

# East Bay Bus Rapid Transit Project



## Oakland City Council Public Works Committee

April 9, 2019



*Downtown Oakland to San Leandro  
International Blvd to East 14<sup>th</sup> St*



## BRT Benefits

**Frequent and Reliable** – This fleet of brand new hybrid-electric buses will arrive at least every 7 minutes during peak times, reducing wait times! Traveling mostly through a bus-only lane will result in improved transit speed. Emergency responders will have access to the bus-only lanes at all times.

**Accessible** – The bus floor and the station platform are at the same level to ease the boarding experience for people in wheelchairs or with strollers. Median stations will reduce street crossing distance.

**Innovative** – Transit signal technology helps buses and traffic flow. Prepaid boarding via ticket vending machine or Clipper Card readers will quicken the boarding process. Buses are hybrid- electric and low emission. Bicyclists will enjoy new bike lanes along the corridor, bike racks at bus stations and on-board bike storage.

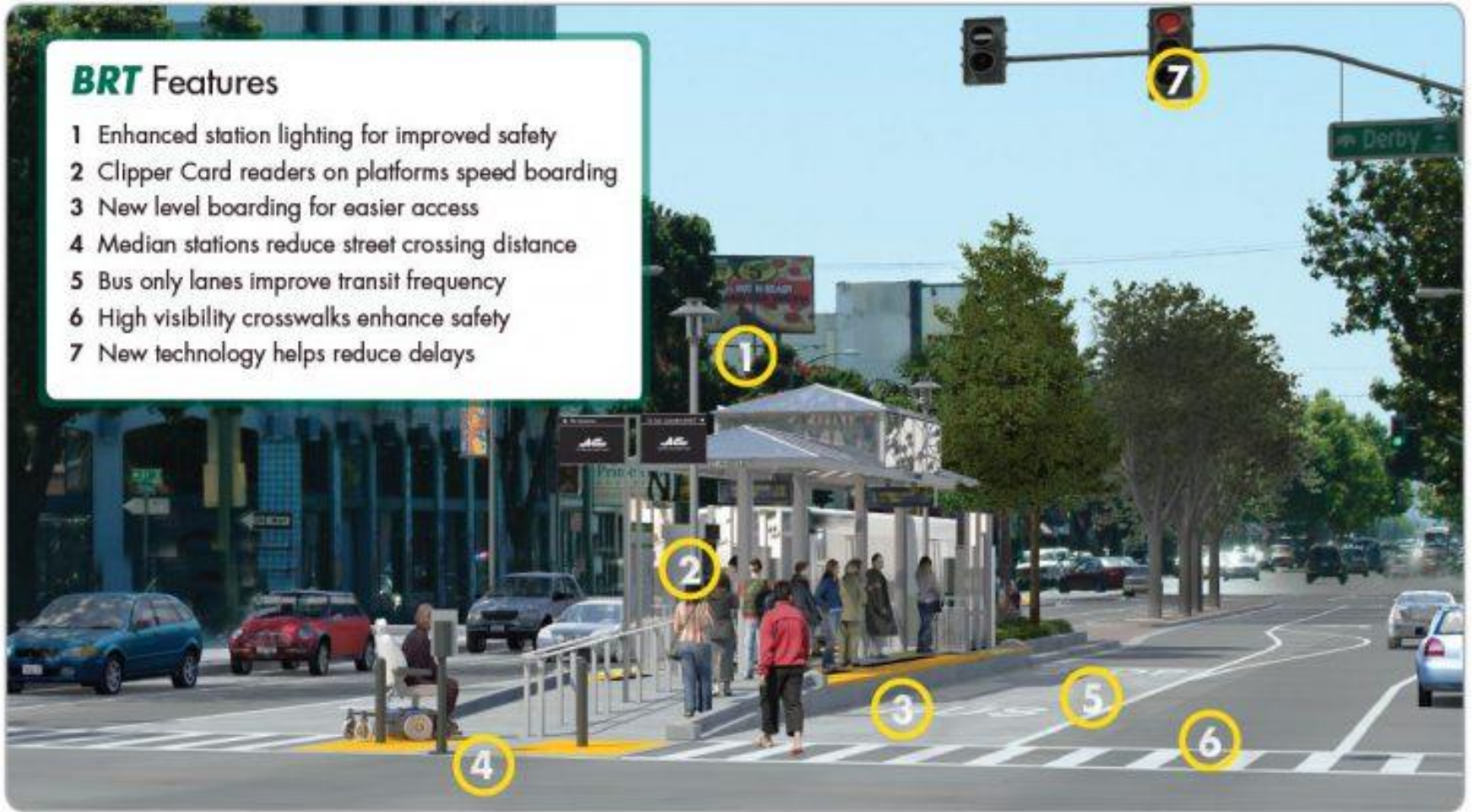
**Safe** – BRT riders and pedestrians along the corridor will enjoy the added features of improved lighting, state-of-the-art camera systems, new landscaped medians, sidewalks, high visibility crosswalks and new pavement.



# BRT Features

## **BRT** Features

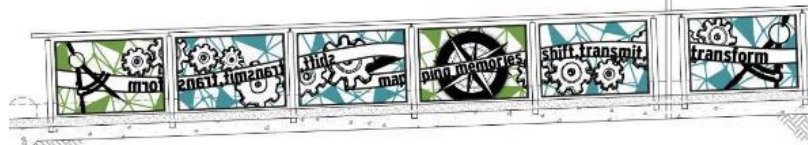
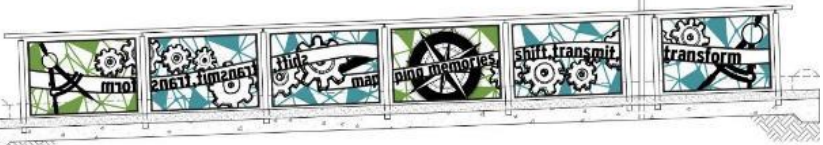
- 1 Enhanced station lighting for improved safety
- 2 Clipper Card readers on platforms speed boarding
- 3 New level boarding for easier access
- 4 Median stations reduce street crossing distance
- 5 Bus only lanes improve transit frequency
- 6 High visibility crosswalks enhance safety
- 7 New technology helps reduce delays



East Bay Bus Rapid Transit

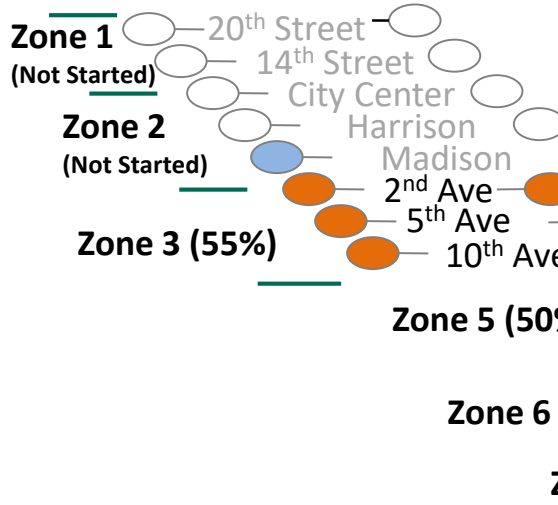
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# Project Alignment **20 BRT Platforms - Interim Condition!**

City of  
Oakland



State  
Highway 185  
(CalTrans)

**Total Project  
63% Complete**

**Station Areas**

- Under Construction
- Interim Condition Status
- Utility Relocation Projects



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# Construction Progress by Activity

2019		February 2019	March 2019
<b>Zones Progress (14 Total)</b>	Interim Status	6	6
	In-Construction Status	6	6
	Paving Status	6	6
<b>Platform Progress (46 Total)</b>			
<b>Platform Progress (46 Total)</b>	Interim Status	18	20
	In-Construction Status	8	6
	Canopy Installation	16	18
<b>Signals &amp; Lighting</b>			
<b>Signals &amp; Lighting</b>	Segment A	77%	80%
	Segment B	25%	30%
<b>Communication Systems</b>			
<b>Communication Systems</b>	Segment A	75%	77%
	Segment B	15%	20%
<b>Polycarbonate Canopy (46 Total)</b>			
<b>Polycarbonate Canopy (46 Total)</b>	Fabrication	85%	88%
	Installation	16	18
<b>Artistic Enhancement (Handrails &amp; Windscreens)</b>			
<b>Artistic Enhancement (Handrails &amp; Windscreens)</b>	Fabrication	100%	100%
	Installation	0%	0%

Segment A: 42nd Ave to San Leandro Transit Center

Segment B: 20th St @ Broadway to 42nd Ave

<b>Total</b>	<b>60%</b>	<b>63%</b>
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# Canopy Installation & Paving

## Canopy Installation – Segment A

- Installed 18 Canopies in Zones 8/10/12/13/14
- Fabrication is ongoing - remaining canopies delivered by end of Spring 2019

96<sup>th</sup> Avenue, Oakland



48<sup>th</sup> Street, Oakland



## Paving – Segment A

- Curb to Curb Paving, Striping and Marked Completed



# BRT - Off Street Parking Lots

City is currently operating and maintaining the lots for public use

## Fruitvale Parking Lot – 35<sup>th</sup> Avenue

- 10,971 square feet
- Construction completed in 2016
- 24 parking spaces



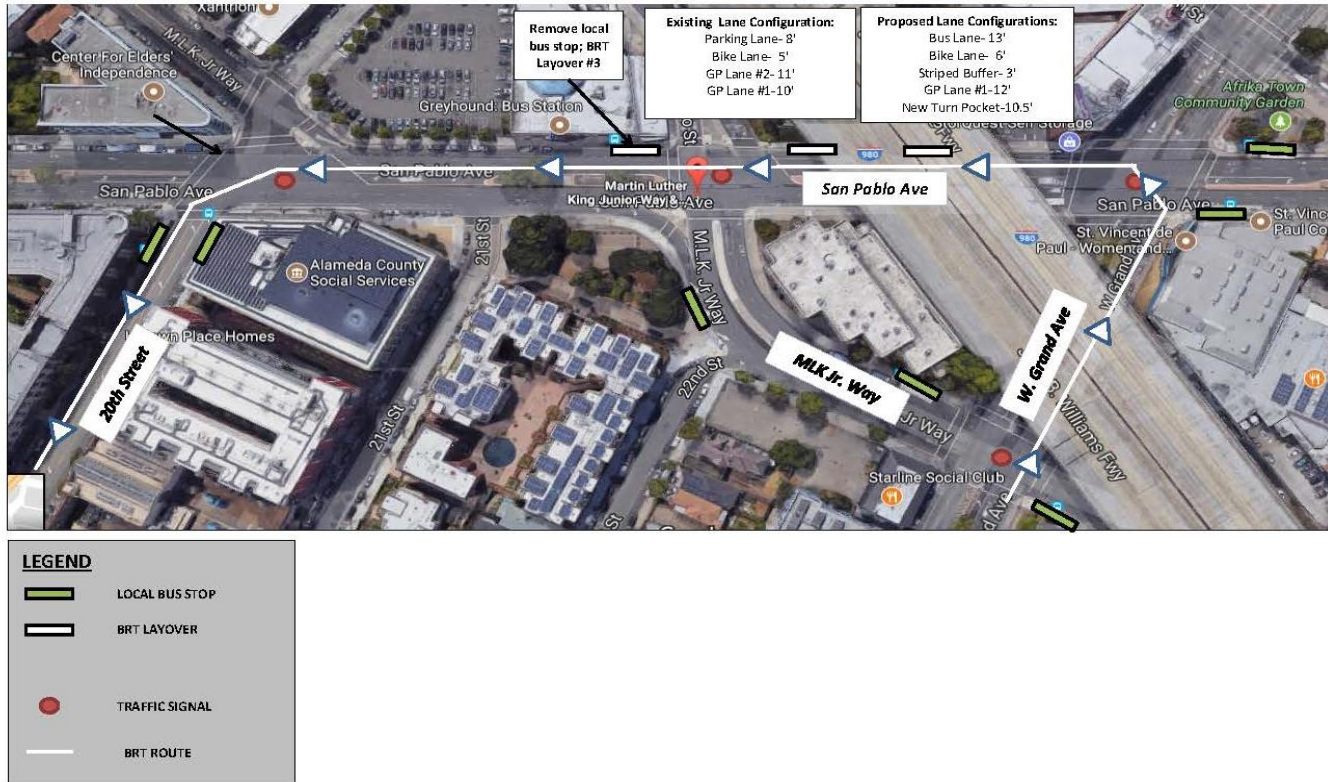
## Elmhurst Lot – 8630 International Blvd.

- 7,750 square feet
- Construction completed in 2016
- 19 parking spaces



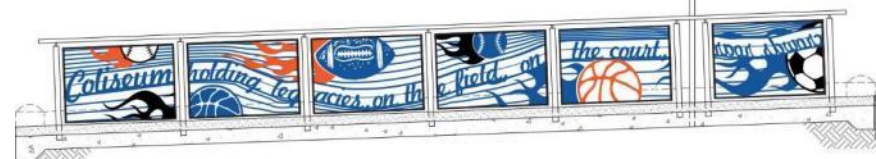
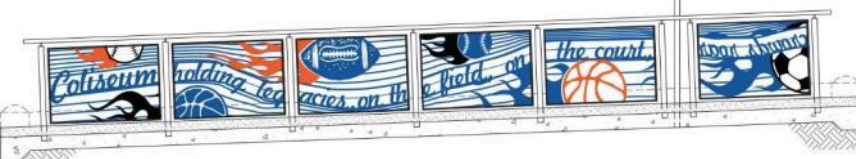
# Construction Progress – Northern Layover Facility

BRT Northern Layover Alternative- San Pablo Ave between W. Grand and 20th Street



The construction of the Northern Layover is a separate allowance item in the BRT construction contract. The Northern Layover location will be on-street on San Pablo Avenue between West Grand Avenue and 21<sup>st</sup> Street. Rincon Consultants, Inc. is scheduled to complete the CEQA/NEPA analysis by mid- April 2019. The District is planning to bifurcate the construction of the on-street improvements and the operator restroom, in order to start the on-street improvements first. The District continues to work with Caltrans staff on obtaining approval for the Operator Restroom proposed within their right-of-way. Construction of the on-street improvements are expected to start in Late-Spring 2019 while the work associated with the operator restroom is expected to begin in Summer 2019.

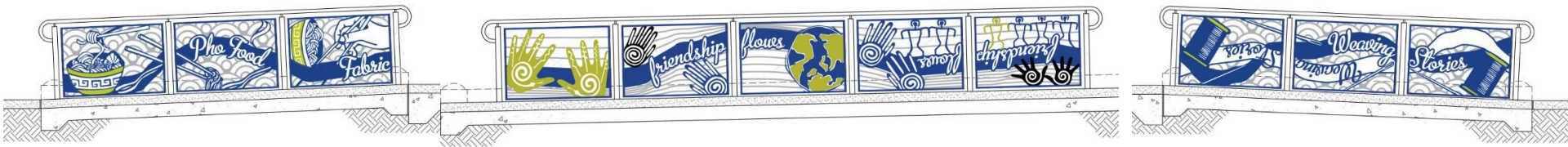




# Program Schedule

Milestones / Deliverables	2012			2013				2014				2015				2016				2017				2018				2019				2020			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Milestones	▲ ROD							▲▲ PE Complete				SSGA Issuance				▲ BP3 NTP				▲ BP3 Healthy Start				Agency RSD ▲				PCP RSD ▲							
SSGA Milestones	▲ ROD			▲ FD Start		▲ PE Complete		▲ Early Const. Start				▲ BP3 NTP				▲ BP3 Complete				▲ RSD															
Final Design				Advance Utilities								Parking Lots & Fruitvale Bypass								Roadway/Communications/Stations/Landscape															
BP3 Procurement																																			
Vehicle Procurement																																			
Construction				Advance Utilities				Parking Lots & Fruitvale Bypass				Roadway / Communications / Stations / Landscape																							
Start-up and Testing																																			
Contingency																																			

**Critical Path**  
SSGA Baseline



# How to Reach Director of BRT, David Wilkins

<b>Website</b>	<a href="https://brt.actransit.org">https://brt.actransit.org</a>
<b>e-mail</b>	<a href="mailto:dwilkins@actransit.org">dwilkins@actransit.org</a>
<b>Phone</b>	(510) 628-8211
<b>Address</b>	BRT Construction Management Office 985 66 <sup>th</sup> Avenue Oakland, CA 94621



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