

SAN PABLO RAPID

SUMMARY

AC Transit began Bus Rapid Transit (BRT) service on its San Pablo Rapid line on June 30, 2003. The 14 mile long 72R – San Pablo Rapid route runs through seven cities, Oakland, Emeryville, Berkeley, Albany, El Cerrito, Richmond, and San Pablo, and two counties, Alameda and Contra Costa. The Rapid operates in mixed traffic and was developed with 26 stops located at major intersections. These stops are spaced 0.54 miles apart on average along the length of the corridor. Each stop has a covered shelter and is fully ADA accessible. Benches, trash receptacles, lights, maps of AC Transit bus service are some of the amenities provided at each shelter. The cost to ride the Rapid is the same as for a trip on local service (\$1.75).

The Rapid operates every weekday from 6 am to 7 pm on a headway-based schedule of 12 minutes. Eleven Rapid buses operate along the corridor in the morning until the afternoon. During the afternoon and evening hours, 13 buses are in operation.

BRT ELEMENTS

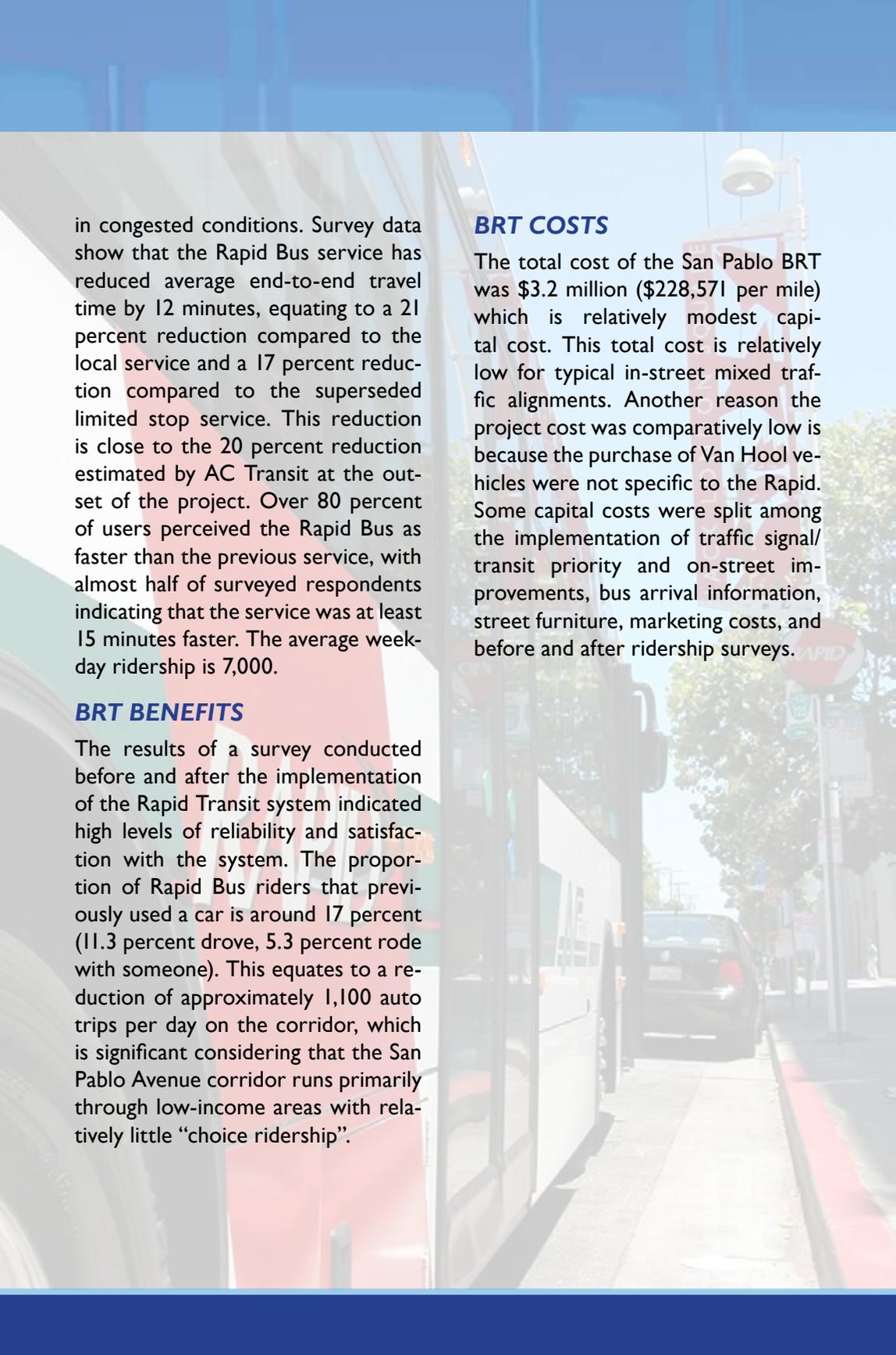
Transit signal priority, automatic passenger counters, automatic vehicle locators, and real time service information signs at all stops allow the San Pablo Rapid bus to run efficiently and on time as well as making the service more attractive to potential riders. Currently fare collec-



tion is handled on board where exact change or a pass is necessary.

BRT PERFORMANCE

End-to-end travel times on the San Pablo Rapid vary between 52 minutes in off-peak traffic conditions to 63 minutes

A white Rapid Bus is shown in a city street, stopped in a red-paved transit lane. The background shows a clear blue sky, trees, and a street sign. The bus is the central focus, with its side door open. The text is overlaid on the left side of the image.

in congested conditions. Survey data show that the Rapid Bus service has reduced average end-to-end travel time by 12 minutes, equating to a 21 percent reduction compared to the local service and a 17 percent reduction compared to the superseded limited stop service. This reduction is close to the 20 percent reduction estimated by AC Transit at the outset of the project. Over 80 percent of users perceived the Rapid Bus as faster than the previous service, with almost half of surveyed respondents indicating that the service was at least 15 minutes faster. The average weekday ridership is 7,000.

BRT BENEFITS

The results of a survey conducted before and after the implementation of the Rapid Transit system indicated high levels of reliability and satisfaction with the system. The proportion of Rapid Bus riders that previously used a car is around 17 percent (11.3 percent drove, 5.3 percent rode with someone). This equates to a reduction of approximately 1,100 auto trips per day on the corridor, which is significant considering that the San Pablo Avenue corridor runs primarily through low-income areas with relatively little “choice ridership”.

BRT COSTS

The total cost of the San Pablo BRT was \$3.2 million (\$228,571 per mile) which is relatively modest capital cost. This total cost is relatively low for typical in-street mixed traffic alignments. Another reason the project cost was comparatively low is because the purchase of Van Hool vehicles were not specific to the Rapid. Some capital costs were split among the implementation of traffic signal/transit priority and on-street improvements, bus arrival information, street furniture, marketing costs, and before and after ridership surveys.