



Agenda Planning Request Form



Instructions

Complete this form for any new or amended Agenda Planning (AP) Request. Each request requires the endorsement of **at least three (3) Directors** (including the requestor). Directors are limited to a **maximum of fifteen (15)** AP requests per calendar year, with no more than two requests made per meeting. AP requests are non-transferrable to any other Director and any “unused” AP requests shall not be carried over to the next calendar year. Requests for presentations by individuals or organizations outside of AC Transit are excluded from the AP request limit.

Prior to making a request, Directors shall make their best effort to discuss the item with the General Manager, a member of his/her Executive Staff or appropriate Board Officer in advance of the Board meeting at which the request will be made.

AP Request Forms are due to the District Secretary no later than 5:00 p.m. on the Wednesday one week prior to the scheduled Board meeting in order for the form to be included in the agenda packet. Email completed forms to districtsecretary@actransit.org

Information

Directors Name	Sarah Syed	Meeting Date the AP Request will be Made:	March 13, 2024
Is Request New or Amended?	New	Include in the GMs Report? (Yes or No)	No
Type (Action or Briefing):	Action	Expected Staff Report Due Date (if known):	N/A
Was the report Discussed w/ GM, Board Officer or Exec Team Member, Yes or No?	Yes		

*****Please type responses in the boxes shown below.*****

Item Description: (Please be thorough. Attach additional information if needed.)

General Manager Report on detours on Broadway and potential action on detours on Broadway.

The District has been shutting down major bus stops and stations serving Lines Tempo, 6, 12, 18, 33, 51A, 72, and 72M on Broadway between 14th Street and Thomas L. Berkley/20th Street in both directions every Friday, Saturday, and Sunday starting at 9 p.m. until end of service. The detour affects lines 6, 12, 18, 33,



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51A, 72, and 72M and the 1T Tempo service. Buses have been detouring off Broadway with no stops for riders on parallel corridors.

Directors have been hearing from concerned elected officials and riders and want to get a briefing on the issue. Please see attachment of Director Syed's report on Broadway Bus Detours for additional information on this topic.

Purpose:

Receive report from General Manager on detours on Broadway. Opportunity for the public to comment. Discussion of issue. Potential action on detours on Broadway.

What will be Accomplished/Desired Outcome:

Clear up confusion regarding the detours on Broadway. Discussion of what we are learning from this and opportunities for improved procedures in the future so the District can do better by riders, the public, and local government partners.

The Section Below if for District Secretary Office Use Only

Information on requested additions by Board Members:

Concurrence By: Beckles Walsh Syed McCalley Shaw Young Peoples

Tracking Number (if applicable):

Director Syed Report on Broadway Bus Service Detours



AC Transit has been shutting down major bus stops and stations on Broadway between 14th Street and Thomas L. Berkley/20th Street in both directions every Friday, Saturday, and Sunday starting at 9 p.m. until end of service. The detour affects lines 6, 12, 18, 33, 51A, 72, and 72M and the 1T Tempo service. Buses have been detouring off Broadway with no stops for riders on parallel corridors.

What's happening on Broadway

I was on Broadway this past weekend Saturday and Sunday nights before and during the bus detours and stop closures. I walked Broadway, rode buses, talked to bus operators, field supervisors, police officers, and bus riders. I observed no issues that would justify bus service being detoured off Broadway. This is what I saw and heard:

On both nights, people were out and about in the heart of the city, going to and from shows, clubs, bars, restaurants, and BART. I was out from 9:15 p.m. Saturday until after 12:30 a.m. and on Sunday from 8:30 to 10:30 p.m. I walked back and forth on

Broadway in the area buses were detouring around. Sidewalk activity was overwhelmingly positive. People were posing for group photos, heading into clubs, grabbing dessert and food from street vendors, waiting for their rides. People driving cars traveled through the area. Here's what I saw people who ride the bus experiencing:

Sunday March 3, 2024

- Several people waited for the bus at the Uptown Tempo station a few minutes before 9 p.m. The countdown sign at the station reported the bus would come very soon. The AC Transit app showed the bus on its way to pick us up. The Tempo appeared less than ½ a block away at 9:01 p.m. and turned to detour off Broadway leaving us behind. Most riders saw the bus turn away and walked south through the detour area to find where the Tempo would actually stop for riders. One rider, a woman in a manual wheelchair, stayed at the Uptown station. I walked south with Jimmy, one of the passed up riders. Jimmy had just gotten off work and had picked up dinner from a restaurant to take home for his household. At the 14th St station Jimmy asked the bus operator why the bus skipped Uptown. The operator said that with all the new housing construction, food vendors and food trucks, it was too busy for the bus so it has to detour.
- A person waited for the 33 bus at the stop north of 20th St across from the Paramount Theater to travel north after 9 p.m. This stop is the first stop the 33 serves after the detour. The bus hadn't served a bus stop since 12th and Franklin. When the bus arrived, the bus turned right on Broadway and passed the person at the bus stop, leaving them behind.

Saturday March 2, 2024

- Several people waited for the Tempo bus at the 14th St Tempo station at 10 p.m. to head south. Mark, an employee of the Fox Theater, had wrapped up work at the theater, and was waiting with his friend for the Tempo. The Uptown Tempo station near the Fox was out of service due to the detour, so they had walked twice as far in the bitter cold. At 10:10 p.m. a Tempo bus pulled up just past the station, stopped briefly and left without picking up any of the people waiting. Mark needed to transfer to a crosstown bus route in East Oakland to get home. He hoped the bus he needed to catch would still be running. We waited and boarded the next Tempo bus at 10:20 p.m. Twenty two riders were on board heading south.
- A little after 11:00 p.m. I was heading north on the Tempo line to the Paramount Theater area. Our bus reached the detour end of line stop at the 12th St Tempo station. The bus operator notified riders to depart the bus. Most riders got off. One angry rider stayed on and hurled homophobic and racial epithets at the bus operator. I got off the bus and walked around the corner to Broadway where I

saw riders trying to figure out how to get to their destination. My trip planner told me to take BART one stop to the Paramount but I was cold, did not want to pay BART fare, and saw a bus approaching. I jumped on the bus (Line 18) and rode the detour north, getting off the bus after the detour ended past 20th St.

I spoke with an OPD officer, AC Transit Bus Operators, and Field Supervisors on Saturday and Sunday nights to learn more. The common issue they identified is idling vehicles and parking in the bus lanes outside the nightclubs. Field supervisors elaborated that K- Rail barriers blocking the bus lane on half of the block 24-7 is also an issue. These conditions are pictured below. The K-Rail barriers slow buses all day long and encourage idling and illegal parking in the area. I believe these existing conditions should be addressed with the City of Oakland and that they do not justify detouring all nighttime bus service off Broadway.



Here's where I stand: Management canceling bus service without any public process is unacceptable. More buses run on Broadway than on any other street in Oakland. Absent a very temporary emergency situation, there needs to be a public process. This is a policy decision that elected officials should be engaged in after a public discussion.

The public should have a chance to say, yes this is great, or no we don't want this. Who needs to get home after work, who is living in downtown Oakland, who is going to performances and participating in the vibrant nightlife of the largest city in AC Transit's service area? When government officials decide what service will be and impose it on communities, they create needless antagonism and distrust. AC Transit can improve bus service equity by listening to riders, workers, and the communities we serve and by making informed decisions supported by facts.

I'm glad management has seen the error of a seven night a week closure. The new plan still withdraws critical night time service from Broadway on the busiest nights of the week. Moving bus stops to the darker, less populated Franklin or Webster Street corridors is not a solution. Many people cannot or will not walk that far. Bus service on Broadway connects to BART and to all parts of the AC Transit system, making it a critical regional corridor.

Broadway Safety Background

My experiences on Broadway and as a member of the City of Oakland AC Transit coordination committee have helped me better understand the day-to-day issues that require Oakland Police Department and Alameda County Sheriff's Office collaboration and assistance Downtown to support safe, reliable transit service. But these issues are not unique to Downtown Oakland and are not threats to AC Transit riders and to transit workers. Without AC Transit buses running on Broadway, riders feel stranded and less safe.

In the past week, AC Transit management and leadership have perpetuated harmful narratives about Downtown Oakland crime to justify the March 2024 detours. The AC Transit General Manager's official statement on February 26, 2024 to Oakland City Council member Carroll Fife stated that "the purpose of limiting the stops on Broadway was to move our service away from the rampant shootings, homicides, and sideshows during those active hours."¹ These assertions have not been backed up by data. I think this is problematic and not helpful to the City of Oakland and to people who ride the bus.

In the past, I've received regular updates on night time safety challenges and had the opportunity to collaborate on potential solutions at quarterly meetings of the Oakland AC Transit Interagency Liaison Committee (ILC). Early last year the Oakland Police Department directed night time shutdowns of Telegraph and Broadway in the Club District based on some crime statistics to alleviate some pressure.

In March 2023 AC Transit staff reported at the ILC meeting that the shutdowns were not sustainable. Staff identified parking enforcement and blocked bus zones as the big

¹ February 26, 2024 Official statement from AC Transit General Manager

issue for AC Transit. I urged City and AC Transit staff to examine letting the buses through in the bus lanes during the nighttime shutdowns.² When motor vehicles are not allowed in an area, people need reliable transit even more. It is typically a better environment for buses and people on car-free streets. Unfortunately, the City of Oakland did not let the buses through during the 2023 temporary nighttime road shutdowns on Broadway.

In June 2023 OPD reported that the road closures were negatively impacting businesses and bus routes. Based on this feedback OPD reopened the area to traffic gradually with a pilot. At the June ILC meeting OPD Captain Burch stated that “AC Transit can return service to this section of Broadway. There will still be challenges due to double parking and traffic congestion. This is a work in progress. ... I’ve started to leverage ambassadors for the Business Improvement District and private security to triage these issues. We want this area to thrive and create a sense of safety. ... We’ve created more partnerships and foot patrols to address the crime issues, which has changed the environment.”³

OPD ended street closures in October of last year. I had no idea until late February 2024 that AC Transit has been detouring service off Broadway on weekends long after OPD stopped shutting down streets. If there was a significant safety issue jeopardizing bus service on Broadway, AC Transit Board members, the City Council, and the Mayor should have been informed. Since OPD ended street closures, motorists have returned to Broadway while bus riders continue to be left behind by confusing, poorly communicated night detours on Friday, Saturday, and now on Sunday too.

Bus detours have also been a surprise to local elected officials. Councilmember Carroll Fife has been working closely with the downtown Oakland business community as well as the Oakland Police Department on efforts to improve safety along the Broadway corridor. Her office recently confirmed with the City Administration, OPD Chief Allison, A/AC Beere, who also confirmed with Area Captain Thomason, that there have been no further street closures along Broadway since October, nor have there been any recent communications from OPD to AC Transit.⁴

Call to Action

I am calling for:

- I. Broadway night time bus detours and stop closures to be ended immediately

² [March 1, 2023, City of Oakland - AC Transit Interagency Liaison Committee Notes](#)

³ [June 7, 2023, City of Oakland - AC Transit Interagency Liaison Committee Notes](#)

⁴ February 29, 2024 Councilmember Fife email communication on AC Transit Service Disruptions responding to AC Transit statement and clarification about service changes to Broadway

- II. a public AC Transit Board Meeting with presentation of the data and communications that formed the basis for management's decision for Broadway night detours of Lines Tempo, 6, 12, 18, 33, 51A, 72, and 72M. The Oakland Police Department and Alameda County Sheriff's Office should be invited to attend and report night time crime statistics and ticketing for the detour area including analysis of changes in the past year and documentation of where dispatch and calls for service of deputy sheriffs are occurring in Alameda County including frequency of incidents by location and bus lines.
- III. a public statement from AC Transit apologizing for the lack of a public process on this issue and committing to an equitable process that plans service changes with communities, not for them.
- IV. Collaboration between the City of Oakland and AC Transit on the true transit operational needs of this Downtown segment such as removal of the K-Rail barriers from the bus lane and parking enforcement to support reliable transit service.

In Closing

These closures and detours impact people who are just trying to get where they need to go, who expect AC Transit lines and bus stops to serve riders in the heart of downtown Oakland. Please join my call for AC Transit to restore all transit service on Broadway immediately. You can contact me at ssyed@actransit.org to stay in touch about improving transit service on Broadway and beyond. You can also submit formal feedback to AC Transit on Broadway Bus Service Cancellations at: <https://www.actransit.org/customer/customer-feedback/report>.

Sincerely,



Sarah Syed
Director, Ward 3

