

City of Alameda – AC Transit ILC

January 30, 2025 Meeting Notes

1. Roll Call/Welcome and Introductions

Attendees: Mayor Marilyn Ezzy Ashcraft, Councilmember Tony Daysog, Director Sarah Syed (chair)

Meeting started at 9:05 a.m.

2. Announcements/Public Comments

None

3. ILC Parameters and Proposed Consolidations

Robert Del Rosario: Discussion about the ILC appointments and the potential to restructure the ILC meetings came up during the October 2024 AC Transit Board retreat. There are currently 7 active ILCs that meet quarterly. The ILCs are a great collaboration tool between AC Transit and our partner jurisdictions and there have been good outcomes, but there are also challenges – it's labor intensive for staff, there is occasionally an issue with quorum, there's minimal public participation other than Oakland and Alameda, and scheduling meetings can be difficult. What staff is proposing is to (1) update the purpose of ILCs to include topics such as regional coordination, joint advocacy, rider experience, and fares, and (2) consolidate ILCs and remove redundancies with other meeting bodies. For Alameda, what that could look like is having a consolidated Oakland/Alameda/Piedmont ILC meeting that meets quarterly. This is just a proposal. We are currently seeking ILC feedback, then we will return to the Board.

Mayor Ashcraft: I do see the logistical and workload challenges, but I have hesitation with combining Oakland, Alameda, and Piedmont. Perhaps consider switching to a virtual format, dedicate one day to ILCs, and then meet with each city sequentially via Zoom.

Councilmember Daysog: I understand the challenges, but with consolidation I would worry about Alameda's issues getting lost. Would also have concerns with the length of a consolidated meeting.

Director Syed: We should think about how we can make this a more effective group that's really focused on those policy-level discussions and that's less burdensome on staff. It's important to consider various options like this sequential, virtual meeting option. We might also have more flexibility in scheduling, such as considering evening meetings. I have extreme hesitation with consolidating Alameda, Oakland, and Piedmont – there are very different issues, and with Alameda as an island it is so critical that we are collaborating regularly and directly and hearing from the community.

Public Comment (Christy Cannon, CASA): Appreciate the comments, am concerned about diluting Alameda's concerns if ILCs were to consolidate. Also concerned about where the consolidated meetings would be held, if held in-person. Appreciate the Mayor's suggestion to go to virtual meetings.

4. Stargell Complete Streets, Bus Stops, Roundabouts

Rochelle Wheeler: Project area is Stargell Ave from Main St to Mariner Square Loop. We've heard concerns from the community about excessive speeding, unsafe crossings, and lack of bike facilities. The goal of the project is to improve safety for all roadway users, improve safe routes to school, transit service, walking/biking

connectivity, and reduce flooding. Concept plan is to add biking/walking paths on the north side of Stargell, new bus stops at Mosley Ave and Coral Sea St for the Realign-rerouted Line 19, new crossings, and new roundabouts at Fifth St and Mariner Square Loop. Next steps are to secure funding (~\$11M project), finalize design/environmental, PS&E, and construction is expected in 2027/2028.

Mayor Ashcraft: Are the roundabouts designed to accommodate transit and trucks?

Mike Alston: Yes, we tested bus and truck movements in designing the roundabout concepts.

Gail Payne: The intent is that trucks may have to use the truck apron, but buses will not have to go over the truck apron.

Mayor Ashcraft: Did the outreach also include Dignity Village?

Rochelle Wheeler: Yes

5. Named Measure BB Bus Project Repurposing

Gail Payne: The City wants to redirect \$9M in Measure BB funds that were originally intended for a rapid bus service. Since rapid bus service is not planned with AC Transit's Realign project, the City wants to repurpose those funds towards three high priority multimodal projects that would also increase the reliability of bus service (Lincoln/Marshall/Pacific, Stargell Ave, and Westline Dr queue jump).

Mayor Ashcraft: Will do what I can to move this forward for approval as a member (vice chair) of ACTC.

Councilmember Daysog: Is it correct that this is taking funds that would have been for bus rapid transit at Alameda Point?

Gail Payne: The project as described in the expenditure plan is quite broad, which allows us to work it to be consistent with our high priority projects, but having the majority of the funds still focusing on the Alameda Point area.

Director Syed: Question about the cost-benefit of this, for example we know we're going to have a lot of impacts to transit from the Oakland Alameda Access Project – is there a possibility for directing the funds to that? I know there are different pots of money for operations vs capital, but just wanted to raise it as something to consider.

Gail Payne: Just to clarify, this is for capital not operations.

6. AC Transit Realign Update

Michael Eshleman: To recap the Realign changes for Alameda: Lines 51A, 20, O, and 851 will operate as they do today, Line 19 will be extended to serve Alameda Point via Stargell Ave and RAMP, Line 21 will no longer serve Oakland Airport, and Lines W and OX will be consolidated. For next steps, we will be coordinating with the City on bus stop location changes and red curb needs, and we'll be sharing information on the new service as we get closer to August 2025.

Director Syed: Just wanted to let folks know this item will be coming back to the AC Transit Board with Realign+, and that is the next priority for how we'll be able to bring back more service when more operators are available.

7. Park St TSP & Signal Optimization Project

Casey Bruno: The Park St TSP & Signal Optimization project is one of eight projects selected by MTC to receive funding from the BusAID "Accelerated Infrastructure Delivery" Program. This is an AC Transit project to help improve transit reliability and travel time on Park St from Alameda Ave to Otis Dr. We will be implementing TSP at four intersections, completing the TSP network already in place on Park St. The project will also check all the signals along the corridor to make sure

that TSP is calibrated and operating well. In situations where pedestrians are being served by the signal, the buses would not cause the pedestrian signal to terminate. On timeline, construction is expected in Winter 2025/early 2026, with completion in Summer 2026.

8. Oakland Alameda Access Project

Lisa Foster: ACTC's latest construction impact estimates- first six months will have one lane closure in the Webster Tube and the Posey Tube will remain open with two lanes. When the work in the Webster Tube is complete it will reopen to two lanes and the Posey Tube will have one lane open (with one lane closed for one year). The project is expected to include a handful of full nighttime lane closures. ACTC is planning a series of public events in March to get information out.

Robert del Rosario: On the transit end, there's not a whole lot of transit mitigations we can get in the tubes. We are pushing ACTC and the City of Oakland to get as much transit priority as possible in Oakland since there's an opportunity to do so with the roadway network (dedicated transit lane on 7th St, explore options for the left turn from Broadway onto 7th, signal optimization). Currently talking these through with ACTC and City of Oakland.

Mayor Ashcraft: It is a very necessary project, but at ACTC, Director Young and I have been stressing the importance of addressing and mitigating the construction impacts of this project.

9. Transit-Supportive Design Guidelines

Crystal Wang: The TSDG is a document that lays out what conditions are needed on the street for buses and paratransit to operate safely, as well as important design considerations to keep in mind to be supportive of transit and transit riders. The intended audience for this document is internal AC Transit staff and the city planners/engineers/designers that we regularly coordinate with. Our goal is that this document will help streamline the process of coordinating with AC Transit on roadway projects. On outreach, we've brought this to ILCS and other city commissions. For Alameda, that has included the Transportation Commission and the Commission on Persons with Disabilities. On timeline, we hope to have the final guidelines document completed and posted on our website after we bring this to the AC Transit Board in late February 2025.

10. AC Transit Ridership and Complaints with Actual Missed Runs

Crystal Wang: The agenda packet includes an attachment with the performance summary for lines operating in Alameda for July-November 2024. Over this period, ridership has been consistent, and most of these lines are where they should be in terms of productivity. For on-time performance, some of these lines have not been meeting our standard during this timeframe, like Lines 96 and the transbay lines. Lines 96 continues to be on detour and will be for a few more months due to road closures in the Alameda Point area. We're trying our best to make sure access is still maintained in the Alameda Point area, especially to serve the food bank.

Director Syed: I've heard comments from OX riders about the changes in service quality. Staff investigated the issue and adjusted departure times accordingly. On-time performance remains a concern, as well as pass-ups and no shows. There is still lots of work to do on service quality.

Mayor Ashcraft: Some Alameda riders have expressed issues/challenges when the bus does not fully pull up to the curb, not able to safely deploy/exit via the bus ramp.

Councilmember Daysog: Wanted to note concerns about no-shows, especially on lines that don't operate very frequently.

11. New Developments/Transportation Management Association Update

Lucy Gigli: We are continuing the BayPass program, and we have 2,500 members who are part of the program. Highest ridership on AC Transit, the ferry, and BART. We will be transitioning to EasyPass for the residents/employees at Alameda Landing and will be ending the Alameda Landing shuttle. Last year we developed an All-Transit map for program participants to get a better understanding of all the transit options in the area.

12. Free Bus Pass Pilot Program for Seniors and People with Disabilities Update

Liz Escobar: Our current membership is 913, and there's a waitlist of 52 people. This is an 11% increase from last year. Ridership for 2024 was 208,823, substantial increase from 2023. Lines 51A, 20, and 96 were the highest ridership lines. Have heard feedback from users about long wait times, no shows, and pass ups. We have completed bus shelter improvements, and the program remains very popular. Usually I try to clear 30 people from the waitlist per month. We will be going to Council before the end of the fiscal year for full approval of a permanent bus pass program.

Mayor Ashcraft: Why is there a waitlist – is there a cap, or is it a financial issue?

Liz Escobar: It is more on the financial side – we are keeping an eye on the budget to make sure we can keep the program going. We average anywhere from \$18-20k per month.

Mayor Ashcraft: My concern as mayor is that any low-income senior who needs a bus pass should get one. Will work with the City Manager to see if there are funds available to address the financial concerns.

Director Syed: Wholeheartedly agree, this is such an important program, thank you Liz.

9. Next Meetings

Thursday, April 17, 2025 at 9 a.m.

Thursday, July 17, 2025 at 9 a.m.

Thursday, October 16, 2025 at 9 a.m.

10. Agenda Planning Requests

Clipper BayPass – requested by Councilmember Tracy Jensen

11. Announcements/Public Comments

Moment of silence to remember those impacted by the airplane accident in DC.

Adjourned 10:37am