

RapidBART: Why it is better for Oakland

John Knox White
Program Director

TRANSFORM



WORLD-CLASS PUBLIC TRANSPORTATION. WALKABLE COMMUNITIES.

What Oakland Wants

- Economic Redevelopment of Hegenberger Corridor
- Revitalization of Coliseum BART area
- Increase quality of life for local residents, especially in East Oakland
- Support of Oakland International Airport
- Attracts new transit riders, eases congestion

Ridership Comparison

2002 EIR

<u>OAC</u>	<u>AirBART</u>	<u>New Riders</u>
13,540	3,340	10,200

AirBART assumes a 5.1% mode share from Airport Ridership

In 2007, (OAK peak use) AirBART carried 9%

Ridership Comparison 2002 EIR

<u>OAC</u>	<u>AirBART</u>	<u>New Riders</u>
13,540	3,340	10,200
13,540	6,100	7,440

OAC assumes a 13.2% mode share from Airport Ridership

Higher than SFO, though more expensive, slower

BART Consultants recommend less than 12%

Ridership Comparison

2002 EIR

<u>OAC</u>	<u>AirBART</u>	<u>New Riders</u>
13,540	3,340	10,200
13,540	6,100	7,440
12,640	6,100	6,540

OAC assumes two intermediate stops capturing 4,520 new riders

AirBART has no intermediate stops

Ridership Comparison

2002 EIR

<u>OAC</u>	<u>AirBART</u>	<u>New Riders</u>
13,540	3,340	10,200
13,540	6,100	7,440
12,640	6,100	6,540
8,120	6,100	2,020

BART Consultant Wilbur Smith releases 2009, BART funded report stating that tripling fare from \$2 (in EIR) to \$6 (current projection) results in **19.5% reduction in ridership.**

Ridership Comparison

OAC TODAY

<u>OAC</u>	<u>AirBART</u>	<u>New Riders</u>
13,540	3,340	10,200
13,540	6,100	7,440
12,640	6,100	6,540
8,120	6,100	2,020
6,540	6,100	440

\$552,000,000 project for 440 riders a day

RapidBART

2002 EIR = less than 9% mode share.

Assumption of 10.2% with \$2 fare

6,800 daily riders

More riders than OAC, 1/10 the cost

Confidence in RapidBART

Travel Time over estimated

- 2002 EIR modeled 17.5 minute travel time between Coliseum BART and OAK for 2005.
- Currently 7.5 – 10 minutes
- Mid-May, BART received 2007 traffic counts (during height of OAK use) showing traffic on Hegenberger was lower than predicted.

OAC vs. RapidBART



Actual BART provided
photo of one of the options



What does the OAC mean to Oakland?



OAC vs. RapidBART



Airport Bus Rapid Transit Connector
Hegenberger and Pardee

TRANSFORM
The U.S. & A. EX-11

\$552 million Dollars

440 new daily riders

Aerial Structure down the
middle of Hegenberger

\$60 million Dollars

700 new daily riders

Flexibility to spur economic
development on
Hegenberger