

Oakland ILC Meeting Summary - December 10, 2025

Meeting Notes

Oakland Representatives: Wang, Houston, Gallo

AC Transit Representatives: Syed, Walsh, Young

Opening and Initial Remarks

The Interagency Liaison Committee (ILC) meeting between the City of Oakland and AC Transit took place on December 10, 2025, at 9:00 AM in a hybrid format. The meeting was held at the East Bay Paratransit Office in Oakland, CA, and via Zoom. Representatives from both the City of Oakland and AC Transit attended the meeting. The primary objective of the meeting was to discuss ongoing projects, address any issues, and plan for future initiatives aimed at improving public transportation and safety.

Teleconference Requirements

Members of the ILC had the option to attend remotely provided they gave prior notice that included their teleconference location, which was published on the agenda. For the meeting to be considered valid, a quorum of the committee needed to participate in person from a single physical location within the District. Remote participants were required to disclose the presence of any individuals over 18 years old in the room with them and explain their relationship to the member. Additionally, roll-call votes were mandatory for all remote participants to ensure transparency and accountability.

Public Comment

The public was invited to attend both in person and remotely, with live public comments accepted during the meeting. Comments included topics such as improved cleaning on International Blvd, a Public Safety working group between the agencies, new fare-capping on Clipper cards, and a request to have AC Transit's Hayden AI program expand to ticket violators in bike lanes.

Discussion Items

Bus Shelter Program Update

A comprehensive update was provided on the Bus Shelter Program. Presenters from OakDOT and AC Transit discussed the current state and future plans for bus shelters, focusing on maintenance and improvements. The key points included:

- OakDOT has a new bus shelter maintenance contract with District Works, ensuring that shelters are kept in good condition and any damages are promptly addressed. This contract will include maintenance activities such as cleaning, basic repairs, and removals if structurally unsafe. The value of the contract is \$250k.
- AC Transit brought up possible cost savings and efficiencies through procuring shelters through CalACT, which has a street furniture contract across the state of California with Tolar.
- Assessments for all 95 'legacy shelters' were underway to identify hazardous shelters that posed safety risks and required removal or repair. These assessments involved thorough evaluations of shelter conditions, structural integrity, and compliance with safety standards.
- All shelters that will be removed in Oakland will be coordinated with AC Transit's maintenance department. There will be a minimum of a 72-hour notification window. BRT shelter maintenance is handled by AC Transit.
- Future planning included the installation of new canopy-style bus shelters designed to provide more protection from the elements and enhance the overall commuter experience. These new shelters would feature improved lighting, real-time transit information displays, and seating designed for comfort and accessibility. OakDOT pointed to 14th street as some existing examples of this style of shelter.
- Efforts were also being made to address ongoing maintenance needs, including regular cleaning, graffiti removal, and lighting improvements to ensure safety and usability. The aim was to create a more pleasant and secure environment for transit users, particularly during evening and nighttime hours.

International Boulevard Quick-Build and Safety Improvements

The meeting included a detailed presentation on the safety improvements implemented along International Boulevard. The measures taken and their impacts were discussed extensively:

- The installation of channelizers, speed cushions, and new signage aimed at reducing bus lane violations and speeding. These measures were designed to

improve the safety of both pedestrians and commuters. Channelizers were placed to clearly delineate bus lanes, preventing unauthorized vehicles from entering and causing disruptions.

- Initial findings showed an impressive 83% reduction in bus lane violations, significantly enhancing the efficiency and reliability of public transit services in the area. This reduction was attributed to the increased visibility and enforcement of bus lane rules.
- Traffic speeds had decreased considerably, contributing to a reduction in the number of pedestrian fatalities and accidents along the busy corridor. Speed cushions were strategically placed to slow down vehicles at critical points, such as pedestrian crossings and bus stops.
- Future plans included the addition of more safety treatments and extension of the evaluation to ensure the continued success of these interventions.
- Public comments praised the collaboration and success of the project. Clarification on the role of the Alameda County Sheriff, CHP, and OPD was provided.

ILC Restructure and Charter

A brief discussion on the ILC restructure and charter emphasized the following points:

- Meetings would now be held two to three times per year, providing regular opportunities for collaboration and discussion between the City of Oakland and AC Transit. This change was intended to foster more frequent and meaningful interactions, allowing for timely updates and joint problem-solving.
- Flexibility for remote meetings was introduced to accommodate the busy schedules of committee members, though Oakland meetings were likely to continue in person to facilitate direct interaction.
- The new structure aimed to streamline the collaboration process while maintaining effective communication and coordination between the City of Oakland and AC Transit.

Future Agenda Items

Several key topics were proposed for future meetings, highlighting the committee's commitment to continuous improvement and community engagement:

- Updates on regional transit coordination including 'Service Based Planning', which was delayed due to time constraints.

- The formation of an interagency public safety working group focused on addressing safety concerns and developing strategies to enhance the overall security of the transit system.
- Ongoing updates on bus shelter cleaning and maintenance, with a focus on maintaining high standards of cleanliness and safety for commuters. Regular reports on maintenance activities and any new issues identified would be provided to keep the committee informed.
- Service-led planning and efforts to provide free transit passes to new developments and low-income housing, aiming to make public transit more accessible and affordable for all residents. This initiative would involve partnerships with housing developers and community organizations to distribute passes and promote transit usage.

Adjournment

The meeting concluded with acknowledgments of the collaborative efforts and initial successes of the implemented programs. The next meeting was tentatively scheduled for March 4, 2026, with further details to be confirmed. Participants expressed their commitment to continuing the progress made and addressing any emerging challenges in the upcoming sessions.