

Frequently Asked Questions (FAQ) for track replacement work between Rockridge and 19th Street stations.

Why are you doing this work?

BART The tracks and other equipment between Rockridge and 19th Street are old and need to be replaced is moving forward with a systemwide rebuilding campaign supported by voter-approved Measure RR. The track replacement work happening in downtown Oakland is critical to ensure the safety and reliability of the BART system for its riders. This portion of trackway is especially important because of its location in the core of the system. The track components being replaced have been in use for decades and have outlived their design life. BART's team will be replacing interlockings, which allow trains to safely move from line to line.

When will the work be happening?

The work will happen on 18 non-consecutive weekends over the next three years. The 2024 work weekends include: June 22-23, July 20-21, August 17-18, September 21-22, October 19-20, and November 2-3. Work weekends in 2025 and 2026 will be announced once the schedule is finalized.

Why do you need to shut down BART service in the work area?

Track shutdowns allow BART to do major track work in a short amount of time and in a safe manner. Multiple activities can happen simultaneously when there are no active trains in the section of the system where work is taking place. Creating a safe environment maximizes efficiency since it allows our crews to work uninterrupted.

Why are there delays of up to 40 minutes in the work area, no Red Line service, and 30-minute frequencies between trains on all lines except the Yellow Line on work weekends?

The work in the core of the system prevents us from running normal service. It takes approximately 25 minutes for a train to run from the only interlocking, or switch, south of North Berkeley to MacArthur, offboard passengers, then return northbound until it reaches the interlocking again, where the train can switch tracks. We are only able to use one platform at MacArthur due to work area restrictions. The layout is similar between Fruitvale and 19th Street stations. That means we need to operate trains with 30-minute headways to ensure there's enough space to safely run trains serving multiple lines and single tracking into and out of 12th Street and 19th Street stations.

Will the track shutdown impact BART service elsewhere in the system?

In addition to the bus bridge, Red Line service will also be cancelled on shutdown weekends. Service to San Francisco International Airport will be handled by Yellow Line trains, which will operate to SFO throughout our service day. All train schedules will be different from the normal weekend timetables. Due to the new schedule, the last train departures of the night may be earlier than the regularly scheduled departure times.

What's a bus bridge and how will it work?

Since we're unable to run trains between Rockridge, MacArthur, and 19th Street stations on shutdown weekends, regular service will be replaced with free buses between those three stations. Riders at the impacted stations will be directed by BART staff onto the appropriate bus. The Orange Line bus bridge will operate between MacArthur and 19th St. The Yellow Line bus bridge will include buses that go directly between Rockridge and 19th St as well as buses that also stop at MacArthur. There will be extra BART staff at all stations to help you, as well as wayfinding signage on posters and in A-frames throughout the stations.

Are bicycles allowed on the bus bridge?

Yes. Buses are all outfitted with racks to accommodate bicycles. Each bus typically has a capacity of three bicycles. You can also bring traditional bicycles onto the buses if space allows. Please avoid bringing motorized bikes or eBikes to the bus bridge as they may not be allowed on the buses.

Any additional tips for bicyclists?

It might be faster to ride your bike between stations than to take the bus bridge. It might also be faster for Richmond Line riders to ride their bikes directly to 19th Street and take BART to their destination from there.

Will this work be disruptive to the neighborhoods around the project area?

To perform this critical work, BART crews will need to set up lights, generators, and other heavy equipment near and on the trackway. The fact that much of the work is happening in tunnels should mitigate neighborhood impacts. Despite that, some neighbors could hear noises, which include but aren't limited to, beeping from trucks backing up, industrial sized saws, drills, and other powerful equipment. Residents may also see bright lights at night.

What are you doing to limit construction impacts for neighbors?

BART has mounted an extensive public outreach campaign leading up to the start of this project. This includes direct mailers to neighbors and business near the work site, briefings for local elected officials, posts on social media, and outreach to the press. The results of this project will be safer and more reliable service for riders and a quieter system for neighbors.

Has BART done this sort of work before?

BART has successfully completed more than 50 track shutdowns since the inception of the Measure RR rebuilding program. Those projects have delivered on the promise of providing riders with a more reliable, quieter, and safer ride.

How is this work being paid for?

Funding for the track rebuilding work is coming from Measure RR, which was approved by BART District voters in 2016. Measure RR provides \$3.5 billion in bonds to rebuild the BART system over the coming years. RR funds have also been used to rebuild other portions of trackway. The expenditure of RR funds is monitored by an independent Bond Oversight Committee to ensure projects are cost-effective, meet quality standards, and are completed in a timely manner.