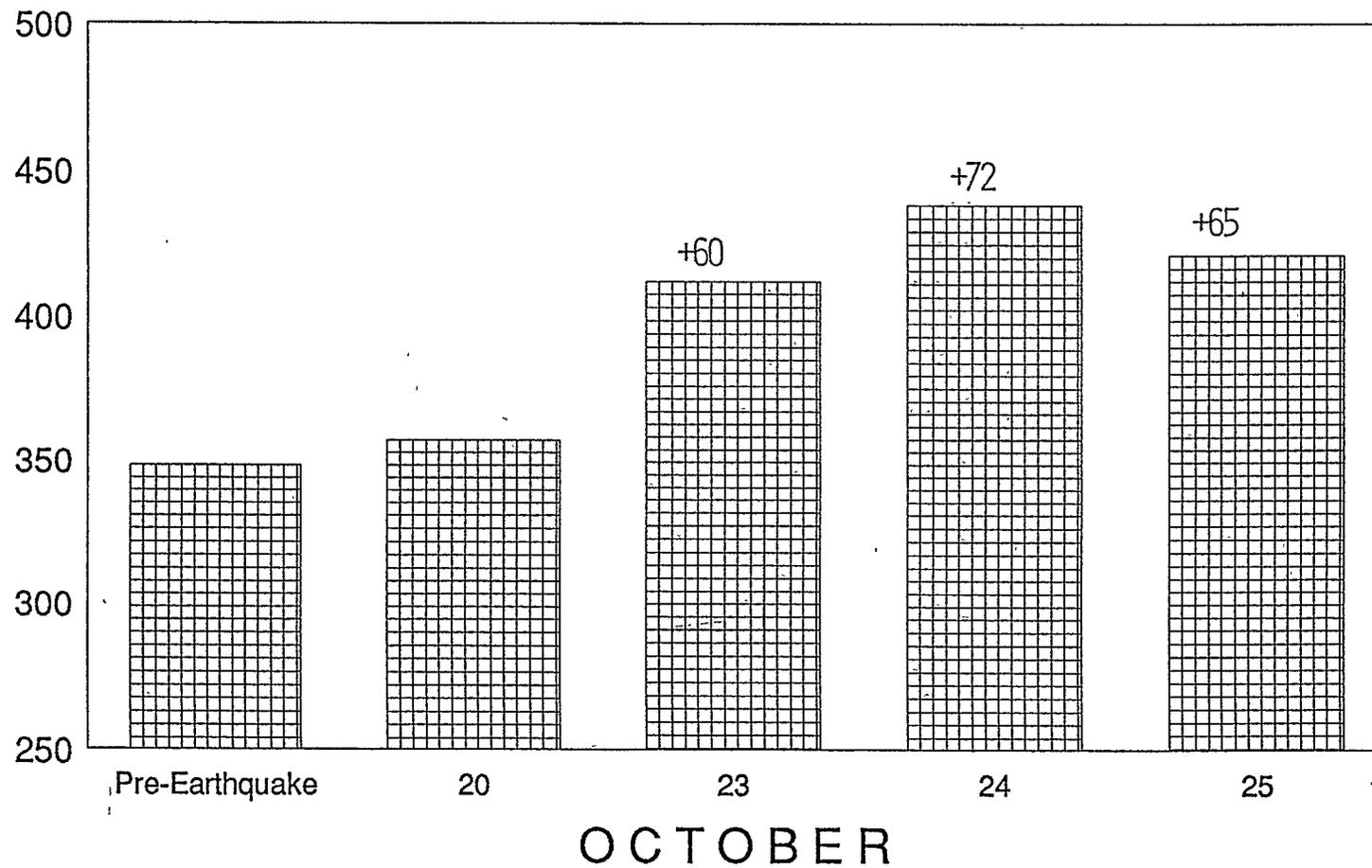
Montgomery	6:30 a.m. to 9 a.m. 11:30 a.m. to 1:30 p.m. 4 p.m. to 6:30 p.m.
Embarcadero	6:30 a.m. to 9 a.m. 4 p.m. to 6:30 p.m.
12th Street Station	6:30 a.m. to 9 a.m. 3:30 p.m. to 6 p.m.
Hayward	6:30 a.m. to 9 a.m. 4 p.m. to 7 p.m.

*This is temporary during the Bay Bridge closure.

In addition to the \$5, \$10, \$20 & \$32 tickets being sold, BART will be selling \$20 AC/BART Plus tickets at the following locations:

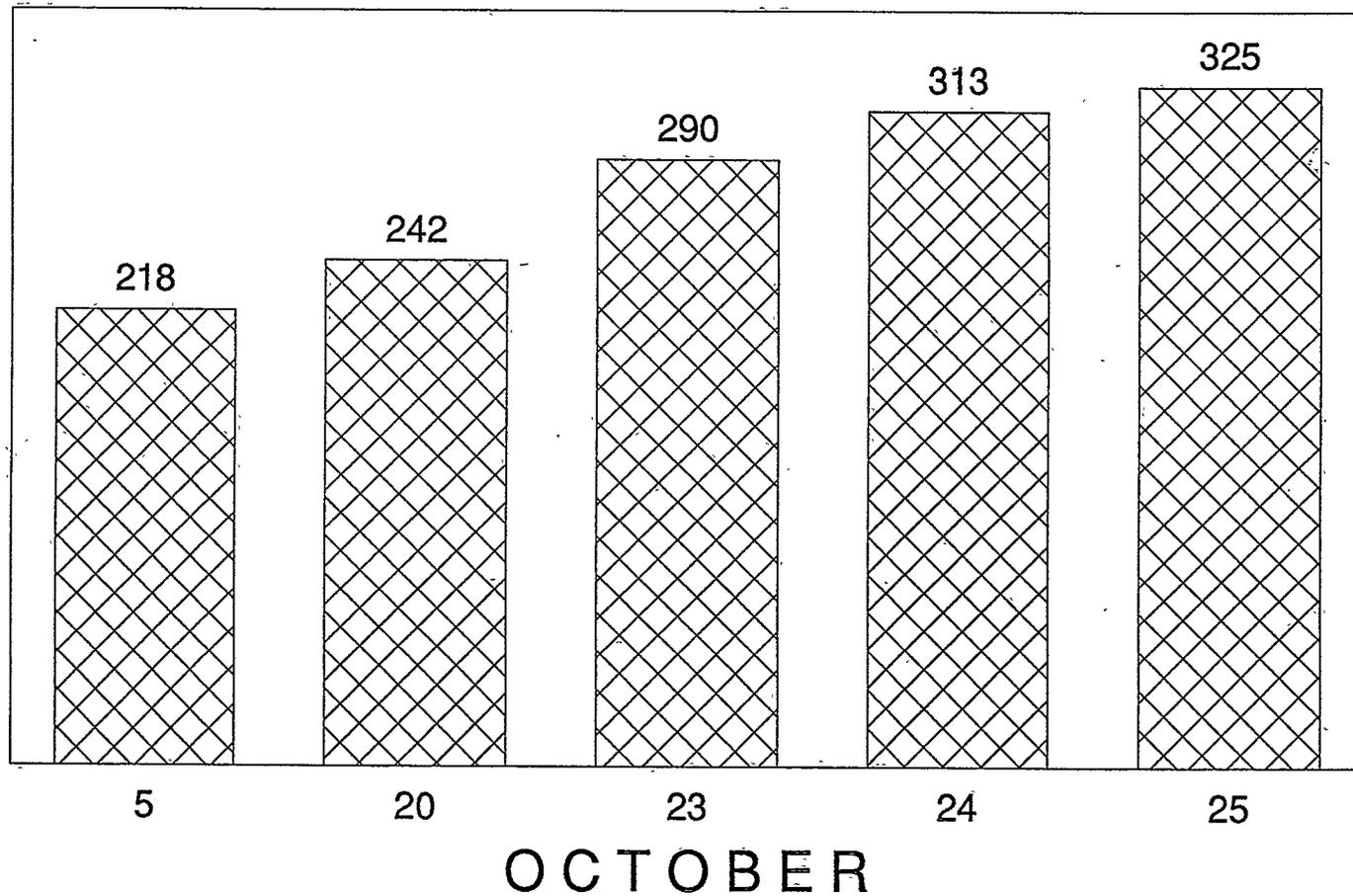
West Oakland, Richmond, El Cerrito Del Norte, El Cerrito Plaza, North Berkeley, Berkeley, MacArthur, Rockridge, 12th Street Station, San Leandro, Bayfair, Fremont, Embarcadero, Montgomery, Powell

CARS IN SERVICE AM PEAK



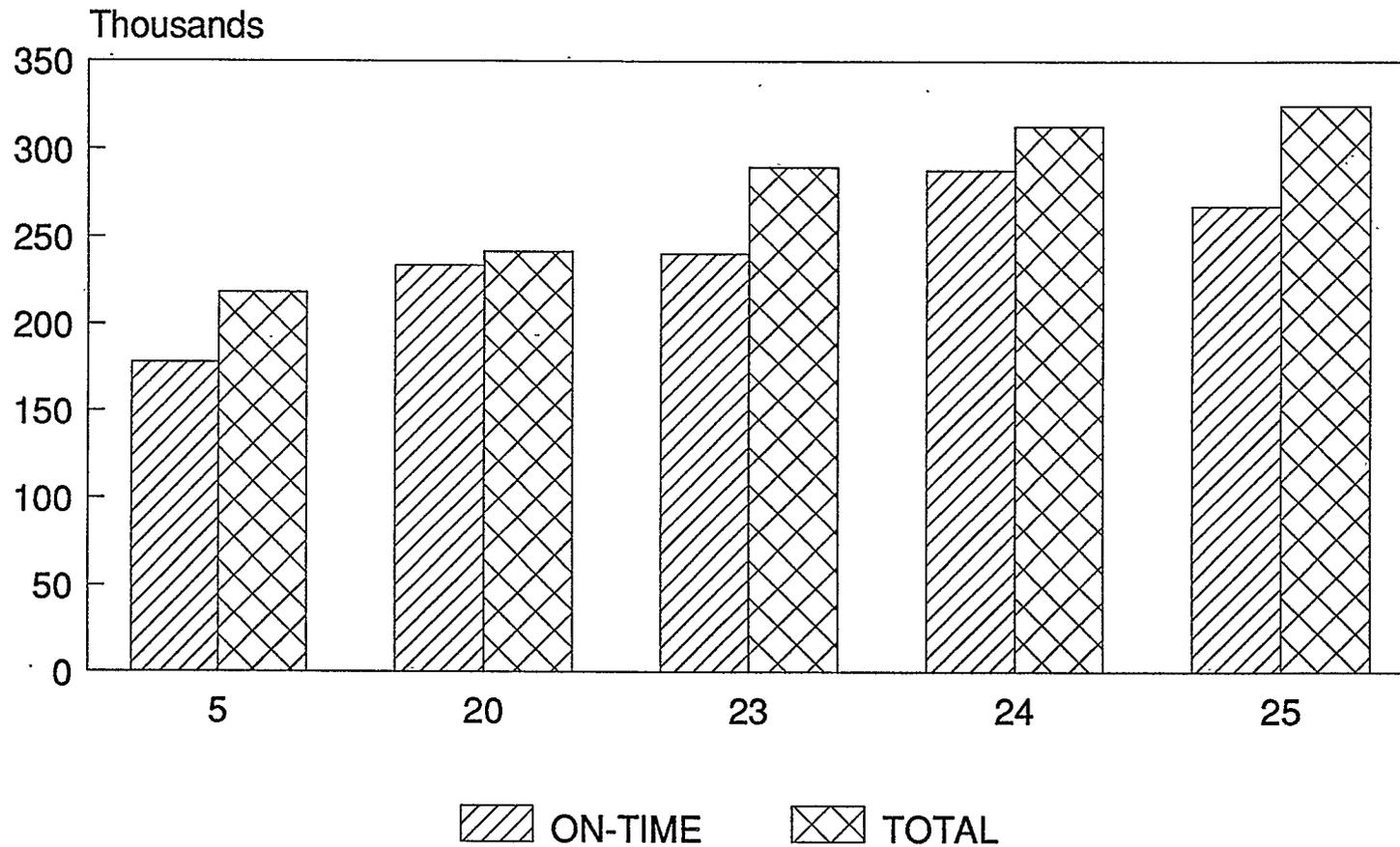
TOTAL DAILY RIDERS

(Thousands)



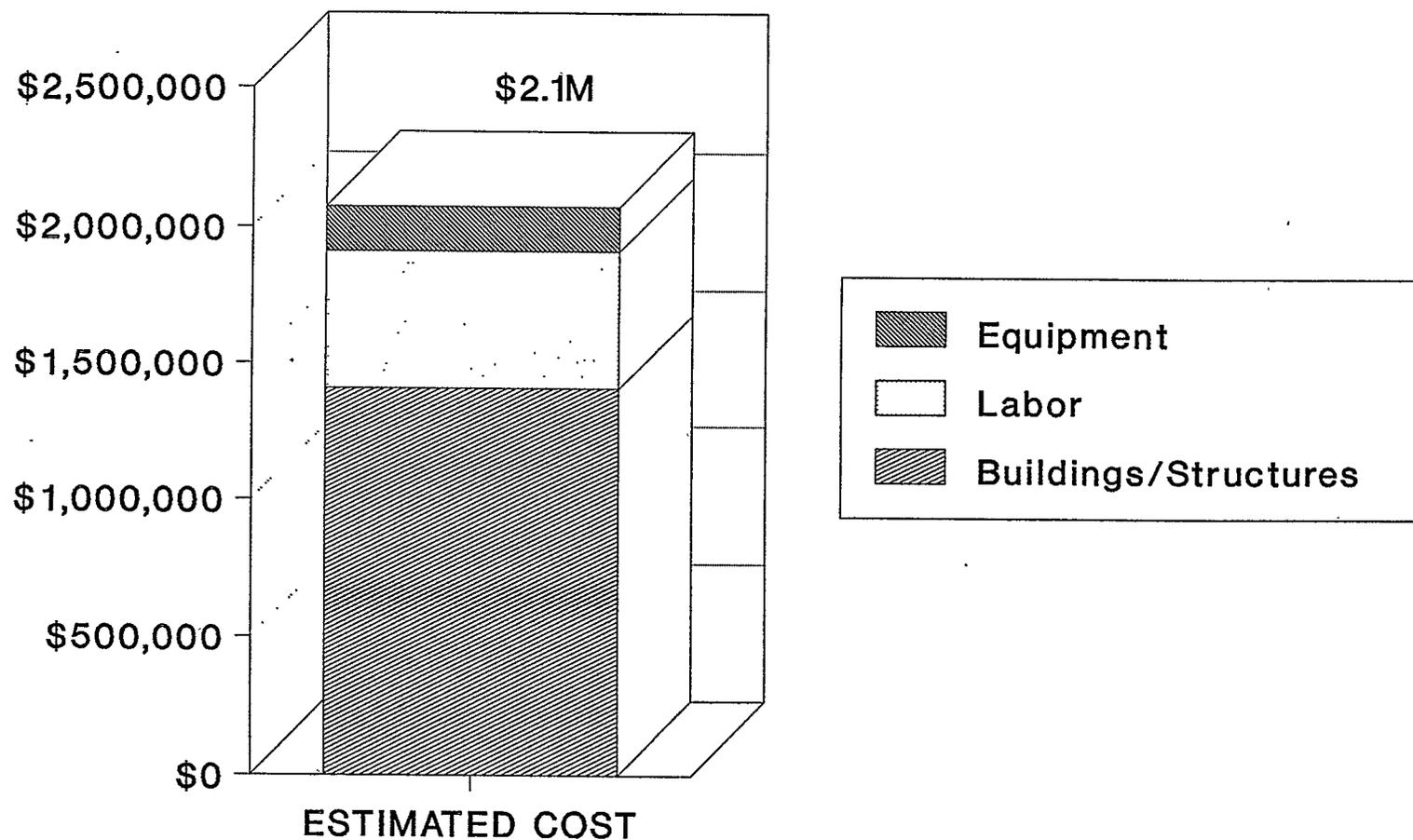
RIDERS CARRIED

TOTAL SERVED; TOTAL ON-TIME



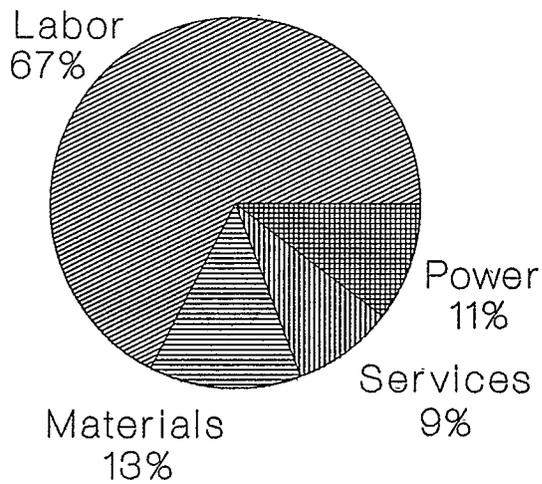
EARTHQUAKE RECOVERY COST

October 17, 1989



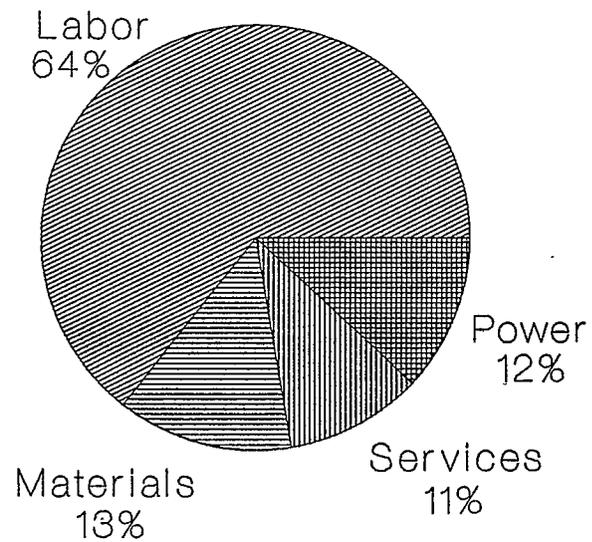
EXPANDED SERVICE COSTS (Weekly)

Pre-Earthquake



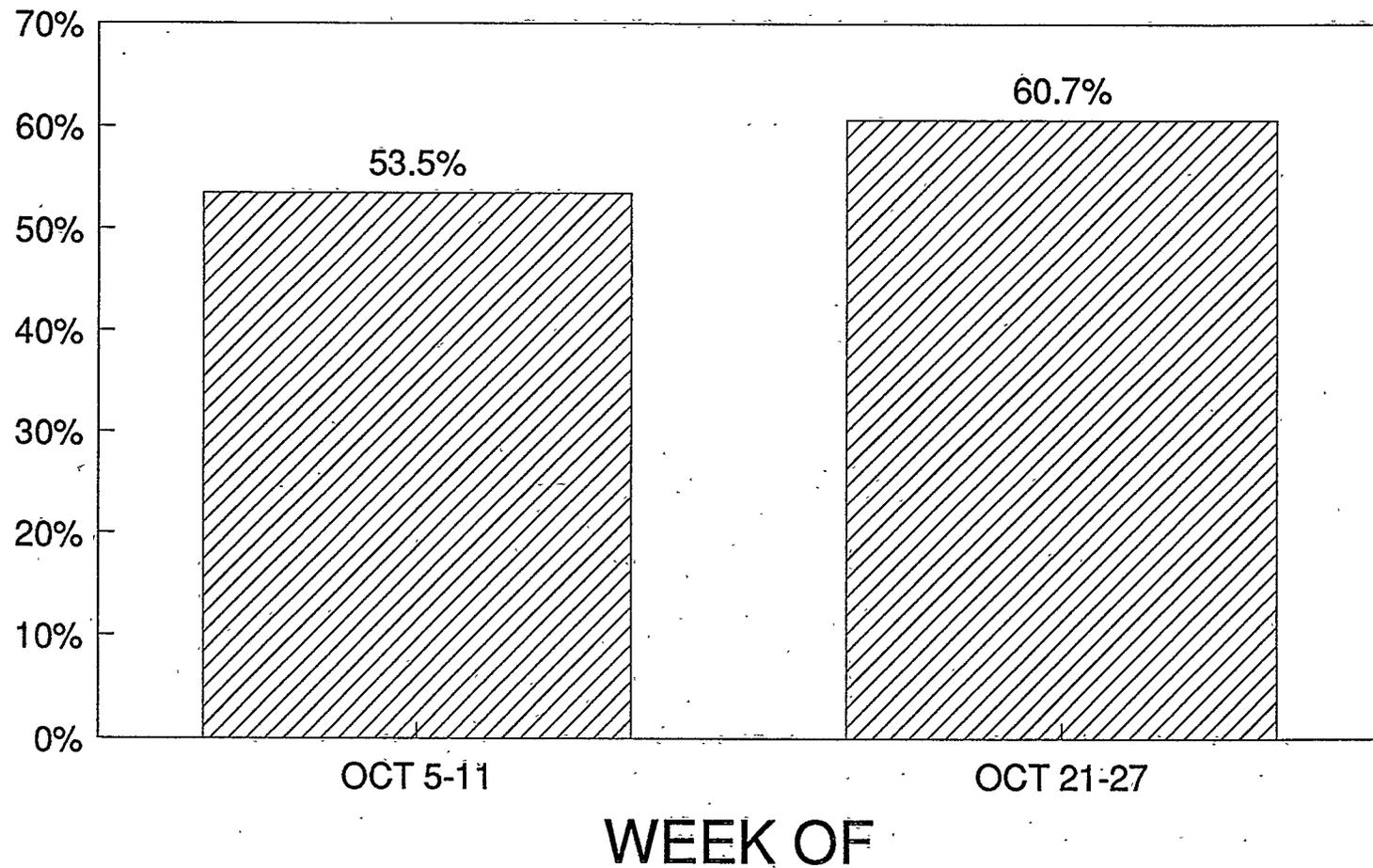
\$3.4 Million

Post-Earthquake



\$4.5 Million

FAREBOX RATIOS BEFORE & AFTER EARTHQUAKE



Mike Healy, Dept. Mgr.
Public Affairs

NEWS RELEASE

BART 89-198



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

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

December 5, 1989

FOR IMMEDIATE RELEASE

BART ANNOUNCES NEW DATES AND TIMES FOR TICKET SALES AT STATIONS

Special ticket sale tables will continue to be set up during the morning commute period through Friday, December 8, at the following BART stations; Concord, El Cerrito Del Norte, Fruitvale, MacArthur and Rockridge. During the evening commute the special ticket tables will only be at the Daly City, Embarcadero and Montgomery Street Stations.

BART has developed a new schedule for selling tickets from special tables in eight BART stations at the end of each month beginning December 28, 1989. For three working days a month, BART tickets will be sold during the morning and afternoon commute hours; 6 a.m. to 8 a.m., and from 4 p.m. to 6 p.m. The tickets will be sold during the last two days of the month and one day at the beginning of the next month. For example, the tables will be operating December 28, 29 and January 2, the first weekday of the following month.

The new plan will provide a special convenience for ticket purchases at the stations in addition to vending machines. The tables will offer \$5, \$10 BART tickets, high value \$32 ticket which cost \$30, and AC/BART/Plus tickets. This program will continue at least through March 30 as part of the overall service enhancement demonstration announced last week.

(more)

The grey ticket booths located in San Francisco at the Montgomery and Embarcadero BART Stations; in Oakland at the 12th Street/City Center BART Station, and at the Hayward BART Station will continue to sell BART high value tickets including the AC/BART Plus ticket, and the AC Transit Pass at the 12th Street/City Center and Hayward Station locations.

The ticket booths will be open for business during the last four days of the month and for six days during the middle of the month from the 13th through the 19th. Since some of the tickets sold at the booth are valid for a half-month period, this schedule will afford those who use these tickets an opportunity to purchase them.

BART has a program which has established a number of off-site ticket sales outlets where all of the various BART tickets may be purchased. A list of these outlets has been published in a small pocket-size brochure and is available at all BART stations or by calling 464-7133 and requesting BART's Office of Passenger Service to send one.

Information about BART's trains schedule may be obtained by calling BART's telephone information center at 465-BART or other toll-free numbers listed in local telephone directories.

Earthquake Rep.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Sherwood Wakeman

Date: October 18, 1989

From: Dick Wenzel DW

Subject: Earthquake Action Plan for Access

I. Transit Coordination

A. Transfers - Station Agents are accepting transbay Muni and AC Transit transfers as BART Tickets (viewed at entering station and collected at exiting station.)

Proposal: Agents should save transfers to supplement DAS patronage counts and to assist possible future reimbursements. As soon as possible, maximum use of AC/BART Plus tickets should be urged of all bus riders to facilitate accurate train loading data through DAS and to relieve Station Agents of ticket checking duties.

B. AC Transit transbay service has been truncated at the following BART stations. For peak period service, number of buses per line will be increased.

<u>Station</u>	<u># of lines added</u>	<u>Routes</u>
EN	2	L1A,L1B
EP	1	L
NB	2	G,H
MA	7	K,N,V,A,B,C,F
WO	2	O,W
FV	2	N,H
SL	5	S,W,R,C,V

C. CCCTA: Additional coaches and supervisors are available for WC and CN. Bus operations to coordinate passenger pickups during current CCCTA deadheading.

II. Access Action Areas

- A. Increase promotion of:
1. Express Bus and Park/Ride Programs
 2. Other existing/new feeder services
 3. SamTrans' Colma Park/Ride
 4. Kiss/Ride (dropoff) at BART stations
 5. Carpooling

- B. Lift local parking restrictions around existing BART stations. Planning Division is taking the lead by contacting all relevant cities.
- C. Identify new satellite parking (with or without shuttle implementation). Planning Division (with support from Management Services Division) will take the lead in contacting candidate lot owners. Cities' support/assistance will be sought.

III. Items for Consideration

- A. Encourage employee flex time to spread the peak period to match BART capabilities and provide extended four-route service to accommodate that spread.
- B. Manual ticket sales at stations should include round-trip ticket only, high-value tickets, and joint AC/BART tickets.
- C. Provide 24-hour BART service to handle essential trips during late night/early morning.
- D. Encourage BART riders with Oakland destinations to drive or carpool to Oakland so that Peninsula-bound traffic can take BART.

cc: W. Belding
B. Hynes-Cherin
J. Evans
W. Fleisher
D. Fousel
H. Goldstrom
H. Goode
M. Healy
S. Moubert
R. Peters
J. Pomar
G. Rohrback
K. Springer
J. Stevens
M. Taylor

EARTHQUAKE ACTION PLAN FOR ACCESS

<u>Item</u>	<u>Responsible Staff</u>	<u>Action Required</u>	<u>Status</u>
I. Feeder Bus Upgrades	Bus Operations - Stevens	Request CCCTA pick up patrons on current deadheading.	Contact Pending
II. Increase Promotion of:			
A. Express Bus & Park/Ride Programs	Bus Operations - Stevens, Public Information - Springer	Coordinate info dissemination	Pending
B. Other existing/new feeder services	Bus Operations - Stevens, Public Information - Springer	Coordinate info dissemination with other operators	Pending
C. SamTrans' Colma Park/Ride	Planning - Evans, Public Information - Springer	Coordinate info dissemination with SamTrans	Pending
D. Kiss/Ride at stations	Planning - Fousel, Public Information - Springer	Coordinate info dissemination	Pending
E. Car Pooling	Planning - Fousel, Public Information - Springer	Coordinate info dissemination	Pending

<u>Item</u>	<u>Responsible Staff</u>	<u>Action Required</u>	<u>Status</u>
III. Lift Local Parking Restrictions Around BART Stations	Planning - Wenzel	Request interim relief from restrictions from following cities:	<u>Requests Made</u> (Except Rockridge)
		1. Concord (Goldstrom)	Probable
		2. Orinda (Evans)	Pending
		3. Rockridge (Fousel)	
		4. Lafayette (Evans)	Agreed
		5. El Cerrito Plaza (Goldstrom)	Probable
		6. El Cerrito Del Norte (Goldstrom)	Probable
		7. Daly City (Evans)	Pending

<u>Item</u>	<u>Responsible Staff</u>	<u>Action Required</u>	<u>Status</u>
IV. Identify New Satellite Parking	Planning - Wenzel (& Management Services)	Coordinate with cities and local property owners:	<u>Requests Made</u>
		1. Without Shuttles:	
		a. Coliseum	Pending
		b. El Cerrito Plaza	Pending
		c. El Cerrito Del Norte	Pending
		d. West Oakland	Pending
		e. Walnut Creek	Pending
		f. Concord	Pending
		2. With Shuttles:	
		a. Concord Pavilion (CN)	Pending
		b. Golden Gate Fields (NB or EP)	Albany & Berkeley concurrency
		c. Pleasanton Fairgrounds	Pending
		d. Heather Farms Park (WC)	Pending

LMA-1
Public Affairs

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: October 25, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, October 24

Attached for your information is the Earthquake Emergency Activities Situation Report, October 24 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period.

Distribution:

F. Wilson
J. Haley
J. Gallagher
Executive Managers
Department Managers
W. Belding
L. Campbell
R. Crespo
D. Fousel
L. Jenkins
W. Kennedy
J. King
A. Lee
K. Morris
S. Moubert
E. Neves
B. Oden
R. Peters
M. Pierce
K. Springer
J. Stevens
M. Taylor
J. Thomas

BART OPERATIONS SUMMARY

Tuesday, October 24, 1989, 9:00 AM

SERVICE

- 46 trains and 415 cars in operation - 1 train and 70 extra cars added.
- Started 7.5 minute headway Concord at 0545 rather than 0630.
- Extra train on Richmond line at 0700.
- Trains were kept in service longer by looping trains that are normally stored.
- No significant delays due to crowding.
- Minimal number of passengers left at 0530 on Concord Line.

SYSTEM PERFORMANCE

- Equipment failure 0550 Richmond to Fremont - 15 minute delay.
- No other delays over 5 minutes.
- Minor crowding at Embarcadero Station.

RIDERSHIP

- Car capacity was 120% of normal morning rush hour capacity.
- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>Today</u>	<u>Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	6,891	4,547	2,344	N/A
0700	30,654	25,353	5,301	9,432
0800	66,992	61,414	5,578	29,828
0900	97,692	90,647	7,045	61,499

AFC TOTAL DAILY	286,948
SERVICE TRANSFERS	3,112
GRAND TOTAL DAILY	290,060

BART OPERATIONS SUMMARY

Tuesday, October 24, 1989, 9:00 AM

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Colma parking 60% utilized at 0900.
- All express busses on-time.
- Concord, Bayfair, Del Norte, Walnut Creek - moderate to heavy loads.
- Hayward - Light load.

STATION OPERATIONS

- All AFC ticket booths opened on-time.
- Escalator problem at 12th Street.
- Station public address problems at Powell Street and Civic Center Stations.
- Minor ticket vendor problems at Concord Station.

TICKET SALES (October 23, 1989)

- Agents at 18 locations.
- Monday Ticket Sales:

Temporary Vendor Sales:	AM	\$80,097
	PM	23,903

	Total	\$104,000

Machine Sales (+/-10%):	\$310,000	Avg Daily Sales \$200K

Total (approx.)	\$414,000	

POLICE AND OTHER INCIDENTS

- None reported.

BART OPERATIONS SUMMARY

Tuesday, October 24, 1989, 9:00 AM

OPERATING CONDITIONS

- Scattered heavy rain fall.
- No unanticipated traffic or other conditions affecting BART ridership or service.

OWL SERVICE

- BART Ridership Exit Data (does not include transfer exits):

<u>Time</u>	<u>Today</u>	<u>Yesterday</u>	<u>Variance</u>
0100-0200	402	N/A	N/A
0200-0300	430	N/A	N/A
0300-0400	202	N/A	N/A
0400-0500	241	N/A	N/A
Total:	1,275	N/A	N/A

- No significant problems reported.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: October 27, 1989

From: Dick Wenzel, Manager of Planning *DW*

Subject: Earthquake Emergency Activities Situation Report, October 27

Attached for your information is the Earthquake Emergency Activities Situation Report, October 27 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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E. Neves
B. Oden
R. Peters
M. Pierce
K. Springer
J. Stevens
M. Taylor
J. Thomas

BART OPERATIONS SUMMARY

Friday, October 27, 1989, 9:00 AM

SERVICE

- 45 trains and 390 cars in operation - 43 extra cars added.
- Started 7.5 minute headway Concord at 0600 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.
- No reports of any passengers being left behind at a platform due to crowded trains.

SYSTEM PERFORMANCE

No delays occurred anywhere in the system between 0500-0800.

RIDERSHIP

- Car capacity was 112% of normal morning rush hour capacity.
- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/27</u> <u>Today</u>	<u>10/26</u> <u>Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	5,783	7,869	-2,086	N/A
0700	27,810	30,075	-2,265	9,432
0800	60,918	65,874	-4,956	29,828

AFC TOTAL DAILY - 319,519
SERVICE TRANSFERS - 3,264
TOTAL FOR 10/26 - 322,773 TOTAL FOR 10/25: 324,904

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All express busses on-time.

Concord, Del Norte, Bayfair - moderate to heavy load.
Walnut Creek - Moderate load.
Hayward, Hacienda - Light load.

Reported ridership counts as of 0800 hrs. are as follows:

CONCORD	:	508
WALNUT CREEK	:	243
Del NORTE	:	439
HAYWARD	:	96
BAYFAIR	:	457
HACIENDA	:	<u>70</u>
10/25 total	:	1559

STATION OPERATIONS

- All AFC ticket booths opened on-time.
- No significant escalator or elevator problems at any stations.
- Fare collection entry gate problems reported at Rockridge and Concord stations between 0530 and 0600 impeding passenger flow but not causing any significant delays.

TICKET SALES

- Agents at 19 locations. (Walnut Creek Station added)
- Thursday, October 26, Ticket Sales:

Temporary Vendor Sales:	AM	\$ 57,470
	PM	\$ 23,420

	Total	\$ 80,890

Machine Sales (+/-10%):	\$342,235	Avg Daily Sales \$200K

10/26 Total (approx.)	\$423,125	

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Cloudy with patches of rain.
- No unanticipated traffic or other conditions affecting BART ridership or service.

OWL SERVICE

Station Agent staffing level per line was as follows:

- Fremont Line - One station unstaffed 30 mins. Two for two hours.
- Richmond Line- One station unstaffed for two hours.
- Concord Line - All stations staffed.
- S. F. Line - One station unstaffed 30 mins. Two for two hours.
- Oakland - All stations staffed.

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/27 Today</u>	<u>10/26 Yesterday</u>	<u>Variance</u>
0100-0200	729	729	0 (0 %)
0200-0300	767	551	216 (+28%)
0300-0400	451	314	137 (+30%)
0400-0500	248	800	- 552 (-222%)
Total:	2,195	2,394	-199 (-8 %)

- Three service disruptions during "Owl Service" were recorded as follows:

0037 Train door problem at Concord Station. 16 min. delay.

0050 Richmond to Fremont train delayed at 19th St. for 7 mins. due to a report of a man with a shotgun. Gun turned out to be a toy gun per BPD.

0421 Daly City to Concord train delayed at Daly City for 21 mins. Controller unable to align route at M87 interlocking.

**** Some minor to moderate delays on the A-Line due to maintenance activities.

BART OPERATIONS SUMMARY

Thursday, October 26, 1989, 7:00 PM

PM PEAK SERVICE

SERVICE

- 46 trains and 408 cars in operation - 1 train and 61 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.
- An extra 10-car train was used to supplement Daly City to Concord service.

SYSTEM PERFORMANCE

- No equipment failures

RIDERSHIP

- Car capacity was 118% of normal evening rush hour capacity.
- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/26 Today</u>	<u>10/25 Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	180,710	181,540	- 830	126,019
1700	208,745	209,735	- 990	143,668
1800	248,915	248,873	+ 42	170,873
1830	265,196	264,638	+ 558	182,617

STATION OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: October 30, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, October 30

Attached for your information is the Earthquake Emergency Activities Situation Report, October 30 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period.

Distribution:

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89 OCT 30 AM 11:57

Monday, October 30, 1989, 9:00 AM

SERVICE

- 45 trains and 400 cars in operation - 53 extra cars added.
- Started 7.5 minute headway Concord at 0600 rather than 0630. Full potential of this service interval was not achieved due to train equipment failures between 0630 and 0700 hrs.
- Trains were kept in service longer by looping trains that are normally stored.
- Some reports of passengers being left behind at Lafayette, Orinda, MacArthur, and Rockridge stations due to crowded trains between 0630-0700 hours.

SYSTEM PERFORMANCE

- 0630 : Train door problem at Concord Station. 13 min. delay in service to San Francisco.
- 0638 : Train dispatch problem at Concord Yard due to train ATO equipment problem. Failed dispatch caused a 14 min. delay in service Concord to San Francisco.
- 0644 : turnback of a train to Concord at Montgomery Street Station. delayed 7 mins. because of a report of an ill patron. Patron not found.
- 0840 : Train door problem at Glen Park Station. 15 min. delay Daly City S.F and East Bay.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/30</u> <u>Today</u>	<u>10/27</u> <u>Last Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,431	7,869	(438)	N/A
0700	no data	30,075	no data	9,432
0800	67,686	65,874	1,812	29,828
0900	90,215	82,377	7,838	52,822
AFC TOTAL DAILY		:294,528		
SERVICE TRANSFERS		: 34,748		
TOTAL FOR FRIDAY 10/27		:329,276		

TOTAL FOR SAT. 10/28: 159,129 PREVIOUS RECORD : 121,669
TOTAL FOR SUN. 10/29: 97,748 CURRENT RECORD : 116,082

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All express busses on-time.
- Bayfair, Concord - moderate to heavy loads.
Del Norte - heavy load.
- Hayward, Walnut Creek, Hacienda - Light load.

Reported ridership counts as of 0900 hrs. are as follows:

CONCORD	:	767
WALNUT CREEK	:	205
Del NORTE	:	820
HAYWARD	:	124
BAYFAIR	:	527
HACIENDA	:	<u>59</u>
10/30 total		2,502

10/27 ALL DAY TOTAL : 9,276

STATION OPERATIONS

- All AFC ticket booths opened on-time.
- One escalator problem reported at Embarcadero Station.
One station entrance closed at the 12th St Station in Oakland due to a damaged building at street level.
- Fare collection entry gate problems reported at Concord stations between 0530 and 0600 impeding passenger flow but not causing any significant delays.

TICKET SALES

- Agents at 21 locations. (West Oakland, El Cerrito Plaza and Golden Gate Fields added; 12th St dropped.)

- Friday, October 27, Ticket Sales:

Temporary Vendor Sales: AM \$53,365

PM \$17,695

Total \$71,060

Machine Sales (+/-10%) \$293,529

10/27 Total (approx.) \$364,589

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- First scheduled day of bridge tolls for bridges in the BART service area.

OWL SERVICE

- Agent staffing level per line on Monday 10/30 was as follows:

Fremont Line - One station unstaffed 90 mins. four for two hours.
Richmond Line- All stations staffed.
Concord Line - One station unstaffed 1 hr. One for 90 mins.
S. F. Line - One station unstaffed 90 mins. Two for two hours.
Oakland - All stations staffed.

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/30 Monday</u>	<u>10/27 Last Friday</u>	<u>10/28 Saturday</u>	<u>10/29 Sunday</u>
0100-0200	444	756	1,218	1,240
0200-0300	369	787	1,231	3,063
0300-0400	---	---	---	---
0400-0500	*421	537	850	615
Total: **	1,234	2,080	3,299	4,918

- A service disruption during Monday 10/30 "Owl Service" was recorded as follows:

0017-10 min. delay for passengers travelling from San Francisco to points in the East Bay due to electrical substation work at Powell St. substation.

Weekend Owl Service Staffing Level -

Sat. 10/28 : 18 of 24 stations unstaffed for some period of time.
Sun. 10/29 : 12 of 24 stations unstaffed for some period of time.

** This figure is an estimate.

* This figure is a composite from 0300 to 0500 hrs.

Weekend Service delay events:

Sat. 10/28/89

- 1300-1318 : Patron apparently fell off the platform at North Berkeley Station creating an 18 min delay on Richmond to Fremont service.
- 2252-2309 : Maintenance vehicle set-on at access point #4 (between Oakland West and the Transbay Tube entrance) for scheduled maintenance delayed 3 trains 10-15 minutes and 1 train less than 10 minutes.

Sun. 10/29/89

- 2302 - : Trash fire trackside at 24th St. Station with fire department notification. Two trains delayed approximately 15 mins. each.

BART OPERATIONS SUMMARY

Friday, October 27, 1989, 7:00 PM

PM PEAK SERVICE

SERVICE

- 45 trains and 400 cars in operation - 53 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.
- An extra 10-car train was used to supplement Daly City to Concord service.

SYSTEM PERFORMANCE

- No significant delays occurred anywhere in the system between 1600-1800.

RIDERSHIP

- Car capacity was 115% of normal evening rush hour capacity.
- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

Time	10/27 <u>Today</u>	10/26 <u>Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	184,871	180,710	+ 4,161 (+2%)	126,019
1700	215,188	208,745	+ 6,443 (+3%)	143,668
1800	258,881	248,915	+ 9,966 (+4%)	170,873
1830	271,450	265,196	+ 6,254 (+2%)	182,617

- **STATION OPERATIONS, POLICE AND OTHER INCIDENTS**

At approx. 1700 hrs. Station agent at 12th St. Station reported all change machines out of service. The condition lasted for about 25 mins.

- No other unusual occurrences reported that impacted service.

RECEIVED
OFFICE OF PASSENGER
SERVICE
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: October 31, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, October 31

Attached for your information is the Earthquake Emergency Activities Situation Report, October 31 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

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BART OPERATIONS AM SERVICE REPORT

Tuesday, October 31, 1989, 9:00 AM

SERVICE

- 45 trains and 400 cars in operation - 53 extra cars added.
- Started 7.5 minute headway Concord at 0548 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

- 0649 : Train door problem on train 457 approaching El Cerrito Plaza. Problem corrected, 9 min. delay in service to San Francisco. 3 min. delay to Fremont.
- **** : **Service adjustments 0600-0700 hrs.**
Five Concord to Daly City trains turned back at 24th St. Station in order to insure a high level of service from the Concord Line to S.F. during the peak commute period. Passengers aboard those trains travelling to points south of 24th St. Station may have been delayed 4 mins.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>*10/31 Tuesday</u>	<u>10/30 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,327	6,922	1,405	N/A
0700	29,898	28,247	1,651	9,432
0800	67,788	65,417	2,371	29,828
0900	99,436	100,087	(651)	
AFC TOTAL DAILY	10/30	:319,452		
SERVICE TRANSFERS	10/30	: 3,446		
TOTAL FOR MONDAY	10/30	:322,898	(11.3% above previous Monday)	
TOTAL FOR FRIDAY	10/27	:329,276		
TOTAL FOR MONDAY	10/23	:290,060		

* Numbers in this column are subject to adjustments.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.

City of Hayward opened a 150-space lot adjacent to Hayward Station. All of these new spaces filled along with all station parking.

Colma Park/Ride continues to fill to capacity earlier than previous days.

- All express busses on-time.

Del Norte, Concord - moderate loads.

Hayward, Bayfair, Walnut Creek, Hacienda - Light load.

Reported ridership counts as of 0900 hrs. are listed below. The figures are certain to be underestimated due to staffing problems at Laidlaw.

CONCORD	:	106
WALNUT CREEK	:	93
Del NORTE	:	497
HAYWARD	:	393
BAYFAIR	:	198
HACIENDA	:	<u>109</u>
total		1,396

10/30 ALL DAY TOTAL : 9,638

STATION OPERATIONS

- All AFC ticket booths opened ontime.
- The platform-to-concourse escalator at 24th St Station is out of service due to a component failure. This is the only escalator at platform level and as such passenger flow will be impeded.
- Fare collection vendor problems reported at Coliseum Station at 0600 hours. Passengers inconvenienced but not delayed.
- 0737-0754 : Report of "all" vendors at Richmond Station out of service due to ticket problems. Some passengers purchased tickets from the ticket sellers, a few passengers were allowed free entry into the station to prevent major passenger delays.

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/31 Tuesday</u>	<u>10/30 Monday</u>
0100-0200	475	756
0200-0300	541	787
0300-0400	328	---
0400-0500	247	*537
	-----	---
Total:	1,591	2,080

OWL SERVICE SYSTEM PERFORMANCE

- No delays or other events recorded during the Owl Service period.

* This figure is a composite from 0300 to 0500 hrs.

BART OPERATIONS PM SERVICE REPORT

Monday, October 30, 1989,

PM PEAK SERVICE

- 45 trains and 397 cars in operation - 50 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- Three Concord and one Fremont train left a small number of patrons at Embarcadero Station.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/30 Today</u>	<u>10/27 Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	185,783	184,871	+ 912 (+0.5%)	126,019
1700	213,799	215,188	- 1,398 (-0.6%)	143,668
1800	256,061	258,881	- 2,820 (-1.0%)	170,873
1900	285,464	281,142	+ 4,322 (+1.5%)	194,361

STATION OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

P.M. SERVICE BETWEEN 1700 HRS AND 0100 HRS.

- 2233 : Four maintenance vehicles set-on at the access point between West Oakland and the transbay tube entrance. Four trains delayed 8 to 13 minutes.
- **** : No other delays recorded during the P.M service period.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: October 31, 1989

From: *Alan Lee*
for Dick Wenzel, Manager of Planning

Subject: Earthquake Emergency Activities Situation Report Appendix, October 31

Attached for your information is the Earthquake Emergency Activities Situation Report Appendix, October 31 compiled by the activated Command Center located in Central. This document supports the daily Earthquake Emergency Activities Situation Report, October 31.

Distribution:

J. Haley

Command Center

R. Crespo

W. Kennedy

A. Lee

E. Neves

M. Pierce

Planning & Research Department

B. Hynes-Cherin

H. Goode

J. Pomar

W. Belding

D. Fousel

EARTHQUAKE EMERGENCY ACTIVITIES

SITUATION REPORT

APPENDIX

OCTOBER 31, 1989 - TUESDAY

(11:00 AM)

TRANSBAY TRIPS BETWEEN SAN FRANCISCO
AND EASTBAY LINE SEGMENTS

Date	Westbound					Eastbound				
	Fremont Line to S F	Oakland Line to S F	Concord Line to S F	Richmond Line to S F	Total	S F to Fremont Line	S F to Oakland Line	S F to Concord Line	S F to Richmond Line	Total
AM PEAK 5-9 AM	Westbound					Eastbound				
October 5	8,605	3,071	10,168	4,185	26,029	755	1,374	582	669	3,380
October 20	9,413	5,237	13,954	7,190	35,794	1,383	2,947	1,222	1,508	7,060
October 23	13,614	6,662	19,128	10,949	50,353	1,861	3,692	1,636	1,020	8,209
October 24	14,425	7,128	19,320	11,575	52,448	2,177	4,139	1,906	2,196	10,418
October 25	14,280	7,244	18,601	11,403	51,528	1,835	4,276	1,986	2,112	10,209
October 26	14,162	7,120	18,727	11,022	51,031	2,124	4,333	1,939	2,059	10,455
October 27	13,511	6,825	17,978	10,654	48,968	2,020	4,102	1,873	1,988	9,983
October 30	14,492	7,567	20,214	11,638	53,911	2,164	4,526	1,996	2,341	11,027
HIDDAY 9 AM - 4 PM	Westbound					Eastbound				
October 5	4,302	3,564	3,805	3,469	15,140	3,064	3,378	2,437	2,915	11,794
October 20	4,615	5,205	5,701	5,202	20,723	4,003	4,825	4,451	4,331	17,610
October 23	4,877	5,059	5,789	5,590	21,315	4,477	5,042	5,029	5,090	19,638
October 24	5,418	5,468	6,248	5,911	23,045	5,236	5,599	5,384	5,415	21,634
October 25	5,588	5,873	7,360	6,159	24,980	5,314	5,873	5,797	5,544	22,528
October 26	5,628	6,121	6,953	6,657	25,359	5,438	6,032	5,843	5,893	23,206
October 27	6,477	6,976	8,259	7,354	29,066	5,932	6,773	6,465	6,092	25,262
October 30	5,566	6,046	6,369	6,171	24,152	5,443	6,557	5,813	5,777	23,590
PM PEAK 4 - 8 PM	Westbound					Eastbound				
October 5	1,188	2,029	1,147	1,497	5,861	9,986	5,153	11,530	6,567	33,236
October 20	1,838	3,834	2,278	2,637	10,587	10,383	6,647	14,329	8,816	40,175
October 23	2,533	4,636	2,663	3,211	13,043	14,337	8,458	19,134	12,276	54,205
October 24	2,939	5,271	3,541	3,807	15,558	16,769	9,148	19,284	12,534	57,735
October 25	2,816	5,370	3,551	3,873	15,610	15,702	9,583	19,302	12,805	57,392
October 26	3,024	5,116	3,800	4,011	15,951	14,805	9,544	18,982	12,675	56,006
October 27	3,338	5,270	4,562	4,266	17,436	13,864	8,927	17,530	11,924	52,245
October 30	2,887	5,267	3,309	3,736	15,199	15,209	9,885	20,451	13,099	58,644
ALL DAY	Westbound					Eastbound				
October 5										
October 20										
October 23										
October 24										
October 25										
October 26										
October 27										
October 30										

Transbay as a Percent of Total Daily Trips:

10/5 = 46.8 %	10/25 = 62.8 %
10/20 = 59.4 %	10/26 = 63.5 %
10/23 = 63.0 %	10/27 = 63.6 %
10/24 = 63.1 %	10/30 = 63.2 %

Dym

CUMULATIVE HOURLY AFC BART PATRONAGE

For Operating Day Through 3 AM (Effective October 24th)

AS OF:	Normal Day Oct 5	ACTUAL COUNT OF ALL TICKETS USED														PRELIMINARY ESTIMATE	
		FRIDAY, OCTOBER 20		MONDAY, OCTOBER 23		TUESDAY, OCTOBER 24		WEDNESDAY, OCTOBER 25		THURSDAY, OCTOBER 26		FRIDAY, OCTOBER 27		MONDAY, OCTOBER 30		TUESDAY, OCTOBER 31	
		Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5
6:00	1,512	2,468	163.2%	4,547	300.7%	6,372	421.4%	5,621	371.8%	7,263	480.4%	6,072	401.6%	6,922	457.8%	8,327	550.7%
6:30	6,084	8,350	137.2%	14,950	245.7%	16,610	273.0%	15,388	252.9%	17,266	283.8%	14,032	230.6%	17,111	281.2%	16,754	275.4%
7:00 AM	10,656	14,221	133.5%	25,353	237.9%	29,106	273.1%	26,060	244.6%	28,367	266.2%	26,299	246.8%	28,247	265.1%	29,898	280.6%
7:30	22,006	27,339	124.2%	43,383	197.1%	45,837	208.3%	44,569	202.5%	45,279	205.8%	41,943	190.6%	45,980	208.9%	46,954	213.4%
8:00	33,331	40,456	121.4%	61,414	184.3%	65,298	195.9%	61,101	183.3%	63,243	189.7%	60,152	180.5%	65,417	196.3%	67,788	203.4%
8:30	47,415	54,937	115.9%	76,032	160.4%	83,393	177.1%	77,847	164.2%	81,337	171.5%	77,504	163.5%	84,666	178.6%	0	0.0%
9:00	61,499	69,417	112.9%	90,647	147.4%	97,746	158.9%	96,884	157.5%	96,431	156.8%	92,331	150.1%	100,087	162.7%	99,436	161.7%
9:00	74,349	82,914	111.5%	105,880	142.4%	114,086	153.4%	112,524	151.3%	112,981	152.0%	109,298	147.0%	116,018	156.0%	116,763	157.0%
11:00	82,185	92,054	112.0%	115,156	140.1%	123,350	150.1%	122,765	149.4%	122,928	149.6%	119,563	145.5%	126,080	153.4%	126,575	154.0%
12:00	89,425	99,834	111.6%	122,742	137.3%	131,294	146.8%	132,441	148.1%	132,139	147.8%	129,015	144.3%	135,275	151.3%	135,906	152.0%
1:00 PM	97,475	108,122	110.9%	130,768	134.2%	141,086	144.7%	142,029	145.7%	139,873	143.5%	129,869	143.5%	145,558	149.3%	146,200	150.0%
2:00	105,383	116,641	110.7%	139,227	132.1%	150,347	142.7%	151,325	143.6%	151,642	143.9%	151,150	143.4%	155,859	147.9%	156,064	148.1%
3:00	114,014	126,828	111.2%	148,914	130.6%	161,126	141.3%	163,943	143.8%	163,978	143.8%	165,151	144.9%	167,906	147.3%	0	0.0%
4:00	126,019	141,336	112.2%	164,414	130.5%	177,783	141.1%	181,540	144.1%	181,878	144.3%	186,294	147.8%	186,247	147.8%	0	0.0%
4:30	134,844	152,815	113.3%	177,790	131.8%	190,994	141.6%	193,932	143.8%	193,341	143.4%	198,702	147.4%	198,254	147.0%	0	0.0%
5:00	143,668	164,295	114.4%	191,365	133.2%	204,138	142.1%	209,735	146.0%	210,127	146.3%	216,884	151.0%	215,057	149.7%	0	0.0%
5:30	157,270	179,642	114.2%	208,105	132.3%	224,085	142.5%	227,875	144.9%	228,469	145.3%	236,105	150.1%	236,404	150.3%	0	0.0%
6:00	170,873	194,989	114.1%	224,750	131.5%	240,359	140.7%	248,873	145.6%	250,618	146.7%	256,951	150.4%	257,750	150.8%	0	0.0%
6:30	182,617	204,721	112.1%	239,580	131.2%	264,638	144.9%	265,196	145.2%	265,196	145.2%	268,271	146.9%	272,026	149.0%	0	0.0%
7:00	194,361	214,453	110.3%	254,410	130.9%	263,256	135.4%	277,877	143.0%	278,373	143.2%	281,142	144.6%	286,301	147.3%	0	0.0%
7:30	198,737	219,026	110.2%	261,075	131.4%			286,405	144.1%	0	0.0%	287,620	144.7%	292,377	147.1%	0	0.0%
8:00	203,134	223,599	110.1%	267,740	131.8%	285,965	140.8%	293,383	144.4%	292,323	143.9%	294,372	144.9%	298,452	146.9%	0	0.0%
DAILY TOTALS																	
BART Only Trips	182,392	214,893		257,608		271,997		288,705	158.3%	287,518	157.6%	294,528	161.5%	288,023	157.9%		
Adjustments	1,600 LF	1,800 LF		0		6,662 BF, FV		981 LM, RM		0		0	0.0%	0	0.0%		
MUNI/BART Fast Pass	32,110	22,991		27,315		29,901		30,560	95.2%	30,210	94.1%	30,209	94.1%	30,189	94.0%		
AC/BART Plus	2,184	1,977		2,025		2,031		2,021	92.5%	1,791	82.0%	1,644	75.3%	1,240	56.8%		
TOTAL AFC TRIPS	218,286	241,661	110.7%	286,948	131.5%	310,591	142.3%	322,267	147.5%	319,519	146.4%	326,381	149.5%	319,452	146.3%		
AC TRANSFERS		0		3,112		2,711		2,637		3,264		2,895		3,446			
GRAND TOTAL TRIPS	218,286	241,661	110.7%	290,060	132.9%	313,302	143.5%	324,904	148.8%	322,783	147.9%	329,276	150.8%	322,898	147.9%		

9138

% INCREASE OVER LAST WEEK

11.3%

PARKING STATUS REPORT

Page 1 of 4

Date: Tuesday, October 31, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Concord</u>				
Station Lots	1,912	1,912	-0-	5:45
On-Street	--	550	--	7:00
* Hillcrest p/r	213	95	118	8:50
* Bailey p/r	203	108	95	9:15
* No. Conc. p/r	530	35	495	9:20
* Conc. Pavillion	800	14	786	10:00
<u>Pleasant Hill</u>				
Station Lots	1,678	1,678	-0-	6:20
On-Street	--	100	--	6:45
Commerc. Lots	300	150	150	6:45
<u>Walnut Creek</u>				
Station Lots	1,263	1,263	-0-	6:30
On-Street	--	250	--	7:00
* Heather Farms	200	-0-	200	7:30
Target Store	140	140	-0-	7:30
<u>Lafayette</u>				
Station Lots	1,446	1,446	-0-	7:00
On-Street	--	250	--	7:20
<u>Orinda</u>				
Station Lots	1,320	1,320	-0-	7:15
On-Street	--	50	--	7:30
<u>Rockridge</u>				
Station Lots	776	776	-0-	6:45
On-Street	--	350	--	8:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 2 of 4

Date: Tuesday, October 31, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Richmond</u>				
Station Lots	754	754	-0-	7:30
On-Street	--	80	--	8:15
<u>Del Norte</u>				
Station Lots	1,607	1,607	-0-	6:00
On-Street	--	1,200	--	8:30
Bowling Alley	170	170	-0-	10:00
<u>Plaza</u>				
Station Lots	509	509	-0-	6:45
On-Street	--	300	--	7:45
Shop. Ctr.	500	500	-0-	8:00
<u>No. Berkeley</u>				
Station Lots	524	524	-0-	7:45
On-Street	--	250	--	7:45
* Gold. Gate Fields	2,000	20	1,980	8:30
<u>Ashby</u>				
Station Lots	560	560	-0-	7:30
On-Street	--	50	--	8:00
<u>Fremont</u>				
Station Lots	2,374	1,700	674	8:00
On-Street	--	40	--	8:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 3 of 4
Date: Tuesday, October 31, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Union City</u>				
Station Lots	1,166	1,166	-0-	7:10
On-Street	--	200	--	8:00
<u>South Hayward</u>				
Station Lots	1,252	1,252	-0-	8:45
On-Street	--	50	--	8:45
<u>Hayward</u>				
Station Lots	967	967	-0-	7:30
On-Street	--	750	--	8:00
City Lots	150	150	-0-	8:30
<u>Bay Fair</u>				
Station Lots	1,761	1,761	-0-	8:15
On-Street	--	100	--	8:15
* Hacienda p/r	135	--	--	--
<u>San Leandro</u>				
Station Lots	1,226	1,226	-0-	8:20
On-Street	--	50	--	8:00
<u>Coliseum/Airport</u>				
Station Lots	923	923	-0-	9:00
On-Street	--	50	--	9:00
Coliseum Lots	200	10	190	9:00
<u>Fruitvale</u>				
Station Lots	1,025	1,025	-0-	7:00
On-Street	--	250	--	7:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 4 of 4
Date: Tuesday, October 31, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Lake Merritt</u>				
Station Lots	190	190	-0-	6:00
On-Street	--	100	--	6:30
<u>MacArthur</u>				
Station Lots	609	609	-0-	6:00
On-Street	--	100	--	6:30
<u>West Oakland</u>				
Station Lots	403	403	-0-	6:00
On-Street	--	900	--	7:00
Commerc. Lots	150	200	-0-	6:30
<u>Daly City</u>				
Station Lots	1,877	1,877	-0-	6:10
On-Street	--	100	--	7:00
* Colma	800	760	40	10:00

* DENOTES REMOTE SHUTTLE FACILITY

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 1, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 1

Attached for your information is the Earthquake Emergency Activities Situation Report, November 1 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

F. Wilson

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J. Gallagher

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✓ Department Managers

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RECEIVED -
OFFICE OF PASSENGER
SERVICE
NOV - 1 AM 11:37

**BART OPERATIONS AM SERVICE REPORT
Wednesday November 1, 1989, 9:00 AM**

SERVICE

- 45 trains and 394 cars in operation - 47 extra cars added.
- Started 7.5 minute headway Concord at 0545 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

- No major delays recorded during the morning peak service.
****** Service adjustments 0600-0730 hrs.**
Eight Concord-to-Daly City trains turned back at Montgomery St. Station in order to insure a high level of service from the Concord Line to San Francisco during the peak period. One train turned back at Montgomery Street Station to the Richmond Line. Passengers aboard those trains travelling south of Montgomery Street delayed 4 minutes.
- 0715 and 0745 : Reports of some passengers being left on the platform at McArthur Station. In both cases all passengers were able to board the next train.

0505-0515 : Report of passengers left on the platforms at Pleasant Hill, Walnut Creek, and Lafayette. Morning trains on the C-Line dispatched ahead of schedule to compensate for the early passenger flow.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>*11/01 Wednesday</u>	<u>10/31 Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,893	8,327	566	N/A
0700	33,017	29,898	3,119	9,432
0800	71,088	67,788	3,300	29,828
0900	106,604	99,436	7,168	

AFC TOTAL DAILY 10/31 :330,686
 SERVICE TRANSFERS 10/31 : 4,463
 TOTAL FOR TUESDAY 10/31 :335,149 (7% above previous Tuesday)

TOTAL FOR MONDAY 10/30 :322,898
 TOTAL FOR TUESDAY 10/24 :313,302

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 10/31/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 52,092

PM PEAK : (1600-2000 hrs.) EAST BOUND = 59,194
previous record = 58,644

*GRAND TOTAL (ALL DAY)= 212,453

* 212,453 is 64.2% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Parking on Richmond Line Stations filled up to 30 minutes earlier than previous days.
- Some express busses travelling to Concord Station delayed due to heavy traffic. All other buses ontime.

Del Norte, Concord, Bayfair - moderate loads.
Hayward, Walnut Creek, Hacienda - Light load.

Reported ridership counts as of 0900 hrs. are listed below.

CONCORD	:	688
WALNUT CREEK	:	190
Del NORTE	:	604
HAYWARD	:	124
BAYFAIR	:	466
HACIENDA	:	47
total	:	2,119

10/30 ALL DAY TOTAL :9,536

STATION OPERATIONS

- All AFC ticket booths opened ontime.
- A platform-to-concourse escalator at Montgomery St. Station is out of service due to a component failure. This failure will impede passenger flow during the A.M only.
- Minor AFC equipment problems at Ashby, Coliseum and Civic Center stations, passengers inconvenienced but not delayed.
- 0630-0700 : Entry gate problems at Lafayette Station delayed some passengers entering the system on the west end of the station.

TICKET SALES

- Agents at 20 locations (Golden Gate Fields dropped).
- Tuesday October 31, Ticket Sales:
Temporary Vendor Sales: AM \$77,510
PM \$35,290

Total \$112,800
Machine Sales (+/-10%) \$331,415

10/31 Total (approx.) \$444,215
AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact Bart service.

OWL SERVICE

- Agent staffing level per line on Wednesday 11/01 was as follows:

Fremont Line - Two station unstaffed two hrs.
Richmond Line- All stations staffed.
Concord Line - One station unstaffed 2 hours. One 1 hour.
S. F. Line - 2 stations unstaffed for two hours.
Oakland - All stations staffed.

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>11/01 Wednesday</u>	<u>10/31 Tuesday</u>
0100-0200	1,651	475
0200-0300	1,397	541
0315-0500	1,995	575
Total:	5,043	1,591

BART OPERATIONS SUMMARY
Tuesday, October 31, 1989, 7:00 PM
PM PEAK SERVICE

- 46 trains and 409 cars in operation - 1 extra train and 62 extra cars added:
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.
- An extra 10-car train was used to supplement Daly City to Concord service.

SYSTEM PERFORMANCE

- Between 1600 and 1715 hours, some East Bay-bound passengers left at Embarcadero Station due to crowded trains.
- 1646 : Seven minute delay for Concord passengers on the San Francisco Line due to an out-of-sequence train.
- 1746 : Concord bound passengers between Lafayette and Concord delayed 8 mins. due to a train with a propulsion problem.
- 1747 : Concord bound train at Rockridge unable to stop with all cars on the platform. Passengers that would normally exit at Rockridge continued on to Orinda for a train ride back to Rockridge. 15 minute delay for those passengers only.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>10/31 Today</u>	<u>10/30 Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	187,607	185,783	+ 1824 (+1%)	126,019
1700	217,741	213,799	+ 3942 (+2%)	143,668
1800	262,633	256,061	+ 6572 (+2.5%)	170,873
1900	290,060	285,464	+ 4596 (+1.5%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- Between 1630 and 1830 hours, most Express busses running 15 to 20 minutes late due to heavy traffic.

OWL SERVICE SYSTEM PERFORMANCE

- 0231 : Train control room ATO equipment failure at Hayward Yard train control room. No routes at A77 interlocking. Train 266 delayed 21 minutes Fremont to Richmond.

0405 : Ref. 0231 above. Equipment failed again after repairs Train 274 delayed 20 minutes Fremont to Richmond.

**** By 0500 hrs. trains travelling through the affected area were only delayed five minutes or less.

10/31/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- 1914 : Train propulsion problem at Concord Station. 11 min. delay for passengers travelling to San Francisco.
- 2318 : Emergency maint. vehicle set-off at an access point between West Oakland and the transbay tube entrance due to an electrical fire aboard the vehicle. 4 trains delayed 6 to 14 mins.
- 0038 : Loss of third rail power at Montgomery Street Station delayed East Bay passengers for 13 minutes. Incident being investigated at the time of this write-up.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution **Date:** November 2, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, November 2

Attached for your information is the Earthquake Emergency Activities Situation Report, November 2 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

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M. Taylor
J. Thomas

BART OPERATIONS AM SERVICE REPORT
Thursday, November 2, 1989, 9:00 AM

SERVICE

- 45 trains and 396 cars in operation - 49 extra cars added.
- Started 7.5 minute headway Concord at 0500 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

- No major delays recorded during the morning peak service.

Service adjustments 0600-0730 hrs.

Seven Concord-to-Daly City trains turned back at Montgomery St. Station in order to insure a high level of service from the Concord Line to San Francisco during the peak period. One train turned back at Montgomery Street Station to the Richmond Line. Passengers aboard those trains travelling south of Montgomery Street delayed 4 minutes.

- ***** Only one report of passengers being left on the the platform between 0500 and 0800 hours. The sole incident occurred at McArthur Station at 0753 hrs.

0804 : One Concord bound train turned back at Lafayette to San Francisco due to heavy passenger loads at Lafayette and Orinda. 4 min. delay for passengers travelling to Concord aboard that train.

RIDERSHIP

- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>*11/02 Thursday</u>	<u>11/01 Wednesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,947	8,893	54	N/A
0700	32,678	33,017	(339)	9,432
0800	68,701	71,088	(2,387)	29,828
0900	103,324	106,604	(3,280)	52,822
AFC TOTAL DAILY	11/01	:341,250		
SERVICE TRANSFERS	11/01	: 4,591		
TOTAL FOR WEDS.	11/01	:345,841		

TOTAL FOR TUESDAY 10/31 :335,149

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/01/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 57,592

PM PEAK : (1600-2000 hrs.) EAST BOUND = 60,493 (record)
previous record = 58,644

*GRAND TOTAL (ALL DAY)= 113,037

* 113,037 is 63.1% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Some express busses travelling to Concord Station delayed due to heavy traffic. All other buses on time.

Del Norte, Concord, Walnut Creek, Bayfair - moderate loads. Hayward, Hacienda - Light load.

Reported ridership counts as of 0900 hrs. are listed below.

CONCORD	:	660
WALNUT CREEK	:	236
Del NORTE	:	594
HAYWARD	:	144
BAYFAIR	:	473
HACIENDA	:	<u>052</u>
total		2,159

11/01 ALL DAY TOTAL :10,025

STATION OPERATIONS

- All AFC ticket booths opened on time.
- No escalator, or elevator problems reported at any station.
- Fare collection equipment problems at Coliseum may inconvenience or delay passengers two to three minutes for a part of the AM commute period.

BART OPERATIONS SUMMARY

Wednesday, November 1, 1989, 7:00 PM

PM PEAK SERVICE

- 46 trains and 399 cars in operation - 1 extra train and 52 extra cars added.
- 7.5 minute headway's between Daly City and Concord started 15 minutes early at 1610 hours.
- An extra 10-car train was used to supplement Daly City to Concord service.

SYSTEM PERFORMANCE

- No disruptions reported.

RIDERSHIP

- Car capacity was 115% of normal evening rush hour capacity.
- BART AFC Ridership Exit Data (does not include transfer exits thru service gates):

<u>Time</u>	<u>11/01 Today</u>	<u>10/31 Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	200,543	187,607	+12,936 (+6.5%)	126,019
1700	229,735	217,741	+11,994 (+5.2%)	143,668
1800	272,336	262,633	+ 9,703 (+3.6%)	170,873
1900	303,374	290,060	+13,314 (+4.6%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported.

11/01/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- Starting at 2333 hrs four trains on the Fremont Line were delayed from 6 to 15 minutes due to maintenance vehicles running to designated work areas.
- Starting at 0006 hrs. 3 trains on the San Francisco line were delayed approximately 15 minutes due to single tracking in the Transbay Tube due to maintenance.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 3, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 3

Attached for your information is the Earthquake Emergency Activities Situation Report, November 3 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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M. Taylor

J. Thomas

K. Wallsten

LMN-1 Rm 120

**BART OPERATIONS AM SERVICE REPORT
Friday November 3, 1989, 9:00 AM**

SERVICE

- 44 trains and 387 cars in operation - 40 extra cars added.
- Started 7.5 minute headways on the Concord Line at 0505 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

*** Service adjustments 0600-0730 hrs.**

- Six Concord-to-Daly City trains turned back at Montgomery St. Station in support of service on the Concord Line. One train turned back at Montgomery Street Station to the Richmond Line. Two trains turned back at Lafayette pocket track in support of West Bay service. Passengers aboard trains turned back in all cases were not delayed more than 4 to 6 minutes.
- At 0659 hrs San Francisco train at Concord Station out-of-service. Smoke emitting from under the middle of the train. This resulted in a 13 min. delay to San Francisco from Concord, Pleasant Hill and Walnut Creek Stations. A train was turned back to San Francisco at Lafayette pocket track thereby alleviating delays at Lafayette, Orinda, and Rockridge.
- No reports of any passengers being left on the platform at any station.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/03 Friday</u>	<u>11/02 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,941	7,500	(441)	N/A
0700	29,237	28,744	493	9,432
0800	64,864	68,719	(3,855)	29,828
TOTAL FOR THURSDAY 11/02 :346,916			(7.5% above previous Thursday)	
TOTAL FOR TUESDAY 10/31 :335,149				
TOTAL FOR WEDS. 11/01 :345,841				

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/02/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 56,968
PM PEAK : (1600-2000 hrs.) EAST BOUND = 59,650

*GRAND TOTAL (ALL DAY) = 222,817

* 222,817 is 64.2% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.

Del Norte - Heavy loads.
Concord, Bayfair, Walnut Creek - moderate loads.
Hayward, Hacienda - Light loads.

Reported ridership counts as of 0900 hrs. are listed below.

CONCORD	:	728	
WALNUT CREEK	:	288	
Del NORTE	:	598	
HAYWARD	:	112	
BAYFAIR	:	415	
HACIENDA	:	<u>46</u>	
total		2,187	11/02 ALL DAY TOTAL :9,342

STATION OPERATIONS

- Fremont ticket booth opened 15 minutes late. All other booths opened on time.
- Minor AFC equipment problems at Concord and Coliseum. No passengers inconvenienced.

TICKET SALES

- Agents at 20 locations.
- Thursday November 02, Ticket Sales:

Temporary Vendor Sales: AM \$82,655

PM \$26,605

Total \$109,260

Machine Sales (+/-10%) \$327,040

11/02 Total (approx.) \$436,300

AVG. Daily Sales \$200,000
(2)

POLICE AND OTHER INCIDENTS

- No police incidents reported that impacted service.
- Collision reported in Concord Yard storage track 17. No injuries reported. Two cars damaged.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact Bart service.

OWL SERVICE

- Agent staffing level per line on Friday 11/03 was as follows:
 - Fremont Line - Two stations unstaffed two hrs. One station unstaffed one hr.
 - Richmond Line- Two stations unstaffed two hrs. One station unstaffed one hr.
 - Concord Line - One station unstaffed two hours. Two stations unstaffed 1 hour.
 - S. F. Line - 2 stations unstaffed for two hours.
 - Oakland - All stations staffed.

<u>Time</u>	<u>11/03 Friday</u>	<u>11/02 Thursday</u>
0100-0200	672	854
0200-0300	979	756
0315-0500	725	1,128
	-----	-----
Total:	2,376	2,738

OWL SERVICE SYSTEM PERFORMANCE

- Two train delays due to maintenance activities. 11 min. delay Bayfair to Fremont and a 7 min. delay Hayward to Richmond.

BART OPERATIONS SUMMARY

Thursday, November 2, 1989, 7:00 PM

PM PEAK SERVICE

- 45 trains and 378 cars in operation - 1 extra train and 31 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- Between 1730 and 1800 hours some East Bay-bound passengers left at the Embarcadero Station due to crowded trains.
1707 : T383 turned back to San Francisco at the Lafayette pocket track as a service adjustment. Passengers proceeding northbound from Lafayette were delayed 4 mins.
- 1708 to: Headways on the San Francisco Line to Concord
1725 increased to twelve minutes due to the shortage of equipment.
- 1742 : T383 turned back at Montgomery St. Station, in service to Concord to provide for 7.5 headways.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/02 Today</u>	<u>11/01 Yesterday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	197,065	200,543	- 3,478 (-1.7%)	126,019
1700	226,834	229,735	- 2,901 (-1.3%)	143,668
1800	268,473	272,336	- 3,863 (-1.4%)	170,873
1900	299,008	303,374	- 4,366 (-1.4%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: November 6, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, November 6

Attached for your information is the Earthquake Emergency Activities Situation Report, November 6 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT
Monday, November 6, 1989, 9:00 AM

SERVICE

- 43 trains and 376 cars in operation, 29 extra cars added.
- Started 7.5 minute headway Concord at 0502 rather than 0630. 7.5 minute headway not maintained due to wayside equipment problems in Concord Yard.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

- 0515 to 0706 Wayside equipment damage at Concord Yard caused by a train's collector shoes striking the wayside antenna cover board while entering the yard. The event caused a major disruption to train service on the Concord line. The initial delay from Concord to San Francisco was 30 minutes with subsequent trains departing Concord at 10 to 12 minute headways. Three trains turned back to San Francisco at Lafayette to reduce overcrowding at Lafayette, Orinda, and Rockridge Stations.
- 0738 A San Francisco-bound train from Fremont was removed from service at West Oakland due to a door equipment problem. This problem had been intermittent prior to West Oakland and the result was 10 to 25 minute delays west bound transbay from Oakland.
- 0810 A San Francisco-bound train from Concord was removed from service at MacArthur Station due to an equipment problem (brakes). Passengers aboard this train were delayed 15 minutes.

**** Service adjustments 0600-0730 hrs.

Four Concord-to-Daly City trains turned back at Montgomery St. Station and one Concord-to-Daly City train turned back at 24th & Mission to insure a high level of service from the Concord line to San Francisco during the peak period. Four trains turned back at Lafayette pocket track to San Francisco. Passengers aboard those trains travelling south of Montgomery Street delayed 4 minutes. Those travelling north of Lafayette to Concord delayed 7.5 to 15 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/06 Monday</u>	<u>11/03 Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,018	7,941	(77)	N/A
0700	30,527	29,237	1,290	9,432
0800	58,789	64,864	(6,075)	29,828

TOTAL FOR FRIDAY 11/03: 352,696 PREVIOUS RECORD: 346,916
 TOTAL FOR THURS. 11/02: 346,916

TOTAL FOR SAT. 11/04: 215,207 PREVIOUS RECORD: 159,129
 TOTAL FOR SUNDAY 11/05: 144,855 PREVIOUS RECORD: 116,082

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/03/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = data not available

PM PEAK : (1600-2000 hrs.) EAST BOUND = data not available

*GRAND TOTAL (ALL DAY) = data not available

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All Express Buses on time.
- Newspaper advertising is being initiated this week to attract new express bus riders.

Hacienda express bus headways were lengthened from 10 minutes to 30 minutes during peak periods due to low passenger volume. This morning, Bayfair express bus line received additional buses from the Hacienda line.

- Del Norte, Concord, Bayfair - moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	229
WALNUT CREEK	:	79
Del NORTE	:	251
HAYWARD	:	54
BAYFAIR	:	196
HACIENDA	:	<u>41</u>
total		929

11/03 ALL DAY TOTAL : 9,200 (page 2)

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>11/06</u> <u>Monday</u>	<u>11/03</u> <u>Friday</u>	<u>11/04</u> <u>Sat.</u>	<u>11/05</u> <u>Sun.</u>
0100-0200	360	672	2,038	1,359
0200-0300	463	979	1,119	1,750
0315-0500	1,015	725	1,002	805
Total:	----- 1,838	----- 2,376	----- 4,159	----- 3,914

11/06/89 OWL SERVICE SYSTEM PERFORMANCE

- No major delay recorded.

Weekend Owl Service Staffing Level

- Sat. 11/04 : 27 of 34 stations unstaffed for some period of time.
- Sun. 11/05 : 12 of 34 stations unstaffed for some period of time.

Weekend Service Delay Events

- Sat. 11/04 : 0708hrs., 1306hrs., 1717hrs. False occupancy at M87 interlocking (Daly City) delayed a total of 8 trains up to 8 minutes.
- 2115 : One car of a ten-car train derailed in the KX Siding (MacArthur). No passengers involved and no injuries. 11 min. delay in service for passengers travelling to Fremont from downtown Oakland.
- Sun. 11/05
- 1055 : A train with all bad order cars being moved from Richmond Yard to Hayward yard broke down departing Coliseum Station and subsequently delayed the following Fremont-bound trains up to 19 minutes.
- 1245 : A wayside equipment problem affecting the interlocking at Concord resulted in a 25 minute delay to the inbound train and a resultant 6 minute delay to the outbound.

POLICE AND OTHER INCIDENTS

- 1641 : A collision reported in Hayward yard throat involving 5 cars, (2 stopped, 3 moving). No injuries to BART personnel. (page 4)

BART OPERATIONS SUMMARY
Friday, November 3, 1989, 7:00 PM
PM PEAK SERVICE

- 44 trains and 372 cars in operation - 25 extra cars added.

SYSTEM PERFORMANCE

- 1610 : No extra Concord train dispatched from Daly City because of equipment shortage.
- 1643 : T449 was not dispatched from Daly City because of an earlier equipment failure. Some Richmond passengers on the San Francisco line delayed 15 min.
- 1711 : Train 103 at South Hayward out-of-service, motor inoperative. Passengers travelling south to Fremont delayed 7 mins. Passengers on the Fremont line travelling to San Francisco delayed 11 mins.
- 1714 : Equipment problems on T369 at Embarcadero Station and T377 at West Oakland Station delayed all passengers in Downtown San Francisco between 10 and 20 minutes and some Richmond passengers up to 25 minutes (delay for Richmond passengers was greater due to train 449 delay). Due to crowded conditions, entry gates were closed at Embarcadero for 5 minutes and at Montgomery for 9 minutes.
- 1715 : T233 removed from service at South Hayward Station because of an equipment problem. T233 was replaced at 1728 hours.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/03 Friday</u>	<u>11/02 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	197,936	197,065	+ 871 (+0.4%)	126,019
1700	227,230	226,834	+ 396 (+0.2%)	143,668
1800	263,994	268,473	- 4,479 (-1.7%)	170,873
1900	297,119	299,008	- 1,889 (-0.6%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported.

11/03/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- 1935 : Train equipment problems at Richmond Yard. Seven to 15 min. delay for passengers travelling to San Francisco.
- 2038 : Train equipment failure on a Fremont-bound train at MacArthur. 15 min. delay for Fremont-bound passengers. Bad order train could not be repaired and had to be towed back to Richmond Yard.
- 2317 : Earthquake on the Hayward Fault measuring 3.7. Passengers systemwide delayed 10 to 20 minutes.

**BART OPERATIONS AM SERVICE REPORT
Tuesday, November 7, 1989, 9:00 AM**

SERVICE

- 44 trains and 384 cars in operation - 37 extra cars added.
- Started 7.5 minute headway Concord at 0501 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

- Service adjustments

Eight trains were turned back in support of service to the West Bay as follows:

Three Concord-to-Daly City trains turned back at Montgomery St. Station. Two Concord-to-Daly City trains turned back at 24th St. Two trains turned back at Hayward in support of West Bay service. One train turned back at Lafayette to the San Francisco line.

Service Delays

0616-No routes at Embarcadero due to a switch problem. Seven trains eastbound and seven trains westbound delayed 10 to 20 minutes.

0700-Fremont-bound train from Daly City dispatching 15 mins. late due to the routing problem at Embarcadero.

0711-San Francisco train at Coliseum Station taken out-of-service due to smoke inside car 160. Passengers aboard the train delayed 11 mins. Three following trains delayed 5 to 11 mins.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/07 Tuesday</u>	<u>11/06 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,132	8,018	(886)	N/A
0700	28,230	30,527	(2,297)	9,432
0800	66,110	58,789	7,321	29,828

TOTAL FOR MONDAY 11/06 : 336,436

TOTAL FOR FRIDAY 11/03 : 352,696

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/06/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 56,966

PM PEAK : (1600-2000 hrs.) EAST BOUND = 59,151
previous record = 58,644

*GRAND TOTAL (ALL DAY)= 216,770

* 216,770 is 64.4% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Lighting for the auxiliary lot at Coliseum Station was not turned on. Problem being addressed as of this writing.
- All buses on time.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	499	
WALNUT CREEK	:	117	
Del NORTE	:	422	
HAYWARD	:	97	
BAYFAIR	:	369	
HACIENDA	:	<u>29</u>	
total		1,533	11/06 ALL DAY TOTAL :9,242

STATION OPERATIONS

- All AFC ticket booths opened on time.
- A platform-to-concourse elevator at Embarcadero St. Station is out of service due to a component failure. Passenger impact will be minimal.

BART OPERATIONS SUMMARY
Monday, November 6, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 390 cars in operation - 43 extra cars added.
- 7.5 minute headway between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

Service adjustments:

One train turned back at Lafayette in support of East Bay service. Passengers aboard the train travelling to Concord were delayed 7 minutes. One Daly City train turned back at Montgomery to Concord. Passengers aboard the train delayed 4 minutes to points south of Montgomery St.

Service Delays:

- 1607-
1622: Two trains removed from service at South Hayward Station due to high car hours. Some passengers travelling south to Fremont were delayed 7 to 12 mins. Some passengers travelling to San Francisco were delayed 7 to 15 mins.
- 1742-
1759: Wayside equipment problem at Hayward Yard south entrance. 17 minute delay in service for Fremont-bound passengers.
- 1745-
1824: Fremont-bound train at South Hayward out-of-service, due to an inverter problem. Passengers travelling south to Fremont delayed 7 mins. Passengers on the Fremont line travelling to San Francisco delayed 15 mins.
- 1801: Concord to San Francisco train dispatched 13 mins. late due to a staffing problem.

RIDERSHIP

BART AFC Ridership Exit Data				
<u>Time</u>	<u>11/06</u> <u>Monday</u>	<u>11/03</u> <u>Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	193,244	197,936	- 4,692 (-2.4%)	126,019
1700	223,595	227,230	- 3,635 (-1.6%)	143,668
1800	265,984	263,994	+ 1,990 (+0.8%)	170,873
1900	293,585	297,119	- 3,534 (-1.2%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- 1730-Walkway between Coliseum Station and the Coliseum Complex out of service until further notice. At 1915, temporary bus service was established to shuttle BART passengers between the Station and the Coliseum parking lot.

11/06/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- 2352-Maintenance vehicle set-on for scheduled maintenance on the Richmond line between Richmond and Del Norte. Three trains delayed an average of 20 minutes.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 8, 1989

From: ^{AL}
for Dick Wenzel, Manager of Planning

Subject: Earthquake Emergency Activities Situation Report, November 8

Attached for your information is the Earthquake Emergency Activities Situation Report, November 8 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT
Wednesday, November 8, 1989, 9:00 AM

SERVICE

- 42 trains and 368 cars in operation - 21 extra cars added.
- Started 7.5 minute Concord headways at 0504 rather than 0630.
- Trains were kept in service longer by looping trains that are normally stored.

SYSTEM PERFORMANCE

**** Hayward Yard Control (routing) computer is inoperative. No estimate available as to when it will be back in service. Routing in Hayward Yard being processed by use of a manual backup panel.

- **Service adjustments**

Ten trains turned back in support of West Bay service as follows:

- Nine Concord to Daly City trains turned back at Montgomery St. Station.
- One Richmond-bound train turned back at El Cerrito Del Norte Station.

Service Delays

- 0740-Concord-bound train at Lafayette out-of-service due to door problems. Passengers travelling to Pleasant Hill and Concord delayed 15 to 20 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data:**

<u>Time</u>	<u>*11/08 Wednesday</u>	<u>11/07 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,289	7,132	1,157	N/A
0700	30,037	28,230	1,807	9,432
0800	68,052	66,110	1,942	29,828
TOTAL FOR TUESDAY 11/07 : 348,164				
TOTAL FOR MONDAY 11/06 : 336,436				

* Numbers in this column are subject to adjustments.

(page 1 of 5)

TRANSBAY RIDERSHIP FOR 11/07/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 57,176

PM PEAK : (1600-2000 hrs.) EAST BOUND = 61,879

*GRAND TOTAL (ALL DAY)= 225,009

* 225,009 is 64.6% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Lighting for the auxiliary lot at Coliseum Station turned on. No further problems reported at this lot.
- All buses on time.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	530
WALNUT CREEK	:	184
Del NORTE	:	441
HAYWARD	:	98
BAYFAIR	:	312
HACIENDA	:	<u>45</u>
total		1,610

11/07 ALL DAY TOTAL :10,413

STATION OPERATIONS

- All AFC ticket booths opened on time.
- A street-to-concourse escalator at Embarcadero St. Station is out of service due to a component failure. Passenger flow will be impeded exiting the west end of the station.

BART OPERATIONS SUMMARY
Tuesday, November 7, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 393 cars in operation - 46 extra cars added.
- 7.5 minute headway between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

Service adjustments:

One train turned back at Lafayette in support of East Bay service. Passengers aboard the train travelling to Concord were delayed 7 minutes. One Daly City train turned back at Montgomery to Concord. Passengers aboard the train delayed 4 minutes to points south of Montgomery St.

Service Delays:

- 1545- Richmond-bound train delayed a total of 17 minutes
1602: between Downtown San Francisco and Downtown Oakland - Automatic train operation problem.
- 1636: A Richmond-bound train from Fremont was delayed 7 minutes in the Oakland "Wye" due to a wayside equipment failure.
- 1643: A Daly City-bound train departed Concord 10 mins. late; secondary delay caused by the 1545 delay.
- 1637- Two Fremont-bound trains at South Hayward out-of-
& service, due to propulsion problems. Some
1652: passengers travelling on the Fremont line were delayed 7 to 15 minutes.
- 1729: Concord-bound train delayed 9 minutes at Lafayette Station - brake problem.

RIDERSHIP

- BART AFC Ridership Exit Data

	11/07	11/06		Oct. 5
<u>Time</u>	<u>Tuesday</u>	<u>Monday</u>	<u>Variance</u>	
1600	196,291	193,244	+ 3,047 (+1.6%)	126,019
1700	227,083	223,595	+ 3,488 (+1.6%)	143,668
1800	268,829	265,984	+ 2,845 (+1.1%)	170,873
1900	299,044	293,585	+ 5,459 (+1.9%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported.

11/07/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- 1944- Fremont train at 16th St. Station delayed 9 minutes due to "Automatic Train Operations" problems.
- 2051- Fremont train at Oakland West delayed 9 mins. due to train door problems.
- 2239-
0043: Major delays (15 to 30 minutes) for trains on the Richmond line due to scheduled on-rail maintenance between El Cerrito Plaza and El Cerrito Del Norte.

SY

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 9, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 9

Attached for your information is the Earthquake Emergency Activities Situation Report, November 9 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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- M. Taylor
- J. Thomas
- K. Wallsten

BART OPERATIONS AM SERVICE REPORT
Thursday, November 9, 1989, 9:00 AM

SERVICE

- 44 trains and 361 cars in operation - 14 extra cars added.
- Started 7.5 minute Concord headways at 0504 rather than 0630.
- At 0803 a 45th train was put in service raising the total number of in-service cars to 372 - 25 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Ten trains turned back in support of West Bay service as follows:

- Eight Concord-to-Daly City trains turned back at Montgomery St. Station. One at 24th St. Station.
- Three trains turned back at Lafayette to San Francisco

Service Delays

- 0556: San Francisco train at Fremont out of service due to a brake problem. Passengers delayed approx. 7 minutes.
- 0630: Wayside failure at MacArthur Station. Three trains delayed 7 minutes each.
- 0710: Fremont-bound train at So. Hayward out of service due to an inverter problem. Some passengers delayed 7 minutes.
- 0735: Concord-bound train at Montgomery with "Automatic Train Operations" problem. Four trains delayed 4-8 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/09</u> <u>Thursday</u>	<u>11/08</u> <u>Wednesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,525	8,289	(764)	N/A
0700	30,047	30,037	10	9,432
0800	66,584	68,052	(1,468)	29,828

TOTAL FOR WEDS. 11/08 : 347,782

TOTAL FOR TUESDAY 11/07 : 348,164

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/08/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 56,754

PM PEAK : (1600-2000 hrs.) EAST BOUND = 60,008

*GRAND TOTAL (ALL DAY)= 224,571

* 224,571 is 64.6% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Auxiliary lot at Coliseum Station has been closed due to underutilization. Shuttle service to the lot has been cancelled.
- All buses on time. Three buses shifted from Hacienda route to Bayfair route.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	559
WALNUT CREEK	:	144
Del NORTE	:	580
HAYWARD	:	91
BAYFAIR	:	406
HACIENDA	:	<u>48</u>
total		1,828

11/08 ALL DAY TOTAL :11,251

STATION OPERATIONS

- All AFC ticket booths opened on time.
- No problems reported.

BART OPERATIONS SUMMARY
Wednesday, November 8, 1989, 7:00 PM
PM PEAK SERVICE

- 44 trains and 380 cars in operation - 33 extra cars added.
- 7.5 minute headway between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

Service adjustments:

- One train turned back at Lafayette in support of East Bay service. Passengers aboard the train travelling to Concord were delayed 7 minutes.
- One Daly City train turned back at Montgomery to Concord. Passengers aboard the train delayed 4 minutes to points south of Montgomery St.

Service Delays:

- 1607: Fremont-bound train at South Hayward out of service due to equipment problem. Some passengers travelling on the Fremont line were delayed 7 to 15 minutes.
- 1617: Fremont-bound train delayed 14 minutes at West Oakland Station due to a medical emergency.

RIDERSHIP

- BART AFC Ridership, Exit Data

<u>Time</u>	<u>11/08 Wednesday</u>	<u>11/07 Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	200,305	196,291	+ 4,014 (+2.0%)	126,019
1700	229,319	227,083	+ 2,236 (+1.0%)	143,668
1800	270,609	268,829	+ 1,780 (+0.7%)	170,873
1900	301,569	299,044	+ 2,525 (+0.8%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- 1530- Montgomery Street Station primary escalator (concourse-to-platform) out of service.

11/08/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

- 2320- Power off both tracks at Richmond station due to unauthorized personnel wayside. Two trains delayed 9 to 19 minutes.
- 2338- Fremont-bound train at Richmond Station delayed 14 mins. due to on-rail maintenance on the Richmond line.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 10, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 10

Attached for your information is the Earthquake Emergency Activities Situation Report, November 10 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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**BART OPERATIONS AM SERVICE REPORT
Friday, November 10, 1989, 9:00 AM**

SERVICE

- 44 trains and 358 cars in operation - 11 extra cars added. Two extra 10 car trains were available but passenger loads were such that their use was not required.
- 7.5 minute headways on the Concord line maintained only when passenger loads required it.

SYSTEM PERFORMANCE

Service adjustments

- Trains turned back in support of West Bay service as follows:
 - One Concord-to-Daly City train turned back at Montgomery St. Station to Richmond.
- No 7.5 minute headways on the Fremont-to-San Francisco line. Not necessary due to insufficient passenger volume.
- 7.5 minute headways Concord-to-Daly City maintained from 0534 hrs. to 0815 hrs.

Service Delays

- 0715: San Francisco-bound train at Rockridge Station delayed 10 minutes due to a door problem.
- 0718: Richmond-to-San Francisco train delayed 7 minutes on dispatch due to equipment failure.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/10 Friday</u>	<u>11/09 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	5,781	7,525	(1,744)	N/A
0700	23,903	30,047	(6,144)	9,432
0800	53,225	66,584	(13,359)	29,828
TOTAL FOR THURS.	11/09	: 352,585		
TOTAL FOR WEDS.	11/08	: 347,782		

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/09/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = N/A

PM PEAK : (1600-2000 hrs.) EAST BOUND = N/A

*GRAND TOTAL (ALL DAY)= 227,770 (estimated)

* 227,770 is 64.6% of total BART trips. (estimated)

EXPRESS BUS AND PARKING

- Information on the "Express Bus" service for today will be noted on the AM report for Monday, November 13, 1989.

STATION OPERATIONS

- All AFC ticket booths opened on time.
- Two escalators for the 11th Street exit at the 12th St. Station are out of service. This will impede passenger flow.

TICKET SALES

- Agents at 20 locations.
- Thursday, November 9, Ticket Sales:
Temporary Vendor Sales: AM \$80,960
PM \$28,660

Total \$109,620

Machine Sales (+/-10%) \$326,414

11/09 Total (approx.) \$436,034

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- Agent staffing level per line on Friday, 11/09 was as follows:

Fremont Line - Two stations unstaffed for two hours.
Richmond Line - Two stations unstaffed for 3 hrs. One, 2 hrs.
Concord Line - One station unstaffed for 1 hr.
S.F. Line - Two stations unstaffed for 2 hours or less.
Oakland Line - One station unstaffed for 2 hours.

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>11/10 Friday</u>	<u>11/09 Thursday</u>
0100-0200	804	782
0200-0300	573	621
0315-0500	881	638
Total:	----- 2,258	----- 2,041

OWL SERVICE SYSTEM PERFORMANCE

- No delays recorded during the "Owl Service" period.

BART OPERATIONS SUMMARY
Thursday, November 9, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 371 cars in operation - 24 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

Service adjustments:

- One train turned back at Lafayette in support of East Bay service. Passengers aboard the train travelling to Concord were delayed 7 minutes.
- One Daly City train turned back at Montgomery to Concord. Passengers aboard the train delayed 4 minutes to points south of Montgomery St.

Service Delays:

- 1609: Daly City train at Hayward Station out of service because of a door problem. Passengers travelling to San Francisco delayed 15 minutes.
- 1842: Routing problem at Concord Station. Two trains delayed approx. 14 mins. each.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/09</u> <u>Thursday</u>	<u>11/08</u> <u>Wednesday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	197,896	200,305	- 2,409 (-1.2%)	126,019
1700	225,999	229,319	- 3,320 (-1.5%)	143,668
1800	269,489	270,609	- 1,123 (-0.4%)	170,873
1900	299,961	301,569	- 1,608 (-0.5%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported

11/09/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

0003-Power off at 12th St. station due to a patron on the trackway. One Richmond-bound train delayed 13 mins.

0004-Two trains on the San Francisco Line delayed 14-19 minutes due to scheduled on-rail maintenance activities between Balboa and 24th St. station.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 13, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 13

Attached for your information is the Earthquake Emergency Activities Situation Report, November 13 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT
Monday, November 13, 1989, 9:00 AM

SERVICE

- 45 trains and 389 cars in operation - 42 extra cars added.
- 7.5 minute headways on the Concord line initiated at 0502 hours.
- Report of passengers being left at Fruitvale Station due to a crowded train at 0721 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of West Bay service as follows:

- Nine trains turned back to Concord at Montgomery (0602 to 0800 hrs.).

- **Service Delays**

0516: San Francisco-bound train out of service departing Concord - Equipment problem - Passengers delayed 10 minutes.

0543: Fremont-bound train out of service Richmond yard - Equipment problem - Passengers delayed 15 minutes.

0602: San Francisco-bound train failed yard dispatch - Equipment problem - 7.5 minute delay to passengers at Concord.

0653: San Francisco-bound train out of service at Union City - Equipment problem - Fremont-to-San Francisco passengers delayed 14 minutes and Fremont-to-Richmond passengers delayed 15 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/13</u> <u>Monday</u>	<u>11/10</u> <u>Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,768	5,781	1,987	N/A
0700	28,237	23,903	4,334	9,432
0800	65,377	53,225	12,152	29,828

TOTAL FOR FRIDAY 11/10 : 320,389
TOTAL FOR SAT. 11/11 : 166,991
TOTAL FOR SUNDAY 11/12 : 108,492

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/10/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 46,665

PM PEAK : (1600-2000 hrs.) EAST BOUND = 51,843

*GRAND TOTAL (ALL DAY)= 207,923

* 207,923 is 64.9% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time. Concord, Del Norte, and Bayfair Lines each had two buses added.

Concord, Del Norte, Bayfair - Moderate loads.
Walnut Creek, Hayward, Hacienda - Light loads.

Reported ridership counts as of 0800 for Monday 11/13 and Friday 11/10 are listed below.

AM RIDERSHIP
MONDAY 11/13/89

CONCORD	:	538
WALNUT CREEK	:	155
Del NORTE	:	409
HAYWARD	:	91
BAYFAIR	:	378
HACIENDA	:	55
Total		1,626

AM RIDERSHIP
FRIDAY 11/10/89

CONCORD	:	550
WALNUT CREEK	:	143
Del NORTE	:	560
HAYWARD	:	95
BAYFAIR	:	348
HACIENDA	:	28
Total		1,724

11/10/89 ALL DAY TOTAL 8,536

Page 2 of 6

- **BART AFC Ridership Exit Data:**

<u>Time</u>	<u>11/13</u> <u>Monday</u>	<u>11/10</u> <u>Friday</u>	<u>11/11</u> <u>Sat.</u>	<u>11/12</u> <u>Sun.</u>
0100-0200	424	804	1,560	1,718
0200-0300	420	573	1,625	1,565
0315-0500	592	1,079	935	935
	-----	-----	-----	-----
Total:	1,436	2,456	4,120	4,218

OWL SERVICE SYSTEM PERFORMANCE

- No service disruptions recorded during the Monday 11/13/89 "Owl Service" period.

Weekend Owl Service Staffing Level:

Sat. 11/11 : 28 of 34 stations unstaffed for some period of time.
Sun. 11/12 : 26 of 34 stations unstaffed for some period of time.

"Weekend Owl" Service Disruptions:

Sat. 11/11 : 0223- 13 min. delay Richmond to Fremont due to Automatic Train Operation equipment failure on dispatch.

0235- Concord-bound train entering 12th St. failed to stop within the confines of the platform. Minimal delays to passengers since they were able to transfer and exit at 19th St.

Sun. 11/12 : No service disruptions recorded.

Weekend Service delay events:

Sat. 11/11/89

1800: A PG&E power pole located between Bayfair and Hayward stations was struck by a truck causing the potential for electrical wires to fall across the BART right-of-way. Train service was discontinued between Bayfair and Hayward stations from 1800 to 2036 hrs. Passengers travelling to locations south of Bayfair Station during the incident period boarded AC Transit buses at Bayfair station and resumed their BART trip upon arrival at Hayward Station.

2228-2329:

Eight trains delayed 7 to 18 minutes due to scheduled on-rail maintenance between Berkeley Station and Del Norte Station..

Sun. 11/12/89

1935: Braking problem on Concord-bound train at 19th St. Station. 13 minute delay in service.

2120: Braking problem on Concord-bound train at MacArthur Station. 15 minute delay in service.

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

BART OPERATIONS SUMMARY
Friday, November 10, 1989, 7:00 PM
PM PEAK SERVICE

- 43 trains and 346 cars in operation - (-1) extra cars added.
- 7.5 minute headway between Daly City and Concord started 8 minutes early at 1615 hours.

SYSTEM PERFORMANCE

- **Service adjustments:**

None

- **Service Delays:**

1700: San Francisco-bound train not in service from Fremont - Equipment failure - Passengers delayed 15 minutes.

1806: Fremont-bound train not in service from Daly City - No replacement available - Passengers delayed 15 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/10 Friday</u>	<u>11/09 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	163,506	197,896	- 34,390 (-17.4%)	126,019
1700	187,799	225,999	- 38,200 (-16.9%)	143,668
1800	220,105	269,489	- 49,384 (-18.3%)	170,873
1900	245,131	299,961	- 54,830 (-18.3%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- No incidents reported.

11/10/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2248-2358:

Three trains delayed 7 to 12 minutes due to scheduled on-rail maintenance between Balboa Park Station and 24th Street Station.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 15, 1989

From: Dick Wenzel, Manager of Planning

DW

Subject: Earthquake Emergency Activities Situation Report, November 15

Attached for your information is the Earthquake Emergency Activities Situation Report, November 15 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT

Wednesday November 15, 1989, 8:00 AM

SERVICE

- 45 trains and 373 cars in operation - 26 extra cars added.
- Started 7.5 minute headways on the Concord line at 0502 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Thirteen trains turned back at Montgomery to Concord (0543 to 0800 hours).

- Service delays

0619: Concord-bound train delayed 7 minutes at Embarcadero Station due to "Automatic Train Operation" problem. One Daly City-bound and one Fremont-bound train delayed 7 minutes.

0755: Congestion at Montgomery during a train turnback. Two trains delayed approx. 7 minutes each.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/15</u> <u>Wednesday</u>	<u>11/14</u> <u>Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	8,211	7,293	918	N/A
0700	29,949	27,842	2,107	9,432
0800	66,623	62,191	4,432	29,828
TOTAL FOR TUESDAY		11/14 : 345,891		
TOTAL FOR MONDAY		11/13 : 326,313		

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/14/89

AM PEAK : (0500-0900 hrs.) WEST BOUND = 58,103

PM PEAK : (1600-2000 hrs.) EAST BOUND = 59,531

*GRAND TOTAL (ALL DAY)= 223,121

* 223,121 is 64.7% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time. Concord and Del Norte lines each had two buses added.

Concord - Moderately heavy load.
Del Norte, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	545
WALNUT CREEK	:	208
Del NORTE	:	443
HAYWARD	:	87
BAYFAIR	:	415
HACIENDA	:	<u>31</u>
total		1,729

11/14 ALL DAY TOTAL : 10,394

STATION OPERATIONS

- All AFC ticket booths opened on time.
- Two platform escalators out of service at Montgomery Street Station. Passenger movement from the platform to the concourse will be impeded.
- One platform escalator out of service at Civic Center Station. Passengers will be inconvenienced but not delayed.

- **System Performance (Owl Service)**

0214: One train delayed 25 minutes due to scheduled on-rail maintenance between Balboa Park Station and 24th & Mission Station.

0352: Routing problems at 24th St. Station. One train delayed 22 minutes.

- **Police and other incidents (Owl Service)**

No incidents reported that impacted service.

BART OPERATIONS SUMMARY
Tuesday, November 14, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 386 cars in operation - 39 extra cars added.
- 7.5 minute headways between Daly City and Concord started 13 minutes early at 1612 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- One Concord-bound train turned back at Lafayette Station to San Francisco.
- One Daly City-bound train turned back at Montgomery Station to Concord.

- **Service delays**

1629: Concord-bound train departing Daly City with an "Automatic Train Operations" failure. Nine trains on the San Francisco line were delayed 6 to 9 minutes.

1635: Fremont-bound train at South Hayward out of service due to a brake problem. Some passengers travelling on the Fremont line delayed 7 to 15 minutes.

1803: Richmond to San Francisco train at Richmond Station delayed 10 minutes due to a train propulsion failure.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/14 Tuesday</u>	<u>11/13 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	196,952	187,955	8,997 (+4.8%)	126,019
1700	227,843	216,614	11,229 (+5.2%)	143,668
1800	271,183	259,613	11,570 (+4.5%)	170,873
1900	301,901	286,946	14,955 (+4.9%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

None reported.

11/14/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2025-Electrical arcing reported on the M2 track in the Daly City Turnback area.

2025-2048: Wayside multiplex control system at Daly City Station inoperative causing routing problems. Eight trains delayed 7 to 15 minutes. Failure appears to be related to electrical problems in the Daly City Turnback.

2030-2345: Hayward Yard routing and consist accounting computer inoperative. Ten trains had to be routed into Hayward Yard by use of the interlocking at the north end of the yard. Five trains delayed 15-25 mins. between Hayward and Fremont due to the traffic tie-up.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
Inter-Office Memorandum

To: Distribution

Date: November 16, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 16

Attached for your information is the Earthquake Emergency Activities Situation Report, November 16 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT

Thursday, November 16, 1989, 8:00 AM

SERVICE

- 45 trains and 375 cars in operation - 28 extra cars added.
- Started 7.5 minute headways on the Concord line at 0507 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Thirteen trains turned back at Montgomery to Concord (0558 to 0800 hours).

- Service delays

No delays reported during the morning commute period up to 8:00 AM.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/16 Thursday</u>	<u>11/15 Weds.</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,915	7,571	344	N/A
0700	29,494	27,295	2,199	9,432
0800	66,539	65,786	753	29,828
TOTAL FOR WEDS.		11/15 : 355,131	(New Record)	
PREVIOUS RECORD		11/03 : 352,696		
TOTAL FOR TUESDAY		11/14 : 345,891		

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/15/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 57,153
 PM PEAK : (1600-2000 hrs.) EASTBOUND = 61,653
****GRAND TOTAL (ALL DAY) = 229,480 (new record)**
 PREVIOUS RECORD = 223,121

** 229,480 is 64.6% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- At 0800 hrs. one bus arrived 17 minutes late at Concord Station.

Concord - Heavy loads.
Del Norte, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	552	
WALNUT CREEK	:	153	
Del NORTE	:	482	
HAYWARD	:	103	
BAYFAIR	:	386	
HACIENDA	:	50	
total		1,726	11/15 ALL DAY TOTAL : 10,513

STATION OPERATIONS

- All AFC ticket booths opened on time.
- One street-to-concourse escalator out of service at Powell Street Station. No passenger delays expected.

TICKET SALES

- Agents at 20 locations.
- Wednesday, November 15, Ticket Sales:
Temporary Vendor Sales: AM \$ 74,455
PM \$ 34,440

Total \$108,895

Machine Sales (+/-10%) \$296,857

11/15 Total (approx.) \$405,752

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- Agent staffing (Owl Service)

Agent staffing level per line on Thursday 11/16 was as follows:

Fremont Line - Three stations unstaffed for 1.5 to 2 hours.
Richmond Line - Three stations unstaffed 1.5 to 2 hours.
Concord Line - Three stations unstaffed 1 to 2.5 hours.
S. F. Line - Five stations unstaffed for 1.5 hours.
Oakland - All stations staffed.

- BART AFC Ridership Exit Data (Owl Service):

<u>Time</u>	<u>11/16</u> <u>Thursday</u>	<u>11/15</u> <u>Weds.</u>
0100-0200	901	688
0200-0300	701	740
0315-0500	1,255	1,366
	-----	-----
Total:	2,857	2,794

- System Performance (Owl Service)

0012-0045:

Three trains delayed 9 to 21 minutes due to scheduled on-rail maintenance activities between Balboa Park Station and 24th St. Station.

- Police and other incidents (Owl Service)

No incidents reported that impacted service.

BART OPERATIONS SUMMARY
Wednesday, November 15, 1989, 7:00 PM
PM PEAK SERVICE

- 46 trains and 379 cars in operation - 1 extra train and 32 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- One Daly City-bound train turned back at 24th Street Station to Concord.

- **Service delays**

1557: Concord-bound train delayed 17 minutes at West Oakland Station with a door problem. Two eastbound trains behind it delayed 15 minutes.

1745: Concord-bound train delayed 14 minutes due to an intermittent "Automatic Train Operations" problem. Two eastbound trains behind it delayed 10 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/15 Wednesday</u>	<u>11/14 Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	201,476	196,952	4,524 (+2.3%)	126,019
1700	231,222	226,597	4,625 (+2.0%)	143,668
1800	276,377	269,679	6,698 (+2.5%)	170,873
1900	306,945	300,227	6,718 (+2.2%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

None reported.

11/15/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2311-2339:

Three trains delayed 16 to 22 minutes due to scheduled on-rail maintenance activities between El Cerrito Del Norte Station and Berkeley Station.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: November 17, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, November 17

Attached for your information is the Earthquake Emergency Activities Situation Report, November 17 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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E. Neves
B. Oden
R. Peters
J. Pomar
M. Pierce
R. Robbins
K. Springer
J. Stevens
M. Taylor
W. Theile
J. Thomas
K. Wallsten

BART OPERATIONS AM SERVICE REPORT

Friday, November 17, 1989, 8:00 AM

SERVICE

- 46 trains and 376 cars in operation - 29 extra cars added.
- Started 7.5 minute headways on the Concord line at 0500 rather than 0630.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of West Bay service as follows:

- Fifteen trains turned back at Montgomery to Concord (0558 to 0800 hours).

- **Service delays**

0723: Daly City-bound train at Powell St. Station with a door problem. Some passengers delayed 8 minutes in both directions.

RIDERSHIP

- **BART AFC Ridership Exit Data:**

<u>Time</u>	<u>*11/17 Friday</u>	<u>11/16 Thurs.</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	7,267	7,019	248	N/A
0700	27,441	27,101	340	9,432
0800	59,880	64,303	(4,423)	29,828
TOTAL FOR THURS.		11/16 : 357,135	(New Record)	
PREVIOUS RECORD		11/15 : 355,131		
TOTAL FOR WEDS.		11/15 : 355,131		

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/16/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 55,683
PM PEAK : (1600-2000 hrs.) EASTBOUND = 60,498

****GRAND TOTAL (ALL DAY)= 228,028**

**** 228,028 is 63.8% of total BART trips.**

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- Two extra buses providing additional service on the Del Norte line.

Concord, Del Norte, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	502
WALNUT CREEK	:	150
Del NORTE	:	442
HAYWARD	:	110
BAYFAIR	:	350
HACIENDA	:	<u>51</u>

Total 1,605

11/16 ALL DAY TOTAL : 10,526

STATION OPERATIONS

- Ticket sellers at San Leandro Station 45 minutes late in setting up.

TICKET SALES

- Agents at 20 locations.
- Thursday, November 16, Ticket Sales:

Temporary Vendor Sales: AM \$ 70,025

PM \$ 24,740

Total \$ 94,765

Machine Sales (+/-10%) \$354,439

11/16 Total (approx.) \$449,204

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- Agent staffing (Owl Service)

Agent staffing level per line on Friday 11/16 was as follows:

Fremont Line - Four stations unstaffed 2 to 4 hours.
Richmond Line - Two stations unstaffed 1 to 4 hours.
Concord Line - One station unstaffed for one hour.
S. F. Line - One station unstaffed two hours.
Oakland - All stations staffed.

- BART AFC Ridership Exit Data (Owl Service):

<u>Time</u>	<u>11/17</u> <u>Friday</u>	<u>11/16</u> <u>Thurs.</u>
0100-0200	672	901
0200-0300	1,108	701
0315-0500	864	1,255
	-----	-----
Total:	2,644	2,857

- System Performance (Owl Service)

0028: Two trains delayed from 16 to 27 minutes due to scheduled on-rail maintenance activities between Balboa Park Station and 24th St. Station.

- Police and other incidents (Owl Service)

No incidents reported that impacted service.

BART OPERATIONS SUMMARY
Thursday, November 16, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 370 cars in operation - 23 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * One Concord-bound train turned back at Lafayette Station to San Francisco.
- * Two Daly City-bound trains turned back at 24th Street Station to Concord.
- * One Daly City-bound train turned back at Montgomery Station to Concord.

- **Service delays**

1534: San Francisco-bound train out of service at Concord due to a propulsion problem. Some passengers delayed up to 15 minutes.

1614: Concord-bound train at 24th St. Station failed to stop automatically within the platform. Train continued without a door cycle. Some passengers delayed 8 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/16</u> <u>Thursday</u>	<u>11/15</u> <u>Wednesday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	204,877	201,476	3,401 (+1.7%)	126,019
1700	233,779	231,222	2,557 (+1.1%)	143,668
1800	277,533	276,377	1,156 (+0.4%)	170,873
1900	308,187	306,945	1,242 (+0.4%)	194,361

- **STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS**

None reported.

- **11/15/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.**

1900: San Francisco-bound train at Fremont removed from service due to an inverter failure. Some passengers delayed 7 to 15 minutes.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 20, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 20

Attached for your information is the Earthquake Emergency Activities Situation Report, November 20 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

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LMA-1 Rm 120 Pub. Info.

BART OPERATIONS AM SERVICE REPORT
Monday, November 20, 1989, 9:00 AM

SERVICE

- 45 trains and 379 cars in operation - 32 extra cars added.
- Started 7.5 minute headways on the Concord line at 0507 rather than 0630.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of West Bay service as follows:

- Thirteen trains turned back at Montgomery to Concord (0556 to 0834 hours).

- **Service Delays**

0708: Daly City-bound train in the transbay tube delayed 10 minutes due to a propulsion problem.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/20 Monday</u>	<u>11/17 Friday</u>	<u>11/13 Monday</u>	<u>Oct. 5</u>
0600	5,248	7,267	7,768	N/A
0700	21,971	27,441	28,237	9,432
0800	54,581	59,880	65,377	29,828
TOTAL FOR FRIDAY	11/17	:	350,574	
TOTAL FOR SAT.	11/18	:	129,837	
TOTAL FOR SUNDAY	11/19	:	74,079	

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/17/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = N/A

PM PEAK : (1600-2000 hrs.) EASTBOUND = N/A

*GRAND TOTAL (ALL DAY)= N/A

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All Cities (except Oakland) and Contra Costa County (at Pleasant Hill Station) have extended suspension of on-street parking restrictions.
- All buses on time.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 for Friday 11/17 and Monday 11/20 are listed below.

AM RIDERSHIP
MONDAY 11/20/89

CONCORD	:	552
WALNUT CREEK	:	129
Del NORTE	:	489
HAYWARD	:	117
BAYFAIR	:	369
HACIENDA	:	<u>31</u>
total		1,687

AM RIDERSHIP
FRIDAY 11/17/89

CONCORD	:	502
WALNUT CREEK	:	150
Del NORTE	:	442
HAYWARD	:	110
BAYFAIR	:	350
HACIENDA	:	<u>51</u>
total		1,605

11/17/89 ALL DAY TOTAL 9,890

STATION OPERATIONS

- All AFC ticket booths opened on time.
- No station equipment or fare collection equipment problems reported.

TICKET SALES

- Agents at 20 locations.
- Friday, November 17, Ticket Sales:
Temporary Vendor Sales: AM \$64,150
PM \$22,175

Total \$ 86,325

Machine Sales (+/-10%) \$294,652

11/17 Total (approx.) \$380,977

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.
- Bay Bridge opened midnight, Friday, 11/17/89.

OWL SERVICE

- Agent staffing (Owl Service)

Agent staffing level per line on Monday, 11/17 was as follows:

Fremont Line - Five stations unstaffed from 2 to 4 hours.
Richmond Line - Three stations unstaffed from 1 to 2 hours.
Concord Line - Three stations unstaffed from 1 to 2 hours.
S.F. Line - Three stations unstaffed from 2 to 4 hours.
Oakland Line - All stations staffed.

Agent staffing levels for the weekend were as follows:

Sat. 11/18 : 18 of 34 stations unstaffed for some period of time.
Sun. 11/19 : 19 of 34 stations unstaffed for some period of time.

- BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/20</u> <u>Monday</u>	<u>11/17</u> <u>Friday</u>	<u>11/18</u> <u>Sat.</u>	<u>11/19</u> <u>Sun.</u>
0100-0200	198	672	1,757	423
0200-0300	205	1,108	1,577	621
0315-0500	422	864	1,085	505
Total:	<u>825</u>	<u>2,644</u>	<u>4,419</u>	<u>1,549</u>

System Performance (Owl Service)

Monday Owl Service:

0120: San Francisco-bound train at West Oakland delayed 20 minutes due to scheduled on-rail maintenance in the transbay tube.

Weekend Owl Service:

Saturday, 11/18

0420: Daly City-bound train at Concord Station out of service due to a propulsion problem. Passengers delayed 10 minutes.

Sunday, 11/19

No service disruptions recorded.

"WEEKEND SERVICE" DELAY EVENTS

Saturday, 11/18

1432: San Francisco-bound train at Fremont removed from service due to an inverter problem. Some passengers at Fremont Station delayed 7 to 15 minutes.

1630: San Francisco-bound train at Fremont removed from service due to an inverter problem. Some passengers at Fremont Station delayed 7 to 15 minutes.

1807: San Francisco-bound train at West Oakland removed from service due to a gear problem. Passengers delayed 7 minutes.

Sunday, 11/19

1114: Richmond-bound train at Fremont removed from service due to a broken window. Some passengers at Fremont Station delayed 7 to 15 minutes.

1946: Concord-bound train at Balboa Park Station delayed 15 minutes due to vandalism. Fire extinguisher discharged in the car.

2230: Concord-bound train delayed 9 minutes at Powell Street Station due to a braking problem.

BART OPERATIONS SUMMARY
Friday, November 17, 1989, 7:00 PM
PM PEAK SERVICE

- 44 trains and 359 cars in operation - 12 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * One Concord-bound train turned back at Lafayette Station to San Francisco.
- * One Daly City-bound train turned back at Montgomery Station to Concord.
- * One Daly City-bound train turned back at 24th Street Station to Concord.
- * One Daly City-bound train turned back at 24th Street Station to Fremont.

- **Service delays**

- 1611: San Francisco-bound train removed from service at Fremont Station due to a train window. San Francisco-bound passengers delayed 7 to 15 minutes.
- 1735: San Francisco-bound train missed dispatch from Richmond Yard due to equipment problem. San Francisco-bound passengers delayed 7 to 15 minutes.
- 1743: Fremont-bound train removed from service at Bayfair Station due to door problem. Fremont-bound passengers delayed 7 minutes to 15 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/17 Friday</u>	<u>11/16 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	195,931	204,877	-8,946 (-4.4%)	126,019
1700	225,897	233,779	-7,882 (-3.4%)	143,668
1800	264,365	277,533	-13,168 (-4.7%)	170,873
1900	295,565	308,187	-12,622 (-4.1%)	194,361

- STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- 1723-
1734: Medical Emergency aboard a San Francisco-bound train at Orinda Station. San Francisco-bound passengers delayed 15 minutes.

- 11/15/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

0042: Concord-bound train at 24th St. Station delayed 11 minutes due to scheduled on-rail maintenance activities between Balboa Park Station and 24th St. Station.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 21, 1989

From: Dick Wenzel, Manager of Planning *DW*

Subject: Earthquake Emergency Activities Situation Report, November 21

Attached for your information is the Earthquake Emergency Activities Situation Report, November 21 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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BART OPERATIONS AM SERVICE REPORT
Tuesday, November 21, 1989, 8:00 AM

SERVICE

- 45 trains and 375 cars in operation - 28 extra cars added.
- Started 7.5 minute headways on the Concord line at 0545 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Twelve trains turned back at Montgomery to Concord (0607 to 0815 hours).

- Service Delays

0344: Loss of power in downtown Oakland resulted in no train service through the downtown Oakland area until 0540 hours. Some "Owl Service" passengers delayed up to two hours. Non-owl-service patrons delayed up to 40 minutes.

**** No other service delays reported during the peak commute period.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/21 Tuesday</u>	<u>11/20 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	1,930	4,922	(2,992) -60.8%	N/A
0700	14,019	20,294	(6,275) -30.9%	9,432
0800	43,818	53,291	(9,473) -17.8%	29,828
TOTAL FOR MONDAY 11/20		: 273,585		
TOTAL FOR TUESDAY 11/14		: 345,891		

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/20/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 44,630

PM PEAK : (1600-2000 hrs.) EASTBOUND = 46,446

*GRAND TOTAL (ALL DAY)= 155,680

* 155,680 is 56.9% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.

- All buses on time.

Two extra buses ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.

Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	512
WALNUT CREEK	:	122
Del NORTE	:	471
HAYWARD	:	100
BAYFAIR	:	313
HACIENDA	:	<u>31</u>
total		1,549

11/20 ALL DAY TOTAL :9,511

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 20 locations.

- Monday, November 20, Ticket Sales:

Temporary Vendor Sales: AM \$79,565

PM \$ 6,760

Total \$86,325

Machine Sales (+/-10%) \$162,159

11/20 Total (approx.) \$248,484

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

Agent staffing (Owl Service)

Agent staffing level per line on Tuesday 11/21 was as follows:

- Fremont Line - Two stations unstaffed for one hour.
- Richmond Line - One station unstaffed for three hours.
- Concord Line - Three stations unstaffed for three hours.
- S.F. Line - Three stations unstaffed 1 to 4 hours.
- Oakland - One station unstaffed for 2 hours.

BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/21 Tuesday</u>	<u>11/20 Monday</u>
0100-0200	224	198
0200-0300	372	205
0315-0500	236	422
	----	---
Total:	832	825

System Performance (Owl Service)

- 0100: San Francisco-bound train at Rockridge delayed 11 minutes due to scheduled on-rail maintenance between Rockridge Station and Orinda Station.
- 0117: Concord-bound train at Daly City delayed 17 minutes on dispatch due to a train operator shortage.
- 0237: Concord-bound train at Daly City delayed 11 minutes due to routing problems at Daly City.
- 0344-
- 0525: Third rail power problems in the downtown Oakland area. No train service through the downtown Oakland area between 0344 hours and 0540 hours.

BART OPERATIONS SUMMARY
Monday, November 20, 1989, 7:00 PM
PM PEAK SERVICE

- 44 trains and 364 cars in operation - 17 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * Two Daly City-bound trains turned back at 24th Street Station to Concord.

- **Service delays**

1558-
1715:

Four San Francisco-bound trains were delayed 9 to 18 minutes leaving the Concord yard due to switching problems and car shortages.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/20 Monday</u>	<u>11/17 Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	158,145	195,931	-37,786 (-19.3%)	126,019
1700	180,472	225,897	-45,425 (-20.1%)	143,668
1800	215,611	264,365	-48,754 (-18.4%)	170,873
1900	238,712	295,565	-56,853 (-19.2%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/20/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

1901: San Francisco-bound train at Concord delayed 13 minutes due to a propulsion system failure.

1912: San Francisco-bound train at Concord delayed 9 minutes due to personnel problems.

2017: San Francisco-bound train at Concord delayed 7 minutes due to a door problem.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

M. Healy
LMA 2
Rm 117
MKG.

To: Distribution

Date: November 21, 1989

From: Dick Wenzel, Manager of Planning *DW*

Subject: Earthquake Emergency Activities Situation Report, November 21

Attached for your information is the Earthquake Emergency Activities Situation Report, November 21 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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W. Theile
J. Thomas
K. Wallsten

BART OPERATIONS AM SERVICE REPORT
Tuesday, November 21, 1989, 8:00 AM

SERVICE

- 45 trains and 375 cars in operation - 28 extra cars added.
- Started 7.5 minute headways on the Concord line at 0545 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Twelve trains turned back at Montgomery to Concord (0607 to 0815 hours).

- Service Delays

0344: Loss of power in downtown Oakland resulted in no train service through the downtown Oakland area until 0540 hours. Some "Owl Service" passengers delayed up to two hours. Non-owl-service patrons delayed up to 40 minutes.

**** No other service delays reported during the peak commute period.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/21 Tuesday</u>	<u>11/20 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	1,930	4,922	(2,992) -60.8%	N/A
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TOTAL FOR MONDAY 11/20 : 273,585				
TOTAL FOR TUESDAY 11/14 : 345,891				

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TRANSBAY RIDERSHIP FOR 11/20/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 44,630

PM PEAK : (1600-2000 hrs.) EASTBOUND = 46,446

*GRAND TOTAL (ALL DAY)= 155,680

* 155,680 is 56.9% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.

- All buses on time.

Two extra buses ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.

Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	512
WALNUT CREEK	:	122
Del NORTE	:	471
HAYWARD	:	100
BAYFAIR	:	313
HACIENDA	:	<u>31</u>

total 1,549

11/20 ALL DAY TOTAL :9,511

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 20 locations.

- Monday, November 20, Ticket Sales:

Temporary Vendor Sales: AM \$79,565

PM \$ 6,760

Total \$86,325

Machine Sales (+/-10%) \$162,159

11/20 Total (approx.) \$248,484

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

Agent staffing (Owl Service)

Agent staffing level per line on Tuesday 11/21 was as follows:

Fremont Line - Two stations unstaffed for one hour.
Richmond Line - One station unstaffed for three hours.
Concord Line - Three stations unstaffed for three hours.
S.F. Line - Three stations unstaffed 1 to 4 hours.
Oakland - One station unstaffed for 2 hours.

BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/21 Tuesday</u>	<u>11/20 Monday</u>
0100-0200	224	198
0200-0300	372	205
0315-0500	236	422
	----	---
Total:	832	825

System Performance (Owl Service)

0100: San Francisco-bound train at Rockridge delayed 11 minutes due to scheduled on-rail maintenance between Rockridge Station and Orinda Station.

0117: Concord-bound train at Daly City delayed 17 minutes on dispatch due to a train operator shortage.

0237: Concord-bound train at Daly City delayed 11 minutes due to routing problems at Daly City.

0344-

0525: Third rail power problems in the downtown Oakland area. No train service through the downtown Oakland area between 0344 hours, and 0540 hours.

BART OPERATIONS SUMMARY
Monday, November 20, 1989, 7:00 PM
PM PEAK SERVICE

- 44 trains and 364 cars in operation - 17 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * Two Daly City-bound trains turned back at 24th Street Station to Concord.

- **Service delays**

1558-
1715:

Four San Francisco-bound trains were delayed 9 to 18 minutes leaving the Concord yard due to switching problems and car shortages.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/20 Monday</u>	<u>11/17 Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	158,145	195,931	-37,786 (-19.3%)	126,019
1700	180,472	225,897	-45,425 (-20.1%)	143,668
1800	215,611	264,365	-48,754 (-18.4%)	170,873
1900	238,712	295,565	-56,853 (-19.2%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/20/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

1901: San Francisco-bound train at Concord delayed 13 minutes due to a propulsion system failure.

1912: San Francisco-bound train at Concord delayed 9 minutes due to personnel problems.

2017: San Francisco-bound train at Concord delayed 7 minutes due to a door problem.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 22, 1989

From: Dick Wenzel, Manager of Planning

DW

Subject: Earthquake Emergency Activities Situation Report, November 22

Attached for your information is the Earthquake Emergency Activities Situation Report, November 22 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 9:00 a.m. to 9:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

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E. Neves
B. Oden
R. Peters
J. Pomar
M. Pierce
R. Robbins
K. Springer
J. Stevens
M. Taylor
W. Theile
J. Thomas
K. Wallsten

**BART OPERATIONS AM SERVICE REPORT
Wednesday, November 22, 1989, 8:00 AM**

SERVICE

- 46 trains and 358 cars in operation - 11 extra cars added.
- Started 7.5 minute headways on the Concord line at 0630 hrs. due to light passenger loads. Average startup of 7.5 minute headways post earthquake has been 0505 hrs.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * One Daly City-bound train turned back at 24th St. Station to Concord.

- **Service Delays**

0622: San Francisco-bound train departing 12th St. Station delayed twelve minutes due to a braking problem. Three trains following delayed 5 to 6 minutes each.

0654: Fremont-bound train departing Richmond Yard delayed 7 minutes due to an "Automatic Train Operations" problem prior to dispatch.

0755: Fremont-bound train departing Richmond Yard delayed 7 minutes due to a propulsion system failure prior to dispatch.

RIDERSHIP

- **BART AFC Ridership Exit Data:**

<u>Time</u>	<u>*11/22 Wednesday</u>	<u>11/21 Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	N/A	1,912	N/A	N/A
0700	17,815	14,004	3,811 27.2%	9,432
0800	44,273	45,153	(880) -1.9%	29,828
TOTAL FOR TUESDAY 11/21 : 255,074				
TOTAL FOR MONDAY 11/20 : 273,585				
TOTAL FOR TUESDAY 11/14 : 345,891				

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/21/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 35,224

PM PEAK : (1600-2000 hrs.) EASTBOUND = 37,034

*GRAND TOTAL (ALL DAY)= 132,493

* 132,493 is 53.0% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.

- All buses on time.

Two extra buses ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.

Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	486	
WALNUT CREEK	:	112	
Del NORTE	:	423	
HAYWARD	:	115	
BAYFAIR	:	246	
HACIENDA	:	40	
total		1,422	11/21 ALL DAY TOTAL :9,205

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 20 locations.

- Tuesday, November 21, Ticket Sales:

Temporary Vendor Sales: AM \$40,055

PM \$13,880

Total \$53,935

Machine Sales (+/-10%) \$231,135

11/21 Total (approx.) \$285,070

AVG. Daily Sales \$200,000

(page 2)

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

Agent staffing (Owl Service)

Agent staffing level per line on Tuesday, 11/21 was as follows:

Fremont Line - Five stations unstaffed up to 2 hours.
Richmond Line - One station unstaffed 2 hours.
Concord Line - One station unstaffed 2 hours.
S.F. Line - Two stations unstaffed up to 1 3/4 hours.
Oakland - One station unstaffed for 4 hours.

BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/22 Wednesday</u>	<u>11/21 Tuesday</u>
0100-0200	323	224
0200-0300	271	372
0315-0500	461	256
	----	---
Total:	1,055	852

System Performance (Owl Service)

0130: Two Concord-bound trains at Orinda delayed 15 to 20 minutes due to scheduled on-rail maintenance between Rockridge Station and Orinda Station.

0230: One Richmond-bound train at So. Hayward Station delayed 14 minutes due to scheduled on-rail maintenance between San Leandro Station and Hayward Station.

BART OPERATIONS PM SERVICE REPORT
Tuesday, November 21, 1989

- 45 trains and 363 cars in operation - 16 extra cars added.
- 7.5 minute headways between Daly City and Concord started 15 minutes early at 1610 hours.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- * One Concord-bound train turned back at Lafayette Station to San Francisco.
- * One Daly City-bound train turned back at Montgomery Street Station to Concord.

- **Service delays**

- 1620: Train 375 missed dispatch because of a car shortage in Concord Yard. San Francisco-bound passengers on the Concord Line delayed 15 minutes.
- 1649: Daly City-bound train at Balboa Park Station failed to stop totally within the platform. Passengers due to exit at that station were delayed 9 minutes since they had to continue on to Daly City Station and return to Balboa Park Station on the next train.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/21 Tuesday</u>	<u>11/20 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	142,467	158,145	-15,678 (-9.9%)	126,019
1700	162,892	180,472	-17,580 (-9.7%)	143,668
1800	193,220	215,611	-22,391 (-10.4%)	170,873
1900	213,519	238,712	-25,193 (-10.6%)	194,361

- **STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS**

None reported.

- **11/21/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.**

No delays reported.

(page 4)

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 27, 1989

From: Dick Wenzel, Manager of Planning

DW

Subject: Earthquake Emergency Activities Situation Report, November 27

Attached for your information is the Earthquake Emergency Activities Situation Report, November 27 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The report provides a summary of the previous operating day while focusing on the just-completed, current day's morning peak period. The previous day's evening commute will no longer be highlighted as in earlier reports.

Distribution:

F. Wilson

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Executive Managers

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LMA 1 Rm120

BART OPERATIONS AM SERVICE REPORT
Monday, November 27, 1989, 8:00 AM

SERVICE

- 45 trains and 391 cars in operation - 44 extra cars added.
- Started 7.5 minute headways on the Concord line at 0501 rather than 0630.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of West Bay service as follows:

- Twelve trains turned back at Montgomery to Concord. (0558 to 0800)

- **Service Delays**

0632: Fremont-bound train delayed on dispatch from Richmond Yard 11 minutes due to a brake problem. San Francisco-bound train following delayed 8 minutes.

0636: Fremont-bound train cancelled on dispatch at Richmond Yard due to propulsion problems. Some passengers on the Richmond line delayed up to 15 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data:**

<u>Time</u>	<u>*11/27 Monday</u>	<u>11/24 Friday</u>	<u>11/23 Thursday</u>	<u>Oct. 5</u>
0600	3,396	1,497	623	N/A
0700	17,208	5,359	1,126	9,432
0800	45,001	13,995	2,011	29,828

TOTAL FOR WEDS. 11/22 : 255,192
TOTAL FOR THURS. 11/23 : 51,452 (Thanksgiving Day)
TOTAL FOR FRIDAY 11/24 : 159,681
TOTAL FOR SAT. 11/25 : 78,712
TOTAL FOR SUNDAY 11/26 : 70,389

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/24/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 8,868
PM PEAK : (1600-2000 hrs.) EASTBOUND = 21,332
*GRAND TOTAL (ALL DAY)= 88,632

* 88,632 is 55.5% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.
Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 for Monday 11/27 and Friday 11/24 are listed below.

AM RIDERSHIP
MONDAY 11/27/89

CONCORD : 509
WALNUT CREEK : 123
Del NORTE : 453
HAYWARD : 111
BAYFAIR : 340
HACIENDA : 33
total 1,569

AM RIDERSHIP
FRIDAY 11/24/89

CONCORD : 176
WALNUT CREEK : 31
Del NORTE : 133
HAYWARD : 40
BAYFAIR : 56
HACIENDA : 5
total 441

11/24/89 ALL DAY TOTAL 4,875

STATION OPERATIONS

- All AFC ticket booths opened on time.
- No station equipment or fare collection equipment problems reported.

TICKET SALES

- Agents at 20 locations.
- Friday, November 24, Ticket Sales:

Temporary Vendor Sales: AM \$ 9,100
PM \$ 5,050

Total \$ 14,150
Machine Sales (+/-10%) \$109,201

11/24 Total (approx.) \$123,351

AVG. Daily Sales
(Pre-quake) \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- Agent staffing (Owl Service)

Agent staffing level per line on Monday, 11/27 was as follows:

Fremont Line - Seven stations unstaffed from 2 to 4 hours.
Richmond Line- Four stations unstaffed from 1 to 4 hours.
Concord Line - Two stations unstaffed from 1 to 3 hours.
S.F. Line - Five stations unstaffed from 1 to 4 hours.
Oakland Line - All stations staffed.

Agent staffing levels for the Thanksgiving weekend were as follows:

Thurs. 11/23: 25 of 34 stations unstaffed for some period of time.

Fri. 11/24: 27 of 34 stations unstaffed for some period of time.

Sat. 11/25: 27 of 34 stations unstaffed for some period of time.

Sun. 11/26: 29 of 34 stations unstaffed for some period of time.

- BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/27</u> <u>Monday</u>	<u>11/24</u> <u>Friday</u>	<u>11/23</u> <u>Thurs.</u>	<u>11/25</u> <u>Sat.</u>	<u>11/26</u> <u>Sun.</u>
0100-0200	197	198	378	376	353
0200-0300	193	193	361	571	312
0315-0500	396	193	423	372	336
Total:	<u>786</u>	<u>584</u>	<u>1,162</u>	<u>1,319</u>	<u>1,001</u>

- **System Performance (Owl Service)**

Monday Owl Service:

No delays recorded.

Holiday/Weekend Owl Service:

Thursday, 11/23 (Thanksgiving Day)

0121: Daly City-to-Concord train delayed 21 minutes on dispatch at Daly City due to personnel shortage.

Friday, 11/24

No delays recorded.

Saturday, 11/25

0120: Two trains delayed 12 to 20 minutes due to scheduled on-rail maintenance between Bayfair Station and San Leandro Station.

0159: Fremont-bound train at 12th St. Station delayed 9 minutes due to a door problem.

Sunday, 11/26

No delays recorded.

"HOLIDAY/WEEKEND SERVICE" DELAY EVENTS

Thursday, 11/23 (Thanksgiving Day)

0957: Daly City-bound train departing Concord Station 7 minutes late due to earlier "Automatic Train Operations" problem at Concord Yard.

1219: Unauthorized person trackside between Civic Center Station and 16th St. Station arrested by BART Police. One Daly City-bound train at Civic Center Station delayed 8 minutes.

Friday, 11/24

1203: San Francisco-bound train dispatched from Richmond Yard 10 minutes late due to a train propulsion problem.

1217: Fremont-bound train at Civic Center Station delayed 7 minutes due to a door problem.

(Friday 11/24 continued)

1218: San Francisco-bound train dispatched from Richmond Yard 10 minutes late. Train Operator was not able to "key on" the operator's console.

2000: Richmond-bound train at North Berkeley Station removed from service due to a "control console" problem. Train had to be towed to Richmond Yard. Seven trains delayed 5 to 15 minutes.

2108: San Francisco-bound train approaching West Oakland Station with an "Automatic Train Operations" problem. Four trains delayed 5 to 13 minutes.

Saturday, 11/25

1528: Richmond-bound train at 12th St. Station removed from service due to a door problem. Some passengers delayed up to 7 minutes.

1605: San Francisco-bound train at West Oakland removed from service due to an "Automatic Train Operations" problem. Passengers delayed 7 minutes.

1650: Richmond-bound train at Fremont Station removed from service due to a propulsion problem. Richmond-bound passengers on the Fremont line delayed 15 minutes.

2020: Medical emergency aboard a Richmond Yard-bound train at Richmond Station. One train following delayed 7 minutes.

Sunday, 11/26

0904: San Francisco-bound train at Concord Station delayed 14 minutes due to an "Automatic Train Operations" problem.

1053: A loose section of third rail coverboard in the vicinity of West Oakland Station removed from the trackway by electricians. Two trains delayed up to 7 minutes.

1322: Police problem at Pleasant Hill Station. Two trains delayed up to 7 minutes.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 28, 1989

From: Dick Wenzel, Manager of Planning

Subject: Earthquake Emergency Activities Situation Report, November 28

Attached for your information is the Earthquake Emergency Activities Situation Report, November 28 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

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**BART OPERATIONS AM SERVICE REPORT
Tuesday, November 28, 1989, 8:00 AM**

SERVICE

- 45 trains and 380 cars in operation - 33 extra cars added.
- Started 7.5 minute headways on the Concord line at 0608 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments
Trains turned back in support of West Bay service as follows:
 - Nine trains turned back at Montgomery to Concord (0607 to 0800 hours).
- Service Delays
No delays reported.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/28</u>	<u>11/27</u>	<u>Variance</u>		<u>Oct. 5</u>
0600	3,796	3,396	400	11.8%	N/A
0700	17,327	17,208	119	0.7%	9,432
0800	47,252	45,001	2,251	5.0%	29,828

TOTAL FOR MONDAY 11/27 : 246,898

TOTAL FOR MONDAY 11/13 : 326,313

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/27/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = N/A

PM PEAK : (1600-2000 hrs.) EASTBOUND = N/A

*GRAND TOTAL (ALL DAY)= N/A

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.

Two extra buses ran on each of the Del Norte and Concord lines.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	417	
WALNUT CREEK	:	115	
Del NORTE	:	432	
HAYWARD	:	90	
BAYFAIR	:	300	
HACIENDA	:	30	
total		1,384	11/27 ALL DAY TOTAL :9,189

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 20 locations.
- Monday, November 27, Ticket Sales:

Temporary Vendor Sales: AM \$73,865

PM \$21,955

Total \$95,820

Machine Sales (+/-10%) \$124,700

11/27 Total (approx.) \$220,520

AVG. Daily Sales \$200,000

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
 - No other outstanding condition that may impact BART service.
- page 2

OWL SERVICE

Agent staffing (Owl Service)

Agent staffing level per line on Tuesday 11/28 was as follows:

Fremont Line - Four stations unstaffed 2 to 4 hours.
Richmond Line- Five stations unstaffed 2 to 7 hours.
Concord Line - Four stations unstaffed up to 2 hours.
S.F. Line - Five stations unstaffed up to 2 hours.
Oakland - Two stations unstaffed one to 4 hours.

- **BART AFC Ridership Exit Data (Owl Service)**

<u>Time</u>	<u>11/28 Tuesday</u>	<u>11/27 Monday</u>
0100-0200	363	197
0200-0300	139	193
0315-0500	365	396
	----	---
Total:	867	786

- **System Performance (Owl Service)**

0048: Scheduled on-rail maintenance between Rockridge Station and Orinda Station. Three trains on the Concord line delayed 7 to 27 minutes.

BART OPERATIONS SUMMARY
Monday, November 27, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 390 cars in operation - 43 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- One train turned back at Lafayette Station back to Montgomery Street Station.
- One train turned back at Montgomery to Concord.

- **Service delays**

1641: San Francisco-bound train at Concord Station delayed 8 minutes due to an inverter problem.

RIDERSHIP

- **BART AFC Ridership Exit Data**

<u>Time</u>	<u>11/27 Monday</u>	<u>11/13 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	141,227	190,099	48,872 (25.7%)	126,019
1700	164,226	219,394	55,168 (25.1%)	143,668
1800	196,862	262,194	65,332 (24.9%)	170,873
1900	217,736	290,253	72,517 (25.0%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/27/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

1912: Fremont-bound train approaching Balboa Park Station delayed 8 minutes due to a door problem.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 29, 1989

From: Dick Wenzel, Manager of Planning

Subject: Earthquake Emergency Activities Situation Report, November 29

Attached for your information is the Earthquake Emergency Activities Situation Report, November 29 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

- F. Wilson
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- Department Managers
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- L. Campbell
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- A. Lee
- J. Mann
- K. Morris
- S. Moubert
- E. Neves
- B. Oden
- R. Peters
- J. Pomar
- M. Pierce
- R. Robbins
- K. Springer
- J. Stevens
- M. Taylor
- W. Theile
- J. Thomas
- K. Wallsten

BART OPERATIONS AM SERVICE REPORT
Wednesday, November 29, 1989, 8:00 AM

SERVICE

- 45 trains and 379 cars in operation - 32 extra cars added.
- Started 7.5 minute headways on the Concord line at 0600 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Six trains turned back at Montgomery Street Station to Concord (0630 to 0800 hours).

- Service Delays

0650: Daly City-bound train at Bayfair Station removed from service due to a door problem. San Francisco-bound passengers delayed 19 minutes. Richmond-bound passengers delayed 12 minutes.

0742: Fremont-bound train at Daly City Station delayed 11 minutes on dispatch due to a propulsion problem.

RIDERSHIP

- BART AFC Ridership, Exit Data:

<u>Time</u>	<u>*11/29</u>	<u>11/28</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	4,008	3,639	369 10.1%	N/A
0700	17,646	16,925	721 4.3%	9,432
0800	45,235	45,308	(73) (0.2%)	29,828

TOTAL FOR TUESDAY 11/28 : 255,060
 ** TOTAL FOR MONDAY 11/27 : 252,498

- * Numbers in this column are subject to adjustments.
- ** Previous report listed 246,898 as the total passenger count for the day. This figure has been adjusted due to significant undercounting at 24th St. Station caused by DAS computer failure at station.

TRANSBAY RIDERSHIP FOR 11/28/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 36,144
PM PEAK : (1600-2000 hrs.) EASTBOUND = 41,021

*GRAND TOTAL (ALL DAY)= 135,662

* 135,662 is 53.2% of all total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.

Three extra buses ran on the Concord line and two extra buses ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	471	
WALNUT CREEK	:	118	
Del NORTE	:	442	
HAYWARD	:	95	
BAYFAIR	:	350	
HACIENDA	:	36	
total		1,512	11/28 ALL DAY TOTAL: 9,412

STATION OPERATIONS

- All AFC ticket booths opened on time.
- Passenger entry gate problems at Fremont Station impeding passenger flow at the West end of the station.

TICKET SALES

- Agents at 20 locations.

- Tuesday, November 28, Ticket Sales:

Temporary Vendor Sales: AM \$53,525

PM \$19,285

Total \$72,810

Machine Sales (+/-10%) \$247,315

11/28 Total (approx.) \$320,125

AVG. Daily Sales \$200,000

(page 2 of 4)

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- Agent staffing (Owl Service)

Agent staffing level per line on Wednesday 11/29 was as follows:

Fremont Line - Five stations unstaffed 2 to 4 hours.
Richmond Line- Two stations unstaffed 1 to 4 hours.
Concord Line - Three stations unstaffed 2 hours.
S.F. Line - Four stations unstaffed 1 to 3 hours.
Oakland - All stations staffed.

- BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	<u>11/29</u> <u>Wednesday</u>	<u>11/28</u> <u>Tuesday</u>
0100-0200	292	363
0200-0300	203	139
0315-0500	411	383
	----	---
Total:	906	885

- System Performance (Owl Service)

0134: Concord-bound train at West Oakland Station delayed 7 minutes due to scheduled on-rail maintenance in the transbay tube.

BART OPERATIONS SUMMARY
Tuesday, November 28, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 383 cars in operation - 36 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of East Bay service as follows:

- One train turned back at Lafayette Station to Montgomery Street Station.
- One train turned back at Montgomery Street Station to Concord.
- One train turned back at 24th St. Station to Concord.
- One train turned back at 24th St. Station to Richmond

- **Service delays**

1705: Fremont-bound train in the transbay tube delayed 16 minutes due to a braking problem. Four trains following delayed 6 to 11 minutes. Three San Francisco-bound trains delayed 5 to 13 minutes.

1756: Richmond-bound train at Daly City Station removed from service due to a problem with the train operator's control console. Some passengers delayed up to 15 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/27</u> <u>Monday</u>	<u>11/27</u> <u>Monday</u>	<u>Variance</u>		<u>Oct. 5</u>
1600	146,748	145,739	1,009	0.7%	126,019
1700	168,110	168,064	46	0.0%	143,668
1800	202,024	202,799	(775)	(0.4%)	170,873
1900	223,499	223,392	107	0.0%	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/28/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2100: San Francisco-bound train at Rockridge Station held 8 minutes by BART Police due to vandalism.

0041: Concord-bound train at Rockridge Station delayed 18 minutes due to scheduled on-rail maintenance in the Berkeley Hills Tunnel.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: November 30, 1989

From: Dick Wenzel, Manager of Planning DW

Subject: Earthquake Emergency Activities Situation Report, November 30

Attached for your information is the Earthquake Emergency Activities Situation Report, November 30 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

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J. Haley
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Executive Managers
Department Managers
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D. Fousel
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W. Kennedy
J. King
A. Lee
J. Mann
K. Morris
(S. Moubert) *UMA 120*
E. Neves
B. Oden
R. Peters
J. Pomar
M. Pierce
R. Robbins
K. Springer
J. Stevens
M. Taylor
W. Theile
J. Thomas
K. Wallsten

BART OPERATIONS AM SERVICE REPORT
Thursday, November 30, 1989, 8:00 AM

SERVICE

- 45 trains and 371 cars in operation - 24 extra cars added.
- Started 7.5 minute headways on the Concord line at 0515 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Ten trains turned back at Montgomery Street Station to Concord (0630 to 0800 hours).

- Service Delays

0530: San Francisco-bound train at Union City Station removed from service due to an "automatic train operations problem". Two trains following delayed 7 to 16 minutes.

0616: Richmond-bound train at Powell Street Station delayed 7 minutes due to a train turnback at Montgomery St. Station.

0714: Fremont-bound train at Civic Center Station delayed 11 minutes due to an operational error.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*11/30 Thursday</u>	<u>11/29 Wednesday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	3,364	3,250	1.0%	N/A
0700	16,790	16,216	1.0%	9,432
0800	46,829	43,930	1.1%	29,828

TOTAL FOR WEDS. 11/29 : 258,293

TOTAL FOR TUESDAY 11/28 : 254,360

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/29/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = N/A
PM PEAK : (1600-2000 hrs.) EASTBOUND = N/A

*GRAND TOTAL (ALL DAY)= N/A

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.

Three extra buses ran on the Del Norte line and one extra buses ran on the Concord line.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD : 440
WALNUT CREEK : 88
Del NORTE : 397
HAYWARD : 71
BAYFAIR : 347
HACIENDA : 21
total 1,364

11/29 ALL DAY TOTAL: 8,701

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 20 locations.
- Wednesday, November 29, Ticket Sales:

Temporary Vendor Sales: AM \$46,215

PM \$18,110

Total \$64,325

Machine Sales (+/-10%) \$216,854

11/29 Total (approx.) \$281,179

AVG. Daily Sales \$200,000

- **Temporary Vendor Weekday Sales**

Post-quake ticket sales at BART stations have been supplemented with the addition of 16 Temporary Sales Vendors during the AM rush period and 4 Temporary Sales Vendors during the PM rush period. The number of temporary sales vendors will be reduced on 12/01/89 and again on 12/04/89. Temporary Sales Vendors on 12/04/89 will be located at the following locations:

AM SALES LOCATIONS

El Cerrito Del Norte
MacArthur
Fruitvale
Concord
Rockridge

PM SALES LOCATIONS

Daly City
Embarcadero
Montgomery

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- **Agent staffing (Owl Service)**

Agent staffing level per line on Thursday 11/30 was as follows:

Fremont Line - Four stations unstaffed for 2 hours each.
Richmond Line- Four stations unstaffed for up to 2 hours.
Concord Line - One station unstaffed for one hour.
S.F. Line - Four stations unstaffed 30 mins. to 4 hours.
Oakland - All stations staffed.

- **BART AFC Ridership Exit Data (Owl Service)**

<u>Time</u>	<u>11/30</u> <u>Thursday</u>	<u>11/29</u> <u>Wednesday</u>
0100-0200	419	292
0200-0300	241	203
0315-0500	312	340
	----	---
Total:	972	835

- **System Performance (Owl Service)**

0058: Scheduled on-rail maintenance activities between Balboa Station and 24th St. Station. One Daly City-bound train delayed 7 minutes.

BART OPERATIONS SUMMARY
Wednesday, November 29, 1989, 7:00 PM
PM PEAK SERVICE

- 46 trains and 379 cars in operation - 32 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

None recorded.

- **Service delays**

1619: San Francisco-bound train departing Lake Merritt Station with an intermittent door problem. This train accumulated a total delay of nine minutes upon arrival at Daly City Station.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/29</u> <u>Weds.</u>	<u>11/28</u> <u>Tuesday</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	146,023	148,185	(1.5%)	126,019
1700	167,264	169,322	(1.2%)	143,668
1800	202,009	203,503	(0.7%)	170,873
1900	225,661	224,309	1.0%	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/29/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

0049: Scheduled on-rail maintenance activities between Rockridge Station and Lafayette Station. One San Francisco-bound train delayed 7 minutes. One Concord-bound train delayed 20 minutes.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: December 1, 1989

From: Dick Wenzel, Manager of Planning *DW*

Subject: Earthquake Emergency Activities Situation Report, December 1

Attached for your information is the Earthquake Emergency Activities Situation Report, December 1 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

F. Wilson

J. Haley

J. Gallagher

Executive Managers

Department Managers

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L. Campbell

R. Crespo

D. Fousel

L. Jenkins

W. Kennedy

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J. Stevens

M. Taylor

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J. Thomas

K. Wallsten

BART OPERATIONS AM SERVICE REPORT
Friday, December 1, 1989, 8:00 AM

SERVICE

- 47 trains and 394 cars in operation - 47 extra cars added.
- Started 7.5 minute headways on the Concord line at 0600 rather than 0630.

SYSTEM PERFORMANCE

- **Service adjustments**

Trains turned back in support of West Bay service as follows:

- Four trains turned back at Montgomery Street Station to Concord (0630 to 0800 hours).

- **Service Delays**

- 0611: Richmond-bound train at Glen Park Station delayed 8 minutes due to a braking problem.
- 0620: Daly City-bound train at 12th St. Station delayed 8 minutes due to a braking problem.
- 0640: Concord-bound train at 19th St. Station delayed 10 minutes due to a braking problem. The Richmond-bound train following delayed 10 minutes.
- 0656: Concord-bound train at Pleasant Hill delayed 13 minutes due to a braking problem.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*12/01 Friday</u>	<u>11/30 Thursday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	4,806	3,120	54.0%	N/A
0700	16,803	15,931	5.5%	9,432
0800	43,726	45,229	(3.3%)	29,828

TOTAL FOR THURSDAY 11/30 : 255,199
TOTAL FOR WEDS. 11/29 : 258,293

* Numbers in this column are subject to adjustments.

TRANSBAY RIDERSHIP FOR 11/30/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 35,295
PM PEAK : (1600-2000 hrs.) EASTBOUND = 39,631

*GRAND TOTAL (ALL DAY)= 131,947

* 131,947 is 51.7% of all total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.

One extra bus ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	424	
WALNUT CREEK	:	90	
Del NORTE	:	441	
HAYWARD	:	79	
BAYFAIR	:	355	
HACIENDA	:	<u>30</u>	
total		1,419	11/30 ALL DAY TOTAL: 8,856

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 14 locations.
- Thursday, November 30, Ticket Sales:

Temporary Vendor Sales: AM	\$44,109
PM	\$24,540

Total	\$68,649

Machine Sales (+/-10%)	\$215,561

11/30 Total (approx.)	\$284,210
AVG. Daily Sales	\$200,000

- **Temporary Vendor Weekday Sales**

Post-quake ticket sales at BART stations have been supplemented with the addition of 16 Temporary Sales Vendors during the AM rush period and 4 Temporary Sales Vendors during the PM rush period. The number of temporary sales vendors was reduced to 14 total on 12/01/89 and will be reduced to a total of 8 on 12/04/89. Temporary Sales Vendors on 12/04/89 will be located at the following locations:

AM SALES LOCATIONS

El Cerrito Del Norte
MacArthur
Fruitvale
Concord
Rockridge

PM SALES LOCATIONS

Daly City
Embarcadero
Montgomery

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.
- No other outstanding condition that may impact BART service.

OWL SERVICE

- **Agent staffing (Owl Service)**

Agent staffing level per line on Friday 12/01 was as follows:
Fremont Line - Four stations unstaffed up to 4 hours.
Richmond Line- Two stations unstaffed up to 4 hours.
Concord Line - One station unstaffed less than 1 hour.
S.F. Line - Five stations unstaffed up to 3 hours.
Oakland - Two stations unstaffed 10 minutes each.

- **BART AFC Ridership Exit Data (Owl Service)**

<u>Time</u>	<u>12/01 Friday</u>	<u>11/30 Thursday</u>
0100-0200	386	419
0200-0300	274	241
0315-0500	396	325
	----	---
Total:	1,056	985

- **System Performance (Owl Service)**

0104: Scheduled on-rail maintenance between Balboa Park Station and 24th St. Station. One Daly City-bound train delayed 8 minutes.

BART OPERATIONS SUMMARY
Thursday, November 30, 1989, 7:00 PM
PM PEAK SERVICE

- 47 trains and 407 cars in operation - 60 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Three trains turned back at 24th St. Station to Concord due to the large volume of trains in the Daly City area.

- **Service delays**

1710: Routing problem at Daly City Station. 18 trains travelling between downtown San Francisco and Daly City Station delayed 10 to 30 minutes. Richmond-bound passengers on the San Francisco line delayed 30 minutes. Fremont-bound passengers and Concord-bound passengers delayed 15 minutes.

1856: San Francisco-bound train departing Concord Station delayed 8 minutes due to propulsion problems.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>11/30</u> <u>Thurs.</u>	<u>11/29</u> <u>Weds.</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	146,938	146,023	0.6%	126,019
1700	169,094	167,264	1.1%	143,668
1800	201,476	202,009	(0.3%)	170,873
1900	224,983	225,661	(0.3%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

11/30/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2014: Daly City-bound train at 24th St. Station delayed 10 minutes due to door problems.

2026: Concord-bound train at 12th Street Station removed from service due to door problems. Concord-bound passengers delayed 15 minutes.

0042: Scheduled on-rail maintenance activities between Rockridge Station and Lafayette Station. One San Francisco-bound train delayed 8 minutes.

RECEIVED
OFFICE OF PASSENGER
DISTRICT

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum 89 DEC -1 11:26

To: Distribution Date: December 4, 1989
From: Dick Wenzel, Manager of Planning DW
Subject: Earthquake Emergency Activities Situation Report, December 4

Attached for your information is the Earthquake Emergency Activities Situation Report, December 4 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

Distribution:

F. Wilson
J. Haley
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Executive Managers
Department Managers
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L. Jenkins
W. Kennedy
J. King
A. Lee
J. Mann
K. Morris
S. Mober LMA 120
E. Neves
B. Oden
R. Peters
J. Pomar
M. Pierce
R. Robbins
K. Springer
J. Stevens
M. Taylor
W. Theile
J. Thomas
K. Wallsten

Very Good

**BART OPERATIONS AM SERVICE REPORT
Monday, December 4, 1989, 8:00 AM**

SERVICE

- 45 trains and 369 cars in operation - 22 extra cars added.
- Started 7.5 minute headways on the Concord line at 0505 rather than 0630.

SYSTEM PERFORMANCE

- Service adjustments

Trains turned back in support of West Bay service as follows:

- Four trains turned back at Montgomery Street Station to Concord (0630 to 0800 hours).

- Service Delays

0729: Failure of the wayside speed encoding system between Pleasant Hill Station and Lafayette Station.
4 trains Delayed 5 to 10 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*12/04 Monday</u>	<u>*12/01 Friday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	3,312	4,806	(31.1%)	N/A
0700	18,615	16,803	10.8%	9,432
0800	43,984	43,726	0.6%	29,828

*TOTAL FOR FRIDAY 12/01 : 253,847
 *TOTAL FOR SATURDAY 12/02 : 117,693
 *TOTAL FOR SUNDAY 12/03 : 68,589

* Numbers are subject to adjustments.

TRANSBAY RIDERSHIP FOR 12/01/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = N/A
 PM PEAK : (1600-2000 hrs.) EASTBOUND = N/A

GRAND TOTAL (ALL DAY)= N/A

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.
Two extra buses ran on the Del Norte line.

Del Norte, Concord, Bayfair - Moderate loads.
Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	459	
WALNUT CREEK	:	118	
Del NORTE	:	402	
HAYWARD	:	109	
BAYFAIR	:	291	
HACIENDA	:	<u>41</u>	
total		1,420	12/01 ALL DAY TOTAL: 8,576

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 14 locations.
- Friday, December 1, Ticket Sales:

Temporary Vendor Sales: AM	\$35,130
PM	\$19,475

Total	\$54,605
Machine Sales (+/-10%)	\$229,566

12/01 Total (approx.)	\$284,171
AVG. Daily Sales	\$200,000

- **Temporary Vendor Weekday Sales**

Temporary Sales Vendors starting on 12/04/89 will be located at the following locations:

AM SALES LOCATIONS

El Cerrito Del Norte
MacArthur
Fruitvale
Concord
Rockridge

PM SALES LOCATIONS

Daly City
Embarcadero
Montgomery

** There will not be daily Temporary Sales Vendors starting Monday, 12/11/89.

** Effective immediately, Temporary Vendor Sales will occur three days per month on a permanent basis. These days are the last two working days in the month and the first working day of the following month. These sales will be at the following 8 stations in both the morning and the evening:

El Cerrito Del Norte
Berkeley
MacArthur
Bayfair

Fremont
Concord
Rockridge
Daly City

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service.

OPERATING CONDITIONS

- Good weather.

- No other outstanding condition that may impact BART service.

OWL SERVICE

- **Agent staffing (Owl Service)**

Agent staffing level per line on Saturday 12/02 and Sunday 12/03 was as follows:

Sat. 12/02 - 20 of 34 stations unstaffed for up to 3 hours.

Sun. 12/03 - 16 of 34 stations unstaffed for up to 3 hours.

- BART AFC Ridership Exit Data (Owl Service)

<u>Time</u>	*12/02 <u>Saturday</u>	*12/03 <u>Sunday</u>
0100-0200	684	519
0200-0300	568	348
0315-0500	433	329
	----	----
Total:	1,685	1,196

* Numbers are subject to adjustments.

- System Performance (Owl Service)

Sat. 12/02 - No delays recorded.

Sun. 12/03 - No delays recorded.

**** OWL Service Discontinued after Sunday, 12/03/89. Regular train service initiated Monday, 12/04/89 at 0400 hours.

WEEKEND SERVICE DELAY EVENTS

Saturday, 12/02

0545: San Francisco-bound train approaching Rockridge Station delayed 40 minutes due to a braking problem. Train was removed from service at Rockridge Station.

0715: No routes at 24th Street Station due to a failure of the wayside speed encoding system. 8 trains delayed 5 to seven minutes.

1015: San Francisco-bound train at 12th St. Station removed from service due to "Automatic Train Operation" problem. San Francisco-bound passengers delayed 15 minutes.

1533: Richmond-bound train at MacArthur Station delayed 11 minutes due to an "Emergency Stop Button" problem.

Sunday, 12/03

0825: San Francisco-bound train at Rockridge Station delayed 15 minutes due to a door problem.

2347: Two trains departing Coliseum Station 10 minutes late. Trains were held at Coliseum Station to board concert riders.

BART OPERATIONS SUMMARY
Friday, December 1, 1989, 7:00 PM
PM PEAK SERVICE

- 45 trains and 372 cars in operation - 25 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

None

- **Service delays**

1609: San Francisco-bound train departing Concord removed from service due to "Automatic Train Operations" problems. San Francisco-bound passengers on the Concord line delayed 15 minutes.

1740: Fremont-bound train at South Hayward Station removed from service due to a propulsion problem. Passengers travelling south on the Fremont line delayed 7 minutes.

RIDERSHIP

- BART AFC Ridership Exit Data

<u>Time</u>	<u>*12/01 Friday</u>	<u>11/30 Thurs.</u>	<u>Variance</u>	<u>Oct. 5</u>
1600	147,351	146,938	0.3%	126,019
1700	168,000	169,094	(0.6%)	143,668
1800	201,891	201,476	0.2%	170,873
1900	223,931	224,983	(0.5%)	194,361

* Numbers are subject to adjustments.

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

12/01/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

None recorded.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution

Date: December 5, 1989

From: Dick Wenzel, Manager of Planning

DW

Subject: Earthquake Emergency Activities Situation Report, December 5

Attached for your information is the Earthquake Emergency Activities Situation Report, December 5 compiled by the activated Command Center located in Central. This daily report, which covers a continuous 24-hour period generally from 8:00 a.m. to 8:00 a.m., summarizes various District operational activities resulting from the October 17th earthquake. The first portion of the report presents a summary of the 24-hour period while focusing on the just-completed, current day's morning peak period. The second part of the report focuses on the previous day's evening commute.

This is the final report to be produced by the Command Center, which is being deactivated. Reliability Engineering, which is assuming the reporting responsibilities, has produced a parallel report today.

Distribution:

F. Wilson
J. Haley
J. Gallagher
Executive Managers
Department Managers
W. Belding
L. Campbell
R. Crespo
D. Fousel
L. Jenkins
W. Kennedy
J. King
A. Lee
J. Mann
K. Morris
S. Moubert LMA 120
E. Neves
B. Oden
R. Peters
J. Pomar
M. Pierce
R. Robbins
K. Springer
J. Stevens

M. Taylor
W. Theile
J. Thomas
K. Wallsten

**BART OPERATIONS AM SERVICE REPORT
Tuesday, December 5, 1989, 8:00 AM**

SERVICE

- 45 trains and 373 cars in operation - 26 extra cars added.
- Started 7.5 minute headways on the Concord line at 0538 rather than 0630.

SYSTEM PERFORMANCE

- **Service adjustments**
Trains turned back in support of West Bay service as follows:
 - Four trains turned back at Montgomery Street Station to Concord (0630 to 0800 hours).
- **Service Delays**
0735: Concord-bound train at Lafayette Station delayed 7 minutes due to a propulsion problem.
0752: Three trains entering Daly City Station delayed 6 to 8 minutes due to train congestion in the Daly City area.

RIDERSHIP

- BART AFC Ridership Exit Data:

<u>Time</u>	<u>*12/05 Tuesday</u>	<u>12/04 Monday</u>	<u>Variance</u>	<u>Oct. 5</u>
0600	3,249	2,987	8.8%	N/A
0700	15,913	15,509	2.6%	9,432
0800	44,982	44,104	2.0%	29,828

TOTAL FOR MONDAY 12/04 : 244,225

* Numbers are subject to adjustments.

TRANSBAY RIDERSHIP FOR 12/04/89

AM PEAK : (0500-0900 hrs.) WESTBOUND = 34,172
PM PEAK : (1600-2000 hrs.) EASTBOUND = 39,013

****GRAND TOTAL (ALL DAY)= 124,596**

**124,596 is 51.0% of total BART trips.

EXPRESS BUS AND PARKING

- Remote parking facilities significantly underutilized.
- All buses on time.
Two extra buses ran on the Del Norte line.
 - Del Norte, Concord, Bayfair - Moderate loads.
 - Hayward, Walnut Creek, Hacienda - Light loads.

Reported ridership counts as of 0800 hrs. are listed below.

CONCORD	:	437	HAYWARD	:	107
WALNUT CREEK	:	121	BAYFAIR	:	327
Del NORTE	:	426	HACIENDA	:	34

0800 hrs. total 1,452 12/04 ALL DAY TOTAL: 9,093

STATION OPERATIONS

- All AFC ticket booths opened on time.

TICKET SALES

- Agents at 8 locations.
- Monday, December 4, Ticket Sales:

Temporary Vendor Sales:	AM	\$28,645
	PM	\$21,400

	Total	\$50,045
Machine Sales (+/-10%)		\$147,386

12/04 Total (approx.)		\$197,431
AVG. Daily Sales		\$200,000

- Temporary Vendor Weekday Sales

*** There will not be daily Temporary Sales Vendors starting Monday, 12/11/89.

*** Effective immediately, Temporary Vendor Sales will occur three days per month on a permanent basis. These days are the last two working days in the month and the first working day of the following month. These sales will be at the following 8 stations in both the morning and the evening:

El Cerrito Del Norte	MacArthur	Fremont	Rockridge
Berkeley	Bayfair	Concord	Daly City

POLICE AND OTHER INCIDENTS

- No incidents reported that impacted service. (page 2 of 3)

BART OPERATIONS SUMMARY
Monday, December 4, 1989, PM Service

- 44 trains and 362 cars in operation - 15 extra cars added.

SYSTEM PERFORMANCE

- **Service adjustments**

Two trains turned back in support of Eastbay service due to equipment failures at Daly City as follows:

- One train turned back at 24th St. Station back to Concord.
- One train turned back at Montgomery St. Station back to Fremont.

- **Service delays**

1735: Concord-bound train delayed seven minutes entering West Oakland due to investigation of an "under-car" noise.

1828: San Francisco-bound train at Rockridge Station delayed 9 minutes due to door problems.

1838: Failure of the wayside speed encoding system at South Hayward Station. Two trains delayed 7 to 11 minutes.

RIDERSHIP

- **BART AFC Ridership Exit Data**

	12/05	12/04		Oct. 5
<u>Time</u>	<u>Monday</u>	<u>Friday</u>	<u>Variance</u>	
1600	144,064	147,351	(2.2%)	126,019
1700	165,489	168,000	(1.5%)	143,668
1800	198,688	201,891	(1.6%)	170,873
1900	221,266	223,931	(1.2%)	194,361

STATION & BUS OPERATIONS, POLICE AND OTHER INCIDENTS

- None reported.

12/01/89 P.M. SERVICE BETWEEN 1900 HRS. AND 0100 HRS.

2009: Concord-bound train at Rockridge Station delayed 11 minutes due to a passenger problem.

2219: San Francisco-bound train approaching Walnut Creek Station delayed 13 minutes due to train radio communications problems.

2320: San Francisco-bound train at MacArthur Station delayed 7 minutes due to a door problem. (page 3 of 3)

S. Moubur

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Inter-Office Memorandum

To: Distribution Date: November 17, 1989

From: John Haley, Deputy General Manager *John Haley*

Subject: Command Center Update On Post-Earthquake Operations

The purpose of this memo is to identify significant results of the District's operational response to the October 17th earthquake and to advise of changes in the District's plan.

Since the earthquake, the Command Center has been coordinating/monitoring BART operations while daily documenting and disseminating information on system performance. From my perspective, the District's overall response to this regional crisis has been outstanding. New patronage records have been set almost daily while BART's transbay ridership has more than doubled. Twenty-four-hour service was initiated after the earthquake with ridership on the "Owl Service" (1 a.m. to 5 a.m.) steadily growing to a high of 5,043 trips on Wednesday, November 1. Operations has also effectively minimized passengers being left on platforms on our busiest line (Concord) by initiating this line's 7.5 minute headways up to 90 minutes early during the A.M. peak and fifteen minutes early in the P.M. peak and by turning back trains before they reach end of line to provide more frequent service where needed. Additionally, Treasury's temporary ticket sales at 20 locations have been an invaluable asset to maintaining adequate patron access to the system.

However, there is much more work to be done. Therefore, the following changes are being implemented or need to be considered for implementation immediately:

1. The platform monitors under the supervision of Safety have been discontinued since train operators have been able to provide continuous system-wide observations regarding train and platform crowding.
2. On Monday, November 6, parking monitors were shifted from morning peak period to midday so that the total parking impact upon the stations and communities could be assessed rather than just the critical A.M. peak. Since the daily information developed from this change has been basically constant, parking monitoring will be discontinued starting Friday, November 10, and will be re-initiated when the Bay Bridge opens.
3. Bus Operations needs to provide a recommendation for addition, deletion and/or re-routing of Express Bus Service.

4. Station Operations needs to continue reviewing staffing requirements for necessary changes.
5. Station Operations and Public Information need to continue to guarantee that new operating policies are expeditiously disseminated to the public. Serious consideration should be given to increasing announcements on train destination signs on station platforms.

The Command Center will continue to coordinate/monitor BART operations, and I will soon convene a meeting with the appropriate staff to outline future functions of the Command Center.

Distribution:

F. Wilson
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R. Peters
J. Pomar
M. Pierce
K. Springer
J. Stevens
M. Taylor
J. Thomas
D. Wenzel

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

To: Distribution
From: W. B. Fleisher
Subject: Monday Service

November 30, 1989

Service on Monday, December 4, 1989, will be regular prequake service plus, weekdays, four extras on the C-Line turning back at Montgomery, weekdays, the existing 4:00 a.m. "X" plus a 4:30 "X" and, weekdays, 4-route 15 minute service until 1900 rather than 1800. The latter two added services are scheduled to go until March 31, 1990, as demonstrations. Extras will be run as needed.

7:00

Train sizes will be cut to a load factor of 1.2 to free up 27 cars for run cuts/mechanical failures. Two extras will operate back to the East Bay to fill out the need for additional equipment for run cuts. Twenty-six extra cars will be operating in revenue trains above the former figure of 347. *for 45*

Please proceed accordingly. Would Martha Taylor please work up the final costs on the added services, and go over them with Joe Evinger and Ward Belding for their information. These will be added budget items.

William B. Fleisher

William B. Fleisher
Chief Transportation Officer

Distribution: L. J. Campbell
R. A. Peters
L. C. Jenkins
J. J. Stevens
M. C. Taylor

cc: J. T. Gallagher/V. P. Mahon/G. H. Mackin/L. Stephens/
J. D. Evinger/W. D. Belding/E. Bailey/M. C. Healy
S. Mober/A. R. Teragawachi/R. W. Rausch

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

To: L. J. Campbell

November 30, 1989

From: W. B. Fleisher

Subject: Announcement on Friday December 1, 1989

Weekdays we will be conducting an experiment to see if there is enough ridership to support service starting at 4am. This will be the existing 4am dispatches and a corresponding 4:30 "x" service set of dispatches. Please have the Train Operators who operate the 4am trains on Friday, December 1, 1989 make the following announcement to their passengers at each station. Also have the Communication Specialist make the same announcements before, during and after these trains operate. We want as many passengers as possible to know that this service will be available on Monday:

"Good Morning. Even though Owl Service will be discontinued on this coming Sunday, we are pleased to advise you that the 4 am trains will continue to operate Monday through Friday for your convenience, on the existing schedule. Also we are adding a 4:30am train that will operate 30 minutes latter. We hope you will continue to ride with us on this early morning service."

Also please see that all on line personnel are advised so that they may answer questions.



William B. Fleisher
Chief Transportation Officer

ccJTG
RAP
MCT

FERRIES

SACRAMENTO ADDRESS

STATE CAPITOL
95814
(916) 445-0503
ATSS 8-485-0503

DISTRICT OFFICES

363 EL CAMINO REAL, #205
SO SAN FRANCISCO CA 94060
(415) 952-5666
ATSS 8-597-3706

350 McALLISTER

STATE BUILDING, ROOM 2024
SAN FRANCISCO CA 94102
(415) 537-9871
ATSS 8-597-9871

California State Senate



STATE SENATOR
QUENTIN L. KOPP

EIGHTH SENATORIAL DISTRICT

REPRESENTING SAN FRANCISCO AND SAN MATEO COUNTIES

COMMITTEES

TRANSPORTATION, CHAIRMAN
HOUSING & URBAN AFFAIRS
LOCAL GOVERNMENT
REVENUE & TAXATION
TOXICS & PUBLIC SAFETY
MANAGEMENT

October 21, 1989
IMMEDIATE RELEASE

Contact: Steve Heminger
(415) 952-5666

SMALL CRAFT "MOSQUITO FLEET" WILL SAIL

State Senator Quentin L. Kopp (I-San Francisco, San Mateo), Chairman of the Senate Transportation Committee and founder of the Bay Area Rapid Water Transit Task Force, today announced that the Water Transit Task Force has undertaken an intensive search for small to mid-sized vessels, both civilian and military, to function as a "Mosquito Fleet" which would supplement large-scale ferry operations by the Blue & Gold/Red & White Fleets during the repair of the San Francisco-Oakland Bay Bridge.

Kopp also announced that the Water Transit Task Force would be identifying alternate landing and docking facilities for the small craft fleet over the weekend. Possibilities include South Beach Harbor at Pier 40 in San Francisco, and East Bay sites at the Richmond and Berkeley Harbors and the City of Alameda.

Kopp stated finally that the Water Transit Task Force expected to set up office space and an informational telephone number for commuter inquiries as soon as Monday, October 23.

Interested individuals who own or operate small to mid-sized craft should contact Senator Kopp's office at (415) 952-5666. Volunteer assistance for the "land-side" coordination effort is also welcome.

#

FERRIES FROM JACK LONDON SQUARE (BEHIND SCOTT'S) -- S. F. FERRY BUILD

LV: 6:A.M. AND EVERY 20-30 MINUTES THEREAFTER UNTIL 12 MIDNIGHT

COST \$5 ONE WAY 40 MINUTES

FERRIES FROM ALAMEDA (TODD SHIPYARDS AT THE END OF MAIN STREET) --
S. F. FERRY BUILDING

LV: 6:15 A.M. 7:15 A.M. 8:15 A.M. 9:15 A.M. RETURN 4,5,6, & 7 P.M.

COST \$5 ONE WAY 35 MINUTES

FERRIES FROM RICHMOND CONTAINER (END HARBOR WAY FORD BUILDING) --
PIER 9 (VALLEJO & EMBARCADERO)

LV: 6,7,8,9 A.M. RETURN: 4,5,6,7 P.M.

NO MID-DAY SERVICE

COST \$5 ONE WAY 45 MINUTES

FERRIES FROM VALLEJO (DOWNTOWN TRANSFER CENTER YORK & MARIN) --
FERRY BUILDING S.F.--

LV: 6:00 & 6:30 A.M. RETURN: 6:15 7:15 & 7:40 P.M.

NO MID-DAY SERVICE

COST \$6.00 -- ONE WAY

GOLDEN GATE FERRIES -- ADDED 2 EXTRA TRIPS FROM SAUSILITO AT
6:00 & 9:50 A.M.

AND 1 EXTRA FROM LARKSPUR STARTING AT 5:30 A.M.

COST - LARKSPUR \$2.20 COST - SAUSILITO \$3.50

**THERE WILL BE FERRIES FROM BERKELEY. NO INFO UNTIL
TOMORROW**

Vallejo and the North Bay

The Vallejo Ferry will be running with an additional vessel during the bridge closure. The schedule, from the Vallejo Ferry Terminal, will be:

6:00 a.m.
6:30 a.m.

Afternoon departures from the San Francisco Ferry Terminal will be:

5:15 p.m.
6:15 p.m.
7:40 p.m.

Bartlink service has been increased; it will run from 4 a.m. to midnight.

Hercules, Pinole

Westcat will provide feeder service to the Richmond Ferry. There will be 4 trips, starting from downtown Hercules (John Muir Parkway/San Pablo) at 5:20 a.m., 6:20 a.m., 7:20 a.m., and 8:20 a.m. Stops will be made in Pinole, at the Firehouse (Tennent/Pear St.) at 5:24, 6:24, 7:24, & 8:24; and at the Park and Ride (Pinole Valley Lanes (Pinole Valley Rd., I-80) one minute later. Ferries depart Richmond at 6, 7, 8, & 9 a.m.

The ferries will take people to the Ferry Building in San Francisco. Home-bound runs will leave San Francisco at 4, 5, 6 and 7 p.m., with connecting bus service as stated.

Richmond, El Cerrito

A.C Transit line L will pick up passengers at Del Norte BART and elsewhere along its route, and take them to the Richmond Ferry Terminal. Ferries will depart at 6, 7, 8, and 9 a.m. The terminal is located at the end of Harbor Way, near the old Ford Plant. Other AC lines will operate as usual, feeding BART stations.

Berkeley

Ferry service from Berkeley is planned to resume after dredging improves ferry access. Until then, residents can take BART or ferries from Richmond (see above) or from Oakland (see below). All AC Transbay lines terminate at BART stations. (List is in AC's press release.) Other AC service operates as usual.

Oakland

All AC service will run as usual, except that the "transbay" buses will terminate at BART stations. In addition, the following service takes passengers to the Ferry at Jack London Waterfront:

- a shuttle from BART/MacArthur
- Lines 11, 33, 33x, 34, 34x, 39x, and 59/76 on Broadway

The ferry boarding area is at the foot of Broadway, about a 10-block walk from the 12th Street BART station.

1400 parking spaces are available at the Jack London Waterfront area; drivers are urged to carry as many passengers as possible.

Ferries will leave for San Francisco every 20 minutes starting at 6 a.m. After 10 a.m., service will be hourly until 4 p.m.; at 20-minute intervals until 8 p.m., and at hourly intervals until midnight.

San Leandro, Hayward, Fremont

BART is the recommended way to travel to San Francisco. All "transbay" AC routes will terminate at BART stations. Other AC service will operate normally. This includes serving BART stations. An expanded schedule on Samtrans Route 90E will carry riders from the Hayward BART station to San Mateo from 6 a.m. to 7:45 p.m. Service will be at approximately 1/2 hour intervals during commute hours.

Central Contra Costa County

Three special services have been set up:

- 1) Bus service from the Concord Pavilion park-and-ride lot to the ferries at Jack London Waterfront in Oakland. Buses will leave at 5:20, 5:50, 6:20, 6:50, and 7:20 a.m.; in the afternoon, buses will return from Jack London at 5:30, 6:00, 6:30, 7:00, and 7:30 p.m. Service will be free the first week; later, \$1.00 each way.
- 2) Increased bus service to the Port Chicago Highway Park-and-Ride Lot. Route 100 will operate on 30-min. headways from 7:00 a.m. to 8:00 p.m. This and other routes will take passengers to Concord BART.
- 3) Service from the Concord Pavilion to Walnut Creek BART. Route 130 will be extended to the Pavilion, leaving at 5:05, 5:25, 6:00, 6:15, and 6:35 a.m. Return service will leave BART at 4:30, 4:45, 6:00, 6:50, 7:00, and 7:15 p.m.

Santa Clara County

Connecting bus service to BART will be increased to 24 hours a day on Route 180. Buses will run every 15 minutes during commute hours, and every 30 minutes at other times. Routes 12 and 140 will continue to serve Fremont BART. Other routes continue as usual; 37 offer service to Caltrain stations.

San Mateo County

Caltrain will provide extra service with 13 trains departing San Jose for San Francisco between 4:50 and 9:00 a.m. All riders will be served.

Samtrans will have additional service on Route 5L from Palo Alto to Daly City BART, plus special trips on emergency route 3x between Daly City BART and San Francisco Airports.

The Airport Commuter will provide service from Daly City BART to the Airport every 15 minutes. Call Sky-Line.

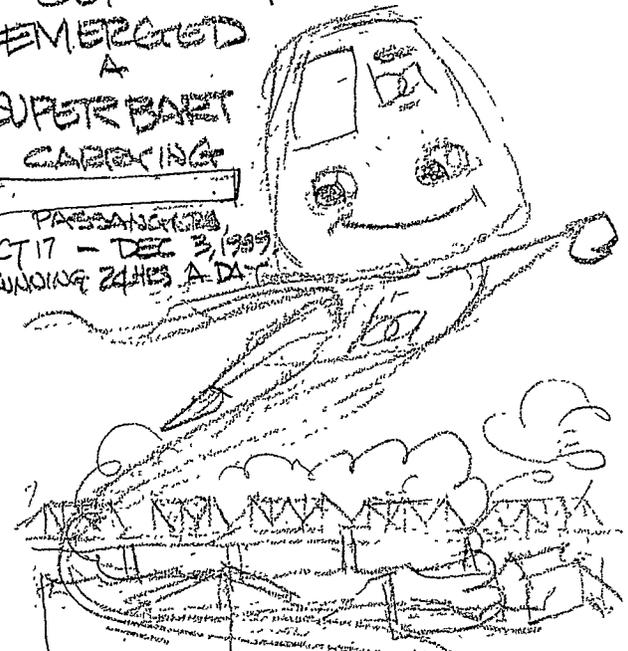
Marin County

Golden Gate a.m. commute services will start a half-hour earlier. Two additional runs will be added to the Larkspur ferry service: 5:30 a.m. Larkspur to San Francisco and 7:20 p.m. San Francisco to Larkspur. Two additional runs from Sausalito will go at 6:00 a.m. and 9:50 a.m. Free feeder bus service is available.

PATRONAGE

~~1-22 BART~~
OUT OF THE TRINIS
EMERGED
A
SUPER BART
CARROING

PASSENGERS
OCT 17 - DEC 3, 1999
RUNNING 24 HRS A DAY



BART EMPLOYEES EXCELLING
IN THE TASK AT HAND —
THANK YOU AND BEST
WISHES FOR THE NEW YEAR —
BART MANAGEMENT

11, 280, 173
Oct. 17 - Dec. 3
24 hrs. a day.

MONDAY, OCTOBER 16

TUESDAY, OCTOBER 17

HOUP

	Exits	Cumulative Total
5 to 6	1,662	1,662
6 to 7	9,093	10,755
7 to 8	26,804	37,559
8 to 9	27,868	65,427
9 to 10	10,958	76,385
10 to 11	7,835	84,220
11 to 12	7,076	91,296
12 to 1	7,950	99,246
1 to 2	8,176	107,422
2 to 3	9,556	115,978
3 to 4	11,824	127,802
4 to 5	18,325	146,127
5 to 6	31,560	177,687
6 to 7	19,125	196,812
7 to 8	7,999	204,811
8 to 9	3,844	208,655
9 to 10	3,085	211,740
10 to 11	2,712	214,452
11 to 12	1,629	216,081
12 to 1	825	216,906
1 to 1:40	75	216,981

Exits	
1,693	1693
9,496	11189
27,493	38682
27,454	66136
11,069	77205
6,776	83981
8,057	92038
7,683	99721
7,458	107179
8,658	115837
11,903	127740
20,959	148699
4,924	153623
49	153672
20	153692
57	153749
17	153766
68	153834
134	153968
163	154131
96	154227

Totals

216,981

154,227
800
155,027

RAILROADS

	total	Transbay	% Transbay of total
Pre-quake normal	118,286	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
Friday (10/27)	329,276	207,710	63.6
Total	1,580,325	989,257	63.2

Pre-quake normal

Saturday (Sept avg)

Sunday (Sept avg)

92,610

52,705

Saturday (10/28)

159,129

Sunday (10/29)

97,749

DAILY PATRONAGE SHEET
OCTOBER 1989

DATE	DATE
SUN 1 66,403	16 217,661
2 213,166	17 155,027 Earthquake
3 247,721 A's Playoff	18 81,017
4 245,646 A's Playoff	19 164,449
5 218,286	20 241,661
6 219,296	SAT 21 99,739
SAT 7 95,994	SUN 22 71,289
SUN 8 55,380	23 290,060
HOL 9 176,948	24 313,302
10 222,244	25 324,904
11 223,350	26 322,783
12 221,878	27 329,276 World Series(SF)
13 227,227	**SAT 28 159,129 World Series(SF)
*SAT 14 125,067 World Series	SUN 29 97,748
SUN 15 83,985 World Series	30 322,898
	*31 335,149

*Record Weekday
**Record Saturday

# DAYS	OCT 1989	ACTUAL	FORECAST	% OF FORECAST
(31)	Monthly Total	6,168,683	5,373,170	114.8%
(21)	Weekday Total	5,137,001	4,514,800	113.8%
	Wkdy Average	244,619	215,000	113.8%
(4)	Sat Average	119,982	99,500	120.6%
(5)	Sun Average	74,961	57,500	130.4%
(1)	Hol Average	176,948	172,800	102.4%

BUDGET PERIOD (10/2-10/29/89)

(28)	Period Total	5,444,233	4,885,100	111.4%
(19)	Weekday Total	4,478,954	4,083,900	109.7%
	Wkdy Average	235,734	214,940	109.7%
(4)	Sat Average	119,982	99,470	120.6%
(4)	Sun Average	77,101	57,640	133.8%
(1)	Hol Average	176,948	172,800	102.4%

WEEKLY AVERAGES:	With and w/o Games	A's Game Days	Without A's Game Days
10/2- 10/6	228,823	246,684	216,916
10/10 - 10/13	223,675	-	-
10/16 - 10/20	171,963	-	-
10/23 - 10/27	316,065	329,276	312,762

OWL SERVICE - BRIDGE CLOSED

PERCENT OF
BRIDGE CLOSURE
AVERAGE

WEEKDAYS				
DAY	1-2 AM	2-3 AM	3-5 AM	TOTAL
Tue - 10/24 :	439	448	819	1,706
Wed - 10/25 :	495	692	737	1,924
Thu - 10/26 :	761	565	975	2,301
Fri - 10/27 :	756	787	537	2,080
AVG DAY	613	623	767	2,003
Mon - 10/30 :	444	369	672	1,485
Tue - 10/31 :	475	541	539	1,555
Wed - 11/1 :	1651	1397	1613	4,661
Thu - 11/2 :	854	756	1118	2,728
Fri - 11/3 :	672	979	725	2,376
AVG DAY	819	808	933	2,561
Mon - 11/6 :	360	463	784	1,607
Tue - 11/7 :	605	597	584	1,786
Wed - 11/8 :	1094	642	513	2,249
Thu - 11/9 :	782	621	638	2,041
Fri - 11/10 :	804	573	1079	2,456
AVG DAY	729	579	720	2,028
Mon - 11/13 :	424	420	950	1,794
Tue - 11/14 :	550	551	599	1,700
Wed - 11/15 :	688	740	613	2,041
Thu - 11/16 :	901	701	1131	2,733
Fri - 11/17 :	672	1108	864	2,644
AVG DAY	647	704	831	2,182
4-WEEK WKDY AVG	702	679	813	2,193

WEEKENDS				
DAY	1-2 AM	2-3 AM	3-5 AM	TOTAL
Sat - 10/28	1218	1231	850	3299
Sun - 10/29	1240	3063	615	4918
Sat - 11/4	2038	1119	1002	4159
Sun - 11/5	1359	1750	792	3901
Sat - 11/11	1560	1625	1025	4210
Sun - 11/12	1718	1565	935	4218
3-WEEKEND SAT AVG	1,605	1,325	959	3,889
SUN AVG	1,439	2,126	781	4,346

OWL SERVICE - BRIDGE OPEN

Mon - 11/20 :	198	205	422	825
Tue - 11/21 :	224	372	256	852
Wed - 11/22 :	323	271	478	1,072
Thu - 11/23 :	378	433	351	1,162
Fri - 11/24 :	198	225	161	584
AVG WKDY (including Hol)	264	301	334	899
Mon - 11/27	207	244	198	649
Tue - 11/28	376	210	375	961
Wed - 11/29	292	203	350	845
Thu - 11/30	419	241	325	985
Fri - 12/1	386	274	396	1056
AVG WKDY (5 Days)	292	227	287	805

Sat - 11/18	1757	1577	892	4226	108.7% Sat
Sun - 11/19	637	790	490	1917	44.1% Sun
					37.6%
					38.8%
					48.9%
					53.0%
					26.6%
					41.0%
Sat - 11/25	376	653	457	1486	38.2% Sat
Sun - 11/26	353	358	290	1001	23.0% Sun
					29.6%
					43.8%
					36.7%

CUMULATIVE HOURLY AFC BART PATRONAGE

For Operating Day Through 3 AM (Effective October 24th)

ACTUAL COUNT OF ALL TICKETS USED

AS OF:	BRIDGE OPEN												PRELIMINARY ESTIMATES							
	Normal Day	MON, NOV 20	TUES, NOV 21	WED, NOV 22	THUR NOV 23	FRI NOV 24	MON, NOV 27	TUESDAY, NOV 28	WEDNESDAY, NOV 29	THURSDAY, NOV 30	FRIDAY, DEC 1									
	Oct 5	Patrons % of 5th	Patrons % of 5th	Patrons % of 5th	Patrons	Patrons	Patrons % of 5th	Patrons % of 5th	Patrons % of 5th	Patrons % of 5th	Patrons % of 5th	Patrons	% of 5th							
6:00 AM	1,512	4,922	325.5%	1,912	126.5%	3,945	260.9%	557	1,339	3,557	235.3%	3,732	246.8%	3,250	214.9%	3,120	206.3%	6:00 AM	4,806	317.9%
6:30	6,084	10,644	175.0%	5,650	92.9%	6,093	100.1%			9,055	148.8%	8,938	146.9%	8,867	145.7%	8,223	135.1%	6:30	7,874	129.4%
7:00	10,656	20,294	190.4%	14,004	131.4%	16,930	158.9%	1,007	4,793	15,937	149.6%	17,251	161.9%	16,216	152.2%	15,931	149.5%	7:00	16,803	157.7%
7:30	22,006	32,439	147.4%	32,439	147.4%	27,191	123.6%			29,271	133.0%	0	0.0%	29,436	133.8%	28,476	129.4%	7:30	28,750	130.6%
8:00	33,331	53,291	159.9%	45,153	135.5%	44,534	133.6%	1,799	12,518	45,456	136.4%	45,749	137.3%	43,930	131.8%	45,229	135.7%	8:00	43,726	131.2%
8:30	47,415	72,937	153.8%	61,041	128.7%	58,538	123.5%			63,010	132.9%	62,460	131.7%	64,380	135.8%	63,150	133.2%	8:30	60,318	127.2%
9:00	61,499	86,507	140.7%	74,885	121.8%	65,682	106.8%	3,253	20,852	75,790	123.2%	75,349	122.5%	75,930	123.5%	75,884	123.4%	9:00	71,678	116.6%
10:00	74,349	100,995	135.8%	88,854	119.5%	89,487	120.4%	5,332	27,855	88,932	119.6%	89,535	120.4%	88,988	119.7%	88,866	119.5%	10:00	85,368	114.8%
11:00	82,185	110,296	134.2%	97,930	119.2%	98,144	119.4%	8,053	36,012	97,472	118.6%	97,939	119.2%	97,460	118.6%	97,320	118.4%	11:00	0	0.0%
12:00	89,425	118,508	132.5%	106,572	119.2%	106,919	119.6%	11,838	45,943	105,390	117.9%	105,936	118.5%	105,073	117.5%	105,175	117.6%	12:00	0	0.0%
1:00 PM	97,475	127,483	130.8%	115,675	118.7%	117,171	120.2%	16,112	57,672	114,096	117.1%	114,619	117.6%	113,611	116.6%	113,784	116.7%	1:00 PM	0	0.0%
2:00	105,383	136,882	129.9%	124,862	118.5%	128,652	122.1%	20,701	68,736	122,870	116.6%	123,460	117.2%	122,548	116.3%	122,882	116.6%	2:00	0	0.0%
3:00	114,014	147,490	129.4%	134,979	118.4%	140,826	123.5%	25,539	80,177	132,365	116.1%	133,439	117.0%	132,197	115.9%	132,904	116.6%	3:00	0	0.0%
4:00	126,019	162,937	129.3%	149,482	118.6%	158,911	126.1%	30,045	92,957	145,739	115.6%	148,185	117.6%	146,023	115.9%	146,938	116.6%	4:00	0	0.0%
4:30	134,844	169,820	125.9%	158,193	117.3%	159,229	118.1%			151,662	112.5%	153,281	113.7%	157,794	117.0%	154,691	114.7%	4:30	0	0.0%
5:00	143,668	187,018	130.2%	171,360	119.3%	183,051	127.4%	33,875	107,406	168,064	117.0%	169,322	117.9%	167,264	116.4%	169,094	117.7%	5:00	0	0.0%
5:30	157,270	198,106	126.0%	185,583	118.0%	185,947	118.2%			179,295	114.0%	178,973	113.8%	186,856	118.8%	182,073	115.8%	5:30	0	0.0%
6:00	170,873	223,915	131.0%	204,087	119.4%	213,868	125.2%	37,034	122,714	202,799	118.7%	203,503	119.1%	202,009	118.2%	201,476	117.9%	6:00	0	0.0%
6:30	182,617	230,617	126.3%	214,303	117.4%	210,908	115.5%			209,787	114.9%	210,463	115.2%	219,021	119.9%	211,470	115.8%	6:30	0	0.0%
7:00	194,361	240,229	123.6%	224,825	115.7%	232,779	119.8%	39,539	133,593	223,392	114.9%	224,309	115.4%	225,661	116.1%	224,983	115.8%	7:00	0	0.0%
7:30	198,737	246,586	124.1%	228,245	114.8%	233,706	117.6%			222,603	112.0%	225,175	113.3%	231,991	116.7%	229,173	115.3%	7:30	0	0.0%
8:00	203,134	250,630	123.4%	233,685	115.0%	242,381	119.3%	41,807	141,307	231,346	113.9%	232,875	114.6%	235,821	116.1%	235,826	116.1%	8:00	0	0.0%
9:00	207,567	255,496	123.1%	238,295	114.8%	247,393	119.2%	44,203	145,812	235,361	113.4%	237,186	114.3%	240,588	115.9%	240,852	116.0%	9:00	0	0.0%
DAILY TOTALS																				
"BART Only" Trips	182,392	238,515	130.8%	214,480		220,942	121.1%	46,794	142,159	216,167	118.5%	215,446	118.1%	221,423	121.4%	218,844	120.0%			
Adjustments	1,600		0.0%	5,200					1,100	5,000		9,000		4,800	300.0%	2,000				
MUNI/BART Fast Pass	32,110	30,823	96.0%	31,429		30,531	95.1%	4,280	15,176	27,497	85.6%	26,891	83.7%	29,427	91.6%	31,938	99.5%			
AC/BART Plus	2,184	4,247	194.5%	3,965		3,719	170.3%	378	1,246	3,234	148.1%	3,023	138.4%	2,643	121.0%	2,417	110.7%			
TOTAL AFC TRIPS	218,286	273,585	125.3%	255,074		255,192	116.9%	51,452	159,681	251,898	115.4%	254,360	116.5%	258,293	118.3%	255,199	116.9%			

TRANSBAY TRIPS BETWEEN SAN FRANCISCO
AND EASTBAY LINE SEGMENTS

Date	WEST-BOUND	Fremont	Oakland	Concord	Richmond	Total	EAST-BOUND	S F to	S F to	S F to	S F to	Total
		Line to S F			Fremont Line	Oakland Line	Concord Line	Richmond Line				
AM PEAK 5-9 AM												
October 5		8,605	3,071	10,168	4,185	26,029		755	1,374	582	669	3,380
October 20		9,413	5,237	13,954	7,190	35,794		1,383	2,947	1,222	1,508	7,060
October 23		13,614	6,662	19,128	10,949	50,353		1,861	3,692	1,636	1,020	8,209
October 24		14,425	7,128	19,320	11,575	52,448		2,177	4,139	1,906	2,196	10,418
October 25		14,280	7,244	18,601	11,403	51,528		1,835	4,276	1,986	2,112	10,209
October 26		14,162	7,120	18,727	11,022	51,031		2,124	4,333	1,929	2,059	10,455
October 27		13,511	6,825	17,978	10,654	48,968		2,020	4,102	1,873	1,988	9,983
October 30		14,492	7,567	20,214	11,638	53,911		2,164	4,526	1,996	2,341	11,027
October 31		14,538	7,423	18,626	11,505	52,092		2,276	4,574	2,048	2,273	11,171
November 1		15,514	10,170	19,702	12,206	57,592		2,375	4,596	2,037	2,435	11,443
November 2		15,487	10,330	19,037	12,114	56,968		2,314	4,913	2,002	2,377	11,606
November 6		15,241	10,328	19,419	11,978	56,966		2,049	4,422	1,854	2,226	10,551
November 7		15,409	10,181	19,418	12,168	57,176		2,301	4,754	2,010	2,268	11,333
November 8		15,522	10,543	18,647	12,042	56,754		2,325	4,744	2,096	2,296	11,461
November 10		12,513	8,558	16,024	9,570	46,665		1,710	3,755	1,857	1,894	9,216
November 13		14,737	9,860	18,229	11,870	54,696		2,028	4,415	1,873	2,143	10,459
November 14		15,791	10,552	19,698	12,062	58,103		2,245	4,851	1,847	2,203	11,146
November 15		15,429	10,484	19,266	11,974	57,153		2,226	4,843	1,565	2,269	10,903
November 16		15,161	10,414	18,961	11,147	55,683		2,168	4,657	1,860	2,257	10,942
November 20		12,985	6,820	16,234	8,591	44,630		1,561	3,014	1,184	1,384	7,143
November 21		10,989	6,127	12,013	6,095	35,224		1,394	2,559	889	1,166	6,008
November 22						0						0
November 24		2,900	1,641	2,704	1,623	8,868		333	678	315	255	1,581
November 27		11,311	5,413	13,800	6,439	36,963		1,274	2,327	790	1,152	5,543
November 28		0	0	0	0	0		0	0	0	0	0
November 29		11,277	5,361	13,111	6,161	35,910		1,228	2,400	883	1,061	5,572
November 30		11,353	5,202	12,715	6,025	35,295		1,215	2,290	793	975	5,273
December 4		10,841	5,043	12,610	5,678	34,172		1,167	2,109	795	1,014	5,085
MIDDAY 9 AM - 4 PM												
October 5		4,302	3,564	3,805	3,469	15,140		3,064	3,378	2,437	2,915	11,794
October 20		4,615	5,205	5,701	5,202	20,723		4,003	4,825	4,451	4,331	17,610
October 23		4,877	5,059	5,789	5,590	21,315		4,477	5,042	5,029	5,090	19,638
October 24		5,418	5,468	6,248	5,911	23,045		5,236	5,599	5,384	5,415	21,634
October 25		5,588	5,873	7,360	6,159	24,980		5,314	5,873	5,797	5,544	22,528
October 26		5,628	6,121	6,953	6,657	25,359		5,438	6,032	5,843	5,893	23,206
October 27		6,477	6,976	8,259	7,354	29,066		5,932	6,773	6,465	6,092	25,262
October 30		5,566	6,046	6,369	6,171	24,152		5,443	6,557	5,813	5,777	23,590
October 31		5,649	6,606	7,976	6,395	26,626		5,900	6,688	6,477	6,089	25,154
November 1		6,189	7,433	7,169	6,703	27,494		6,184	7,223	6,149	6,221	25,777
November 2		6,496	7,466	7,764	6,888	28,614		4,634	6,554	4,562	5,489	21,239
November 6		6,509	7,190	7,683	6,919	28,301		6,078	6,717	5,895	6,006	24,696
November 7		6,934	8,010	7,954	6,939	29,837		6,282	6,848	6,503	6,265	25,898
November 8		7,147	7,762	8,623	7,569	31,101		6,403	7,180	6,387	6,814	26,784
November 10		7,057	7,641	8,300	7,654	30,652		6,197	6,944	6,452	6,622	26,215
November 13		6,377	7,408	7,915	6,479	28,179		5,655	6,623	5,825	5,945	24,048
November 14		6,841	7,750	7,586	7,052	29,229		5,733	6,980	6,435	6,098	25,246
November 15		7,901	8,084	8,598	7,505	32,088		6,424	7,093	6,615	6,310	26,442
November 16		7,563	8,004	8,117	8,100	31,784		6,231	7,276	5,651	6,498	25,656
November 20		5,317	4,965	5,107	4,844	20,233		4,703	4,716	4,042	4,515	17,976
November 21		5,731	4,575	4,519	4,615	19,440		4,578	4,567	2,990	3,995	16,130
November 22						0						0
November 24		9,718	4,136	8,734	4,862	27,450		3,942	2,752	2,951	2,821	12,466
November 27		5,234	4,124	4,611	4,181	18,150		4,259	3,822	3,342	3,732	15,155
November 28		0	0	0	0	0		0	0	0	0	0
November 29		4,875	4,181	4,787	4,107	17,950		4,235	4,077	3,440	3,648	15,400
November 30		4,714	4,291	4,524	4,158	17,687		4,289	3,980	3,213	3,603	15,085
December 4		4,867	4,007	3,966	4,089	16,929		3,982	3,673	2,880	3,599	14,134

Date	WEST-BOUND	Fremont	Oakland	Concord	Richmond	Total	EAST-BOUND	S F to	S F to	S F to	S F to	Total
		Line to S.F	Line to S.F	Line to S.F	Line to S.F			Fremont Line	Oakland Line	Concord Line	Richmond Line	
PH PEAK 4 - 8 PM												
October 5		1,188	2,029	1,147	1,497	5,861		9,986	5,153	11,530	6,567	33,236
October 20		1,838	3,834	2,278	2,637	10,587		10,383	6,647	14,329	8,816	40,175
October 23		2,533	4,636	2,663	3,211	13,043		14,337	8,458	19,134	12,276	54,205
October 24		2,939	5,271	3,541	3,807	15,558		16,769	9,148	19,284	12,534	57,735
October 25		2,816	5,370	3,551	3,873	15,610		15,702	9,583	19,302	12,805	57,392
October 26		3,024	5,116	3,800	4,011	15,951		14,805	9,544	18,982	12,675	56,006
October 27		3,338	5,270	4,562	4,266	17,436		13,864	8,927	17,530	11,924	52,245
October 30		2,887	5,267	3,309	3,736	15,199		15,209	9,885	20,451	13,099	58,644
October 31		3,198	5,819	3,929	4,323	17,269		15,072	10,058	21,103	12,961	59,194
November 1		3,426	6,043	3,907	4,178	17,554		15,944	10,955	20,019	13,575	60,493
November 2		3,419	6,186	4,220	4,430	18,255		15,330	10,810	19,849	13,661	59,650
November 6		3,340	6,006	4,274	4,108	17,728		15,424	10,742	19,902	13,083	59,151
November 7		3,260	6,037	4,006	4,265	17,568		17,255	11,304	19,921	13,399	61,879
November 8		3,426	6,203	3,959	4,149	17,747		15,670	11,156	19,862	13,320	60,008
November 10		3,226	5,424	4,803	4,619	18,072		13,599	9,432	17,251	11,561	51,843
November 13		2,932	5,726	3,360	3,807	15,825		15,404	10,928	19,380	13,112	58,824
November 14		3,306	6,282	4,389	4,445	18,422		15,339	10,947	19,786	13,459	59,531
November 15		3,417	6,357	4,234	4,530	18,538		16,473	11,321	20,234	13,625	61,653
November 16		3,425	6,394	4,344	4,486	18,649		16,315	10,863	19,927	13,393	60,498
November 20		2,113	3,441	1,767	2,308	9,629		13,269	6,872	16,622	9,683	46,446
November 21		1,955	3,118	1,823	2,341	9,237		11,865	6,441	10,287	8,441	37,034
November 22						0						0
November 24		1,702	1,313	1,753	1,382	6,150		7,760	3,011	6,463	4,098	21,332
November 27		1,853	2,993	1,934	1,953	8,733		12,303	6,078	14,537	8,357	41,275
November 28		0	0	0	0	0		0	0	0	0	0
November 29		1,824	3,036	1,766	2,005	8,631		12,973	6,112	14,333	8,406	41,824
November 30		1,964	3,005	1,735	2,198	8,902		11,804	5,962	13,728	8,137	39,631
December 4		1,809	2,622	1,396	1,868	7,495		11,805	5,724	13,646	7,838	39,013

ALL DAY												
October 5						48,577						53,575
October 20						71,810						70,393
October 23						88,453						92,322
October 24						96,474						99,646
October 25						98,332						103,519
October 26						98,533						104,268
October 27						101,629						106,081
October 30						97,715						104,199
October 31						103,081						109,372
November 1						109,068						113,037
November 2						110,016						112,801
November 6						107,760						109,010
November 7						110,945						114,064
November 8						110,880						113,691
November 10						103,001						104,922
November 13						103,746						106,167
November 14						110,770						112,351
November 15						113,356						116,124
November 16						112,678						115,350
November 20						76,717						78,963
November 21						66,116						66,377
November 22												
November 24						44,702						43,930
November 27						65,497						69,494
November 28						65,770						69,892
November 29						65,166						70,352
November 30						64,013						67,934
December 4						60,295						64,301

124,596

TRANS DAY TRIPS AS A PERCENT OF TOTAL TRIPS:

10/5 = 46.8 %	10/27 = 63.6 %	11/7 = 64.6 %	11/16 = 63.8 %	11/29 = 52.5 %
10/20 = 59.4 %	10/30 = 63.2 %	11/8 = 64.6 %	11/20 = 56.9 %	12/1 = 51.7 %
10/23 = 63.0 %	10/31 = 64.2 %	11/10 = 64.9 %	11/21 = 53.0 %	12/4 = 51.0 %
10/24 = 63.1 %	11/1 = 63.1 %	11/13 = 64.3 %	11/24 = 55.5 %	
10/25 = 62.8 %	11/2 = 64.2 %	11/14 = 64.7 %	11/27 = 54.7 %	
10/26 = 63.5 %	11/6 = 64.4 %	11/15 = 64.6 %	11/28 = 53.2 %	

OWL SERVICE - BRIDGE CLOSED

PERCENT OF
BRIDGE CLOSURE
AVERAGE

WEEKDAYS

WEEKENDS

DAY	1-2 AM	2-3 AM	3-5 AM	TOTAL
Tue - 10/24 :	439	448	819	1,706
Wed - 10/25 :	495	692	737	1,924
Thu - 10/26 :	761	565	975	2,301
Fri - 10/27 :	756	787	537	2,080
AVG DAY	613	623	767	2,003
Mon - 10/30 :	444	369	672	1,485
Tue - 10/31 :	475	541	539	1,555
Wed - 11/1 :	1651	1397	1613	4,661
Thu - 11/2 :	854	756	1118	2,728
Fri - 11/3 :	672	979	725	2,376
AVG DAY	819	808	933	2,561
Mon - 11/6 :	360	463	784	1,607
Tue - 11/7 :	605	597	584	1,786
Wed - 11/8 :	1094	642	513	2,249
Thu - 11/9 :	782	621	638	2,041
Fri - 11/10 :	804	573	1079	2,456
AVG DAY	729	579	720	2,028
Mon - 11/13 :	424	420	950	1,794
Tue - 11/14 :	550	551	599	1,700
Wed - 11/15 :	688	740	613	2,041
Thu - 11/16 :	901	701	1131	2,733
Fri - 11/17 :	672	1108	864	2,644
AVG DAY	647	704	831	2,182
4-WEEK WKDY AVG	702	679	813	2,193

DAY	1-2 AM	2-3 AM	3-5 AM	TOTAL
Sat - 10/28	1218	1231	850	3299
Sun - 10/29	1240	3063	615	4918
Sat - 11/4	2038	1119	1002	4159
Sun - 11/5	1359	1750	792	3901
Sat - 11/11	1560	1625	1025	4210
Sun - 11/12	1718	1565	935	4218
3-WEEKEND SAT AVG	1,605	1,325	959	3,889
SUN AVG	1,439	2,126	781	4,346

WEEKDAYS WEEKENDS

OWL SERVICE - BRIDGE OPEN

Mon - 11/20 :	198	205	422	825
Tue - 11/21 :	224	372	256	852
Wed - 11/22 :	323	271	478	1,072
Thu - 11/23 :	378	433	351	1,162
Fri - 11/24 :	198	225	161	584
AVG WKDY (including Hol)	264	301	334	899
Mon - 11/27	207	244	198	649
Tue - 11/28	376	210	375	961
Wed - 11/29	292	203	350	845
Thu - 11/30	419	241	325	985
Fri - 12/1	386	274	396	1056
AVG WKDY (5 Days)	292	227	287	805

Sat - 11/18	1757	1577	892	4226	108.7%	Sat
Sun - 11/19	637	790	490	1917	44.1%	Sun
					37.6%	
					38.8%	
					48.9%	
					53.0%	
					26.6%	
					41.0%	
Sat - 11/25	376	653	457	1486	38.2%	Sat
Sun - 11/26	353	358	290	1001	23.0%	Sun
					29.6%	
					43.8%	
					36.7%	

CUMULATIVE HOURLY AFC BART PATRONAGE

For Operating Day Through 3 AM (Effective October 24th)

AS OF:	ACTUAL COUNT OF ALL TICKETS USED																PRELIMINARY ESTIMATES					
	Normal Day Oct 5	FRIDAY OCT 20	MONDAY OCT 23	TUESDAY OCT 24	WEDNESDAY OCT 25	THURSDAY OCT 26	FRIDAY OCT 27	MONDAY, OCT 30		TUESDAY, OCT 31		WEDNESDAY, NOV 1		THURSDAY, NOV 2		(MODCOMP REPORT) FRIDAY, NOV 3		MONDAY, NOV 6		TUESDAY, NOV 7		
		Patrons	Patrons	Patrons	Patrons	Patrons	Patrons	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons	% of 10/5	Patrons
6:00 AM	1,512	2,468	4,547	6,372	5,621	7,263	6,072	6,922	457.8%	7,194	475.8%	7,918	523.7%	7,500	496.0%	7,989	528.4%	6,860	453.7%	7,132	471.7%	
6:30	6,084	8,350	14,950	16,610	15,388	17,266	14,032	17,111	281.2%	16,754	275.4%	18,582	305.4%	17,283	284.1%	15,911	261.5%	15,690	257.9%	14,396	236.6%	
7:00	10,656	14,221	25,353	29,106	26,060	28,367	26,299	28,247	265.1%	28,137	264.0%	29,854	280.2%	28,744	269.7%	29,413	276.0%	25,499	239.3%	28,230	264.9%	
7:30	22,006	27,339	43,383	45,837	44,569	45,279	41,943	45,980	208.9%	46,954	213.4%	48,215	219.1%	46,958	213.4%	44,802	203.6%	43,264	196.6%	46,897	213.1%	
8:00	33,331	40,456	61,414	65,298	61,101	63,243	60,152	65,417	196.3%	66,457	199.4%	69,588	208.8%	68,719	206.2%	65,255	195.8%	58,301	174.9%	66,110	198.3%	
8:30	47,415	54,937	76,032	83,993	77,847	81,337	77,504	84,666	178.6%	82,390	173.8%	91,334	192.6%	88,162	185.9%	86,287	182.0%	84,061	177.3%	89,082	187.9%	
9:00	61,499	69,417	90,647	97,746	96,884	96,431	92,331	100,087	162.7%	98,343	159.9%	105,933	172.3%	105,056	170.8%	99,484	161.8%	103,484	168.3%	102,970	167.4%	
10:00	74,349	82,914	105,880	114,086	112,524	112,981	109,298	116,018	156.0%	116,154	156.2%	123,002	165.4%	122,681	165.0%	116,782	157.1%	121,411	163.3%	121,929	164.0%	
11:00	82,185	92,054	115,156	123,350	122,765	122,928	119,563	126,080	153.4%	126,008	153.3%	134,008	163.1%	133,800	162.8%	128,028	155.8%	131,707	160.3%	0	0.0%	
12:00	89,425	99,834	122,742	131,294	132,441	132,139	129,015	135,275	151.3%	135,598	151.6%	143,962	161.0%	144,029	161.1%	139,555	156.1%	141,603	158.3%	0	0.0%	
1:00 PM	97,475	108,122	130,768	141,086	142,029	139,873	139,869	145,558	149.3%	145,982	149.8%	155,044	159.1%	155,341	159.4%	150,977	154.9%	152,107	156.0%	0	0.0%	
2:00	105,383	116,641	139,227	150,347	151,325	151,642	151,150	155,859	147.9%	156,343	148.4%	166,494	158.0%	166,267	157.8%	163,862	155.5%	163,063	154.7%	0	0.0%	
3:00	114,014	126,828	148,914	161,126	163,943	163,978	165,151	167,906	147.3%	168,643	147.9%	179,213	157.2%	179,851	157.7%	178,168	156.3%	176,050	154.4%	0	0.0%	
4:00	126,019	141,336	164,414	177,783	181,540	181,878	186,294	186,247	147.8%	188,046	149.2%	199,452	158.3%	199,484	158.3%	199,135	158.0%	195,459	155.1%	0	0.0%	
4:30	134,844	152,815	177,790	190,994	193,932	193,341	198,702	198,254	147.0%	200,943	149.0%	213,792	158.5%	210,812	156.3%	212,238	157.4%	207,289	153.7%	0	0.0%	
5:00	143,668	164,295	191,365	204,138	209,735	210,127	216,884	215,057	149.7%	218,101	151.8%	229,146	159.5%	229,925	160.0%	228,601	159.1%	226,558	157.7%	228,349	0.0%	
5:30	157,270	179,642	208,105	224,085	227,875	228,469	236,105	236,404	150.3%	240,109	152.7%	250,748	159.4%	247,221	157.2%	246,354	156.6%	245,158	155.9%	0	0.0%	
6:00	170,873	194,989	224,750	240,359	248,873	250,618	256,951	257,750	150.8%	263,389	154.1%	272,910	159.7%	272,859	159.7%	265,585	155.4%	270,691	158.4%	0	0.0%	
6:30	182,617	204,721	239,580	264,638	265,196	268,271	272,026	272,026	149.0%	279,079	152.8%	289,974	158.8%	285,096	156.1%	286,471	156.9%	285,650	156.4%	0	0.0%	
7:00	194,361	214,453	254,410	263,256	277,877	278,373	281,142	286,301	147.3%	290,533	149.5%	303,424	156.1%	303,253	156.0%	298,911	153.8%	299,281	154.0%	0	0.0%	
7:30	198,737	219,026	261,075	286,405	0	287,620	292,377	292,377	147.1%	298,479	150.2%	312,608	157.3%	310,926	156.5%	308,903	155.4%	302,568	152.2%	0	0.0%	
8:00	203,134	223,599	267,740	285,965	293,383	292,323	294,372	298,452	146.9%	303,020	149.2%	317,722	156.4%	317,839	156.5%	315,585	155.4%	311,087	153.1%	0	0.0%	
DAILY TOTALS																						
BART Only Trips	182,392	214,893	257,608	271,997	288,705	287,518	294,528	288,023	157.9%	299,587	164.3%	312,773	171.5%	309,895	169.9%	315,021	172.7%	298,589	163.7%			
Adjustments	1,600	1,800	0	6,662	981	0	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
YUNI/BART Fast Pass	32,110	22,991	27,315	29,901	30,560	30,210	30,209	30,189	94.0%	30,105	93.8%	28,477	88.7%	30,977	96.5%	31,387	97.7%	31,434	97.9%			
AC/BART Plus	2,184	1,977	2,025	2,031	2,021	1,791	1,644	1,240	56.8%	994	45.5%	4,571	209.3%	6,044	276.7%	6,288	287.9%	6,413	293.6%			
TOTAL AFC TRIPS	218,286	241,661	286,948	310,591	322,267	319,519	326,381	319,452	146.3%	330,686	151.5%	345,821	158.4%	346,916	158.9%	352,696	161.6%	336,436	154.7%			
AC TRANSFERS	0	0	3,112	2,711	2,637	3,264	2,895	3,446		4,463		20		0		0		0				
GRAND TOTAL TRIPS	218,286	241,661	290,060	313,302	324,904	322,783	329,276	322,898	147.9%	335,149	153.5%	345,841	158.4%	346,916	158.9%	352,696	161.6%	336,436	154.1%			
% INCREASE OVER LAST WEEK									11.3%		7.0%		6.4%		7.5%		7.1%		4.2%			

CUMULATIVE HOURLY AFC BART PATRONAGE

For Operating Day Through 3 AM (Effective October 24th)

ACTUAL COUNT OF ALL TICKETS USED

AS OF:	RECORD DAY!														PRELIMINARY ESTIMATES	
	Normal Day	FRI NOV 3	MON NOV 6	TUE NOV 7	WED NOV 8	THUR NOV 9	FRI, NOV 10	MON, NOV 13	TUES, NOV 14	WED, NOV 15	THUR, NOV 16	FRI, NOV 17	MONDAY, NOV 20	TUESDAY, NOV 21		
	Oct 5	Patrons	Patrons	Patrons	Patrons	Patrons	Patrons % of 5th	Patrons % of 5th								
6:00 AM	-1,512	7,989	6,860	6,036	7,406	7,525	6,386 422.4%	6,159 407.3%	7,293 482.3%	7,571 500.7%	7,019 464.2%	7,267 480.6%	4,922 325.5%	1,930 127.6%		
6:30	6,084	15,911	15,690	14,396	17,442	16,309	14,024 230.5%	16,051 263.8%	17,050 280.2%	16,844 276.9%	16,672 274.0%	15,985 262.7%	10,644 175.0%	5,650 92.9%		
7:00	10,656	29,413	25,499	23,200	28,561	30,047	22,795 213.9%	26,159 245.5%	27,842 261.3%	27,295 256.1%	27,101 254.3%	27,441 257.5%	20,294 190.4%	14,019 131.6%		
7:30	22,006	44,802	43,264	46,897	48,130	51,000	37,746 171.5%	44,377 201.7%	46,721 212.3%	46,770 212.5%	47,204 214.5%	41,630 189.2%	32,439 147.4%	27,191 123.6%		
8:00	33,331	65,255	58,301	65,810	66,561	66,584	53,044 159.1%	63,337 190.0%	62,191 186.6%	65,786 197.4%	64,303 192.9%	59,880 179.7%	53,291 159.9%	43,818 131.5%		
8:30	47,415	86,287	84,061	89,082	89,019	87,677	70,351 148.4%	87,206 183.9%	86,314 182.0%	89,927 189.7%	87,235 184.0%	82,119 173.2%	72,937 153.8%	61,041 128.7%		
9:00	61,499	99,484	103,484	104,424	104,566	103,232	84,375 137.2%	99,766 162.2%	104,933 170.6%	103,951 169.0%	103,036 167.5%	97,718 158.9%	86,507 140.7%	71,035 115.5%		
10:00	74,349	116,782	121,411	123,281	123,871	121,187	100,311 134.9%	118,786 159.8%	123,328 165.9%	123,140 165.6%	123,103 165.6%	117,057 157.4%	100,995 135.8%	85,043 114.4%		
11:00	82,185	128,028	131,707	134,685	135,791	132,902	111,930 136.2%	129,476 157.5%	134,486 163.6%	135,340 164.7%	135,453 164.8%	126,988 154.5%	110,296 134.2%	94,728 115.3%		
12:00	89,425	139,555	141,603	143,730	146,058	143,436	123,571 138.2%	138,673 155.1%	145,044 162.2%	146,366 163.7%	146,935 164.3%	138,450 154.8%	118,508 132.5%	0 0.0%		
1:00 PM	97,475	150,977	152,107	155,271	157,713	154,358	136,133 139.7%	149,289 153.2%	155,363 159.4%	157,928 162.0%	158,620 162.7%	150,092 154.0%	127,483 130.8%	0 0.0%		
2:00	105,383	163,862	163,063	166,860	169,583	166,279	148,777 141.2%	160,137 152.0%	166,679 158.2%	170,126 161.4%	171,623 162.9%	162,348 154.1%	136,882 129.9%	0 0.0%		
3:00	114,014	178,168	176,050	180,044	183,089	179,429	163,061 143.0%	172,225 151.1%	179,602 157.5%	182,861 160.4%	186,050 163.2%	0 0.0%	147,490 129.4%	0 0.0%		
4:00	126,019	199,135	195,459	199,207	202,944	199,000	181,692 144.2%	190,099 150.8%	198,586 157.6%	204,005 161.9%	205,370 163.0%	0 0.0%	162,937 129.3%	0 0.0%		
4:30	134,844	212,238	207,289	210,226	214,202	216,005	195,350 144.9%	202,229 150.0%	212,896 157.9%	213,885 158.6%	219,068 162.5%	0 0.0%	169,820 125.9%	0 0.0%		
5:00	143,668	228,601	226,558	230,940	232,258	227,259	209,008 145.5%	219,394 152.7%	228,623 159.1%	234,005 162.9%	234,637 163.3%	0 0.0%	187,018 130.2%	0 0.0%		
5:30	157,270	246,354	245,158	248,673	252,169	249,197	227,228 144.5%	235,755 149.9%	249,708 158.8%	253,411 161.1%	256,941 163.4%	0 0.0%	198,106 126.0%	0 0.0%		
6:00	170,873	265,585	270,691	274,188	275,283	270,989	245,448 143.6%	262,194 153.4%	272,632 159.6%	278,490 163.0%	279,163 163.4%	0 0.0%	223,915 131.0%	0 0.0%		
6:30	182,617	286,471	285,650	287,599	289,013	288,568	259,229 142.0%	275,960 151.1%	289,258 158.4%	293,812 160.9%	297,676 163.0%	0 0.0%	230,617 126.3%	0 0.0%		
7:00	194,361	298,911	299,281	303,970	306,473	301,634	273,010 140.5%	290,253 149.3%	302,057 155.4%	310,054 159.5%	310,952 160.0%	0 0.0%	240,229 123.6%	0 0.0%		
7:30	198,737	308,903	302,568	310,266	311,797	312,149	280,488 141.1%	296,826 149.4%	310,508 156.2%	318,103 160.1%	319,292 160.7%	0 0.0%	246,586 124.1%	0 0.0%		
8:00	203,134	315,585	311,087	318,742	320,261	318,752	287,965 141.8%	302,724 149.0%	316,179 155.7%	325,050 160.0%	325,696 160.3%	0 0.0%	250,630 123.4%	0 0.0%		
DAILY TOTALS																
"BART Only" Trips	182,392	315,021	298,589	309,844	309,229	315,170	290,010 159.0%	291,786 160.0%	309,454 169.7%	319,585 175.2%	320,424 175.7%	314,182 172.3%	238,515 130.8%			
Adjustments	1,600	0	0	0	0	0	0 0.0%	0 0.0%	1,200 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%		
MUNI/BART Fast Pass	32,110	31,387	31,434	32,002	32,803	32,402	26,907 83.8%	30,853 96.1%	32,167 100.2%	32,734 101.9%	32,081 99.9%	31,554 98.3%	30,823 96.0%			
AC/BART Plus	2,184	6,288	6,413	6,318	5,750	5,013	3,472 159.0%	3,674 168.2%	3,070 140.6%	2,812 128.8%	4,630 212.0%	4,838 221.5%	4,247 194.5%			
TOTAL AFC TRIPS	218,286	352,696	336,436	348,164	347,782	352,585	320,389 146.8%	326,313 149.5%	345,891 158.5%	355,131 162.7%	357,135 163.6%	350,574 160.6%	273,585 125.3%			
AC TRANSFERS	0	0	0	0	0	0	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	0 0.0%			
GRAND TOTAL TRIPS	218,286	352,696	336,436	348,164	347,782	352,585	320,389 146.8%	326,313 149.5%	345,891 158.5%	355,131 162.7%	357,135 163.6%	350,574 160.6%	273,585 125.3%			
% INCREASE OVER LAST WEEK		7.1%	4.2%	3.9%	0.6%	1.6%	-9.2%	-3.0%	-0.7%	2.1%	1.3%	9.4%	-16.2%			

CUMULATIVE HOURLY AFC BART PATRONAGE

For Operating Day Through 12 MIDNIGHT (Effective December 4, 1989)

ACTUAL COUNT OF ALL TICKETS USED

Normal Day Oct 5	RECORD DAY	BRIDGE OPEN	4 AM SERVICE				(NO DAS REPORT)					PRELIMINARY ESTIMATES										
	THUR NOV 16	MON NOV 20	FRIDAY, DEC 1	MON, DEC 4	TUESDAY, DEC 5	WEDNESDAY, DEC 6	THURSDAY, DEC 7	FRIDAY, DEC 8	MONDAY, DEC 11	TUESDAY, DEC 12	WEDNESDAY, DEC 13											
	Patrons	Patrons	Patrons % of 5th	Patron % of 5th	Patron % of 5th																	
AS OF:				93	124	57	150	52	56	43	72	5:00										
6:00 AM	1,512	7,019	4,922	4,806	317.9%	3080	203.7%	3,052	201.9%	3,003	198.6%	2,919	193.1%	2,966	196.2%	2,829	187.1%	2,650	175.3%	2,972	196.5%	6:00 AM
6:30	6,084	16,672	10,644	7,874	129.4%	8,359	137.4%	7,748	127.3%	7,424	122.0%	7,454	122.5%	7,579	124.6%	9,766	160.5%	8,408	138.2%	7,315	120.2%	6:30
7:00	10,656	27,101	20,294	16,803	157.7%	15,509	145.5%	15,318	143.8%	14,973	140.5%	10,795	101.3%	14,672	137.7%	14,319	134.4%	14,637	137.4%	18,536	173.9%	7:00
8:00	33,331	64,303	53,291	43,726	131.2%	44,104	132.3%	45,244	135.7%	44,439	133.3%	39,567	118.7%	42,437	127.3%	42,909	128.7%	43,641	130.9%	43,561	130.7%	8:00
8:30	47,415	87,235	72,937	60,318	127.2%	61,250	129.2%	63,151	133.2%	63,151	133.2%	59,537	125.6%	56,924	120.1%	57,916	122.1%	0	0.0%	58,812	124.0%	8:30
9:00	61,499	103,036	86,507	71,678	116.6%	73,854	120.1%	74,472	121.1%	73,486	119.5%	73,945	120.2%	71,264	115.9%	69,930	113.7%	72,288	117.5%	70,080	114.0%	9:00
10:00	74,349	123,103	100,995	85,368	114.8%	86,735	116.7%	87,037	117.1%	87,996	118.4%	85,929	115.6%	83,891	112.8%	83,828	112.7%	85,766	115.4%	83,142	111.8%	10:00
11:00	82,185	135,453	110,296	94,040	114.4%	95,451	116.1%	95,562	116.3%	96,918	117.9%	0	0.0%	92,647	112.7%	92,388	112.4%	94,734	115.3%	0	0.0%	11:00
12:00	89,425	146,935	118,508	102,800	115.0%	103,156	115.4%	103,351	115.6%	105,401	117.9%	0	0.0%	101,337	113.3%	100,084	111.9%	103,049	115.2%	0	0.0%	12:00
1:00 PM	97,475	158,620	127,483	111,432	114.3%	111,653	114.5%	111,671	114.6%	114,570	117.5%	0	0.0%	110,939	113.8%	108,921	111.7%	111,778	114.7%	0	0.0%	1:00 PM
2:00	105,383	171,623	136,882	120,986	114.8%	120,429	114.3%	120,765	114.6%	123,980	117.6%	0	0.0%	120,532	114.4%	117,467	111.5%	120,878	114.7%	0	0.0%	2:00
3:00	114,014	186,050	147,490	132,779	116.5%	130,364	114.3%	130,604	114.6%	134,299	117.8%	0	0.0%	131,496	115.3%	126,910	111.3%	130,703	114.6%	0	0.0%	3:00
4:00	126,019	205,370	162,937	147,351	116.9%	144,064	114.3%	144,545	114.7%	148,957	118.2%	0	0.0%	147,026	116.7%	140,565	111.5%	144,665	114.8%	0	0.0%	4:00
4:30	134,844	219,068	169,820	157,263	116.6%	152,229	112.9%	153,479	113.8%	155,925	115.6%	0	0.0%	0	0.0%	147,136	109.1%	0	0.0%	0	0.0%	4:30
5:00	143,668	234,637	187,018	168,000	116.9%	165,489	115.2%	166,594	116.0%	170,690	118.8%	0	0.0%	168,999	117.6%	161,481	112.4%	166,815	116.1%	0	0.0%	5:00
5:30	157,270	256,941	198,106	185,494	117.9%	179,815	114.3%	179,988	114.4%	183,093	116.4%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5:30
6:00	170,873	279,163	223,915	201,891	118.2%	198,688	116.3%	200,945	117.6%	204,587	119.7%	0	0.0%	201,631	118.0%	197,116	115.4%	200,132	117.1%	0	0.0%	6:00
6:30	182,617	297,676	230,617	214,644	117.5%	210,501	115.3%	211,517	115.8%	216,991	118.8%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	6:30
7:00	194,361	310,952	240,229	238,206	122.6%	221,266	113.8%	222,713	114.6%	229,074	117.9%	0	0.0%	223,136	114.8%	217,719	112.0%	220,803	113.6%	0	0.0%	7:00
8:00	203,134	319,292	250,630	235,152	115.8%	229,875	113.2%	232,197	114.3%	239,894	118.1%	0	0.0%	0	0.0%	225,175	110.9%	230,834	113.6%	0	0.0%	8:00
9:00	207,567	325,696	255,496	240,988	116.1%	234,213	112.8%	237,256	114.3%	245,145	118.1%	0	0.0%	233,709	112.6%	229,074	110.4%	235,929	113.7%	0	0.0%	9:00
DAILY TOTALS																						
"BART Only" Trips	182,392	320,424	238,515	222,846	122.2%	210,411	115.4%	214,618	117.7%	223,456	122.5%	216,467	118.7%	218,072	119.6%	204,673	112.2%	212,647	116.6%			
Adjustments	1,600	0	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%			
NUNI/BART Fast Pass	32,110	32,081	30,823	27,844	86.7%	30,372	94.6%	31,379	97.7%	32,351	100.8%	31,658	98.6%	31,476	98.0%	31,312	97.5%	31,769	98.9%			
AC/BART Plus	2,184	4,630	4,247	3,157	144.6%	3,442	157.6%	3,417	156.5%	3,348	153.3%	3,053	139.8%	2,830	129.6%	2,488	113.9%	2,266	103.8%			
TOTAL AFC TRIPS	218,286	357,135	273,585	253,847	116.3%	244,225	111.9%	249,414	114.3%	259,155	118.7%	251,178	115.1%	252,378	115.6%	238,473	109.2%	246,682	113.0%			
% INCREASE OVER LAST WEEK						-3.0%		-1.9%		0.3%		-0.8%		-0.6%		-2.4%		-1.1%				

SPECIAL NIGHT SERVICE SCHEDULE (STARTING 12 MIDNIGHT)

OWL SERVICE

RICHMOND - FREMONT

<u>RIC.</u>	<u>DEL.</u>	<u>PLAZ</u>	<u>N.BK.</u>	<u>BER.</u>	<u>ASH.</u>	<u>MAC.</u>	<u>19TH</u>	<u>12TH</u>	<u>LAKE</u>	<u>FRU</u>	<u>COL</u>	<u>S.L.</u>	<u>BAY</u>	<u>HAY</u>	<u>S.H.</u>	<u>U.C.</u>	<u>FRE</u>
11:51	11:56	11:59	12:03	12:05	12:08	12:12	12:15	12:17	12:20	12:24	12:28	12:32	12:36	12:40	12:44	12:49	12:54
12:11	12:16	12:19	12:23	12:25	12:28	12:32	12:35	12:37	12:40	12:44	12:48	12:52	12:56	1:00	1:04	1:09	1:14
1:11	1:16	1:19	1:23	1:25	1:28	1:32	1:35	1:37	1:40	1:44	1:48	1:52	1:56	2:01	2:04	2:09	2:14
2:11	2:16	2:19	2:23	2:25	2:28	2:32	2:35	2:37	2:40	2:44	2:48	2:52	2:56	3:00	3:04	3:09	3:14
3:11	3:16	3:19	3:23	3:25	3:28	3:32	3:35	3:37	3:40	3:44	3:48	3:52	3:56	4:00	4:04	4:09	4:14
4:11	4:16	4:19	4:23	4:25	4:28	4:32	4:35	4:37	4:40	4:44	4:48	4:52	4:56	5:00	5:04	5:09	5:14

WEEKDAY ONLY

5:07	5:11	5:15	5:18	5:21	5:24	5:28	5:32	5:33	5:36	5:41	5:44	5:48	5:52	5:56	6:00	6:06	6:10
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SATURDAY ONLY

5:09	5:14	5:17	5:21	5:23	5:26	5:30	5:33	5:35	5:38	5:42	5:46	5:50	5:54	5:58	6:02	6:07	6:12
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SUNDAY ONLY

5:11	5:16	5:19	5:23	5:25	5:28	5:32	5:35	5:37	5:40	5:44	5:48	5:52	5:56	6:00	6:04	6:09	6:14
6:11	6:16	6:19	6:23	6:25	6:28	6:32	6:35	6:37	6:40	6:44	6:48	6:52	6:56	7:00	7:04	7:09	7:14
7:11	7:16	7:19	7:23	7:25	7:28	7:32	7:35	7:37	7:40	7:44	7:48	7:52	7:56	8:00	8:04	8:09	8:14
7:52	7:56	7:59	8:03	8:06	8:08	8:12	8:16	8:17	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:50	8:54
8:12	8:16	8:19	8:23	8:26	8:28	8:32	8:36	8:37	8:40	8:44	8:48	8:52	8:56	9:00	9:04	9:10	9:14
8:32	8:36	8:39	8:43	8:46	8:48	8:52	8:56	8:57	9:00	9:04	9:08	9:12	9:16	9:20	9:24	9:30	9:34
8:52	8:56	8:59	9:03	9:06	9:08	9:12	9:16	9:17	9:20	9:24	9:28	9:32	9:36	9:40	9:44	9:50	9:54
9:12	9:16	9:19	9:23	9:26	9:28	9:32	9:36	9:37	9:40	9:44	9:48	9:52	9:56	10:00	10:00	10:10	10:14

FREMONT - RICHMOND

OWL SERVICE

<u>FRE</u>	<u>U.C.</u>	<u>S.H.</u>	<u>HAY</u>	<u>BAY</u>	<u>S.L.</u>	<u>COL</u>	<u>FRU</u>	<u>LAKE</u>	<u>12TH</u>	<u>19TH</u>	<u>MAC</u>	<u>ASH</u>	<u>BER</u>	<u>N.BK</u>	<u>PLAZ</u>	<u>DEL</u>	<u>RIC</u>
PM																	
11:39	11:44	11:49	11:53	11:58	12:02	12:06	12:09	12:14	12:17	12:19	12:22	12:26	12:29	12:31	12:35	12:38	12:43
11:59	12:04	12:09	12:13	12:18	12:22	12:26	12:29	12:34	12:37	12:39	12:42	12:46	12:49	12:51	12:55	12:58	1:03
AM																	
12:59	1:04	1:09	1:13	1:18	1:22	1:26	1:29	1:34	1:37	1:39	1:42	1:46	1:49	1:51	1:55	1:58	2:03
1:59	2:04	2:09	2:13	2:18	2:22	2:26	2:29	2:34	2:37	2:39	2:42	2:46	2:49	2:51	2:55	2:58	3:03
2:59	3:04	3:09	3:13	3:18	3:22	3:26	3:29	3:34	3:37	3:39	3:42	3:46	3:49	3:51	3:55	3:58	4:03
3:59	4:04	4:09	4:13	4:18	4:22	4:26	4:29	4:34	4:37	4:39	4:42	4:46	4:49	4:51	4:55	4:58	5:03

WEEKDAY ONLY

5:04	5:09	5:14	5:18	5:23	5:27	5:31	5:35	5:40	5:43	5:45	5:48	5:52	5:54	5:57	6:01	6:04	6:08
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

SATURDAY ONLY

5:09	5:14	5:19	5:23	5:28	5:32	5:36	5:39	5:44	5:47	5:49	5:52	5:56	5:59	6:01	6:05	6:08	6:13
5:29	5:34	5:39	5:43	5:48	5:52	5:56	5:59	6:04	6:07	6:09	6:12	6:16	6:19	6:21	6:25	6:28	6:33
5:49	5:54	5:59	6:03	6:08	6:12	6:16	6:19	6:24	6:27	6:29	6:32	6:36	6:39	6:41	6:45	6:48	6:53

SUNDAY ONLY

4:59	5:04	5:09	5:13	5:18	5:22	5:26	5:29	5:34	5:37	5:39	5:42	5:46	5:49	5:51	5:55	5:58	6:03
5:59	6:04	6:09	6:13	6:18	6:22	6:26	6:29	6:34	6:37	6:39	6:42	6:46	6:49	6:51	6:55	6:58	7:03
6:59	7:04	7:09	7:13	7:18	7:22	7:26	7:29	7:34	7:37	7:39	7:42	7:46	7:49	7:51	7:55	7:58	8:03
7:39	7:44	7:49	7:53	7:58	8:02	8:06	8:09	8:14	8:17	8:19	8:22	8:26	8:29	8:31	8:35	8:38	8:43
7:59	8:04	8:09	8:13	8:18	8:22	8:26	8:29	8:34	8:37	8:39	8:42	8:46	8:49	8:51	8:55	8:58	9:03
8:19	8:24	8:29	8:33	8:38	8:42	8:46	8:49	8:54	8:57	8:59	9:02	9:06	9:09	9:11	9:15	9:18	9:23
8:39	8:44	8:49	8:53	8:58	9:02	9:06	9:09	9:14	9:17	9:19	9:22	9:26	9:29	9:31	9:35	9:38	9:43
8:59	9:04	9:09	9:13	9:18	9:22	9:26	9:29	9:34	9:37	9:39	9:42	9:46	9:49	9:51	9:55	9:58	10:03

DALY CITY/SAN FRANCISCO - CONCORD

OWL SERVICE

D.C.	BAL	GLN	24TH	16TH	CVC	POW	MTG	EMB	W.O.	12TH	19TH	MAC	ROC	ORN	LAF	W.C.	P.H.	CON
PM																		
11:40	11:44	11:47	11:50	11:52	11:55	11:57	11:58	12:00	12:07	12:11	12:13	12:16	12:20	12:25	12:31	12:36	12:39	12:15
AM																		
12:00	12:04	12:07	12:10	12:12	12:15	12:17	12:18	12:20	12:27	12:31	12:33	12:36	12:40	12:45	12:51	12:56	12:59	1:05
1:00	1:04	1:07	1:10	1:12	1:15	1:17	1:18	1:20	1:27	1:31	1:33	1:36	1:40	1:45	1:51	1:56	1:59	2:05
2:00	2:04	2:07	2:10	2:12	2:15	2:17	2:18	2:20	2:27	2:31	2:33	2:36	2:40	2:45	2:51	2:56	2:59	3:05
3:00	3:04	3:07	3:10	3:12	3:15	3:17	3:18	3:20	3:27	3:31	3:33	3:36	3:40	3:45	3:51	3:56	3:59	4:05
4:00	4:04	4:07	4:10	4:12	4:15	4:17	4:18	4:20	4:27	4:31	4:33	4:36	4:40	4:45	4:51	4:56	4:59	5:05

WEEKDAY ONLY

5:04	5:08	5:11	5:14	5:17	5:19	5:21	5:22	5:24	5:33	5:38	5:39	5:42	5:46	5:53	5:59	6:05	6:08	6:05
------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------

SATURDAY ONLY

5:09	5:13	5:16	5:19	5:21	5:24	5:26	5:27	5:29	5:36	5:40	5:42	5:45	5:49	5:54	6:00	6:05	6:08	6:14
5:29	5:33	5:36	5:39	5:41	5:44	5:46	5:47	5:49	5:56	6:00	6:02	6:05	6:09	6:14	6:20	6:25	6:28	6:34
5:49	5:53	5:56	5:59	6:01	6:04	6:06	6:07	6:09	6:16	6:20	6:22	6:25	6:29	6:34	6:40	6:45	6:48	6:54

SUNDAY ONLY

5:00	5:04	5:07	5:10	5:12	5:15	5:17	5:18	5:20	5:27	5:31	5:33	5:36	5:40	5:45	5:51	5:56	5:59	6:05
6:00	6:04	6:07	6:10	6:12	6:15	6:17	6:18	6:20	6:27	6:31	6:33	6:36	6:40	6:45	6:51	6:56	6:59	7:05
7:00	7:04	7:07	7:10	7:12	7:15	7:17	7:18	7:20	7:27	7:31	7:33	7:36	7:40	7:45	7:51	7:56	7:59	8:05
8:00	8:04	8:07	8:10	8:12	8:15	8:17	8:18	8:20	8:27	8:31	8:33	8:36	8:40	8:45	8:51	8:56	8:59	9:05
8:20	8:24	8:27	8:30	8:32	8:35	8:37	8:38	8:40	8:47	8:51	8:53	8:56	9:00	9:05	9:11	9:16	9:19	9:25
8:40	8:44	8:47	8:50	8:52	8:55	8:57	8:58	9:00	9:07	9:11	9:13	9:16	9:20	9:25	9:31	9:36	9:39	9:45
9:00	9:04	9:07	9:10	9:12	9:15	9:17	9:18	9:20	9:27	9:31	9:33	9:36	9:40	9:45	9:51	9:56	9:59	10:05

CONCORD - DALY CITY/SAN FRANCISCO

OWL SERVICE

CON	P.H.	W.C.	LAF	ORN	ROC	MAC	19TH	12TH	W.O.	EMB	MTG	POW	CVC	16TH	24TH	GLN	BAL	D.C.
PM																		
11:49	11:55	11:58	12:03	12:08	12:15	12:18	12:22	12:23	12:27	12:35	12:36	12:38	12:40	12:42	12:44	12:48	12:50	12:55
AM																		
12:09	12:15	12:18	12:23	12:28	12:35	12:38	12:42	12:43	12:47	12:55	12:56	12:58	1:00	1:02	1:04	1:08	1:10	1:15
1:09	1:15	1:18	1:23	1:28	1:35	1:38	1:42	1:43	1:47	1:55	1:56	1:58	2:00	2:02	2:04	2:08	2:10	2:15
2:09	2:15	2:18	2:23	2:28	2:35	2:38	2:42	2:43	2:47	2:55	2:56	2:58	3:00	3:02	3:04	3:08	3:10	3:15
3:09	3:15	3:18	3:23	3:28	3:35	3:38	3:42	3:43	3:47	3:55	3:56	3:58	4:00	4:02	4:04	4:08	4:10	4:15
4:09	4:15	4:18	4:23	4:28	4:35	4:38	4:42	4:43	4:47	4:55	4:56	4:58	5:00	5:02	5:04	5:08	5:10	5:15

WEEKDAY ONLY

4:52	4:58	5:02	5:07	5:12	5:19	5:22	5:26	5:27	5:32	5:39	5:41	5:43	5:44	5:47	5:49	5:52	5:55	6:00
5:07	5:13	5:17	5:22	5:27	5:34	5:37	5:41	5:42	5:47	5:54	5:56	5:58	5:59	6:02	6:04	6:07	6:10	6:15

SATURDAY ONLY

4:54	5:00	5:03	5:08	5:13	5:19	5:23	5:27	5:28	5:32	5:40	5:41	5:43	5:45	5:47	5:49	5:53	5:55	6:00
5:14	5:20	5:23	5:28	5:33	5:39	5:43	5:47	5:48	5:52	6:00	6:01	6:03	6:05	6:07	6:09	6:13	6:15	6:20
5:34	5:40	5:43	5:48	5:53	5:59	6:03	6:07	6:08	6:12	6:20	6:21	6:23	6:25	6:27	6:29	6:33	6:35	6:40
5:54	6:00	6:03	6:08	6:13	6:19	6:23	6:27	6:28	6:32	6:40	6:41	6:43	6:45	6:47	6:49	6:53	6:55	7:00

SUNDAY ONLY

5:09	5:15	5:18	5:23	5:28	5:35	5:38	5:42	5:43	5:47	5:55	5:56	5:58	6:00	6:02	6:04	6:08	6:10	6:15
6:09	6:15	6:18	6:23	6:28	6:35	6:38	6:42	6:43	6:47	6:55	6:56	6:58	7:00	7:02	7:04	7:08	7:10	7:15
7:09	7:15	7:18	7:23	7:28	7:35	7:38	7:42	7:43	7:47	7:55	7:56	7:58	8:00	8:02	8:04	8:08	8:10	8:15
7:49	7:55	7:58	8:03	8:08	8:15	8:18	8:22	8:23	8:27	8:35	8:36	8:38	8:40	8:42	8:44	8:48	8:50	8:55
8:09	8:15	8:18	8:23	8:28	8:35	8:38	8:42	8:43	8:47	8:55	8:56	8:58	9:00	9:02	9:04	9:08	9:10	9:15
8:29	8:35	8:38	8:43	8:48	8:55	8:58	9:02	9:03	9:07	9:15	9:16	9:18	9:20	9:22	9:24	9:28	9:30	9:35
8:49	8:55	8:58	9:03	9:08	9:15	9:18	9:22	9:23	9:27	9:35	9:36	9:38	9:40	9:42	9:44	9:48	9:50	9:55
9:09	9:15	9:18	9:23	9:28	9:35	9:38	9:42	9:43	9:47	9:55	9:56	9:58	10:00	10:02	10:04	10:08	10:10	10:15

**BART TRANSBAY TUBE PEAK PERIOD LOAD FACTORS¹
 BETWEEN EMBARCADERO & WEST OAKLAND STATIONS,
 BEFORE AND AFTER OCTOBER 17, 1989 EARTHQUAKE²**

	<u>PEAK HOUR</u>		<u>BALANCE³</u>		<u>TOTAL PEAK</u>	
	<u>Before</u>	<u>After</u>	<u>Before</u>	<u>After</u>	<u>Before</u>	<u>After</u>
AM: C/DC	1.12	1.54	1.11	1.55	1.11	1.54
F/DC	1.28	1.61	1.11	1.41	1.19	1.51
R/DC	0.99	1.51	1.04	1.50	1.02	1.51
TOTAL	1.14	1.55	1.09	1.50	1.11	1.52
PM: C/DC	1.26	1.64	1.20	1.85	1.23	1.74
F/DC	1.27	1.64	1.20	1.61	1.24	1.62
R/DC	1.24	1.95	0.98	1.73	1.08	1.82
TOTAL	1.26	1.71	1.13	1.74	1.20	1.72

¹ Load factor represents ratio of passengers to seats.

² Pre-earthquake data are averages for the July-September 1989 quarter. Post earthquake data are for October 23, 26, 27, 30, 31, November 1 and 2.

³ Balance of peak train cycle is the period approximately 45 minutes before and after the peak hour. Peak train cycle is the period during which time the maximum number of rail vehicles is in service.

BART 11/10/89 - 1989

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTEROFFICE COMMUNICATION

To: Kay Springer

Date: October 18, 1989

From: Ward Belding *WB*

Subject: BART's Ability to Deal with Additional Bay Bridge Person Trips

Per your request (in response to the inquiry from the San Jose Mercury News), I have prepared the attached two tables.

PEAK PERIOD

The first covers our ability, without adding more trains, to add cars and carry more riders during the normal 2.5 hour peak cycle (the time it takes for one complete loop from Eastbay terminal stations to Daly City and back, when all our equipment is on-line). According to the most recent QPR, we are currently scheduling 315 cars on 36 Transbay trains. If we made all 36 trains 10's, we could add another 45 cars for a total of 360 cars.

Currently we carry about 26,300 riders in the peak direction during the peak cycle and provide 22,000 seats for a load factor of 1.19. If we added the 45 cars, this would add 3,240 seats. If passengers tolerate the 1.50 load factor average we routinely experienced on the Fremont-Daly City route before 1986 (36 standees per car on average), we could carry an additional 11,600 riders in each peak. If load factors were to average 1.75 (which is possible; it means 54 standees per car on average), we could carry an additional 18,000 riders.

According to Transbay traffic counts from MTC, the total number of persons crossing the corridor for a two and a half hour period equivalent to our peak cycle is about 63,000 Eastbound and 71,000 Westbound. If BART added the extra 45 cars and ridership increased to the 1.75 load factor level, we could accommodate between 63% and 70% of those persons wishing to make a peak direction peak period Transbay trip according to normal travel patterns. If significant numbers of employers could shift their reporting times and hence their employees' travel times, BART could accommodate an even larger share of peak travel demand.

MIDDAY

According to Transbay traffic counts from MTC, the total number of person trips in passenger vehicles and buses is usually less than 10,000 per hour in each direction from 9 AM through 4 PM. If BART were to operate peak hour service midday and all persons riding in passenger vehicles and buses on the bridge were to shift, we could provide a seat for all riders during much of the period and not exceed a 1.50 load factor.

Attachments

cc: L. Knight M. Taylor
J. R. Pomar S. Wakeman

BART'S INCREMENTAL PEAK PERIOD TRANSBAY CAPACITY
WITH 45 ADDITIONAL VEHICLES: 1545-1815

Route	Currently Scheduled Cars	Scheduled Trains	Additional Cars All 10-Car Trains
Concord-Daly City	140	15	10
Fremont-Daly City	96	11	14
Richmond-Daly City	79	10	21
Total	315	36	45

	Riders	Seats	Load Factor
Current Total PM Peak Cycle	26,326	22,071	1.19
45-Car Increment		3,240	
Total Seats		25,311	
Assuming 1.50 Load Factor	37,967		1.50
Additional Riders	11,641		
Assuming 1.75 Load Factor	44,294		1.75
Additional Riders	17,968		

Total Transbay Person Trips	BART Share of Total Trips with 45 Extra Cars	
	@ 1.50 LF	@ 1.75 LF
0600-0900 Westbound	70,704	54% 63%
1600-1830 Eastbound	63,477	60% 70%

BART'S ABILITY TO CARRY MID-DAY BAY BRIDGE PERSON TRIPS WITH PEAK SERVICE

	Persons in Passenger Vehicles	Persons in AC, Other Buses	Person Trips On Bay Bridge	Trips on BART	Total Trips	Required Cars Per Hour		Surplus (Deficit) vs. Current PEAK HOUR Cars/Hour (153)	
						@ 1.0 LF	@ 1.5 LF	@ 1.0 LF	@ 1.5 LF
Westbound									
0900-1000	10,314	321	10,635	2,823	13,458	187	125	(34)	28
1000-1100	8,701	104	8,805	2,240	11,045	153	102	(0)	51
1100-1200	9,791	91	9,882	1,612	11,494	160	106	(7)	47
1200-1300	8,709	10	8,719	1,163	9,882	137	92	16	62
1300-1400	8,440	100	8,540	1,191	9,731	135	90	18	63
1400-1500	9,357	93	9,450	1,099	10,549	147	98	6	55
1500-1600	9,615	184	9,799	996	10,795	150	100	3	53
Total	64,927	903	65,830	11,124	76,954				
Eastbound									
0900-1000	5,880	70	5,950	759	6,709	93	62	60	91
1000-1100	4,905	68	4,973	819	5,792	80	54	73	99
1100-1200	5,534	105	5,639	1,172	6,811	95	63	58	90
1200-1300	5,800	85	5,885	1,430	7,315	102	68	51	85
1300-1400	6,540	145	6,685	2,012	8,697	121	81	32	72
1400-1500	8,538	182	8,720	2,335	11,055	154	102	(1)	51
1500-1600	11,013	499	11,512	4,200	15,712	218	145	(65)	8
Total	48,210	1,154	49,364	12,727	62,091				

Transbay Travel Patterns

prepared by:

Metropolitan Transportation Commission
MetroCenter
101 Eighth Street
Oakland, California 94607
(415) 464-7700

October 19, 1989

Bay Area Commuters

Fact Sheet

The Average Weekday, 1989

Commuters to San Francisco

San Francisco to San Francisco	318,800
Peninsula to San Francisco	84,800
East Bay to San Francisco	99,100
North Bay to San Francisco	43,900
<u>Total to San Francisco</u>	<u>546,600</u>

Commuters to East Bay (Alameda & Contra Costa)

San Francisco to East Bay	24,000
San Mateo to East Bay	8,900
Santa Clara to East Bay	11,600
East Bay to East Bay	839,100
North Bay to East Bay	37,600
<u>Total to East Bay</u>	<u>921,200</u>

Commuters to North Bay (Marin, Sonoma, Napa & Solano)

San Francisco to North Bay	5,900
Peninsula to North Bay	1,600
East Bay to North Bay	10,500
North Bay to North Bay	415,200
<u>Total to North Bay</u>	<u>433,200</u>

Commuters to Peninsula (San Mateo & Santa Clara)

San Francisco to Peninsula	33,900
Peninsula to Peninsula	1,022,800
East Bay to Peninsula	65,900
North Bay to Peninsula	6,900
<u>Total to Peninsula</u>	<u>1,129,500</u>

Total Bay Area Commuters 3,030,500

Other Major Commutes

Santa Cruz to Bay Area 21,200

San Francisco-Oakland Bay Bridge

Fact Sheet

The Average Weekday, 1989

Vehicle Trips on the Bay Bridge

Total Vehicle Trips, daily, two-way 243,000

Person Trips on the Bay Bridge

Total Person-Trips on BART, daily, two-way 105,000 **

Trips on A/CTransit Busses 20,000

Person-Trips in Cars & Trucks 323,000

Total Person-Trips on Bay Bridge & BART 448,000

**BART as Percent of Bay Bridge Corridor 23%

Who Uses the Bridge?

Vehicle Commute Trips on the Bay Bridge by County of Residence Two-way, daily, 1987 estimate

San Francisco	26,000	24%
San Mateo	6,000	5%
Alameda	40,000	36%
Contra Costa	30,000	27%
Solano	6,000	5%
Other	2,000	2%
Bay Area	110,000	100%

Approximately 133,000 Daily Vehicle Trips are "Non-Work" Trips.

Person Commute Trips on the Bay Bridge by County of Residence Two-way, daily, 1987 estimate

San Francisco	35,400	17%
San Mateo	7,300	3%
Alameda	91,300	43%
Contra Costa	66,400	31%
Solano	10,600	5%
Other	2,500	1%
Bay Area	213,500	100%

Approximately 235,000 Daily Person Trips are "Non-Work" Trips.

Source: Metropolitan Transportation Commission

Bay Bridge Corridor Peak Period Travel, 1989 Typical Weekday

6:00 - 9:00 AM

Travel Mode	One-way Person Trips		Both Directions
	Westbound	Eastbound	
BART	27,500	4,000	31,500
ACTransit	6,400	500	6,900
Drive Alone	16,900	14,500	31,400
Carpools	28,700	3,100	31,800
Trucks	1,500	1,900	3,400
TOTAL PERSON TRIPS	81,000	24,000	105,000
Vehicle Trips, 6-9 AM	28,100	17,700	45,800

PIX CAPTION

(Sent to Passenger Transport)

BART TRANSPORTS FOOD TO THE NEEDY

In addition to seeing over 100,000 more riders each weekday following the October 17 quake BART also transported food for the needy between San Francisco and Oakland.

Project Open Hand, a San Francisco-based organization that provides meals for people in need, used BART to get meals to Red Cross recipients in the East Bay following the closing of the Oakland-San Francisco Bay Bridge after the 7.1 earthquake on October 17.

Meals are usually distributed to East Bay recipients by volunteers in cars and vans, but with the Bay Bridge closed, long detours and traffic snarls made surface delivery impossible.

So volunteers hefted the cartons of meals on the eastbound BART cars, rode the trains to Oakland and handed the cartons to additional volunteers who took them to a Red Cross shelter. The meals also reached quake victims through Red Cross shelters in the Marina and at Moscone Center in San Francisco.

The kitchen at Open Hand was the only large non-profit kitchen operating right after the quake and it was able to turn out 7,000 meals a day. Those meals reached quake victims in San Francisco and the East Bay.

STATIONS SELLING BART TICKETS AT TABLES

A.M.

Stop	Richmond
Continue	El Cerrito Del Norte
Stop	El Cerrito Plaza
Stop	North Berkeley
Stop	Berkeley
Continue	MacArthur
Continue	Fruitvale
Stop	San Leandro
Stop	Bayfair
Stop	Fremont
Continue	Concord
Stop	Walnut Creek
Stop	Lafayette
Stop	Orinda
Continue	Rockridge
Stop	West Oakland

P.M.

Continue	Daly City
Continue	Embarcadero
Continue	Montgomery
Stop	Powell

Will Stop

(These are the stations which will stop selling tickets on Thursday, November 30, 1989.)

Will Stop

(These are the stations which will stop selling tickets on Monday, December 4, 1989.)

WHERE AND HOW TO BUY

AC/BART Plus may be purchased at the following locations.

<u>Location</u>	<u>Payment Accepted</u>
BART Pass Office 800 Madison Sstreet, C-Level Oakland, CA 464-7133	Check, Cash, By Mail
AC Transit Customer Service 1600 Franklin Street Oakland, CA 891-4706	Check, Cash, By Mail
AC Transit Ticket Office Transbay Terminal First and Fremont Streets San Francisco, CA	Check Cash
Berkeley Mailroom 2124 Kittredge Street Berkeley, CA 845-2206	Cash Only
Civic Center Pharmacy 1198 Market Street San Francisco, CA 626-8080	Cash Only
F.W. Woolworth Check Cashing 8098 Market Street San Francisco, CA	Cash Only
Associated Students Student Union Building UC Berkeley Berkeley, CA 642-5312	Cash Only
Berkeley TRIP 2033 Center Street (One Block West of Berkeley Station) Berkeley, CA 644-POOL	Cash, Check
Chabot College Hayward Campus Student Activity Center 2555 Hesperian Blvd. Hayward, CA 786-6914	Cash Only

In-Station Sales

Hours - Monday through Friday*

Montgomery	6:30 a.m. to 9 a.m. 11:30 a.m. to 1:30 p.m. 4 p.m. to 6:30 p.m.
Embarcadero	6:30 a.m. to 9 a.m. 4 p.m. to 6:30 p.m.
12th Street Station	6:30 a.m. to 9 a.m. 3:30 p.m. to 6 p.m.
Hayward	6:30 a.m. to 9 a.m. 4 p.m. to 7 p.m.

*This is temporary during the Bay Bridge closure.

In addition to the \$5, \$10, \$20 & \$32 tickets being sold, BART will be selling \$20 AC/BART Plus tickets at the following locations:

West Oakland, Richmond, El Cerrito Del Norte, El Cerrito Plaza, North Berkeley, Berkeley, MacArthur, Rockridge, 12th Street Station, San Leandro, Bayfair, Fremont, Embarcadero, Montgomery, Powell

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

To: Sy Moubert
From: Acting Assistant Treasurer
Subject: Station Ticket Tables

Date: November 27, 1989

Per your request the following information was given to Mr. Healy via a telephone call on November 22, 1989:

The BART stations, as listed below, will discontinue table ticket sales as of Thursday November 30, 1989.

A discontinued service sign will be displayed at least five days in advance. (November 27, 1989)

Berkeley	San Leandro	West Oakland
North Berkeley	Fremont	Orinda

If you have any questions, please call me.



Alice G. Loo

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

INTER-OFFICE COMMUNICATION

To: Sgt. Charles Johnson
Revenue Protection Supervisor **Date:** November 27, 1989

From: Scott Miller, Acting District Cashier

Subject: Station Ticket Tables

Treasury plans to discontinue station table ticket sales on December 1, 1989 at the following stations:

Berkeley	San Leandro	West Oakland
North Berkeley	Fremont	Orinda

November 30th will be the final day at those stations.


Scott D. Miller

SDM:pb

cc: A. Loo
R. Anderson
C. Lucas
CHB Forepersons
S. Mober

October 24, 1989

Mr. Jay Burns
Group Manager
Design and Engineering
San Francisco Bay Area
Rapid Transit District
Metro Center
101 8th Street
Oakland, CA 94607

Re: BART Coliseum Elevated Walkway

Dear Mr. Burns:

In response to your request, Dr. Tom Ho and I made a site inspection on Thursday, October 19, accompanied by Mr. Jack Yee of your staff, to assess damage to the above structure caused by the earthquake on Tuesday, October 17. We noted damage to the expansion hinge in the span between Bent #3 and Bent #4, as described below. Our assessment of the present condition of the structure is that it is safe for use. However, we recommend that measures be taken to limit the maximum live loading in the affected span until the damage at the hinge can be repaired.

The observed structural damage consists of a vertical crack in the lower shelf of the hinge, with complete separation of a 3 to 4 inch section of concrete from the end of the main section of the shelf. The result of this separation is that the elastomeric bearing pads are no longer fully bearing on the shelf. We estimate that the effective bearing area of the pads has been reduced by about one third, and that the remaining area in bearing is subject to high edge loads, due to the fact that the bearings extend over the area of the crack.

Our rough calculations indicate that about two-thirds of the maximum design load on the bearings is due to dead load, and that the bearings are sized so that they are loaded nearly to their full design capacity by dead load plus design live load. Therefore, assuming a loss of one-third of the effective bearing area of the elastomeric pads due to the separation of a portion of the hinge shelf, the bearings would be overloaded by about 50 percent with full design live load on the structure. For this reason, we believe that it would be prudent to limit the live loading on the affected span until the hinge is repaired to restore full bearing. This live load limitation can be accomplished by placing barriers in the affected span (between Bent #3 and Bent #4) to reduce the usable width of the walkway. If the walkway width is

Mr. Jay Burns
October 24, 1989
Page 2

narrowed by 50 percent, the maximum possible live load will be reduced accordingly, and the maximum overstress in the bearings will be reduced from about 50 percent to about 25 percent. The pads can tolerate this overstress with no risk of further distress at the hinge.

There is, however, a complicating factor at the hinge, caused by the presence of the strut system at Bent #4. The struts are connected to the base of the pier and to the box girder, with the hinge between the strut top connection and column. The presence of the struts was the probable cause of the damage to the hinge, as follows: A large-magnitude out-of-phase movement occurred at the hinge during the earthquake, which caused a large temporary displacement at the hinge. As the expansion joint opened, the struts, due to their geometry, exerted a very large downward force at the hinge. This downward force, combined with the outward movement of the suspended portion of the span, caused a portion of the shelf to crack and pull away. The distress occurred in the shelf, rather than the upper portion of the hinge, because the upper portion was held together by the bearing sole plates, which are embedded in the concrete by shear studs. The present configuration at the hinge is that it is open about 2 inches more than its normal opening. This means that the struts are probably still exerting a large downward force on the hinge bearings (in addition to their normal gravity loading). This speculation is reinforced by our observation that the deck surface is about 1/2" lower on the suspended side of the hinge, indicating a very high compressive strain in the portions of the pads still in bearing. This is evidence that there is a residual tension in the struts. If this observation is correct, the tension can and should be relieved. This can be safely done by loosening the anchor nuts at the lower flange connections of the struts. If the struts are in tension, they will shorten when the nuts are loosened. The nuts should be loosened sequentially, one turn at a time to avoid breaking the studs. When all tension is relieved from the struts, the bases should be shimmed or grouted and the nuts retightened.

The purpose of the above procedure is to assure that any extraneous downforce is removed from the hinge bearings. Loosening the bolts at the bases is required to determine whether the struts are currently in tension, and to relieve the tension if it exists.

Our inspection of the bridge structure disclosed no apparent structural damage other than the crack in the hinge at Bent #4. One non-structural item which should receive attention is the lighting system. The lighting conduits on the

Mr. Jay Burns
October 24, 1989
Page 3

walkway have slip-joints at the expansion hinges. The joint on the south side at Bent #4 pulled apart, and an end of the pipe conduit is resting on the lighting wires. Further movement of the conduit could cause it to cut through the wiring insulation, creating an electrical hazard. The slip joint should be realigned to prevent this.

It is our understanding that the walkway is presently being used to provide access from the Coliseum parking lot to the BART station with relatively light usage, but that public events in the Coliseum complex are scheduled for the near future which may produce a crowded condition with heavy loading on the structure.

We recommend that the following actions be taken prior to use of the structure for public events:

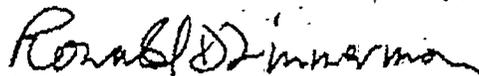
1. Narrow the usable portion of the walkway down to half its present width in the span between Bent #3 and Bent #4.
2. Loosen the anchor nuts at the strut bases at Bent #4 to relieve residual tension. If a gap opens at the base when the nuts are loosened, fill it either with grout or finger-shims and retighten the nuts.
3. Repair the slip-joint in the lighting conduit at Bent #4.

It is our judgment that permanent repair to the hinge can be delayed until the structure can be temporarily closed for the repair. A more thorough inspection of the damage should be made prior to considering a permanent repair scheme. This inspection will require the use of a manlift for access.

If you have further questions or require further information, please do not hesitate to call.

Sincerely,

T.Y. LIN INTERNATIONAL



Ronald D. Zimmerman
Structural Engineer

RDZ:jn:08501



October 24, 1989

Mr. Jay Burns
Group Manager
Design and Engineering
San Francisco Bay Area
Rapid Transit District
Metro Center
101 8th Street
Oakland, CA 94607

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Mr. Jay Burns
October 24, 1989
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Mr. Jay Burns
October 24, 1989
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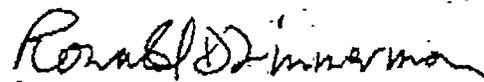
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Sincerely,

T.Y. LIN INTERNATIONAL



Ronald D. Zimmerman
Structural Engineer

RDZ:jn:08501





NEWS & NOTES

NIMITZ FREEWAY & HEGENBERGER ROAD • OAKLAND, CALIFORNIA 94621

Robert Quintella
Executive Vice President

Telephone (415) 569-2121

FOR IMMEDIATE RELEASE
November 7, 1989

NOTE TO PRESS RE COLISEUM BART WALKWAY:

Please help us inform Warrior fans that the pedestrian walkway between the Oakland-Alameda County Coliseum and the Coliseum BART station is closed and will remain closed until further evaluation of its condition can be made. Since no conclusion has been reached as to its structural integrity in the aftermath of the October 17 earthquake, prudence demands any decision be based on the side of safety.

Coliseum patrons are still encouraged to ride BART. Patrons may walk to the Coliseum via San Leandro and Hegenberger Road. The route is lighted, marked with directional signs and will be staffed with additional security officers. It takes only five minutes longer to walk this route than over the BART walkway. For this week's Warriors games A.C. Transit buses will also be on duty shuttling passengers between the BART station and the Coliseum from 5:00-11:00 p.m. Normal A.C. Transit fares will be charged.

In order to encourage fans to take BART, the Warriors, in conjunction with the Coliseum, will continue to give a coupon for a free soft drink and a bag of peanuts to each of the first 1,000 fans who take BART to Warriors games during the month of November. Fans only need to show the BART ticket they used to get to the Coliseum to receive their free snack.

The Warriors play the L.A. Clippers tonight (Nov. 7); the L.A. Lakers Thursday (Nov. 9); and Charlotte Saturday (Nov. 12). All games start at 7:30 p.m. No other events are scheduled so parking in the Coliseum lots will be ample for those who wish to drive.

The damage has been reviewed by engineers hired by the City of Oakland, Oakland Coliseum and BART. The engineers are still in the process of evaluating their findings and investigating what steps might be taken for short-term and permanent repairs. The goal is to complete the repairs and have the ramp back in service as quickly as possible.

Additional information will be released when available.

* * *

Contact is Judy Van Austen, 415/569-2121.

Fairfield/Vacaville Commuter Bus Service

(Effective October 30, 1989)

Leave Alamo Plaza	Leave Solano Mall	Leave BART	Arrive* Solano Mall	Arrive* Alamo Plaza
4:45A	5:00A	6:00A	6:45A	7:00A
5:05	5:20	6:20	7:05	7:20
5:25	5:40	6:40	7:25	7:40
5:45	6:00	7:00	7:45	8:00
6:05	6:20	7:20	8:05	9:00
8:15	8:30	9:30	10:15	10:30
8:45	9:00	10:00	10:45	11:00
9:15	9:30	10:30	11:15	11:30
9:45	10:00	11:00	11:45	12:00P
11:00	11:15	12:15P	1:00P	1:15
12:00P	12:15P	1:15	2:00	2:15
1:00	1:15	2:15	3:00	3:15
2:00	2:15	3:15	4:00	4:15
2:15	2:30	3:30	4:15	4:30
2:30	2:45	3:45	4:30	4:45
2:45	3:00	4:00	4:45	5:00
3:00	3:15	4:15	5:00	5:15
3:20	3:35	4:30	5:15	5:30
3:40	3:55	4:50	5:35	5:50
4:00	4:15	5:10	5:55	6:10
4:20	4:35	5:30	6:15	6:30
4:40	4:55	5:50	6:35	6:50
5:00	5:15	6:10	6:55	7:00
5:20	5:35	6:30	7:15	7:30
5:40	4:55	6:40	7:35	7:50
6:00	6:15	7:10	7:55	8:10
6:45	7:00	8:00	8:45	9:00
7:15	7:30	8:30	9:15	9:30
8:00	8:15	9:15	10:00	10:15
8:45	9:00	10:00	10:45	11:00

* Arrival times are based upon normal traffic conditions.

This service is a joint effort by the cities of Fairfield and Vacaville. We plan to operate it at least through the reopening of the Bay Bridge. However, if demand remains after that date service will continue. Beginning Monday Oct. 30th fares will be charged. Individual one-way tickets will be sold at Fairfield City Hall and Vacaville City Hall. Additional locations will be added soon.

One-way fares from Fairfield will be \$2.50 and from Vacaville, \$2.75. A fare of \$1.00 will be charged for trips between Fairfield and Vacaville. We may expand the number of destinations. These changes will depend on ridership, your comments and changing commute conditions. Please bear with us during this crisis and tell us how we can improve the service for you. We have installed a "hotline" for Fairfield and Vacaville residents (707) 449-5166. In addition, a general information line for all transportation services in Solano County is (707) 643-3779.

RIDER ALERT

October 22, 1989

Post-Earthquake Bus Service Adjustments

Welcome Aboard!

Since the earthquake transformed Bay Area travel patterns, adjustments and improvements to AC Transit bus service give riders new transportation alternatives -- including the options, for transbay trips, of BART trains and the newly-restored ferries.

All of AC Transit's regular network of local, express and transbay bus routes are in service on regular -- and, in some cases, improved -- schedules. However, while the Bay Bridge is out of service, the transbay routes are making transfer connections at East Bay BART stations.

For this transfer connection, the AC Transit Transbay monthly pass is being accepted by BART with no additional fee. When using cash, pay the full transbay bus fare and obtain a transfer -- which also will be accepted by BART with no further charge. (On return trip, these riders must pay full BART fare and utilize the BART- to-bus transfer obtained inside station.)

Schedules for these "transbay" commuter routes are being expanded to meet BART service beginning about 5 a.m. and extending until at least 8 p.m. (After 8 p.m., local routes continue to provide extensive connections with BART.)

TEMPORARY TRANSBAY CONNECTIONS

Bus Route . . .	Makes Connections At . . .
Line A-Downtown	BART City Center & West Oakland
Line B/BX - Grand Ave.	BART 19th St. & West Oakland
Line C - Piedmont	BART MacArthur
Line EX - Claremont	BART Rockridge
Line F - Berkeley	BART MacArthur
Line FX/FXX	BART Berkeley
Line G/GX - Albany	BART North Berkeley
Line H/HX - El Cerrito	BART North Berkeley
Line K - Havenscourt	BART Fruitvale & MacArthur
Line L - Richmond	BART El Cerrito Plaza
Line L1A/B	BART El Cerrito Del Norte
Line N - MacArthur Blvd.	BART MacArthur
Line O - Alameda	BART West Oakland
Line RCV - Castro Valley	BART San Leandro
Line S - Hayward	BART BayFair
Line SW - Wash. Manor	BART San Leandro
Line T - Alameda NAS	BART 12th St./City Center
Line V - Montclair	BART MacArthur
Line W - Alameda	BART West Oakland

Ferries make encore appearance With Bay Bridge out of service

Bus connections to Oakland's newly-restored ferry landing -- at the Jack London Waterfront -- include: Lines 11, 33/33X, 34/34X and 39X, in addition to the Broadway Shuttle. All of these routes operate through downtown via Broadway, making frequent connections with mainline AC Transit bus service as well as BART. (Additionally, Line 59/76 makes BART connections at Lake Merritt Station.)

In addition, special shuttle service is being added to provide trips directly to and from BART MacArthur via Broadway (observing all stops including BART 19th St. and 12th St. stations) to the landing at Jack London waterfront -- the historic site where ferries and the original transcontinental railway first met AC Transit's predecessors 120 years ago.

Now, at the foot of Broadway, post-quake bus adjustments provide connections with Red and White boats operating to and from S.F.'s Ferry Building at 20-minute intervals during peak periods (6 - 10 a.m. and 4 - 8 p.m.) and hourly midday (10 a.m. - 4 p.m.) and evenings 8 p.m. to midnight.

Northern connection

Ferry service to Richmond, scheduled to begin Oct. 23rd, will be met by Line L-1 buses -- extended from BART El Cerrito Del Norte to the Port of Richmond's Terminal Three. These ferries, reportedly operating hourly 6 to 10 a.m. and 3 to 8 p.m. weekdays, will be met by shuttle service from the WestCAT transfer center in Hercules (stopping enroute at Hilltop and BART/Richmond).

Shuttles will depart Hercules beginning at 5:10 a.m. (to meet the 6 a.m. ferry), with afternoon return trips at half-hour intervals based on ferry arrivals.

From Alameda

In Alameda, scheduled ferry service reportedly will begin October 23rd, operating from Todd Shipyard. These ferries, said to be on an hourly schedule 6:15 to 9:15 a.m. and 4 to 7 p.m., will be met by special shuttles operating from all Line O and W (express and local) bus stops in the island community.

AC TRANSIT FARES

	LOCAL Peak Hour	LOCAL Offpeak	EXPRESS	TRANSBAY
Adults	85 cents	75 cents	\$1	\$1 to SF, \$2 from SF
Youth (5-16)	75 cents	50 cents	75 cents	75 cents
Seniors/ Disabled	25 cents	25 cents	25 cents	75 cents

Muni Service for Ferry Passengers

Ferry passengers who will be using East Bay and North Bay ferry services that will arrive and leave from the Ferry Building, Pier 1, or Pier 9 will have easy access to Muni service.

Since Caltrans has determined that it will be safe for pedestrians to cross under the Embarcadero Freeway north of Mission Street, ferry patrons may easily walk to their destinations or to the following Muni terminals:

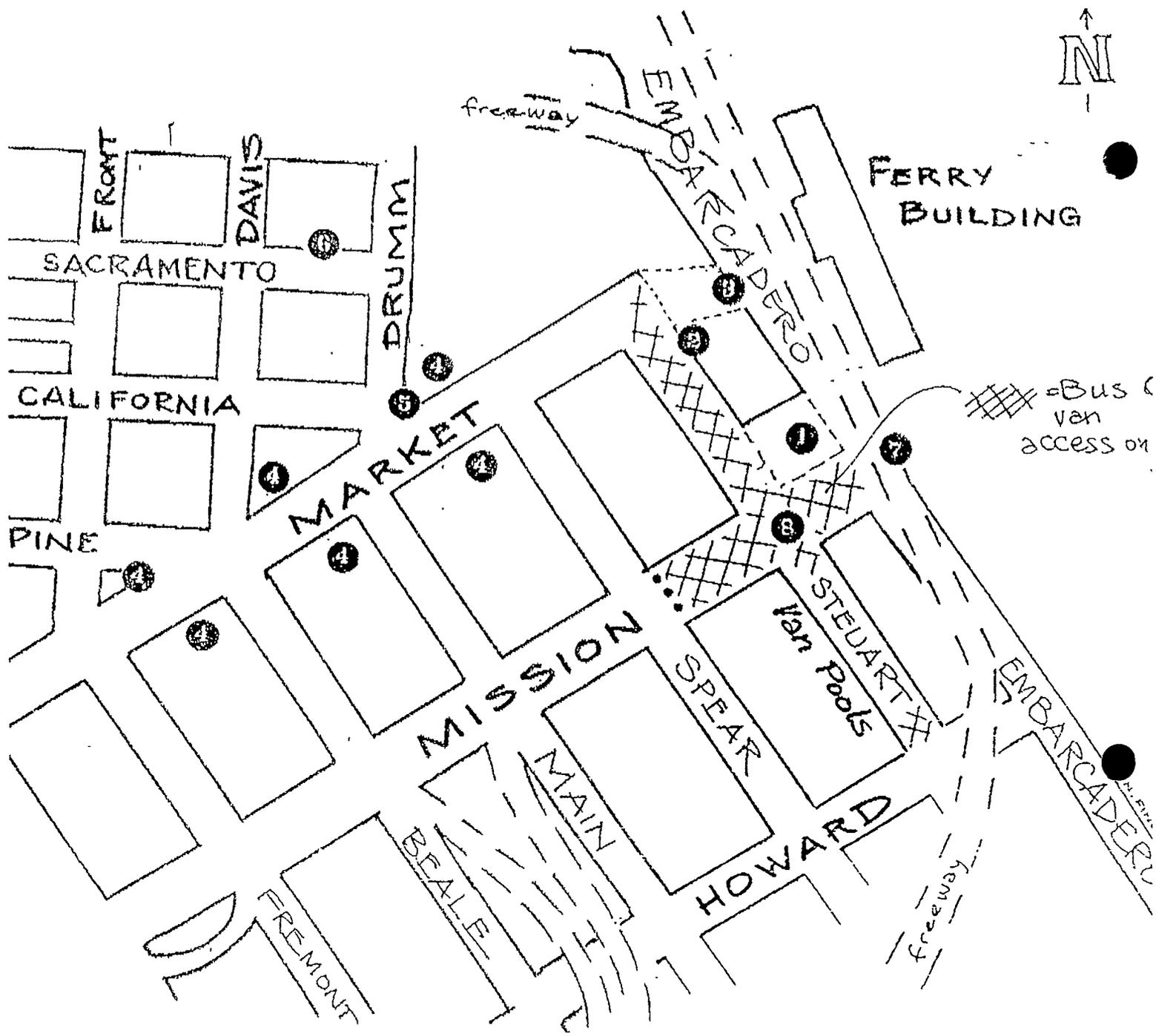
- * Muni Metro: the Embarcadero BART/Muni Metro Station is a short walk on Market Street from the Embarcadero.
- * Market Street lines:
 - Prior to re-opening of Market Street (now partly closed for the Market Street Transit Thoroughfare Project), board at the stop on Mission at Steuart.
 - After Muni lines return to Market Street (during the week of October 23rd), board on Steuart at Market.
- * Mission Street lines: board on Mission at Steuart.
- * Sacramento/Clay Street service (the 1 California line): board on Sacramento at Davis.
- * California Cable Car service: board on California at Drumm.

To further assist ferry patrons, on Monday, October 23rd, and Tuesday, October 24th, the Municipal Railway will sell October Muni Fast Passes (good on all Muni lines, cable cars included, as well as BART within the City) for \$10. The sales locations will be at the Richmond Ferry Terminal; Jack London Square; The Ferry Building; the Embarcadero, Montgomery, and Powell BART/Muni Metro Stations; Muni's bus terminal at Steuart & Mission Streets; and the corner of Clay & Drumm Streets. Fast Passes will be sold from 6 a.m. to 2 p.m. on those days at the Richmond Ferry Terminal and Jack London Square. At all of the other locations, Fast Pass sales on those days will be from 6 a.m. to 10 a.m.

In order to reinforce San Francisco's Transit First Policy and to ensure that transit vehicles receive right-of-way priority, the San Francisco Police Department will be enforcing all parking and traffic regulations in the City. Motorists are cautioned to follow all such regulations.

For further information on Muni service, please call Muni's Telephone Information Center at 673-MUNI.

(6257A)



- 1 Muni Terminal for Market and Mission St. lines
- 2 Board here starting mid-week (except 14 Mission)
- 3 Pedestrians may cross the Embarcadero north of Mission St.
- 4 BART/Muni Metro entrances to Embarcadero Station
- 5 California Cable Car Terminal (Hyatt Regency Hotel)
- 6 Terminal of 1 California line
- 7 Embarcadero traffic: NO southbound traffic;
one northbound lane for transit ONLY (no vans)
- 8 Mission St. is closed from Spear -
at Stewart, Muni coaches turn left into terminal,
van pools turn right onto Stewart.

INFORMATION NUMBERS

C

AC Transit

Oakland/San Francisco (415) 839-2882
Hayward (415) 582-3035
Richmond (415) 232-5665
Fremont/Newark (415) 797-6811
West Contra Costa County (415) 758-2266
Palo Alto (415) 321-8111
Hearing Impaired TTY (415) 465-5295

BART

Fremont/Union City Area (415) 793-BART
Hayward/San Leandro Area (415) 783-BART
Livermore/Pleasanton Area (415) 462-BART
Oakland/Berkeley/Orinda Area .. (415) 465-BART
Richmond/El Cerrito Area (415) 236-BART
San Francisco/Daly City Area (415) 788-BART
South San Francisco/San Bruno
Area (415) 873-BART
Lafayette/Walnut Creek/Concord
Area (415) 933-BART
Antioch/Pittsburg Area (415) 754-BART
Hearing Impaired TTY (415) 839-2220

CalTrain (800) 558-8661

Stations:

San Francisco (415) 495-4546
South San Francisco (415) 588-0852
Millbrae (415) 697-4673
Burlingame (415) 343-2783
San Mateo (415) 344-7607
Redwood City (415) 366-3821
Palo Alto (415) 323-6105
Sunnyvale (408) 736-4911
San Jose (408) 297-5426

Central Contra Costa (County Connection)

Transit Information (415) 676-7500
AT&T California Relay Service (800) 342-5966

"Mosquito Fleet"

Interested individuals who own or operate small to mid-sized craft should contact:

Senator Kopp's office (415) 952-5666

Golden Gate Transit

San Francisco (415) 332-6600
Marin County (415) 453-2100
Sonoma County (707) 544-1323

Greyhound

San Francisco (415) 558-6789
San Jose (408) 297-8890
Oakland (415) 834-3070
Mountain View (415) 961-3422
Vallejo (707) 643-7661
Fairfield (707) 422-6299
Richmond. (415) 235-1441
Santa Rosa (707) 542-6400
Hearing Impaired TTY (800) 345-3109

SamTrans

San Francisco (415) 761-7000
Half Moon Bay/Coastside (415) 726-5541
North San Mateo County (415) 871-2200
Central San Mateo County. (415) 348-8858
South San Mateo County (415) 367-1500
Hayward Area (415) 582-1500
Hearing Impaired TTY (415) 343-3222

San Francisco Municipal Railway (Muni)

San Francisco Muni (415) 673-MUNI
Hearing Impaired TTY (415) 923-6366

Santa Clara County Transit

San Jose Area (408) 287-4210
Palo Alto Area (415) 965-3100
South County (408) 638-4151
Hearing Impaired TTY (408) 299-4848

RIDES for Bay Area Commuters, Inc.

San Francisco Area (415) 861-POOL
San Jose Area (408) 297-POOL
South Bay Area (408) 996-POOL
Vallejo Area (707) 447-POOL

Courtesy: MTC *Regional Transit Guide*

INFO INFO INFO

RIDES FOR BAY AREA COMMUTERS, INC., 60 SPEAR STREET, SUITE 650, SAN FRANCISCO, CA 94105-1512 (415) 861-POOL

November 16, 1989
FOR IMMEDIATE RELEASE

Contact: Sherrill Cook
(415) 861-7665

HOTLINE RESPONDS TO BRIDGE GRIDLOCK

Commuters caught in the crunch of the re-opened Bay Bridge can still find some relief! The Commuter Hotline, established to provide post-earthquake commute assistance, is ready to help commuters overwhelmed by the gridlock predicted for the bridge.

Thousands of commuters found the answers they needed when the Bay Bridge was closed. The Hotline has provided up-to-the-minute information and referrals for ferries, park and ride lots, buses, CalTrain, carpools, and vanpools.

The Hotline staff is ready to handle questions about inevitable changes in transit services and to provide carpooling assistance to those who can't face the bridge alone.

Commuters can call the Commuter Hotline at 1-800-874-7510.

The regular hours of the Hotline are:

Monday through Friday	7 am - 10 pm
Saturday and Sunday	9 am - 6 pm

The Commuter Hotline will be closed on Thanksgiving Day, Thursday, November 23. On Friday, November 24, the Hotline will be open from 9 am to 6 pm only. Thereafter, hours will return to normal.

The Commuter Hotline is funded by Caltrans and the Metropolitan Transportation Commission and is operated by RIDES For Bay Area Commuters.

INFO INFO INFO

RIDES FOR BAY AREA COMMUTERS, INC., 60 SPEAR STREET, SUITE 650, SAN FRANCISCO, CA 94105-1512 (415) 861-POOL

10/21/89

Special Services and Hours of Operation

RIDES for Bay Area Commuters

Call: (415) 861-POOL
(408) 996-POOL
(707) 447-POOL

HOURS (Hours will be re-evaluated Tuesday)

Saturday 10/21	12 noon - 6pm
Sunday 10/22	12 noon - 10pm
Monday 10/23	7 am - 8pm
Tuesday 10/24	7 am - 8pm

SERVICES

Carpool and vanpool matching services from home locations to **bus, BART and ferry hubs** as well as work locations.

Special emphasis on filling existing vanpools and starting new vanpool groups.

Additional emphasis on formation of carpools and vanpools for **off-peak and flextime commutes, including weekends.**

Additionally, RIDES will have (probably by Monday) a **toll free hotline number** that will provide commuters with up to date information on commute options and services.

Media inquiries should be directed to RIDES at 861-7665:

Sherrill Cook, Communications Director (home: 482-0179)
Eunice Valentine, Executive Director (home: 456-2582)
Lysa Hale, Public Affairs Assistant

After hours number is 861-7675 **(NOT FOR PUBLIC RELEASE)**

end

HOT NUMBERS

Keep This Short List of Important Commuting Phone Numbers Handy

- **FOR CARPOOL/VANPOOL ASSISTANCE**
 Call **RIDES for Bay Area Commuters: 861-POOL**
 (At Bishop Ranch call 830-0101)
 (At Pacific Bell San Ramon call 823-8787)

- **FOR BUS INFO**

County Connection	(415) 676-7500
Tri-Delta Transit	(415) 754-4040
* BART Express Bus	(415) 933-2278
Benicia Transit	(707) 642-1168
AC Transit	(415) 839-2882
WHEELS	(415) 455-5414

- **FOR BART INFO**
 * BART (415) 933-2278

- **FOR PARK & RIDE LOT INFO** (415) 557-4051

FOR 680/24 CONSTRUCTION INFO CALL 680-INFO

*Check
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 ✕ BART (415) 933-2278

- **FOR PARK & RIDE LOT INFO** (415) 557-4051

FOR 680/24 CONSTRUCTION INFO CALL 680-INFO

P HONE INFORMATION

If you need information concerning BART and connecting bus service, call us:

- Fremont/Union City area 793-BART
- Hayward/San Leandro area 783-BART
- Livermore/Pleasanton area 462-BART
- Oakland/Berkeley/Orinda area 465-BART
- Richmond/El Cerrito area 236-BART
- San Francisco/Daly City area 788-BART
- South San Francisco/San Bruno area 873-BART
- Lafayette/Walnut Creek/Concord area 933-BART
- Antioch/Pittsburg area 754-BART
- TTY..... 839-2220

HOT NUMBERS

Keep This Short List of Important Commuting Phone Numbers Handy

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Call RIDES for Bay Area Commuters: 861-POOL

(At Bishop Ranch call 830-0101)

(At Pacific Bell San Ramon call 823-8787)

- **FOR BUS INFO**

County Connection (415) 676-7500

Tri-Delta Transit (415) 754-4040

X BART Express Bus (415) 933-2278

Benicia Transit (707) 642-1168

AC Transit (415) 839-2882

WHEELS (415) 455-5414

- **FOR BART INFO**

X BART (415) 933-2278

- **FOR PARK & RIDE**

LOT INFO (415) 557-4051

FOR 680/24 CONSTRUCTION INFO CALL 680-INFO

PHONE INFORMATION

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Fremont/Union City area 793-BART
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Livermore/Pleasanton area 462-BART
Oakland/Berkeley/Orinda area 465-BART
Richmond/El Cerrito area 236-BART
San Francisco/Daly City area 788-BART
South San Francisco/San Bruno area 873-BART
Lafayette/Walnut Creek/Concord area 933-BART
Antioch/Pittsburg area 754-BART
TTY 839-2220

FAREBOX RATIO

	<u>October 5-11</u>	<u>October 21-27</u>
Net Passenger Revenue*	\$1,850,000	\$2,760,000
Total Operating Expense	\$3,456,000	\$4,545,000
Farebox Ratio	<u>53.5%</u>	<u>60.7%</u>

*Includes Discounted Fares

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



RECEIVED

NOV 13 1989

SAFETY DEPT

November 9, 1989

James M. Kestler
Manager, Systems Safety Department
Bay Area Rapid Transit District
800 Madison St., P. O. Box 12688
Oakland, CA 94604-2688

Subject: Post Earthquake Operations and Maintenance Activities

Dear Mr. Kestler:

Ever since the October 17th earthquake, CPUC staff has been closely following BART's efforts to handle the vastly increased passenger demand that has been placed upon the system. In carrying out our safety oversight responsibilities, we have observed the activities of BART train operators, station agents, train controllers, power and way and rolling stock maintenance workers, QA inspectors and design engineers, as well as your safety department personnel. Without exception, the BART people we have seen at work have performed their assigned tasks in an exemplary manner under often times unusually stressful conditions. The dedication to providing the public with safety first service has been made obvious by both their words and actions.

When we first began our post earthquake surveillance of BART operations and maintenance activities, there were 3 potential hazard areas related to the increased passenger load conditions that we concentrated on. They were:

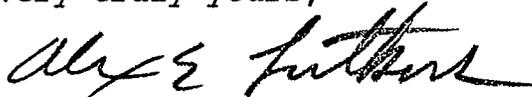
1. The overcrowding of passenger station platforms.
2. The performance of track maintenance activities during revenue service hours.
3. The increased number of passenger vehicles requiring shop maintenance time.

Your program of dealing with the first of these potential hazards by having people on the station platforms in direct radio communication with central control has worked well. With regard to the other two potential hazards, it appears from our observations that there have been no changes affecting safety in the rolling stock and power and way maintenance procedures.

Therefore, the increased demand placed upon BART's maintenance personnel and facilities, as difficult to cope with as it obviously is, poses no greater safety hazard now than existed before the October 17th earthquake.

Based upon the operations and maintenance procedures BART presently has in place, our safety concerns related to the above noted 3 potential hazard areas are minimal. Nevertheless, we recognize that what has worked well to date may have to be changed in the future for BART to continue to alleviate the ever increasing strain being put on the system. In keeping with the Commission staff's policy of not hampering BART's operations, but assuring through our safety oversight that hazards are minimized, please be sure to advise us beforehand if it becomes necessary to modify any of the procedures presently in place that may affect the above listed 3 potential safety hazards.

Very truly yours,



ALEX E. LUTKUS, Manager
Rail Transit Safety Branch
Safety Division

cc: Bruno A. Davis
W. L. Oliver
D. R. Johnson

PARKING STATUS REPORT

Page 1 of 4

Date: Thursday, October 26, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Concord</u>				
Station Lots	1,912	1,912	-0-	6:00
On-Street	--	600	--	7:00
* Hillcrest p/r	213	109	104	11:00
* Bailey p/r	203	160	43	11:00
* No. Conc. p/r	530	50	480	11:00
* Conc. Pavillion	800	20	780	7:30
<u>Pleasant Hill</u>				
Station Lots	1,678	1,678	-0-	6:15
On-Street	--	100	--	6:30
Commerc. Lots	300	150	150	6:30
<u>Walnut Creek</u>				
Station Lots	1,263	1,263	-0-	6:20
On-Street	--	300	--	7:00
* Heather Farms	200	-0-	200	7:30
Target Store	140	140	-0-	8:00
<u>Lafayette</u>				
Station Lots	1,446	1,446	-0-	7:10
On-Street	--	300	--	7:00
<u>Orinda</u>				
Station Lots	1,320	1,320	-0-	7:20
On-Street	--	150	--	7:30
<u>Rockridge</u>				
Station Lots	776	776	-0-	7:00
On-Street	--	400	--	8:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 2 of 4
Date: Thursday, October 26, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Richmond</u>				
Station Lots	754	754	-0-	7:30
On-Street	--	70	--	8:00
<u>Del Norte</u>				
Station Lots	1,607	1,607	-0-	5:30
On-Street	--	1,500	--	8:30
Bowling Alley	170	70	100	7:45
<u>Plaza</u>				
Station Lots	509	509	-0-	6:45
On-Street	--	300	--	7:45
Shop. Ctr.	500	500	-0-	8:00
<u>No. Berkeley</u>				
Station Lots	524	524	-0-	7:30
On-Street	--	300	--	7:15
* Gold. Gate Fields	2,000	10	1,990	8:00
<u>Ashby</u>				
Station Lots	560	560	-0-	7:15
On-Street	--	100	--	8:15
<u>Fremont</u>				
Station Lots	2,374	1,800	574	7:50
On-Street	--	50	--	8:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 3 of 4

Date: Thursday, October 26, 1989

<u>Station</u>	<u>Total Spaces</u>	<u>Spaces Filled</u>	<u>Spaces Remaining</u>	<u>Time of Report</u>
<u>Union City</u>				
Station Lots	1,166	1,166	-0-	7:20
On-Street	--	300	--	8:00
<u>South Hayward</u>				
Station Lots	1,252	1,252	-0-	8:30
On-Street	--	50	--	8:30
<u>Hayward</u>				
Station Lots	967	967	-0-	7:00
On-Street	--	300	--	8:00
<u>Bay Fair</u>				
Station Lots	1,761	1,761	-0-	7:45
On-Street	--	300	--	8:15
* Hacienda p/r	135	80	55	10:00
<u>San Leandro</u>				
Station Lots	1,226	1,226	-0-	8:00
On-Street	--	50	--	8:00
<u>Coliseum/Airport</u>				
Station Lots	923	923	-0-	9:00
On-Street	--	50	--	9:00
Coliseum Lots	200	20	180	9:00
<u>Fruitvale</u>				
Station Lots	1,025	1,025	-0-	6:00
On-Street	--	250	--	7:00

* DENOTES REMOTE SHUTTLE FACILITY

PARKING STATUS REPORT

Page 4 of 4
Date: Thursday, October 26, 1989

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<u>Lake Merritt</u>				
Station Lots	190	190	-0-	6:00
On-Street	--	100	--	
<u>MacArthur</u>				
Station Lots	609	609	-0-	5:45
On-Street	--	100	--	6:30
<u>West Oakland</u>				
Station Lots	403	403	-0-	6:00
On-Street	--	800	--	7:00
Commerc. Lots	150	150	-0-	6:30
<u>Daly City</u>				
Station Lots	1,877	1,877	-0-	6:30
On-Street	--	100	--	7:00
* Colma	800	600	200	9:00

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On-Street	--	50	--	8:30
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On-Street	--	300	--	8:00
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Station Lots	923	923	-0-	9:00
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Station Lots	1,025	1,025	-0-	6:00
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On-Street	--	800	--	7:00
Commerc. Lots	150	150	-0-	6:30
<u>Daly City</u>				
Station Lots	1,877	1,877	-0-	6:30
On-Street	--	100	--	7:00
* Colma	800	600	200	9:00

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**BAY AREA RAPID TRANSIT DISTRICT
BART STATION PARKING AVAILABILITY
AS OF 1/31/89**

	<u>TOTAL SPACES</u>	<u>MID-DAY</u>	<u>CARPOOL</u>	<u>H-CAP</u>
CONCORD	1912	31	232	10
PLEASANT HILL	1778	75	94	23
WALNUT CREEK	1263	82	35	6
LAFAYETTE	1446	29	28	6
ORINDA	1320	102	0	7
ROCKRIDGE	776	26	0	3
RICHMOND	754	36	0	3
EL CERRITO D.N.	1607	128	61	12
EL CERRITO PLAZA	760	48	0	4
NORTH BERKELEY	778	30	0	3
ASHBY	560	19	0	3
MacARTHUR	609	10	0	3
WEST OAKLAND	403	20	0	8
LAKE MERRITT	190	15	0	5
DALY CITY	1877	177	95	18
GLEN PARK	55	0	0	2
FREMONT	2374	45	66	7
UNION CITY	1166	67	0	3
SOUTH HAYWARD	1252	32	0	6
HAYWARD	967	19	23	3
BAYFAIR	1761	75	0	7
SAN LEANDRO	1226	68	0	7
COLISEUM	923	0	0	2
FRUITVALE	<u>1025</u>	<u>103</u>	<u>0</u>	<u>6</u>
	26,782	1237	634	157
NORTH CONCORD	538			
HILLCREST	252			
BAILEY ROAD	<u>213</u>			
	1003			
GRAND TOTAL	<u>27,785</u>			