



Alameda-Contra Costa
Transit District

Line 51A/51B Transfer at Rockridge BART

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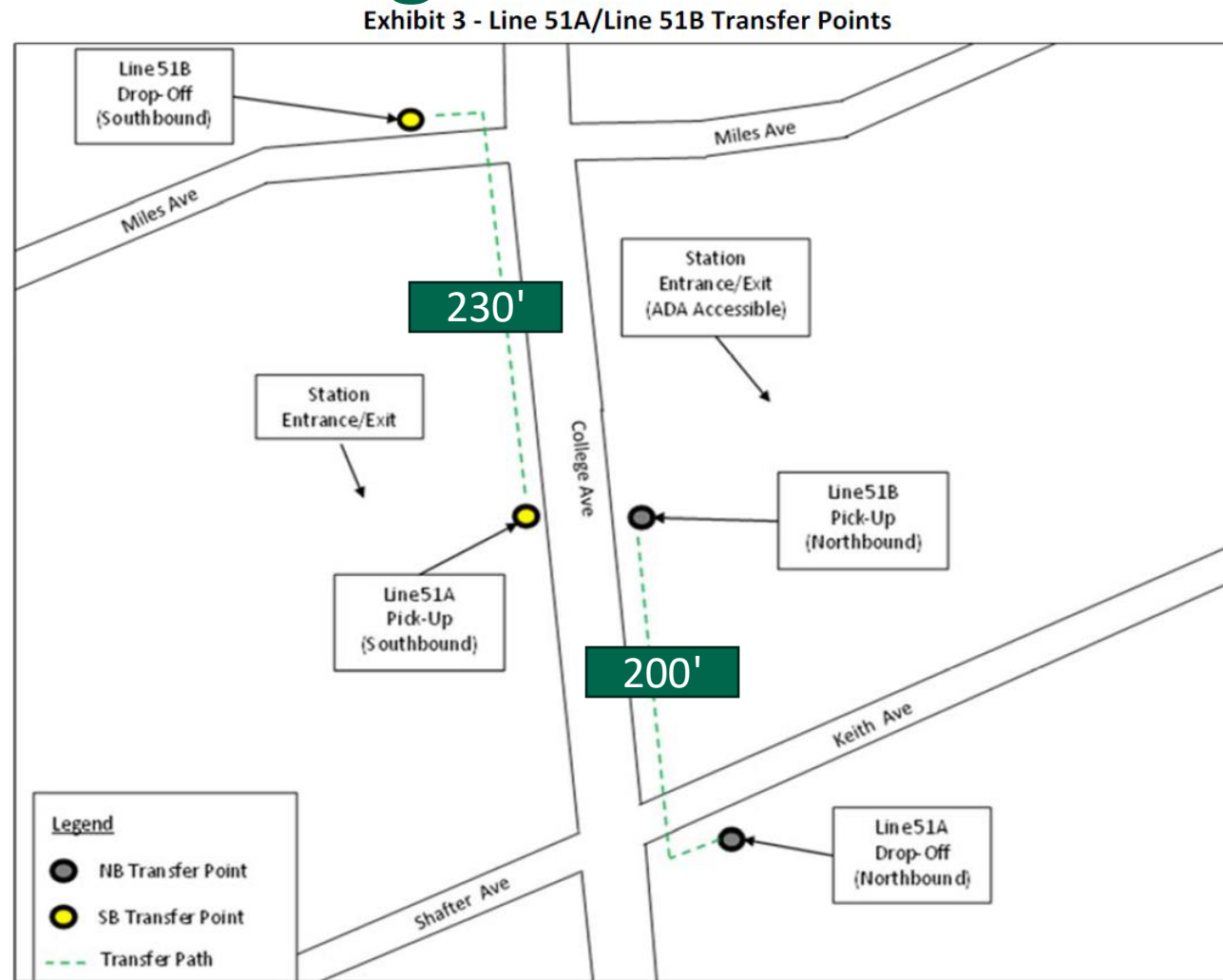
History – Line 51

- 1960 - 2010
 - Operated as single route
 - Split at Rockridge BART to improve reliability – OTP increased
 - Transfer penalty for through riders
- 2015
 - Completion of Line 51 Reliability Project
 - \$10m (TPI) for TSP, Queue jumps, stop consolidations, limited bus only lanes
- 2021
 - Rockridge BART Transfer Alternatives Study



14,231 Weekday Daily Riders (April 2026)
20,306 Weekday Daily Riders (Fall 2009)

The Transfer at Rockridge BART



Customer Complaints on Lines 51A and 51B

Line 51A

- April 2022 – October 2025
 - Total Comments: **937**
 - 51A/51B Transfer Related: **4**

Line 51B

- April 2022 – October 2025
 - Total Comments: **640**
 - 51A/51B Transfer Related: **8**

Total Comments: 1,577
51A/51B Transfer Related: 12

Staff Report Goals

1. Report on existing operating and scheduling conditions
2. Follow up on staff actions taken since 2022 Staff Report

Average Scheduled Connection (minutes)

ALL DAY											
DayType	FromRoute	ToRoute	Direction	2203SP	2206SU	2208FA	2308FA	2408FA	2508FA	2601WR	2604SP
Weekday	51A	51B	Northbound	9.0	7.4	8.2	7.6	7.6	8.2	7.8	7.8
Weekday	51B	51A	Southbound	10.3	9.5	9.1	7.5	10.1	7.8	8.0	8.0
Saturday	51A	51B	Northbound	9.0	9.6	10.0	11.0	10.1	9.5	9.8	10.2
Saturday	51B	51A	Southbound	13.1	16.2	11.1	9.5	12.2	10.2	12.3	12.5
Sunday	51A	51B	Northbound	11.1	10.2	9.3	10.3	10.1	9.9	10.6	9.4
Sunday	51B	51A	Southbound	14.0	12.6	10.9	10.1	13.0	9.9	11.0	12.9

- The table above shows the average scheduled time in minutes between an arriving bus and a departing bus in the same direction.
- Generally, the scheduled transfer window has narrowed closer to the 7 minute goal

Percent of Actual Connections with Reasonable Transfer Window

ALL DAY										
DayType	FromRoute	ToRoute	Direction	2203SP	2208FA	2308FA	2408FA	2508FA	2601WR	2604SP
Weekday	51A	51B	Northbound	71%	74%	77%	75%	78%	76%	79%
Weekday	51B	51A	Southbound	67%	68%	77%	68%	77%	77%	77%
Saturday	51A	51B	Northbound	78%	77%	67%	73%	72%	74%	74%
Saturday	51B	51A	Southbound	55%	65%	71%	64%	71%	65%	65%
Sunday	51A	51B	Northbound	69%	72%	70%	71%	74%	69%	74%
Sunday	51B	51A	Southbound	60%	67%	69%	59%	71%	69%	66%

- Reasonable Transfer Time Window is more than 2 minutes and less than 15 minutes between buses
- The percent of trips in this range has generally improved since Spring 2022
- Green indicates an improvement over the Spring 2022 baseline
- Red indicates a decrease from the Spring 2022 baseline

Average Daily Service Operated by Signup

Service Period	51A				51B			
	51A_ALL	51A_Weekday	51A_Saturday	51A_Sunday	51B_ALL	51B_Weekday	51B_Saturday	51B_Sunday
Winter 2021	88.43%	88.37%	86.44%	91.09%	87.87%	86.04%	94.22%	92.36%
Spring 2022	87.14%	88.52%	82.07%	82.21%	92.34%	91.12%	98.12%	94.12%
Summer 2022	85.34%	87.55%	75.31%	79.56%	94.05%	94.13%	95.60%	91.98%
Fall 2022	89.91%	89.82%	90.87%	89.56%	94.37%	93.91%	94.48%	97.08%
Winter 2022	89.85%	90.39%	93.83%	81.97%	96.43%	96.53%	98.36%	93.85%
Spring 2023	94.56%	94.12%	97.71%	94.60%	97.17%	97.48%	93.80%	98.62%
Summer 2023	96.96%	96.65%	98.95%	97.14%	98.66%	98.63%	99.66%	97.84%
Fall 2023	96.08%	96.24%	95.58%	95.56%	97.89%	98.02%	96.93%	98.05%
Winter 2023	96.12%	95.33%	99.33%	97.89%	97.61%	97.37%	98.90%	97.85%
Spring 2024	89.94%	89.64%	90.56%	91.26%	96.78%	96.95%	95.62%	96.91%
Summer 2024	96.44%	96.96%	93.52%	96.01%	95.28%	95.15%	94.02%	97.43%
Fall 2024	91.70%	92.38%	90.96%	88.10%	94.92%	95.26%	92.10%	95.59%
Winter 2024	94.89%	94.83%	97.01%	93.01%	95.06%	95.26%	95.19%	93.65%
Spring 2025	98.02%	98.00%	97.71%	98.51%	93.51%	94.15%	94.52%	88.43%
Summer 2025	99.14%	99.10%	99.45%	99.04%	97.21%	97.78%	96.61%	94.21%
Fall 2025	97.92%	97.91%	97.80%	98.05%	98.44%	98.75%	97.46%	97.51%
Winter 2025	94.47%	95.53%	90.68%	91.35%	97.42%	97.78%	97.45%	95.17%
Spring 2026	92.31%	93.05%	91.60%	88.22%	96.92%	97.34%	96.07%	95.10%

- Summer 2025 was the start of the Trunk Line Incentive Program Pilot
- Generally improvement in service operated since Winter 2021

- Green indicates 95% or higher Service Operated
- Red indicates 90% or lower Service Operated
- Yellow indicates Service Operated between 90% and 95%

Proposals from 11/10/2021 Staff Report

- Connection Protection
 - Would require operating out of one division
 - Hastus upgrade may allow for multi-division functionality
 - Decreased On Time Performance
- Interline 51A/51B
 - Reliability issues on one line may impact other line
 - Riders would still wait through layover at Rockridge BART
 - Eliminates need to cross street

Other Alternatives Evaluated

- Build schedules at Rockridge BART
 - Ensures Rockridge connection works but would break timings for schools and other connections.
- Extend Line 51B to downtown Oakland, truncate Line 51A in downtown Oakland.
 - Would require Alameda riders to transfer to get to Kaiser Hospital, which they opposed
- Station Supervisors at Rockridge BART to hold busses
 - Resource intensive
- Operate as a single line (Fruitvale BART to Berkeley Marina/3rd & University) after peak hours
 - Eliminates need to transfer in evening hours when there is less traffic
 - Does not resolve transfer issue during mid-day and peak hours

Staff Recommendations

1. Prioritize Improvements to Service Operated and On-time Performance
 - Reducing the number of cancelled trips means more transfers work
 - Focus on improving On-Time Performance
 - Service Operated has been trending upward
 - Trunkline Incentive Program has increased service operated
2. Investigate Connection Protection Feasibility
 - Identify acceptable holding time at connection points
 - Evaluate impacts on schools and other critical connections
 - Implement HASTUS upgrade and assess feasibility



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Thank You