

Meeting Date: July 13, 2011

Committees:

Operations Committee
External Affairs Committee
Board of Directors

Planning Committee
Finance and Audit Committee
Financing Corporation

SUBJECT: Report on the Progress of Activities Associated with Bus Turnarounds for the Line 51A and 51B at the Rockridge BART Station

RECOMMENDED ACTION: Briefing Item Recommended Motion

Consider Receiving a Report on Activities Associated with Bus Turnarounds at the Rockridge BART Station

Budgetary/Fiscal Impact:

There are no anticipated budgetary impacts associated with this report.

Background/Discussion:

This item is being presented at the request of Director Harper regarding the status of efforts to change the turnaround configuration of the Lines 51A and 51B at the Rockridge BART station.

On August 18, 2010, staff presented GM Memo 10-161 which outlined several different scenarios for revising the current turnaround situation for the Lines 51A/B. The list of these scenarios has been included below, as well as any update on efforts towards implementation.

Scheduling Alternatives – These are predicated on the requirement for re-unification of the Lines 51A and 51B at the Rockridge BART station. Re-unification of the line is generally not recommended at this point due to the following:

- The positive on-time performance trends since the split.
- The underlying traffic issues have not changed.

Scenario Name	Description	Estimated Cost	Current Status
"Seat Sliding"	Involves an operator vehicle exchange for each trip at the BART station	\$580,000 annually	Due to both operations and cost implications, staff has not pursued this scenario.
"Scheduled Dwell Point"	Involves additional scheduled time at the Rockridge BART station to allow for the bus to arrive late, but depart on-time.	\$490,000 annually	Due to cost implications, staff has not pursued this scenario.

Routing Alternatives – The scenarios presented below have been considered in lieu of operating along Keith Avenue.

Scenario Name	Description	Estimated Cost	Current Status
BART Station (Internal Circulation)	Involves redesign and construction of driveways and roadways around the BART station to permit the staging of buses off-street.	Potential Operational Savings due to reduced time requirements. Unknown capital costs associated with reconfiguration.	BART President Franklin has expressed an interest in working collaboratively with AC Transit to see if this scenario can fit into the Rockridge Plaza redesign project.
Russell Street, End of the Line	Involves the extension of the 51A to end at Claremont and Russell.	\$790,000 Annually	Due to cost implications, staff has not pursued this scenario.
Claremont to 51 st	Involves turning vehicles around via Claremont Avenue and 51 st Street	\$1,000,000 Annually	Due to cost implications, staff has not pursued this scenario.

In addition to the above scenarios previously presented to the Board, at the request of Oakland Councilmember Brunner, AC Transit staff investigated the potential of shifting the end of the line turnaround to the Pleasant Valley Safeway re-development project at the intersection of Pleasant Valley/51st and Broadway. February 2011 correspondence provided to Councilmember Brunner has been attached for Director information. To-date, District staff has not received any comments or questions regarding this proposal and is working with city of Oakland Planning staff on its status.

Santa Clara/Broadway/College/University Corridor Long Range Planning

As discussed previously, splitting Line 51 has always been considered an interim step in the process towards further corridor development. The Board has been presented an action plan related to the corridor that included the following elements:

Short Term:

1. Continue with the proposed split of the Line at the Rockridge BART station.

Medium Term:

1. Implement the recommendations identified within the Route 51 Service and Operations Reliability Report. Staff intends to implement stop removals commensurate with the report recommendations starting with the Fall 2011 signup.
2. Continue to seek funding to conduct a formal Alternatives Analysis (AA) study that would provide a robust corridor-level review of service delivery alternatives. Staff continues to believe that the project corridor is an excellent candidate for enhanced rapid transit elements due to adjacent area population densities, demonstrated transit usage and high potential for additional riders.

Long Term:

1. Implementation of an enhanced bus system as envisioned in the AC Transit Strategic Vision.

Next Steps:

In addition to the above action plan, Staff recommends that the District work with BART President Franklin to best ascertain the level of interest in the development of off-street bus staging scenarios.

Prior Relevant Board Actions/Policies:

GM Memo 10-161: Update on the Operations of Lines 51A and 51B Service

Attachments:

Attachment A: February 16, 2011 Correspondence to Councilmember Brunner

Approved by: Mary V. King, Interim General Manager

Prepared by: Cory LaVigne, Director of Service Development and Planning

Date Prepared: July 5, 2011



Alameda-Contra Costa Transit District

Mary V. King, Interim General Manager

February 16, 2011

The Honorable Councilmember Jane Brunner
City of Oakland
1 Frank H. Ogawa Plaza
Oakland, CA 94612

Re: Pleasant Valley Safeway Transit Center Proposal

Dear Councilmember *Jane* Brunner:

Thanks again for meeting with us to discuss our continuing efforts to provide safe, effective and reliable transit service, while respecting the integrity of neighborhoods. During our conversation, you raised the possibility of using the upcoming re-development of the Pleasant Valley Safeway project as a potential location for a bus turnaround. District staff has reviewed this concept and we are pleased to present it to you for consideration. We are more than willing to work with the city and developer to assess its viability for the project.

Should you wish further information, please contact Cory LaVigne, our Director of Service Development and Planning, who is responsible for coordination of activities in association with this effort. He can be reached at 510.891.4846 and is eager to assist.

Again, thanks for the opportunity to bring collaboration between our two agencies.

Sincerely,

Mary
Mary V. King
Interim General Manager

*I really hope
this can work out
as a successful partnership
project for the City and
AC Transit.*

MVK/cl/ct

cc: Elsa Ortiz, AC Transit Board President
Greg Harper, AC Transit Director Ward 2
Eric Angstadt, City of Oakland Planning
Iris Starr, City of Oakland Transportation Planning
Darin Ranelletti, City of Oakland Planning
Cory LaVigne, AC Transit



Proposal for a Transit Center in the Pleasant Valley Safeway Development

Provided by AC Transit at the Request of Councilmember Brunner

Description: In 2006, the AC Transit District (District) began a study of Line 51- the most used public bus route in the east bay- in order to evaluate service levels and reliability. The portion of Line 51 along College Avenue north of Rockridge BART into Berkeley was identified as a segment where a significant amount of delay/variability in the schedule could be attributed. In March 2010, the District split the route into two smaller routes (51B-northern half; 51A-southern half) with the goal of increasing reliability on segments in Alameda, and Downtown/North Oakland. Rockridge BART was selected as the terminal for the split because it provided a logical method to turn buses around via either Keith Avenue or Miles Avenue.

Due to continuing concerns expressed by residents in and around the Rockridge BART station, the District's Board of Directors has directed staff to explore finding an alternative to the current turn-around for buses. Additionally, Councilmember Brunner has requested that AC Transit perform an evaluation of the feasibility of using the re-development of the Rockridge Center as an opportunity to remove line 51A buses off of Keith Avenue and to provide the necessary turn-around for both lines 51A & 51B within the shopping center. Based on these requests, AC Transit staff performed a conceptual review of location possibilities and completed ridership/service assessments and is pleased to present that information below.

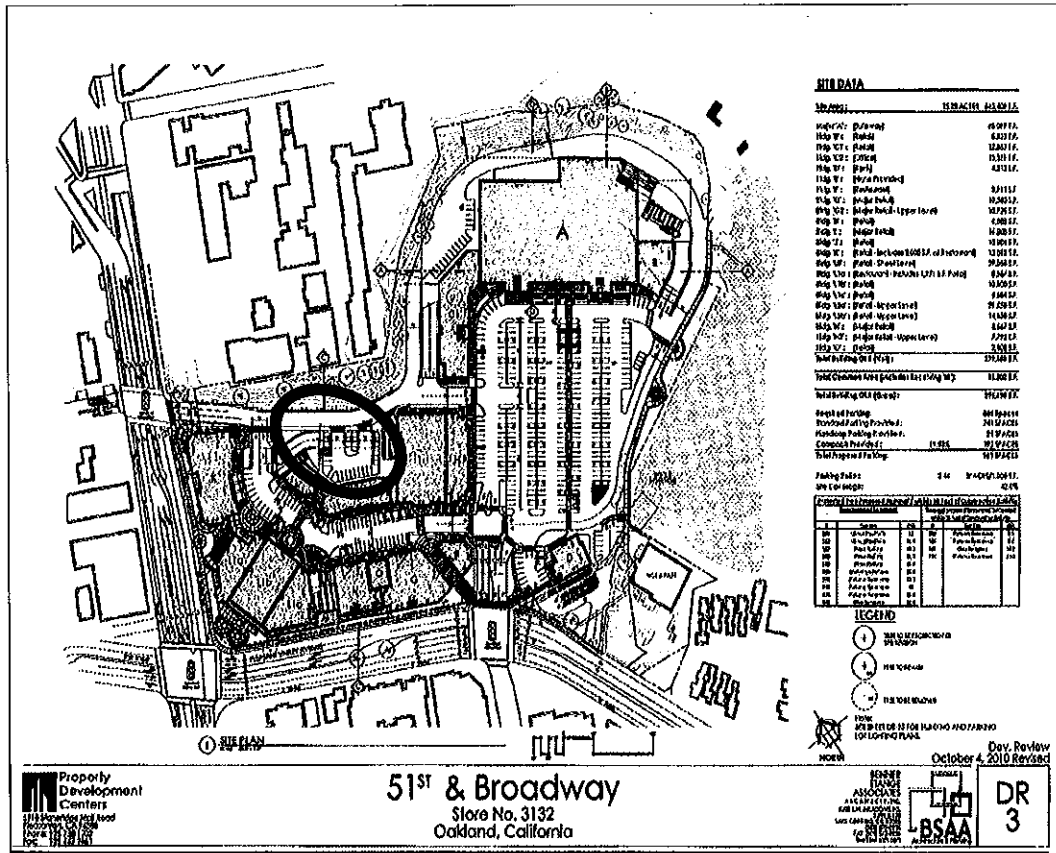
Location: Using the latest drawings provided and based on a number of factors (construction costs, added running time, traffic issues, and development impacts) the District believes that the site highlighted below is best location that could be considered for a transit center. AC Transits main criteria for selection of this site was to minimize time requirements for access/egress of the site. This recommendation does not come without consequences, for in order to meet space and turning requirements listed above, the District feels that the existing site proposal shown would require significantly adjustment. The footprint of building "J" would probably need to be reduced by half. In addition, the loading zone shown just west of building "I" would need to be removed. It's important to note that the District's analysis was not completed using Auto-turn. With that said, the District believes it does provide us with an idea of the magnitude of our request and a framework for the developer to evaluate.

While AC Transit has provided a recommendation for the site location of a transit center, the decision lies ultimately between the city and developer. Should there be interest in exploring alternative locations, the District's main request is that access/egress to the site be completed exclusively via Broadway, and not Pleasant Valley. This decision will greatly minimize the time required to circulate buses on the site, ensuring its continued sustainability.

Transit Center Requirements: Upon review of the site, AC Transit has the following space requirements for any transit center under consideration for the Rockridge Center site:

- Two adjacent bus bays that can accommodate 40-ft buses- Line 51B
- Two adjacent bus bays that can accommodate 60-ft buses- Lines 51A (future growth)
- Minimum 40' between buses

- Minimum 12' lane widths
- Turning templates to accommodate both MCI 45-ft buses and 60' vehicles (into, through, out of site)
- Minimum 8' wide sidewalk landing areas to deploy ramps at each stop (no bus shelter)



Routing: Line 51B-southbound would route via Broadway, make left at Broadway entrance, then right into transit center; 51A-northbound would make right into Broadway entrance and then right into transit center. Heading out of the transit center, both buses would make left onto entrance roadway. Line 51B-northbound would continue via R/Broadway; Line 51A-southbound via L/Broadway.

Capital Cost: Staff estimates a preliminary estimate ~\$350,000 to build a transit center at the location identified above.

Development Impacts: loss of 28 parking spaces within project; removal of loading area west of Building "I"; reduction of footprint of building "J."

Schedule Delay: Routing would add about 5 minutes to each route due to anticipated delays along the entrance roadway. This added time does not include additional costs or savings involved with routing away from the Rockridge BART station.

Passenger Impacts: Staff has reviewed current ridership boarding information and finds that service would improve for the 584 passengers who currently travel between areas north of Rockridge BART and the segment between Rockridge BART and 51st and Broadway. The change from Rockridge BART to the Rockridge Center would eliminate these passengers need to transfer. Additionally, relocation of this transfer site would be a great benefit for those currently forced to cross streets to complete a transfer at the Rockridge BART station.

On the other hand, service would degrade for approximately 290 passengers who currently travel between areas south of College Avenue and Broadway and the segment between College Avenue and Broadway and the Rockridge BART Station. The change from Rockridge BART to the Rockridge Center would force these passengers to transfer.

AC Transit is pleased to present this alternative turnaround location for consideration. Please contact Cory LaVigne (891.4846) for further questions or additional information.