

BART to OAK Service

Frequently Asked Questions



What is the Oakland Airport Connector Project?

The Oakland Airport Connector (OAC), now called BART to OAK is a 3.2-mile extension from the BART Coliseum Station to the Oakland International Airport, featuring an automated, driverless people-mover system that uses state-of-the-art Automated Guideway Transit (AGT) technology.

Where are the BART to OAK stations located?

Since the project put its first shovel in the ground in 2010, BART and its partners have constructed new platforms at the end stations of the peplemover. BART's new Oakland International Airport Station is located in the airport parking lot across from Terminals 1 & 2, and a new platform was constructed at the Coliseum BART Station, accessible by an elevated pedestrian bridge across San Leandro Street. This new platform at the Coliseum BART Station is called Platform 3.

What is that structure in the middle of the guideway alignment (between the Coliseum and the Airport)?

"The Wheelhouse" is located midway along the alignment, and will be used for storage and maintenance of the custom vehicles. It is also the center for powering the new system's 12-foot drive wheels.

Where is BART to OAK located?

The new system consists of a mostly elevated structure, running the length of the busy Hegenberger Road business corridor in Oakland. Trains move along the guideway using cable-pulled propulsion, providing a new transit rail link between the Coliseum BART Station and Oakland International Airport. New station platforms were built at each terminus location, and a third facility is located near Doolittle Drive. This intermediate facility, called "The Wheelhouse" is used for maintenance and storage of the vehicles, and houses the system's central control facilities, power substations, and cable-switching functions. Cables are also switched at the terminus stations.

The system's guideway runs west of the Hegenberger Expressway as it travels over the UPRR/Capitol Corridor railroad, then merges into the Hegenberger Road median. The guideway continues toward the airport along the Hegenberger Road median, crosses over I-880 approximately 150 ft. west of the Hegenberger overpass over I-880. Returning to the Hegenberger Road median, the guideway then turns east at Airport Access Road and goes underground at Doolittle Drive for approximately 200 feet. Re-emerging at the corner of Doolittle Drive and Airport Access Road, the guideway runs at ground level between the perimeter of Metropolitan Golf Links and Airport Drive / Bessie Coleman Drive. The guideway ends at the front of the Airport's Premier Parking lot, a short distance from the airport terminals.

What is the fare to use the system?

The BART Board of Directors has set the fare for BART to OAK at \$6 each way. Tickets may be purchased at Platform 3 of the Coliseum Station. The one-way ticket price will include the \$6 BART to OAK fare plus the fare for the trip to the destination Station. For instance, the one-way fare for a ticket from OAK to the Embarcadero Station in San Francisco is \$10.05.

How do I buy my ticket?

Ticketing for the new service is integrated with the BART system, and tickets can be purchased in the same manner as any BART ticket – at any ticket vending location throughout the system.

Can I use Clipper?

Yes. Clipper Cards can be used to enter or exit the fare gates at the new Coliseum Station Platform 3, to enter or exit the people-mover system.

Where do I buy my ticket

Ticket vending machines are available at the new Coliseum Station Platform 3. A ticket is not necessary to board the train at the Airport toward the Coliseum Station; however, once at the Coliseum Station, riders must have a ticket to exit from Platform 3 and continue to their final BART destination. Fare machines are available at the Coliseum Station Platform 3 for travel either to or from the airport.

I work at the airport; do I get a discount?

Yes, Airport-badged Employees are eligible for a discounted fare. Details on the Employee Discount program are available on the web at <https://ezrider.bart.gov>

What is the child fare?

A youth, senior and disabled discount of 62.5% off the adult fare is available if discounted tickets are purchased in advance of arrival at the station. These can be purchased via mail or selected BART retail locations.

Can I buy a ticket at the airport?

No. Customers who need to purchase a ticket may ride the BART to OAK train to the Coliseum Station Platform 3 where ticket-vending machines are located.

What are the regular hours of service?

Hours of service are coordinated with regular BART service hours.

How often does the train operate?

Within regular BART hours, trains will arrive every four and a half minutes during peak times, and less frequently during non-peak hours.

What if my plane gets delayed, will the train wait?

In order to maintain the frequent train arrivals, the train will not wait for passengers approaching. Holding doors could disable the system.

Can I take my luggage on BART?

Yes.

Can I take my bike on the system?

Yes.

Are wheelchairs accommodated?

Yes. The entire system is ADA compliant. There are elevators and escalators to access platforms at both stations. All facilities are built to accommodate physically and visually impaired patrons.

What if I am going to the Coliseum BART Station from the airport? Do I have to have a ticket?

Yes. In order to exit Platform 3 and the BART to OAK area, passengers must have at least a \$6 BART ticket to enter through the Platform 3 fare gates following their trip from the airport. They must then proceed through the station to the main street level exit

How will the project affect traffic on Hegenberger Road and I-880?

The new system will not affect roadway traffic between Coliseum BART Station and Oakland International Airport. Replacement of the AirBART bus with elevated people-mover vehicles will decrease congestion in the Hegenberger Road corridor.

Where is the Airport Station and what does it look like?

The BART to OAK Airport Station is located a short distance from OAK Airport terminals 1 & 2, at the front of the Airport's Premier Parking lot. Passengers who arrive at the airport may cross the terminal curbside roadways at Crosswalk #2 toward the Airport Station; an elevator, escalator, and stairs may be used to access the platform level to board the train.

Architecturally, the Airport Station features a rounded metal canopy roof and glass walls to blend with and compliment the Airport's pedestrian canopies. Station platforms at both the Airport and Coliseum are surrounded by glass windscreens made of colorful art glass panels. At night, the propulsion system's cable bullwheels can be seen illuminated behind perforated metal panels, allowing a glimpse into the inner workings of the cable-propelled machinery.

Where is the Coliseum Station located and what does it look like?

Coliseum Station Platform 3 is located across San Leandro Boulevard from the main Coliseum BART Station's Platforms 1 & 2. The station expansion is integrated with the existing Coliseum BART station using an elevated pedestrian bridge over San Leandro Street. Similar to the BART to OAK Airport Station, the new Platform 3 of the BART Coliseum Station features a rounded metal canopy and art glass walls.

Will there be an intermediate station? What will it look like and when will it happen?

Currently, the system employs an intermediate facility near Doolittle Drive, at the intersection of Hegenberger Road and Airport Access Road. The "Wheelhouse", as it is known, is also called the Doolittle Maintenance and Storage Facility, as it is where operations will be managed and the system vehicles will be stored and maintained. This facility has been cleared environmentally as part of the project as an "Optional" station pending funding by the City of Oakland.

Once sufficient funding has been identified, a station can be developed at the Maintenance and Storage Facility by constructing platforms and canopies, barrier walls, and stairs and escalators. The Doolittle Station has been planned to be a side platform station with an elevated guideway level and the concourse level situated below.

Will BART passengers have to transfer trains to go to Oakland International Airport?

Yes, since the BART to OAK system is a new people-mover system, BART customers will have to disembark a BART train to board the people-mover system. Passengers arriving at the BART Coliseum Station will need to walk to the southern end of the platform, take a short escalator ride

up to a pedestrian walkway crossing over San Leandro Street, and enter the fare gates to the new station platform to ride a train to the airport.

How can I get more information?

You can visit the project website at www.bart.gov/oac, call our project information line at 510.464.6463, or email oaklandairportconnector@bart.gov.